

# Consultation Summary Report

Reimagining Neighbourhoods –  
Residential Zones Project

February 9<sup>th</sup>, 2024



## Executive Summary

This Consultation Summary Report (the "Report") summarizes the communication and engagement efforts undertaken by the City between November 2023 and end of January 2024 as part of the Reimagining Neighbourhoods – Residential Zones Project (the "Project"). Through the Project residential zones are changing across the City of Hamilton (the "City") to provide greater housing options for the residents of Hamilton.

As part of the Project, the City prepared and carried out communication and engagement activities with a consultant team led by WSP Canada Inc. The purpose of community outreach and engagement was to inform and educate homeowners, renters, developers, and members of the public about how proposed changes to the City's residential zones will provide the opportunity for more housing choice and more affordable housing options across the City's neighbourhoods. To achieve this, communication and engagement activities focused on providing interested parties with access to information about the proposed changes to the City's residential zones and information on how to get involved.

This Report provides a comprehensive summary of who the City communicated and engaged with, the different approaches used to engage a wide audience and interested parties, feedback and input received virtually and in-person at various events, and information on how to get involved. As part of the Project, the City consulted with members of the public across different neighbourhoods, the development community, Advisory Committees, City staff, and City Council. Approaches and techniques ranged from virtual Public Information Meetings to in-person community pop-ups, online educational videos, surveys, social media, and workshops.

The structure and organization of this Report is listed and described below:

- **Foundations of this Report:** Describes the purpose and objective of the Reimagining Neighbourhoods – Residential Zones Project.
- **Consultation Activities:** Provides an overview of the communications and engagement activities undertaken and led by the City between November 2023 and January 2024.
- **What We Heard:** This section summarizes important feedback received from the wide range of interested parties engaged throughout the process. This section is structured based on key themes.
- **Next Steps:** The Report concludes with a summary of next steps in the Reimagining Neighbourhoods – Residential Zones Project. It also includes a summary as to how interested parties can stay engaged and up to date on the Reimagining Neighbourhoods – Residential Zones Project moving forward.

The communication and engagement activities described in this Report were completed based on communications and engagement objectives established by the Project Team. A description of these objectives and how they were achieved throughout the Project are also identified and described in the Report.

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# 1 Foundations of this Report

This Consultation Summary Report summarizes communications and engagement undertaken by the City of Hamilton (the "City") and the consultant team at WSP Canada Inc. (referred to collectively as the "Project Team") between November 2023 and end of January 2024. Communications and engagement were undertaken as part of the Reimagining Neighbourhoods – Residential Zones Project (the "Project"). Importantly, this Report summarizes the feedback received through communication and engagement activities up until and including January 26<sup>th</sup>, 2024, which was the deadline for comments following the two Public Information Meetings.

## 1.1 Reimagining Neighbourhoods – Residential Zones Project

This section explains the Project, including its purpose, objectives, and the process undertaken by the City to consult with members of the public and other interested parties.

### 1.1.1 Purpose of Reimagining Neighbourhoods

Reimagining Neighbourhoods is an initiative led by the City to inform and educate members of the public and other interested parties about changes to the City's residential zones as a result of the Project. The communication and engagement activities described in this Report were completed based on the communications and engagement objectives established by the Project team. These objectives and the relevant outcomes are identified below:

- **To prepare and distribute user-friendly, high-quality communication materials and engage interested parties through an engaging communications campaign:** The Project Team prepared and distributed social media posts, email notifications, post cards and informative materials at community pop-ups. The City also led in the development of informative, animated videos about the Project. These materials were prepared using project-specific branding, user-friendly language, and graphics to support a broader understanding amongst interested parties about the Project, including ways to stay informed and involved.
- **To demonstrate and identify ways the Project helps to create a better place for residents and visitors to live, work, and play in Hamilton by offering more housing choices:** The Zoning By-law is an important tool to implement the Urban Hamilton Official Plan. The Project focused on communication and engagement activities that included clear, informative language to help interested parties understand the objectives of the Residential Zones Project.
- **To provide all interested parties accurate, reliable and up to date information about the Project in a timely manner:** The City launched communication and engagement efforts in November 2023 with the launch of Reimagining Neighbourhoods microsite, hosted on Engage Hamilton. Since then, the Project Team updated the Engage Hamilton microsite, continuously posting to social media, distributed email notifications, presented to Advisory Committees, reported

back to City Council, hosted community pop-ups at different locations across the City, and held two Public Information Meetings. These efforts demonstrate the City's commitment to providing interested parties with up-to-date information about the Project in an accessible and transparent manner.

- **To provide informed feedback to the City to consider for the Low Density Residential Zones, Neighbourhood Infill Design Guidelines, Mid Rise Residential Zones, Transit Oriented Corridors Expansion, and Parking Standards Review:** The Zoning By-law is an important tool that provides the rules on how buildings can be built. Every building in the City is regulated by the Zoning By-law, and it is important that the Zoning By-law is reflective of Hamilton's evolving communities. Feedback and input from interested parties, including the development community, members of the public, and community organizations is important to help inform the Zoning By-law. Parking requirements form an integral part of the Zoning By-law, and City staff have provided information about proposed changes to residential parking requirements as part of this Project.

This Report further demonstrates how the objectives and outcomes were achieved through the Project.

### 1.1.2 Project Objectives

Reimagining Neighbourhoods is about providing housing choice and more affordable housing options for the residents of Hamilton. Communication and engagement activities undertaken as part of Reimagining Neighbourhoods supports the City's objective to provide homeowners, renters, developers, and members of the public with information as to how zoning changes will provide the opportunity for housing choices and sustainable and equitable growth across the City.

### 1.1.3 Process

Today, the City is moving forward with changes to residential zones to expand housing options within and along the periphery of the City's neighbourhoods. To do this, the Project Team prepared a thoughtful and tailored approach to communication and engagement with Hamilton's community. This approach was informed by interviews and a workshop with City staff in July and August 2023 to better understand challenges and opportunities the City has experienced with communication and engagement activities in the past.

Based on what was heard during these interviews and workshop, various approaches and tactics were identified to engage with interested parties. An important focus was placed on engaging with the general public and meeting individuals in their neighbourhoods and identifying an approach that would enable City staff to engage one-on-one with residents that are typically not available or able to attend public meetings. This Report highlights the initiatives that align with this important objective, notably the community pop-ups and Public Information Meetings identified in Section 2.2 of this Report.



## 2 Consultation Activities

Communications and engagement activities planned and facilitated as part of the Reimagining Neighbourhoods project spanned across a broad spectrum of tools. This section identifies and summarizes communications and engagement activities led by the City from November 2023 to January 2024. **Figure 1** provides a snapshot of the communications and engagement activities, including the reach of initiatives led by the City.



Figure 1: Engagement by the numbers for the Reimagining Neighbourhoods Project.

## 2.1 Communications

This section provides an overview of communication materials and methods of outreach conducted as part of the Project.

### 2.1.1 Engage Hamilton & Project Notification

The Reimagining Neighbourhoods microsite ("Engage Hamilton"), hosted on the Engage Hamilton platform, was launched by the City on November 17<sup>th</sup>, 2023, to share information about, and gather feedback on the Project. Engage Hamilton included information about the Project timeline and engagement activities, Public Information Meeting presentations and recordings as well as results from the online survey. It also included important Frequently Asked Questions (FAQs) about the Project. The Residential Zones Project page provided an overview of relevant information of the Project.

Notice to advise the public of the Project's Engagement Launch was published in the Hamilton Spectator on November 18, 2023 (see **Figure 2**). The notice encouraged members of the public to visit Engage Hamilton and community pop up events. Publication of the notice coincided with the launch of Engage Hamilton.

Since Engage Hamilton was updated, over 1,900 users visited the site, with over 8,000 interactions. This includes page views, scrolls, and clicks of different components. Engage Hamilton and the Residential Zones Project page will remain active and will continue to be used by the City as a tool to inform the public about the Project and engagement opportunities.

### 2.1.2 Reimagining Neighbourhoods Project Videos

Two informational, animated videos were developed to educate and inform members of the public about the Project. These videos are posted to the City's YouTube channel and Engage Hamilton.



**Figure 2: The Project's Engagement Launch was published in the Hamilton Spectator in November 2023.**

Video 1 is titled, **Reimagining Neighbourhoods Overview - Reimagining Neighbourhoods through the Residential Zones Project**. It described the objectives of the Project and illustrated what changes to residential zones could look like in Hamilton's neighbourhoods. A snapshot of this video, illustrating the different animated housing options, is shown in **Figure 3**. Video 2 is titled, **Reimagining neighbourhoods and creating more housing choice within our neighbourhoods**. This video demonstrates what changes within neighbourhoods could look like and how the Neighbourhood Infill Design Guidelines help define how new development fits into existing neighbourhoods.



**Figure 3: A snapshot from the first Reimagining Neighbourhoods video.**

### 2.1.3 Social Media

In November 2023, the City published its first Reimagining Neighbourhoods posts on social media platforms. A total of six social media posts were published between November 17<sup>th</sup>, 2023 and January 26<sup>th</sup>, 2024.

Social Media platforms were used to advertise engagement events and build general awareness about the Reimagining Neighbourhoods Project across the City. The posts focused on informing the public about the project, directing people to information on Engage Hamilton, encouraging the public to sign-up for updates via the project email, and promoting opportunities for online and in-person engagement such as a survey and Public Information Meetings.

### 2.1.4 Podcast

The City's Director of Planning and Chief Planner, Steve Robichaud, and the Manager of Zoning and Committee of Adjustment, Shannon McKie participated in a podcast interview on Building Hamilton with Ken Bekendam. The podcast is hosted on the Global News platform.

The purpose of the podcast was to discuss the City's approach to additional dwelling units as well as other housing options to increase density throughout Hamilton's neighbourhoods. The episode was titled, "**What is Hamilton Doing to Create More Additional Dwelling Units?**", and was published on Global News' website on January 6<sup>th</sup>, 2024.

## 2.2 Engagement

This section provides a summary of the Reimagining Neighbourhoods engagement activities that were carried out to inform, educate and create opportunities for feedback on the Project from interested parties.



## 2.2.1 Council

Members of Council received two Communication Updates describing the Project objectives and early outcomes of communication and engagement activities. Councillors were engaged by City staff who shared the opportunities for their constituents to become involved in the Project such as the community pop-ups and Public Information Meetings. These Communication Updates are included as attachments to this Report in **Appendix A**.

## 2.2.2 Community Pop-Ups

The Project Team identified community pop-up events as an important approach to engagement for the Project. Traditional engagement methods, such as public open houses, are often scheduled at inconvenient locations and times. Pop-ups help to reduce this barrier and allow people to engage in quick, accessible, and fun opportunities to share their experience, provide comments, and ask questions.

The City attended Hamilton Day on November 4<sup>th</sup>, 2023 to advertise the pop-ups (via postcards) and inform residents and business owners of the project and how to get involved (via information on the postcard). City staff hosted eight pop-up events throughout Hamilton between November 22<sup>nd</sup>, 2023, and November 29<sup>th</sup>, 2023. Pop-up locations, dates and times are provided below in **Table 1**.

Community pop-ups were leveraged by City staff as the first engagement activity post engagement launch to inform members of the Hamilton community who have historically been excluded from City-led engagement events, including seniors, youth, and young families. Through the community pop-ups, the City informed residents about the Project and provided participants with information about future opportunities to stay involved and provide feedback.

**Table 1: Community pop-up locations, dates, and times**

Location	Date	Time
Stoney Creek Recreation Centre	Wednesday, November 22 <sup>nd</sup> , 2023	6:00pm to 8:00pm
Valley Park Recreation Centre	Wednesday, November 22 <sup>nd</sup> , 2023	6:00pm to 8:00pm
Morgan Firestone Arena	Friday, November 24 <sup>th</sup> , 2023	6:00pm to 8:00pm
Lime Ridge Mall	Friday, November 24 <sup>th</sup> , 2023 Saturday, November 25 <sup>th</sup> , 2023	6:00pm to 8:00pm 2:00pm to 4:00pm
J.L. Grightmire Arena	Monday, November 27 <sup>th</sup> , 2023	6:00pm to 8:00pm
Sackville Hill Seniors Recreation Centre	Monday, November 27 <sup>th</sup> , 2023	10:30am to 1:30pm
Bernie Morelli Recreation Centre	Wednesday, November 29 <sup>th</sup> , 2023	6:00pm to 8:00pm

Two City staff members attended each community pop-up. At each community pop-up, City staff:

- Set up a table with a banner, giveaways, and information about the Project in highly visible areas at each location (see an example of this in **Figure 4**);
- Engaged visitors in discussion about the Project;
- Invited visitors to sign-up to the Project email;
- Distributed postcards with information about the Project;
- Directed visitors to Engage Hamilton using the QR Code on the postcards;
- Encouraged visitors to visit and engage with the Story Map Survey on Engage Hamilton to provide their feedback on the Project.

Impressions from the community pop-ups are summarized in **Table 2** below.

**Table 2: Community pop-up impressions**

Community Pop-up Impressions	
Postcards Distributed	650
Email Registrations	36

## Community Pop-up Impressions

<b>Survey Completions*</b>	5
<b>One-on-One Conversations</b>	110

\* Survey completions indicates the number of surveys that were completed at the community pop-ups using a tablet provided by the City.

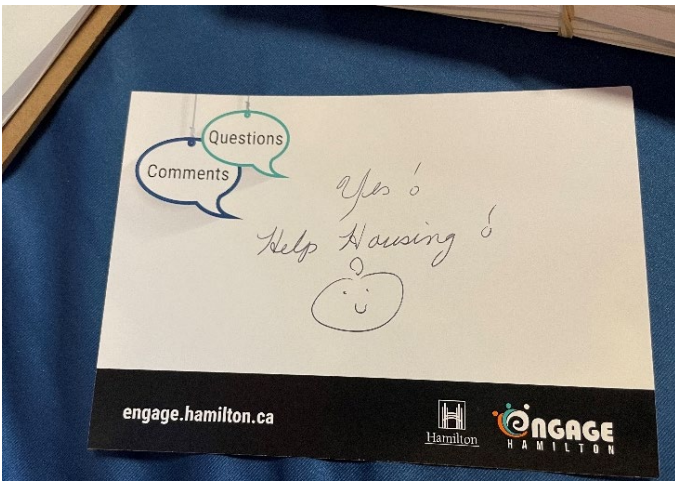


Figure 4: Images taken by City staff from community pop-ups at Lime Ridge Mall (top left), Morgan Firestone Arena (top right), and Sackville Hill Seniors Recreation Centre (bottom).

### 2.2.3 Advisory Committees & Development Industry Liaison Group

As part of the City's initiative to launch Reimagining Neighbourhoods, City staff met with and delivered a presentation to the following groups:

- The Development Industry Liaison Group on November 20<sup>th</sup>, 2023;
- The Seniors Advisory Committee on December 1<sup>st</sup>, 2023; and
- The Advisory Committee for Persons with Disabilities on December 12<sup>th</sup>, 2023.

Currently, only the Seniors Advisory Committee and the Advisory Committee for Persons with Disabilities are active. The purpose of presenting to and engaging with the Advisory Committees and the DILG was to build awareness about the Residential Zones Project. The presentation provided information about the Residential Zones Project and a summary of ongoing initiatives led by the City to provide housing choice in Hamilton's neighbourhoods. Following the presentation, the Advisory Committee and DILG members were able to ask questions and provide comments to City staff.

A total of 65 Advisory Committee and DILG members were engaged as part of these presentations. Through these presentations, City staff also shared communication and engagement opportunities and encouraged Advisory Committee and DILG members to support outreach with local communities and networks.

### 2.2.4 Survey

The Story Map and Survey were launched on Engage Hamilton on November 17<sup>th</sup>, 2023. The purpose of the Story Map was to inform members of the public about the Project. The Story Map was leveraged as a tool to educate members of the public about changes to residential zones within and along the periphery of neighbourhoods. The Story Map described and provided visuals of the potential changes that could occur within and along the edges of neighbourhoods as a result of changes to residential zones proposed by the City.

A Survey was made available as part of the Story Map. Visitors to the Story Map could click a link to take a Survey from the Story Map or Engage Hamilton. The Survey was open from November 17<sup>th</sup>, 2023 to December 8<sup>th</sup>, 2023. The Survey included a total of five multiple choice and open-ended questions about new housing options in Hamilton. For example, one question asked participants what benefits new housing options could bring to Hamilton's neighbourhoods. The benefits illustrated in **Figure 5** were offered as an example. Through separate questions, potential concerns were listed for participants to consider, including the design and height of buildings, increased traffic, access to green space, the way in which buildings fit within neighbourhoods, and maintaining mature trees. For both types of questions, participants were given an opportunity to identify other potential concerns and benefits that were not included in the list of options. Where these were provided, they have been consolidated and analyzed in Section 3 of this Report.

A total of **221 survey responses** were received from members of the public who shared their priorities and feedback on the benefits of and concerns related to new housing options within and along the edges of Hamilton's neighbourhoods. A summary of feedback received through the Survey is included as **Appendix B** and **Appendix C** to this Report and posted to Engage Hamilton and can be viewed by visiting the [Reimagining Neighbourhoods Engage Survey Results](#).

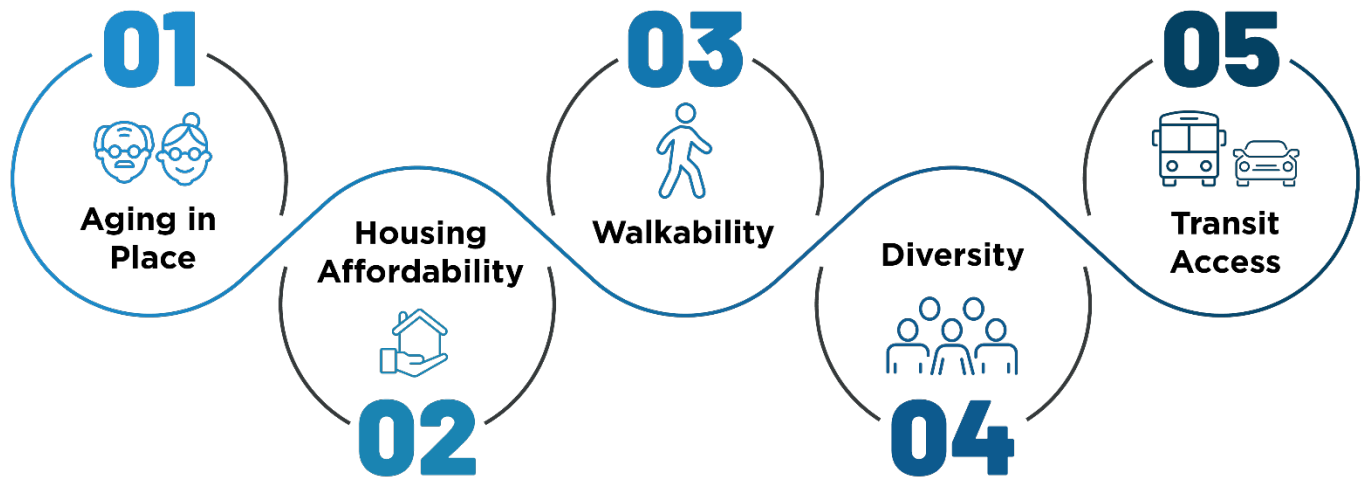


Figure 5: Benefits of new housing options in Hamilton, as presented in the Survey.

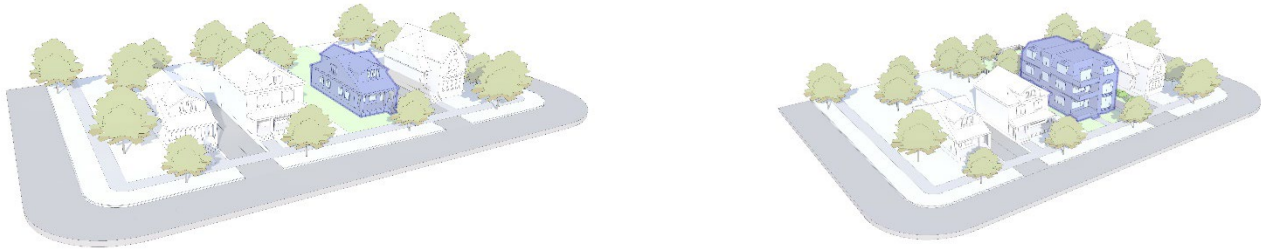
## 2.2.5 Development Industry Workshop

The City invited members of Hamilton's development industry to participate in a virtual workshop on January 9<sup>th</sup>, 2024, which focused on opportunities and challenges related to multiplex (e.g. fourplex) development in neighbourhoods, applying the draft Neighbourhood Infill Design Guidelines, and MRR Zone regulations. Participants included home builders, professional planners, architects, and realtors. Ten people attended the workshop.

The workshop provided an opportunity for participants with subject matter expertise to evaluate and provide feedback on draft zoning regulations and the Infill Design Guidelines. The workshop included a brief presentation of the Low Density Residential, Mid Rise Residential Zones, and Transit Oriented Development Zones, and Infill Design Guidelines. The presentation included a discussion session using the interactive platform Mural. An example of the graphics used during the discussion are illustrated in **Figure 6**.

Participants were asked to review hypothetical renderings of a fourplex development within a neighbourhood and townhouse and mid-rise developments along the edge of a neighbourhood. Participants were engaged in a Strength, Weaknesses, Opportunities and Threats (SWOT) exercise evaluated zoning regulations and the Neighbourhood Infill Design Guidelines. Participants were also asked to rank elements of site design using an online poll.





**Figure 6: An example of graphics used to illustrate possible built form typologies for the Low Density Residential Zones during the Development Industry Workshop.**

During the discussion session, questions about built form (i.e. height, setback, massing and façade treatment) and about the elements of site design (e.g., landscaping, visual barriers and amenities) were discussed as part of the evaluation of a fourplex development. For the Mid Rise Residential Zones, participants reviewed a development scenario to assess the impacts of the minimum separation distance between buildings on one lot and the maximum building height and angular plane regulation. Insights shared by participants were based on responses to the following questions:

1. What strengths can you identify with the proposed zoning regulations?
2. What would you change about the proposed zoning regulations?
3. What opportunities and potential are created by this built form?
4. What are threats or barriers might there be to achieving this built form?

Responses to these questions and general feedback received during the Development Industry Workshop is summarized in Section 3 of this Report.

## 2.2.6 Public Information Meetings

Two virtual Public Information Meetings were held on January 18<sup>th</sup>, 2024 and January 23<sup>rd</sup>, 2024 from 6:00pm to 8:00pm. The second Public Information Meeting on January 23<sup>rd</sup>, 2024 was added to provide interested parties with additional opportunities to participate in multiple consultation events hosted by the City. A total of 151 participants joined the Public Information Meetings collectively.

The purpose of the Public Information Meetings were to:

- Inform and educate members of the public about the city-wide residential zones in Zoning By-law No. 05-200;
- Inform and educate members of the public about the City's efforts to expand the types of housing permitted in residential zones to provide greater housing options within and along the periphery of neighbourhoods; and

- Inform the public about the Parking Standards Review Project and changes proposed to residential parking standards.

City staff provided a project overview and the Project Team provided a summary of engagement efforts to date.

City staff gave a presentation on the Low Density Residential Zones, Neighbourhood Infill Design Guidelines, Mid Rise Residential Zones, and Transit Orientated Corridor Zone expansion. After each section of the presentation, the Project Team published an interactive poll, which asked participant to rank or prioritize elements of the zones or guidelines. City staff also presented on the City Wide Parking Standards Review, which has informed proposed updates to residential parking standards. Participants were directed to a separate survey regarding the approach to parking requirements in Hamilton. Results of this survey are not summarized in this report but are being reported on separately.

Presentations were followed by a question-and-answer period (the "Q & A"). The Q & A was moderated by the Project Team and questions were responded to by City staff. During the Public Information Meetings, not all questions were answered due to time constraints and/or questions being out of scope for the Project. Participants were invited to provide their questions and comments to City staff through the Project email following the meeting. Questions and comments received to the Project email during the comment period following the Public Information Meetings, along with staff's responses, are summarized in **Appendix D**. The Public Information Meetings were also recorded and posted to the Engage Hamilton. These recordings can be reviewed by visiting <https://engage.hamilton.ca/reimagining-neighbourhoods>.



## 3 What We Heard

Reporting back to interested parties is an important component of any communication and engagement program. This section provides a summary of what was heard during communication and engagement activities between November 2023 and January 2024.

### 3.1 Key Themes

Input received across all communication and engagement activities have been brought together, analyzed, and reviewed to identify key themes. This section summarizes what was heard and provides an overview of key themes. Feedback received has informed the expanded permissions proposed for Low Density Residential Zones, the new Neighbourhood Infill Design Guidelines, and will inform the next phase of work on the proposed Mid Rise Residential Zones, Transit Oriented Corridor Zones expansion review, and future High Rise Residential Zones.

#### 3.1.1 What We Heard

The following list provides a summary of the top key messages raised most frequently by participants:

- Ensure greenspaces, including parks, open spaces, tree canopy, and the Niagara Escarpment are protected and enhanced, while accommodating additional density in Hamilton's neighbourhoods.
- Accommodate and ensure new buildings in Hamilton's neighbourhoods are seamlessly integrated into the existing built environment.
- Plan for appropriate municipal servicing and infrastructure, including community services and schools, to accommodate and support increased density in Hamilton's neighbourhoods.
- Support for reduced parking requirements where new development is located in close proximity to transit.
- Expand permissions of commercial uses within Mid Rise Residential Zones to allow for greater opportunities for Hamilton's small businesses, and access to services for residents in Hamilton's neighbourhoods.
- Monitor implementation of the Zoning By-law to ensure the new requirements and provisions are being enforced, and to update the Zoning By-law, as needed, to reflect Hamilton's changing environment.
- Clearer communications and messaging from the City is requested to help interested parties, specifically the general public, better understand the process for using and applying the Zoning By-law.

##### 3.1.1.1 General Comments

This section summarizes general comments and feedback received that broadly applies to all considerations included as part of this Project.

## **Affordability**

Some interested parties expressed a desire to see affordable housing in Hamilton's neighbourhoods. There was an identified need to better understand how the City will continue to support the achievement of additional housing opportunities in the City's neighbourhoods. Participants of the Survey and Public Information Meetings shared concerns that new housing may not meet affordability thresholds for individuals and families in need. Concerns about regulatory tools to control rent were cited as a key barrier to achieving affordability in Hamilton's neighbourhoods.

Interested parties wanted to understand the additional measures that would be taken by the City to support the implementation of affordable housing units. Participants suggested that measures such as rent control, vacant homes tax, and a more streamlined site plan approval and permitting processes can help to support the delivery of affordable units in Hamilton.

## **Parking**

At the Public Information Meetings, where the Parking Standards Review was discussed, several comments were received about parking and the City's ongoing Parking Standards Review. Comments related to parking minimums and/or maximums, parking demands, alignment with best practices in other municipalities, and visitor parking were received. Many interested parties noted that on street parking is in high demand in Hamilton, and there is a desire for the City to examine and determine where new residents in Hamilton's neighbourhoods will park their cars. There was also interest in how the City plans to balance parking requirements with other transportation options such as public transit or bicycle parking. Please visit the City's [Parking Standards Review webpage](#) for more information.

## **Infrastructure & Community Services**

Interested parties identified the important relationship between sustainable growth, infrastructure, and density. They shared that new infill development will keep growth within Hamilton's urban areas and will protect wetlands, farms and other natural resources from being developed. However, some participants expressed concerns about the City's ability to provide efficient infrastructure and services to accommodate anticipated growth in Hamilton's neighbourhoods. They wanted to better understand the City's plan to provide services such as waste management, sewage and stormwater management and transportation infrastructure for a growing population. Interested parties also described schools, libraries and recreation centres as important community facilities that need to be planned for as new housing options are introduced.

## **Greenspace**

It was documented through feedback received that City parkland, the urban tree canopy, and the Niagara Escarpment are important features that contribute to the City's character and environmental health. Interested parties identified the need to protect these features and the desire to retain greenspaces as the City continues to grow. For example, when asked about the priorities for developing housing within Hamilton's neighbourhoods, many participated identified tree preservation as a top priority .

Similarly, the opportunity to accommodate community gardens in neighbourhoods as well as the potential to use landscaping requirements in the Zoning By-law to protect greenspace was raised by members of the public. Interested parties recommended that the City use stronger language within policy documents to further enforce the protection of greenspaces.

### **Implementation**

Several comments received related to the implementation of the new Residential Zones. This includes the desire for ongoing review and updates to the Zoning By-law, and potential incentives available to encourage or promote infill development in Hamilton's neighbourhoods.

There were suggestions for improvements to online tools to accommodate and allow for easier access to and involvement in development application processes, and continued review, monitoring, and updates to the Zoning By-law to ensure the City continues to plan for and accommodate growth in a responsible manner.

### **Communication & Engagement**

Constructive feedback about how the city communicates about updates regarding planning matters and the Zoning By-law was provided. Interested parties expressed a desire for improved communication with the City regarding development applications proposed within existing neighbourhoods. General questions about how to find accurate and up-to-date zoning information about individual properties were also submitted during the Public Information Meeting Q & A and through email to the City up to the commenting deadline on January 26<sup>th</sup>, 2024.

## **3.1.1.2 Low Density Residential Zones**

### **Built Form & Compatibility**

Some feedback received is in support of increased density, while others would like the City to carefully consider the height, massing, and location of new development in Hamilton's neighbourhoods. For example, there are general concerns about how density may impact existing neighbourhoods, with specific feedback on how height and larger buildings will fit into existing low density neighbourhoods. There is a desire for new buildings to be seamlessly integrated into existing neighbourhoods. There is also a desire for potential impacts from wind or shadowing to be addressed and considered.

In some cases, comments suggested that the proposed new Low Density Residential Zones do not go far enough to accommodate and permit new housing options in Hamilton's neighbourhoods, particularly in the middle of a housing crisis. Some interested parties highlighted examples of successful variations in housing types in Hamilton's older neighbourhoods.

### **Traffic**

Interested parties provided insight on the existing issues related to parking and traffic safety in residential neighbourhoods. They shared concerns about the impact of increased density on parking availability and increased traffic were raised as concerns as part of the Survey and through emails received following the Public Information Meetings. Safety is an important requirement and the impact additional traffic may have



in higher density neighbourhoods requires careful consideration. For example, the ability for emergency vehicles to navigate through and access neighbourhoods were raised as a concern when addressing the issue of increased traffic.

### 3.1.1.3 Mid Rise Residential Zones

#### **Built Form and Building Design**

Flexibility is required between City and development community to allow for different site plan elements and different setbacks to be used when planning for new or retrofitted housing types. For example, interested parties suggested that more units of housing could be developed and more living space could be achieved if the requirements were relaxed or limited. Comments received suggested that requirements for amenity areas, waste storage, and open areas should be revisited to promote innovation in the Zoning By-law. For example, amenity areas can include balconies, waste storage can be accommodated off-site, depending on the building footprint, and green roofs can be an alternative to landscaped open space requirements.

#### **Commercial Spaces**

There is an interest in increasing at-grade commercial uses in urban areas and finding new ways of including commercial uses in future developments on the second story of buildings. This was an idea presented to the City in order to account for changes in living and work from home environments. Commercial spaces at grade have to accommodate requirements for accessibility and storage which leaves less space for functional uses. Suggestions to allow commercial uses on the second floors of mixed-use were provided to encourage greater affordability for Hamilton's small businesses, address demand for commercial spaces as density increases, and allow for more creative types of businesses such as co-working spaces, libraries, cafes to flourish. It was suggested that all residential zones accommodate a mix of appropriate uses to promote the vibrancy of Hamilton's communities.

## 4 Next Steps

This section summarizes next steps in the Project.

### 4.1 How Feedback will be Used

Through the communication and engagement activities described in this Report, the City listened to and learned from interested parties in Hamilton. The City asked for feedback on the Low Density Residential Zones and Neighbourhood Infill Design Guidelines, and the Mid Rise Residential Zones. Feedback gathered through communication and engagement activities is being used to further refine the Residential Zones 200 in preparation for the City Council public meeting in February 2024.

### 4.2 How to Stay Engaged

Interested parties are invited to stay engaged in the Project to continue to learn about how housing options can be introduced and accommodated in Hamilton's neighbourhoods. The Mid Rise Residential Zones, expansion of the Transit Oriented Corridor Zones, and new High Density Residential Zones will form the next stages of the Residential Zones Project. Future engagement efforts will be implemented prior to City staff bringing forward recommendations.

Interested parties are encouraged to continue to follow Engage Hamilton, the Residential Zones Project webpage, and sign up to the Project mailing list to receive further updates and/or publications related to the Project. During active engagement, Engage Hamilton will be the source for future communication and engagement activities for the Project.

For more information, visit:

Engage Hamilton at <https://engage.hamilton.ca/reimagining-neighbourhoods>

# Appendix A

## Council Communication Updates #1 and #2



# COMMUNICATION UPDATE

<b>TO:</b>	Mayor and Members City Council
<b>DATE:</b>	November 8, 2023
<b>SUBJECT:</b>	Residential Zones Project – Public Engagement (Wards 1 to 12)
<b>WARD(S) AFFECTED:</b>	Wards 1 to 12
<b>SUBMITTED BY:</b>	Anita Fabac Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

The purpose of this Communication Update is to advise Council that Planning staff will be beginning Community Outreach and Engagement on the Residential Zones Project starting in the month of November. Through Reimagining Neighbourhoods, the City’s residential zones are changing to support residents’ need for more housing options.

The Residential Zones Project will implement Council’s direction to provide more housing options to residents across the City. The City of Hamilton aims to provide homeowners, renters, developers, and the general public access to information and planning tools to learn how zoning changes will provide the opportunity for more housing choice and more affordable housing options and more sustainable and equitable growth across the City.

The Residential Zones Project has been presented to Council as part of Reports PED22154 and PED23069. As a note, a future phase of the Residential Zones Project will also encompass new High Density Residential Zones. The City is now in the process of informing and educating the general public about changes to the Low Density Residential Zones and Transit Oriented Corridor Zones and new Mid Rise Residential Zones as a result of the Residential Zones Project, including:

- New permissions for purpose built multiplex development (up to four or six units on a lot) in low density residential areas;

- Adding permissions for additional residential uses (single, semi, duplex, and street townhouse dwellings, multiplex) to Low Density Residential designations in Secondary Plan areas;
- Adding intensification opportunities of up to 12 storeys along arterial roads;
- Creating City Wide Green Building Standards; and,
- Updating parking regulations and design standards to implement the City Wide Parking Study.

The Community Outreach and Engagement will utilize a variety of tactics to reach stakeholders, Indigenous communities and residents across the City, using accessible language, graphics, and media to help communicate what a Reimagined Neighbourhood might look like, including:

- Updated project webpage on the City’s website available at [www.hamilton.ca/residentialzoning](http://www.hamilton.ca/residentialzoning);
- Engage Hamilton page launching on November 17, 2023 available at: [www.engage.hamilton.ca](http://www.engage.hamilton.ca);
- Educational Zoning Videos;
- In person engagement at pop-up booths in November 2023 where residents can engage with members of the Project Team to learn more about Reimagining Neighbourhoods (see schedule below);
- Meetings with Advisory Committees and stakeholder groups;
- Public Information Meetings in January 2024; and,
- Regular email blasts, social media posts, and notice in the Hamilton Spectator.

### Pop-Up Booth Events

Staff will be holding pop-up booths in and around the City’s neighbourhoods to get in touch with residents where they are. These events are meant to bring attention to the project, engage residents in how the Residential Zones project might impact them and how best they can participate. These events will help build a fulsome project mailing list, identify early issues and answer important questions.

Date	Location	Time
Wednesday, November 22	Stoney Creek Recreation Centre	6:00 to 8:00 p.m.
Wednesday, November 22	Valley Park Recreation Centre	6:00 to 8:00 p.m.
Friday, November 24	Morgan Firestone Arena	6:00 to 8:00 p.m.
Friday, November 24	Limeridge Mall	6:00 to 8:00 p.m.
Saturday, November 25	Limeridge Mall	2:00 to 4:00 p.m.



Date	Location	Time
Monday, November 27	J.L. Grightmire Arena	6:00 to 8:00 p.m.
Monday, November 27	Sackville Senior's Centre	10:30 a.m. to 1:30 p.m.
Wednesday, November 29	Bernie Morelli Recreation Centre	6:00 to 8:00 p.m.

A Post Card will be distributed in your communities to promote the events listed above and direct residents to the Residential Zones Project website. Please contact staff if you would like copies for your office.

**What is to come:**

Staff will be available to meet one-on-one with Councillors to review details of proposed changes within each Ward as requested. A brief summary of the Residential Zones Project is attached to include in Ward communications if desired.

The consultation events will evolve into more formal open houses in the new year. A fulsome Consultation Report will be provided to document the outcomes of all of the Reimagining Neighbourhoods consultation events in support of staff’s recommendation report which will be presented to Planning Committee.

Please contact Shannon McKie, Manager, Zoning and Committee of Adjustment with any questions or comments or to set up a meeting to discuss the Residential Zones Project at [Shannon.Mckie@hamilton.ca](mailto:Shannon.Mckie@hamilton.ca) or by phone at 905-546-2424 Ext. 1288.

**SCHEDULES AND APPENDICES ATTACHED**

Appendix “A” - Reimagining Neighbourhoods Ward Communication

# WE ARE REIMAGINING NEIGHBOURHOODS



Through the Residential Zones Project, we're reimagining neighbourhoods across the city. The City's Residential Zones project is built on the knowledge that residents need more housing options. Reimagining neighbourhoods means providing the opportunity for people at all stage of life to have choice when it comes to their housing. The City's residential zones will support that, responsibly.

Hamilton's neighbourhoods are where residents call home. While no two neighbourhoods are alike, many share a common trait – they're mainly made up of single-family homes. The City's neighbourhoods are being looked at to reimagine how neighbourhoods can grow to respond to the diverse needs of residents.

## What might a reimagined neighbourhood look like:

- A small home built in a backyard
- A larger home converted into more units
- Townhouses
- New triplexes or fourplexes
- Along the edges of the neighbourhood on transit routes, denser housing like townhouses and mid rise buildings

These changes won't happen all at once but through reimagining neighbourhoods, the City's residential zones are changing to provide a greater mix of housing options for residents at various stages of their lives.

### LET'S REIMAGINE NEIGHBOURHOODS TOGETHER!

We want to understand your values and the opportunities that expanding housing options across Hamilton can bring to our neighbourhoods. Stay engaged and contribute to the conversation!

### STAY UP TO DATE



Check out the Website  
or scan the QR Code  
for more details!  
[www.hamilton.ca/  
residentialzoning](http://www.hamilton.ca/residentialzoning)

Email us your questions  
and comments!  
Register for project  
updates here:  
[reszoning@hamilton.ca](mailto:reszoning@hamilton.ca)


### Visit the Project Team at Rec Centres and Lime Ridge Mall across the City this Fall.

Check out the project website to find out what  
time we will be at the following locations:

- Stoney Creek Recreation Centre – November 22
- Valley Park Recreation Centre – November 22
- Morgan Firestone Arena – November 24
- Lime Ridge Mall – November 24, 25
- J.L. Grightmire Arena – November 27
- Sackville Senior's Centre – November 27
- Bernie Morelli Recreation Centre – November 29



## COMMUNICATION UPDATE

<b>TO:</b>	Mayor and Members City Council
<b>DATE:</b>	January 8, 2024
<b>SUBJECT:</b>	Residential Zones Project (Reimagining Neighbourhoods) Public Engagement (Wards 1 to 12)
<b>WARD(S) AFFECTED:</b>	Wards 1 to 12
<b>SUBMITTED BY:</b>	Shannon McKie Acting Director, Planning and Chief Planner Planning and Economic Development Department
<b>SIGNATURE:</b>	

The purpose of this Communication Update is to provide Council with an update to the Community Outreach and Engagement activities that Planning staff initiated in November 2023 for the Residential Zones Project. An engagement plan was developed by City staff in consultation with other teams, including the Community Engagement Team. The Community Outreach and Engagement activities were introduced to Council in a previous Communication Update on November 8, 2023.

Through Reimagining Neighbourhoods, the City’s residential zones are changing to enhance housing options in predominately low-rise residential neighbourhoods. The objective of the Community Outreach and Engagement activities is to provide homeowners, renters, developers, and the general public with access to information to understand how zoning changes will provide the opportunity for more housing choice and more affordable housing options and growth that is more sustainable and equitable across the City.

Community Outreach and Engagement activities undertaken by the City over the course of November and December 2023 included:

- Updated Residential Zones Project website, available at [www.hamilton.ca/residentialzoning](http://www.hamilton.ca/residentialzoning);
- Engage Hamilton launch on November 17, 2023 available at [www.engage.hamilton.ca/reimagining-neighbourhoods](http://www.engage.hamilton.ca/reimagining-neighbourhoods);

- Publication of an interactive Story Map, available at <https://storymaps.arcgis.com/stories/9f202598778c436f906f9154d9fbbf9d>, and Survey on November 17, 2023;
- Regular email updates and social media posts;
- Participation in a podcast interview with Global News and Building Hamilton in December 2023, to be released on January 6, 2024;
- Presentations to three Advisory Committees and the Development Industry Liaison Group (DILG); and,
- Facilitation of eight in-person community pop-up events.

The activities identified above are summarized at a high-level in this Communication Update, with the exception of the podcast interview to be published in January 2024. A summary graphic has been attached to this Communication Update to capture the work completed to date. Additional outreach and engagement are continuing in January 2024. A full summary of all engagement carried out for the Reimagining Neighbourhoods project will be incorporated into and appended to the Recommendation Report to Council presenting the proposed residential zone changes for Council's consideration.

## **Summary of Community Outreach and Engagement**

### **Project and Engage Hamilton Webpage**

The City of Hamilton updated the Residential Zones Project (Reimagining Neighbourhoods) webpage and launched the Engage Hamilton Reimagining Neighbourhoods microsite on November 17, 2023. The Residential Zones Project webpage contains important project related information, including the project phases, timing, important contact information to ask questions and submit comments, and a sign-up link for the project notification list. Visitors to the Residential Zones Project webpage are also enabled to click on a link to visit the Engage Hamilton Reimagining Neighbourhoods microsite.

The Reimagining Neighbourhoods microsite, hosted on the Engage Hamilton platform, was launched by the City to collect feedback from the public related to the Residential Zones Project. The microsite includes a project timeline and information about past and upcoming consultation and engagement events. It also includes Frequently Asked Questions (FAQs) about the project, as well as a direct link to the project Survey, described further in this Communication Update.

Since the Residential Zones Project webpage was updated, the webpage has been visited by over 1,200 users, with over 8,000 interactions with the webpage<sup>1</sup>. This

<sup>1</sup> Data collected between November 17 and December 8, 2023

includes page views, scrolls, and clicks of different components on the webpage. The Residential Zones Project webpage remains active and will continue to be used by the City as a tool to inform the public about the Residential Zones Project.

### **Story Map and Survey**

The Reimaging Neighbourhoods Story Map and Survey were launched on the Engage Hamilton webpage on November 17th, 2023. The purpose of the Story Map was to inform members of the public about the Reimagining Neighbourhoods project. The Story Map was leveraged as a tool to educate members of the public about the expanded residential permissions in neighbourhoods, and the types of built form that could occur along the edges of neighbourhoods through the proposed Mid Rise Residential Zones. The Story Map described and provided visuals of the potential changes that could occur within and along the edges of neighbourhoods as a result of changes to residential zones proposed through the Residential Zones Project.

The Survey was open from November 17, 2023 to December 8, 2023. The Survey included a total of five multiple choice and open-ended questions. A total of 221 responses were received from members of the public who shared their priorities and feedback on the benefits of and concerns related to new housing options in Hamilton's neighbourhoods. A fulsome summary of the results and analysis will be provided in the Consultation summary report as noted above.

### **Video**

To further the public's understanding of the Reimaging Neighbourhoods project and to reach a wider audience through additional engagement tools, a series of videos are being produced to highlight aspects of the project. The first video provides an overview of the project by presenting what a reimaged neighbourhood may look like. This video was launched on the Engage Hamilton webpage on December 14, 2023 and subsequently promoted via the City's social media posts.

### **Social Media**

The City launched the Reimagining Neighbourhoods project to the City's various social media platforms. The purpose of these social media posts was to promote and inform the general public about the Reimagining Neighbourhoods project and communication and engagement activities. These posts provided a link to the Reimagining Neighbourhoods webpage and invited the public to view the Story Map and complete the Survey. Social media posts to the City's X (Twitter) and Facebook pages were published on November 17, 2023 and to LinkedIn on December 4, 2023. A subsequent social media post to the City's X and Facebook pages was published on December 21, 2023 to promote the Reimagining Neighbourhoods video and upcoming public

information meeting scheduled for January 18, 2024. Together, these posts have been reshared more than 15 times.

### **Advisory Committees and Other Committees**

City staff met with and provided a presentation to the following advisory and other committees:

- Development Industry Liaison Group (DILG) on November 20, 2023;
- Seniors Advisory Committee on December 1, 2023; and,
- Advisory Committee for Persons with Disabilities on December 12, 2023.

The purpose of the presentations was to inform members about the ongoing Reimagining Neighbourhoods project. City staff prepared a comprehensive presentation that provided background on the project and a summary of ongoing initiatives led by the City to provide housing choice in Hamilton's neighbourhoods.

Following the presentation, the Advisory Committee and DILG members were invited to ask questions and provide comments. City staff received minor questions and comments from participants, which were addressed and responded to by City staff.

### **Pop-Ups**

City staff hosted eight pop-up events throughout Hamilton between November 22, 2023, and November 29, 2023. The City also attended Hamilton Day on November 4, 2023 to advertise the pop-ups and invite residents and business owners attending Hamilton Day to participate in the upcoming pop-ups. During Hamilton Day, City staff visited the Locke Street Business Improvement Area, the International Village Business Improvement Area, and the Hamilton Farmer's Market.

Pop-up events were identified by City staff and the consultant team at WSP as an important approach to engagement for the Reimagining Neighbourhoods Residential Zones Project. Traditional engagement methods, such as public open houses, are often scheduled at inconvenient locations and times. Pop-ups reduce this barrier and allow people to engage in quick, accessible, and fun opportunities to share their experience, provide comments, and ask questions. They are an important tool to inform and educate broad audiences and can increase project visibility directly in the community. Importantly, pop-ups were leveraged by City staff as an intentional approach to engage seniors, youth, and families in a civic process and to expose them to a city-building initiative. The pop-ups were hosted in high-traffic areas such as community recreation centres and a shopping centre and were strategically located across the City.



Details of the pop-ups, including date, time, and location, are identified below:

Date	Location	Time
Wednesday, November 22, 2023	Stoney Creek Recreation Centre	6:00pm to 8:00pm
Wednesday, November 22, 2023	Valley Park Recreation Centre	6:00pm to 8:00pm
Friday, November 24, 2023	Morgan Firestone Arena	6:00pm to 8:00pm
Friday, November 24, 2023	Lime Ridge Mall	6:00pm to 8:00pm
Saturday, November 25, 2023	Lime Ridge Mall	2:00pm to 4:00pm
Monday, November 27, 2023	J.L. Grightmire Arena	6:00pm to 8:00pm
Monday, November 27, 2023	Sackville Senior's Centre	10:30am to 1:30pm
Wednesday, November 29, 2023	Bernie Morelli Recreation Centre	6:00pm to 8:00 pm

The objective of the pop-up events was to:

- Drive traffic to the Reimagining Neighbourhoods webpage on Engage Hamilton, and promote the webpage as a destination for all things related to Reimagining Neighbourhoods;
- Provide a method for the public to easily access the Story Map and Survey using a QR Code, to gather feedback from the public; and,
- Engage with individuals who may not typically participate in open houses and/or other forms of traditional engagement approaches to receive their feedback and inform them about the Reimagining Neighbourhoods project and provide an opportunity for the public to sign up to the project notification list.

Two City staff members attended each pop-up event. City staff distributed informational postcards about the Project, engaged residents in discussion about the project and directed residents to the Residential Zones Project and Engage Hamilton microsite using the QR Code, specifically the Ideas Tool on Engage Hamilton to collect feedback. City staff recorded the following impressions from the pop-ups:

<b>Approximate Number of Attendees*</b>	402
<b>Postcards Distributed</b>	650
<b>Email Registrations</b>	36
<b>Survey Completions**</b>	5
<b>One-on-One Conversations</b>	110

\* Approximate number of attendees generally refers to the number of individuals who were present at the location during the time of the pop-up.

\*\* Survey completions indicates the number of surveys that were completed at the pop-up by using a tablet provided by the City.

### Next Steps

City staff continue to be available to meet one-on-one with Councillors to review details of proposed zoning changes within each Ward as requested. Outreach and engagement with the community will continue into the new year, including a public information meeting scheduled for January 18, 2024. A fulsome Consultation Report will be provided to document the outcomes of all Reimagining Neighbourhoods consultation events.

Please contact Shannon McKie, Acting Director, Planning and Chief Planner with any questions or comments or to set up a meeting to discuss the Residential Zones Project by email at [Shannon.McKie@hamilton.ca](mailto:Shannon.McKie@hamilton.ca) or by phone at (905) 546-2424 Ext. 1288.

### APPENDICES AND SCHEDULES ATTACHED

Appendix "A" – Engagement by the Numbers



# Reimagining Hamilton Engagement by the Numbers

Engagement Period: November 4 to December 12



## Project Webpage

**1,200** Visitors

**8,000** Interactions  
(Webpage views, scrolls, and clicks)

## Podcast Interview

 **1** Podcast interview

## Story Map and Survey

 **221** Survey Responses

## Advisory Committee Meetings

 **3** Meetings  
**65** Participants

## Community Pop-ups



**8** Pop-ups **402** Approximate Number of Attendees

**5** Survey Completions **36** Email Registrations

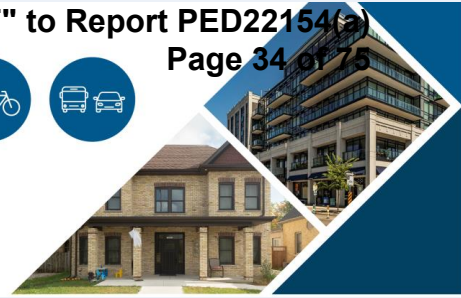
**650** Postcards Distributed **110** One-on-One Conversations



# Appendix B

## What We've Heard – Survey Infographic

# REIMAGINING NEIGHBOURHOODS



## What We've Heard: Survey Results

**221**  
Survey Respondents

**Survey Period:**  
November 17, 2023 -  
December 8, 2023

Through Reimagining Neighbourhoods, residential zones are changing throughout Hamilton to support the creation of new housing options in the City.

To understand residents' priorities as residential zones change, an online survey was conducted on Engage Hamilton. The survey results will inform the changes proposed to residential zones as neighbourhoods are reimagined to provide more housing choice for residents.

For a fulsome report on all engagement activities and a summary of what we learned, look out for the **Reimagining Neighbourhoods Engagement Summary Report** late this Winter on the Engage Hamilton [project webpage](#).

### Summary of Survey Results

#### What you like about Hamilton's Neighbourhoods

When asked what you like about your neighbourhood, respondents of the survey mentioned the following: walkability, green space (trees, parks, and places to play), access to services and amenities (shopping), as well as rental housing and a mix of land uses.



#### Vision for Hamilton in 15 years

When asked to consider their reimagined neighbourhood in 15 years, the words captured in the word cloud below were used most frequently by respondents and will be further explored and unpacked in the **Reimagining Neighbourhoods Engagement Summary Report**:

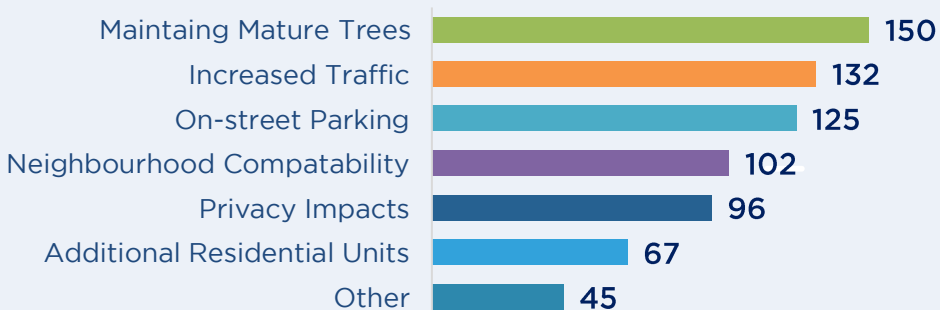
services condo options **Space**  
cars **Density** Community **Children**  
Housing **safety** Traffic **Parking** Homes  
**People** Transit **Place** **Affordability**  
Neighbourhood **Buildings**

# Reimagining Neighbourhoods

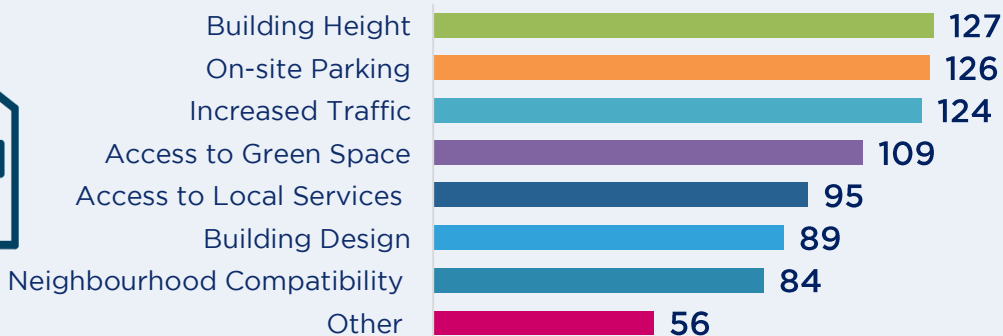
## What We've Heard: Survey Results

Respondents were asked to identify potential benefits and potential concerns related to introducing new housing options within and surrounding neighbourhoods. **Maintaining Mature Trees** within neighbourhoods and **Building Height** on the edges of neighbourhoods were top priorities for respondents. **Aging in Place** was seen as a top benefit of introducing new housing options in Hamilton.

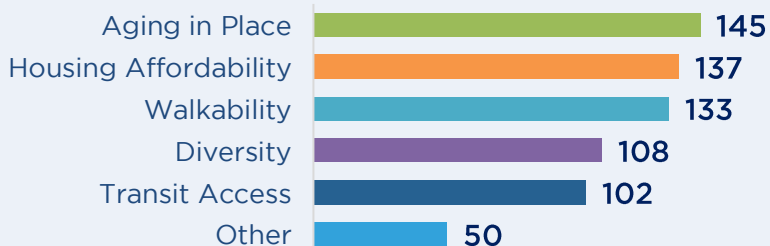
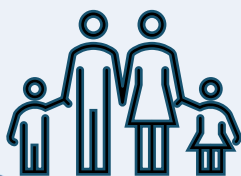
### Priority concerns for building within neighbourhoods



### Priority concerns for building on the edges of neighbourhoods



### Benefits of New Housing Options in Hamilton





# Appendix C

## What We've Heard – Survey Summary

**City of Hamilton Reimagining Neighbourhoods - Residential Zones Project**

Story Map Survey - Comment Response Matrix

Theme / Comment Summary	City Response
<i>This column summarizes comments received through the Story Map Survey.</i>	<i>This column is provided for the City's response to the theme / comment summary is applicable.</i>
Parkland, the urban tree canopy, and the Niagara Escarpment are important features that contribute to the City's character and environmental health. These features need to be protected and should not be compromised as a result of density.	Staff acknowledge this comment.
There will be a potential increase in traffic and crime as a result of greater density in the City's neighbourhoods.	Staff acknowledge this comment.
New buildings should be subject to certain environmentally-friendly design criteria. For example, bird-friendly design, green building standards, or protection for existing trees.	New applications will be subject to a set of Green Building Standards that the City is currently developing. Environmentally-friendly design, landscaping standards, and bird friendly design will all be addressed through the Green Building Standards.
There is a need for more affordable housing in Hamilton's neighbourhoods.	Staff acknowledge this comment.
There is a need for new buildings to be seamlessly integrated into existing neighbourhoods, and to address potential impacts from wind or shadowing.	Staff acknowledge this comment and note the City is working towards Community Infill Guidelines to accompany the Low Rise Residential Zones.
There is a desire for new development to be connected to transit and other active transportation networks.	Intensification is being focused on Arterial roads that are connected to existing transit routes and services.
On street parking is in demand and participants would like the City to examine and determine where new residents in Hamilton's neighbourhoods will park their cars.	Staff acknowledge this comment and note the City's Transportation Planning and Parking Division are currently completing a parking standards study.
With higher density, there are concerns over traffic congestion on local streets.	Staff acknowledge this comment.
Some participants support new development and increased density in neighbourhoods.	Staff acknowledge this comment.
It is important to build new housing where there is existing servicing infrastructure to reduce the impact of urban sprawl.	Intensification is being focused within the City's current built up area. Access to services and infrastructure is being considered. 80% of the City's population growth is being planned to be accommodated within the Urban Boundary, supporting Council's decision for no urban boundary expansion.
Participants are concerned over the impact of larger housing types on the built form of communities with lower densities.	Staff acknowledge this comment.
Existing community amenities and facilities, such as schools, libraries and parks, may not keep pace with the growing population. The City may need to provide greater amenities and services to accommodate urban intensification and growth.	Staff acknowledge this comment.
There is a desire for more variety in the types of mixed use buildings within neighbourhoods, such as libraries, grocery stores, and other businesses and institutions that serve residents' everyday needs.	Staff acknowledge this comment and note that the Mid Rise Residential Zones are proposed to contain permission for local commercial uses.

# Appendix D

## Residential Zones Project – Comment Summary

**Residential Zones Project - Comment Summary**

Comment Source	Comment	Response
Resident	<ol style="list-style-type: none"> <li>1. Hamilton has a long history of producing very different health outcomes for poorer neighborhoods and areas of the city exposed to more noise and pollution. As we move to open up space for apartments primarily along busy arterial roads, how will we ensure those who cannot afford to live in low-density-residential zones are not disproportionately exposed?</li> <li>2. What is the purpose of the large-lot zoning bylaw? Does it make sense in a city where we have small lots that seem to work really well? Does it prevent subdividing lots to increase density?</li> <li>3. How are we enforcing the build form rules? E.G. setbacks, roofline articulation?</li> <li>4. Roofline articulation is counter to energy efficiency goals and limits feasibility of rooftop solar PV. Why are we trading these away for better looks? I would love to see a policy that was focussed on having roofs that are ready for renewable energy, rather than on looking deceptively small.</li> <li>5. With the focus on already-selected transit arterials (i.e. BLAST), how will we develop other corridors into transit-oriented, dense places?</li> <li>6. How far away from a transit corridor does arterial upzoning apply? Is it just abutting lots, or can there be apartments tucked behind those lots?</li> <li>7. We have some existing medium / high-density residential zones (Durand, for example). How would this bylaw allow currently low-density zones to develop into places where mid-rise buildings are allowed? (it seems like existing single-family-home neighborhoods can't ever become places for mid-rise, even if they have extremely high land values).</li> </ol>	<ol style="list-style-type: none"> <li>1. New developments will be subject to a set of Green Building Standards that the City is currently finalizing and planning on bringing forward with the new Mid Rise Residential Zoning. Spreading MRR Zoning across the City, but on streets that are planned to handle the increase in traffic takes an equality approach in spreading different unit types across the City, not just in less affluent areas. Further, expanding the types of units internal to neighbourhoods allowing up to 4 units also increases unit choices within neighbourhoods and provides a wide variety units types across the entire City.</li> <li>2. The large lot zone is only being applied to areas of the City where the existing lot fabric consists of the largest of lots in the City. The additional residential uses now permitted in low density zones will also apply to the R2 Zone. Despite the R2 zone, the vast majority of the low density residential properties across the City will be zoned the standard lot R1 zone, or the small lot R2 zone.</li> <li>3. Setbacks and height are enforced through the Zoning By-law which is applicable law.</li> <li>4. Thank you for that feedback, we will consider that in the development of the Green Building Standards.</li> <li>5. All arterials are being considered for Mid Rise Residential Zoning which will increase density along all arterials, the TOC along BLAST focuses more on commercial with residential uses, whereas R3/R3A focuses on residential with commercial. The use focuses are different for the two, however, both are moving towards denser more well connected corridors.</li> <li>6. At this time, we are reviewing mainly lots fronting onto arterials with a developable lot depth, as well as lots currently with Mid Rise Residential Zoning. There may be opportunities to bring more lots in through consolidation, however, at this point the focus is lots along arterials.</li> </ol>

Comment Source	Comment	Response
		<p>7. If a low density zoned property fits the location and lot criteria we are up-zoning to a MRR zone. However, if a lot is currently zoned and used as low density residential and does not meet the location requirements it is not being considered for the R3/R3A Zones. It may however be zoned R1/R1A/R2 which would allow up to 4 units.</p>
Resident	<p>Comments:</p> <p>Firstly, I wanted to say that the City representatives at the meeting handled themselves very professionally and I was also very thankful that they set up the second meeting, which meant that I was able to attend.</p> <p>I felt that the format used for the meeting was a little disappointing. I could not see anyone else's questions, nor could they see mine. I asked 3 questions but none were addressed which made me feel like I had no voice. I'm hoping you can reply to the questions in this e-mail so that I can have some clarification.</p> <p>There are over 700,000 people in the City of Hamilton but only 221 took the survey. I was not one of them as I was not aware of it. Just wondering if perhaps this is important enough that people should be notified by mail.</p> <p>Questions:</p> <ol style="list-style-type: none"> <li>1. I live near the corner of Upper Wellington and Stone Church and there is a proposed development being built on the corner that goes against everything that was presented at the meeting, and everything presented in the video on Reimagining Neighbourhoods that is available on your website.</li> </ol>	<p>Thank you for your comments. Q&amp;A sessions during virtual public meetings are moderated in consideration of possible questions that do not meet the expectations of a civil dialogue.</p> <p>As mentioned at the Public Information Meeting, the staff present were not able to speak about specific development applications directly. However, staff are able to assist in directing these questions to the Development Planner who is assigned to the application. . We did discuss the process required under the Planning Act for the submission, review, decision and appeal rights when it comes to Zoning By-law Amendments. These are established by the Province and we are required to abide by these rules.</p> <p>The Re-Imagining Neighbourhoods consultation addresses that there are different forms of housing that are needed to meet the growing needs of the residents of the City of Hamilton. The project contemplates a variety of housing forms to make sure there are opportunities for a mixture of housing throughout the City – that can</p>

Comment Source	Comment	Response
	<p>(By the way, at the time of writing, the video shown at the meeting, although similar, was not the same as the one on your website.)</p> <p>The video on the website states:</p> <ul style="list-style-type: none"> <li>- These rezoning changes will happen over time, not all at once.</li> <li>- There are rules in place to manage impacts on privacy for neighbouring homes.</li> <li>- There are guidelines in place regarding how a new building type fits into an existing neighbourhood: visually the new building type should fit in with what is already there.</li> </ul> <p>However, the above guidelines seem to be meaningless to the developer because all of those rules have been ignored. This new development is proposed to be massive 20-story rental buildings (two of them) with various levels surrounding them. This will back on to an R1 established neighbourhood of single family homes, and be across from a low-rise retirement complex &amp; some townhouse units. This land was originally zoned as Agricultural AA and was originally slated for a church when I moved in over 20 years ago. But instead there could potentially be over a hundred balconies looking directly down into our backyards. I would like some help understanding how this meets with any of the guidelines on your site or with those presented at the meeting.</p> <p>2. I'm also very concerned because it has come to my attention that developers are now by-passing City guidelines and resident's concerns, and going directly to the Ontario Land Tribunal for approval – and the Tribunal has given that approval (West 5th &amp; Stone Church). Can you shed some light on this</p>	<p>be single detached dwellings as well as multi-unit buildings. The intent is that by allowing some more flexibility, neighbourhoods will grow in different ways, ways that work for a mixture of residents (students, families, seniors and multigenerational). The changes that are proposed take away some of the barriers that have historically existed to achieve this.</p> <p>The Reimagining Neighbourhoods consultation has occurred over many months and has happened in different ways. The Virtual Public Meeting was one way to reach out to residents in addition to community pop-up events, surveys, website updates, social media blasts, newsletters and email updates. We understand that it is hard to get to every resident and we have tried to create as many opportunities as we can to engage on the project. The survey was posted on the City's social media channels, staff were also out in the community and hosted a series of pop-ups events at community centres, recreation centres, and Lime Ridge Mall to try to enhance the reach of the Reimagining Neighbourhoods engagement. Unfortunately, it is difficult to reach everyone, however, we are glad the public meeting notification reached you and you had an opportunity to participate.</p> <p>The Neighbourhood Infill Design Guidelines are specifically for multiplex development e.g. fourplexes, sixplexes within neighbourhoods. Larger scale development is subject to the Site Plan Application process which involves a comprehensive review of site and building design before approval.</p> <p>Certain types of Planning Act applications can be appealed to the Ontario Land Tribunal (formerly the Ontario Municipal Board). For further information on their mandate and accountability documents, please visit <a href="https://olt.gov.on.ca">https://olt.gov.on.ca</a>.</p>



Comment Source	Comment	Response
	<p>and hopefully help put my mind at ease that this will not happen over and over again?</p> <p>3. There are 4 mid-rise and high-rise developments already approved and/or proposed within 2 blocks on Stone Church between West 5<sup>th</sup> and Upper Wellington, with a total of 1600 vehicle parking spaces. It doesn't take a traffic study to recognize that the intersection at Upper James and Stone Church already gets extremely congested – and this is before even one of the other developments has been completed. To add another 1600 vehicles to the current mix would be absolutely disastrous. I also see this as being a safety issue as emergency vehicles will be unable to move freely. How will the city deal with this massive increase in traffic?</p> <p>I'm all for building multiplexes and affordable housing in a responsible manner. But when 'the solution' ends up being the problem, then we must stop and rethink the strategy. Because once these changes are made, they are permanent.</p>	<p>The Transportation Master Plan has contemplated the intensification that is set to occur across the City, and establishes the transportation plan for this intensification which will be directed to the City's major and minor arterial roads. The Urban Hamilton Official Plan directs intensification to these corridors.</p>
Resident	<p>1. The zoning provisions ultimately decided upon by the City of Hamilton need to be clearly written and understandable by those people who will be subject to them.</p> <p>2. There needs to be enforcement of whatever zoning provisions are decided upon by the City of Hamilton. Without enforcement, the zoning provisions will be of no effect.</p> <p>3. Removal of minimums is not ideal as in doing so, the City would be assuming that people will do the right things if standards are eliminated or are discretionary. We saw how that has worked with the average person and covid mandates. We strongly suspect that removal of minimums would be even more</p>	<p>We have noted your comments for consideration. Thank you.</p>

Comment Source	Comment	Response
	<p>problematic, particularly when it comes to private sector developers whose ultimate goal is profit. As an example, we have previous personal experience with a development in Hamilton where because the City has no visitor parking requirements, the developer took the position that they were not obligated to provide any visitor parking despite the impact that parking from that development would have on neighbouring streets.</p> <p>4. Lastly, while we fully support efforts to deal with climate change and reduce our community's dependence on cars, to eliminate parking opportunities altogether in some building due to transit options being in place does ignore the circumstances of some people where they work out of town and are not able to use public transit to get to their places of employment in a timely manner. This is something we have experienced in the past and continue to experience in our own personal circumstances (i.e. a need to have two vehicles).</p>	
Resident	<p>First I want to thank staff and WSP for engaging with residents and presenting the plans so far to the public. I have a few comments on the plans thus far with some thoughts on improving them for a more equitable policy that would improve housing supply outcomes. If the plans are implemented as currently designed, Hamilton's zoning and parking requirements will move from something that is severely restricting housing supply, to something that is more acceptable. Hamilton should aim to be a leader and not simply follow in the footsteps of nearby cities. Other Canadian and American cities have proposed far more ambitious zoning reforms. This has implications on housing supply, staff time, taxpayer funded review of developments, and infill tax revenue.</p>	

Comment Source	Comment	Response
	<p><b>Zoning:</b>  <b>Built-Form:</b> During the presentation there were slides related to the “compatibility” of new multi-plex residential. While this comes from a place of respect, I have to argue against this. I think the low-density residential zoning does not go far enough in allowing housing supply during a housing crisis.</p> <p><b>Unit count:</b>            Other cities around North America are looking to allow up to 6 units or more in existing residential areas. Hamilton could lead the pack and allow up to 6 units as-of-right, instead of the current 4 proposed, or allow up to 4 floors regardless of unit count. This would provide housing providers with more options to provide housing in our existing neighbourhoods so that residents have options when choosing neighbourhoods and can more easily allow residents to age in place. An example of infill given in the presentation actually showed a 6 unit building that would still not be allowable under the proposed guidelines. Proof that these guidelines do not go far enough to provide housing supply options.</p> <p><b>Set-backs and design:</b>            The current infill guidelines seem to be overly strict with regard to building design. It is fine if the infill doesn't put on a façade of a house, apartments look different, and restricting design means awkward interior layouts and odd looking buildings. The set-backs might be slightly different too, coming somewhat closer to the street than existing homes. There are great examples of this in long-standing neighbourhoods in Hamilton such as Durand, Beasley, St. Clair, and more which have caused no adverse issues. Residents actually often seek out these neighbourhoods because of the variation in housing types. Older neighbourhoods have these already, and many are illegal to build today without special permissions that are costly and waste</p>	<p>Regarding Zoning matters, the Residential Zones Project Team provides the following response:</p> <p>Compatibility is a well debated term that brings with it certain connotations. The Neighbourhood Infill Design Guidelines make clear that compatibility, as defined in the Urban Hamilton Official Plan, is not narrowly intended to mean “the same as” or “being similar to”. In terms of permitting six units as-of-right, the Urban Hamilton Official Plan has established the permission for up to six units in Low Density Residential areas. So, while the Low Density Residential Zones are proposed to permit up to fourplexes, the Neighbourhood Infill Design Guidelines were also written to be applied to the evaluation of Zoning By-law Amendment applications for sixplex developments. Staff will be actively monitoring the implementation of the new Low Density Residential Zone permissions as is always the case when new regulations are introduced. The Zoning By-law is a living document and is intended for evaluation and review. This is of particular importance given the current housing crisis and other factors affecting access to housing in the City.</p> <p>Your comments on the guidelines related to design, setbacks and height are noted. The guidelines are intended to guide important elements of built form and site design. While these elements are prioritized, guideline documents are intended to have flexibility which is reflected in the language used. The guidelines are not intended to promote one type of built form or design which is reflected in the varied sample images used throughout the guideline document. While zoning by-law regulations establish black and white rules, design guidelines are guides, not a strict set of rules. In terms of height, the maximum height proposed for fourplex development maintains the existing height permission in place for all low density residential uses. A maximum height of 10.5 metres allows for up to a</p>

Comment Source	Comment	Response
	<p>taxpayer dollars and staff time. Plenty of buildings that are single detached buildings do not conform to the existing neighbourhood, and so this is an undue restriction on multi-unit buildings that is unequitable and continues the exclusionary nature of zoning. Toronto just went through a review where items like Floor Space Indexes and height and how they affected the reality of building the technical allowance. They relaxed both the FSI and height restrictions after that review. In addition to this the step back requirements in most cases are not needed. In the majority of cases infill will be 1 or 2 storeys taller than surrounding buildings. The current zoning by-law does not restrict single detached homes adjacent to 1 storey bungalows in a similar way. A 2 or 2.5 storey building on a lot next to a 1 storey building is considered acceptable. There is no reason a 3 storey building of similar increased height should not be allowed beside an existing 2 or 2.5 storey home. Height restrictions should be relaxed to allow 12m or 16m in low density residential zones with reduced or no floor setback requirements using angular planes.</p> <p><b>Commercial in Residential:</b> <b>Mixed use:</b> Older neighbourhoods in Toronto and Hamilton among other nearby cities have commercial mixed into residential neighbourhoods like Durand, Beasley, Crown Point, Inch Park and East Mount. These are often small units with dentists, doctors, cafes, variety stores, and bakeries. They often fit less than 15 – 20 people in them, and do not generate significant traffic or parking issues as most users live locally and can walk or cycle to them. These commercial units in established neighbourhoods would allow more residents to avoid driving as they could live within walking distance of a small shop, and it would allow small business owners to flourish as they could operate a small shop from their home or on a side street where the commercial unit is less likely to be owned by a large</p>	<p>three storey building, depending on roof design. As mentioned previously, the zoning regulations will be monitored once implemented. Staff will then have the benefit of the regulations being applied to new developments and can evaluate whether any regulations should be further evaluated.</p> <p>Thank you for your comments about small-scale commercial located within neighbourhoods and its contribution to walkability within a neighbourhood. When the City's Commercial and Mixed Use Zones were introduced in 2017, one of the zones established was the Residential Character Commercial (C1) Zone which is intended to be applied to the interior of neighbourhoods to small-scale buildings with small-scale commercial uses to meet the need of surrounding residents. As you note, there are many examples of this neighbourhood commercial in many of the older neighbourhoods in Hamilton which is supported through the C1 Zone.</p>

Comment Source	Comment	Response
	<p>corporation. The fact that commercial in residential neighbourhoods are car trip generators is based on flawed models that expect every person to access commercial in the same way no matter the distance.</p> <p><b>Mid-rise mixed use:</b> Simply put, the zoning should allow for commercial on the second floor of buildings in addition to the first. There is just no reason to restrict this use. If there is demand, allow it. As areas become more dense, commercial supply decreases increasing lease costs making it more difficult for small businesses to start leading to more large franchises and less unique vibrant local shops.</p> <p><b>TOC Zoning:</b> TOC zoning should incorporate a distance around the corridor, not just properties immediately adjacent. This allows for greater flexibility regarding land acquisition for better housing forms. If not following in the footsteps of regions elsewhere in Canada, expanding TOC zoning to 50-150 metres surrounding the corridor would greatly improve their efficacy.</p> <p><b>- Zoning Simplification:</b> While the simplification of the zoning by-law cannot have its benefits overstated, it could likely be further simplified. The city could likely reduce the low density zoning and mid-rise zoning into one zone each rather than three and two respectively. It is just likely unnecessary to have different rules for the size of the lot. The specific outlines in each could likely cover most contexts.</p> <p><b>Parking:</b> - Staff perfectly described that the removal of parking minimums does not mean there will be no parking offered. Some areas require more parking than others, and developments will take that</p>	<p>With respect to Commercial in Residential – Mid-rise mixed use, The Urban Hamilton Official Plan restricts local commercial uses to the ground floor of buildings containing multiple dwellings in Medium Density Residential areas. The Mid Rise Residential Zones project is implementing the policies of the UHOP, however, that feedback is noted.</p> <p>With respect to TOC Zoning, staff will consider this feedback when evaluating the BLAST corridors. Some lots may be included in the TOC Zoning that are not directly fronting onto the corridor, similarly to how the TOC Zoning is applied on the LRT corridor. Corridors will be evaluated on a site by site basis, and additional lots may be included where the lot fabric and local context deems appropriate.</p> <p>With respect to Zoning Simplification, the suggestion is noted.</p> <p>Regarding Parking matters, the Parking Standards Review Project Team provides the following response:</p>

Comment Source	Comment	Response
	<p>into account when planning to sell or rent units to residents. Despite this, the city is planning to impose parking minimums on much of the city where parking is likely to be provided already. This is simply not needed, and the occasional case where no parking is desired, the proposed development will have to go through a costly variance process and the city might have to defend its position at the LPAT wasting taxpayer dollars, staff time, and delaying much needed housing,</p> <p>I propose the following improvements from most desirable to least desirable:</p> <p>1) Remove the parking minimum city-wide. The city is going through the process of merging the zoning by-laws to remove complexity and to have the entire city feel like one rather than a shadow of the former municipalities. The same should be done with parking requirements. Hamilton already sees developments with above required parking provided, setting a minimum is already unnecessary and complicated the zoning code. This has been done in many cities in Canada already in High River, Alberta, Edmonton Alberta, Lunenburg, Nova Scotia and Toronto, Ontario not to mention countless American mid-sized cities like Cambridge Massachusetts and Portland Oregon.</p> <p>2) If the above is not feasible then at the least I would recommend the merging of Zone A and Zone B with the requirements of Zone A. This would reduce the number of zones in the urban area from two to one. This would be a compromise that would meet the objectives of my first point while remaining sensitive to the worries of residents in Zone C.</p> <p>- Something not mentioned in the parking discussion was following in the footsteps of other municipalities in restriction of new curb cuts. Especially in urban areas, curb cuts to add additional parking can severely reduce the safety and mobility of people walking on sidewalks.</p>	<p>Staff agree there is a strong rationale for removing parking minimums and this is where the future is headed. The option of eliminating minimums throughout the City was given strong consideration. Some of the considerations that went into the recommendation for a geographical based approach included an analysis of existing auto ownership and commuting trends (Some of this analysis is included in the August 15<sup>th</sup> Parking Standards Review Report, Appendix B, which can be found here). <a href="https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669">https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669</a></p> <p>It is also noted that while some municipalities such as Edmonton and Toronto have eliminated parking minimums, others such as Guelph have rejected such proposals recently.</p> <p>We will consider your suggestion of merging Zone A and B, or potentially expanding Zone A. However, it is noted that currently zone B is where we receive a very large amount of complaints about the lack of parking from residents. Note: the terminology of the “zones” has been updated to Parking Rate Area 1, 2 and 3.</p> <p>In the August 15<sup>th</sup> report to Planning Committee, there was a recommendation that staff be directed to prepare an implementation plan and any required policy or by-law changes to eliminate or modify the residential Boulevard Parking Program. This would eliminate some new curb cuts. Another way to reduce the angled portion of sidewalks is to build wider sidewalks (i.e. 1.8 m vs. 1.5 m) which allows for a more gradual slope while providing a wider level platform. This is part of the City’s Complete Streets Guidelines.</p> <p>The recommendation to further restrict the location of parking within a building and at surface level are noted and will be considered as part of future work.</p>



Comment Source	Comment	Response
	<p>According to <a href="https://himpro.calslip-and-fall-settlements-in-ontario/">https://himpro.calslip-and-fall-settlements-in-ontario/</a> says "In Ontario the average settlement \$10,000 to \$418,000." Reducing angled sidewalks would reduce the overburdened legal and engineering staff at the city.</p> <p>- Another item that should be mentioned in the parking by-laws should be restricting parking levels in structured parking to underground to provide additional space for residential and commercial uses. Surface parking should also be heavily discouraged on mid-rise construction, as it often creates a large impermeable surface which the city is also working to reduce through storm water fees. It also takes a large portion of the property where amenity space and more residential and commercial space could occupy.</p>	
Resident	<p>It is very clear that Hamilton needs more varieties of housing, at various price points, and that speed and efficiency are certainly considerations when creating new zoning regulations and building standards. The Team did an excellent job of describing the City's needs and how this ONE Zone fits all bylaw may be the formulaic answer to solve the City's housing crisis. However, it appeared as if the Team were more concerned with just meeting the new requirements, rather than determining if these requirements would meet the needs of residents.</p> <p>I have a few questions, please.</p> <ol style="list-style-type: none"> <li>1. When adding new townhouses, multi-plexes, multi-story dwellings, etc. on the periphery of residential areas, is it also the intent to improve/re-build the infrastructure such that water mains, sewer drains, roads and intersections can handle the increased flow of not only water but also traffic, especially heavy busses. We all know from very recent events that the water mains throughout the lower</li> </ol>	<p>The Urban Hamilton Official Plan establishes where future population growth is going to be prioritized across the City. With support of a no urban boundary expansion growth option, much of the City's future growth is to occur within the existing built-up area. The GRIDS2 process was established to undertake the comprehensive planning for this growth. The Growth Related Integrated Development Strategy is an integrated planning process to plan for the allocation of</p>

Comment Source	Comment	Response
	<p>City are old and are constantly breaking, causing flooding and damage to homes and roadways. The cost of ensuring adequate infrastructure for all the new dwelling units and residents must be a major consideration, although I do not think it was mentioned in the presentation. Perhaps it is just a known requirement and everyone simply accepts that this will be done.</p> <p>2. Parking is a major concern, especially in apartment buildings or multi-story condo buildings. A series of formulae seemed to determine how much parking would be allowed, both a minimum and maximum, but none of the formulae included a parking space <b>for each unit</b> and some were totally <b>without visitor parking</b>. Is this really a viable alternative? Mr. Hollingsworth alluded to the fact that he would let the market determine the parking requirements. What does that mean? Does it mean that if there is not enough parking, people can decide not to purchase that living space? I would really appreciate clarity on this theory, please. To build housing where no one wants to live because of inadequate parking seems to defeat the purpose. Also, if there is no visitor parking, people will find side streets and other areas to park, thereby cluttering up the whole neighborhood. While I know that decreasing the number of vehicles is the way we need to go, we are not there yet. Lastly, there was mention of underground parking and the fact that it will not be utilized because of the GHG's of combustion engines. It seems that electric vehicles would suit perfectly in underground parking. In this way, you could offer adequate parking while simultaneously contributing fewer GHGs.</p>	<p>future growth and the associated infrastructure planning, including water / wastewater and transportation planning.</p> <p>Updates to the allocation of future growth through Official Plan policies and implementing zoning do inform servicing and transportation master planning processes.</p> <p>The Parking Standards Review project team advises that the recommended parking requirements for multiple dwellings, which includes apartments and condo buildings, include a visitor parking requirement which is proportionate to the total number of dwelling units in the building. The visitor parking requirement will apply to multiple dwellings throughout the City, at a rate which is affected by proximity to other modes of transportation.</p> <p>With respect to resident parking spaces, in all areas except the Lower City, there is a recommended requirement for resident parking spaces within multiple dwellings which is proportionate to the total number of dwelling units. The recommendation is that required residential parking follow a geography-based approach, which requires less parking based upon proximity to modes of transportation other than the car. The City of Hamilton is expected to experience growth within a variety of contexts: some of which will be located within a more compact urban environment with greater access to multi-modal transportation, and others will occur in more suburban contexts where greater reliance on a car is anticipated. These distinctions are reflected in the geography based approach.</p> <p>A market-based approach to parking provision recognizes that developers typically consider the current or future demand for parking spaces and construct dwelling units which will cater to prospective purchasers. The comment with respect to electric vehicle parking is noted. The recommendations include regulations intended to require</p>

Comment Source	Comment	Response
	<p>3. I have a number of concerns about the direction the City is taking, particularly as it concerns grocery stores and easy access to nutritious and healthy food for families and for seniors. While I realize that the City cannot mandate grocery stores in certain locations, the lack thereof immediately negates the idea of a walkable community. At some point, families will need a car to bring home big packages of diapers, heavy bags of milk and potatoes and 35 kg bags of dog food. We can't really expect families to lug this stuff home on the bus or bikes. If there is no parking where they reside, they are left to order on-line. This brings us to warehouses, which are eating up space on our green fields – a disastrous waste of natural heritage features. Areas of Hamilton are already considered 'food deserts' and intensification will only increase the problem unless there is a very proactive movement or incentive to entice grocery store chains, vegetable markets, butchers, bakers, etc. into these newly built-up areas. Convenience stores simply do not provide the kinds of healthy meals which Hamiltonians deserve.</p> <p>4. How are you designing new housing with Seniors in mind? It was mentioned that the current design does not include demographics so there is no knowledge of existing retirement homes, enclaves of older homes where people have lived for 50 years, or apartments where they can currently manage the rent. Since Seniors are the biggest burgeoning demographic in Canada, they certainly deserve special consideration. <a href="https://www.cihi.ca/en/infographic-canadas-seniors-">https://www.cihi.ca/en/infographic-canadas-seniors-</a></p>	<p>new developments to include design aspects which support electric vehicles.</p> <p>The importance of accessibility to essential commercial uses like grocery stores is noted. As work continues on the Mid Rise Residential Zones, staff will be evaluating the permissions for commercial uses in these zones, and the future location of these zones at the scale of communities and neighbourhoods.</p> <p>Your comments are noted. While zoning does not zone for people, the need for senior supportive housing is of key importance. The City, through its Senior Advisory Committee and Age-Friendly Plan has identified a series of actions and goals around housing, transportation, community services and other key objectives to support the advancement of the needs of seniors in the community.</p>

Comment Source	Comment	Response
	<p><a href="#">population-outlook-uncharted-territory</a>. They will have special needs for transportation, access to clinics, public services, <b>parks</b>, and grocery stores. Please consider this huge population group in your designs.</p> <p>5. Employment is always a factor in attracting residents to an area. Are there plans to attract high-paying employers, high tech jobs, professionals, to the newly intensified areas? To afford some of the more expensive units, families will need good paying jobs. In the presentation, there was constant mention of small retail outlets on the ground floor of apartment buildings, such as coffee shops. While these are great to have, they are not the high-paying jobs that will attract professionals. Without good jobs, people will still commute to other cities for employment. What does the City plan to do about employment incentives? Again, there is no possibility of a walkable community without sustainable employment.</p>	<p>Your comments are noted. The City's Economic Development team works to advance investment in Hamilton and support a diverse and strong economy as Hamilton grows in the future.</p>
Resident	<p><b>1. Wall-to-Wall Development</b></p> <p>Firstly, in regard to R1a zones, being that these are narrow properties in central locations, would the city consider allowing wall-to-wall development? That is, that any new structures are allowed to be built up to the property lines on the sides of the lot.</p> <p>I worry that holding these narrow lots to the same standards as wider lots will have a dramatic impact on the amount of units that can be built within height restrictions, and given that R1a zones are most often in highly central locations, I would argue we need to ensure there are few limiting factors impacting the total number of units.</p>	<p>While the R1a Zone reflects smaller lot fabric, there are minimum requirements for side yard setbacks that need to be maintained for access and maintenance purposes, and adequate drainage between properties. These requirements are in place for detached structures on separate lots. Attached structures like street townhouse or row houses, by the nature of the built form, do not have side yard requirements and can be more easily accommodated on narrow lots.</p> <p>The increased permissions in Low Density Residential Zones provides a greater opportunity to introduce housing that can be well integrated into existing streetscapes.</p>

Comment Source	Comment	Response
	<p>I would also argue that allowing wall-to-wall development can have a very positive impact on streetscapes, and is more in-line with traditional development patterns. Though I also understand that wall-to-wall homes would need to be designed with improved fire safety measures (such as proper material use, and the use of parapets).</p> <p><b>2. Height Restrictions &amp; Setbacks</b></p> <p>Next, I wanted to have more clarification about setbacks and existing height restrictions. As I currently understand, R1 zones have a height restriction of 10.5 meters. I'm wondering if that is still the case, and if so, will new builds need to include a setback to reach that height?</p> <p>Or, on the flip side, will new developments be allowed to exceed current height restrictions so long as they have a setback? And furthermore, in that scenario what would the new restrictions be in terms of setback depth and total building height?</p> <p><b>3. Structural Relocation for Garden Suites</b></p> <p>Finally—though more of a proposal—would the city consider creating clear guidelines for people to structurally relocate existing smaller homes (e.g. Urban Cottages, Victory Homes, Kit Homes, Craftsman Bungalows) to the back of the property to serve as a garden suite while opening up new land for a stacked townhome on the home's former location?</p>	<p>The Low Density Residential Zones have a maximum height permission of 10.5 metres. Triplexes and fourplexes will also have a maximum height permission of 10.5 metres.</p> <p>If an applicant proposes a height greater than 10.5 metres, they can apply for a Minor Variance through the Committee of Adjustment. Their application for increased height will be evaluated, with the Neighbourhood Infill Design Guidelines informing that evaluation. If an applicant proposed to reduce the minimum setback from the rear lot line of 7.5 metres, the overall height of the building within that reduced setback area should be stepped down in height. Please refer to the Neighbourhood Infill Design Guidelines for more information.</p> <p>Your comments are noted and have been documented by the project team for future consideration.</p>

Comment Source	Comment	Response
	<p>While not every home would qualify, our city has a large supply of smaller homes on deep lots that—structurally-speaking—would qualify for our existing definitions of laneways or garden suites if only in a different location on the property. This is particularly true for Wards 3 and 4—both of which struggle to meet density targets as per the MTSA report.</p> <p>Moreover, these qualifying homes are often around 100 years old, and therefore would benefit from a new foundation/utility connections. Plus, this will prevent perfectly livable homes that are too small to be split into multiple units from demolition, thereby being more environmentally friendly in reducing waste, but also wonderful for heritage preservation.</p> <p>But best of all, structural relocation of a building in a straight line to a location on the existing property is incredibly cost-effective—potentially costing as little as \$25k or even less. That means if paired with a program to sever parcels and then sell those vacated severed parcels, our city could have an entirely cost-neutral program given the high sale price of vacant land.</p> <p>Alternatively, a program could be set up to offer an interest-free loan for this endeavour similar to the existing program that assists in splitting up homes into multiple units.</p> <p>In the end, I believe our city is particularly well-suited to have a program such as this, and I implore city staff to consider it.</p> <p>That's all! Once again, thank you and your team for your continued hard work, and thank you for taking the time to read this email. Please feel free to reach out if you have any questions, comments, or feedback.</p>	

Comment Source	Comment	Response
<p>Planning Consultant</p>	<p>First, I want to thank staff and WSP for engaging with residents and presenting the plans so far to the public. I have a few comments on the plans thus far with some thoughts on improving them for a more equitable policy that would improve housing supply outcomes. If the plans are implemented as currently designed, Hamilton's zoning and parking requirements will move from something that is severely restricting housing supply, to something that is more acceptable. Hamilton should aim to be a leader and not simply follow in the footsteps of nearby cities. Other Canadian and American cities have proposed far more ambitious zoning reforms. This has implications on housing supply, staff time, taxpayer funded review of developments, and infill tax revenue.</p> <p>Zoning:</p> <p><b>Built Form:</b> During the presentation there were slides related to the "compatibility" of new multi-plex residential. While this comes from a place of respect, I have to argue against this. I think the low-density residential zoning does not go far enough in allowing housing supply during a housing crisis.</p> <p><b>Unit count:</b> Other cities around North America are looking to allow up to 6 units or more in existing residential areas. Hamilton could lead the pack and allow up to 6 units as-of-right, instead of the current 4 proposed, or allow up to 4 floors regardless of unit count. This would provide housing providers with more options to provide housing in our existing neighbourhoods so that residents have options when choosing neighbourhoods and can more easily allow residents to age in place. An example of infill given in the presentation actually showed a 6 unit building that would still not be allowable under the proposed guidelines. Proof that these guidelines do not go far enough to provide housing supply options.</p>	<p>Regarding Zoning matters, the Residential Zones Project Team provides the following response:</p> <p>Thank you for your comments on infill development in neighbourhoods. Compatibility is a well debated term that brings with it certain connotations. The Neighbourhood Infill Design Guidelines make clear that compatibility, as defined in the Urban Hamilton Official Plan, is not narrowly intended to mean "the same as" or "being similar to". In terms of permitting six units as-of-right, the Urban Hamilton Official Plan has established the permission for up to six units in Low Density Residential areas. So, while the Low Density Residential Zones are proposed to permit up to fourplexes, the Neighbourhood Infill Design Guidelines were also written to be applied to the evaluation of Zoning By-law Amendment applications for sixplex developments. Staff will be actively monitoring the implementation of the new Low Density Residential Zone permissions as is always the case when new regulations are introduced. The Zoning By-law is a living document and is intended for evaluation and review. This is of particular importance given the current housing crisis and other factors affecting access to housing in the City.</p>

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	<p><b>Set-backs and design:</b> The current infill guidelines seem to be overly strict with regard to building design. It is fine if the infill doesn't put on a façade of a house, apartments look different, and restricting design means awkward interior layouts and odd looking buildings. The set-backs might be slightly different too, coming somewhat closer to the street than existing homes. There are great examples of this in long-standing neighbourhoods in Hamilton such as Durand, Beasley, St. Clair, and more which have caused no adverse issues. Residents actually often seek out these neighbourhoods because of the variation in housing types. Older neighbourhoods have these already, and many are illegal to build today without special permissions that are costly and waste taxpayer dollars and staff time. Plenty of buildings that are single detached buildings do not conform to the existing neighbourhood, and so this is an undue restriction on multi-unit buildings that is unequitable and continues the exclusionary nature of zoning.</p> <p>Toronto just went through a review where items like Floor Space Indexes and height and how they affected the reality of building the technical allowance. They relaxed both the FSI and height restrictions after that review. In addition to this the step back requirements in most cases are not needed. In the majority of cases infill will be 1 or 2 storeys taller than surrounding buildings. The current zoning by-law does not restrict single detached homes adjacent to 1 storey bungalows in a similar way. A 2 or 2.5 storey building on a lot next to a 1 storey building is considered acceptable. There is no reason a 3 storey building of similar increased height should not be allowed beside an existing 2 or 2.5 storey home. Height restrictions should be relaxed to allow 12m or 16m in low density residential zones with reduced or no floor setback requirements using angular planes.</p>	<p>Your comments on the guidelines related to design, setbacks and height are noted. The guidelines are intended to guide important elements of built form and site design. While these elements are prioritized, guideline documents are intended to have flexibility which is reflected in the language used. The guidelines are not intended to promote one type of built form or design which is reflected in the varied sample images used throughout the guideline document. While zoning by-law regulations establish black and white rules, design guidelines are guides, not a strict set of rules. In terms of height, the maximum height proposed for fourplex development maintains the existing height permission in place for all low density residential uses. A maximum height of 10.5 metres allows for up to a three storey building, depending on roof design. As mentioned previously, the zoning regulations will be monitored once implemented. Staff will then have the benefit of the regulations being applied to new developments and can evaluate whether any regulations should be further evaluated.</p>



Comment Source	Comment	Response
	<p><b>Commercial in Residential:</b></p> <p><b>Mixed use:</b> Older neighbourhoods in Toronto and Hamilton among other nearby cities have commercial mixed into residential neighbourhoods like Durand, Beasley, Crown Point, Inch Park and East Mount. These are often small units with dentists, doctors, cafes, variety stores, and bakeries. They often fit less than 15 – 20 people in them, and do not generate significant traffic or parking issues as most users live locally and can walk or cycle to them. These commercial units in established neighbourhoods would allow more residents to avoid driving as they could live within walking distance of a small shop, and it would allow small business owners to flourish as they could operate a small shop from their home or on a side street where the commercial unit is less likely to be owned by a large corporation. The fact that commercial in residential neighbourhoods are car trip generators is based on flawed models that expect every person to access commercial in the same way no matter the distance.</p> <p><b>Mid-rise mixed use:</b> Simply put, the zoning should allow for commercial on the second floor of buildings in addition to the first. There is just no reason to restrict this use. If there is demand, allow it. As areas become more dense, commercial supply decreases increasing lease costs making it more difficult for small businesses to start leading to more large franchises and less unique vibrant local shops.</p> <p><b>TOC Zoning:</b></p> <p>TOC zoning should incorporate a distance around the corridor, not just properties immediately adjacent. This allows for greater flexibility regarding land acquisition for better housing forms. If not following in the footsteps of regions elsewhere in Canada, expanding TOC zoning to 50-150 metres surrounding the corridor would greatly improve their efficacy.</p>	<p>Thank you for your comments about small-scale commercial located within neighbourhoods and its contribution to walkability within a neighbourhood. When the City's Commercial and Mixed Use Zones were introduced in 2017, one of the zones established was the Residential Character Commercial (C1) Zone which is intended to be applied to the interior of neighbourhoods to small-scale buildings with small-scale commercial uses to meet the need of surrounding residents. As you note, there are many examples of this neighbourhood commercial in many of the older neighbourhoods in Hamilton which is supported through the C1 Zone.</p> <p>With respect to Commercial in Residential – Mid-rise mixed use, The Urban Hamilton Official Plan restricts local commercial uses to the ground floor of buildings containing multiple dwellings in Medium Density Residential areas. The Mid Rise Residential Zones project is implementing the policies of the UHOP, however, that feedback is noted.</p> <p>With respect to TOC Zoning, staff will consider this feedback when evaluating the BLAST corridors. Some lots may be included in the TOC Zoning that are not directly fronting onto the corridor, similarly to how the TOC Zoning is applied on the LRT corridor. Corridors will be evaluated on a site by site basis, and additional lots may be included where the lot fabric and local context deems appropriate.</p>

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	<p><b>Zoning Simplification:</b> While the simplification of the zoning by-law cannot have its benefits overstated, it could likely be further simplified. The city could likely reduce the low density zoning and mid-rise zoning into one zone each rather than three and two respectively. It is just likely unnecessary to have different rules for the size of the lot. The specific outlines in each could likely cover most contexts.</p> <p><b>Parking:</b> Staff perfectly described that the removal of parking minimums does not mean there will be no parking offered. Some areas require more parking than others, and developments will take that into account when planning to sell or rent units to residents. Despite this, the city is planning to impose parking minimums on much of the city where parking is likely to be provided already. This is simply not needed, and the occasional case where no parking is desired, the proposed development will have to go through a costly variance process and the city might have to defend its position at the LPAT wasting taxpayer dollars, staff time, and delaying much needed housing.</p> <p>I propose the following improvements from most desirable to least desirable:</p> <ol style="list-style-type: none"> <li>1. Remove the parking minimum city-wide. The city is going through the process of merging the zoning by-laws to remove complexity and to have the entire city feel like one rather than a shadow of the former municipalities. The same should be done with parking requirements. Hamilton already sees developments with above required parking provided, setting a minimum is already unnecessary and complicated the zoning code. This has been done in many cities in Canada already in High River, Alberta, Edmonton Alberta, Lunenburg, Nova Scotia and Toronto,</li> </ol>	<p>With respect to Zoning Simplification, the suggestion is noted.</p> <p>Regarding Parking matters, the Parking Standards Review Project Team provides the following:</p> <p>Thank you for your comments on Parking. Staff agree there is a strong rationale for removing parking minimums and this is where the future is headed. The option of eliminating minimums throughout the City was given strong consideration. Some of the considerations that went into the recommendation for a geographical based approach included an analysis of existing auto ownership and commuting trends (Some of this analysis is included in the August 15<sup>th</sup> Parking Standards Review Report, Appendix B, which can be found here). <a href="https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669">https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669</a></p> <p>It is also noted that while some municipalities such as Edmonton and Toronto have eliminated parking minimums, others such as Guelph have rejected such proposals recently.</p> <p>We will consider your suggestion of merging Zone A and B, or potentially expanding Zone A. However, it is noted that currently zone B is where we receive a very large amount of complaints about the lack of parking from residents.</p>

Comment Source	Comment	Response
	<p>Ontario not to mention countless American mid-sized cities like Cambridge Massachusetts and Portland Oregon.</p> <p>If the above is not feasible then at the least I would recommend the merging of Zone A and Zone B with the requirements of Zone A. This would reduce the number of zones in the urban area from two to one. This would be a compromise that would meet the objectives of my first point while remaining sensitive to the worries of residents in Zone C.</p> <p>Something not mentioned in the parking discussion was following in the footsteps of other municipalities in restriction of new curb cuts. Especially in urban areas, curb cuts to add additional parking can severely reduce the safety and mobility of people walking on sidewalks. According to <a href="https://himpro.calslip-and-fall-settlements-in-ontario/">https://himpro.calslip-and-fall-settlements-in-ontario/</a> says "In Ontario the average settlement \$10,000 to \$418,000." Reducing angled sidewalks would reduce the overburdened legal and engineering staff at the city.</p>	<p>Note: the terminology has been updated to Parking Rate Area 1, 2, and 3.</p> <p>In the August 15<sup>th</sup> report to Planning Committee, there was a recommendation that be directed to prepare an implementation plan and any required policy or by-law changes to eliminate or modify the residential Boulevard Parking Program. This would eliminate some new curb cuts. Another way to reduce the angled portion of sidewalks is to build wider sidewalks (i.e. 1.8 m vs. 1.5 m) which allows for a more gradual slope while providing a wider level platform. This is part of the City's Complete Streets Guidelines.</p>
Resident	<p>I lived in Toronto for 25 years and found I didn't need a car at all as it is dense, it has amenities nearby, public transportation is great. I would say the majority who live in downtown Toronto don't have a car. Many buildings were being built without parking at all. In other words, if you make it possible, people will opt out of the expense of car ownership and if they need one they will rent one.</p> <p>Comment to the idea that more density creates more crime: I lived in very dense Toronto and very spaced out and not dense Edmonton. Edmonton's crime is way higher than Toronto. I feel way more nervous here in Hamilton in Ward 4 than I ever did in Toronto.</p>	<p>Thank you for your participation in the Public Information Meeting and for providing these comments, which have been documented.</p>

Comment Source	Comment	Response
Resident	<p>It was a great public update today. I am very excited to be part of the solution and repurpose my home to a 4plex and provide greater housing options in the area.</p> <p>Can you tell me what [deleted address] west 5th is being zoned as for parking purposes? This is a prime area in desperate need of higher density and updated , modern housing.</p> <p>Can you clarify what the parking requirement will be if I demolish my current single family home and build a purpose built 4plex in the r1 zone as being proposed to in q1?</p> <p>Also, can you clarify the proposed setbacks? I am concerned the new side setbacks are going to make it even harder for me to build on this lot. Any insight would be greatly appreciated.</p>	<p>Draft zoning maps were made available on Engage Hamilton – Reimagining Neighbourhoods on February 2, 2024.</p> <p>Questions noted and responded to separately.</p>
Resident	<p>I attended the Reimagining Neighbourhoods virtual meeting last night and found it very informative. Splitting the residential zonings based on the size of the lot makes a lot of sense. However, there was no information given about what was used for the classification.</p> <p>What is the lot area of a small lot vs. a regular sized lot vs. a large lot? There are lots in the City which are 60 and 70 feet wide and deeper than 100 feet. Are they considered large lots?</p>	<p>The assignment of zones is carried out based on a number of factors which includes existing lot fabric and existing zone standards.</p> <p>For most uses in the R1 Zone, the zone standards are a minimum 12 metre frontage and a minimum lot area of 360 sq. m. In the R1a, this is reduced to a minimum 9 metre frontage and minimum 270 sq. m. lot area.</p> <p>The R2 Zone is the large lot zone and typically applies to properties with a lot frontage of at least 20 metres. The zone standards for most uses in the R2 Zone is a minimum frontage of 18 metres and minimum lot area of 630 sq. m.</p>
Resident	<p>The Q&amp;A function did not work during the meeting. My question is one, is any discussion being given to the proliferation of Airbnb. I know of a few apartments in Dundas that have recently been changed from rentals to Airbnb losing a fairly affordable accommodation. and 2, has any consideration been given to 45% of the population of Dundas being over the age of 50. 15% is over</p>	<p>With respect to Airbnb's, last year, the City introduced a Short-term rental licensing program as a pilot program intended to protect the long-term rental housing market by prohibiting short-term rentals that would be considered as a commercial investment property. For more information about this pilot program and contact information, please visit the following webpage:</p>

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	<p>80. All this infilling of Dundas could be over kill for the next 20 years, ruining Dundas in the process with all the new high rises on the table right now</p>	<p><a href="https://www.hamilton.ca/build-invest-grow/starting-small-business/business-licences/short-term-rentals">https://www.hamilton.ca/build-invest-grow/starting-small-business/business-licences/short-term-rentals</a></p> <p>The intent of changes through Reimagining Neighbourhoods is to increase housing options both within neighbourhoods and along the exterior of neighbourhoods. The increased housing options range from triplexes and fourplexes in neighbourhoods, to townhouses and mid-rise buildings along the periphery. It is intended that greater housing options will provide greater choice to all residents, including older residents that may want to stay in their neighbourhood but are challenged due to a lack of housing options when they are looking to downsize or find housing that does not require the maintenance and related upkeep of a single family home. The needs of an aging population are an important driver of this project.</p>
Resident	<p>We attended this evenings "Reimagination" meeting and were very disappointed that many of the questions and comments we posted were not openly discussed. There is a tremendous amount of frustration when proposals for large, multi-level complexes are being put forward and City Councillors and planning committees such as yours do not answer questions. We are not the only neighbourhood in Hamilton being faced with a proposal for a large, multi-level complex in our backyards. The frustration that we read time and again is that the City can plan, have policies, and create zones but developers can circumvent these rules by going to the Ontario Land Tribunal and have their projects pushed through regardless of the wishes of the residences.</p> <p>The only support given to everyday Ontarians to navigate and fight against these large development projects was through the LPASC (Local Planning Appeal Support Centre) but this service was shut down by Doug Ford. Who is supposed to support the concerns of the residences? We were hoping to find some</p>	<p>Thank you for your comments. As mentioned at the Public Information Meeting, the staff present were not able to speak about specific development applications directly. However, staff are able to assist in directing these questions to the Development Planner who is assigned to the application. Staff did discuss the process required under the Planning Act for the submission, review, decision and appeal rights when it comes to Zoning By-law Amendments. These are established by the Province and we are required to abide by these rules.</p>

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	<p>answers at this meeting tonight but you chose not to address our comments.</p> <p>You are planning for the future of Hamilton, but is high density, multi-unit and multi-storey complexes wanted by those looking for housing? What happened to affordable single family homes and town homes. Who are the people that need housing? Where are the stats to support this need? Can our essential services such as health care (access to family doctors, urgent care, emergency services, medical procedures etc.), education, policing, fire etc.... deal with these intensification plans? Again, these were some of the questions we were hoping to have answered tonight but were ignored.</p> <p>In this day of technology and communication, surely there must be a better way to get information across to Hamilton residents about what is happening and being planned for in the city. Dispersing this information at community events and engaging in conversation with just over 100 residents in a city of over 500 000 people to help with planning is not enough. It is not acceptable that in many instances the first time we learn about a high rise building project is when the cranes move in. The fact that developers only need to inform people of their proposals within a 350 m radius around the project and that city councillors and city planners are not actively informing the population as a whole is unacceptable.</p> <p>The majority of the residents of the City of Hamilton DO NOT know about the future plans for the city. Working in a large hospital in the City, none of my coworkers were aware of these plans at all and we would guess that the majority of Hamiltonians do not either. We have to question....Whose vision is this? Creating these high density areas without thought and reason puts a strain on the current infrastructures and negatively impacts</p>	<p>Your comments are noted. The Residential Zones Project is creating housing opportunity through zoning changes. The housing crisis is a complex matter and will require a multi-faceted response from all levels of government. Creating and maintain affordable housing is a key priority identified in the City's Housing Sustainability and Investment Roadmap which was endorsed by Council in 2023. There are important challenges related to the provision of services in an area with a growing population. Your comments are noted as the City plans for this growth.</p> <p>The Reimagining Neighbourhoods Residential Zones Project engagement has occurred over many months and has happened in different ways. The Virtual Public Meeting was one way to reach out to residents in addition to community pop-up events, surveys, website updates, social media blasts, newsletters and email updates. We understand that it is hard to get to every resident and we have tried to create as many opportunities as we can to engage on the project. The survey was posted on the City's social media channels, staff were also out in the community and hosted a series of pop-ups events at community centres, recreation centres, and Lime Ridge Mall to try to enhance the reach of the Reimagining Neighbourhoods engagement.</p> <p>The City continues to explore ways to improve engagement. This term of Council has identified Responsiveness and Transparency as a key Council priority, which includes getting more people involved in decision making and problem solving. The City will be reviewing and updating its Public Engagement Policy to respond to this priority.</p>

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	<p>the quality of life of residents. Where is the need to maintain the character and beauty within our neighbourhoods? This is what distinguishes Hamilton from our neighbouring community of Toronto. It is why many of us have worked here, raised families and were planning on retiring and living out our life here. These proposed changes have us seriously reconsidering living here.</p>	
Resident	<p>Who approved to change our neighbourhoods without our involvement ?</p>	<p>The Reimagining Neighbourhoods Residential Zones Project engagement has occurred over many months and has happened in different ways. The Virtual Public Meeting was one way to reach out to residents in addition to community pop-up events, surveys, website updates, social media blasts, newsletters and email updates. Staff understand that it is hard to get to every resident and we have tried to create a variety of ways to engage on the project. The survey was posted on the City's social media channels, staff were also out in the community and hosted a series of pop-ups events at community centres, recreation centres, and Lime Ridge Mall to try to enhance the reach of the Reimagining Neighbourhoods engagement.</p> <p>The City continues to explore ways to improve engagement. This term of Council has identified Responsiveness and Transparency as a key Council priority, which includes getting more people involved in decision making and problem solving. The City will be reviewing and updating its Public Engagement Policy to respond to this priority.</p>
Resident	<p>Thank you for last night's presentation on the residential zoning changes that are coming. I joined a bit late and neither the Q&amp;A or Chat functions worked for me. So I have a few questions that I wasn't able to ask last night. Asking them in an email is likely easier anyway.</p> <p>I am aware of many of the benefits of allowing up to four units on a property, in terms of choice, use of infrastructure, avoiding</p>	

Comment Source	Comment	Response
	<p>sprawl, etc. However, there are a few questions I want to raise regarding how it will work in practice and whether the changes will help make homes more affordable.</p> <p>1. Infrastructure. Greater density is assumed to make good use of existing infrastructure. But in many of the older parts of Hamilton, that infrastructure--especially sewer and water--is old. In some places, we still have old combined sewer-and-storm-sewer pipes. Does Hamilton actually have the infrastructure in place to handle greater density? Or perhaps that old infrastructure needs replacing anyway, and then the greater density will make better use of it?</p> <p>2. Tenure and operation of four-unit buildings. When a four unit building replaces a single-family building, how will the four-unit building be managed? Four units is likely too small to operate as a condominium, so I don't see how the four units will each be owned by their occupants. All four could be rented, or one lived in and the other three rented. But that likely means someone has to be a landlord with only a few tenants. The same is true with accessory dwellings. And small landlords are the most vulnerable. When one of three or four tenants doesn't pay rent or creates problems, that's a big hit to a landlord's income compared to the same situation with larger landlords. But small landlords are also often unaware of their legal responsibilities, which can have a negative impact on the tenants of those units. What is the city plan for helping to make these four-unit properties actually function well and to support the landlords--and the tenants--if and when things go wrong?</p> <p>3 Affordability. Obviously having four units on a property provides more housing than one unit. But if 10 single family homes in a</p>	<p>Hamilton's Growth Related Integrated Development Strategy (GRIDS2) involves the comprehensive planning for future growth. The GRIDS2 process is an integrated planning process to plan for the allocation of future growth and the associated infrastructure planning, including water / wastewater and transportation planning. Updates to the allocation of future growth through Official Plan policies and implementing zoning do inform servicing and transportation master planning processes which need to plan for servicing future intensification.</p> <p>The Residential Tenancy Act establishes a comprehensive framework for the regulation of residential rents. The City offers a series of resources for tenants, with information and resources on a range of topics including rent, renovations, eviction, leases, and repairs and safety. Further, contact information is provided for tenants, including how to access the City's Tenant Helpline which offers free information and assistance about the rights and responsibilities of tenants, and Hamilton Community Legal Clinic, which provides free legal services and assistance for landlord and tenant matters.</p> <p>The zoning changes provide the opportunity for greater housing options across the neighbourhood of Hamilton, instead of acting as a</p>



Comment Source	Comment	Response
	<p>neighbourhood become 40 units, the neighbourhood will have lost 10 single-family units. If demand remains high for single-family homes, that loss of supply will result in higher prices for single-family homes, right? So while the scenario I described will create more options for housing, it is also reducing an option and further pushing up the price of that option.</p> <p>4 Affordability. Any new rental units created by allowing up to four units on what used to be single-family-zoned land will not be rent controlled, since the province has exempted those created after November 15, 2018. Is the city simply counting on increased supply to moderate prices/rents or are other measures being proposed to ensure that we get more affordable units as a result of these zoning changes?</p> <p>Thank you for considering these questions. They have long puzzled me as I keep reading about opening up single-family lands for greater density. I emphasize that I am not opposed, just not certain how, or if, it will work as expected.</p>	<p>barrier by restricting the types of housing permitted to what has often been just single family homes. The zoning changes provide opportunity, not requirements for what must be built. The cost of housing challenges are complex and require a multi-faceted response.</p> <p>The City has formed the Housing Secretariat Division to identify and facilitate housing solutions that result in safe, affordable, rental and ownership housing for lower-income residents. Creating and maintain affordable housing is a key priority identified in the Housing Sustainability and Investment Roadmap which was endorsed by Council in 2023. More information is available by visiting the Housing Secretariat webpage at <a href="https://hamilton.ca">https://hamilton.ca</a></p>
Resident	<p>First I want to thank staff and WSP for engaging with residents and presenting the plans so far to the public. I have a few comments on the plans thus far with some thoughts on improving them for a more equitable policy that would improve housing supply outcomes. If the plans are implemented as currently designed, Hamilton's zoning and parking requirements will move from something that is severely restricting housing supply, to something that is more acceptable. Hamilton should aim to be a leader and not simply follow in the footsteps of nearby cities. Other Canadian and American cities have proposed far more ambitious zoning reforms. This has implications on housing</p>	<p>Regarding Zoning matters, the Residential Zones Project Team provides the following response:</p> <p>Thank you for your comments on infill development in neighbourhoods. Compatibility is a well debated term that brings with it certain connotations. The Neighbourhood Infill Design Guidelines make clear that compatibility, as defined in the Urban Hamilton</p>

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	<p>supply, staff time, taxpayer funded review of developments, and infill tax revenue. Zoning:</p> <p><b>Built-Form:</b> During the presentation there were slides related to the “compatibility” of new multi-plex residential. While this comes from a place of respect, I have to argue against this. I think the low-density residential zoning does not go far enough in allowing housing supply during a housing crisis.</p> <p><b>Unit count:</b> Other cities around North America are looking to allow up to 6 units or more in existing residential areas. Hamilton could lead the pack and allow up to 6 units as-of-right, instead of the current 4 proposed, or allow up to 4 floors regardless of unit count. This would provide housing providers with more options to provide housing in our existing neighbourhoods so that residents have options when choosing neighbourhoods and can more easily allow residents to age in place. An example of infill given in the presentation actually showed a 6 unit building that would still not be allowable under the proposed guidelines. Proof that these guidelines do not go far enough to provide housing supply options.</p> <p><b>Set-backs and design:</b> The current infill guidelines seem to be overly strict with regard to building design. It is fine if the infill doesn't put on a façade of a house, apartments look different, and restricting design means awkward interior layouts and odd looking buildings. The set-backs might be slightly different too, coming somewhat closer to the street than existing homes. There are great examples of this in long-standing neighbourhoods in Hamilton such as Durand, Beasley, St. Clair, and more which have caused no adverse issues. Residents actually often seek out these neighbourhoods because of the variation in housing types. Older neighbourhoods have these already, and many are illegal to</p>	<p>Official Plan, is not narrowly intended to mean “the same as” or “being similar to”. In terms of permitting six units as-of-right, the Urban Hamilton Official Plan has established the permission for up to six units in Low Density Residential areas. So, while the Low Density Residential Zones are proposed to permit up to fourplexes, the Neighbourhood Infill Design Guidelines were also written to be applied to the evaluation of Zoning By-law Amendment applications for sixplex developments. Staff will be actively monitoring the implementation of the new Low Density Residential Zone permissions as is always the case when new regulations are introduced. The Zoning By-law is a living document and is intended for evaluation and review. This is of particular importance given the current housing crisis and other factors affecting access to housing in the City.</p> <p>Your comments on the guidelines related to design, setbacks and height are noted. The guidelines are intended to guide important elements of built form and site design. While these elements are prioritized, guideline documents are intended to have flexibility which is reflected in the language used. The guidelines are not intended to promote one type of built form or design which is reflected in the varied sample images used throughout the guideline document. While zoning by-law regulations establish black and white rules, design guidelines are guides, not a strict set of rules. In terms of height, the maximum height proposed for fourplex development maintains the existing height permission in place for all low density</p>

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	<p>build today without special permissions that are costly and waste taxpayer dollars and staff time. Plenty of buildings that are single detached buildings do not conform to the existing neighbourhood, and so this is an undue restriction on multi-unit buildings that is unequitable and continues the exclusionary nature of zoning. Toronto just went through a review where items like Floor Space Indexes and height and how they affected the reality of building the technical allowance. They relaxed both the FSI and height restrictions after that review. In addition to this the step back requirements in most cases are not needed. In the majority of cases infill will be 1 or 2 storeys taller than surrounding buildings. The current zoning by-law does not restrict single detached homes adjacent to 1 storey bungalows in a similar way. A 2 or 2.5 storey building on a lot next to a 1 storey building is considered acceptable. There is no reason a 3 storey building of similar increased height should not be allowed beside an existing 2 or 2.5 storey home. Height restrictions should be relaxed to allow 12m or 16m in low density residential zones with reduced or no floor setback requirements using angular planes.</p> <p><b>Commercial in Residential:</b>  <b>Mixed use:</b> Older neighbourhoods in Toronto and Hamilton among other nearby cities have commercial mixed into residential neighbourhoods like Durand, Beasley, Crown Point, Inch Park and East Mount. These are often small units with dentists, doctors, cafes, variety stores, and bakeries. They often fit less than 15 – 20 people in them, and do not generate significant traffic or parking issues as most users live locally and can walk or cycle to them. These commercial units in established neighbourhoods would allow more residents to avoid driving as they could live within walking distance of a small shop, and it would allow small business owners to flourish as they could operate a small shop from their home or on a side street where the commercial unit is less likely to be owned by a large</p>	<p>residential uses. A maximum height of 10.5 metres allows for up to a three storey building, depending on roof design. As mentioned previously, the zoning regulations will be monitored once implemented. Staff will then have the benefit of the regulations being applied to new developments and can evaluate whether any regulations should be further evaluated.</p> <p>Thank you for your comments about small-scale commercial located within neighbourhoods and its contribution to walkability within a neighbourhood. When the City's Commercial and Mixed Use Zones were introduced in 2017, one of the zones established was the Residential Character Commercial (C1) Zone which is intended to be applied to the interior of neighbourhoods to small-scale buildings with small-scale commercial uses to meet the need of surrounding residents. As you note, there are many examples of this neighbourhood commercial in many of the older neighbourhoods in Hamilton which is supported through the C1 Zone.</p>

Comment Source	Comment	Response
	<p>corporation. The fact that commercial in residential neighbourhoods are car trip generators is based on flawed models that expect every person to access commercial in the same way no matter the distance.</p> <p><b>Mid-rise mixed use:</b> Simply put, the zoning should allow for commercial on the second floor of buildings in addition to the first. There is just no reason to restrict this use. If there is demand, allow it. As areas become more dense, commercial supply decreases increasing lease costs making it more difficult for small businesses to start leading to more large franchises and less unique vibrant local shops.</p> <p><b>TOC Zoning:</b> TOC zoning should incorporate a distance around the corridor, not just properties immediately adjacent. This allows for greater flexibility regarding land acquisition for better housing forms. If not following in the footsteps of regions elsewhere in Canada, expanding TOC zoning to 50-150 metres surrounding the corridor would greatly improve their efficacy.</p> <p><b>Zoning Simplification:</b> While the simplification of the zoning by-law cannot have its benefits overstated, it could likely be further simplified. The city could likely reduce the low density zoning and mid-rise zoning into one zone each rather than three and two respectively. It is just likely unnecessary to have different rules for the size of the lot. The specific outlines in each could likely cover most contexts.</p> <p><b>Parking:</b> Staff perfectly described that the removal of parking minimums does not mean there will be no parking offered. Some areas require more parking than others, and developments will take that into account when planning to sell or rent units to residents.</p>	<p>With respect to Commercial in Residential – Mid-rise mixed use, The Urban Hamilton Official Plan restricts local commercial uses to the ground floor of buildings containing multiple dwellings in Medium Density Residential areas. The Mid Rise Residential Zones project is implementing the policies of the UHOP, however, that feedback is noted.</p> <p>With respect to TOC Zoning, staff will consider this feedback when evaluating the BLAST corridors. Some lots may be included in the TOC Zoning that are not directly fronting onto the corridor, similarly to how the TOC Zoning is applied on the LRT corridor. Corridors will be evaluated on a site by site basis, and additional lots may be included where the lot fabric and local context deems appropriate.</p> <p>With respect to Zoning Simplification, the suggestion is noted.</p> <p>Regarding Parking matters, the Parking Standards Review Project Team provides the following response:</p>

Comment Source	Comment	Response
	<p>Despite this, the city is planning to impose parking minimums on much of the city where parking is likely to be provided already. This is simply not needed, and the occasional case where no parking is desired, the proposed development will have to go through a costly variance process and the city might have to defend its position at the LPAT wasting taxpayer dollars, staff time, and delaying much needed housing.</p> <p>I propose the following improvements from most desirable to least desirable:</p> <ol style="list-style-type: none"> <li>1. Remove the parking minimum city-wide. The city is going through the process of merging the zoning by-laws to remove complexity and to have the entire city feel like one rather than a shadow of the former municipalities. The same should be done with parking requirements. Hamilton already sees developments with above required parking provided, setting a minimum is already unnecessary and complicated the zoning code. This has been done in many cities in Canada already in High River, Alberta, Edmonton Alberta, Lunenburg, Nova Scotia and Toronto, Ontario not to mention countless American mid-sized cities like Cambridge Massachusetts and Portland Oregon.</li> <li>2. If the above is not feasible then at the least I would recommend the merging of Zone A and Zone B with the requirements of Zone A. This would reduce the number of zones in the urban area from two to one. This would be a compromise that would meet the objectives of my first point while remaining sensitive to the worries of residents in Zone C.</li> </ol> <p>Something not mentioned in the parking discussion was following in the footsteps of other municipalities in restriction of new curb cuts. Especially in urban areas, curb cuts to add additional parking can severely reduce the safety and mobility of people</p>	<p>Thank you for your comments on Parking. We agree that there is a strong rationale for removing parking minimums and this is where the future is headed. The option of eliminating minimums throughout the City was given strong consideration. Some of the considerations that went into the recommendation for a geographical based approach included an analysis of existing auto ownership and commuting trends (Some of this analysis is included in the August 15<sup>th</sup> Parking Standards Review Report, Appendix B, which can be found here). <a href="https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669">https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669</a></p> <p>It is also noted that while some municipalities such as Edmonton and Toronto have eliminated parking minimums, others such as Guelph have rejected such proposals recently.</p> <p>We will consider your suggestion of merging Zone A and B, or potentially expanding Zone A. However, it is noted that currently zone B is where we receive a very large amount of complaints about the lack of parking from residents. Note: the terminology has been updated to Parking Rate Area 1, 2, and 3.</p> <p>In the August 15<sup>th</sup> report to Planning Committee, there was a recommendation that be directed to prepare an implementation plan and any required policy or by-law changes to eliminate or modify the residential Boulevard Parking Program. This would eliminate some</p>

Comment Source	Comment	Response
	<p>walking on sidewalks. According to <a href="https://himpro.calslip-and-fall-settlements-in-ontario/">https://himpro.calslip-and-fall-settlements-in-ontario/</a> says "In Ontario the average settlement \$10,000 to \$418,000." Reducing angled sidewalks would reduce the overburdened legal and engineering staff at the city.</p> <p>Another item that should be mentioned in the parking by-laws should be restricting parking levels in structured parking to underground to provide additional space for residential and commercial uses. Surface parking should also be heavily discouraged on mid-rise construction, as it often creates a large impermeable surface which the city is also working to reduce through storm water fees. It also takes a large portion of the property where amenity space and more residential and commercial space could occupy</p>	<p>new curb cuts. Another way to reduce the angled portion of sidewalks is to build wider sidewalks (i.e. 1.8 m vs. 1.5 m) which allows for a more gradual slope while providing a wider level platform. This is part of the City's Complete Streets Guidelines.</p> <p>The recommendation to further restrict the location of parking within a building and at surface level are noted and will be considered as part of future work.</p>
Resident	<p>First I want to thank staff and WSP for engaging with residents and presenting the plans so far to the public. I have a few comments on the plans thus far with some thoughts on improving them for a more equitable policy that would improve housing supply outcomes. If the plans are implemented as currently designed, Hamilton's zoning and parking requirements will move from something that is severely restricting housing supply, to something that is more acceptable. Hamilton should aim to be a leader and not simply follow in the footsteps of nearby cities. Other Canadian and American cities have proposed far more ambitious zoning reforms. This has implications on housing supply, staff time, taxpayer funded review of developments, and infill tax revenue.</p> <p><b>Zoning:</b> <b>Built-Form:</b> During the presentation there were slides related to the "compatibility" of new multi-plex residential. While this comes from a place of respect, I have to argue against this. I think the</p>	<p>Regarding Zoning matters, the Residential Zones Project Team provides the following response:</p> <p>Thank you for your comments on infill development in neighbourhoods. Compatibility is a well debated term that brings with it certain connotations. The Neighbourhood Infill Design Guidelines make clear that compatibility, as defined in the Urban Hamilton Official Plan, is not narrowly intended to mean "the same as" or "being similar to". In terms of permitting six units as-of-right, the</p>

Comment Source	Comment	Response
	<p>low-density residential zoning does not go far enough in allowing housing supply during a housing crisis.</p> <p><b>Unit count:</b> Other cities around North America are looking to allow up to 6 units or more in existing residential areas. Hamilton could lead the pack and allow up to 6 units as-of-right, instead of the current 4 proposed, or allow up to 4 floors regardless of unit count. This would provide housing providers with more options to provide housing in our existing neighbourhoods so that residents have options when choosing neighbourhoods and can more easily allow residents to age in place. An example of infill given in the presentation actually showed a 6 unit building that would still not be allowable under the proposed guidelines. Proof that these guidelines do not go far enough to provide housing supply options.</p> <p><b>Setbacks and design:</b> The current infill guidelines seem to be overly strict with regard to building design. It is fine if the infill doesn't put on a façade of a house, apartments look different, and restricting design means awkward interior layouts and odd looking buildings. The set-backs might be slightly different too, coming somewhat closer to the street than existing homes. There are great examples of this in long-standing neighbourhoods in Hamilton such as Durand, Beasley, St. Clair, and more which have caused no adverse issues. Residents actually often seek out these neighbourhoods because of the variation in housing types. Older neighbourhoods have these already, and many are illegal to build today without special permissions that are costly and waste taxpayer dollars and staff time. Plenty of buildings that are single detached buildings do not conform to the existing neighbourhood, and so this is an undue restriction on multi-unit buildings that is unequitable and continues the exclusionary nature of zoning. Toronto just went through a review where items like Floor Space Indexes and height and how they affected the reality of building</p>	<p>Urban Hamilton Official Plan has established the permission for up to six units in Low Density Residential areas. So, while the Low Density Residential Zones are proposed to permit up to fourplexes, the Neighbourhood Infill Design Guidelines were also written to be applied to the evaluation of Zoning By-law Amendment applications for sixplex developments. Staff will be actively monitoring the implementation of the new Low Density Residential Zone permissions as is always the case when new regulations are introduced. The Zoning By-law is a living document and is intended for evaluation and review. This is of particular importance given the current housing crisis and other factors affecting access to housing in the City.</p> <p>Your comments on the guidelines related to design, setbacks and height are noted. The guidelines are intended to guide important elements of built form and site design. While these elements are prioritized, guideline documents are intended to have flexibility which is reflected in the language used. The guidelines are not intended to promote one type of built form or design which is reflected in the varied sample images used throughout the guideline document. While zoning by-law regulations establish black and white rules, design guidelines are guides, not a strict set of rules. In terms of height, the maximum height proposed for fourplex development maintains the existing height permission in place for all low density residential uses. A maximum height of 10.5 metres allows for up to a three storey building, depending on roof design. As mentioned previously, the zoning regulations will be monitored once implemented. Staff will then have the benefit of the regulations being applied to new developments and can evaluate whether any regulations should be further evaluated.</p>

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	<p>the technical allowance. They relaxed both the FSI and height restrictions after that review. In addition to this the step back requirements in most cases are not needed. In the majority of cases infill will be 1 or 2 storeys taller than surrounding buildings. The current zoning by-law does not restrict single detached homes adjacent to 1 storey bungalows in a similar way. A 2 or 2.5 storey building on a lot next to a 1 storey building is considered acceptable. There is no reason a 3 storey building of similar increased height should not be allowed beside an existing 2 or 2.5 storey home. Height restrictions should be relaxed to allow 12m or 16m in low density residential zones with reduced or no floor setback requirements using angular planes.</p> <p><b>TOC Zoning:</b> TOC zoning should incorporate a distance around the corridor, not just properties immediately adjacent. This allows for greater flexibility regarding land acquisition for better housing forms. If not following in the footsteps of regions elsewhere in Canada, expanding TOC zoning to 50-150 metres surrounding the corridor would greatly improve their efficacy.</p> <p><b>Zoning Simplification:</b> While the simplification of the zoning by-law cannot have its benefits overstated, it could likely be further simplified. The city could likely reduce the low density zoning and mid-rise zoning into one zone each rather than three and two respectively. It is just likely unnecessary to have different rules for the size of the lot. The specific outlines in each could likely cover most contexts.</p> <p><b>Parking:</b> Staff perfectly described that the removal of parking minimums does not mean there will be no parking offered. Some areas require more parking than others, and developments will take that into account when planning to sell or rent units to residents.</p>	<p>With respect to TOC Zoning, staff will consider this feedback when evaluating the BLAST corridors. Some lots may be included in the TOC Zoning that are not directly fronting onto the corridor, similarly to how the TOC Zoning is applied on the LRT corridor. Corridors will be evaluated on a site by site basis, and additional lots may be included where the lot fabric and local context deems appropriate.</p> <p>With respect to Zoning Simplification, the suggestion is noted.</p> <p>Regarding Parking matters, the Parking Standards Review Project Team provides the following response:</p>



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	<p>Despite this, the city is planning to impose parking minimums on much of the city where parking is likely to be provided already. This is simply not needed, and the occasional case where no parking is desired, the proposed development will have to go through a costly variance process and the city might have to defend its position at the LPAT wasting taxpayer dollars, staff time, and delaying much needed housing.</p> <p>I propose the following improvements from most desirable to least desirable:</p> <ol style="list-style-type: none"> <li>1.Remove the parking minimum city-wide. The city is going through the process of merging the zoning by-laws to remove complexity and to have the entire city feel like one rather than a shadow of the former municipalities. The same should be done with parking requirements. Hamilton already sees developments with above required parking provided, setting a minimum is already unnecessary and complicated the zoning code. This has been done in many cities in Canada already in High River, Alberta, Edmonton Alberta, Lunenburg, Nova Scotia and Toronto, Ontario not to mention countless American mid-sized cities like Cambridge Massachusetts and Portland Oregon.</li> <li>2.If the above is not feasible then at the least I would recommend the merging of Zone A and Zone B with the requirements of Zone A. This would reduce the number of zones in the urban area from two to one. This would be a compromise that would meet the objectives of my first point while remaining sensitive to the worries of residents in Zone C.</li> </ol>	<p>Thank you for your comments on Parking. We agree that there is a strong rationale for removing parking minimums and this is where the future is headed. The option of eliminating minimums throughout the City was given strong consideration. Some of the considerations that went into the recommendation for a geographical based approach included an analysis of existing auto ownership and commuting trends (Some of this analysis is included in the August 15<sup>th</sup> Parking Standards Review Report, Appendix B, which can be found here). <a href="https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669">https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=375669</a></p> <p>It is also noted that while some municipalities such as Edmonton and Toronto have eliminated parking minimums, others such as Guelph have rejected such proposals recently.</p> <p>We will consider your suggestion of merging Zone A and B, or potentially expanding Zone A. However, it is noted that currently zone B is where we receive a very large amount of complaints about the lack of parking from residents. Note: the terminology has been updated to Parking Rate Area 1, 2, and 3.</p>
Resident	<p>Why aren't you supplying shopping malls and Costco full time while stores are open parking enforcement officers. No idea why anyone wants a grandmother injured running out of a burning building because cars are illegally parked.</p>	<p>Thank you for providing your comments, which have been noted and forwarded to the appropriate staff.</p>

Comment Source	Comment	Response
	<p>Your department would make the City of Hamilton profitable for the first time ever.</p> <p>And parking enforcement requires no specific equity. I wouldn't be surprised if you couldn't supply 2 full time officers per location with the amount of potential tickets given.</p> <p>I worked security years ago, we have thank God been lucky. So why not a profitable preventative measure in protecting all the constituents in and from outside the community. I know the businesses would thank you. Their families shop at their stores too.</p> <p>Concerned citizen about illegal parking in Fire Lanes</p>	<p>Please note that residents may contact Hamilton Municipal Parking at 905-546-6000 or parking@hamilton.ca to request enforcement or report parking violations.</p>
<p>Planning Consultant</p>	<p>Just has a quick question on your project – will this phase place the old ER and D zones of the former Ancaster ZBL with a new 05-200 Residential Zone?</p> <p>Also, if all goes well, do you know what month or quarter you're targeting to bring these forward?</p>	<p>Staff are currently targeting the current quarter, Q1 2024, for bringing this phase forward.</p> <p>Properties currently zoned D or ER under the former Ancaster Zoning By-law are to be included in this phase and zoned one of the Low Density Residential Zones in Zoning By-law 05-200.</p>
<p>Real Estate Professional</p>	<p>Thank you for the outstanding session today.....and for the outstanding work that must have gone to getting to this point. Here are my questions:</p> <p>For Alana:</p> <ol style="list-style-type: none"> <li>1. What will the revised zone be for Upper James street (close to Inverness Avenue, Claremont Access). R3A zone for smaller lots of ~56' frontage?</li> <li>2. When can we expect this new zone to be enacted?</li> </ol> <p>For Brian</p> <ol style="list-style-type: none"> <li>1. In addition to reducing minimum parking to 0 in Zone A, was reducing dimensions for parking spots reconsidered. This has</li> </ol>	<p>Separate response provided.</p> <p>As part of the Parking Standards Review, staff are reviewing parking space dimensions. We do not expect major changes as the City's parking space dimensions are in line with practices in other</p>

Comment Source	Comment	Response
	<p>been extremely effective in deterring the use/purchase of gas guzzlers</p> <p>2. Could congestion charges for driving into certain zones be something that can be considered for Downtown zones...similar to the system in London UK.</p> <p>3. Can you confirm when in Q1 we expect the new parking bylaw to be enacted?</p> <p>General</p> <p>1. Affordability cannot be decoupled from the issue of site plan approval/permitting processes and timelines. Can you share how that will evolve to better support the achievement of our goals as a City and ensure the changes proposed actually have the intended positive impacts.</p> <p>Thank you again for the great work!!! These are the first steps in ensuring that Hamilton becomes the city of choice to live, work and age in place.</p>	<p>jurisdictions. We are, however, reviewing the allowances for small car parking spaces, which helps reduce parking area needed</p> <p>Congestion charges are not being considered at this time. In some respects, for a city the size of Hamilton, paid parking can act similar to a congestion charge.</p> <p>Regarding general affordability, zoning is only one of many tools the City may use to address housing and affordability. While there is hope that increasing zoning permissions for greater density and increased variety of housing options will improve affordability, there is no guarantee of this.</p>
<p>MHBC on behalf of TransCanada Pipelines Ltd. (TCPL):</p>	<p>Request to amend the text of Section 4.23 of Zoning By-law no. 05-200 for conformity with TCPL's standards and regulations.</p> <p>Minimum setback of 7.0 m required for buildings or structures from the edge of the TransCanada pipeline right-of-way.</p> <p>Minimum setback of 3.0 m required for accessory structures from the edge of the right-of-way.</p> <p>Minimum setback of 7.0 m required for parking/loading areas from the nearest portion of the right-of-way.</p> <p>Request for inclusion of TCPL's pipelines and facilities in Zoning By-law schedules with offer to provide GIS shapefiles to the municipality, subject to a confidentiality agreement.</p>	<p>Comments noted for evaluation.</p> <p>Section 4.23 – Special Setbacks, of Zoning By-law No. 05-200 establishes a minimum 10.0 metre setback from the pipeline right-of-way for all buildings or structures.</p>

Comment Source	Comment	Response
	Incorporating TCPL's setback requirements in the Zoning By-law aims to improve awareness and avoid conflicting developments.	