



Hamilton's Working Waterfront

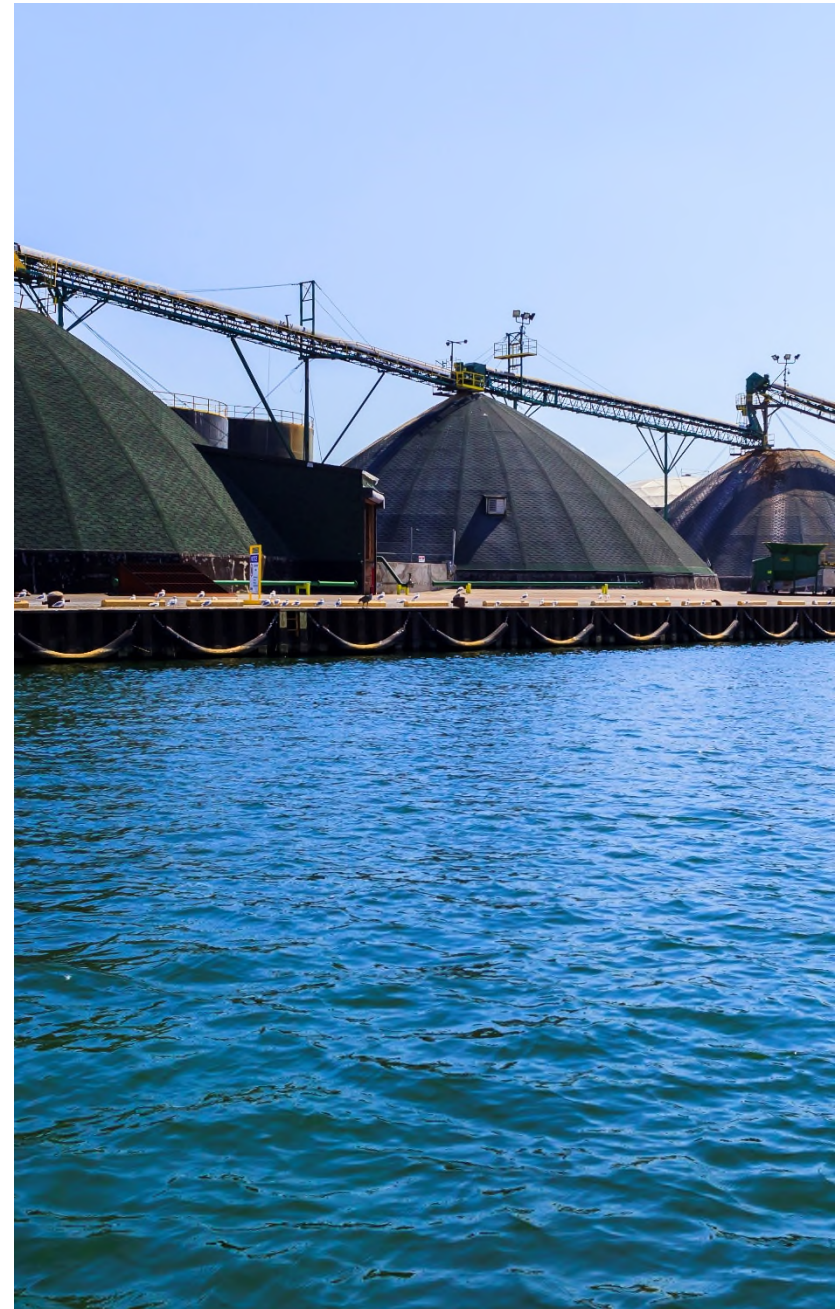
Backgrounder to the Land Use Plan

July 2017 (DRAFT)



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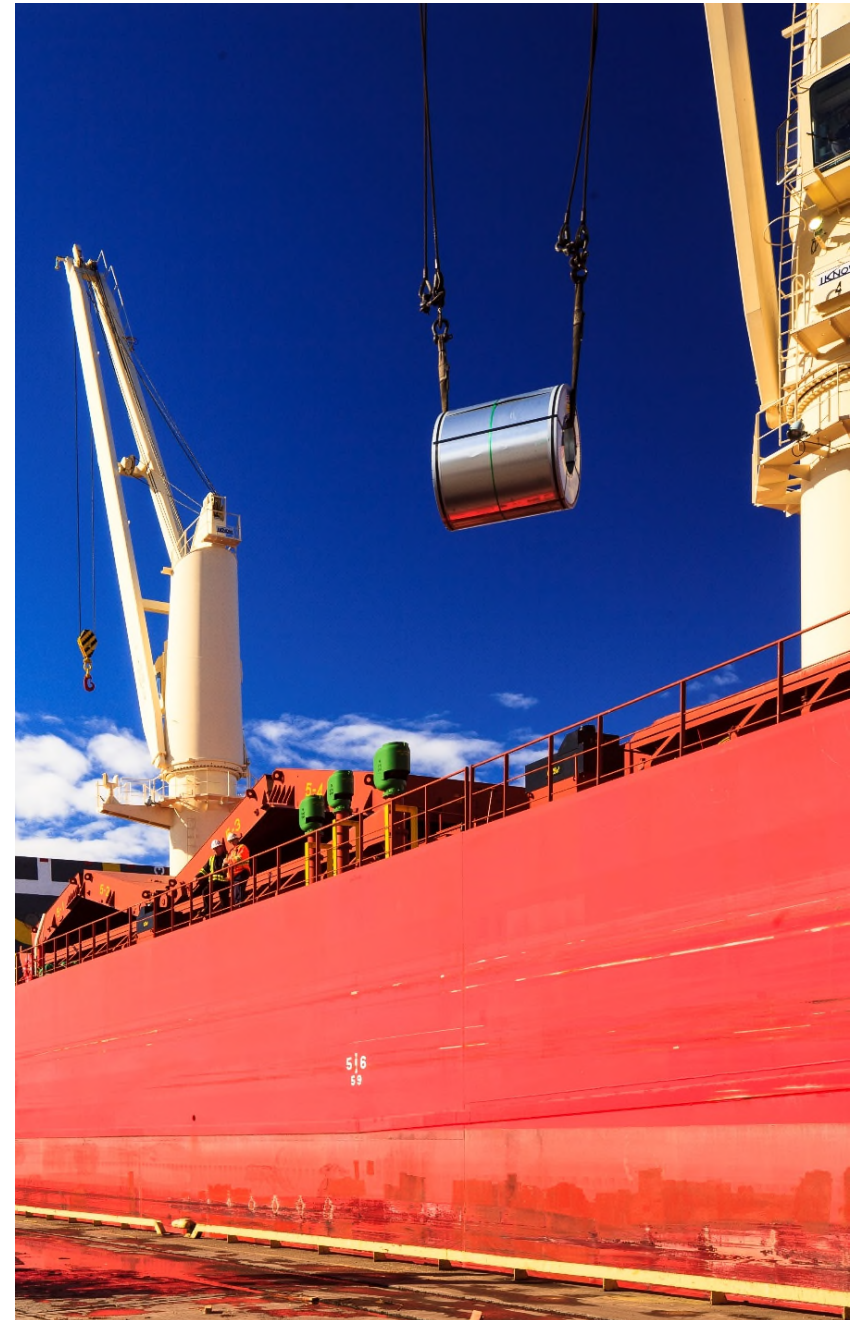
1. LAND USE PLAN

1.1 Why is a Land Use Plan required?

Section 48(1) of the Canada Marine Act requires that a Canada Port Authority prepare:

“a detailed land-use plan that contains objectives and policies for the physical development of the real property and immovables that it manages, holds or occupies and that takes into account relevant social, economic and environmental matters and zoning by-laws that apply to neighbouring lands”.

The Hamilton Port Authority (HPA) published its first Land Use Plan in 2002, as part of the organization’s transition from the Hamilton Harbour Commissioners. It is a requirement of the Canada Marine Act that HPA prepare a Land use Plan that contains the objectives and policies for the development of the property that the Port Authority manages, holds or occupies. In 2016, HPA determined an update to the Land Use Plan was warranted, rather than a fully new plan. While many aspects of the 2002 Land Use Plan remain valid, there have been important changes to the operating context, strategic direction, and land Portfolio of the Port of Hamilton that were deemed necessary as part of a more current plan per the Canada Marine Act.



1.2 What is the purpose of a Land Use Plan?

The purpose of HPA's Land Use Plan is to explain how the Port of Hamilton's activities will be undertaken in a sustainable fashion. The Land Use Plan creates a framework for land use planning and development that will:

- Guide current and future land use decision-making of HPA;
- Form the basis of a transparent and cooperative development process for Port properties vis-à-vis the City of Hamilton;
- Help the community and Port stakeholders understand HPA's interests, goals and operating constraints, and the rationale behind specific developments;
- Set out the principles that will be applied to new property acquisitions and redevelopments; and,
- Achieve HPA's regional economic development and trade facilitation mandate.

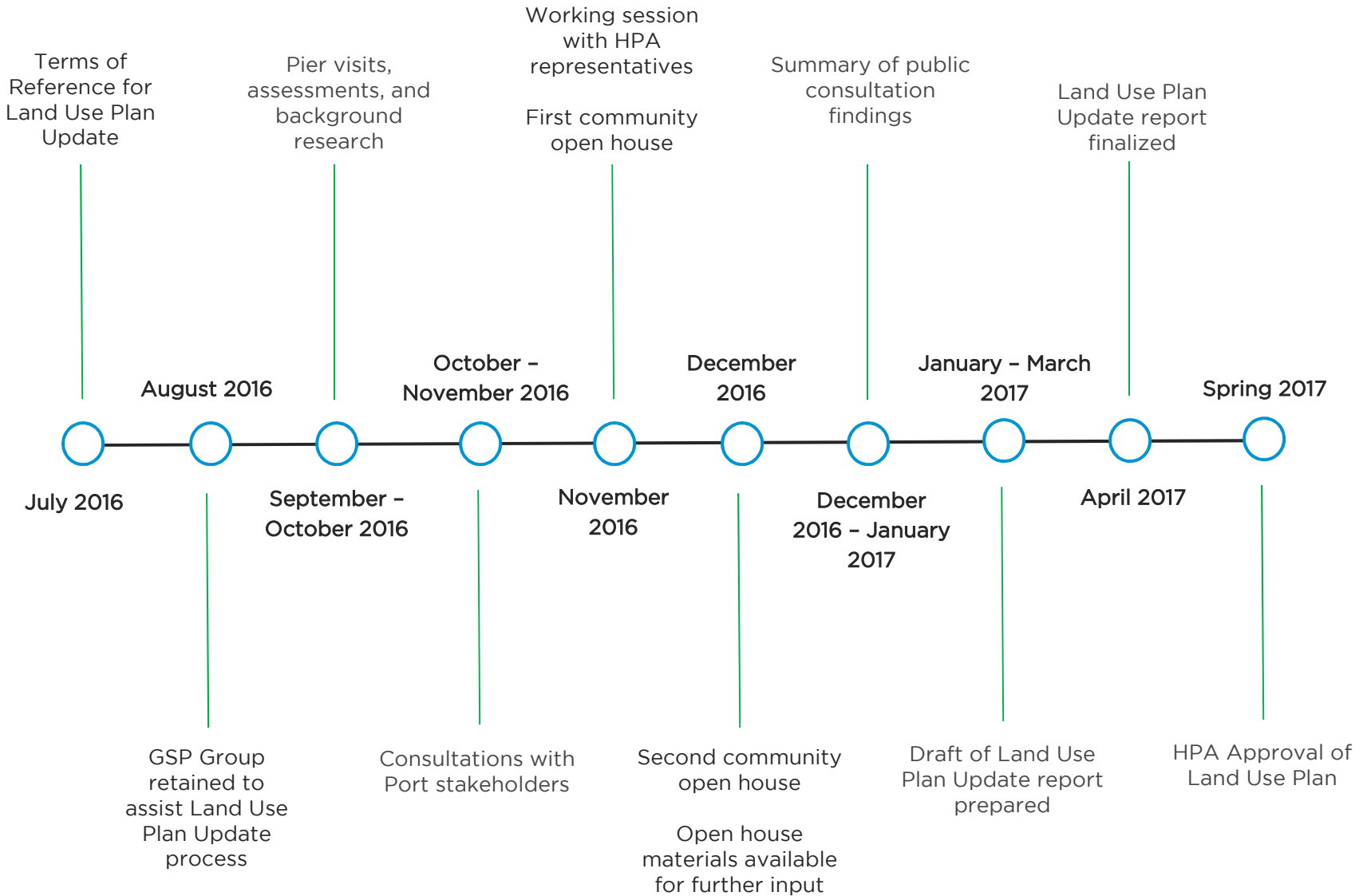
1.3 Why an Update?

The operating environment of the Port that formed the basis for the 2002 Land Use Plan has experienced significant changes since that time, including:

- HPA has acquired several new properties since 2002, most significantly the former Stelco property and closed mill at Pier 22, which has since been redeveloped into modern industrial employment uses. HPA also acquired 1632 Burlington Street, a manufacturing and warehousing facility which houses 13 tenant companies, as well as properties at 560 Ferguson Avenue and 212 Ferguson Avenue.

- Since 2002, the Hamilton waterfront has evolved to include a greater proportion of public space. Pier 8 now includes popular attractions like the waterfront skating rink and cafes, and HPA worked with the City of Hamilton on the early hand back of Piers 7 and 8 to the City, in order to facilitate the multi-use redevelopment of this area.
- The Randle Reef Sediment Remediation Project has entered its construction phase, and shipping-related uses are contemplated for the surface of the Engineered Containment Facility at completion.
- The security requirements imposed on port authorities by the Marine Transportation Security Act have changed the operating environment since 2002. Under the Marine Transportation Security Requirements, the majority of ports, port terminals and vessels are now required to control access to their respective facilities.
- The majority of the Port's 250 hectares (620 acres) is currently tenanted, and is home to more than 130 companies. The needs of the regional economy, local community and port-reliant businesses will certainly change and grow over the coming 15-20 years. It is the goal of the updated Land Use Plan to anticipate these needs and develop a plan for a sustainable, prosperous Port of Hamilton.

Figure 1: Process for the Land Use Plan Update





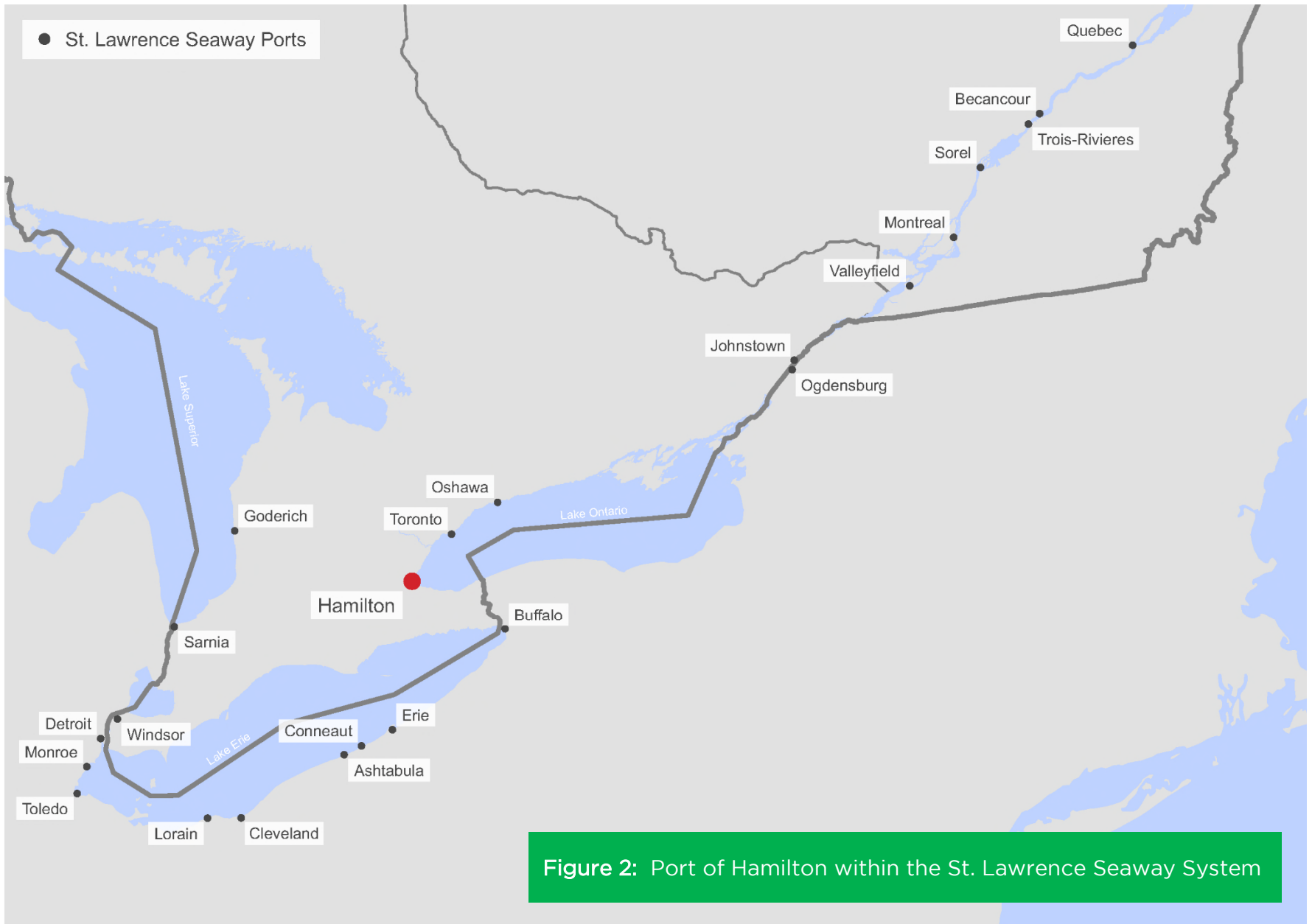
2. ABOUT THE PORT

The Port of Hamilton is one of 18 major Canadian ports and includes 250 hectares (620 acres) of industrial, commercial, and recreation land, 15 commercial wharves, and 11 kilometres of shipping berths. These holdings are nearly entirely contained within the City of Hamilton boundaries, with some smaller landholdings in the City of Burlington.

The Port of Hamilton is administered by HPA, under the purview of the Canada Marine Act and HPA's Letters Patent. HPA's mandate includes the facilitation of trade, promotion of regional economic activity, and support of employment and prosperity. The mission of HPA is to manage, develop, and promote the Port for the benefit of its stakeholders and to ensure the security of the Port while remaining sensitive to the need for a high degree of safety and environmental responsibility.

Specifically, the Canada Marine Act describes the role of Canada Port Authorities as follows:

- Facilitate Canada's economic and trade objectives;
- Contribute to competitiveness, growth and prosperity;
- Satisfy the needs of Port users;
- Operate with consideration to safety, environmental protection, user and community input;
- Be responsive to local needs;
- Undertake a commercial approach;
- Integrate with surface transportation; and,
- Operate in a financially sustainable fashion.



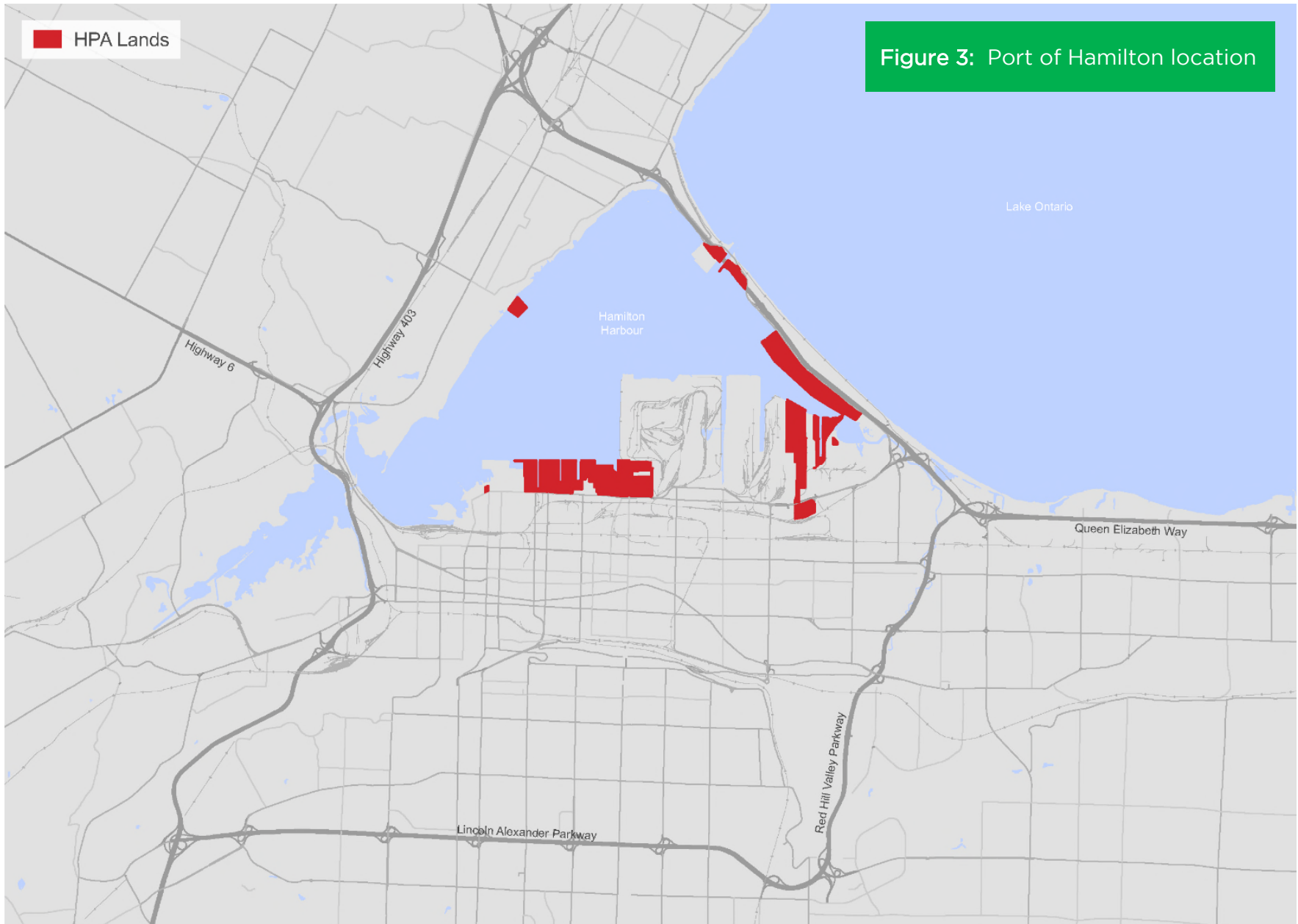




Figure 4: Port of Hamilton landholdings



3. COMMUNITY ENGAGEMENT

The Land Use Plan recognizes that the Port of Hamilton is a regional economic asset and also an important local landholding within the city fabric. Port land uses contribute to the character and perception of Hamilton Harbour, and the City of Hamilton in general. Thus, getting input from the community was a key consideration in the update process. Accordingly, the Land Use Plan update process included a thorough community engagement process that sought the community's best ideas to maximize the Port's economic contribution, while contributing to a healthy, vibrant waterfront and city.

The community engagement process used multiple methods and venues for input, including:

- An online survey between July and December 2016 that allowed participants to provide input into the vision and land use principles, ongoing issues or challenges, and opportunities for the future;
- Community open houses in November and December 2016 that outlined the process followed by working group discussions on the different pier groups related to relevant land use, transportation, design and environmental matters;
- Surveys and discussions with Port tenants throughout October and November 2016 to discuss operation challenges and opportunities, among other matters; and,
- Direct conversations with 12 local agencies and community groups.

Altogether, HPA received input from approximately 225 community, stakeholder, and tenant participants during the Land Use Plan update process. A summary of the input received is contained within the appendices of this Backgrounder document. Based on this input, the following themes of messages were heard through the community engagement process:

1. Engage: regularly engage the community regarding the Port's operation, including updates on major projects, new initiatives, or new tenants and industries, as well as coordination with the City and participation in community events.
2. Celebrate: incorporate more elements that inform and educate the public about the history, role and function of the Port, such as smaller scale elements like signage or larger scale elements like a marine exhibit.
3. Image: explore more opportunities for improving the visual image of the Port including additional plantings, installation of public art pieces, and other beautification initiatives.
4. Sustainable: make sustainable choices in the development process and tenancing process as a leader in promoting sustainable industry.
5. Environment: be a leader in environmental management in terms of air and water quality, energy, and the protection and restoration of natural areas.
6. Access: provide more opportunities where possible for public access through the Port to the water's

edge as part of the open space network across the harbourfront.

7. Transportation: explore current issues of truck routing from the Port through the city, and the better use of rail and marine transportation to reduce reliance on trucks, while recognizing efficient truck routes are a priority for Port tenants.
8. Economy: continue to strengthen the economic development role of the Port, the employment generated, and industry partnerships within the Port and the broader Bayfront area.
9. Mixed-Use: support the evolving shift from an industrial only waterfront to a more mixed use harbour environment that contains industrial activities.
10. Understanding: recognize that a number of matters are outside of HPA's scope and role, including residential development (not permitted by HPA's Letters Patent) and the activities on steel lands and West Harbour lands (not owned by HPA).

A full summary of all feedback and input received through the community engagement process for the Land Use Plan process is contained in **Appendix A** (details of the engagement program) and **Appendices B through E** (summaries of surveys and open houses) of this Backgrounder report.



4. PORT HISTORY & CONTEXT

4.1 History of Settlement

The Hamilton Harbour was recognized by early settlers as a unique environment that could provide enjoyment for residents and serve practical needs through the use of water for transportation and industrial purposes. In 1823, a canal was cut through the beach strip which opened the harbour to mercantile shipping. Several decades later, when the railway terminus on the harbour front was developed, commercial traffic increased significantly. Passenger service also increased in the mid-19th century, due to continued immigration. Following Confederation in 1867, Hamilton Harbour flourished as local industries began to establish their companies on the shore. The convenient access to water for industrial processes as well as easy access to shipping created the ideal climate to foster industrial expansion of the waterfront.

In 1912, as port activities and the Harbour itself continued to become more complex, the Federal Government created the Hamilton Harbour Commissioners (HHC) to take over the administration of the Harbour from the City of Hamilton. Thus began a period of extensive harbour filling to create significant new piers to accommodate the rapidly expanding industrial use of the Harbour.

4.2 History of Industrial Development

In the years immediately following World War I, shipping increased dramatically as the HHC expanded Port activities and encouraged development of industrial harbour sites. In the first half of the 20th century, the Harbour became the site of a vital modern port. The latter half of the 20th century saw the Harbour continue to develop as an internationally renowned shipping centre. The 21st century has seen the Port of Hamilton evolve in terms of the diversity of industries and economic sectors utilizing the Port. Notable dates include:

- **1912:** the construction of new docks and warehouses at the foot of Catherine Street, and the building of a revetment wall from Catherine Street to Wellington Street, and then to Burlington Street.
- **1919:** the development of the first official Harbour Development Plan, which was adopted by both the Port and the City of Hamilton.
- **1920s:** the building warehouses at the ends of Wellington Street and Wentworth Street.
- **1929 - 1934:** the widening and deepening of the Burlington Canal and the dredging of the Ottawa Street channel to accommodate large vessels, which resulted in a doubling of harbour tonnage.
- **1939:** the opening of the Welland Ship Canal brought a tremendous boost in shipping to Hamilton industry.
- **1940 - 1945:** new docks were built, dredging was intensified, and roadways were extended.
- **1945 - 1950:** large brick warehouses were built at the foot of Pier 10, 7 hectares (17 acres) of waterfront

property between Emerald Street and Wentworth Street was reclaimed, and the Port of Hamilton soon became Lake Ontario's primary port.

- **1951:** the Commissioners purchased property at the foot of James Street and several years later began construction of its current offices.
- **1957:** as a result of an adjustment of the original Harbour Headline, 400 hectares (988 acres) along the Beach Strip bay side water lots were acquired and targeted for reclamation.
- **1959:** the St. Lawrence Seaway opened, and shortly thereafter cargo tonnage was higher in Hamilton than any other Canadian or U.S. port on the Great Lakes.
- **Late 1950s and 1960s:** significant new freight terminals and piers were built.
- **1965:** the Port hosts the prestigious Seaway Day conference.
- **1987-1990:** Pier 15 is acquired.
- **2001:** HHC disbanded and HPA created.
- **2002 to 2015:** the Eastport area is developed, including Piers 25 to 27, as a 50 hectare area located on the Harbour side of the Beach strip.
- **2006:** the former Stelco property at Pier 22 is acquired.
- **2013:** HPA reaches an agreement with the City of Hamilton that facilitates the early transfer of Piers 7 and 8 to the City, enabling a large scale, mixed-use development of the western end of the Harbour.
- **2015:** the first new flour mill to be built in Ontario in 75 years is built at Pier 15 and a new grain terminal is constructed at Pier 26.

4.3 Goods Movement Context

Ontario Ports as a System

Looking into the future, HPA believes that goods movement and industrial development in Ontario could be optimized by creating a more integrated system of Ports on Lake Ontario. The Lake Ontario Ports of Hamilton, Oshawa, Toronto and Windsor are complementary transportation assets that work together to serve the Greater Toronto Hamilton Area economy.

Marine Transportation

The St. Lawrence Seaway is one of the major transportation routes into the heart of North America. More than 150 million North American consumers reside within an 8-hour drive of a Seaway Port. From Great Lakes-Seaway Ports, a multi-modal transportation network fans out across the continent. More than 40 provincial and interstate highways and nearly 30 rail lines link the 15 major Ports of the system and 50 regional Ports with consumers, products and industries all over North America.

In June 2016, the Conference of Great Lakes and St. Lawrence Governors and Premiers released the first ever regional maritime strategy, aiming to grow maritime trade, reduce the environmental footprint of the region's transportation sector, and support the region's industrial core. Noting that the sector already contributes more than US\$30 billion to the U.S. and Canadian economies and accounts for more than 220,000 jobs, the strategy outlines projects, policies and investments to maximize regional growth and competitiveness. It makes the following observations and recommendations with respect to Ports:

“Ports are an economic and transportation infrastructure cluster centered on the industries served by the movement of freight. Ports are a potential location for the formation of these industry clusters due to reduced transport costs and the availability of skilled labor.”

States and Provinces should recognize ports as key economic development nodes and collaborate with business development officials in Port authorities, private industry and regional economic development organizations to partner on maritime economic development strategies.”

HPA is an active partner in Hwy H₂O, an alliance of transportation stakeholders actively promoting the benefits of marine transportation within the Great Lakes-St. Lawrence Seaway System.





Surface Transportation

The value of the Port of Hamilton as a regional transportation asset owes in large part to its location within southern Ontario, and its robust connections to surface transportation modes. The Port is well located as a connector between the Greater Toronto Hamilton Area and U.S. border crossings at Buffalo and Detroit. The Port lands offer direct or close proximity access to the QEW, 403, 401 and 407 highways, and service by both CN and CP Rail, with short line service provided by Southern Ontario Rail (Genesee Wyoming).

The Port of Hamilton is more than a marine facility; it is one of Ontario's primary multimodal hubs, and rail service is an increasingly important aspect. More than 6,200 rail cars transited the Port in 2016, 15.2% more than 2015, following a steady growth trend over the past five years. The Port is focused on delivering modal choice, efficiency and competitiveness to Port users, helping Ontario industries thrive.

In recent years, demand by existing and prospective tenants for more and better rail infrastructure at the Port has steadily increased. Enhanced rail infrastructure initiatives are currently underway, or are in the planning stages for Piers 10, 22 and 26. The ability of the Port to receive unit trains of 50 or more rail cars will expand the Port's reach and service area, providing service to more Canadian industries and businesses. Efficient use of rail rather than trucks for marine transload cargo also has the added benefit of reducing the number of trucks on local roadways.



5. PORT'S ROLE AND CONTRIBUTIONS

The Port of Hamilton is an important economic engine in its local community, and throughout the surrounding region. As the largest Canadian Port on the Great Lakes system, the Port of Hamilton receives approximately 600 vessel calls per year, handling large volumes of minerals, coal, fuel, agricultural and other products. The Port is critical in supporting the important steel-making industry as well as the expansion from this traditional base to a more diverse economic mix of industries and businesses, most notably including the grain producers in Southern Ontario.

ADVANTAGE HAMILTON



Access to 120 million North American consumers



Access to global markets via Highway H2O



400 series highway connections



Two Class-1 railways



Two expert stevedores



2.5 million sq. ft. of warehouse space



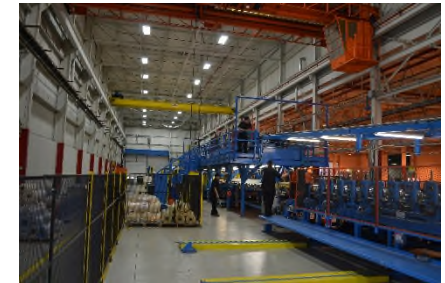
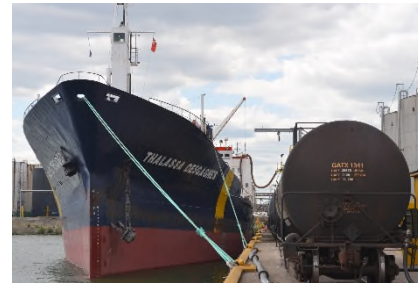
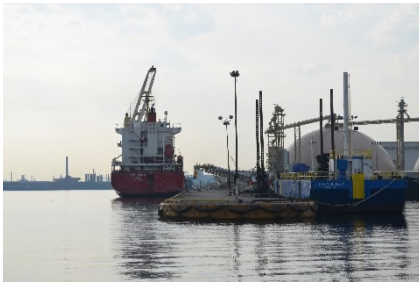
180 tons indoor crane capacity



8,400 m Seaway-draft dock walls

5.1 Current Activities and Tenants

More than 130 tenants currently operate within the Port of Hamilton in a diverse set of industries. Some of the users have been at the Port for many years, but the Port continues to attract new users and tenants to its piers. Generally, tenants within the Port of Hamilton fall within the following seven broad categories.



1. Agri-Food

The Agri-Food category includes those businesses related to the transportation and processing of agricultural products, including grain export terminals, fertilizer terminals, food processing (flour, sugar, brewing), and food-grade warehousing.

2. Bulk/Break-Bulk

The Bulk/Break-Bulk category includes the storage and trans-loading of loose bulk and individual products, including finished steel slabs, beams, and coils; windmill components; factory components; dry bulk such as salt, aggregate, gypsum, slag, or specialty products; and, other products such as sand, iron ore, coal, and coke.

3. Liquid Bulk

The Liquid Bulk category includes those industries and businesses involved with the transport and storage of liquid materials, including road fuels, edible oils, and liquid asphalt.

4. Manufacturing

The Manufacturing category includes a broad range of businesses and industries that produce goods at the Port, including businesses producing insulated panels, fiberglass components, specialized structural equipment, and engineered pressure vessels.



5. Warehousing, Shipping and Distribution

The Warehouse, Shipping & Distribution category includes those businesses involved in the product trans-loading process between different transport modes (marine, rail, and/or road) as well as the storage on-site products ranging from steel to consumer goods.



6. Professional and Business

The Professional & Business category includes a range of primarily office uses that may or may not be industrial or Port-related in function, but that support the employment function of the Port.



7. Commercial, Retail & Community

The Commercial, Retail & Community category includes a range of activities that are not necessarily industrial or Port-related functions, but may complement those functions, such as retail and wholesale, food service operations, and community agencies.

5.2 Economic Contribution

A study released in 2016 prepared by research firm CPCS estimated the economic impact of Port activities on the local economy and that of the province of Ontario. The study measured the economic and employment impacts of the terminal and business activities at the Port of Hamilton, and the value of the cargo shipped through Hamilton by vessel.

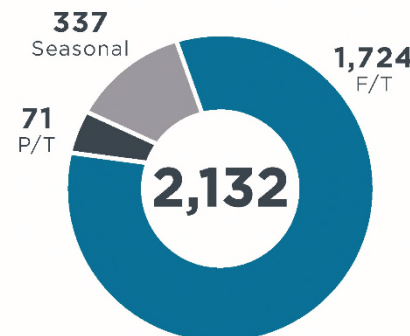
Employment

More than 2,100 people work on-site at Port terminals, on shop-floors and in warehouses. A further 1,979 have an indirect or induced employment connection with the Port, providing goods and services to Port-based customers. Jobs at the Port of Hamilton are concentrated in three areas: transportation and warehousing, manufacturing, and engineering and construction. The average salary in these fields is well above the Hamilton and Ontario averages and most jobs are full-time. On-site employment at the Port of Hamilton has grown 30% since 2009, and this growth ripples through the economy in a number of ways. For example, more than \$260 million in labour income is pumped back into the local economy each year through personal spending, and Port tenants contribute \$5 million in local property taxes each year.

On-site employment at the Port of Hamilton has grown

30% 
since 2009

TOTAL DIRECT JOBS GENERATED



people work on-site at port terminals, shop-floors and warehouses

1,979

people have an indirect or induced employment connection with the Port, providing goods and services to port-based customers

4,111
TOTAL JOBS

Plus an additional
38,000
jobs in Ontario connected to the cargo that transits the Port of Hamilton

Gross Domestic Product (GDP)

Port cities retain an enviable advantage, concentrating and attracting economic activity within a single location. Port of Hamilton operations have a \$416 million impact on Ontario's GDP, and close to \$1 billion in economic activity is tied to the terminal and other business activities conducted on-site at the Port.



On-site operations at the Port of Hamilton have a

**\$416
MILLION**

impact on Ontario's GDP

Equivalent to hosting
10 Grey Cups



Close to

\$1 BILLION

in economic activity is tied to **on-site** port business

A further

\$6 BILLION

in economic activity is connected to **cargo** that transits the port



Port of Hamilton contributes **\$5 million** in local property taxes each year

One of Hamilton's **top 10** industrial/commercial tax payers



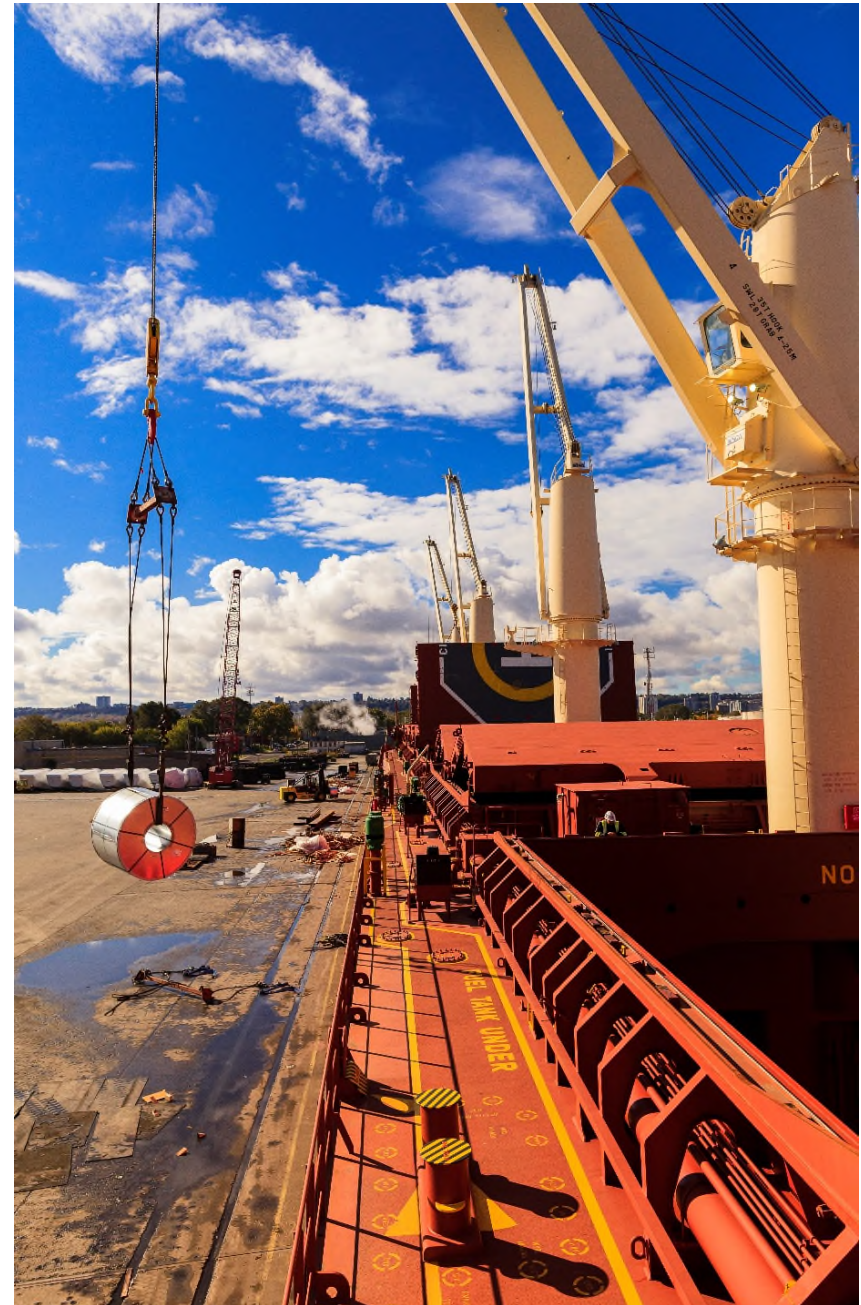
\$300+ million in capital investment attracted = **thousands** of construction jobs in Hamilton

Supply Chains

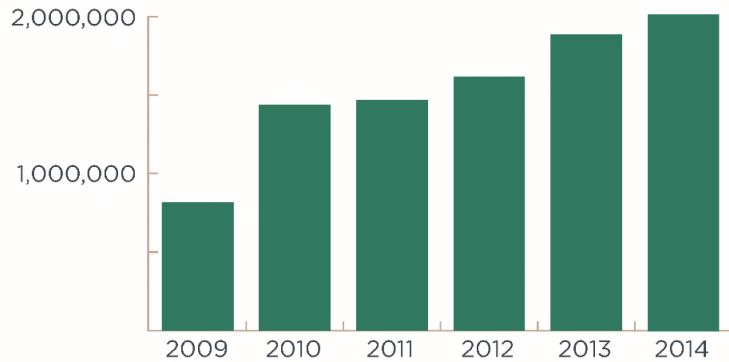
The CPCS study builds on a 2010 report by Martin & Associates which calculated that the cargo transiting the Port of Hamilton is connected to \$6 billion in downstream economic activity and 38,000 jobs in Ontario. The CPCS study digs into the Port's role as an essential supply chain link in some of Ontario's most important industries: advanced manufacturing, steel-making and agri-food.

Approximately 10 million tonnes of cargo flows through the Port each year, holding a value of \$1.9 billion. The Port's highest total-value commodities are finished steel, soybeans and iron ore. The Port has also emerged as critical infrastructure within Ontario's agri-food supply chain. As a primary export gateway for Ontario-grown corn, wheat, and soybeans, the Port offers a competitive advantage to Ontario grain producers, positioned close to Ontario's grain production areas and with a direct route to the St. Lawrence Seaway.

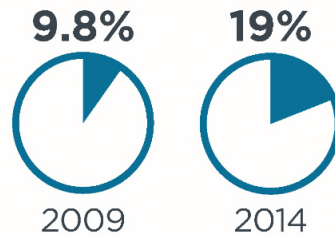
The Port is now home to three grain export terminals, two fertilizer terminals, and one of Ontario's largest oilseed crush operations. Many of these facilities are new or have undergone significant expansion in recent years. In fact, more than \$200 million has been invested in agri-food infrastructure since 2009. The result is captured in the positive feedback the Port receives from Ontario grain producers, who say the presence of multiple terminals at the Port provides competitive options and better export access. Hamilton's advantages in location, efficiency and choice are borne out in the form of growing agricultural tonnage. Between 2009 and 2016, agricultural tonnage has increased from 9.8% to 20.1%.



GROWING AGRICULTURAL TONNAGE



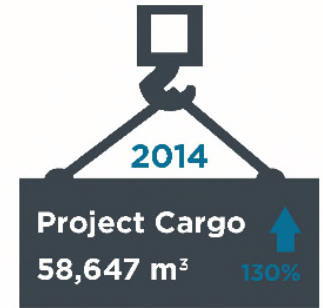
Grain ↑ 13%
 Soybeans ↑ 14%
 Fertilizer ↑ 8%



\$1.5 Agri-food
 Billion Industry
 in Hamilton

2 Million MT
 overseas cargo
 Highest overseas volume in a decade

28%
 of all Cnd Great Lakes-St. Lawrence
 Seaway cargo moves through Hamilton



157 OVERSEAS VESSELS
619 VESSEL CALLS

4,300 RAIL CARS ↑ **30%**

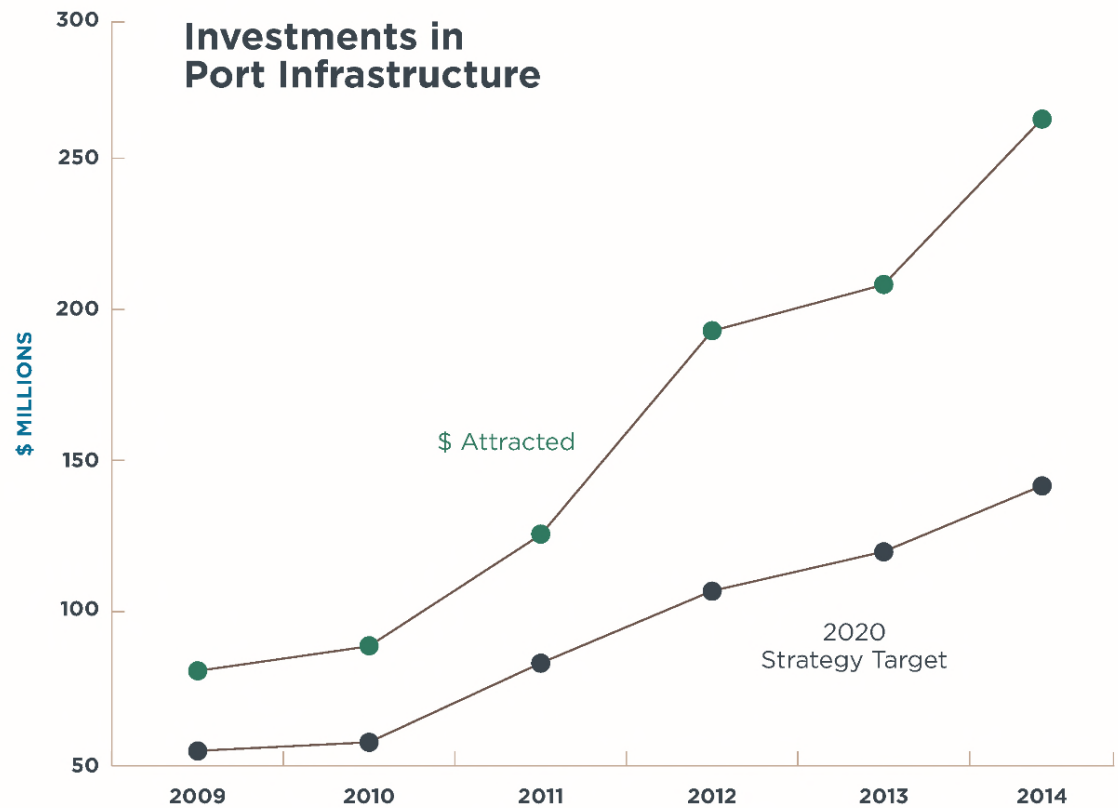
5.3 Growth Opportunities

The Port of Hamilton is situated in a highly strategic location within one of Canada’s fastest growing regions. As the Greater Golden Horseshoe (GGH) economy continues to grow, it will require an efficient, integrated multimodal goods movement network to supply the materials businesses require, get Canadian products to market, and everyday goods to consumers.

There will continue to be a need for room for industrial development at GGH transportation hubs for transportation-intensive industrial development. There will be opportunities to repurpose brownfield industrial land for modern industrial uses.

There is an opportunity for HPA’s Port management services to extend to smaller regional assets, contributing to the development of an integrated and efficient regional infrastructure network.

Growth opportunities exist in a number of sectors, including construction materials, liquid bulk commodities and agri-food. In agri-food in particular, several trends are contributing to HPA’s optimistic outlook for agri-food growth: Ontario yields for grain are expected to increase; population growth and food security requirements are expanding internationally; and potential for new and different types of cargo such as beans, lentils and sugar.



APPENDIX 'A'

Consultation and Engagement Program

The engagement and consultation program for the Land Use Plan Update was thorough and comprehensive, involving dialogue with a broad spectrum of business, industry, and community stakeholders and interests. This program included the following communication methods and venues for input into the process.

(1) Discussion Paper

Early in the process, a consultation paper was released, providing a comprehensive overview of the Land Use Plan's role in Port development, the rationale for updating the Plan, a review of the principles included in the 2002 plan, and a number of 'ideas for discussion', to help provide some direction as to Port's perspective on development and to stimulate conversation.

(2) Land Use Plan Web Page

A web page was launched at hamiltonport.ca/landuseplan to house LUP information, including background documents, information about upcoming events, links to the online survey and direct email options.

(3) Online Public Survey

An online public survey was launched in summer 2016 and extensively promoted. By January 2017, more than 150 responses had been received.

(4) Open Houses & Displays

Public Open Houses were held on November 24 and December 1, 2016 in Hamilton. These included a brief introductory presentation about the Port and Land Use Plan process, followed by an opportunity to ask questions and share ideas on a pier-by-pier basis. After the Open Houses were completed, the display boards were posted for viewing at the Consultation Station at 294 James St. North, from December through the weekend of January 14, 2017. Electronic files of the display boards were also posted to the LUP web page.

(5) Promotions

Awareness of the Land Use Plan consultation process was promoted through a variety of communication channels:

- Postcard distributed to locations including City of Hamilton Service Centres, North-Hamilton City Councillors, Consultation Station @294 James, 541 Barton, Hamilton Chamber of Commerce member mailing, Community Hub meetings
- Hamilton Spectator advertisement
- HPA Newsletter
- North End Breezes column
- Media coverage
- Twitter, Facebook posts and event listings

(6) Online Agricultural Users Survey

An online survey directed at grain producer users of the Port was launched. This survey was distributed through the Grain Farmers of Ontario's email newsletter. Agricultural users place value on the choice offered by

the Port of Hamilton's grain terminals. Types of crops are expected to remain stable, but producers expect production volumes to increase over time. HPA can continue to provide value for agricultural producers by adding enhancing choice for producers to market grain, and by striving for maximum efficiency in truck access/staging and security card systems.

(7) Tenant Mail-back Survey

A mail-back survey was distributed to current Port tenants. The issues that are most important to Port tenants are as follows:

1. Truck/highway access and reliability;;
2. Maintaining public support for industrial activity; and,
3. Access to shared utilities to lower costs

(8) Small Group Consultations

Meetings and small-group consultations were held with the following individuals, groups and agencies:

- Hamilton Harbour Remedial Action Plan;
- Environment Hamilton;
- McQuesten Neighbourhood Association;
- Central Neighbourhood Association;
- Sherman Hub;
- Bay Area Restoration Council;
- Hamilton Conservation Authority;
- Grain Farmers of Ontario;
- City of Hamilton Transportation Department;

- Ontario Ministry of the Environment and Climate Change (local office);
- City of Hamilton Councillors through the late summer/early fall 2016 (Councillors A. Johnson, J. Farr, M. Green, S. Merulla, T. Jackson, D. Skelly, D. Conley, M. Pearson, B. Johnson, L. Ferguson, A. Vanderbeek, R. Pasuta, and J. Partridge; and,
- City of Hamilton Mayor F. Eisenberger.

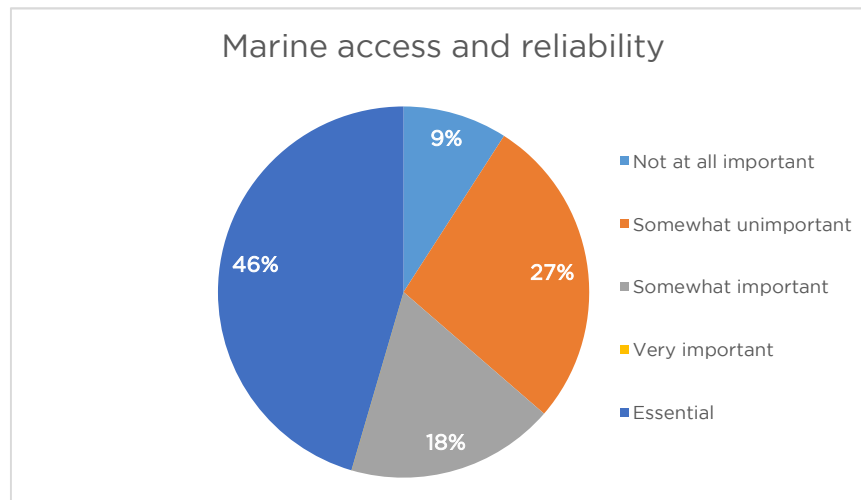
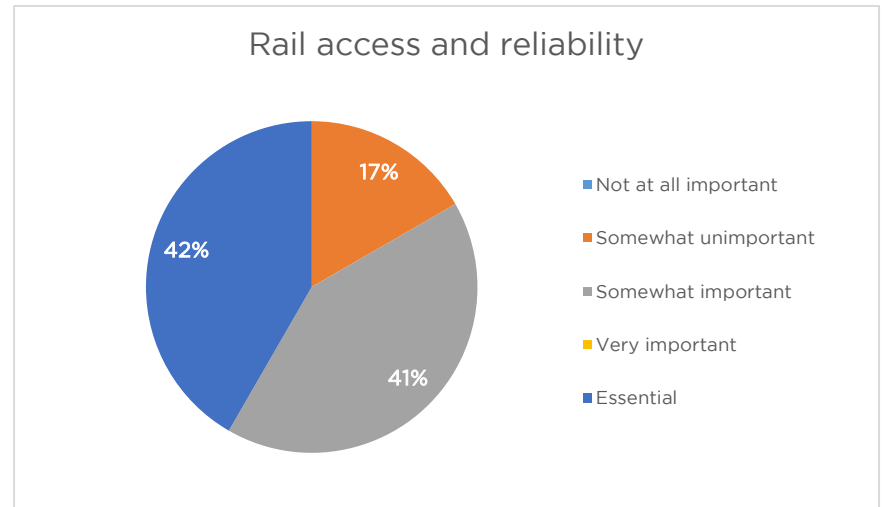
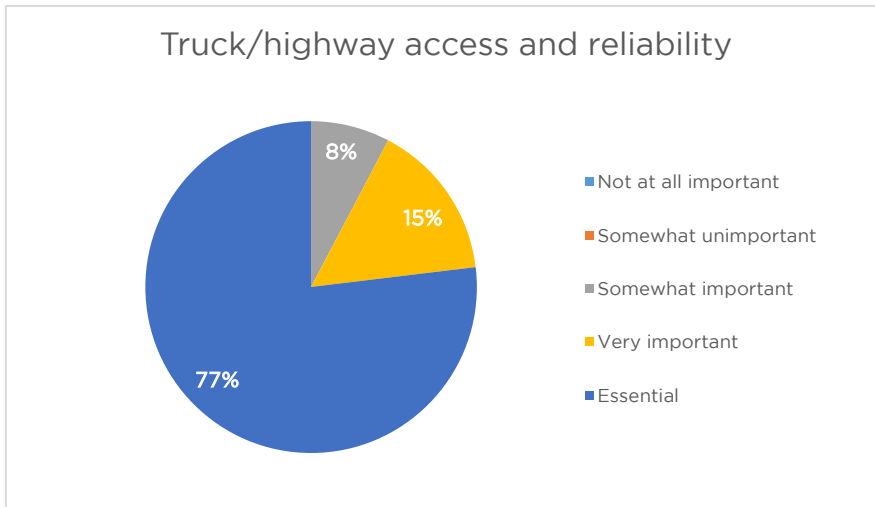
Agencies and other stakeholders raised issues and ideas that paralleled the public's comments. Comments included: the responsible environmental stewardship of the harbour; the need to address specific areas (e.g. Sherman Inlet); questions about the status of specific initiatives (e.g. Port Fuels); public access to the harbour and surrounding port lands; opportunities for partnerships; truck traffic; greening and beautification; need for more engagement, education and awareness.

(9) General Community Outreach

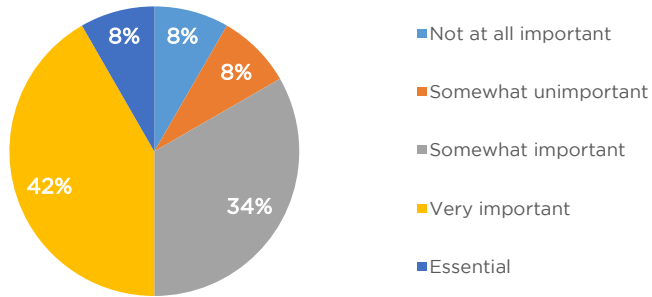
In some cases, a HPA representative was generously invited to attend Community hub meetings for the purpose of presenting a general overview of the Land Use Plan process and consultation opportunities. Meetings taking this format included the Beasley Neighbourhood Association and the Keith Community Hub.

APPENDIX 'B'

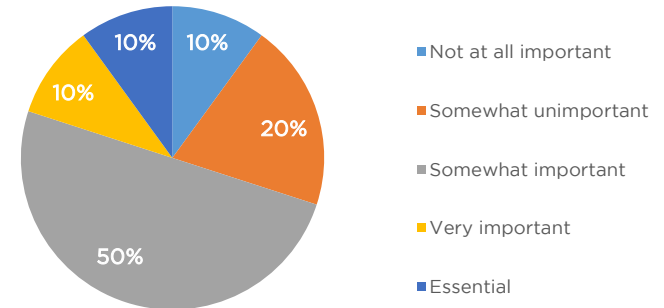
Summary of Results from Port of Hamilton Tenant Survey (Winter 2016)



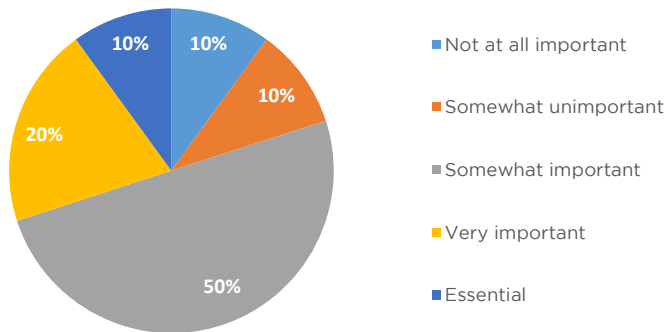
Access to shared utilities and services to lower costs



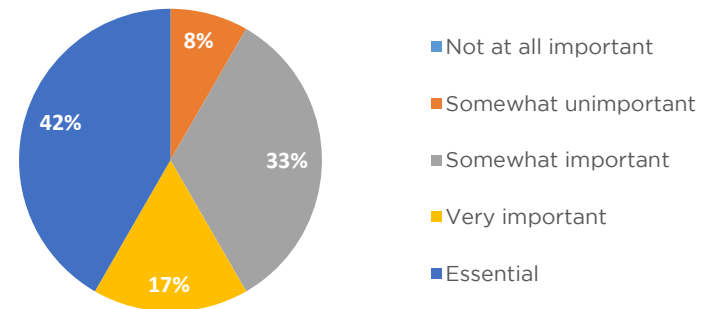
Room for new indoor warehousing or storage



Skilled labour



Maintaining public support for industrial activity



Q1: What can the Hamilton Port Authority do to help your business succeed?

- Be flexible with changing needs
- Improve traffic flow
- Already being extremely supportive
- Continue to offer space that is secure and accessible and work to reduce energy use for lighting and heating
- Secure a more appropriate location for our business
- Assist with ensuring like tenants are sharing the Port's space. i.e. food-grade tenants alike – industrial in another location
- Have gate working properly
- Ensure clear and maintained access roads at all times
- Maintain railways
- Address problems/issues in a timely fashion
- Assist with environmental compliance, especially dealing with legislative issues

Q2: What are the benefits of the Port of Hamilton?

- Good inventory of office and warehouse spaces
- Supportive staff
- Location and access to major highways
- Forward thinking landlord
- Essential logistics
- Location
- Vessel Access

- Good maintenance/repair of Port-owned property
- Central location, close to suppliers and service companies. The HPA is a good landlord responsive to maintenance requests.
- A strong business partner to us
- Access to our vessels
- Continued partnership as we continue growth selling our business and location to large GTA customers
- Central location, heavy industrial, water access
- Easier access from marine, rail and trucks
- Location
- Access to road, rail and water
- Location, great staff

Q3: What challenges do you see now or ahead for the Port?

- Maintaining old warehouses, making them energy efficient
- Optimizing logistics
- Capital support
- Rail access / service
- Need for joint / co-operative emergency response in conjunction with fire / emergency services
- Electricity prices and the cost of cap & trade. General manufacturing is disappearing in Ontario since we are becoming uncompetitive relative to our neighbors.
- Availability of wharfs

- Stay the course
- Concerned about condos on Pier 8 basin
- Expansion is too fast. Did not have in place the system to control traffic.
- Reduce noise/air pollution.
- Demand for marine access properties

Q4: HPA seeks to provide a competitively-priced district energy service for Port tenants. This might include co-generation, solar power, wind power, energy from water, energy capture and redistribution, or deep-water cooling. Could this potentially benefit your business?

- Yes! The Port should also track the data on this to show savings, environmental benefit, etc.
- Yes we believe in green solutions.
- Of course
- Yes sustainability improvements play a key role in our business development plan
- This could benefit our business but it must be competitively priced
- Yes not at our current location but if we find a more suitable facility
- Not currently
- Yes
- No
- Yes to lower costs
- Yes

Q5: How should HPA be interfacing with the surrounding community, either with or on behalf of tenants? Do you have any concerns about Port/tenant/neighbourhood relations?

- No concerns.
- No
- Not really but a proactive plan is always best and prudent
- Port Security Committee is great for interaction of tenants, consider a health and safety committee / cooperative effort for fire fighting and emergency response
- I believe HPA is a good neighbor and a community builder and supporter
- Better security at Pier 15. We have had vandalism occur.
- No but send survey each quarter and ask for their concerns
- No
- Yes. Environmental groups.

Q6: In your view, what should the Port Authority be doing to support a clean and healthy environment?

- Do sustainability reporting; become a member of Sustainable Hamilton Burlington.
- Monitoring tenants and offering best practices options and solutions
- Supporting the local committees already focused on this topic. Communicate on-going initiatives for better relations and awareness

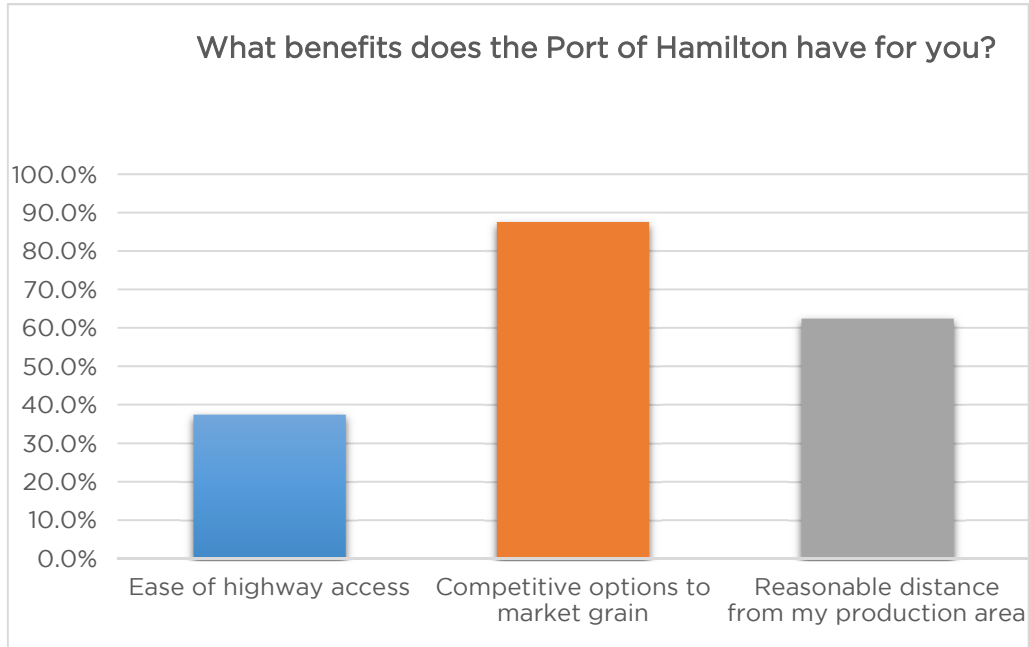
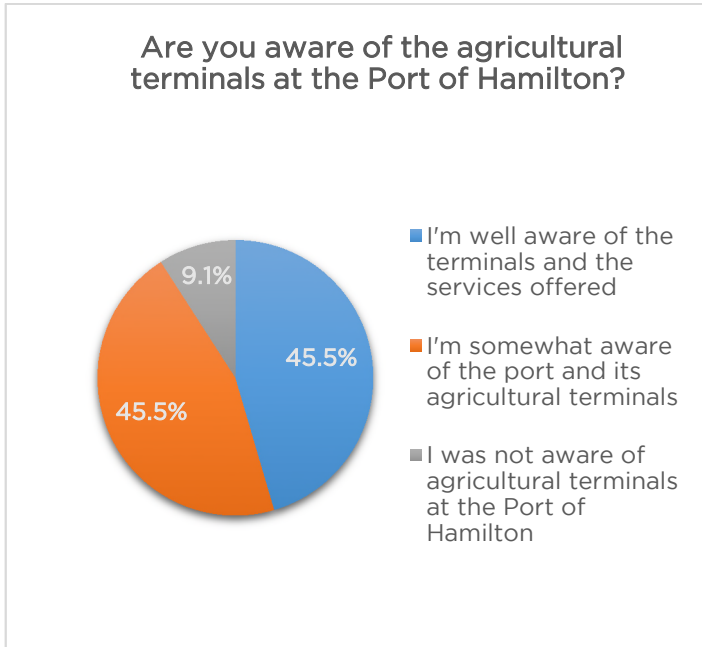
- Work to reduce energy use by upgrading to more efficient lighting and better insulation to reduce heat loss
- The Port's current stance and initiatives are appreciated and should continue
- Be more present. More inspections. Ask all other companies, what are they doing?
- Stay in communication with tenants on a regular basis to be sure everyone meets high standards in the upkeep of the port
- Ensure all users are complying or playing by the same rules

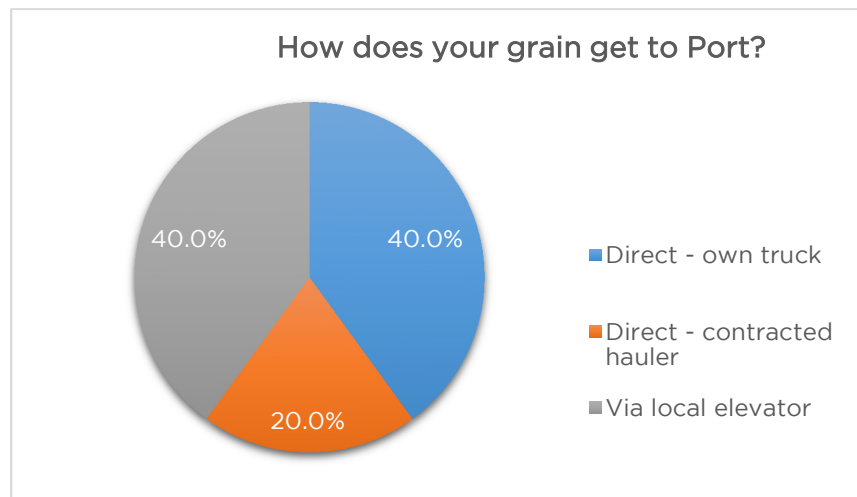
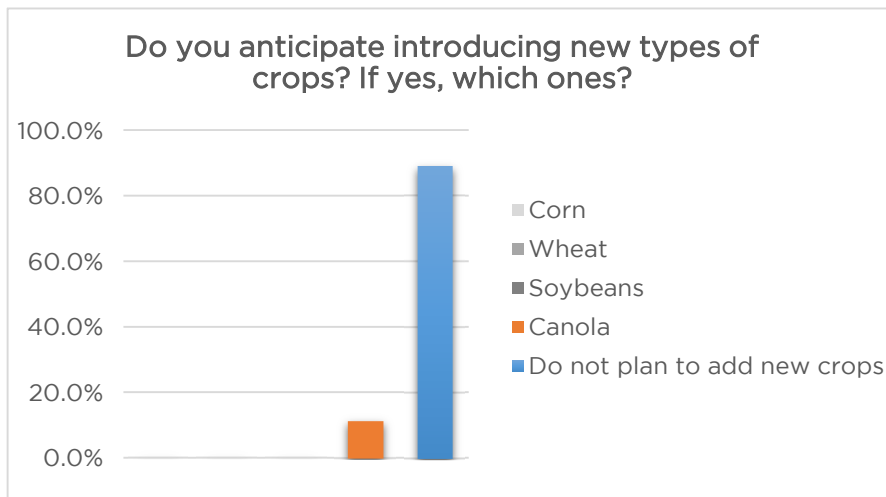
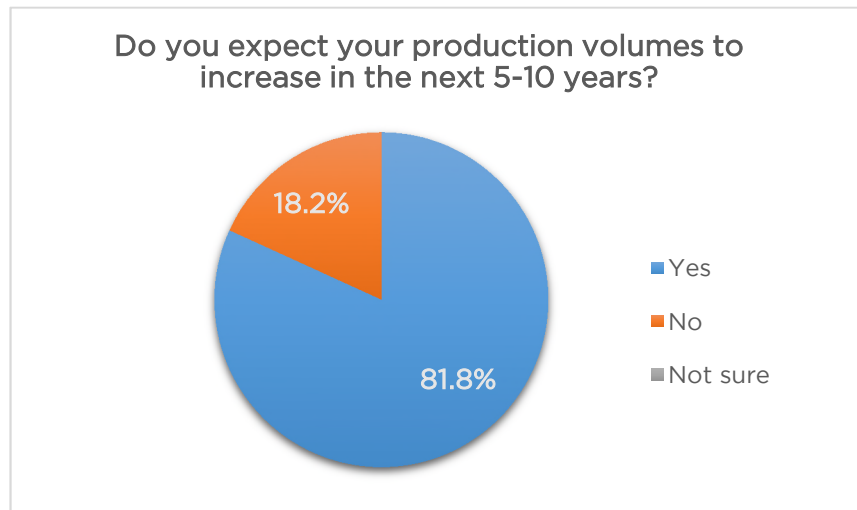
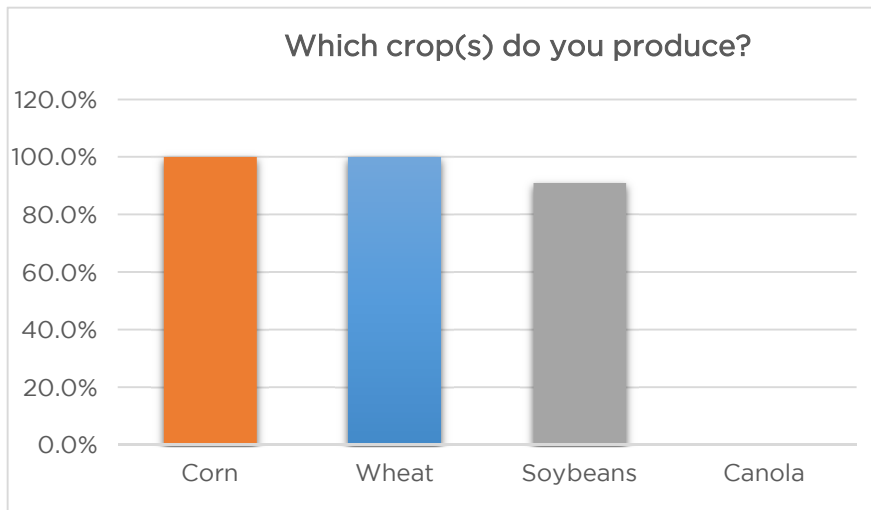
Q7: Are there any other issues would like to see addressed in HPA's land use plan?

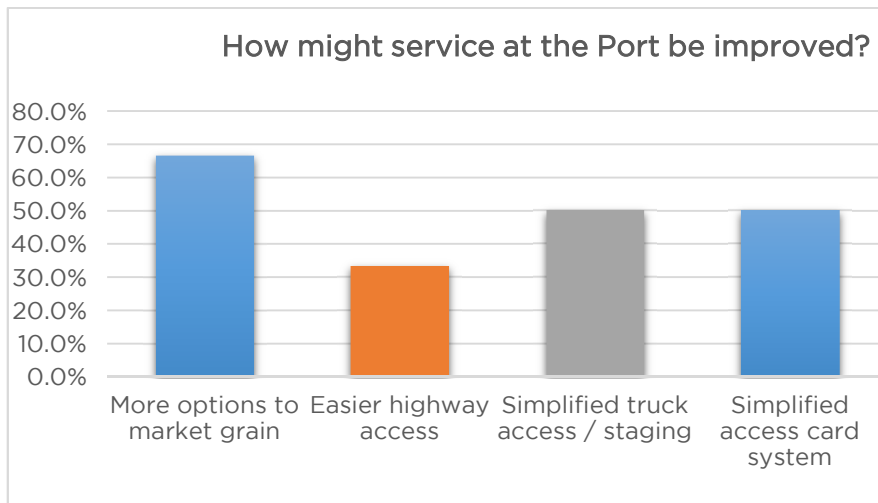
- Rail access to old and new developments

APPENDIX 'C'

Summary of Results from Agricultural Users Survey (Fall 2016)





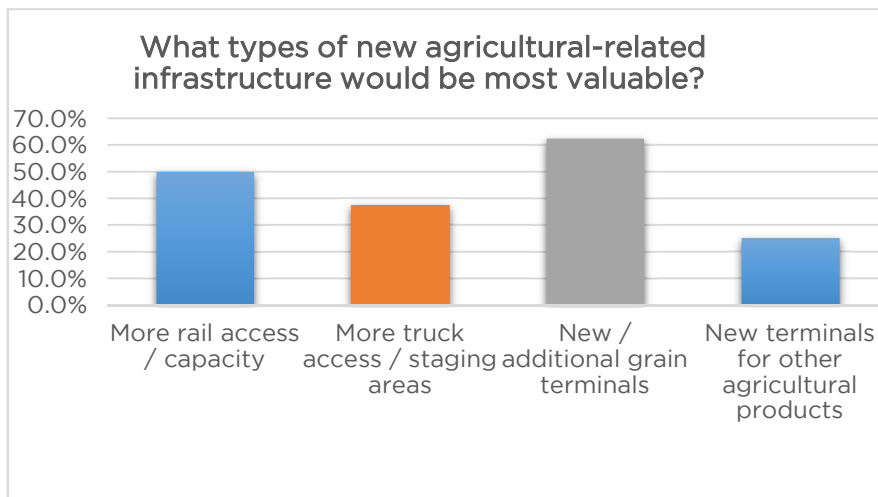


Q1: What alternatives to the Port of Hamilton might you consider?

- Port Colborne
- Sarnia
- Local industrial users
- Feed mills
- Ingredion (Niagara Region)

Q2: Other comments

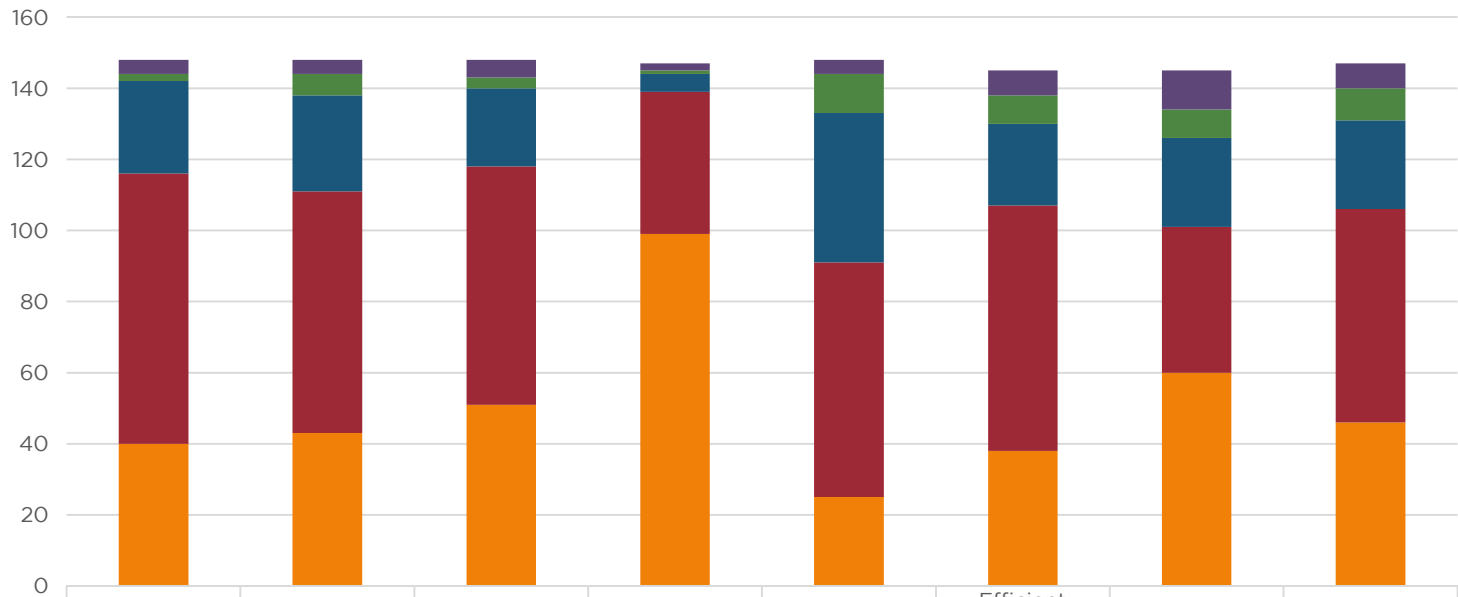
- Renew Port Authority card online / longer hours at the office
- I hope the Port continues to expand services to move excess ag product out of Ontario



APPENDIX 'D'

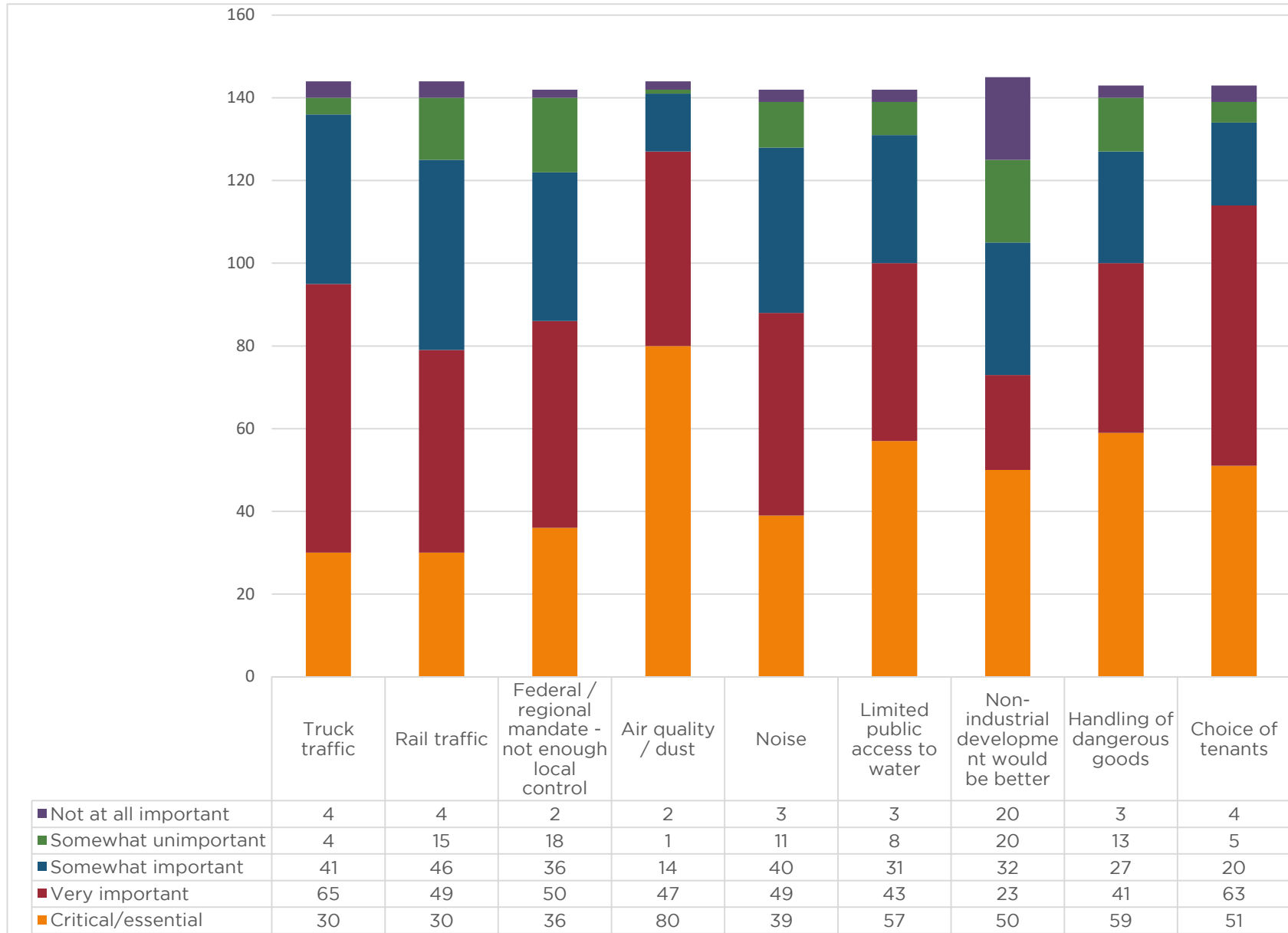
Summary of Online Public Survey (Fall/Winter 2016)

Q1: What are the benefits of the Port of Hamilton? Please rate according to importance.

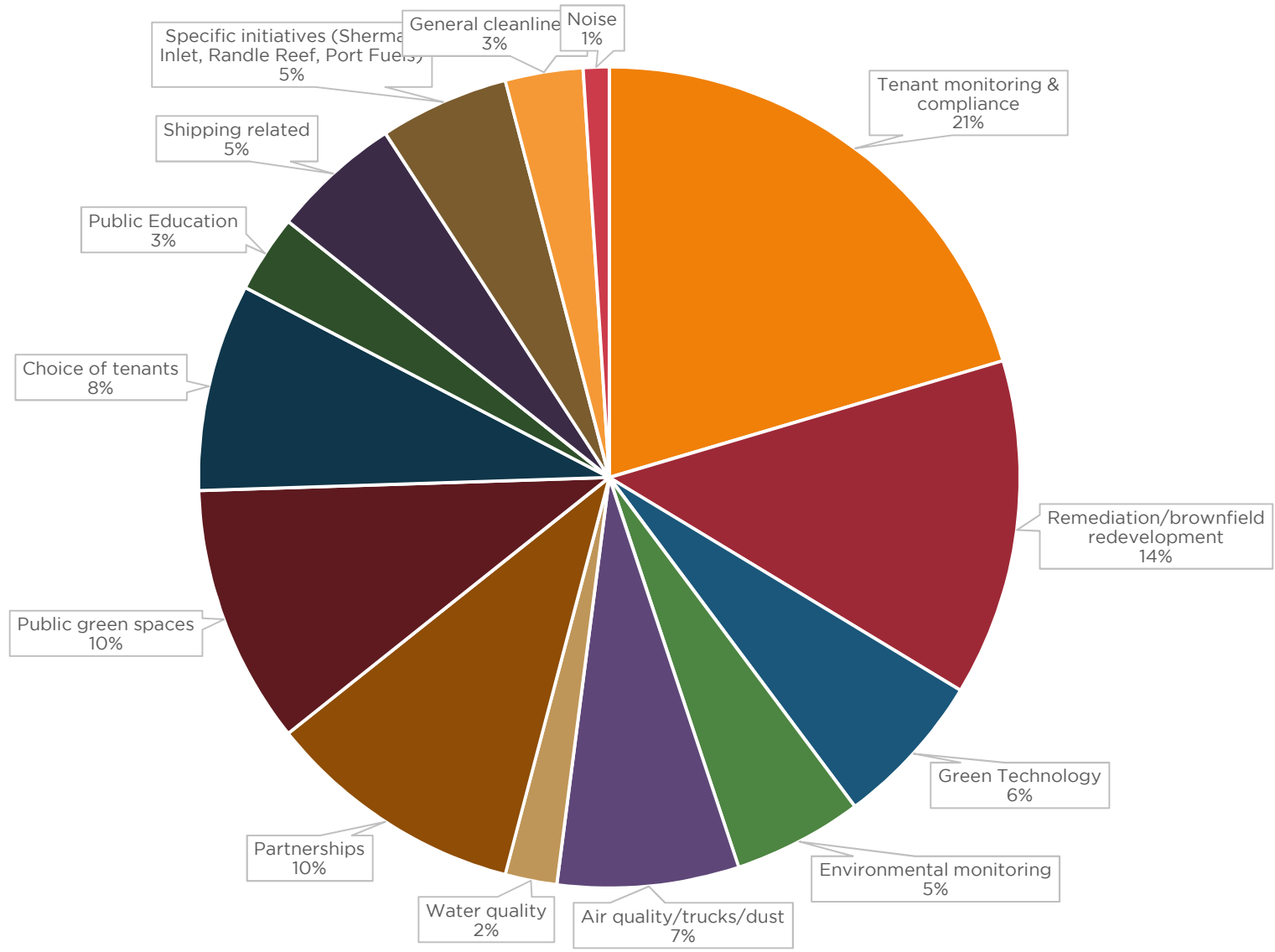


	Employment of 4,100 people at the port and in area companies	Supporting the employment of people in supply chain sectors like steel-making, agri-food, manufacturing and construction	Income from port activities is reinvested into Hamilton's port	Stable, reliable environmental stewardship of Hamilton Harbour and industrial port lands	Financial support of local community organizations	Efficient transportation services for Ontario industries, such as steel-making, agri-food manufacturing and construction	Redevelopment of brownfield sites in north Hamilton into modern industrial uses	Contribution to Hamilton's economic advantage in goods movement
■ Not at all important	4	4	5	2	4	7	11	7
■ Somewhat unimportant	2	6	3	1	11	8	8	9
■ Somewhat important	26	27	22	5	42	23	25	25
■ Very important	76	68	67	40	66	69	41	60
■ Essential	40	43	51	99	25	38	60	46

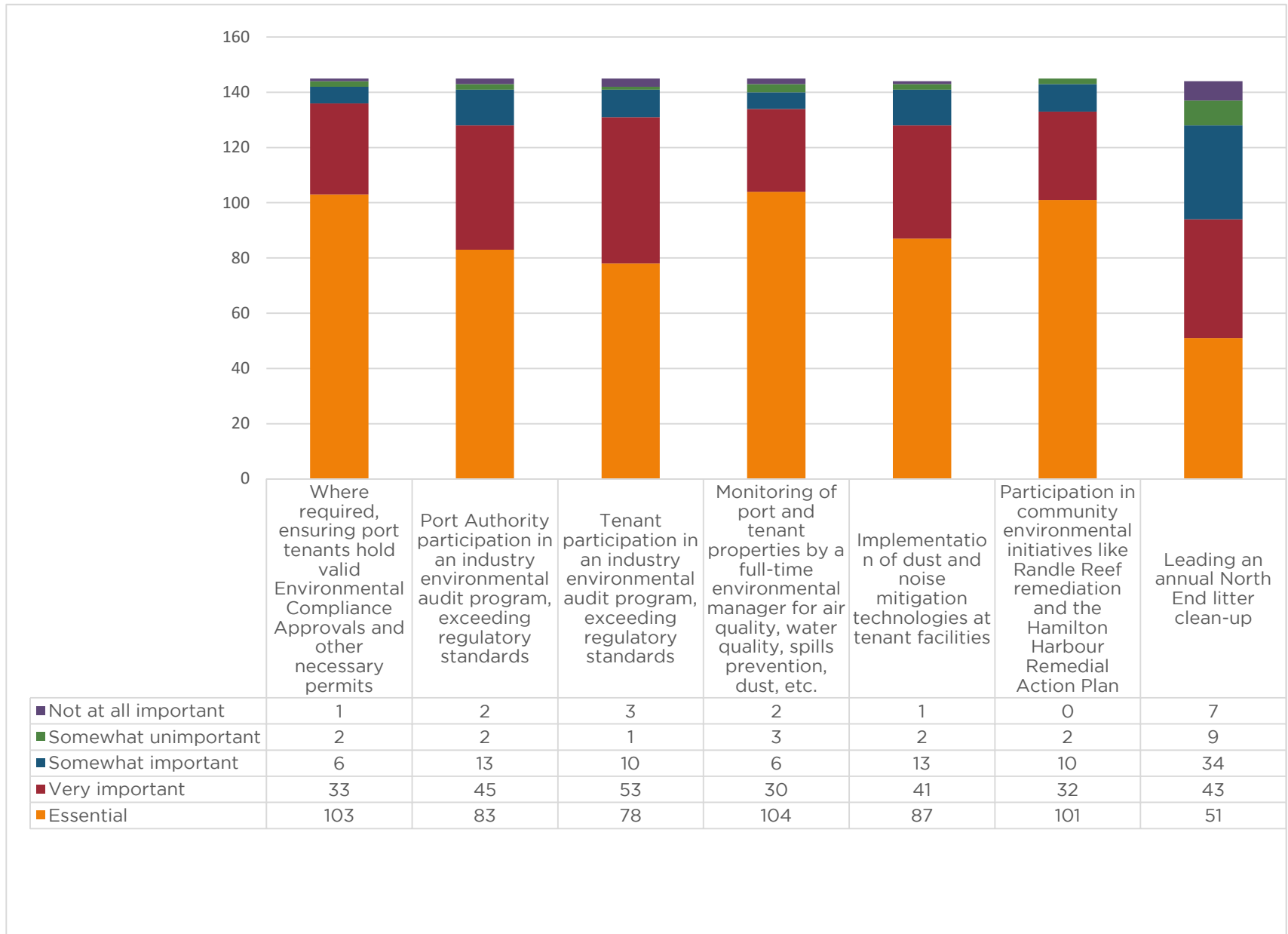
Q2: What are the challenges associated with the Port of Hamilton?



Q3: In your view, what can the Port of Hamilton do to support a clean and healthy environment?



Q4: How important are the following environmental measures taken by the Hamilton Port Authority?



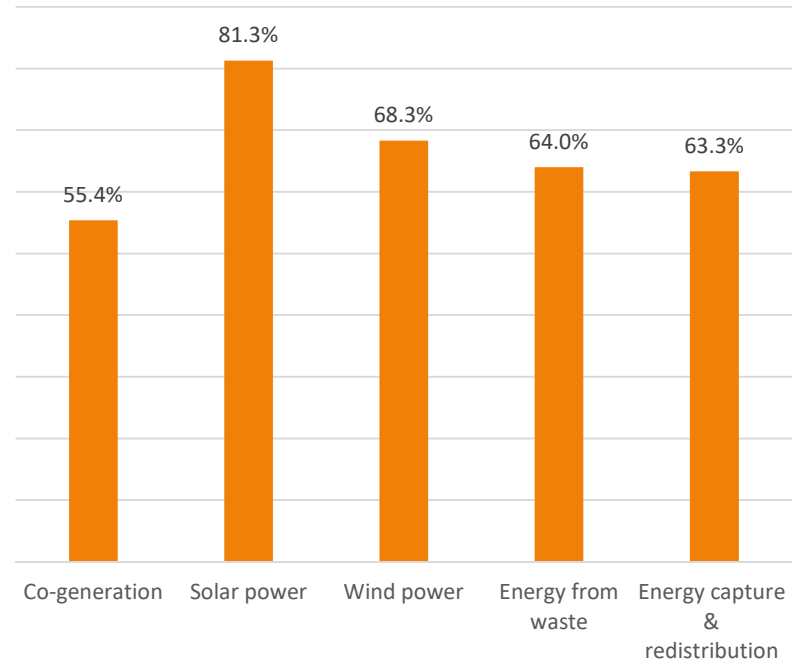
Q5: Please rank in order of importance: Which sectors served by the Port of Hamilton will be most valuable in the future?

1. Agriculture & food processing
2. Manufacturing / advanced manufacturing
3. Construction & infrastructure materials
4. Steel-making
5. Petrochemicals (gasoline & other fuels)

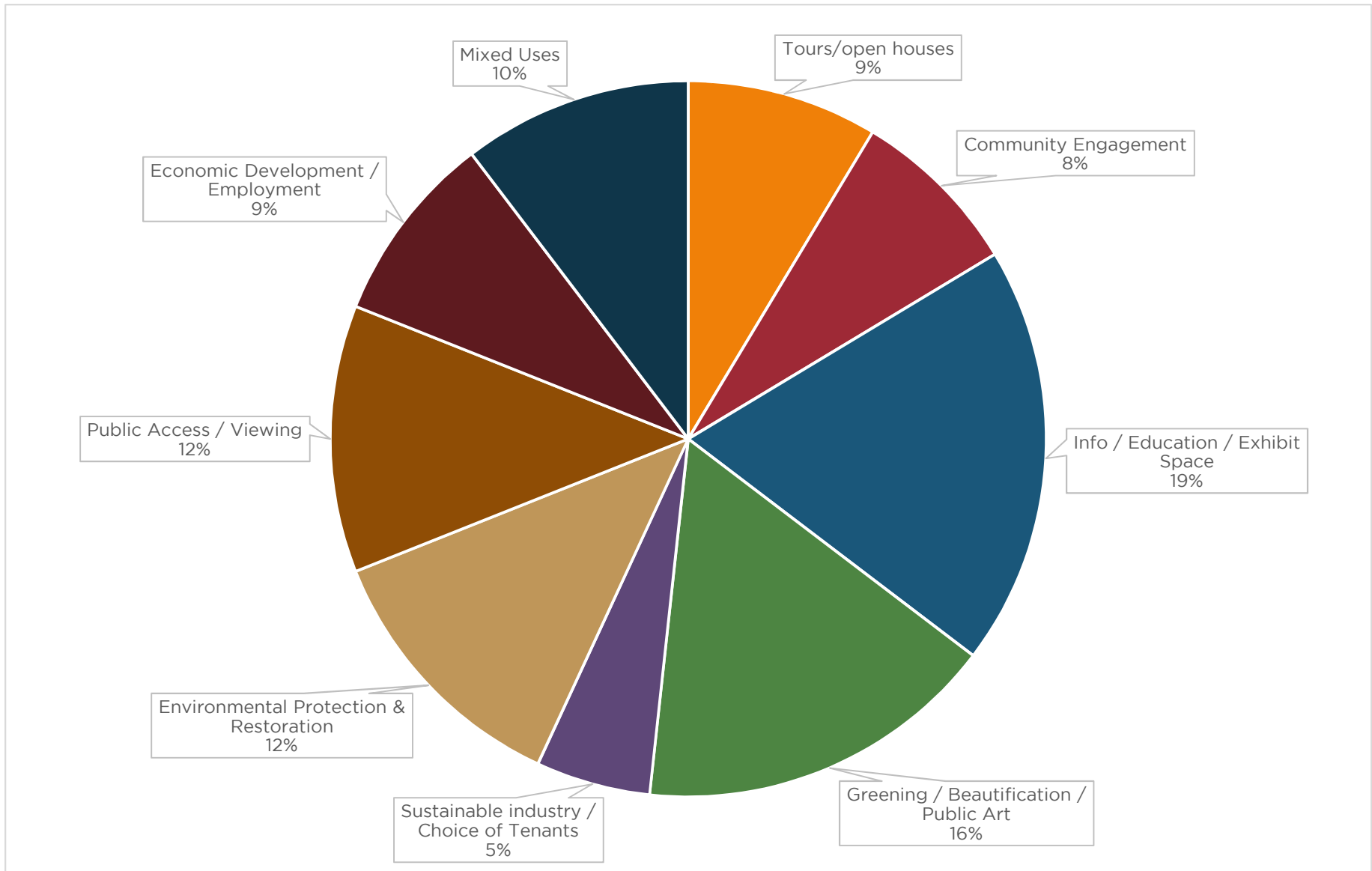
Q6: The Hamilton Port Authority is nearing full capacity on its existing port lands. What is the preferred strategy to accommodate demand by regional industries for port lands and services? Please rank your preferences.

1. Acquire and redevelop non-operational former steel lands as modern industrial uses
2. Seek new property acquisitions in Hamilton's industrial section south of Burlington Street
3. Maintain current size / divert growth to other Great Lakes ports
4. Seek new property acquisitions elsewhere in the Greater Golden Horseshoe

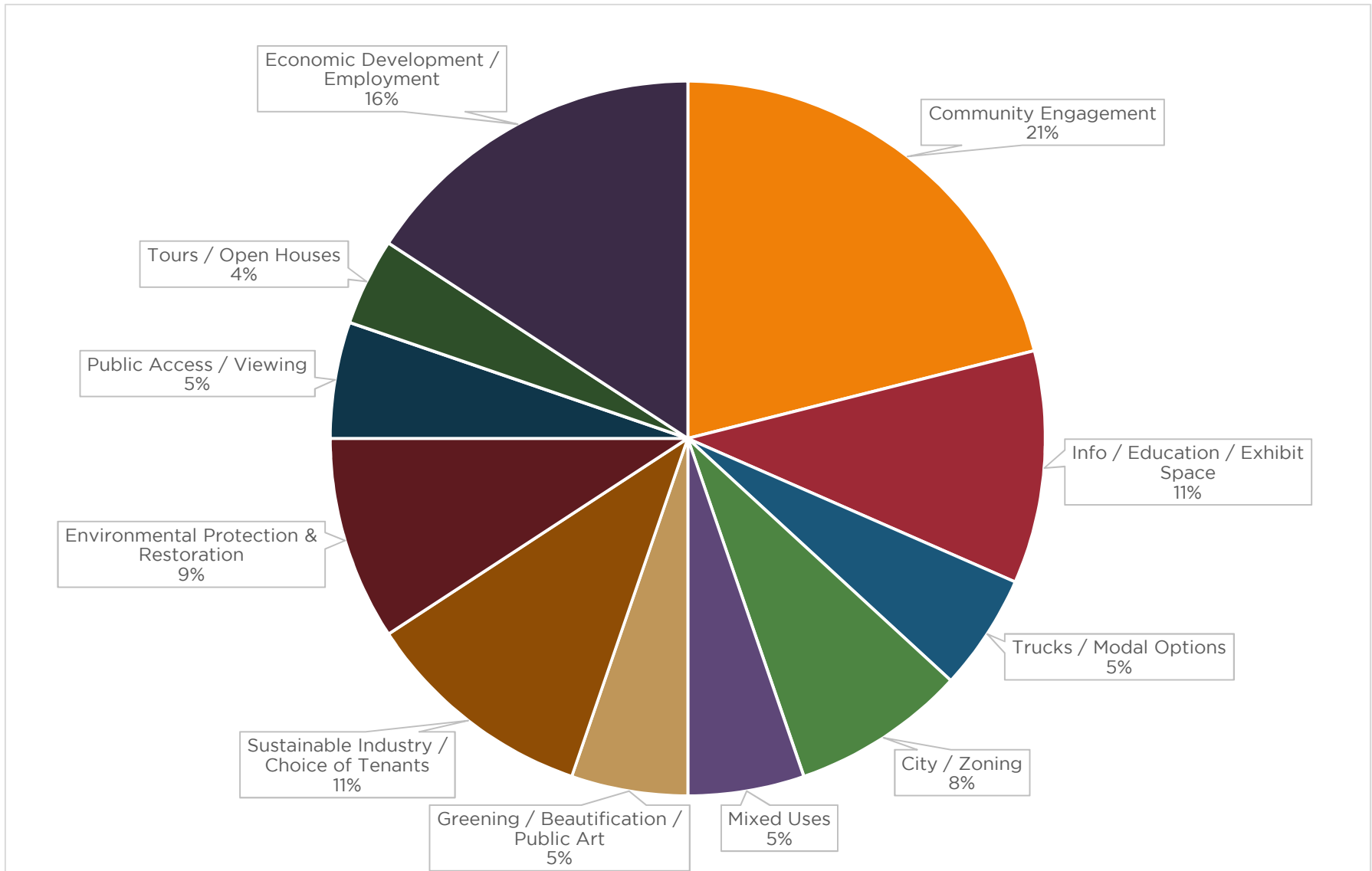
Q7: The Port of Hamilton seeks to attract businesses to the port by providing a competitively-priced district energy service for port tenants. Which energy sources should the Port include in this strategy? Please choose all that apply.



Q8: Open ended: What can the Hamilton Port Authority do to build pride in Hamilton's history and future as a port city?



Q9: Open ended: How can the Hamilton Port Authority better balance its regional economic mandate with local needs and interests?



Q10: The Port's existing Land Use Plan drafted in 2002 is based on five principles. This section sought feedback on these principles.

Principle 1: *“Ensure the economic vitality of the Port of Hamilton over the long term.”* Do you think this principle is still a valid priority? Would you offer any comments or changes?

- Majority believe this principle is still valid
- Strong support for ongoing economic benefits provided to the city/region by the port
- Strong belief that economic development must be modern and environmentally sustainable

Comments:

- *“Yes it will always be a priority but the vitality must be built on sustainable development.”*
- *“There is absolutely no reason why HPA cannot remain economically viable. It MUST be at the leading edge of emerging sustainable economic developments that have POSITIVE environmental impacts.”*
- *“Yes. This Region depends on the economic vitality of the Port of Hamilton. Perhaps adding something about sustaining and creating meaningful employment should be added..”*
- *“Yes. But that economic vitality must be married with environmental sustainability.”*
- *“yes, the economy has its ups and downs and the port needs to be competitive and functional at all times.”*

- *“Yes - it is as important as ever. Should link to economic objectives and activities of the City of Hamilton for port and port-related lands.”*

Principle 2: *“Partner with the Cities of Hamilton and Burlington, and other agencies and interest groups to achieve a healthy harbour environment.”* Do you think this principle is still a valid priority? Would you offer any comments or changes?

- Majority believe this principle is still valid.
- Several respondents identify it as a top priority.
- Some awareness of initiatives and partnerships already underway (Randle Reef), specific suggestions of groups with whom to engage.
- Suggestions for specific approaches and accountability measures on environmental efforts.

Comments:

- *“Yes. Port authority should commit to delisting of harbour and long term management of a healthy harbour.”*
- *“Yes. This needs to be a top priority”*
- *“Yes. The HHRAP is essential for the future of our city, our clean water and our image.”*
- *“Nice statement, but worth adding some teeth about accountability.”*

Principle 3: *“Ensure a continuing mix of uses and activities in Hamilton Harbour. This principle recognizes that complexity is a sign of vitality and health, and that the harbour is big enough to accommodate many different uses and functions.”* Do you think this principle is still a priority? Would you offer any comments or changes?

- Majority believe this principle is still valid.
- Many respondents cite recreational opportunities and spaces for natural regeneration as priorities.
- Greater opportunities for public access.
- Attraction of ‘cleaner and greener’ industries.

Comments:

- *“Yes. Being diversified is a sign of economic strength and stability. Ability to adapt to future demands of the local and regional community is an important part of maintaining economic prosperity.”*
- *“yes. the harbour has come a long way in the past years and it seems to be working”*
- *“Yes it is valid. Ensure that recreational uses are incorporated. If more people are down on the waterfront, they will understand the economic benefits of the port. This will also make it more important to ensure that the space is environmentally friendly and brings in the idea of a high level of urban design!”*
- *“Yes. And as more recreational green spaces and residential areas move towards the traditional port and industrial areas then a lot of dialogue and consultations are going to have to take place. And maintaining and surpassing the highest level of*

environmental and sustainable standards and regulations.”

- *“Yes - this is an important priority - and, again, more work needs to be done to ensure that there are mixed uses. For instance, the Port needs to follow through on its commitment to remediate and restore the Sherman Inlet - and open the area up to passive recreational use like hiking/walking.”*

Principle 4: *“Celebrate the industrial heritage of the port, working to enhance the physical image of Hamilton Harbour, both locally and regionally.”* Do you think this principle is still a priority? Would you offer any comments or changes?

- Majority of respondents believe this principle is still valid, but a divergence of opinion on what it means.
- Some respondents recommend identifying opportunities to improve the physical appearance of port lands and spaces.
- Other residents focus on industry as a feature of Hamilton’s culture and economy:
 - some believe it should be recognized in a specific way (e.g. museum or tours);
 - others prefer to focus on an ‘image’ where industry is less prominent.

Comments:

- *“Yes it is valid. Encourage more art, better urban design, more trees.”*
- *“Museum/multi-use space: Hamilton has no civic museum, having one that celebrates our industrial past and people like the generations of people in my family working in steel would be a significant step in*

the direction of creating civic pride in a past that is often demonized.”

- *“After Sept. 11 2001 the access to water front where the ships are has become limited to only card holders. I think we should change security so that that people can go see the ships up close and tour the steel plants. This can be done by having tours arranged that would require screening of tourist before a pass is given out.”*
- *“Industrial heritage should be in the history books.”*
- *“Yes as long as this industrial heritage can develop into light industrial with minimal environmental impact.”*

Principle 5: *“Maintain an ongoing dialogue with stakeholders. HPA recognizes that it operates in a dynamic environment where adjacent uses are interdependent with its own”*. Do you think this principle is still a priority? Would you offer any comments or changes?

- A significant majority / almost feel this principle continues to be valid.
- Statement should be simplified and clarified.
- Consider referencing ‘neighbours’ specifically, not just ‘stakeholders’.
- Improve the nature of dialogue: strive for more frequency, transparency, and cooperative engagement.

Comments:

- *“Yes, this is still valid. However, I would say “maintain an ongoing dialogue with stakeholder groups and citizens”. Not just stakeholders should be consulted with.”*

- *“Yes. I think this needs to be done better with greater stakeholder dialogue and negotiations. Transparency and partnership with local government agencies and NGO’s will help to create an harmonious City.”*
- *“Valid. Port Authority cannot operate in a vacuum; there is complex inter-dependence.”*
- *“Valid should remain. But would want to see action on this from the HPA.”*
- *“This sounds like transparency, so maybe better to just be that instead of the murky sentiment put forward with the above.”*

APPENDIX 'E'

Summary of Input from Public Open Houses (November and December 2016)

1. Input on Piers 10 to 14 (as was recorded from respondents)

Open House #1 (November 24, 2016)

- How do residents provide feedback and how is it responded to (e.g. Citizen committee re: odour, HIEA)?
- Truck route - why do they run through the City (not HPA control)? Something HPA can do?
- What is occupancy rate @ capacity?
- Plans for residential next to Piers 7 & 8?
- Concerns with development of Piers 7 & 8.
- Loss of park
- Air quality - dust and flour emissions
- Interface with residential
- Maintain diversity of uses
- Trail (multi-use pathway) to connect
- Security concerns - pathway?
- Safe access (not vehicular) to West Harbour
- Integrating look and feel of all Piers - consistent look (both sides) and streetscaping opportunities
- No reason why it shouldn't look good
- Nice lighting, trees and hedges
- Steelcar - example - rainbow smokestack
- Partnerships with City and artists - murals, art (shell tanks)
- K Zone - to be changed?
- K Zone - not changed? - fit
- What is the timeframe for zoning?

- Any way to introduce a single point of access (i.e. canoe rentals? Get to middle of piers? Corridor to get through?)
- Access on west side
- Balance between commercial area (safety)
- More transparency on why security is needed / what is function of the Port (i.e. explanations, signage)?
- Access to harbour has increased significantly
- Area industries that occupy land the best / more efficient use of land (\$\$\$)?
- Create jobs
- Need for balance (residential and industry)
- Pier 8 - residential - facilitate development;
- Demand for harbour space (multi-modal)
- Randle Reef - no decision on final use
- Shipping terminal (south wall) - any thought for container activity
- Is Highway H₂O dead?
- Controlled access - tourist potential?
- Observation point? Boats doing tours
- Outer harbour (i.e. Cobourg, Port Credit)?
- HPA should acquire land
- Community engagement (overall) - more information upfront and at start; make people feel involved and educated
- Get Bunge trucks to stop waiting on the Burlington St. It can be done.
- Partnerships i.e.: tanks being painted at shell
- Concerns with dust-if one tenant can address it, why can't another?
- Encourage Environmentally friendly industries & uses-Green Jobs
- Staging area for transport
- Pier 8-New residents should sign that they are aware of impacts from living beside industry

Open House #1 (December 1, 2016)

- Businesses have need for rail/water/trucking
- If business only interested in rail likely go elsewhere? - Unless marine related.
- Grains, rail use
- Does HPA act as an independent business->is there a loss re: residents? pay government stipend?
- Port needs to be viable, job creation
- Drives industry (has for many years)
- Lands serve many purposes- rec. (west)->need balance, tax base, contribute to economy vibrancy
- City/cities around world that have waterfront w/o industry -not Hamilton's reality
- How to transform that perspective?
- Landscaping/softening
- City needs industry -need tax base
- Harbor-business, agriculture, steel
- Reputation - does that effect business?
- Hamilton is changing - i.e.: Growth in medical research field
- Employment lands are required by province -having a port is an asset.
- Cosmetic things to lesson visual impact? - tree plantings, beautification
- Learn about port -is there interest? - Function? Window onto operations - i.e.: visitor's center @ welland canal - fully understand
- Truck traffic? - high & cyclical - salt trucks-fertilizers
- Improve access @ pier 10 (light)
- Does HPA have say on trucks (timing etc.)? - Some piers tenants give window timeframes→ good business practice?
- Trucks idling-extra aggravation
- Truck appointments could help. - does HPA have an over-arching responsibility to set those limitations - different system
- Ability to control flow in & out - would need to talk with truck industry
- Trucks sometimes idling on Burlington
- Residential pocket - what's in it for me - HPA's role in the community-jobs, tax base

- What about social responsibility – it's HPA's role (mission)
- Not what, how? - minimum impact
- Part of social responsibility is creating jobs
- HPA role with City kids on property
- Supporter of remedial action plan
- Fish & wildlife (LaSalle) island restoration, Randle Reet-de-list harbor as area of concern
- Cleaning water - should have more robust answer available. Make more known
- Role with Federal government
- Doesn't affect day-to-day; stability
- Affected by infrastructure funding
- Enormous responsibility with pollution, how proactive is HPA
- Lease covenants; not env. Enforce but won with gov/regulators
- Independent cons.? Envir manager @ HPA + Green Marine – beyond compliant. Meet specific criteria.
- Inlet @ 14 previously
- Questions re: uses/buildings on 14
- Any way to provide public access -> not possible, work with city to provide access @ 7&8
- How are people employed on Port lands getting to work -> car, bus routes, bicycle routes
- Any thoughts on public realm improvements
- Burlington = great to cycle
- Disconnect with grain truck routes
- Encourage tenants /discuss truck routes with city
- Can HPA in role talk to city re: truck routes -> north end neighborhood influence -> remnant of industrial post
- Anticipating more truck traffic -> have city refine routes? -influence
- Trucks next to cyclists (safety concern) -> dedicate lane up Mountain access
- Trucks-biggest contributor to bad air
- Complete streets-needed
- How can HPA encourage best routes? -> Best practices?
- Industrial trucks are issues

- Community engagement-concerns with air quality/dust-how to protect residential?
- Engage with city on issues -where dust gen.? -options to reduce.
- Awareness of what's already there (recognition of active port)
- Grain dust working group
- Tenants (i.e. P&H) - Need prov. Permits -> high tech loading arm
- What are spaces used for? -> secondary processing, transload
- Valuable space commercially & culturally -> is it a waste to use for sec. processing?
- Waterfront-sacred ground-> more slightly, recreational -> could uses not happen elsewhere?
- Unique multi-modal access that doesn't exist elsewhere-premium-need water or need rail

2. Input on Pier 15 (as was recorded from respondents)

Open House #1 (November 24, 2016)

- No Gasification Facility / No soil remediation plant
- Open up Sherman Inlet to the community as promised
- # of jobs supported by HPA Lands?
- Full Environmental Assessments for any questionable uses by Gasification!
- Opportunity for cycling path along Burlington Street
- Does the scrapyard need to be on Port Land?
- Does gas plant need to be on the water? And accept waste from across North America
- Questions regarding the safety of P.G Facility to neighborhood
- Concerned about englobe trucking in Contaminated soil
- Keep Sherman Inlet fenced off but work with Enviro. Ham. & Ham. Naturalist Club to monitor it
- Why is the inlet getting filled in-Encroachment
- Where else are the HPA looking for new land?
- Park @ Niagara & Land
- What type of Materials @ The P.G. Facility
- Objection to any filling of Sherman Inlet
- Timing of remediation of Sherman Inlet?

- Remediate Sherman Inlet as ordered long time ago
- Process of remediation for HPA Lands?
- Is HPA looking at Green Technology businesses coming in?
- Consider reuse/recycle facility rather than garbage
- More trees and landscaping, attractive lighting (solar powered) towards lake & Burlington St.
- ? About Former US Steel Lands (and sell-off)
- Concern of Air Pollution from Proposed P.G. Facility
- Raw sewage Sherman Inlet-City why isn't it cleaned?
- Can you implement street sweeping to deal with truck track outs?
- City already has Parks @ David & Red Hill Creek with CSO's and no fence
- Environmental friendly Industries
- Randle reef is a win-win Port use & Contains Contaminated sediment
- Ensure that contamination does not leave Port property to neighbors
- Compliment-HPA is a good Landlord and Employer
- Enable public access to waterfront as Sherman Inlet
- Only do environmentally sustainable industries or businesses
- Compensation area for Sherman Inlet rather than invest?
- Consult with Environment Hamilton R.E: Tree plantings @ Sherman Inlet
- Gas Plant is not socially Responsible
- What does Naturalization mean to Sherman Inlet?
- More trees and beautification
- Land use potential for Solar Panel installations
- Choose Canadian Tenants
- Create green jobs
- Keep a buffer between noisy industry and houses
- Why does the POA have to grow? Jobs/Prosperity
- Truck traffic. Gasification plant not supportive
- Traffic calming on Barton @ Barrisdale to Letten = trucks take shortcut & cut through traffic concerns.

Open House #1 (December 1, 2016)

- Any buildings of historical significance?
- Historical artifacts?
- Vacant land use for transloading currently
- How will city's ZBL process affect these lands?
- Will uses be changed? -> no current uses to be affected
- Support revitalization of Bay area
- Access to port?-would like access- Sherman Inlet -> Not realistic for public access -> sewer pipe /etc.
- City needs to stop dumping sewage here
- Need to deal with the environmental issues associated with the inlet
- Opportunity to improve the Sherman Inlet to make it more environmentally "friendly"
- Burlington street-add some art work to make the entrance/street more visually attractive.
- Clarification re: security fencing - Where? Why?
- Suggestion to provide access from Pier to Sherman Inlet-future access -> When Inlet has been cleaned up.
- What does "Marine Secure" Mean?
- How can view Randle Reef project?
- Changes to Sherman Inlet -> security-marine secure area-> waste water/sewer overflow that drains into inlet ...no public access→ working with Dept. of Fisheries to remediate fish habitat affected by illegal infilling (1/4 acre)
- Could Inlet be widened? Could Inlet be accessed from North End?
- Randle Reef-will ultimately be a workable Pier
- Sherman Intersection/entrance feature
- Why have an "entrance feature" that isn't for public access?
- Consideration of public realm improvements along Burlington St.
- How to make the area more inviting/accessible -bike trails?
- Sherman Inlet - Are CSO's being treated?
- PA Committed to naturalization
- Contaminated water is the key issue - couldn't city be involved to "fix" the problem → \$\$\$
- Does the contamination affect fish Habitat?

- Doesn't make sense to not allow people to access an area that you claim you are working towards regenerating
- Work to continue to make it better
- *** Disappointed that plans have changed
- *** How does this pier demonstrate social responsibility?
- "excuses"
- This area has no port access
- Need to ensure that the original plans/vision for inlet do not disappear.
- Is it safe to be closed off from Burlington St?
- No flow within the inlet
- Have had discussion with the city - 10 years ago \$10 million to deal with this
- Access to Randle reef project - potential tours
- What will happen to the containment project?
- Will be used for Port purposes-extend rail
- Is there the ability to make these (future) lands recreational?
- No shoreline access
- There is a video of the Randle Reef project
- Have concerns been expressed from residents of the Keith hub? - jobs?/parkland?
- Potentially reconfigure NW corner of Sherman & Burlington
- Beautification along Burlington Street?
- ***Public art competition for "Sherman dock": Corner?

3. Input on Piers 22 to 28 (as was recorded from respondents)

Open House #1 (November 24, 2016)

- Visually messy, clean it up, add greenery, look nicer, landscaping
- More efficient use of piers
- Dust/air born materials blowing across highway
- Running out of space/need to be efficient with what we have
- Bike path along Burlington St. to get to waterfront trail
- What will PA do to make this new acquisition look better
- Dust issues on unpaved roads
- Storage of aggregates immediately adj. to pier should be reconsidered
- Opportunity to move to open up lands directly adj. to pier Aggregate taking up a lot of space
- Improve “Curb appeal” of Operations along Eastport. Apply Industrial Landscaping. Led lighting. Consider Artistic treatment of large infrastructure Nat’l steel car
- Create walkway along seawall wherever possible, solution for birds along Eastport (Natural solution)?
- Have seen continuous improvement
- Beams/lighting-Don’t have to hide it but make it more attractive
- Lift bridge province owns/regulates
- Lighting for large massive structures to make it look better
- Education re: how to set to Windermere Basin & use it
- Airborne particulate/Dust on windy days blown into neighborhoods
- Keep space for the cormorants
- Organize tours of Hobson Pond to see the turtles
- Plant more trees between your property and the highway (QEW)
- Permeable paving on parking lots on HPA property
- Electricity generation. POA of Letter Patent
- Green roofs on any new building?
- Implementation of security has been very beneficial to Pier operators/users
- Important for all Hamilton-Get some better P.R. Please-open & transparent on progression

- Cooling the built environment-Roofs (green or white) LEED push & storm, water treatment
- Consider working with city of Hamilton on greening spaces (i.e.: trees)
- Introduce 3rd party I.E: Hamilton Naturalists & Eniro. Hamilton to monitor certain areas.
- Implement storm water management watersheds on site to treat & filter water off roofs, lots
- Hobson pond-Accessibility?
- Is “K” zoning essential for POA operations?
- Beach strip increase in residential uses. Impact?
- Revenue generation-from tenants-consider adding % when leases reconsidered/reinitiated to fund “greening efforts/initiatives”
- Too bad can’t have more access to Areas education? Biking? Walking trails to show people what is happening
- Leases-20yrs with 20 year renewals-month to month
- Salt/ice control-Environmental concerns -Pollution
- Air quality concerns where residential in proximity
- Use environmentally friendly products for road maintenance-No pesticides
- Greening opportunities not a great impression as you enter the city from Niagara & Burlington hardy tress-coniferous
- Need to beatify the views from highway along Burlington St.
- How will you improve Burlington St? What good will it do?
- New property acquisitions should be seen as an opportunity to improve visually how the use are seen from the street?
- Do you take this opportunity to visually improve it?
- Parking lots should be “greened”
- Do you consider using permeable pavers for parking lots-less concrete-but no dust?
- Green roof
- LEED certification for buildings
- Clean air is important. Green spaces are too. “Sherman Inlet”
- Particulate pollution from trucks.
- Heavy truck traffic thru the city
- Poor 1st impression of the City

Open House #1 (December 1, 2016)

- Explore opportunity for museum educational space at Pier 28 – close to trails, Inland Waters, canal and piers
- Needs more greenery
- Image of harbour coming over the bridge a concern and needs work
- Need to celebrate and publicize the HPA and port lands
- What is the “social responsibility” of the HPA per the presentation?
- Connectivity along the waterfront important for walkers and cyclists – how can it be accomplished?
- Concern around residents living close to industrial areas
- Concerns around contaminants in the air (asthma returned when they returned to Hamilton)
- Unique Landscape (Industrial)
- Improve Visuals from Skyway bridge (Hamilton Known as the armpit of Ontario)
- More public access to Windemere Basin
- Want to hear that we go beyond JUST environment compliance
- Focus on agrifood and educate people on food regarding the role in the port lands
- Publicize, share and celebrate community outreach & impact
- Comments on birds in and around the harbour
- Desire for more walking/cycling opportunities and routes through the HPA lands
- Opportunity for on-street route along Burlington Street?
- Operations of salt piles and any concerns regarding salt run-off?
- Opportunities for greening Pier 28 and making in a true public space?
- Need for security fencing
- Different views of the port lands from all sides of the harbour provides an important perspective
- Use for Randle Reef once complete? Any opportunity for public access?
- More access to entirety of harbour front is desirable

APPENDIX 'F'

Agency and Small Group Conservations (Summer 2016)

(A) Theme – Water Quality and Hamilton Harbour

1. A note that filling in of Hamilton Harbour may be allowed only for remediation, public access and habitat/ecosystem purposes.
2. Swimming is prevented at Bayfront Park - it is the worst location for e-coli.
3. The birds loafing on the West Harbour breakwall are causing (e-coli) water quality problems at that location, however almost anywhere else, the Harbour is swimmable.
4. Overarching RAP goal is to work towards zero discharge of toxics into Hamilton Harbour.
5. Strathearne Avenue Slip:
 - This Slip is the highest source of PCBs in the Harbour water (due to contaminated sediment and storm water), and is the reason the Fish Consumption Guidelines rating does not meet Hamilton Harbour RAP delisting targets.
 - PCBs in the Slip sediments are 1000x times higher than limits for biota – are there actions that can be taken in the short-term; prop wash and anchors are likely stirring up the sediments.
 - Since this issue will take years to resolve, the RAP needs language to explain.

(B) Theme - Nature

1. Interesting that the most developed south shore has two pockets of natural shoreline (Sherman Inlet and Hobson Pond), there is comfort in that.
2. Shoreline greening is encouraged wherever possible, for aesthetic reasons.
3. Nature is valuable to the health of Hamilton Harbour.
4. Setting aside areas for nature only is ok.
5. Habitat for nesting and loafing birds is important.
6. Control of overabundant cormorants, geese and gulls is desired.
7. Creation of fish habitat at Fishermans Pier is not likely needed to reach RAP targets, but there is potential for fish habitat enhancements along that shoreline.

8. Sherman Inlet:
 - Remnant shoreline is cool!
 - Not a wildlife hot-spot, nor a place to encourage wildlife (raw sewage).
 - Natural recovery makes sense, right-size solutions.
 - Evolution of the inlet can be natural regeneration/recovery.
 - What are HPA's plans, and
 - When will HPA's obligations to DFO regarding restoring lost surface area occur?
9. Randle Reef:
 - Is there opportunity for a vegetated shoreline?
 - Outstanding Hamilton Conservation Authority letter regarding removal of approximately 5 acres greenspace, therefore HCA requests that an equivalent area be designated/improved in the east end of Hamilton.
10. Hobson Pond:
 - Dedicated to nature only is ok.
 - Keep the turtle habitat.

(C) Theme - Industry

1. Agricultural development can be positive.
2. Truck routes are a concern – air quality and safety - especially headed westbound.
3. What process will there be for public input on HPA land acquisitions, and will there be new vision for each new property, shared publicly?
4. Maintenance Dredging – when Pier 27 CDF is full, consider on-site management by building up, conditioning (possible RAP de-listing goal).
5. Community Impacts:
 - Transition zones between industrial and residential are very important.
 - Pier 8 development may invite industry/neighbour conflicts.
 - Noise from pile driving can be a problem at some locations.
 - Truck routes are a concern – air quality and safety - especially headed westbound.
 - What is HPAs phone # for complaints?
6. Tenant Operations:
 - What requirements does HPA impose on its tenants and their operations?
 - Note that one new tenant began operations prior to the provincial permit being issued.
 - Air emissions can be a problem.

7. Construction / Storm Water Run-off / Dust:

- Sediment control is a high priority.
- Mud track-out to the road should be controlled as it creates dust when it dries, or goes down the storm sewer when it rains.
- Fugitive dust issues are increasing.

(D) Theme – Public Access

1. An observation tower, with parking, to give people a vantage point to view shipping activity would be fascinating. Changes people's perception of the Port.
2. A trail along Hamilton Harbour including Fishermans Pier and Windermere Basin would help meet Hamilton Harbour RAP's goal of 35% of accessible shoreline.
3. Local, public open space, a view of the harbour at Sherman Inlet is desired, including interpretive displays, industrial heritage.
4. HPA's principle #2 of shoreline, fish and swimming is supported.
5. Fishermans Pier is unused potential for public access.
6. Separate out access and nature preservation.
7. Disconnected node at Sherman Inlet doesn't make a lot of sense.
8. Security gates and fencing send out the opposite message of openness.