



## Executive Summary

Six areas of land called Urban Expansion Areas were added to the City's Urban Area in 2022 as part of a Provincial decision on the City's Municipal Comprehensive Review (MCR). To implement the Urban Expansion Area policies introduced by the Province, Secondary Planning, a detailed land use planning process, is required before any development takes place. The planning of Urban Expansion Areas will begin by establishing a Policy Framework and Guidelines to direct a Secondary planning process, and determining work plans, phasing, and timing for Secondary Planning.

The engagement and communications program for the Policy Framework and Guidelines consisted of three public meetings, an online survey, documents for comment, an e-blast to the project contact list, public newspaper notices, a project specific email address, and the project website. There were engagement opportunities available to attract a wide audience that included the general public, stakeholders, and Indigenous rights holders. Feedback will help shape the future of new communities and neighbourhoods in the Urban Expansion Areas.

Key themes raised by participants included the following:

- Plan for and provide more diverse housing options, including prioritizing affordable housing;
- Build complete communities with infrastructure, services, and amenities to support housing;
- Protect greenspace and natural features to help to address climate change;
- Preserve productive agricultural areas, and rural farming communities;
- Prioritize growth in the current urban area before the six Urban Expansion Areas;

- Improved transit and infrastructure is required to support the new communities;
- Stormwater management is needed to mitigate flooding; and,
- The need for employment and high-quality jobs to be considered.

Next steps include integrating the feedback received into the development of the Policy Framework and Guidelines for the new Urban Expansion Areas. The City will be determining the sequencing of the Secondary Plans for the six areas, developing a work plan, and undertaking a multi-phase process to prepare Secondary Plans. Public, stakeholder, and Indigenous engagement will occur throughout the Secondary Planning process and at key milestones.

Executive Summary ..... i

1.0 Introduction..... 1

2.0 Engagement Approach ..... 2

    Public Notice..... 3

    Virtual Meeting..... 4

    Open House Meetings ..... 4

    Online Survey ..... 5

    Correspondence ..... 6

    Project Website and Documents..... 6

3.0 What We Heard..... 7

    Environment and Climate Change..... 7

    Agricultural Lands..... 8

    Water and Sewer Infrastructure ..... 8

    Existing Urban Area..... 9

    Conformity with the Guidelines ..... 9

    Timing and Sequencing ..... 9

    Affordable Housing ..... 10

    Transportation ..... 11

    Twenty Road..... 12

    More Diverse Housing ..... 12

    Complete Communities..... 12

    Employment ..... 13

    Information and Engagement ..... 13

    Decision Making..... 14

    Other Comments..... 14

4.0 Next Steps..... 15

Appendices

Appendix A: Virtual Meeting Question and Answers

Appendix B: Open House Panel Feedback

Appendix C: Open House Feedback Forms

Appendix D: Open House Map Comments

Appendix E: Online Survey Results

Appendix F: Public Comments

Appendix G: Stakeholder Comments

Appendix H: Indigenous Rights Holder Comments

Appendix I: Comments on the Policy Framework and Guideline Documents

# 1.0 Introduction

The City of Hamilton is planning to accommodate significant growth over the next 30 years. The population of the city is expected to grow to at least 820,000 by 2051. With this in mind, it is important to plan for the City to plan where to direct this growth, and how to ensure that those who arrive in Hamilton have great communities to live, work, and play in.

In November 2022, the Province made multiple changes to the City's Official Plans. Modifications included an expansion to the Urban Boundary to include additional lands for future urban development. Six areas were added to the boundary, with a total area of approximately 2,200 hectares. These areas were identified by the Province as "Urban Expansion Areas" as seen in Figure 1.

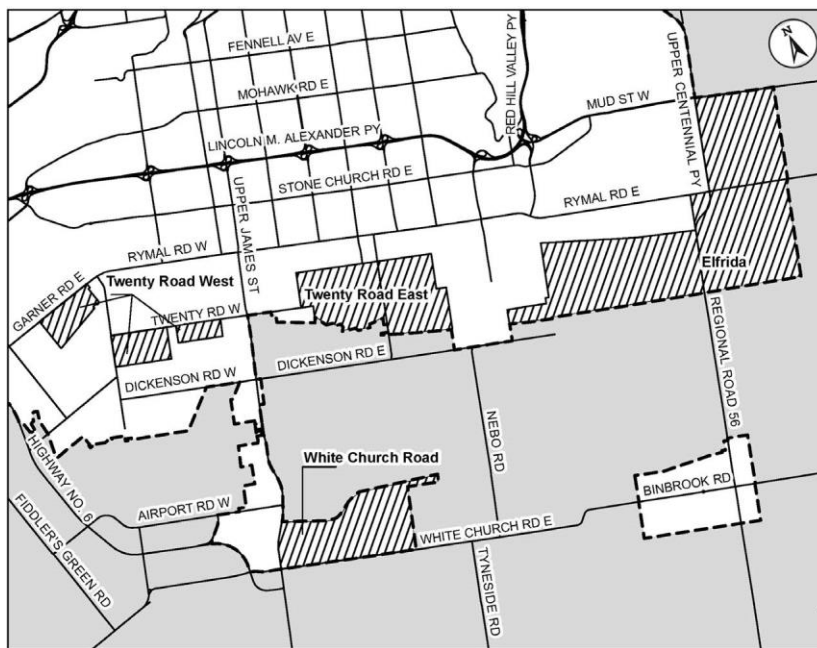


Figure 1: Urban Expansion Areas

The Official Plan policies, as modified by the Province, require that Secondary Planning be completed for the Urban Expansion Areas prior to development occurring. City of Hamilton staff were directed by City Council to engage with the public on an Urban Expansion Areas Secondary Planning Framework.

The project consists of five phases as shown in Figure 2, which began in Winter 2022/2023. The project is currently in phase two, where the City engaged on implementing a Secondary Planning framework for the Urban Expansion Areas.

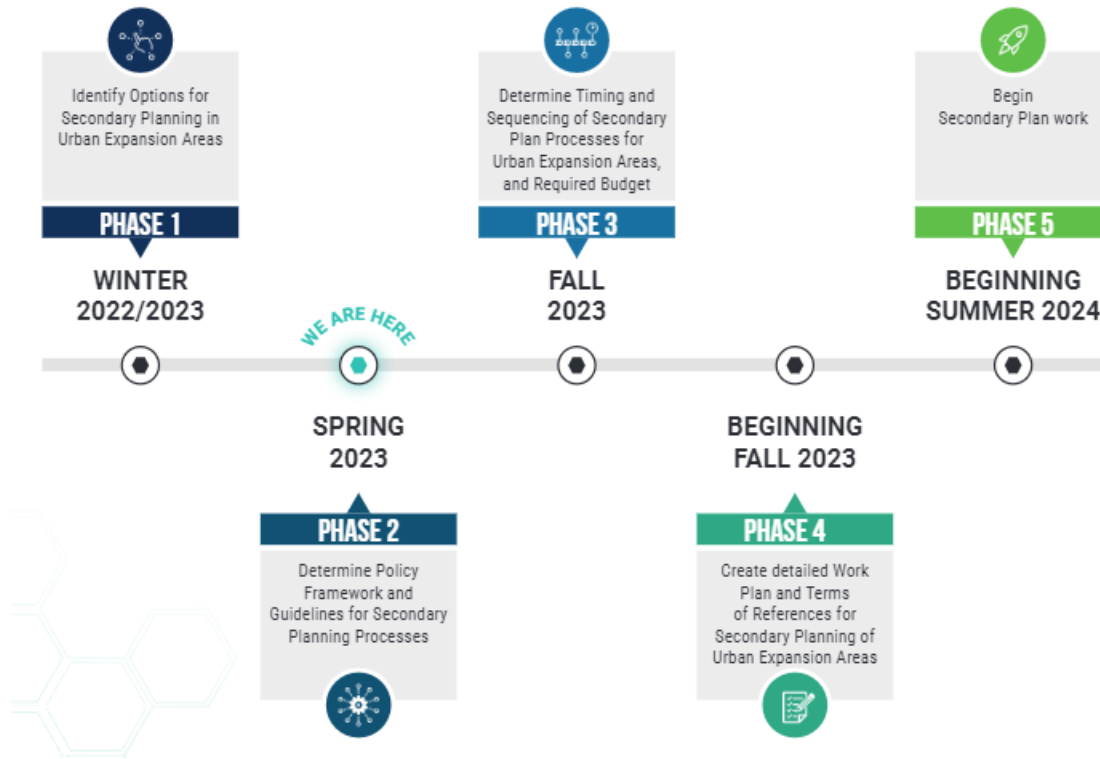


Figure 2: Project Timeline

## 2.0 Engagement Approach

Community engagement, communications, and outreach is a key part of the project process. Public engagement that occurred in phase two of the project consisted of one virtual public meeting, two in-person open house meetings, and an online survey. A dedicated project email was established to receive public and stakeholder comments. A project website was set up to host project background information, reports, presentation materials, and enabled participants to view the most up to date documents for the project and comment on document sections directly.

Indigenous engagement was and will continue to be a key component of the engagement program and was led by the City of Hamilton.

The goal of engagement for this phase was to get feedback on the Policy Framework and Guidelines for Secondary Planning and to understand community priorities for new communities and neighbourhoods in the Urban Expansion Areas. Through interactive activities online and in-person, the City gathered feedback on key issues, priorities for the Guidelines and Policy Framework, how to prioritize the order in which the six areas are planned, and how people want to be engaged throughout the project. The engagement was designed to help inform the Policy Framework and Guidelines for Secondary Planning processes using a variety of engagement tools to ensure a wide range of perspectives were captured.



*Figure 3: Large-scale map at Open House #2*

## Public Notice

A public notice was released providing background information on the project and how to get involved. Social Media notices and email notifications to a stakeholder mailing list, a project contact list, and the GRIDS 2 / MCR mailing list were provided on May 5. Newspaper notices were posted on May 6 and May 13 in the Hamilton Spectator and on May 11 in all community newspapers.





Figure 4: Twitter Project Notice

## Virtual Meeting

A virtual meeting was held on WebEx on May 15, 2023 from 7:00 p.m. to 8:30 p.m. The format was a live presentation to give participants an overview of the project followed by a question and answer period. A total of 189 participants attended the virtual meeting live. A recording of the presentation component was posted on the project website after the meeting to allow people to view it on their own schedule.

The presentation began with an overview of the project background to provide participants information on the new Urban Expansion Areas, the Secondary Plan process, the Policy Framework, engagement program, and the project timeline. Following the presentation, there was a one-hour facilitated question and answer period to allow participants to ask questions of the project team. Participants could raise their hand and speak or use the WebEx Q&A function to ask a question or make a comment. Themes that emerged from the meeting discussion are included in Section 3.0: What We Heard. Detailed meeting minutes from the Q&A are included in **Appendix A**.

## Open House Meetings

There were two open house meetings held in phase two. The first open house meeting was held on May 17, 2023 at the Hamilton Central Library from 6:30 p.m. to 8:30 p.m. and had approximately 35 attendees. The second open house meeting was held on May 24, 2023 at the Mount Hope Community Centre from 6:30 p.m. to

8:30 p.m. and had approximately 123 attendees. The format of the open house sessions was drop-in style to enable participants to view project information, ask question to staff, and participate in the activities on their own time. Open house sessions provided an opportunity for participants to view project information on the upcoming Secondary Planning for the Urban Expansion Areas, speak with project team members, and provide input on future directions.



Engagement materials at open house sessions consisted of display panels, interactive panels with stick notes as seen in Figure 5, large scale maps, take home materials, and feedback

forms. Participants were able to interact with display panels and maps by placing sticky notes with comments for consideration, and dot stickers for panels that prompted participants to vote on their top 3 of the presented choices. Results from open house panels can be found in **Appendix B**, and results from the mapping activity can be found in **Appendix D**. A total of 21 feedback forms were submitted to the project team and can be found in **Appendix C**. Themes that emerged from the survey are included in Section 3.0: What We Heard.

## Online Survey

The Growing Hamilton - Planning for New Communities Survey was used to gather feedback from the public and was open from May 5 to May 27, 2023. The survey was hosted on the Engage Hamilton site and received 2700 page visits and 280

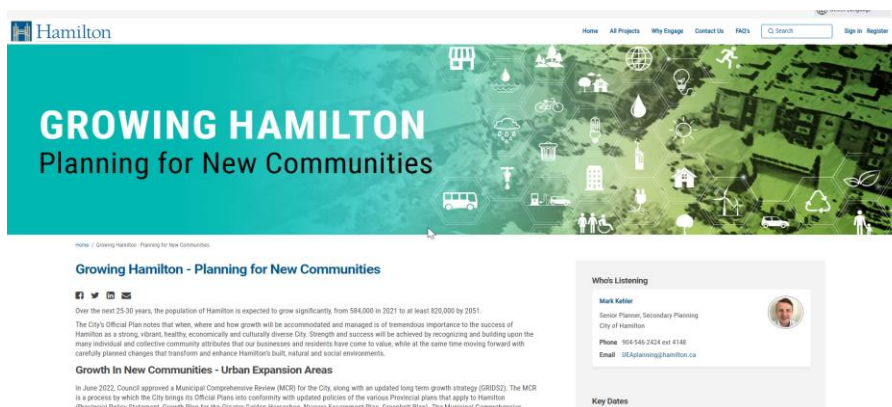
participants submitted a survey response. Survey feedback has been integrated into Section 3.0: What We Heard in the key themes section, with the complete results included in **Appendix E**.

## Correspondence

A dedicated project email ([UEAplanning@hamilton.ca](mailto:UEAplanning@hamilton.ca)) was set up to enable participants to submit their comments, questions and feedback for the urban expansion areas. Project team contact information was provided to enable correspondence as well. In total, there were 31 emails and letters received by the project team from the public, stakeholders, and Indigenous rights holders. A letter was received from Six Nations of the Grand River (SNGR). You can find the emails and letters received in **Appendix F** for public comments received, **Appendix G** for stakeholder comments received, and **Appendix H** for Indigenous rights holder comments received.

## Project Website and Documents

The project website [engage.hamilton.ca/growinghamilton](https://engage.hamilton.ca/growinghamilton) in Figure 6 provided a centralized place for key dates, documents, background information, and the project timeline for participants to view. The website also housed project documents including the draft Policy Framework and Secondary Plan Guidelines, which participants could leave comments on for the project team and other participants to view and interact with. The documents with participant comments can be found in **Appendix I**.



*Figure 6: Project website*

## 3.0 What We Heard

The following section is a summary of what we heard throughout phase two from the public meetings, online survey, correspondence and the website document comments. The feedback received has been separated by public, stakeholder, and Indigenous rights holder comments received. Several themes emerged in phase two of the project and are summarized below.

### Environment and Climate Change

#### Public Comments

Environmental protection was a common concern raised and many participants expressed that it was important to prioritize the conservation of natural resources in the new Urban Expansion Areas. Many were concerned about climate change and the impacts of new developments on the environment. It was suggested that climate change reduction and mitigation strategies such as green infrastructure should be included as high priorities for the Secondary Plans and the new developments should not contribute to climate change. It was noted that some participants would like the new buildings to be built to higher standards to help combat climate change.

There were concerns raised on the impacts of the expansion and confusion from the public regarding if the new areas are part of the greenbelt. Many participants wanted to ensure that nature, wildlife, creeks, and greenspaces are protected for future generations. This includes but is not limited to consideration for wetland habitats, protection of waterways, parklands, and mature trees.

Tree protection and ensuring that developers comply with existing City tree by-laws was a frequent comment raised by participants. Consideration of wildlife was also a priority as well as identifying and remediating any contaminated creeks. Participants also noted that there was a need to update wetlands mapping to ensure that all wetland areas are identified and existing maps are updated.

## Indigenous Rights Holder Comments

Feedback was received that development has and can lead to significant environmental degradation. SNGR noted that the land in the six new Urban Expansion Areas have high ecological and agricultural value and requested that the environment not be compromised in the pursuit of building housing. SNGR also recommended that for each tree that is removed, 10 should be planted in their place.

## Agricultural Lands

### Public Comments

Participants largely expressed concern over the potential loss of prime agricultural lands in the area. Many would like to ensure that the areas remain productive agricultural lands, and that local rural farming communities are preserved. It was emphasized that if rural areas are developed, they must be properly mapped to ensure we know about all of the features in the Urban Expansion Areas.

Participants emphasized the importance of local food production and that these areas are important for local production now but will also be in the future. Priorities for the future planning in these areas should include agriculture uses and lands for local food production.

## Water and Sewer Infrastructure

### Public Comments

Participants raised concerns around stormwater management and infrastructure to support the new developments. It was noted that stormwater and flooding have been issues in the communities, and that new developments must consider water drainage, ensuring that they do not contribute to flooding. It was also noted that water management for underground aquifers must be outlined.

Availability of nearby existing water and sewage infrastructure was identified as the top priority for consideration in open house sessions. The existing sewage systems will need to be updated to accommodate more people. It was also suggested that

servicing needs required for these areas should be paid for by the development itself, and participants supported the idea that growth should pay for growth.

### Stakeholder Comments

The Niagara Peninsula Conservation Authority (NPCA) recommended the City continues to install public infrastructure in expansion areas, particularly stormwater management.

## Existing Urban Area

### Public Comments

Many participants shared a desire to exhaust development opportunities within the current expansion areas before building into new areas. This included suggestions to build housing vertically, prioritize medium density housing within existing neighbourhoods, and focus on infill and vacant lots. Some suggested including a planning policy to develop housing in the current urban area before building commenced in new areas. Participants wanted to ensure that existing land is used to its full potential before the City moves to developing anything in greenfield areas.

## Conformity with the Guidelines

### Public Comments

Participants wanted to ensure developers adhere to the Secondary Planning Guidelines that are established through this process. Participants were concerned that the development would not occur in conformity with the policies in the Secondary Plans. Some would like the City to use enforcement measures to ensure that developers follow the policies set for the expansion areas.

## Timing and Sequencing

### Public Comments

Many participants noted that Elfrida should be sequenced first based on the background work that has already been completed. Participants suggested that

using data and information from the 2016 Elfrida study could benefit the current Secondary Plan. However, some participants noted that it would give Elfrida an unfair advantage to have their Secondary Plan approved first, leaving the other identified Urban Expansion Areas lagging behind.

Focusing first on areas where there is potential for the expansion areas to complement existing adjacent neighbourhoods was the second highest priority identified. Participants also wanted to understand the timeline for when homes would be built in the new areas.

Many landowner representatives submitted letters regarding the sequencing of the Secondary Plan process. The Biglieri Group and SGL submitted comments in respect to the Elfrida Secondary Plan Area, recommending that the area be sequenced first. However, Corbett Land Strategies requested that Elfrida is not prioritized over other areas as they note that the role of the area is no more or less critical than other areas. Urban Solutions submitted multiple letters asking to prioritize the *approval* of Secondary Plans over the *order* of Secondary Plans to ensure efficiency for the home building process. Gatzios Planning and Development Consultants offered support for proceeding ahead with secondary plan work on Twenty Road East.

## Affordable Housing

### Public Comments

The theme of affordable housing came up throughout the course of engagement. Smaller and more affordable homes were mentioned as a priority for planning in these six areas. However, many participants also remarked that affordable housing is needed in the existing urban areas of Hamilton as well.

A key message was for the City to establish high targets for affordable housing in the new areas. Participants noted that targets for affordable should include that housing costs should be no more than 30% of a person's income. Affordable housing and affordable rentals were identified as very important, noting that affordable housing for people with disabilities must be built as well.

## Transportation

### Public Comments

Participants wanted to understand how the new areas would be connected to the existing transportation network. A need for additional infrastructure was expressed as it was noted there is already a strain on the capacity of highway infrastructure and transit infrastructure. Several participants noted that they wanted to reduce car dependency in the new areas through making walking, cycling, and public transit options easy, safe, reliable, and affordable. Participants supported making active transportation a priority.

Participants stressed the importance of ensuring that the transportation infrastructure to support new residents is in place before homes are built in expansion areas, including sidewalks. Participants also expressed the need to develop close to existing infrastructure and integrate with existing infrastructure nodes for efficiency and connectivity.

Proximity to existing and planned transit networks and ability to integrate with existing transit networks was identified as the third highest priority by participants in open house sessions.

### Stakeholder Comments

TransCanada Pipelines requested policies to be included in the Secondary Plan areas for Elfrida, Twenty Road East, and Area 1 of the Twenty Road West Urban Expansion Areas. Policies recommended early consultation with TransCanada for development proposals within 200 metres of facilities and 10 metre setbacks from the limits of right of ways for buildings, structures, and parking areas as well as 3 metres for accessory buildings.



## Twenty Road

### Public Comments

Participants noted that Twenty Road needed a redesign to support current and new population growth. Twenty Road and Upper James Street, was identified as a particular area of concern for traffic. Many participants wanted to see Twenty Road widened to 4-lanes and new traffic lights added at key locations to support local traffic, and wide sidewalks and bike lanes added to support safe, multi-modal options along the road. Participants shared that specific considerations should also be taken for the adult living communities along Twenty Road. Stormwater management for Twenty Road West was also identified as a concern to be addressed.

## More Diverse Housing

### Public Comments

Most participants agreed that more housing was needed to accommodate growth but many expressed a desire for a diverse mix of housing types. This included adding more apartments, townhomes, and 'missing middle' housing. Some noted that single family homes should have much less priority than higher density.

Elfrida was identified as an area that could support more high and medium density by participants. Many participants noted this process should ideally result in more dense communities with a mix of housing stock and options for diverse and multi-generational families.

## Complete Communities

### Public Comments

Participants wanted to ensure that newly built areas were self-sufficient with a mix of uses and access to amenities. Amenities such as schools, parks, and services were a priority to support the residents who will live in these areas. Residents should have all of their basic needs within their new community, including grocery

and corner stores. The idea of creating a village with central amenities was also shared as an ideal way to organize a complete community.

It was expressed that a complete community should be a community for all and include providing a range of housing options, recreation and culture, health and commercial services. Many expressed that schools will need to be built to support the new and current communities. Housing for seniors and long-term care must also be considered in the new areas.

## Employment

### Public Comments

Employment and jobs were brought up by participants as an important element to include in the planning of the new areas. Employment areas and residential areas should coexist to create complete communities, and employment lands should not be considered as separate. There was a desire to have businesses locate in the new areas and provide jobs for highly skilled people. This would include employment areas that could support professionals such as doctors and engineers. These new expansion areas should contribute to the local economy.

## Information and Engagement

### Public Comments

Participants would like to be kept informed primarily through email updates and notifications, followed by updates by mail. Preferred ways to engage on the project included in-person meetings, followed by participation in community focus groups, online surveys, sending in comments via email, virtual meetings, and pop-up information booths. Residents also wanted to ensure they were informed at every step of the expansion project to ensure that developer plans adhere to the Secondary Plans.

## Decision Making

### Public Comments

Many participants were frustrated by the Provincial decision to expand the existing Urban Boundary to include the six new areas. Many wanted the Province to change direction and stay with the City Council approved existing urban boundary. Participants noted that they would like a Provincial representative to attend future sessions.

## Other Comments

Other important considerations that were raised but were not part of a broader theme include:

- Learn from the mistakes in Binbrook and apply them to new development;
- Make quality more important in urban design. Documents like the Zoning By-law are too focused on form not beauty. More input on the quality of urban design is needed in pre-consultation;
- Include Indigenous people in discussions;
- Preserve identified cultural heritage homes and spaces in Mount Hope;
- Impacts on policing, fire department, and EMS will need to be considered and consulted with;
- Secondary plans should be structured simply with frameworks provided to landowners to fill out to allow development to progress faster;
- Use planning tools like the Community Planning Permit System (CPPS) to avoid building suburban communities. It was also noted that the CPPS could give too much power to developers by bypassing essential studies/permits; and
- Barton Street was identified as a potential existing area with vacant areas that could be built up.

## 4.0 Next Steps

Based on the key themes that emerged from the input received during Phase two, the following next steps and recommendations have been identified for consideration by the City:

- Integrate feedback from the public, stakeholders, and Indigenous rights holders into the future considerations for the Urban Expansion Areas;
- Clarify and refine the directions in the Guidelines based on participant feedback;
- Look to identify ways to help balance tensions that may exist with developing greenspace and agricultural land, for example sharing how natural areas will be integrated and cared for in the Urban Expansion Areas while building complete communities for the new residents;
- Provide clear sequencing for which areas will be developed and rationale; and
- Place further emphasis on how this process will benefit current and future residents and ensure participants are aware that this is an opportunity to shape a better city for future generations.

The next steps for the project include:

- Determine Timing and Sequencing of Secondary Plan processes for Urban Expansion Areas, and required budget;
- Finalize detailed work plan for Secondary Planning of Urban Expansion Areas, and begin work; and
- Undertake multi-phase Secondary Planning process for Urban Expansion Areas and finalize recommended Secondary Plans.

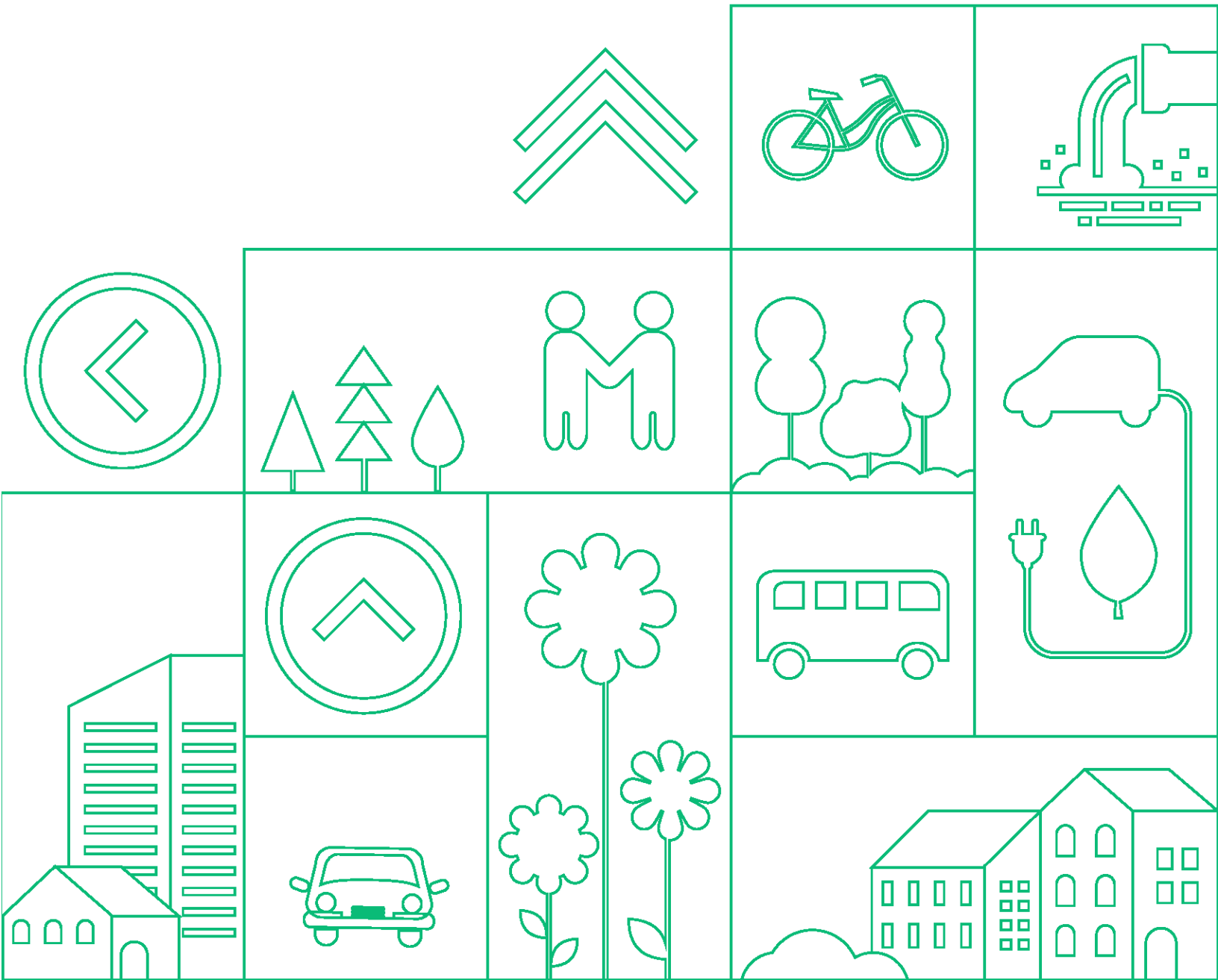
The public, stakeholders, and Indigenous rights holders will be engaged throughout the planning process to help shape the future of these six Urban Expansion Areas.



## Report Appendices

Appendix A: Virtual Meeting Question and Answers .....	3
Appendix B: Open House Panel Feedback.....	17
Appendix C: Open House Feedback Forms .....	26
Appendix D: Open House Map Comments.....	32
Appendix E: Online Survey Results.....	36
Appendix F: Public Comments.....	99
Appendix G: Stakeholder Comments .....	148
Appendix H: Indigenous Rights Holder Comments.....	154
Appendix I: Comments on the Policy Framework and Guideline Documents.....	156

# Appendix A: Virtual Meeting Question and Answers



## Urban Expansion Areas Secondary Planning – Virtual Meeting Summary

**Date & Time:** May 15th, 2023 7:00 pm to 8:30 pm

**Location:** Online using WebEx

### **Project Team Attendees:**

**City of Hamilton:** Christine Newbold (Manager - Sustainable Communities), Mark Kehler (Senior Planner – Sustainable Communities), Melanie Pham (Community Planning Program Lead - Sustainable Communities), Andrea Blakey (Administrative Assistant – Sustainable Communities), Bhajan Sarker (Project Manager - Public Works), Omar Shams (Project Manager - Planning and Economic Development)

**Dillon Consulting Limited:** Kristin Lillyman (Independent Facilitator), Dustin MacDonald (Independent Notetaker)

### **Meeting Overview**

The focus of this meeting was on providing information about the City's proposed Policy Framework and Guidelines to direct secondary planning processes for the Urban Expansion Areas recently added to the Hamilton Urban Boundary. The meeting format was a 30-minute live presentation followed by a 1-hour question and answer period. The following is a summary of the Q&A session.

### **Meeting Transcript**

**Question: Why is the Provincial government requiring the City of Hamilton to build housing in the Urban Expansion Areas without first requiring the City to increase density by constructing new housing within current city boundaries?**

Staff Response: The Province still requires the City of Hamilton to intensify existing built-up areas. As part of the Provincial decision, there is a requirement to update growth projections to confirm residential intensification targets, and this is part of ongoing work on the Municipal Comprehensive Review (MCR). There will be targets for intensification within existing built-up areas and greenfield density targets, including within the Urban Expansion Areas. In total, 236,000 more people and 119,000 more jobs need to be accommodated in the urban area by 2051. The Province has indicated that the reason for their decision is to address government priorities related to housing as well as Provincial



direction related to growth management. This is the Provincial interpretation of the Provincial policy framework.

**Question: How would the City build complete communities in the Urban Expansion Areas? Most of the areas are currently far from the services that support communities - such as schools, churches, grocery stores, hospitals, etc?**

Staff Response: The objective would be to develop complete communities within these urban expansion areas, incorporating elements like schools, shopping etc. into the new communities. Overall, the approach will be to develop the neighbourhoods to be complete communities themselves.

**Question: Has this process been reviewed by Indigenous groups? What is being done to ensure that we are incorporating their perspectives?**

Staff Response: That is part of the process for the policy framework and guidelines. The team has reached out to Indigenous rights holders and are making their input a priority before finalizing the framework and guidelines.

**Question: Glanbrook currently has basic Infrastructure, when will infrastructure start getting built and what will it look like if these plans go through?**

Staff Response: There is some study that has occurred but further studies would be needed once we have greenfield density targets and understand how many people will be living in these areas. Future infrastructure master plan studies will determine what infrastructure is needed to support growth within the urban boundary expansion areas. The current water, wastewater and stormwater master plan study will determine the short term and long term infrastructure needs to support growth within the urban boundary and within the urban boundary expansion areas to provide a strategic vision for 2041 and 2051 planning horizons. The overall goal is to provide a business case for the need, timing, and cost of infrastructure in an integrated process. In planning for 2041 and 2051 planning horizons - Transportation Planning staff are undertaking a strategic transportation network review to determine infrastructure and transit servicing needs in a more comprehensive manner. Staff are applying a lens of multimodality climate change, accessibility and equity to ensure communities are provided with adequate transportation services that meets future population and employment needs. The priority is to make decisions in a collaborative way.

**Question: How will Provincially significant wetlands, species at risk and natural heritage be protected through this process?**

Staff Response: A key study is the sub-watershed study which is a detailed review of streams, wetlands and habitats that exist in these areas. It is completed in consultation with Conservation Authorities. Part of the implementation framework is to ensure this work is completed very early in the process to have a detailed picture of what is there in terms of environmental features. The next step would be implementing policies to protect these areas. The land use plan that informs zoning would not allow development in features or have specific requirements for distance of development from natural features.

**Question: Will the team be mapping wetlands in the area? There are gaps in the current knowledge.**

Staff Response: We will be relying on professionals with experience in ecology and hydrology and the Conservation Authorities to inform the sub-watershed study. There is currently a need to understand what natural heritage features exist to understand the habitats and boundaries. The sub-watershed study will look to fill in the gaps and recommend things like buffers, restoration areas and linkages are needed to enhance/protect existing features. There are a number of staff from different areas such as Natural Heritage and Conservation Authorities who will be involved in reviewing these studies.

**Question: How will the City monitor tree protection, are there penalties for developers who don't adhere and take too many down?**

Staff Response: Tree protection is partially a by-law enforcement issue. It is also part of a development process. At the secondary plan level we will identify where the significant woodlots are. When you get to the site planning level there is a requirement for tree protection plans, which will require protections to be installed by developers when development occurs.

**Question: How will the public be consulted on privately led secondary plans?**

Staff Response: Developers will need to approach City staff to identify all the necessary studies, plans and requirements that need to be completed to form a complete Official Plan Amendment application. In Hamilton this pre-application process is called Formal Consultation. With the framework and guidelines in place, the City can outline the process that needs to be followed for privately initiated Secondary Plans. This includes an outline of how to engage with the public. Once they have completed the required formal consultation process that is when developers can fully submit their Official Plan Amendment (to establish a privately-initiated Secondary Plan). This allows council to make informed decisions using all of the required documentation.

**Question: What happens if a secondary plan area has landowners that don't sell and some do sell, how is a secondary plan created in that case?**

Staff Response: Secondary plans can't require anyone to sell or change the use of their property. Land owners are consulted through the secondary planning process and have the opportunity to provide input. Final decisions for the secondary plan go before council. There is also an opportunity to appeal a decision to the Ontario Land Tribunal (OLT), who may make a decision. If someone chooses not to sell, they can maintain the current use of their property until they do decide to sell.

**Question: Regarding the requirement to build housing, will there be policies to prioritize developing in current urban areas before developing in the new expansion areas?**

Staff Response: What is still to be looked at in the MCR are the targets for density and intensification. Because it is such a long term plan to 2051, much of the growth will be through intensification. Some will be through greenfield developments. The growth within the previous urban area will be occurring first, because it takes a fair bit of time to plan for these areas. Areas may also not be planned all at the same time. Most of growth in and around 2031 would be occurring in existing areas and once the secondary planning processes are complete that is when development would start in new areas.

**Question: What is the City's definition of affordable housing?**

Staff Response: Affordable housing is often defined in different ways, for the City it could be a mix of affordable rental and affordable market housing. This could mean rent geared to income type housing for example. The goal of this process is to see how to plan for a full range of affordability including ownership and rentals at different affordability levels.

**Question: What percentage of housing in these new expansion areas would be required to be affordable?**

Staff Response: There is a limit to what can be done at this stage. There are some tools available to us. A community planning permit system (CPPS) to allow for affordable housing targets has been looked at, although it is early at this stage to establish targets. A CPPS is a tool available under the Planning Act which combines several development approval processes together to streamline them. Zoning is more of a rigid tool, but a CPPS allows for conditional zoning, if a developer was providing affordable housing they could get more permissions (greater height, density etc.), or less if they aren't providing it. Those are some considerations we are looking at to determine whether it is appropriate to use this tool for some of the Urban Expansion Areas.

**Question: Will the new developments and the taxes that come in pay for the infrastructure required to support these new communities?**

Staff Response: That is a principle we are working from. There needs to be a financial impact assessment prepared to outline development related costs and opportunities for cost recovery through development charges and increased property tax. We are following the principle of growth paying for growth.

**Question: Regarding secondary planning, will City Council be approving the plan for these areas?**

Staff Response: For the secondary plans themselves Council will be the approval authority but there is the possibility of appeal to the Ontario Land Tribunal (OLT). The OLT has final approval authority if it goes to appeal.

**Question: This process seems long, when would homes actually be built in these areas?**

Staff Response: It is hard to say at this phase, there is still a lot of sequencing work needed to understand where development is going to start. It depends on the inputs being completed and the scope of work for each area, and how long background research will take. It usually takes several years to develop a secondary plan. It will be a fair bit of time until construction begins in these areas.

**Question: From back in 2017, there was a meeting in Valley Park for the Elfrida Study. Current transportation infrastructure is inadequate. Where is the new expressway required to handle this growth?**

Staff Response: Growth has an impact on the transportation network. In response to the planned growth we have undertaken an infrastructure review process which forecasts the needs for infrastructure in 10, 20 and 30 year planning periods. First we are ensuring that accessibility for all modes of transportation is provided and adequate. We are taking a more environmental and climate-conscious approach. Infrastructure growth comes with benefits and drawbacks. For example, building a new expressway could have drawbacks environmentally. We are considering enhancements to our existing network. What is really important is providing more frequent bus and Bus Rapid Transit (BRT) systems to move more people into residential areas and places of employment in a cost-effective and accessible manner. This multi-modality lens will plan for the future to meet future needs.

**Question: If we are prioritizing certain secondary plans over others, which of the 6 urban expansion areas will be prioritized first?**

Staff Response: That is something we are looking for feedback on and that has not been decided yet at this stage. We want to have the framework and guidelines in place and then figure out the sequencing. We welcome feedback on which areas people think should be prioritized.

**Question: Is there a percentage or amount of land in each secondary plan area required to be green space?**

Staff Response: In our Official Plan (OP) we have minimum parkland standards in place for community and neighbourhood parks. The plan has targets that should be provided based on the population. Any secondary planning for these areas will need to meet these levels at a minimum.

**Question: Are any of the six secondary plan areas part of the greenbelt?**

Staff Response: They are not. There were two Provincial decisions made around the same time. This decision, often referred to as the decision on OPA 167 (Municipal Comprehensive Review amendments) added these expansion areas, which were taken from the rural area and added into the urban area. A separate Provincial decision removed three other areas from the greenbelt. These areas aren't part of this consultation and we are awaiting further Provincial direction on these areas as they are currently still part of the rural area.

**Question: How will the City help to make sure the secondary plans in these new areas won't worsen flooding in Hamilton?**

Staff Response: We have existing stormwater management requirements and policies in place. We want future policies to consider innovative stormwater management techniques to help with future climate change adaption and mitigation. Ensuring floods are managed according to local climate is a key consideration.

**Question: Will the City be preparing Terms of References (TOR) for privately initiated secondary plans?**

Staff Response: Any privately initiated secondary plan will need to provide the City with a TOR before any work begins. The City would not be preparing it but would review it and have input. The City still has control over the process regarding what needs to be submitted as part of the application and what goes into the TOR. The proposed guidelines would provide a template for preparing the terms of reference.

**Question: How will the City ensure developers follow City policies for the 6 areas?**

Staff Response: The Official Plan is our guiding document and secondary plans form a part of that. In Ontario, there is the opportunity for amendments to be submitted. However, this sets the groundwork for how the community should develop and it would generally follow that process where development will be required to follow the OP. Any future amendments to the Official Plan will be considered on their own merits at the time they are submitted.

**Question: Why does all of this seem like a done deal, the City has been steamrolled by the current Provincial government? If the issue is just about housing, there is a lot of land within the current City boundaries - shouldn't this be enough to satisfy the Ford government in the interim? Why aren't we just working on that? It is upsetting to just have the Provincial government run us over with their directions.**

Staff Response: The Province has made the decision and the Urban Expansion Areas have been added to our Official Plan. There is direction that Secondary Planning needs to be completed. Our focus is to have as much influence on this process as we can so that the areas meet the City's objectives. We can have a much greater influence on how these areas are developed if we are proactive, than if we don't plan for them.

**Question: How connected will these new areas be to existing transit infrastructure?**

Staff Response: Connectivity is critical to our transit infrastructure improvements. The first step of the Strategic Transportation Network Review would be to expand the transit service area into these new areas. This would require additional infrastructure to ensure adequate transit service is provided. This considers multi-modal options like cycling as well. The Hamilton Street Railway (HSR) redesign is currently under consideration by Council and will impact future transit priorities as well, ensuring that hub to hub connectivity is provided. All considerations based on public feedback have informed decisions to be future ready for transit needs.

**Question: Will the City be using the data and information and feedback from the Elfrida Growth Area Study from 2016?**

Staff Response: We do intend to reinitiate the work in Elfrida but it will be a new secondary plan process. A fair bit of work has been done but we will be going back and looking at what needs to be updated, such as the sub-watershed study work. The natural areas will need to be reviewed again to ensure that we have current information. We will revisit public input and some of the concept work done for that area to guide the City as we go forward with Secondary Planning.

**Question: Will there be height restrictions in the new areas? Has the Province mandated growth targets?**

Staff Response: We don't know at this stage. Height considerations will be part of the secondary plan process. There are growth targets in the Provincial Growth Plan for the Greater Golden Horseshoe that tell us what population and jobs we need to accommodate. Part of the MCR process is to plan for how that growth should occur.

**Question: City council recently voted to take the lead in the secondary plan process. Of the six areas, the City has already completed the background studies for the Elfrida area. Will the City do the same studies for the other expansion areas as well, in terms of completing the background studies?**

Staff Response: Yes, however some areas may not require the same amount of work as Elfrida, as the areas are all different in size and complexity.

**Question: Will there be a recommendation for the number of jobs per hectare in the new areas?**

Staff Response: Part of the MCR work will be to allocate growth forecasts across different areas of the City, which will help us to know what type of growth we can expect in the expansion areas. Estimated growth in an area is usually based on persons and jobs (people living and working in an area). The Province has specific minimums that they require us to meet (50 people and jobs per hectare) and for greenfield areas, our Official Plan currently requires 70 people and jobs per hectare. We will be updating growth forecasts and adding these urban expansion areas. There is still work to be done for these urban expansion areas to determine the appropriate target for growth. As it stands right now, the target is at 70 people and jobs per hectare.

**Unanswered Questions**

The following are additional questions asked during the event but went unanswered due to time constraints. Staff have provided responses to the questions, which are noted below.

**Question: It has been discovered that species federally protected under the Species at Risk Act are on some of these lands. How will you help bring this information to the Provincial and Federal government's attention?**

Staff Response: Species at Risk screening will form part of the natural heritage assessment required as part of the Secondary Plan process. Information collected through the screening will be shared with the Ministry of Environment, Conservation and Parks (MECP) following approved MECP protocols.

**Question: The City has a spotty record for upholding secondary plans, what innovative approaches are being considered?**

Staff Response: The vision and planning priorities established in the proposed Policy Framework will help the City uphold its policy goals through the secondary planning process and the processing of any future amendments to the Secondary Plans. The Policy Framework will be incorporated in the Official Plan which is the City's guiding document for making planning decisions.

**Question: Do you publish the secondary plan amendment applications?**

Staff Response: Planning applications, including privately initiated secondary plans, are publicly available. Copies of all application materials (including digital copies) can be requested from the Planning Division. The public consultation requirements in the proposed Secondary Plan Guidelines also include a requirement for a project website where application materials could be posted.

**Question: Are approaches like net positive energy neighbourhoods & incentives to build within the urban boundary being considered?**

Staff Response: An Energy and Environmental Assessment Report will be completed through the Secondary Plan process to identify opportunities to incorporate energy efficiency and energy generation measures in the design of the new neighbourhoods. There are existing incentives to build within built-up areas, including financial incentives to assist with contaminated site remediation, and zoning that allows for higher densities, particularly Downtown and along major transit routes.

**Question: What steps could a landowner consortium take to successfully push through their own secondary plan in the shortest amount of time, possibly with the help of the OLT? How would that affect the ability of the public to be consulted?**

Staff Response: The Urban Expansion Area Policy Framework and Secondary Plan Guidelines will establish a consistent public consultation process for all City-initiated and privately initiated secondary plans. In the event of an OLT appeal, the Policy Framework will help the City defend its positions because Official Plan policies must be considered by the OLT when making a decision.

**Question: Prior to the Council's November 2021 decision to not expand these lands for growth, did city staff recommend the plan and lands for future expansion?**

Staff Response: Prior to Council's decision not to expand the urban boundary, Planning staff had recommended an urban boundary expansion of approximately 1,340 ha of land



in response to a Land Needs Assessment completed as part the Municipal Comprehensive Review. The Province's decision includes the addition of approximately 2,200 ha of land to the urban area.

**Question: How will the City ensure that the tax burden falls only on the new community sites?**

Staff Response: A Financial Impact Analysis will be completed as part of the Secondary Planning process to estimate growth-related financial impacts of the new neighbourhoods on the finances of the City and to estimate the cost and timing of municipal capital infrastructure to service the secondary plan area. The City will endeavour to recover the full lifecycle costs of servicing the new neighbourhoods.

**Question: How does a Minister's Zoning Order (MZO) fit in to this process?**

Staff Response: A Minister's Zoning Order (MZO) is a tool available to the Province to modify the City's zoning by-law. An MZO has not been used in the case of the Urban Expansion Areas and the existing zoning remains in place.

**Question: Does this timeline meet what's required of the Province's accelerated development timeline (by 2025 for greenbelt lands)? Is there a chance the province will just go ahead and approve developer-drafted secondary plans if Hamilton's city planners don't have one ready to go?**

Staff Response: The Urban Expansion Areas are not part of the Province's decision to remove lands from the Greenbelt. Developers can submit privately initiated secondary plans to the City and Council can approve or deny the applications. The decisions of Council can be appealed to the Ontario Land Tribunal.

**Question: Do you have any info on the Province's announcement on allowing 3 lots for farmers? What is the definition of farmer and how large does the farm have to be?**

Staff Response: The Province is proposing changes to their planning policies, including allowing residential lot creation on farms subject to criteria. They are accepting comments on the proposed changes here: <https://ero.ontario.ca/notice/019-6813>. The proposed changes have not been implemented by the Province.

**Question: Regarding the White Church Road area, since Glanbrook has a no trucking by-law in place what will be put in place to handle all the construction?**

Staff Response: Construction management is not dealt with at a Secondary Planning level. At the Site Planning stage, a Construction Management Plan is often required that includes a strategy for managing truck traffic.

**Question: Conservation Authorities are no longer allowed to comment and collaborate with the city except for erosion. How can the CA help with species and ecology under Bill 23?**

Staff Response: The City will continue to collaborate with Conservation Authorities through the Secondary Planning process, on matters which Conservation Authorities are responsible for. City Natural Heritage staff and consultants with expertise in species at risk and ecology will also be engaged to provide their expertise.

**Question: What are the protections offered to habitat areas? It is one of the rarest ecosystems in Canada and hosts several keystone species.**

Staff Response: Habitat areas will be identified through the Sub-Watershed Study and Natural Heritage review completed early in the Secondary Planning Process. The Secondary Plans will include land use designations and policies that protect significant habitat areas from development.

**Question: If the Official Plan amendment is submitted for a privately initiated Secondary Plan, would the Zoning By-law Amendment application also be submitted to accompany it?**

Staff Response: The Zoning By-law is one of the tools used to implement the policies of the Secondary Plan. A Zoning By-law Amendment typically occurs after a Secondary Plan is in place.

**Question: What are the plans to provide for unhoused people in the future?**

Staff Response: The City has a Housing and Homelessness Action Plan to guide decisions and actions related to Hamilton's housing and homelessness system to the year 2024. Opportunities to provide for a range of housing options will be investigated as part of the Secondary Planning process.

**Question: Will extending infrastructure to the extended boundary lands affect upkeep and repair of roads, sidewalks, sewers, and recreation centres in the existing city areas?**

Staff Response: Upkeep of existing roads, sidewalks, sewers, and recreation centres is funded through the City's operating and capital budgets. The City will endeavor to recover the infrastructure life-cycle costs of new development to limit future budget impacts.

**Question: As Amazon business area grows should Garth Street be extended to reach the areas on bus routes?**

Staff Response: The existing Airport Employment Growth District (AEGD) Secondary Plan includes a planned extension of Garth Street past Dickenson Road.

### **Comments received**

**The following comments were received throughout the meeting:**

1st Priority should be ongoing infrastructure maintenance costs

Key priorities for planning the urban expansion areas:

- Environmental and financial sustainability
- Transit access
- Cycling prioritization
- Minimum density targets
- Car parking maximums
- Energy efficiency minimum standards (e.g. passive house, net zero)
- Banning fossil fuel heating
- Housing that is affordable for those making 30% of the average family income in Hamilton.

These sessions are great, as well as the engage site, and social media posts and videos. Just keep up the communication and provide regular updates.

The citizens of Hamilton have spoken and we stopped the sprawl in 2017. Untouched farmland should not be built upon at taxpayers' expense.

Modernizing the Environmental Assessment has actually weakened protections. For example, decreasing the size of what is considered a wetland and no longer protecting lands that house endangered species.

Key priorities for planning the urban expansion areas:

- Long term affordability for the city. Not adding to our infrastructure debt with more development that doesn't provide enough property tax revenue.

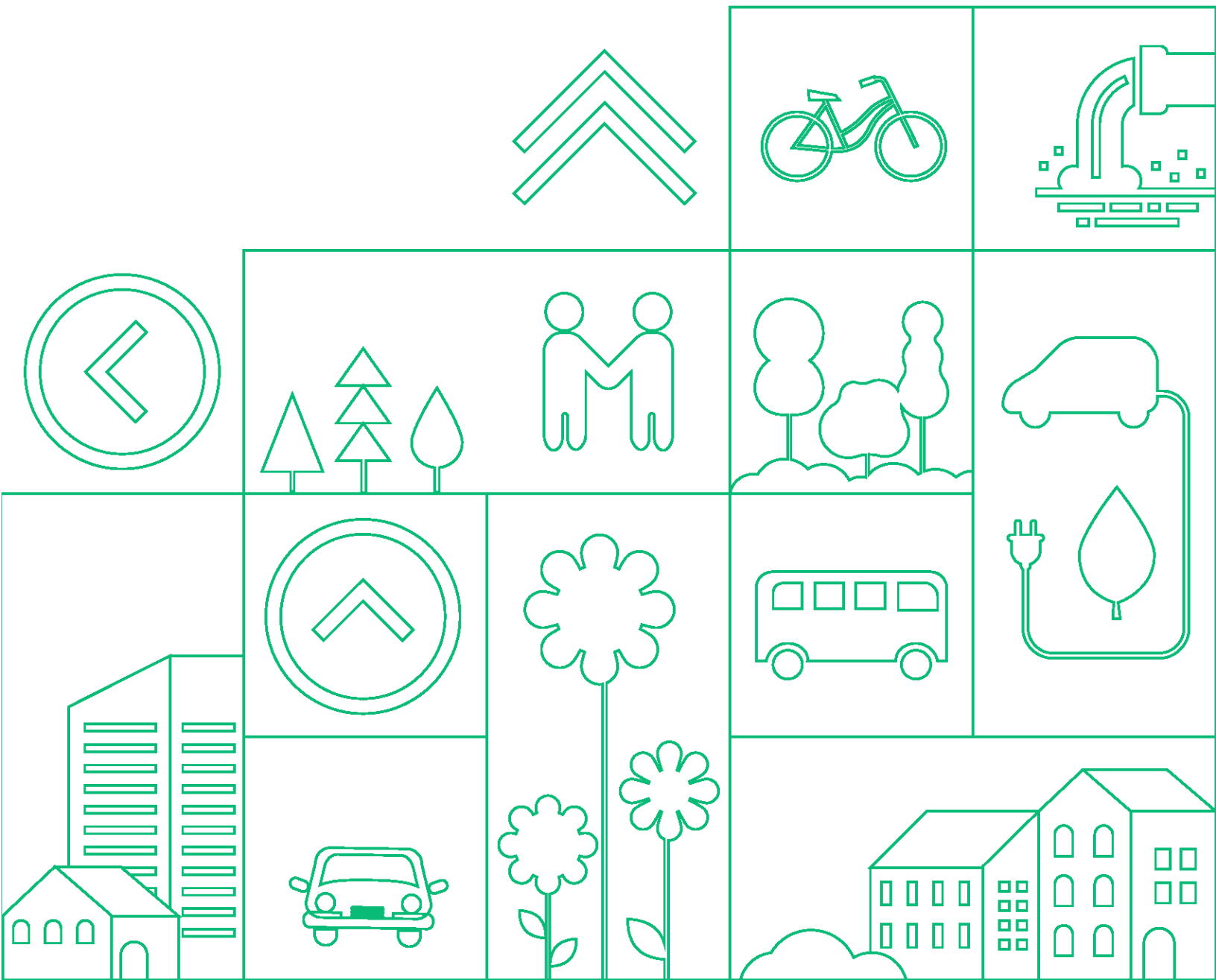
- Not developing in areas that is inaccessible for those without a car, meaning only the wealthy will be able to live here.
- Minimizing negative impacts to the environment by limiting the amount of areas of land that can be developed. Disallowing cash-in lieu of parkland.
- Stormwater management fees: Making sure that we can afford to increase our water treatment capacity to handle the increased volume from these areas.
- Mandatory solar on all roofs
- Embodied carbon standards: mandate low carbon structure such as wood. Review the carbon impact of all concrete and asphalt.

Regarding the definition of affordable: We need to look at what people can actually afford, not a percentage of what units/hold sell for. We need to consider minimum wage, ODSP, and the average family income in this. If the rent or mortgage is significantly above 30% of the average family income we are not building for our citizens.

Suggestion that the areas in Mount Hope be low priority, the energy required to bring services all the way from the Woodward treatment is not climate friendly.

Expansion in Mount Hope is a terrible planning decision. We have no transportation, no sewer, no street light, no high speed internet, no gas etc. We are a 15 minute drive from any food or social resource.

## Appendix B: Open House Panel Feedback



## Question: What other key priorities or directions should be considered when planning for new neighbourhoods in the Urban Expansion Areas?

May 17<sup>th</sup>

1. Strive to eliminate car dependency by making walking, cycling and public transit
2. More school yard greenspace
3. Access to schools, parks, public transit
4. Inform Hamilton residents of every step of this expansion
5. Follow every step of your 'key elements of the policy framework'
6. Preserve natural ecosystems
7. That existing housing within urban boundaries has been exhausted first
8. Affordability of housing + density
9. Develop within the old boundary first
10. Build first within previous (pre-22) urban boundary - creative use of space
11. Build up - not out. Barton Street has ample room for affordable housing
12. Walkability / mixed land use
13. Focus + stay true to framework
14. Mixed-use properties to maximize convenience + proximity of services
15. Bigger lots, more trails, nature, children need greenspace

May 24<sup>th</sup>

16. Wildlife, creeks, traffic enforcement
17. Light standards on 20 road
18. Traffic on 20 road at St. James need to be fixed
19. Traffic impacts on Highway 6 and east-west secondaries
20. Traffic lights at Silver Birch and 20 Road
21. Affordable housing for people with disabilities
22. Rental housing
23. 20 Road should be widened
24. Bike lanes, Highway 20 widening, sidewalks BEFORE development
25. Traffic is a major concern
26. Add sidewalks on 20 road
27. Preserve identified cultural heritage homes + spaces in Mount Hope

28. Watershed south of Twenty flowing through Twenty Place. Who is responsible to maintain
29. Stormwater management key priority as it effects 20 Place
30. Left hand turn lane from 20 onto Upper James
31. Trails
32. Connected to City of Hamilton water infrastructure
33. Replant Silver Birch trees
34. Preserve farm land and our greenspaces
35. Is 20 Road going to 4 lanes?
36. Condo Twenty Place is responsible for our stormwater ponds, concerned more development in areas 2 + 3 will add to stormwater costs
37. Protect natural greenspace
38. Engagement of homeowners in area
39. End of runway noise barriers
40. Need a corner store, dentist, other services
41. Need transit
42. Net zero
43. Keep homes for our wildlife and our beautiful Canadian natural space!!
44. 20 Place + Natalia need traffic lights
45. Currently there is increased traffic on Twenty Road. Concerned about even more traffic on Twenty Road near Areas 2 and 3
46. X2 (seconded) Stormwater issues at Twenty Place. Will City take over responsibility for the ponds?
47. The people who currently live in the area. You are pushing us out of our rural homes
48. Shoulder for walking on 20 Rd West
49. Wildlife
50. Consider 15-min cities
51. Create jobs for highly skilled people like architects, doctors, engineers etc.
52. The buildings + housing is high quality + beautiful
53. Transit and convenience stores, grocery stores etc. needed
54. 20 Road- all seniors developments which have specific needs (shouldn't be around fast cars)
55. Trucking transport
56. More high and medium density (particularly in Elfrida)

## Question: Is there anything else that should be included in the guidelines?

May 17th

1. Once the guidelines are established they should be honoured at the OLT
2. Give us the "Missing Middle" of housing - homes that are affordable and also big enough (3+BR) for growing families
3. We need trees to breath! Don't cut any trees down only plant more!

May 24<sup>th</sup>

4. Hard to be thinking of infrastructure this early
5. Transportation: less cars the better
6. Tax payers should NOT be responsible for absorbing developer's cost!
7. Use urban areas with infrastructure
8. Transportation: The highway widening and stoplight
9. Community planning permit system: too much power to developers
10. Affordable housing & affordable rentals
11. Education: learning spaces for future generations
12. Preserve farm land and existing zoning (e.g. AI/AZ)
13. Don't want a repeat of Binbrook
14. Protect greenspaces
15. Urban design: more input on quality in pre-consultation
16. Definitely remember to include the Indigenous people in discussions!!
17. Have we talked to EMS - Fire to see if this is feasible
18. Stick to using existing boundaries
19. Economic consideration - the jobs need to be in these areas
20. Urban design: make quality more important in documents like zoning bylaw.  
Too focused on form.
21. Jobs for highly skilled people



## What would be your preferred way to keep informed and give input on future planning processes?

May 17th

Place your three dots beside your top 3 choices

<b>Method of Communication</b>	<b>Number of Dots Placed to Vote</b>
<b>Email updates and notifications</b>	8 dots
<b>Updates and notifications by mail</b>	3 dots
<b>Online surveys</b>	1 dots
<b>Sending comments by email</b>	2 dots
<b>Virtual meeting</b>	2 dots
<b>In-person Meeting/Open House</b>	4 dots
<b>Participation in Community Focus Group</b>	4 dots
<b>Information booths at other events (i.e. farmer's market, festival)</b>	4 dots
<b>Other?</b>	0 dots

**The planning for the six Urban Expansion Areas may not occur all at the same time. Some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. What should be the top priorities in deciding the order in which Secondary Plans are completed for the Urban Expansion Areas?**

May 17<sup>th</sup>

Place your three dots on the items you want to prioritize

<b>Priority</b>	<b>Number of Dots Placed to Vote</b>
<b>Availability of nearby existing water and sewer infrastructure</b>	3 dots
<b>Proximity to existing and planned transit networks and ability to integrate with existing transit networks</b>	5 dots
<b>Level of agricultural production in each area</b>	8 dots
<b>Ability of the expansion area to easily integrate into adjacent existing built up areas</b>	5 dots
<b>Potential for the expansion area to complement existing adjacent neighbourhoods (i.e. Providing a full range and mix of land uses and services to meet most daily needs</b>	2 dots
<b>Another Priority? Please write your thoughts on a sticky note below</b>	Note 1: Densification Note 2: Top priority should be to use available brownfields in old boundary

## What would be your preferred way to keep informed and give input on future planning processes?

May 24<sup>th</sup>

Place your three dots beside your top 3 choices

<b>Method of Communication</b>	<b>Number of Dots Placed to Vote</b>
<b>Email updates and notifications</b>	30 dots
<b>Updates and notifications by mail</b>	4 dots
<b>Online surveys</b>	13 dots
<b>Sending comments by email</b>	4 dots
<b>Virtual meeting</b>	3 dots
<b>In-person Meeting/Open House</b>	20 dots
<b>Participation in Community Focus Group</b>	16 dots
<b>Information booths at other events (i.e. farmer's market, festival)</b>	0 dots
<b>Other: Government officials/provincial representatives are needed</b>	4 dots

**The planning for the six Urban Expansion Areas may not occur all at the same time. Some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. What should be the top priorities in deciding the order in which Secondary Plans are completed for the Urban Expansion Areas?**

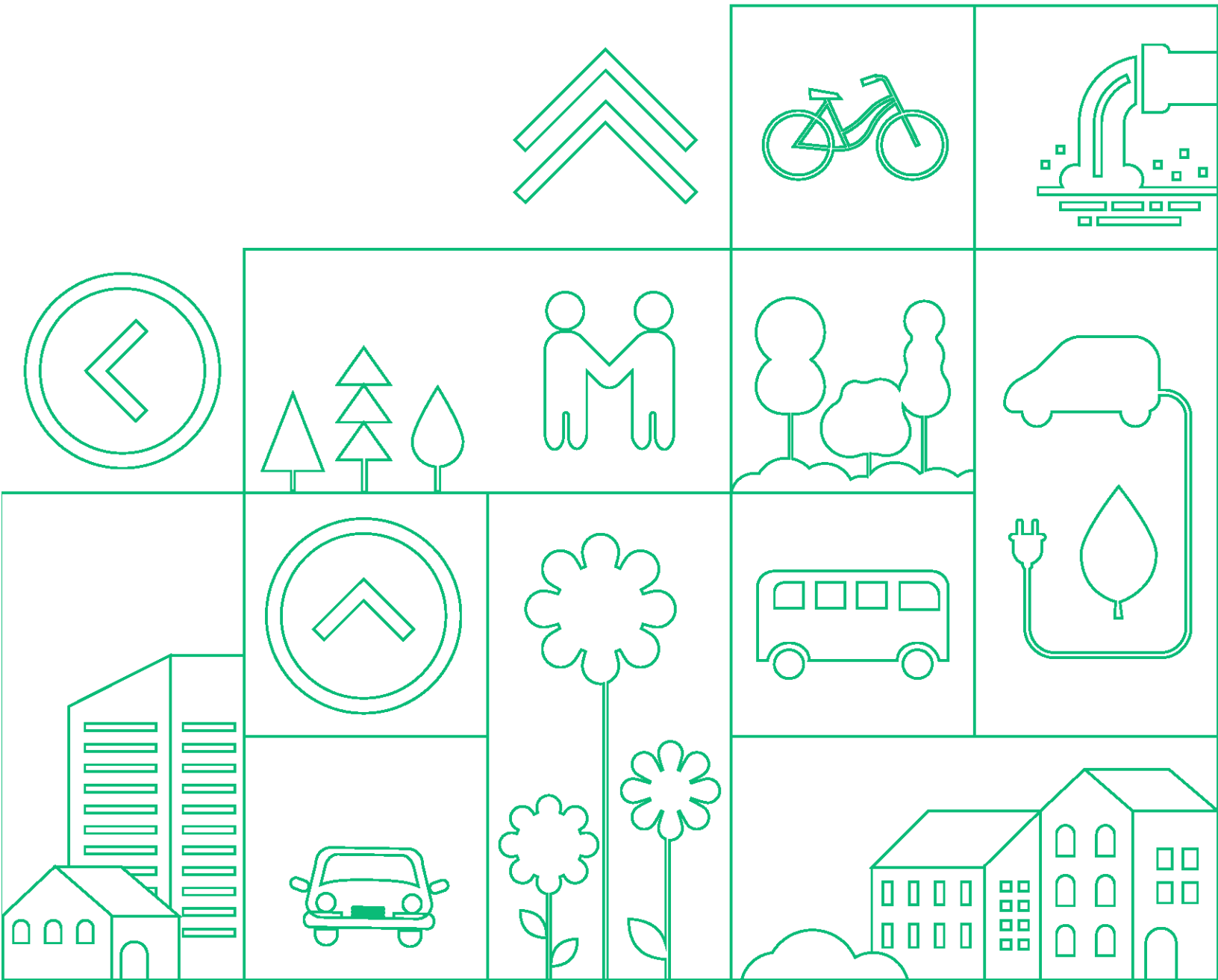
May 17<sup>th</sup>

Place your three dots on the items you want to prioritize

<b>Priority</b>	<b>Number of Dots Placed to Vote</b>
<b>Availability of nearby existing water and sewer infrastructure</b>	26 dots
<b>Proximity to existing and planned transit networks and ability to integrate with existing transit networks</b>	14 dots
<b>Level of agricultural production in each area</b>	10 dots
<b>Ability of the expansion area to easily integrate into adjacent existing built up areas</b>	8 dots
<b>Potential for the expansion area to complement existing adjacent neighbourhoods (i.e. Providing a full range and mix of land uses and services to meet most daily needs</b>	21 dots

<b>Priority</b>	<b>Number of Dots Placed to Vote</b>
<b>Another Priority? Please write your thoughts on a sticky note below</b>	Note 1: Infrastructure needs to be there before any new homes Note 2: Accessibility for people of all ages and abilities - especially areas with seniors homes (4 dots) Note 3: (2x) Protect farmland Note 4: Infrastructure needs to be there before shovels Note 5: Consider the personal side of families that have owned land for generations. You are pushing us out Note 6: Local agricultural production will be important for the future (especially with anticipated population increase) Note 7: Get the studies done for the other areas - unfair advantage for Elfrida

# Appendix C: Open House Feedback Forms



## Open House Feedback Forms

May 17th and 24th, 2023

The following comments were transcribed from the feedback forms submitted by Open House attendees. A total of 20 forms were received.

Question: What other key priorities or directions should be considered when planning for new neighbourhoods in the Urban Expansion Areas?

1. This should be considered if we are forced to develop this land:
  - a. Reduce car dependency – promote public transit, cycling and especially walking (i.e. vulnerable neighbourhoods)
  - b. Protect and preserve wildlife habitat and corridors – promote biodiversity;
  - c. Develop for the “missing middle” – we have enough condos, we need affordable housing for growing families
2. The following were raised:
  - a. Non restrictive zoning
  - b. Mixed housing
  - c. Affordable housing
  - d. Excited about CPPS
  - e. Twenty Road East first
  - f. “Province should pay” – frustrated
  - g. “Hodge podge” arrangement
  - h. Parks and greenspace
  - i. Seeking diverse population
  - j. “Who is closest to the pipe?”
  - k. “Not happy with Hamilton”; in need of shelters and apartment.  
“Province doesn’t care about Hamilton”
  - l. Why invest so much in downtown?
3. Walkability and services should be considered. Ideally the community zonings should have all the amenities required. Different zoning to emphasize intensification and commercial services over town homes.
4. Transportation, bus routes, schools, grocery stores

5. Use this process to create communities with denser and mixed housing: small apartments, townhouses. Use planning tools such as CPPS to avoid another suburban community with unaffordable single family homes.
6. The following were raised:
  - a. Rural, non-prime agricultural designation
  - b. Close to existing urban development and infrastructure
  - c. Live work, close to employment development
  - d. Easily integrated to existing planned transportation corridors
  - e. Close proximity to downtown primary node
7. Forget the urban expansion; fix all other issues (water, roads) in Hamilton that already exist
8. The following were raised:
  - a. Build actual affordable housing within the urban boundary
  - b. Build more walkable 5 minute neighbourhoods
  - c. Stop paving over farmland
  - d. Build with objectives to intensify within urban areas that need revitalization/renewal/infill
9. Keeping homeowners in the area informed please
10. Expedite the development i.e. drawing it out long term will be tough for individuals in the area
11. The following were raised:
12. Water/sewer/roads/sidewalks
  - a. Need to be cognizant of ponds in 20 Place that are owned by Niagara Conservation Authority
  - b. Need Twenty Road widened and intersection lights and 20 Place Gate
13. The following were raised:
  - a. Water – traffic – stop lights
  - b. 2 lanes – (3) four lanes?
  - c. Sidewalks – street lights
  - d. Ponds – 20 Place
14. More commercial and high intensity along major arterial roads
15. Allow for higher buildings to be built and build more units on less land
16. Apartment/condominium are great solutions for elderly and young people
17. We need a retirement home in the area of White Church Road
18. The following were raised:
  - a. Farmland



- b. Indigenous people and their rights/land
- c. Wildlife and natural beauty of our city/country
- 19. High to medium density residential, especially in Elfrida area, as identified by City's consultant WSP back in 2016
- 20. Current fabric of the city – multi-storey mixed commercial and residential units do not belong in an area surrounded by single family homes
- 21. It does not lead to “affordable housing” when the units are state of the art – smaller units does not translate into “affordability”
- 22. Dealing with even more traffic on Twenty Road West. Areas 2 and 3 would significantly add to this
- 23. Storm water management of Areas 2 and 3 so Twenty Place condos are not impacted by more run off as we have to maintain our own ponds
- 24. Existing: safety, speed, churches, schools, bikes
- 25. Next property on White Church is already surveyed to put on the market for development
- 26. Climate change and use existing land already available to build on e.g. Barton Street has vacancies. Build up not out

#### Other Comments and/or remarks:

1. Overall this expansion plan is a disaster for the environment, considering our climate crisis, food security, city finances, and declining biodiversity. My opinion is that our city must fight to preserve farmland and wilderness instead of allowing urban sprawl (or any development for that matter) to the extent possible
2. Very lovely open house
3. Upper Ottawa, Upper Gage, Upper Sherman, Upper Wentworth to Twenty Road East
4. Require a full costing of the short- and long-term cost to the taxpayers of all infrastructure (i.e. maintenance of infrastructure). Make this information readily available to the public
5. The city has stated on numerous occasions that they are phasing in the existing urban boundary for development pre-2041 and the new urban boundary expansion areas post 2041. Is this city policy or will the city treat and approve all areas equally for new development and not prioritize the old city boundary planning applications?
6. The city voted to take the lead of the urban boundary secondary planning process. The city has already completed the MCR background studies for the

Elfrida area. Will the city complete these background studies for the other 5 urban boundary expansion areas? When will the city move forward and tender out various consultants to initiate and complete the same background studies that were completed for the Elfrida area?

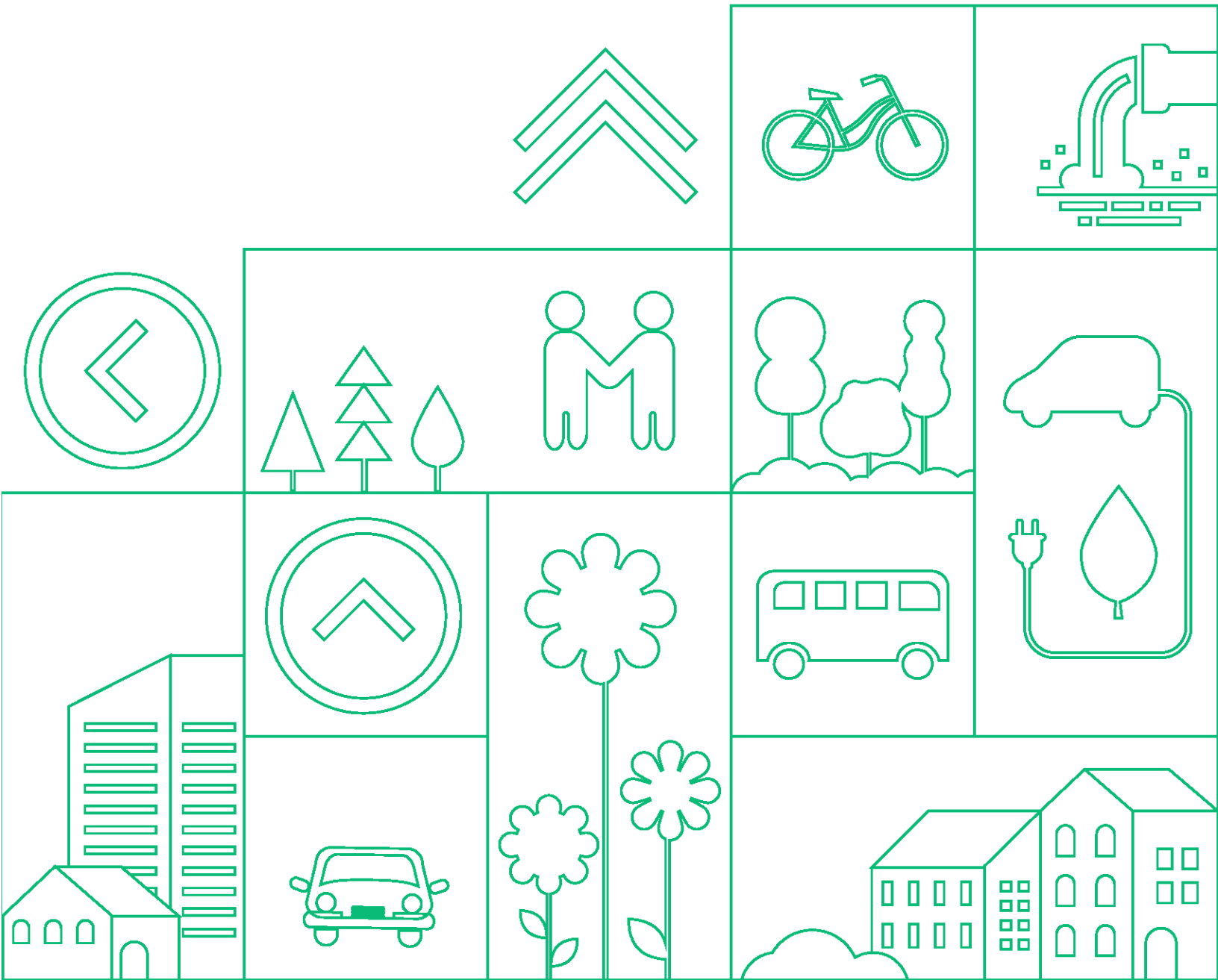
7. Are there plans to extend the major arterial roads of Upper Wentworth, Upper Sherman, Upper Gage and Upper Ottawa to connect and integrate Twenty Road East land to the existing urban boundary? These road extensions would connect the Twenty Road East lands to Rymal Road Secondary corridor and the Lincoln Alexander Expressway
8. Please protect our greenspace and farms
9. Mount Hope does not support urban expansion – the proposed area has no infrastructure, no sewer, no street lights, no transit, no high speed internet. Our roads are not conducive to high volume traffic. We have not grocery store. No more McMansions on farm land
10. I am in favour of homes. Please look to move process along so its less disruptive to homeowners in the area
11. Problem with speeders now (needs to be addressed). The entire area on Twenty Road West is seniors!
12. I am happy to see the city growing
13. Why can't we develop further north where there is an abundance of land
14. Community planning permit process – if passed – allows too much power to the developers. Fear by-pass essential studies/permits secondary to facilitate the 45 day decision making process
15. Please not trucks on Twenty Road West
16. Future truck round – White Church Road. How could this work with a church, school already existing on White Church. Planned development also planned along White Church and now adding a truck route? Make more sense to put it on Haldibrook Road
17. We need affordable housing on existing land in Hamilton. Not greenbelt land. We have enough existing land for 2 million people
18. Urban expansion must be based on facts not politics. If urban expansion is to help the affordable housing crisis, the process must be controlled by expert planners and not by dishonest politicians. In Hamilton, the Twenty Road East area, located between the Red Hill Business Par and the Airport should be used. It is designated as not sustainable for farming, and already has city water and sewers. Its is close to public transit, many city services and Turner

Park. Also, a political cover up in the area needs to be exposed. In 2005, my property was put into the Greenbelt, due to the use of unreliable vague satellite imaging, which mistook my neighbour's property as part of mine. This blatant mistake was even verified by a site visit by the Ministry (MMAH). However, the dishonest McGuinty government passed a moratorium preventing the correction of mistakes in the Greenbelt for 10 years. Then in 2015, the Wynne government also refused to do so. Now the Ford government is not correcting this mistake but favouring rich developers who recently bought land in the Greenbelt after being tipped off by leaks. Please stand up for democracy and accountability by contacting your MPP to make use of the Twenty Road East area and finally correct this mistake. Dedicated to Democracy

19. The following were raised:

- a. Why is process so fast?
- b. How can we get a neighbourhood like the old ones with small walk ups among other homes?
- c. Less car centric neighbourhoods
- d. How will development be paid for?
- e. Why develop here? Better to put more in areas already within the city. Can we slow this down until the government changes?
- f. More trails
- g. Distrust in the process

## Appendix D: Open House Map Comments



## Open House Map Comments

Question: What do you want us to know about these areas?

May 17th

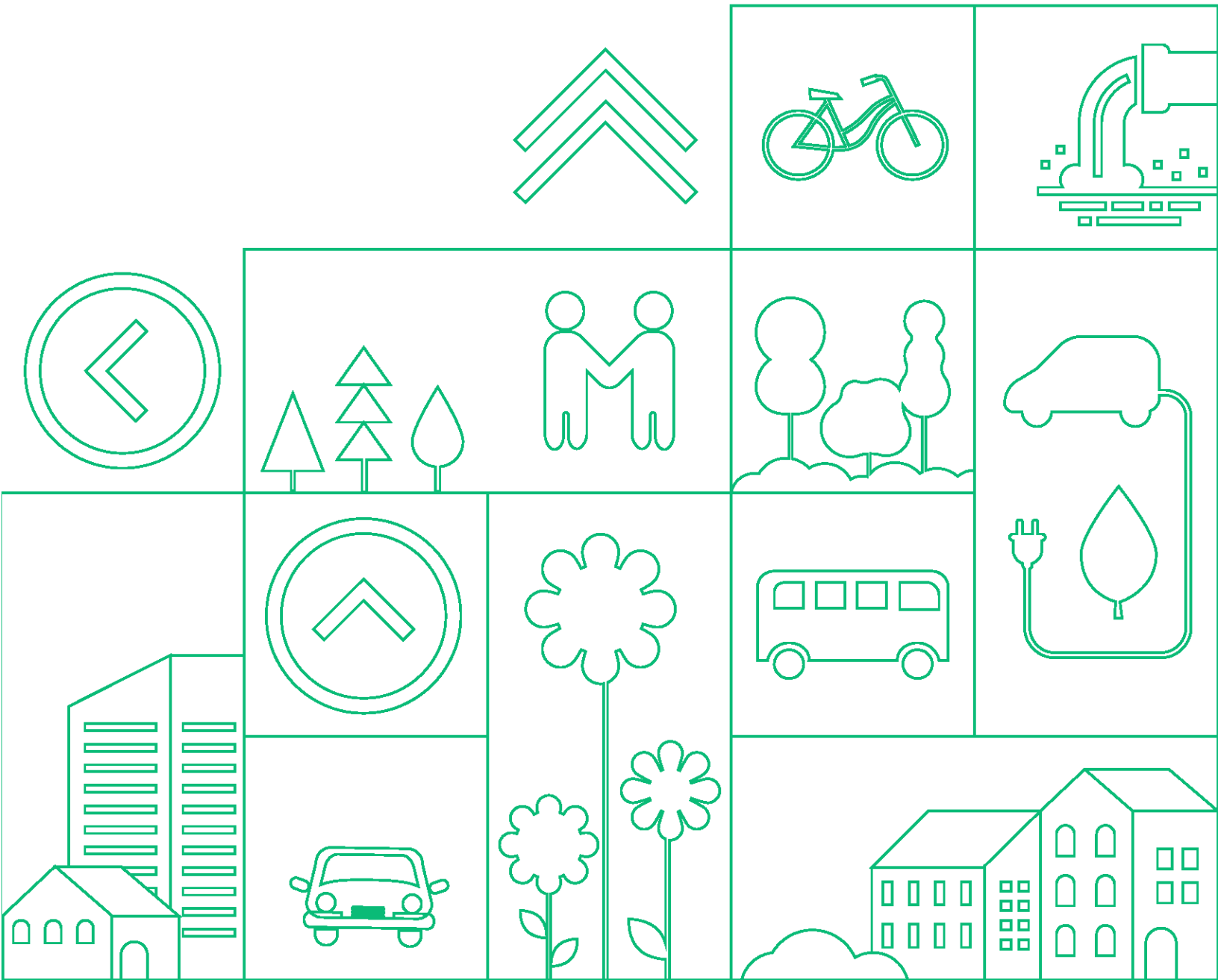
1. Mix of uses, access to amenities
2. The money Ford wants to force us to spend on new sewer infrastructure on farmland should be spent to update existing old sewage systems
3. (2x) Housing for seniors, long term care
4. Public transit
5. Mix of housing types
6. Protect watercourses, remediate contaminated creeks
7. Greenspace, Street trees
8. Village-like central amenities
9. Need way more apartments + townhouses
10. Self-sufficient community
11. Mix of housing types
12. Start with Twenty Road East; already surrounded by existing/established development - mixed use + res
13. There are many areas within the present boundary to infill prior to making any plans to expand onto existing rural areas (a second comment agreed with this statement)
14. If the province wants the city to expand the urban boundary then the province should pay for the services to those areas. Hamilton taxpayers shouldn't have to pay for it.
15. They are essential for local food. We can't eat million dollar homes. Elfrida is arable land too!
16. Map area: Twenty Road East -> Consider extension of Upper Wentworth to Twenty Road East
17. Map area: Twenty Road East -> Dickenson Road trunk sewer line built to service surrounding area
18. Map area: Upper James Street and Twenty Road East -> Buffer of greenspace along gully/stream
19. Map area: Dickenson Road East -> Upper Ottawa, Upper Gage, Upper Sherman, Upper Wentworth to Twenty Road East
20. Map area: Twenty Road East -> If reason prevailed this area would be developed first

May 24<sup>th</sup>

21. Water drainage!!
22. Policing for speeders, wildlife, 20 mile creek flooding
23. Taking away from our rural farming communities
24. Concerned of impact on existing swim ponds to the north of 20RW area
25. Is there room for the city to Widen Twenty RD
26. Villages of Glancaster - need to address traffic (existing and impact of new area
27. What about conservation \*natural resources in development lands
28. I live in the zones to be developed. You are pushing me out of my home
29. Water capacity & drainage/flooding concerns
30. Accessibility for emergency services is critical
31. 20 Road W turtles
32. We love our rural community and do not support new builds
33. Stormwater mgmt. is critical to address in 20RW
34. Financial impact analysis (seniors) you build, we pay??
35. There are hydro lines south of Twenty Road West. Can you build housing under them??
36. Transport Transit
37. We love our rural community and do not support new builds
38. Don't see impact on hospitals, police, fire dept, ems, are the being consulted?
39. Current agricultural supplies local business - changes
40. We do not want urban expansion
41. Dickensen & Upper James floods since Amazon claimed the land
42. Miles Rd floods already in 20RE
43. Drainage changes
44. Traffic volume is a concern Twenty Rd E
45. Has enough stormwater ponds
46. What happens with the services (sewer, water) at the current neighborhoods in the areas? Equity
47. Traffic increase, speeding, no enforcement
48. Lack of schools
49. No road access from new...
50. Currently lacks bike lanes and sidewalks

51. Need enough turning lanes currently cannot turn east on Twenty from Upper James
52. Stormwater management systems in Twenty Place
53. Currently there is Twenty mile creek
54. Water management, aquifers
55. Environmental assessment
56. Signage for truck routes not working
57. Traffic volume impact (safety, noise, air pollution)
58. Impact on local wildlife
59. Traffic on Twenty Road already too busy!! How will this be managed
60. New storm water management south of Twenty RD should not negatively affect Twenty Place adult community! A private community
61. Road access to Silverbirch bar from new subdivision not wanted. VDG has only one exit out of village - safety issue. If Silverbirch is blocked for any reason impedes emergency vehicles!!

# Appendix E: Online Survey Results





## Online Survey Results

### Engage Hamilton Website Activity

Interaction	Total Audience Reached
<b>Total Visits</b>	<b>2,700</b>
<b>Document Downloads</b>	<b>269</b>
<b>Survey Participants</b>	<b>280</b>

Question 1: (In addition to the priorities identified in the proposed Policy Framework) Are there other key priorities or directions for planning the urban expansion areas that you think should be included?

Comment Number	Comment
1.	<p>In this area of the city there there is a privately own farm and greenhouse that is providing food to the DeMazenoood Door at the St-Patrick's Church, It is owned by the Sickness community (I think) ... but it feeds the needs of the community meal offered with eggs, vegetables etc etc and provide jobs and volunteering opportunities and summer jobs for University and school placement for student studying different programs connexes to the field and at the De Mazenoood Door ...This farm is very very important for city as there are not many that also offer placement for summer students, jobs and volunteering opportunity...it works with the St-Patrick's Church but as an inter-faith type of agreement but also with other communities as it is privately owned (I think), like the Muslim community etc . Please consider the value of it to be preserved and protected as it also align with climate change goals, sustainability for the city as locally grown and harvested and might attracted University students here compare to other location. Some person might want to volunteer there to study farming to acquire a Wine estate later or manage one in the Wine country area, that is very close to us in Hamilton.</p> <p>Thank you for taking this important established farm for protection and inclusion within the project as a City Climate Change &amp; Sustainability &amp; Social &amp; Economic Contributor.</p> <p>Also adding the protection and preservation of the protection and preservation of the protection and preservation of other Conservations, &amp; Trails (not always as definite as a park), and Land Access by Native Agreements or Treaties.</p>
2.	<p>Worried about the cost to service these areas, transportation and not losing agricultural lands. Concerned that mega homes being built, not for the people who would need housing. Also worried about what effect this would have on climate.</p>

Comment Number	Comment
3.	There are areas of vacant buildings that could be renovated instead of taking land that provides area for wildlife.
4.	Urban density in existing residential area, no more sprawl! Don't build in these area
5.	<p>please set aside someplace to build tiny houses for the homeless, so they won't need to have tent encampments around the city. these could be set up quickly while the permanent affordable housing gets built. and, in any case, i doubt that "affordable" would be so for most of the currently homeless anyway.</p> <p>this should be a priority, since the situation is fast becoming untenable. some are setting up encampments in the forested escarpment area, creating fire and health hazards that could spell disaster for a broad swath of residents.</p>
6.	No urban expansion. Concentrate in current areas. Say no to expansion. And say no to Doug ford that short sighted moron.
7.	Build along well accessed public transit lines.
8.	Incorporation of parks and access to parks and greenspace within the development.
9.	It would be good to see smaller, more affordable detached units instead of underutilized excessively large homes.
10.	Please, PLEASE build on the vast amounts of derelict and empty spots within the city boundaries before anywhere else. Barton street is PRIME for development, there is so much potential there. Already on the bus lines, close to shopping and amenities, the neighbourhood would benefit so much from improvement.
11.	child care options and recreation options are important factors that enable sense of place
12.	Building high density, WALKABLE neighbourhoods.

Comment Number	Comment
13.	<p>When multiple residential units are added to a community, there needs to be adequate parking facilities on the property for at least two cars. Streets are getting overrun with parked cars from nearby townhouse communities that don't have enough parking for the people who live there, never mind their visitors. Width of roads within townhouse communities need to be wider so that people can park on their own streets.</p> <p>Traffic flow on roads near densely populated areas needs to improve with dual left turn lanes and designated right turn lanes at congested intersections. Follow up traffic studies should be done after a sufficient period of time has passed to reevaluate the effectiveness of a traffic engineering plan that has been put in place.</p> <p>If it is expected for people to give up cars, then transit has to be greatly improved with very frequent service like you find in Europe.</p>
14.	<p>Upgrading of the roads within the approved areas to include curbs, bike lanes, sidewalks and proper drainage systems, to be completed and in place PRIOR to any construction and residential development.</p>
15.	<p>Contiguity - (i.e. favouring lands contained within or abutting existing developments) to be able to directly tie into existing infrastructure easily, vs. developing lands that are removed from existing residential, commercial and industrial areas</p> <p>Traffic patterns - Favour building on or near existing higher volume traffic areas so that expansion does not move into relatively quiet and undisturbed areas before busy areas with infrastructure are maximized.</p>
16.	<p>Consultation with Indigenous communities prior to the expansion</p>
17.	<p>Share/micromobility strategy, and its interface with public transit.</p>
18.	<p>Since we are in a housing crisis, key priorities should be areas where population growth is projected to increase significantly. Waterdown's population is projected to increase significantly over the next 5 years and is one of the fastest growing areas in Hamilton. This should be an area targeted for urban expansion.</p>
19.	<p>There should be a variety of local retail and food opportunities, to provide a complete neighbourhood experience. Retail locations should be within walking distance and integrated into residential communities, rather than a mall or collection of stores etc on the edge of the community.</p> <p>Good transit is essential for those who don't have cars.</p> <p>Parkland and greenspace should be integrated into the residences. I love this philosophy <a href="http://www.fieldend.com/">http://www.fieldend.com/</a></p>

Comment Number	Comment
20.	No urban expansion
21.	Stay out of the Greenbelt.
22.	speed of getting this land ready for housing is most important. housing crisis!
23.	<ol style="list-style-type: none"> <li>1. "Gentle density" should be a BIG priority for development in all parts of the City, and most especially in the expansion areas.</li> <li>2. Minimizing the destruction of natural heritage lands.</li> <li>3. All planning should be mindful of the massive infrastructure deficit already looming over Hamilton taxpayers and seek to minimize any growth of that deficit.</li> </ol>
24.	Stop all developer sprawl on any and all farmland that is viable for growing food or is a natural waterway.
25.	Protection of all existing farmland. You have to feed the people with "homegrown" food - not out-of-country. Protection of all existing parkland - for recreational and relaxational purposes. People need to unwind after a hectic day - even farmers! There must be absolutely no housing built on either farmland or parkland.
26.	I feel that NO urban expansion should happen until all available City land for housing has been built on. All houses built within the Hamilton area from NOW should be heated with heat pumps or geothermal would be even better, and that chargers installed for EV vehicles from the start. Windows are triple glass. It is so hard and expensive to retrofit homes once they are built. DO NOT let the present dictate to the City of Hamilton. I know it is not easy when you need their financial help, but this is a form of bullying that is happening right now.
27.	<p>Complete Communities - The ability to work, shop and live within the same area.</p> <p>Housing variety - A mix of all housing types to cater to a variety of family needs (townhouse, apartments) + a component of affordable housing.</p>
28.	Give builders and renovators a timeline to finish projects. IE: Gibson School renovations. Has sat way too long with nothing accomplished.
29.	<p>Efficiency of infrastructure development to intensify in areas with existing infrastructure systems that can support growth first.</p> <p>Identification and protection of prime farm land to ensure productive local food availability for future generations.</p>
30.	Your plan is good
31.	Don't plan for growth outside pre 2022 boundaries
32.	Active transportation
33.	Don't expand the boundary. We've told the city that we overwhelmingly didn't want this in the survey held in 2021. Build within the existing brown space.
34.	Plan expansion within urban boundaries (intensify current city)

Comment Number	Comment
35.	How many times do Hamiltonians have to say we don't want sprawl? It must be included that developments will be confined to within the urban boundary. It's been demonstrated numerous times that this is possible.
36.	The city should move ahead quickly with the Elfrida area and start building more houses. The city has already spent significant money to get the infrastructure there and has substantially completed the secondary plan for the Elfrida area.
37.	2 way on Main is a drastic mistake. As we've already seen, we can implement traffic calming measures with success without going off the cliff. Getting away from the simple fact that Main/King are thoroughfares for 1000's and 1000's of residents doesn't do us any good. Residents are reliant on smooth flow to and from the highway. The idea of that potentially changing won't sit well with most.
38.	No expansion of greenbelt lands.
39.	Density within the urban boundaries instead of expanding.
40.	Keep new development inside existing urban boundaries and away from wetlands and farmland.
41.	No Urban sprawl or MZOs
42.	Building within former urban boundary, increased densification, accessible to transit, high walk scores
43.	Parking structures rather than flat lots, to save space. Ensure that parking structures have electric vehicle charging options, both the ones attached to housing and any new public lots. Consider solar panels above parking, both on the street and in a structure. Ensure lots of green space in new developments. Housing with supports could look like college dorm style housing, with communal eating areas and a cafeteria with inexpensive healthy meal choices.
44.	Emergency services access
45.	Reduce regulations and gov't bureaucracy. In other words, get the gov't out of the way as they are the problem. Canada is 80% uninhabited, we have plenty of room to explain in southern Ontario.
46.	I think the proposed plan sounds fantastic as is!
47.	This is a good list
48.	Please stop the expansion in these areas. You are ruining our small town and agricultural and forested areas.
49.	As a community we voted overwhelmingly for intensification over expansion, for the preservation of the greenbelt. Any development should be intensification--it will increase the tax base of Hamiltonians, give greater access to core health, government and other institutions which are already centralized in Hamilton. It would inject more into the local economy, and it would save the environment and our food supply.

Comment Number	Comment
50.	Maximize land use within urban expansion areas by promoting increased density and incorporating mixed use development to prevent sprawl and avoid additional expansion of urban boundaries during the remainder of this century.
51.	Compliance with the wishes expressed by the citizens of Hamilton that the urban boundary not be expanded beyond its current size, and the refusal of the city to fund any services outside the existing urban boundary.
52.	Do not build new housing outside the urban boundary
53.	Focus on the core, and include medium density housing.
54.	Rental housing for regular folks who work hard but can't afford to buy overpriced new homes.
55.	Increase urban density, avoid sprawl into farmland, avoid destruction of historic buildings.
56.	Do not expand into our prime agricultural lands. Food security is a real threat. And are the numbers forecasted to move to Hamilton are to be trusted? After all the #'s come from a duplicitous provincial government. Stop subsidizing developers...our current infrastructure is in decrepit conditions..embarrassing
57.	Emphasis for new developments to have some, even limited green space. Too many condos are built right to the sidewalk, refusing to give up a foot to shrub, grass verge or tree.
58.	The city should be densified within its current boundaries before expansion takes place.
59.	The wild life in the area. People are always complaining that the animals are encroaching on their property when in fact we are taking theirs. The cost of infrastructure for the said land development. Keep things close and build up within the city first.
60.	Protecting Wild Spaces
61.	To heck with "communities". We all know developers will build shabby housing estates that can only be accessed by car. Let's put all our energy into identifying and preserving the irreplaceable natural features, flora and fauna of the Green Belt.
62.	We need to preserve the farm land and the urban areas for future generations. Good is security!!!
63.	Do not expand outside the urban boundary
64.	Skate park and tennis courts and basketball courts, so that parks have stuff for the big kids too.
65.	These areas need to be accessible by reliable public transit, these areas should not need a car to get essential services like groceries or libraries, these areas should not disrupt forests and wild life habitats.

Comment Number	Comment
66.	To prioritize smaller and more affordable homes, Limit the size or number of large home single dwelling or insure that they can accommodate multiple families. Thirty-five hundred sq ft homes with five or less people isn't what is needed.
67.	Safeguarding farmland should be a priority. Instead of expansion southward, urban expansion should be on disused former industrial areas.
68.	Do as best you can to fight against our premier, making it known we shouldn't have to grow beyond our boundaries we voted to have. He shouldn't attack democracy like that, making his dictatorial tendencies known.
69.	Access to locally grown food
70.	Affordable housing for people within existing boundaries and services is first priority.
71.	comments added to document
72.	As the citizens of Hamilton clearly demonstrated during the grids-2 mcr survey, the number of abandoned and underdeveloped areas downtown provided more than enough space to develop for an expanding population within the existing boundary.
73.	Protection of farmland, protection of biodiversity and ecological health. Walkable communities that are not based on car-based sprawl residences offset from businesses and services.
74.	Every decision should go through a climate lens. That means protecting the Greenbelt, expanding on vacant or derelict properties, creating medium density (4 or 5 storey) corridors along major routes, incorporating permeable surfaces in new constructions, and mandating that this applies to developers as well as City projects.
75.	I really like the plans you have laid out, but would like to ask that planners and council resist provincial efforts to expand onto farmland and natural heritage as much as is possible. Make it so any private secondary planning occurs only if the proponent pays for all infrastructure to make it possible, and insist that the growth be very dense and low-maintenance.
76.	Public posting of all contractors doing any work for City and their relationship to staff and council past and present.
77.	Yes. We already have plenty of room. Within city limits there are small homes on large lots than can, and should be considered for "expansion". Just in the area encompassing the Mtn. brow, Upper Ottawa, Mohawk Rd. going east all the way, there is existing opportunity/parcels that CAN be given consideration.
78.	Yes, there must be 50% geared to income housing... This is our chance to get homelessness gone.
79.	Do not use up farmland, or impact our water systems, steams, marsh etc. Protect our environment....more important than tax money!

Comment Number	Comment
80.	I think the planning for urban expansion is urgent but any development of these areas should not happen before all opportunities within the former urban boundary are developed.
81.	reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.
82.	No urban boundary expansion is necessary. Instead, the city council ought to rezone land for 15-30 storeys in existing places such as Limeridge Mall, the area surrounding Confederation GO, and other underutilized places like vacant schools, one-storey commercial plazas and parking lots. There is more than enough land within the urban boundary. We need our countryside and greenbelt in order to maintain ecologically significant areas wild; to grow food for the population; and to maintain recreational outdoor spaces for our mental wellbeing. More suburbs is not the answer.
83.	No - please hold the line on requiring walkable development
84.	Staying away from watershed streams and ponds.
85.	Development charges NEED to be paid 100% by developers until all available serviced areas are at 100% capacity. Existing farmland and wetland/ecologically sensitive areas must be maintained. Housing must be built around woodlands without destroying them.
86.	Research into alleyway housing. Housing that is in the 200 K range so recent graduates and 30 something's can get into the housing market.
87.	Federally protected species under the Species At Risk Act are present in these areas. They need to be cataloged, protected and the habitat should be completely untouchable.
88.	Equal access to quality, locally-sourced food in all areas of the city
89.	I am completely and utterly against Ford's gutting of environmental and farmland protections. The politics of greed will never protect the quality of all of our lives together.
90.	While I understand the constraints, I think as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary. That is, the city should find creative ways of making development of the provincially enforced expansion areas unattractive for conversion to sprawl.
91.	Preservation of farmland and natural areas are critical.
92.	The priority should be placed on developing within the former urban boundary.



Comment Number	Comment
93.	<p>Not expanding our urban boundaries limited arable lands. Focusing development on lands already planned for development. We have some of the best growing lands in our backyard and we need to keep them that way.</p> <p>As well we need to focus development on lands that won't cost taxpayers more that they can afford to provides service to. There are drastic improvements already needed due to deteriorating infrastructure.</p>
94.	Protection of farmland
95.	Our communities need more dedicated biking lanes connecting our communities. Such as routes from Binbrook Rd to Rymal which could facilitate children commuting to schools on bikes or to reach public transit.
96.	Ensure there is space for retail, i.e. small strip mall area with apts above, providing the community grocery stores, fast food, etc...so people can shop in their communities and not driving elsewhere
97.	No. You seem to have everything sorted out.
98.	I especially like your focus on building where residents key needs can be met nearby reducing vehicular travel and thus carbon emissions. Second but even more important the mitigation of climate change through local green energy production. Ex. Green hydrogen production to power Arcelor's new electric furnace... not gas powered!
99.	Not expanding
100.	<p>This is a truly bizarre process - it will be difficult to provide helpful comments when the planning process was hijacked by provincial fiat. The main direction that should be included is the core principal that to the greatest extent possible what happens in the dictated urban expansion areas does not contribute to climate change, does not result in the loss of prime agricultural land (directly or indirectly), and does not result in the loss of wildlife habitat. The reasons for this are obvious, but if you want more detail please refer to the extensive comments I submitted to the OPA process.</p>
101.	<p>Remain within existing city boundaries.</p> <p>No sprawl to protect natural heritage and farm land</p> <p>No sprawl to stop pouring our tax money into unsustainable, destructive commuter communities</p> <p>Affordable housing is a priority</p>

Comment Number	Comment
102.	<p>-you reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.</p> <p>-as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary.</p> <p>-natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary</p>
103.	Limit any expansion until available land within the existing boundaries is at capacity.
104.	Parkland and local schools should be a priority.
105.	The adaptive reuse of existing buildings and infill architecture should be encouraged whenever possible, in order to mitigate waste and retain the specific historical dimension that contributes to a sense of place.
106.	Develop a plan to evolve current suburban sprawl into "complete communities"
107.	Preserved farm land, that is zoned agricultural and not included in land for development. We need food security and resiliency that we lose when we pave prime agricultural land. Also generational farmers in Binbrook and Glanbrook have asked not to have their land rezoned and been ignored.
108.	Emphasis on functional and safe communities with access to affordable housing, geared to income, using all of the available space especially remediating brownfields and using those parcels of land to house people or redeveloped as green space.
109.	<p>- Agricultural and wetland areas are precious and LIMITED! They are valuable and need to be protected for a sustainable future.</p> <p>- As long as there are sprawling parking lots, vacant buildings, and unused land within the existing urban boundary, there is no reason to expand. A sustainable city is one that manages its land conscientiously and holistically.</p>
111.	No use of viable farmland or other green space.
112.	intensification and affordable housing within existing city boundaries should always be the priority and every effort should be made to avoid suburban sprawl
113.	I think this a good direction given that the Province is forcing the City to expand.

Comment Number	Comment
114.	Conducting the process in a timely manner. I am in one of the urban expansion boundaries (White Church Road East), and it would be very difficult if the process was very slow or is dragged out. We know the additional housing has to come in the area, so moving it along would be great. It would be hard if the process is drawn out and construction is lengthy.
115.	We need housing NOW! There is not enough of it. Let's build affordable homes and not just monster homes in the suburbs. We need rental units too.
116.	Hamilton must prioritize street areas for pedestrians, cyclists, public transport and public spaces. Green spaces are important for a sense of community with a big influence on public health. Green spaces must be incorporated support biodiversity, clean the air and assist in stormwater management and temperature regulation.
117.	What determines the installation of speed bumps?
118.	No
119.	The key priorities are good but the lack of any mention of preserving farmland is a concern. The need to encourage 'close to home' community agriculture and reducing our reliance on imported produce is an increasingly important strategy in helping to adapt to climate change. I'm pleased with the final two points ---- protection and enhancement of the Natural Heritage System and mitigation of and adaptation to climate change. Implementation of these priorities will help to improve Hamilton's unfortunate image as a heavily industrialized city.
120.	1) Expansion to be identified as second priority only after all current infill options are fully developed. 2) Police, fire and ambulance services to be identified explicitly as essential provisions (to be included in developers' plans).
121.	The impact of increased traffic from the urban expansion areas into existing areas, specifically rural/agricultural areas with slower moving, large, farm equipment.
122.	Energy distribution to support future transportation technology, ie electricity distribution to support PEV and private power generation buy back.
123.	Protect farm land
124.	The City should be able to afford to take on the brand new roads and infrastructure without impacting its ability to handle its responsibilities of maintaining current infrastructure.
125.	Prioritizing construction of medium density housing within existing communities.
126.	Focusing on growth within our existing boundaries, and ensuring that any expansion is affordable housing. That sustainable jobs are created in any areas of expansion.

Comment Number	Comment
127.	<p>Transit should be highly integrated with other cities to allow residents to seek employment outside Hamilton and contribute to the local economy. The Hamilton system and Go Transit make it virtually impossible to leave Hamilton without a car.</p> <p>The plan must include the expansion of family friendly areas throughout the whole city, including downtown which is being completely neglected. The plan must include health support for existing and future communities, especially now that we are in a mental health crisis. Will the new neighbourhoods be equipped with shelters and mental health services or will they continue to be concentrated in downtown Hamilton?</p>
128.	<p>Protection of arable land for source of FOOD, to feed or generations. We have so few arable acres/hectares.</p>
129.	<p>We need to save farmland and help farmers so they can continue farming. We cannot depend on importing food and need to become more self-sufficient and grow our own food. We need to have green building standards for all new builds, retrofits, and renovations. This includes geothermal heating or heat pumps, greywater recycling, eco-friendly wastewater treatment systems, rain gardens, solar panels, encouraging the replacement of water-dependent turf grass with native plants, and permeable paving, and we need to plant more trees (there are so many empty turf grass dominant public parks). The city can also look into heat recovery systems from wastewater, compost, and industrial waste heat. There is even research into recovering heat from asphalt and then all this heat can then be converted into energy.</p>
130.	<p>We are especially concerned that farmlands are protected. For many reasons, there should be NO new subdivisions, especially large houses built where food could be grown.</p>
131.	<p>Protecting farmland and natural habitats. No urban expansion! If more housing is needed, fill spaces within the city. Demolish run down buildings.</p>
132.	<p>Biodiversity enhancement through protection of natural areas as well as within urban tree cover etc.</p>
133.	<p>Climate change initiatives and environmental concerns must be priority in order to maintain quality of human life. Transportation networks need to emphasize active and public transportation modes, and much less private car. The inclusion of community share car stations within neighbourhoods (similar to Bike Share) would encourage people to relinquish private ownership. This mode is greatly under utilized in Hamilton.</p>
134.	<p>I'd like to see a stronger prioritization of Brownfields redevelopment and improving vacant lots in the existing urban boundary. By assessing vacant lots and incentivizing redevelopment and remediation, Hamilton can improve areas of potential contamination within the city, promote business opportunities to developers in central locations, and reduce the impact on greenlands bordering the urban boundary.</p>

Comment Number	Comment
135.	A commitment to preserving a greater percentage of the natural environment. Respecting corridors for nature and Wildlife to reduce Roadkill events.
136.	Urban expansion should be considered only when all existing urban lands are fully developed. There are many lands yet to be developed that are infill in existing urban areas. City council should reject or delay proposals for sewer and water servicing to the lands that are being considered for urban expansion.
137.	<ul style="list-style-type: none"> <li>- Bike lanes in all communities, that are separated and safe from road</li> <li>- promoting safe biking as transportation takes cars off road, helps environment, reduces traffic, increases health</li> </ul>
138.	Reduce noise pollution and greenhouse pollution such as the operation of noisy machineries
139.	Greenbelt and farm land should NOT be touched!!
140.	<p>Environmental Concerns: Begin with the destruction of wetlands and re-routing of streams (even if they are only intermittent). I believe that this will increase the risk of overland flooding due to increased water runoffs. I acknowledge that there are engineering solutions such as rainwater catchment ponds to replace wetlands. These do serve a practical purpose. However, my experience living near one of these in another community is that it took about 20 years before the catchment pond really replaced all the functions of a wetland: e.g., diversity of flora and provision of habitat for some species. Unfortunately, this catchment pond existed in isolation as there were no wildlife corridors for mammals, birds, and winged insects which require larger habitats. Also, even though there was abundant flora after 15 years, it was a mix of native species, naturalized non-native species, and invasive non-native species. Thus it failed in its ability to provide habitats for native fauna. Next in consideration, but no less important, is that the development of these areas will reverse the re-wilding of former farmlands, eliminate habitat space for insects, birds, small mammals, etc. This is of concern as I have lived in this city for six years. This year I have noticed a decline in the number of birds compared to when I moved here. I am concerned that this will also be attended by a drop in insects, especially native pollinators.</p> <p>Economic concerns: The Prov Govt's plan to shift the cost of development onto the city worries me. This means that, in addition to needing to enhance EMS and transportation availability, that the taxpayer will also need to fund the construction of sewers, water mains, roads, etc.</p>
141.	Stay off farmlands!
142.	The creation of complete communities needs to include park space and recreation centres. As an example, Binbrook is still waiting for a rec centre. Infrastructure is critical, two lane roads won't support people getting to these expanded areas.

Comment Number	Comment
143.	Enhance walkability, including close integration of retail storefronts and residential spaces, making for an attractive and engaging street-level walking experience. Attractive apartments (not only houses) for families of 4 and more persons. Mandate to all developers to provide a proportion of low-income housing, so that housing development actually works toward eliminating homelessness in our city. Building standards that include high fresh-air ventilation capabilities, in line with what we've learned about managing airborne highly contagious disease.
144.	Policy needs to prioritize & incentivize building in existing urban areas. Scale the development charges for greenfield, expansion or under-serviced lands to actually cover the municipal costs of developing infrastructure corridors to new areas. Development policy needs to encourage investment in existing urban areas to upgrade existing infrastructure, help reduce the infrastructure deficit on the existing tax payer base. If this is neglected in the policy framework, it will risk burdening future generations with insurmountable infrastructure debts and potentially bankrupting the municipality.
145.	We shouldn't be planning urban boundary expansions at all! Your priorities should be looking to utilize the many abandoned buildings here in the City of Hamilton or empty parking lots. There are plenty of areas to build within our city boundaries before considering a boundary expansion at all. How can the city even say they're looking to plan urban expansion areas sustainably when they're considering building ON our greenbelt!?
146.	Also more than a nod to history of place, heritage, built and otherwise, preservation and remediation when at all possible.
147.	Preserve some farmland and also parks, do not turn it into a concrete jungle. Also need to increase fines for developers that decide to take down trees without approval..can't replace them
148.	Just stop the expansion!
149.	<p>-Key Direction: The secondary planning and subsequent development of Urban Expansion Areas is to only occur after ALL OTHER development opportunities from intensification within the existing built up area have been exhausted.</p> <p>-Prioritization of Secondary Planning of Urban Expansion Areas based on actual population growth (e.g. only initiate Secondary Planning if population growth hits actual targets to justify developing new areas)</p> <p>-Adopt the priority of cost neutrality of urban expansion areas. Design and density of new areas should result in an area that will be self-sustaining in terms of generating property tax revenue to cover the costs of maintaining services and infrastructure.</p>

Comment Number	Comment
150.	Looks great! Would love 'range of housing types'.....to specify housing to accommodate families. Too often new urban housing is extremely small condos that end up being income properties (i.e. studios and 1bdrm). I'd like to see emphasis on providing more 2 to 3 bdrm units as part of new housing. So perhaps modify the statement to say "Provision of a range of housing types, forms, and tenures, including affordable housing, housing with supports, and sized to accommodate families
151.	We need to focus on growth within our pre-2022 boundaries where transit exists. It is detrimental to the environment to expand the urban boundary- especially when adequate supports such as transit doesn't exist there.
152.	Yes build up the core of Hamilton with vacant and rat infested houses in the downtown core to make it more of a beautiful place by the water and local shops so people will want to live there. The transportation is already there. Instead you grow out and take up green space for our farms. You are literally biting the hand that feeds you. Everything will need to be imported when you build on all local green spaces. Build up not out. Now you will need to build stores and more infrastructure to support these million dollar homes that local people can't afford except immigrants with multi families living in one house that send their money home to another country. I am an immigrant so this isn't a racial comment. It's let's support Canadians first and let's support not having to import everything especially food. Have we not learned from covid. Also the wildlife is suffering which nobody seems to care about. People wonder why there's coyotes wandering within the city limits.
153.	positive impact on the rest of the city into the future, improving transit for the whole city, improving not compromising access to locally grown food and future food self-sufficiency, contributing to not draining resources for future infrastructure maintenance
154.	A key direction that should be included is to implement servicing needs. As there are multiple areas that require servicing, the City will need to update its Master Servicing Plans in coordination with privately initiated Secondary Plan applicants.

Comment Number	Comment
155.	<p>You mention protecting "woodlands, rivers and wetlands" but we also desperately need to protect natural meadows and fields to provide habitat for many declining insect populations. Insects pollinate our food so we need them, and so we should also stop poisoning insects and people with air spraying of mosquito and other insect-killing chemicals. As a taxpayer and user of natural areas in Hamilton, I don't like knowing that chemicals have been sprayed without my knowledge when I've been outdoors. It can't be healthy for humans if a chemical kills insects - that just harms us all. Nature sometimes needs to just take it's course and humans shouldn't be trying to eliminate every disease-carrying insect in and around our urban areas. The health of our ecosystem - the world we depend on for survival - is at stake now. Species of most kinds are in decline because we keep destroying more and more nature. We need to protect nature, not mess with it in our arrogant human manner, and reduce our GHG emissions as fast as possible so that our climate doesn't make us all suffer increasingly with time, from today - not in 10 years anymore. As a retired environmental scientist, I don't think we are moving fast enough to address the climate emergency. We're all in trouble now, so we have to try harder in every way we can and make the climate emergency a number one priority in ALL our decision-making processes today.</p> <p>This is my main concern and our society should be equally concerned as the West burns and Ontario continues to destroy our natural heritage for profit as if no one can stop them. Please stop them - that's the most important action we can take as a city that is currently under threat by our own government.</p> <p>Personally, I think Doug Ford should be charged with treason because he is literally KILLING US.</p> <p>I stand by the Hamilton Council on all planning decisions here and hope this selfish, illegal, dictatorial nonsense in our province ends soon! Doug Ford's government does not speak for my family here in Hamilton - Hamilton Council does! Please stop the destruction of our home and future now!</p>
156.	<p>Top priority should be the creation on new expressways to handle the increased traffic. Without it, gridlock!</p>



Comment Number	Comment
157.	<p>With the integrated transport network then focus should be on pedestrian and cycling safety and enjoyment- have large buffers between motorized vehicles and the bike ways and sidewalks, have trees and plants to help improve the environment, decrease runoff, increase carbon capture, improve air quality and provide shade for those walking and riding and to decrease the heat island effects of no-to-low pmant coverage.</p> <p>We need to focus on in fill, not building on Greenspace and farmland but instead building in unused or underused lots, parking lots, and improving current buildings. We need to plan not for cars, and not for money, but instead plan for environment protection for the earth and our children.</p>
158.	Keep wild spaces
159.	<p>Re housing types: there should be specific requirements that actively discourage detached and semi-detached housing in the expansion areas. All private buildings proposed for the expansion areas must be designed to Passive House standards - no exceptions. There must also be a requirement that any development include, in advance of occupancy permits being issued, that at least 30% of each developed property be under tree canopy. Further, that no watercourse, not even seasonal ones, be buried or blocked as it runs over private lands but shall instead be protected by thirty foot natural lands along both side of the watercourse. Another most important direction should be written out plainly in the policy framework, namely, that the highest priority in "planning" for the expansion areas must be NOT to spend City funds except as absolutely required, the payments to be delayed as long as possible.</p>
160.	<p>While city staff have considered important issues in developing new communities, they have not addressed the need for food security in the region and how it will be affected by development of the urban expansion areas. I recognize that urban expansion into agricultural areas has been imposed by the province and the city may have limited options; however, we should continue to do all that we can to push back on the provincial government's approach, including using the planning process to protect as much land within the urban expansion areas as possible.</p>
161.	Protection of arable farm land so as to access provision locally produced food.
162.	Agree: 15min walkable neighbourhoods connected by transit and not encroaching on green space

Comment Number	Comment
163.	<p>Leadership to reduce GHGs is urgently needed; if we have to develop, create the requirement to do it in an exemplary fashion. For example:</p> <p>Nearby nature in every neighbourhood so that all children have access to nature within easy walking distance of their home and school. Use these areas to create greenspace linkages across the city. This would support the city's Biodiversity Strategy, but have many more beneficial health outcomes for residents (Research shows this type of access to greenspace is low cost but has very positive influences on physical and mental well-being, healthy childhood development, academic success etc.).</p> <p>We have inadequate capacity to manage our current stormwater runoff, resulting in discharge of contaminated water into local waterbodies many times each year. This needs to be dealt with prior to expansion for new housing (or these new areas need to be able to handle their own stormwater runoff in rain gardens and larger scale infiltration; this has been done in places in the US).</p> <p>All construction should be mandated to be highly efficient and powered with green energy. Neighbourhood geothermal or cold weather heat pumps, build to high R value standards, solar panels already installed. Natural gas not an option.</p>

Comment Number	Comment
164.	<p>Re: Housing types, require developers to create diverse housing architectures and landscape architectures to create feelings of personality for each house on each neighbourhood. It's soul-crushing to walk through blocks and blocks of cookie-cutter houses even if the trees haven't grown in. Include spaces like community gardens and natural "third spaces" to encourage people to meet each other. Have community-sized facilities where neighbourhoods can gather, not just, say, huge arenas.</p> <p>Ensure transit is robust enough to leave when you want to and come back when you want to. If this fails, it's almost a 100% guarantee the area will just be another car hell.</p> <p>Encourage live-work spaces where the work section isn't necessarily international franchises. Allow people the luxury of walking to their neighbourhood café, pub, etc.</p> <p>Prioritize bike lanes with grade separation. We all stare longingly at the Netherlands but rarely do we have the chance to do anything to make the situation better.</p> <p>Have very strong Internet connectivity. If it exists, people can work from home and be part of the local community. If not, they'll drive elsewhere.</p>
165.	Sustainability and environmental protection should be the priority rather than an afterthought.
166.	All areas will obviously be considered as part of the Secondary Plan. It is surely just as obvious that the first consideration upon which the others rest, it that in your deliberations you will make the protection of that diminishing fertile soil, needed for food production and agricultural activities, the value of replaceable wetlands, forest, wild life will your first and top priority.
167.	all development should have a priority given to bike lanes and less priority to cars
168.	Preservation of green space and affordable housing
169.	I think it's really important to prioritize any growth within Hamilton's pre-2022 urban boundary. Community members communicated loud and clear that we want to protect the prime agricultural land we have in Hamilton, and multiple credible reports show that we can add the density needed for realistic population projections within the existing boundary. The infrastructure needs to service new development lands are not sustainable fiscally or environmentally.

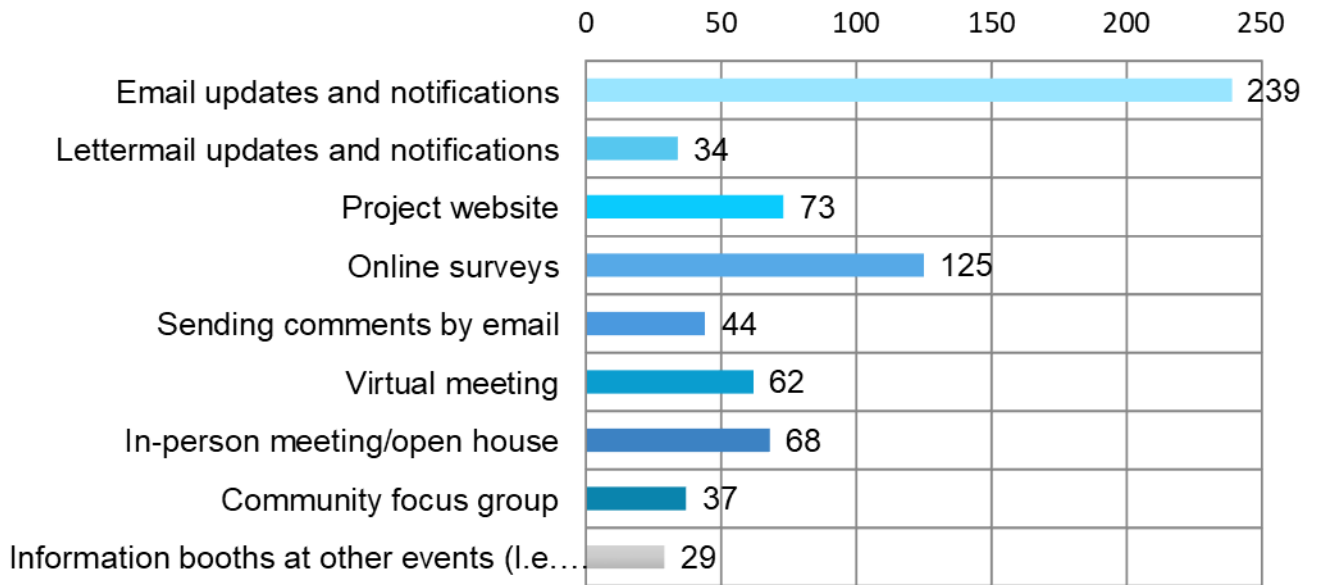
Comment Number	Comment
170.	<p>The key priorities are very good but need to also be reflected within the urban boundary lands before these new lands were added. For example, public transit needs to be improved within with the existing City urban boundary before it is even feasible to further extend it into the expansion lands. Also a question of how growth will be paid for in the expansion lands when this has not been part of the City's previous planning or development charges studies. Need also enhanced agriculture and tree protections in the expansion lands. The current policies are not working.</p>
171.	<p>We need to direct efforts to building already approved sites within the previous urban boundary where transit already exists. Growth needs to be prioritized within our current boundaries at a minimum of 80 people and jobs per hectare. The "missing middles" should be emphasized as should affordable and entry-level housing and family apartments.</p> <p>Growth should not occur on greenspace, especially Class 1 agricultural lands, until existing sites within the pre-2022 boundary.</p>
172.	<p>Protection of the aesthetics of existing neighbourhoods, green space and the creation of pedestrian friendly areas. Noise and light pollution around sensitive areas.</p>
173.	<p>this looks good. Complete communities, affordable housing, integrated transit, preserving ecological space are top priorities. I would add densification as a priority as well, in order to sustain this growth financially.</p>
174.	<p>Let's prioritize growth within our pre-2022 boundaries where transit exists.</p> <p>Let's promote density within existing urban neighbourhoods, removing rigid site restrictions and minimum parking regulations.</p> <p>Let's aim for 80 people and jobs per hectare.</p> <p>Let's ensure NOT ONE SHOVEL IN THE GROUND before the next election on our finite, fragile farmland.</p> <p>WHO will pay for growth on expansion lands? Ask for a report like the one Ottawa did.</p> <p>Let's get existing approvals built!</p> <p>Let's incentivize and promote affordable laneways</p> <p>HOW can we ensure affordable options, purpose built rentals, and public investment in Housing?</p> <p>There is NO federal support for housing away from transit.</p>

Comment Number	Comment
175.	Stop sprawl development on farmland and wetlands until the existing city has attainable housing in distributed throughout. There are sprawling parking lots and boarded up storefronts within walking distance of my house. Most of these boarded up storefronts were already there when my husband and I moved to Hamilton 10 years ago. There is still plenty of room to create housing and mixed use communities within the former urban boundary.
176.	The key priorities should be protecting existing farmland, natural land, and wetlands in the "urban expansion areas" while building a range of affordable housing in areas close to existing services and transit.
177.	I think Hamilton is on the right track and the province is in error. I think the city should fight the province's short sighted decision
178.	Preserve the current urban boundary. Do no expand it. Preserve existing farmland & wetlands etc.
179.	Leave farmland and wetlands as they are.
180.	<p>I reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.</p> <p>There are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton which provide plenty of room to create housing and mixed use communities within the former urban boundary.</p> <p>Natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary.</p>
181.	No expansion until every lot in current city boundary is in use.
182.	The boundary should not be expanded and farmland must not be paved over with houses and no paving wetlands and Greenbelt!!
183.	Provision for green spaces even where intensification is desirable. e.g. small parks. Inclusion of community garden areas where appropriate to compensate for loss of good agricultural soil and provide a food source to low income residents. Reduce use of multilane roads (as in Brampton, Mississauga) which have become a source of danger to pedestrians and drivers.

Comment Number	Comment
184.	<p>Not one 'expansion area' is required for the City of Hamilton to fulfill its requirements to the province for more affordable housing or any housing. A good majority of respondents, in the city survey on Sprawl clearly said - "No Boundary Expansion". Use the existing lands within the Urban Boundary and create the needed housing and your very laudable vision for complete communities. Each of the six 'expansions areas' are needed for our future generations! Each area, in differing degrees, contain essential elements to support human life and biodiversity. Each contain natural heritage, wetlands, woodlands, marshes, savannas, food lands and some provincially significant waterways. How can any municipality justify the ruin of these features, once taken, gone forever? And a final, rather alarming land use in these areas is another concept – 'warehouse sprawl'. There are presently applications to build many large warehouses on the Garner Marsh on Hwy 53 and Dickinson Road in the Twenty Road West area alone! Please make your key priority the identification and full protection of all natural features and lands in these 'expansion areas', and by doing so, omit all and any expansion of Hamilton's urban boundary.</p>
185.	<p>Meaningful consultation with local First Nations; honouring community referendum and council's mandate for zero boundary expansion; including missing middle to meet housing requirements within existing boundaries; minimizing infrastructure expansion at the cost of current taxpayers; medium density development on grey fields and underutilized properties within existing boundaries; protection of existing farmland for food production; maximum 12 story buildings; preserving and developing streetscapes to enhance psychological well-being</p>
186.	<p>There is no need for urban expansion areas now,,,,,, major concern would be protection of natural heritage systems. So again this won't be possible in these areas so don't do this. Enhance green space in Hamilton open up our many opportunities in the city.</p>
187.	<p>Complete communities also need to have parks and greenspace in addition to preserving wetlands and natural areas. This is for the health and mental wellbeing of residents who will live in areas of higher density new builds.</p>
188.	<p>Don't permit ANY development on the newly designated areas until all other currently available land is used and massive improvements are made to public mass transit to prevent more cars on roads that can't handle it.</p>

Comment Number	Comment
189.	<ul style="list-style-type: none"> <li>• Please prioritize growth within our pre-2022 boundaries where transit exists.</li> <li>• Please promote density within existing urban neighbourhoods, removing rigid site restrictions and minimum parking regulations.</li> <li>• Aim for 80 people and jobs per hectare.</li> <li>• Please do not begin any construction or take down any trees or disturb any wildlife or put ONE SHOVEL IN THE GROUND before the next election on our finite, fragile farmland.</li> </ul>
190.	Climate change and food production. We cant keep depending on other countries
191.	Protecting farmland and farmers. Farmable land is a finite resource. This should be taken into consideration and conserved.
192.	Please preserve farmlands and existing natural areas Increase density in existing urban areas.
193.	health of humans and our living relatives who we share this planet with
194.	<ul style="list-style-type: none"> <li>- no new gas hookups in any of these secondary plans</li> <li>- net positive energy neighbourhoods</li> <li>- off grid neighbourhoods</li> <li>- emergency prepared developments (emergency shelter and transitional housings as a response to the houselessness crisis)</li> <li>- emergency preparedness as it relates to extreme temperatures (heat domes) and winds, flash floods)</li> <li>- clear design standards and priorities expectations (a minimum standard that measurably raises the bar)</li> <li>- policy support that holds all plans / developments accountable to the city wide goals and the secondary plan</li> <li>- that private amendments or submissions that are made during the development of secondary plans the public is consultant on the studies needed</li> <li>- lack of seven generation thinking</li> <li>- lack of interconnectedness of all things (all our relations) via water protections and wildlife corridors and biodiversity initiatives</li> <li>- community benefits packages not mentioned, clear commitment to public commons/goods expected</li> <li>-failure to respond to the unjust provincial changes to take an innovative approach to land management (opportunity to offer land back to local first nations to develop urban reserves)</li> </ul>
195.	Any plans need to include pedestrian and cyclists. Stop designing based solely on people using cars for everything.

Question 2: What is your preferred way to keep informed and give input on future planning processes (check your top 3)?





Question 3: After reviewing the draft Policy Framework and the Secondary Plan Guidelines, do you have any specific comments about these documents that you wish to provide?

Comment Number	Comment
1.	<p>In this area of the city there is a privately own farm and greenhouse that is providing food to the DeMazenoood Door at the St-Patrick's Church, It is owned by the Sickhism community (I think) ... but it feeds the needs of the community meal offered with eggs, vegetables etc etc and provide jobs and volunteering opportunities and summer jobs for University and school placement for student studying different programs connexes to the field and at the De Mazenoood Door ...This farm is very very important for city as there are not many that also offer placement for summer students, jobs and volunteering opportunity...it works with the St-Patrick's Church but as an inter-faith type of agreement but also with other communities as it is privately owned (I think), like the Muslim community etc. Please consider the value of it to be preserved and protected as it also aligns with climate change goals, sustainability for the city as locally grown and harvested and might attracted University students here compare to other location. Some person might want to volunteer there to study farming to acquire a Wine estate later or manage one in the Wine country area, that is very close to us in Hamilton.</p> <p>Thank you for taking this important established farm for protection and inclusion within the project as a City Climate Change &amp; Sustainability &amp; Social &amp; Economic Contributor.</p> <p>Also adding the protection and preservation of other Conservations, &amp; Trails (not always as definite as a park), and Land Access by Native Agreements or Treaties.</p>
2.	<p>For section 2.4.1: "Communities to be more inclusive" will not happen by building houses. Instead, money should be spent on school resources such as ESL and spec Ed support to help our new families adjust. As well, community outreach to plan activities and education others to be inclusive would be more beneficial than building buildings.</p>
3.	<p>Urban density in existing residential area, no more sprawl! Don't build in these areas</p>
4.	<p>Increase agriculture and sustainability. No more sprawl</p>
5.	<p>As Alberta burns and Quebec floods, we must emphasize climate crisis mitigations.</p>

Comment Number	Comment
6.	<p>Immigrants and the homeless are not going to inhabit McMansions built on good, green farm land. We all know what this cash-grab is about.</p> <p>Build downtown! There is an abundance of empty space just waiting to be connected to already existing infrastructure. Put the money into improving what's already here!</p>
7.	Not at this time
8.	Please do your best to limit the impact to the environment and farming. We have lost too much natural land already!
9.	<p>How will energy be provided for residents living in the urban expansion area? For example: geothermal, solar etc</p> <p>Will there be bus routes to those areas and or rail lines/Go train.</p>
10.	In order to build homes quickly and responsibly it is important that the services be easily accessible and the proposed housing units meet the demands of all constituents, including more affordable single detached homes.
11.	The province has dictated what needs to be done. Do not waste time money and staff resources dragging this out which will only exacerbate the problem we are facing now
12.	While a lot of thought has obviously gone into the development of the Policy Framework and Secondary Plan Guidelines, I feel that there are gaps (see notes above).

Comment Number	Comment
13.	<p>Very disappointed after attending the online City of Hamilton meeting on May 15, 2023. If I wanted a lesson on how city staffers avoid answering any questions, droning on and on about nothing in monotoned speech, then employees would win first prize:</p> <p>Melanie Pham  Mark Kehler  Christine Newbold  Andrea Bailey  Dustin MacDonald  Kristin Lillyman  Bhajan Shaker  Omar Shams</p> <p>What a condescending group of people who didn't answer any questions written in the chat or when a hand is raised. Hamiltonians DO NOT want sprawl on our farmlands. Your taxes are driving us out of homes now and it will only increase when you give these developers breaks to build here. They do not contribute to the infrastructure. These developers do not live here. We are not building additional hospitals in these areas, causing additional burdens on the hospitals we have now. Everyone drive to get to these awful new homes, no one is using transit. Get real City of Hamilton- we know the province and these developers are corrupt. No one cared about this city 20 years ago. The amount they are generating is insane. Homelessness is bursting in our downtowns. These poor people have nowhere to go. No one wants to live in a tiny over priced condo. The false narrative of a need for affordable housing is not lost on us. As soon as you rezone these agriculture lands, they say single family homes, then it changes into a 30 storey condo. These don't work here. You want to build on the outskirts of Hamilton? Call it something else and rename it another town. This is not inside Hamilton's boundaries and we are on the hook for all the infrastructure. These new parks created are a cess-pool for crime and drugs. STOP THE SPRAWL. STOP ALL DEVELOPMENT. Hamilton voted against this in 2017. If your council can be overridden then why are our taxes paying for city councilors to do the provinces dirty work- we don't need you. You are not here for us. It is frustrating to participate in meetings when you know you don't matter. The City of Hamilton has failed all REAL citizens of Hamilton who actually care about the people and the land.</p>
14.	<p>As we plan for population growth, mostly from immigrants, is there a policy or guidelines in place to help drive this influx of people towards these growth areas?</p>
15.	<p>Report on cost of Ford's sprawl agenda  Eliminate parking minimums  No rigid control/ site requirements on multiple unit dwellings  Incentives for laneway homes</p>

Comment Number	Comment
16.	I really like the importance of transit and mixed use development (in terms of residential buildings and in terms of other uses in the same neighbourhoods as residential) as it's included in the plan
17.	No urban boundary expansion. Ignore the province.
18.	Why do you need further public consultation on the boundary expansion. There has already been significant public consultation for the boundary expansion. It seems like another stall tactic by the city.
19.	City residents already voted by a large majority on urban expansion. The city needs to fight for this.
20.	Consider housing types that include supports such as cafeterias with meal plans, work spaces for rent outside the unit but on site, and businesses within the building.
21.	no
22.	Please stop the expansion in these areas. You are ruining our small town and agricultural and forested areas.
23.	To respect our built heritage in Hamilton and it's surrounding communities, Ancaster, Dundas, Waterdown and Stoney Creek!!
24.	Building large, expensive single family homes in new subdivisions is an archaic concept.
25.	Protecting our wetlands
26.	How much teeth will our plan have if provincial govt is autocratic. We have not managed mtnce of our existing infrastructure (Escarpment walls collapsing, main arteries are in decrepit condition. I'm embarrassed as a citizen
27.	Fill in all lands suitable for housing within current city limits without touching a blade of grass on the Greenbelt.
28.	Yes leave the green belt alone. The infrastructure cannot handle any more development. The roads need to be repaired before any new ones are built. I pay taxes and the rural roads are a nightmare
29.	Bypasses to control how the extra traffic gets to/from the new expansions in the older existing neighborhoods.
30.	Insure that infilling and available spaces within the previous urban boundaries are filled before beginning development on the Urban Expansion areas.
31.	the city is already wildly congested, where do you suggest all the traffic will go. It already take me sometimes 10 minutes to wait for an opening to back my truck and trailer into my driveway ... any more traffic and I'll just have to park on the street as no one has an ounce of patience to let me back in.
32.	Infill options should be more highlighted
33.	Comments added to doc Didn't see a reference to airport noise areas

Comment Number	Comment
34.	I lived in the core for 15 years. There is *ample* development space available for small and mid-size apartment buildings. Building inside the pre-existing boundary will benefit many long-struggling businesses and residents - who will have access to more customers, jobs and easier transportation. We should be building for Hamilton, not Ancaster-style developers.
35.	I encourage plans for densification and feel that all farmland and natural heritage be preserved to support the life and well-being of residents. Smaller homes, more dense communities, are the only solution for a prosperous future.
36.	For me, I'd like to see a detailed and realistic plan of how we are meeting the housing crisis without expanding the city boundaries.
37.	natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary.
38.	Making sure there is a mix of housing and supporting services for individuals that don't/can't own a car.
39.	There is insufficient protection for species found under SARA (species at risk act) which is federally protected.
40.	I think these are solid objectives. Please work hard towards them.
41.	As communities expand greater so too should access to recreational facilities.
42.	The City should adhere to its original decision to not expand the urban boundary. Sprawl is bad because it takes up valuable farm-, wood and wetlands; because it damages streams and stormwater management, because it promotes car use over public transport and because it is it is way more costly due to new infrastructure which we the citizens will have to pay for. Hamilton has more than enough space within the present boundary to satisfy the governmental requirements by means of densification, and so using existing infrastructure and maintain and create more livable neighbourhoods. Building more and affordable housing is not contradictory to keeping the city boundary where it is, in fact it is in line with it!
43.	Our food safety and access to areas of food production is critical
44.	Please refer to the extensive comments I provided to the OPA process. I had extensive and documented concerns regarding climate change, prime agricultural land, and the need to protect wildlife habitat. Those concerns are still relevant to the Secondary Plan process, and the language in the "framework" is too vague to give me any comfort that my concerns have been, or are being, given adequate consideration.
45.	please stop spending skilled staff time on plans that go against what Hamiltonians have clearly told you that we need and want.

Comment Number	Comment
46.	<p>you reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.</p> <p>-as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary.</p> <p>-natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary</p>
47.	<p>There should be no expansion into new areas before all the land is used within the city. There should be priority given to affordable housing.</p>
48.	<p>I think that staying within our existing urban boundaries is crucial, as well as allowing for a gentle intensification of housing density in the many suburbs on the mountain that largely consist of single family homes. This can be effected quite easily by allowing homeowners to convert their basement into an additional apartment, which doesn't change the architectural footprint or external appearance of the house at all. This was recently done to my father's former house on Tenth Avenue near Upper Ottawa Street and the result was most impressive. It isn't fair to expect all of the multi-family homes in our city to be concentrated in a few downtown neighbourhoods, like the one that I live in in Kirkendall.</p>
49.	<p>I provided my comment.</p>
50.	<p>The people of Hamilton have spoken &amp; we do not want urban expansion. The city should stand firm against provincial orders. New builds should be within our existing boundaries. There are many areas within the core that have vacant &amp; decrepit buildings that could be torn down or renovated. We don't have enough tax dollars to maintain the existing infrastructure let alone for new areas. Create a more liveable city within the existing boundaries &amp; not listen to the West Hamilton Builders Association &amp; the province.</p>
51.	<p>Use existing Confederation Park to build low cost housing. Pay for City Employed Security to ensure no weapons, drugs etc.</p>
52.	<p>i think it's ridiculous that we're stretching limited city resources beyond existing city boundaries to make more McMansions for wealthy people when our cities need to focus on improving existing infrastructure and affordable housing</p>
53.	<p>I am happy with them. I am hoping the process moves in a timely manner. I do understand the city is busy as well though, and there are many parties and factors to consider.</p>

Comment Number	Comment
54.	Ambitious goals for urban development call for a new approach to street planning and good coordination between different specialist groups.
55.	No
56.	No
57.	Overall, the documents are generally clear and understandable. I enjoyed the May 15 Virtual Open House and found it to be informative and worthwhile.
58.	Please save the environment and agricultural lands as the first priority. Please stop developers from destroying wood lots (as already seen on Twenty Rd W).
59.	My comments have already been added to the documents.
60.	Respect the firm urban boundary citizens want. Make social affordable housing the priority.
61.	I would like to see a more meaningful consultation with indigenous peoples for all projects in the future.
62.	Please respect current urban boundaries. The risk of paving over wetlands and natural areas affects humans as well as flora and fauna.
63.	Climate change reduction strategies should be better defined, with emphasis on improving transit systems to reduce emissions, improving water quality, reducing invasive species, etc.
64.	We are at a very crucial Tipping Point with the climate crisis and every effort needs to be taken to preserve and protect natural lands. It's important to stay with an existing Urban boundaries.
65.	The City of Hamilton has a huge infrastructure deficit and a tax base that relies too heavily on residential property tax. Show me how much it will cost the taxpayers of Hamilton to provide infrastructure expansion to support the unnecessary growth demanded by the current provincial government.
66.	n/a
67.	Frankly I think that what the provincial government is doing re Urban Sprawl is DISGUSTING - over ruling city hall - if this now is the case way even have a city council????!
68.	I have reviewed the documents and admit it is still unclear to me whether the land areas identified in these documents were within the city's boundaries on Dec 31, 2021 or whether I am looking at an actual expansion of the boundaries. Either way, I believe that the concerns noted above apply. If it is an actual expansion of the city, then I object to the way the Provincial Government has forced this onto the city.
69	Gas station is important in the area and as mentioned proper infrastructure, preserved park land and recreation centres to create community
70.	Scale development charges drastically to disincentivize low density greenfield development.

Comment Number	Comment
71.	I couldn't add comments directly to the documents through the commenting tool so I will add them here. It's exhausting to stay this engaged in a fight that's already been fought. The City of Hamilton should enforce that we cannot expand our Urban Boundary Expansion. The City of Hamilton should host a tour of our abandoned buildings and empty parking lots in the city for those in favour of this Secondary Plan to show them the many opportunities for growth within our city limits.
72.	Not at this time
73.	Park land preserved, rec centre mandatory to be built or expanded, roads need a major overhaul, two lanes won't work
74.	We currently have a survey being built behind us. A cluster of homes with no property to speak of. It adds congestion to the neighbourhood and fear of interference with our current infrastructure.
75.	redevelop the run down buildings and factory areas first
76.	Protect farms and wildlife.
77.	consultation on secondary plans should not be limited to people in the immediate area because development anywhere in the city affects all of the city (e.g. building new developments south-east of the current urban boundary will pave over farmland where food is grown that people in all parts of the city eat and will create a future infrastructure maintenance commitment that all residents of the city will be on the hook for)
78.	For the Secondary Plan Guidelines, It is suggested that the guidelines recognize the technical work that has been previously completed by applicants which could be relied upon in the processing of a submitted secondary plan. As such, flexibility is needed within the guidelines to account for this work. For the draft Policy Framework it is suggested that the City establish a policy which permits the inclusion of technical works completed prior to the completion of the Terms of Reference for a secondary plan. Also, an establishment of timelines for the terms of reference process and public consultation would be helpful. In addition, allowing a concurrent Zoning By-law Amendment application can improve upon the public consultation process by providing more detailed information up front.
79.	I support Urban intensification. You say the words, but I see the plan as urban expansion, which I am not supportive of.
80.	Just that we need to keep our climate goals in mind first -- in every decision we make. Go GREEN quickly and don't allow the province to force us to expand our urban boundaries.
81.	No provisions for new expressways!
82.	Underpass for animals



Comment Number	Comment
83.	On the whole, these are really disappointing documents. They show no sense of the disaster sprawl into the expansion areas will cause, and no sense of mitigating the damage. Keeping in mind that a provincial election may bring in a new provincial government the draft policy framework and secondary plan guidelines should be rewritten to emphasize that secondary plans made for these lands are forced on the City, that City policy is NOT to urbanize these lands, and as soon as allowed the City shall stop any further urbanization on any expansion area, and that from that point on the owner of these lands shall be required to stop all development and may be required to restore the lands to their 2023 condition.
84.	I am very concerned about the potential for privately initiated secondary plans to work against most Ontarians and benefit a few, already wealthy, individuals and corporations. From the current guidelines, it looks like any privately initiated plans would need to finance the planning, assessment, and implementation of any changes that their plan would require for the city's secondary plans. This is a good start; however, we also need to consider future requirements resulting from the private plans (and the opportunity costs for public plans that will not be implemented). I am not sure how best to do that but something to consider would be a city-managed fund that those submitting private plans would contribute to (either in a lump sum or through ongoing additional premiums) to address any longer-term impacts of their plans. For example, climate change effects in other parts of the city as a result of increasing the built area of the city, ongoing and expanded transportation costs, future costs of failure of the private plans (similar to an orphan well tax--so the city residents are not saddled with the cost of remediating projects built under the private plan). Those are just a few ideas, I am sure that others can identify other issues that could be of concern.
85.	not at this time
86.	see #1
87.	Added directly to document
88.	Good overview.
89.	Services should not be paid for by taxes from existing residents and should not be more enhanced than what is available to existing residents.
90.	Not at present
91.	Ensure limits for numbers of jobs/person per hectare in the expansion lands are well above the provincial target of 50. The City cannot afford its existing infrastructure - how will it be able to support additional infrastructure?
92.	Extensive public consultation must occur at every stage.
93.	The effects on flood control, biodiversity, and food security must be taken into account when considering whether the lands in the "urban expansion areas" are suitable for development.

Comment Number	Comment
94.	That all community Heritage Building should be saved and renovated for commercial or residential purposes as appropriate to maintain the heritage of the area!!
95.	The commenting tool states that it is closed. In order to build the needed housing within the urban boundary, we must make use of and restore all available and appropriate existing buildings. This will give us an opportunity to restore and protect our heritage buildings for future generations and create walkable, livable communities, surrounded by beautiful rural green spaces!
96.	Any development should be within the existing boundaries on underdeveloped properties
97.	This secondary planning process seems a formality for the provincial government to say that they had this city do some consulting. It is contrary to the overall voice of the City of Hamilton population to work within our urban boundaries. I am participating only to register that sentiment yet again.
98.	Keep a priority of 80 residents per hectare or as close to this as possible.
99.	Developers have zero interest nor intent to build required affordable housing. They will build multi-million dollar homes to line their pockets. Any habitat or wetland areas that are in the newly developed lands must not be developed or interfered with. It is not possible to give a turtle an eviction notice telling to go find the new wetlands that will be built in 5 years down the road.
100.	same as above
101.	address how these developments support the larger city wide climate/ecology and capital infrastructure replacement/upgrade goals
102.	policy framework fails to address how these developments support the larger city wide climate/ecology and capital infrastructure replacement/upgrade goals the language in this policy is noncommittal and maintains the status quo, it lacks measurable goals and values, and design expectations (use of the word accommodate throughout) the policy lacks clear definitions (short distance, no percent or certifications) fails to make aggressive sustainability targets

Question 4: The planning for all Urban Expansion Areas may not occur at the same time. Some areas may be planned before others. The City will need to prioritize the order in which Secondary Planning should occur, based on a variety of considerations. Indicate how important each consideration is to you.

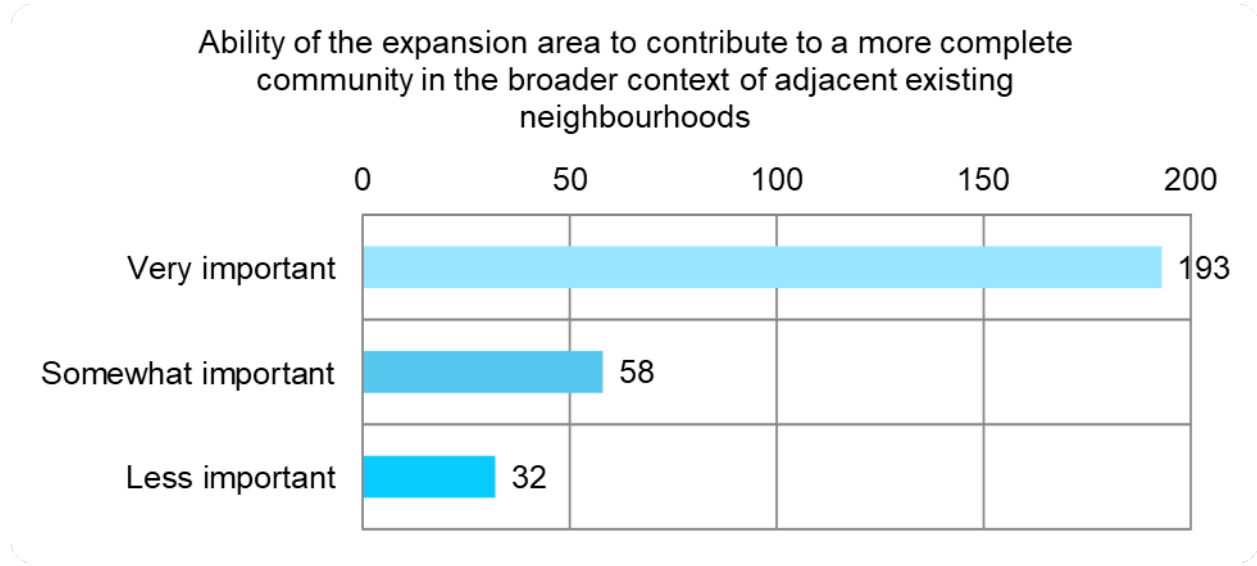


Figure 1 Ability of the expansion area to contribute to a more complete community in the broader context of adjacent existing neighbourhoods

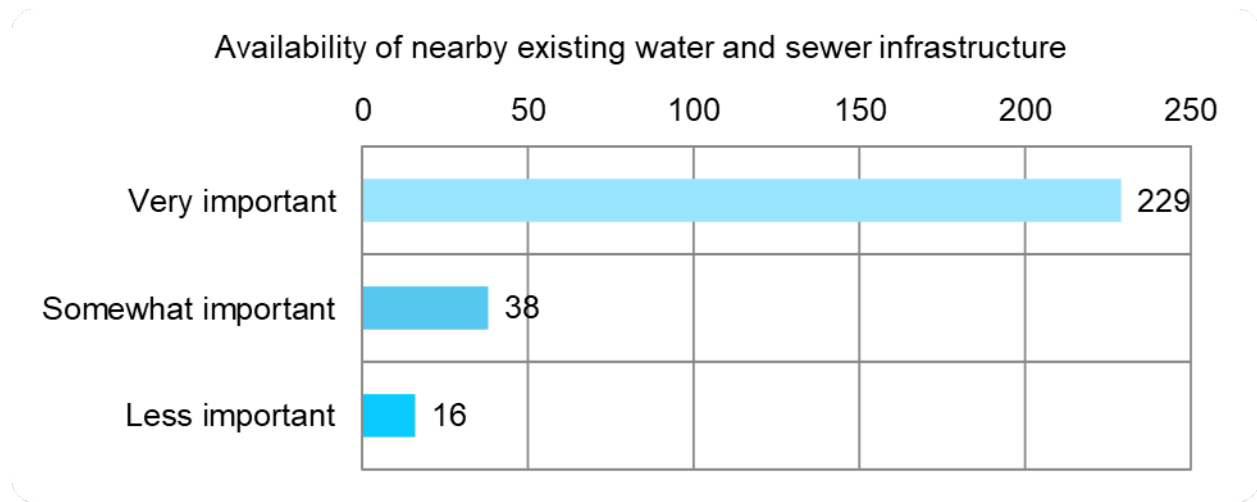


Figure 2 Availability of nearby existing water and sewer infrastructure

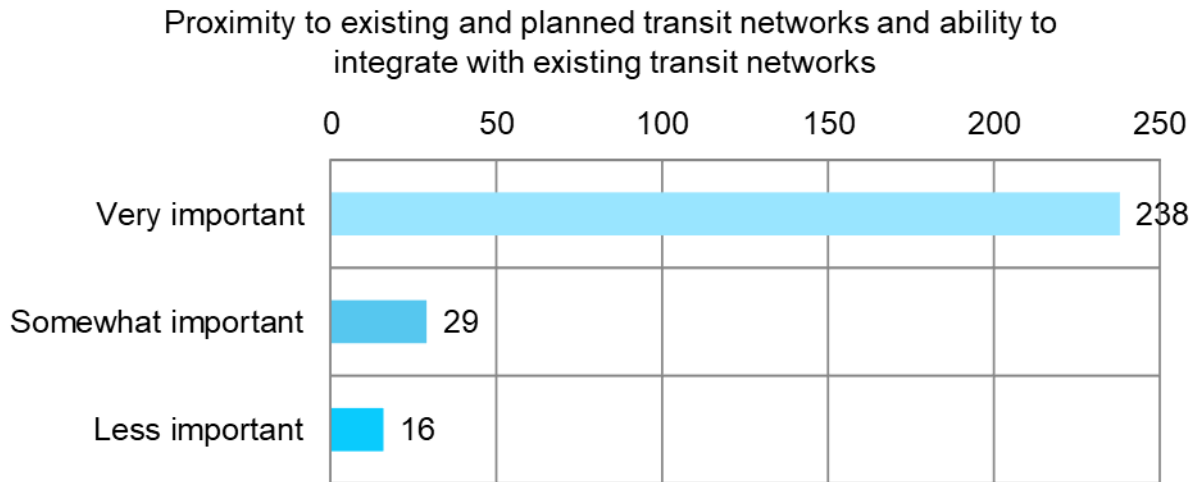


Figure 3 Proximity to existing and planned transit networks and ability to integrate with existing transit networks

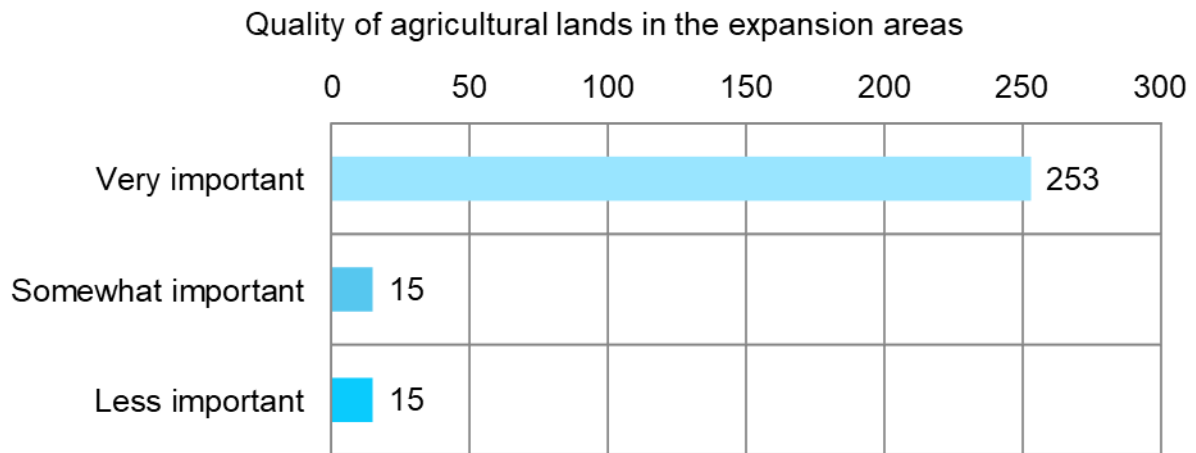


Figure 4 Quality of agricultural lands in the expansion areas

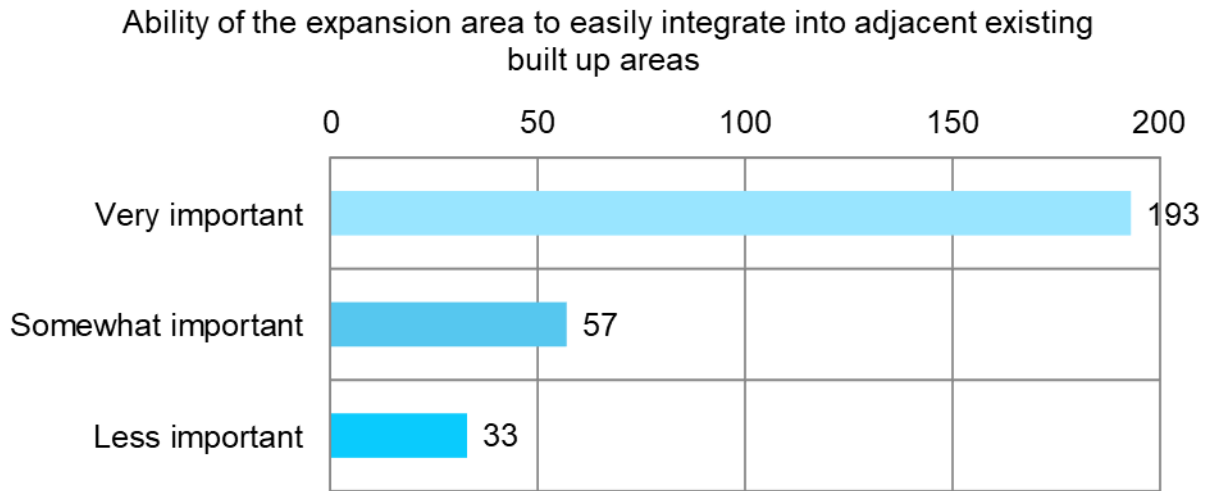


Figure 5 Ability of the expansion area to easily integrate into adjacent existing built up areas

Question 5: Are there other considerations you think are important?

Comment Number	Comment
1.	<p>In this area of the city there is a privately own farm and greenhouse that is providing food to the DeMazenoood Door at the St-Patrick's Church, It is owned by the Sickness community (I think) ... but it feeds the needs of the community meal offered with eggs, vegetables etc etc and provide jobs and volunteering opportunities and summer jobs for University and school placement for student studying different programs connexes to the field and at the De Mazenoood Door ...This farm is very very important for city as there are not many that also offer placement for summer students, jobs and volunteering opportunity...it works with the St-Patrick's Church but as an inter-faith type of agreement but also with other communities as it is privately owned (I think) like the Muslim community etc. Please consider the value of it to be preserved and protected as it also align with climate change goals, sustainability for the city as locally grown and harvested and might attracted University students here compare to other location. Some person might want to volunteer there to study farming to acquire a Wine estate later or manage one in the Wine country area, that is very close to us in Hamilton.</p> <p>Thank you for taking this important established farm for protection and inclusion within the project as a City Climate Change &amp; Sustainability &amp; Social &amp; Economic Contributor.</p> <p>***Also adding the protection and preservation of other Conservations, &amp; Trails (not always as definite as a park), and Land Access by Native Agreements or Treaties.</p>
2.	Most Ontarians disagree with this decision to build on this land and see it as a political decision to line the pockets of conservative sponsors.
3.	Urban density in existing residential area, no more sprawl! Don't build in these areas
4.	Affordability and environmental impacts
5.	Existing road improvements are required. A limit on height. A strict/low limit on single detached homes.
6.	Save us from this lunacy you short sighted neoliberal tools
7.	Improvement of Hamilton's core neighbourhoods.
8.	We must minimize the burden on existing city residents from any new developments.
9.	Keeping as much green space as possible. Not building where there are no existing services and infrastructure. Do not destroy trees, marshlands, ecosystems and habitats for wildlife.

Comment Number	Comment
10.	Don't expand the urban area. Keep the rural areas very close to the city - we're going to need that in the not-too-distant future. Also, there needs to be a very clear distinction between the urban and the rural. Enough of these suburban areas that aren't really urban, and aren't really rural either.
11.	The height of the new homes/townhouses should reasonably match the height of the homes abutting the property and the distance to existing properties needs to be considered. The amount of land at the side of an end unit should be at least the same length as a backyard when it is adjacent to the back fence of an existing property.
12.	Not at this time
13.	Affordability of the housing
14.	Veto power by council should be able to be used to override decisions by landowner associations who prevent changes to R1 (single family home) zoning. Mixed use zoning or industrial lands should be the default.
15.	Traffic, parking, adequate services and resources.
16.	Who is going to pay for the services required in this urban expansion local tax payers or tax payers in North Bay?
17.	Highest priority for the City if we want people to live and work in Hamilton
18.	I feel that development of the expansion areas should be blocked and the Provincial Government be made to respect the democratic decisions made by Hamilton Council. Given that there is no law that can protect municipal democracy, the best alternative for the time being is to delay, delay, delay development of the expansion areas, while focusing on developing within the urban boundary pre-Bill 23. The heavy-handed power abuse of the Provincial Government is a travesty and a provincial shame.
19.	The multiple choice questions for #4 all lean towards the developments happening. Horrible questions
20.	Don't build on farmland or parkland.
21.	<p>Make sure that the existing Sewer system can accommodate more houses. Upgrade all the sewer systems FIRST or there will be more spills and overflows.</p> <p>Lots of hard work needs to be done to promote public transit, and make it usable. When I use it my journey takes longer. I cannot just hop on and off to go to the pharmacy, another store along the route without paying more money. Jobs for low income workers always have hours that do not conform to 6am -10pm hours for start and finish.</p>
22.	Start with areas that represent good infill and are surrounded by the existing urban area. Should have services/infrastructure readily available / or in near proximity to tie into
23.	Ability to implement community needs such as park land or recreation facilities to help create complete communities.

Comment Number	Comment
24.	No Greenbelt land. Use land that already is already serviced
25.	Prioritize agricultural. Don't fragment farmland. Compact dense neighborhoods. Purpose built rentals and public investment in housing
26.	Do not expand the boundary
27.	very important to me that we expand within previously built up areas and not outside of the city (since expansion outside is at the cost of farmland, nature, and the cost of building and maintaining more new infrastructure like roads, sewers, and electricity — building outside the city or expanding urban boundaries seems worse on every level: higher infrastructure costs to taxpayers into the future, less accessible and nearby to city amenities, and harder to integrate into and form as part of the Hamilton community)
28.	Any housing developments should be public projects and not private or p3's, which are always more expensive and inefficient.
29.	The city has substantially completed the secondary plan for the Elfrida area so it only makes sense that the city complete that first so that house can start being built.
30.	The importance of maintaining farmland and conserving natural areas outweighs the need to expand. There is more than enough space in the existing boundaries if housing developments are changed/updated to reflect more density and complete communities.
31.	Build multi-unit residential on unused land within the city proper. Put expansion of urban boundaries at the bottom of the list.
32.	Avoiding areas that are not already developed - no further sprawl, avoiding natural ecosystems
33.	I am still upset that Hamilton is planning to expand at all given the results of the previous survey, which if I recall correctly had a 90+% agreement NOT to expand at all. I think Hamilton should seriously reconsider what parts of the city that are currently built up could be reworked.
34.	Remember that Canada has lots of land and not everyone wants to live in a 500 sq ft box.
35.	Wetlands as natural habitat and flood control
36.	Please stop the expansion in these areas. You are ruining our small town and agricultural and forested areas.
37.	I don't want to see farmland &/or green belt destroyed for sprawl
38.	The last thing we need is to alienate valuable food productive land and wetlands for large track housing that only benefits the wealthy developers. Hamilton needs to think ahead about developing a responsible and well planned and integrated city while protecting the environment.
39.	Avoid development of wetlands and flood plains.
40.	No Farm land or Greenbelt areas should be used for expansion.



Comment Number	Comment
41.	We do not need to expand into the surrounding area!! It is vitally important not to build on farmland and wetlands. Also to ensure that infrastructure is in place before houses are built!!
42.	DO NOT BUILD OUTSIDE THE URBAN BOUNDARY. WE ALREADY VOTED ON THIS
43.	Any expansion into rural areas must take into account infrastructure including library and community centre, playing fields etc.
44.	We have zero business building on agriculture and conservation lands - once it's gone it's gone. We need biodiversity in our communities.
45.	Just because there are plans to expand into designated areas doesn't mean the city needs to do it.
46.	<p>Avoid urban sprawl at all costs as there is no existing infrastructure to support this growth and would drain resources that could be better focused on developing areas within the former urban boundary. Whitechurch and Miles Rds cannot support projected increased traffic of 6000 + cars. Most of homes in area on wells, so cost of adding water to this many homes would be exorbitant. This is a rural community, let's keep it that way and support the environment by directing efforts on densification of neighbourhoods that already have the infrastructure to support their growth.</p> <p>I would also like a study of at risk species in proposed areas for urban expansion as diversity of wildlife that reside in these wetland areas is very large including deer, coyotes, hawks, falcons, variety of turtles, muskrats, wild turkeys, foxes, raccoons, birds, opossums, skunks, most of which are dependent on ponds for water source. How would city address needs of existing wildlife?</p>
47.	Parking, traffic caused in the new areas and surrounding neighbourhoods, traffic calming zones, walkability, outdoor spaces,
48.	Wetlands protection infilling existing urban areas
49.	build in existing urban corridors Upper James, Barton Is screaming for growth. Build UP not out. There should be apartments on top of these businesses (5 stories)
50.	School boards must pay attention to long and short term plans, rather than taking action that may save them expense in the short term but are out of step with the city's development and growth.
51.	The 'traditional' model of a house on a lot, complete with 2-car garage is unsustainable. Density is what is required, not sprawl.
52.	Impacts to biodiversity, wildlife and ecosystems should be prioritized.
53.	How to maintain wild spaces by building densely.
54.	Natural geographic features such as meadows, streams, woodlands must be left intact.
55.	We need to look at the impact and have a plan to develop low producing soils. The Ancaster area is like a vegetable garden. Where Elfrida and Smithville areas are poor.

Comment Number	Comment
56.	I would like public transit to be available in any areas that are to be developed as this is a high need for the future. We need to make people less car dependent. We live in an area on the west mountain where we see three and four cars in people's driveways because public transit is too difficult to get to and it takes too long to get to the university or to workplaces. We do not need more sprawl and more cars on the road. We also need more bicycle friendly roadways and trails on the mountain.
57.	Areas approved and waiting for development within the urban boundary should be completed before any of our precious agricultural or Greenbelt land is approved.
58.	Preserve as much farmland as possible
59.	There is so much unused land IN THE CITY there shouldn't be any need to expand into farm land.
60.	Keep development focus on undeveloped properties within the areas currently serviced by water/waste water/ transportation infrastructure.
61.	reduction of traffic
62.	This rural expansion is a negative draw on the city's finances. It provides short term, initial influx of capital but is a drain in the long run. Can Hamilton afford this? A breakdown is needed on just how much maintaining these homes will cost.
63.	Saving good farm land. Transit accessible. Walkable communities
64.	Building within existing city infrastructure is first priority.
65.	Develop parking lots, abandoned lots, strip malls, and storefronts first
66.	Yes. It would appear to be within the city's purview to excise a services tax rate based on environmental and infrastructure cost efficiencies. New remote developments that retain little efficiency (e.g., cannot connect to existing infrastructure, require new builds, etc.) and leverage existing resources and management locations poorly or not at all should be taxed at the rate required to reflect the true cost to the public at large. Long term water and other maintenance fees should be shaped to reflect the city's pre-existing commitment to environmental and civic targets - and not externalized.
67.	Preserve our crucially important wetlands, in contrast to the provincial government's wanton destruction of the OWES system and conservation areas.
68.	preserve natural infrastructure for climate mitigation and adaptation
69.	There is NO need for expansion !!! We are already endowed with ENOUGH land/room for needed growth WITHIN our existing boundary(s).
70.	i do think the city should pushback in the courts about the lies Ford told during the election and the lack of consultation with the local authorities.
71.	No environmental impact
72.	All of the above considerations are very important. Another consideration is that the priority for development is within the former urban boundary.

Comment Number	Comment
73.	Respect for environmentally protected areas
74.	Have we consulted with local indigenous groups? Have we consulted with climate experts?
75.	Expansion lands need to be dense instead of single family detached only. There must be multiplexes included for all developments so sprawl will be mitigated.
76.	We need to save our valuable farmland for future generations.
77.	<p>'I reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.</p> <p>-as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary.</p> <p>-natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary.</p>
78.	<p>Keeping farmlands or providing urban alternatives for agriculture in order to fulfill the nutritional needs of all communities.</p> <p>Priority should be placed on access to nature - parks, greenspaces, trees, gardens, etc.</p>
79.	I can
80.	Communities should be planned carefully with consideration for places for children to play, shopping that is in the neighbourhood, closeness to transit and effort to lower the need for driving everywhere.
81.	There should be no development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, adequate public transit and amenities within walking distance of everyone. As long as there are still big empty parking lots, strip malls and boarded-up storefronts in Hamilton, there remains plenty of room to create housing and mixed use communities within the former urban boundary.
82.	Impact on farming community and ability to develop more farming land
83.	The taxes for these communities should be higher
84.	See my above comment
85.	Don't expand
86.	Decisions that are made now are critical as they will be very difficult to change at a later date.
87.	1) Not increasing contributions to climate change. 2) Protection of prime agricultural lands. 3) Protection of wildlife habitat by the preservation of intact functioning ecosystems.

Comment Number	Comment
88.	Protect farm lands. Infill, not sprawl.
89.	<p>you reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.</p> <p>-as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary.</p> <p>-natural heritage protection and attainable housing near fast, frequent public transit, and food production should be prime considerations for any development in Hamilton. Priority should be placed on developing within the former urban boundary</p>
90.	Ecological impact of land development - how ill this effect the local flora and fauna, and most importantly, impact the groundwater.
91.	Priority should be placed on developing within the pre-existing urban boundary. Existing farm lands and wetlands need to be preserved and their boundaries respected whilst there are many other areas that can be developed
92.	There should be no building allowed on good agricultural land or wetlands.
93.	Green technology and priorities (i.e.) no gas lines in new developments
94.	Recreational areas separate from the conserved green space and wetland. Places where people can hike and jog on trails without directly impacting the ecosystem that exists in the greenbelt by having that as the only available place to do recreational hiking.
95.	Using as much space within the boundary as possible. Parcels of land, vacant, lots that are doing absolutely nothing and could be used for housing, commercial space, business, among other things. We would be foolish, not to utilize those spaces that are sitting there vacant.
96.	' - Urban expansion should not outpace the growth of the transit network. Building homes that someone needs to own a car to get anywhere from will not solve the housing crisis, it is a solution that only serves to manipulate the problem to generate more capital for land investors.
97.	To maintain existing woodlots, agricultural land as much as possible. Losing these valuable lands will harm Hamilton, especially, for future generations.
98.	Working with developers to move the process along but also being fair to everyone (all home owners it the area).
99.	The city needs to drive down Barton Street and think of all the delict buildings that could be demolish and build new modern housing to replace it.

Comment Number	Comment
100.	The speed at which housing can be made ready for occupancy.
101.	I do not agree with the provincial government's unnecessary decision to overrule Hamilton city council and add 2,200 hectares of land in rural Glanbrook and Elfrida to the urban boundary. I'm especially opposed to development in Elfrida, on account of the detrimental environmental impact. The fields, streams and woodlots of Elfrida host a significant population of resident birds and support a large number of migratory bird species. Of the six areas added by the province to the urban boundary, Elfrida should definitely be the last on the list of secondary planning priorities. I hope that a change of government at the next provincial election will ensure that especially vulnerable areas like Elfrida will be protected from costly and unsustainable development.
102.	Creating expanse into areas that are not accessible is not helpful - planning should be focused on what residents can do in those areas. Can they access food, goods, entertainment, jobs, etc. within walking distance, or are they forced to own a car and drive 1/2 hour minimum to amenities. We should be creating smartly planned communities, not endless sprawl.
103.	Current infrastructure within the city to be properly maintained and updated. Since our property taxes are going to increase, the current developed areas of the city should not be relegated to the back burner.
104.	Protect FOOD and WATER sources. Look at global picture resulting from abuse of farmland and water sources!!!
105.	Find ways to support farmers and to restore forest islands/ green spaces.
106.	The less expansion, the better. I'm concerned about all the other services required... schools, hospitals, police, parks, and other services.
107.	Quality of agricultural lands is subjective and changeable. As a farmer using regenerative farming practices, I know any soil can be improved. Farm land is farm land and all of it is important.
108.	If the quality of agricultural lands is fertile growing land and/or supports an important ecosystem then it should not be considered land to build upon.
109.	Hamilton's water quality continues to be a problem. Significant protection on existing wetland and additional wetlands to supplement are required to support local ecosystem services to filter out contaminants in local water sources.
110.	There is enough available space within the urban boundary that can be developed more vertically to create higher density.
111.	Delay urban expansion as long as possible. Using our existing infrastructure makes the most sense.
112.	Planning schools recreational and parks in the framework
113.	Please do not expand urban boundaries. We need to fix the affordable housing CRISIS, and can do this within city limits.
114.	Prioritize Density within existing boundaries.

Comment Number	Comment
115.	Creating walkability within the community with public transit easily accessible
116.	I think I said it all in #1.
117.	Scale development charges drastically to incentivize growth in existing urban neighbourhoods, grants for brownfield redevelopment/clean-up and disincentivize development on expansion lands. Ensure expansion lands are the last optimal choice for development within the urban boundary.
118.	The people of Hamilton have already spoken and City Council listened and accepted the will of the people: No urban boundary expansion!! Let's promote density within existing urban neighbourhoods, removing rigid site restrictions and minimum parking regulations. Let's aim for 80 people and jobs per hectare. Let's ensure NOT ONE SHOVEL IN THE GROUND before the next election on our finite, fragile farmland.
119.	Inward growth should be a priority over outward always.
120.	Gas station, infrastructure to support the growth, this includes the ability to get to the expanded areas without taxing the existing congested roadways
121.	redevelop the run down buildings and factory areas first
122.	Adopt the priority of cost neutrality of urban expansion areas. Design and density of new areas should result in an area that will be self-sustaining in terms of generating property tax revenue to cover the costs of maintaining services and infrastructure.
123.	Providing mixed use communities that discourage the use of cars and are built to better serve and protect pedestrians. Stormwater management and ensuring lots sizes, parks and other green spaces are of sufficient size to encourage infiltration on site. Often newer, dense developments have extremely small lot sizes that are just transitioned to concrete patios once homeowners move in because the lots are unusably small. I'd like to see lot sizing and overall imperviousness of developments considered more seriously in the planning process, we shouldn't just pave a whole development and then send all the water to a pond.....SWM needs to take a more integrated MODERN approach!
124.	farmland needs to be protected
125.	Protect the farms and wildlife and fix existing empty buildings connected to existing infrastructure and transit.
126.	A complete community should be a community that is fully inclusive and meets the needs of all, considering income levels, health/disability, family size and structure, culture and religion, which implies the need for a mix of housing options, a full range of health, social, educational, recreational, cultural and commercial services, and intentional opportunities that bring people together in healthy and positive ways.

Comment Number	Comment
127.	In following the PPS and Growth Plan, if a growth area does not contain any prime agricultural lands, then these lands should be prioritized first. A growth area should be considered upon the merits determined by City staff provided within the virtual presentation. If the growth area has the capacity to receive water and waste water servicing, develop additional supportive infrastructure, integrate into the existing transit network, development adjacently to existing communities/ neighbourhoods while providing a complete community should be the growth area where Secondary Plans advance.
128.	I would like to prevent any farmland from being expanded into.
129.	The Climate Emergency is real. Without protecting all of the farmland we have left, around Hamilton we will run into food shortages in the near future. No one wants that so keep our development inside the current urban boundary. Refuse anything less -- this is what our Council wants and this is what our city needs to do to address the Climate Emergency. Take the Province to court!
130.	Expansion of the Red Hill Expressway and the Linc to accommodate growth - more lanes and a center concrete barrier to stop head on collisions!
131.	We should not be expanding into any farmland or greenspace. We need to protect our agricultural lands for self sufficiency and for environmental protection. We have so much land within the urban boundary of the city that can be more developed than it is. Build smart, make the world a better and safer place by focusing on the environment and human safety, not profit.
132.	Ponds for migrating birds
133.	At least 20% of the existing aging population will no longer exist and younger populations to be serviced are having fewer children. It makes sense to fill in where it's possible in the existing neighbourhoods, creating less need for gas guzzling polluting, usually single occupied vehicles. Public transit could become more economically run when more than 1 or 2 paying riders use it regularly. The growing population could still be fed off the fertile farm land that seems to be up for grabs by desperate developers. Think of the future ECONOMICS not the paving over of the most valuable resources we now have the to benefit the few who have financial desires to sell us out now.
134.	Protect and expand urban parks

Comment Number	Comment
135.	Choose first expansion areas that are small and can be developed with small road lengths and do NOT require extensive roads and sewer systems, culverts, bridges. new schools, fire halls, police stations, public libraries, shopping areas, public parks and other features that require City funding. Postpone, in every way possible, development on all other expansion areas in hopes that a new provincial government will allow Hamilton to prevent further sprawl by canceling all plans for building out into the remaining expansion areas.
136.	ENSURE THAT CITY SECONDARY PLAN IS DEVELOPED IN ADVANCE OF DEVELOPER SECONDARY PLANS
137.	<p>There are areas of decay within the city that should be considered for REDEVELOPEMENT as the road, sewers, water, electric services are already in place along with transit, schools and medical services. Better to expropriation these areas</p> <p>Let's keep things affordable. Needs not wants</p>
138.	Increasing density in existing neighbourhoods. Building public housing that can be low-cost rent controlled, integrated with private housing.
139.	see #1
140.	Any roads built should by default have a public transportation lane and grade-separated bike lanes. Make it so easy not to drive, especially for local errands, that people automatically consider not driving.
141.	Smart densification strategies, and improving existing urban infrastructure as the priority for any new construction
142.	roads are already jammed and therefore all development should be added near public transit. All development should not impact current traffic flow
143.	Affordable house and environmental sustainability
144.	Providing affordable housing (both freehold or rental) for families and for seniors (the current seniors developments on Twenty Road West are very successful and are a way for seniors to successfully age within Hamilton - future developments can be slightly smaller units to make them even more efficient). Very difficult to currently find larger apartments for rent, never mind ones that are affordable. If linked with transit options, might there be an opportunity for integrated geared to income housing. Also, carving out areas for the homeless (e.g. tiny homes projects with mental and social supports - transitional housing) although ideally these kinds of programs should be set out in hubs across the city (i.e. one per ward) so no one area feels "burdened" with having shelter for our vulnerable residents but rather has a responsibility for its fellow Hamiltonians.
145.	The cost of building new infrastructure.



<b>Comment Number</b>	<b>Comment</b>
<b>146.</b>	Listening to the citizens of Hamilton and prioritizing their interests and not the interests of developers. Providing the type of housing that is actually needed and not what is most profitable or easy to build. Investing more up front to create more energy efficient and long lasting housing.
<b>147.</b>	Expansion of the urban boundary must be done slowly, only when all other options have been exhausted. Priority for densification in Hamilton core and all neighbourhoods, including Dundas, Ancaster, Binbrook, etc.  Actively resist the erosion of the green belt.
<b>148.</b>	No monster homes. Creative multi unit dwellings, family oriented 3 bedroom units with kid friendly facilities. Affordable!!!!
<b>149.</b>	We know that sprawl is an economic disaster for the city and the taxpayers, as well as an environmental disaster that locks us into detrimental patterns for decades or longer. Please do what you can to protect our farmland, natural land, and wetland for the future, while creatively promoting densification in existing urban and suburban areas. Housing, yes; sprawl, no!
<b>150.</b>	We need affordable housing in existing neighbourhoods, not unaffordable homes with no existing infrastructure and nearby amenities. Let's prioritize caring for the unhoused over the developers.
<b>151.</b>	Given the existential climate and biodiversity crisis, it makes no sense to expand the urban boundary. Greenbelt development will destroy farmland, wetlands, and animal habitat and contribute to increased flooding.
<b>152.</b>	Once this land is developed, it is lost forever. We are dooming ourselves if we pave over watersheds, or farmland. Use up inner city first!
<b>153.</b>	That the Developers all pay the full cost of infrastructure of their development and do not cause the raising of Taxes in any community in Ontario!!
<b>154.</b>	Please consider a sustainable future for our children's in all of your decision making. Do not be short sighted.
<b>155.</b>	If we are being forced to develop our agricultural land and greenspace, minimize the effect with modern approaches to land use and community. Are there processes in place to also protect against large commercial developers from buying up the land for speculation?

Comment Number	Comment
156.	There are many. High property taxes comes first to mind. Hamilton residents property taxes are far too high! By building within the urban boundary the municipality saves a lot of money when it uses exiting infrastructure. Carbon emissions – we well know by now that building within the existing boundary will lower GHG's and help us get to carbon neutral. The number of land 'speculators' will lessen as greenfields are protected, and all housing development happens within the present urban boundary. Another result just may be that citizens can find and own housing within their own communities. As homelessness increases in Hamilton, we must act to solve our housing affordability problem.
157.	Farmland and ecologically significant areas such as wetlands and watersheds must be protected for the future long term; wetlands are not water features that can be moved;
158.	Yes how do these areas of expansion directly provide housing that is affordable to those individuals and families making 60, 000 or less in combined income. Also provide housing rentals for seniors that are not multi level.
159.	Keep new multi-unit housing in scale with the existing neighbourhoods to avoid overly tall buildings.
160.	Builders not taxpayers must pay for infrastructure.
161.	Keep all of our green space
162.	<ul style="list-style-type: none"> <li>• WHO will pay for growth on expansion lands? Ask for a report like the one Ottawa did.</li> <li>• Let's get existing approvals built!</li> </ul>
163.	preserve watersheds
164.	Environmental and being close to amenities
165.	<p>Traffic routes.</p> <p>Environmentally conscious sustainable construction methods.</p> <p>The downtown core needs to be developed to it maximum potential before developers push irresponsible expansion.</p>
166.	implementation of compassionate policy/design (ie.one health, circular material resource flows, biophilic spaces)
167.	<p>cycling infrastructure (ebikes, velomobiles, etc.)</p> <p>food production (chicken friendly neighbourhoods, community gardens, fruit trees on streets, male and female plants to reduce allergens)</p> <p>zero waste neighbourhoods (ex. True certifications)</p> <p>animal habitat corridors/biodiversity (bees/pollinators)</p> <p>permeable surfaces (recharging ground water)</p> <p>recycling, closed loop and regenerative water practices</p> <p>waste to energy communities</p>
168.	Walkable cities. We want this. I shouldn't be afraid to walk or bike anywhere.

Question 6: Do you have any additional comments?

Comment Number	Comment
1.	<p>this area of the city there is a privately own farm and greenhouse that is providing food to the DeMazenoood Door at the St-Patrick's Church, It is owned by the Sickness community (I think) ... but it feeds the needs of the community meal offered with eggs, vegetables etc etc and provide jobs and volunteering opportunities and summer jobs for University and school placement for student studying different programs connexes to the field and at the De Mazenoood Door ...This farm is very very important for city as there are not many that also offer placement for summer students, jobs and volunteering opportunity...it works with the St-Patrick's Church but as an inter-faith type of agreement but also with other communities as it is privately owned (I think) like the Muslim community etc. Please consider the value of it to be preserved and protected as it also aligns with climate change goals, sustainability for the city as locally grown and harvested and might attracted University students here compare to other location. Some person might want to volunteer there to study farming to acquire a Wine estate later or manage one in the Wine country area, that is very close to us in Hamilton.</p> <p>Thank you for taking this important established farm for protection and inclusion within the project as a City Climate Change &amp; Sustainability &amp; Social &amp; Economic Contributor.</p> <p>***Also adding the protection and preservation of the protection and preservation of other Conservations, &amp; Trails (not always as definite as a park), and Land Access by Native Agreements or Treaties.</p>
2.	Stop the sprawl!
3.	Please survey the general population AT RANDOM and determine the opinion of our community through a large sample.
4.	Urban density in existing residential area, no more sprawl! Don't build in these areas
5.	Stop being political tools and start thinking of future generations and preserve and conserve farmland. Zero expansion
6.	Please be exceptionally thorough and ensure that any promises or requirements of developers to create housing are enforceable and that we don't end up with one thing promised on paper and a completely different development when finished. We are terrible at holding developers accountable at this city.
7.	I look forward to this being delayed for as long as the LRT has been. Years and years for the greenspaces to continue to exist while we fight it from happening at all.
8.	Give subsidies to existing farmers who are very close to the city limits, and farmers who wish to set up close to city limits. We need to appreciate farmland!!!

Comment Number	Comment
9.	As new residences are built in an existing community, it must be determined that the existing storm water management system can handle the additional runoff from all of these extra homes. There will now be less land to absorb the rain and a lot more hard surfaces. For example, these new residences were not expected when the water management ponds were built in a community.
10.	Not at this time
11.	I really hate that this is happening. Greenlands are more important than building new communities outside of Hamilton. I'd prefer the effort and money be spent on infrastructure, transit and development in downtown Hamilton than creating new sprawl.
12.	I don't believe there should be any urban expansion
13.	Council should butt out of the work. The province will end up deciding this so lets get it done properly Asap
14.	Prioritize infill within existing urban boundaries please.
15.	Listen to your citizens. STOP THE SPRAWL!
16.	The province should mind their own business and let the city do the planning.
17.	Yes I do not know the areas on the east mountain that are mainly in this proposal so please listen to local residents when they suggest which areas should be allowed to start first. Do not let small areas be started in each area.
18.	Citizens of Hamilton already voted against expansion into greenbelt areas. Since Doug Ford will steamroll over what municipalities want I'm not sure if anything we say matters! It's taxation without representation as far as I can see
19.	Ensuring that costs for extending infrastructure to meet new development is shared by developers rather than falling to the tax base to fund.
20.	Doug Ford is trying to ruin Ontario. Do not let him!!
21.	Consider converting Chedoke golf course for mixed housing, green space and keep existing trails.
22.	Do. Not expand the boundary.
23.	The city should stop wasting time and money and stalling the urban boundary expansion from going ahead. The city has a housing crisis that needs to get addressed.
24.	Yes, keep Cameron Kroetsch as far away as possible. We can't afford to see the core fall any more than it already has and the small minority who voted him in can't see past their nose. It's a mess that can't be ignored. Seat him in the playground and give the keys to JP, Spadafora, Clark etc.... Cameron is a disease to the core and I'm not even remotely wrong.
25.	Do not expand the urban boundary.

Comment Number	Comment
26.	We need to consider supports that will help residents eat healthy and inexpensive meals they don't have to cook. I would like to see cafeteria style restaurants within new buildings.
27.	I would like more public input into street design rather than cherry picked data to base it on.
28.	Please stop listening to the special interest groups. Listen to the taxpayers.
29.	Please do all you can to limit car dependent sprawl and keep the focus on sustainably designed density within the existing city boundaries.
30.	Please stop the expansion in these areas. You are ruining our small town and agricultural and forested areas.
31.	I don't want to see farmland &/or green belt destroyed for sprawl.
32.	we need a municipal government that will stand up to Ford and the devastating consequences of his administration. To date I am very unimpressed by Horvath's leadership. She seems to be missing in action, not unlike during the last term of her premiership. I worry that she is too cosy with Ford, that some deal has been struck. I hope she proves me wrong by not caving, and protecting the interests of Hamilton. We have had a referendum on this, she should recognize that.
33.	Areas of highest quality of agricultural lands must be last to be developed. Need to locally feed the increased population projected.
34.	Affordable housing should be the top priority
35.	That residential taxes do not increase and that Developers pay for the infrastructure involved with their developments!!
36.	Do not build outside the urban boundary
37.	Hamilton needs to focus on more European style urban neighborhoods, linked by better transit, not large one way streets. It needs to take place now, not sitting empty with no progress over years, like the old James St. social housing
38.	Please honour the voices of Hamiltonians who overwhelmingly voted against urban sprawl and delay/deny development of newly acquired areas severed from the greenbelt by the Ontario Conservatives.
39.	I'm sick of my tax payment being wasted...stop farming out work to consultants ad nauseum and get on with fixing our infrastructure, complete streets should be the norm for all roads. even rural roads (include bike lanes on the concession roads). Have planners and members if council ever traveled to Europe to see their infrastructure? great use of land in an efficient way
40.	Hamilton has the potential to become a much better place for residents. We must ensure that this goal isn't thwarted by self interest and profit or by misguided provincial 'policies of the year'.
41.	Hamilton does not want this expansion, and it is being pursued against the wishes of Hamilton.
42.	Please link all places with safe, separated bike and walking paths.

Comment Number	Comment
43.	Leave the Green Belt alone! Develop land within current city boundaries! Stall and obfuscate all ford's efforts to steal the Green Belt from Hamiltonians! Resist!
44.	We need food to survive.
45.	My priority is to see renewal in the lower city , more high density housing , brown field development , less sprawl, preservation of farmland and natural lands. One of the best things about Hamilton is our green spaces...the escarpment, conservation areas, and surrounding farmland ...some of the best in Canada. Expansion can occur within the existing boundary. I love seeing what is happening at the waterfront ....it will make Hamilton a first class city. I might sound like a hypocrite because I live in an area that was once farmland. However, as a senior in my seventies , ...a baby boomer .....I know a great many homes will be flooding the market in a decade or so, when the aging boomers like us, downsize to apartments or retirement homes .....so there will be plenty of houses for sale in the suburbs for young families....just a thought!
46.	Build upward, not sprawling outward
47.	All the farm land out here gave up long ago predicting the city expansion. They've be disrespectful of local ecology and residents, they don't care. They rotate cash crops until the soil is stripped and rip out important keystone trees and wooded areas. They do this to make as much money before they can sell the land to developers. This needs to stop, stop giving them excuses to destroy our land and our well being for profit.
48.	why are you focusing on these areas when there is plenty of space near the highways down town... these people buying these homes don't care about the country side... but the folks who have purchased out here have done so with purpose... now you're taking this away and with the price of housing we can't afford to move to get away from the business of the city which is encroaching on our quite space.
49.	A breakdown is needed of size of properties. Face it: The large majority of housing units will be big, for well to do people. What percentage will be affordable and accessible to lower and middle income families including those trying to get into the housing market? Is this urban sprawl really going to help provide affordable housing for those who need it? Facts are needed.
50.	Protect nature as completely as you can.
51.	Stop the sprawl and save the greenbelt.
52.	Building affordable housing within existing infrastructure and services is priority.

Comment Number	Comment
53.	'-Include explicit reference to Hamilton's watershed action plan -Carbon accounting (embodied and emitted) -Use this process to also advance green building standards and adoption of building code tiers
54.	Developments cut off essential wildlife corridors. Check the Cootes to Escarpment eco corridor project for a map of these corridors and develop accordingly
55.	Yes. The provincial order to expand the urban boundary and build on wetland/greenbelt areas is widely seen as a form of corruption/cronyism by most of the voting public. There are many rumors concerning organized crime in provincial planning. The City of Hamilton must avoid even the *appearance* of impropriety. Non-compliance will have the support of the public at large.
56.	What is the cost of this survey, who concocted the questions?
57.	Yes. Tell Mr. Ford & his (expletive) cronie Mr. Clark to BACK-OFF with their (expletive) policies of ramming their "Totalitarian" Bill(s) down a people driven, democratic loving, tax payer's throat !!!
58.	Build up not out
59.	Development on farmland, wetlands or any sensitive area should not be permitted. Developers whose only motive is profit should not have any opportunity to interfere with or ignore the regulations of the planned development/expansion.
60.	Yes, stop urban expansion!
61.	Please prioritize and respect the land, especially the farmland. There is a lot of space in this city, especially in the North End where I live, that is left vacant and unused. The fact that it is not being utilized for developments like the ones suggested is shameful. Perhaps the land isn't usable because of chemicals or factory waste? So you choose to expand the city instead of correcting the damage already done?
62.	I can't emphasize enough what I view as the insanity of Ford's incursion into the realm of environmental and farmland protections. I ordinarily have a slow fuse, but this matter makes me furious.
63.	Utilize land in urban areas with infilling and development
64.	How can we get Dougie out of power? Is it possible that any land can be disputed by any group in the first Nations?
65.	Looks like it's under control.
66.	Building ON locations or renovating no-longer-used buildings in areas that already provide frequent public transportation, and utilities such as water and electricity—buildings in the Hamilton downtown and mountain areas should be utilized FIRST. Also, buildings that are affordable or include affordable units should be given TOP priority and be located in the areas mentioned above.
67.	See above

Comment Number	Comment
68.	<p>I don't feel expansion into the Greenbelt, White Church &amp; Twenty Rd addresses the affordable housing crisis at all. I lived in this area , there are none of the necessary amenities required to build communities of this nature and would be a start from scratch approach to add water &amp; sewer / roads connecting to main roads , transit, Fire, Recreation facilities. This is a Provincial government deal with developers and nothing more than that. Infill is necessary, there is so much land that can be developed along the Upper James corridor along Hwy 6 that is and has been sitting vacant for years. There should be high &amp; low rise apartment buildings, 2 &amp; 3 storey townhome develops with single family homes mixed in. Land is needed to grow local produce. We have the land to support food security, that will help eliminate supply chain issues &amp; exporting. Locally grown Produce is paramount to help eliminate food insecurity. The PC governments plan is showing they didn't learn a thing from the Pandemic by eliminating Greenspace, building more roads, unaffordable and inappropriate housing development, growing/producing locally. Hamilton is in a shambles, we need the current roads &amp; infrastructure fixed first before any expansion is ever considered, especially into the Greenbelt. Expanding into the Greenbelt should be seen as a no other choice method, not a method to spark development for the sake of lining developer's pockets and supporting government coffers. I may not articulate my concerns well, but this approach is disastrous. Just take a drive through the City, upper &amp; lower and you'll see what's needed. There is so much land in Hamilton that can be developed / reimaged, wasted space, derelict buildings, vacant mall parking lots.... The more this City was expanded to the Mountain the more decrepit the lower city became. If we continue to build out, we will continue to do more of the same to the Mountain. It's already starting to look worn! Expedite permit approvals for current builds!</p>
69.	<p>No development should be approved unless it deals with the three points above. Consider a prohibition on the lowest density units (Ground Based Detached Units) in the UBE lands, because GBDUs are the worst offenders with respect to increasing climate change, destroying prime agricultural land, and destroying ecosystems. These ecosystems are vital to the continued survival of all life - both human and all of the other species that live here.</p>
70.	<p>thank you for listening to us.</p>
71.	<p>We do not need to expand beyond our existing boundaries, as several studies have shown. Make better use of land within the existing boundaries before any expansion is entertained.</p>
72.	<p>Delay development of new areas until we can get rid of this premier who is living in the past and ignoring climate change and the need to adapt to the new reality.</p>



Comment Number	Comment
73.	Personally, I don't think that we should be expanding into any of the rural land that lies outside of the existing urban boundary. The interruption of the national supply chains that resulted from the recent pandemic should have highlighted how important it will be in the future to have ready access to local supplies of food. Since we don't have enough money at the moment to keep our existing water, roads and sewerage infrastructure in fit repair, we should not be expanding this network willy nilly just to allow a bunch of wealthy developers to make a lot of money from speculating in land. Why not convert some of the empty office spaces in our downtown core into residential apartments, as was done with the lofts on Bay Street near Main and the Film Work Lofts on King William Street and the Annex Lofts on Rebecca?
74.	Low-income families, and the unhoused need to be the priority. Building subdivisions of 1000 sq-ft houses kilometers from any sources of jobs, shopping, and recreation will not solve the existing problems these individuals are facing.
75.	I believe that existing agricultural/farmed areas should be maintained within the Plan. Those working the land should not be forced or made to feel as though they are to give up their land for the urban expansion. I disagree with the Province's direction in this matter. I don't think they have our or future generations' best interest in mind.
76.	I am happy to see additional housing in Hamilton, I think it is needed.
77.	Objecting to having a seven story high-rise at garner road and Southcote Road
78.	I'm happy to see these areas being made available to increase desperately needed housing supply and the thoughtful approach being taken to their development.
79.	<p>I recognize that Hamilton planning staff is in a difficult position, stuck with having to work with new provincial growth policies that city council --- opposed to urban boundary expansion ---- doesn't agree with. I hope the planning staff will be able to promote, as much as possible, council's continued emphasis on more sustainable growth --- building in existing, well-serviced, higher-density neighbourhoods and available land in the lower city and elsewhere. The aggressive approach to development favoured by the provincial government glosses over the reality that urban sprawl seldom pays for itself and can be double the cost of building in existing neighbourhoods.</p> <p>I would urge council to consider following the example of the city of Ottawa and hiring a consultant to determine the costs of urban sprawl to municipal taxpayers and the savings that are possible with smarter growth promoting balanced intensification, gentle density and similar best practices.</p>

Comment Number	Comment
80.	Can the City create a registry of home builders who are willing to work toward the goals determined by this study and then give those developers priority to complete projects within our urban boundary?
81.	Please fix our streets
82.	Politicians, media and public need to be better informed about the sources of our food and water. We already complain about rising costs, and difficulty in sourcing some products. It will only get worse if we don't wake up!
83.	Please consider respect for Nature and Climate, as preservation is essential for survival.
84.	It seems to me that previous surveys have resulted in opposition to urban expansion, yet the politicians don't care about what their constituents want. I thought we elect people to represent our wishes.
85.	I would like to see much tougher laws on people who damage or destroy trees and wooded areas without permits. And permits to do so should be only given for very rare circumstances.
86.	Please do not pave over farmland, protected land, green space, environmentally sensitive and important areas for our ecosystem and agriculture. The ones who benefit financially are the developers. Please get the developers to build affordable housing within city limits.
87.	my biggest concern is that the downtown is neglected as a result of sprawl, it's like we have given up on the older streets and we want to start new
88.	Let Hamilton have a real plan for once and not directed by developers
89.	Yes as I stated before - this is truly DISGUSTING having the provincial government over ruling city council - now if this is going to be the case time after time - why have a city council??? - all in all the provincial government needs to know that city council knows way better what their area wants and needs are!! Premier Ford - was in our shop sometime ago - right around the last election - I asked him what he thought re that election - quoting him "I am not getting involved in that" so why is he getting involved in matters regarding cities????!!!!!!!!!!!!!!
90.	I think I said it all in #1. Bottom line, I believe that rehabilitating grey-lands and redeveloping existing properties should be the top priority.
91.	I think I said it all in #1. Bottom line, I believe that rehabilitating grey-lands and redeveloping existing properties should be the top priority.
92.	Intensification of housing in the Lower City should be pursued before any boundary expansion. Hamilton residents vocally opposed boundary expansion. The LRT project will only succeed in tandem with such intensification, paired with a better network of feeder buses. Many of our Lower City neighborhoods have the capacity to become more walkable, i.e. to support the retail needs of residents, if there were smart mixed-use developments built to intentionally support and enhance this goal.

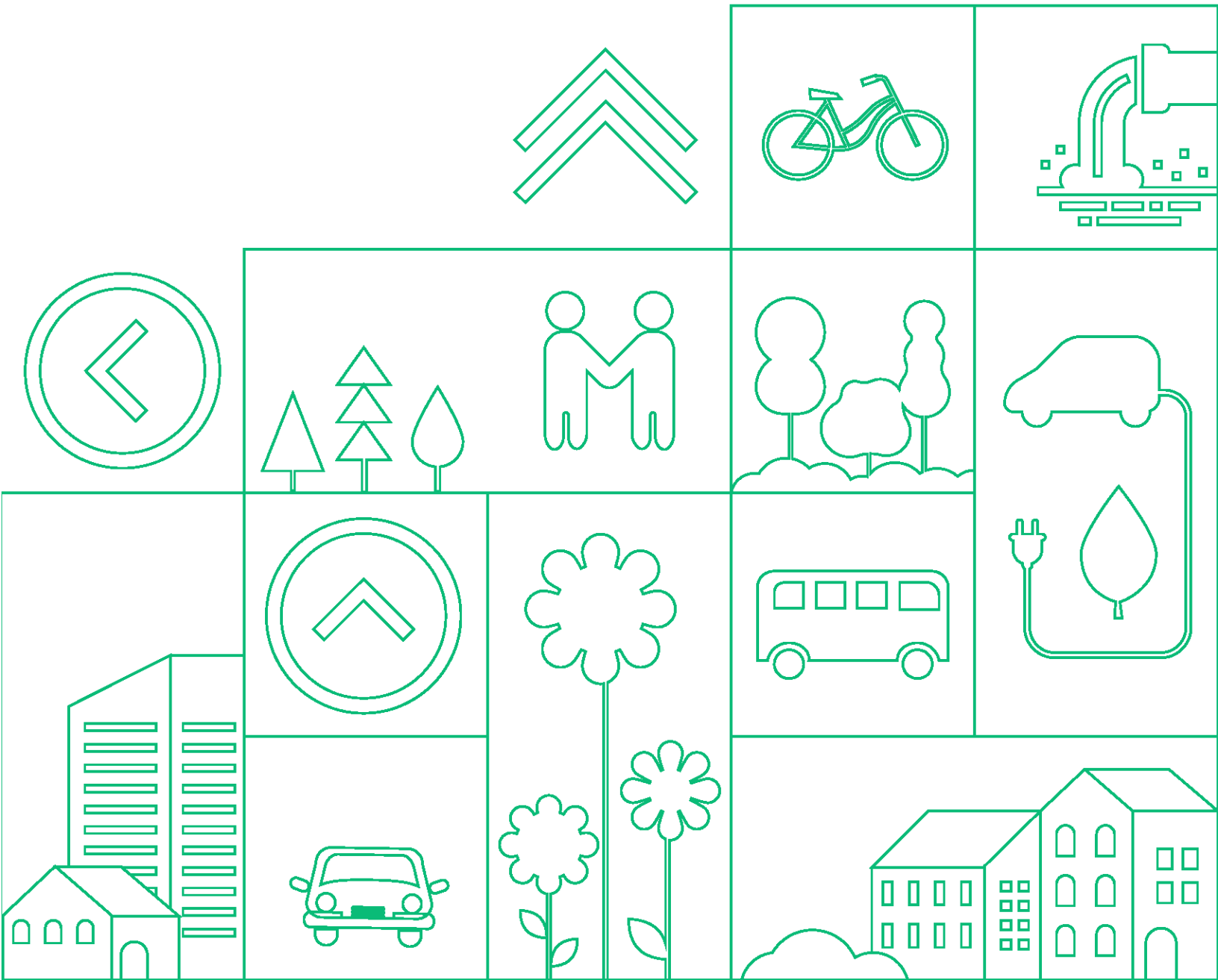
Comment Number	Comment
93.	Ensure the scaled development charges also covers substantial amounts to expand public transit, pay for new public libraries, parks and playfields, schools and communities centres, in addition to roads, water and waste.
94.	How can we ensure affordable options, purpose-built rentals, and public investment in Housing?
95.	All the talk of affordable housing is nonsense. These new homes are still out of reach for many of the people who are in need of decent housing at affordable prices. This is a complete and total money grab by Doug Ford and his cronies.
96.	redevelop the run down buildings and factory areas first
97.	The City should prioritize Secondary Planning within the existing built up area before embarking on planning of any urban expansion areas. Many neighbourhoods don't have up to date plans - some over 40 years old.
98.	There is a lot of information provided to be reviewed before completing this survey. I am not an overly-educated person and can only comment on what I know and understand. I'm sure, like many others, I believe that new development should occur first within the existing urban boundaries before consideration be given to the expanded areas, so as to be using existing infrastructure. Developers don't give any thoughts or care about destroying ecological systems and natural environments. I hope that when the developers provide their information about the ecological systems etc. on the expanded boundary properties, that the City does their own searches and testing, because the developers are not to be trusted. In my opinion, the new developments will not be affordable housing, they will be \$1million & \$2million homes, which are out of reach for most people. My son is 24 years old, I fear that he will never be able to afford to buy a home, let alone a new construction. I feel that new construction in the existing areas might be more reasonably priced as it would be using existing water and sewer infrastructure.
99.	I think this is the best Hamilton Council we have had in 25 years and I support them. Please do everything you can to resist the province from destroying our great city. It's greed vs true progress - I want progress to win, as Hamilton residents expressed in our vote NOT to expand our urban boundaries. Keep saying NO! Let me know if I can join a protest, any day.
100.	I know there are no provisions for new expressways, but I can't stress it enough that it is disastrous not to plan for them!
101.	Stop covering and destroying creeks they keep animals healthy and ate more scenic as well

<b>Comment Number</b>	<b>Comment</b>
<b>102.</b>	The original staff proposal over Hamilton urban expansion was, incredibly, to allow it. It took a few councilors and tens of thousands of ordinary Hamilton residents to overturn the staff proposal and adopt no expansion of the urban boundary. The draft policies and secondary plan guidelines propose nothing that will reduce sprawl or mitigate it at all. It tells me the planning staff cannot see past their antiquated training and are still not committed to saving Hamilton from unsustainable costs. Even if we are forced into urban expansion we must do everything still possible to reduce sprawl and its effects. If the present planning staff cannot- and if the staff cannot grow enough to commit to that, get new planners.
<b>103.</b>	Fight Doug Ford to the end.
<b>104.</b>	The province has ignored the people of Hamilton on the urban boundary issue. I hope Council will continue to try to represent our needs by limiting the loss of the greenbelt (including the designating urban expansion areas) in any way that they can.
<b>105.</b>	Not at this time
<b>106.</b>	Density, services, transit, walkability and accessibility are key.
<b>107.</b>	Expansion lands only to be developed as a last resort after inner city available land has been developed as developers target these open lands as easy prospects for sprawl housing community plans.
<b>108.</b>	Mandatory education should be provided to anyone in a decision-making role regarding watersheds, ecological health and sustainability, the importance of wetland conservation
<b>109.</b>	When building away from highways... purchasers should be made aware of limited roads.
<b>110.</b>	Priority should be on developments within the pre-existing urban boundary and completing the current public infrastructure system (i.e. roads, water and sewer, transit, etc). Then linking development in the expansion areas to that infrastructure rather than any ad hoc additions or leapfrogging. Recognizing that even though the addition of these expansion lands are politically driven, there is an opportunity to ensure that the mistakes of the past in terms of very large single family homes and sprawling properties. Ensuring that there are still opportunities for agriculture and food related enterprises on the expansion lands. Thank you for the opportunity to comment.
<b>111.</b>	City staff need to determine the cost of expanding the urban boundary, especially given the mandated reduction in development fees. The economic impact of removing a local food supply should also be costed as well as the estimated cost of replacing an equivalent acreage and food production.
<b>112.</b>	In builds, in builds, in builds.

Comment Number	Comment
113.	I was never so proud of our city government as when the council voted to maintain our urban boundaries. That was democracy in action. The Ford government is trying to override our local democracy. Please do everything you can to "grow Hamilton" in ways that benefit Hamiltonians for the long term economically, environmentally and socially, not for the benefit of short-term-thinking politicians and land speculators.
114.	Under no circumstances should we be forfeiting our farmland and protected lands for development. We cannot afford to build the necessary infrastructure on protected lands in order to build more housing that people who need housing will not be able to afford. We have more than enough land within the existing city to build affordable housing.
115.	That No neighbourhood currently that do not have the 3 city services not be developed and the Zoning of these residential areas are not re-zoned. That all MZO zoning are not used in new or existing residential areas!!
116.	Infill and intensify within current urban areas. Boundary expansion as a last resort.
117.	I appreciate the thoughtful work being done and the chance to be consulted.
118.	Yes, the current City Staff are doing a commendable job in planning for livable communities. I see a very welcome change in vision and ideology. Hamilton citizens thank you for giving us a voice!
119.	Any expansion beyond the current boundaries is unsustainable, fiscally irresponsible, and compromises ecological functions as well as our ability to respond to climate change.
120.	Please go back to the original within urban boundaries plans use some of the guiding principles here if you must participate in this process. Housing for all, diversity, fairness, healthy ecosystems.
121.	Recognize the impact on existing surrounding farmland of these new builds such as car pollution, surface level water runoff.
122.	<p>If by some act of sheer stupidity the province forces municipalities to allow developers to destroy fragile areas containing special habitat and or wetlands, builders MUST create the replacement area and allow it to establish for 2 years prior to the attempt to relocate wildlife.</p> <p>Developers must be required to plant NATIVE PLANTS TREES AND SHRUBS ON EVERY PROPERTY. Trees must not straddle property lines. No invasive and non-native plants should be allowed in any space developers touch.</p>
123.	condos, co-op housing, tiny houses would be excellent ways to house many lower income families. They must be connected to existing transportation where people can access grocery stores, health care, work opportunities, schools and daycare for their children.

<b>Comment Number</b>	<b>Comment</b>
124.	It's disappointing that this isn't following democratic processes where voters clearly defined their priority is no expansion before developing in the city limits. Why do we even vote?
125.	Hamilton could and should be taken as an example of self governance regarding its expansion. THANK YOU!
126.	This document has some pretty sounding concepts in it. It also seems to lack a serious reflection on the current Social Ecological landscape and the desperate need for a respectful prioritization of living people at the center of all these designs not to mention the entrenched ideas and communities that are currently opposed to this kind of a change.
127.	the policy as it stands shows a lack of commitment and clear expectations as to the types of developments these places WILL be should it take place, it demonstrates a lack of vision and commitment to better development and stewardship of our environment the city does not hold development accountable to existing secondary plans how will this be different

# Appendix F: Public Comments



**Kehler, Mark**

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**From:**  
**Sent:** Sunday, May 7, 2023 2:37 PM  
**To:** UEA planning  
**Subject:** Concerns re development plans

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

Definitely have concerns regarding the building of homes along Twenty Road West. Most concerning is having the only access being onto twenty road. What are you thinking. This road is already overused for the traffic it gets and there is no room to expand it. There should be access onto upper James and to Glanbrook. Keep me informed and please reconsider your plans.

Sent from my iPad



**Kehler, Mark**

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**From:**  
**Sent:** Monday, May 15, 2023 11:15 AM  
**To:** UEA planning  
**Subject:** Development of the Greenbelt

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

It is unbelievable how quickly the Greenbelt is being considered to develop. The City of Hamilton has ample space to develop on already existing areas, without touching the Greenbelt. It has been proven that we have ample space in two separate investigations, and you only have to walk down a good stretch of Barton street to see that there are empty old storefronts that would be perfect for AFFORDABLE housing, without touching the Greenbelt, and forcing people to commute / build new waste water treatment etc.

This is money talking, big builder buddy friends of Ford, that is where the money is coming from.

Please do not go ahead with this for the sake of your children and grandchildren.

Thank you

**Kehler, Mark**

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**From:**  
**Sent:** Monday, May 22, 2023 9:33 PM  
**To:** Pham, Melanie  
**Subject:** Re: Webex webinar reminder: Urban Expansion Areas Secondary Planning

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Melanie,

Thanks for the follow up and the opportunity to comment. I have added some of the following to the web page, but I wanted to provide more detailed comments on the 10 principles and additional matters. I've pasted them below.

**Direction 1: Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.**

This is out-of-date. We must eliminate greenhouse gas emissions, not just reduce them. The city has already committed to a detailed plan to reach net zero emissions by 2050, so allowing ANY additional GHG emissions is counter-productive and will require future measures to eliminate them, probably paid for from the public purse. Calculations must include not just the "end result of development" on newly urbanized lands but also take account of any construction activity related to these lands. And it should also include the carbon footprint of building materials. It is unclear what "reduce" means in this principle. Logic requires identifying the comparator. Reduce from what? For farmland, natural areas, and other rural lands, the minimum requirement is that whatever land uses replace these must result in less emissions than are currently coming from those lands. The calculation must include any loss of carbon sinks (wetlands, trees, etc). If actual reduction of GHG emissions is deemed impossible, the land use change is likely inappropriate. Or compensatory measures are required such as funding GHG reductions in other parts of Hamilton.

**Direction 2: Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities, that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.**

Not "encourage" but require, and not just a "compatible mix" and range of affordability, but at minimum accommodates the actual financial abilities of Hamiltonians. It should not make things worse. So if a third of our population can only afford to be tenants, then at least a third of the new housing should be rental and at a price that can be afforded. New development should not increase the percentage of Hamiltonians who are unhoused; it should do the opposite and actually reduce the percentage who are unhoused.

**Direction 3: Concentrate new development and infrastructure within existing builtup areas and within the urban boundary through intensification and adaptive re-use.**

Yes, but also give priority to this objective over new development and infrastructure outside of existing built-up areas.

**Direction 4: Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.**

Protection and enhancement of biodiversity should be part of this objective not just "recreation and enjoyment of the rural landscape".

**Direction 5: Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality. Good.**

**Direction 6: Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.**

The separation of "employment land" from residential and other uses is out-of-date and imposes unreasonable transportation requirements including associated infrastructure. "Complete" neighbourhoods should include employment.

**Direction 7: Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.**

Yes, for existing neighbourhoods, but for new development there need to be specific objectives such as transit-supportive densities (at least 80 residents or jobs per hectare); and protected pedestrian and cycling on all streets; plus effective connections to existing and planned transit, cycling and walking routes.

**Direction 8: Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.**

This is open to mis-interpretation. What is "vacant"? Historically, we have followed the foolish objective of "highest and best use" defined generally as maximizing tax revenues. That's why building housing on prime agricultural land was considered a good thing. It wasn't and isn't.

**Direction 9: Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.**

Protect AND ENHANCE ecological systems and the natural environment. We have a severe biodiversity crisis already and that wording aligns with "improve air, land and water quality". Instead of "reduce waste" it should be "avoid waste". Require green infrastructure wherever possible to minimize climatic impacts.

**Direction 10: Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.**

Other comments:

First priority for growth must be within the existing urbanized area. Flood plain mapping must be updated, and a science-based estimation of how that might change under expected climatic changes. In the past, we have relied on historical experience of climatic events including maximum recorded stream flows, and expected flows during various storm events. This is helpful, but no longer sufficient, because it assumes limited climatic change and that is no longer reasonable. So we need to both recognize the changes in climate extremes that have already occurred in southern Ontario, and also extrapolate to potential/anticipated storm events under likely increased storm events. We construct buildings to last well over 100 years so we need to ensure they are protected from flooding and other extreme climate events that may occur over at least 100 years into the future. This needs a holistic approach. It is not sufficient to just examine flooding potential on the lands within the secondary plan area. We also need to consider the downstream impact of land use changes such as increased impervious surfaces, loss of wetland and/or riparian areas.

A specific "climate change scenarios" study needs to now be included in technical studies to fully inform the other technical studies.

What is the impact of Bill 23 on the role of Conservation Authorities that have been restricted from advising municipalities? If they are restricted, how will their expertise be replaced and by whom?

Ensure policies that minimize GHG emissions such as bans on fossil fuel hookups for new buildings, requirements for minimizing energy consumption by buildings (including commercial and institutional), in transportation, and other sources.

Proposed "balanced" approach to transportation is misguided and not forward looking. Our master plans already preference walking and cycling over motorized vehicles, rather than seeking a "balance" that has historically meant cars first and anything else if it fits into car dominance.

How will the city identify and evaluate wetlands and other natural features on 'private' property? With a climate emergency in place, it is critical that we have this information. Special steps should be taken to overcome any 'privacy' objections to gathering this information. I understand that Twenty Road West developers group are proposing replacing a provincially significant wetland with a stormwater facility. This type of degradation should not be permitted.

The planner's "interpretation" of the climate change principle was very inadequate. Climate change affects everything, not just flooding potential. It sharply affects biodiversity. Emissions reduction is no longer sufficient. We need zero emissions as promised in the city's climate strategy. That's particularly required in new developments. We can't keep patching up mistakes when we know how to avoid them in the first place. Vegetation cover, especially trees, are recognized by everyone as reducing heat island effects. There must be no net loss of landscape cooling effects. The city has policies in place to expand the urban canopy. Therefore there can NOT be ANY loss of tree cover, and instead the minimum requirement for new development should be at least a 40 percent canopy cover as quickly as possible.

The "consultation" requirements with Indigenous peoples must respect UNDRIP and the recommendations of the Truth and Reconciliation Commission. All these lands are treaty lands and therefore are the JOINT responsibility of Indigenous Nations and Settler regimes such as the city of Hamilton. This principle has long been ignored and abused but we are now clear that is not acceptable. The Haudenosaunee Confederacy Council moratorium on development in the Haldimand Tract lands serves as clear guidance for all treaty lands. There needs to be full, free and informed consent for developments that affect the treaty rights of Indigenous Nations such as hunting, fishing, gathering of medicinal plants, etc. Where landowners have ignored and damaged these rights, we should require at least that restoration is acknowledged as an appropriate part of any land use changes.

Ecological studies required for the secondary planning must encompass at least four field seasons of observations and data gathering. Many of the expansion lands have been severely modified by agricultural and other activities. These impacts cannot be simply ignored. Proposed land use changes need to rectify and restore ecological features. We can't begin with accepting that agriculture-related modifications are an acceptable starting point for urban uses. The needs and impacts of these different uses are substantial, and accurate natural heritage protection should begin as much as possible with an understanding of the pre-agricultural situation. For example, the drainage modifications that may have worked for farming don't change the underlying natural patterns, stream flows, wetland locations. Failing to recognize these will likely result in unfortunate post development results.

The full ecological impacts of landscape changes (for example to wetlands and riparian areas) need to be identified in advance of development and steps taken to ensure at minimum that ecological communities are not sacrificed or damaged. In many cases restoration of habitats and key ecological linkages should be the preferred solution.

On 5/19/2023 2:36 PM, Pham, Melanie wrote:

Hi ,

Please note that the video recording of Monday's virtual meeting is now posted online and can be accessed from the right side of the page <https://engage.hamilton.ca/growinghamilton>.

The questions and answers from the meeting should be posted by the end of next week.

Regards, Melanie

**Melanie Pham**(She/Her)

Community Planning Program Lead, Sustainable Communities

Planning and Economic Development Department

**Kehler, Mark**

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**From:**  
**Sent:** Tuesday, May 9, 2023 11:06 AM  
**To:** cameron.kroetch@hamilton.ca  
**Cc:** UEA planning  
**Subject:** Draft Secondary Plan for UrbanExpansion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

I just had an opportunity to read the draft plan for a secondary plan that has been circulated for comment and appreciate the request for us to give our input. So I'm writing to you as my city Councillor and especially because of your commitment to try to stop development of the greenbelt and not to extend urban expansion beyond current boundaries.

I hope it's not too strong a comment to say I am appalled to read the draft plan. Council clearly voted not to expand urban boundaries and this was followed last November by residents electing a slate of progressive councillors principally around the issue of not developing projects outside urban boundaries or in the greenbelt. Reading the draft document, it's as if none of this ever happened. It starts with a statement that greenfield development offers a unique opportunity to design sustainable development! What is sustainable about developing farmland and greenfields? Frankly this is a betrayal of everything we voted for. And why are planning staff giving up on the fight with the province over this vital issue without even a backward glance? I'm well aware the province is forcing the city to expand beyond urban boundaries but what is needed is a strategy to counter this not the abject compliance we see throughout the draft plan. What are other municipalities doing to counteract the province? What are the legal possibilities? Can we cooperate and help to support indigenous efforts to counteract the province? The City should be working on such a strategy not selling out its residents and ignoring their concerns. Please take another look at this and thank you for your consideration

**Kehler, Mark**

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**From:**  
**Sent:** Monday, May 15, 2023 12:20 PM  
**To:** UEA planning  
**Subject:** Expansion mandates

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello

I can't get the comment section of this document to accept comments, so please allow me to do so here.

D. Ford keeps saying he wants to help all Ontarians. So why is he ignoring Hamiltonians who have found ways to expand our housing stock within existing neighborhoods where the cost of expansion is much less? Hamilton city council has made their decision already. We don't need an autocrat to dismiss our hopes for our city. Listen to the people, Doug. We know what we're talking about. We don't want suburban houses that destroy our farmland and suck it dry. Where we need a polluting car to do everyday tasks. Save our farmland!

Sincerely

**Kehler, Mark**

---

**From:**  
**Sent:** Monday, May 15, 2023 5:36 PM  
**To:** UEA planning  
**Subject:** Greenbelt

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

Dougie promised not to touch the Greenbelt, he has now broken that promise what are the developers going to do to restore our trust, the Developers to do responsible building of affordable housing?

**Kehler, Mark**

---

**From:**  
**Sent:** Friday, May 26, 2023 11:39 AM  
**To:** UEA planning  
**Subject:** Protecting Our Farmland for Our Children's Future

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To All City Council Members,

I am writing to express my concern regarding the decision to pave our farmland and expand beyond our current boundaries. I firmly believe that this is not the strategy for our children's future. As we have seen with the Covid-19 pandemic, we cannot expect help from others, and we must provide for ourselves. By paving our farmland, we put ourselves at risk by depending on others, and the costs of food can quickly spiral out of control. We can see this happening already due to fuel costs. Local food should be promoted, our local farmers deserve our help and support, ultimately I believe this can give us more price stability.

Instead, I propose that we prioritize growth within our pre-2022 boundaries where transit exists. We should promote density within existing urban neighborhoods, quickly review rigid site restrictions where it makes sense. We should aim for 80 people and jobs per hectare. Furthermore, I believe that NOT ONE SHOVEL should go in the ground before the next election on our finite, fragile farmland.

Moreover, I would like to know who will pay for growth on expansion lands. I think my taxes are high enough, I'm heading into retirement soon and your spiraling costs will force me out of Hamilton all together. I can't believe this is the way anyone plans to have more available housing, by taxing the retirees out of the city. I would ask for a report similar to the one done by Ottawa on the costs per person for suburban expansion. We must also get existing approvals built and incentivize and promote affordable laneways. Additionally, we must ensure affordable options, purpose-built rentals, and public investment in housing. Unfortunately, there is no federal support for housing away from transit.

In conclusion, I implore you to carefully consider the impact of your decision to pave our farmland and expand beyond our current boundaries. Let us prioritize smart and sustainable growth that benefits all members of our community.

***We want to SAVE, not PAVE our Class 1 soil***

Sincerely,



**Kehler, Mark**

**From:**  
**Sent:** Saturday, May 13, 2023 1:42 PM  
**To:** UEA planning  
**Subject:** Urban planning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

no! No! Never in Glanbrook!!! Forget it!!!

Sent from my iPhone

**Kehler, Mark**

---

**From:**  
**Sent:** Monday, May 8, 2023 11:20 AM  
**To:** UEA planning  
**Subject:** Re: Concerns re development plans

Thank you for your prompt response. As a senior living in Tentyplace I have great concerns as to how we will be able to safely exit from our two gates especially the east gate which has a steep hill just west of it. It is difficult to see oncoming traffic when turning left as it is. With even more increase in traffic safely exiting will be even more difficult.

Sent from my iPad

> On May 8, 2023, at 10:36 AM, UEA planning <UEAplanning@hamilton.ca> wrote:

>

> Good morning

>

> Thank you for your interest in this project.

>

> At this stage we are consulting on the policies and guidelines that should guide the process of preparing Secondary Plans for the Urban Expansion Areas.

>

> The location of vehicle accesses has not been finalized at this time and will be determined through the future secondary planning process. I will log your concern about vehicle access and there will be further opportunities to provide your input once the secondary planning process has been initiated.

>

> If you have any further questions, let me know. We will ensure you are on our mailing list to continue to receive updates.

>

> Mark Kehler

> Senior Planner - Sustainable Communities Planning and Economic

> Development Planning, City of Hamilton

> (905) 546-2424 Ext.4148

>

> -----Original Message-----

> From:

> Sent: Sunday, May 7, 2023 2:37 PM

> To: UEA planning <UEAplanning@hamilton.ca>

> Subject: Concerns re development plans

>

> Definitely have concerns regarding the building of homes along Twenty Road West. Most concerning is having the only access being onto twenty road. What are you thinking. This road is already overused for the traffic it gets and there is no room to expand it. There should be access onto upper James and to Glanbrook. Keep me informed and please reconsider your plans.

>

> Sent from my iPad

**From:**  
**Sent:** Monday, May 15, 2023 4:36 PM  
**To:** UEA planning  
**Subject:** Urban Expansion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

This is pathetic. The only reason there is a housing crisis in Hamilton is because the city refuses to insist that these developers develop in already prime areas. LIKE Barton Street, which has blocks of vacant stores, that are prime real estate. Apartments are what we need, not urban sprawl, with multi-million dollar homes with commuters. This arrogant person is not someone who cares about anything but making a



**From:**  
**Sent:** Saturday, May 13, 2023 11:46 AM  
**To:** UEA planning  
**Subject:** Re urban expansion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

Has anyone considered the country roads are not built for the huge influx of traffic which will come with this expansion-- Also you need to understand that people want to come out to live in the country but want city life --can't be done on our taxes.

Leave our county ( Glanbrook ) alone Hamilton has taken us over, used our money and raised our taxes from \$900.00 a year to \$3,500 per year with nothing to show for it--no sidewalks, no street lights, no policing, no lower speed limits etc -  
-they have all gone to Hamilton--Leave our farm land alone!!!!  
Sent from my iPad

**Pilon, Janet**

**Subject:** Urban expansion and needed housing

**From:**

**Sent:** May 20, 2023 3:35 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Office of the Mayor <[Officeofthe.Mayor@hamilton.ca](mailto:Officeofthe.Mayor@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Kroetsch, Cameron <[Cameron.Kroetsch@hamilton.ca](mailto:Cameron.Kroetsch@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Hwang, Tammy <[Tammy.Hwang@hamilton.ca](mailto:Tammy.Hwang@hamilton.ca)>; Francis, Matt <[Matt.Francis@hamilton.ca](mailto:Matt.Francis@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Beattie, Jeff <[Jeff.Beattie@hamilton.ca](mailto:Jeff.Beattie@hamilton.ca)>; Tadeson, Mark <[Mark.Tadeson@hamilton.ca](mailto:Mark.Tadeson@hamilton.ca)>; Cassar, Craig <[Craig.Cassar@hamilton.ca](mailto:Craig.Cassar@hamilton.ca)>; Wilson, Alex <[Alex.Wilson@hamilton.ca](mailto:Alex.Wilson@hamilton.ca)>; Spadafora, Mike <[Mike.Spadafora@hamilton.ca](mailto:Mike.Spadafora@hamilton.ca)>; McMeekin, Ted <[Ted.McMeekin@hamilton.ca](mailto:Ted.McMeekin@hamilton.ca)>

**Subject:** re: Urban expansion and needed housing

Dear City Clerk, Mayor and Councillors,

I am writing to share my views on the direction I feel the city should take to develop needed and affordable housing.

Growth needs to be prioritized within the boundaries that existed before 2022 which council agreed to following a large number of citizens who voted for this. To be kept in mind is building housing where there is existing transit and for which the federal government will provide support.

Please continue to incentivize and promote affordable housing in laneways and work towards getting existing approvals built. It appears that regulations to build are being streamlined and this should continue, eg removing rigid site restrictions and minimum parking restrictions.

Can we find a way to keep the number of homes required to 80 residents per hectare which had been previously mandated?

Of importance is to prevent the beginning of building on areas outside the urban boundary before the next provincial election. I also understand that Ottawa has asked for a report on who will pay for growth on expansion lands. Hamilton should ask as well considering that it is almost certain that Hamilton taxpayers will foot this expenditure.

I am cautiously optimistic that our need for more affordable housing will be developed within our current boundaries thus preserving needed farmland and wetlands. It is only when we protect nature that it will protect us.

Respectfully,

Dundas, Ontario

**Pilon, Janet**

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**Subject:** Urgent Action Needed: Resist Urban Boundary Expansion & Prioritize Sustainable Urban Planning

**From:**

**Sent:** May 15, 2023 10:28 AM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Office of the Mayor <[Officeofthe.Mayor@hamilton.ca](mailto:Officeofthe.Mayor@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Kroetsch, Cameron <[Cameron.Kroetsch@hamilton.ca](mailto:Cameron.Kroetsch@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Hwang, Tammy <[Tammy.Hwang@hamilton.ca](mailto:Tammy.Hwang@hamilton.ca)>; Francis, Matt <[Matt.Francis@hamilton.ca](mailto:Matt.Francis@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Beattie, Jeff <[Jeff.Beattie@hamilton.ca](mailto:Jeff.Beattie@hamilton.ca)>; Tadeson, Mark <[Mark.Tadeson@hamilton.ca](mailto:Mark.Tadeson@hamilton.ca)>; Cassar, Craig <[Craig.Cassar@hamilton.ca](mailto:Craig.Cassar@hamilton.ca)>; Wilson, Alex <[Alex.Wilson@hamilton.ca](mailto:Alex.Wilson@hamilton.ca)>; Spadafora, Mike <[Mike.Spadafora@hamilton.ca](mailto:Mike.Spadafora@hamilton.ca)>; McMeekin, Ted <[Ted.McMeekin@hamilton.ca](mailto:Ted.McMeekin@hamilton.ca)>

**Subject:** Urgent Action Needed: Resist Urban Boundary Expansion & Prioritize Sustainable Urban Planning

Dear Mayor Horwath and City Council Members,

I am writing to express my deep concern over the proposed expansion of our city's urban boundaries by the provincial government. As a concerned citizen, I believe this decision will not only undermine our climate goals but also perpetuate unsustainable sprawl, contributing to our already staggering infrastructure debt.

Here are my primary concerns:

1. **Contradiction with Climate Goals:** The proposed expansion will increase our reliance on fossil fuels and cars, directly working against our climate goals and deepening the crisis.
2. **Cost-Effectiveness & Infrastructure Debt:** Urban sprawl will only increase our infrastructure debt while providing minimal development fees and property tax revenue. It is significantly more cost-effective to intensify within our existing boundaries.
3. **Unsustainable Housing Solution:** While we are grappling with a housing crisis, sprawl is not the answer. Instead, we need to focus on densification and affordable housing solutions within our existing urban boundaries.

If stopping this expansion outright proves impossible, I implore you to implement strict development requirements to minimize the damage. Potential measures include:

- **Increased Development Fees:** Ensure new developments bear a fair share of the infrastructure costs.
- **Car Parking Maximums & Mandatory Bike Lanes:** Encourage the use of public transport and active transportation methods.
- **Banning Fossil Fuel Heating:** Promote sustainable heating alternatives for homes and buildings.
- **Direct Payments/Fees to HSR:** Facilitate public transportation to the new areas.
- **High Energy Efficiency Requirements:** Encourage passive house or net zero standards for all new buildings.
- **Minimum Density Requirements:** Discourage low-density sprawl.

- **Increased Parkland Dedication Requirements:** Enhance green spaces and limit the possibility of cash in lieu of parkland.

These measures will help curb the long-term damage of urban sprawl and ensure that any necessary expansion aligns with our sustainability and climate goals.

I urge you to take a strong stance against this proposal and use any available means to resist it. As our elected representatives, it is your responsibility to advocate for our city's best interests and protect our collective future.

Thank you for your attention to this critical matter. I look forward to seeing you prioritize sustainable development and take decisive action against the proposed urban boundary expansion.

Sincerely,



**Pilon, Janet**

**Subject:** my voice to council

**From:** Adam Pacey

**Sent:** May 15, 2023 1:09 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca); Office of the Mayor <[Officeofthe.Mayor@hamilton.ca](mailto:Officeofthe.Mayor@hamilton.ca)>; Wilson, Maureen <[Maureen.Wilson@hamilton.ca](mailto:Maureen.Wilson@hamilton.ca)>; Kroetsch, Cameron <[Cameron.Kroetsch@hamilton.ca](mailto:Cameron.Kroetsch@hamilton.ca)>; Nann, Nrinder <[Nrinder.Nann@hamilton.ca](mailto:Nrinder.Nann@hamilton.ca)>; Hwang, Tammy <[Tammy.Hwang@hamilton.ca](mailto:Tammy.Hwang@hamilton.ca)>; Francis, Matt <[Matt.Francis@hamilton.ca](mailto:Matt.Francis@hamilton.ca)>; Jackson, Tom <[Tom.Jackson@hamilton.ca](mailto:Tom.Jackson@hamilton.ca)>; Pauls, Esther <[Esther.Pauls@hamilton.ca](mailto:Esther.Pauls@hamilton.ca)>; Danko, John-Paul <[John-Paul.Danko@hamilton.ca](mailto:John-Paul.Danko@hamilton.ca)>; Clark, Brad <[Brad.Clark@hamilton.ca](mailto:Brad.Clark@hamilton.ca)>; Beattie, Jeff <[Jeff.Beattie@hamilton.ca](mailto:Jeff.Beattie@hamilton.ca)>; Tadeson, Mark <[Mark.Tadeson@hamilton.ca](mailto:Mark.Tadeson@hamilton.ca)>; Cassar, Craig <[Craig.Cassar@hamilton.ca](mailto:Craig.Cassar@hamilton.ca)>; Wilson, Alex <[Alex.Wilson@hamilton.ca](mailto:Alex.Wilson@hamilton.ca)>; Spadafora, Mike <[Mike.Spadafora@hamilton.ca](mailto:Mike.Spadafora@hamilton.ca)>; McMeekin, Ted <[Ted.McMeekin@hamilton.ca](mailto:Ted.McMeekin@hamilton.ca)>

**Subject:** my voice to council

As a resident of Hamilton, Ontario, I believe it's crucial that we prioritize growth within our pre-2022 boundaries, especially in areas where transit infrastructure already exists. This approach allows us to make the most of our existing resources and minimize the strain on our infrastructure.

To achieve this, we should promote density within our urban neighborhoods. This means removing rigid site restrictions and minimum parking regulations that may hinder development and discourage the efficient use of space. By encouraging denser development, we can create vibrant and sustainable communities.

Furthermore, it's imperative that we protect our finite and fragile farmland. Before any construction projects begin on expansion lands, we should ensure that no shovels hit the ground until after the next election. This gives us an opportunity to thoroughly assess the impact on our agricultural resources and make informed decisions.

To address the financial aspects of growth, we need to understand who will bear the costs. I propose commissioning a report, similar to the one conducted in Ottawa, to identify how growth on expansion lands will be funded. This will help us develop a sustainable and equitable approach to financing growth.

Additionally, we must focus on getting existing approved projects built. It's crucial to streamline the development process and remove any barriers that may prevent the timely completion of these projects. By doing so, we can take advantage of the opportunities that have already been identified and approved.

In order to promote affordable housing, we should incentivize and support the development of affordable laneway housing. This type of housing can provide more affordable options within existing urban areas while making efficient use of underutilized spaces. By creating incentives and removing regulatory hurdles, we can encourage the construction of these affordable housing options.

To ensure a diverse range of affordable housing options, purpose-built rentals, and public investment in housing, we need to explore innovative strategies. It's unfortunate that there is currently no federal support for housing away from transit. Therefore, we must work with other levels of government, private organizations, and community stakeholders to develop creative solutions and secure the necessary funding for housing initiatives.

By addressing these topics and actively engaging in the conversation, we can work towards a more sustainable and inclusive future for Hamilton, Ontario.

**Kehler, Mark**

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**From:**  
**Sent:** Saturday, May 27, 2023 7:42 PM  
**To:** UEA planning  
**Subject:** Twenty Rd Development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Red Category

I'm sorry to have been unable to be at Mount Hope open house last Wednesday. I would like to receive the highlights of your presentation and any further updates by e-mail at

We live in Twenty place and wonder about widening Twenty Rd first and adding a stop light at one of our entrances to allow us in and out on a Road that is already very busy. Also wonder about the run off from the farmers field that goes into our stormwater ponds now.

**Kehler, Mark**

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**From:**  
**Sent:** Friday, May 26, 2023 9:48 PM  
**To:** UEA planning  
**Subject:** Project Mailing List

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please include me on your email list  
Very concerned about the traffic situation and more wildlife being pushed into my neighbourhood

Thank you

Twenty Place Resident

--



# BOUSFIELDS INC.

Project No.: 20135

May 26, 2023

*Sent Via E-mail to UEApplanning@hamilton.ca*

Mark Kehler, Senior Planner  
Secondary Planning  
City of Hamilton  
71 Main Street West  
Hamilton, ON L8P 4Y5

Dear Mark,

**Re: *Growing Hamilton – Planning for New Communities***  
***Comments on DRAFT OPA and Secondary Plan Guidelines***

---

We are the planning consultant to Multi-Area Developments Inc. (the "**Owners**") who own multiple parcels of land in the Elfrida area of the City of Hamilton. In addition, the Owners are collaborating with other land owners in the Elfrida area with the intension of creating a Land Owners' Group to advance development in Elfrida. We are writing to provide our comments on the City's Draft Official Plan Amendment (the "**Draft OPA**") and Draft Secondary Plan Guidelines (the "**Draft Guidelines**") for the City's New Community Areas. We do not have any comments at this time on the Draft Guidelines; however, the following are our comments on the Draft OPA, considerations for Elfrida, who should lead the secondary plan process, and the Community Planning Permit System.

## **Draft OPA**

Draft Policy A.2.4.1 d) should be revised to acknowledge that in order to develop the Urban Expansion Areas (the "**UEA**") modifications to the natural heritage system may be required.

Draft Policy A.1.2.9 g) is overly prescriptive and would require the preparation of detailed servicing plans and a local road pattern. In our opinion, this is not consistent with details related to a Secondary Plan. Once the Secondary Plan is approved future development applications (Draft Plan of Subdivisions, site plans, etc.) will provide

detailed servicing plans. In our opinion, this policy should be revised to require an overall servicing strategy for the Secondary Plan Area and detailed servicing plans to the local street level as part of future development application process.

In our opinion, Draft Policy A.1.2.10 is inappropriate and should not require the development of an UEA to be contingent on a "significant number of landowners" entering into a cost sharing agreement. Instead, this policy should be revised to support the advancement of the secondary plan and supporting studies for UEA's now, with the requirement that all applicant/owners within the respective secondary plan areas being required to enter into a cost sharing agreement prior to the approval of their development applications.

### **Advancing Elfrida**

As you are aware, from 2016 to 2018, the City advanced Secondary Planning and a sub-watershed study for Elfrida. On September 18, 2018, the City's Planning Staff brought forward an information report to Planning Committee and Council that recommended that the vision, key directions, principles, objectives and preferred community structure for the Elfrida Growth Area Study be received by Council and that the public and stakeholder feedback be incorporated into the next phase of the secondary plan process. In this regard, the City has completed phases 1 and 2 of the Secondary Plan and Phase 1 of the sub-watershed study for Elfrida.

In our opinion, the advancement of secondary planning for Elfrida should continue and build on the work that was completed in 2016-2018.

### **Who Should Lead the Development of Secondary Plans**

In our review of Staff Report PED21067(d), City Staff recommend that the City should lead the Secondary Planning for all UEA and that it should be endorsed by Council. In our opinion, the policy framework and guidelines should be flexible and allow for City-Led, privately initiated and/or a hybrid approach, since it will allow for the most flexibility and allow the City to manage the required resources accordingly.

### **Community Planning Permit System**

Staff report PED21067(d) identifies an opportunity to utilize the Community Planning Permit System (the "CPPS") for UEA. In our opinion, any new policy or guideline

**BOUSFIELDS INC.**

requirement for a CPPS should be flexible and **not require** it for all UEA, but instead **be considered** for implementation for part or all of the UEA.

Thank you for the opportunity to comment on the Draft OPA and Guidelines. We look forward to working with you to address the comments that have been put forward in this letter in order to advance the Secondary Planning for the UEA and assist the City to meet its growth needs and grow as a complete community.

Should you require any additional information or clarification, please feel free to contact the undersigned.

Respectfully Submitted,

**Bousfields Inc.**

# BIGLIERI GROUP

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May 26, 2023

Corporation of the City of Hamilton  
Sustainable Communities, Planning and Economic Development Department  
71 Main Street West  
Hamilton, Ontario L8P 4Y5

Attention: Mr. Mark Kehler

Dear Mr. Kehler,

RE: Growing Hamilton – Planning for New Communities  
Draft Secondary Plan Guidelines and Amendment to the Urban Hamilton Official Plan  
TBG Project No. 23972

Thank you for the opportunity to review the draft policies and guidelines prepared to guide the development of Secondary Plans for the areas brought into the Hamilton Urban Area. We acknowledge that this is a complex and comprehensive project for the City in response to recent Provincial decisions. We have been following City staff's updates on the Secondary Plan process and greatly appreciated the background reports, particularly the March 21<sup>st</sup> report, which provided a thorough overview of the history of Secondary Plans in the City. This report was informative and of great assistance in understanding the City's process. We are respectfully submitting the following comments on behalf of our client, Tribute Communities, who have land interests within the Elfrida Secondary Plan Area.

## Secondary Plan – Private Initiated Policy

We appreciate that it is the City's intention to provide flexibility in who can initiate a Secondary Plan Process, be it the City or a private land owner. However, the wording in the draft amendment appears to be contradictory. The proposed wording of Policy 1.2.9 a) states that the City shall undertake detailed secondary planning for all Urban Expansion Areas. However, this does not align with wording in Policy 1.2.3, 1.2.9 f), 1.2.9 h), and 1.2.9 i) which all speak to privately initiated amendments. The wording of 1.2.9 a) should be clarified that privately initiated amendments are possible. We support the privately initiated process with a City staff oversight. We believe it would be beneficial to the City in terms of use of outside resources.

## Secondary Plan – Structural Document

We would encourage the City to examine the scope and level of detail required through the Secondary Plan process. The current draft policies call for the preparation of a high-level policy document, which historically has been re-examined at the time of Block Plan creation and/or Plan of Subdivision submissions. However, the purpose of a Secondary Plan should be to provide future Block Plan and/or Plan of Subdivision submissions with over-arching goals and

PLANNING | DEVELOPMENT | PROJECT MANAGEMENT | URBAN DESIGN

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THE BIGLIERI GROUP LTD.

objectives, general land uses, arterial road networks, and identify servicing requirements for the development of the lands being brought into the Urban Area.

The Secondary Plan should create the **structural document** to allow development to move forward, with the detailed evaluations being completed at the time of site-specific applications. Our concern is that by creating overly detailed Secondary Plans it will delay the progression of development, and result in a duplication of work. Instead, by providing the structural framework for the required studies to be completed by individual landowners, it will allow the City to ensure that development proposals comply with the vision for the area, as well as adhering to the City's terms of reference and municipal standards. By- providing for flexibility within the Secondary Plan, this document can act as a guideline or framework for development over the next 30 years.

We are supportive of the policies which speak to the creation of complete communities which provide for a range of housing types and densities, as well as providing recreational opportunities. We look forward to the creation of density targets for the Secondary Plan Areas to be prepared by the City in accordance with Provincial direction.

### Servicing

We were pleased to be advised in discussion with City staff at the recent Open Houses that servicing issues will be reviewed early in the process to avoid delays that had been caused in previous Secondary Plan Areas - when this review was not completed until after the Secondary Plan process had finished.

We have reviewed the report presented to the General Issues Committee on April 5, 2023 by Planning and Economic Development Department providing an update on their Master Plan process and update to Development Charges by-law. We are encouraged to see the initiatives taken by staff to ensure that the servicing capacity will be in place to accommodate future growth. We are strongly urging that the Servicing Master Plan is completed so that it will be able to inform the Secondary Plan process.

### Prioritizing of Secondary Plan Areas

We recognize that the next phase of the City's work plan will be to create a sequence for which Secondary Plans will be prepared, and to move forward with development in a timely and orderly manner. With the Secondary Plan for Elfrida already underway with several studies already or nearly complete, on behalf of the landowner group, we would encourage the City to identify the Elfrida area to be in the first phase of development.

We look forward to working with City of Hamilton Staff and being provided with additional opportunities to comment on the proposed policies as this project progresses. Our client, Tribute Communities is participating in the landowners group that has formed the in Elfrida area, and we have copied the group manager to this letter, however, the comments made herein are the opinions of Tribute Communities at this time.



THE BIGLIERI GROUP LTD.

Sincerely,

The Biglieri Group



1547 Bloor Street West  
Toronto, Ontario M6P 1A5  
☎ (416) 923-6630  
✉ info@sglplanning.ca

May 26, 2023

Project: FE.HA

**VIA EMAIL**

Christine Newbold and Mark Kehler  
Planning Department  
Hamilton City Hall  
71 Main Street West  
Hamilton, ON L8P 4Y5

**Email: [UEAplanning@hamilton.ca](mailto:UEAplanning@hamilton.ca)**

**Re: Urban Expansion Areas – Secondary Plan Approach**

We are planners to 1507565 Ontario Limited otherwise known as the Frisina Group, who own approximately 106 acres of land located within the Elfrida Community.

We have reviewed Staff Report PED21067(d) and the information presented at the May 2023 public information centres and have the following comments.

**Policy Framework**

We note that the website contains a draft Official Plan Amendment that was not included in the staff report. We are supportive of the goals and objectives set out in Section 2.4.1.

Under policy 1.2.9 e), the OPA should clarify the substantive amount of studies that have already been completed by the City for the Elfrida Secondary Plan Area and that the final work to be completed will be scoped accordingly.

Policy 1.2.9 g) requires “a servicing strategy, which plans servicing to the local street level shall be completed concurrently with the preparation of any secondary plan for an Urban Expansion Area”. Planning servicing to the local street level, requires the preparation of draft plans of subdivision to know the location and pattern of the local street system. That is onerous to complete for a large Secondary Plan such as Elfrida which will be developed over many years.

Policy 1.2.10 requires that development “not proceed until a significant number of landowners within the Urban Expansion Area have entered into a cost sharing agreement amongst themselves.” Although we support the requirement for a cost sharing agreement, the term “significant” is not defined and is vague. In our experience,



cost sharing agreements do not require a threshold of landowners and can be instituted with any number of participating landowners.

### **Secondary Plan Guidelines for Future Expansion Areas**

While we generally support the ten fundamental directions for secondary planning, considering the Urban Expansion Area secondary plan areas are all community greenfield areas (i.e., not employment areas or intensification areas) a number of directions do not apply and that should be clarified in the Guidelines. These include:

Direction 3: Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use” seems out of place.

Direction 6: Retain and intensify existing employment land.

Direction 8: Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.

The Guidelines set out three phases for creating a Secondary Plan. For Elfrida, Phase 1: Background Work and Phase 2: Creation of land use options have largely been completed. The guidelines should clarify that situation and provide for a scoped process for Elfrida.

### **Phasing**

We understand that the next step in the process is to identify an overall phasing strategy for the expansion areas. As you know, a considerable amount of work and financial resources has been undertaken on the Elfrida Secondary Plan Area including all the background analysis, the Phase 1 subwatershed analysis, development of land use options and selection of a preferred structure plan. As well, financial planning underpinning the servicing infrastructure supporting the Elfrida growth area has been completed and fully entrenched in the City’s 10-year capital budget and DC Bylaw. As such, we urge staff to consider Elfrida as the first phase for Secondary Plan approval and development.

Thank you for the opportunity to provide comments.

Yours very truly,

**SGL PLANNING & DESIGN INC.**



May 26<sup>th</sup>, 2023

**City of Hamilton**  
Council Chambers  
71 Main Street W  
Hamilton ON L8P 4Y5

**TO:** Mark Kehler  
Senior Planner  
City of Hamilton  
905.546.2424 ext. 4148  
[UEAplanning@hamilton.ca](mailto:UEAplanning@hamilton.ca)

**RE:** Growth in New Communities – Urban Expansion Areas  
Feedback on the Policy Framework and Guidelines for Secondary Planning  
in Urban Expansion Areas

Dear Mr. Kehler,

Corbett Land Strategies Inc (CLS), on behalf of the Upper West Side Landowners Group (UWSLG) (formerly Twenty Road West Landowners Group), is pleased to submit comments in response to the Guidelines for Secondary Planning in Urban Expansion Areas. The UWSLG represents the lands identified as “Area 2” and “Area 3” as illustrated on Appendix C to Staff Report PED21067(d)). As you are aware, the UWSLG have advanced a Formal Consultation application to advance the secondary planning for the subject lands.

This letter is in response to the City’s Secondary Planning Framework and Guiding Policies for Urban Expansion Areas. It is understood that out of the 5-phase approach, the City is currently accepting comments for Phase 2: Secondary Planning Framework. The following has been broken up into two sections to offer comments on the proposed Policy Framework as well as the Draft Guidelines. In general, the UWSLG advises the following:

*1. Policy Framework (Draft Official Plan Amendment):*

- a. Establish policy which permits the inclusion of technical works completed prior to the completion of the Terms of Reference for a secondary plan, to the satisfaction of the City;



- b. Permit the concurrent processing of Zoning by-law Amendment applications with the Secondary Plan in appropriate circumstances to allow simultaneous consultation on both processes;
  - c. Clarification on language proposed which provides direction on the separation of secondary planning areas;
  - d. Modifications to location map to differentiate the urban expansion areas associated with Twenty Road West; and,
  - e. Recommendations on the establishment of timelines to ensure orderly and expeditious completion of terms of reference and public consultation.
2. Draft Secondary Plan Guidelines
- a. That certain phases of the secondary plan be permitted to occur following formal submission of application and issuance of notice of completion, where deemed appropriate by staff;
  - b. That the secondary plan process be updated to build in flexibility to allow the consolidation of certain the phases, where deemed appropriate by staff;
  - c. That the guidelines recognize that certain technical work previously completed can be relied upon in the processing of the secondary plan; and,
  - d. That the guidelines be updated to provide further information on the role and administration of the public notification requirements.

## **POLICY FRAMEWORK (DRAFT OFFICIAL PLAN AMENDMENT)**

The UWSLG have reviewed the Draft Policy Framework and offer the following commentary for the City's consideration.

### **1. Implementation**

It is recommended that proposed policy 1.2.3 of Chapter F – Implementation be amended to recognize that the completion of the terms of reference would generally be conducted after extensive technical analysis has already been completed. Similarly, public consultation could be conducted during the preparation of the terms of reference. In the case of UWSLG, considerable work has previously been completed, including several prior public consultation events. As such, we suggest revised wording as follows:

- "1.2.3 .....Any privately initiated secondary plans shall require a terms of reference that is approved by the City, with the approval to occur prior to the submission of any land use planning application. Completion of required studies, the undertaking of public consultation or initiating any other work related to the



preparation of a draft Secondary Plan, ***should occur following approval of the Terms of Reference however works but may also be conducted in advance at the applicant's initiative***".

## 2. Zoning By-law Amendment Application

As stated within the draft amendment, "no application for Zoning By-law Amendment or Plan of subdivision shall be approved for lands within an Urban Expansion Area until a secondary plan is complete". Although it is appropriate to prohibit the submission of Draft Plan of Subdivisions concurrently to a Secondary Plan, it is recommended that a Zoning By-law Amendment application be allowed to be completed concurrently with the secondary plan process. Through the Secondary Plan review process, extensive engagement requirements, established through the proposed guidelines, will require multiple and varying public consultation events to occur. The processing of a concurrent zoning by-law amendment would ensure consultation occurs on this process simultaneously with the Secondary Plan.

Although it is acknowledged that the implementation of Bill 23 has established fee and timing implications on the processing of zoning by-law amendment applications, the works required to submit a complete application will be conducted prior to the submission of an application and to the satisfaction of the city. Staff could establish a process that ensures a zoning by-law amendment is conducted to their satisfaction prior to its formal submission. It is also suggested that a separate zoning by-law amendment application, following the completion of the Secondary Plan, could unnecessarily prolong the planning process and delay the realization of the community.

## 3. Separate Secondary Plans for Urban Expansion Areas

Although it is agreed that the urban expansion areas should be subject to separate secondary plan processes, proposed policy 1.2.9.c) should be revised to clarify the language contained within the first sentence. The proposed policy effectively states that the Elfrida Urban Expansion Area can be comprised of multiple secondary plan, it states that the reason for this is due to its size and role in the urban structure. It is recommended that the part of "and role in the urban structure" be removed. This language should be removed as it could be interpreted as a prioritization for the Elfrida urban expansion area over other expansion areas, which are not noted to have roles in the urban structure. Like all other urban expansion areas, the Elfrida area serves to assist in the delivery of necessary housing to achieve growth to 2051, however, its role is no more or less critical than the other areas.

## 4. Location Map



From the map identified within the Draft Urban Hamilton Official Plan Amendment No. X, it should be clarified that the Twenty Road West development growth area is not associated with Twenty Road W "Area 1". Although this labelling has historic origins, it may be confusing to members of the public as it could be interpreted that the three areas are dependent on one another, despite proposed policy 1.2.9 indicating one or more secondary plans being permitted to be advanced.

## 5. Timelines

As set out in the Draft Amendment, Privately-Initiated Secondary Plans require the coordination of a Terms of Reference to be advanced by the applicant and approved by the City. To improve this planning approach, it is recommended that timelines be established within the guidelines or amendment in which to complete the Terms of Reference review and approval process. A completion target should be included so both the City and Developer achieve the terms of reference requirements in an expeditious manner. An established timeline could ensure accountability on both the City and Developer to complete the approval process in accordance with the requirements of the City and the Planning Act.

## **DRAFT SECONDARY PLAN GUIDELINES**

The UWSLG is generally supportive of the intent of the draft guidelines which set out the requirement for the Secondary Plan process which at this time are to include (at a minimum) area-specific Terms of Reference, addressing the City's Ten Directions for Development, phasing, required components, minimum standards for public engagement and a Secondary Plan Report.

### 1. Timing of Phases

The guidelines advise that the preparation of a detailed Terms of Reference occur prior to the initiation of a Secondary Plan however it does not provide direction on timing on when the Phases are to occur. Further clarification is therefore necessary, to be contained within the guidelines, on when the completion of each phase is to occur. It is understood that much of the secondary plan technical and background work is to occur prior to formal submission, due to the statutory review timelines for official plan amendments. However, Phase 3 should occur following the submission of the application and issuance of the notice of completion. It is believed that the identification of a preferred land use plan can only occur following the formal review of the Secondary Plan, which would occur after issuance of the notice of completion. It is recommended that the guidelines be updated to explicitly address when the phases are to occur.

### 2. Consolidation of Secondary Plan Phases



As previously acknowledged through staff correspondence with Council, all of the urban expansion areas are at different stages of technical assessment. The UWSLG have advanced previous land use applications supported by considerable technical work (UHOPA-18-016, ZAC-18-040, 25T-201807, UHOP-20-020). These works have ensured the compilation of a data and knowledge base of the subject lands. Unlike other urban expansion areas which may have limited knowledge of existing conditions, it is suggested that the guidelines be updated to acknowledge a potential to consolidate the recommended Secondary Plan phases. It is also suggested that this consolidation would only occur at the direction and approval of City Staff.

For example, in the case of UWSLG, Phases 1 & 2 (Background work to collect data and identify existing conditions and the analysis of information and creation of land use options) has been completed and can be presented to the public for comment and consideration immediately. This consolidation would still ensure a process that has been completed to the satisfaction of city staff and which can quickly deliver provincial and municipal priorities.

It is recommended that within the Secondary Plan Phases section of the guidelines, the following sentence be added to the last paragraph:

- "Where demonstrated to the satisfaction of city staff, the established Phases may be consolidated."

### 3. Existing Technical Work

In accordance with the above, more consideration should be provided to existing and previously completed technical work. From the perspective of the UWSLG, the entirety of Phase 1, which includes the collection of data and identification of opportunities and constraints, has been completed through previous or ongoing processes much of which have been completed in coordination and involvement of city staff. Further, the UWSLG has hosted previous consultation events which should be accepted as part of the overall consultation strategy with the public (May 1, 2020, November 19, 2020, May 5, 2021, May 5, 2022). To date, the UWSLG has conducted 3 or more events (both virtual and in-person) with area residents and has already activated a dedicated email and webpage to the project. The guidelines should be updated to ensure recognition of this work.

### 4. Public Engagement and Public Notice Requirements

The guidelines establish that public engagement be conducted for each phase of the process and that for each phase the completion of minimum consultation requirements is provided. Further detail should be provided in how and when these events are to be conducted. Additionally, further information should be included in the guidelines directing the roles and responsibilities on administrating the public consultation requirements. Finally,





further information on the expectations of the format and appearance on public consultation notifications should be included.

As part of its Secondary Planning work, the UWSLG commits to completing the following as part the public consultation strategy:

- 2 meetings per phase (in-person and virtual);
- Notification Radius: 250m and city-wide notification through newspaper advertisements;
- Regular and scheduled meetings with Councillor (at least monthly);
- Dedicated Project Email and Website; and,
- Third Party Consultant to manage consultation exercises.

## **CONCLUSION**

The UWSLG is an infill project that has made significant progress in the completion of all the necessary materials required for to support a Secondary Plan approval. As such, there is an opportunity for the development of an infill community to be advanced in a timely manner to address the housing crisis. On this basis, the proposed amendment and guidelines should be prepared to allow for the possibility of an expedited approval process if demonstrated planning work is available to support secondary plan advancement in the expansion areas.

The UWSLG are committed to the completion of a secondary plan process which ensures the delivery of a complete, livable community that achieves the city's strategic priorities. It is the hope of the UWSLG that the above comments will assist staff in determining an appropriate Secondary Plan process to successfully accommodate new growth areas within the City of Hamilton.

Should there be any questions or a need for further information, feel free to reach out to the below.

Sincerely,



May 26, 2023

049-14

**VIA EMAIL**

Mark Kehler, MCIP, RPP  
Senior Planner, Sustainable Communities  
Planning and Economic Development

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[mark.kehler@hamilton.ca](mailto:mark.kehler@hamilton.ca)

Dear Mr. Kehler,

**RE: Secondary Planning for Urban Expansion Areas**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Artstone Holdings Ltd. (Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton.

The purpose of this letter is to acknowledge, provide comment and monitor the City of Hamilton's evolving approach to the six 'Urban Expansion Areas' added to the City's urban boundary by the Ministry of Municipal Affairs and Housing in November of 2022. We recognize that the subject lands comprise are one of six Urban Expansion Areas (Elfrida) and note that they City has acknowledged that although Council has directed that the City lead the development of Secondary Plans, privately initiated Secondary Plans submitted by landowners are also permitted under provincial planning legislation. We are in support of this determination and the ongoing Secondary Plan development process, provided it does not preclude privately-initiated Secondary Planning processes from being pursued.

We note that during the Urban Expansion Area Secondary Planning Open House Presentation hosted by City staff, it was stated that some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. Our opinion is that the City should prioritize the approval of Secondary Plans rather than the order of Secondary Plans. In doing so, the City will bring about housing for the residents of Hamilton in the most efficient manner possible.

Further, the Open House Presentation also mention that Staff are investigating the option of utilizing a Community Planning Permit System (CPPS) in order to provide a streamlined approach to planning approvals. Establishment of a CPPS would consolidate necessary review times on both the public and private side of the municipal approvals process and recognize many of the relevant supporting studies which are applicable to both the Zoning By-law Amendment and Site Plan Control process. We would like to express our support for the exploration of a planning tool like the CPPS and ask that our office is notified of any updates on the development of this tool, as well as any decisions made on the Secondary Planning process for the Urban Expansion Areas.

On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**



May 26, 2023

049-14

**VIA EMAIL**

Mark Kehler, MCIP, RPP  
Senior Planner, Sustainable Communities  
Planning and Economic Development

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[mark.kehler@hamilton.ca](mailto:mark.kehler@hamilton.ca)

Dear Mr. Kehler,

**RE: Secondary Planning for Urban Expansion Areas**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Corpveil Holdings Ltd. (Owner) of the property municipally known as 467 Highway No. 56 in the City of Hamilton.

The purpose of this letter is to acknowledge, provide comment and monitor the City of Hamilton's evolving approach to the six 'Urban Expansion Areas' added to the City's urban boundary by the Ministry of Municipal Affairs and Housing in November of 2022. We recognize that the subject lands are one of six Urban Expansion Areas (Elfrida) and note that they City has acknowledged that although Council has directed that the City lead the development of Secondary Plans, privately initiated Secondary Plans submitted by landowners are also permitted under provincial planning legislation. We are in support of this determination and the ongoing Secondary Plan development process, provided it does not preclude privately-initiated Secondary Planning processes from being pursued.

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On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**



May 26, 2023

357-20

**VIA EMAIL**

Mark Kehler, MCIP, RPP  
Senior Planner, Sustainable Communities  
Planning and Economic Development

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[mark.kehler@hamilton.ca](mailto:mark.kehler@hamilton.ca)

Dear Mr. Kehler,

**RE: Secondary Planning for Urban Expansion Areas**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Spallacci & Sons Limited and Twenty Road Developments Inc. (Owner) of two properties contained in the Twenty Road West Urban Expansion Area, bounded by Twenty Rd W to the north, Dickenson Rd W to the south, Glancaster Road to the west and Upper James Street to the east in the City of Hamilton. Specifically, the properties are municipally known as 9285 Twenty Road West and 9445 Twenty Road West, Hamilton.

The purpose of this letter is to acknowledge, provide comment and monitor the City of Hamilton's evolving approach to the six 'Urban Expansion Areas' added to the City's urban boundary by the Ministry of Municipal Affairs and Housing in November of 2022. We recognize that the subject lands are one of six Urban Expansion Areas (Twenty Road West) and note that the City has acknowledged that although Council has directed that the City lead the development of Secondary Plans, privately initiated Secondary Plans submitted by landowners are also permitted under provincial planning legislation. We are in support of this determination and the ongoing Secondary Plan development process, provided it does not preclude privately-initiated Secondary Planning processes from being pursued.

We note that during the Urban Expansion Area Secondary Planning Open House Presentation hosted by City staff, it was stated that some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. Our opinion is that the City should prioritize the approval of Secondary Plans rather than the order of Secondary Plans. In doing so, the City will bring about housing for the residents of Hamilton in the most efficient manner possible.

Further, the Open House Presentation also mention that Staff are investigating the option of utilizing a Community Planning Permit System (CPPS) in order to provide a streamlined approach to planning approvals. Establishment of a CPPS would consolidate necessary review times on both the public and private side of the municipal approvals process and recognize many of the relevant supporting studies which are applicable to both the Zoning By-law Amendment and Site Plan Control process. We would like

to express our support for the exploration of a planning tool like the CPPS and ask that our office is notified of any updates on the development of this tool, as well as any decisions made on the Secondary Planning process for the Urban Expansion Areas.

On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**



May 26, 2023

481-23

**VIA EMAIL**

Mark Kehler, MCIP, RPP  
Senior Planner, Sustainable Communities  
Planning and Economic Development

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[mark.kehler@hamilton.ca](mailto:mark.kehler@hamilton.ca)

Dear Mr. Kehler,

**RE: Secondary Planning for Urban Expansion Areas**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Twenty Road (Glanbrook) Developments Limited (Owner) of two properties contained in the Twenty Road East Urban Expansion Area, bounded by Twenty Rd W to the north, Dickenson Rd W to the south, Glancaster Road to the west and Upper James Street to the east in the City of Hamilton. Specifically, the one property is municipally known as 8029 Twenty Road East, Hamilton, while the other parcel abuts the 8029 Twenty Road East property to the south.

The purpose of this letter is to acknowledge, provide comment and monitor the City of Hamilton's evolving approach to the six 'Urban Expansion Areas' added to the City's urban boundary by the Ministry of Municipal Affairs and Housing in November of 2022. We recognize that the subject lands are one of six Urban Expansion Areas (Twenty Road East) and note that they City has acknowledged that although Council has directed that the City lead the development of Secondary Plans, privately initiated Secondary Plans submitted by landowners are also permitted under provincial planning legislation. We are in support of this determination and the ongoing Secondary Plan development process, provided it does not preclude privately-initiated Secondary Planning processes from being pursued.

We note that during the Urban Expansion Area Secondary Planning Open House Presentation hosted by City staff, it was stated that some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. Our opinion is that the City should prioritize the approval of Secondary Plans rather than the order of Secondary Plans. In doing so, the City will bring about housing for the residents of Hamilton in the most efficient manner possible.

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of any updates on the development of this tool, as well as any decisions made on the Secondary Planning process for the Urban Expansion Areas.

On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**

cc: Twenty Road (Glanbrook) Developments Limited (via email)  
Ms. Melanie Pham, City of Hamilton (via email)



May 26, 2023

464-22

**VIA EMAIL**

Mark Kehler, MCIP, RPP  
Senior Planner, Sustainable Communities  
Planning and Economic Development

City of Hamilton  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5  
[mark.kehler@hamilton.ca](mailto:mark.kehler@hamilton.ca)

Dear Mr. Kehler,

**RE: Secondary Planning for Urban Expansion Areas**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of the landowners group for a number of properties contained in the White Church Urban Expansion Area, bounded by Airport Rd E to the north, White Church Rd E to the south, Miles Road to the east and Upper James Street to the west in the City of Hamilton. UrbanSolutions submitted a Formal Consultation application (FC-23-040) for a privately-initiated Secondary Planning process for the White Church Urban Expansion Area on January 27, 2023. At this stage, the applicant(s) and the City of Hamilton have been engaging in productive discussions regarding the necessary steps in establishing a privately-initiated Secondary Plan for the area.

The purpose of this letter is to acknowledge, provide comment and monitor the City of Hamilton's evolving approach to the six 'Urban Expansion Areas' added to the City's urban boundary by the Ministry of Municipal Affairs and Housing in November of 2022. We recognize that the subject lands are one of six Urban Expansion Areas and note that they City has acknowledged that although Council has directed that the City lead the development of Secondary Plans, privately initiated Secondary Plans submitted by land owners are also permitted under provincial planning legislation. We are in support of this determination and the ongoing Secondary Plan development process, provided it does not preclude privately-initiated Secondary Planning processes from being pursued.

We note that during the Urban Expansion Area Secondary Planning Open House Presentation hosted by City staff, it was stated that some areas may be planned before others and the City will need to prioritize the order in which the Secondary Plans are completed. Our opinion is that the City should prioritize the approval of Secondary Plans rather than the order of Secondary Plans. In doing so, the City will bring about housing for the residents of Hamilton in the most efficient manner possible.

Further, the Open House Presentation also mention that Staff are investigating the option of utilizing a Community Planning Permit System (CPPS) in order to provide a streamlined approach to planning approvals. Establishment of a CPPS would consolidate necessary review times on both the public and

private side of the municipal approvals process and recognize many of the relevant supporting studies which are applicable to both the Zoning By-law Amendment and Site Plan Control process. We would like to express our support for the exploration of a planning tool like the CPPS and ask that our office is notified of any updates on the development of this tool, as well as any decisions made on the Secondary Planning process for the Urban Expansion Areas.

On behalf of the Owner, we appreciate the City's efforts in this regard and for the opportunity to participate in this important process.

Please feel free to contact the undersigned with any questions or comments.

Regards,  
**UrbanSolutions**

**Stovel and Associates Inc.**  
*Planners, Agrologists and Environmental Consultants*

May 26, 2023

Via Email - [UEAplanning@hamilton.ca](mailto:UEAplanning@hamilton.ca)

Mr. Mark Kehler, Senior Planner  
Hamilton City Hall, 71 Main Street West  
Hamilton, ON  
L8P 4Y5

**RE: City of Hamilton - Urban Expansion Areas – Secondary Plan**

Stovel and Associates Inc. ("SAI") was retained by Greenhorizons Group of Companies ("Greenhorizons") to review the proposed policy framework and Secondary Plan Guidelines for the Urban Expansion Areas. Greenhorizons owns lands in the Airport Road/White Church Road area, in the City of Hamilton (see the attached map).

We note that the City's draft amendment proposes a series of policies that will impose new requirements or pre-conditions upon landowners who seek privately initiated plan amendments. Policy 1.2.3 is mentioned as an example. My client certainly appreciates the efforts of the City to introduce efficiency in the planning process. However, the pre-conditions placed upon private applicants extend beyond the legislative requirements in section 22 of the Planning Act. There is no legislative requirement that a private landowner cannot initiate work or commence a study related to the preparation of a draft secondary plan prior to receiving the approval of the City for the terms of reference for the amendment. My clients are concerned that these pre-conditions are overly prescriptive and may discourage landowners from applying for legitimate private amendments, that might well have the support of the municipality. These proposed policy restrictions run contrary to the stated purposes of the Planning Act which is to provide for planning processes that are fair, by making them open, accessible, timely and efficient.

In addition, our client may have ongoing concerns and comments regarding the policy framework and planning guidelines associated with the Urban Expansion Areas. We will provide these additional comments over the course of the secondary planning process developed by the City.

We wish to continue to be informed as the progress of the City's planning process for the Urban Expansion Areas. Please add our firm to the contact list and please notify us of any decisions made by Council with respect to the Secondary Plan.

Yours truly,



Gatzios Planning Inc. 1000 Lakeshore Blvd. East, Suite 1000, Mississauga, Ontario L4Y 1G8  
Tel: 905.876.8888 Fax: 905.876.8889

File No: 62HA-0721

June 5, 2023

City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5

Attention: Mr. Mark Kehler, Ms. Melanie Pham and Ms. Christine Newbold

Regarding: URBAN EXPANSION AREAS SECONDARY PLANNING  
COMMENTS ON BEHALF OF TWENTY ROAD EAST LANDOWNERS

Dear Mr. Kehler, Ms. Pham and Ms. Newbold:

I am writing on behalf of my clients, Carmen Chiaravalle, 1694408 Ontario Inc., Demik Brothers Hamilton Ltd., John Edward Demik, Peter Demik and Elaine Vyn (collectively, the "Twenty Road East Landowners Group"), being owners of lands in the south area of the City of Hamilton centered around the intersection of Twenty Road and Miles Road.

My client's lands are included within the Urban Expansion known as "Twenty Road East":



We are appreciative and supportive of the City turning its attention to the planning for the Urban Expansion Areas, and initiating the processes which will be required to see these areas proceed through the planning process.

The Twenty Road East Landowners Group is eager to work with the City to see this area comprehensively planned to accommodate urban growth, and we provide the following comments for the City's consideration.

First, we have reviewed Schedule "1" – DRAFT Urban Hamilton Official Plan Amendment No. X and believe these policies are appropriate and generally supportable.

One question that arises is regarding policy 1.2.10 with the requirement that "....development within an Urban Expansion Area with a completed secondary plan shall not proceed until a significant number of landowners within the Urban Expansion Area have entered into a cost sharing agreement amongst themselves.". An understanding of what the city intends by the term "significant number" and also the intent on restricting development of lands which may be in a position to proceed and ensure infrastructure and associated costs are addressed would be appreciated.

Second, we have reviewed the Secondary Plan Guidelines for Urban Expansion Areas and generally believe these Guidelines provide adequate and appropriate direction for the preparation and approval processing of new Secondary Plans for the Urban Expansion Areas.

Finally, we have reviewed the City's slides from its Urban Expansion Areas Secondary Planning Open House and wish to comment specifically on the slide entitled "PRIORITIZING SECONDARY PLANNING FOR THE URBAN EXPANSION AREAS".

We appreciate that staff are not yet at the full consultation and consideration of sequencing and scheduling, which we understand is next in the city's process as noted in Staff Report PED21067(d) dated March 21, 2023 recommendation (c) clause (ii) states:

*"That the Planning and Economic Development Department staff be directed to:*

*(ii) Report back to Planning Committee in Q3 2023 on the proposed sequencing and scheduling for City-led Secondary Plans, including budget and staffing implications;"*

As preliminary comments to the city on this matter, we wish to reiterate various submissions we have made in the past about the ideal location and availability of the Twenty Road East area for development. The slide in the Open Houses presentation provides five priorities for scheduling Secondary Plan areas and I point out that the Twenty Road East area scores very high on all five, being:

1. Availability of nearby existing water and sewer infrastructure
2. Proximity to existing and planned transit networks and ability to integrate with existing transit networks
3. Low level of agricultural production
4. Ability to easily integrate into adjacent existing build up area on three sides
5. Potential to complement and complete the existing adjacent neighbourhoods and provide a mix of land uses

We will be providing further submissions on the matter of sequencing or scheduling in due course as the City consults on this topic.

Further, a landowner group is in the process of being formally constituted for the Twenty Road East area, and the landowners look forward to working with the City on these initiatives to move this process forward.

#### Summary

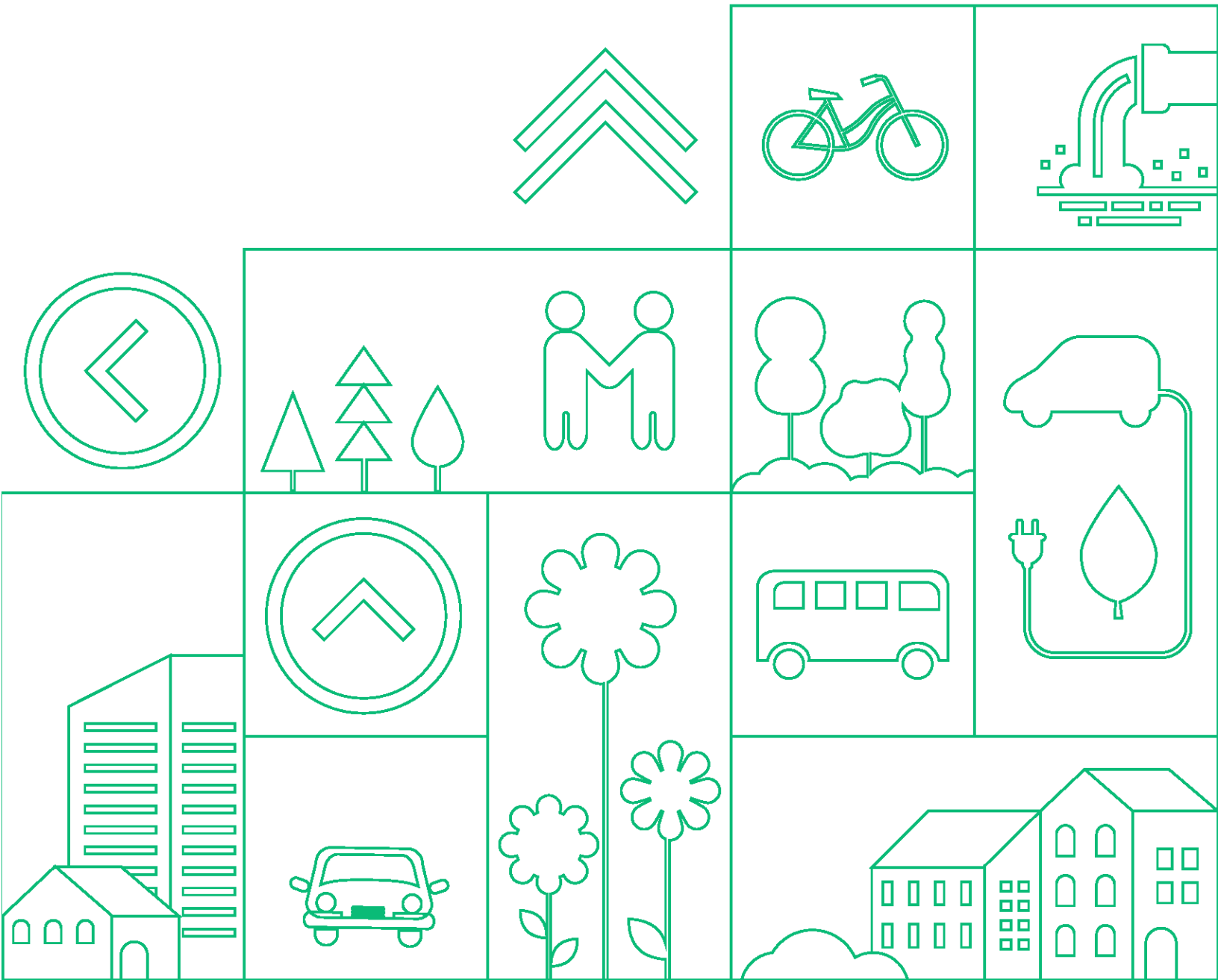
In summary, we believe these draft documents contain a good foundation towards planning for the future of the Urban Expansion Areas, and believe that the Twenty Road East is ready for Secondary Plan work to proceed.

We are interested in any upcoming consultation or discussion regarding phasing and / or timing of these future secondary plans for the Urban Expansion Areas and how to work with the City to get the Twenty Road East area through the Secondary Plan process in a timely fashion.

Sincerely,

Gatzios Planning + Development Consultants Inc.

## Appendix G: Stakeholder Comments







May 26, 2023

Via Email Only

Mr. Mark Kehler, MCIP, RPP  
Senior Planner – Sustainable Communities  
City of Hamilton  
71 Main Street West  
5<sup>th</sup> Floor  
Hamilton, ON, L8P 4Y5

Our File: PLOPA202300550

Dear Mr. Kehler

**Re: Niagara Peninsula Conservation Authority (NPCA) Comments  
Urban Expansion Areas Secondary Planning - Policy Framework and Guidelines  
City of Hamilton**

The NPCA has received a circulation for the establishment of a policy framework outlining requirements for Secondary Plans in Urban Expansion Areas and for developing Secondary Plan Guidelines to guide all future secondary planning processes for Urban Expansion Areas. We have reviewed this proposal and offer the following comments.

The NPCA supports the City's efforts to establish an appropriate policy framework to guide future development in the Urban Expansion Areas. It will be important to ensure that there are appropriate guiding policies to ensure that elements such as natural hazards are appropriately considered and addressed.

The draft Secondary Plan Guidelines include 10 foundational directions for secondary planning. While we generally support the 10 guidelines, there is no explicit mention of protecting people and property from natural hazards. This could be implied under Direction 9, however, we recommend more explicit wording be included; such wording could be:

*Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, **and** encourage the use of green infrastructure, **and ensure development does not create or aggravate downstream flooding and erosion issues.***



The draft Secondary Plan Guidelines also outline components of a secondary plan. We note that there is no explicit mention of natural hazards. It is recommended that natural hazards also be mentioned with Natural Heritage Policies.

The draft OPA policies propose a new policy (Policy A.2.4.1), which outlines some of the goals, objectives and policies of the parent Official Plan to be included in a secondary plan. We note that there is no specific reference to natural hazards and recommend that such a reference be included.

Draft policy F.1.2.9 (e) identifies some of the studies that are to be included to support the preparation of a secondary plan. NPCA staff anticipate that either the subwatershed plan or servicing master plan would consider and address downstream impacts on flooding and erosion resulting from development in a secondary plan area.

Draft policy F.1.2.10 requires the execution of a cost sharing agreement amongst a significant number of landowners within an Urban Expansion Area. While the NPCA has no objection to this, we recommend that the City continue to ensure that the installation of public infrastructure (particularly stormwater management facilities) is completed in conformity with the approved design. In the case of a large communal stormwater management facility, this is critical to ensure that the facility is constructed as designed (especially where it is designed to prevent downstream flooding).

Again, the NPCA appreciates the opportunity to comment on this important process. I hope this information is helpful. If you have any questions or would like to discuss further, please let me know.

Sincerely,

  
David Deluce, MCIP, RPP  
Senior Manager, Environmental Planning and Policy

cc: Mike Stone, MCIP, RPP, HCA (email only)



Authorized commenting Agency for



May 26, 2023

Mark Kehler  
Senior Planner, Secondary Planning

City of Hamilton  
71 Main Street West  
Hamilton, ON L8P 4Y5

Via email: [UEAplanning@hamilton.ca](mailto:UEAplanning@hamilton.ca)

Dear Mark Kehler:

**RE: Policy Framework and Secondary Plan Guidelines for Urban Expansion Areas  
City of Hamilton**  
Our File: PAR 44023

---

MacNaughton Hermsen Britton Clarkson (MHBC) are the planning consultants for TransCanada PipeLines Limited (TCPL). This letter is in response to a notification and request for input on planning for the Urban Expansion Areas that were recently added to the City of Hamilton's Urban Boundary. TCPL has a series of high-pressure natural gas pipelines and associated facilities contained within a right-of-way ("easement") crossing the Elfrida, Twenty Road East and Area 1 of the Twenty Road West Urban Expansion Areas in the City of Hamilton.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

### ***Policy Context***

TCPL's pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that '*planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*' The Growth Plan (2020) also references the importance of protecting and maintaining planned infrastructure to support growth in Ontario.

Appropriate setbacks of buildings, structures and dwellings to the rights-of-way are needed to manage the safety and integrity of the pipelines, as well as ensuring adequate access for emergencies, operations and maintenance. TCPL also utilizes guidelines to reflect changes to standards, codes, regulatory and legal requirements, to protect its pipelines. These guidelines are used to assess activities adjacent to the pipeline rights-of-way as crossings. Where possible, TCPL also seeks to implement official plan policies and zoning regulations that implement its guidelines.

In the City of Hamilton's Zoning By-law 05-200, the following provision applies to TCPL:

*" 4.23 SPECIAL SETBACKS*

*c) Setback from a TransCanada Pipeline Right-of-Way All buildings or structures located on a property shall be setback a minimum of 10.0 metres from a TransCanada Pipeline Right-of-Way."*

***Urban Expansion Areas***

We are requesting that the following policies be included in the Secondary Plans for the Elfrida, Twenty Road East and Area 1 of the Twenty Road West Urban Expansion Areas:

*"TRANSCANADA PIPELINE*

- 1. TransCanada Pipelines Limited ("TCPL") operates high pressure natural gas pipelines within its rights-of-way which cross through the Secondary Plan Area and is identified on Schedule 1 to this Plan.*
- 2. TCPL is regulated by the Canada Energy Regulator ("CER"), which has a number of requirements regulating development in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline (the "Prescribed Area").*
- 3. New development can result in increasing the population density in the area, and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the City shall require early consultation with TransCanada for any development proposals within 200 metres of its facilities (the "Class Assessment Area").*
- 4. A setback of 10 metres shall be maintained from the limits of the right-of-way for all permanent buildings and structures. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.*
- 5. A minimum setback of 10 metres shall be maintained from the limits of the right-of-way for any parking area or loading area, including parking, loading, stacking and bicycle parking spaces, and any associated aisle or driveway.*
- 6. The City will encourage the development of TCPL's right-of-way for passive parkland or open space purposes subject to TCPL's easement rights."*

We encourage early consultation with TCPL regarding development plans to ensure compatible land use, and conformity with TCPL's development guidelines and CER regulations.

Thank you for the opportunity to comment. We look forward to participating in the Secondary Planning process for the Urban Expansion Areas. If you have any questions, please do not hesitate to contact our office at [TCEnergy@mhbcplan.com](mailto:TCEnergy@mhbcplan.com).

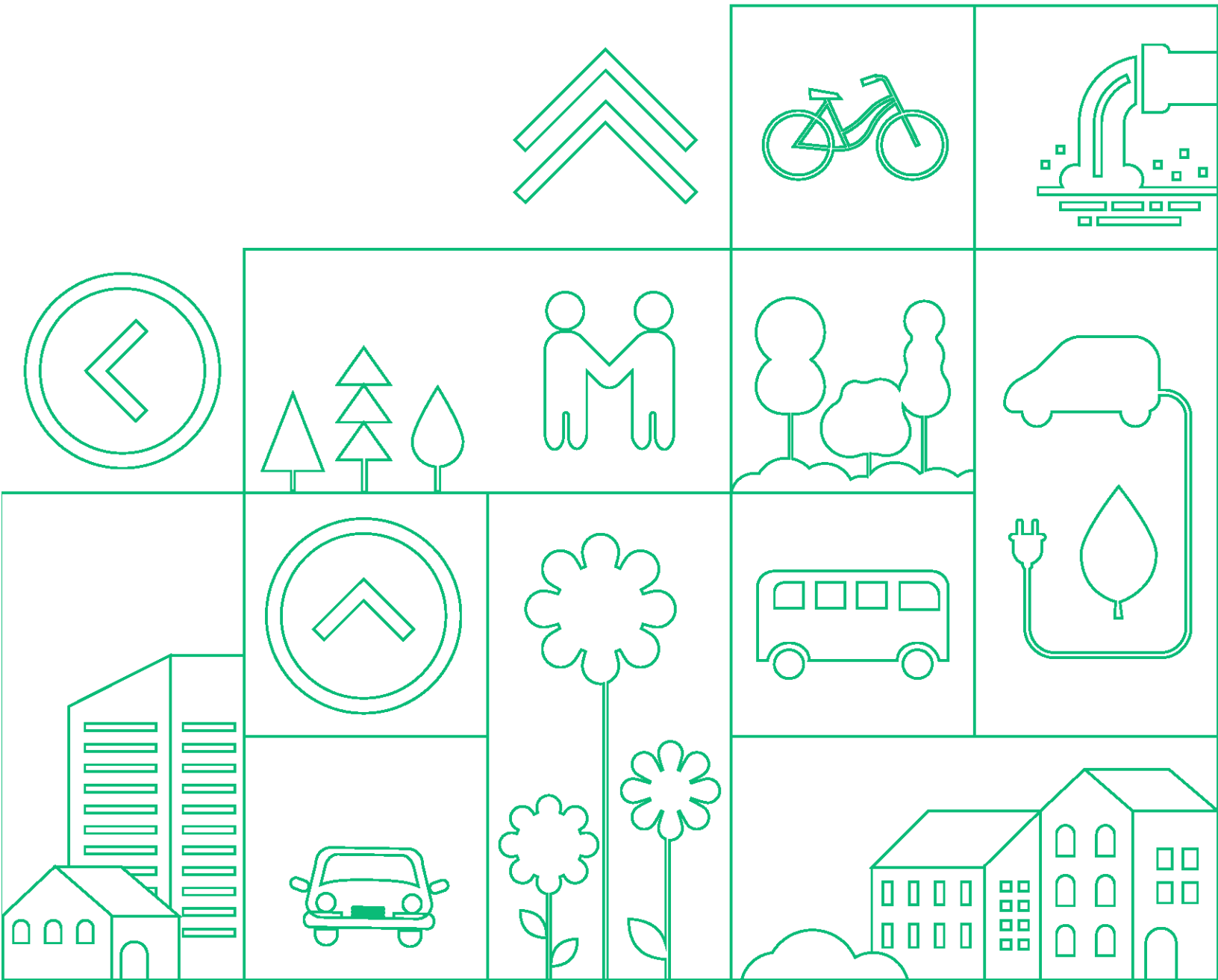
Sincerely,

**MHBC**

Kaitlin Webber, MA  
Planner | MHBC Planning

*on behalf of TransCanada PipeLines Limited*

## Appendix H: Indigenous Rights Holder Comments





May 26, 2023

Mark Kehler,  
City of Hamilton

Re: Urban Expansion Areas Secondary Planning

Dear Mark,

Six Nations of the Grand River Territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations' traditional territory without consultation or consent of our Nation. The cumulative effects of this intense development has contributed to significant environmental degradation and, as a result, Six Nations has experienced severe impacts on our ability to exercise our Aboriginal and Treaty Rights that are not only set out in the treaties themselves, but are also recognized and affirmed in Section 35 of the Constitution Act, 1982. The 1701 Nanfan Treaty guarantees our right to harvest and hunt on this property for perpetuity, but this proposal undermines those rights. SNGR must be accommodated to mitigate any harm to our treaty rights caused by the proponent.

The proposed urban expansion areas in Hamilton are proposed on lands which have high ecological and agricultural value. I know the province wants to build more homes faster, I ask that the natural environment not be one compromised to facilitate this. I ask that all trees that need to be removed for development be replaced at a 10:1 ratio to enhance wildlife habitat, while ensuring the use of site appropriate native species, I recommend contacting Kayanase ( <https://www.kayanase.ca/> ). Kayanase is a green house we have on reserve that can help with the replanting process. Six Nations has a lot of members located in Hamilton that would be able to collect seeds of off these native plant species if they so choose. A very robust land scaping and monitoring plan is a very good and effective way to not only promote the natural environment but also adding visual aesthetics to the developments. Sustenance spices such as turtles and deer should also be considered in all environmental assessments, as they play a key role in our culture.

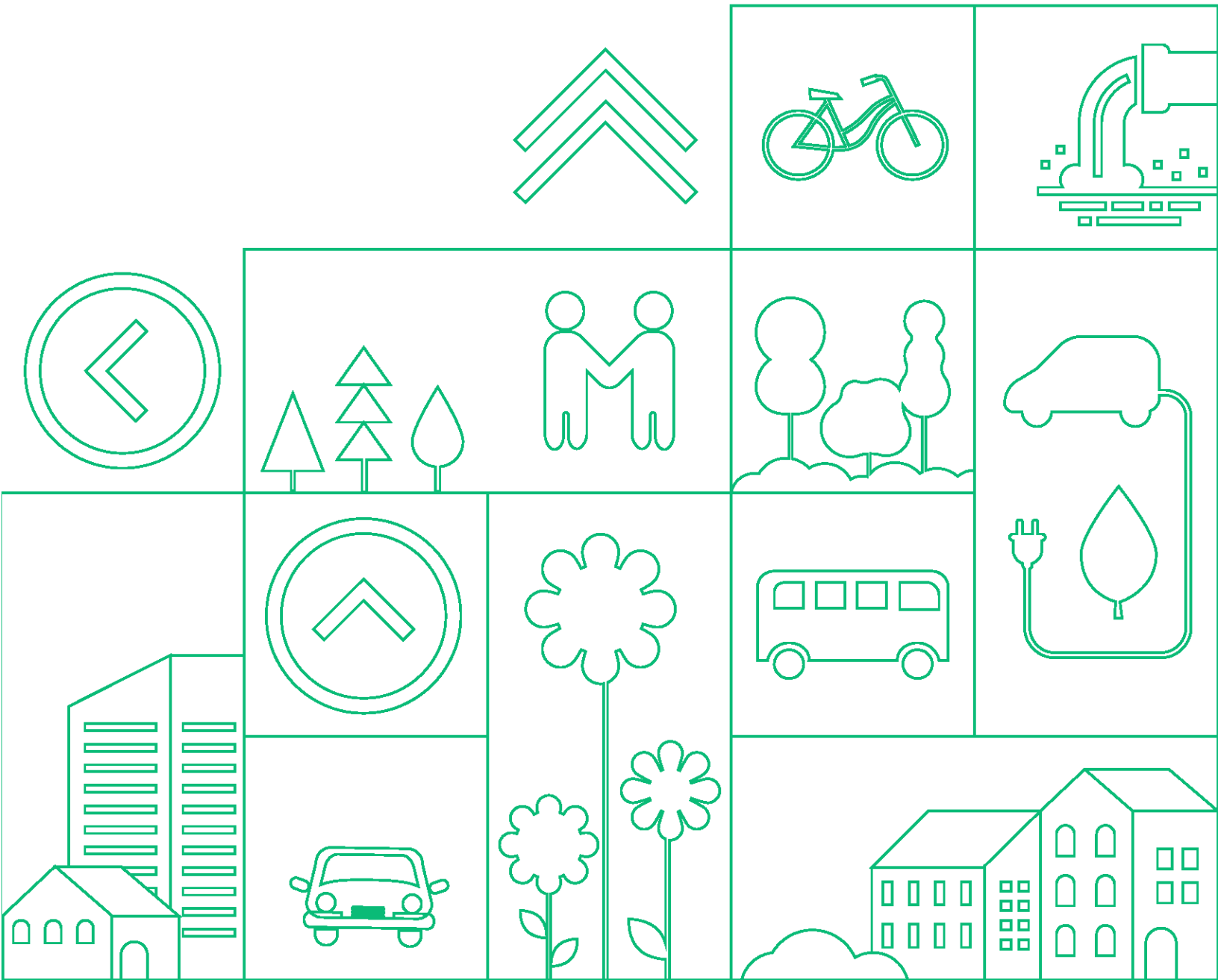
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Sincerely,

Daylon Gee

Land Use Officer

# Appendix I: Comments on the Policy Framework and Guideline Documents







## Secondary Plan Guidelines For Urban Expansion Areas

### **PURPOSE:**

This document explains the guidelines for the preparation of a Secondary Plan for any area designated as "Urban Expansion Area" within the Urban Hamilton Official Plan. It is intended to illustrate the expectations and standards that the process of creating a Secondary Plan is intended to follow. This document applies to both Secondary Plans undertaken and/or led by the City of Hamilton or privately initiated Secondary Plans.

Where a Secondary Plan is privately initiated, failure to adhere to the guidelines may result in a final Secondary Plan report being considered unsatisfactory.

### **PREPARED BY:**

The Secondary Planning process must include a Registered Professional Planner (RPP) as a project lead and the final report for a Secondary Plan must be prepared by a Registered Professional Planner (RPP).

### **BACKGROUND:**

A Secondary Plan is a land use plan for a particular geographic area of a municipality that is prepared as an amendment to an official plan. Secondary plans identify more detailed land uses, densities, design requirements, and infrastructure requirements and other implementing actions appropriate for a community. They are considered a second layer of the City-wide Official Plan and supplement Volume 1 policy directions and designations.

Secondary Planning is a specific tool, which:

- Helps understand opportunities and address issues related to land use in certain defined geographic areas;
- Provides community specific guidance for those areas of the City where more detailed direction is needed for matters beyond the general framework provided by the Official Plan;
- Directs how growth and change should occur;
- Provides an opportunity to promote consistency in new/developing areas and compatibility between land uses; and,
- Co-ordinates local development with City-wide planning and infrastructure strategies to ensure the efficient provision of infrastructure.

Within Urban Expansion Areas, the City's Urban Hamilton Official Plan requires a Secondary Plan to be completed prior to any development occurring.

## #001

Posted by **David Price** on **05/15/2023** at **5:27pm** [Comment ID: 85] - [Link](#)

*Agree: 0, Disagree: -1*

I think my comments will be a waste of time. It is tragedy to pave over any more agricultural lands. We don't need any more people or developers vision of surveys. Just look at the ugliness along Rymal Rd and up Hwy 56 to the west. The city is being ruined year after year. ie; LRT Street Changing. No maintenance on the Claremont access..... and on and on. make sure someone objects to this invasion.

## #002

Posted by **testing** on **05/12/2023** at **1:42pm** [Comment ID: 78] - [Link](#)

*Agree: 0, Disagree: 0*

testing

## #003

Posted by **Donald Hopkins** on **05/09/2023** at **7:23pm** [Comment ID: 53] - [Link](#)

*Agree: 2, Disagree: 0*

I am astounded that the previous "plan" for employment lands around the airport has disappeared so easily. Obviously public consultation means nothing and "planning" is nothing more than a temporary and expensive process that can be easily disregarded. To build houses so close to an airport will only ensure that Hamilton has no opportunity to grow in the future.

## PRIOR TO COMMENCING SECONDARY PLAN:

Where the City is leading a Secondary Plan process, a detailed Terms of Reference specific to the area intended for the Secondary Plan will be prepared prior to the initiation of a Secondary Plan.

Any privately initiated Secondary Plans shall require City approval of a detailed Terms of Reference prior to the commencement of a Secondary Plan, in accordance with Policy F.1.2.3 of the Urban Hamilton Official Plan.

Detailed terms of references shall include all minimum standards outlined in these guidelines. The detailed terms of references should also identify all supporting/aligning studies that will provide input to the Secondary Plan process.

## FOUNDATIONAL DIRECTIONS FOR SECONDARY PLANNING:

As part of the recent GRIDS 2 study, ten directions to guide development were endorsed by Council as a tool to guide and evaluate decisions related to growth, and are included in Policy A.2.1 of the City's Urban Hamilton Official Plan. These core directions should be considered foundational directions to address as part of all planning processes, including planning for Urban Expansion Areas.

- Direction 1: Plan for climate change mitigation and adaptation, and reduce greenhouse gas emissions.
- Direction 2: Encourage a compatible mix of uses in neighbourhoods, including a range of housing types and affordabilities that provide opportunities to live, work, learn, shop and play, promoting a healthy, safe and complete community.
- Direction 3: Concentrate new development and infrastructure within existing built-up areas and within the urban boundary through intensification and adaptive re-use.
- Direction 4: Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.
- Direction 5: Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and spirituality.
- Direction 6: Retain and intensify existing employment land, attract jobs in Hamilton's strength areas and targeted new sectors, and support access to education and training for all residents.
- Direction 7: Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.

## #004

Posted by **Don McLean** on **05/17/2023** at **3:14pm** [Comment ID: 103] - [Link](#)

*Agree: 0, Disagree: 0*

This must include rental housing.

## #005

Posted by **Anton Lodder** on **05/16/2023** at **10:22pm** [Comment ID: 93] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Do we need to provide all housing types? Hamilton already services a large quantity of detached single-family homes, which are the least cost-effective way to provide housing, and which go against the stated goals on transportation as well as our desire to address the high cost of housing. We should be asking for a minimum density of 4 storeys.

## #006

Posted by **Don McLean** on **05/17/2023** at **3:09pm** [Comment ID: 98] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

This is out-of-date. We must eliminate greenhouse gas emissions, not just reduce them. The city has already committed to a detailed plan to reach net zero emissions by 2050, so allowing ANY additional GHG emissions is counter-productive and will require future measures to eliminate them, probably paid for from the public purse. Calculations must include not just the "end result of development" on newly urbanized lands but also take account of any construction activity related to these lands. And it should also include the carbon footprint of building materials.

## #007

Posted by **Anton Lodder** on **05/16/2023** at **10:13pm** [Comment ID: 91] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

In my opinion 'complete streets' is not a good enough standard, since it implies that all public right-of-way will provide car access. If we want to develop these lands in a financially and ecologically sustainable way, they should be car-light eco-districts with the majority of routes providing only non-car access at the interior; car access should be provided by pushing most driving and parking to arterials, with direct routes being reserved only for biking and walking.

## #008

Posted by **Anton Lodder** on **05/16/2023** at **10:31pm** [Comment ID: 96] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

A major difficulty in building communities that provide access to all kinds of people is that our building codes make it prohibitive for families to buy and rent the kind of apartments they need. We should be asking the province to relax our building code to allow for point-access blocks with appropriate fire mitigation, since it can result in up to 20% less floor area for a 3-bedroom house, reducing cost.

## #009

Posted by **Don McLean** on **05/17/2023** at **3:16pm** [Comment ID: 105] - [Link](#)

*Agree: 0, Disagree: 0*

Yes, for existing neighbourhoods, but for new development there need to be specific objectives such as transit-supportive densities (at least 80 residents or jobs per hectare); and protected pedestrian and cycling on all streets; plus effective connections to existing and planned transit, cycling and walking routes.

## #010

Posted by **Don McLean** on **05/17/2023** at **3:11pm** [Comment ID: 100] - [Link](#)

*Agree: 1, Disagree: 0*

Not "encourage" but require, and not just a "compatible mix" and range of affordability, but at minimum accommodates the actual financial abilities of Hamiltonians. It should not make things worse. So if a third of our population can only afford to be tenants, then at least a third of the new housing should be rental and at a price that can be afforded. New development should not increase the percentage of Hamiltonians who are unhoused; it should do the opposite and actually reduce the percentage who are unhoused.

## #011

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:42am** [Comment ID: 66] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

Isn't this impossible for these properties as they are outside of the existing built up areas?

## #012

Posted by **Anton Lodder** on **05/16/2023** at **10:24pm** [Comment ID: 94] - [Link](#)

*Type: Suggestion*

*Agree: 3, Disagree: 0*

A serious plan for climate mitigation would require new buildings be constructed to a passivhaus standard. This would ensure that it is easy and cost-effective for new residents to heat and cool their homes and maintain high levels of air quality even in the face of extreme weather conditions such as heat waves and forest fires.

## #013

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:43am** [Comment ID: 67] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Same as above. This appears to be impossible as these areas are taking rural areas and converting them to urban areas.

## #014

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:45am** [Comment ID: 69] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

There should be a set priority list that all plans are evaluated against. Starting with pedestrians and active transportation in all forms.

## #015

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:44am** [Comment ID: 68] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

This ties into affordability. Any plan to develop these lands needs to show how someone making minimum wage can afford to live in these areas. This would mean the cost to rent or buy must be within 30% of minimum wage.

## #016

Posted by **Anton Lodder** on **05/16/2023** at **10:28pm** [Comment ID: 95] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

A key requirement in any discussion of 'employment lands' is how we can ensure access to jobs \*within\* communities. This means that at least 30% of housing should be in mixed-used developments so that commercial uses are close to where people live; we also need to ensure that where 'employment' specific uses are considered, that we are not just segregating work from home, which needlessly increases the difficulty of providing transportation. Where we need to provide industrial and semi-industrial lands, they need to have the same standard for bike/walk/transit access as residential lands.

## #017

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:42am** [Comment ID: 65] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

As there is a housing crisis (in addition to a climate crisis) I think that a minimum level of density should be considered for this entire area. I don't see how we can provide homes that can be purchased or rented for 30% of the average family income without forcing a minimum density of 4-6 storeys. This is required to make higher order transit cost effective and will help bring down the cost to service this

land on a per occupant basis and is the only way to do this and hit our greenhouse gas emissions targets.

## #018

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:39am** [Comment ID: 64] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

This needs to be fleshed out to make sure we aren't simply greenwashed. Looking at the city as a whole, how will developing this land help or hinder us achieving the guidelines provided by the IPCC? Will this help or hinder our requirement to reduce carbon emissions significantly? Will this help or hinder our requirement to become net zero?

## #019

Posted by **Don McLean** on **05/17/2023** at **3:14pm** [Comment ID: 104] - [Link](#)

*Agree: 0, Disagree: 0*

The separation of "employment land" from residential and other uses is out-of-date and imposes unreasonable transportation requirements including associated infrastructure. "Complete" neighbourhoods should include employment.

## #020

Posted by **Don McLean** on **05/17/2023** at **3:10pm** [Comment ID: 99] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

It is unclear what "reduce" means in this principle. Logic requires identifying the comparator. Reduce from what? For farmland, natural areas, and other rural lands, the minimum requirement is that whatever land uses replace these must result in less emissions than are currently coming from those lands. The calculation must include any loss of carbon sinks (wetlands, trees, etc). If actual reduction of GHG emissions is deemed impossible, the land use change is likely inappropriate. Or compensatory measures are required such as funding GHG reductions in other parts of Hamilton.

## #021

Posted by **Anton Lodder** on **05/16/2023** at **10:17pm** [Comment ID: 92] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

If we really want to encourage different transportation options in these communities, we need to enact parking maximums. There is no transportation strategy that makes it attractive to walk the long distances required by commercial and residential developments that meet our parking standards.

## #022

Posted by **Marie Covert** on **05/25/2023** at **12:48pm** [Comment ID: 279] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

This should be the absolute priority. Keep publishing the map of all the available areas for intensification within the Urban Boundary. Keep flashing the numbers re: available homes in the pipeline and numbers available to be built within the Urban Boundary. There is absolutely no excuse to expand at this point.

## #023

Posted by **Marie Covert** on **05/25/2023** at **12:59pm** [Comment ID: 280] - [Link](#)

*Agree: 0, Disagree: 0*

These rural areas contain many natural heritage features which need to be preserved for the sake of biodiversity, of species' habitat and survival, and environmental protection. The whole area, whether privately or publicly owned needs to be mapped to identify the marshes, wetlands, woodland, and corridors. The City of Hamilton needs to know what is surrounding it. Every inch needs to be mapped by professionals using the latest technology to determine flood plains, danger zones, roads/highways impacted by extreme weather events. If there is intense flooding, are the culverts appropriately sized to avoid flooding? What buildings have already been erected in a flood plain because of inadequate knowledge or care? Citizens need to know that they live in a flood plain so they can take adequate measures. First responders need to know which arteries will be impassable due to flooding or landslides. Where can the firetrucks or emergency repair vehicles gain access during extreme weather events? Mapping of existing features cannot be under-valued and should commence immediately. The Claremont Access is already crumbling. How much of the escarpment will suffer the same fate if the City does not understand where the flood plains, high water levels and major waterways will impact the lower City?

## #024

Posted by **Don McLean** on **05/17/2023** at **3:12pm** [Comment ID: 102] - [Link](#)

*Agree: 0, Disagree: 0*

Protection and enhancement of biodiversity should be part of this objective not just "recreation and enjoyment of the rural landscape"

## #025

Posted by **Marie Covert** on **05/25/2023** at **12:20pm** [Comment ID: 278] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

The climate crisis and mitigation/adaptation must be at the heart of any changes. We all know that the country is spiraling out of control and everything possible must be done to limit the damage. Allowing any kind of development in the 6 areas identified is counter-intuitive to crisis management and will only exacerbate the situation. Can you quantify how much damage will be done, as these lands/trees



will no longer sequester carbon, prevent erosion, purify drinking water and provide shelter from the heat domes? A financial analysis might convince the province that Hamilton is progressing in the right direction.

#026

Posted by **Don McLean** on **05/17/2023** at **3:12pm** [Comment ID: 101] - [Link](#)

*Agree: 0, Disagree: 0*

Yes, but also give priority to this objective over new development and infrastructure outside of existing built-up areas.

Direction 8: Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.

Direction 9: Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and encourage the use of green infrastructure.

Direction 10: Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity.

### **SECONDARY PLAN PHASES:**

The process of creating a Secondary Plan shall include three general phases:

Phase 1: Background work to collect data and identify existing conditions, opportunities, and constraints (E.g. airport noise levels). Identification of land use needs (e.g. employment, commercial, residential, parks, schools, recreational facilities and other community services and facilities). Completion of visioning exercises to establish high level principles, goals, and/or objectives for the Secondary Plan.

Phase 2: Analysis of information and creation of land use options for consideration by stakeholders and the public, with input from aligning studies.

Phase 3: Identification of a preferred land use plan and policy directions for the Secondary Plan area, and an implementation strategy.

Work may be further broken down into more detailed components or additional phases if appropriate. Throughout all phases, the project lead will monitor any ongoing Provincial and City projects and initiatives as they pertain to a Secondary Plan study area, to ensure that the outcomes of other projects are understood and incorporated into the Secondary Plan as required.

### **COMPONENTS OF A SECONDARY PLAN:**

All Secondary Plans shall include the following components:

- Description of the secondary plan area;
- Vision;
- Principles, Objectives and/or Goals;
- Land Use Policies for all land use designations;
- Urban Design Policies;
- Cultural Heritage Policies;
- Natural Heritage Policies;
- Transportation Policies;

## #027

Posted by **Avian Yuen** on **05/11/2023** at **4:16pm** [Comment ID: 76] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

As an additional Directive: The plan should also seek to use the new land in a way which ends up financially as a net-plus for the city. If long-term infrastructure repair cannot be covered by the tax revenue directly contributed by the land users, then this new opportunity will be a waste.

## #028

Posted by **Don McLean** on **05/17/2023** at **3:19pm** [Comment ID: 108] - [Link](#)

*Agree: 1, Disagree: 0*

Give preference to public spaces and increase those.

## #029

Posted by **Amélia Rougeau** on **05/24/2023** at **6:06pm** [Comment ID: 272] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

HAND OFF THE GREENBELT . You cant protect it by destroying it . we the people have decided we don't want to see our beloved ecosystems be destroyed for urban sprawl . we need those environnement more than ever . and instead of reducing waste you should stop them from being created. we are sick of seeing our beloved forest and wetlands being destroyed for car centric single family ouse or big condos that the average citizen can't even affort we want multihousing buildings that are multi-use so people can get what they need without using cars, native plantations and no green grass lawn . we want change . we don't want plastic anymore and we certainly don't want to see you touch the greenbelt !!!!!

## #030

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:46am** [Comment ID: 70] - [Link](#)

*Type: Question*

*Agree: 1, Disagree: 0*

How is this possible by taking existing agricultural and natural areas and developing them?

## #031

Posted by **Don McLean** on **05/17/2023** at **3:17pm** [Comment ID: 106] - [Link](#)

*Agree: 2, Disagree: 0*

This is open to mis-interpretation. What is "vacant"? Historically, we have followed the foolish objective of "highest and best use" defined generally as maximizing tax revenues. That's why building housing on prime agricultural land was considered a good thing. It wasn't and isn't.

#032

Posted by **Don McLean** on **05/17/2023** at **3:17pm** [Comment ID: 107] - [Link](#)

*Agree: 1, Disagree: 0*

Protect AND ENHANCE ecological systems and the natural environment. We have a severe biodiversity crisis already and that wording aligns with "improve air, land and water quality". Instead of "reduce waste" it should be "avoid waste". Require green infrastructure wherever possible to minimize climatic impacts.

Reply by **Amélia Rougeau** on **05/24/2023** at **5:55pm** [Comment ID: 271] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

yes we don't want anymore ecosystem to be destroyed. population growth doesn't mean we should destroy the rich habitats we have

- Infrastructure, Energy and Sustainability Policies;
- Implementation Policies, including specific direction for land owner groups where appropriate;
- Site Specific Policies; and,
- Maps illustrating permitted land uses, transportation network elements, natural heritage system features, cultural heritage resources, and other details as appropriate.

This is not an exhaustive list of all potential components that may form part of a Secondary Plan. Other components may be included where appropriate.

### **PUBLIC ENGAGEMENT:**

Public Engagement is a critical part of a Secondary Plan process and must occur at each phase of the process. Feedback must be documented to be able to illustrate how it has been considered at each phase. Where a Secondary Plan is privately initiated, a Public Consultation Plan that meets or exceeds the consultation standards noted below shall be required as part of a detailed terms of reference.

Information about each consultation shall be collected and documented in a feedback report, which shall form part of the final Secondary Plan report. Information included in feedback reporting should be consistent with the Council approved Public Consultation Summary and Comment Response Guidelines for Planning Act applications.

Minimal consultation for **each phase** includes:

- For City-led Secondary Plan processes, one advance meeting with an internal Technical Advisory group comprised of City staff;
- For a privately initiated Secondary Plan, one advance meeting with a City staff review group;
- One meeting with a Community Liaison Group/Community Focus Group;
- One in-person Public Meeting or Workshop; and,
- One virtual Public Meeting or Workshop (virtual meetings may be combined with in-person meetings).

The standards above outline minimum requirements for public engagement. Nothing in this guideline is intended to restrict additional public engagement from taking place. Additional staff, stakeholder or public meetings may be beneficial as part of a Secondary Plan process. Additional methods of engagement to solicit feedback are encouraged and could include pop-up events, surveys, or other engagement methods. Social media postings and advertising are forms of communication but not considered engagement methods.

#### Community Liaison Group/Community Focus Group

The purpose of a Community Liaison Group/Community Focus Group is to act as a 'sounding board' and provide input to the project team completing a Secondary Plan at each phase prior to broader public consultation meetings.

These groups are an important method of engagement because the knowledge and advice of local residents, stakeholders, and community leaders can lead to more informed and better decision making. A Community Liaison Group/Focus Group can assist in the identification of opportunities, issues and constraints, share knowledge of an area, review the project team's work and provide input at key milestones throughout the study, provide feedback that reflects the needs and interests of the local community and/or their represented interest group, and assist with communicating the study's progress to the larger community. A Community Liaison Group/Focus Group should be comprised of approximately 6-12 persons. Members should come from a wide range of backgrounds to represent the overall study area, and may include persons who are residents, part of the agricultural industry, business and land owners, workers, and/or representatives from local residents' associations and interest groups.

### **Project Email**

A project contact email shall also be established at the commencement of the project, to receive questions and comments regarding the Secondary Plan. The project email shall be monitored on a regular basis and the project team must provide responses to inquiries in a timely manner. All comments submitted via email should be documented as part of the feedback report.

### **PUBLIC NOTICE REQUIREMENTS:**

Throughout a Secondary Plan project, a list of persons who have requested to be notified about the project shall be maintained and updated on an ongoing basis. Every phase of the Secondary Plan process shall require notification to all persons on this list by email or mail.

The first phase of a Secondary Plan requires a higher level of notification to ensure that potential interested persons are made aware of the Secondary Plan from the beginning of the process. Notice of the first phase of public consultations must include:

- A mailed notice to all addresses within the study area for the Secondary Plan and to all addresses within 120 metres of the boundary of a study area.

Each Phase of the Secondary Plan process (Phases 1, 2 and 3) shall require the following additional notification measures:

- A mailed or emailed notice to all parties normally notified of an Official Plan Amendment application. These may include but are not limited to Utility Companies, Railways, School boards, Conservation Authorities, Canada Post, Transport Canada, Metrolinx and the Ministry of Transportation (contact information may be provided by the City);
- A mailed or emailed notice to the Hamilton International Airport;
- A mailed or emailed notice to the Mayor and all Councillors;
- A mailed or emailed notice to any Neighbourhood Associations located in surrounding areas;

#033

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:51am** [Comment ID: 72] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

As this affects the entire city I think this can't be limited to adjacent property owners. This should be put on display in locations across the city where residents of all income levels can come and view the recommendations and provide comment. How could this be equitable if the only people consulted already live / work nearby? What about those living / working in all the other parts of the city?

- A mailed or emailed notice to the Ontario Federation of Agriculture and the Agriculture and Rural Affairs Advisory Committee Legislative Coordinator;
- A mailed or emailed notice to the Director of Planning and Chief Planner;
- A newspaper notice in a newspaper with a City-wide distribution area; and,
- A newspaper notice in any local community newspaper whose distribution area includes all or part of the Secondary Plan study area.

### **Indigenous Consultation**

Notification shall also be provided by mail or email prior to commencement of the first Phase of a Secondary Plan, to all indigenous nations which may have an interest in the project. Initial notification prior to commencement of the project shall include an offer to meet with each indigenous nation to discuss the project. Where no response to a project commencement notice is received, a follow-up email and phone call is needed to confirm whether there are any interests related to the project. Follow-ups shall be documented in the project records.

### **Website**

A central website shall be created and made publicly available where information related to the project, contact information, and information about public consultation opportunities is available.

### **Newspaper Notice Content**

A newspaper notice must include a brief description of the Secondary Plan study, a location map of the study area, information about planned consultation events, instructions for how the public can provide input, and project contact information.

### **FINAL REPORT:**

Once the Secondary Plan process has been completed, a final Secondary Plan Report shall be prepared in support of the recommended/proposed Secondary Plan.

Where a Secondary Plan is privately initiated, this report shall be a requirement for a Complete Application for Official Plan Amendment, when the formal application is made for the proposed Secondary Plan.

In addition to any other requirements identified through the consultation process, the report must include the following components, prepared in accordance with City of Hamilton Terms of References:

- Basic background information about the Secondary Plan area;
- A summary of the process undertaken to create the Secondary Plan, including a review of supporting studies and how they were incorporated;
- A review of applicable planning policy and how the proposed plan conforms to those policies;



#034

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:48am** [Comment ID: 71] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

Has this process been recommended / approved by indigenous groups? Is this sufficient to ensure we have incorporated their concerns?

- A summary of all consultations undertaken throughout the process of creating the Secondary Plan;
- A summary of public feedback received, and copies of feedback in an appendix;
- Information about how public feedback was considered at each phase and incorporated into the Plan;
- A detailed analysis and rationale for the recommended Secondary Plan. This should include growth estimates for the plan, land use information for different types of land uses, transportation network information, infrastructure information, and information about other planning priorities such as housing, urban design, natural and cultural heritage conservation, sustainability and climate change adaptation; and,
- A final draft of the proposed Official Plan Amendment to establish the Secondary Plan, including all policies, maps and schedules.

Note:

A Secondary Plan Report is similar to a Planning Justification Report as it sets out the planning rationale for the Secondary Plan and how all of the planning considerations related to the Secondary Plan have been balanced appropriately based on good planning principles. Where a Secondary Plan is privately initiated and a Planning Justification Report is also a requirement for a complete application, a single report may be submitted to satisfy both requirements, provided it meets the guidelines for both reports.

## OTHER INFORMATION

### GRIDS 2 / MCR

<https://www.hamilton.ca/build-invest-grow/planning-development/grids/grids-2-and-municipal-comprehensive-review>

### Land Needs Assessment (LNA)

<https://www.hamilton.ca/build-invest-grow/planning-development/grids/land-needs-assessment>

### Official Plan Review

<https://www.hamilton.ca/build-invest-grow/planning-development/official-plan/official-plan-review>

### Development Application Guidelines

<https://www.hamilton.ca/build-invest-grow/planning-development/planning-policies-guidelines>

**REVIEWED AND APPROVED BY:**

Sustainable Communities, Planning and Economic Development Department

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DRAFT

035

#035

Posted by **Sam Marranca** on **05/15/2023** at **5:02pm** [Comment ID: 84] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: -1*

Nowhere in these 8 pages are there provisions for new expressways/parkways. The province has no problem building new communities, but don't care how we are supposed to navigate from Point A to Point B.

The Linc and Red Hill Expressway are woefully inadequate and are jammed, morning noon and night. What kind of planning is this?

I attended the Elfrida Awareness Meeting in July, 2017 and expressed my concern at that time there were no provisions for new expressways/parkways to accommodate the massive growth. Who actually are the planners who are blind to this important concern?

**Schedule "1"**

**DRAFT Urban Hamilton Official Plan  
Amendment No. X**

The following text, together with Appendix "A" – Volume 1, Appendix G – Boundaries Map, attached hereto, constitutes Official Plan Amendment No. "X" to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of this Amendment is to establish a policy framework for the preparation of secondary plans for Urban Expansion Areas.

2.0 Location:

The lands affected by this Amendment are shown as "Urban Expansion Area – Neighbourhoods" and "Urban Expansion Area – Employment Areas" on all Schedules of the Urban Hamilton Official Plan.

3.0 Basis:

The basis for permitting this Amendment is:

- To implement the Ministry of Municipal Affairs and Housing approval of Official Plan Amendment No. 167 by establishing a secondary planning policy framework for the Urban Expansion Areas added to the urban boundary.

4.0 Actual Changes:

4.1 Volume 1 – Parent Plan

**Text**

4.1.1 Chapter A – Introduction

- a. That Volume 1: Chapter A – Introduction, Section 2.4 – Growth Management - Hamilton be amended by adding Policy A.2.4.1 as follows:

"2.4.1 Since Urban Expansion Areas are greenfield areas with no existing urban development, this presents a bold opportunity to plan for new communities that are more sustainable and inclusive than those built in the past. These communities may look and function

## #001

Posted by **Pat Davidson** on **05/09/2023** at **10:32am** [Comment ID: 52] - [Link](#)

*Agree: 2, Disagree: -1*

Leave GLANBROOK alone. We have already made ourselves clear that we do not want any part of urban expansion. Our farmers are important to us and are roads are country roads—Hamilton has taken us over before and has nothing to help us except now wants our land. No, No , NO, go somewhere else!!!!

## #002

Posted by **Norma stewart** on **05/16/2023** at **8:25am** [Comment ID: 89] - [Link](#)

*Agree: 1, Disagree: -1*

As a precursor to my other comments I want to emphatically state that I am totally against the rape of our GREENBELT area. No development should be allowed outside the current urban boundary until all land within the pre-Ford urban area has been utilized

## #003

Posted by **peter appleton** on **05/20/2023** at **9:04pm** [Comment ID: 180] - [Link](#)

*Type: Suggestion*

*Agree: 4, Disagree: 0*

i reject any kind of sprawl development on farmland and wetlands until neighbourhoods across the existing city have attainable housing in complete communities with jobs, fast and frequent public transit and amenities within walking distance of everyone.

## #004

Posted by **Janice Currie** on **05/05/2023** at **6:51pm** [Comment ID: 47] - [Link](#)

*Type: Question*

*Agree: 1, Disagree: 0*

I believe the statement 'since urban expansion areas are greenfield areas with no existing urban development' is incorrect. Certainly, the are on Whitechurch Road at Upper James has many existing homes.

Why would such a statement be made?

## #005

Posted by **Susan Crowe Connolly** on **05/20/2023** at **12:58pm** [Comment ID: 133] - [Link](#)

*Agree: 7, Disagree: 0*

Hamiltonians have already spoken and said we do NOT wish to expand our urban boundaries at this time, especially because of the risk to our environment and local food supply. There are adequate spaces within the current urban boundary which can be developed or re-zoned to accommodate much, if not all of the expected population increase. We need to plan to build and allow for mixed-use housing

within current neighbourhoods so that residents can live in their community for their entire lives, should they wish to do so. This, to me, is more a matter of political will to do the right thing!

## #006

Posted by **peter appleton** on **05/20/2023** at **9:04pm** [Comment ID: 181] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

as long as there are still sprawling parking lots, strip malls, and boarded up storefronts in Hamilton, there is still plenty of room to create housing and mixed use communities within the former urban boundary.

## #007

Posted by **Neman Syed** on **05/25/2023** at **4:00pm** [Comment ID: 282] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Build up, not out. One tool to make vertical development more attractive is to apply a fee on new builds where a fixed fee for ground use applies ( $\$/m^2$ ) but is divided amongst the number of principal residences built on that area. The fee is paid directly by the developer and is not tax-deductible or tax-credited in any way. (Obviously they'll pass the fee along to the buyer.) This is strictly about ground use. The fee could probably be pro-rated by distance away from existing transportation and municipal infrastructure. Build a big home out in the country? It simply costs a lot more.

Is this unfair? Yes.

Monster single-family homes simply cost and use far more per residence than the same area used to build a three-story walk-up. (They don't all need to be 30-storey buildings. But those would have a lower development fee associated with them.) Their use of resources and arable land is a one-way street: Destruction.

Will those with wealth have an unfair advantage? They always do. But the number of people with that level of wealth is low enough that the amount and rate of destruction will be manageable.

Also: Make developers pay for full public transit infrastructure in new-build areas for a period of years, pro-rated by distance from transit infrastructure.

## #008

Posted by **Vanessa Scali** on **05/20/2023** at **8:17am** [Comment ID: 120] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

We should not be carving into any green space anywhere until we fix up and use

neglected areas of the city first. Provincial leadership is frozen in the past. Building more sprawling communities in the greenbelt will not reduce stormwater costs in the way that intensified communities would. Value per acre is MUCH higher in mixed use areas of the city. We dont need more prawning neighbourhoods or big box shopping complexes with parking lots as far as you can see. We need healthy green spaces that people are invested in, meaningful community centre hubs, incentives for entrepreneurs and small businesses to move in and to be creative with how we grow. More of the same sprawling communities is going to drove people out of Hamilton over the next 20 years. They will move to cities where planning has been smarter not repeats of past mistakes.

## #009

Posted by **Sam L** on **05/20/2023** at **10:13pm** [Comment ID: 195] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Preserve our farmlands.

Utilize the existing urban areas and their vacant spaces.

## #010

Posted by **Nancy Hill** on **05/15/2023** at **9:59am** [Comment ID: 83] - [Link](#)

*Type: Suggestion*

*Agree: 4, Disagree: -2*

The ford gov't has ridden roughshod over the democratic rights of the City of Hamilton and its citizens to contain sprawl to current city limits. If developers (many of whom are personal friends of 'premier' ford) are given the go-ahead by the provincial gov't to build housing estates on the designated Greenbelt lands, then the developers, not the City, should pay for ALL the infrastructure costs. (The infrastructure will undoubtedly be as crappily built as the new homes these developers erect.) Not a penny of City of Hamilton monies should be spent on any Green Belt construction. Let developers assume all the costs, as well as the costs of legal challenges from foolhardy homebuyers once their shabbily-built houses start falling apart. The City should offer help and expertise for infrastructure for new housing developments ONLY within current City boundaries, not for houses built on Greenbelt lands. .

## #011

Posted by **Marie Covert** on **05/25/2023** at **12:08pm** [Comment ID: 277] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

The people of Hamilton have already spoken and City Council listened and accepted the will of the people: No urban boundary expansion!! Kudos to City Council for their great work in endorsing public opinion and agreeing that there should be NO expansion into these 6 recommended areas. I understand that the provincial government is forcing a Secondary Plan for Urban Expansion upon us all and



tromping over our democratic rights. Is it possible to make the requirements for a Secondary Plan so extreme that the requirements can never be met? These lands need to be protected, at a minimum - improved wherever possible.

## #012

Posted by **Testing** on **05/12/2023** at **1:41pm** [Comment ID: 77] - [Link](#)

*Agree: 0, Disagree: 0*

testing

## #013

Posted by **Neman Syed** on **05/25/2023** at **4:02pm** [Comment ID: 283] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

(Attempt #2 - first one was just... ignored.)

Build up, not out. One tool to make vertical development more attractive is to apply a fee on new builds where a fixed fee for ground use applies ( $\$/m^2$ ) but is divided amongst the number of principal residences built on that area. The fee is paid directly by the developer and is not tax-deductible or tax-credited in any way. (Obviously they'll pass the fee along to the buyer.) This is strictly about ground use. The fee could probably be pro-rated by distance away from existing transportation and municipal infrastructure. Build a big home out in the country? It simply costs a lot more.

Is this unfair? Yes.

Monster single-family homes simply cost and use far more per residence than the same area used to build a three-story walk-up. (They don't all need to be 30-storey buildings. But those would have a lower development fee associated with them.) Their use of resources and arable land is a one-way street: Destruction.

Will those with wealth have an unfair advantage? They always do. But the number of people with that level of wealth is low enough that the amount and rate of destruction will be manageable.

Also: Make developers pay for full public transit infrastructure in new-build areas for a period of years, pro-rated by distance from transit infrastructure.

## #014

Posted by **Dorothy J. McIntosh** on **05/09/2023** at **10:21am** [Comment ID: 51] - [Link](#)

*Agree: 6, Disagree: -1*

I must say I am appalled to read the draft plan for an Official Plan Amendment. Council clearly voted not to expand urban boundaries and this was followed by an election where residents elected a slate of progressive councillors principally around the issue of not developing projects outside urban boundaries and especially not in

the greenbelt. Reading the draft document, it's as if none of this ever happened. You start with a statement that greenfield development offers a unique opportunity to design sustainable development! What is sustainable about developing the greenbelt? Frankly this is a betrayal of everything your residents voted for. And why are planning staff giving up on the fight with the province over this vital issue without even a backward glance? I'm well aware the province is forcing the city to expand beyond urban boundaries but what is needed is a strategy to counter this not the abject compliance we see throughout your draft plan. What are other municipalities doing to counteract the province? What are the legal possibilities? The City should be in on such a strategy not selling out its residents and ignoring their concerns.

very differently than past development in greenfield areas. Secondary plans created for Urban Expansion Areas shall implement the goals, objectives and policies of this Plan, including but not limited to:

- a) The creation of complete communities that have a strong sense of place and enable residents to meet most of their daily needs within a short distance of their home.
- b) Provision for a range of housing types, forms, and tenures, including affordable housing and housing with supports.
- c) Development of an integrated transportation network providing modal choice and a balanced approach to street design that accommodates the needs of cars, transit, active transportation, goods movement, parking and emerging transportation modes
- d) Protection and enhancement of the Natural Heritage System, including preserving ecological functions and the natural beauty and distinctive character of the landscape.
- e) Adaptation to climate change, including innovative approaches to storm water management and strategies to reduce greenhouse gas emissions through energy efficiency and generation."

#### 4.1.2 Chapter F – Implementation

- a. That Volume 1: Chapter F – Implementation, Section 1.2 – Secondary Plans and Neighbourhood Plans be amended by:
  - i. Amending Policy 1.2.3 to delete the phrase “the commencement of the Plan” at the end of the last sentence, and replace it with “initiating work on any required studies, undertaking public consultations or initiating other work related to the preparation of a draft Secondary Plan” so the policy reads as follows:

“1.2.3 Prior to commencing the preparation of a secondary plan, the City shall prepare a terms of reference which shall set out the need for the Secondary Plan, the intended scope, the process of plan preparation and the opportunities for public participation and involvement. Any privately initiated secondary plans shall require a terms of reference that is approved by the City prior to

## #015

Posted by **David Carson** on **05/18/2023** at **1:59pm** [Comment ID: 110] - [Link](#)

*Agree: 2, Disagree: 0*

Congratulations on redefining the necessary attributes of new development. This list of attributes is excellent and represents a new and proper approach to any greenfield development. Of course any new development should not take up good agricultural land - Class 1, 2, as a minimum. Could that be included?

## #016

Posted by **Norma Stewart** on **05/16/2023** at **8:17am** [Comment ID: 86] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

Direct public transit routes to downtown Hamilton. Overspill parking hubs. Sidewalks/pathways that connect the new area to existing/new build neighbouring communities (not 'islands' of unconnected neighbourhoods)

## #017

Posted by **David Carson** on **05/18/2023** at **2:03pm** [Comment ID: 111] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Privately initiated secondary plans should only be considered on greenfield areas when all existing urban lands have been exhausted. Just because a developer owns land in an area does not mean it should be developed until the City needs this to meet population housing needs.

## #018

Posted by **Janice Currie** on **05/05/2023** at **7:05pm** [Comment ID: 48] - [Link](#)

*Type: Question*

*Agree: 5, Disagree: 0*

How would this happen? Some/most of the urban expansion areas are many miles away from schools, Churches, grocery stores, hospitals, etc?

## #019

Posted by **Elizabeth Knight** on **05/20/2023** at **9:09am** [Comment ID: 125] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Incentivize infill development, SDUs and pass bylaws like Toronto allowing fourplexes in existing neighbourhoods. Allow small walk up apartments to be built in all neighbourhoods. Eliminate parking minimums. Use all the municipal tools we have to densify the city before considering costly sprawl onto farmland.

## #020

Posted by **Norma stewart** on **05/16/2023** at **8:32am** [Comment ID: 90] - [Link](#)

*Agree: 2, Disagree: 0*

Will family health needs be included in these plans (new family doctors offices, clinics, etc)?

## #021

Posted by **Carolyn Venema** on **05/14/2023** at **8:42am** [Comment ID: 79] - [Link](#)

*Agree: 3, Disagree: 0*

Some of these ecologically sensitive areas have already been mishandled and irreparably altered, changing riparian biomes, despite being under the protection of Niagara Peninsula Conservation Area. What assurances are there that the remaining areas will be preserved - not according to where planners want a pond or a stream; but according to the natural biospheres?

## #022

Posted by **Vanessa Scali** on **05/20/2023** at **8:24am** [Comment ID: 121] - [Link](#)

*Type: Suggestion*

*Agree: 5, Disagree: 0*

There are opportunities to invest in affordable options and mixed developments in many already developed -and now abandoned- areas of the city. We can't afford to just keep ruining more and more lands when we haven't fixed what's already broken.

## #023

Posted by **Norma stewart** on **05/16/2023** at **8:18am** [Comment ID: 87] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Leave a good number of existing forested areas within the development as wild spaces

## #024

Posted by **Mardi Schwenger** on **05/09/2023** at **10:12am** [Comment ID: 50] - [Link](#)

*Agree: 1, Disagree: 0*

Hopefully the city will honour their comittment to receiving public consultation on these initiatives. The city and many councillors have not listened to input in the past, most notably, the objections to the LRT, which is still an ongoing debacle.

## #025

Posted by **peter appleton** on **05/20/2023** at **9:06pm** [Comment ID: 183] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

there are federally protected species in these Greenbelt areas. Species At Risk Act protects them from Ottawa. All of these areas in question need to be scoured to find

these species and protect them and their habitat.

## #026

Posted by **Action 13** on **05/20/2023** at **11:09am** [Comment ID: 129] - [Link](#)

*Agree: 1, Disagree: 0*

Incorporate concepts around natural asset valuation

## #027

Posted by **Elizabeth Knight** on **05/20/2023** at **9:12am** [Comment ID: 126] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

Eliminate parking minimums in the existing built up area to allow more density in the city before creating car dependent suburban sprawl.

## #028

Posted by **Elizabeth Knight** on **05/20/2023** at **9:06am** [Comment ID: 124] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Why build "complete communities" on farmland when we haven't come close to attaining that objective within the existing city? I feel like planning staff are excited about planning these communities but they actually need to step back look at the existing city. There is SO MUCH work to do to create complete communities in Hamilton where they currently don't exist. Don't let Hamilton rot while stretched resources are wasted on sprawl development.

## #029

Posted by **Thomas Gerald Nugent** on **05/11/2023** at **1:44pm** [Comment ID: 74] - [Link](#)

*Agree: 0, Disagree: 0*

The Twenty Road East Area would be the best of the Six Areas for Urban Expansion due to location between the Red Hill Business Park and the Airport Employment Lands. Also it has been designated as not sustainable for farming and has city water and sewers already paid for by taxpayers. Public transit is close by along with Turner Park and many other city services.

## #030

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:16am** [Comment ID: 54] - [Link](#)

*Type: Suggestion*

*Agree: 6, Disagree: -1*

This will require everything that exists already in the city to be duplicated in this area which is very costly and a waste. The best and cheapest way to a "complete community" is to build within the existing city limits. Also, if there are areas of the existing city that are missing aspects of a "complete community" they should be

invested in instead of pouring money into this new area.

## #031

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:18am** [Comment ID: 55] - [Link](#)

*Type: Suggestion*

*Agree: 5, Disagree: 0*

Affordable needs to be carefully defined. The best metric is based on average family income. If a property for sale or rent is not able to be bought/rented for 30% of the gross average family income it is not actually affordable. Using a percent of market rates is a fools errand.

## #032

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:22am** [Comment ID: 57] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Best way to do this is to not develop these areas at all. Can we dedicate all of this land for parks?

## #033

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:22am** [Comment ID: 56] - [Link](#)

*Type: Suggestion*

*Agree: 6, Disagree: 0*

Please invert this list and state that the priority for transportation is as follows: 1. pedestrians, 2, active transport (including bikes, e-bikes, scooters, e-scooters, wheelchairs, strollers, etc). 3. Public transit. 4. ride share/carpool/taxi/uber. 5. EV Cars 6. Internal combustion cars. We need to provide direction on what to prioritize so that if we are forced to develop this it doesn't turn into the worst form of sprawl.

## #034

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:26am** [Comment ID: 58] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

If we are forced to develop this area we should ban all forms of combustion for heating or domestic hot water. The only use of natural gas should be emergency generators or co-gen. Propane & fuel oil should be banned. Hydrogen could be an exemption but that may take decades to become actually feasible and electrification is so much easier.

Also there should be a max on kWh/m<sup>2</sup>/year for energy use for all buildings in this area. You could follow the Passive House standards or the CAGBC net zero.

Also make it mandatory to install solar on every single roof that can accommodate it.

## #035

Posted by **Donna Deneault** on **05/21/2023** at **2:19pm** [Comment ID: 196] - [Link](#)

*Agree: 0, Disagree: 0*

DO NOT TOUCH the GREENBELT. The PREMIER promised he would not. It should be a protected zone (if it isn't already)? I thought it was. Why does the Premier lie to us? He deserves to be removed from office for such a bare faced lie. We have lost ALL respect for him. The greenbelt is precious because it holds wetlands, watersheds, forests, lakes, streams, endangered species and Class 'A' farmland. I repeat: do not touch our greenbelt. Thank you.

## #036

Posted by **Topaz Goold** on **05/23/2023** at **3:48pm** [Comment ID: 266] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

I have lived in Hamilton my entire life. I have experienced change and gentrification and the sprawl south of Rymal first hand as I lived on White Church Rd when binbrook was first converted to sod farms and then to housing within 3 yrs.

Now we are fighting 20+ storey condominiums in the downtown core, particularly ward 2,3,4 - I live in ward 4 right off main St.

No one from the city is purchasing the condos, they are being used to create investment opportunities for people who already own houses and condos elsewhere.

We have no sustainable housing, affordable housing or transitional housing.

WE ARE LOSING HALFWAY houses in my neighborhood which are vital branches of social systems designed to help people who were formerly incarcerated transition back to living in society. Without these homes people are left unhoused.

The destruction and defunding of Housing Hamilton left a huge gap for impoverished, low income, working poor people to fall into.

Current policies exacerbate this problem.

I stand with Acorn, as a woman who dragged myself out of poverty, put myself through school and now qualify as one of the working professionals that the city has been trying to lure in since 2008.

My partner and I stand with Andrea Horwath and her track record of accountability on behalf of the NDP.

We ask council to honour the referendum held where Hamilton voted NOT to extend our urban boundary.



## #037

Posted by **Action 13** on **05/20/2023** at **11:08am** [Comment ID: 128] - [Link](#)

*Agree: 1, Disagree: 0*

A great opportunity to take this further and not allow gas hookups on new builds.

## #038

Posted by **Elizabeth Knight** on **05/20/2023** at **9:01am** [Comment ID: 123] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

Sorry Ted but Twenty Road West is also prime ag land just like Elfrida. It also holds wetlands and environmentally significant areas and since you have a financial interest in Twenty Road being developed first your opinion is obviously biased. Hamilton tax payers should not pay for one single penny of construction on food land until all areas inside Hamilton's former boundary are developed and we have eliminated our multi billion \$ infrastructure deficit.

## #039

Posted by **Norma stewart** on **05/16/2023** at **8:20am** [Comment ID: 88] - [Link](#)

*Agree: 1, Disagree: 0*

Community centres/sports fields are needed at the onset to give families a place to create a community

## #040

Posted by **Thomas Gerald Nugent** on **05/11/2023** at **12:15pm** [Comment ID: 73] - [Link](#)

*Agree: 0, Disagree: -2*

Finally, planning maybe based on science ,instead on politics. The use the Twenty Road East Area to help in the housing and rental crisis is long overdue. It has been deemed unsustainable for farming by Lear Studies. Also, it already has water and sewers paid for by taxpayers. It borders on Turner Park( Largest Park in the City). with Public transit and other city services close by. It is located between the Red Hill Business Park and the Airport Employment Lands. It would best fulfill the Live, Play,Work Plan.

## #041

Posted by **John Boddy** on **05/14/2023** at **1:29pm** [Comment ID: 82] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

sections 4.1.1 d and e

section 1.2.9.e v111 - sub-watershed plan

Preserving the natural watershed - two examples:

1. The upper stretch of the north arm of Twenty Mile Creek, bounded by Mud Street to the north, Golf club road to the south and highway 56 to the west.

2. an unnamed stream bounded by Tapleystown to the east, Mud Street to the north, and Upper Centennial Parkway to the west.

These two streams are the types of watercourses that land developers love to fill in and build on. They will fill in these feeder streams and seek to build right to the edge of the main watercourse, such as Twenty Mile Creek.

We should preserve these feeder streams for flood control purposes, but also to preserve healthier watersheds and natural areas for wildlife and recreation.

I propose that in the Secondary Plan there are clauses that clearly define what watersheds and water bodies are to be protected. If a natural stream has been straightened or its route altered so that it resembles a "ditch" - we must not define this water feature as a "ditch", but as a re-aligned stream, and thus give it protection from being "developed".

Feeder streams and ephemerals (streams and ponds that seasonally dry up), must be protected from development.

Research into flood zones should be done to prevent any development in lands adjacent to water bodies that periodically flood.

A good model to follow could be the Erin Mills neighbourhood in Mississauga, prior to 1990. The pre-1990 developments preserved almost all the streams and feeder streams as green spaces, creating a beautiful and environmentally healthy urban area.

A bad model to follow is Erin Mills, and Mississauga in general, post-1990 when the rules protecting the watershed were changed so that it was easier for developers to fill in and bury the feeder streams, which they did with great enthusiasm.

To summarize:

- flood zones cannot be developed. Define a flood zone as extending beyond the immediate flood zone by a certain number of metres.

- feeder stream in the sub-watershed cannot be developed ( see my two examples above). Again define the protected area as extending a certain number of meters from either side of the stream or ephemeral. To be meaningful, one would think that 5 meters on each side would be a minimum, plus the flood plain zone. Included former streams that were realigned into "ditches".

- state clearly that developers cannot alter a natural watercourse
- state clearly that developers cannot fill in and bury natural watercourses and water bodies

- provide for fines, penalties and restitution orders for all violations.

A major benefit of such policies would be the creation of wildlife corridors along the streams. Because the feeder streams, ephemerals and ditches that were once natural streams, are included this would allow for an extensive series of wildlife corridors that could extend right across and between urbanized areas.

Along these lines a policy could be implemented such as:

All newly developed neighbourhoods must plan for the creation of wild life corridors that run through the development and connect to the adjacent developments. These would follow the existing watershed, woodlots and other natural areas, where ever possible.

#042

Posted by **Neman Syed** on **05/25/2023** at **4:07pm** [Comment ID: 284] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

There is nothing "15 minute city" about any of this. Complete communities require density, a range of socioeconomic inhabitants, and a range of cultural options. These areas will be the same as all other sprawl: Houses from which you drive to soccer fields and strip malls that contain utterly predictable franchises. None of these will be narrower "front porch" streets with tree canopies where you can talk to your neighbour across the street from said porch. I'll bet my entire mortgage on that.

initiating work on any required studies, undertaking public consultations or initiating any other work related to the preparation of a draft Secondary Plan.”

ii. Adding Policies F.1.2.7, F.1.2.8, F.1.2.9 and F.1.2.10 as follows:

“1.2.7 In addition to Policies F.1.2.1 to F.1.2.6 and Section A.2.4 – Growth Management - Hamilton, secondary planning shall be completed for lands shown as Urban Expansion Area – Neighbourhoods and Urban Expansion Area – Employment Areas on all Schedules to this Plan. No application for Zoning By-law Amendment or Plan of Subdivision shall be approved for lands within an Urban Expansion Area until a secondary plan is complete.

1.2.8 There are six Urban Expansion Areas, the boundaries of which are shown on Appendix G – Boundaries Map, including:

- a) Elfrida Area;
- b) White Church Road Area;
- c) Twenty Road East Area; and,
- d) Twenty Road West Area (divided into three sub-areas: Area 1, Area 2, and Area 3).

1.2.9 The following requirements shall apply to the preparation of secondary plans for the Urban Expansion Areas:

- a) The City shall undertake detailed secondary planning for all Urban Expansion Areas.
- b) Separate secondary Plans shall be prepared for each of the Urban Expansion Areas identified on Appendix G – Boundaries Map. Any secondary plan for an Urban Expansion Area shall cover the entirety of the lands located within that Urban Expansion Area.
- c) Notwithstanding Policy F.1.2.9 b), the Elfrida Urban Expansion Area may be comprised of multiple secondary plans due to its size and role in the urban structure. In addition, a single secondary plan may cover more than one of the three sub-areas within the Twenty Road West Urban Expansion Area.

#043

Posted by **S Malik** on **05/18/2023** at **1:01am** [Comment ID: 109] - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: -4*

I live in the area, and I am in favour of expanding the urban zone. Although I own a house, many of my close relatives simply cannot purchase a house and rent is very expensive. Expanding the urban zone is a prudent planning to ensure many existing and new Hamiltonians can one day aspire to own a house. Since the other side of Upper James is being built up, I think this makes sense. I wholeheartedly endorse.

- d) Secondary planning for Urban Expansion Areas shall address the Ten Directions to Guide Development identified in Section A.2.1 – Our Future Hamilton. Council priorities to be addressed through the secondary plan process include but are not limited to climate change mitigation and adaptation, energy efficiency, accessible neighbourhood design, development of complete communities, providing a range of housing opportunities, expanding transportation options, and environmental protection.
- e) The following studies, amongst others, may be required to support the preparation of secondary plans for Urban Expansion Areas:
  - i) Agricultural Impact Assessment;
  - ii) Commercial Needs and Impact Assessment;
  - iii) Recreation Needs Assessment;
  - iv) Energy and Environmental Assessment Report;
  - v) Financial Impact Analysis;
  - vi) Housing Report;
  - vii) Servicing Master Plan;
  - viii) Sub-watershed Plan; and,
  - ix) Transportation Management Plan / Study.
- f) Where a secondary plan is privately initiated, the City shall identify the studies required to be submitted as part of a complete application for an Official Plan Amendment through the Formal Consultation process.
- g) A Servicing Strategy which plans servicing to the local street level shall be completed concurrently with the preparation of any secondary plan for an Urban Expansion Area.
- h) Council has adopted Secondary Plan Guidelines for Urban Expansion Areas which outline the required process for preparing any City initiated or privately initiated secondary plan for the Urban Expansion Areas. Secondary plan phasing, components, public engagement, and final reporting for Urban Expansion Areas shall be completed in accordance with the Guidelines. The City may revise the Secondary Plan Guidelines for Urban Expansion Areas from time to time.
- i) For privately initiated secondary plans, the City shall require the applicant to submit a final report demonstrating

## #044

Posted by **Carolyn Venema** on **05/14/2023** at **8:55am** [Comment ID: 81] - [Link](#)

*Agree: 1, Disagree: 0*

It would be helpful for citizens to know if the province can ultimately override City planning here as well, and the role and authority of the Ontario Land Tribunal in City planning. What process will be in place for communication to citizens if the province and/or OLT adjust the City planning?

## #045

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:34am** [Comment ID: 62] - [Link](#)

*Type: Suggestion*

*Agree: 4, Disagree: 0*

Servicing this areas should be subject to a life cycle cost analysis showing cost to construct and maintain all the city owned aspects of the servicing as compared to the income for the city based on the additional tax base and show how the city can afford to service this land as well as maintain all the new infrastructure built. We do not want to add to our infrastructure debt and ideally any new development would be a net reduction of long term maintenance costs for the city.

## #046

Posted by **Carolyn Venema** on **05/14/2023** at **8:52am** [Comment ID: 80] - [Link](#)

*Agree: 0, Disagree: 0*

Agree with Peter's comment re: archaeological and indigenous studies and approval as part of the process.

## #047

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:31am** [Comment ID: 61] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

There should be a minimum list of studies required and any private party needs to provide a business case that is submitted to the city for approval prior to omitting any study.

## #048

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:28am** [Comment ID: 59] - [Link](#)

*Type: Suggestion*

*Agree: 3, Disagree: 0*

We should also require an archaeological assessment as well as consultation with relevant indigenous groups.

## #049

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:30am** [Comment ID: 60] - [Link](#)

*Type: Suggestion*

*Agree: 2, Disagree: 0*

We should also require an analysis of developing these areas in light of the climate emergency and how these could help/hinder the city's overall climate goals. This should be an all inclusive Life Cycle Analysis of the impact on the cities climate goals with respect to the IPCC recommendations and the UN's Sustainable Development Goals.

## #050

Posted by **Action 13** on **05/20/2023** at **11:11am** [Comment ID: 130] - [Link](#)

*Agree: 0, Disagree: 0*

Include cost benefit analysis so that informed decisions can be made

## #051

Posted by **Carmen Chiaravalle** on **05/05/2023** at **7:57pm** [Comment ID: 49] - [Link](#)

*Type: Question*

*Agree: 1, Disagree: 0*

The city has already completed the required Secondary Planning Background Studies for both Elfrida and the Twenty Road West area. Will the city budget, initiate and complete all of the urban boundary expansion Background and Secondary Planning Studies for the Twenty Road East Area?

## #052

Posted by **Virginia Gibson** on **05/25/2023** at **2:05pm** [Comment ID: 281] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

If City Council has directed city staff to assume responsibility for completing the Secondary Plans for province-designated Urban Expansion areas, should "privately initiated secondary plans" not be taken into consideration on the same level (ie., community input) as any other citizen's input? Currently, they appear to have greater status/influence.



compliance with the Secondary Plan Guidelines for Urban Expansion Areas as part of a complete application for an Official Plan Amendment.

- j) In addition to Policy F.1.2.3, where a landowner group representing multiple landowners within an Urban Expansion Area exists, the terms of reference for any City initiated or privately initiated secondary plan for an Urban Expansion Area shall establish the expected role of the landowner group, outline the management, structure and operational details of the landowners group and if applicable, procedures for sharing costs.

1.2.10 In addition to Policy F.1.2.7 and Section A.2.4 – Growth Management – Hamilton, development within an Urban Expansion Area with a completed secondary plan shall not proceed until a significant number of landowners within the Urban Expansion Area have entered into a cost sharing agreement amongst themselves. The City shall not be party to the cost sharing agreement. The cost sharing agreement shall equitably allocate development costs associated with community and infrastructure facilities within the secondary plan area, including but not limited to parks, public spaces, roads, streetscape improvements, storm water management facilities, utilities and schools. Individual developments for draft plan of subdivision, zoning amendment, and site plan approval within an Urban Expansion Area with a completed secondary plan shall not be approved until the landowner has become a party to the cost sharing agreement.”

- iii. Re-numbering existing Policies F.1.2.7 and F.1.2.8 to F.1.2.11 and F.1.2.12.

## **Appendices**

### 4.1.3 Appendix G – Boundaries Map

- a. That Volume 1: Appendix G – Boundaries Map be amended by labelling the six Urban Expansion Areas added to the urban boundary, as shown on Appendix “A”, attached to this Amendment.

### 5.0 Implementation:

The effect of the policy framework established by this amendment will be implemented through the Secondary Planning processes undertaken for the Urban Expansion Areas.

## #053

Posted by **Sue Carson** on **05/20/2023** at **12:20pm** [Comment ID: 131] - [Link](#)

*Agree: 3, Disagree: 0*

i am concerned that the city is building outward too quickly and money spent on infrastructure to open up these new areas will be money taken away from improving the infrastructure desperately needed within the old urban boundary. We need more affordable housing and rental units closer to schools and hospitals and the city should concentrate on these needs.

## #054

Posted by **Vanessa Scali** on **05/20/2023** at **8:30am** [Comment ID: 122] - [Link](#)

*Type: Question*

*Agree: 2, Disagree: 0*

This sounds like a bad idea. Why would the developers get to keep this plan secret? Also, will developers need to fund the development and health of green spaces to replace the lands they are building upon? Who holds them accountable for this? And would the "new" spaces have to be located within a certain distance of their development? How is the ecological value measured and compared to the land that was taken over in the development?

## #055

Posted by **Peter Vander Klippe** on **05/10/2023** at **9:36am** [Comment ID: 63] - [Link](#)

*Type: Question*

*Agree: 2, Disagree: 0*

Why is the city not party to this agreement? What is the benefit to the citizens of Hamilton from this clause?

## #056

Posted by **Ron Bohaychuk** on **05/25/2023** at **9:59pm** [Comment ID: 286] - [Link](#)

*Agree: 0, Disagree: 0*

While I understand the current regime at Queen's Park has bullied Hamilton into the destruction of arable land and greenspace, and that Hamilton, unlike Ukraine has no outside forces to help fight Queen's Park, Hamilton has misused and under utilized space in the current urban area that will accommodate most of the supposed future housing. As most understand, the builder lobby will not readily accept construction in the present urban area for reasons of profit and ease of development. That being the case, and with the bully at the door, Hamilton might consider most seriously Chapter A introduction 4.1.1 most seriously. It should consider there be only porous surfaces on the roads and sidewalks. They do exist. There should be little effort to divert water into a storm sewer but water should be allowed to drain naturally. Builders must pay for infrastructure and rapid transit into the existing urban areas, not the citizens of the city. Natural gas should not be allowed in any expansion areas. All dwellings should be readied to accommodate electric vehicles at no extra charge.

There should be a larger proportion of green space to dwellings and builders should have to plant a higher ratio of trees to dwellings to offset the increase in heat. No extra roads should be built to accommodate the projects and if any are built, let the province and the builders lobby pay for them not the citizens of Hamilton. With all that is happening due to climate change and planetary heating, this expansion into farmland and greenspace is the most bizarre, bordering on insane, idea since the building boom of the post war years. We're still trying to deal with that. The colonial idea that there's lots of land, trees, clean water and resources is so out of sync with conditions today.

## #057

Posted by **Action 13** on **05/20/2023** at **11:04am** [Comment ID: 127] - [Link](#)

*Agree: 0, Disagree: 0*

What is considered as "significant"

## #058

Posted by **michel proulx** on **05/20/2023** at **12:56pm** [Comment ID: 132] - [Link](#)

*Type: Suggestion*

*Agree: 4, Disagree: 0*

those new 'communities' are never Communities. they are agglomerations, with no noticeable community life. in fact, they are ugly naked compounds. fence them in, and you have an instant concentration camp.

everything has already been said about the sufficient existing unbuilt space within Hamilton to satisfy the perceived future needs for housing, thus nullifying the need for these expansions.

in addition, Bill Gates and the WEF amongst others have determined that there is a need for a global population reduction of 92%, this to be achieved by the year 2030, and for which they (and others) are in charge of implementing, so far successfully , as we speak.

this whole obsessive push by Ford sounds more like a deal for his friends than a real need for proper housing.

the dense populations parked in these areas will need to use their cars for EVERYTHING.

and the cost to the City (that's us the taxpayers) of connecting all the services to these areas will be enormous.

it is up to council to apply every tool in their power to prevent this proposed scenario to ever happening.

what Hamilton should strive for with its existing farmland remaining intact is SELF-SUFFICIENCY.

## #059

Posted by **Avian Yuen** on **05/11/2023** at **4:15pm** [Comment ID: 75] - [Link](#)

*Type: Suggestion*

*Agree: 1, Disagree: 0*

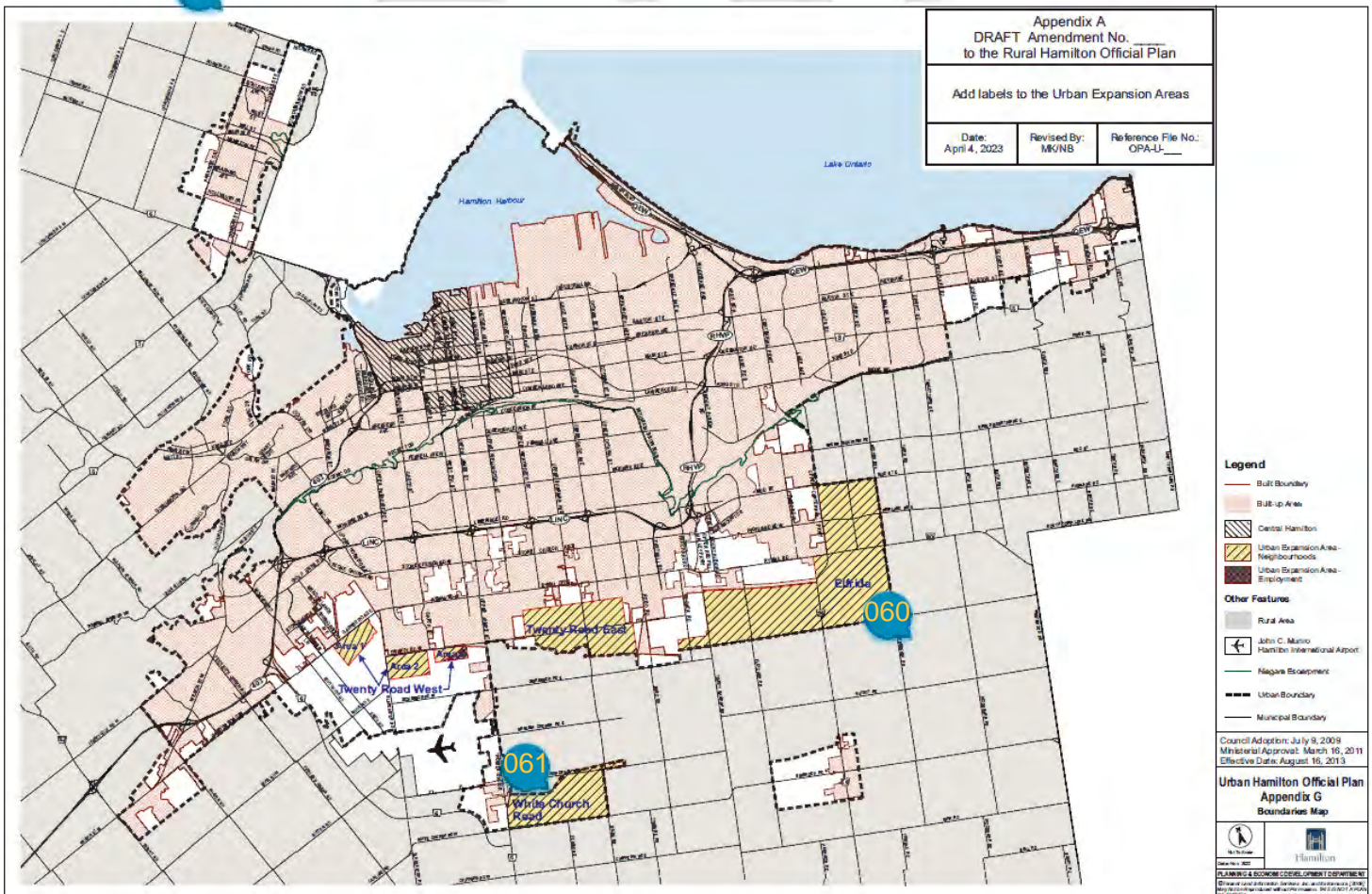
The plan should also seek to use the new land in a way which ends up financially as a net-plus for the city. If long-term infrastructure repair cannot be covered by the tax revenue directly contributed by the land users, then this new opportunity will be a waste.

This Official Plan Amendment is Schedule "1" to By-law No. \_\_\_\_\_ passed on the \_\_\_\_\_<sup>th</sup> day of \_\_\_\_, 2023.

The  
City of Hamilton

\_\_\_\_\_  
A. Horwath

\_\_\_\_\_  
A. Holland



## #060

Posted by **Grace Pierias** on **05/17/2023** at **10:24am** [Comment ID: 97] - [Link](#)

*Agree: 1, Disagree: 0*

No to sprawl!

This was made loud and clear by residents and City Council.

We

Will stand firm and continue to protect our green spaces and precious farm land

## #061

Posted by **Jeannette McKibbon** on **05/18/2023** at **4:24pm** [Comment ID: 113] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

My sister and I own nine plus acres on the North East corner of Airport road and Upper James. This land has been identified as white lands, but we have been denied the opportunity to develop these acres. City water is already available, and this makes no sense to us. Land is useless as currently zoned. Would the city of Hamilton please take another look at this area?

## #062

Posted by **Miriam Sager** on **05/22/2023** at **3:15pm** [Comment ID: 209] - [Link](#)

*Agree: 3, Disagree: 0*

Hamiltonians have already spoken very clearly: we do not want sprawl development on farmland and wetlands, destroying our natural heritage and farmland. It has been clearly demonstrated that neighbourhoods within the existing city have attainable housing in complete communities with existing jobs, fast and frequent public transit and amenities within walking distance of everyone. We cannot afford to pay more taxes for more (and unnecessary) sprawl: we have sprawling parking lots, strip malls, and boarded up storefronts in Hamilton with plenty of room to create housing and mixed use communities within the former urban boundary.