West Harbour Community Conversation  
Thursday, Nov 26th, 2015  
294 James St. North, West Harbour Community Storefront

Welcome (Jason Thorne – General Manager, Planning & Economic Development, City of Hamilton)

- Jason Thorne welcomed everyone and outlined the purpose of these monthly meetings
- The monthly West Harbour Community Conversation Meetings are meant to provide an open forum for conversations about a number of different topics and projects that have been identified by the community with employees from many different departments of the City of Hamilton, including Public Works, Community & Emergency Services, Planning & Economic Development (PED), City Manager’s Office, City Housing Hamilton, and Public Health, among others, so that informed dialogue can take place

Agenda Overview (Chris Phillips – Senior Advisor, Planning & Economic Development, City of Hamilton)

- Agenda:
  - Waterfront Redevelopment Overview (Gavin Norman - City of Hamilton)
    - Marina replacement workplan
    - Transient docks
    - Pier 5-8 Parking
    - Proposed development Traffic
    - Boat storage
    - Breakwater construction
  - Waterfront Open Discussion
  - Investment Strategy (John van Nostrand – SvN)
  - Investment Strategy & West Harbour Open Discussion
- Not discussing in detail the Pier 8 Urban Design Study or Traffic Study – these will be the focus on December 9th

Waterfront Redevelopment (Gavin Norman, Manager, Waterfront Redevelopment, City of Hamilton)

- Please click here for the link to the slideshow presented
- The focus over next two years is to have the land development ready and adequately serviced by 2018 with sewers, watermains and roads that will support planned future development on Pier 6-8
- Existing plans and documents such as Setting Sail Secondary Plan are guiding the work to implement West Harbour Waterfront Recreation Master Plan
- Pier 7 Shoreline
  - June 30th construction is the target completion date – including boardwalk, transient docks, viewing areas/seating areas
  - Transient docks – visitors will be able to dock their boats
- Marina Rebuild
  - The marina reconstruction with breakwater and slips – valued in excess of $12 million
  - Currently finalizing the marina design in collaboration with Hamilton Port Authority and Royal Hamilton Yacht Club
Phase 1 of the marina replacement is intended to complete in the spring in time for the boating season (May long weekend); however, this date is predicated on being able to finalize a design and construction tender under very tight timelines. If spring is not achievable then work would start next fall.

- Marina is being designed to accommodate a planned expansion to 700 slips from its current approximately 350 slips.

- **Parking Survey**
  - have conducted on-site intercept surveys with over over 400 surveys completed by consultant (IBI Group)
  - More details will be provided on parking and traffic at the December 9th meeting with IBI Group and will be posted at [www.hamilton.ca/westharbour](http://www.hamilton.ca/westharbour)

- **Parking Demand**
  - Parking strategy being undertaken by IBI is looking at how broader area parking needs to address planned growth on Piers 6-8 and the marina expansion
  - Utilization rates in the Pier 4 to Pier 8 area were assessed in August and show lots of available parking during typical summer events
  - preliminary findings show that with projected development (full build-out) and marina expansion, there will be an overall deficiency of parking
  - Solutions include the potential for a parking garage although they are costly endeavours
  - Because growth does not happen all at once, the strategy includes a phasing plan that will consider the use of undeveloped areas on Pier 6-8 to be used as interim parking
  - as part of the marina management agreement with the Port Authority the area that is currently being used as boat storage will be moving to Pier 15 in 2016
  - Opportunities also exist for Shared parking which along with transit upgrades is being examined as a parking management strategy

- **Traffic**
  - Traffic Impact Study being completed to support a formal development application for Piers 6-8 and will expand on previous work completed to date such as the North End Traffic Management Plan
  - Findings confirm that traffic in the existing network is actually quite good (low volumes)
  - Results indicate that the development of piers 6, 7, and 8 and the marina expansion will result in increased traffic, but not so significant to require significant upgrades to the road network; the network under full development will continue to operate well
  - There will be 3 points of access into pier 8 – the existing Discovery Drive and Dock Service Road and a third on John Street

**Open Discussion/Question & Answer Period**

- With 700 new slips, how many parking stalls will be included?
  - An in depth examination of parking requirements – looking at demand as it relates to change in land use, visitors, marina use, etc.
  - As the marina grows in size, the demand for marina parking will also be increased and extra parking will need to be accommodated.
Development approvals on piers 6, 7, and 8 will establish parking ratios for residential and commercial uses – e.g. number of spaces per residential unit. A new zoning bylaw will be prepared based on land use designations in Setting Sail and dictate how many parking spaces will be included.

Parking utilization assessment completed in August; plenty of parking currently, e.g. an August in Saturday measured 47% utilization on Pier 8.

Extra parking will have to be provided under full expansion of the marina and with development on Pier 6 and 7.

- Last meeting, it was suggested that LRT will be going right down to the waterfront, when is that taken into consideration?
  - It is being considered in terms of the opportunities as we grow, but still thinking about the worst case is if it doesn’t come to the waterfront with the allocated funding – i.e. looking at transportation demand management, transit frequency, complete streets, etc. as additional option.
  - Currently doing detailed design work on the King line as well as a potential James line – all the way to the waterfront – whether or not all of that will fit into the Metrolinx funds is yet to be determined. The City of Hamilton’s goal is that it goes all the way to the water.
  - James hasn’t been 100% identified as the North/South route but LRT is being seriously considered in terms of development and transportation impacts.

- Regarding the marina and breakwater - who will be doing the hydraulic studies?
  - Consultants have been being hired through tendering of projects and based on tender, but have to make sure they meet the expectations outlined by the City of Hamilton.

- In other cities like Toronto, there isn’t a requirement to provide so much parking. Are other modes of transportation being considered when approaching developers with Terms of References for the land?
  - The whole area is being looked at as a holistic system – the strategy that comes out of all this work will incorporate all modes of transportation.
  - Currently the general parking standard is 1 parking space per residential unit. The City does have an ability to alter this standard if it wishes. For example, within the downtown, there have been developments where the ratio was decreased to 0.7 parking spaces per residential unit. Demographics, accessibility to various transit options, and adjacent to alternative parking are just some of the factors that go into the establishment of the standard. The City is looking at this and other forms of transportation demand management before it sets the standard for the West Harbour.

- If there isn’t enough parking, people with mobility challenges will not be able to go down to the waterfront. Will there be enough parking?
  - Accessibility is most definitely being taken into account (in accordance with the City’s AODA (2005) Customer Service Standards.)

- How are existing residential streets with parking being examined? Many homes do not have parking and lack permit parking.
  - The parking strategy currently being conducted is closely looking at how traffic, parking and the proposed development impacts existing residents.

- Who is doing the traffic impact study?
  - IBI – the same group that did the original North End Traffic Management Plan.
- When mentioning that “the existing traffic flow system is operating well” – is this for all users or car traffic?
  - Vehicular traffic
- Any discussion about incentives for folks who don’t want to bring their car?
  - This could most definitely be looked at in more detail
- Can you expand on what docks are going to be replaced this spring and if they will be ready for boating season in May?
  - The original implementation plan takes place in 3 phases over 4 seasons and now the City is trying to compact that into 2 phases; phase 1 being the replacement of existing docks plus some expansion and phase 2 being the expansion to 700
  - The first phase is approximately 100 slips added to West, and approximately 250 to the East
  - If the phasing cannot happen that way (depends on tender for construction) – if it cannot be completed by May long-weekend, we will aim to complete just the west side first
- Why is the marina a priority?
  - This is an iterative process that goes all the way back to Setting Sail and many other studies and planning exercises that revealed that one of the key goals of this work should be the survival of the marina and its activities.
  - These docks and slips have been owned by the City of Hamilton in some cases for over 80 years with some in very bad shape and ultimately this is a public asset – the on-water activities also add to the areas ambiance as a whole
- Any consideration given to the lift-bridge?
  - It’s not part of our work plan
- Traffic coming north? to Guise street is fast and constant
  - To manage the growth in traffic, the Traffic Impact Study will make any recommended required changes to the road-layout and flow. The traffic study may very well include additional stop signs, turning lanes, speed humps, bump-outs, etc.
- Is underground parking being looked yet?
  - Yes, insofar as long as the parking is above the water-table
- Which plan are you working from?
  - Public realm Work is based on the West Harbour Waterfront Recreation Master Plan approved in 2010
  - Changes in land use to support new development on Pier 6-8 is based on the Setting Sail Secondary Plan
- Where is boat storage moving if it’s being turned into (interim) parking?
  - The Hamilton Port Authority is planning on moving boat storage to Pier 15
  - East of James between Hilliard and Sherman
  - Construction will begin in early 2016 with a September completion goal
  - Includes a 60,000 sf building with 40,000 sf of it dedicated explicitly for boat storage

**West Harbour Investment Guide (John van Nostrand – SvN)**

- Please click [here](#) for the link to the slideshow presented
- The City requested investment and development could be attracted
- Lots and lots of great planning work, but little development happening – the key problem seems to be zoning; what Setting Sail says, and what it is in reality, are grossly different
- Trying to find a way to attract investment while also maintaining existing neighbourhoods
- Not the only area of the City that will change dramatically
- With the new GO Station, most of the West Harbour falls into the ‘transportation hub’ – a roughly 800m radius around a regional station that one can walk to
  - There will be and already is enormous pressure to want to live close to a train station
  - At the same time, between 1970 and 2010, this same area has gotten experienced negative socio-economic impacts
- Most of this area historically has been developed by individual landowners – not private developers
- A serious need to address both the community’s own growth, as well as the planned new development which is bringing new people in
- In order to maximize economic benefits for all – an investment guide for all is being developed
- To do this work of exploring the zoning, a digital 3D model of the entire West Harbour area is being developed so everyone can get an idea of the potential changes available to them
- This model shows what zoning as of right allows in terms of small-scale, home-based intensification
- The investment framework requires the public realm as well as private realm
- Development needs to come from the individual level as well as new developers
- This information to reduce barriers to development – anyone can know what they can do to their own property and opportunities they have to continue to develop themselves
- The ultimate purpose is to show residents and land-owners what’s outlined in zoning provide information so that you can understand intensification in a way that lays out the entire system clearly

**West Harbour Investment Strategy Discussion:**

- Why is this solely focused on the North End?
  - It’s not – there are 3 other neighbourhoods within the West Harbour that have areas of rapid change within them – Beasley, Central, and Strathcona
  - There are also many other areas across the City with similar challenges – current and future – and we are looking at those as well
  - The City of Hamilton wanted an investment guide that could be replicated in other parts of the City (i.e. Red Hill Business Park, Airport Employee Growth District, across downtown, Rymal Road, etc.)
  - From the investment perspective, we show and highlight the entire City all the time
- In terms of zoning, why is it such a barrier?
  - Unfortunately zoning comes in after the process and now is the time to look at zoning revisions as the Setting Sail zoning objectives are not being met
- What about inclusionary zoning? People can’t be pushed out of their own homes.
  - That’s one of the main points of this work – it opens up the information that is usually only made available to the most wealthy and purchasers of land, and instead makes it accessible to community groups, homeowners, rental areas, social housing operators, etc.
- Neighbourhoods need to look at how they interact with each other – it can’t be neighbourhood versus neighbourhood
That is why the entire West Harbour area (which includes the Central, North End, Beasley, and Strathcona neighbourhoods) are being looked at as a whole.

- There has been no mention of affordability with this work, but what it does is provide a process for land assembly and from a resident perspective our experience in Hamilton with land-assembly has traditionally been terrible. However, nothing you have presented will prevent previous mistakes from happening. The public policy goal has been to increase investment, but how does the City intend to keep with its other policy goal of affordability?
  o It is in the work plan and Deloitte is specifically looking at this
  o There is no answer for this right now but we have made it clear to Deloitte that a net increase of affordable housing options specifically in the West Harbour is a top priority
  o In terms of the model presented, it does address affordability – it makes these tools available to affordable housing providers, rented properties, etc.
  o At the moment, the market has failed in addressing affordable housing and this is a useful tool

- Will the City of Hamilton being selling the land off to one developer?
  o Potentially – it could be a few small developers, solely one, or some sort of hybrid
  o Deloitte has been tasked to give us recommendations on exactly this

Close and Next Steps

- A Pier 8 and Traffic Meeting & Workshop will take place on Wednesday, December 9th at 294 James North from 7pm-9:30pm with Traffic consultants IBI and Pier 8 Urban Design consultants Brook McIlroy
- The next West Harbour Community Conversation Meeting will take place on the last Thursday in January, 2016; January 28th, from 7pm-9:30pm.