



Hamilton

Hamilton Elfrida Growth Area Study

Community Focus Group Meeting #3

Fortino's Community Room

May 30, 2018

6:00 p.m. – 8:00 p.m.

The Community Focus Group Meeting #3 was held on May 30, 2018. The following were in attendance:

- Henry Swierenga, Ontario Federation of Agriculture
- Judy Sykora, landowner (grew up here)
- Nicolas von Bredow, Realtor's Association of Hamilton-Burlington
- Don McLean, Environment Hamilton
- Steve Spicer, Summit Park developer, landowner
- Mary Nardini, HWCDSB Trustee
- Nadine Gill-Aarts, Ontario Federation of Agriculture
- Councillor Brenda Johnson
- City: Christine Newbold, Alissa Mahood, Melanie Pham, Joseph Buordolone
- WSP: Chris Tyrrell
- WSP: Randall Roth
- TPP: Donna Hinde
- TPP: Ron Palmer

Following introductions of all those in attendance, a presentation provided an overview of the purpose and scope of the study, the purpose and role of the Community Focus Group, the results of the evaluation of the three options and the Preferred Community Structure Ideas Plan considered for the Elfrida Growth Study Area. The following is a summary of the discussion.

Will the entire land area be required to accommodate growth?

- The entire area may exceed growth to 2041 – the team to confirm extent and appropriate phasing strategy
- City's greenfield land needs are being reviewed within context of GRIDS II
- Plan the entire area, and phase it – to ensure that 2031 and 2041 land needs and beyond can be appropriately planned and connected

What happens if some portion of the land may become part of greenbelt?

- Nothing we do will constrain the Province; we need to continue planning under the current framework

How have we connected with Indigenous communities?

- City has been in contact, have not yet had a face to face meeting

Why is transportation included in the evaluation of both the planning and urban design topic as well as the transportation topic?

- Transportation in urban design relates to land use structure discussions – linked to how a transportation system is planned

Infrastructure and maintenance crisis – what are we doing that will avoid that happening?

- Planning with the best and up to date modern infrastructure – green infrastructure, state of the art technologies and techniques
- Maintenance is about how much money to allocate to infrastructure – we don't know this today as it is a political decision how it is maintained over time.
- Municipal fiscal impact – long term operation and maintenance cost of infrastructure – life cycle costs will be assessed as part of the Fiscal Analysis of the Preferred Concept Plan
- Ensure provision of the appropriate size of infrastructure, so we have capacity for subsequent phasing

Why can't we use LID in option 1 and 2?

- LID principle can be applied to all concepts, what we are saying is that we can do a mix of conventional and LID most easily in option 3
- Natural heritage system is biggest in option 1 – more options for drainage, LIDs and green infrastructure to form part of the Preferred Concept

Interface of agricultural land – are we talking buffers?

- Appropriate buffers/transitions will need to be considered

How do we define urban agriculture?

- Not a soy bean field in middle of subdivision, it's small scale agriculture (i.e., community gardens)

More intensive development – more infrastructure and more maintenance = more cost - Doesn't this contradict with what province says about intensification reducing costs?

- Big pipes are required to service the scale of development and there may be greater cost implications, however, focusing density allows for better utilization of infrastructure, which avoids 'sprawl'
- Intensification in Provincial policy refers to better use of infrastructure that is already existing in built up areas. This is different than greenfield development.

How far are we on the transportation studies? Has the transportation modelling taken into account the extension of the Upper Red Hill Valley Parkway?

- Upper Redhill Parkway has been considered in the analysis- team is aware of all the projects, traffic modelling has not been completed yet – traffic modelling will tell us about transportation capacities and needs
- Comment that when transportation studies are done, need to consult with adjacent municipalities to ensure they are aware of additional traffic

Prospect of adding 80k people, 8k jobs, some activity will be here, much of employment will be elsewhere – how will people move?

- We are making sure that transit comes on day 1 – this is about transit
- City's BLAST network showed higher order transportation to connect this area with sub regional nodes and other important areas so we can get to employment areas, etc
- Goal is to get people out of cars
- Higher level – City wide master planning is always in contact with neighbouring municipalities to coordinate infrastructure planning

Is there a reason why the Community Centre in the park is moved away from the nearby node?

- There are both reasons for and against putting it on either side of the park.

Are transit corridors planned to allow for greatest number of people within a 5 min walk of a transit stop, not just the transit corridor? Sometimes the walk to a stop is much greater.

- Consideration of this is needed

Comment: We have a transportation crisis in the GTA. Every time we talk about growth, we have to talk about getting people out of cars. It's the only way to make things work.

- General agreement from group