



**Public Engagement**  
**“Ideas and Insights”**  
Spring 2018

## KEY STATISTICS:

**100+** people attended in person

**750+** visited online

**100+** comments received

### Trending Insights and Ideas:

- 1. Several additional areas of intensification, corridors and nodes** have been identified for consideration.
- 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.
- 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.
- Pedestrian **safety and accessibility** for all are important considerations for intensification and transit.

“Where else should we grow?” “People said, grow here!”

#### INTENSIFICATION



A word cloud for 'Intensification' featuring the following locations: Ancaster, James, Dundas, Meadowland, GO Stations, Barton, Cimeridge, McMaster, and Mohawk Airport.

#### CORRIDORS



A word cloud for 'Corridors' featuring the following locations: West York, King, Barton, Watendown, Concession, and Dundas.

#### NODES



A word cloud for 'Nodes' featuring the following locations: Westdale, Governor's, Airport, Concession, and Stadium.

# Contents

<b>Background</b>	<b>4</b>
<b>Public Engagement Begins</b>	<b>5</b>
Open Houses	6
Stakeholder Workshop	7
<b>Public Open Houses Ideas and Insights Summary</b>	<b>8</b>
<b>Stakeholder Workshop Ideas and Insights Summary</b>	<b>11</b>
Urban Structure Considerations	11
Directions to Guide Development	12
Major Transit Area Boundaries	13
<b>Next Steps</b>	<b>14</b>
<b>Appendix A: Public Open House Comments</b>	<b>15</b>
<b>Appendix B: Stakeholder Workshop Comments</b>	<b>21</b>
<b>Appendix C: Open House and Stakeholder Workshop Map Comments</b>	<b>28</b>

## At a Glance:

GRIDS2 is an update to the City's growth management strategy that, when complete, will be a tool to guide growth from 2031 to 2041. GRIDS2 will help identify how and where more growth can be accommodated, along with the impacts on various Infrastructure Master Plans.

A Municipal Comprehensive Review (MCR) is the process where the City updates its Official Plans to be in line with revised Provincial plans.

These two processes are being carried out in an integrated way to support sustainable decision making.

## Helpful Definitions:

**Nodes** are intended to provide for a broad range and mix of uses in areas of higher density and activity than surrounding Neighbourhoods.

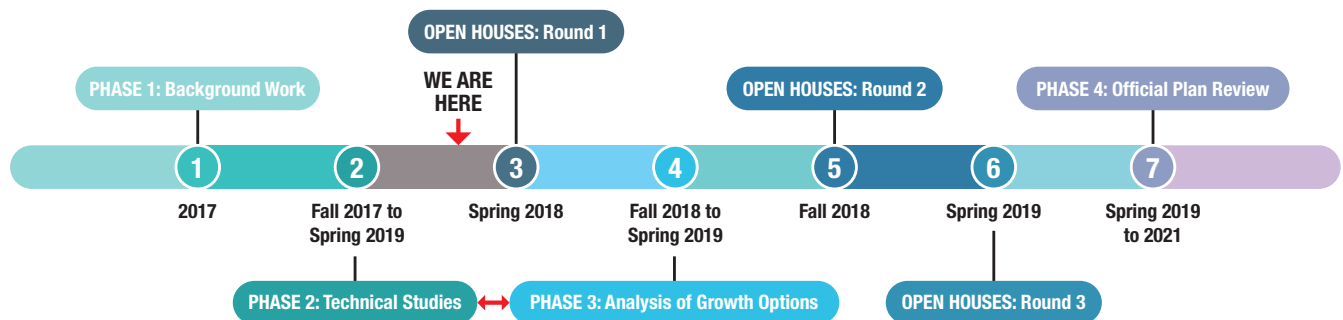
**Corridors** connect nodes (communities) and other components of the urban structure.

# Background

The City of Hamilton is a growing, diverse, culturally and environmentally rich, economic hub. The Growth Related Integrated Development Strategy 2 (GRIDS2) and the Municipal Comprehensive Review (MCR) are important projects, both with great potential to manage new growth to support good planning in Hamilton.

In May 2006 the first Growth Related Integrated Development Strategy (GRIDS) was approved by Hamilton City Council. GRIDS is a plan which directs the City on how to achieve the Provincial growth forecasts to the year 2031. However, changes to the Provincial Growth Plan require the City of Hamilton to plan for population and employment growth to the year 2041. Therefore, GRIDS2 is the next step in identifying where and how the additional people and jobs will be accommodated.

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. It will be important to engage diverse stakeholders from across the City, uncover and explore competing views, and devise plans that garner support. These processes started in 2017 with several technical studies and are anticipated to wrap in 2021 when the Official Plan Review is completed. Public consultation is important and will bring multiple voices and perspectives to these studies. A number of public events are planned, and ideas are invited throughout.



## At a glance: Public Consultation

The first formal touch points with the community took place between May 28 and June 7, 2018 across the City and online at:

[hamilton.ca/grids2-mcr](http://hamilton.ca/grids2-mcr)

Six open houses and one stakeholder session were held. Here's what we asked:

- Are there additional areas where you feel intensification should be focused apart from the City's nodes and corridors?
- Are there additional corridors that should be identified?
- Are there additional nodes that should be identified?
- Share any additional comments regarding Hamilton's Urban Structure:
- Do you have any specific comments on the boundaries of the Major Transit Station Areas?
- Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?

## Public Engagement Begins

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:

- **Monday, May 28, 2018:**  
2:00pm – 4:00pm, 6:00pm – 8:00pm  
at Tim Horton's Field, 64 Melrose Ave. North.
- **Wednesday, May 30, 2018:**  
2:00pm – 4:00pm, 6:00pm – 8:00pm  
at David Braley Health Sciences Centre,  
100 Main Street West.
- **Wednesday, June 6, 2018:**  
2:00pm – 4:00pm, 6:00pm – 8:00pm  
at Westside Baptist Church, 261 Whitney Ave.

A stakeholder workshop was held in the morning of June 7, 2018 at Homewood Suites, 40 Bay Street South. Similar to the open houses, 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. The group also reviewed the GRIDS (2006) sustainability-based Nine Directions to Guide Development with an eye to updating them as the reference point for the creation of new growth options.

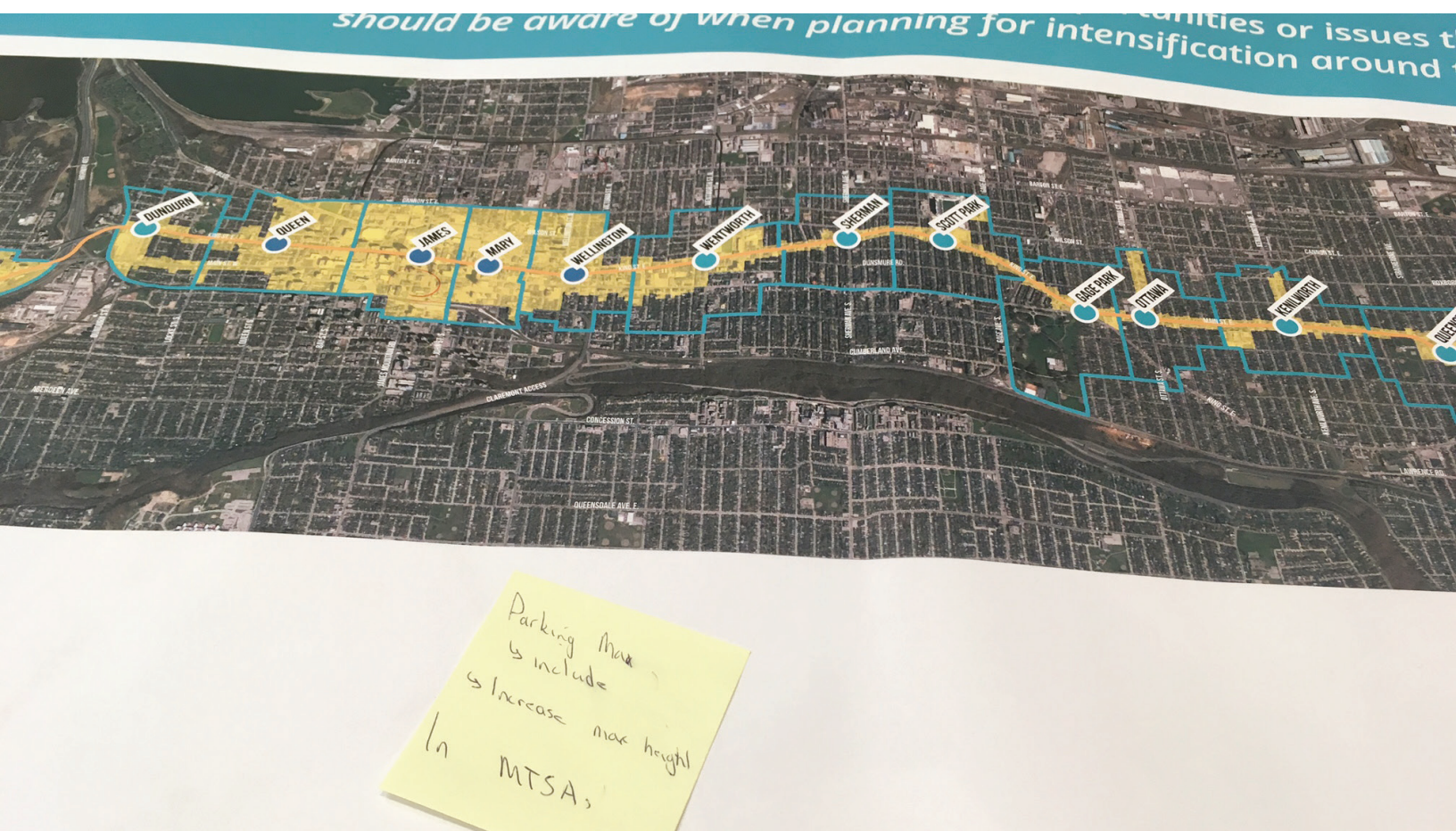
The project also gained a web presence, [www.hamilton.ca/grids2-mcr](http://www.hamilton.ca/grids2-mcr) so that anyone interested could access project information anytime.

## Open Houses

The open houses were advertised in several ways, including:

- Twitter
- The Hamilton Spectator and Community News
- Through Councillors, neighbourhood associations and community groups
- Directly via the project mailing list (approximately 100 contacts)
- City website

Each session was set up so that attendees could visit poster boards and learn about the project story. Staff and consulting team members were available to answer questions and exchange ideas. There was a large map where ideas could be placed. Participants were also asked to complete a comment sheet to provide the project team with additional ideas and input related to four key questions about Urban Structure and two key questions regarding Major Transit Station Areas.



## Stakeholder Workshop

A diverse range of stakeholders from local BIAs, Environment Hamilton, local conservation authorities, school boards, Chambers of Commerce, the Hamilton Burlington Society of Architects, and the Hamilton Halton Homebuilders Association were invited by direct mail to attend the workshop. A total of 20 stakeholders attended. The session was divided in to two parts: the first focussing on the principals to guide growth (9 Directions) and urban structure; and, the second focussing on the MTSAs. Participants were seated in round tables and asked to respond to the same questions as were posed during the open house sessions. In addition, participants were asked to review the “Nine Directions to Guide Development” (2006) that were an outcome of the first GRIDS process.

The remainder of this report summarizes the ideas and insights that were exchanged and recorded by the City and consulting team. Following the summary, **Appendix A** contains a transcription of comments voiced and submitted during the open houses. **Appendix B** contains a transcription of comments submitted during the Stakeholder Workshop. **Appendix C** shows comments written on large system maps at all of the engagement sessions.

Presentation materials can be accessed on the project website anytime at [www.hamilton.ca/grids2-mcr](http://www.hamilton.ca/grids2-mcr)



# Public Open Houses Ideas and Insights Summary

## 1. MONDAY, MAY 28, 2018

2:00PM – 4:00PM (7 PARTICIPANTS)

6:00PM – 8:00PM (6 PARTICIPANTS)

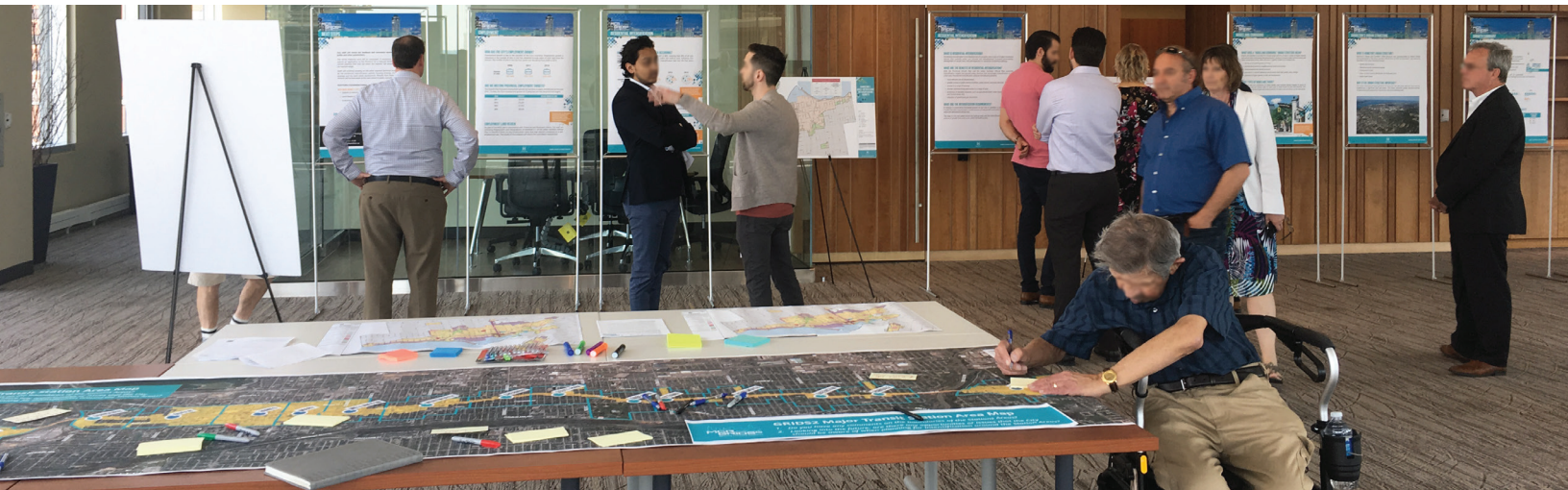
When considering if there are **additional areas where intensification should be focused**, participants noted both GO stations have the potential to make the surrounding areas very popular in the near future. Enhanced commercial intensification in the Barton Street area was also noted as a way to help this area thrive.

When asked if there are **additional corridors that should be identified**, Concession Street and Barton Street were noted, as well as all BLAST routes. Participants feel that the availability of rapid transit in these areas is critical.

When asked if there are **additional nodes that should be identified**, the Hamilton Airport community and the Stadium area were noted as having great potential.

It was noted that there is a large discrepancy between forecasted jobs from 2011 and actual jobs created. There is fear that the effort to meet unrealistic traditional job forecasts will be wasted on trying to solve issues that do not exist. They asked what the impact of this discrepancy is on land use demand. Participants were also concerned about gentrification.

When participants were asked about **Major Transit Station Areas (MTSAs)**, comments included that the boundaries would make more sense if they were circular around each station, and that low-rise areas should be included to increase density. It was unclear to some participants why certain areas were included and others weren't. The current approach raised a caution about the potential for pre-determined conclusions to be formed.





**2. WEDNESDAY, MAY 30, 2018**  
**2:00PM – 4:00PM (28 PARTICIPANTS)**  
**6:00PM – 8:00PM (15 PARTICIPANTS)**

When considering if there are **additional corridors that should be identified**, participants felt that there needs to be a better connection between Waterdown (Hamilton) and Aldershot (Burlington). Participants noted that additional urban areas are difficult to determine before the land budget is completed. Comments were also submitted suggesting that the City consider lower densities in greenfield areas to better encourage a range of housing types.



When participants were asked about **Major Transit Station Areas (MTSAs)**, concern was voiced that these areas would not be readily accessible to people with disabilities. Another concern related to effectively integrating a new transit system with the existing system. Adaptive reuse of heritage buildings was also of interest.

## Questions from participants

1. What is the “ideal” jobs ratio to residents to improve residents’ access to jobs in Hamilton?
2. Would Gage be a weekend only stop?
3. How do buses from/to the mountain connect?
4. Do the existing transit routes intersect effectively?
5. Will routes or times change to offer easier access to Rapid Transit or LRT?
6. If you have a lot of people commuting into an area that is increasing the density, while household numbers don’t increase at the same pace, how do you preserve neighbourhood feel and ensure commuters treat the area with pride and respect (e.g., Scott Park Station area)?

When planning for intensification around MTSAs, pedestrian safety and positive use of transit hub areas are top priorities of participants, as is the preservation of neighbourhood feel/character while at the same time increasing density.

**WEDNESDAY, JUNE 6, 2018**

**2:00PM – 4:00PM (19 PARTICIPANTS)**

**6:00PM – 8:00PM (6 PARTICIPANTS)**

When considering if there are **additional areas that intensification should be focused**, it was suggested to expand the Dundas node eastward to include the current Canadian Tire.

**Additional corridors that should be identified** included Governor's Road in Dundas, King Street East (east of Delta), York Road out of Dundas and Dundas Street through Waterdown.

Participants expressed an interest in maintaining agricultural land instead of expanding urban boundaries.

When participants were asked about **Major Transit Station Areas (MTSAs)**, concern was raised that Westdale residences have been ignored due to the distance between Longwood and Mac stations. Businesses in Dundurn Plaza are also concerned about the impact that Dundurn Station (situated at King Street) will have on Main Street.

Please see **Appendix A** and **Appendix C** for a complete transcription of comments received.



# Stakeholder Workshop Ideas and Insights Summary

**THURSDAY, JUNE 7, 2018**  
**9:00AM – 12:00PM (20 PARTICIPANTS)**

## Urban Structure Considerations

Generally, stakeholders agree with **areas targeted for intensification**, particularly intensification targeted in Downtown, Dundas, Ancaster, Meadowlands, Limeridge and lands around the airport. A suggestion was made to expand the intensification area near McMaster University and Mohawk College.

There were suggestions for **additional corridors** including Concession Street, Dundas and Waterdown. Suggestions for **additional nodes** include the airport area and the area between the current urban boundary and Binbrook. Several stakeholders expressed the importance of connecting current Nodes and Corridors with transportation pathways (transit and active).

There was sentiment expressed that the nodes and corridors identified are insufficient to accommodate the intensification required. Further, it was suggested that intensifying in areas where there are transportation challenges such as lack of transit, would lead to more driving and be counterproductive. All plans need the foundation of a well connected and efficient transit and transportation network, including inter-regional coordination.



## Directions to Guide Development

Overall, stakeholders expressed agreement with the **GRIDS Nine Directions to Guide Development** and the updates proposed by staff. There is general agreement that with some minor edits, the Directions align with the City's updated "Our Future Hamilton" Vision (available on-line at [hamilton.ca/ourfuturehamilton](http://hamilton.ca/ourfuturehamilton)) and continue to be relevant. In contrast, there was a comment that the 9 Directions are lofty, and consideration should be given to creating specific goals to achieve action.

There was a request that the Directions be checked to ensure that the language used is accessible and aligned with the growth-related language used by the Province, such as climate change and healthy and safe communities, intensifying employment lands, and complete streets. In addition to suggesting several minor revisions, the addition of climate change adaptation, resilience, and community engagement and participation could be considered for additional Directions.

Stakeholders discussed the importance of these principles to mitigate potential negative impacts of intensification.

Please see **Appendix B** for a complete transcript of comments received on each of the revised Directions.

### **GRIDS 9 DIRECTIONS (2006) WITH PROPOSED REVISIONS BY CITY STAFF (2018)**

(Note: additions are in red, deletions are in strikethrough)

1. Encourage a compatible mix of uses in neighbourhoods, **including a mix of housing types and options**, that provide opportunities to live, work, and play.
2. Concentrate new development within existing built-up areas and within a firm urban boundary.
3. Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and the enjoyment of the rural landscape.
4. Design neighbourhoods to improve access to community life **for all, regardless of age, ethnicity, race, gender, ability, income and background**.
5. Retain **and intensify existing employment land**, and attract jobs in Hamilton's strength areas and targeted new sectors, **and support education and training for all residents**.
6. Expand transportation options **through the development of complete streets** that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections.
7. Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.
8. Protect ecological systems **and the natural environment, reduce waste**, and improve air, land and water quality, **and reduce greenhouse gas emissions which contribute to climate change**.
9. Maintain and create attractive public and private spaces and respect the unique character of existing buildings **and neighbourhoods and settlements, and support arts and culture as an important part of community identity**.

## Major Transit Area Boundaries

Overall, stakeholders agree that current boundaries make sense. They highlighted the importance of connecting Major Transit Station Areas with other transportation connections (i.e. GO Transit).

There was some discussion by stakeholders about expanding intensification areas even further, including Dundurn, Queen, Barton, Sherman-Parkdale, near the Hospital (north of Cannon), stadium area, Gage Park, East of Victoria/North of King Street, Longwood LRT stop at Westdale, and at the McMaster LRT stop. James Street is recognized as a major growth area for business, work and play. Development along Barton has major potential, as does making connections to the greenfield development near the Airport as many citizens live/play here.

Other considerations suggested by stakeholders include:

- Provide incentives to encourage development and visitors along the LRT route.
- Ensure that through smart connections (between various transportation and transit systems and networks), there are no outliers, and intensification can take place across the City.
- Consider how density could be increased, including in residential areas. Redevelopment and infill projects are an opportunity to reach diversity goals and support density outside of the core.
- Preserve escarpment views.
- Long-term school needs are important for the future.
- Incorporate affordable housing and housing diversity within Nodes.
- Expand intensification area to include more depth off the corridor.
- Are recent zoning changes enough?
- Should parking requirements be relaxed further?

Please see **Appendix B** and **Appendix C** for a complete transcription of comments received.



## Next Steps

These engagement activities were the first of three planned touch points. The next one is planned for the late fall of 2018. The third touch point is planned for the spring of 2019, with the entire process to conclude by 2021. Insights and ideas received in person and online will be reviewed and considered in completing GRIDS2 and the Municipal Comprehensive Review (MCR). Ongoing dialogue is welcome and invited throughout the process.



## Keep in Touch

**Heather Travis**  
Senior Project Manager

Tel:  
905-546-2424 ext. 4168

Email:  
[grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca)

**Catherine Parsons**  
Planner

Tel:  
905-546-2424 ext. 2634

Email:  
[grids2-mcr@hamilton.ca](mailto:grids2-mcr@hamilton.ca)





**Participant Ideas and Insights  
Straight from the Source**  
Appendix A:  
Public Open House Comments

# Public Open House: Monday, May 28, 2018



## **Are there additional areas where you feel intensification should be focused apart from the City's Nodes and Corridors?**

- James Street North GO Station – Building heights should be re-evaluated in this corridor. Potential to be a very popular area in the near future.
- Yes, some intensification is possible and desirable though modifications to existing housing stock.
- The integration of both rail GO Stations and the impact this may have on the LRT system and movement of people.
- Enhanced commercial intensification could easily become an alternative if desired business enterprises on Barton Street (specifically between Sherman & Ottawa) could be replaced by thriving start ups. The violent crime and opioid crisis in the area is a major impediment at the moment.

## **Are there additional corridors that should be identified?**

- Concession Street public corridor has great potential. Concession Street is quickly becoming a lively community.
- All BLAST routes should be considered. Availability of rapid transit is critical.
- Barton Street. Currently an unwelcoming embarrassment reminiscent of places like Detroit in desperate straits.

## **Are there additional nodes that should be identified?**

- Potential Up-town-Airport. Residential communities should be looked at. Airport community has great potential.
- Density in Ancaster is unreasonably low – half of others.
- The area close to the stadium is substantially devoid of restaurants and proximate alternatives for attendees. If a capacity crowd only has a Subway and McDonalds as alternatives for food and beverages then revenue and attributed growth is squandered.





**Please share any additional comments or questions that you have regarding Hamilton's Urban Structure.**

- Excited to see Elfrida Community plans and transit expansions in the near future.
- I note the large discrepancy between forecasted jobs from 2011 and actual jobs created. What's the impact of this discrepancy on land use demand? Perhaps the forecasts are inaccurate and haven't taken into account large scale community outside of Hamilton, evolving commercial/retail jobs due to on-line shopping that may also impact on large shopping malls. The demand for low job/high land demand for warehouse & distribution systems to meet online shopping demands and delivery also impact on forecasted job numbers. I fear that Hamilton's efforts to meet unrealistic traditional job forecasts will be wasted on trying to solve issues that do not exist.
- "Fixing the Books".
- With "gentrification" some level of distribution should be evidenced to prevent further Locke Street type incidents. Some areas need immense policing and surveillance.

**Do you have any specific comments on the boundaries of the Major Transit Station Areas?**

- Boundaries would make more sense if they were each a circle around the station. Why exclude some areas and include others? This seems to be forming pre-determined conclusions.

**Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?**

- You need to get beyond adding new big buildings to achieve density. An emphasis on increasing population in low-rise residential is necessary and do-able. Exists in other cities.



# Public Open House: Wednesday, May 30, 2018



## **Are there additional areas where you feel intensification should be focused apart from the City's Nodes and Corridors?**

- None were noted.

## **Are there additional corridors that should be identified?**

- Integrated plan between Hamilton and Burlington to connect Waterdown/Aldershot/Hamilton. Gap in regional plan.

## **Are there additional nodes that should be identified?**

- None were noted.

## **Please share any additional comments or questions that you have regarding Hamilton's Urban Structure**

- The sooner the land budget is finished, the sooner additional urban areas can be determined.
- In Greenfield areas, the City should consider densities below 80ppa (e.g., 60ppa) to enable a better range of ground (....) housing types.
- What is the "ideal" jobs ratio to residents to improve residents' access to jobs they can access IN Hamilton?
- Relieve public concern re. Walkability to LRT or Rapid Transit

## **Do you have any specific comments on the boundaries of the Major Transit Station Areas?**

- Too many persons with disabilities of all types do not have strength and/or money for carts and/or disability recognition or are to act okay for DARTS to walk 6 blocks to King street then to LRT station or even to local bus to get to LRT.
- Invest in adoptive reuse potential of heritage properties along the route that are currently under utilized – in a creative and context sensitive way.
- Would Gage be a weekend only stop? Doesn't look like forecasts for jobs and dwelling growth would support during the week.
- How do buses from/to the mountain connect?
- Do the existing transit routes intersect effectively? E.g. Current route #5 from Wentworth – How many times does that route connect with the LRT?
- Will HSR bus routes and/or times be changing to offer easier reach to Rapid Transit or LRT?

**Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?**

- Advisory Group for Persons with Disabilities
- If you have a lot of people commuting into an area that is increasing the density, while household numbers don't increase at the same pace, how do you preserve neighbourhood feel and ensure commuters treat the area with pride and respect (e.g., Scott Park Station area).
- Ensure pedestrian safety and services around stops for safety and "good/positive" use of transit hub areas.



# Public Open House: Wednesday, June 6, 2018



## **Are there additional areas where you feel intensification should be focused apart from the City's Nodes and Corridors?**

- Expand the Dundas node eastward to include the current Canadian Tire.

## **Are there additional corridors that should be identified?**

- Governor's Road in Dundas
- King Street East, east of the Delta
- York Road out of Dundas
- Dundas Street through Waterdown

## **Are there additional nodes that should be identified?**

- Isn't Westdale a community node?
- Governor's Road in Dundas

## **Please share any additional comments or questions that you have regarding Hamilton's Urban Structure**

- Do not work to expand urban boundaries; instead work to maintain agricultural land.

## **Do you have any specific comments on the boundaries of the Major Transit Station Areas?**

- You are damaging businesses in Dundurn Plaza with the Dundurn Station set up and cross over to Main Street.
- You have ignored most of Westdale residences with such a long distance between Longwood and Mac stations.

## **Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?**

- None were noted.





## Participant Ideas and Insights Straight from the Source

Appendix B:  
Stakeholder Workshop Comments

# Stakeholder Workshop: Thursday, June 7, 2018



## **PART A: Urban Structure Consideration**

### **Question 1: Are there additional areas where you feel intensification should be focused apart from the City's Nodes and Corridors**

- Generally, a concern that there are insufficient Nodes and Corridors to accommodate intensification required within built boundary (i.e. near Mac, Mohawk).
- Ancaster BIA? Expand urban area? Concession BIA – corridor or node? Airport lands; potential for commercial/mixed use development opportunity if urban boundary expands
- Review the constraint in the node areas (i.e. Waterdown has transportation issues, so intensifying with only residential – no mixed use – runs counter to greenhouse gas reductions and results in more driving). How do you get less driving by only adding residential?
- Ancaster BIA
- Consider GO plans; have stations been considered and transit/passive transportation planning to support
- Nodes along future GO line
- Overall good cross-section of City targeted for intensification
- Current Nodes generally make sense as areas to focus
- West Elfrida Community Centre is very long term, should it really be a node at this point?
- Need intensity in Downtown, Dundas, Ancaster, Meadowland, Limeridge

### **Question 2: Are there additional Corridors that should be identified?**

- Concession street; shopping, health care, residential, heritage, greenspace. This is a well-developed neighbourhood with potential.
- Dundas, Waterdown
- Generally, feel 'got it covered'

### **Question 3: Are there additional Nodes that should be identified?**

- Concession
- Airport area; potential for real economic benefits for all
- Generally good
- Perhaps something in between boundary and Binbrook (future)



## PART A: Directions to Guide Development

### Question 1: Are the GRIDS Nine Directions to Guide Development still relevant to guide decisions on growth and development?

- All are still relevant and including 'red notes' from city staff are important. Incentives to develop/infill with vacant/crumbling infrastructure. Large focus on transit and supporting existing Nodes via practical transit.
- General dissonance between some of the directions. Can't have one without the other (intensification vs. transit. Single use intensification doesn't work, people still drive
- Overall, 9 Directions continue to be relevant and appropriate. Proposed additions/edits are good/helpful. Directions should align with provincial terminology and general does. Are some terms missing? Like addition of climate change and healthy and safe communities, intensifying employment lands, complete streets. Nine Directions should reflect vision themes. Can't be too detailed; high level. Terminology must also be understandable by broad public reading audience – simple, concise, low grade level writing.
- Yes.
- As general guiding principles they are a solid start, each of them can certainly be broken down into even more areas to address.
- Suggest adding climate change adaptation and resilience in addition to the reduction of green house gas emissions. Better integration between intensification, mix of uses and proximity to existing neighbourhoods and services (i.e. transit oriented design).
- Seems that Hamilton's Vision is captured in the Directions – with the exception of community engagement and participation; should we add another Direction to reflect this?

### Question 2: Please review and provide your thoughts on the proposed changes by staff. \* Note that changes proposed by staff are shown in red.

#### 1. Encourage a compatible mix of uses in neighbourhoods, including a mix of housing types and options, that provide opportunities to live, work, shop and play, promoting a healthy and safe community.

- Add/clarify "mixed homes/demographics".
- Add 'affordability' (after 'housing types and options').
- Add 'tenures and affordability' (after housing types).
- Add 'learn'.

#### 2. Concentrate new development within existing built-up areas and within a firm urban boundary.

- Add 'infrastructure' (after 'new development').
- Add 'new infrastructure'.
- Along GO line.
- Add 'infrastructure'.
- "new development" does this capture mix development?



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



**4. Design neighbourhoods to improve access to community life for all, regardless of age, ethnicity, race, gender, ability, income and background.**

- Incorporate spiritual/values into public space or allow for expression.
- What do we mean by 'background'? Is this needed?

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

- How do we make sure residents can access education?
- Perhaps add "access to education to be successful" or perhaps have education and training as separate.

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

- Expand transportation options through to employment areas as well. Complete neighbourhoods are very important but getting people to work effectively would go a long way to achieve many goals the City has.
- Airport have you seen employment leveraged?
- Very important to encourage public green forms of transportation, however, we also still need to make sure there are options for people who will always drive. Especially in looking to get major offices to locate downtown or for new developments, public transportation is essential but so is having inventory for commuters.

**7. Maximize the use of existing buildings, infrastructure, and vacant or abandoned land.**

- Maximize the use/re-use of..." Important to encourage infill/re-development of worn out, under-utilized areas/buildings.
- Focus on developing Nodes first...then grow out.
- (#7 and #8) Vital for downtown Hamilton to make use of space better (parking garage instead of surface lots to attract more large businesses – all connected).

**8. Protect ecological systems and the natural environment, reduce waste, improve air, land and water quality, and reduce greenhouse gas emissions which contribute to climate change.**

- Add 'hydrological/natural heritage'.
- Refer to key hydrological and key natural heritage features. Encourage green infrastructure and low impact development.



**9. Maintain and create attractive public and private spaces and respect the unique character of existing buildings and neighbourhoods and settlements, and support arts and culture as an important part of community identity.**

- Consider heritage/sense of place/character.
- Add “and communities”.
- Why take out ‘settlements’ is this still captured under public/private spaces? Within neighbourhoods?

**Question 3: Please provide any other thoughts or proposed updates to the Nine Directions.**

- Maintain character, heritage, history of ex communities. Re-look at airport lands to promote growth in that areas. Look at future Nodes planned along future expansion of GO to Niagara.
- Transit alternatives for rural areas (i.e. Uber, rideshare). Allow intensification of existing built form (i.e. shared (non-family) use of existing single-family-dwelling and mixed-use buildings (institutional and commercial). Disincentives to car use (i.e. road tolls, higher parking costs, flexible working arrangements by large employers (work from home).

**Large Group Discussion #1:**

- Some principles seem to contradict with ‘intensification’, but there is the theory the principles should help mitigate negative impacts of intensification.
- Mixed use doesn’t necessarily mean mixed building but rather within an area.
- #2 – Suggest concentrating new development and infrastructure within existing built-up areas.



## PART B: Major Transit Area Planning Work

### Question 1: Do you have any specific comments on the boundaries of the Major Transit Station Areas?

- James street GO stations should have connection/HSR lines to support corridor. James Street is a major growth area for future Hamilton business, work and play. Potential for Barton connections/linkages in the distant future. Development along Barton has major potential. Connect Greenfield development near Airport/outside City as many citizens live/play here.
- No suggestions on overall boundary (challenging without detailed knowledge of neighbourhoods).
- Possibility to intensify the non-yellow area in the middle of yellow between Dundurn and Queen MTSAs.
- Possibility to add intensification to area north of Cannon, running east/west several blocks.
- Extend intensification to along Barton, and near hospital (i.e. north of Cannon).
- Perhaps could target more intensification in Scott Park area (near stadium).
- 'Think experts' have done a good job
- For intensification area (go deeper).
- Look at Gage Park Area. Look at more than half blocks/only street fronting blocks. East of Victoria North of King Street area; add to intensification area? Sherman – Parkdale; intensification areas seem minimal, need to expand. Connect/expand intensification area between Longwood LRT stop at Westdale. Expand at McMaster LRT stop. Look again at single family housing areas.
- Encourage connections. No outliers. For intensification areas (Westdale).

### Question 2: Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?

- Gage Park – Ottawa stops. Chances for redevelopment and infill projects to reach diversity goals/support density outside of core.
- Consider location of hospitals in planning.
- How does existing transit 'fit' with LRT – boundaries, areas of overlap/connection?
- Consider connections with other areas – i.e. Mohawk College/
- Will incentives be offered to encourage development along LRT Route? More incentives would be good to encourage new tenants (in particular retail).
- Consideration to involving public school transportation in discussions.
- Are new zoning changes enough – should this be looked at (i.e. consider higher density in some areas)
- Consider relaxing parking requirements.
- Need to consider diversity of housing options.
- BRT "Support" to other areas (i.e. Dundas/Waterdown, Ancaster Village...other Nodes built into stations for future capacity.
- Parking availability; parking structures. Look at expanding Bike Share Program.
- Connections off the spine. Connections to the GO station on James from LRT stop.
- Incentives for business to open along the line (especially outside Downtown).

### Comments on maps:

- Ensure connections between all intensification areas – active transportation, transit, etc.
- Accessibility of stations for suburban areas/parking availability.
- Preserve escarpment views.
- Pricing: different cost for distance travelled on LRT? (as incentive to use)
- Connections to inter-regional transit (GO).
- Need to incorporate affordable housing within Nodes.
- Increase max height allowed.
- Include parking max.
- Need to think about long-term school needs.



### Large Group Discussion #2

- Shouldn't be afraid to move intensification areas out of the core, even into residential areas.



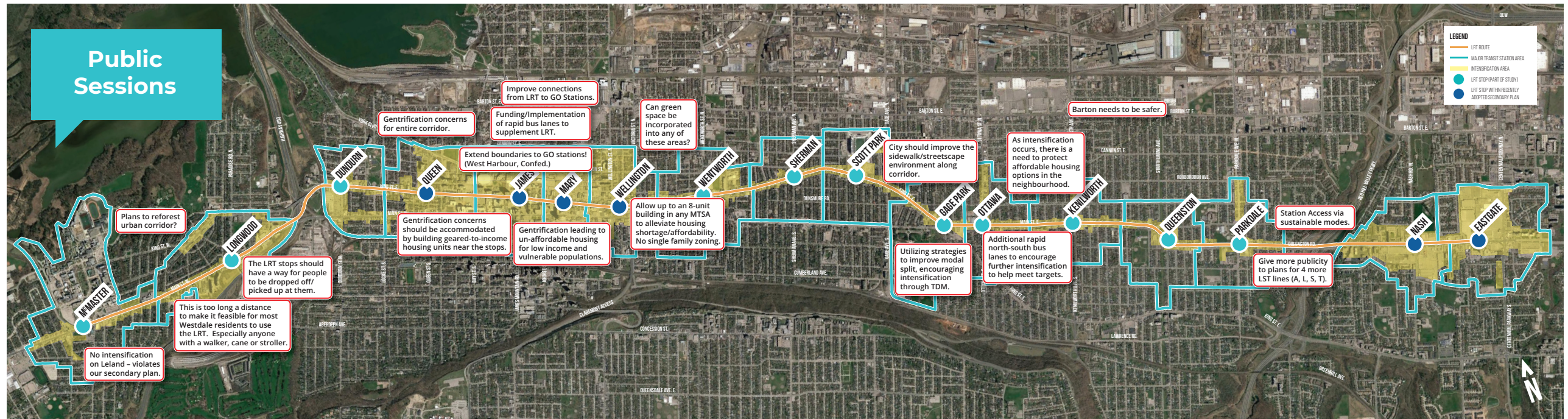


## Participant Ideas and Insights Straight from the Source

Appendix C: Public Open House and  
Stakeholder Workshop Map Comments

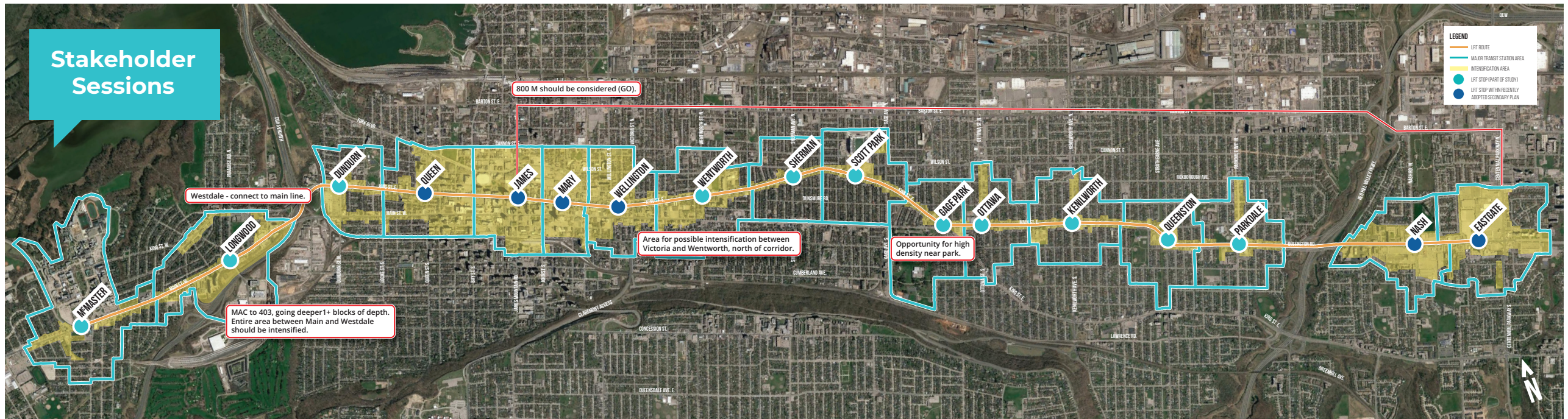
# GRIDS2 Major Transit Station Area Map

1. Do you have any comments on the boundaries of the Stations Areas?
2. Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?



# GRIDS2 Major Transit Station Area Map

1. Do you have any comments on the boundaries of the Stations Areas?
2. Looking into the future, are there any opportunities or issues that the City should be aware of when planning for intensification around the Station Areas?



- Ensure connecting between all intensification areas (active transportation, transit, etc.).
- Accessibility of stations for suburban areas/parking availability.
- Preserve Escarpment views.
- Pricing - different cost for distance travelled on LRT (as an incentive to use)?
- Connection to inter-regional transit (GO).
- Need to incorporate affordable housing within Nodes.
- Incentives for businesses to open along the line (especially outside of downtown).
- In MTSA, include parking maximum and increase maximum height.
- We need to think about long term school needs.