



**Public and Stakeholder Engagement**  
**Round 4**  
Spring 2022



## ROUND 4 CONSULTATION AT-A-GLANCE

In February 2022, the City hosted two virtual public sessions, one stakeholder session, and an online survey, to share draft policy changes to the *Urban and Rural Hamilton Official Plans* that will guide how the City grows between now and the year 2051. These policy changes are required to meet the requirements of the *Provincial Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement*, and to uphold Hamilton City Council's decision to implement a "No Urban Boundary Expansion" for growth to 2051. These draft policy updates are the next step in the City's completion of the required *Municipal Comprehensive Review (MCR)* and *Official Plan Review* – large and complex projects that have been ongoing since 2018.

The City's goal was to connect with as many people as possible to share their draft policy work and to listen and respond to questions, concerns, and ideas in advance of the required open house and public meeting under the [Planning Act](#).

### Spreading the word

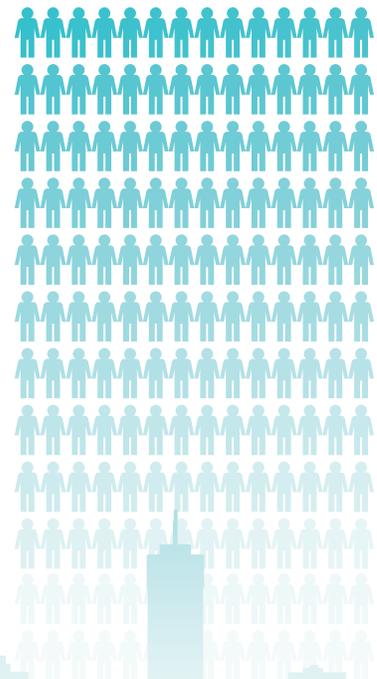
To get the word out about these virtual consultation opportunities, the City advertised and invited the public in a number of ways, including: newspaper and web advertising; posters at libraries and municipal buildings; social media; and direct emails to the project mailing list.

### Thousands heard about it and many contributed:

There were more than a thousand views of project information on social media (Twitter, Instagram), and over 1,300 people visited the City's website to find out more, with some downloading documents for further reflection. Many people from across the City participated directly and contributed their questions and perspectives.

- 112 people attended two virtual public information centres.
- 26 people attended the virtual stakeholder session, including business and environmental associations, and local agency representatives.
- 81 people filled out an online survey through Engage Hamilton.
- About two dozen people sent in their ideas and questions directly to the project team either before or after the sessions.

All of these questions and ideas assisted the project team to further refine the proposed policy changes before this part of the process is wrapped up and submitted to the Planning Committee in May 2022.



## Round 4 Consultation: Trending Insights and Areas of Interest

1. A large majority of participants indicated their support for the “No Urban Boundary Expansion” growth option adopted by Council in November 2021. Respondents also expressed support for protection of agricultural lands, the greenbelt and local food supply.
2. Some participants expressed concern about meeting growth targets within the existing boundaries, given the number of underdeveloped and vacant properties that exist, and the pace of growth in the past.
3. There is support for complete communities and complete streets that include mixed use, higher density neighbourhoods (live, work play), that are well served by public transit.
4. Participants were very interested in policy changes to address housing affordability, and promote intensification, infill, and diverse housing options. There was a suggestion that the City consider offering incentives for intensification projects within the urban core, as well as on properties that have existing approvals.
5. Inclusionary zoning was seen to be a positive policy tool to be pursued in the short term to assist in accomplishing housing and transit goals. Participants had numerous questions about how and when inclusionary zoning will be implemented.
6. Some participants expressed concern that the interim step of permitting triplexes and fourplexes only through conversions within the City’s existing residential Zoning By-laws would limit potential infill projects.
7. There is great interest in how parking will be managed in the future, including different forms of parking that could be implemented with the planned growth.
8. Participants asked how the Urban Indigenous Strategy and Indigenous perspectives informed the draft policies, specifically related to climate issues, food security and infrastructure considerations.
9. Participants are very interested in new policies that will lead to climate resiliency, including low-impact development, energy efficient and carbon neutral development, increased urban forest canopy, protection of wetlands, and stormwater management.
10. Participants asked a number of questions about how this process relates to other processes currently underway, such as the various masterplans, the community benefit charge, the residential zoning project, and transit planning.

**Thank you** for continuing to engage with the project team, the information and sharing your questions, ideas, and preferences.



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

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## Background

The City of Hamilton is a growing, diverse, culturally, and environmentally rich, economic centre. The *Growth-Related Integrated Development Strategy 2* (GRIDS2) and the *Municipal Comprehensive Review* (MCR) are important projects, both intended to manage employment and population growth and to support good planning in Hamilton to the year 2051.

In May 2006, the first *Growth Related Integrated Development Strategy* (GRIDS) was approved by Hamilton City Council. GRIDS is a plan that identifies how and where the City will grow to the year 2031. GRIDS2 is an update to GRIDS and will lay out the plans for population and employment growth for an additional two decades, to the year 2051. GRIDS2 is the next step in identifying where and how the additional people and jobs will be accommodated. Updates to the infrastructure master plans (stormwater, water/wastewater), and transportation network review will also be undertaken as part of GRIDS2.

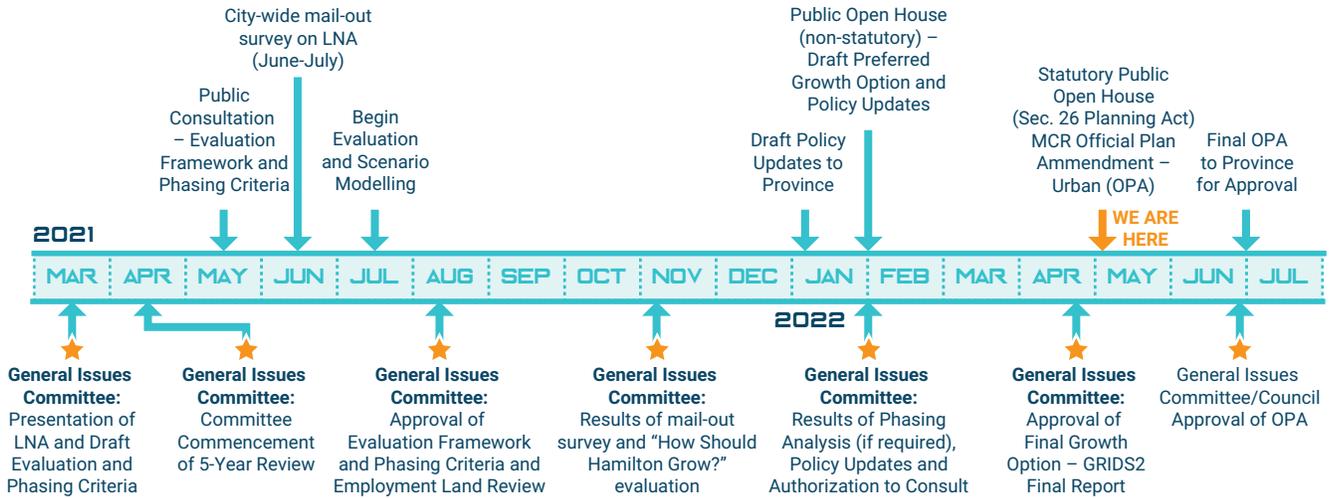
A *Municipal Comprehensive Review* (MCR) is another future-looking planning process being carried out to ensure that the City updates its *Official Plans* to be in line with the revised *Provincial Growth Plan*, most recently amended in 2020, as well as other *Provincial Plans* (e.g., *Greenbelt Plan*, *Niagara Escarpment Plan*, etc.).

To leverage efficiencies and opportunities between GRIDS2 and the MCR, the City is carrying out these two processes at the same time. Combining these projects into one transparent, integrated process is intended to make it easier for stakeholders, citizens, and the City to share ideas related to growth. It is important to engage diverse stakeholders from across the City, uncover and explore competing views, and devise plans that further the community's vision and aspirations and garner support.

On November 22, 2021, through the GRIDS2/MCR process, [Hamilton City Council made the decision](#) to pursue a "No Urban Boundary Expansion" approach to growth up to the year 2051. Since this decision, City Staff have been working to reflect this direction through policy updates in the MCR and *Official Plan Review* processes.

GRIDS2/MCR started in 2017 with several technical studies and background research. The first phase of the MCR, which focuses on updates to the City's *Urban Hamilton Official Plan* to conform to Provincial planning policy documents as well as changes to both the *Urban* and *Rural Hamilton Official Plans* to implement the Council "No Urban Boundary Expansion" growth scenario, is anticipated to be completed in June 2022 when the proposed *Official Plan Amendments* are completed and submitted to the Province for approval.

Project timeline



Public engagement is an important part of the process because multiple voices and perspectives are being reflected as the work moves forward. Several public consultation activities took place in February and early March 2022. During that time, Staff presented the results of their review of the existing policies in the *Urban Hamilton Official Plan* against provincial policy documents like the *Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement*. Based on the review, Staff proposed draft changes to the *Urban Hamilton Official Plan* (UHOP).

Staff have also proposed draft policy changes to both the *Urban and Rural Hamilton Official Plans* to implement the Council decision to implement the **“No Urban Boundary Expansion”** growth option. These draft policy updates are an important step in completing the MCR process and *Official Plan Review*. The draft materials were submitted to the Ministry of Municipal Affairs and Housing (MMAH) for a 90-day review period, which ends in mid-April 2022.

This purpose of this report is to document the results of these most recent engagement activities, and to provide information about ongoing public participation opportunities.

## Key Terms

As you navigate this report and this process, you may notice that there is specific language, often technical language, that is used. A number of the terms that you will encounter are noted here, along with a brief definition for each.

**Airport Employment Growth District** (AEGD) is a planned development area of 551 hectares of employment land subject to a *Secondary Plan*. The area is designed to provide for a major business park development, which effectively integrates with and complements the existing John C. Munro Hamilton International Airport.

**Built Up Area** (sometimes referred to as the *Delineated Built-Boundary*) is a term used to describe the limits of the developed urban area that was defined by the Province in the original 2006 *Growth Plan*. This delineated boundary is used to measure how municipalities are meeting their intensification targets.

**Community Energy and Emissions Plan** (CEEP) is a long-term plan to meet Hamilton's future energy needs while improving energy efficiency, reducing greenhouse gas (GHG) emissions, and fostering local sustainable and community-supported energy solutions.

**Designated Greenfield Areas** (DGAs) is the land within the City's urban boundary that is not within the built-up area, designated to accommodate a significant portion of future growth.

**Growth Related Integrated Development Strategy** (GRIDS2) is a big-picture planning process that evaluates the land use, infrastructure, economic development, and financial implications of growth for the next 30 years. The City is planning for 236,000 new residents and 122,000 new jobs in Hamilton to the year 2051.

**Inclusionary Zoning** (IZ) allows municipalities to require affordable housing units to be provided in new residential developments.

**Land Needs Assessment** (LNA) is a technical document that considers how much land the city currently has to accommodate population and job growth, and whether more land is needed over the next 30 years. The methodology is set by the Province and uses a "market-based" approach. "Community Area Land Need" is the land for Population-Related growth (housing, institutional, commercial, office). "Employment Area Land Need" is the land for Employment Area growth (industrial, manufacturing, logistics, research parks).

**Light Rail Transit** (LRT) is a transportation system based on electrically powered light rail vehicles (LRV) that operates on a track in a segregated, right of way.

**Transit Oriented Development** (TOD) is a planning approach that envisions the long-term growth of an area around transit stops and major transportation routes. A **Transit Oriented Corridor** (TOC) represents a highly urban corridor that supports higher order transit such as LRT.

**Major Transit Station Area** (MTSA) refers to an area within a 500 to 800m walking distance of a transit stop serviced by light rail or rapid transit. **Protected Major Transit Station Areas** (PMTSAs) are the areas surrounding and including an existing and planned higher order transit station or stop.

**Municipal Comprehensive Review** (MCR) is a requirement of the *Growth Plan* for the Greater Golden Horseshoe and the *Provincial Policy Statement* (PPS) at the time of the City's five-year *Official Plan Review* to update the City's *Official Plans* to conform to revised Provincial policy documents.

**Official Plan** (OP) is a land use planning document that guides and shapes development by identifying where and under what circumstances specific types of land uses can be located. It is used to ensure that future development appropriately balances social, economic, and environmental interests of the community. The City of Hamilton has two *Official Plans*:

- [Rural Hamilton Official Plan](#) (RHOP), which applies to lands with the rural area of the City
- [Urban Hamilton Official Plan](#) (UHOP), which applies to lands with the urban areas of the City

**Official Plan Amendment** (OPA) is an official change to the approved *Official Plan* and must follow a specific process and be approved by Council and, in the case of the MCR, the Ministry of Municipal Affairs and Housing.

- **Rural Hamilton Official Plan Amendment** (RHOPA) is an official change to the approved RHOP.
- **Urban Hamilton Official Plan Amendment** (UHOPA) is an official change to the approved UHOP.

**Zoning By-law** (ZBL) is a tool to implement the objectives and policies of a municipality's official plan and provide a legal and precise way of managing land use and future development.

## Recap of Past GRIDS2/MCR Public Engagement

This is a multi-phase, multi-year process. Each phase builds on the ones that have come before, including the public and stakeholder input and ideas that have been received. This brief recap of what we heard during previous rounds of engagement is provided for context and interest.

### Round 1 Recap: Ideas and Insights

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

### Round 1 Consultation: Trending Ideas and Insights

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

## Round 2 Recap: Ideas and Insights

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

- possible intensification and density targets for the City.
- draft Employment Land Review that was undertaken with the purpose of reviewing employment areas to determine if any lands should be converted to a non-employment land use designation in the *Official Plan*.
- the criteria that will inform how future growth options are evaluated.

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

### Round 2 Consultation: Trending Ideas and Insights

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

## Round 3 Recap: Ideas and Insights

In January 2021, the City of Hamilton carried out Round 3 engagement activities. Due to the COVID-19 pandemic, all engagement took place virtually, through three virtual meetings on the City's WebEx platform and via the [Engage Hamilton](#) website. Activities included two virtual public open house sessions and a public survey, and a stakeholder workshop for business and environmental associations and local and provincial agency representatives. The sessions focussed on sharing information about the outcomes of the Land Needs Assessment (LNA) for both community and employment areas. The [full report](#) can be viewed on the City's website.

Following the Round 3 open houses, supplementary engagement was undertaken on the City's *Growth Options Evaluation Framework* in May and August 2021. The public and previously engaged stakeholders were invited to review materials on the City's Engage Hamilton website regarding the *Growth Options Evaluation Framework*. More than 90 responses were received via email and through Engage Hamilton from both members of the public and stakeholders.

All ideas and insights from all three rounds of consultation have been and continue to be considered by the staff team. Moving forward, the intent is to continue to engage the community with updates on the process and how input has shaped its direction.

## Round 3 Consultation: Trending Ideas and Insights

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

## Round 4 Engagement

Round 4 engagement activities were focussed on the proposed policy changes to the *Urban and Rural Hamilton Official Plans* to conform to provincial planning changes and accommodate growth to the year 2051 (see image below), and other policy changes required to implement the “no urban boundary expansion” growth option.

**Between the years 2021 and 2051, Hamilton is expected to grow by 236,000 people and 122,000 jobs.**

### Growth Forecast: 2051



An increase of **236,000 people**,  
for a total **population of 820,000 people**

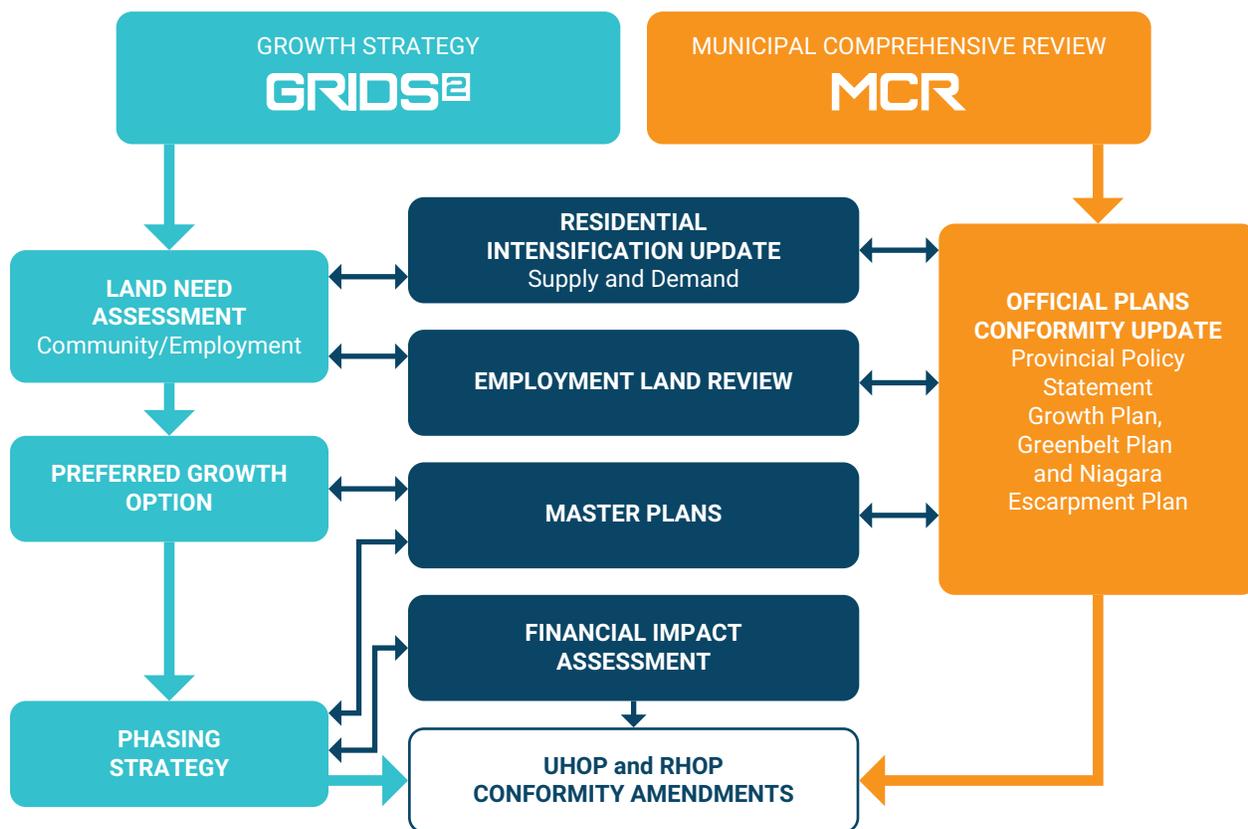


An increase of **122,000 jobs**,  
for a total **employment of 360,000 jobs**

Due to the COVID-19 pandemic, all of the engagement activities were hosted virtually, on the City's WebEx platform and via the [Engage Hamilton](#) website. Two of the virtual open house sessions (February 17 and 22, 2022) and the survey posted (February 1 to March 8, 2022) were meant for the entire community, while a virtual workshop was geared towards local stakeholder groups (February 24, 2022). There was also a web presence on the City of Hamilton website. Combined, these methods were meant to provide all interested parties access to project information and opportunities to provide input anytime. E-mailed comments were also gratefully accepted.

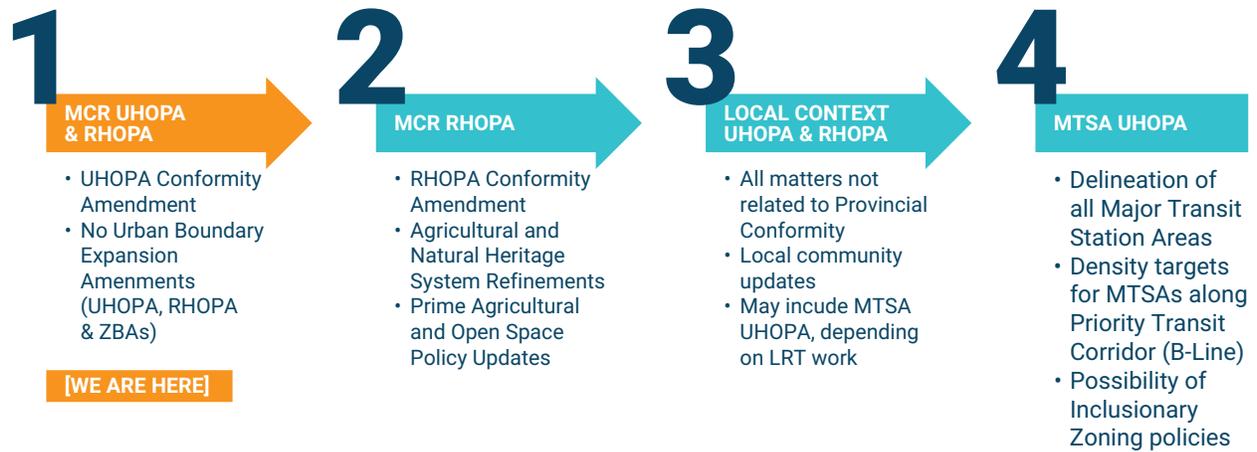
## What Did We Talk About?

During the three virtual sessions, City Staff provided background on the *Municipal Comprehensive Review* (MCR), and the update to its growth management strategy, known as GRIDS2. Both of these processes are taking place at the same time since many of the studies required for the MCR are also required for the *Growth Plan*. Carrying out these two processes together allows the City to comprehensively plan for provincially forecasted population and job growth to the year 2051. The outcome of the MCR and GRIDS2 will be implemented through *Official Plan Amendments* to the UHOP and the *Rural Hamilton Official Plan* (RHOP), as shown in the image below.



The Province has set July 1, 2022, as the deadline for municipalities to submit *Official Plan Amendments* to bring their *Official Plans* into conformity with the *Growth Plan* for the Greater Golden Horseshoe. The City is taking a phased approach to the studies and implementation of this large-scale project.

Phases of the Official Plan Review



This engagement activity focused on Phase 1, which involves the review of the *Urban Hamilton Official Plan* to bring it into conformity with the provincial land use planning policies. This phase also includes changes to both the *Urban* and *Rural Hamilton Official Plans* necessary to implement Council’s direction for a “No Urban Boundary Expansion” growth scenario. Proposed changes to the City’s existing *Low Density Residential Zoning By-laws* to implement the Council “No Urban Boundary Expansion” growth scenario were also discussed.

Phase 2 will involve an in-depth review of the *Rural Hamilton Official Plan* to bring it into conformity with the *Provincial Policy Statement*, the *Greenbelt Plan*, and the *Niagara Escarpment Plan*. It will also involve refinements to the *Agricultural and Natural Heritage System* mapping. Phase 3 will focus on local matters, such as urban design, waste management, parks, and recreation. Updates tied to the *Residential Zoning Project*, as well as further updates related to implementing Council’s direction for a *No Urban Boundary* growth scenario will also be included in this third phase. The fourth and final phase will include the delineation of *Major Transit Station Areas* and associated density targets along the B-line, and the possibility of *Inclusionary Zoning* policies to further support the development of affordable housing.

The full presentation, along with the questions that were asked, and the answers given can be accessed on [Engage Hamilton](#).

## Getting the Word Out

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

- Newspaper advertisements were run in the *Hamilton Spectator* and the *Hamilton Community News* on February 5 and February 3, 2022, respectively.
- Internet advertising was targeted at the *Spectator* and *Hamilton News* websites.
- Notifications of the public open houses and survey were shared via City of Hamilton Twitter, LinkedIn, and Instagram, starting in early February. Social media “boosting” was used to promote the ad and allow more people to view it beyond the those who follow the City accounts.
- The project page on Engage Hamilton had over 1,300 visits during the engagement timeframe.
- Direct email notification was sent to the GRIDS2/MCR project list (approximately 700).
- Emails were sent to members of Council to provide information that could be shared with constituents.
- Posters were distributed to libraries and Hamilton City Hall to advertise the events.
- Stakeholder workshop participants were invited by direct email.



## Participation

Virtual engagement continued to be utilized as the main way to bring people together during the COVID-19 pandemic. Across the various platforms, project information was seen by thousands of people.

Over 130 people actively participated in one or more of the three virtual sessions (two public open houses and one stakeholder event), and approximately 110 people provided comments either through Engage Hamilton survey responses or submitted questions and comments through email. Comments were encouraged and accepted through any means acceptable to an individual participant, including electronically and by hardcopy.

## What to Expect in This Report

The remainder of this report summarizes the questions and perspectives that were exchanged and recorded by the City and consulting team during the public open houses and the stakeholder workshop session, as well as received through the survey and direct submissions.

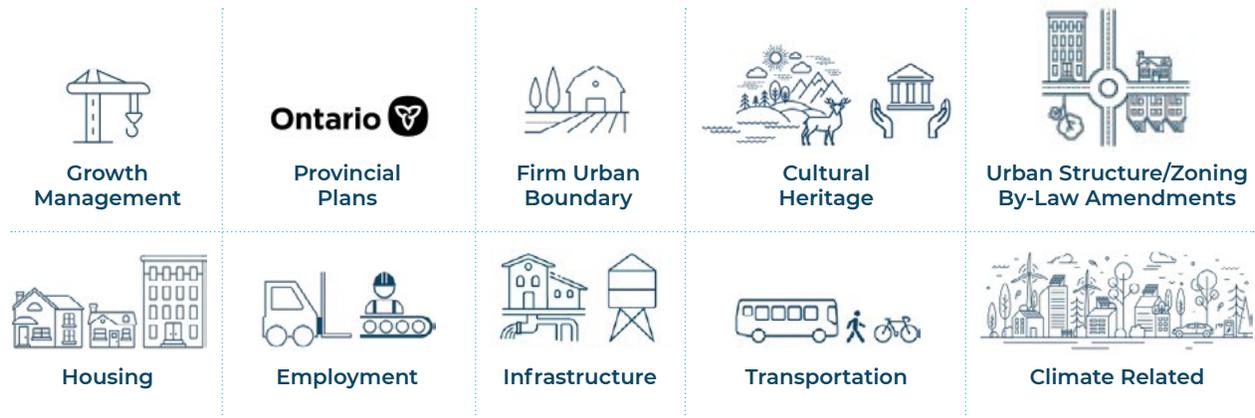
- **Appendix A** contains the questions and detailed answers associated with the February 19 and 22, 2022 public open houses.
- **Appendix B** contains chatbox entries from the virtual stakeholder workshop.
- **Appendix C** contains a summary of direct submissions and social media posts.

**Video Recordings and Questions and Answers Summaries** from the February 17 and 22 open houses can be accessed on the [Engage Hamilton](#) site anytime.

# Virtual Public Webinars Ideas and Insights Summary

Over 110 people directly participated in the Round 4 virtual public open houses to hear and ask questions about the proposed policy changes to the UHOP, RHOP and existing low-density residential zones. Proposed policy changes were shared through mini presentations, which covered the highlights across ten topic areas as shown below.

## Topic Area Review



These mini presentations were then followed by time for facilitated questions and answers, where participants were invited to ask questions through the Q&A feature of the WebEx. Staff responded to all of the questions that were asked. Questions submitted prior to the sessions were also answered. At the conclusion of each session, participants were encouraged to go to the project page on Engage Hamilton and complete a survey to provide more detailed input.

On Thursday, February 17, 2022, 6:00pm – 8:00pm, there were 52 participants.  
On Tuesday, February 22, 1:30pm – 3:30pm, there were 60 participants.

## Question and Comment Themes

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

- GRIDS2/*Municipal Comprehensive Review* (MCR) background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

A summary of the response themes is presented in this section. All questions raised during the public sessions can be found in **Appendix A**.

## GRIDS2/Municipal Comprehensive Review (MCR) Background

Under this topic area participants had a number of questions and perspectives.

- Additional information was requested about the rationale for the “no urban boundary expansion” decision by City Council, whether it conforms to provincial policy direction, and how it could be achieved.
- There was interest in what the City had to submit to the province by July 2022, how and when future phases would be undertaken.
- Participants wondered how this policy work could help to avoid appeals to the Ontario Land Tribunal.

## Provincial Plans, Housing, Employment

Ontario 



Housing



Employment

Provincial Plans

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

- Participants were seeking information about how the proposed policy changes will address housing affordability, and promote intensification, infill, and diverse housing options.
- There was a suggestion that the City consider offering incentives for intensification projects within the urban core, as well as on properties that have existing approvals. There was also interest in the *Community Benefits* by-law process.
- Questions were asked about how these policy changes will impact the housing mix and could lead to new forms of development such as higher density buildings in core areas, and laneway homes, triplexes and fourplexes in existing neighbourhoods.
- Participants wondered how land use compatibility will be considered.

## Cultural Heritage, Transportation



Participants expressed a number of ideas and had a number of questions about this topic area.

- Participants asked how the *Urban Indigenous Strategy* and Indigenous perspectives informed the draft policies, specifically related to climate issues, food security and infrastructure considerations.
- Based on area-specific knowledge, some participants expressed interest in the process for adding new *Cultural Heritage Landscapes*.
- There is great interest in parking, including reduction in requirements, and different forms of parking that could be implemented with the planned growth.
- Moving forward with transit and active transportation opportunities that support transit-friendly development in a timely way across the City is an identified priority for participants.

## Climate Related, Infrastructure



Under this topic area participants had a number of questions and perspectives.

- Participants are very interested in new policies that will lead to climate resiliency, such as low impact development, energy efficient and carbon neutral development, increased urban forest canopy, protection of wetlands, and stormwater management. There were questions about how specific projects such as the CEEP and *Sustainable Building Standards* are being incorporated to this process.
- Participants also expressed interest in understanding how source water protection, waste management, wastewater and other infrastructure would be managed in light of growth.
- The City was urged to promote deconstruction as an alternate to demolition, as well as sourcing of locally produced construction materials.
- Participants asked how this work is considering policies related to the Niagara Escarpment Commission.

## Growth Management, Firm Urban Boundary, Urban Structure/Zoning



There was great interest in these topic areas.

- Participants asked whether the City could require the development of undeveloped/ underdeveloped/vacant lands first. City staff indicated that development is owner driven.
- Participants were interested in learning how this process relates to other ongoing initiatives including the residential zoning project, secondary plans, community benefits charge, transit and infrastructure planning, and the boundary expansion in Waterdown.
- Some participants expressed concern that the interim step of permitting triplexes and fourplexes only through conversions would limit potential infill projects in the near term. Participants felt that it will be important to let purchasers know what the potential for each property will be in the future.
- A number of participants expressed interest in how the outcomes of this process will be monitored and adjusted, if needed, over time.

### Next Steps and Future Phases

Participants asked whether the Ministry of Municipal Affairs & Housing (MMAH) was expected to provide comments about the draft work previously submitted. Staff indicated that the province has until mid-April to provide comments, after which time Staff will move ahead with the statutory open house and statutory public meeting sessions and submission of the final MCR *Official Plan Amendments* to Council in order to make a submission to the MMAH before the July 2022 deadline.

## Social Media Comments

Numerous people reposted, liked and/or commented on the City's social media posts advertising the virtual sessions and survey availability on [Engage Hamilton](#). Twitter was the most active platform. There were multiple comments and questions about the impact to the greenbelt and protection of farmland, as well as some comments unrelated to this project.

## Submissions Received Before and After Virtual Sessions

Comments and questions were also submitted to the City before and after the virtual sessions through email. 27 questions were received in advance of the public open houses. Responses to these questions were provided by staff during each session. Some participants also chose to follow up with emails, letters, or discussions with staff to emphasise or explain their perspectives and/or to ask questions related to specific properties or interests.

## Online Survey Results

Between February 1 and March 8, 2022, members of the community were able to fill out a ten-question survey through the [Engage Hamilton](#) project page. The survey questions were open-ended, providing the opportunity for people to write their thoughts on the range of topic areas where policy changes are being proposed. There were over 1,300 visits to the project website during the engagement period, with the vast majority accessing the site directly. Documents were available for download, with the Frequently Asked Questions document downloaded the most often. Approximately 80 people responded to the survey.

A number of themes arose from the responses, including support for complete communities, where housing is affordable and natural heritage and environmental protection are central. Overall, there is commitment to the "no urban boundary expansion" approach, and interest in how the various processes underway by the City all come together.

Here is a question-by-question overview of the survey responses received.

### **Q1: Provide your comments about the Growth Management related policy updates**

- Many respondents indicated support for the Growth Management Strategy including the no urban boundary expansion decision.
- There is support for increased density with many respondents encouraging an increase to the people + jobs per hectare target in the DGA.
- Sentiment was expressed that increased density supports public transit and vice versa.
- There is strong encouragement for allowing a range of housing options.
- Respondents expressed support for protection of agricultural lands and local food supply.

**Q2: Provide your comments about the Employment related policy updates**

- There is support for mixed use neighbourhoods (live, work play), supported by transit.
- Some respondents expressed support for employment land conversions to mixed uses with higher densities.
- There was some concern expressed regarding loss of natural heritage to employment.

**Q3: Provide your comments about the Cultural Heritage related policy updates**

- There is strong support for policies that show respect and acknowledgement of Indigenous Peoples as part of the process of reconciliation, as well as relationship building with Indigenous Peoples.
- Responses support a commitment to preserve heritage properties.
- Some emphasized the need to involve communities in land use and design processes and decisions.

**Q4: Provide your comments about the *Provincial Plans* related policy updates**

- There is support for conformity with *Provincial Plans*, and protection of the Niagara Escarpment and Greenbelt.
- Some expressed a desire for municipalities to have greater control over land-use and development decisions.

**Q5: Provide your comments about the Housing related policy updates**

- Many respondents emphasized the need for a mix of housing options including affordable housing options, “deeply affordable” housing, supportive housing forms, options for people experiencing homelessness, family friendly housing options, *Secondary Dwelling Units* (SDUs), tiny homes, and laneway housing.
- Some support for inclusionary zoning was expressed, along with community benefits charges policies, and vacancy tax.
- Housing in proximity to public transit is important.

**Q6: Provide your comments about the Climate related policy updates**

- Respondents expressed support for the City’s response to climate change and recognition of climate emergency.
- A number of people are seeking further clarification of policies and initiatives related to climate change.
- There is support for transit oriented and walkable neighbourhoods, with emphasis on higher densities and active transportation.
- A number of respondents support the City’s use of various policy tools to address climate change including green building standards, *Community Energy and Emissions Plan*, *Urban Forestry Strategy*.
- Many would like to see climate lens applied to all planning initiatives.

**Q7: Provide your comments about the Urban Structure related policy updates**

- Responses highlight support for complete, mixed-use, walkable neighbourhoods with a range of housing including affordable and accessible options.
- Many respondents support higher residential densities, particularly around transit areas and corridors.
- There is some support for fourplexes and sixplexes in urban neighbourhoods.

**Q8: Provide your comments about the Infrastructure related policy updates**

- Respondents expressed support for adaptive reuse of community facilities, green infrastructure, and innovative road infrastructure.
- People are keen to see green spaces protected and urban forest/canopy increased.
- Some support incentives for green infrastructure and implementation of a stormwater fee.

**Q9: Provide your comments about the Transportation related policy updates**

- There is overall support for the transportation policies presented, as well as strong support for active transportation infrastructure, public transit, and a walkable city with complete streets.
- Some respondents expressed the importance of transportation that supports people with all abilities.

**Q10: Provide your comments about the Firm Urban Boundary related policy updates**

- Respondents reinforced earlier survey answers and expressed commitment to and support for the firm urban boundary approach.

City staff are continuing to analyze all of the responses to inform any additional policy revisions that will be carried forward. Full responses to the survey comments will be provided within the City Staff Report to be presented to Planning Committee in May 2022.

# Stakeholder Workshop Ideas and Insights Summary

**Thursday, February 24, 2022** – 9:30am – 11:30am (26 participants)

Participants for this virtual workshop came from a number of local business and environmental associations, the agricultural and education communities. The workshop was conducted on the WebEx platform. The agenda included introductions and session expectations, and a series of mini presentations from City staff, followed by questions and conversation by participants. Participants used a *Jamboard* (a digital sticky note board) to identify positive elements of proposed changes, as well as suggestions for improvements. Staff also identified next steps to take place following the session.

Discussion topics included:

- Growth Management and Housing
- Urban Structure and Zoning
- Climate Change, Infrastructure and Transportation

These topics were selected based on areas of interest expressed by participants as part of the workshop registration process.

The following sections provide an overview of the questions and comments that were provided related to each of the three topic areas.

## Growth Management and Housing

- Support was expressed related to creation of complete communities, with a focus to increasing housing density along transit nodes and corridors. Inclusionary zoning was seen to be a positive policy tool to be pursued in the short term to assist in accomplishing housing and transit goals.



Additional questions and comments are reflected below.

Question/Comment	Response
Growth targets in the Neighbourhoods seem to be counter-intuitive to intensification policies.	It is noted that while the % of intensification units within the Neighbourhoods went down, the actual number of units went up based on new growth projections. Targets are aimed at opening up neighbourhoods even more, increasing the housing diversity.
The development charges (DC) update study did not accommodate a non-urban boundary expansion scenario. When will DC charges update study be updated?	The City expects to start on this later this year. All master plans are being updated to recognize the Council direction for no urban boundary expansion.
How will inclusionary zoning impact housing affordability goals?	The City will be looking at options for Inclusionary Zoning policies and by-laws in Phase 4, Q2 2023. Work along the LRT and MTSAs will be completed first. Once these areas are identified as protected, work on Inclusionary Zoning policies can be implemented.
How will adequate provision and distribution of schools be considered?	The City will engage with school boards as part of secondary planning processes.

## Urban Structure and Zoning

- This topic area garnered a large amount of interest. Support was expressed for the proposed zoning by-law changes to increase densities and infill opportunities.
- Participants encouraged the City to address parking requirements, consider permitting triplex and fourplexes in new builds as soon as possible.

Additional questions and comments are reflected below.

Question/Comment	Response
Is there some sort of overlay to the proposed zoning by-law changes for existing dwellings that shows where Conservation Authority regulated areas exist?	The City will rely on the existing zoning by-laws that do have these overlays, for consideration during application process.
Will the parking by-law also be updated?	These current changes are an interim measure to respond to Council's direction. The City recognizes that there will be a comprehensive review and evaluation of parking standards as part of the future <a href="#">Residential Zones Project</a> .
Why are tri-plex and four-plex only permitted through conversion and not as part of new builds? Some participants encouraged the City to move forward with new permissions in the short term, as a response to the affordable housing challenges. Permissions for rooming houses as of right (in larger homes) was also noted as a tool that should be implemented to tackle affordability.	This is another interim step in response to Council's direction. Staff are working with existing zoning by-laws, with the intent to establish full set of permissions going forward through the <i>Residential Zones Project</i> . The City will be considering purpose-built triplexes and fourplexes at that time.
Participants had questions about how this process was related to the Residential Zones Project, and when future engagement would take place on that project. A specific timeline was requested.	There is a dedicated project page for the dedicated <i>Residential Zones Project</i> . The next set of engagement will be when the low-density residential study is complete. There is no specific timing at this point.
The medium density zoning proposed was supported. There was a question about why staff have proposed a maximum of up to 11 storeys, while the Ontario Building Code may allow 12 storeys?	Staff are considering revisions to the proposed height limit in medium density residential areas.
Is the City interested in lifting Niagara Escarpment Commission (NEC) Development Control in Urban Areas so that zoning can apply in those areas?	The City has not had conversations with NEC. The NEC still maintains development control in these areas.)

## Climate Change, Infrastructure and Transportation

- Participants noted that the climate-related policy changes are positive, including the inclusion of resilience and low impact/green development standards. Some participants felt that these policies could be stronger in promoting transit, urban tree canopy and energy efficiency.
- Participants encouraged the City to incorporate new research, proposed provincial policies and best practices related to climate resilient communities.



Additional questions and comments are reflected below.

Question/Comment	Response
When will the density targets specific to major transit station areas be established?	This will be addressed in Phase 4 of the OP Review.
What is the approach to transit lines other than B-Line LRT Plan and the A-Line Corridor?	The <i>Blast Network</i> is reflected in the OP as an Appendix and forms a component of the City's urban structure. These projects will be led separately through other City divisions and with the Province. At this time, only the B-Line is going forward with some work being done on the A-Line.
How can the modal split be shifted towards transit and active transportation?	The City is working on building transit supportive communities including incorporating densities that support higher forms of transportation. There is also other work being done to encourage active transportation (i.e., bike sharing) and public transit (smart commute program).
There is no transit outside City (i.e., Flamborough). Will the City consider accommodating people living outside the Downtown with public transit?	The City's transit group has been exploring other forms of transit in areas that may not have demand for a full public transit system. For example, there is an "on-demand" program for Waterdown.
Toronto and Vancouver have requirements around energy efficiency requirements for new buildings beyond the Building Codes. Is anything like this being considered by Hamilton?	The City is looking at the development of sustainable building and development standards. This work may follow the <i>Community Energy and Emissions Plan</i> , which is scheduled to go to Council later this year.

Question/Comment	Response
<p>Does Staff see the Community Benefit Charge policy as a way to support the cost of implementing some of the green development standards?</p>	<p>The <i>Sustainable Building and Development Standards</i> are being developed and will be the subject of additional consultation. There is also an update to the City's <i>Water, Wastewater and Stormwater Master Plan</i>, which is also looking at ensuring future approaches are incorporating low-impact development as a priority measure. The <i>Community Benefit Charge</i> policy and by-law update is being prepared by the City's Finance Department. This will be presented for public consultation.</p>
<p>There was concern expressed about the 60 people + jobs/Ha density target for designated greenfield areas (DGAs), with preference expressed for a minimum of 80 people + jobs/Ha to support frequent transit service as per MTO transit-oriented development guidelines.</p>	<p>The density target in our designated greenfield areas is a minimum of 60 people + jobs/Ha. This target is measured across the entirety of the City's designated greenfield areas. Much of these lands are subject to existing development approvals, so there is only a small proportion of this land that is truly undeveloped. The target, therefore, considers the lower density areas and lands with existing approvals, as well as undeveloped lands, which would be developed at a higher density target. To confirm this 60 people + Jobs/Ha is an average.</p>

Stakeholders expressed interest in contributing their ideas and concerns through all four phases of the MCR process.



## Next Steps

This was the fourth round of public and stakeholder “touchpoint” for the GRIDS2/MCR process. While this touchpoint was not formally required under the *Planning Act*, the sessions were undertaken to give participants an advance look at the proposed policy changes, to hear about the thinking behind them, and to provide City staff the opportunity to incorporate community perspectives before moving to the formal approvals processes by City Council and the MMAH.

The next steps for the Planning Staff are to:

- Host the statutory public Open House (May 3, 2022) and Planning Committee Meeting (May 17, 2022) required under the *Planning Act*.
- Submit a report to City Council for consideration of approval in May 2022.
- Submit the Council Adopted *Official Plan Amendments* to the MMAH for approval in June 2022, prior to the provincial deadline in July.

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

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

Throughout these different steps, community input is critical and valued. We look forward to your continued interest and engagement.

Contact us or visit the project page on [Engage Hamilton](#).

### Keep in Touch

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

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## Public Engagement “Ideas and Insights”

Appendix A:  
Virtual Public Open House Q&A



# Appendix A: Virtual Public Open House Q&A



## Open House 1 – February 17, 2022

The following questions and comments were entered into the Q&A box during the February 17, 2022, virtual public webinar or submitted prior to the session. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. From this information, a Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting, which includes the staff presentation and the questions and answers is also posted for on-demand viewing.

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

- GRIDS2/*Municipal Comprehensive Review* (MCR) Background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

### GRIDS2/MCR Background

1. ***Will staff and Council members have the courage to move forward with no boundary expansion?***

The proposed *Official Plan Amendment* (OPA) and proposed *Low Density Residential Zoning By-law Updates* are being prepared to implement the Council decision for a *No Urban Boundary Expansion* growth scenario to 2051.

2. ***Why should the community be optimistic about this process, given past experience of developers appealing to the Ontario Land Tribunal for amendments?***

The City's *Official Plans* are intended to guide development in a manner that is sustainable, compatible, and innovative. All development applications are evaluated against the *Official Plan*. It is an important document in guiding the future development of the city. At this time, staff are seeking public input into the proposed policy updates to ensure they reflect the values of the community. Staff have no control over the submission of appeals to the Ontario Land Tribunal in the future.

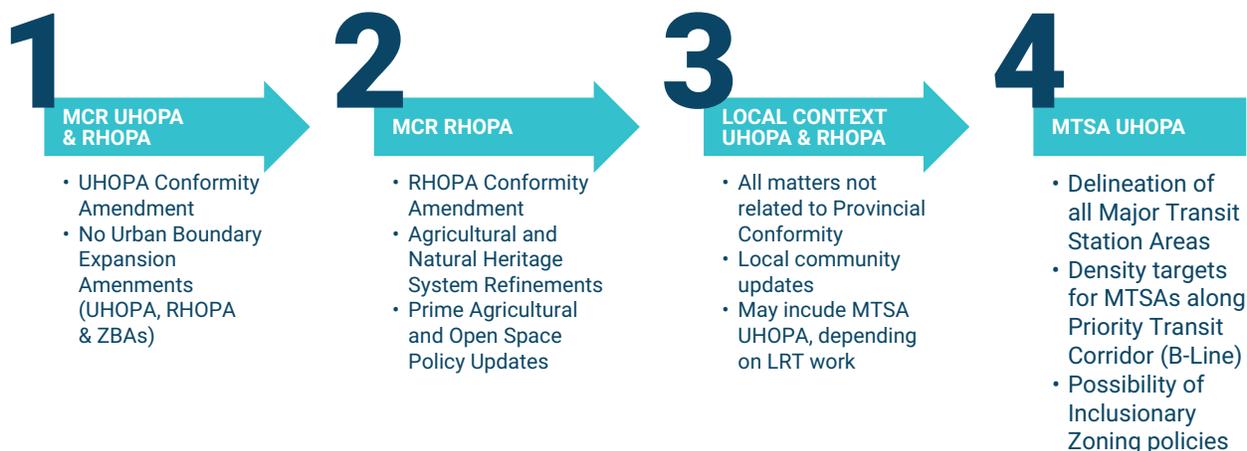
3. **Ancaster has the Wilson Street Secondary Plan, and a Secondary Plan is being developed in Waterdown. Secondary Plans supersede and replace the Urban Hamilton Official Plan (UHOP) for these areas, which have these Secondary Plans because of their distinctiveness and sense of place. How will OPA affect Secondary Plans?**

Secondary Plan areas are not to be affected by Official Plan or Zoning changes at this time. Current proposed changes are for Volume 1 of the UHOP only (with some minor exceptions to update the West Hamilton Innovation District, Centennial Neighbourhoods and Fruitland Winona Secondary Plans to implement approved employment land conversions and address provincial conformity matters). Any changes to Secondary Plans would be completed through a separate amendment process with additional engagement. The Waterdown Secondary Plan, specifically, will go to Council next month. It has been reviewed for Provincial Plan conformity.

**Is there approximate timeline including dates for the 4 Official Plan Review phases outlined in the presentation?**

Phase 1, the current phase, is to be completed by July 1, 2022. Phases 2 and 3 will be brought forward to Council early next year (Q1 and Q2 2023). Phase 4 will be Q2 2023. Timelines are tentative and will depend on other work, including the Major Transit Station Area (MTSA) planning.

**Phases of the Official Plan Review**



4. **Will Major Transit Station Areas (MTSAs) be factored into this new phase for the UHOP update? Which areas are included, the entire Blast Network, only the B Line, the B Line + the GO Stations, or all of the above?**

MTSA updates will take place in the final phase of the review, as information from the Light Rail Transit (LRT) process needs to be incorporated. MTSAs identified along the priority transit corridor (LRT corridor) in the Provincial Growth Plan are being included, as well as existing and planned GO Stations.

5. **When will inclusionary zoning and density along major transit lines be considered?**

This will be considered in Phase 4 in 2023.

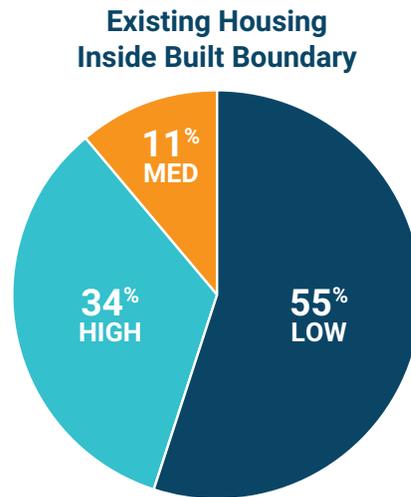


**Provincial Plans, Housing, Employment**

6. **What is the existing housing stock in terms of units in the Hamilton built boundary?**

Hamilton has the following housing: 55% low density; 11% medium density; and 34% high density.

Built Boundary/Urban Area Housing	
Housing Type	Number Units
Single Family	105,898
Semi-Detached	6,465
Townhouse	21,676
Apartments	69,012
<b>Total</b>	<b>203,051</b>
<hr/>	
Low	112,363
Medium	21,676
High	69,012



7. **How much growth in terms of units, population and jobs need to be accommodated in the existing urban area with no urban expansion?**

Growth to 2051 within the Urban Area (No Urban Expansion, UBE, scenario) must accommodate:

- Units: 110,320
- Population: 236,000
- Jobs: 122,000

8. **What type of housing units will need to be planned in the existing neighbourhoods/ built boundary to accommodate the 2051 provincial growth forecasts without an urban expansion option?**

Unit Growth by Type (City-wide) under No UBE scenario:

- Single / semi – 9,585 (9%)
- Towns – 14,750 (13%)
- Apartments – 85,985 (78%)

Further refinements are ongoing to determine the unit breakdown by type within the Built-Up Area.

9. ***Does the City have any information about the recommendations of the Provincial Housing Task Force? How will those result, once released, be considered in this process?***



The [Ontario Housing Affordability Task Force Report](#) (released February 8, 2022) includes 55 recommendations to address housing affordability. To date, it is not known which, if any, recommendations will be supported by senior levels of government, so it is premature to consider implementation at this point. However, of note, one of the recommendations of the Task Force is to amend municipal zoning by-laws to allow up to four units on a single residential lot, which is consistent with the recommendations being put forward in this MCR OPA and low-density residential zoning updates. Review of the report and the recommendations is underway.

10. ***Are there any specific plans for houses/properties that are sitting empty and have been for years, such as a plan to provide affordable housing options?***

The City can put measures in place (flexible zoning, etc.) to encourage redevelopment on this type of site, but it is up to the property owner to initiate redevelopment plans. The City is investigating a [vacant residential land tax](#), which may provide additional incentive to property owners. The City is striving to put the zoning and policies in place to encourage redevelopment to occur.

11. ***What is the age break down of the proposed population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3 bedroomed houses as not enough smaller accessible housing is available in their neighborhoods.***

Age group breakdowns are available as part of the Provincial growth forecast. There is an increase in the senior age cohorts, and an important part of the process is increasing all the housing options available within our neighbourhoods. The goal is to have a range of options, including options that could help seniors "age-in-place".

12. ***When is the City going to cut all the red tape and encourage the building of high-density projects to help address the housing crisis?***

The City endeavors to provide an efficient development approvals process while continuing to ensure that development proposals meet all local and provincial planning requirements.

13. ***Can you provide some examples of the land-use compatibility requirements that would apply to redevelopments, including any related to environmental issues?***

There would be requirements for a land-use compatibility study, which would include consideration of air quality, noise, and odour.

14. ***Does the City have requirements that a certain percentage of deeply affordable units must be physically accessible?***

This is not a requirement in the current phase, but in subsequent phases various ranges of affordability will be considered. The City will utilize tools, such as inclusionary zoning. This may be included as part of either Phase 3 or Phase 4.

15. ***Have all of the employment land conversions been determined yet? If so, how many additional hectares of land will be available for other uses?***

The City's [Employment Land Conversion Report](#) was approved by Council in August in 2021. There are some sites that required further work, which is underway. Recommendations will go to Council in the coming months. Recommendations to date are generally identified conversion sites where the land has been developed for other uses. That is, the land designation did not match what is existing on the property.

16. ***Why has the density target for the Designated Greenfield Areas (DGA) been reduced from 70 (when employment lands are included in the average) to 60 people and jobs/Hectare?***

The density target of 60 people and jobs/hectare is based on the analysis of designated greenfield areas (DGA) and the planned development that will occur on this land. Much of this land is already built or planned so there is not a lot of opportunity to increase the density on much of the DGA. There are opportunities to go higher in some areas. 60 people and jobs/hectare is an average across the entire DGA. However, this does not preclude higher densities in some areas.

17. ***The Garner Road wetland property that is designated for Airport Employment Growth District (AEGD) is at the headwaters of Ancaster Creek and so Hamilton Conservation Authority turned down the development proposal. What is the present zoning there and will it be removed from the AEGD?***

As part of this project, we are not proposing to change any zoning within the Airport Employment Growth District.

18. ***Are these policies being tested from a feasibility perspective considering the extensive cost of construction, land costs, application fees and servicing since the current UHOP was approved in the early 2010s? If so, some case studies would be interesting to see as part of the consultation, particularly if the examples factored in an affordable housing component and/or community benefit space/feature.***

We haven't completed case studies as part of this phase of our work. It is possible this could happen as we get further into our research and planning, in particular around Major Transit Station Areas and affordable housing.

19. ***Will there be any impact on built heritage in terms of its preservation under the Ontario Heritage Act and the resources allocated to this valuable process by the City?***

No changes are proposed to the existing processes for the protection of heritage resources.

## Cultural Heritage, Transportation



20. ***Is the policy regarding Indigenous Peoples proposed going to influence the heritage designation of trails or lands? Ancaster at the corner of Rousseaux and Wilson has at least 3 major indigenous trails which branch off from that point, Old Dundas Road, Wilson Street, and Rousseaux itself, which is the Mohawk Trail along the escarpment, that's an interesting development.***

In terms of trails, no we are not making any changes at the moment. This could be looked at in a later phase (Phase 3) where local context is considered. Comments regarding specific trails can also be sent directly to staff at any time.

21. ***Bike lanes and bus/tram only lanes or streets are proven ways to reduce traffic in cities while also providing dozens of other benefits, especially employment. Has the City implemented this?***

Hamilton's *Transportation Master Plan* establishes strategies to achieve targeted mode shift from single-occupant vehicles to public transport and sustainable modes. The provision of dedicated cycling infrastructure and transit priority measures are amongst many to provide low-stress, safe and accessible transportation options for people of all ages, abilities, and incomes. In addition to the network of off-street multi-use paths and trails, the City has converted vehicular lanes to dedicated bike lanes to provide secure and well-connected cycling facilities and advance multimodality in the transportation network. Amongst many but not limited to, the following are examples of such infrastructure improvements:

- Bay Street cycle track
- Cannon Street cycle track
- Hunter Street cycle track
- Victoria Avenue North cycle track
- Keddy Trail multi-use path

The City will evaluate the feasibility of dedicated transit-only lanes for the BLAST network to improve service efficiency along transit priority corridors.

22. ***The Hamilton LRT stops are already fixed, as are the 3 go stations in the area. Why is there a delay until Q2 2023 to designate the Protected Major Transit Station Areas (PMTSAs)?***

The LRT project was on hold for a period of time. Now that the project is once again approved, time is needed to study each of the *Major Transit Station Areas* including delineation and density planning of each MTSA. This work will be completed over the next year.

23. ***What sorts of densities are will there be along the BLAST network corridors other than the LRT B line?***

The City is looking to achieve transit supportive densities along all the BLAST network corridors. The City's corridors are where a significant amount of our growth has been identified, about 40% of our intensification growth. The City has been required by the Province to plan for a minimum of 160 persons and jobs/hectare along the LRT corridor.

24. ***Is the elimination of parking minimums under serious consideration as part of achieving these climate change mitigation and transportation goals and objectives?***

Parking has been evaluated as part of all zoning changes and where possible, significant reductions have been made already (i.e., downtown area). Further reductions are being considered, along with the way that they will be implemented through the Zoning By-Law.

### **Climate Related, Infrastructure**

25. ***Do City staff feel that all future growth to 2051 can adequately be accommodated in the existing urban area that meets the Provincial Growth Plan and Land Needs Analysis methodology? What kind of community character (housing mix and supporting open space, community services, amenities, schools, and other infrastructure) will need to be provided to accommodate all this growth in the existing urban area?***

The Council-approved preferred growth scenario is to accommodate all growth within the existing urban boundary to 2051, including additional opportunities for intensification within our neighbourhoods, creating a greater "mix" in some of our neighbourhoods, including housing mix. Ensuring adequate infrastructure to support this development will be a key consideration moving forward.

26. ***Given the anticipated growth, how will waste management work with respect to the landfill site, waste reduction initiatives. Are there alternative methods of waste management being considered?***

Any required policy updates related to the waste management process will be considered in Phase 3, Local Context.

27. ***Could we hear more information about the Community Energy and Emissions Plan (CEEP)?***

The CEEP is being prepared, and updates about its progress will be available in coming months and can be found on the [City's webpage](#).

28. ***How will flood forecasting and hydrologic modelling be integrated into land use planning before any approvals are granted?***

Prior to development approvals being granted, development proposals that are located in Conservation Authority regulated areas are circulated to the Conservation Authority for comment and assessment of flood risk is undertaken. Approval by the Conservation Authority is required before permits are issued.

29. ***Is source water protection included as part of the environmental considerations for land use compatibility? Only air quality and noise were mentioned.***

Source water protection is a consideration during the development approvals process for specific sites.

30. ***Will the existing infrastructure (sewers, water, etc.) be able to support the proposed increases in density, specifically within the downtown area?***

This is being reviewed within the [Water, Wastewater and Stormwater Master Plan](#) currently underway. Any required upgrades will be identified within this study.

31. ***Will the City be prioritising green building, the urban tree canopy, stormwater management in new development applications?***

Standards are under development that would include green development standards for low density residential developments. Streetscape improvements will also be addressed. The standards may be forthcoming by the end of 2022.

32. ***Is there any opportunity for constraints / opportunities mapping? E.g., if the master plans you have referenced identify areas where fewer constraints exist today, is there any way to encourage development specifically in those locations first?***

This is something being reviewed in consultation with Public Works staff as work progresses on the updates to the *Water, Wastewater and Stormwater Master Plan*.



33. ***Will The Water and Wastewater Master Plan update protocols that include resilience strategies to prevent combined sewer overflow (CSO) spills that are not detected immediately like occurred at Main/King CSO?***



In 2020, the City initiated an enhanced inspection program of all its sewer outstations including all pumping stations and CSO tanks. The enhanced inspection program is undertaken by a dedicated group of operators and trades people who visit these sewer outstations on a regular basis and assess the operation of the assets including inspection of various facility elements including mechanical, electrical, instrumentation, etc. The purpose of the program is to ensure that our assets are functioning properly and according to their intended design.

In addition, in 2020, a Water Quality Technologist was hired by the City to support the development of a *Surface Water Quality Program* of the watercourses in the City of Hamilton. The *Surface Water Quality Program Framework* is the starting point for the City in gaining a holistic understanding of its receiving waters and the impacts from various assets within the wastewater collection and treatment systems. It highlights Hamilton's major receiving water bodies, wastewater collection and treatment systems, internal and external stakeholder engagement and a three-phased approach of program implementation. With this framework, Hamilton's goal is to build a wider baseline understanding of water quality over time, develop open communication and transparency with various stakeholders, and respond to and investigate any water quality anomalies that may be a result of wastewater infrastructure, throughout Hamilton's Watersheds.

### **Growth Management, Firm Boundary, Urban Structure/Zoning**

34. ***Will there be periodic reviews to ensure that forecasted growth can be sustained?***

Yes, the Province has identified that growth forecasts will be reviewed and updated every five years. Further, the City is required under the *Planning Act* to review the *Official Plan* every five years.

35. ***Why has Council recommended not to expand the Urban Boundary? How will this impact the Real Estate market?***

Council endorsed the *No Urban Boundary Expansion* scenario as the preferred growth option for the City to 2051. It is not known if this decision will have any impacts on the real estate market.

36. ***Has the City resumed its work on the residential zoning project? When will the City be examining other housing options such as semis, triplexes, low rise apartments as well as the family friendly building project?***

The residential zoning project is ongoing in parallel with this process. Public engagement about [family-friendly housing](#) will be starting in March.



37. ***Are there plans to upgrade building codes/zoning changes that focus density at public transit nodes?***

The City's *Official Plan* and Zoning By-law already focus density at nodes and corridors, including public transit nodes, through the Downtown, *Transit Oriented Corridor* (TOC), and *Commercial Mixed Use* (CMU) zones. Through the proposed MCR OPA, height permissions in areas designated *Mixed Use Medium Density* are proposed to increase to 11 stories (from the existing 6-8 stories) providing opportunity for increased density along these corridors, including the LRT corridor. Further planning work to examine ultimate planned density for the station areas along the LRT and the GO Stations (*Major Transit Station Areas*) will be undertaken over the next year and implemented during Phase 4 of the OP Review.

38. ***Will the low and medium density areas accommodate the forecasted population growth? Could there be a mix between rural and urban growth instead of only one option?***

City Council has approved the *No Urban Boundary Expansion* growth scenario, which requires the City to accommodate all growth within existing urban areas with a very small amount of infill development within existing rural developments, such as Carlisle. The growth will be distributed across the urban area including low, medium, and high-density areas.

39. ***Cities cannot keep growing forever. We cannot have this discussion come up every 30, 50, 100 years. Is any thought given to how to put a limit on the size of cities and population growth before our open space is all lost?***

The City must plan to achieve the population forecasts that are provided by the Province.

40. ***While council has voted to keep the urban boundary firm, there is still on-going consideration of a boundary expansion in Waterdown into the Greenbelt. Where can the public view the expansion applications that are under consideration for Waterdown into the provincial Greenbelt? What are the timelines for how the consideration of expansion here will unfold?***

Staff will report back on expansion requests in Waterdown when the updates to the OPA are released and there will be opportunity for public review. Council did reduce the opportunities for expansion in Waterdown to a maximum of 5 hectares, of which a maximum of 50% can be for residential use.

41. ***When will City staff be bringing forward a timeline and plan to take advantage of the new Community Benefits Charges (former section 37 bonusing) passed in Bill 108?***

The City is currently working on the Community Benefits Charges By-law with a goal of final Council approval in Summer 2022.

42. ***If a developer's plans have already been submitted, will they be given an opportunity to add more density to their plans?***

If a developer wants to apply for a revision to a development application, they have that opportunity under the *Planning Act*.

43. ***City planning stated that the types and percentage of homes that the City is proposing in the new official plan is 78% apartments, 13 % towns and 9% singles. Will the high percentage of apartment construction and the small percentage of ground-related, single-family housing comply with Provincial Growth Plan Policy of "More Homes More Choices"?***

This will ultimately be up to the Province to approve. A draft *Official Plan Amendment* has already been sent to the Province. Once approved by City of Hamilton Council in May, the *Official Plan Amendment* will go back to the Province for final approval. The City is doing its best to demonstrate a strategy to meet the *Provincial Growth Plan*.

44. ***How did City planning staff determine the residential unit allocations across urban neighbourhoods / downtown growth centre/ nodes & corridors?***

This is determined in several ways including looking at development applications already submitted, consultations where we know applications are forthcoming, and looking at underutilized properties.

45. ***Knowing the direction of Council, will new applications for higher density development be considered in advance of the approval of the OP?***

Development applications can be submitted at any time for consideration. Applications for *Official Plan* or Zoning By-law amendments are a public process that require Council approval.

46. ***Will new triplexes and fourplexes come about through conversion only? Does this mean that there will be no new triplexes or fourplexes?***

Approvals of conversions is an interim step that will take place within the context of the existing community zoning by-laws. The intent is to do a full analysis and evaluation to introduce new residential zones through the [Residential Zones Project](#).

47. ***Doesn't this current proposal for conversion in existing units not limit a significant amount of potential infill intensification? Given Hamilton from 2016 -2021 has had a higher population growth rate than Toronto and the timeline of the residential zoning project, when would the earliest that this would/could be implemented across the city?***

The described approach to conversions is an interim measure. The City is actively working on Phase 1 of the residential zoning project, which will introduce low-density residential zones. Changes to the zoning by-law cannot occur until this OPA has received final approval, therefore interim steps are necessary.

48. ***When new units become available in low density homes, that may be rented, will the City require units to be licensed/legal units?***

With the proposed zone changes, these units would be a permitted use subject to zoning regulations. The zoning by-law does not regulate tenure. As a separate process, the City is contemplating short-term rental licensing regulations.

49. ***When a house is purchased in the next few years, will it be known what is allowed to be built on the property as far as secondary dwellings?***

The City approved [Secondary Dwelling Unit regulations](#) in 2021. Secondary dwelling units are permitted as of right throughout the urban area. The City is currently proposing to add additional uses to existing low density residential zones. Further zoning changes will be forthcoming through the [Residential Zones Project](#).

50. ***Has there been consideration for providing incentives to residential landowners who intensify (e.g., by converting a single detached home to a triplex)? This might be helpful to encourage implementation and support for the draft Zoning Bylaw.***

There are no incentive programs at this time.

51. ***Is any part of Elfrida going to be considered part of the urban boundary?***

No, there is no part of Elfrida that will be considered part of the urban boundary, provided the Province grants final approval to the OPA.

52. ***The Ontario Land Tribunal (OLT) is the ultimate referee on what will be built. How will you ensure that whatever zoning and bylaws are introduced, that developers will not submit applications well beyond the limits set, and thereby undermine the City's own policies.?***

The right to appeal to the OLT is contained within the *Planning Act*. Anyone can go through this appeal process as part of development approval processes.

### Next Steps

53. ***When do you expect to hear back from the Province about this plan?***

The Province may provide comments to the City on the Draft OPA that was provided for provincial review on January 12, 2022. The Province has 90 days to provide comments to the City on the Draft OPA. Conversely, the Province may not provide any comments to the City on the Draft OPA and instead wait until the Council-approved OPA is provided to the Province for approval (following the statutory public meeting in May). Once the OPA is sent to the Province for approval, the Province has 120 days to issue a decision on the OPA.

## Open House 2 – February 22, 2022

The following questions and comments were entered into the Q&A box during the **February 22, 2022**, virtual public webinar or submitted prior to the session. The facilitator either asked the staff presenter to respond to the individual question, or where questions were similarly themed, staff responded to a single summarized question on the given topic. From this information, a Q&A document has been created by staff and posted on the project page of the Engage Hamilton portal. As well, a recording of the meeting, which includes the staff presentation and the questions and answers, is also posted for on-demand viewing.

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

- GRIDS2/*Municipal Comprehensive Review* (MCR) Background
- provincial plans, housing, employment
- cultural heritage, transportation
- climate related, infrastructure
- growth management, firm boundary, urban structure/zoning
- next steps and future phases

### GRIDS2/MCR Background

1. ***Is it true that Hamilton Council will review the need for boundary expansion annually? How would that work the 5-year provincial reviews?***

Council will not be reviewing the boundary expansion annually. *Official Plan Reviews* take place every five years, and *Municipal Comprehensive Reviews* (MCR) are required ten years after the initial OP is adopted. Boundaries are revisited only at the time of an MCR.

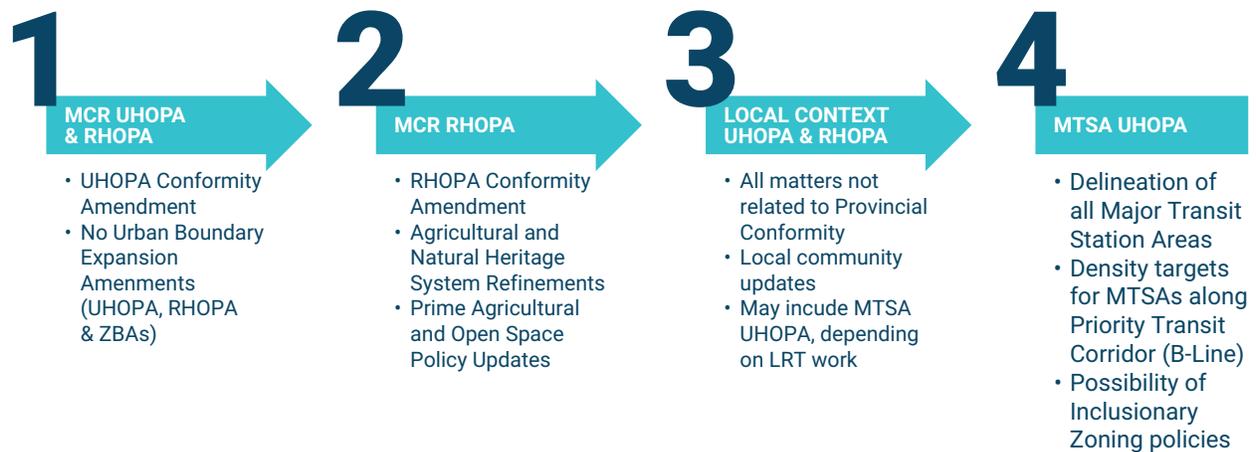
2. ***What did Council agree to review annually at the November 2021 meeting?***

Council directed staff to review growth rates and housing supply information annually, so staff will be monitoring indicators such as intensification and housing development on an annual basis.

### ***Are the 4 phases required to be completed by July 1, 2022?***

The first phase focuses on updates to the *Urban Hamilton Official Plan* (UHOP). The UHOP updates need to be completed by July 2022 to meet a provincial deadline. The updates to bring the Rural Hamilton OP into conformity with provincial policies will take place in the Spring 2023 (Phase 2). Phase 3, looking at more local matters will take place at this time as well (Spring 2023). Phase 4, which includes consideration of *Major Transit Station Areas* (MTSAs) and inclusionary zoning, will take place in mid 2023.

### Phases of the Official Plan Review



3. **How can a plan be developed for 20 years into the future?**

The *Growth Plan* for the Greater Golden Horseshoe has forecasts for employment and population for the next 30 years. The province requires municipalities to plan for this horizon. Every five years the City will be reviewing the *Official Plan* to see if these longer-term forecasts are being supported.

4. **Does the No Urban Boundary Expansion Scenario conform to the provincial policies and the Market Demand direction given by the province?**

The draft *Official Plan Amendment* (OPA) that is Phase 1 of the City's MCR process will need to conform with provincial policies including the requirement to plan for a marked based housing forecast. Ultimately, the Province will decide on its conformity.

5. **How are the various inputs weighed in compared to the provincial mandates?**

The City is required to conform to all provincial policies and conform to the *Growth Plan*. The policy direction is weighted equally.

6. **What policy work is being done in relation to this to mitigate against appeals to the Ontario Land Tribunal?**

This OPA will be passed under Section 26 of the *Planning Act*, so should the amendment be approved by Council and the Province, there are no rights to appeal.

7. **Since Hamilton did not achieve its provincial growth targets previously, are checks and balances being incorporated into this to focus on holistic, complete development (infrastructure/transportation/housing)?**

The City has been generally on track with growth forecasts on population, with some lag on employment similar to many communities in Greater Golden Horseshoe. There is a focus on creating complete communities, including supporting infrastructure. As noted, Staff is required to monitor our progress on an annual basis, which will help inform the next *Municipal Comprehensive Review* process.

8. ***City planning staff spent a great deal of time, effort and money analyzing the housing requirements for the future growth of Hamilton. Based on their detailed analysis, they recommended that the urban boundary be expanded. What justification was used by City councillors to reject the planning staff recommendation?***

Discussion about Hamilton's *Growth Strategy* took place at the November 19, 2021 [General Issues Committee Meetings](#). Through the link, anyone can access the video and hear the points made by Council members, leading to their decision.

### **Provincial Plans, Housing, Employment**

9. ***What is the process for allowing small plots of land (less than 20 acres) within the existing Whitebelt areas to be developed for residential or commercial use?***

Whitebelt lands are lands that are not within our urban area or the *Greenbelt Plan* area but are designated rural. There is a policy within the *Provincial Growth Plan* to allow for some minor urban expansions within these Whitebelt lands, however, given the current direction from Council, staff is recommending that there not be any expansions, of any size. A policy has been included in the draft OPA that prohibits this type of small urban boundary expansion.

10. ***What is the age breakdown in the proposed city population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3 bedroomed houses as not enough smaller accessible housing in their neighborhoods.***

Age group breakdowns are available as part of the Provincial growth forecast. There is an increase in the senior age cohorts, and an important part of the process is increasing all the housing options available within our neighbourhoods. The goal is to have a range of options, including options that could help seniors "age-in-place".

11. ***Is any consideration being given to the maximum sizes of single detached residences. We learned that in Portland Oregon their intensification policies are considering these limits to ensure efficient use of densified lands.***

To date, there hasn't been discussion about limiting the size of single detached residences. Zoning updates are being developed and staff will continue to look at opportunities to achieve intensification goals.

12. ***Can you explain next steps for the deferred employment conversion requests in the context of the GRIDS2 process?***

The City can only look at employment conversions through the MCR. A report went forward in August 2021, with staff recommendations on existing requests. There are some outstanding requests for which recommendations will be forthcoming, likely towards the end of April.

13. ***Is there a plan for redeveloping and remediating pre-existing urban areas prior to approving new communities on lands on the outskirts of the city?***

There are existing policies and zoning in place to allow and encourage redevelopment to occur within the urban boundaries. The goal is to be permissive to redevelopment and incentivise developers to come forward to redevelop their land.

14. ***Does this official plan pre-emptively address Hamilton's need for family housing policies in urban central areas (3–4-bedroom units, minimum amount of amenities/ green space, etc.)?***

The City does have policies coming forward as part of this MCR that will encourage "family size" dwellings. In terms of amenities and greenspace, generally the policies would support this. Further details will be part of future zoning regulations. Staff are going to be consulting on a [family-friendly housing discussion paper](#) in March 2022.

15. ***With respect to housing affordability, the price of purchasing a home continues to rise as the inventory of homes decreases. Wouldn't allowing more houses to be built not bring the price of homes down?***

Bringing additional supply may help the affordability of homes, but likely not significantly. Affordable housing needs to be addressed through multiple fronts using different policy responses and available tools.

16. ***What changes are intended to make the construction of "lane way housing" or second suite housing permitted as of right in low density areas.***

The City passed Zoning By-law amendments in 2021 that permit [Secondary Dwelling Units](#) (including laneway housing) as-of-right across the Urban Area.

17. ***If the process of development is driven by developers, how can the City encourage developers to build within the urban boundary? Especially when there is a lack of affordable housing?***

The City is not proposing any urban boundary expansions, as per Council direction, so the only option is to encourage development within the existing urban boundary. The City has put in place a number of incentives to try and encourage development within the Urban Area. With respect to affordable housing, this is an area for further study and action.

18. ***Are you looking at any expropriation of areas such as Kenilworth and Barton Street with vacant or very low-density housing that can be redeveloped into higher densification?***

Staff are not aware of any expropriation processes.



19. ***What kind of incentives does the City plan to provide for redeveloping in core areas?***

The City can put measures in place (flexible zoning, etc.) to encourage redevelopment, but it is up to the property owner to initiate redevelopment plans. The City is investigating a vacant residential land tax, which may provide additional incentive to property owners. The City is striving to put the zoning and policies in place to encourage redevelopment to occur.

20. ***Will the City consider new incentives to revitalize the core urban area?***

The City completed a review of its incentive programs in Fall 2021. These are reviewed every five years, so there are opportunities to make changes as well as bring in new incentives.

21. ***Has there been any discussions about community benefits in the development process with the Hamilton Community Benefits network?***

The City is in the process of preparing a Community Benefits Charge By-law with a goal of final Council approval in Summer 2022.

### **Cultural Heritage, Transportation**

22. ***How did the current Urban Indigenous Strategy inform cultural heritage aspects of the OPA?***

The City's first phase of the *Official Plan Review* is related specifically to the provincial policy updates. Staff has engaged with the City's Indigenous Coordinator to help connect with Indigenous Communities and ensure that appropriate consideration is given to Indigenous perspectives. There may be further updates in Phase 3, *Local Context*.

23. ***In regard to cultural heritage (the acknowledgement of Indigenous peoples as caretakers and stewards of our lands and waters) how does this section address climate issues, food security, water infrastructure etc. related to the 7 generations?***

These are important considerations for the City, and there will be additional updates as part of the MCR. Ideas and additional comments are welcome as guidance for staff.

24. ***What is the potential for Cultural Heritage Landscape conservation?***

*Cultural Heritage Landscapes* are acknowledged within the OP. The Province has not identified additional *Heritage Landscapes* and so at the present time amendments do not address any additions. Staff encourage anyone to bring forward questions and ideas about new *Heritage Landscapes* to be considered through future review phases.

25. ***How is the Official Plan addressing the overwhelming number of empty parking lots in the city as options for development?***

The development process is typically landowner driven. If landowners who own parking lots or vacant lands submit development applications, the City will process them and make recommendations to Council. It is staff's hope that through these updated policies encouraging intensification we will see landowners coming forward with redevelopment applications.

26. ***Would the City of Hamilton consider revising parking minimums for new developments like the City of Toronto has?***

The City is evaluating parking in the development of the new comprehensive zoning by-law. There have been some reductions and eliminations already for parking in some areas.

27. ***Are we going to allow tandem parking in this city like many of our neighboring municipalities? Parking variances lead to fighting between neighbours and are a major hindrance to increasing density. One bedroom dwelling units should not require parking.***

As part of this review, staff are continuing to evaluate parking regulations and design standards.

28. ***Will new rules allow more than one car to be parked in a long driveway?***

At this time, the rules regarding long driveways are not being addressed. When the residential zoning component is addressed as part of the comprehensive zoning by-law, staff will be looking further at these and other considerations.

29. ***How does the City propose to address the former communities which have single main roadway access capability to accommodate increase traffic presently overloading roadways?***

As part of the development approvals process, staff will continue to review traffic impacts through development applications for intensification projects, in coordination with Transportation Planning.

### Climate Related, Infrastructure

30. ***How will you ensure that natural heritage features such as wetlands and forest cover will be protected under the new Official Plan?***

The City currently has policies to prohibit development within wetland areas and natural heritage features. Mapping and refinements to mapping will take place during Phase 2, when the Rural Hamilton OP will be the focus.

31. ***Is stormwater management included in this process and if so how and where?***

There are existing policies addressing stormwater management in the *Official Plans*, and there are some updates including introduction of green infrastructure policies and low impact development techniques. An update to the *Water, Wastewater and Stormwater Master Plan* is currently underway, which may inform further policy updates in a future phase.

32. ***Does low impact development include permeable pavers as an alternative to stormwater sewers or retention ponds? Are there incentives for using these types of techniques?***

Yes, permeable pavers are identified as low-impact development technique and there are policies related to this.

33. ***What work is being done to ensure developments are being designed and built to a standard that will mitigate the anticipated climate changes?***

The City is working on developing *Sustainable Building and Development Standards*, requiring developers to identify specific techniques to help mitigate climate impacts. While it is not part of this specific project, it is something the City is looking at and will bring forward ideas to Council later this year. There are also updates underway to the City's [Water, Wastewater, and Stormwater Master Plan](#).

34. ***Are the combined sewers being addressed?***

This would need to be reviewed as part of the [Water, Wastewater and Stormwater Master Plan](#).

35. ***Is it part of the official plan review to require new buildings to have zero emissions of greenhouse gases and to require parking spaces in underground and above-ground parking lots to allow charging of electric vehicles?***

The City is encouraging electric vehicles through the policy updates. More specific details will be contained within the comprehensive zoning by-law update.

36. ***The new Policy B.3.2.4.7 encourages the use of locally sourced materials in both new construction and retrofits to reduce carbon impact. How will you encourage this use?***

One of the policy updates does include the use of locally sourced materials to reduce the amount of green house gas emissions. The City is creating *Sustainable Building and Design Standards*, which may provide further direction on this issue.

37. ***Banning gas furnaces is actively considered or in place in some municipalities; what would it take for this to be pursued?***

This issue is not considered as part of the *Official Plan Review*, which focuses on land use planning matters. Phase 1 of this process is focused on conforming to provincial land use planning policy.

38. ***Were there consultations with Environment Hamilton and Hamilton 350 to inform the section about Climate related issues?***



There has been and is planned additional stakeholder engagement with organizations involved in the GRIDS2 process (i.e., Hamilton Conservation Authority, Environment Hamilton, and others).

39. ***How will the City protect older growth forests and trees?***

The City has an [Urban Forest Strategy](#) that is underway. In addition, there are natural heritage policies within the OP that protect significant woodlands.

40. ***Have you looked at deconstruction policies as an alternative to demolition to provide an incentive to recycle construction material? You might want to look at Portland, Seattle, or Vancouver.***

The policy update does encourage the re-use of buildings and materials.

41. ***Is any change coming for Cootes Escarpment Park initiative and development / lack there of in the Pleasantview area?***

The *Cootes to Escarpment EcoPark System* (the *EcoPark*) is a collaboration of nine partner agencies (City of Hamilton, Halton Region, City of Burlington, Conservation Halton, Hamilton Conservation Authority, Bruce Trail Conservancy, Hamilton Naturalist Club, McMaster University and Royal Botanical Gardens) who manage and protect their own lands through their existing operations, local and provincial policy, and regulatory frameworks. Certain tracts of land within the Pleasantview area are within the *EcoPark* as they are owned by Partner agencies. More information about the *EcoPark System* can be found on the webpage: [Naturally Connected | Cootes to Escarpment](#) ([cootestoescarpmentpark.ca](http://cootestoescarpmentpark.ca)). At this time, the City of Hamilton is not proposing to acquire additional lands in the Pleasantview area. We do not know of land acquisition plans of other *EcoPark* Partner agencies.

The Pleasantview area was placed within the *Area of Development Control* of the Niagara Escarpment Commission (NEC) in September of 2021 by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Accordingly, the NEC is now the approval authority for development within the Pleasantview area and most types of development (unless exempt) are subject to the issuance of a NEC Development Permit.

42. ***What prohibitions are being examined/ removed in the Niagara escarpment?***

The *Niagara Escarpment Plan* was updated in 2017 and a new policy was developed that prohibited the extension of water and wastewater services to existing lots and uses that front onto an urban boundary road. This OPA is in conformity with provincial policies.

### Growth Management, Firm Boundary, Urban Structure/Zoning

43. **Urban development has already taken place around the Nebo Road/ Twenty Road East and airport areas. Why would the remaining lands in these areas not be infilled to become part of the city? This would not create significant environmental or agricultural issues. Can there not be a balanced approach with a mix or intensification in existing urban areas along with recommended boundary expansion?**

Lands around the airport have been identified already as being part of the urban area. The *Airport Employment Growth District Secondary Plan* guides the growth in the airport area.

Lands that are not currently designated urban (referred to as the Whitebelt lands) in the Twenty Road East and West areas are not proposed to be added to the urban area, in accordance with the *Council No Urban Boundary Expansion* growth decision.

44. **Will this process change the Ancaster Wilson Street Secondary Plan?**

The City is not proposing any updates to *Secondary Plans* at the moment. If changes are proposed in the future, there will be a separate process, including public engagement.

45. **Is there consideration of restoring the density target in Designated Greenfield Areas (DGAs) to 80 people + jobs per hectare, to support transit in those areas?**

The greenfield target in the *Provincial Growth Plan* is currently 50 people and jobs/hectare. Staff are looking to move this to 60 people and jobs/hectare. The density target of 60 people and jobs/hectare is based on the analysis of designated greenfield areas (DGA) and the planned development that will occur on this land. Much of this land is already built or planned so there is not a lot of opportunity to increase the density on much of the DGA. There are opportunities to go higher in some areas. 60 people and jobs/hectare is an average across the entire DGA. However, this does not preclude higher densities in some areas.

46. **What will you do if low density areas that include vacant and dilapidated buildings are not redeveloped by their landowners and developers?**

The development process is landowner driven. The City is currently looking at a vacant land tax, to deter landowners from leaving land vacant.

47. **What is the difference between using zoning bylaws vs design guidelines to influence the character and quality of Hamilton's built form? Which does Hamilton use?**

Zoning by-laws are the legal document prescribing land use regulations. When it comes to character and materials this is considered within design guidelines. Design guidelines are intended to guide development and are not legal requirements. Zoning by-laws and design guidelines are intended to work together. The City is working on providing more guidance through the development of (updated) urban design guideline standards that will be applied city-wide.

48. ***Is there a time estimate for the incorporation of the residential land use bylaws into 05-200?***

In addition to the work being done to support the OPA, the City is also working on the comprehensive zoning by-law for the residential zones. We are hoping to bring this forward in 2023.

49. ***Regarding parking in the front of a dwelling. I am assuming that the 50% landscape will still be in place as a bylaw.***

The 50% landscaping is currently being evaluated as part of the residential zoning project.

50. ***What is preventing Hamilton from adopting more progressive planning policies (as seen in BC and through the national architecture policy)?***

The City is reviewing best practices and evaluating them for local application as part of this process and in an ongoing way.

51. ***Why triplex/fourplex permissions only in existing buildings, and not purpose built?***

The approach to conversions outlined today is an interim step to facilitate moving forward with implementing Council's direction in the short term. Certainly, consideration of a full range of residential densities will be looked at through the residential zoning project.

52. ***Are any changes proposed to the low, medium, high density designation density ranges and / or is more flexibility proposed to ensure a mix of housing types and limit the need for OPAs? These targets should be applied across the city and not only on a site-by-site basis.***

The approach to increasing density outlined today is an interim step to facilitate moving forward with implementing Council's direction in the short term. Certainly, consideration of a full range of residential densities will be looked at through the residential zoning project.

### Section 3: Next Steps

53. ***Is there an indication of when the Ministry of Municipal Affairs and Housing (MMAH) will get back to Hamilton about the proposed changes?***

The proposed OPA was provided to the province in January 2022. They have 90 days to provide comments. Staff expect that by April 2022, comments will be received, if any. Following the 90 days, the City can move forward with the statutory consultation process, consideration by Council, and formal submission of a revised OPA will go to the Province. The province then has 120 days to approve and/or provide comments.



## Public Engagement “Ideas and Insights”

Appendix B:  
Virtual Stakeholder Workshop Chat Box Entries



## Appendix B: Virtual Stakeholder Workshop Chat Box Entries



In addition to the Jamboard comments received during the stakeholder session and described earlier in this Report, the following questions and comments were entered into the Chat box during the **February 24, 2022**, virtual stakeholder workshop. The staff team responded to all of these questions during the workshop session.

- Strongly support a permissive framework allowing rooming houses.
- Can staff update the Engage Hamilton page on Residential Zones so the broader public is aware of what is coming next? A timeline or even next steps would be helpful.
- Is the City interested in lifting the NEC Development Control in Urban Areas so that zoning can apply in those areas?
- Climate and stormwater related work should consider direction from the province related to Low Impact *Development Stormwater Management Guidance Manual*. Though it is in draft, City ongoing stormwater master plan work should consider it.



## Public Engagement “Ideas and Insights”

Appendix C:  
Summary of Direct Submissions



## Appendix C: Summary of Direct Submissions



These questions presented in this appendix were responded to during the open houses. Responses are summarized in **Appendix A**.

### Questions Submitted in Advance of February 17, 2022, Virtual Public Open House

1. When do you expect to hear back from the Province about this plan?
2. What is the existing housing stock in terms of units in the Hamilton built boundary (if not info available for the built boundary, then for the urban area will do)?
3. How much growth in terms of units, population and jobs need to be accommodated in the existing urban area with no urban expansion?
4. What type of housing units will need to be planned in the existing neighbourhoods/ built boundary to accommodate the 2051 Provincial growth forecasts without an urban expansion option?
5. Does the staff preparing these reports, and the councillors viewing them, have the courage to honor the wishes of their constituents and move forward with no boundary expansion?
6. Does the City have an info on the recommendations of the prov Housing Task Force currently underway? How will those result, once released, be considered in the grids/mcr process?
7. Are there plans to upgrade bdg codes/zoning chgs that focus density at public transit nodes? Flooding is a real hazard under cc. How will flood forecasting and hydrologic modelling be integrated into land use planning before any approvals are granted?
8. Bike lanes and bus/tram only lanes or streets are proven ways to reduce traffic in cities while also providing dozens of other benefits, especially employment. Has the city implemented this?
9. Hello, has the city resumed its work on the residential zoning project? When will the City be examining other housing options such as semis triplexes, low rise apartments as well as the family friendly building project? Thank you.
10. Are there any plans for houses/properties that are sitting empty and have been for years? Any way to work them into a plan to provide affordable housing options?
11. Why has Council recommended not to expand the Urban Boundary? How will this impact the Real Estate market?

## Questions Submitted in Advance of February 22, 2022, Virtual Public Open House



1. What is the process for allowing small plots of land (less than 20 acres) within the existing Whitebelt areas to be developed for residential or commercial use?
2. What is the age break down in the proposed city population growth? This makes a difference in the type of housing required. Many seniors are not moving from 3-bedroomed houses as not enough smaller accessible housing in their neighborhoods
3. Would the City of Hamilton consider revising parking minimums for new developments like the City of Toronto has?
4. Are we going to allow tandem parking in this city like many of our neighboring municipalities? Parking variances lead to fighting between neighbours and is a major hindrance to increasing density. One bedroom dwelling units should not require parking
5. Parking will be an issue in several areas in the lower City of Hamilton, where at present there is not enough parking spaces as on my street near Ottawa Street. What plans does the City have to assist with this problem once densification starts?
6. How will you ensure that natural heritage features such as wetlands and forest cover will be protected under the new *Official Plan*?
7. Will this process change the Ancaster *Wilson Street Secondary Plan*?