

## **Remarks to Members of the Planning Committee, re: items 9.1 and 9.2 on their Agenda for March 21<sup>st</sup>, 2017.**

I am opposed to declaring as surplus the municipal lands known as 38 Strachan Street West and 344 Bay Street North.

I do not believe that adequate notice was given under the circumstances to key stakeholders, such as the group of volunteers that created and maintains the Sunset Cultural Garden on part of these lands, or the active neighbourhood associations in the area.

To my knowledge these stakeholders were not notified prior to the notice of motion given at the February 28<sup>th</sup>, 2017 meeting of Planning Committee and were unaware until more recently that the motion was to declare these lands as surplus. This is in contrast to item 9.2 on today's agenda which was reported on by the Hamilton Spectator in an article published March 1<sup>st</sup>, 2017 as a motion intended to start a community discussion about the possibility of selling part of Eastwood Park to pay for a retrofit or rebuild of Eastwood Arena, among other things. (That article made passing mention of a similar proposal for lands at the corner of Bay and Strachan).

Selling parkland or open space in the manner and for the reasons being contemplated by the motion before Planning Committee should not be approved by Council without serious deliberation and only after meaningful community input has been sought.

I was President of the North End Neighbours in 2015 when Evergreen began to work with the City to improve community engagement around planning and development matters in the West Harbour. One of the outcomes was until recently monthly community update meetings held at 294 James North. Their purpose, at least in my view, was to ensure that information about the many planning exercises and projects underway in the West Harbour Planning Area was shared with residents and other interested stakeholders in a timely and convenient manner, and so dialogue with City staff and consultants working for the City was more readily possible.

In this instance, it feels very much as though we have regressed at least where notice to the community is concerned.

At present there is no e-notification service offered by the City of Hamilton to let interested parties know when Council or Committee agendas, reports, and minutes are posted online. The City of Toronto offers this for anyone with a valid email address. Simply relying on procedure, i.e. that a notice of motion was given at the last Planning Committee meeting, is not the same as ensuring that a reasonable system exists to notify anyone interested in Council business that new information is available online—to say nothing about reaching out to impacted parties or community stakeholders as a courtesy.

Given the context, the presence of a community garden created and maintained by residents as the result of a prior engagement exercises, I would hope Planning Committee members will give due consideration to tabling item 9.1, which proposes to significantly alter the existing use of 38 Strachan

Street West and 344 Bay Street North without any further discussion with stakeholders and the wider community.

As part of your deliberations as members of Planning Committee you might wish to consider the results of planning exercises completed since the Ontario Municipal Board approved the West Harbour Secondary Plan (Setting Sail) in December 2012.

The approved secondary plan designates the municipal lands known as 38 Strachan Street West and 344 Bay Street North as "Low Density Residential", on which the following uses are permitted: (1) single detached, semi detached, street townhouses and stacked townhouses; and (2) open space and parks.

The latter use is important because the James North Mobility Hub Study, which was approved by the Planning Committee on September 19<sup>th</sup>, 2014 and adopted by Council on September 24<sup>th</sup>, 2014, depicts the lands in question as part of the Strachan Street Green Corridor, described on P.58 of the final report as a "linear open space" that "is the green lung of the mobility hub".

An update on work being done to implement the recommendations of the James North Mobility Hub Study was presented at the Planning Committee this past January. Included in the staff report was discussion of the recommendation in the final report that Official Plan and Zoning amendments "be considered" to increase permitted heights and facilitate future transit-supportive development around the new West Harbour GO station.

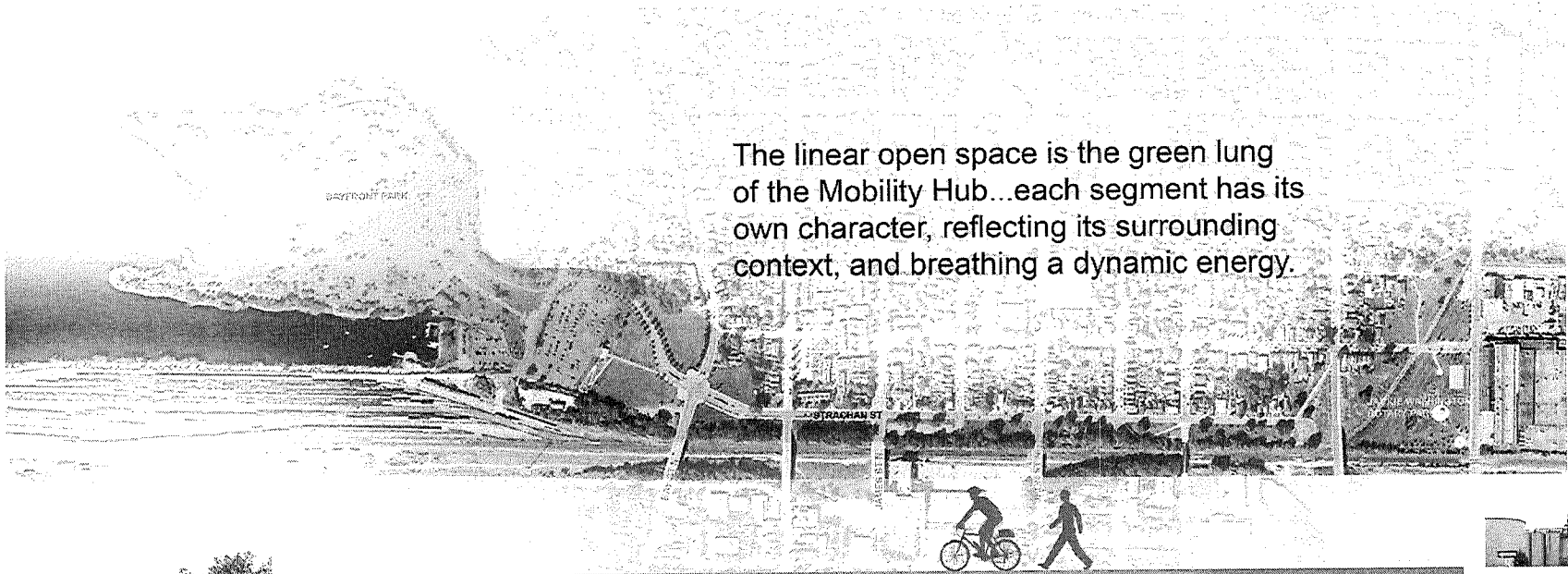
I point this out not to speak to any of the specific changes that might arise, but to highlight that considerable intensification is being envisioned for the area. For several years now, active and engaged residents, generally working as part of the North End Neighbours, have sought to determine whether this will mean development beyond that contemplated by Setting Sail, and further to that, what impact these changes might have on the North End neighbourhood.

Much has changed since Setting Sail was adopted by Council in 2005. If we are considering Official Plan and Zoning amendments to facilitate "change" in the form of intensified development beyond what was envisioned then, we might also reconsider other aspects of the plan to better reflect that we are not simply moving forward as per "Setting Sail".

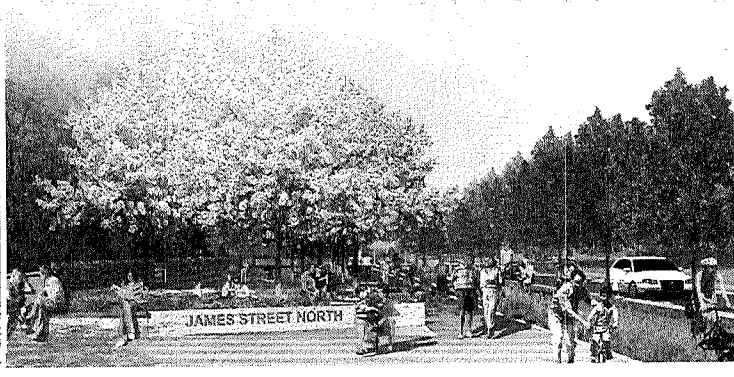
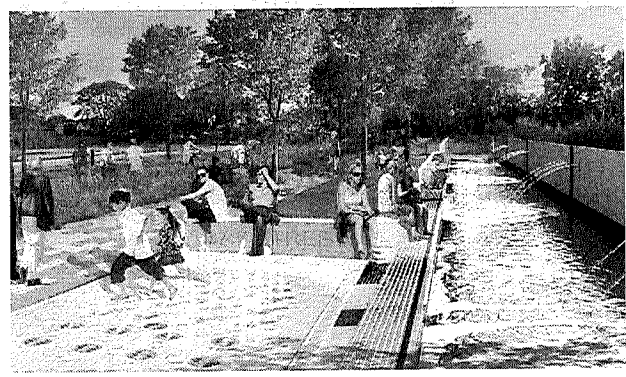
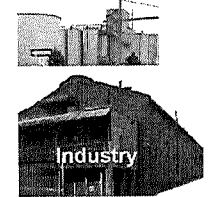
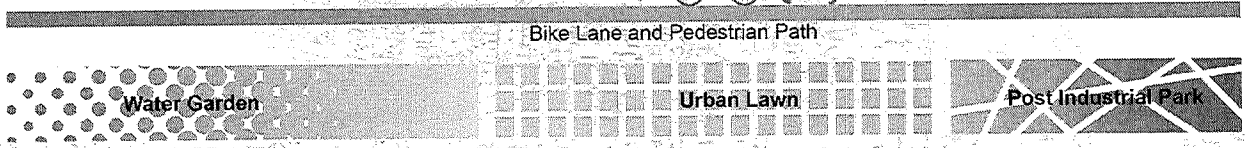
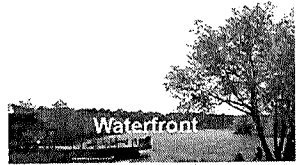
Given the amount of City owned-lands already identified for development in the West Harbour and the James North Mobility Hub Study's inclusion of 38 Strachan Street West and 344 Bay Street North in the Strachan Street Green Corridor, I respectfully request that Planning Committee not move forward with declaring these lands surplus today and that you add consideration of their future into the consultation process being contemplated for the "Eastwood Precinct", so that changes to existing parks and open spaces in the North End are considered as a whole and not piecemeal.

Thank you.











Rob Fiedler



The linear open space is the green lung of the Mobility Hub...each segment has its own character, reflecting its surrounding context, and breathing a dynamic energy.



# Focus Areas & Opportunity Sites

-  **Focus Area A**  
James St N from the GO Station to the Waterfront
-  **Focus Area B**  
Strachan St Green Corridor
-  **Focus Area C**  
Station Area
-  **Focus Area D**  
James St N from Cannon St to the GO Station
-  **Focus Area E**  
Barton St W
-  **Focus Area F**  
Bay St
-  **Opportunity Sites**
-  **Mobility Hub Study Area**
-  **James North GO Train Station Area**
-  **Parks**



Study area map showing Focus Areas and Opportunity Sites