

SUBMISSION TO THE PLANNING COMMITTEE, AUG 14, 2012**WHO WE ARE AND OUR MOTIVATION (Bob)**

We are a citizens group advocating a primarily Residential land use for all the West Harbour lands – those lands generally north of Barton, and those currently occupied by the CN shunting yard.

The OMB settlement with CN, (displayed pictorially on the screen) as good as it could be under the constraints by CN, was not good enough for us.

Essentially, CN will not allow ANY residential development within 150 metres of the shunting yard. The only exception to this is an eight storey building on Bay Street North. This leaves a sliver of residential development opportunity along the North side of Barton Street.

We feel the City should relentlessly maintain a Vision of re-occupying these shunting lands and converting them to primarily Residential land use.

EXPLANATION OF OUR VISION (see drawing on the screen)

Our group mobilized to create the hope and Vision that was in our minds. The attached 3D “picture” (drawing) represents the concept of our Vision. We have designed the neighbourhood to be a place for everyone. A variety of housing units and tenancies fosters a diversity of families, income levels, and lifestyles. Over 15 acres of new public park and public spaces are created. The waterfront trail has been doubled in width and a separate bike trail added.

We have followed good and proven urban design principles throughout the design of the neighbourhood. From making it pedestrian and cycling friendly, safety with eyes on the street, our vision is not just a reinvention of the urban neighbourhood, but a thoughtful interpretation of what we know already works. It is an extension of existing neighbourhood fabric to the water’s edge.

As identified in Setting Sail, linkages between the waterfront and the city are essential. To achieve this, several new streets and pedestrian / bicycle paths have been extended or added. Caroline Street has been re-envisioned as a linear park that runs from downtown to the water’s edge, serving as an active spine for the Central neighbourhood. It accommodates motorists, walkers, and cyclists.

Our plan embraces and upholds principles endorsed in Hamilton’s own planning documents including *Vision 2020*, *The Downtown Transportation Master Plan*, *Downtown Secondary Plan*, and the original *Setting Sail Secondary Plan*.

NEIGHBOURHOOD ASSOCIATIONS, CENTRAL and NEN

Our Vision is not intended to undermine the hard work of the 2 neighbourhood associations in the area. Neighbourhood associations are essential. The Setting Sail process is an excellent one and the neighbourhood associations contributed to it significantly – it is vital the City sustain it, as north end development evolves.

We see our Vision as an addition to the discussion. We see it as an improvement to both neighbourhoods as well as to the City as a whole.

SO HOW DO WE GET THERE?

We know that what we have proposed won't happen overnight. That said, both sides of Barton and everything south of that could be built today within the limitations of the pending OMB decision. This includes the linear park along an extended Caroline Street and the redevelopment of Central Park. In fact, the linear park could be extended north all the way to Stuart Street, just south of the existing shunting yards.

The rest will have to wait until the shunting yard is removed and relocated. We believe that it is worth waiting for and that this will happen within the next 10 years.

It is exciting to see the recent news about the development of Piers 7 & 8. That initiative, along with the revisioning of the CN lands could create a development that is a model for waterfront planning across Canada.

THE CN FACTOR

CN must sell or lease their land to make this happen. Since our pictorial 3D was created, a contact with CN has emerged. This person is actively talking with CN about the possible sale of the shunting yard lands. The yard relocation issue is also being discussed. These talks are ongoing and confidential.

The 3D rendering adds perceived value to the lands, it is obvious to all, including CN. We believe (hope) CN will be receptive to negotiate based on a business case. The 3D rendering shows almost 9,000 residential units – at an average selling price of \$200,000, this equates to about \$1.8 billion in real estate sales and about \$20 million in annual taxes. This is a compelling argument for the sale of this land.

CN will only respond to dollars, so we need to negotiate accordingly.

The intent is not to have the City purchase and develop this, but to facilitate and ensure a quality, experienced developer gets involved.

OUR RECOMMENDATION TO THE PLANNING COMMITTEE (Kathy)

We recommend the Planning Committee postpone the budgeted Barton/Tiffany Urban Design Study until more is known about the sale or relocation of the railyard.

We recommend the Planning Committee direct staff to implement temporary uses of the Barton/Tiffany sites. Community gardens in raised beds, or a bio remediation project involving college and university expertise are worth exploring.

We further recommend that signs be placed somehow reminding the public that these sites are not intended to be park sites and will be redeveloped.

Respectfully submitted,

Bob Carr
Kathy Renwald

HAMILTON WEST HARBOUR CONCEPT NEIGHBOURHOOD PLAN

June 13, 2012

OUR VISION

Our vision for the Barton-Tiffany area of the West Harbour is an extension and an intensification of our urban neighbourhoods comprised of small pedestrian-scaled blocks with new and reinforced connections to our downtown and waterfront. While CN's main rail line will remain as a vital regional linkage, it is becoming more and more evident that the removal of the rail yard from these lands is a reality that will happen sooner rather than later. When this happens, we believe that this is the best use for this land with the greatest city-building benefits for our city and our future.

THE BIG IDEAS

As an extension to the well established Central and North End neighbourhoods, we have designed the neighbourhood to be a place for everyone. A variety of housing units / tenancies fosters a diversity of family types, income levels, and lifestyles. New places for leisure, recreation, and shopping provide valuable amenities for all Hamiltonians and will be an attractor for out-of-town visitors, showcasing the beauty of our city and the truly unique waterfront.

As stated by Jane Jacobs, "You can't rely on bringing people downtown; you have to put them there." This vision does just that, potentially housing approximately 13,000 people. That's 13,000 new residents patronizing downtown businesses and supporting cultural activities; a significant influx.

We have followed good and proven urban design principles throughout the design of the neighbourhood. From ensuring provisions are made for pedestrians and cyclists to encouraging intrinsic safety eyes on the street, our vision is not just a reinvention of the urban neighbourhood, but a thoughtful interpretation of what we know already works. It is an extension of existing neighbourhood fabric to the water's edge.

It embraces and upholds principles outlined time and time again in Hamilton's own planning documents such as *Vision 2020*, *The Downtown Transportation Master*

Plan, Downtown Secondary Plan, and the original Setting Sail Secondary Plan. This quote in particular from Putting People First: Downtown Land Use and Transportation speaks strongly of what we are trying to achieve with our vision:

The Downtown Hamilton of the future will be a vibrant focus of attraction where all our diverse people can live, work and play. The future Downtown must be built on a human scale, with streetscapes offering comfort, access and safety for pedestrians. The future Downtown will combine the best of our heritage with new commercial and domestic architecture and use. The future Downtown will redirect our gaze from the urban core to the surrounding neighbourhoods, the waterfront, and the escarpment, seamlessly linking commerce, housing and recreation. (p. 4)

MAJOR MOVES

Expanding public access to the waterfront and providing an increased number of diverse public spaces is a critical element of our vision. The waterfront trail has been doubled in width and a separate bike trail added. As well, over 10 acres of new public parks with varying characters and uses have been proposed – all with access to the water's edge.

As identified in Setting Sail, linkages between the waterfront and the city are essential. To achieve this, several new streets and pedestrian / bicycle paths have been extended or added. Caroline Street has been re-envisioned as a linear park that runs from downtown to the water's edge, serving as an active spine for the Central neighbourhood as it accommodates vehicular, pedestrian, and bicycle traffic.

Along this new connective park, Central Park has been re-designed as a more accessible and engaged neighbourhood park. Streets surrounding the park have been extended and reconnected to the city grid with new mixed residential uses providing security and ensuring vibrant park use.

The southern termination of the Caroline Street linear park is at the soon to be closed Sir John A. MacDonald high school. In anticipation of this closure, we have proposed that these lands be redeveloped as a strong urban block of mixed use housing and commercial uses with the linear park extending through the site, providing a strong connection to downtown at Bay Street and York Boulevard. The existing utility plant and theatre would remain.

The perceived challenge of crossing the main CN rail line has been solved in the simplest and most cost-effective way with several at-grade vehicular and pedestrian railway crossings. Equipped with lights and gates, such crossings are

typical of other urban neighbourhoods both within Hamilton and elsewhere. Sound walls and landscaped berms would further buffer the rail line.

THE OMB-APPROVED CURRENT PLAN

Though the final OMB decision on the West Harbour and the Setting Sail Secondary Plan is still being drafted by an OMB board member, enough details have been released to give a clear picture of what can (or more accurately, what cannot) happen in the West Harbour. Essentially, CN will not allow ANY residential development within 150 metres of the rail yard. The only exception to this is an eight storey building on Bay Street North at Murray Street West proposed by the Whitestar Group. This leaves a sliver of residential development opportunity along the North side of Barton Street.

North of that, commercial uses of up to 6,000 square metres are permitted. While a Hamilton Spectator article from February 10, 2012 entitled *Harbour Neighbours Fear Commercial Development* stated that "it won't include big-box stores" and that the maximum size is equivalent to "the size of a Shoppers Drug Mart or a small grocery store", the reality is that with the exception of Costco, Zellers, and Home Depot, every big-box store in Ancaster's Meadowlands Power Centre would be permitted on these blocks. In fact, the Meadowlands Sobey's (which is by no means a small grocery store) is about the maximum allowable size.

That said, most agree that there is not a business case for such retail developments in this area. Instead, it will likely end up as office / industrial spaces, perhaps with large warehouse components and a sea of surface parking.

We do not feel these are acceptable uses for such a prime piece of land within close proximity to the waterfront.

SO HOW DO WE GET THERE?

We know that what we have proposed won't happen overnight - especially while much of the site is still occupied by an active rail yard. That said, both sides of Barton and everything south of that could be built today within the limitations of the pending OMB decision. This includes the linear park along an extended Caroline Street and the redevelopment of Central Park. In fact, the linear park could be extended north all the way to Stuart Street, just south of the existing rail yards.

The rest will have to wait until the rail yard is removed and relocated. We believe that it is worth waiting for and that this will happen within the next 10 years. With a long and protracted OMB decision finally completed, the rest of the Setting Sail Master Plan can be carried out with the development of Pier 7 and 8 into real neighbourhoods that hopefully uphold the principles we have set out in this vision.

In the meantime, it is imperative that citizens across Hamilton let our elected officials know that the current OMB-settled plan is not good enough. Hamilton deserves better, even if it takes a little longer to get there.

A ONCE IN A LIFETIME OPPORTUNITY

If followed through, we believe that our vision for the West Harbour would create a once in a lifetime opportunity to reinvigorate our city and create a district that will positively transform the perceptions and realities of Hamilton. It is an opportunity that cannot be squandered or compromised by shortsightedness.

Contributors

Spearheaded by Bob and Maggie Carr, this vision represents the work of many concerned citizens from across the city including Tim Carr, Kathy Renwald, Bob Finlay, Betty Muggah, Henry Muggah, Sue Greene, Bill Armstrong, Frank Kane, Matt Jelly, Elizabeth Ward and TCA contributors Bill Curran, Kyle Slote and Agata Mancini.

HAMILTON WEST HARBOUR URBAN DESIGN PRINCIPLES

June 13, 2012

1. INCORPORATE COMPACT AND DIVERSE DEVELOPMENT

1.1 Mixed Densities and Uses

Objectives:

Encourage a vibrant downtown waterfront neighbourhood with mixed use development, and pedestrian activity serving local residents and attracting regional visitors.

Guidelines:

- Provide mixed-use developments with some retail and commercial development at grade and medium to high density residential uses above.
- Provide some public buildings, attractions, and art and culture.
- Decrease lot line set-backs and road widths, decrease parking requirements, increase floor area ratios and heights to enable greater density in strategic areas.
- Provide urban density with while protecting natural habitat and increasing usable public spaces and parks.
- Provide strategic points of medium to high density residential components that are designed to fit seamlessly with single family and townhouse housing types.

1.2 Encourage Diversity and Vibrancy:

Objective:

Invite businesses and entice more residents to relocate to the neighbourhood by offering attractive and diverse places to live, work, and play.

Guidelines:

- Provide mix of affordable, quality medium to high density residential uses. By attracting people to live in the neighbourhood, retail and cultural activities will be supported and the West Harbour / downtown core will remain vibrant after business hours.
- Ensure a full range of living, working, schooling, shopping, entertainment and recreational facilities within the neighbourhood.
- Encourage a variety of housing types and sizes that span a broad spectrum of prices and lifestyles. This will ensure that the neighbourhood has a healthy mix of income levels and family types.

1.3 Adaptive and Reusable Solutions / Innovation:

Objective:

Create functional structures or spaces that can be used and reused in the future. Rehabilitate existing abandoned structures and reuse them in new ways that will support the needs of the city and neighbourhood.

2. PROMOTE QUALITY DEVELOPMENT

2.1 Inspired Architecture & Site Design

Objectives

New projects should respect the character and scale of their surroundings and providing welcoming and functional public places.

Guidelines:

- Provide varied appropriate massing, height variations, height transitions, and facade treatments to respect streetscape in order to maintain and enhance the existing community identity.
- For taller buildings, make use of 2-4 storey podiums that create a continuous streetwall, with taller portions set back from the street.
- Reinforce desirable features and landmarks with building orientation and massing so that created views and vistas orient the user to their location in the city.
- Buildings should incorporate exterior spaces which are vibrant and engaging.
- The water should be engaged with improved access and views.
- Orient entries to vibrant zones such as streets to encourage both entry to the building and use of its public spaces.

2.2 Quality Buildings

Objectives

A consistent and co-ordinated level of quality should be considered and executed using quality, durable materials that are easy to maintain.

Guidelines:

- Employ unique and distinctive detailing to identify, distinguish and enliven the neighbourhood, such as lighting, paving, way-finding, public seating, trash and recycling receptacles, etc.
- Building details should compliment the styles of adjacent buildings, such as rooflines, details, fenestrations, colours, materials, etc.

2.3 Minimize Negative Impacts

Objectives

Ensure public places remain free of unsightly elements such as garbage containers, loading areas, mechanical equipment, and service areas.

Guidelines:

- Buffer pedestrians from vehicular traffic by maximizing street parking.
- Minimize expanses of surface parking in the pedestrian realm by moving parking lots to the rear, or where possible beneath buildings.
- Hide building service spaces from view by orienting them to the rear of buildings, or side alleys.
- Screen or incorporate utilities into the design, such as tree planters that double as storm water retention.
- Undesirable places should be enhanced with the use of appropriate design and landscaping.

3. ENHANCE SAFETY & ACCESSIBILITY

3.1 Connected and Convenient

Objectives

A compact, pedestrian and cycling friendly neighbourhood that is easily understood and oriented towards the water is essential in establishing a vibrant, and active urban district.

Guidelines:

- Design the neighbourhood to be of a pedestrian scale.
- Increase interaction with the Harbour through piers or boardwalks, continuous trail systems and additional pedestrian access points from existing features such as Dundurn Castle.
- Develop barrier-free design components.
- Integrate pedestrian-oriented features such as shade trees and rest stops.
- Develop distinct bicycle lanes on roads and provide safe, sheltered and secure bicycle parking within the streetscape.
- Provide right-of-way opportunities to pedestrians and cyclists at intersections such as advance signals and diagonal crossings.

3.2 Natural Surveillance

Objectives

Design buildings and sites that promote the feeling of personal safety and security in the immediate area by allowing the pedestrian zone to be placed along building frontages. This allows there to be an active and strengthened public presence at various times of the day keeping the area lively and safe for all users.

Guidelines:

- Design planters, landscaping, walls, and other street elements to allow for visibility.
- Provide adequate lighting.
- Retain clear lines of sight into and out of entries.
- Avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street.
- Provide eyes on the street through the placement of windows, balconies, and street-level uses.
- Provide a mixed-use typology along main roads, at high-profile corners, and framing public spaces / piazzas.

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4. RESPECT ESTABLISHED URBAN CHARACTER

4.1 Established Character

Objectives:

Consider the West Harbour as an extension of existing downtown neighbourhoods, respecting established urban patterns while preserving and enhancing the features of the city that give Hamilton its sense of identity and uniqueness, as well as those features that provide a sense of community.

Guidelines:

- Preserve visual/spatial qualities of residential and commercial streets in order to maintain continuity and character.
- Keep parking and garages at the rear of buildings where possible by replicating the system of laneways that occurs in other downtown neighbourhoods.
- Establish setbacks and height requirements, as well as floor or sign height restrictions where appropriate.
- Encourage a variety of diverse retail developments at grade in order to promote street life (e.g. window shopping).
- Encourage more one-of-a-kind shops / restaurants in order to attract visitors by offering a retail experience that is unique from suburban areas.
- Keep sidewalks wide in order to accommodate events and encourage pedestrian activity.
- Promote both permanent and temporary activities on sidewalks and in public places, such as cafés, sidewalk sales, artistic displays/events, etc. – especially along the water's edge.
- Use local materials (e.g. red clay brick and limestone) for buildings as well as public elements such as paths, squares, and sidewalks.

4.2 Cultural Landscapes:

Objectives:

Create, preserve and enhance the relationships between built and natural landscapes in order to reinforce the sense of place and better integrate recreational activities.

Guidelines:

- Extend and enhance the Waterfront Trail along the water's edge, improving continuity by increasing the number of connections and access points.

- Improve access to the waterfront, making access points more obvious, more frequent and more welcoming.
- Enhance access to natural areas for recreation, and provide places for active participation as well as quiet contemplation
- Provide space for fishing and water sports.

4.3 Unique Landforms:

Objectives:

Reinforce the unique natural setting of the harbour and enhance its potential to be the visual, spatial, and cultural focus of people oriented activities.

Guidelines:

- Build structures that complement the natural surroundings and allow people to experience the harbour in new and unique ways.
- Re-inhabit the water's edge with public piers, wharfs and gathering places, reinforcing the Hamilton Waterfront Trust's mandate of '*Connecting You to the Water's Edge*'.

5. CELEBRATE UNIQUE NEIGHBOURHOOD FEATURES

5.1 Views and Vistas

Objectives

Permit the major built and natural features of the neighbourhood to be readily viewed and located, resulting in a neighbourhood that is both memorable and easily navigated.

Guidelines:

- Maintain and strengthen views of the harbour, RBG lands, downtown, and the escarpment.
- Provide places to withdraw and observe the built and natural landscape.
- Strengthen connections to and awareness of the water's edge by reinforcing perpendicular axial relationships.
- Continue existing street grids through the west harbour, avoiding / eliminating dead-end streets and 'superblocks' (such as the proposed improvements around Central Park)

5.2 Building Facade

Objectives

Ensure that building facades reinforce and are respectful of Hamilton's unique character through a careful consideration of context, scale, massing, and materials.

Guidelines:

- Promote an interesting mix of facades.
- Maintain existing streetwalls and create new ones where none exist to clearly define the pedestrian realm.
- Ground floor storefronts and restaurants are encouraged to have operable storefront windows and sidewalk cafes to animate facades and enhance street life.
- Ensure new construction is sympathetic to historic contexts in terms of scale, materials, and proportions (though without taking a historicist approach).
- Where existing context is not well defined, new developments will be recognized as the model from which future development can take its cues.

5.3 Public Art

Objectives

Provide public art throughout the West Harbour to create a strongly defined and unique sense of place while adding vibrancy to public spaces.

Guidelines:

- Use public art to enliven public spaces throughout the neighbourhood.
- Create opportunities for temporary art installations – art as spectacle.
- Encourage art that showcases local characteristics about Hamilton, expressing local history and identity.
- Engage both local and foreign artists to gain different perspectives.

5.4 Themed Amenities

Objectives

Provide street furniture and signage that reinforces and defines the distinct character of the West Harbour neighbourhood.

Guidelines:

- The design of urban street furniture and signage shall strengthen and define a distinct identity for the neighbourhood.
- Areas of themed amenities may integrate public art into the design of benches, streetlights, litter containers, bike racks, etc.
- Reduce both visual and physical clutter, effectively increasing the quality and legibility of the pedestrian environment.

6. INTEGRATE NATURAL SYSTEMS

6.1 Resource Protection

Objectives:

Respect the beneficial functions of natural systems by protecting wildlife habitat and natural landscapes from encroachment, and protect atmosphere and water systems from pollutants

Guidelines:

- Ensure health of water systems by filtering rainwater and limiting impervious paving surfaces which contribute to run-off. Encourage riparian buffers along the water's edge to protect fish and increase biodiversity.
- Encourage planting of native species of trees and plants for greater drought resistance and adaptability to local environment. Promote mature tree preservation and maintenance on both privately and publicly owned lands.
- Protect air quality by increasing use of renewable energy for heating/cooling, and reducing carbon emissions which result from community dependence on automobile
- Provide migration corridors and increased connectivity between natural areas within the City and the larger region.

6.2 Green Development

Objectives

Support developments which employ ecologically responsible site design and building techniques, and decrease dependence on non-renewable energy.

Guidelines:

- Design to promote on-site containment and filtration of rainwater to reduce flooding, increase groundwater quality, and protect natural harbour ecosystems from pollutants borne by surface run-off.
- Design to take advantage of solar energy, natural patterns of air flow, existing shade structures and heat sinks, and available geothermal energy.
- Design buildings to last. Ensure that buildings with shorter life cycles are re-usable and that their deconstruction leaves no footprint.
- Provide on-site generation of renewable energy such as solar and wind power.

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Hamilton West Harbour

17-Jul-12

Site Statistics	Storeys	No. of Buildings	Total Number of Floors	Units / Floor	Total New Dwelling Units	Residents/ Unit	Total New Residents
Single-Family Homes	2	87	174	1	87	2	174
Townhouses	3	443	1329	1	443	1.5	664.5
Low-Rise Apts A	3	15	45	8	360	1.25	450
Low-Rise Apts B	3	5	15	16	240	1.25	300
Low-Rise Courtyard Apts.	3	2	6	80	480	1.25	600
Converted City Building	8	1	8	30	240	1.25	300
Mid-Rise Apts A	8	19	152		1957	1.5	2935.5
Podium	3			16			
Tower	5			11			
Mid-Rise Apts B	8	19	152		2071	1.5	3106.5
Podium	3			18			
Tower	5			11			
Mid-Rise Apts C	12	1	12		126	1.5	189
Podium	3			12			
Tower	9			10			
Mid-Rise Apts D	16	8	128		1328	1.5	1992
Podium	3			12			
Tower	13			10			
Mid-Rise Apts - Stepped	8	3	24		684	1.5	1026
Podium	3			16			
Tower	5			10			
Tower 2	13			10			
High-Rise Apts	30	3	90		918	1.25	1147.5
Podium	3			12			
Tower	27			10			
Totals		606			8934		12885

Area of New Public Park & Public Space Created: 15.8 Acres

Linear Feet of New Public Paths & Trails Created: 5,272 Linear Feet (1 Mile)

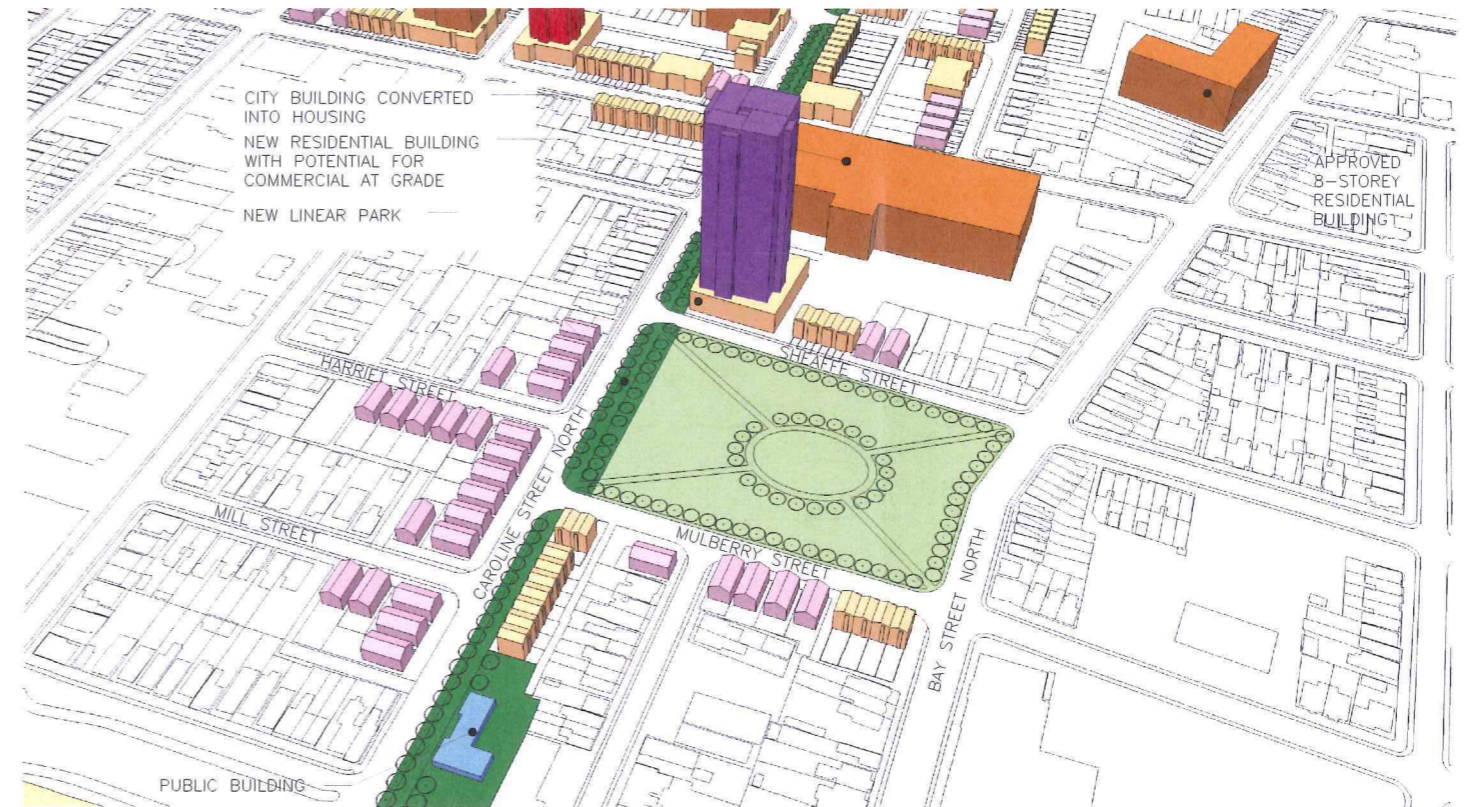
Existing CN Land 58 Acres

Useable Land 51 Acres

Less Main Line Corridor 47.5 Acres



REDESIGNED CENTRAL PARK AND NEW LINEAR PARK FROM DOWNTOWN TO WATERFRONT



NEW COMMUNITY CENTRE / SCHOOL WITH GREEN SPACE

