WELCOME!
To the
Centennial Neighbourhoods
Secondary Plan and
Transportation Management Plan
Public Information Centre #3
April 28, 2016
City of Hamilton

Tonight’s Agenda:
6:30 Doors Open
7:00 Presentations
7:30 – 8:30 Open House
STUDY AREAS: SECONDARY PLAN & TRANSPORTATION MANAGEMENT PLAN
Why do we need a Secondary Plan?

1. Official Plan designates the area as a Sub-Regional Service Node and directs that a Secondary Plan be prepared to guide growth and land use change as this area evolves and intensifies.

2. Introduction of Rapid Transit services along Queenston Road with the potential for an expanded hub at Eastgate Mall will transform the area.

3. Introduction of GO services at Centennial Parkway will impact land uses, transportation networks and mode choices in the area.

4. Shifting trends in the retail market may also be a factor driving change in the area.
Draft Vision Statement

The Centennial Neighbourhoods Study Area is home to some of the City’s most vibrant shopping, recreation, living and mixed use spaces.

The Area will feature two major transit hubs, which are supported by compact, mixed-use development along the Queenston and Centennial corridors.

The Study Area’s existing, low-density residential neighbourhoods are safe, well connected and affordable.

The area’s attractive and accessible public spaces, green spaces and streetscapes, along with its strong network of transportation infrastructure provide a unique sense of place that makes the Centennial Neighbourhoods one of the City’s most interesting and dynamic places.

Goals And Objectives

1. Promote mixed-use development and intensification in strategic locations
2. Create safe, vibrant streetscapes
3. Provide more places to meet, relax and socialize
4. Increase active transportation throughout the community
5. Provide opportunities for a greater variety of recreational choices
6. Promote transit-oriented development
7. Provide sustainable infrastructure
8. Provide opportunities for a greater variety of housing choices and maintain affordable housing opportunities
9. Protect and enhance natural areas and green spaces
RATIONALE FOR RECOMMENDATIONS

Consideration was given to:

- Issues and opportunities
- Public and Stakeholder comments
- City staff and agency comments
- Current applicable policies and regulations

Summary of Feedback from Phase 2 Activities

- Higher densities should be concentrated around the transit hubs
- Greater attention should be applied to transitional areas (high density to lower density neighbourhoods).
- Plan should include affordable housing policies.
- Public realm improvement plan should focus on “public spaces” (i.e. not private/semi-private spaces).
- There were a few concerns about the infrastructure requirements to support intensification.
- Employment areas should be studied further to consider land use compatibility and traffic impacts.

All of the plans presented tonight are considered to be “draft” subject to feedback, comments and suggestions.
SECONDARY PLAN MAPS

Draft Land Use Plan

LEGEND

- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2
- Medium Density Residential 3
- High Density Residential 1
- Mixed Use - Medium Density
- Mixed Use - High Density
- Institutional
- Light Industrial
- General Industrial
- Utilities
- Arterial Commercial
- Local Commercial
- District Commercial
- General Open Space
- Natural Open Space
- Community Park
- Neighbourhood Park
- Commuter Rail Station
- Secondary Plan Limits
- Sub-Regional Service Node Boundary
- Pedestrian Predominant Street
What is a Pedestrian Predominant Street?

A street which is attractive, comfortable and pedestrian-friendly where:

- Buildings are located close to the street
- There are no driveways or parking between a building and a street
- Building entrances face the street
- Commercial uses are on the ground floor of buildings facing the street (residential permitted above, but not on ground floor)
- 75% of the block face between two streets occupied by buildings
- Multiple storey buildings are encouraged
- Attractive streetscapes which include sidewalks, street furnishings, trees and transit
- Drive-through facilities are restricted
RESIDENTIAL DESIGNATIONS

Low Density Residential

Low Density 2
- 0-40 units per hectare
- Permits single-detached, semi-detached and duplexes
- Maximum 3 storeys

Low Density 3
- Also permits townhouses, triplexes sand fourplexes
- 20-60 units per hectare
- Maximum 3 storeys

Medium Density Residential

Medium Density 2
- Allows for all housing types, including low rise apartments
- Typically less than 6 storeys
- 60 – 75 units per hectare

Medium Density 3
- Allows for all housing types, including low rise apartments
- Typically less than 6 storeys
- 75-100 units per hectare

High Density Residential

- Allows for multiple dwellings
- Typically greater than 6 storeys
- 100 - 200 units per hectare
MIXED USE DESIGNATIONS

Mixed use sites can have a mix of uses within buildings or across the site. For example, ground floor commercial with upper floor residential or separate commercial buildings and residential buildings on the same site.

Permits wide variety of commercial uses, institutional uses, art, cultural, entertainment and recreational uses, hotels and multiple residential (apartments).

**Mixed Use - Medium Density**

Development in a mid-rise format, generally not higher than 6 to 8 storeys

**Mixed Use - High Density**

Development in a high-rise format, including taller buildings greater than 8 storeys
Draft Maximum Building Heights

- Greatest heights concentrated near transit hubs and key intersections
- Industrial uses not subject to specific height requirements
- Heights are maximums, actual heights of new development are also impacted by policies for transitional areas, design requirements, etc.

For discussion: Policies may provide opportunity for greater height in specified areas subject to additional study by developer to ensure appropriate design, transitions and adequate transportation and servicing infrastructure available.
Draft Transitional Areas Map

- Transitional areas are areas where higher density sites abut low density areas
- New development needs to be sensitive to existing land uses
- Various measures can be used to mitigate shadow impacts, overlook, and impacts to privacy, i.e., separation distance between new buildings and existing buildings, lower buildings in between existing uses and higher buildings, stepping buildings back at the rear and landscaping

Legend:
- Industrial Transition Area
- Neighbourhood Transition Area
- Secondary Plan Limits
- Sub-Regional Node Boundary
SECONDARY PLAN MAPS

Draft Public Realm Improvements Map

Conceptual public space located near GO station to help link transit function with near-by intensification opportunities

There are opportunities to improve the existing gateways into the Centennial Neighbourhoods area

There will be opportunities to add new potential public spaces as redevelopment occurs

Streetscape improvement areas are intended to enhance the walkability of the streets

LEGEND
- Secondary Plan Limits
- Conceptual Future Public Space
- GO Station Area
- Future GO Rail Station
- Future Major Transit Hub
- Potential Public Space Improvement Area
- Streetscape Improvement Areas
- Gateway Improvement Area
- Sub-Regional Node Boundary
1. Smart Centres Lands: Recognize existing site specific policies for commercial and a variety of other permissions and development standards (UHC-4).
2. GO Station Lands: Policy to recognize the planned Confederation GO station.
3. Eastgate Square Lands: To direct future major redevelopment and transit hub requirements.
4. Vacant Parcel on Centennial Parkway: Recognize potential municipal servicing issues associated with this location.
5. Industrial Lands: Policy requiring further study at next City-wide Comprehensive Employment Lands Review.
6. Queenston Parcels: Recognize existing site specific policies allowing for limited commercial uses (UHN-10).
7. Existing Waste Management Facility: Recognize existing site specific policy for the City’s waste transfer facility (UCW-1C).
8. St. David’s Catholic Elementary School: Recognize existing site specific policies in Old Town Secondary Plan which allow for medium density redevelopment on current school site.
9. 26 Arrowsmith Drive: Policy limiting residential uses due to potential land use compatibility issues associated with nearby industrial activities.
**Existing Conditions**

1. Transit Hub as focal point for redevelopment.
2. Transit supportive mixed use development in close proximity.
3. Street oriented mixed use development with consistent street wall and active streetscape.
4. Enhanced public realm and streetscape improvements.
5. Public space linked to transit hub.
6. Mixed use infilling with structured parking.
7. Redevelopment organized in small, walkable, interconnected blocks.
8. Building stepbacks.
10. Redevelopment and intensification targeted along Centennial Pkwy.

**Visualization**
Existing Conditions

1. New development is consistent with established setbacks along Queenston.
2. Buildings face streets.
3. Enhanced streetscape along Queenston.
4. Targeted intensification.
5. Transit supportive densities at Transit Hub.
6. Mix of low and mid rise buildings.
7. Active transportation improvements.
8. Parking located in rear of new developments with screening to separate and buffer from existing development.

Visualization – Queenston Corridor

Visualization

Nash Road
INFRASTRUCTURE AND IMPLEMENTATION

INFRASTRUCTURE

• Secondary plan policies will promote green-infrastructure opportunities, such as low-impact development forms
• Future applications will require site specific studies to demonstrate appropriate servicing, traffic capacity and compatibility with surrounding areas
• The Secondary Plan will include a section on transportation which will implement the recommendations of the Neighbourhood Transportation Management Plan

IMPLEMENTATION

• The City will use a variety of tools to implement the Secondary Plan, including but not limited to:
  – Zoning By-law
  – Site Plan Control
• Some additional implementation measures to be considered:
  – Bonusing (Section 37 of Planning Act)
  – Community improvement planning
  – Directional policies for the two transit hubs
  – Recommendations for how to fund various improvements
  – Streetscape improvement plans
  – Urban design study
NEXT STEPS

What Happens Next?

- Review feedback received at public event
- Evaluate and finalize plans and recommendations
- Policy Development and further Public Consultation

Project Contact:
Kirsten McCauley
City of Hamilton
kirsten.mccauley@hamilton.ca
71 Main Street West, 6th Floor
905-546-2424 ext. 1287

For more information visit our website:
www.hamilton.ca/centennialneighbourhoods

We Want to Hear From You – Other Ways to Get Involved

- Sign up for Email / Mail Updates (Leave email and/or mailing address on Sign-in Sheet)
  We will send you project updates, materials and information about consultation events

- Comment Sheets
  Fill out and leave with the team, or email to:
  kirsten.mccauley@hamilton.ca

- Comment Online
  Submit comments online on the project website

- Contact Staff
  Call or meet with staff to discuss