CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY
City of Hamilton
MEETING PURPOSE

• Recap of previous sessions/how we got here
• The purpose of this session is to provide an opportunity to review and discuss the draft plans for the Secondary Plan and the draft policy framework

Public Event #2, December 1, 2015
Why prepare a Secondary Plan for the Centennial Neighbourhoods area?

- Area includes City’s Sub-Regional Service Node
- Official Plan directs the City to prepare a Secondary Plan
- Proactively plan land use based on anticipated growth, redevelopment opportunities and transit improvements
- Ensure appropriate integration with existing built community
*It’s important to note that no decisions are being made through the first three phases of the project*

PIC = Public Event
WHAT WE HEARD

• Summary of Phase 2 Engagement Activities
  – Focus Group meeting in November 2015 to discuss land use and streetscape options
  – Public Event #2 held on December 1, 2015 with approx. 30 people in attendance
  – Update to Riverdale Community Planning Team on January 28th, 2016
WHAT WE HEARD

• 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 concerns about the infrastructure and transportation requirements to support intensification
• Employment areas should be studied further to consider land use compatibility and traffic impacts
RATIONALE FOR THE RECOMMENDATIONS

• We considered various items in developing the draft plan elements:
  1. Issues & opportunities previously identified in earlier phases
  2. Public and stakeholder comments
  3. City staff and agency comments
  4. Current policies and regulations (Official Plan, Zoning By-law, various Provincial plans/policies)
SECONDARY PLAN ELEMENTS

1. Vision, Goals & Objectives
2. Land Use Plan & Policies
3. Public Realm Improvement Plan & Policies
4. Special Policy Areas
5. Urban Design & Built Form Policies
6. Transportation & Infrastructure Policies
7. Implementation Policies
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
LOW DENSITY RESIDENTIAL

- Allows for low rise, ground-oriented housing, such as singles, semis, duplexes, triplexes, quatroplexes and townhome dwellings
- Up to a maximum of 3 storeys
- Up to 60 units per hectare
MEDIUM DENSITY RESIDENTIAL

• Allows for multiple dwellings, such as townhomes, low-rise apartments
• Typically 6 storeys or less
• Up to a maximum of 100 units per hectare
HIGH DENSITY RESIDENTIAL

- Allows for multiple dwellings, such as high-rise apartments
- Greater than 6 storeys
- Up to 200 units per hectare
MIXED USE MEDIUM & HIGH DENSITY

- Mixed Use Medium Density allows for mixed use development in a mid-rise format (up to 8 storeys, typically)
- Mixed Use High Density allows for mixed use development in a high-rise format (greater than 8 storeys permitted)

- Mixed use sites can have a mix of uses within a building or across a site
- Ground floor commercial, with upper floor residential
Official Plan states that Pedestrian Predominant Streets shall be identified in Secondary Plans with Mixed Use High Density uses. On Pedestrian Predominant Streets, buildings shall be built close to the street with store fronts and other active uses opening onto the street.
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PEDESTRIAN PREDOMINANT STREET
CENTENNIAL VISUALIZATION

- Official Plan states that Pedestrian Predominant Streets shall be identified in Secondary Plans with Mixed Use High Density uses. On Pedestrian Predominant Streets, buildings shall be built close to the street with store fronts and other active uses opening onto the street.
• The Secondary Plan will include several elements intended to promote high quality and context-sensitive urban design:
  – Transitional Areas
  – Maximum Building Heights
  – Public Realm Improvements
  – Other design policies as required
TRANSITIONAL AREAS
TRANSITIONAL AREAS

Arterial Street with transit
New multi storey development
45 deg angle BUILD TO PLANE
Existing residential
Property line
Local Street
DRAFT MAXIMUM BUILDING HEIGHTS PLAN

LEGEND
- >15 Storeys
- Max. 14 Storeys
- Max. 10 Storeys
- Max. 6 Storeys
- Max. 3 Storeys
- Industrial Lands
- Secondary Plan Limits
- Sub-Regional Node Boundary
- Commuter Rail Station

MAP PREPARED BY: MAK, DILLON CONSULTING
CHECKED BY: PK, DILLON CONSULTING

Scale: 0 50 100 200 400 700
DRAFT PUBLIC REALM IMPROVEMENT PLAN
SPECIAL POLICY AREAS

LEGEND
- Special Policy Areas
- Secondary Plan Limits
- GO Station Area

KEY
1. Smart Centres Lands
2. GO Station Lands
3. Eastgate Square Lands
4. Vacant Parcel on Centennial Parkway South
5. North Industrial Lands
6. Queenston Parcels
7. Existing Waste Management Facility
8. St. David's Catholic Elementary School
9. 26 Arrowsmith Drive

MAP PREPARED BY: MAK, DILLON CONSULTING
CHECKED BY: P.J.K. DILLON CONSULTING

Scale: 0 100 200 400 700
VISUALIZATION: QUEENSTON CORRIDOR
VISUALIZATION: CENTENNIAL AND QUEENSTON INTERSECTION
• 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.

• Transportation policies will implement the recommendations of the Transportation Management Plan.
IMPLEMENTATION MECHANISMS

• 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

• Finalize plans, maps and policy directions in report to staff
• Staff to prepare detailed draft policies
• Public review/comment of draft policies
• Finalize Plan and policies
• Present to Planning Committee for approval (late 2016)