West Harbour Community Conversation
Thursday, January 28th, 2016
7:00pm-9:30pm
294 James St. North, Evergreen Community Storefront

Welcome (Paul Johnson)

- Here for the monthly West Harbour community conversation meetings as part of a broader engagement strategy
- Agendas are co-created by staff with engagement opportunities and updates, as well as pressing issues identified by community stakeholders they would like more information on
- Tonight’s agenda is uniquely light, leaving more time for open discussion

Agenda Overview & West Harbour Vision (Chris Phillips)

- Agenda:
  - West Harbour Vision
  - Project & Study Schedule
  - Central Park Update
- WH Vision
  - Although there are a variety of policies and plans we are working within, the broader vision of bringing people back to the waterfront started decades ago, with lots of success over time such as the Remedial Action Plan, Setting Sail Secondary Plan, West Harbour Waterfront Recreation Master Plan, etc.
  - The vision is that the shunting yards over time will be redeveloped as we go
  - GO Station
    - One of the key elements that was not included in original planning documents – few people contemplated 30 years ago that there would be an entity like GO putting a home in the WH
    - Key piece of public infrastructure meant to spark redevelopment
  - West Harbour Waterfront Recreation Master Plan
    - A very high-level view of the waterfront plan; the vision created over multi-year process with a variety of different stakeholders
    - Bayfront Park to Pier 7 includes all aspects identified by community; passive and active recreation opportunities, marina improvements, commercial areas, cafes, enhancements to public space, etc.
    - Use of existing trail network and parks to better connect & expand
  - Bayfront Park and Macassa Bay
    - Most enhancement centred around parking lot/access to channel
    - Stretch between parking lot at Bayfront Park and Macassa Bay will become more publicly accessible, and could include some commercial – café, canoe/boat rentals, etc. and things like public art project, gathering spaces, etc.
o Marina on far east end of map will expand overtime
o Macassa Bay is staying but over time the McDonald Marina will no longer be in it’s current location – no schedule has been determined for this
o Main element of change is main basin - today the public does not have access to the water from Pier 4 all the way to Pier 7 - boardwalks will be cantilevered over the water in combination with lots of new public spaces to improve this access

o **Main Basin (West of Pier 8) – Commercial Village**
  o Area that is currently a boat storage facility will turn into a large-scale public open space with commercial wrapping around the edges with complete public access right around it
  o The Marina office will remain, but along with the commercial village
  o Hamilton Port Authority is building a brand new boat facility on Pier 15 which is aiming for a 2018 opening date

o **Marina**
  o Some docks are up to 80 years old and the infrastructure is significantly damaged
  o Looking at rebuilding entire marina to the state of the art and – over time – double the size of what it currently is including transient docks for visiting boaters

o **Pier 7 and Pier 8**
  o See also: [Pier 7 & 8 Urban Design Study](#)
  o Transient docking facility to be the first major visible change in the area – aiming for a June 30th, 2016 deadline
  o Once the new road system comes in, a new triangular park – a ‘gateway’ and passive recreation space for people to enjoy the waters’ edge
  o Trail system will have multiple connection points to the commercial community
  o No development planned on the east side – but the new brewery may act as an anchor sparking other development in that area

- **Central Park Update (HT Lam)**
  o HT Lam presented the final concept for Central park and phasing schedule
  o Based on community consultation, was identified that Caroline St should not go through the park and instead will be a multi-use recreational trail
  o Eventually, a dog park will be incorporated
  o Comments included support for more engaging commercial spaces for all – youth esp. skate park, etc.; excitement the potential for the Public Works building to be transformation; and lots of support for a teen centre/teen space

**Questions & Comments**

o What are the plans for parking?
  o Being examined closely by IBI Group currently (see their [December 9 presentation](#))
  o A careful balance of parking for existing residents, boaters, new residents, visitors, etc. and how other modes like LRT or active transportation can play a role
  o We want to make sure we have the right amount of parking in the right places
What is happening to Bayview Park?

- In the Recreation Master Plan, is slated for a parking garage that would go underneath that park.
- We went through an entire parking/traffic discussion in the last two meetings – will happen over time but parking is a known issue.

It’s going to be difficult to reach this ‘development ready’ state by 2018 – why is it so rushed?

- Secondary plan that had massive public input over more than a decade, and contains very prescriptive guidelines about how this area should develop over time.

Will the owner of each those 9 blocks determine the operation of them?

- No – The “Setting Sail” secondary plan approved in 2003 actually determines what is permitted on these lands, and that is a new mixed-use residential community. As the owner of the land, the City also will have an opportunity to choose a development partner that shares in the City’s vision.
- What we are doing right now is putting in a system/process on how to actually sell this land and what conditions go on them. This is the next step. After we receive the input and advice from the Deloitte real estate studies, the City will define exactly how we will take the lands to market.

Are you leaving it to the private sector to determine if there will be affordable housing? I have never seen the private sector rushing in to build social housing.

- Affordable housing is a key issue of concern across the City. CityHousing Hamilton will play a vital role in how we move forward on this issue, especially relating to both 500 MacNab and Jamesville. As for the Pier 7&8 lands, affordable housing will be a discussion item as we prepare the process for taking the lands to market.

In the entire footprint in the area, is the city going to be facilitating what kind of use it will be by setting targets? In that process, when do those decision get made?

- Yes, and we expect the process to be complete within the next 6 months.
- A Deloitte Report is upcoming that will provide recommendations for real-estate disposition as well as affordable housing.

What is the vision?

- It has been presented here tonight, and is based on both Setting Sail and the Recreation Master Plan.

What would you need to add that to the conditions? What is preventing us from saying “Here’s what we need in block 4, or why can’t we keep 1?”

- Notion of affordable housing in here is definitely a criteria, but we’re not sure what this will look yet.
- Trying to ensure that the money from the sale of these lands will go to affordable housing throughout Hamilton, not just the West Harbour.

We still can’t say whether or not or where there will be affordable housing?

- The goal from the start has been to increase the number of affordable housing units within the West Harbour from 246 to something larger than 246.

If the city owns this land, why can’t you just say this parcel of land is for affordable housing?
We haven’t determined what is going to happen and are awaiting the results of upcoming Deloitte studies.

The Deloitte Study is looking for how we can improve affordable housing in the area & what percentages look like from a cost perspective:
  - The sale of these lands will not generate enough for the entire number of units we are hoping for.

To what extent are residents involved in the decision making – is Deloitte working with residents for affordable housing?
  - CityHousing Hamilton has undertaken a specific tenant engagement program. City Staff are committed to bringing back both the Deloitte Study recommendations to the Community as well as provide opportunities for input on drafting the process for disposing of the West Harbour properties.

Is there a plan to try to go after some of the Federal Infrastructure money to help recoup ~$20-40 million?
  - We want to know what kind of targets we are looking at then we will send the study to the Federal Government.
  - As it relates to timing however, the City is clear, We’re getting ready to put the for sale sign up on the properties, and therefore we cannot wait until we know what the Federal government is going to.
  - The development costs associated with the City’s affordable housing stock is significant dollars – and therefore if Council decides to dedicate the resources gained from the disposition of these City assets, this would be significant and clear direction.

With 250 units of affordable housing, that roughly equals $50 million – typically you don’t put this on your most valuable land – you lose your tax base.
  - Part of the Deloitte Study is to assess both the valuation of the lands, as well as the development costs to develop new affordable housing.

What is happening to the Navy League?
  - Ultimately, the Navy League will need to move from Pier 8. We do not have a timetable for this yet. The City wants to work with them to find a long-term solution.

- We need to establish Hamilton as a leader in areas such as the environment, inclusivity, designing spaces with children in mind and principles of aging in place. How can we, as a community, do this?
  - The onus is on us (City staff) to come up with a straw-dog chart of the community’s preferred elements and then communicate the community’s desires to Council. Council will then make the decision on what it would like to place on these lands.

Will there be guidelines?
  - We are following the framework laid out within Setting Sail very closely. The road network/pattern is completely laid out in Setting Sail. The Urban Design Studies have even more guidelines around form, materials, activities, etc.

How is LRT being taken into account?
- LRT will connect with West Harbour GO station. This is an expectation that has been laid out by the provincial government. We’re a few months away from having a full plan of how it will happen.
- LRT was not in the original plan but will be good for a lot of reasons