## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>01</td>
</tr>
<tr>
<td>Community Focus Group Meeting #1</td>
<td>02</td>
</tr>
<tr>
<td>City Project Team Meeting #1</td>
<td>06</td>
</tr>
<tr>
<td>Public Workshop #1</td>
<td>08</td>
</tr>
<tr>
<td>Development Options</td>
<td>12</td>
</tr>
<tr>
<td>Presentation for Community Focus Group Meeting #1</td>
<td>18</td>
</tr>
<tr>
<td>Presentation for Workshop #1 - June 21, 2017</td>
<td>28</td>
</tr>
<tr>
<td>Presentation for Workshop #1 - June 22, 2017</td>
<td>54</td>
</tr>
</tbody>
</table>
Introduction

The City of Hamilton is growing and the population is projected to increase to 780,000 by 2041. While the City has made efforts to intensify within the current Urban Boundary to meet targets for intensification, an urban boundary and growth area expansion is required to accommodate population growth.

This study is intended to develop a future urban vision for these lands should they be required to accommodate growth to the year 2041.

This area was selected through the City’s comprehensive Growth Related Integrated Development Strategy (GRIDS) process.

The vision for this area is to create a compact, transit oriented urban community that efficiently uses servicing infrastructure and is well integrated with the surrounding agricultural lands. The purpose of the study is to develop a comprehensive and viable growth scenario for the Elfrida area.

This report summarizes “What We Heard” at the first community consultation events, including the Community Focus Group Meeting, City Project Team Meeting and Workshop sessions.

Study Area: 1,256 hectares
Community Focus Group Meeting #1

Tuesday, June 13, 2017

A Community Focus Group was assembled to provide guidance, input and feedback to the project team throughout the consultation process and represents a wide range of interests.

The Community Focus Group has 11 members:

John Voortman  
Countrywide Recycling

Mel Switzer  
President of Hamilton Federation of Agriculture

Henry Swierenga  
Ontario Federation of Agriculture

Brianne Comley  
Hamilton-Halton Homebuilders Association

Judy Sykora  
Landowner

Nicholas von Bredow  
Realtor’s Association of Hamilton-Burlington

Don McLean  
Environment Hamilton

Steve Spicer  
Summit Park Developer and Landowner

Drew Spolstra  
Ontario Federation of Agriculture

Mary Nardini  
School Board Trustee

Roy Shuker  
Ontario Federation of Agriculture

The first Community Focus Group Meeting took place on June 13, 2017.

Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study and the purpose and role of the Community Focus Group.

The presentation was followed by questions for a round table discussion with the group.

01 What are the key opportunities for growth in the Elfrida Planning Area?

02 What are the key challenges for growth?

03 What’s most important from your perspective with respect to:

Design of new communities and neighbourhoods

Transportation: transit, vehicles, pedestrians, cycling

Natural features and open spaces

Heritage and culture

Servicing
The following questions were asked before the round table discussion:

Do we know why the Province appealed the matter? I thought it had something to do with the airport.

Partially. There is a multi-phase hearing associated with the Airport Employment Growth District (AEGD). This is why the land budget work is important because it helps to answer a number of these questions.

Are other lands being looked at for an urban area expansion?

No.

The new Growth Plan has new greenfield density targets. Does that factor into this study?

We will evaluate it.

Will a report be prepared that documents input received?

Each workshop is followed with a “What We Heard” report that contains an event summary and results.

Is the flyer available electronically, for posting on Facebook?

It will be circulated after tonight (June 13, 2017).

Is there a time line for development occurring?

For the lands to become urban, approximately five years. Three years for draft plan approval, followed by servicing approvals. A phasing plan will also be prepared as part of this study that identifies timing, including provision of infrastructure (and future servicing studies). Agencies will be contacted as part of the study to identify school locations.

What is the time line for this process? How does this study work alongside other necessary policy studies? What project is completed first?

We should put a time line together of the ongoing concurrent processes. This process is to establish growth through to 2031, as informed by GRIDS (2006). Current Municipal Comprehensive Review (MCR) is looking at accommodating growth to 2041, alongside other new Provincial policies with respect to community development, the natural environment, and other matters of Provincial interest.

Is this a process where others thinking growth should occur elsewhere can consider that decision?

There are many landowners elsewhere in the City who would prefer to have that growth. GRIDS (2006) identified this location as the preferred location. Elfrida is Council’s direction. The end result of this study would require an Official Plan Amendment, which would be appealable. The original policy adoption in 2009 was also subject to appeal (remains under appeal). The Province has indicated to the City that the urban area expansion was not the problem, but how it was stated in the Official Plan.

Do these points indicate a development model that looks like Downtown Hamilton?

Mixed use, compact communities do envision a more integrated form. There are many models and structures that could take form.

How much employment will be included in Elfrida?

Part of MCR includes an Employment Lands Review, which will determine if there is any need for additional “production employment” type lands. Consider if there is a role for Elfrida in population-related employment (service sector jobs including offices - though Downtown Hamilton is the preferred location for major offices, community nodes can accommodate additional office space as well).

When you undertake the new MCR, will you be focusing on Elfrida or might other land areas come into play?

It depends on the land budget. Intensification estimates and potential, greenfield land requirements will drive that question. Clarification of GRIDS (2006), GRIDS 2, and MCR will be provided at the workshop. We are studying this area.
Round Table Discussion

01 What are the key opportunities for growth in the Elfrida Planning Area?

New GO Station and light rail transit (LRT). Opportunities for connections to those new lines (especially to new southeast end node). Financing is a challenge.

Transit connections across South Mountain, to airport.

Other nearby neighbourhoods are filling up with housing, having more urban areas can help keep more people in this neighbourhood (aging). Plus new people.

Biking opportunities.

Upper Centennial Parkway is not at capacity, and could be a direct link to the GO Station.

Exciting to build a whole new community from scratch.

We could use more small commercial to mitigate the impact on the residential tax base.

Expanded tax base.

This growth (190,000 more to 2041) will give this City the opportunity to grow into its own. Development Charges alone would be over $1 billion, based on a quick calculation.

Placing growth in one area allows for infrastructure investments to be concentrated in one place.

Zoning to support this more intense development can be accommodated.

Opportunity to implement stormwater management solutions. Increased paving sends more water to an already full Lake Ontario.

Opportunity to create a transit-centred community.

As part of GRIDS 2, all City-wide master plans are being updated to accommodate growth to 2041. There are opportunities to bring changes to those studies.

02 What are the key challenges for growth in the Elfrida Planning Area?

Need to focus on getting people to their jobs.

Lincoln M. Alexander Parkway is already horrendous in the mornings, also Trinity Church Road is filling up. How can we link these people to Toronto?

Have to balance the loss of productive agricultural lands to urban development. What sort of buffer is provided? Are there any examples of a good coexistence between urban uses and farming?

Conflicts with houses being built near me: noise, smell, working the farm at night.

20,000 people moved to Binbrook with no way to move them in and out.

Don’t want to tear up roads to put in sewer lines again (if going to Binbrook).

We are gridlocked getting in and out of the area today. City hasn’t gotten the existing roads right, and Ministry of Transportation created reduced capacity on the QEW.

Can’t put a road through existing development. Local area is okay, but downstream is stop-and-go. Getting downtown is a nightmare, stoplights at every corner.

Development should not take away from initiatives elsewhere.

Getting through these areas with big agricultural equipment is currently very difficult.

The hydro corridor should be avoided.

Look into trespassing on privately owned lands.

Had a lot of flooding in Hamilton this year, climate instability is contributing to this.

Planning for expansion when facing a $3.5 billion infrastructure deficit. Best Development Charges only cover 75% of construction cost.

A lot of viable land within the Study Area that should not be developed on (north side of Golf Club Road).
What’s most important from your perspective?

Design of New Communities

Developing as densely as possible leaves more land untouched for agricultural, natural heritage, and transportation purposes. Central Park, Stoney Creek is an example worth investigating.

Choice and affordability is important.

Looking at 110 people/jobs per hectare in Elfrida.

More mid-rise apartments, fewer detached dwellings.

I think people need space, living on top of each other creates all kinds of social problems.

Should attract more light industrial to the area.

Should have more mixed housing, including apartments.

Need to have community stores.

Use as little of the agricultural lands as possible.

Big houses take up too much of a footprint.

Prefer low density. Everyone has two cars, garage is an extended portion of the house.

Understand that row houses are affordable, but there needs to be character associated with the building.

Difficult to find housing for older persons. Some developments have incorporated age-friendly elements (e.g. at-grade entrances).

Transportation

Don’t want the area to sprawl out of control.

Can’t get fire trucks down the streets in Binbrook.

Wider sidewalks, ability to walk to stores and amenities (less cookie cutter).

Natural Features and Open Spaces

Various species-at-risk are in the area (Bobolink, bats).

As a farmer, I want lots of space.

The main watercourses will need to be looked at.

If not for the Fairgrounds, there would be no green space in Binbrook.

Needs lots of open space to support agriculture.

Taking natural heritage out of the study area will change opportunities for housing.

Lower Stoney Creek used to be fruit lands, it’s now all cleared for housing. Agricultural land is being destroyed.

Heritage and Culture

Building as high a density as possible, leaves more land untouched (for agricultural, natural heritage, and transportation purposes).

Servicing

Catholic School Board is building two-storey schools to use less land. All of the last six schools built were multi-storey (but not yet campus-style collocated).
City Project Team Meeting #1

Wednesday, June 21, 2017

The first City Project Team Meeting for the Elfrida Growth Area Study took place on June 21, 2017 at the Valley Park Recreation Centre and Arena from 1:00-3:00 p.m.

The presentation was followed by a question and answer period.

In small groups, attendees provided input on the draft vision statement and design principles to guide development for various explorations.

Round Table Discussion

What is most important with respect to design, transportation, natural features and open space, heritage and culture, servicing?

Design

Need an integrated approach for the entire area, different form and function from other community developments due to Provincial policy and new requirements.

Complete communities, compact built form, active transportation.

Elfrida was ‘identified’ for density in past reports, so may not be required to meet new targets.

Need City team to provide direction on density.

Require a full range of housing options. Need to plan for a denser community, explore unique forms of housing (not so many townhouses). Create character areas, streets and retail destinations.

Healthy communities, trail system, live/work, walkability.

Design with flexibility and fiscal responsibility in mind.

Look to older neighbourhoods for innovation.

Identify an identity for this area, place-making.

Transportation

City is working on a Transportation Master Plan and will include cycling, transit, trails etc.

Leverage the existing work in Elfrida.

Consider potential intersection improvements. Take a look at the larger area and access to the QEW, downtown, and other areas.

Extend existing active transportation facilities.

Require a long-term transit plan. Extend existing transit routes, and address issues of cost.

Implement complete streets guidelines, consider all modes of transportation.

Comprehensive development guide was recently passed. 20 metre right-of-way for local roads is a requirement. Each component should end with a financial analysis, to identify pockets of cost that are needed for specific projects - future planning from a cost impact, implications, fiscally responsible, viable plan moving forward.

Require cost sharing agreements in the public sector. The City is putting off projects due to costs. Other costs will be required for sustainability, complete streets, and transit.

Transportation Master Plan currently underway, align with the report: complete streets, policy direction on road users, rapid transit corridor.

Cultural Heritage

Stage 1 of the archaeological assessment is underway, fieldwork is to be undertaken.

Cultural Heritage for the site should be reviewed and inventoried. Retain cultural heritage buildings.
**Agriculture**

Require an assessment of existing area to determine compatibility along the fringe. Minimum Distance Separation (MDS) for allotment gardens and small urban farms.

Have some production facilities (livestock farms), update the Minimum Distance Separation (MDS).

Address water related issues: sharing stormwater management ponds, spraying fields.

Refer to the Subwatershed Study for information, need to understand phasing.

Include agriculture buffers as part of the phasing strategy.

**Servicing**

City report recommended a new pumping station in Elfrida.

Wastewater – sanitary truck being expanded, convey additional flows to City system.

Environmental Assessment (EA) for pressure district 7, looking into new pumping station; City study is underway.

Infrastructure for 2031 in City reports, ensure capacity to 2041.

Rear lanes, more on-street parking, eyes on the street, utilities in the rear lane, better for transit.

Cost effective infrastructure, block servicing, developers working together – developers agreements (policy).

**Subwatershed**

The Subwatershed Study would typically occur in advance but is occurring parallel.

5 headwater areas, and two watersheds.

2 spillways due to flat topography. North area may need grading to deal with sheet flow flooding.

**Phase 1** - Characterization  
**Phase 2** - Land use plan  
**Phase 3** - Implementation

**Natural Heritage System**

Vegetation communities, bird surveys, fish habitat, restoration areas – landscape modifications over the years.

Balance distribution of open spaces and privately owned publicly-accessible spaces (POPS). Need for recreation centre was identified in City Indoor Study. Need a community park that serves 20,000 residents.

Natural features need to be protected and enhanced, maintain ecological function.

**Stormwater Management (SWM) and Low Impact Development (LID)**

Keep water in the same watershed, create a water balance, existing online ponds.

SWM is very important – consider climate change mitigation, water balance, groundwater tables, and infiltration.

What are the existing standards for SWM? Can we explore SWM approaches?

The end-of-pipe method is the easiest but not encouraged, moving towards LID.

**Commercial**

Primary trade area around the study area, currently double the amount of commercial for the area.

Significant floor space is not required but neighbourhood retail is encouraged.

Office generates more jobs, employment lands near airport.
The first Public Workshop sessions for the Elfrida Growth Area Study took place on June 21, 2017 at the Valley Park Recreation Centre and Arena from 4:00-6:00 p.m. and 6:30-8:30. The afternoon and evening sessions were identical.

The sessions included a presentation on background information collected for the area and the Subwatershed Study.

Round table discussions took place to answer questions as well as discuss the givens and key directions from the inventory and analysis.

Round table discussions to seek input on the fundamental design principles.

The first Public Workshop session resulted in the development of a Vision Statement, Guiding Principles and a list of important Community Characteristics.

**Vision Statement**

"The Elfrida Growth Area is envisioned to become a complete, transit-supportive, mixed-use community that is compact, well-connected and both environmentally and economically sustainable, through a long-term strategy that respects the neighbouring land uses."
Guiding Principles

- Develop in an environmentally appropriate manner that protects and restores the natural environment.
- Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.
- Manage growth over time that is logical, efficient, and cost effective.
- Ensure a diverse community with a mix and range of land uses to ensure a proper balance of residential, employment, community facilities, and services.
- Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices.

Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation, walking and cycling, and accommodates vehicles.

Provide an interconnected system of streets and pedestrian supportive streetscapes.

Provide for a connected and integrated parks, open spaces, and trails system.

Utilize green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.

Community Characteristics

- Friendly
- Multi-use
- Inclusive
- Diverse
- Retirement Community
- Housing options
- Choice of housing
- Transit supportive
- Connectivity
- Accessible
- Accessible to main arterials
- Green space
- Open space network
- Protection of aquifer
- Clean well water
- Friendly
- Age friendly
- Harmony
- Pedestrian friendly
- Live in comfort
Day 2: Public Workshop #1 - Design ‘Explorations’

Thursday, June 22, 2017

The second set of Public Workshop sessions for the Elfrida Growth Area Study took place on June 22, 2017 at the Valley Park Recreation Centre and Arena from 3:00-5:00 p.m. and 6:00-8:00 p.m. This “Design Day” included two sessions followed by an Open House from 8:00-9:00 p.m.

Participants were organized into three groups and worked with a designer from the Project Team to explore options for the Elfrida planning area. Each group had a unique development program to guide the discussion. Groups addressed land use, the natural heritage system and an approach to stormwater management.

The concepts developed at the two workshop sessions were posted at the Open House for review.

The second set of Public Workshop sessions resulted in the development of six options for the Elfrida Growth Area.
## Development Programs

Each of the development options were structured around three different development programs:

<table>
<thead>
<tr>
<th>1 Natural Heritage System</th>
<th>Development Program 1</th>
<th>Development Program 2</th>
<th>Development Program 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Restoration Areas</td>
<td>Enhance all</td>
<td>Do not consider</td>
<td>Moderate enhancement</td>
</tr>
<tr>
<td>Mitigation HDF’s (Headwater Drainage Features)</td>
<td>Retain/enhance</td>
<td>Retain some</td>
<td>Retain some</td>
</tr>
<tr>
<td>Hedgerows</td>
<td>Retain/enhance</td>
<td>Do not retain</td>
<td>Retain some</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2 Community Structure</th>
<th>Roads</th>
<th>Development Program 2</th>
<th>Development Program 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disjointed, pods of development</td>
<td>Moderately connected, focus on existing road network</td>
<td>Permeable and connected, identify ‘corridors’ and ‘centres’</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3 Design Details</th>
<th>Parks</th>
<th>Development Program 2</th>
<th>Development Program 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centralized system of parks, large neighbourhood parks</td>
<td>Very large community park, smaller neighbourhood parks</td>
<td>Variety of parks, linked to NHS/SWM and within neighbourhood centres (small)</td>
<td></td>
</tr>
<tr>
<td>No major commercial, neighbourhood focus</td>
<td>Focus on major node, some neighbourhood commercial</td>
<td>Mix of small and large scale retail, focused in centres and corridors</td>
<td></td>
</tr>
<tr>
<td>Connected to park system, standard school size</td>
<td>School campus associated with central park</td>
<td>Centralized in neighbourhoods, urban scale school sites</td>
<td></td>
</tr>
<tr>
<td>Integrated and even distribution of low, medium, and high density housing in neighbourhoods</td>
<td>Major mixed use centre at Upper Centennial Parkway and Rymal Road, high density housing focused in centre</td>
<td>Medium and high density housing distributed in centres and corridors, medium and low residential in neighbourhoods</td>
<td></td>
</tr>
<tr>
<td>Employment related to primary road access</td>
<td>No employment, only major retail and schools</td>
<td>Employment campus</td>
<td></td>
</tr>
<tr>
<td>Stormwater Management (SWM)</td>
<td>Focus on low impact development (LID), minimize SWM ponds</td>
<td>All SWM ponds - traditional</td>
<td>Combination of LID and SWM ponds</td>
</tr>
</tbody>
</table>
Development Options

Afternoon Session

Development Program 1 – Pods of Development

- Retention and enhancement of natural heritage features and hedgerows
- Limited road crossings of natural heritage system (NHS)
- Neighbourhood parks located adjacent to NHS
- Active transportation incorporated into the NHS through trail network
- Utilized existing arterial road system
- Addition of a mid-block collector running east-west between the hydro corridor and Golf Club Road
- Pods of development due to retention of NHS and limited road crossings of the NHS
- Community areas are defined by 800m radius (measured from centre to edge) or 10 minute walking distance
- Each community consists of 4 or 5 neighbourhood pods defined by 400m radius (measured from centre to edge) or 5 minute walking distance
- All neighbourhood pods include a mix and diversity of low/medium/high density housing
- Two secondary schools and a community centre
- Elementary schools located adjacent to neighbourhood parks and provided for in each neighbourhood pod
- Retention of existing estate residential
- Stormwater management provided through low impact development (LID - bioswales, hedgerows, natural drainage features)
• Retention of only core natural heritage features
• Road network is focused on the existing road pattern and structure, utilizing existing connections and linkages
• Grid system of roads all connecting to mid-block collectors and arterials
• Mid-block collector running east-west between the hydro corridor and Golf Club Road, and a north-south mid-block collector connecting Mud Street to Golf Club Road
• Neighbourhoods defined by 400m radius (measured from centre to edge) or 5 minute walking distance, each with a central focus
• Low and medium density residential in the neighbourhoods
• Large commercial core centrally located with commercial retail uses and high density housing
• Large central park campus with a community centre and two secondary schools
• Traditional stormwater management ponds located as gateway features and neighbourhood amenities
Development Options

Afternoon Session

- Enhancement and retention of some of the natural heritage system (NHS) and hedgerows
- System of enhanced hedgerows utilized for low impact development (LID), active transportation, and cultural landscape
- Transit-oriented development (high density residential) within a commercial node at Rymal and Upper Centennial
- Grid system of roads with a mid-block collector running east-west between the hydro corridor and Golf Club Road
- Neighbourhood centres or nodes located within a 400m or 5 minute walking distance of residences
- Medium density residential located in centres with neighbourhoods of low density residential
- Employment campus located south of hydro corridor and in the west portion of the community, adjacent to existing employment uses to the west of Trinity Church Road
- Institutional uses utilized as landmarks along an enhanced open space system parallel to the hydro corridor
- View and connection to open space system at road termini
Evening Session

Development Program 1 – Pods of Development

- Retention and enhancement of all natural heritage features and hedgerows
- Limited road crossings of natural heritage system (NHS)
- Utilization of existing road network and connections
- Mid-block collectors running east west and north-south
- Neighbourhood commercial centres along mid-block collector and adjacent to existing commercial at Rymal Road
- Existing employment lands retained
- Pockets of high density residential located along Upper Centennial and mid-block collectors
- Pods of low and medium density residential neighbourhoods defined by the NHS
- Schools adjacent to neighbourhood parks and medium to high density residential areas
- Stormwater managed through LID, hedgerows, and natural systems
Development Options

Evening Session

Development Program 2 – Central Node

- Retention and enhancement of natural heritage system (NHS)
- Parkway boulevard along an enhanced open space network south of the hydro corridor
- Grid pattern road network, local roads terminating at Parkway boulevard
- Utilization of existing road network and connections
- Open space associated with natural features, expansion of natural features
- Large central park and institutional campus
- Neighbourhood commercial centrally located within medium density residential areas
- Low density neighbourhoods on the periphery of the medium density/commercial centres
- Mixed use commercial centre extending along Rymal Road to the east, combination of commercial retail, mixed use, and higher density residential
- Existing employment lands retained
- Traditional stormwater management ponds
Development Program 3 - Nodes and Corridors

- Enhancement and retention of some of the natural heritage system (NHS) and hedgerows
- System of enhanced hedgerows utilized for low impact development (LID), active transportation
- Utilization of existing road network and connections
- Community structured around nodes and corridors
- Mid-block collectors running east-west and north-south
- Three mixed use nodes located along the mid-block collectors or corridors
- Mixed use nodes located within an 800m or 10 minute walking distance of residences
- Nodes include mixed use, commercial, retail, and high density residential; incorporate components of the NHS
- Community parks associated with secondary schools
- Neighbourhoods defined by 400m radius (measured from centre to edge) or 5 minute walking distance, each with a central focus
- Medium density residential located along corridors (collector roads) and on the periphery of the mixed use nodes as a transition to the lower density residential
- Elementary schools adjacent to neighbourhood parks and located within each neighbourhood
- Combination of bioswales, hedgerows and stormwater management ponds
- Organic farm
Elfrida Growth Area Study

Community Focus Group Meeting #1
June 13, 2017
6:00 pm

Purpose of the Study

- The Elfrida Area has been identified as the preferred location to accommodate new growth to 2031 and beyond
- This area was selected through the City’s comprehensive Growth Related Integrated Development Strategy (GRIDS) process.
Identification of the Study Area


- Planning process that identified **Nodes and Corridors Structure** for growth and development for the City of Hamilton
- **Associated Infrastructure Requirements**
- **Economic Development Strategy**
- **Financial Implications** for growth options
- Identified Elfrida lands to accommodate growth to 2031

Chronology

**Rural Hamilton Official Plan**
- Elfrida Study Area – Special Policy Area
  - Outlined the process and studies to be carried out to include the lands in the urban boundary
  - Province removed the Special Policy Area
  - Province’s decision appealed by City and Landowners

**Urban Hamilton Official Plan**
- General set of policies for an urban boundary expansion
  - Reference to Elfrida as a future growth area
  - Province removed the reference to Elfrida
  - Province’s decision appealed by City and Landowners
Chronology

- No resolution to appeals at this time
- City preparing an updated Municipal Comprehensive Review and Land Budget Analysis to determine the exact amount of land required to accommodate growth to 2041
- Ontario Municipal Board hearing dates have not been scheduled

Background

- Although the Urban Hamilton Official Plan (UHOP) and Rural Hamilton Official Plan (RHOP) relating to the Elfrida lands are under appeal, urban boundary expansion policies are in effect (in the UHOP)
- Urban boundary expansion policies in the UHOP:
  - Provide guidance and direction for studies required to bring Elfrida into the urban boundary and assign appropriate land uses (Municipal Comprehensive Review, background studies, public consultation, secondary plan)
Background Studies

- Municipal Comprehensive Review
  - Population and employment forecasts (2041)

- Subwatershed Study
  - Land Budget Analysis (supply and demand for residential, commercial & employment land up to 2041)

- Secondary Plan
  - Stormwater, infrastructure, natural heritage system impacts

  Detailed policy and land use direction for future growth

Scope of the Study

- Secondary Plan
  - Water / Wastewater Servicing Master Plan
  - Agricultural Impact Assessment
  - Archaeological Assessment
  - Cultural Heritage Assessment
  - Natural Heritage Review
  - Transportation Management
  - Planning / Staging / Implementaiton
  - Financial Investment Strategy
  - Urban Design Guidelines
  - Commercial Lands Review
Community Focus Group: Purpose

- Assist in the **identification of current and potential opportunities, issues and constraints** relative to land use, transportation, servicing, natural heritage and other aspects of the project

- Share knowledge of the area

- Review the project team’s work in progress and provide input to the study team at key milestones throughout the study

- Provide **feedback** that reflects the needs and interests of the local community and/or their represented interest group

- Assist with **communicating the study’s progress** to the larger community

- Attend **public information centres** where possible

- Not a decision making body
Community Focus Group: Role and Responsibilities

- **Familiarize themselves** with the study area and material on the Elfrida Growth Area Study website
- **Come prepared** to meetings by reviewing materials provided
- **Participate equally** in the meetings providing feedback to the information shared by City staff and the Consulting Team
- **Share information** with members of your community and/or stakeholder group
- **Attend** each of the three Community Focus Group meetings (or provide regrets in advance of the meeting)
- **Act respectfully** towards other Community Focus Group members, City staff, the Consulting Team and Councillors

Visioning and Design Workshop

**Wednesday, June 21, 2017**

4:00 to 6:00 pm OR 6:30 to 8:30 pm

- **Background, givens, key directions and design principles**
- **Presentation** by the team, followed by **table group discussions**: what’s important, what are the foundational principles for optional concepts?

**PRODUCT:**

Vision and Guiding Principles
Visioning and Design Workshop

Thursday, June 22, 2017
3:00 to 5:00 pm OR 6:00 to 8:00 pm

Design Day

• Preregistration for participation in the development of options for the Elfrida planning area

• Join one of three groups to work with a designer from the project team to explore community options for the Elfrida planning area

PRODUCT:
Three options for Elfrida

Visioning and Design Workshop:
Development Program for Three Options

Each option will explore variables in:

The natural heritage system

Urban structure
  • road system
  • park system
  • location of neighbourhoods and centres
  • distribution of density

Approach to stormwater
The Basis of the Secondary Plan

- potential to use existing infrastructure and to complete the existing communities
- use existing and planned transportation networks
- inter-connected and multi-modal transportation network
- emphasis on transit and pedestrian connections to encourage active and alternative transportation choices

The Basis of the Secondary Plan

- meet the provincial targets for population growth and intensification
- designed as a compact urban community
- a model of excellence in urban development
The Basis of the Secondary Plan

- environmentally sound policies that promote **sustainable development**
- conserve the **natural and cultural heritage**
- protect **source water** and encourage **low impact development**
- conformity with **agricultural policies** and support for continued **agriculture** if desired

Round table discussion

What are the **key opportunities for growth** in the Elfrida Planning Area?

What are the **key challenges for growth**?
Round table discussion
What’s most important from your perspective with respect to:

1. Design of new communities and neighbourhoods
2. Transportation: transit, vehicles, pedestrians, cycling
3. Natural features and open spaces
4. Heritage and culture
5. Servicing

Next Steps

Attend the Visioning and Design Workshop
June 21 and 22, 2017

Attend the Community Focus Group meeting
Fall of 2017 – date and location to be confirmed
ELFRIDA STUDY TEAM

- Project management
- Planning and design
- Transportation
- Water and wastewater
- Stormwater management
- Natural heritage
- Agricultural impact assessment
- Financial investment strategy

- Planning and design
- Public engagement
- Archaeological review
- Built and cultural heritage
- Commercial land needs
- Demographics
- Subwatershed Study
PURPOSE OF THIS STUDY

- Develop future land uses and an urban vision for the Elfrida Study Area
- Includes supportive Master Plan studies to service the growth

ABOUT ELFRIDA

- Existing uses within the Study Area
  - Agricultural uses
  - Rural residential
  - Commercial developments along major routes
  - Employment uses (including a small industrial park along Swayze Road)
ABOUT ELMERIDA

Wards 9 and 11, compared to Hamilton overall (based on 2011 census):

- Slightly lower proportion of seniors (65+)
- Fewer single parent families
- Lower unemployment rate
- Higher household incomes
- Fewer commutes by active transportation

WORK COMPLETED TO DATE

<table>
<thead>
<tr>
<th>Vision 2020</th>
<th>GRIDS</th>
<th>RHOP</th>
<th>UHOP</th>
<th>Our Future Hamilton</th>
<th>2016-2025 Strategic Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992 visioning exercise that created a number of sustainability indicators</td>
<td>2006 Council-approved Growth Related Integrated Development Strategy (GRIDS)</td>
<td>Vision, goals, objectives, and policies to guide growth and development across Hamilton</td>
<td></td>
<td></td>
<td>Aims to create a healthy, safe, prosperous and sustainable community</td>
</tr>
<tr>
<td></td>
<td>GRIDS 2 Study update underway</td>
<td>MCR underway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2015 visioning study engaged 54,000 community members on their vision for the future of Hamilton</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1. There are a number of municipal studies underway to review growth management in Hamilton.

2. Study team is tasked with developing an urban vision for the full Study Area.

3. This study is part of the City’s integrated approach to evaluating big and pressing questions related to growth.

4. The results of these other studies will inform the recommendations and outcomes of this study (and vice versa).

5. The policies of the 2017 Growth Plan mean that Elfrida will develop in a form and function differently and uniquely from any other new community in Ontario.
INPUTS TO THE STUDY

- GRIDS 2
  Population and employment forecasts (2041)
- Municipal Comprehensive Review
  Land Budget Analysis (supply and demand for residential, commercial & employment land up to 2041)
- Subwatershed Study
  Stormwater, infrastructure, natural heritage, system impacts

ELFRIDA STUDY OVERVIEW

- Subwatershed Study
- Natural Heritage Review
- Cultural Heritage Assessment
- Water / Wastewater Servicing Master Plan
- Agricultural Impact Assessment
- Archaeological Assessment
- Transportation Master Plan
- Commercial Lands Review
- Phasing / Staging / Implementation
- Financial Investment Strategy
- Urban Design Guidelines
- A Future Secondary Plan

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
The Elfrida Growth Area Study is being undertaken in accordance with the joint Master Plan process identified through the Planning Act and the Environmental Assessment Act.

The City is also undertaking two Master Plans as components of the Elfrida Growth Area Study:

1. Transportation Master Plan
2. Water and Wastewater (W&WW) Servicing Master Plan

### STUDY OVERVIEW

- **Phase 1**: Identify the Problems and Opportunities
- **Phase 2**: Develop and Evaluate Alternative Solutions
- **Phase 3**: Develop and Evaluate Alternative Design Concepts for Preferred Solution
- **Phase 4**: Prepare an Environmental Study Report
- **Phase 5**: Project Implementation

### WHAT IS A SECONDARY PLAN?

- An additional level of Official Plan policy
- Detail land use, infrastructure, design policies for specific geographic areas
- Provide for consistency of development within a new community
STUDY TIMELINE

Phase 1
Background Research & Analysis
- Community Focus Group Mtg 1: June 13
- Visioning & Design Workshop (#1): June 21 & 22

Phase 2
Land Use Scenarios
- Community Focus Group Mtg 2
- Public Workshop (#2): Review land use scenarios

Phase 3
Preferred Land Use Scenario & Secondary Plan
- Community Focus Group Mtg 3
- Public Workshop (#3): Review preferred land use scenario

Pop-Up Consultation Events
Small Group Meetings
Online Engagement / Project Website

Transportation
Cultural Heritage
Agriculture
Water and Wastewater
Subwatershed Study
Commercial Lands Review
TRANSPORTATION

POLICY

Provides direction on rapid transit initiatives and improving existing transit in the City

Hamilton Transportation Master Plan
Outlines overall vision of an integrated and balanced transportation network in Hamilton

“Rapid Ready” Report
Provides direction on active transportation initiatives in the City

Shifting Gears: Cycling Master Plan
Hamilton Recreational Trails Master Plan
Step Forward: Pedestrian Mobility Plan

10-Year Local Transit Strategy
INTERSECTIONS

ACTIVE TRANSPORTATION
EXISTING TRANSIT NETWORK

PROPOSED TRANSIT NETWORK
KEY DIRECTIONS

1. Foster a connected and accessible on-road and off-road pedestrian path network, which promotes a culture of walking
2. Build an extensive on-road and off-road cycling network which can connect cyclists for utilitarian, commuting and recreational uses
3. Create an expanded transit network that can support ridership demand until the implementation of rapid transit through the proposed LRT / BRT routes (25-year horizon)
4. Design a complete street network that would be supportive of all modes of travel as well as supporting vehicle and goods movement (including agricultural equipment) demands

CULTURAL HERITAGE
STUDY OVERVIEW

Stage 1 Archaeological Assessment
• Will identify areas of Indigenous and historical potential
• Will map all areas requiring further Stage 2 Archaeological Assessment

Cultural Heritage Resource Assessment
• Will identify cultural heritage resources
• Will provide general mitigation recommendations to assess and, where possible, avoid negative impacts

FINDINGS TO DATE

Stage 1 Archaeological Assessment
• Over 200 registered archaeological sites within a 1 km radius of the Study Area
• Sites demonstrate a long history of Indigenous occupation and Euro-Canadian settlement

Cultural Heritage Resource Assessment
• Agricultural land use and settlement within and adjacent to the Study Area began in the early nineteenth century
• The City of Hamilton’s Heritage Register lists 24 cultural heritage resources within or adjacent to the Study Area
KEY DIRECTIONS

1. Conservation and protection of identified cultural heritage resources should be upheld through appropriate planning and design measures as identified in applicable legislation.

2. Conservation and protection of cultural heritage landscapes should occur through implementing development and site alteration activities that protect, maintain, and enhance those areas.

3. Non-designated, and non-registered cultural heritage properties shall be appropriately identified, evaluated, and conserved through applicable legislation.

4. Protect, conserve, and mitigate archaeological sites and areas of archaeological potential through applicable legislation; avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential.

5. Include Indigenous consultation as part of work program.

AGRICULTURE
PRINCIPLES

Agricultural related considerations that will require management and coordination include:

- **Compatibility** – plan future land uses utilizing a phased method to minimize the potential for issues of compatibility, particularly with respect to Minimum Distance Separation, nuisance, water and agricultural chemical use
- **Parcel Fragmentation** – development should consider avoiding fragmenting parcels which could obstruct access to fields and cause excessive heavy and slow moving farm equipment to travel using urban streets
- **Goods Movement** – consider options to support movement of vehicles shipping agricultural goods to markets
Farms and farmers are protected under the *Farming and Food Production Protection Act (FFPPA, 1998)*:

- Farmers are protected from nuisance complaints made by neighbours, provided they are following normal farm practices.
- No municipal by-law applies to restrict a normal farm practice carried on as part of an agricultural operation.

### KEY DIRECTIONS

1. Agricultural lands where the use would likely remain agricultural will be identified, evaluated, and considered throughout the planning and design process.
2. Any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment.
3. Integrating and mitigation of public feedback (questions/concerns) of future effects during transition from agricultural setting to a more urban setting with inclusion of urban agriculture.
WATER AND WASTEWATER SERVICING MASTER PLAN

WATER DISTRIBUTION

Elfrida Growth Area Study What We Heard 43
WATER & WASTEWATER MASTER PLAN

- Preferred alternative to service the Southeast Mountain:
  - An expansion to the existing HD007 pumping station
  - Includes a new water tank to provide storage, security and operational flexibility

WASTEWATER COLLECTION

- There is no wastewater infrastructure currently servicing the Elfrida Study Area as it is outside the urban boundary
- The Upper Centennial Parkway Sanitary Trunk Sewer is currently under construction and will be extended through the Elfrida Study Area from Green Mountain Road to Golf Club Road
- The trunk sewer is 1,800 mm in diameter and was designed to connect to proposed and existing sanitary infrastructure
KEY DIRECTIONS

1. Consider ease of connecting any future water and wastewater infrastructure to the City’s existing water and wastewater infrastructure
2. Maintain or enhance drinking water quality
3. Provide efficient wastewater collection with a focus on the protection of property and the environment
The Elfrida Subwatershed Study is one of several component studies which will be undertaken in support of the Elfrida Growth Area Study process.

The purpose of the Subwatershed Study is to develop a plan that allows sustainable development, while ensuring maximum benefits to the natural and human environments on a watershed basis.
KEY FINDINGS: GROUNDWATER RECHARGE

KEY FINDINGS: NATURAL HERITAGE SYSTEM
SUBWATERSHED STUDY

NEXT STEPS

- Preferred land use strategy to be developed (Winter 2018)

SWS Phase 2
- Evaluation of potential impacts of land uses on the Natural Heritage System
- Development and evaluation of preferred subwatershed management strategies
- Selection of preferred subwatershed management strategy
- Present preferred strategy

SWS Phase 3
- Implementation

SWM VS. LID

Traditional Stormwater Management (SWM) Techniques
- Treat rainwater as a liability and waste that needs to be flushed away from urban areas
- Provide water quantity and quality control only
- Depend on end-of-pipe treatment only
- Tend to use pipes and hard structures to convey stormwater runoff rates
- Engineering-based
- Not easy to link to watershed goals, objectives, and targets

Low Impact Development (LID) Techniques
- Treat rainwater as a resource to be protected and managed
- Provide water balance control and landscape functionality in addition to water quantity and quality control
- Stormwater quantity, quality, and water balance are treated from source to receiving waters (e.g. river, lake, pond)
- Tend to use natural / urban landscapes, including soils, pipes, and trees
- Watershed-based, and can be easily linked to overall goals and targets, and adaptive watershed management
KEY DIRECTIONS

1. Identify and explore land use design options that enhance or are compatible with the Natural Heritage System
2. Identify and integrate compatible recreation opportunities that connect the community to the Natural Heritage System
3. Consider enhancement opportunities and opportunities to integrate non-core features into the design (e.g. hedgerows)
Currently, the Primary Trade Area has nearly 2.3 times the amount of shopping centre-type space per capita compared to the City of Hamilton average.

There is room for considerable population growth within the Primary Trade Area (which encompasses the Elfrida Study Area, and beyond) – in the range of 35,100 persons – without a requirement for additional provision of retail-commercial lands.

This does not restrict local, neighbourhood commercial uses.
Each of the three different development options will explore variables in:

- **The natural heritage system**
- **Urban structure**
  - road system
  - park system
  - location of neighbourhoods and centres
  - distribution of density
- **Approach to stormwater management**

Please pre-register if interested
DISCUSSION QUESTION #1

What is most important from your perspective with respect to:

1. Design of new communities and neighbourhoods
2. Transportation: transit, vehicles, pedestrians, cycling
3. Natural features and open spaces
4. Heritage and culture
5. Servicing

DISCUSSION QUESTION #2

A Vision Statement for the Elfrida Growth Area describes a preferred future condition - the aspiration for the character and form of new development in the Elfrida Growth Area.

Brainstorm with others at your table
Write a list of words or phrases you think should be captured in a Vision Statement

From the list, choose your top three words or phrases
Write one word/phrase on one sheet of paper
VISIONING AND DESIGN WORKSHOP

Day 2: June 22, 2017 – DESIGN DAY

Each of the three different development options will explore variables in:

The natural heritage system

Urban structure

• road system
• park system
• location of neighbourhoods and centres
• distribution of density

Approach to stormwater management
KEY DIRECTIONS- transportation

1. Foster a connected and accessible on-road and off-road pedestrian path network which promotes a culture of walking
2. Build an extensive on-road and off-road cycling network which can connect cyclists for utilitarian, commuting and recreational uses
3. Create an expanded transit network that can support ridership demand until the implementation of rapid transit through the proposed LRT / BRT routes (25-year horizon)
4. Design a complete street network that would be supportive of all modes of travel as well as supporting vehicle and goods movement (including agricultural equipment) demands

KEY DIRECTIONS-cultural heritage

1. Conservation and protection of identified cultural heritage resources should be upheld through appropriate planning and design measures as identified in applicable legislation
2. Conservation and protection of cultural heritage landscapes should occur through implementing development and site alteration activities that protect, maintain, and enhance those areas
3. Non-designated, and non-registered cultural heritage properties shall be appropriately identified, evaluated, and conserved through applicable legislation
4. Protect, conserve, and mitigate archaeological sites and areas of archaeological potential through applicable legislation; avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential
5. Include Indigenous consultation as part of work program
KEY DIRECTIONS - agriculture

1. Agricultural lands where the use would likely remain agricultural will be identified, evaluated, and considered throughout the planning and design process.

2. Any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment.

3. Integrating and mitigation of public feedback (questions/concerns) of future effects during transition from agricultural setting to a more urban setting with inclusion of urban agriculture.

KEY DIRECTIONS - subwatershed

1. Identify and explore land use design options that enhance or are compatible with the Natural Heritage System.

2. Identify and integrate compatible recreation opportunities that connect the community to the Natural Heritage System.

3. Consider enhancement opportunities and opportunities to integrate non-core features into the design (e.g. hedgerows).
1. Currently, the Primary Trade Area has nearly 2.3 times the amount of shopping centre-type space per capita compared to the City of Hamilton average.

2. There is room for considerable population growth within the Primary Trade Area (which encompasses the Elfrida Study Area, and beyond) – in the range of 35,100 persons – without a requirement for additional provision of retail-commercial lands.

3. This does not restrict local, neighbourhood commercial uses.

---

**KEY DIRECTIONS - commercial**

- Safety
- Transit supportive
- Housing options
- Green space
- Connected
- Transit supportive

---

**What words or phrases should be captured in a Vision Statement for Elfrida Growth Area?**
DRAFT DESIGN PRINCIPLES

1. Develop in an environmentally appropriate manner that protects and restores the natural environment

2. Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems

3. Manage growth over time that is logical, efficient, and cost effective

4. Plan for a diverse community with a mix and range of land uses to ensure a balance of residential, employment, community facilities, and services

5. Develop a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and choices

6. Ensure an efficient transportation network that includes mobility options, is transit supportive, includes active transportation – walking and cycling - and accommodates vehicles

7. Provide an interconnected system of streets and pedestrian appealing streetscapes

8. Provide for a connected and integrated parks, open spaces, and trails system

9. Use green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies
Complete Communities

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities.

Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Compact Built Form

A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses … all within one neighbourhood, proximity to transit and reduced need for infrastructure.

Compact built form can include detached and semi-detached houses on small lots, as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.
BUILT ENVIRONMENT

Daily activities and amenities within 400 metres (5 minute walk) of residences to support walking, cycling, and local transit within the community.

MIX OF USES

MIX OF HOUSING TYPES

mix and diversity

mix of housing types
CONNECTED AND PERMEABLE STREETS

PEDESTRIAN FRIENDLY AND WALKABLE STREETS
NATURAL ENVIRONMENT AND OPEN SPACE

urban agriculture
natural heritage
parks and open space

GREEN INFRASTRUCTURE AND ENERGY CONSERVATION

water use and management
renewable energy
SOCIETAL NEEDS

THE SECONDARY PLAN WILL...

- Seize the potential to use existing infrastructure and to integrate into the existing communities
- Utilize existing and planned transportation networks
- Feature an inter-connected and multi-modal transportation network
- Place an emphasis on transit and pedestrian connections to encourage active and alternative transportation choices
THE SECONDARY PLAN WILL...

Include environmentally sound policies that promote **sustainable development**

Conserve the **natural and cultural heritage**

Protect **source water** and encourage **low impact development** techniques

Consider **agricultural policies** and how to provide **support for continued agriculture**

THE SECONDARY PLAN WILL...

Contribute to the City implementing its provincial targets for **population growth and intensification**

Be designed as a **compact urban community**

Be a model of **excellence in urban development**