Public Questions & Answers:

- Will future residents be notified that there is the potential for more noise in the summer time than in the late fall and early spring?
  - Noise agreements will be attached to the sale of condominium agreement. Currently, the largest contributors to noise are the industrial uses. Blocks will be built to mitigate the noise whether it is from an industrial or commercial use.

- Will the existing industrial uses at the waterfront remain?
  - Yes. Through the Setting Sail Secondary Plan there was a re-visioning of residential next to industrial uses and how to keep it compatible. There are going to be some impacts. However, there has been studies done showing that it is feasible and that mitigation measures would be put in place. This will be secured in part through the holding provision.

- How will noise from the Canadian National Railway and other industrial uses in the area be mitigated?
  - Through the development application it was ascertained that there were some acknowledged noises, in particular from the Birmingham facility, which has a pile driver. While the noises are infrequent from the facility, they do have a significant noise impact. Much of the study was to mitigate noise from that particular site; the Canadian National Railway is not an issue at this site. The buildings will be required to be designed to mitigate these noise impacts.

- How will the noise from Birmingham’s sheet piling operation be mitigated?
  - From a zoning perspective you have to deal with existing uses, there will be an opportunity to discuss with the adjacent industrial operators on how best to deal with noise. We have a holding provision and also recommending the lands be considered a class four, where we will be working with future developers to look at the issues and how best to deal with them.

- Will potential purchasers be advised that the sites could be contaminated?
  - A Phase II Environmental Assessment was done to catalogue which areas are contaminated and need to be remediated. Regulations require that the lands will have to be cleaned for future use and meet the standards for residential and commercial uses. There is also a holding provision in affect, for both the
noise and the remediation of the lands. They will have to demonstrate to the City and the Ministry sufficient risk assessment and remediation of the lands.

- Is all of the soil on site backfill/refill and is there potential that it is contaminated?
  - It is predominantly fill so the assessment of the contamination is more positive than if it were from purely industrial uses on site. The risk assessments and study’s to date say that they are going to deal with it and that it is feasible to deal with it either in the same location or to extract any of the fill to remediate the contamination.

- At what point in the process will the noise impact and soil remediation be complete?
  - Through the process of lifting the provisions of the holding by-law, which is going to be done through another zoning by-law process. Another noise impact study will have to be done, to lift the holding provision. The noise impact study reviewed and assessed feasibility however, there will have to be more modeling done for the configuration of the blocks, once these studies are complete. This will dictate what noise mitigation measures are needed for each building.

- Is it possible to conduct the noise study during the height of the summer and during the music festival time, to illustrate and study the scale of the problem at its peak?
  - The noise impact study has to address the worst case scenario this will likely be the noise from the industrial operations.

- Setting Sail references a parking structure on Huston and John Street, is this part of the plan?
  - That was looked at through the urban design study for the opportunity for a parking structure in block 6/7. This is where the Secondary Plan envisioned a centralized parking facility. The options were either parking in each building or a centralized parking facility. They have the opportunity to provide either option through the recommended by-law, but it will be up to the future developers whether they chose to do it or not.

- Can the Navy League building remain as part of Block 12 and additional private residential units be built above the building, the same idea as the Community Living Centre at 191 York Blvd.?
  - The zoning by-law has to implement the uses in the Secondary Plan, it cannot permit uses contrary to the designations of the secondary. The use if it were to remain, given that it is designated residential, would be legal non-conforming. The Navy League met two nights ago and has decided that they will no longer be at that space on Pier 8, at this point we cannot disclose their new location or any future plans at this time.

- Why did Canada Post recommend that Pier 8 include an area for community mail boxes outdoors for the residential uses?
  - The community mail boxes were based on the plan of subdivision application. They will not be community mail boxes; they will be within the residential buildings.

- How much grading is going to take place in the north east level, near pier 8?
There will be approximately one (1) metre of fill to meet the wave rush requirements. There will be slightly more fill near Guy Street.

- Why does the plan recommend a new traffic signal at Burlington and Ferguson Street? The purpose of the North End Traffic Study was to restrict the flow of traffic on Ferguson Street. What if installing a traffic signal increases or encourages more traffic on this residential street?
  - No, installing a traffic signal at this intersection would not take affect the neighbourhood’s quality of life. Traffic signals are not supposed to be a detriment to the Secondary Plan or the surrounding community. We have to make sure we are putting the traffic signals in for the right reasons. The intent is to bring forward the recommendations of the North End Traffic Plan and implement them.

- As per the report, John Street is to be restricted and narrowed; however there is no mention of how to reduce traffic going down John Street. What is the plan for limiting the amount of traffic on John Street?
  - City staff will be implementing the NETMP, which will be required through draft plan condition. (Resident will submit more detailed questions/concerns to staff in writing).

- How will parking for residential uses be accommodated when parking requirements for the subdivision have been reduced?
  - They are not significant reductions; they are still in line with general parking standards. The main reduction concerns the residential parking requirements. Each residential unit is not guaranteed a spot and they will be made fully aware of this through warning clauses. This will encourage residents to avoid or reduce car ownership.

- Will this be part of the by-law?
  - No, there will be a warning clause for interested condo purchasers in the subdivision agreement. Where and how much parking is allowed will be in the by-law. The land developer will have to be careful in how they design the parking; the intent is to start shifting away from designing around the car.

- If someone buys a residential unit will they know they have a spot reserved or is it more of whoever gets home first scenario?
  - It will likely be that you will be offered to buy a spot, however it is not guaranteed. You will have to pay extra for a parking space. People who are renting will also be advised through the lease agreement that they are not guaranteed a spot.

- If you pay for a parking space are you assured you will get it?
  - Yes.

- It will be a big shift in North American culture to move away from the car and parking.
  - The plan does require that bike parking and SoBi memberships be provided.

- Does the plan incorporate a traffic circle?
  - During the background studies traffic circles were looked at to see if they would complement the area. Growth Management requires that we consider
them as they are a good opportunity for traffic control and calming measures. However, for John and Guise Street, currently it is considered that it may not be a good fit.

- With reduced parking requirements, what measures will be taken to stop people from parking where they want?
  - City staff realize that there will be a demand for parking at Pier 8. This does not give anyone the right to park where they want. There is a comprehensive parking plan that will outline the best way to deal with parking for the waterfront in general.

- Currently, cars drive along paved paths that are meant to be for pedestrians and cyclists, etc. What measures will be taken to stop cars from driving along the paths?
  - The asphalt trail around Pier 8 will become a linear park. Once complete, it will no longer be an asphalt path that looks driveable and park features along the path will prevent cars from driving along it. There will also be well defined barriers and signage.

- How many square metres of retail/commercial uses are going to be developed?
  - Cannot give an exact number or guarantee. The by-law allows for approximately 6,000 square meters of commercial, which can also be a part of the mixed use designation at Pier 8.

- Would the parking garage at MacNab and Guise Street be part of the required parking supply for Pier 8?
  - The intent for all parking requirements to be achieved on site

- If the City of Hamilton builds a parking garage at MacNab and Guise Street, will it count towards the parking requirements for the plan?
  - There is a provision that would allow parking within 300m however it is anticipated that this is more likely to allow for a centralised parking facility within Pier 8.

- There are 1452 proposed parking spots on Pier 8, how many are residential vs. commercial?
  - Most of the parking will be reserved for the residential units. This is a provision that allows the parking to go within 300 metres of the site. It is important to have an order of magnitude.

- Can commercial uses have its parking requirements met?
  - Yes. The 1452 parking spaces intended for Pier 8 can accommodate the commercial uses.

- If for some reason some of the commercial parking were to fall in the 300 metres off site to Pier 8, would that not make sense that there would be an excess of parking?
  - Gross floor area is controlled by the by law so developers are not able to locate commercial parking outside of the plan area to increase gross floor area.

- Is there going to be guaranteed parking for marina users?
  - Pier 8 parking will be primarily for the residential units. It would be different, than in the areas around Mohawk College, Stoney Creek Campus or near hospitals because no one would be issued a City permit for parking on the
streets. Marina parking is a separate issue and it is a recognized need for the area to be dealt with through the comprehensive parking plan for the waterfront.

- What about parking for special events? Twice so far this season every single parking space in the area was full due to activities taking place at the nearby boat clubs. Do the parking estimates take into account other variables which would cause more people to come to the Piers.
  - Currently, the marina is under construction and half at the yacht club parking lot is gated off it is a staging area and storage for the construction materials. Once the marina construction and demolition on Pier 8 is completed, there will be more parking than in the history of the pier. There will be no parking shortage in the short term. By the time the plan is completed we will need more parking. It is the commitment to the marina to get the parking there. Next decade, we will have a lot of different spaces.

- Will there be multi-level parking structures?
  - There is the potential for multi-level parking structure in the area. City staff are looking at potential locations for a multi-level parking structure to make sure the structure will be compatible with the area and designed sensitively.

Meeting end time: 8:24 PM