

MEETING MINUTES

Subject: Bayfront Industrial Area Renewal Strategy – Focus Group Meeting #3
Date and Time: Monday, December 6, 2021 – 4:00 p.m.-6:00 p.m.
Location: Virtual Via Webex
Our File: 16-4534

Attendees

Christine Newbold	City of Hamilton, Community Planning
Tiffany Singh	City of Hamilton, Community Planning
Alissa Mahood	City of Hamilton, Community Planning
Norm Schleeahn	City of Hamilton, Business Development
Jennifer Patterson	City of Hamilton, Business Development
Patrick Kennedy	Dillon Consulting Limited
Melissa Kosterman	Dillon Consulting Limited
Juby Lee	Environment Hamilton
Rafiq Dhanji	Sustainability Leadership
Heidi Levitzky	Hamilton Industrial Environmental Association
Paul Szachlewicz	Chamber of Commerce
Lynda Lukasik	Environment Hamilton
Emily Vis	Mohawk College, Carbon Management Initiative
Tyler Reid	Youth Perspective
Zack Feldman	Youth Perspective

Notes

The purpose of the meeting was to provide a status update to the Focus Group, and complete a review of the final Strategy and Action Plan as well as the Urban Design Guidelines.

Discussion Item	Action
<p>1. INTRODUCTION</p> <ul style="list-style-type: none"> • Tiffany Singh opened the meeting and welcomed participants. • Paddy took over the presentation for the content. 	No action
<p>2. STRATEGY & ACTION PLAN</p> <ul style="list-style-type: none"> • Paddy reiterated the purpose of the Strategy as well as the study process, vision and objectives for the Bayfront. • He then presented high level about the Strategy and Action Plan at a high level to inform participants. <ul style="list-style-type: none"> ○ Participant asked about private bus sharing: <ul style="list-style-type: none"> ▪ Came out of Steering Committee members, targeted for private use. Difficult to connect people to area with HSR service. Frequency of service is related to people using it. Shift work related to these businesses doesn't make the case for changes to the HSR. Private share bus program for the larger industries in the area. ▪ With upcoming change there is opportunity to show that frequency of service for public use can be improved as well. ○ Participant inquired about plans to feed / support LRT through HSR / Bike share. The following items were discussed: <ul style="list-style-type: none"> ▪ Now that LRT is coming, are there plans to connect workers / residents to support the LRT? Potentially having a bikeshare program that connects the LRT to the Bayfront industrial area? Are there any new bus routes planned? ▪ Private industries want to connect better to the GO stations. ▪ Potentially building another new GO station at Ottawa. ▪ There action for the bike share program which will include improved locations, however there are none in this immediate study area. We have identified opportunities to improve those facilities in our plan. ▪ Identified for opportunities for cycling connections, east west and north south. We definitely want and are aiming to connect to existing and future infrastructure and projects. ▪ Now that there's more certainty with LRT - there is a more conscious effort to feed into the bus and the LRT, transit to take the lead that citywide we are connecting into the LRT. 	No action

Discussion Item	Action
<ul style="list-style-type: none"> <ul style="list-style-type: none"> ▪ Bayfront is so close, makes sense that there are improved connections into the LRT there... beneficial changes for the Bayfront. ▪ Private system - also looking at other ways to provide transit where demand is such for private routes. Lots of opportunities to respond to the different needs for transit in the area. ○ Participant asked about other stakeholders, community members or citizens etc. If they had any thoughts on specific actions they thought should be prioritized, rationale for who's interested in what. The following items were reported back: <ul style="list-style-type: none"> ▪ The City has a Steering Committee that is large industries (Stelco, Arcelor Mittal Dofasco, Port Authority, Academics for McMaster). Focus group is this meeting (community groups, stakeholders). ▪ It was also noted that the intention is to collect feedback and not specifically prioritize one group's actions over another. ○ Participant noted that the city should be working with industries to get them on board with employee transit passes, and there is a desperate need to enhance transit stops on Burlington Street. This should be about HSR stepping up - including the links to GO stations via HSR - and employers encouraging transit use via employee incentives. ○ Participant noted conversion from one way to two way on Sherman and that buses will need more options (two way traffic) in order to make those additional routes feasible. ○ Participant noted that now is a good time to provide input into the HSR (updating their planning documents). ○ Corporate climate change task force, how does the Bayfront Industrial Area Strategy and employment lands intensification fit into the actions. The following items were reported back: <ul style="list-style-type: none"> ▪ General actions are about collectively attracting more investment into the Bayfront. Intensification is an expected outcome of that. There are no outcomes or quantifiers for those numbers. ▪ This area is identified as a Provincially Significant Employment Area and the expectation is that the Strategy will support efforts to intensify employment in the area over time. Specific targets may be identified through MCR planning exercise. ▪ While there is limited vacant land, the Strategy also provides some guidance for the City to look at targeted land acquisition – an action which came out of the 2015 Deloitte Phase 1 Report. 	

Discussion Item	Action
<ul style="list-style-type: none"> ○ Participant noted that they are happy to see action items around planting more trees and asked if we could elaborate on the efforts to improve the tree canopy. The following items were reported back: <ul style="list-style-type: none"> ▪ Different approaches to naturalization throughout the area. Some of the possibilities would include tree planting program first through Public Works, partnerships with other tree planting initiatives. ▪ There are also opportunities to explore “depaving initiatives” to help increase permeability and increase tree canopy. ▪ There could also be an opportunity to establish a tree planting fund and task force, led by public works but in combination with economic development and partner with the industries. ▪ The Strategy recognizes City’s goal in the UFS for a 30% canopy. Current coverage is just under 3%, a lot needs to be done. ▪ Participants felt that that 30% target is too low and should be closer to 40%. ▪ Team noted that our target is to match the UFS but that doesn’t mean it needs to stop in the future. 	
<p>3. URBAN DESIGN GUIDELINES</p> <ul style="list-style-type: none"> • Melissa presented the Urban Design Guidelines for the Bayfront which will accompany the Strategy and Action Plan. <ul style="list-style-type: none"> ○ Participant noted that the guidelines sound good and the visuals are great and asked how the Guidelines will be integrated into other efforts such as the review of site plan guidelines, sustainable design guidelines/green development standards, etc. It was reported back that: <ul style="list-style-type: none"> ▪ This document will be an appendix to the Citywide guidelines as well as the Strategy and Action Plan. ▪ Green standards work is still very draft and it’s uncertain at this time how they will be finalized. ○ Participant inquired about how much of the greening of the public realm are areas that do and do not have a lot of foot traffic. The following items were reported back: <ul style="list-style-type: none"> ▪ The team thought about how to improve public realm space as well as general naturalization throughout the area. The approach undertaken for the public realm was broad in nature. Some examples of how we anticipate this to be applied include the incorporation of a CIP area which targets how improvements could be made from the private realm (experienced from 	No action

Discussion Item	Action
<p>the public realm) and then also streetscaping improvements in that same area. Burlington and Ottawa street are also key corridors to focus major landscaping and streetscaping planning for from the city side. Windermere Basin is another area which could see additional naturalization improvements.</p> <ul style="list-style-type: none"> ○ Participant asked about Hamilton’s truck route system, adding that there is tension between the movements of trucks in and out of the core and travelling through the heart of the city. The following items were reported back: <ul style="list-style-type: none"> ▪ Strategy and design guidelines are high level and instructional and the intention is for the complete streets approach to be context specific. Updates to the TMP / area specific transportation planning work is planned to resolve the functions for each area. Earlier versions of the Strategy document included some actions around truck routing in the Bayfront, however, these actions were removed pending the completion of the truck route master plan. It was also noted that the City’s transportation department has helped to review and revise the actions. 	
<p>4. NEXT STEPS</p> <ul style="list-style-type: none"> • Tiffany noted that we will get full documents to review out to the Focus Group tomorrow. Large format link - file sharing. Copy of the Strategy / Actions and UDG. Participants should aim to have their comments in by January 7. • Final round of public consultation is being targeted for February, subject to finalizing the documents. • Planning on presenting to Province and Council in early Q2. 	No Action
<p>5. ADJOURNMENT</p>	No Action

Meeting Adjourned

Please send revisions to Melissa Kosterman at mkosterman@dillon.ca