



## **PIER 7 & 8 DRAFT PLAN OF SUBDIVISION AND REZONING APPLICATION CONVERSATION COUCH SUMMARY REPORT**

### Overview:

City of Hamilton planning staff hosted a series of “Conversation Couch” discussion sessions to provide members of the public with an opportunity to ask questions and provide input into the Pier 7 & 8 draft plan of subdivision and rezoning application process.

The four “Conversation Couch” sessions were held on: Thursday, July 7, 3:30 – 5:30 pm; Thursday, July 21, 3:30-5:30; Thursday, August 4, 3:30-5:30; and, Thursday, August 18, 3:30-5:30. All sessions took place at the Evergreen Community Storefront (294 James St. N.).

The sessions were advertised to the public online on [westharbour.ca](http://westharbour.ca), via email to the West Harbour mailing list and on online event calendars. Printed posters were displayed at local community centres and hubs in the West Harbour area.

A total of 32 residents participated in the sessions. Edward John (Housing and West Harbour Planner with the City of Hamilton) facilitated each session. The public’s questions and concerns gathered during each session will be included in staff’s review of the draft plan of subdivision and rezoning application and recommendations to City Council.

Additional comments about the Pier 7 & 8 proposed plan of subdivision and zoning by-law can be submitted to:

**Edward John**

Housing and West Harbour Planner

Phone: 905-546-2424 ext. 5803

Email: [edward.john@hamilton.ca](mailto:edward.john@hamilton.ca)

## Discussion Summary:

Questions and concerns related to the Pier 7 & 8 draft plan of subdivision and rezoning application include (staff's responses are in *italics*):

- Do the studies completed for Pier 7 & 8 development take into account growth in other areas of the West Harbour?
  - *Response: Yes, some of the studies need to accommodate growth outside of the development area (i.e. traffic, parking, transportation demand management) but others don't apply (i.e. the archeological study). All the studies completed to support the development application are available online [HERE](#).*
- Is there someone at City Hall who is looking at all the reports from the perspective of the neighbourhood and looking for potential adverse effects on the neighbourhood?
  - *Response: Yes, that is Edward John's role. The studies themselves were completed to look for potential adverse impacts of the development. Edward looks at all available information and provides professional feedback on whether the proposed development represents good planning or how the plan should be improved to reduce adverse impacts.*
- The Vision Group created a vision framework that outlines the vision and goals for future development in the West Harbour, including Pier 7 & 8. How is the Vision Working Group's vision tool being used in this process?
  - *Response: The model is being used by staff as a guide to determine whether the vision for the West Harbour is being achieved by the current proposal.*
- A letter from the City was sent out to nearby residents asking them to provide comments to Edward but the letter is not clear what the comments should be about. It also didn't include a draft zoning by-law to comment on. What kinds of comments are expected?
  - *Response: The zoning by-law doesn't exist yet so residents are not expected to provide feedback on the by-law itself. The letter is asking residents to provide their input on the change in land use on Pier 7 & 8. The comments received will be used to write the by-law.*

- Edward John was asked to clarify the procedure and timing of the proposed development and future construction work (what work is going to happen first, which approvals need to be in place before certain work can be done, etc.)
  - *Edward is currently reviewing the draft plan of subdivision and rezoning application; he will present his staff report to Council in the fall and a public hearing will be held. Pending Council approval, there will be a period for residents to appeal the decision (as long as they participated in the public hearing). Construction projects on the public spaces (such as the walkways, parks and open spaces) is expected to begin in 2017-2018, construction on the development blocks will likely begin in late 2018 or 2019.*
- The potential impact of brownfields and soil contamination on the proposed development and how possible negative impacts will be mitigated.
  - *Response: A few spots of contamination were discovered through site assessments of Pier 7 & 8 but the contamination is not severe. Any possible contamination left over from the previous industrial and commercial activities on Pier 7 & 8 will be cleaned up and contained during construction. After the work is completed, the site will be completely safe for residential and recreational use.*
- Industrial expansion on Port Authority lands and the potential impact of industrial activities on nearby residential areas (i.e. noise, particulate pollution, etc) should be taken into account.
  - *Response: Yes, the buildings on Pier 7 & 8 will be designed and constructed to minimize any potential negative impact of industrial activities or environmental factors.*
- Members of the public provided suggestions on how to reduce environmental implications of development by replanting existing mature trees instead of removing the mature trees from construction areas and replanting small, young trees in their place.
- The North End Traffic Management Plan was designed to reduce the impacts of the increasing amount of traffic through the area and keep streets safe for local residents to use and enjoy. In regards to traffic

throughout the neighbourhood, residents aren't concerned with "what capacity is the road operating at?". The concern of local residents "what will be the quality of life on the street and will development negatively impact the surrounding neighbourhood?"

- *Response: The North End Traffic Management Plan and its suggestions for traffic calming are still relevant. The studies completed by IBI are comprehensive and go beyond capacity analysis alone. IBI is aware of the history of the neighbourhood and complete their work with sensitivity accordingly. City of Hamilton staff recognize that traffic measures implemented in the West Harbour area need to balance everyone's needs and uses of the area.*
- Public parking concerns. The plan calls for much of the current surface parking spaces on Pier 7 & 8 to be removed and replaced with a centralized parking garage. The plans call for parking to be paid parking instead of free. Many participants expressed concern that replacing free parking spaces with paid parking will prevent local residents from enjoying the areas as they are able to today. As a result, people worry that the area will become a "playground for the rich".
  - *Response: Parking is a very important piece of the plan. The design includes a centralized parking garage with designated public parking. There is currently too much parking on Pier 7 & 8 which negatively impacts the businesses there because there is not enough residential density to support commercial operations. Providing too much parking will be detrimental to the new commercial uses planned for the area because excess parking discourages people from actively using and travelling through the space. For this reason, alternative modes of transportation will be encouraged for Pier 7 & 8 residents and visitors (i.e. car share, LRT, HSR, bike share, walking, etc.). However, City staff are aware that the design needs to balance active use of the space with the needs of people who are unable to use public transit and people who are less able to pay for parking.*
- Private parking concerns. What amount of parking is anticipated for the private residences on Pier 7 & 8?
  - *Response: The current specification for parking is around 0.7 parking spaces per residential unit but this number might change as a result of public input. However, the amount of parking offered to residents*

*of the new subdivision is mean to encourage people to reduce their use on private transportation and instead make use of the many alternative transportation options that will be available on Pier 7 & 8. The amount of parking offered to the private residents will be sufficient to guarantee that the residents don't use up the public parking that is meant for area visitors and recreational users. The design is mean to avoid an over-supply of parking.*

- Will the limited supply of private parking for the residential units decrease the value of the properties?
  - *Response: Possibly, but this is an area where it will be feasible for residents to rely primarily on alternative transportation. Limiting parking will also help to keep the units affordable so the area doesn't become a "playground for the rich" as other residents are concerned about. The by-law will stipulate how much parking is required on the site.*
- Will options for carshare be available?
  - *Response: Yes, that will certainly be a consideration in the new development. The City won't mandate carshare but will encourage it. The City is better able to provide carshare in public spaces/public lots than private.*
- Suggestions to include affordable housing on Pier 7 &8 through implementing an inclusionary zoning policy or implement density bonusing and density/height trade-offs.
  - *Response: Inclusionary zoning often means building heights increase in order to make room for affordable units. This secondary plan currently limits building heights to 6-8 floors on most of the Pier 7 & 8 development blocks and we don't intend to increase the limit.*
- The building height limit is currently 6-8 stories, what is the likelihood that the height limits will increase?
  - *Response: Any developer is free to apply for a height increase but the City won't necessarily approve the application to increase height limits.*

- Many people will be visitors to Pier 7 & 8 and not residents of the planned subdivision. The design currently includes many private buildings rather than greenspace. The current design looks like it will feel too crowded when it is constructed and there is concern that “narrow” public spaces in the design will be feel like private spaces that are not meant for visitors.
  - *Response: Yes, the design includes more buildings than greenspace but there is a significant amount of programmable, public open spaces that will be friendly and welcoming to visitors. Many of the private buildings include active ground floors (i.e. shops and commercial space) and courtyards. The promenade around the outside edge will be 30 metres wide, which will create much more public, open space than visitors can enjoy there today.*
- How are heritage buildings and facilities being incorporated into the design? What is going to happen to the Navy Cadets?
  - *Response: The Navy Cadets are not being asked to vacate their facility immediate. Ultimately, the organization will need to be moved but the building itself might be incorporated into the new design. There are properties in the area with heritage value, these are being evaluated to determine if adaptive reuse is feasible.*
- The yacht clubs are currently very “private” feeling and closed off to members of the public; will this plan make any changes to that?
  - *Response: Yes, to some degree. The City of Hamilton owns those properties and the yacht clubs lease them from the City so they are open to the public. The Recreation Master Plan has the goal of increasing public access to the water’s edge all along the shoreline. It will take a over a decade to finish the plan but uninterrupted public access is the eventual goal.*
- Will public access to the waterfront be reduced through development?
  - *Response: The Setting Sail Secondary Plan guarantees continued public access to the water’s edge. There will be many public parks and open spaces throughout the design of Pier 7 & 8, no private construction will be done right up against the shoreline. The promenade along the north shoreline of Pier 7 & 8 will be 30 metres wide compared to the 15 metre width of the current walkway.*

- The design should include spaces specifically meant for kids to use and enjoy (i.e. community garden for kids).
- Boating and marine activities are an important part of the area's character and attraction for visitors. Development in the area should not negatively impact or reduce the opportunity for marine activities in the West Harbour. The public access needs to be balanced with security for the yacht clubs because they provide a valuable service and attraction.
  - *Response: Yes, the plan involves keeping marine infrastructure on Pier 7 & 8 in place for tourism opportunities (i.e. Tall Ships festivals or Great Lakes cruises) but not for industrial uses. Ships are able to come on the water but need the City's permission to actually moor at the pier. The Hamilton Port Authority is the authority which permits anchoring within the harbour. Infrastructure for recreational marine activities won't be added to Pier 7 & 8 but existing marine infrastructure in other nearby areas of the West Harbour will be enhanced and expanded. The number of marine slips is planned to almost double after development.*
- How many people will be living in the new development?
  - *Response: Density calculations are 1300-1600 new residential units depending on the size of each unit.*
- How does this design incorporate the principles of intensification?
  - *Response: The goal of the design is to achieve balanced intensification by limiting building heights and incorporating elements of a visitor destination.*
- The plan should consider strategies that allow residents to “age in place” by keeping the area accessible and safe for older adults, people with disabilities and children. Builders who specialize in design for aging populations should be able to make changes to the overall design if they see an area for improvement. In addition, the boardwalk area right up against the water's edge is potentially unsafe for children.
- Are the buildings stepped back from the street?

- *Response: Yes, that is a design feature included in the Urban Design Study. The buildings will be 6-8 stories high and set backs will be incorporated into the zoning by-law.*
- In Burlington, the main floor of many of the new buildings are commercial/retail space. Is there any consideration for those kind of non-residential use?
  - *Response: Yes, mixed use buildings are designated in this design to create a retail area that will attract visitors (i.e. shops, restaurants, galleries, etc.)*
- There are green roofs on the urban design images, what other sustainable features will be included?
  - *Response: Green roofs probably won't be required under the by-law but will probably be encouraged in some way. There is a lot of variation in green roof technology and sustainable building features; the buildings constructed on Pier 7 & 8 will likely have a combination or variety of sustainable features.*
- Will the City retain control over any of the development blocks?
  - *Response: No, the City doesn't intend to keep control over any of the nine development blocks, these spaces will be sold to land developers to construct commercial and residents spaces. However, the City it will retain control over all the public spaces like the boardwalk and gateway park, the streets and walkways and the 30-metre wide promenade. These areas will be built and maintained by the City and will be kept open for everyone to enjoy.*
- What are the institutional blocks meant for?
  - *Response: We're not sure yet and are considering changing the designations of those blocks to something more suitable for a development of this size.*
- The area is very exposed to the elements, especially during winter.
  - *Response: The buildings on Pier 7 & 8 will need to be designed and constructed in such a way that will offer protection from some of the elements and wind.*

