Welcome and Agenda Overview (Chris Phillips)

- The focus of tonight’s meeting is to inform community members on the next steps following Council’s approval of the Pier 7 & 8 Urban Design Study. City staff’s next priorities are now the subdivision application and rezoning for Pier 7 & 8. The presentations from Planning staff and the independent consultant hired by Public Works to prepare the subdivision application on behalf of the Waterfront Office will explain the process that they will follow to complete these next steps.

- During the second half of the meeting, Paul Johnson, Director of LRT at the City of Hamilton, will provide you with information about the proposed design of Hamilton’s LRT. You will have an opportunity to ask questions about how the proposed LRT could impact the West Harbour area.

Pier 8 Re-zoning & Subdivision Application – Planning Dept. Perspective (Edward John)

- Edward John is the Housing and West Harbor Planner with the City of Hamilton’s Planning and Economic Development. His role is to complete the work required to implement the Pier 7 & 8 Urban Design Study and Secondary Plan vision. Contact Edward with any questions related to the processing of the development applications for Pier 7 & 8.

- Since Council has adopted the Pier 7 & 8 Urban Design Study, City staff are now able to begin the work of amending the zoning by-law in order to implement the vision for the area.

- Some of the studies that have shaped and that continue to inform the process include:
  - Pier 7/8 Urban Design Study
  - Transportation Master Plan
  - West Harbour Recreational Master Plan
  - North End Traffic Management Plan
  - James Street Mobility Hub
Transit Oriented Development Guidelines

Any land owners or developers who wish to develop a subdivision or a condominium for a property in the City of Hamilton must submit the draft plan for approval using this process. This is the same process we are currently working through for Pier 7 & 8.

Overview of the process as it applies to Pier 7 & 8:

- **Formal Consultation** (a meeting with planning staff to outline information, reports and studies that the land developer will need to support their application) took place on January 27, 2016. The result of the formal consultation was that planning staff gave the applicant (that is, the Public Works department) a list of studies that will need to be completed (i.e. noise, dust, parking, heritage, etc.) and submitted along with their application.

- The rezoning and draft plan of subdivision will be submitted to Planning staff in June 2016.

- After the draft plan is submitted, the information and supporting documents will be made publicly available. The public (along with other stakeholders) will have opportunity to provide feedback and comments to Edward John.

- Residents who live 120 metres from the edge of the impacted area will be formally notified about the application by Edward and a sign erected on site.

- Staff anticipate that a final recommendation will be brought to the Planning Committee and Council at the end of 2016.

- After the land is sold, the builder will need to submit a site plan to the City to show the planned site and building design, landscaping, parking/loading/vehicle areas, stormwater management, etc. as it applies to each specific site. The site plan process is not a public process but is available for public review.

- **A zoning by-law** regulates requirements such as yard setbacks, lot sizes and building heights.

  - The zoning by-law must comply with the City of Hamilton’s Official Plan and the Setting Sail Secondary Plan.
There are several limitations on what can be included in the zoning by-law. Can’t include tenure or land uses such as affordable housing – this doesn’t mean affordable housing can’t be included on Pier 8 but just means it won’t be required in the zoning by-law.

- Creation of the zoning by-law is a public process and comments and concerns raised by the public will be assessed and where possible addressed through the process.
  - The supporting documents that the applicant submits (such as the traffic impact and parking studies) will be reviewed by internal and external agencies including the public. All information and studies will be publicly available, the public can raise concerns or ask questions to Ed John and he will answer questions and address concerns.

- An application for a Draft Plan of Subdivision is filed when a piece of land (such as Pier 7 & 8) is divided into multiple parcels and one or more of these parcels are offered for sale – this process is regulated by the Planning Act.
  - After a draft plan of subdivision is submitted, planning staff look through it to check that:
    - the land is suitable for its proposed new use
    - the proposal conforms to the official plan and zoning in the community (such as Setting Sail), as well as to provincial legislation and policies
    - The development won’t put an undue strain on community facilities, services or finances.

- Staff reviews a number of items as part of the Site Plan Review process to ensure that the site plan complies with all applicable zoning by-law provisions.

- Each participant has different roles and responsibilities in the planning processes at various stages:
  - The City of Hamilton is the proponent (applicant, agent, and owner of the land)
  - Development Planner is a planner who reviews a planning application, coordinates the process and combines all the responses. The development planner for this planning application is Edward John.
Commenting staff and agencies provide input about the application to the Development Planner. Members of the Public, including citizen's groups, NH associations, etc. have specific opportunities to comment as well.

Community Q & A:

- Question: The site plan process should be open to the public so the public can see the details of the plan and understand how the site plan aligns with the Urban Design Study or why compromises were made.
  - Response: The site plan will be prepared by the developer, not the City. Our process in terms of land disposition will ensure that proposed site plans align with the vision laid out in Setting Sail and the Pier 7 & 8 Urban Design Study.

- Question: How will the Pier 7 & 8 Urban Design Study be used in this phase of the process?
  - Response: There is a lot of detail in the UDS that is very helpful to this process (i.e. description of how the buildings should be set-back from the street rather than just stating that there should be a set-back). When we discuss set-backs, zoning and other details, it will align with the details already in the Urban Design Study. Part of this process involves taking the details in the Urban Design Study and applying them to a specific development block.

- Question: When the by-law is created, it would be helpful to the public if staff showed how specific elements of the UDS were taken into consideration in the by-law. Staff need to draw clear parallels between the two documents.
  - Response: Edward John is willing to sit down with community members and work through which areas are unclear and need more clarification in order to help everyone see how the UDS guidelines were applied. Edward’s process right now is going through the Setting Sail Secondary Plan and Urban Design Study and other planning documents and highlighting details that will specifically impact the zoning by-law – this is information that can be shared with the public later on.

- Question: What type of zoning will be used for the area: zoning by-law 05-200 for institutional, industrial and parks and open space? Or another zoning by-law? (More information about Hamilton’s zoning by-law here).
Response: Staff currently discussing this to determine which is the best approach to use.

- Question: In response to a previous question on the site plan process, making the site plan public isn’t appropriate because people have the right to determine what they will do on their own property.

- Response: the City will try to find a middle ground between this concern and the previously raised concern about the site plan process.

Pier 8 Re-zoning & Subdivision Application – Applicant Perspective (James Webb – Independent consultant)

- The subdivision application and rezoning of Pier 7 & 8 is unique because the City is acting as owner, land developer and reviewer. In order to separate the various pieces of the process, the Public Works department has retained James Webb of Webb Planning Consultants to act as the agent to prepare and process the next stage of the planning approvals process for Pier 7 & 8. James is acting as an independent land use planner not a City staff person. His recommendation is based on his own professional planning opinion.

- Next two planning act steps that need to be followed in order to implement the vision that is expressed in the UDS: zoning by-law amendment and draft plan of subdivision. A “formal consultation” between James Webb and City planning staff has already been completed. In addition, the Ministry of the Environment and the Hamilton Conservation Authority have given their feedback.

- Some technical studies still need to be complete to assess the proposal and confirm that the land is suitable for residential use (i.e. dust, air, noise, soil studies, etc.). These studies confirm that the vision can actually be implemented as intended or if any adaptations will need to be made based on the unique features of Pier 7 & 8.

- James Webb will also be completing an Urban Design brief to evaluate the zoning work they’re proposing to ensure it meets the conditions of the Urban Design Guidelines. This is a form of check and balance.

- Built form regulations such as height of façade, ground floor uses, active uses, can be touched at in the by-law.

- The subdivision plan identifies the areas of land the City intends for development (called “development parcels”). At the end of the process, there will be a
registered subdivision plan applied to the land. The Plan of Subdivision is based entirely on the details of the Pier 7 & 8 Urban Design Study.

- A draft zoning by-law will be submitted soon but, when it is eventually approved, it will have undergone significant changes and revisions based on comments and feedback heard throughout the process.

- Community Q&A:
  - Question: How does the public realm space fit into James Webb’s work?
    - Response: Zoning regulations will go on each block because the boundary lines go to the centre of each street. In terms of uses for open space, the zoning regulations will be very general. The City will retain ownership of the open spaces even after a developer purchases a development block. This process essentially guarantees that the open spaces are created legally. This process lays the framework for us to plan out what will go on the open spaces in the future
  
  - Question: Has expertise/consultant been hired to plan the public spaces?
    - Response: Not yet but this is on the Waterfront Development Office staff’s work plan. The City is retaining the public space even after the land is sold. Waterfront Development Office group will have a public consultation process to determine what will actually be built on the public space. This discussion is typically done with input and guidance from the Ward Councillor. This process typically uses internal resources for designing and planning the public spaces
  
  - Question: The draft plan of subdivision is confusing to members of the public. Can you spend money to create documents/a guide for use by the common people so they understand the planning process and the details of the plan.
    - Response: We’ll take this into consideration. The diagrams that James Webb is providing is meant to show that we’re following the Urban Design Guidelines. As well, the purpose of this session is to provide the public will “planning 101” so the rest of the process is easier to understand
  
  - Question: James said the draft by-law that is first released will be very different from the final submission. Who is involved in the negotiations to revise the plan?
Response: The province, different groups at the City (such as Edward John’s group). Based on public feedback to the publically released draft plan, more public consultation might be done. This won’t be a closed process, there will be opportunity for the public to comment.

Question: There are similarities between this process and MacLaren Park renovation

Response: Yes, MacLaren Park is another one of Public Works’ ongoing projects

Question: Will inclusionary zoning be used in this process?

Response: The province has released preliminary information but we don’t have any regulations for inclusionary zoning right now. Edward John is the City’s lead on inclusionary zoning. This tool might not be available for the City use for a few more years so it probably won’t be a part of this zoning by-law but affordable housing can still be built on Pier 7 & 8 using some other tool.

Question: When will studies be complete?

Response: The studies must be completed before the application is submitted. They will be completed over the next few weeks.

- **PLEASE NOTE:** On June 7th, the studies completed to support the subdivision application will be publically released online.

Question: How will accessibility be taken into consideration?

Response: Accessibility will be considered to the extent that it is regulated by the Ontario Building Code. All plans must comply with the Building Code’s regulations for accessibility.

**Next Steps (Chris Phillips)**

- This won’t be the last time we talk about these two processes; we will keep you informed as these processes proceed.

- We know this group is very interested in parking issues.

- A special session will be held on June 7 at the Waterfront Centre to go through the results of the traffic and parking studies that were completed as part of this
application process. At the session, Edward will be recording comments and using the public feedback to review the application.

- **PLEASE NOTE:** The session originally planned for June 7th at the Waterfront Centre will now be held on Thursday, June 23rd at the Evergreen Community Storefront. On June 7th, the studies completed to support the subdivision application will be publically released online. There will not be a public meeting on June 7th.

- **Q & A**
  - Question: When will the details of the parking study be released?
    - Response: Not sure, we’ll get back to you.
  - **PLEASE NOTE:** On June 7th, the studies completed to support the subdivision application will be publically released online.
  - Comment: this isn’t transparent enough in terms of releasing reports and information in advance. People need more time to digest information in advance and prepare questions.
    - Response: It depends on the situation and issue we’re discussing. This is a chance for you to hear information directly from the consultant and ask questions. We’ll discuss with James on the topic of what information we’ll be able to release in advance.
  - Comment: This issue is similar to the public release of the Pier 7 & 8 Urban Design Study – public found out that it was posted online only after Spec story the next day
    - Response: We’ve been making changes to our process – as a result of this group’s request, we released the UDS to the public several weeks in advance instead of when we submitted it to Planning Committee
  - Comment: It would be helpful if the City would provide the public with a meeting schedule/multiple dates in advance
    - Response: Yes, we’ll work on creating a meeting schedule for the next few months of the process.
  - Question: In future meeting, can you talk about some of the other properties that were included in the Deloitte report?
LRT Update (Paul Johnson)

- LRT fits into our existing vision for rapid transit – rapid transit is not just about moving people from place to place. In Hamilton, rapid transit will be a catalyst for city-building, economic development and environmental sustainability. LRT is light duty trains, tracks are embedded in the road, the power source feeds into the vehicle from above. LRT runs efficiently in all climates and successfully in many cities around the world.

- The plan for rapid transit in Hamilton (BLAST network) has been under discussion for over a decade. The first phase of the BLAST plan is the B-line route from Stoney Creek to McMaster. The second phase, the A-line route, will link the waterfront to the airport. Other lines will follow along with further growth.

- The LRT route map proposed today is the start of the plan that will take an entire generation to fully construct. The May 2nd release of proposed B-line route and A-line spur was as summary of “LRT alignment” and the start of the conversation so we could begin implementation.

- Route details:
  - Centre running LRT is the gold standard – it is safer and faster
  - Many parts of King Street will become a 2-way road
  - LRT is express, not local, service so stops are 600-800 metres apart
  - An LRT only bridge is planned over the 403 in order to avoid congestion with on/off ramps
  - King street will likely become 2-way just east of the 403 but King st becomes a “local road” when it reaches downtown meaning you won’t take King Street to travel east to west across the city
  - Will create a “signature stop” at Gore Park by pulling the LRT line to the south lane of King St
  - There is a slight curb that protects the LRT tracks that emergency vehicles will be able to drive over
  - In International Village, the LRT track will be pulled to the north lane of King St to enhance walkability of the BIA
LRT won’t have significant impact on street parking on James St N because it acts as a streetcar. It won’t be as fast but it was important to maintain the character of James St N.

LRT will integrate well with HSR and GO systems so you can get off the GO bus at McMaster and easily transfer to another mode.

Next steps:

Environmental Assessment and Transit Process Assessment Process are currently underway. TPAP is a streamlined process because transit projects are typically very environmentally friendly.

Challenges:

The process could be impacted by the cost (only have the $1 billion from the province to complete the project because Council has not committed to providing any additional funds)

Public consultation sessions will be held in many places around the community in the fall (one will likely be held at Liuna Station)

Engineers are currently looking at infrastructure underground the route to ensure that the proposed route won’t impact utility lines

There will be an impact on properties along the route but it will likely be small in most cases

Next Steps:

Extensive community engagement with local businesses and residents

Community Q & A:

Question: Why does the route go down King St instead of Main St?

Response: King St was the planned route since 2006 and that hasn’t changed. Both streets were similar and had their own advantages and disadvantages. Both roads are the same width from an engineering perspective. King St has a pinch point in the downtown core. Main is wider than King in the downtown but the biggest challenge with Main is how to approach it by crossing the highway. People’s feedback says King is the “economic core” of Hamilton so LRT will bring people closer to shops and businesses and build a better pedestrian experience.
Question: Could Gore Park become a pedestrian plaza in the future?

- Response: Yes, we’re working on turning Gore Park into a pedestrian plaza and the work is almost complete. The lane along the south edge of Gore Park will always remain for loading. One challenge is some buildings on King ST only have access to parking from King St so traffic on King will be maintained for the sake of those properties.

Question: Will there still be a bus on King St to service local traffic?

- Response: HSR system will be reworked to provide service to some local areas that aren’t serviced by LRT. This will be challenging downtown. These areas will be identified through the public consultation. On some areas of James St North, LRT and buses might use the same stops.

Question: What about seniors and people with disabilities living in First Place?

- Response: We took the residents of this building into account and placed an LRT close to First Place but we can’t account as easily for their destinations. Changes will absolutely be made to local service but those changes will be based on public feedback and local knowledge. If changes make transit use more difficult, these challenges will be off-set by transit benefits in other areas.

Comment: The LRT route should be designed with special consideration given to the location of grocery stores because grocery shopping without a car is particularly challenging.

Question: How does the operating cost of LRT compare to the operating cost of the current system?

- Response: It will be more expensive annually to run initially but over time, as ridership increases, these costs can be recovered through fare sales. There will be fare integration so the cost to ride LRT is affordable.

Question: In regards to the North-South spur line, what are the benefits of a streetcar over the existing bus service?
- Response: The provincial mandate is that service connects to other modes so the LRT needs to connect to the West Harbour GO station. The spur line will help bring people to the GO station.

- Question: Where will car traffic diverted from King Street go instead?
  - Response: Traffic modelling studies will be done over the summer to determine where traffic from King Street will be diverted.

- Question: Does this mean that Main Street will eventually become a two-way street?
  - Response: We can’t say for sure until we have results of traffic modelling study. Two-way on Main Street could be an option for consideration if the traffic studies show that we need more lanes for west bound traffic.

- Question: How do trains turn around at the end of the line?
  - Response: The route will include cross over tracks at the end of each line which will allow trains to switch directions. There will be extra cross over tracks to help take disabled vehicles off the tracks.

- Question: Will routes be changed to help people access other major hubs such as Centre Mall and the hospital?
  - Response: Yes, we are looking at ways to help people get off LRT and on another mode to get to major hubs in a reasonable amount of time.

- Question: The province has set targets for intensification. Is the LRT plan in alignment with those targets?
  - Response: Yes, this plan supports those intensification targets.

- Comment: I’m very excited to see increase to local service, it will be a game changer for the local community.

- Comment: It will be nice to see results of traffic modelling study results according to regular day as well as during big events (i.e. events at Bayfront).

- Comment: It is very exciting that this is happening in Hamilton and it would be good to see a revamp to HSR come along with LRT.

- Comment: This will be very positive for tourism in Hamilton.
Overall response/Final thoughts: The current plan is just the start. As a resident, you should try to keep up the conversation about the overall vision for rapid transit in Hamilton; our end goal is the entire BLAST network. We will see great, community-wide benefits once the entire network is complete.