Hamilton

Barton-Tiffany Urban Design Study

Part 1 Background Report

MAY 2014

GSP Group
Diamond-Schmitt Architects
Paradigm Transportation Solutions
MTE Consultants
HGC Engineering
N. Barry Lyons Consultants

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PART 1 Background Conditions

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1. Introduction

1.1 Background

The City Hamilton is focused on promoting healthy communities, economic growth and opportunities and develop strategies and plans to shape the look and overall design of the City. As part of this direction, the Barton-Tiffany area is an important redevelopment opportunity in the revitalization efforts for the West Harbour area in the north end of the City. It presents unique challenges in terms of past industrial activities and the presence of the abutting rail yards, but also significant opportunities with respect underutilized properties (including several large City-owned parcels) that can integrate with the surrounding neighbourhoods and the proximity to Bayfront Park, the planned James Street GO Station, and Downtown Hamilton.

The City of Hamilton completed the West Harbour Secondary Planning Process in 2005 with the adoption of Official Plan Amendment No. 23 to the former Region of Hamilton-Wentworth Official Plan and Official Plan Amendment No. 198 to the former City of Hamilton Official Plan. These amendments adopted the West Harbour Secondary Plan which established the comprehensive land use plan for the West Harbour area, with an emphasis on three areas of major change: (1) the waterfront; (2) the area south of the CN rail yard (Barton-Tiffany area); and, (3) the former industrial lands along Ferguson Avenue (Ferguson-Wellington corridor).

Official Plan Amendment No. 198 was appealed to the Ontario Municipal Board (OMB) in 2005 following adoption. A decision on the specific CN Rail appeal was issued by the OMB on June 26, 2012, resulting from a negotiated settlement that revised the land use within the Barton-Tiffany study area to restrict noise-sensitive residential land uses within 150 metres of the rail yard. The final decision on the remainder of the Secondary Plan appeal was issued by the OMB on December 27, 2012, and, thus, the Secondary Plan and implementing Zoning By-law for the Barton-Tiffany Area are now in force and effect.

Now with final approval of the West Harbour Secondary Plan, the City of Hamilton is working with community partners, neighbourhood groups and residents to develop an urban design strategy for the Barton-Tiffany Area of the West Harbour Secondary Planning Area. Section A.6.3.8.11 of the Secondary Plan requires that: “the City shall initiate an Urban Design study for Barton-Tiffany to guide development in the area, help ensure development proposals support the objectives of this plan and achieve excellence in design.”

In 2013, the City retained a consulting team, led by GSP Group, to undertake the Barton-Tiffany Urban Design Study that would provide an overall strategy and guidelines for what future development will look like in the Barton-Tiffany area. This includes addressing the design of the area’s buildings, streets, and public spaces moving forward as reinvestment and redevelopment of the Barton-Tiffany area progresses over time.

1.2 Study Area

The Barton-Tiffany area is located in the north end of Hamilton, bounded by Stuart Street to the north, Barton Street West and Cannon Street West to the south, Locke Street North to the west and Bay Street North to the east (**see Figure 1**). The area forms part of the West Harbour Secondary Plan area, which extends to Wellington Street North in the east, generally the waterfront to the north, and York Boulevard and Cannon Street West to the south and west. The Barton-Tiffany area is contained within two wards and within two neighbourhoods: the west side is within Ward 1 and the Strathcona Neighbourhood, while the east side within Ward 2 and the Central Neighbourhood.

The study area is principally comprised of City landholdings as a major proportion of the overall area. This includes the Public Works facility on the south side of Barton Street; Central Park on the south side of Barton Street extending towards Cannon Street; and three large tracts of vacant, recently demolished industrial land bounded by Barton Street, Stuart Street, Tiffany Street, and Queen Street.

While the "study area" representing the area identified above will be the principal focus, the "context area" representing the immediate surrounding area will influence the overall design (**see Figure 2**). Consideration will extend into the context area and will consider key elements including: the surrounding neighbourhood fabric and its land use and built form patterns; the influence of the CN railine and marshalling yard on the north side of Stuart Street; the planned future GO Station and parking facilities extend along the northerly limits of the Barton-Tiffany study area along the north side of Stuart Street extending to Hess Street North; linkages to Bayfront Park and the Waterfront Trail to the north; as well as Harvey Park and Dundurn National Historic Site to west.

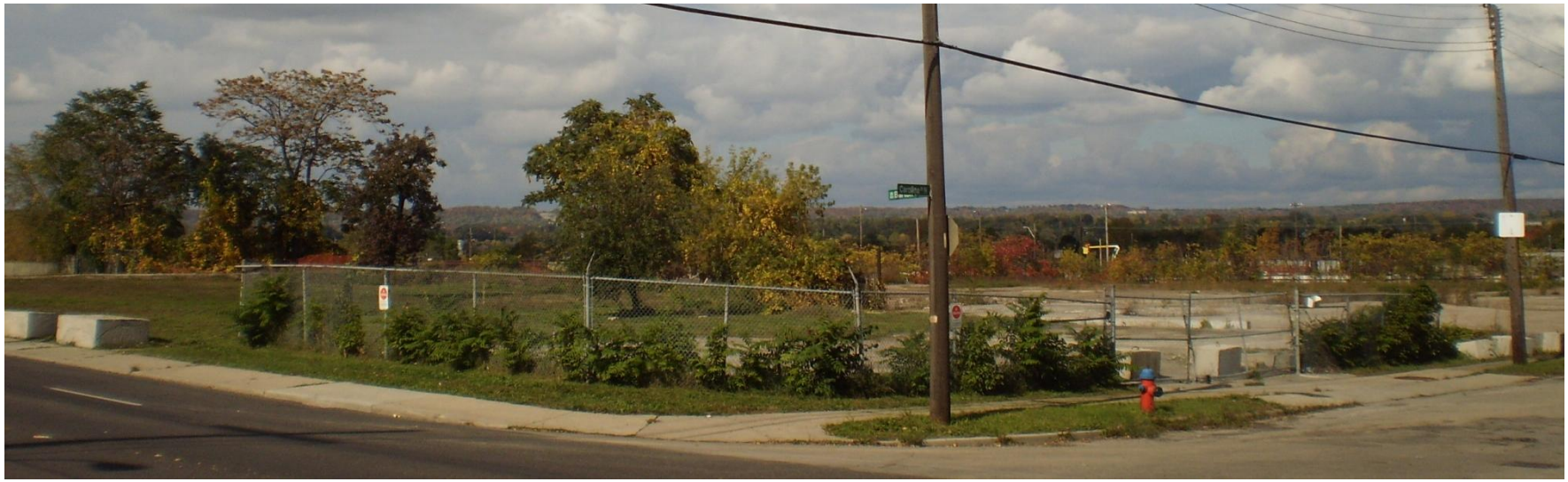

Photo: Large vacant industrial parcels facing the waterfront characterize to a large degree the current condition of the Barton-Tiffany study area.

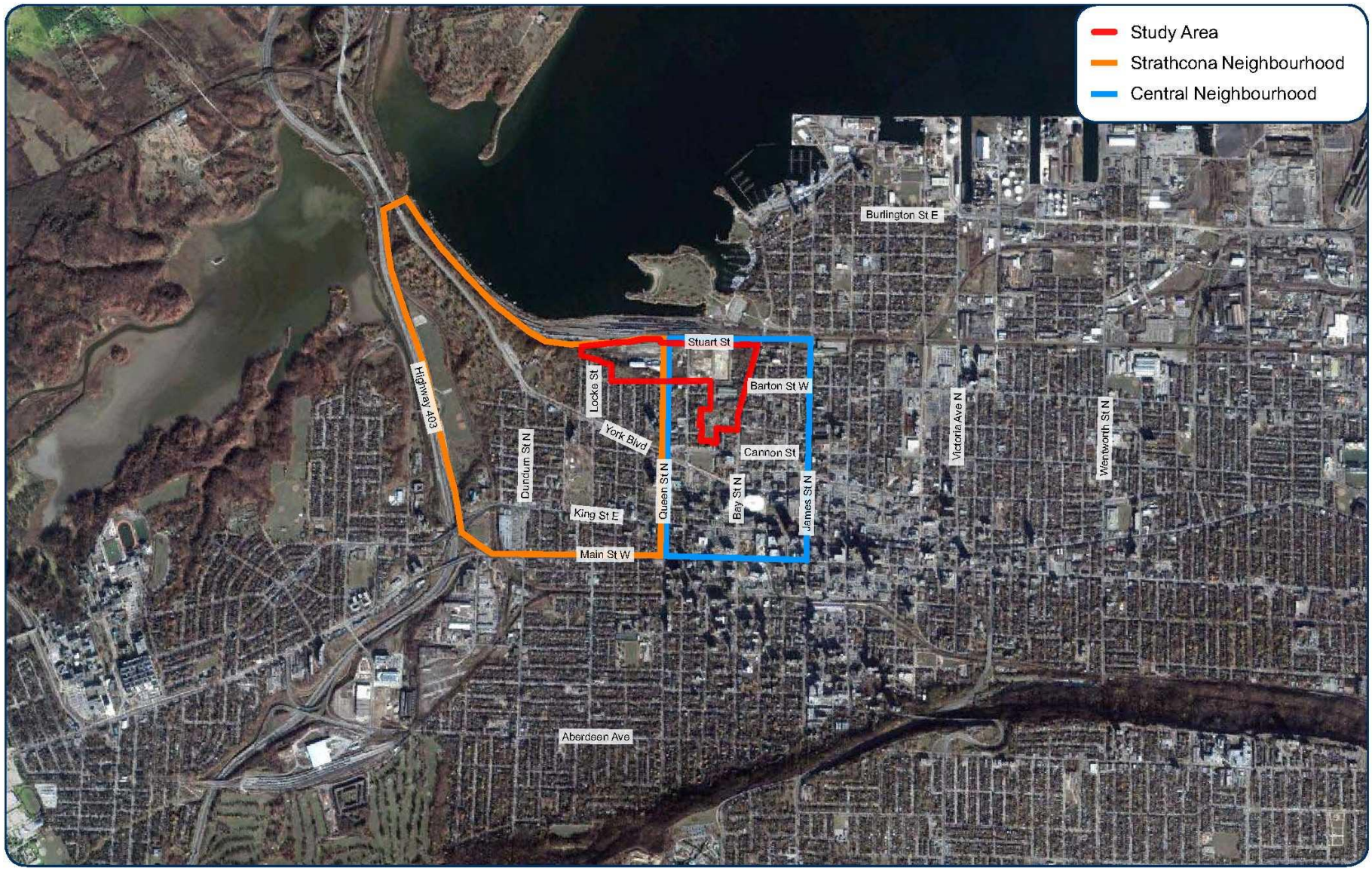

Figure 1

Barton-Tiffany Study Area

Source: Google Earth (August 2009)

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Urban Design Study

Figure 2

Study Area and Context

Source: Google Earth (November 2012)

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Urban Design Study

1.3 Study Objectives

The end product of the Urban Design Study will be a comprehensive set of urban design guidelines that will provide detailed direction to the future development, improvements, and initiatives within the Barton-Tiffany Study area and will also include a preferred Urban Design Concept. The urban design guidelines will communicate the vision to create a mixed-use, pedestrian-oriented community within West Harbour, as directed by the West Harbour Secondary Plan, by providing direction on design matters related to residential and commercial uses, parks and open space, streetscapes, and sustainability. In getting to this end product the general objectives of the Urban Design Study process are to:

- Review the existing policy and regulatory framework that establishes the "ground rules" for the process;
- Assess the study area and the varied opportunities and constraints within the study area;
- Assess the context area and the interconnections between the study area and the surrounding neighbourhood fabric, nearby City facilities, and the parks and open space system;
- Provide the necessary technical studies to inform development options, including matters of municipal infrastructure, traffic, noise, and vibration;
- Engage the community through meaningful and inclusive public sessions to generate ideas and solutions; and
- Provide the design vision for the built form that will create a great "place", including building typologies, street networks, streetscaping, landscaping, and other elements.

1.4 Report Components

This Background Report provides the foundation for the urban design guidelines and urban design concept plan for the Urban Design Study. It is comprised of three parts. Part A provides a review and analysis of the existing conditions; the studies, plans and regulatory context for the study area; as well as a review and discussion of similar case studies. Part B provides a review of existing technical studies and provides updates to the existing studies to inform the preparation of development concepts. Part C provides new technical studies and information to test and select a preferred development concept and assist with the preparation of the urban design guidelines.

Photo: View of the Barton-Tiffany study area looking from Bayfront Park across the railine.

2. Policy and Regulatory Framework

2.1 Policy and Zoning

2.1.1 Growth Plan for the Greater Golden Horseshoe

Released in 2006, the Growth Plan for the Greater Golden Horseshoe provides the policy framework for implementing the Province's vision for building stronger, prosperous communities by better managing growth. The Growth Plan directs growth to existing urban areas and promotes intensification of the existing built-up area, specifically urban growth centres, intensification corridors, major transit station areas, and brownfield and greyfield sites.

The study area is located within the "Built-Up Area" of the City of Hamilton as per the Growth Plan, where a minimum of 40% of all residential development is targeted to occur annually by 2015. Section 2.2.2 states that population and employment growth will be accommodated by, amongst others:

- Directing a significant portion of new growth to the built-up areas of the community through intensification;
- Focusing intensification in intensification areas;
- Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;
- Providing convenient access to intro- and inter-city transit; and,
- Encouraging cities and towns to develop as complete communities with a diverse mix of land uses, and range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

2.1.2 Vision 2020 and GRIDS

Forming the first phase of the City's "building a strong foundation (BASF)", Vision 2020 provided 9 directions to guide development that served as the reference point for the development of growth concepts and growth options for the City of Hamilton. The 9 directions of Vision 2020 are to:

1. Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work and play.
2. Concentrate new development within existing built-up areas and within a firm urban boundary.
3. Protect a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment.
4. Design neighbourhoods to improve access to community life.
5. Retain and attract jobs in Hamilton's strength areas and in targeted new sectors.
6. Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.
7. Maximize the use of existing buildings, infrastructure and vacant or abandoned land.
8. Protect ecological systems and improve air, land and water quality.
9. Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements.

Following Vision 2020, the second phase GRIDS was an integrated planning process to identify a broad land use structure, associated

infrastructure, economic development strategy, and financial implications for the growth options to serve Hamilton for the next 30 years. Building on the provincial growth forecasts, detailed population, household and employment projections were developed by the City to better understand what has been and what will happen within existing neighbourhoods and communities over the next 25 years.

The findings of the Vision 2020 and GRIDS phases informed the preparation of the new Urban Hamilton Official Plan.

2.1.3 Urban Hamilton Official Plan

The Urban Hamilton Official Plan (UHOP) was adopted by City Council in Jul 2009, and received Ministerial Approval in March 2011, but was subsequently appealed to the OMB. An OMB decision was issued in August 2013, bringing significant portions of the UHOP into effect, but there are still specific sections, policies, and schedules that remain under appeal.

The goal of the UHOP is to establish compact, complete communities where citizens can live, work, shop, play, and learn. One component of achieving this goal is through the development of Secondary Plans applicable to specific neighbourhoods or geographic areas within the City. As per the Land use Schedule (Schedule E-1), the study area is located within an area of "Non-Decision". At the time of the August 2013 decision, the previous Board decisions regarding the West Harbour Setting Sail area were not incorporated into the decision related to the UHOP, thus the UHOP has not been updated with respect to the Secondary Plan and the approved land uses continue to be considered a "Non-decision", in the UHOP. Schedules E, E-1 and Volume 2 will not be updated until a process is determined to bring the updated Secondary Plan into the UHOP. However, the UHOP provides Design guidance for this urban Design Study.

The following sections are of particular interest in guiding the work for this Urban Design Study.

2.1.3.1 Residential Intensification

Chapter B, Section 2.4 of the UHOP contains policies pertaining to Residential Intensification. Generally, these policies encourage intensification in built-up areas of the City, including the Barton-Tiffany Study Area. The policies speak to the importance of design and compatibility of intensification with existing uses, neighbourhood character and cultural and natural heritage. The policies promote compatible integration of development with surrounding areas and established neighbourhood character. They promote innovative and creative urban design techniques to achieve these ends, and suggest having regard for established development patterns, uses, scale and built form. The policies also promote achieving a range of dwelling types and tenures. Infrastructure and traffic network capacity are also cited as important considerations for evaluating residential intensification proposals.

Policies in Chapter B, Subsection 2.4.2 provide specific design direction for residential intensification within areas designated as Neighbourhood. Though the study area is not subject to these

policies, their general intent has been reflected and incorporated in the Setting Sail Secondary Plan (described hereafter).

Chapter B, Policy 2.4.9 states that "*the City shall consider the disposition of surplus City owned lands/buildings for the purpose of facilitating residential intensification projects where appropriate, with preference for affordable housing initiatives*". There are some City-owned lands within this study area that the Secondary Plan deems appropriate for residential intensification. This Urban Design Study and future disposition of the lands will need to consider affordable housing options for these residential intensification areas.

2.1.3.2 Urban Design

Chapter B, Section 3.3 of the UHOP outlines the general urban design policies for all development, with the overall goal of creating "*compact and interconnected, pedestrian-oriented and transit-supportive communities within which all people can attain a high quality of life*". Chapter B, Subsection 3.3.2 identifies the following relevant general design principles for achieving this goal:

- Foster a sense of community identity;
- Create quality public and private spaces;
- Establish places that are safe, accessible, connected and easy to navigate;
- Ensure compatibility with the surrounding area;
- Design places to be adaptable to change;
- Promote environmental sustainability;
- Support community health and well-being; and
- Design streets as important public spaces.

2.1.3.3 Cultural Heritage Resource Policies

Chapter B, Section 3.4 of the UHOP outlines general cultural heritage resource policies that apply City-wide. The primary goal of this section is to protect and conserve cultural heritage resources for the enjoyment of present and future generations. The policies also promote public awareness of Hamilton's cultural heritage, and identify several means by which this can be achieved, such as naming of public facilities to recognize important aspects of Hamilton's history and heritage.

The policies aim to ensure that new development is contextually appropriate and maintains the integrity of cultural heritage resources. There is particular emphasis on development on and adjacent to the City's Waterfront. The policies identify the requirement to complete a cultural heritage impact assessment for development that has the potential to adversely affect cultural heritage resources, which would apply generally to any lands in the vicinity of the Hamilton CN Railway Station because it is a designated heritage resource under Part IV of the Ontario Heritage Act.

The City requires the protection, conservation or mitigation of areas of archaeological potential. The policies list the range of archaeological resources that are of particular interest, value and merit. All of the Barton-Tiffany Study area is identified as an area of archaeological potential in Appendix F-4 of the UHOP, which means that development applications may be subject to archaeological assessments prior to development.

2.1.3.4 Community Facilities/Services Policies

Chapter B, Section 3.5 of the UHOP contains policies pertaining to community facilities and services. These policies are applicable with respect to the design of the Central Park space and provision of any community facilities, including any recreation facilities or sports fields. These policies:

- emphasize the importance of community facilities and services in maintaining a high quality of life, creating complete communities and providing for health, education, recreation, social or cultural activities, security and safety;
- encourage sustainability in the design and implementation of community facilities, in promoting flexibility of design to be able to adapt to the needs of the population as it grows and changes in the future;
- promote equitable and efficient access to community facilities for all users, irrespective of age or physical ability, including requiring barrier-free designs as well as ease of access by walking, cycling and public transit;
- speak to the renovation of community facilities as a potential to create a focus for neighbourhood rejuvenation, such as a potential redesign of Central Park as one such catalyst for the broader study area; And,
- promote efficiency in design and operation of community facilities, including support for optimizing existing public community facilities and services where possible, the shared use of sites and buildings, facilities, and parking.

To introduce any new public building for community facility use the following policy direction would need to be considered and addressed:

- Limit noise, traffic and privacy impacts on adjacent residential uses;
- Orient main entrances to a public road,
- Situate parking in the side or rear yard and screen from view,
- Provide pedestrian linkages;
- Provide cycling linkages and infrastructure;
- Implement high quality landscape and lighting design;
- Include publicly accessible space such as meeting rooms and multi-purpose rooms;
- Reflect and enhance local community character, image, identity, and sense of place; and
- Include public art as part of overall site and/or building design.

Chapter B, subsection 3.5.3 of the UHOP contains parkland policies that establish a hierarchy of parks including parkettes, neighbourhood parks, community parks, and City-wide parks, as well as general open spaces and natural open spaces. Central Park is classified as “General Open Space”, meaning that it is intended to be used for both active and passive recreational activities. The policies promote linking all parks and natural areas via a continuous public open space and parks system.

2.1.3.5 Neighbourhood Designation

Chapter E, Section 3.0 of the UHOP contains policies pertaining to Neighbourhood designations. Generally, all lands within Neighbourhoods land use designations are intended to be developed as compact, mixed use, transit and active transportation friendly neighbourhoods. With respect to design, the goal of these policies is to promote designs which enhance and respect the character of existing neighbourhoods while allowing for their continued evolution.

Lands designated Neighbourhoods are intended to function as complete communities including the full range of residential dwelling types and densities (including affordable housing options) as well as supporting uses (such as community facilities and local commercial uses) to serve the local residents subject to compatibility of scale, massing, height, siting, orientation, setbacks, parking and landscaping.

Chapter E, Section 3.2 contains general policies for the function, scale and design of lands designated Neighbourhoods. These policies are applicable to all lands designated Low, Medium or High Density Residential (which is the majority of lands in the Study Area). The policies emphasize the importance of maintaining the existing character of established neighbourhoods. Where permitted, the policies suggest clustering of supporting local commercial/ community facility uses to create a neighbourhood focal point and facilitate ease of access by all modes of transportation. The policies allow for the flexibility to provide reduced right-of-way widths where appropriate to maintain existing neighbourhood character and provide for pedestrian-friendly environments. The policies promote innovative neighbourhood designs incorporating energy and environmental design standards.

The City requires quality urban and architectural design for all lands designated Neighbourhoods and the policies outline the following design criteria for new development in these areas:

- Designing for the pedestrian scale, including: grid street configuration, pedestrian friendly block lengths, street-oriented buildings and attractive public realm;
- Minimizing the amount of parking areas between buildings and the public realm;
- Providing pedestrian linkages to community facilities and local commercial uses; and
- Improving landscape character and existing landscape features.

2.1.3.6 Commercial and Mixed Use Designations

Chapter E, Section 4.0 of the UHOP contains policies pertaining to Commercial and Mixed Use designations. Generally, these designations are intended to help achieve complete communities by providing commercial nodes in locations that are transit supportive and serve the surrounding residential neighbourhoods. With respect to design, the goal of these policies is to create vibrant mixed use nodes that are easily accessible by all modes of transportation, with particular emphasis on transit-supportive, pedestrian-friendly and walkable designs.

2.1.4 West Harbour Secondary Plan

2.1.4.1 Background

The West Harbour Secondary Plan, also known as Setting Sail, was adopted in March 2005 to guide detailed planning, zoning and development decisions for the broader area, with an emphasis on three focus areas: (1) the Waterfront; (2) the Barton-Tiffany area; and, (3) the Ferguson-Wellington Corridor. Through the Secondary Plan, the Barton-Tiffany area is comprised of existing low-density residential uses, industrial uses, commercial uses and vacant land.

2.1.4.2 Ontario Municipal Board Appeals

Following Council approval, the Secondary Plan was appealed to the OMB by a number of parties. Several OMB hearings were held over the past 8 years, including partial decisions on parts/aspects of the plan. The final two OMB Decisions were issued in June and December 2012, and the land use schedules and policies for the Barton-Tiffany study area have now been finalized.

With respect to the Stuart Street Canadian National Railway (CNR) Yard, the OMB identified the Rail Yard as a Class III Industrial Facility which has no plans to be relocated (as originally articulated in the Secondary Plan) and that residential and other sensitive land uses are prohibited within 150 metres of the Rail Yard. However, the OMB did approve a site-specific low density residential policy and zoning for land located at the southwest corner of Stuart Street and Bay Street North, in order to recognize existing residential uses. The permitted uses for these lands include residential and commercial uses as part of a mixed-use building. The zoning by-law sets out site-specific standards and requirements for a noise study. CNR agreed to allow for this residential development as a part of the OMB decision subject to an agreement between the property owner (one of the appellants and parties to the hearing) and CNR.

2.1.4.3 Principles

The Secondary Plan was guided by a series of planning principles that sets the foundation for the policy direction in the Plan. As per the Policy 6.3.2 of the Secondary Plan, the guiding planning principles for the West Harbour area seek to:

1. Promote an healthy harbour through best management, conservation, rehabilitation, and education practices;
2. Strengthen the existing neighbourhoods through respectful new development, relocation and redevelopment of incompatible uses, and adding neighbourhood amenities;
3. Provide safe, continuous public access along the water's edge including accommodation of both trails and boating facilities;
4. Create a diverse, balanced and animated waterfront with new uses that promote a diversity of different land uses along the waterfront and provide a year-round destination.
5. Enhance physical and visual connections through and to the waterfront, including developing connected street, open space, walking and cycling systems and augmenting vistas;
6. Promote a balanced transportation network that establishes a hierarchy of streets that accommodate a balanced multi-modal system that maximizes transit connectivity;

7. Celebrate the City's cultural and industrial heritage of the area through conservation of neighbourhoods, buildings, and streetscapes; and
8. Promote excellence in design by designing and constructing buildings that respect the area's character and are supported by a public realm that creates a memorable "place".

2.1.4.4 Land Use

Section A.6.3.3 of the Secondary Plan contains general policy direction that applies to all lands within the Study Area. These policies recognize the decline of heavy industrial activity in the West Harbour and promote relocation of industrial uses to a more suitable area of the City. As such, the policies promote remediation of contaminated former industrial land and conversion of these lands for other permitted uses. The policies discourage new industrial and manufacturing in the area and only permit expansion of existing facilities subject to specified criteria, including demonstrating that there are no adverse impacts created and that design objectives (relating to built form, set backs, parking and other matters) are achieved.

Section A.6.3.3.4 and A.6.3.3.5 of the Secondary Plan contain the following relevant urban design principles for the Study Area:

- Create a comfortable and interesting pedestrian environment;
- Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;
- Generally locate surface parking at the rear or side of buildings;
- Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level;
- Ensure barrier-free access from grade level in commercial mixed use developments;
- Preserve the vistas of Hamilton Harbour and the key views leading to the harbour;
- Support the use of public transit by creating a comfortable pedestrian environment and providing main entrances on public streets, close to intersections where appropriate; and
- Maintain or improve transit accessibility in public street improvements.

Additional urban design policies apply to any public buildings or spaces proposed within the study area. The policies require the City to demonstrate leadership in this regard by implementing a high standard of design. The policies also strongly encourage integrating public art into the design of such facilities. This is consistent with the policy direction of Section 3.5 of the UHOP as described above.

The City-owned lands in the study area **(see Figure 2a)** are subject to policies pertaining to their redevelopment. Further to Policy 2.4.9 of the UHOP, policies in Section A.6.3.3 of the Secondary Plan encourage considering the desirability of developing publicly owned lands for affordable housing. At a minimum, where City-owned lands are planned for residential redevelopment, the policies require a minimum of 25% of all units to be affordable.

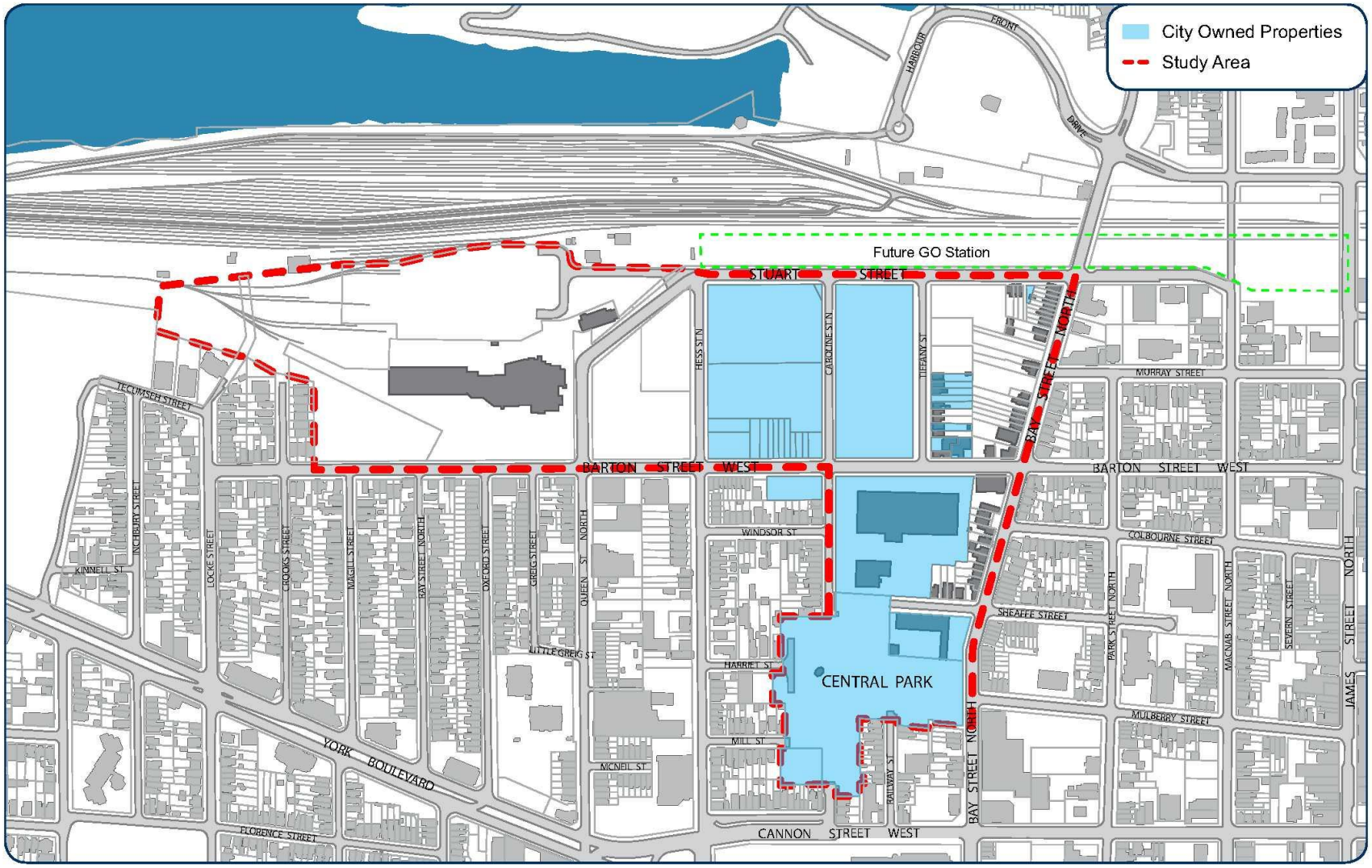

Figure 2a

City Owned Properties

Source: City of Hamilton (March 2011)

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In addition to the general policies that apply to all lands within the study area, Schedules M-2 and M-3 of the Secondary Plan designate the study area in several commercial, residential and open space designations (**see Figure 3 and 4**). The following provides a summary of the relevant policies of the applicable land use designations from Section A.6.3.3.1 (including A.6.3.3.1.16 which applies specifically to the Barton Tiffany Area) of the Secondary Plan.

2.1.4.5 Commercial

The land located south of and parallel to the CN Rail line and yards is designated "Commercial". These lands are intended to provide retail and service commercial uses to the immediate neighbourhood and are to serve as the focus for the adjacent neighbourhood by creating a sense of place. Permitted uses include a range of retail shops and services to a maximum height of 4 storeys and subject to maximum gross floor area restrictions. Maximum restrictions on floor space for retail, commercial and office uses within this designation include: 6,000 m^2 for individual retail commercial uses; 15,000 m^2 for total retail commercial uses; 3,000 m^2 for office uses on the same lot; and 10,000 m^2 for total office uses. This commercial cap does not apply to service commercial uses such as eating/drinking, personal services, finance/insurance/ real estate, business services, medical/dental, entertainment or other services, etc. The preferred format is a variety of commercial uses, buildings and building sizes. The policies also permit open space uses and live-work units in this designation. Residential, other sensitive land uses, hotels, auto-oriented commercial uses, such as drive-throughs, gas stations and auto-repair garages, are prohibited. Single use large format retail buildings are discouraged. Urban design policies that apply in the Commercial area include:

- *Areas designated Commercial shall be planned and designed to be integrated with and easily accessible from the surrounding neighbourhood by a range of transportation modes including the automobile, transit, and active transportation. (A.6.3.3.1.16.1.11)*

- *All buildings shall be located up to the street to create a strong pedestrian orientation with the main entrances on a street, and barrier free access at street level. (A.6.3.3.1.16.1.13)*

- *Buildings shall be encouraged to locate up to the street with multiple retail units and multiple entrances oriented to the street, or other similar means to animate the streetscape.(A.6.3.3.1.16.1.14)*

- *The design and massing of buildings shall minimize shadow and wind impacts on the public realm. (A.6.3.3.1.16.1.15)*

- *The design of new developments shall have respect for the light, views, and privacy enjoyed by residents in adjacent buildings and areas. (A.6.3.3.1.16.1.16)*

- *Parking areas shall be provided at the rear of sites, underground and/or in above-grade structures, with access from public streets or laneways, where possible. (A.6.3.3.1.16.1.17)*

- *Above-grade parking structures shall be fronted by retail at the street level. (A.6.3.3.1.16.1.18)*

The land at the southwest corner of Barton and Bay Streets is designated “Local Commercial”. This designation permits the redevelopment of these lands for local commercial purposes including retail stores, restaurants, take-out restaurants, banks, professional offices, personal services and live-work units, to a maximum height of 4 storeys. Other uses, including office and residential uses are permitted above the ground floor. Auto oriented commercial uses (such a gas stations auto repair garages and other

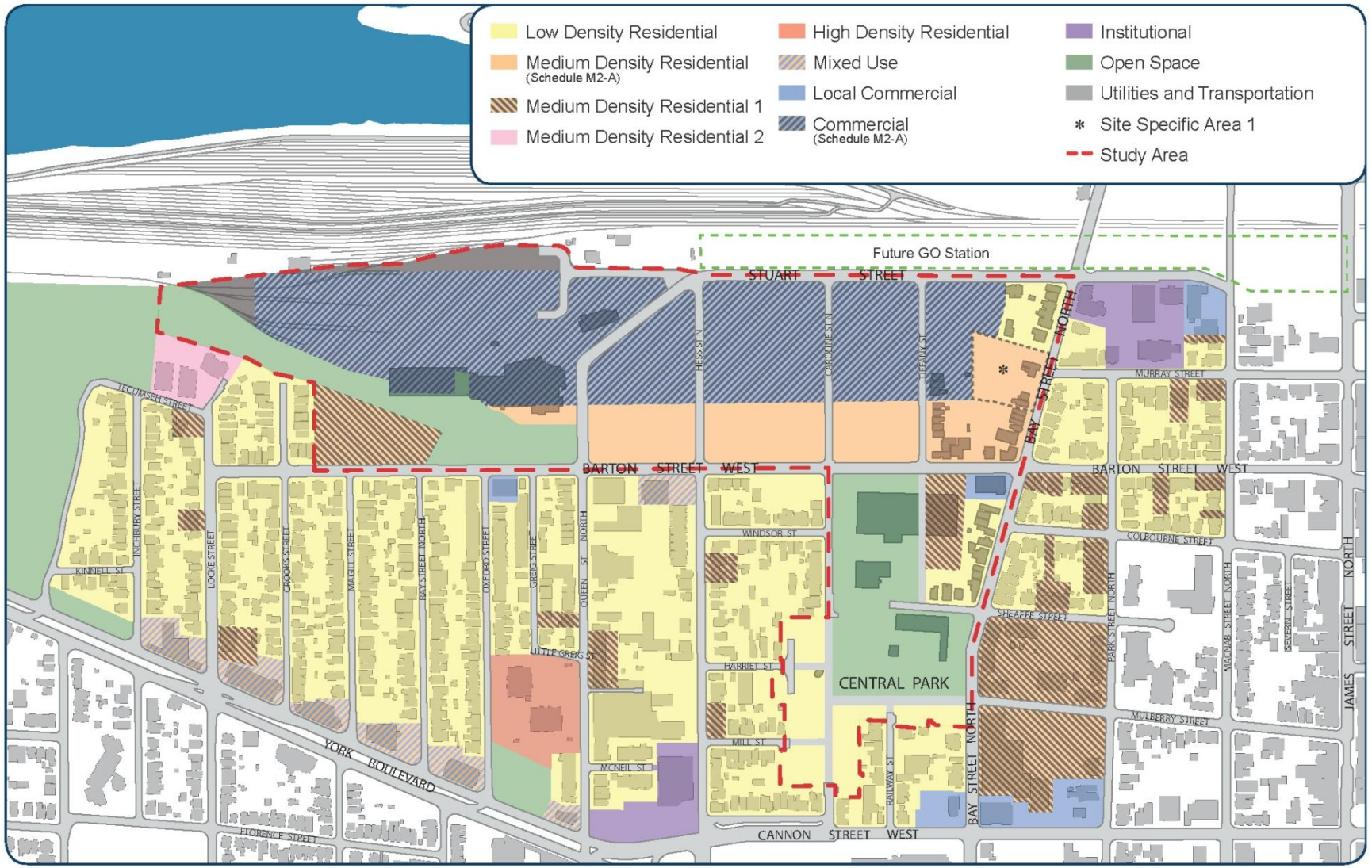

Figure 3

Permitted Land Use - West Harbour Secondary Plan

Source: Adapted from West Harbour Secondary Plan, OMB Approved, Schedules M2 and M2-A

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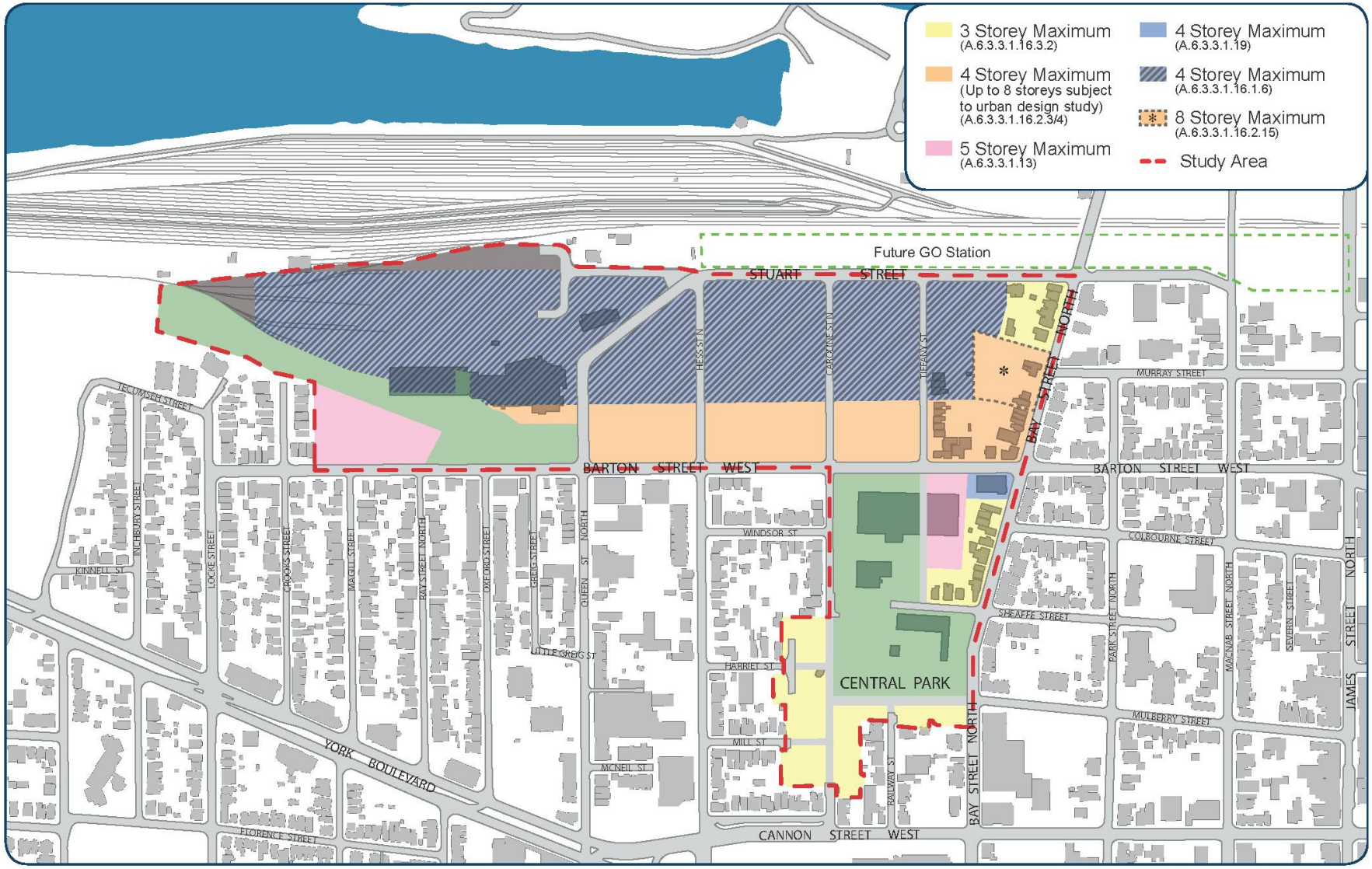

Figure 4

Permitted Building Height - West Harbour Secondary Plan

Source: Adapted from West Harbour Secondary Plan, OMB Approved, Schedules M2, M2-A, M4 and Policies A.6.3.3.1.16, A.6.3.3.1.13, and A.6.3.3.1.19

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drive-through services including drive-through restaurants are generally not permitted. Large scale retail uses (with the exception of grocery stores) are not permitted. Urban design policies that apply in the Local Commercial area encourage:

- Implementing minimum front yard setbacks that are generally consistent with the setbacks of adjacent buildings;
- Orienting buildings to a public street with main entrances on a street and barrier free access at street level;
- Locating parking at the rear or side of buildings; and
- Locating loading and service areas at the rear of buildings wherever feasible.

2.1.4.6 Residential

The land along the west side of Bay Street is designated "Low Density Residential" and is intended to allow for infilling of the Bay Street streetscape and to provide a transition along Bay Street from a Primary Mobility Street to a Neighbourhood Mobility Street north of Strachan Street West. The designation permits single, semi-detached, street townhouse and stacked townhouse dwellings to a maximum height of 3 storeys and a maximum density of 25 to 60 units per hectare, subject to Site Plan Control. The policies also permit open space and parks as well as live-work units in this designation. Urban design policies that apply in the Low Density Residential area encourage:

- Reflecting the scale, type and character of existing low density development in the neighbourhood;
- Respecting the existing grid patterns of streets, blocks, and open space, and/or those proposed by the Secondary Plan;
- Implementing lot dimensions and building setbacks consistent with other Low Density Residential properties in the neighbourhood;
- Locating garages at the rear of properties to be accessed from rear laneways where feasible;
- Implementing the recommendations of approved noise studies in site layout and design including the location of outdoor amenity space, and building design including the location of non-habitable space to buffer and mitigate noise impacts; and
- Locating any outdoor amenity area accessory to residential uses above the first storey.

The land located along the north side of Barton Street to a depth of approximately 75 metres is designated "Medium Density Residential". This designation is intended for low and mid-rise (4-storey) residential uses, including mixed use buildings, that have retail and service commercial stores at grade. The policies prohibit direct driveway access to individual units, garages facing public streets and front yard parking. This area is to be an extension of the neighbourhood and provide for a transition between the existing residential neighbourhood to the south of Barton Street and land designated Commercial to the north. The designation permits multiple dwellings as well as at-grade commercial uses forming part of a multiple storey building with residential units above. The policies also permit open space and parks as well as live-work units in this designation.

The permitted density of development is 60 to 150 units per hectare. Heights greater than 4 storeys, to a maximum of 8 storeys, are permitted subject to the submission of an Urban Design study, to be reviewed and approved by the City. Urban design policies that apply in the Medium Density Residential area encourage:

- Respecting the existing grid patterns of streets, blocks, and open space, and/or those proposed by the Secondary Plan;
- Implementing consistent minimum front yard setbacks that are generally consistent with the setbacks of adjacent buildings;
- Locating parking areas at the rear of properties or underground with access from public streets or laneways;
- Locating main entrances to buildings to face public streets and providing direct access from the sidewalk;
- Minimizing shadow, wind and noise impacts on the public realm through the design and massing of buildings;
- Respecting the light, views and privacy enjoyed by residents in adjacent buildings and areas;
- Providing private amenity space on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors;
- Consolidating common amenity space to create useable spaces;
- Designing outdoor amenity areas accessory to residential uses to meet Provincial guidelines for noise levels and to mitigate potential noise impacts;
- Implementing the recommendations of approved noise studies in site layout and design including the location of outdoor amenity space and building design including the location of non-habitable space to buffer and mitigate noise impacts; and
- Locating any outdoor amenity area above the first storey if located on the south side of a residential building fronting Barton Street.

In addition to these policies that apply to all lands designated Medium Density Residential in the area, the land fronting Bay Street identified as a “Special Policy Area” may be developed prior to the completion of a comprehensive Urban Design Study at a density of 60 to 300 units per hectare and to a maximum height of 8 storeys.

Land at the southeast corner of Barton Street and Tiffany Street and on the north side of Barton Street east of Crooks Street is designated “Medium Density Residential 1”. These lands may be developed for multiple dwellings at a height of 3 to 5 storeys and to a density of 60 to 150 units per hectare.

In addition to the applicable general policies of the Secondary Plan and the land use designation policies outlined above, properties along Barton Street are subject to additional policies because Barton Street is identified as a “prime retail street”. In Prime Retail areas the range of uses permitted on upper floors include residential, live/work and office. Two-storey retail stores are permitted, and personal services are permitted on the second floor of buildings. New institutional uses, including social services, schools and places of worship, may be permitted. Auto -oriented commercial uses such as gas stations, auto repair garages, other drive-through services (including drive-through restaurants) are not permitted.

The relevant design policies applicable to Barton Street properties encourage:

- Providing mixed use developments with ground-floor, street-related commercial and community uses;
- Reserving most of the street-facing portion of the ground floor of buildings for street-related commercial and/or community uses;
- Providing windows and doors opening onto the street with barrier free access along the ground floors of all buildings to provide “eyes on the street” and an interesting pedestrian experience;
- Locating buildings close to or at the front property line to maintain a consistent street wall subject to sightlines;
- Locating parking areas at the rear of properties with access from public streets or laneways;
- Minimizing shadow and wind impacts on the public realm through the design and massing of buildings; and
- Respecting the light, views and privacy enjoyed by residents in adjacent buildings and areas.

2.1.4.7 Public Realm

Schedule M-5 of the Secondary Plan (**see Figure 4a**) identifies the public realm including streets, parks and other publicly-accessible open spaces such as trails, public piers, promenades, plazas and school grounds. Elements of the public realm plan relevant to Barton-Tiffany include:

- Views/vistas along Queen and Hess Streets to the Harbour;
- Views/vistas from Magill Street, Crooks Street and the park north of Inchbury Street;
- Potential bridge connection at the northern end of Caroline Street over the railway to Bayfront Park;
- Potential bridge connection at the western end of the Study Area from Dundurn Park to the Bayfront trail (EA process was completed for this project);
- Potential trail extensions along Caroline Street to Cannon Street and through Central park to Bay Street;
- Future Streetscape initiatives for Queen, Caroline, Barton and Stuart Streets; and
- Bay Street North mobility streetscape initiative.

One of the objectives of the Secondary Plan is to establish and maintain a comprehensive network of public open spaces in the West Harbour linked to open spaces in adjacent neighbourhoods and Downtown. A reconfigured Central Park is designated in the Barton Tiffany study area that includes lands currently occupied by City Public Works facilities on Barton and Bay Streets. The Secondary Plan policies promote the relocation of the Public Works facilities on Barton and Bay Street to allow for the expansion, reconfiguration and

improvement of Central Park. The policies stipulate that adaptive re-use of all or a portion of the Barton Street Works building for recreational or other public uses shall be considered prior to demolition.

This designation permits publicly-accessible open spaces (including parks, squares, trails, and public art), indoor and outdoor public recreational facilities and recreational equipment rental and maintenance facilities.

In addition, the Secondary Plan requires the provision of an east-west continuous open space recreational trail on the south side of Stuart Street, Queen Street and the north side of Barton Street to Locke Street with a minimum width of 5 metres to be accommodated within the required 25 metre right-of-way **(see Figure 4a).**

2.1.4.8 Transportation

The Secondary Plan transportation network consists of "Primary Mobility Streets", "Neighbourhood Mobility Streets" and "Local Streets", all of which are to provide a safe and comfortable pedestrian environment including sidewalks, Urban Braille, landscaping, special lighting, seating areas, transit shelters, a signage system and other amenities

"Primary Mobility Streets" are to provide for the movement of through traffic connecting major activity centres and neighbourhood within West Harbour as well as points outside the area. Bay Street North is a Primary Mobility Street with a right-of-way width of 20 metres, and may be subject to streetscape enhancements within the existing right-of-way including sidewalk widening, improved street lighting improved accessibility, additional trees, improved bicycle facilities and/or other landscaping features.

"Neighbourhood Mobility Streets" are to provide for the movement of traffic, people and goods within the West Harbour serving the local land uses. Barton Street West, Queen Street North, Hess Street North and Stuart Street (west of Bay) are all identified as Neighbourhood Mobility Streets in the Secondary Plan. The right-of-way width of Neighbourhood Mobility Streets is to be 20 metres, with the exception of Stuart Street and Barton Street which are designated as 25 metre road allowance. The required road widenings are to be taken entirely from the south side of Stuart Street and the north side of Barton Street.

"Local Streets" are to provide for provide access to businesses and residences, on-street parking and pedestrian movement as a priority over traffic movement. The right-of-way width of Local Streets is to be 18-20 metres.

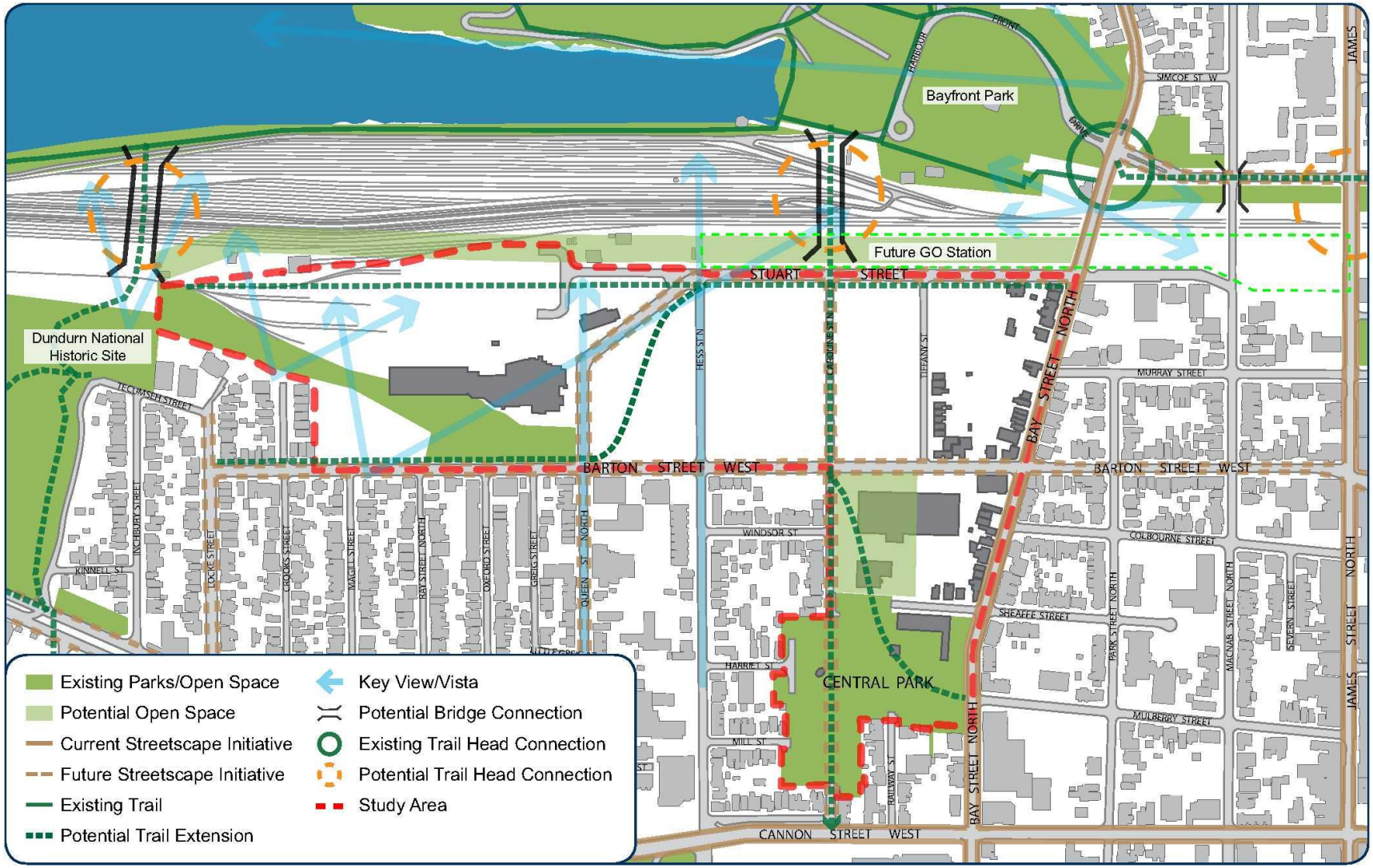


Figure 4a

Public Realm

Source: Adapted from West Harbour Secondary Plan, OMB Approved, Schedule M5

BARTON-TIFFANY Urban Design Study

2.1.5 Hamilton Zoning By-law

Zoning in the City of Hamilton is regulated by the zoning by-laws of the former municipalities, as well as Zoning By-law No 05-200 for certain portions of the new City of Hamilton. The Barton-Tiffany study area is regulated by both City of Hamilton Zoning By-law 6593 and the new City of Hamilton Zoning By-law No. 05-200 (**see Figure 5**). The majority of the study area located north of Barton Street is regulated under the new Zoning By-law 05-200:

- The land located north of Barton Street, west of Bay Street is zoned site-specific "Downtown Multiple Residential D6-443, H45 and D6-445, H47", which permits multiple dwellings and home occupations, free standing or as part of a mixed use building, and a range of commercial uses as part of a mixed-use development with commercial uses on the ground floor only. A maximum density of 150 units/ha is permitted on the D6-443 lands, a maximum density of 300 units/ha is permitted on the D6-445 lands. The holding provisions associated with these lands require the completion a Noise Study to address site layout and design and a signed Record of Site Condition. In addition, the lands fronting Barton Street zoned D6-443 require the completion of an Urban Design Study for the Barton Tiffany area, while the lands fronting Bay Street zoned D6-445 only required Site Plan approval for the removal of holding provision;
- The land located at the south-west corner of Bay Street North and Stuart Street is zoned in the site-specific "Downtown Residential (D5-444, H46)" zone, which only permits residential uses (single and semi-detached dwellings and street townhouses). The removal of the holding provision associated with these lands require Site Plan approval, the completion of noise and vibration study in consultation the railway, a signed Record of Site Condition and the completion of the Urban Design study for the Barton/Tiffany area;
- The lands located south of the CN rail and shunting yard are zoned "Downtown Prime Retail Streets (D2-442, H44)", which permits a full range of commercial uses, but not residential uses. The removal of the holding provision associated with these lands requires the completion of a vibration study and the Urban Design Study for the Barton/Tiffany area;
- The lands located northwest of the Barton and Queen Street intersection are zoned "Conservation/Hazard Land (P5)", which only permits conservation, flood and erosion control facilities, and passive recreation uses; and
- The lands located at the south-west corner of Bay Street North and Sheaffe Street are zoned "Neighbourhood Park (P1)", which only permits recreation uses.

The remainder of the study area is regulated by Zoning By-law 6593:

- The land located north of the intersection of Magill Street and Barton Street West are zoned "RT-20/S-1478 (Townhouse - Maisonette)", with site-specific regulations, which permit a range of residential uses and a day nursery;
- The land located directly east of the RT-20/S-1478 lands is zoned "L-MR-1 (Planned Development)", which only permits

residential uses (i.e. Townhouses and multiple dwellings) and is subject to a rezoning to any one of the following zoning districts: DE, DE-2, DE-3, E-2, RT-10, RT-20, RT-30;

- The land located at the south-east corner of Barton Street West and Caroline Street North is zoned “D” (Urban Protected Residential – One and Two Family Dwellings), which allows single and two-family dwellings, foster homes, and residential care facilities, retirement homes, and lodging homes for up to 6 residents, as well as institutional uses including day nurseries for up to 25 children, a college or university, and a range of other public uses including libraries, art galleries, museums, community centre and public recreational uses;
- The land located on the south-west corner of Bay Street North and Barton Street West is zoned “D/S699 (Urban Protected Residential – One and Two Family Dwellings) with a site specific provision that additionally permits a union office and a banquet-meeting hall;
- A small triangle of land at the very northwestern corner of the Study Area is zoned in a site specific “K/S1482 (Heavy Industry, etc.) to reflect the occupancy of these lands for the CN rail line.

The performance standards within the by-law can be found in the Zoning Table, which indicates typical site design requirements, provided in Appendix A.

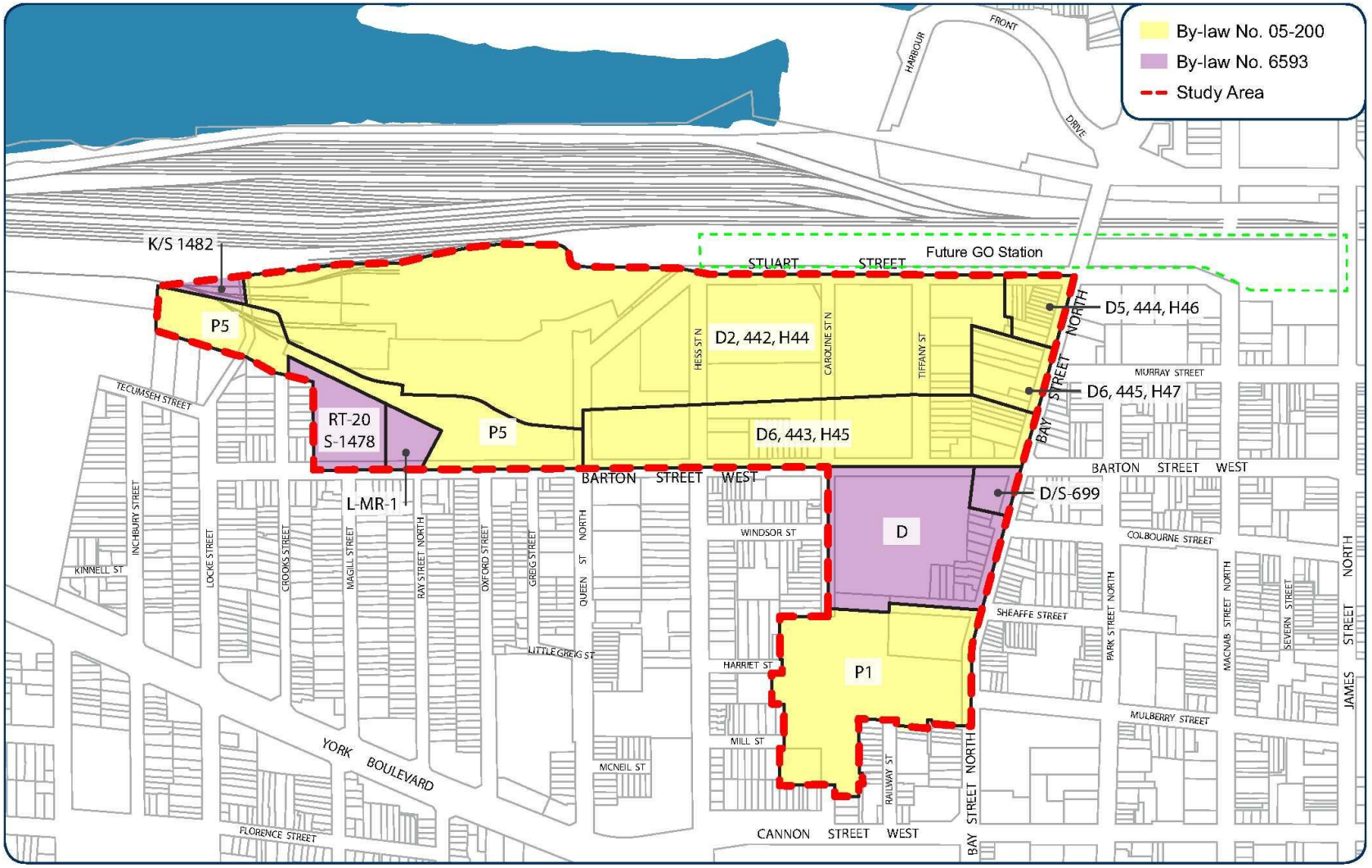


Figure 5

Existing Zoning

Source: City of Hamilton Zoning By-law 05-200, Zoning By-law 6593

BARTON-TIFFANY
Urban Design Study

2.2 Master Plans

2.2.1 Downtown Transportation Master Plan (2001)

The Downtown Transportation Master Plan was completed in 2001 concurrently with the Downtown Secondary Plan as an integrated process of land use and transportation planning that examined the downtown as an overall system. Barton Street West forms the northern boundary of the Master Plan area of study. The Master Plan identified a number of initiatives related to the overall transportation system, many of which have been completed.

In February 2008, the mandatory 5-year review of the Downtown Transportation Master Plan was completed to determine the status of implementation. Three recommended projects in the review affect the study area and context area: the two-way conversion of York Boulevard and the addition of dedicated bike lanes; pedestrian improvements and streetscaping along Cannon Street and Bay Street; and the two-way conversion of Hess Street.

2.2.2 Downtown Mobility Streets Master Plan (2003)

The Downtown Mobility Streets Master Plan was completed in 2003 to provide design direction for the Mobility Streets identified in the Downtown Transportation Master Plan. The portions of Bay Street and Cannon Street abutting the study area are identified as "Neighbourhood Precincts", to which the Master Plan provides series of general and precinct-specific streetscape design guidelines. Neighbourhood Precincts are characterized generally as sections where: the land use is predominately residential in nature (current or planned); the streetscape will have a moderate intensity of uses; the area will be predominately a green streetscape with grassed boulevard and sidewalks; amenities and features are focused around key locations; and, off-peak parking is on at least one side.

2.2.3 West Harbour Transportation Master Plan (April 2005)

The West Harbour Transportation Master Plan was completed in April 2005 to assess the land use strategies and transportation alternatives in respect to the West Harbour Secondary Plan. The recommended transportation network includes a series of "Primary Mobility Streets", "Neighbourhood Mobility Streets", and "Local Streets", similar to the Downtown Transportation Master Plan.

2.2.3.1 Primary Mobility Streets

Bay Street is identified as a "Primary Mobility Street" through the study area, which is intended to "provide for the mobility of through traffic, people and goods, connecting major activity centres and neighbourhoods within the study area, and connecting to points outside the area". Cross-sections for Primary Mobility Streets are intended to include: through vehicle lanes in each direction; potential on-street parking (may be limited to non-peak hours or restricted); cyclists accommodated in shared lanes or on-street bike lanes; sidewalks required on both sides with supporting planting strips, where space permits, and main transit routes.

2.2.3.2 Neighbourhood Mobility Streets

Barton Street, Hess Street, Queen Street, and Stuart Street are all identified as "Neighbourhood Mobility Streets" within the study area, which are intended to "provide for the mobility of traffic, people and goods within the study area and to serve the local land uses". Cross-

sections for Neighbourhood Mobility Streets are intended to include one through vehicle lane in each direction; potentially on-street parking (may be limited to non-peak hours or restricted); cyclists generally accommodated in on-street bike lanes; sidewalks required on both sides and supporting planting strips (where space permits); potential traffic calming features to encourage through traffic to use Primary Mobility Streets; and, potential local transit routes.

2.2.3.3 Local Streets

The remaining streets in the study area and context area, both existing and proposed future, are identified as "Local Streets", which are intended to "provide access to businesses and residences, on-street parking and pedestrian movement as a priority over traffic movement". Local Street cross-sections are intended to include: one through vehicle lane each way; on-street parking on at least one side; sidewalks on both sides; and potential traffic calming features.

2.2.4 Strathcona Transportation Master Plan (July 2013)

The Strathcona Transportation Master Plan was completed in July 2013, undertaken concurrently with the Strathcona Secondary Planning process, and included the portion of the study area and context area situated west of Queen Street. While there are no recommended improvements north of York Boulevard, the Plan recommends "the removal of one general purpose lane in each direction between Dundurn Street and Queen Street and the implementation of bicycle lanes as well as maintaining three (3) east bound lanes approaching Queen Street North".

2.2.5 Cycling Master Plan (Shifting Gears 2009)

The Cycling Master Plan was approved by Council in June 2009 and will guide the development and operation of the City's cycling infrastructure for the next twenty years. The primary objectives of the Cycling Master Plan are to: develop a comprehensive cycling network for commuter, utilitarian and recreational cyclists through escarpment crossings; provide a preferred cycling grid in the urban area based on a 2 km spacing design; ensure consistency in design by providing separate facilities on streets with large motor vehicle traffic volumes; and, provide convenient and all-season access to all residential and employment area and transit notes. The Cycling Master Plan identifies Barton Street as a street with "Proposed Sign Route (shared on-street)" and Bay Street, Cannon Street, and Locke Street north of York Boulevard as routes with "Proposed Bike Lanes".

2.2.6 Pedestrian Mobility Master Plan

The Pedestrian Mobility Master Plan commenced in March 2011 and was presented to General Issues Committee in November 2013 for approval. The Pedestrian Mobility Plan establishes a 20 year framework to improve the pedestrian environment, increase opportunities for walking for recreation and as a mode of transportation that is efficient, comfortable, safe, inclusive, accessible, and improve the health of communities and economic development. It is expected that the Plan's findings will result in updates to the City's Development Standards and Urban Design Guidelines.

The objectives of the Pedestrian Mobility Plan are to:

- Increase the number of daily walking trips;
- Encourage walking as a mode of transportation between home, work and other destinations;
- Increase awareness of non-motorized networks, safety requirements, and apply appropriate standards, to support increased pedestrian activity;
- Enhance coordination of multi-modal trips with pedestrian movement;
- Improve the pedestrian environment with supportive infrastructure, streetscape design, and new development;
- Develop an implementation framework and responsibilities;
- Support and integrate the pedestrian realm with tourism and economic development; and
- Develop a framework that is consistent with existing City and Provincial policies.

The Pedestrian Mobility Master Plan will primarily be implemented when streets and/or infrastructure are due for reconstruction, repair, improvements or upgrades. Additionally, the Plan introduces a "toolkit" to achieve the goals, which are designed to address walking along the street, crossing the street, and programs and policies to support walking. Many of the toolkit solutions may be applicable in the Barton Tiffany Study area, including curb extensions, driveway design and driveway consolidation, high visibility crosswalks, lighting along corridors, land use (parking location), lane diets and road diets, sidewalk buffers and sidewalk connections to transit stops.

The Pedestrian Mobility Master Plan classifies areas of the City into context areas, within which the plan identifies focused improvements that are needed to improve the quality of the pedestrian realm. The Barton-Tiffany study area is classified as part of an Urban Core context area which calls for sidewalks a minimum of 2.0 to 3.5 metres in size, street trees, street furniture, illumination, crosswalks and bike lanes. Within the Barton-Tiffany study area, there are some locations where the "Community Walk Survey" results indicate that the pedestrian environment is unappealing, there are poor sidewalk conditions, bridge improvements needed, and that the waterfront trail is a route that is used often.

2.2.7 Recreational Trails Master Plan (Dec 2007)

The Recreational Trails Master Plan was completed in December 2007 with the purpose of organizing and prioritizing a comprehensive multi-purpose off-road recreational trail system to connect natural areas, cultural features and major land use destinations within the city. For the study area, the Hamilton Harbour Waterfront Trail is the principal trail identified in the Master Plan, situated at the northern edge of the study area across the rail yard and connecting to Bayfront Park. A "Potential Bridge Crossing" is identified along the Waterfront Trail north of the Stuart Street and Caroline Street intersection. Existing on-street routes are identified for Barton Street, Locke Street, and Tiffany Street.

2.2.8 West Harbour Waterfront Recreation Master Plan (2010)

The West Harbour Waterfront Recreation Master Plan was completed in April 2010 to establish a vision direction and guidelines to ensure that public and private initiatives in the area support the intended form and heritage character of the West Harbour area. The Master Plan provides direction for the area stretching from Bayfront Park to Pier 8 and, thus, does not directly affect the Barton-Tiffany study area.

2.2.9 Public Art Master Plan (Aug 2008)

The Public Art Master Plan was completed in August 2008 with the overall goal of establishing a plan that develops public art ideas for priority areas, identifying priority sites within such areas, identifying the type of public art for each site, and, providing capital budget input. York Boulevard between Dundurn Street and Bay Street as well as the Waterfront Trail are both identified as priority areas in the Master Plan. There are no priority sites within the study area based on the Master Plan's evaluation criteria.

2.3 Other Studies

2.3.1 Hamilton Commercial Strategy Study: Module 3: Planning Mechanisms (2006)

In 2006 the City of Hamilton undertook a three-part study to review and assess commercial development in Hamilton. Module One was a "think piece" on trends and patterns in the commercial industry. Module Two looked at the characteristics of the retail industry in Hamilton. Module Three included a review and analysis of the opportunities for capturing the trends identified in Module One, and also discussed the planning mechanisms that the City could use to guide commercial development and evaluate alternative options for distributing retail space.

Based on population projections identified in the GRIDS process, the City is forecast to grow by 157,500 people over the next 25 years. Within the existing urban area, an increase of 26,000 residential units through intensification should have a substantial impact on the vibrancy of existing commercial areas, depending on where the residential intensification is located. This growth provides significant opportunity for retail expansion and revitalization.

The Module Two Report forecasts a need for an additional 620,000m^2 (6.7 million ft^2) of commercial space and noted that a portion of this commercial space will gravitate to those vacant buildings and lots in the existing urban area to serve the growing inner population.

The Report notes that Lower Hamilton, which included the Barton–Tiffany study area, is anticipated to grow by approximately16,000 people, but is currently over served by retail space. The increased population may not bring on much additional space but may increase the sales and vibrancy of existing retail space. No doubt new stores will open to serve this population, but they will likely replace existing stores and reduce current retail vacancies (as per Hamilton Commercial Strategy Study: Module 3 – Planning Mechanisms by Sorensen Gravely Lowes, Robin Dee & Associates, December 2006)

2.3.2 Strathcona Commercial Study (Nov 2013)

The Strathcona Commercial Study was completed in November 2013 in support of the Strathcona Secondary Plan process for the area bounded by York Boulevard to the north, Main Street to the south, Queen Street to the east, and Highway 403 to the west. In respect to the Barton-Tiffany study area, the Strathcona Commercial Study generally recommends that new retail and service commercial uses should be focused in the Main Street and King Street areas where warranted. It specifically recommends that local convenience retail and service commercial space be clustered at key intersections such as Dundurn Street North, Locke Street North and Queen Street North. The Strathcona Commercial Study notes "the oversupply of retail space in the area including new retail permission on the north side of Barton Street West that was recently approved as part of the Setting Sail: West Harbour Secondary Plan". To address this concern, permissions were given from Main Street and King Street and removed from York Boulevard within the Strathcona Secondary Plan.

2.3.3 Jamesville Neighbourhood Action Plan

The Jamesville Community Development Team was started in 2006 with the purpose of engaging other residents, building relationships with service agencies and working together on projects that would benefit the community. The Jamesville area includes two neighbourhoods: the Central and North End Neighbourhoods. The Action Plan was developed through a series of eight planning meetings held in 2012, which built on the foundations of "Asset Based Community Development" that believes that strengths of the neighbourhood outweigh weaknesses. The action items identified in the Action Plan that are relevant to the Barton-Tiffany study area include redeveloping Central Park; addressing contaminated land and pollution; making parks feel safer; embracing Hamilton's history and promoting Historic Spots; undertaking neighbourhood beautification; implementing traffic calming; promoting complete streets; making Hamilton even more bicycle friendly; and improving walkability and transit.

2.4 Design Guidelines

The City of Hamilton has a number of interrelated design guidelines documents that provide guidance on a range of different topics. The following are the relevant documents that have been reviewed and consideration of which will be incorporated into the Barton-Tiffany urban design guidelines as part of the final Urban Design Study report:

2.4.1 Hamilton Site Plan Guidelines

The Hamilton Site Plan Guidelines provide the City's design preferences for the site planning process with the overall site development objectives of promoting livability, encouraging environmental sustainability, promoting universal accessibility, achieving high quality building design, and creating a sense of place. Many of the guidelines contained in this document are most appropriately applied at the site plan stage for individual development projects, however there are some guidelines that are appropriate for consideration in the design of the study area as a whole, as outlined hereafter.

Section 2.2 of this document contains guidelines pertaining to built form, public realm and streetscape. These guidelines recognize the interrelationship between buildings and open spaces in defining the character of places. Generally, the guidelines in this section intend to enhance and encourage pedestrian use, promote transit use and create an attractive environment, thereby creating a sense of place. The following guidelines are relevant for this study:

- Acknowledge historical patterns of development;
- Consider the spaces built form creates, and integrate in design to create useable spaces;
- Front lot and orient building mass to the street to animate the street, create enclosure and establish a continuous street edge;
- Orient servicing functions to rear lanes (away from street edge) where possible;
- Preserve significant views and vistas where possible, and consider creating new vistas;
- Consider opportunities to create community landmarks;
- Create special street sections and unique streetscapes in areas of high pedestrian activity, entrances to neighbourhoods or special character areas;
- Maximize glazing, front porches and window bays along the front elevations of buildings to create social interaction on the street and enhance safety and security through informal surveillance;
- Provide safe, visible and direct connections from public streets to building entrances;
- Screen parking lots adjacent to public streets while maintaining some visibility to promote safety; and
- Minimize streetscape clutter (eg: by locating hydro service and other utilities underground).

Section 2.5 contains guidelines pertaining to safety and security. These guidelines promote the use of design techniques as an effective approach to reducing the opportunity for crime. Generally, the guidelines in this section intend to create safe urban environments through design considerations at the outset of the

development process. The following guidelines are relevant for this study:

- Maximize opportunities for natural surveillance around public spaces (eg: by encouraging active uses locating along the street edge);
- Provide clear definition between public outdoor space and private areas;
- Provide clear sight lines to allow people to see and be seen;
- Situate public open spaces and recreational facilities to maximize natural surveillance from buildings, public roads and walkways;
- Plan pathways to be direct, follow natural lines and avoid unobstructed sight lines;
- Provide definition of pathways and entrances to clearly define public and private space;
- Cluster buildings around a common parking lot or open space to facilitate monitoring of the space;
- Illuminate, clearly define and provide visibility to all building entrances from the street or parking areas;
- Maximize informal surveillance opportunities through building placement and window location, especially with regard to common areas, entrances and laneways. Provide windows on all facades for visibility;
- Orient parking spaces so that they are easily visible from adjacent windows, doorways and walkways. Avoid remote parking areas that are not observable;
- Use parking lot islands and internal walkways to accommodate pedestrian movement through parking lots;
- Illuminate all sides of the building where activity is anticipated, and the primary routes to/from the adjacent building(s) and parking areas; and
- Use landscaped planting strips and fencing to buffer residential properties from commercial areas and discourage trespassing.

Section 2.6 contains guidelines pertaining to barrier-free design and urban Braille. Generally, the guidelines in this section promote ease of orientation and accessibility for all residents through proper design. The principles in this section are primarily intended for publicly accessible buildings, particularly City buildings. The following guidelines are relevant for this study:

- Provide a minimum sidewalk width of 1.8 metres to accommodate two-way wheelchair traffic;
- Locate site furnishings along pedestrian routes in a manner that does not impede pedestrian traffic;
- Grade between 1% and 3% on pedestrian routes;
- Demarcate pedestrian crossings clearly with bright white lines or with contrasting materials and colours; and
- Minimize the need for ramped curbs and entrances through attention to grade changes in site design.

Section 3.2 contains guidelines pertaining to site circulation. Site circulation is a key organizing and design element and should be considered early in the design process. The following guidelines are applicable:

- Minimize the number of driveway connections to strengthen streetscapes;

- Provide maneuverability between abutting commercial properties;
- Maximize distance between driveways and between driveways and intersections to create safe turning movements;
- Locate driveways to provide ease of access and egress for users, including delivery vehicles and emergency services; and
- For large commercial development provide no internal access to internal parking aisles from the main driveway for a distance of 40 metres from the road allowance.

Section 3.3 contains guidelines pertaining to landscape design. The guidelines are in place because landscaping provides a wide range of functions in both the public realm and on private property. The following guidelines are applicable:

- Consider and reflect established neighbourhood landscape character;
- Promote compatibility of front yard landscaping among adjacent properties along the street;
- Incorporate existing site into landscape design, where practical;
- Take advantage of on-site conditions such as slopes, view corridors, or existing trees in landscape design;
- Ensure the scale and function of landscape materials are appropriate for the context and maintain a pedestrian scale;
- Select native and non-invasive plant species;
- Use both hard and soft landscaping solutions and materials;
- Incorporate landscape treatments such as planting beds, hedges, fences and architectural screening walls to distinguish private and semi private spaces;
- Plant street trees to enhance streetscapes and contribute to Hamilton's urban forest;
- Space street trees generally in a continuous linear row about 6-10 metres apart with regard for their mature size, the location of utilities in the right of way and the land use on adjacent properties;
- Locate trees planted in walkways or plazas in individual tree pits, or linear planting beds;
- Consider irrigation for major commercial and multi-residential developments;
- Group trees, shrubs and plant material to frame building elevations, add visual interest to blank building facades, accentuate building entrances and screen service and parking areas;
- Consider using special landscape treatments to mark street intersections, site entries and building entrances; and
- Buffer sensitive uses, such as residential, from commercial and industrial activities with fencing and landscaping.

Sections 3.4 and 3.5 contain guidelines pertaining to waste management and loading, storage and utility areas. The guidelines recognize these functions as essential elements for the functionality of any building. The guidelines generally intend to provide safe and adequate service /waste collection areas and access and maneuverability on all sites without disruption to other vehicle and pedestrian traffic. They also aim to provide these necessary site

elements without detracting from the urban form or appearance of the project. The guidelines suggest locating such facilities away from public streets and screened from view from the public realm. They promote locating them within buildings where possible or within an enclosed structure that is easily accessible while not disrupting other vehicular or pedestrian activities. Screening measures such as landscaping or enclosed structures should be coordinated with and complementary to the overall building design and materials.

Section 4.2 of the Hamilton Site Plan Guidelines contains guidelines pertaining to development on properties at key locations. Generally, the guidelines in this section intend to create interesting feature buildings at prominent sites such as corner lots. The guidelines promote situating buildings to frame streets and terminate vistas. They emphasize the need for special design attention to buildings on prominent sites such as corners, and recommend creating a sense of enclosure at prominent intersections by locating buildings close to the street and designing corner buildings so that each façade of the building is compatible and so that entrances are close to or at the corner.

Section 4.3 of the Hamilton Site Plan Guidelines contains guidelines pertaining to microclimate design. Generally these guidelines are intended to influence decisions pertaining to building size, height and placement with regard for impacts on pedestrian space and adjacent properties. The following guidelines are applicable for this study:

- Provide sheltered pedestrian spaces at all major building entrances;
- Orient buildings and outdoor spaces to maximize sunlight to pedestrian areas during the cooler months;
- Site and mass buildings to avoid undesirable wind conditions at grade for pedestrians;
- Design buildings to minimize shadows cast onto public and private outdoor spaces on adjacent properties particularly during summer afternoons and evenings; and
- Provide shading during summer months on pedestrian areas and exposed building surfaces.

Section 4.4 contains guidelines pertaining to massing and building design. Generally these guidelines recognize that architectural and site design is interrelated and equally important to achieve high quality spaces. The following guidelines are applicable for this study:

- Orient principal building facades toward the public street;
- Generally incorporate the concept of a base, middle and cap in building design to create visual interest at grade and to reduce the scale of taller buildings;
- Emphasize main building entrances through the use of canopies and other treatments;
- For tall buildings close to the street, implement stepbacks above the base floors to allow sunlight to reach the street, to minimize shadow impacts and to reduce the scale of the buildings as perceived along the street;
- Break up large building facades at street level and avoid flat or blank walls; and
- Design buildings to ensure a transition of scale relative to adjacent structures.

Section 4.6 contains guidelines pertaining to design of buildings on infill sites. Generally these guidelines promote careful consideration of infilling to enhance existing streetscapes and complement existing buildings. The guidelines suggest that new development complement existing neighbourhood character by considering scale, setbacks, building heights, proportions, elements, roof profiles, windows, entrances and materials of adjacent buildings and along the streetscape.

Section 6.4 contains guidelines pertaining to Multiple Unit Residential developments. Generally these guidelines promote a high standard of site and building design to create a quality living environment, contribute to the streetscape and integrate higher density housing into neighbourhoods. The following guidelines are applicable for apartments:

- Orient buildings to the street;
- Situate apartment towers to minimize shadowing and view/privacy impacts on adjacent housing;
- Consider building orientation, facing distances and separation to promote privacy and mitigate overlooks between residential windows and balconies of one building and the windows and yards of adjacent residential properties;
- Make a clear distinction between public and private spaces through landscape design;
- Provide private garden space for ground floor apartment units;
- Provide private open space (eg: balconies, courtyards, terraces or roof top gardens) with each development;
- Compose the façade with a clearly defined base, middle and top with well balanced vertical and horizontal proportions;
- Incorporate a base element of one to four storeys to reinforce pedestrian scale;
- Provide at least one common entrance at street level facing the street;
- Situate windows to maximize surveillance of public and private outdoor spaces;
- Reduce the scale of tall apartments through architectural design and detailing (eg: balconies, cantilevers, patios, entries, etc); and
- Provide main vehicular access from collector or local road rather than arterial road where practical.

The following guidelines are applicable for street townhouses:

- Consider the overall form, massing and proportions of the row of townhouses;
- Vary individual unit design and façade elements such as porches/bays/dormers to avoid repetition, however, repetition may be appropriate in some urban infill conditions;
- Minimize the impact of garages so that they do not dominate the building façade or streetscape; and
- Design end units to take advantage of both frontages and add variety to the streetscape.

2.4.2 Other Guidelines

A number of City design guideline documents provide further guidance for the Urban Design Study, including the following:

- Transit Oriented Development Guidelines: complement land use policies and programs but also provide further guidance on

implementing land use policies and zoning to advance the City's goals of integrating land use and transportation planning.

- Urban Braille Design Guidelines: provides urban design criteria guidelines for a system of tactile information within streets and streetscape to serve the needs of the visually impaired.
- Barrier-Free Design Guidelines: provide guidelines for the City concerning the planning, design, or construction of all newly constructed and/or renovated City facilities, parks and open spaces, and infrastructure.
- Parks and Open Space Development Manual: guidance tool for the development process for parks and open space for the City and development community.
- Strathcona Urban Design Guidelines: guidelines to describe and direct design, and illustrate how design elements can guide future redevelopment and intensification potential for the Strathcona neighbourhood south of York Boulevard.

3. Existing Conditions Inventory

3.1 Topography

The study area is characterized by a large, low-lying, relatively flat area bounded by higher-elevation ground to the east, south and west (**see Figure 6**). Barton Street West between Tiffany Street and Queen Street North is relatively flat; ranging in elevation from 84 to 85 metres. West of Queen Street North, Barton Street West rises up at approximately 5% to an elevation of 95 metres at Magill Street, and then past Magill Street is again relatively flat. East of Tiffany Street, Barton Street West rises steeply at a grade of approximately 9% to an elevation of 94 metres at Bay Street North.

Roads north of Barton Street West slope gradually down to Stuart Street, which is relatively flat, ranging in elevation between 77 and 78 metres along most of its length. Like Barton Street West, Stuart Street rises sharply east of Tiffany Street to meet Bay Street North at an elevation of 87 metres.

Caroline Street North south of Barton Street slopes up gradually from an elevation of 84 metres at Barton Street West to an elevation of 89 metres where it meets Central Park. Central Park also generally slopes up to the south with the north edge of the park at an approximate elevation of 89.0 m and the south edge of the park at an elevation of 95.0 m.

Remnants of the Lake Iroquois shore line exist within the southwest corner of the study area and extend around the western end of Hamilton Harbour. Lake Iroquois extended beyond the current shores of Lake Ontario and was created through glacial retreat 10,000 years ago, and now remains as a prominent bluff line between the historic shoreline and the current shoreline. The area of the Lake Iroquois bluff line is largely wooded and is represented by an Open Space designation on the land use plan for the area.

Photo: Approaches to Bay Street North from east-west streets in the study area (Barton Street West below) provide one area of more abrupt topographical changes in the area.

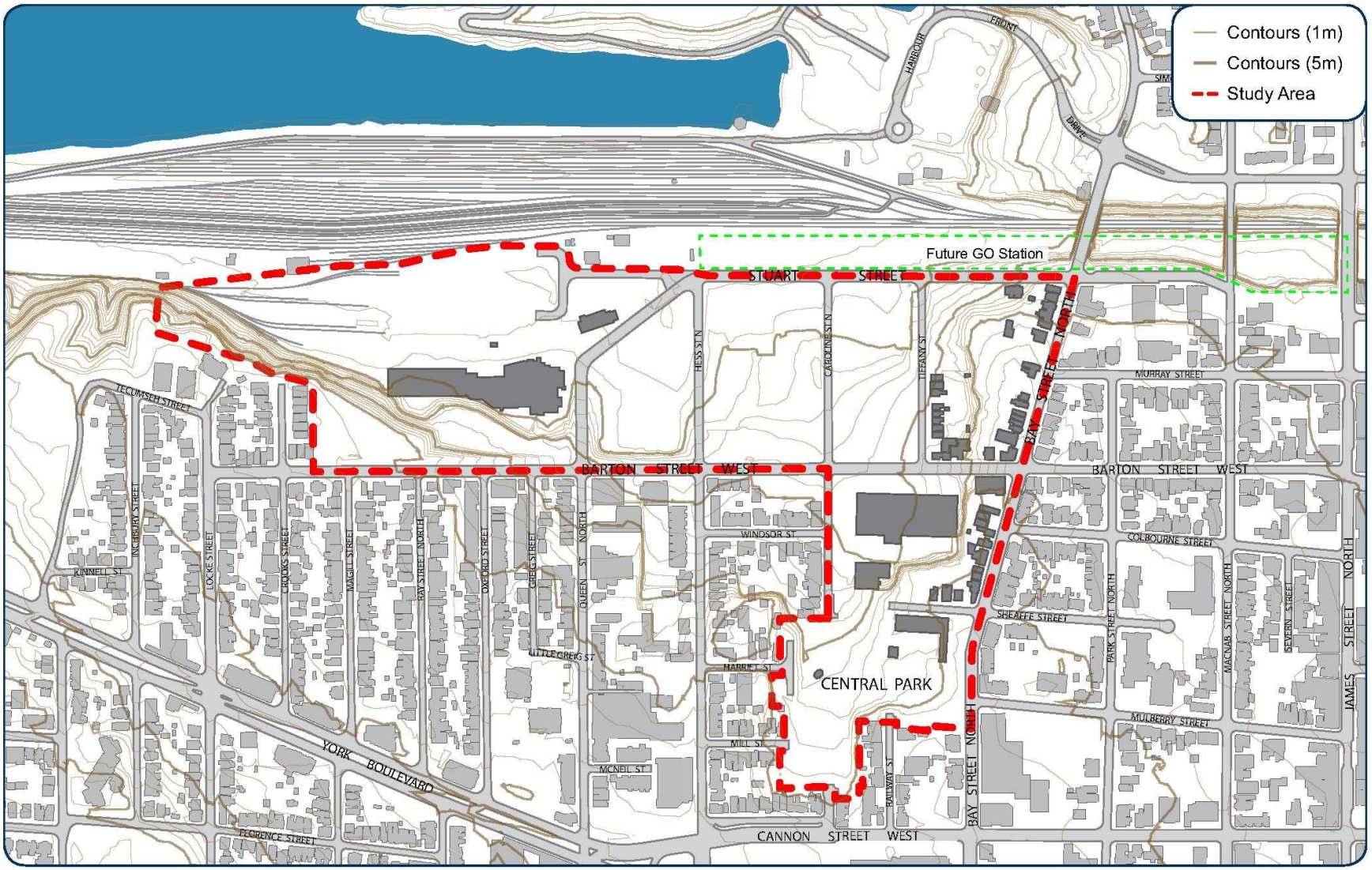


Figure 6

Existing Topography

Source: MTE

BARTON-TIFFANY Urban Design Study

3.2 Site Remediation

The Hamilton West Harbour area, which includes the Barton-Tiffany area, was urbanized in the early 1800s. Port and railway facilities opened up these lands for commercial, residential, and industrial uses including steel, textiles, glass, tobacco and iron. Low-lying marsh lands in this area were in-filled in order to allow development. The Barton-Tiffany area redevelopment is an important part of the City of Hamilton's revitalization efforts, driven in part by the 2005 *Places to Grow* Act and the *Provincial Policy Statement* under the *Planning Act*. Both of these acts encourage the intensification of urban areas and the redevelopment of vacant or underused industrial lands known as Brownfield sites. Since many of these sites are suspected to contain contamination and poor quality fill, the soil and groundwater conditions on these properties must first be considered before redevelopment can be undertaken.

The Barton-Tiffany area currently contains a mixture of industrial, commercial and residential land uses. Proposed land uses include commercial and industrial, residential (low and medium density) and parkland or green space. A change in use from industrial or commercial to a more sensitive residential or parkland use triggers the requirement for a Record of Site Condition under Ontario Regulation 153/04 and the Environmental Protection Act.

A Record of Site Condition (RSC) is a document that details the environmental conditions on a property as of a particular date based on site investigations. A property owner must file a RSC before a property use is changed to a more sensitive use. The Record of Site Condition process ensures that lands are properly investigated and safe for their intended use such that human and ecological receptors are protected. Given the past land uses in the Barton-Tiffany area, intensive investigation followed by soil and/or groundwater remediation to address contamination will likely be required in order to follow this required process.

Photos: past and present industrial activities in the Barton-Tiffany study area that create potential environmental implications for redevelopment.

Ontario Regulation 153/04 Process

Before a Record of Site Condition can be filed, a Phase One Environmental Site Assessment (ESA) must be completed for a property or group of contiguous adjacent properties under the supervision of a Qualified Person (QP), as defined by Ontario Regulation 153/04 (a professional engineer or geoscientist). A Phase One ESA is a detailed records review and includes a site visit and interviews with persons knowledgeable about the property to determine the potential for contamination on a property from current or past use or adjacent property uses. No soil or groundwater testing is completed as part of a Phase One ESA.

If a Phase One ESA determines that there is the potential for soil and/or groundwater contamination on a property due to past or current uses, a Phase Two ESA is completed to evaluate each area of potential environmental concern. A Phase Two ESA is an intrusive investigation of soil and/or groundwater conditions on a property and includes the collection of soil and/or groundwater samples through boreholes, monitoring wells, or test pits for laboratory analyses. Sample results are compared to applicable standards under *Soil, Groundwater and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act*.

If the Phase Two ESA determines that there are no exceedances of the applicable standards, a RSC can be filed. If exceedances are present, remediation and/or risk assessment must be undertaken before an RSC can be filed. Remediation to clean up the soil and/or groundwater may include excavation and disposal at a licensed landfill or bioremediation. If remediation is not a viable option to due constraints on the property or economics, a risk assessment may be undertaken. A risk assessment examines the risk to humans, plants, wildlife and the natural environment from exposure to a contaminant.

The risk assessment will develop Property Specific Standards that are protective of the proposed property use. Once remediation and/or risk assessment has been successfully completed, a RSC can be filed and property redevelopment can proceed.

It may be determined during a risk assessment that Property Specific Standards that are protective of human and ecological health may be unachievable without risk management measures to address contamination on a property. Risk management measures are registered on title of a property and may include engineering controls (such as a soil cap), monitoring and/or vapour mitigation.

If risk assessment is also not an option, alternative property uses can be considered such as municipal parking lots, which are considered community use. A change from industrial or commercial to community use does not require a RSC.

All Phase Two ESA and remediation work should be completed under an appropriate health and safety plan, which should be prepared by a qualified person. The plan should provide protection for workers and the public and should address noise, odour, dust, fugitive emissions and accidental releases into the environment including air, soil, or water bodies. The plan should also address accidental releases into storm sewers and should be monitored by a qualified person.

Additional General Scope and Budget Items

Additional items which may need to be considered during the redevelopment process include managing excess soil and/or fill, underground storage tanks (USTs), waste removal, equipment decommissioning, and risk communication and public consultation. These items are further detailed below.

Excess Soil

During redevelopment of a property, excavation of soil is often required. If this soil cannot be reused on site, it is considered "excess soil". Materials that are structurally unsuitable for the proposed use, such as fill also must be excavated and managed. Materials such as compost, garbage, wood, ashes and other refuse if encountered, must be excavated and disposed of at a licensed landfill.

Excess soil ideally is limited in extent, reused on site, or if necessary, managed off-site such as the reuse at other similar construction projects or at an MOE-approved soil recycling facility. Laboratory analyses are required to characterize the soil at both the source and receiving site before it can be managed off-site at another property or facility.

Alternatives for addressing excess soil on-site include re-use of impaired soils in a berm or beneath asphalt cover on-site.

Additionally, concrete, brick and asphalt can be reclaimed during demolition. Reclaimed concrete and brick can be crushed and blended into an engineered aggregate for re-use on-site. Reclaimed asphalt can be shipped to an asphalt plant for recycling. These are both potentially cost-saving measures.

Underground Storage Tanks (USTs)

Undocumented or former underground storage tanks (USTs) may be encountered during redevelopment of properties. These tanks would have to be removed in accordance with the Technical Standards and Safety Authority (TSSA) requirements. This would include removing any product remaining in the tank and addressing soil and groundwater contamination that may be a result spills or leaks from the tank. Removal of the product and tank must be completed by a licensed contractor and a report detailing the removal must be filed with TSSA once removal is complete.

Industrial Waste Removal

It is possible that some properties may contain industrial waste that would need to be removed before redevelopment could occur. Waste may include obsolete or unused chemicals, drums, sludge, or spent materials (i.e. foundry sand). Industrial waste would need to be characterized before being removed. All wastes are required to be removed in accordance with Ontario Regulation 347, General - Waste Management, by a licensed contractor, to a licensed landfill.

Equipment Decommissioning

As noted above, some properties may contain old equipment and machinery such as hoists, cranes, oil/water separators, and/or presses and press pits. This equipment must be dismantled and removed before redevelopment can be undertaken. Any chemicals or oils contained within the equipment or pits would have to be removed and recycled or disposed of at a licensed facility. Revenue to offset some of these costs may be obtained through equipment salvage.

Strategies to Address Land Parcels

During redevelopment of the Barton-Tiffany area, environmental studies may be undertaken on a property by property basis (individual) or a number of contiguous properties could be investigated under one study in order to save time and costs. Since

the properties within a 250 m radius of a Phase One ESA property have to be considered, costs may be reduced if a larger area is considered with a 250 m radius beyond the study area. Drilling costs may also be reduced by combining properties under one Phase Two ESA and consideration of geotechnical studies at the same time. This may be particularly helpful where contamination crosses property boundaries and remediation and/or risk assessment is undertaken prior to filing an RSC.

ERASE Plan

The City of Hamilton currently has a funding program in place to help with redevelopment of contaminated sites know as the Environmental Remediation and Site Enhancement (ERASE) Plan. This program provides funding to encourage and promote brownfield redevelopment. The plan provides financial incentives to clean up contaminated sites and reuse them as productive properties. Lands located within the ERASE Community Improvement Project Area are eligible subject to meeting program requirements and all other requirements of the City of Hamilton. The City's Economic Development and Real Estate Division manages the various ERASE programs. Programs vary and include items such as matching grants to pay for up to one half of the cost of a Phase Two ESA and/or Remedial Action Plan. Further details are available on-line.

Designated Substances

Buildings and structures currently present on properties that are to be removed and/or demolished to allow for development will require a designated substance audit be conducted by a qualified person prior to removal. Designate substances that may be present include asbestos in building materials (tiles, flooring, pipe wrap, etc.), lead in paint, mold, or mercury in thermostats. If designated substances are present, they will require removal by a licensed contractor prior to demolition of the building or structure.

3.3 Built Heritage and Cultural Heritage Landscapes

The following provides an overview of the physiography of the Study and surrounding area, the general chronology of development in the Barton Tiffany area, as well as information of the cultural heritage resources in the area. **Figure 7** provides a summary of the properties that are Registered and Designated under the Ontario Heritage Act.[1]

Physiographic Context - Overview

Physiography describes the form and characteristics of the physical geography and is useful for understanding the form and sequence of settlement. Downtown Hamilton (including Barton Tiffany Area) is located within the physiographic region known as the Iroquois Plain, the low-lying former Lake Iroquois lakebed bordering Lake Ontario which extends around the western end of Lake Ontario, from the Niagara River to the Trent River. This plain marks the earliest and most densely inhabited area of Euro-Canadian settlement in central and southwestern Ontario, and an area of significant settlement for Native populations. The Iroquois Plan accommodated land transportation routes and was a prime area for early human settlement.

Archaeology - Overview

Archeological sites and areas of archaeological potential are managed through provisions of the Planning Act and the Ontario Heritage Act. Archaeological potential is determined using ten criteria set by the Province and applied by the City through this Archaeology Management Plan that are closely associated with the Native and Euro-Canadian occupation of Hamilton. Areas have archaeological potential when they meet one or more of the criteria, which means that there is potential on the property for the presence of Native and/or Euro-Canadian archaeological sites. The majority of the Study Are meets several criteria including: proximity to water, historic transportation corridor, Euro-Canadian settlement area, unusual landforms and historic settlement area.

Because this area was heavily urbanized between the 18th and mid-20th centuries, most Native archaeological sites originally located here have been impacted and/or removed as a result of this development. Likewise, archaeological material and sties associated with early Euro-Canadian trails and settlements were removed without being recorded during the historical settlement intensification and subsequent contemporary redevelopment of properties.

Settlement Context - Overview

With its favourable physiographic setting and climate, the Iroquois Plain has attracted human settlement for approximately 12,000 years. Prehistoric Native settlement of this area occurred early with Paleo-Indian and Early Archaic cultures in approximately 12,000-7,000 Before Present (BP). Between 7,000-3,000 BP (middle and Late Archaic) population sizes increased. Population growth continued to increase in the Woodland period (3,000-500 BP), which was typified by large Native villages interspersed with seasonal cabin and hunting sites. The Iroquois Beach served as an east-west Native land route around the Head-of-the-Lake for these early populations and was adapted and used by early Euro-Canadian settlers.

The first Euro-Canadian settlers reached the Head-of-the-Lake area in 1786 and Barton Township was laid out in a formal grid of lots and concessions.

[1] Adapted from information contained in the Downtown Hamilton Secondary Plan Review – Background Report, 2012 and the West Harbourfront Heritage Study prepared by Unterman McPhail Cuming Associates, February 1995.

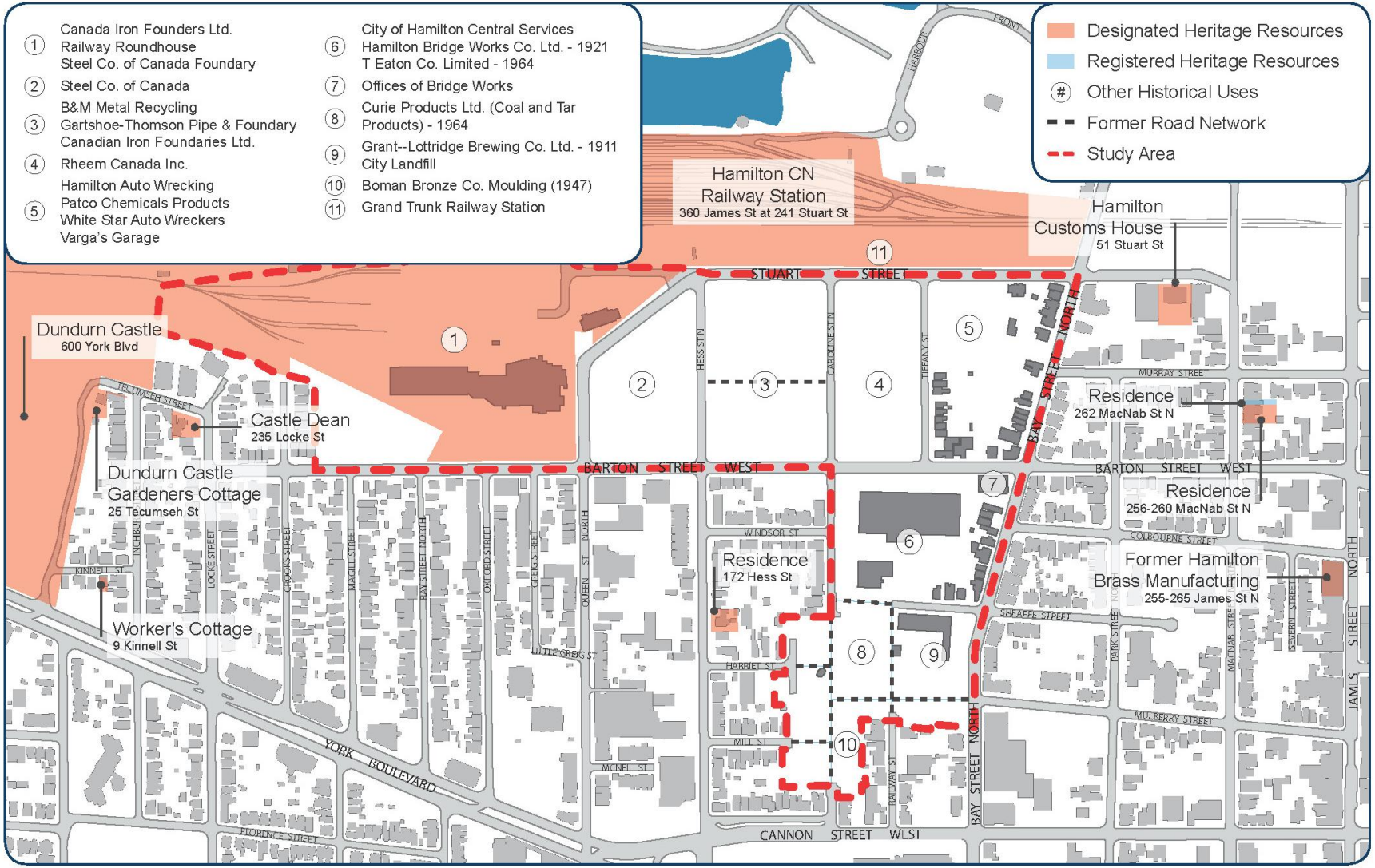


Figure 7

Built Heritage and Cultural Heritage Landscapes

Source: City of Hamilton, August 2013

BARTON-TIFFANY
Urban Design Study

In the 1820s Hamilton became a shipping port and a settlement developed at the waterfront. Hamilton was incorporated as a Town by the Legislative Council of Upper Canada in 1833 and the boundaries of the new town were Wellington Street to the east (outside of the Study Area), Queen Street to the west, Burlington Bay to the north, and present day Aberdeen Avenue to the south. The subsequent opening of the Burlington Canal in 1832 created an era of prosperity and expansion. Within a decade, the Town of Hamilton experienced a substantial population increase and became an important urban centre. With the continued prosperity and expansion of the 1840s, Hamilton was in the position for incorporation as a City in 1846. As with many towns and cities in Ontario, this growth in population and commercial activity was further supported by the arrival of the railway – the Great Western Railway in 1852.

After suffering through a brief depression in the 1860s, Hamilton again experienced rapid growth during the late-Victorian era, accelerating to an unprecedented pace during the industrial expansion of the 1880s and 1890s. With the establishment of the Great Western Railway foundry on the waterfront, industry began moving from the city centre to the harbour to take advantage of rail and water transportation. As metal foundries increased, companies found it advantageous to have their labour force live in close proximity to where they worked. As such, working class neighbourhoods developed around the factories and foundries.

Barton-Tiffany – Built Heritage and Cultural Heritage Landscapes Overview

Built heritage features are one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history, and which are identified as being important to a community. Cultural heritage landscapes are defined geographical areas of heritage significance. These areas include grouping(s) of individual heritage features such as structure, open spaces, archaeological sites, and natural features, which together form a distinctive landscape. There may be some areas within the Study Area or immediately adjacent to the Study Area that may be considered cultural heritage landscapes, including railway right-of-ways and streetscapes.

These cultural heritage landscapes are valued by the community and are of significance to the understanding of the history and development of Hamilton. New development may occur within cultural heritage landscapes; however, there are policies and guidelines that must be considered to ensure that the character, value and function of these resources are conserved.

One property within the study area (refer to Figure 7) and a number of properties in the vicinity of the Study Area have been identified, either through designation under Part IV of the Ontario Heritage Act, inclusion on the City's *Inventory of Buildings or Architectural and/or Historical Interest* (the "Inventory"), and/or inclusion in the City's *Register of Property of Cultural Heritage Value or Interest* (the "Register"). Designation under the Ontario Heritage Act aims to conserve and protect individual heritage resources, as well as their contextual characteristics, such as their relationship to adjacent buildings, landscaping and overall streetscape. Once properties are designated, a heritage permit is required for any alteration(s) to the features described in the "Reasons for Designation" or "Description of Heritage Attributes" that accompany the designating by-law.

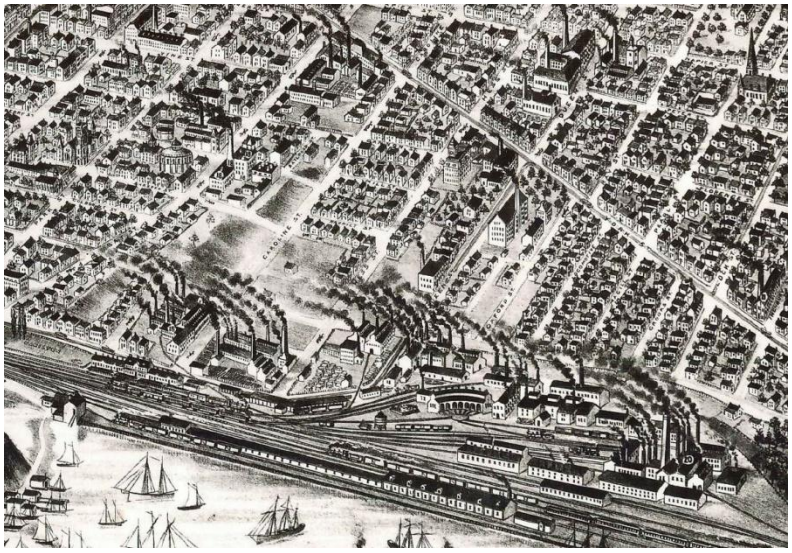
The Inventory and Register of properties includes both individual buildings and cultural heritage landscapes and allows heritage staff to be notified of development proposals that may adversely affect heritage resources. The Inventory also provides a record of the property's development and features as a component of the City's overall history.

Barton-Tiffany Study Area

The Barton Tiffany and Hamilton West Harbour area in general was divided into ownership parcels by the 1790s, was urbanized in the early 1800s, and became a significant commercial centre in the 1820s with the opening of the Burlington Canal and the development of the steam powered shipping industry. Port and railways facilities opened up these lands for commercial, residential, and industrial uses including steel, textiles, glass, tobacco and iron. Low-lying marsh lands in this area were in-filled in order to allow development.

The Great Western rail yard was built along the west harbour edge in the 1850s. Lands south of the rail yard were developed into industrial uses in the 1860s, including machine making and textiles. Commercial establishments, including a brewery, vinegar works, hotels and taverns were located along Stuart Street to service railway passengers and workers between approximately 1870 and 1910. After 1910 the Grand Trunk Railway succeeded the Great Western Railway, and the station building was moved from the rail yard to a location further east. Several of the rail yard buildings were also removed about this time; however, the roundhouse and turntable remained. Canadian National Railway assumed ownership of the rail yard in 1931.

Further industrial development near the rail yard continued through the 1870s as the steel industry in the area continued to grow. Until 1910 the industries mostly consisted of three to four storey masonry buildings. Industries in the area after 1910 generally converted their facilities from smaller masonry buildings to larger plants that covered more area. Most manufacturing slowed or ceased in the 1930s; however, the industrial activity resumed in the 1940s and retooled for the war effort. Vehicle service and repair facilities appeared in the area in the 1940s.



Bird's Eye Images: The Barton-Tiffany study area in the 1800s provide a rich built heritage and cultural heritage landscape.

The following provides a more detailed description of the various blocks of land within the Barton Tiffany Study area. This information was largely obtained from a report prepared by a February 1995 report prepared by Unterman McPhail Cuming Associates.

Block West of Queen Street, North of Barton

These lands (currently) consist primarily of the western portion of the CN rail yard and the AVL industrial property to the south.

The Great Western Railway was introduced to the Hamilton area in the 1850s and a rail yard was established. This involved much lake infilling of the low, marshy lands to the south and west. The original rail yard in the 1850s included maintenance and repair facilities, machine shops and tool plants, warehouses, docks and offices. The 1875 historical atlas indicated the Great Western Railway Shops including a turntable, roundhouse and several large buildings in addition to numerous railway sidings in the rail yard area.

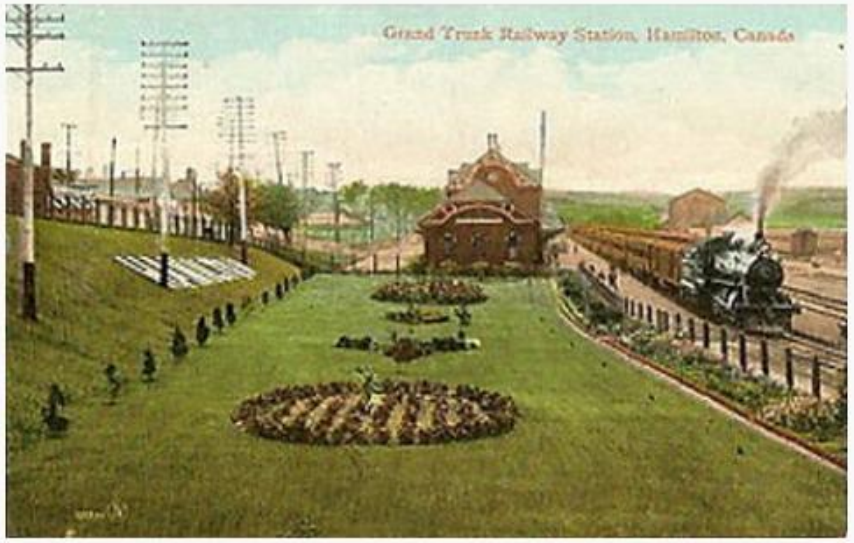
An 1876 illustration of Hamilton indicated that the rail yard extended to the water's edge, with several buildings and rail lines running parallel to the harbour. Illustrations from 1876 and 1893 indicated industrial buildings south of the roundhouse; however, these buildings were no longer evident on maps from 1875 to 1890.

In 1885, an effort was made to beautify the area to the east of the station itself with ornamental gardens. The embankment along Stuart Street provided an opportunity to let passengers passing by know exactly what city they were in, with the word "Hamilton" written with white stones.

This railway station was closed in 1931 and ultimately demolished.

The 1898 insurance plan identified the Canada Iron Foundries Ltd. Plant in the western part of the rail yard. The building included a foundry, moulding shop and machine shop. To the west and immediately south of the main tracks were storage sheds and coal storage areas. To the east of the foundry were: a turn table and roundhouse for locomotive maintenance; a machine shop; coal, coke, sand and iron storage buildings; and a bolt shop. South of the roundhouse was the Hamilton Steel & Iron Co. Ltd. including mills, machine shops, and storage areas.

Grand Trunk Station



View of station in 1911

In 1913 the Canada Iron Foundry was known as the Ontario Rolling Mills. The Hamilton Iron and Steel Co. was also listed as a use in 1913.

The 1947 insurance plan indicated the Canada Iron Foundries Ltd facility on site; however, by 1964 the insurance plan no longer indicated the Canada Iron Foundry. No insurance plan coverage

was provided for the roundhouse area, and fewer tracks were indicated for the areas than for the earlier plans.

A 1972 aerial photograph indicated that the roundhouse had been removed and a large, elongated building was in its place. Several railway tracks in the southern part were moved and replaced with small roadways. Lake in-filling activities appeared to be ongoing adjacent to the rail yard.

Railway Yard Lands from Queen to Bay (north of Stuart)

The construction of the Great Western rail yard involved excavation of the area between Stuart Street and Strachan Street, and filling of the low-lying, marshy area originally located west of Tiffany Street. The original rail yard in the 1850s included maintenance and repair facilities, machine shops and tool plants, warehouses, docks and offices.

The 1898 insurance plan indicated coal sheds on the northern side of Stuart Street at the end of Hess Street North. The railway passenger station was located north of Stuart Street between Hess Street North and Caroline Street North. To the north of the railway tracks beyond Tiffany Street, the Inksetter & Meyers Ice and Coal Co. had an ice house and coal sheds, as well as a small machine shop.

The 1947 insurance plan indicated a freight shed in the western part of this area and a switch house and office at the eastern end along Bay Street north. No other buildings were identified on the plan.

The 1954 aerial photograph indicated a cleared area in the former station location, and several tracks with railcars and steam engines.

The 1964 insurance plan indicated a Steel Co. of Canada machine shop immediately north of Stuart Street and east of Queen Street North.

The 1972 and 1978 aerial photographs indicate several parked vehicles within the rail yard along the north side of Stuart Street. Lake in-filling to form what is now the adjacent Bayfront Park to the north was evident in the photographs as well.

Currently this area is occupied by the eastern part of the CN rail yard including several railway cars. Much of the land surrounding the track is open and grass surfaced with some vehicular pathways. A fenced storage yard exists containing railway ties, wood and metal materials.

Block East of Queen, South of Stuart, West of Hess and North of Barton

An 1876 illustration of Hamilton indicates that Queen Street North was separated from Barton Street West by a series of valleys and ravines at the time. Less than 20 years later, an 1893 illustration indicates that the ravines had been filled in and residential land uses were observed near Queen Street North and Barton Street West. A factory was indicated in the southern part of the section.

The 1898 insurance plan indicated buildings associated with the Hamilton Steel and Iron Co. Ltd. which included forge, mill and box piling departments, and a pattern shop. The Hamilton Facing Mill was located north of the main buildings, with access provided from Hess Street North. A coal shed was located adjacent to Stuart Street.

The 1947 and 1964 insurance plans indicated several warehouses in this section. The western and southern portions of this section were attributed to the War Assets Corp. The J. Montgomery Coal Co. Ltd. coal yard was located in the northeastern portion of this section, with indoor and outdoor coal and coke storage area.

Currently this area is vegetated and contains some building remains.

East of Hess, South of Stuart, west of Caroline and north of Barton

An industrial complex was indicated on the 1876 illustration of Hamilton, as well as on the 1890 map of Hamilton. The map indentified this industrial property as Gartshore Foundry. The Gartshore-Thomson Pipe & Foundry was indicated to be present in the area by 1913.

The 1898 insurance plan indicated the Gartshore-Thomson Pipe & Foundry Co. Ltd. in the central and northern part of this section. It consisted of an elongated building extending from Hess Street to Caroline Street that contained the pipe foundry, cleaning shop, moulding shop and pattern shop. A small building located at the southeastern corner of Hess Street North and Stuart Street was identified as W.B. Fairgrieve & Co. The southern half of this section contained several individual dwellings and hay storage areas.

The 1947 insurance plan indicated two large buildings associated with the Gartshore-Thomson Pipe & Foundry Co. Ltd. The office building was similar to 1898; however, most of the smaller buildings were absent and one large building was located on the eastern side of this section. The southern part of this section consisted of dwellings, a power house and sand storage areas.

The 1954 aerial photograph indicated a large industrial complex in the northern part of this section, moderately sized industrial buildings in the central part, and residential dwellings in the southern part of this section.

The 1964 insurance plan indicated the foundry in the central and northern parts of this section to be occupied by the Canadian Iron Foundries Ltd. A truck repair area was located along Hess Street North, to the south of the foundry buildings. A junk metal yard was located south of the foundry along Caroline Street North. Residential dwellings were located along Barton Street West, as per the earlier plans.

Between 1880 and 1960 there were a number of industrial uses within this area including the Gartshore-Thomson Pipe and Foundry Company, metal related industries, auto painting and a gasoline service station.

The 1972 and 1978 aerial photographs indicate a large industrial building encompassing most of the north and central parts of the area, and swellings in the southeastern part.

The Hamilton Iron and Metal Co, Ltd. and B & M Metal Recycling were listed at the property identified as both 228 Hess Street and 239 Caroline Street.

Sandhu Gas & Co. Was listed at 198 Barton Street in this area.

In 2002 B & M Metal Recycling was located in the northern part of this block. The southern portion was occupied by Suny's gasoline service station. Some residential land uses were also observed along Hess Street North in this area.

In 2014 this entire area was observed to be vacant.

East of Caroline, South of Stuart, West of Tiffany, North of Barton

In either 1863 or 1872 the Hamilton Tool Works was founded. Whatever its origins, by 1872 the company was occupying part of this block of land. Soon after the company was renamed the Hamilton Bridge and Tool Works and obtained its first bridge contract in 1876. In 1894 the company's name was changed to the Hamilton Bridge Works Company Limited. By August 1903, the plant covered the entire block; this also included a large amount of outdoor storage space. In 1910 the company acquired 27 acres of property at a separate location at Depew and Gertrude Streets in order the expand. About 1950 Hamilton Bridge acquired Rheem Canada, which manufactured storage tanks. In 1954 Hamilton Bridge was reorganized as the Hamilton Bridge Division of a new company called Bridge and Tank Company of Canada Limited to take over the assets of Hamilton Bridge and its subsidiaries. In 1962 the Bridge division moved its operations from Caroline and Stuart Streets to Gage Avenue north. The Bridge and Tank company ceased operation in 1984. The property continued to be used by Rheem Canada, but the date of final closure of the plant was not determined.[2]

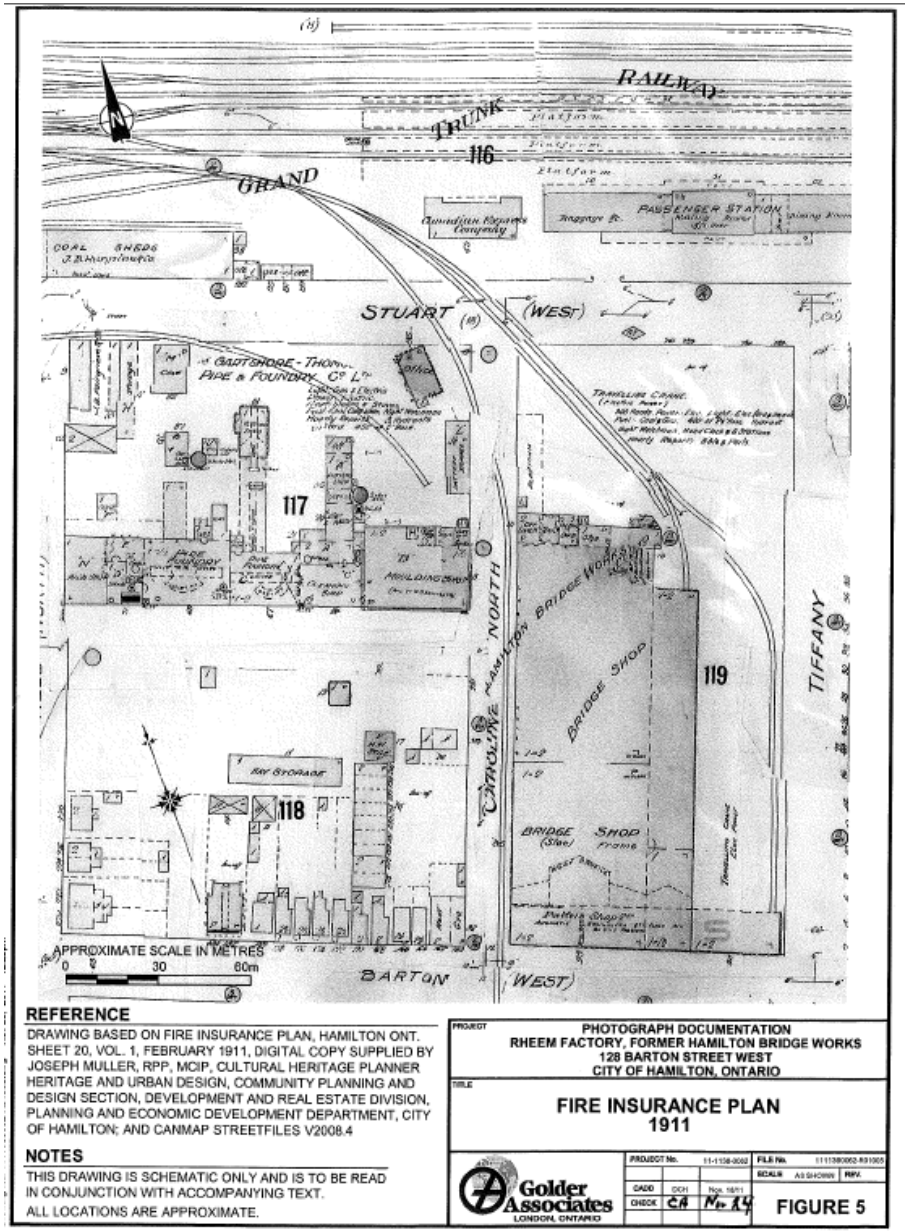
Rheem Canada, was involved in the manufacturing of heating equipment, particularly hot water heaters. In 2002 it was observed to encompass the entire block, with a large building covering the southern, central and western portion of this section.

[2] This information was extracted from the Hamilton Public Library's web site, *Industrial Hamilton: A Trail to the Future*. (http://ee.lac-bac.gc.ca/100/205/3-1/ic/cdc/industrial/bridgeworks.htm)

In November 2011 Golder Associates Ltd. was retained by the City to conduct a photographic documentation of the former Rheem Factory. No historical research was conducted as part of this document. At the time of the photographic documentation all of the building were empty and stripped of all machinery. The following is an excerpt from this report:

The building appears to have been built in four phases. The main component of the first phase (built before 1911) consisted of a steel-framed, monitor roof erecting hall, running north-south between Barton Street and Stuart Street. The interesting features of this hall are that the roof trusses spanning the width of the erecting hall with only a row of posts following the pea of the monitor section. The north end of the hall consisted of a variety of brick structures. The most westerly section was a former tow storey office. As might be expected after a century of use, the office has been modernized. The only possible original feature was a second storey stair case. Due to the stone foundations of the office and the concrete foundation of the main erecting hall, the office section may have pre-dated construction of the hall. On the east side of the main hall was gable roofed hall that may be been the receiving area for steel brought in by rail. There was no evidence of this track in 2011.

Running parallel to Barton Street was a two story shop/pattern shop and administrative areas. The pattern shop area was reached only by a freight elevator and was inaccessible...The floor was distinctive due to the size of the plate girder beams supporting the floor. The administrative area, like the office at the north end has been modernized over time and contained only fragments of earlier finishes and fixtures.



PHOTOGRAPHIC DOCUMENTATION
RHEEM FACTORY - HAMILTON, ONTARIO

Plate 8: Looking south along Caroline Street. The post 1964 loading bays on left, with the pre 1911 office behind. Note slope of land rising up Caroline Street (See also Plate 10).

PHOTOGRAPHIC DOCUMENTATION
RHEEM FACTORY - HAMILTON, ONTARIO

Plate 1: Intersection of Barton Street and Caroline Street North, looking east towards the former two storey pattern shop. Note the slope of land along Barton Street.

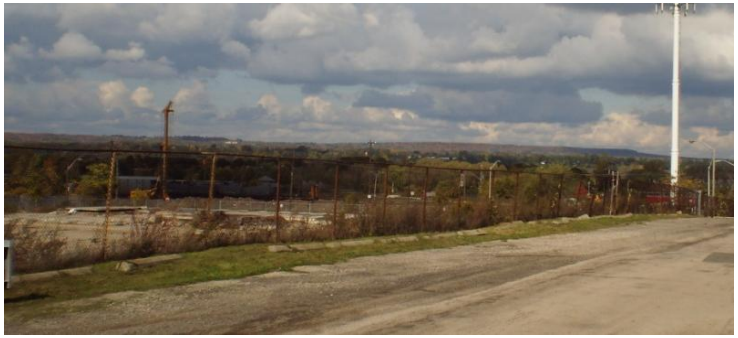
The second phase was probably built in the 1920s. This consisted of raising the roof of a portion of the east gable-roofed hall, presumably to accommodate a heavy travelling crane. A narrow brick extension was built along the exposed east wall of the main hall. A second travelling crane ran at right angles to the new crane and extended along the north wall of the erecting hall. In order to provide a column free space for the crane to enter the east hall, a very heavy truss was erected to span the opening.

This truss, and the associated posts supporting the west crane rail, followed the line of that formerly separated the main, and east halls. Raising the roof for the crane runway produced a complex roof design. The most distinctive feature from the outside is that the peak of the roof is asymmetric.

The third phase of construction occurred sometime before 1964 when the shipping and receiving shed was doubled in size by filling in the open space to the east. Another shipping/receiving area was built on the north side of the original monitor roof hall.

All of the pre 1960s structures have been covered with steel siding, except for the small group of brick buildings at the north end. The one and two storey brick walls are remnants of the pre-1911 and c1920, respectively original exterior finishes."

In 2012 the building was demolished and this block of land remains vacant of buildings and structures.



East of Tiffany, South of Stuart, West of Bay, North of Barton

The 1898 insurance plan indicated residential dwellings along the majority of Tiffany Street, Barton Street and Bay Street North. The City Hotel was indicated at the southeastern corner of Tiffany and Stuart Streets. Undeveloped land was indicated along much of Stuart Street and the northern section of Tiffany Street. Residential dwellings, the Bayview Hotel, an ice house and small commercial shops were located along the east side of Bay Street North, east of the study area boundary.

The 1947 and 1898 insurance plans indicated residences along Tiffany Street and Bay Street. The northern part of this section also contained the Hamilton Auto Wrecking Co. junk yard, and a complex fronting on Bay Street North that consisted of auto wrecking and accessories. The hotel, some dwellings and commercial properties were indicated on the eastern side of Bay Street North as well as some vacant areas.

The 1964 insurance plan indicated dwellings along Tiffany Street, the eastern part of Stuart Street and most of Bay Street North. An auto junk yard continued to be present here as well. The east side of Bay Street, east of the study area, was occupied by the Bayview Hotel, dwellings, a wreckers yard with piled lumber, and a pipe insulation manufacturing facility and warehouse.

The 1954, 1972 and 1978 photographs indicated mostly residential dwellings in this section, with a vacant area on the west side which was was used for parking in the 1978 photograph. The northern and northwester parts of the block contained many scattered vehicles.

A summary of the Hamilton City Directory entries for this section included hotels from 1880 to 1915, and auto wrecking and related commercial uses from 1930 to 1997.

In November 2002 residential land uses were observed along parts of all four streets that bordered this block. Varga's Garage was observed in the southwestern area, and White Star Auto Wreckers was observed on the eastern side along Bay Street North. The scrap yard associated with this business extended throughout the northern part of the area, and contained numerous rusted vehicles, tires and other vehicle parts.

East of Caroline, south of Barton

No historical records were available for this area prior to 1850. A Bird's Eye View map dated 1873 confirms that the block from Bay Street North to Caroline Street North and from Cannon Street West to Stuart Street was predominantly a ravine at that time, except at the northwest corner of Mulberry Street and Bay Street north where additional buildings of commercial or industrial uses were located.

Illustrations of Hamilton from 1876 to 1893 indicated this section to an undeveloped gully or ravine. In the Bird's Eye View map dated 1893, the ravine is partially filled but the area is generally vacant, with the exception of a single building.

The 1898 insurance plan indicated additional buildings associated with the Hamilton Bridge Works Co. Ltd. in the northern part of this section, indicating that the gully had been at least partially filled by this time. The buildings extended along Barton Street and consisted of offices, storage and other uses. The 1964 insurance plan indicated a large general warehouse complex occupied by the T. Eaton Co. Limited. Transformers were indicated at the southeastern corner of Barton Street West and Caroline Street North. A machine shop was located north of the warehouse. A day nursery was located east of the warehouses, at the southwestern corner or Bay Street North and Barton Street West. Residential dwellings were located along Bay Street North and Sheaffe Street. Currie Products was located immediately south of Sheaffe Street and was in operation here between 1901 and 1977.

The 1954, 1972 and 1978 aerial photographs indicated a large industrial building occupying much of this area, with smaller buildings located to the south and east. Dwellings were located in the southeastern part of the area.

Land uses according to the Hamilton City Directory indicated buildings associated with the Hamilton Bridge Works from 1915 to 1960; the Eaton Company warehouse from 1960 to 1972; and a city central services building in 1984. Currie Products was listed in the 1945 and 1960 directories.

Between 1893 and the late 1970s, what is now Central Park was occupied by Mulberry and Caroline Streets and several different properties with various industrial activities including a closed landfill site, various scrap metal yards, a metal plating company, an auto repair garage, an industrial rail spur and a coal tar distillation plant. Historical records indicate that the majority of this area was converted to a park in the early 1980s

Currently, the Hamilton Central Service Building is located at 125 Barton Street West including transportation and administration facilities and the main shop, as well as paved storage areas surrounding the main building. At the northeastern corner of this area is a building called "Gallery on the Bay" which contains an art gallery. The Emergency Medical Services (EMS) Building is located at 177 Bay Street North is owned by the City.

Residential land uses continue along the western side of Bay Street North. The limited residential development within the study area as well as the residential neighbourhoods adjacent to the Study Area contain a rich fabric of turn-of-the-century architecture that one typically associates with downtown neighbourhoods within Hamilton.

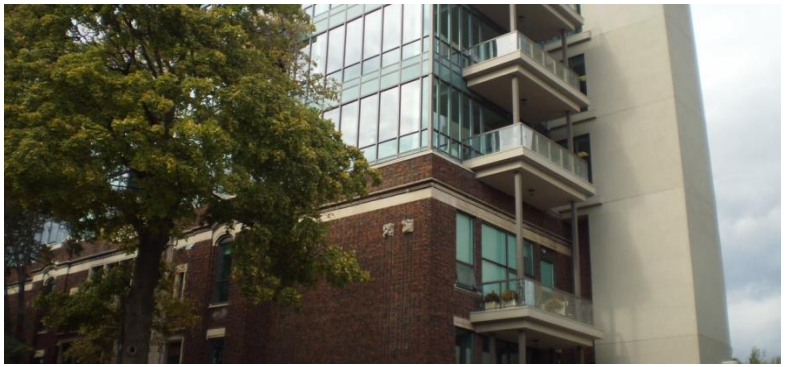
Central park is currently irregular in shape and measures approximately 25,000m^2 (2.4 hectares) in area. The park consists of open grassed areas with some paved pedestrian roads. A baseball diamond as well as tennis and basketball courts are present in the southern and eastern portion of the park. A playground and splash pad are located in the center of the park, with the splash pad maintenance building present to the south of the splash pad. The northern part of the site predominantly consists of a grassed area.

The topography of the park is divided into two areas: the western portion of the park which slopes to the east, and the eastern portion of the site which slopes to the west, suggesting the features of a partially filled ravine. Overall the topography of the park slopes to the north towards Lake Ontario.

The former road network is what the Secondary Plan's proposed reconfiguration of Central Park is trying to achieve, by re-connecting Caroline Street to Cannon Street West, Railway Street to Sheaffe Street and the extensions of Harriet Street, Mill Street, Mulberry Street and Sheaffe Streets.

Summary

The Barton Tiffany area and the West Harbour area in general is slowly transitioning from its 19th century industrial roots to a residential and recreation focus with industrial uses relocated to other areas. The 19th century saw the area emerge as a significant marine industrial concentration with a bustling port that was further strengthened by the completion of the Great Western Railway in the 1850s, and the integration of marine and rail transportation. The iron and steel industry in the area grew rapidly after 1870, as did other industrial uses. Housing for workers developed in the North End beginning in the 1880s. This time period left the Barton Tiffany study area and the West harbour area in general with its characteristic form and style of residential, institutional and commercial buildings that, for the most part, remain intact in the Strathcona and Central Neighbourhoods.



Photos: The Barton-Tiffany study area and its context area provide a rich heritage fabric of residential buildings and institutional buildings.

3.4 Transportation

3.4.1 Road Network

The context area has an integrated hierarchical grid of streets for drivers, cyclists and pedestrians (**see Figure 8**). The following provides a summary of the road characteristics within the study area:

- Bay Street North is a 2-lane, 20 metre right-of-way with sidewalks on both sides and on-street parking from Stuart Street to Barton Street West and south of Sheaffe Street (with and without restrictions);
- Barton Street West is a 4-lane, 20 metre right-of-way, with sidewalks on both sides from Bay Street North to Hess Street North, but only on the south side west of Hess. On-street parking exists on the north side west of Queen Street North (without restrictions) and on the south side from Ray Street North to Little Greig Street and again between Queen Street North and Tiffany Street (with and without restrictions);
- Stuart Street is a 4-lane, 20 metre right-of-way with a sidewalk on the north side from Bay Street North to Hess Street North, on the south side from Bay Street North to Caroline Street North and from Hess Street North to Queen. On-street parking exists on the north side between Tiffany Street and Bay Street North (without restrictions);
- Tiffany Street is a 2-lane, 20 metre right-of-way with a sidewalk on the east side and on-street parking on the majority of both sides (with and without restrictions);
- Caroline Street North is a 2-lane, 13 metre right-of-way with an intermittent pathway on the west side north of Barton Street West, a sidewalk on the west side south of Barton Street West,
- Hess Street is a 2-lane, 20 metre right-of-way with a sidewalk on the east side. On-street parking exists on both sides from Barton Street West to Stuart Street (with and without restrictions);
- Queen Street North is a 4-lane, 20 metre right-of-way with a sidewalk on the east side from Barton Street West to Stuart Street and no on-street parking; and
- Sheaffe Street is a 2-lane, 19 metre right-of-way with sidewalks on both sides and on-street parking on the south side.

3.4.2 Bike Network

Within the study area, on-street signed bike routes are provided on Barton Street, Tiffany Street, Stuart Street and Bay Street North (**see Figure 9**). The Waterfront Trail is located at the northerly limits of the rail line and yards and is a paved-multi-use trail linking the eastern and western areas of the Hamilton Harbour.

3.4.3 Transit

Although there are no transit routes within the study area, the context area has a number of existing transit routes that provide service to the study area (**see Figure 9**). Route 2 (Barton) runs along Barton Street to Grays Road in the east end and connecting to Downtown through James Street and John Street. Route 8 (York) runs from Downtown Hamilton to Victoria Park by way of York Boulevard. Route 9 (Rock Gardens) runs from Downtown Hamilton to the north side of Hamilton Harbour by way of

York Boulevard and Plains Road. Route 99 (Waterfront Shuttle) runs between Downtown Hamilton and Pier 8 by way of James Street North. Route 1/101BT runs from Downtown Hamilton to Burlington Street by way of York Boulevard and Plains Road.

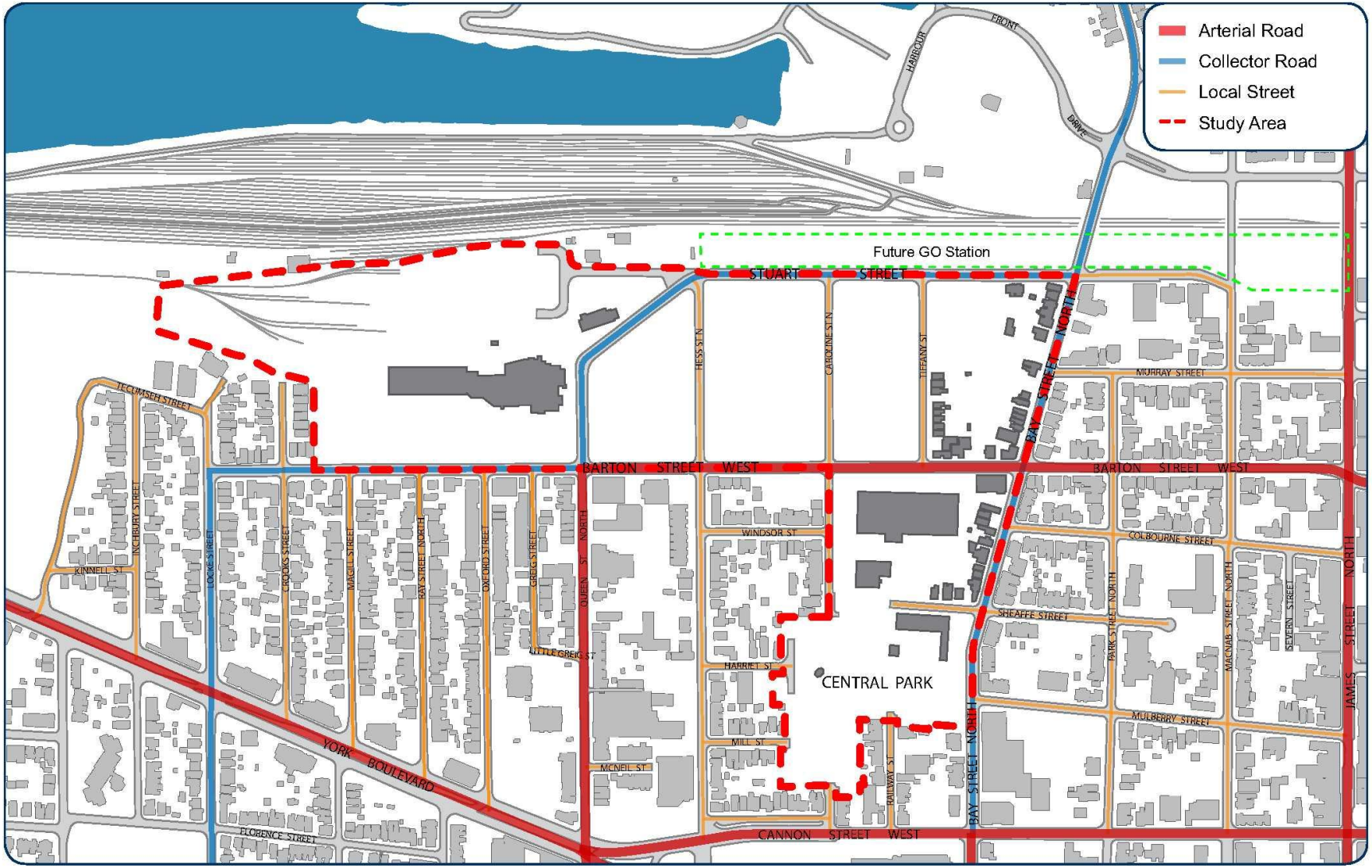


Figure 8

Existing Transportation (Roads)

Source: Adapted from West Harbour Secondary Plan

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Urban Design Study

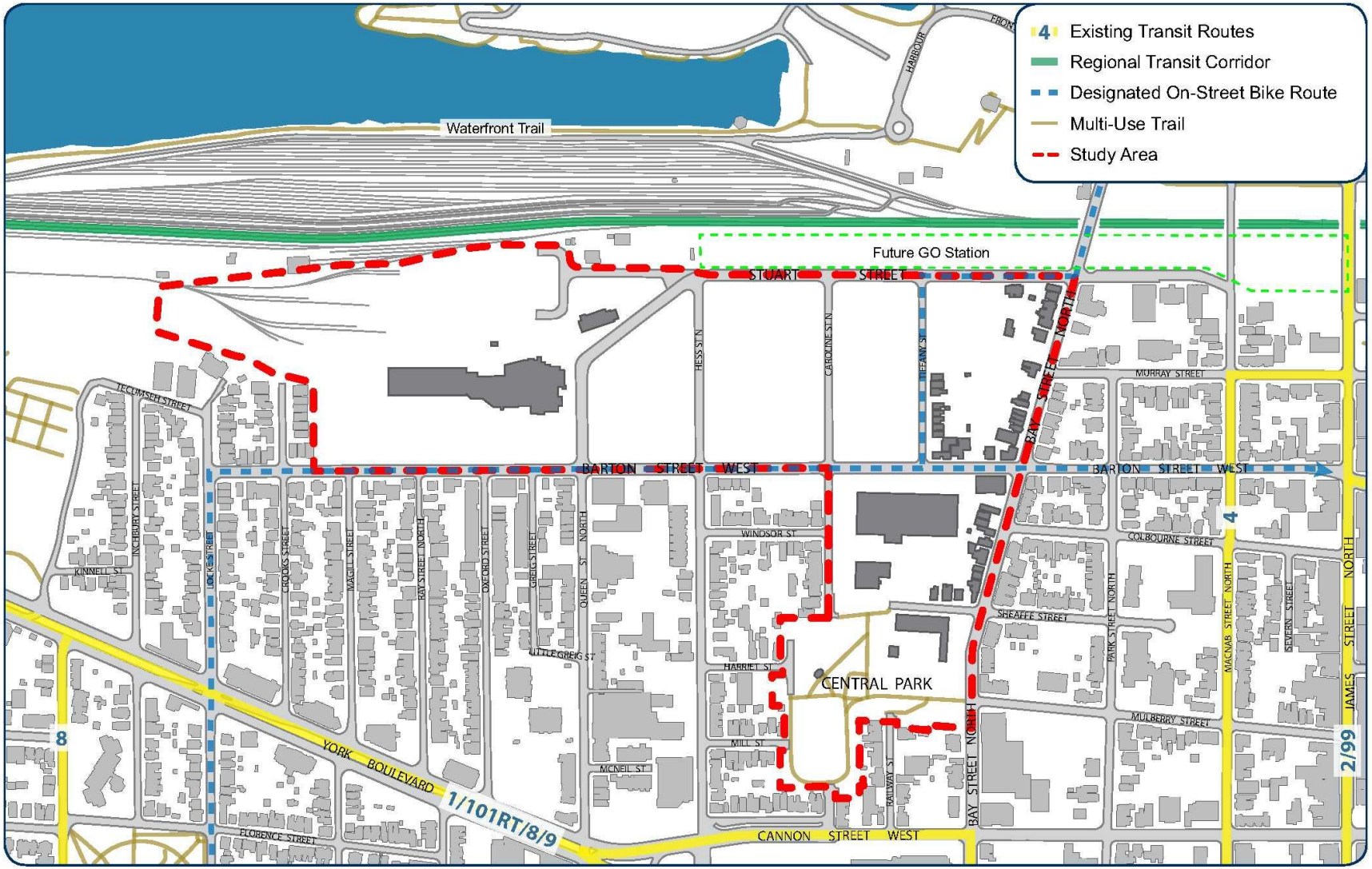

Figure 9

Existing Active Transportation

Source: Adapted from West Harbour Secondary Plan and Hamilton Street Railway

BARTON-TIFFANY Urban Design Study

3.4.4 James Street North GO Station

The new James Street North GO Station is a railway station to be built east of the study area by Metrolinx on the CN Railway that runs along the north boundary of the study area. The surface parking facilities will abut the Barton-Tiffany study area to the north, and vehicular access to this parking will be via Hess Street North, Caroline Street North and Tiffany Street. The line is to be double tracked and the new station will be constructed west of James Street North with the platform running under the Bay Street and MacNab Street bridges. It will be attached to a large outdoor plaza that will stretch to James Street North – just across from LIUNA Station (which was built as the CN station in 1930) – and the plaza is proposed to have bus bays, pedestrian walkways and areas for public art. An attached multi-level parking complex will provide 300 parking spaces. It is anticipated that the station will provide two additional train trips from Hamilton to Toronto in the morning and two more trips from Toronto to Hamilton in the afternoon. Service from the James Street North GO Station is meant to complement service of the downtown terminal.

The station will be level with MacNab Street and the bottom floor will be about eight metres below and level with the tracks. This is because the rail line is located in a bit of a valley between Stuart Street and Strachan Street West. The platforms only extend as far as the east side of Tiffany Street.

Construction of Phase One will be completed by June 2015, in time for the 2015 Pan American Games. Construction of Phase Two is proposed to begin in August, 2015 after the Games are over.

3.5 Municipal Servicing

3.5.1 Water Supply

The study area is serviced by an existing watermain network with watermains (100mm to 300mm diameter) located in all roads, which provides excellent looping and redundancy in the water supply.

3.5.2 Sanitary Sewers

The study area was originally serviced by combined sewers conveying both storm and sanitary sewer flow and requiring treatment prior to discharge. The City has begun separating the combined sewer system into separate storm and sanitary systems, although full separation has not taken place and there are numerous "storm sewers" which must be considered combined.

Sanitary/combined sewer flow comes into the study area from four external catchment areas. Catchment 1 enters the study area from the west in 450mm diameter sewers located in Barton Street and from Queen Street south of Barton Street (although latter has a 1200mm storm sewer that must be considered combined sewer), and outlets to an existing 1200mm diameter combined sewer that cross the railine. Catchment 2 enters the study area in a 450mm diameter combined sewer located in Hess Street, and outlets to an existing 800mm x 1200mm sanitary sewer crossing the railine north of Stuart Street between Tiffany Street and Bay Street. Catchment 3 enters the study area at various connection points to an existing 300mm diameter combined sewer in Caroline Street south of Barton Street, and outlets the same as Catchment 2. Catchment 4 enters the study area from a 700mm x1050mm combined sewer located in Stuart Street, and outlets to a 900mm diameter combined sewer that crosses the railine north of Stuart Street between Hess Street and Caroline Street. All catchment areas ultimately connect to the Strachan Street Pumping Station.

The City of Hamilton has constructed three Combined Sewer Overflow tanks in the West Harbour area recently, which provide storage volume to ease the burden on the Woodward Wastewater Treatment Plant during peak events.A 1650mm diameter trunk sewer crosses the study area from west to east along Barton Street. The separated sanitary sewer in Queen Street is connected to this trunk sewer, though there is likely little to no flow in this separated sewer currently as the upstream sewers have not been separated.

3.5.3 Storm Sewers

There are external combined flows entering the study area from Caroline Street and Hess Street south of Barton Street, and from Bay Street south of Stuart Street. There are two storm sewers exiting the study area from Stuart Street, crossing the railine between Hess Street and Caroline Street, one 900mm diameter and the other 1350mm diameter. These sewers join at a manhole within the rail yard and ultimately flow to the Strachan Street Pumping Station.

3.6 Land Use

The Barton-Tiffany area is truly mixed in terms of land use (**see Figure 10)**. There is a mix of residential, industrial, commercial, parks and conservation land uses within the study area and context area, although industrial uses are disappearing. The waterfront continues to have a strong recreational focus and is an anchor for the broader West Harbour area. The CN Rail lines and marshalling yards run along the northern edge of the study area parallel to Stuart Street and are a significant barrier to the waterfront.

3.6.1 Residential

The surrounding residential areas are generally established and stable residential neighbourhoods of principally single detached houses. The Strathcona Neighbourhood north of York Boulevard and west of Queen Street is mostly single detached houses typical of most inner city Hamilton neighbourhoods, although there are a few low-rise apartment buildings located at the northern end of Locke Street, as well as two high-rise apartment buildings located between Oxford Street and Queen Street, close to York Boulevard. The Central Neighbourhood north of Cannon Street, between Queen Street and Bay Street, is predominately single detached homes, although it has a mix of commercial, mixed-use, multiple residential buildings, and an elementary school interspersed. The Central Neighbourhood east of Bay Street is predominately single detached homes, but also with a mixture of commercial and employment uses, multiple residential buildings, and institutional buildings. The study and context area also includes housing in the form of row houses, townhouses and semi-detached houses.

Photos: Predominance of lower rise residential uses in the study area, although there is some diversity in taller buildings.

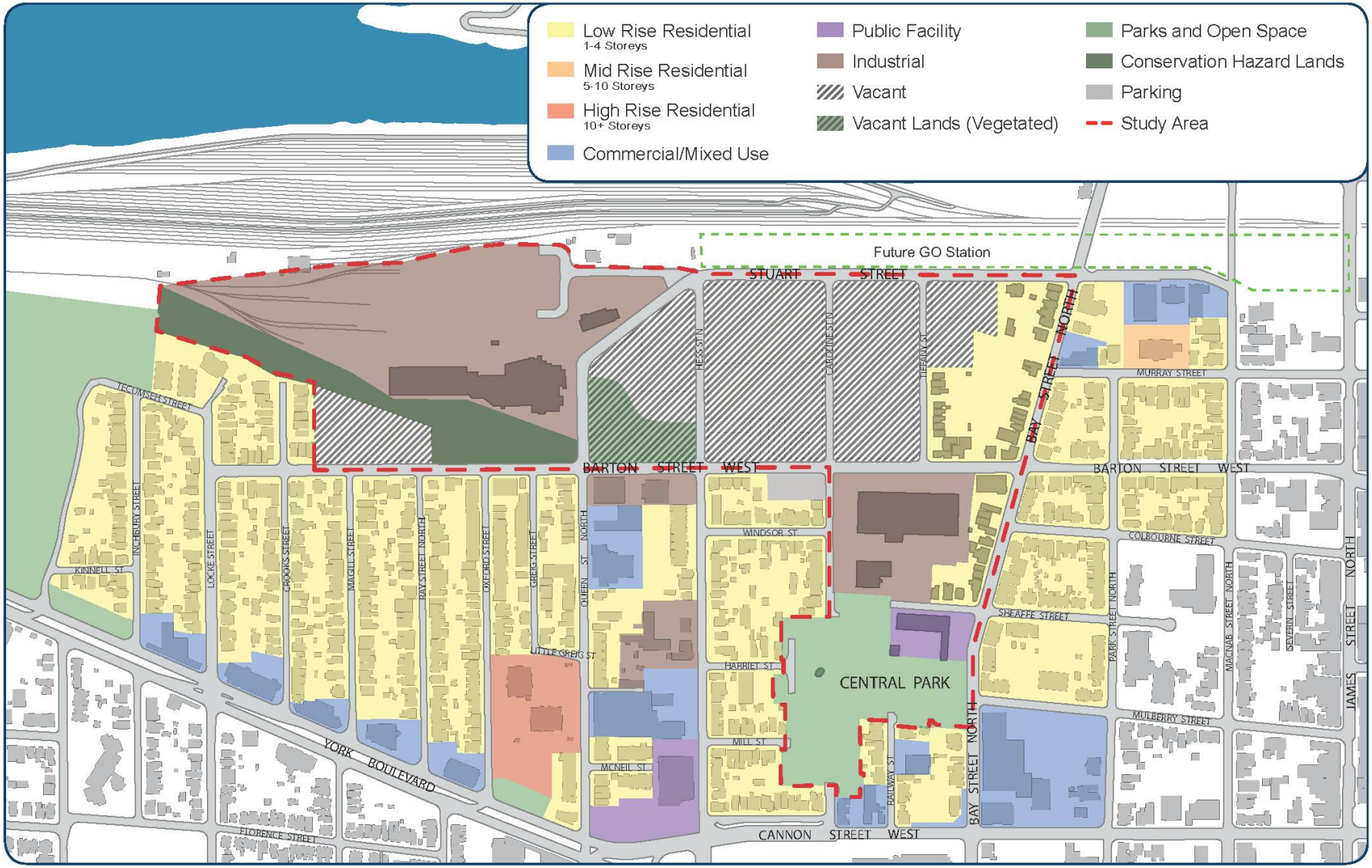

Figure 10

Existing Land Use

BARTON-TIFFANY
Urban Design Study

3.6.2 Industrial

The “Opportunities and Challenges Report” prepared in support of the West Harbour Secondary Plan described the Barton-Tiffany area in 2002: “The industrial area south of the rail yard has a long history but has gradually taken on a blighted appearance as industry has left and not been replaced. Most of the active industrial uses that remain are in close proximity to residential uses, creating some undesirable interfaces.” Previous industrial uses in the Barton-Tiffany study area are now largely gone. The three City-owned blocks north of Barton Street West between Queen Street North/Stuart Street and Tiffany Street were recently demolished. The AVL Group facility, a larger manufacturing facility at the western end of Stuart Street, and the City Public Works facility on the south side of Barton Street West, east of Caroline Street North, are generally all that remain of industrial uses in the study area and context area.

3.6.3 Commercial

Commercial uses that exist within the context area are principally situated along York Boulevard and Cannon Street, but are limited in size and scale and are generally service commercial in nature. There are a number of commercial and quasi commercial/industrial type uses between Queen Street and Hess Street north of York Boulevard, as well as commercial/institutional type uses (i.e.Workers Arts and Heritage Centre) on the block bounded by Bay Street, MacNab Street, Murray Street and Stuart Street.

Photos: Industrial uses, either current or past, dominate the land pattern of the portion of the study area north of Barton Street.

3.6.4 Rail Line and Yards

The rail line and marshalling yard dominate the northern edge of the study area, running parallel to Stuart Street, thus forming a barrier between the study area and the waterfront. It plays an important function within the broader regional railway system, and there are no plans at this time to relocate the facility or reduce its current size.

The rail line and yard are owned by CN Rail, but the majority is leased and operated by Southern Ontario Railway (SOR). The southwest portion of the rail yard hosts a CN CargoFlo facility, where bulk materials are transferred between rail cars and tanker trucks. The Grimsby Subdivision of the CN Rail system, which is a Principal Main Line thoroughfare, runs through the middle of the rail yard lands, at a distance of about 130 metres from the nearest potential buildings on the study area

The majority of the yard is used for sorting and classification of rail cars, which is accomplished using one or both of two yard locomotives that are resident on site. The sorting of rail cars and building up of train segments for outbound shipping involves the coupling and decoupling of rail cars. Drop-off and pickup of rail cars by freight trains, as well as classification and sorting by the yard locomotives can occur during both daytime and nighttime hours.

At the southwest corner of the SOR portion of the yard, there is a locomotive maintenance facility. Although the maintenance work itself is conducted inside the building, there is load testing of a locomotive that can occur from time to time, whereby the locomotive is operated at a high idle condition for a period up to or exceeding an hour, typically during daytime hours only.

Within the southwest portion of the yard operated by CN CargoFlo, activities include the offloading of flour and PVC powder from tank cars into tank trucks using truck-mounted pneumatic blowers. Operations are normally scheduled only during daytime hours, and that on a busy day, two to five flour trucks and two to three PVC trucks could visit the site to be loaded. Loading of one truck typically requires 90 minutes to two hours, and on occasion two trucks could visit the site at one time.

Photos: the CN rail line and yards are significant design barrier between the study area and the waterfront the north.

3.7 Built Form

The Barton-Tiffany study area and context area is dominated by a low profile built form pattern, with the majority of the buildings either 1 or 2 storeys in height (**see Figure 11**). A limited number of locations have 3 storey buildings, such as the north end of Locke Street and along the principal corridors of York Boulevard and Bay Street. The only significant departures from the low profile form of the surrounding neighbourhoods are the two residential towers on the block between Oxford Street and Queen Street, between 20 and 25 storeys in height, and the adaptive re-use of the Witton Lofts project, which is 6 storeys in height.

The built form pattern within the surrounding neighbourhood is characteristically urban. Minimal setbacks to the front and side of properties, side and rear parking driveways, or curb-side parking only, narrow street right-of-ways resulting in urban building height-to-street proportions are all common throughout the surrounding neighbourhoods. Streetscape patterns follow suit with curb-side sidewalks the norm in the area.

The prevailing architectural style and palette of materials within the surrounding neighbourhoods is traditional in character, owing to the 19th century and early 20th century roots of the neighbourhood. Brick and stone are the norm for base materials.

Photo: Adaptive re-use and intensification demonstrated by the Witton Lofts provides an excellent precedent for the Barton-Tiffany study area in terms of form and character.

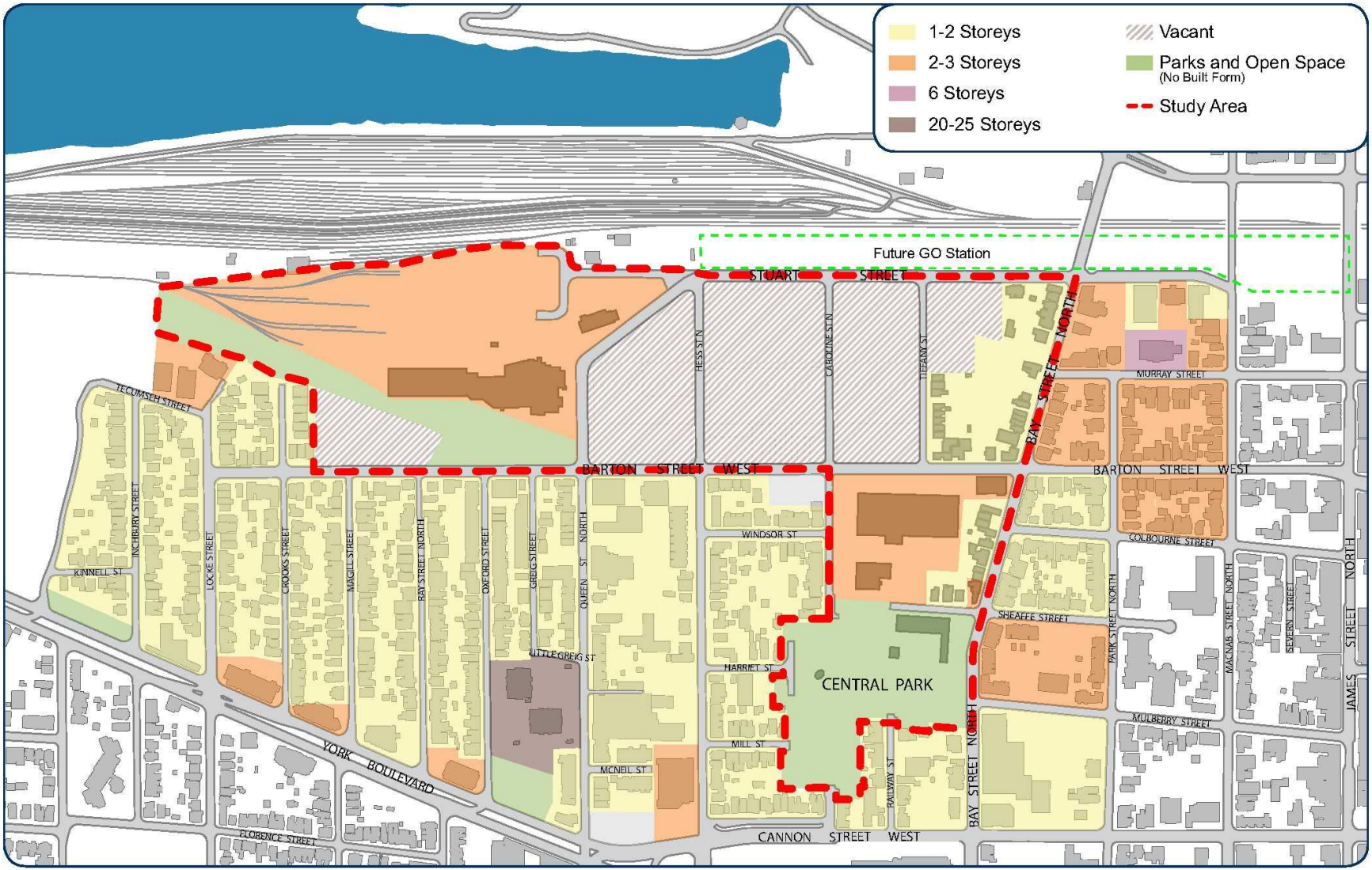

Figure 11

Existing Building Height

General Prevailing Patterns

BARTON-TIFFANY
Urban Design Study

3.8 Parks & Open Space

The broader context area includes a number of parks and open spaces that serve residents (**see Figure 12**). Dundurn Park abuts the study area's western edge which houses Dundurn Castle and the surrounding open grounds and provides a number of passive recreation opportunities. Bayfront Park is immediately north of the study area across the rail line and is a large, versatile green space with nearly two kilometres of shoreline and trails circling the park, beaches, recreation facilities, boat launches, and a large parking lot.

There are a number of open spaces along York Boulevard that provide passive recreation opportunities and are ornamental in nature. Connectivity between the study area and the parks and open system to the north is significantly limited by the rail line, with the only connections through Bay Street North or the Waterfront Trail connection at the western end of Harvey Park.

Central Park is the key green space within the study area (**see Figure 13**). It contains active and passive recreation opportunities, including a ball diamond, courts, a play structure, sitting areas, and an open lawn. It has pedestrian connection in all directions to Caroline Street North, Harriet and Mill Street, Cannon Street West, and Bay Street North. It situated with little street frontage and its edge conditions limit visibility and interconnectedness with the surrounding neighbourhood. Several dead-end streets on the western edge, the placement of dense landscaping, and topography within the area, presents issues of limited visibility and associated issues of safety, usability, and dumping.

Photos: Bayfront Park (above) is the anchor of the West Harbour area; Central Park (right) is the key park space serving the study area and context area.

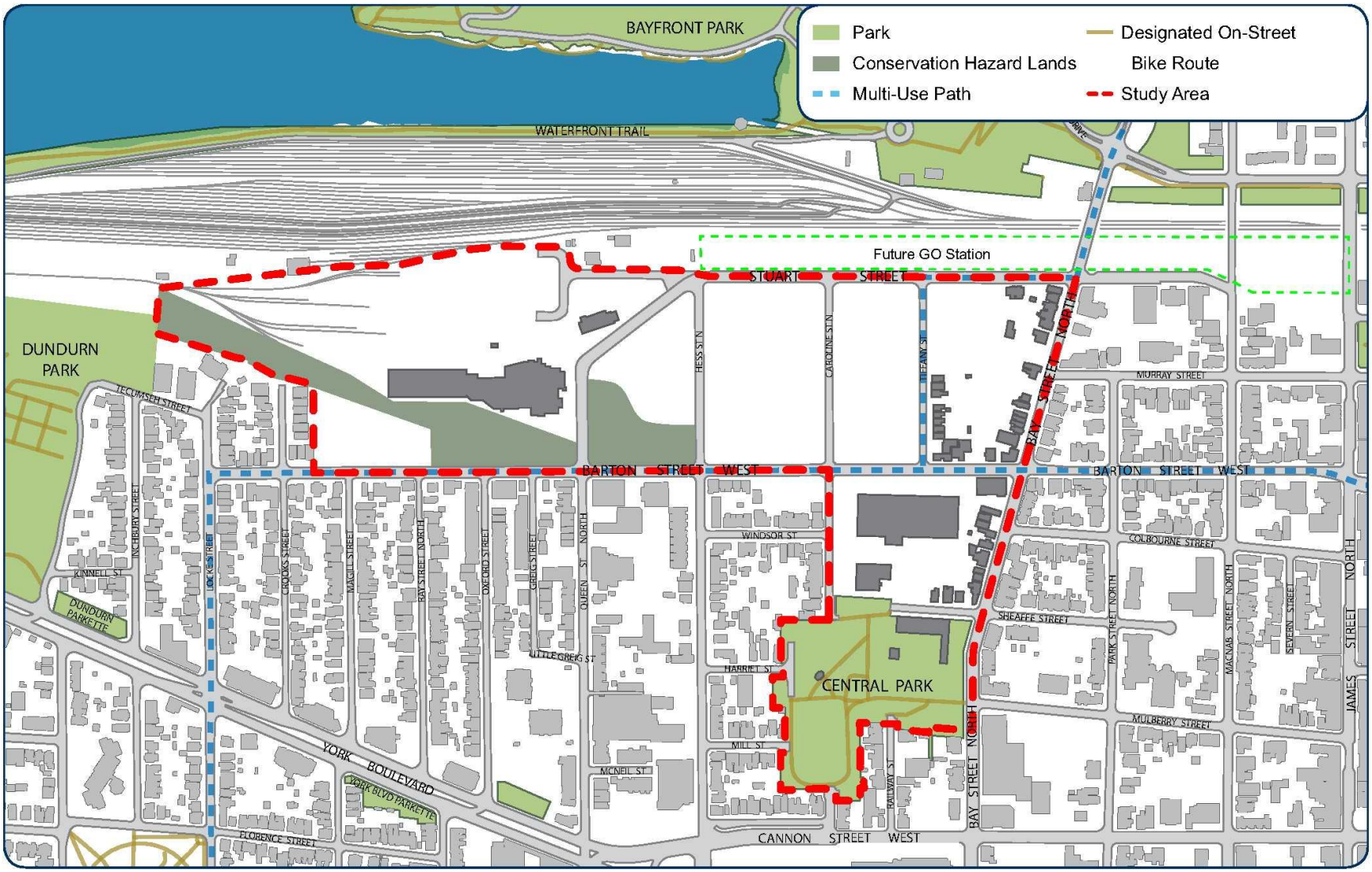

Figure 12

Existing Parks and Open Space

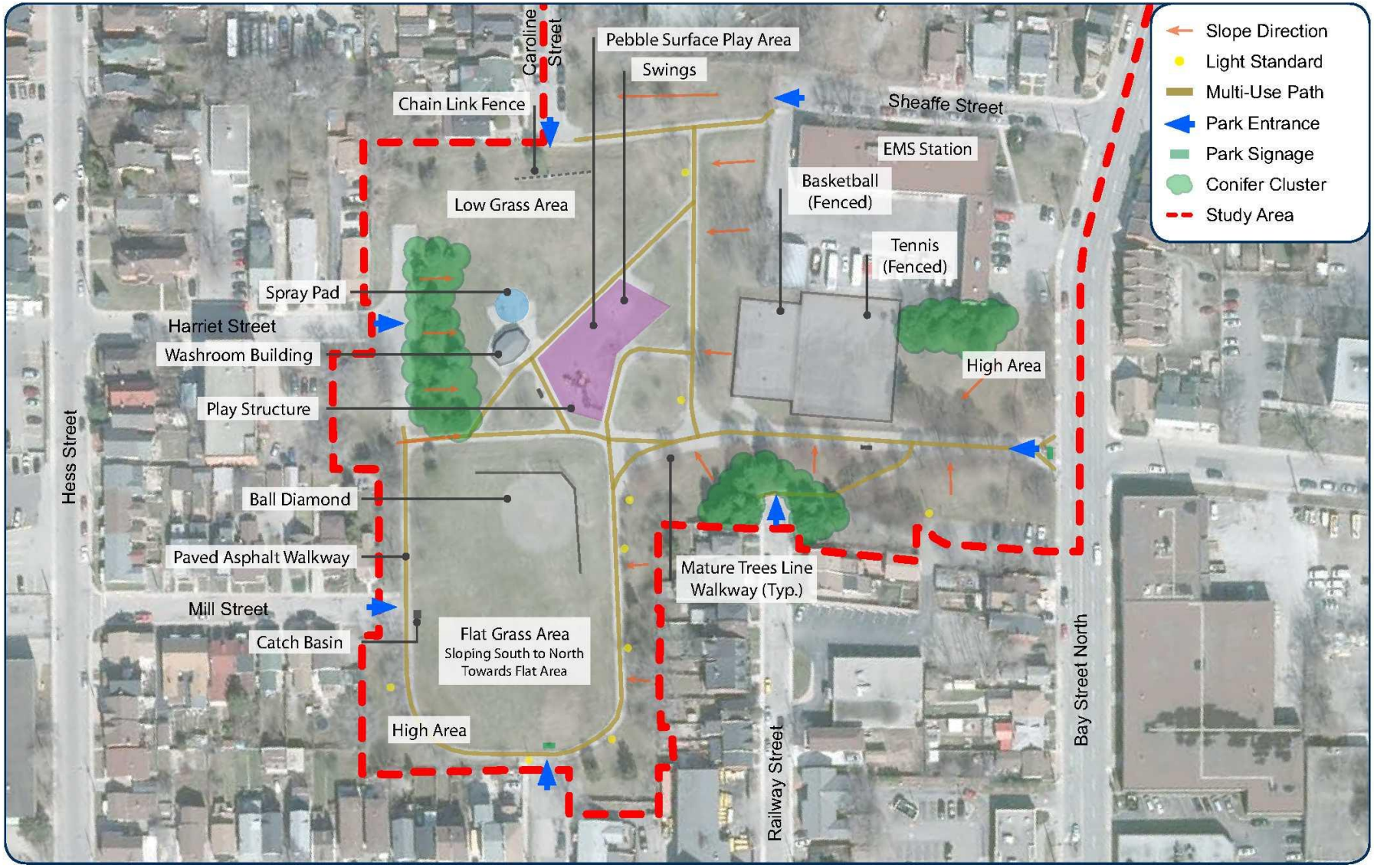

Figure 13

Central Park Existing Conditions

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3.9 Streetscape and Public Realm

The existing condition of the public realm and streetscapes within the study area vary depending on the width of street, as well as the land-use and built form setbacks along the street edge. Streets where building setbacks are minimal such as Barton Street West, Bay Street North and Caroline Street North (south of Barton Street) currently provide a greater 'urban' experience than streets such as Stuart Street, Tiffany Street, and Hess Street North which are much more open.

The streetscapes within the study area currently do not provide a distinguishable character or identity. Site furnishings and amenities including benches, bicycle storage, waste receptacles, and pedestrian scale lighting are absent along the various street edges of the study area. Street trees are generally absent within the public realm, however, in some areas, a canopy is offered from tree plantings on private properties where the canopy extends into the right-of-way. Utility poles with overhead hydro lines are present throughout the streetscapes, with street lighting provided by "cobra-head" style fixtures. On some portions of the street edge including the south side of Stuart Street from Bay Street North to Caroline Street North, and the south side of Barton Street West from Bay Street to Caroline Street North, the utility poles are situated within the existing curbside sidewalks, creating an obstruction that narrows the path of travel for pedestrians **(see Figure 14)**.

Pedestrian travel through the study area is generally accommodated through curbside walkways, provided on either one or both sides of the roadway. The north side of Stuart Street and the south side of Barton Street from Magill Street to Queen Street North provide walkways that are situated offset the curb. The walkways are generally in good condition, however, the widths provided in some areas are narrow given their proximity to the curb **(see Figure 15)**.

On-street parking in the study area is provided through roadside parking spaces, where space permits. On-street parking is generally permitted along the north/south oriented streets in the study area, with portions of Barton Street West available for parking between Crooks Street and Greig Street **(see figure 16)**.

Photos: Curbside walkways are generally provided along the street edge (above left/ above right); utility poles and overhead wires are highly visible across the study area (left) while streetscape furnishings such as benches or formal street trees are not provided.

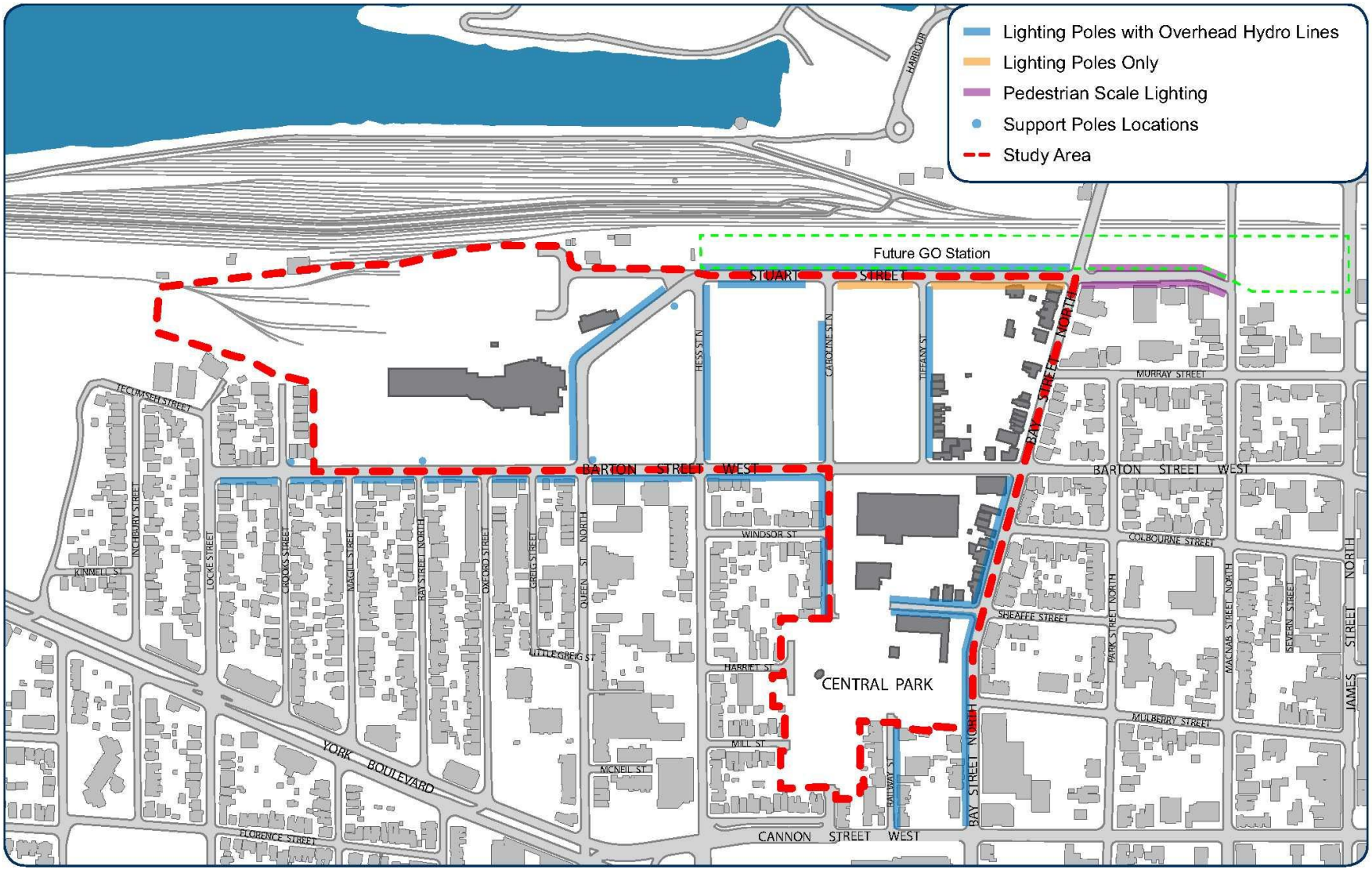


Figure 14

Existing Public Realm

Utility Poles

BARTON-TIFFANY Urban Design Study

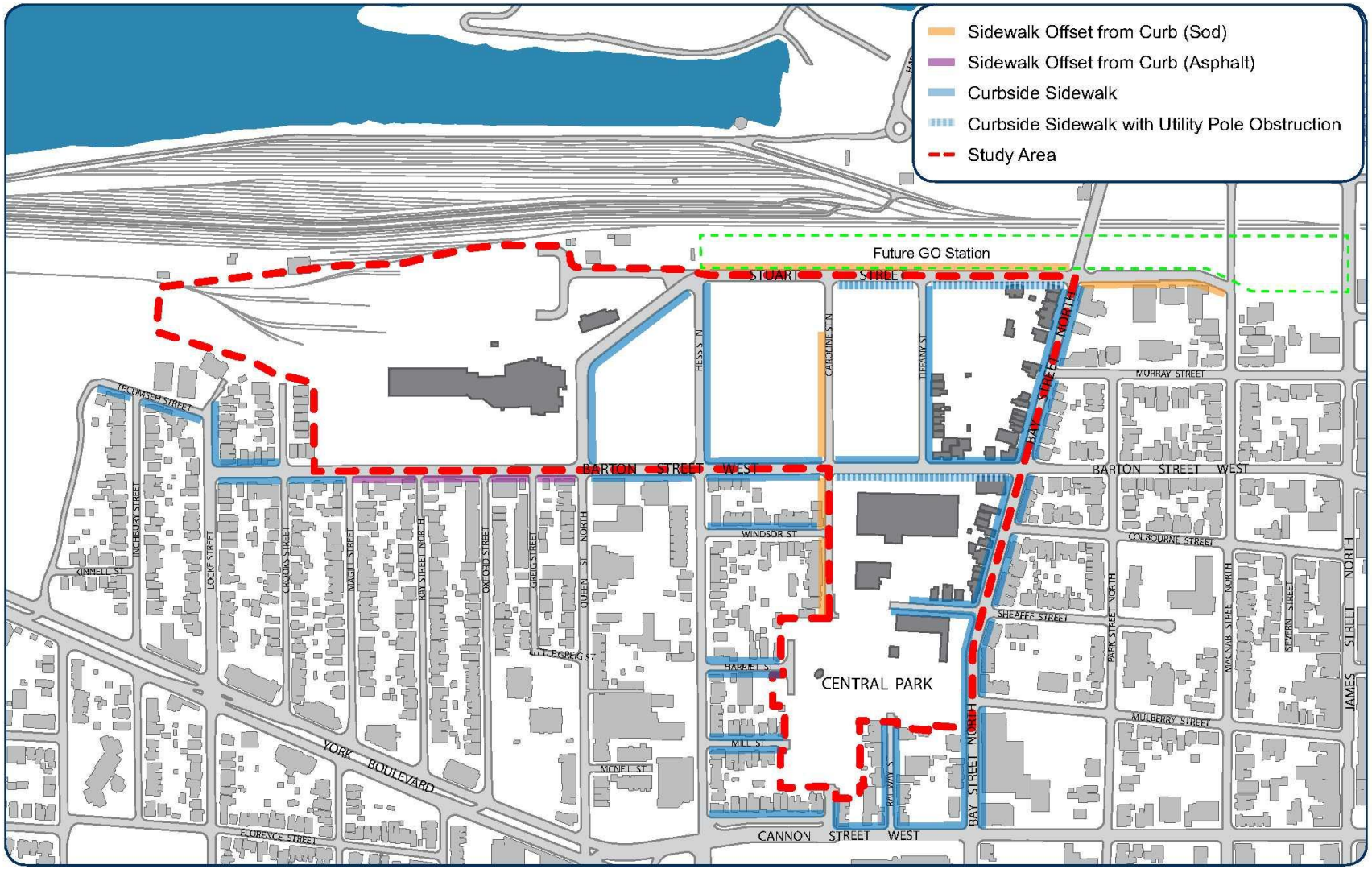


Figure 15

Existing Public Realm

Sidewalks

BARTON-TIFFANY Urban Design Study

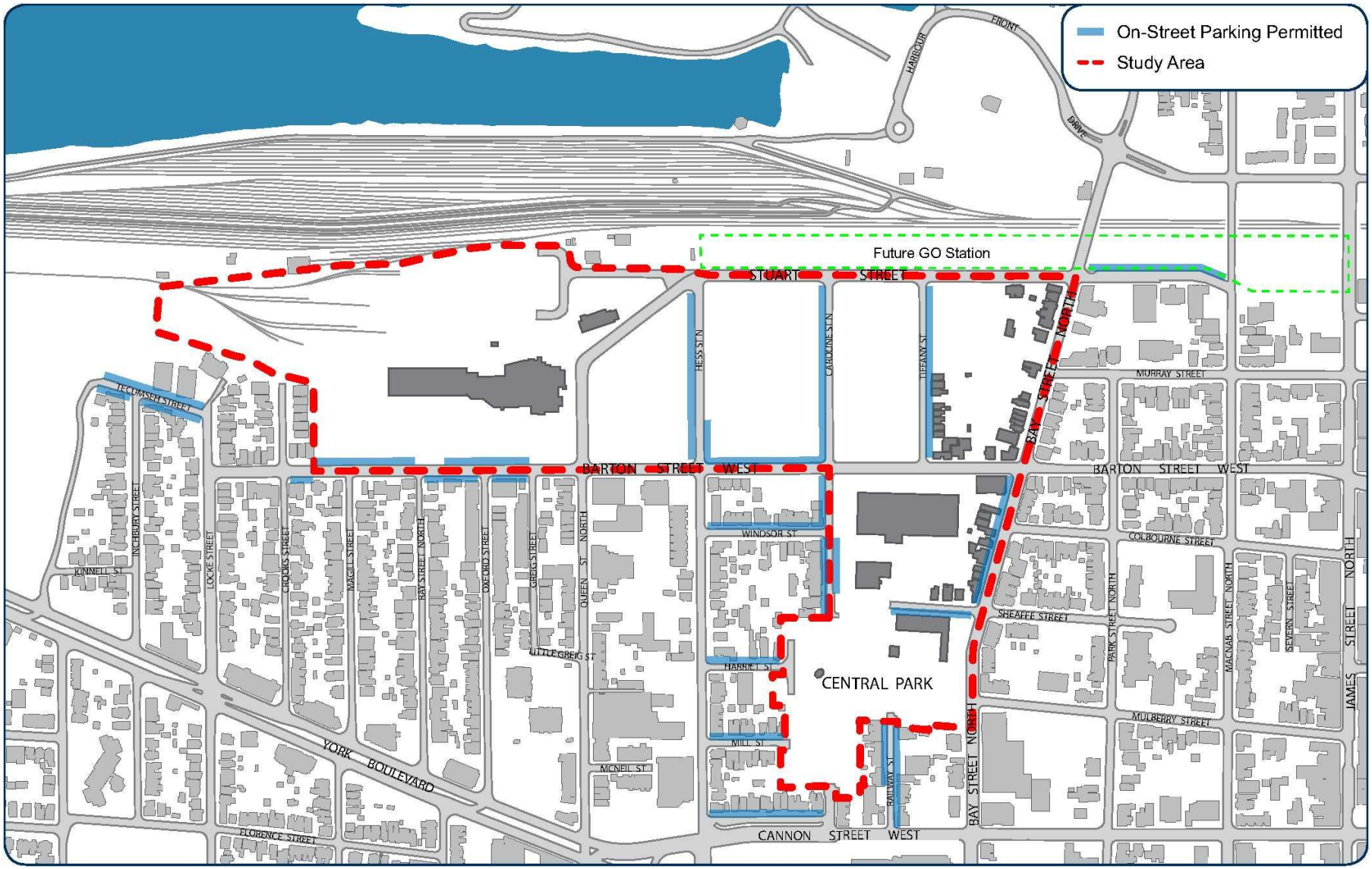


Figure 16

Existing Streetscape

On-Street Parking

BARTON-TIFFANY
Urban Design Study

4. Precedent Review

4.1 Purpose

While the Barton-Tiffany study area presents special considerations and challenges for the design process, it is not alone as there are other projects throughout Ontario that have successfully overcome similar challenges. This precedent review is intended to provide examples of similar well-designed projects that provide insight for the Barton-Tiffany study area. Case studies selected were to meet at least one of the following criteria:

- A project that is transitioning from heavy industrial activities to mixed-use areas (with commercial components preferably);
- A project with connections to a waterfront;
- A project adjacent to existing heavy rail yards; or
- A project reflecting high quality urban principles and practices.

The four selected case studies are seen to the right with the satisfied criteria. The following sections provide a detailed overview of the project, development statistics, key highlights, and relevant built form typologies.

1

West Don Lands (Toronto)

- Industrial transition
- Waterfront context
- Heavy rail context
- Urban design

2

Port Credit Village (Mississauga)

- Industrial transition
- Waterfront context
- Urban design

3

Victoria Common (Kitchener)

- Industrial transition
- Urban design

4

Regent Park (Toronto)

- Urban design

4.2 West Don Lands (Toronto)

4.2.1 Overview

The West Don Lands are generally located between Parliament Street, the shores of the Don River, Eastern Avenue, and the rail yards adjacent to the Gardiner Expressway, adjacent to the Distillery District in Toronto. The area has a long industrial history and is located on low-lying delta lands within the floodplain of the Don River. The West Don Lands are subject to a comprehensive Precinct Plan, Block Plans and Design Guidelines prepared by TWRC. The planning process involved an Official Plan Amendment, Plan of Subdivision, Zoning By-law Amendments, an Ontario Municipal Board ruling and Environmental Assessments pertaining to flood protection systems and transit options.

The project is to be phased. The first phase is underway with the construction of new infrastructure including a flood protection berm along the river. Above the flood landform will be a 6.9 hectare (17 acre) public park, "Corktown Common". The first buildings are nearing completion and occupancy, including a 345-unit 16-storey tower at King Street East. At full build-out the West Don Lands will provide 6,000 residential units (20% as affordable rental units) as well as 92,900m^2 (1 million square feet) of office and retail space in 22 development blocks. The Precinct Plan envisions adaptive reuse of landmark historic buildings, a total of 9.3 hectares (23 acres) of interconnected public open spaces, a new grid network of streets to re-establish the urban fabric, four new character neighbourhoods, and a new streetcar line to provide north/south connections to the surrounding area.

Development Statistics

Site Area: 32 hectares (80 acres)

Developer: Master planned by Toronto Waterfront Revitalization Corporation (TWRC)

- Dundee Kilmer Developments to build Athletes' Village
- Urban Capital constructing 5 buildings with 900 condominiums and retail/restaurant spaces in four phases

Land Uses:

- Up to 92,900 m^2 (1 million sq. ft.) of office and retail space
- Elementary school
- 2 child care centres
- 4,700 m^2 (51,000 ft^2) YMCA
- Up to 6,000 residential units, including:
  - 805 units in the Athletes' Village
  - 1,200 (20%) affordable rental housing units
  - 250 student residence units for George Brown College

Gross Residential Density: 188 units/hectare

Public Spaces/ Amenity Area: 9.3 hectares (23 acres) of parkland and public space

- Corktown Common
- First Street promenade
- Trail system connecting to Don Valley Trail
- Underpass Park

Height range: Generally 4 to 10 storeys with some locations permitting up to 24 storey towers

Parking: Varies, but generally located in structured form either below grade or above grade integrated into apartment buildings.

West Don Lands: Precinct Plan

Project Chronology

1830s - late 20th century – Various industrial uses.

1996 - Land assembled by provincial government.

2003 - Central Waterfront Secondary Plan adopted by Council and appealed.

2003-2005 - Precinct Plan completed and approved.

2005 - Lower Don River West Class EA completed and Central Waterfront Secondary Plan approved by OMB.

2006 - Block Plan, Urban Design Guidelines, Zoning By-law Amendment and Draft Plan of Subdivision endorsed and/or approved by Council.

2005-2008 – Transit EA completed for new streetcar line on Cherry Street.

2007 - Phase 1 construction begins.

2012 - Dundee Kilmer Developments awarded contract to design, build and finance the Athletes' Village.

Current Status - Phase 1 construction well underway.

4.2.2 History and former uses

The Precinct Plan took many design cues from the history of the area. It proposes to reuse several landmark heritage buildings, located in prominent locations. The plan also recommends relocating the Don River Train Station to the proposed streetcar loop, adjacent to the historic railway switching station. Proposed streetscape details including light standards, signage, and red brick gutters are designed in an industrial style to reinforce the local character of the precinct.

Source: Precinct Plan

Source: Precinct Plan

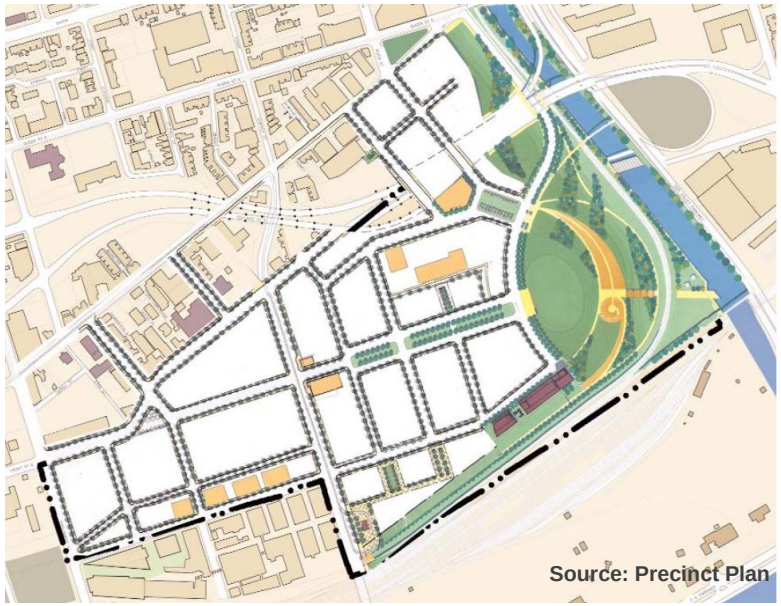
Below: Corner of Front Street at Cherry Street looking east towards the Don Valley.

4.2.3 Public amenities and reclaiming the waterfront

The Precinct Plan focuses on improving the connection between Downtown Toronto and the Don River Valley corridor. Pedestrian and cycling connectivity is enhanced with: new north/south streets; planned bike lanes connecting to the on-road bike network to the north; and improved quality of the pedestrian environment under the expressway overpasses, including Underpass Park. The design provides linkages to the Don River Trail through Corktown Common.

Sustainable modes of transportation are given priority in the plan. The roads will be rebuilt with greater boulevard space for pedestrians and accommodations for cyclists. Front Street is proposed to be a pedestrian promenade as a grand entrance to Corktown Common. Woonerfs, facilities that are designed for both vehicles and pedestrians to interact, with pedestrians being given the priority, popular in European cities, are planned in key locations throughout the precinct.

The West Don Lands will contain numerous open spaces, including: natural areas; passive parks; sports fields for active recreation areas; urban plazas and parkettes; an interconnected trail system; and improved pedestrian-friendly streetscapes. Playgrounds and public art will be integrated throughout the development. Private and semi-public spaces, including courtyards and roof terraces, are also proposed for residential developments.



Above/Right: Public realm plan (above), Front Street promenade (top middle) Underpass Park (top right), Corktown Common (middle, centre and bottom), Cherry Street redesign (bottom right)

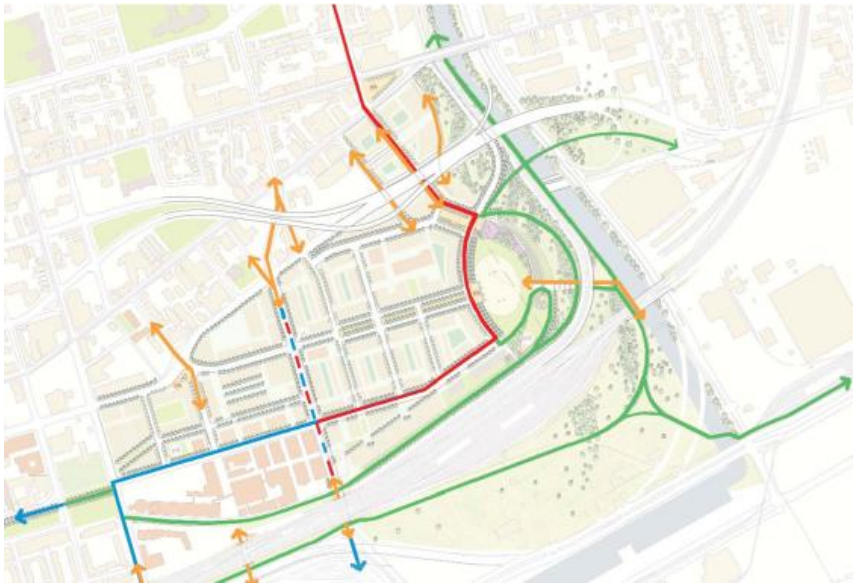
4.2.4 Transit-supportive design features

The TTC will extend several bus and streetcar routes through the West Don Lands. An Environmental Assessment study has lead to the introduction of a streetcar line along Cherry Street. The mix of land uses and densities of the precinct are designed to be transit supportive in a compact form.

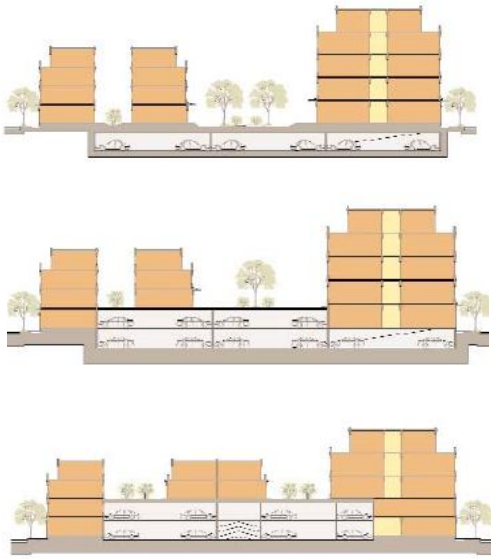
The precinct plan aims to improve the quality of the public realm. High quality streetscapes and public spaces, including Underpass Park, are designed with the pedestrian first and foremost. Tree planting and high quality materials are being implemented along all major streetscapes to create spaces comfortable and interesting at the human scale.

Barriers to connectivity were addressed, including the rail line, the expressway overpass, and the need for a more permeable street network. The introduction of more streets allows for more connections. The extensive open space network allows for access to the waterfront without having to cross the rail line, as well as connections to the Lower Don River Trail following the waterfront north and west and connects to the Martin Goodman Trail which extends to Queens Quay East.

Parking and service areas are designed to be in a structured form either above or below grade and screened from view from the public realm.



Source: Precinct Plan



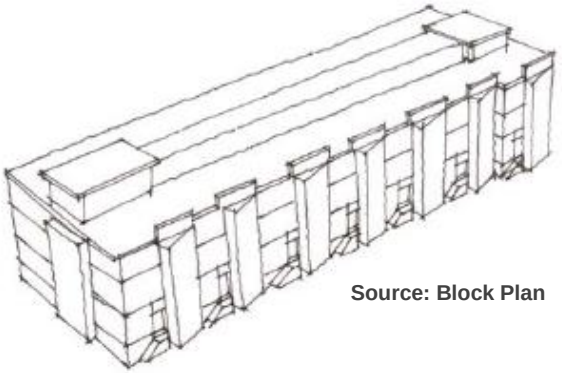
Above/Right: pedestrian and cycling network plan (top right), Old Eastern Ave streetscape (above), parking scenarios (bottom right)

4.2.5 Built form typologies

4 storey townhouses

- Narrow lot widths (6-8 metres)
- Variety of facade designs
- Parking located below grade and accessed at the rear
- Front door at the street
- Front setback to provide for patio or garden


Source: Block Plan


Source: Block Plan

Small apartment buildings

- Individual front doors at the street
- Front setback to provide for patio or garden
- Generally 4 to 5 storeys in height
- Stepback above 4th floor
- Courtyard terrace to be provided above internal parking structure
- 50% vegetated green roofs
- Structured parking accessed from rear internal road


Source: Block Plan


Source: Block Plan

Large apartment buildings

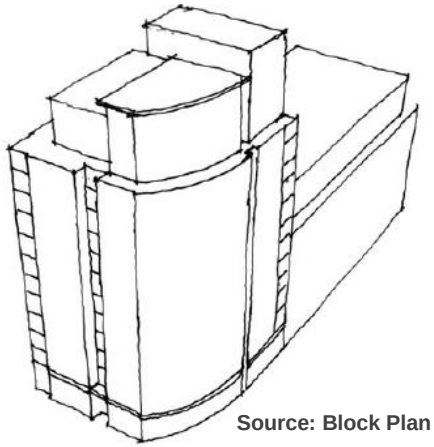
- Generally 6-10 storeys
- Generally located along Front Street, Parliament Street, Cherry Street, Eastern Avenue, Bayview Avenue, Mill Street.
- Primary lobby entrance facing public street, parking access from the rear or side street
- Designed to extend the length of a block
- Vertical articulation to break up appearance of mass
- Stepbacks generally above 5th, 6th or 8th floor
- Courtyard terrace for shared amenity of building occupants to be provided above parking structure
- 50% vegetated green roofs

Source: Block Plan

Source: Block Plan

Towers

- Located at eight strategic locations in the Precinct Plan, primarily at intersections of major roads, with dramatic views to or from gateways
- 14 to 24 storeys in height
- Small floor plates (<800 square metres) to minimize bulk
- Designed to be gateway features/ landmarks and to integrate with lower rise form of development



Source: Block Plan

Source: Block Plan

Built Form Typologies in Adjacent Corktown Neighbourhoood

Midrise Mixed Use Buildings

- Designed to frame intersection
- 6-8 storeys in height
- Ground level commercial units with primary entrance at the public street
- Residential uses above
- Terracing of upper floors
- Parking located at rear and/or internal structured form

4.2.6 Market Context

From a residential marketability perspective, the West Don Lands suffered from the perception of being located in a less desirable area of the City (Downtown East). However, thanks to the pioneering revitalization of the neighbouring Distillery District, including service based retail, restaurants, cultural amenities and new residential developments and later strongly reinforced by Waterfront Toronto assuming responsibility of the West Don Lands redevelopment, market awareness of the West Don Lands as a new urban community was significantly increased. The Pan Am Games accelerated the West Don Lands development, much of which is designated as the Athlete's Village, creating instant demand for the housing units and a fast-tracked timeline of being completed for the 2015 Games.

Although part of a precinct plan, the chosen developers of the West Don Lands (Urban Capital – River City and Dundee Kilmer – Canary Village / Pan Am Athlete's Village) underwent lengthy consultations to ensure that the market housing is appropriately positioned, sized, priced and transitions well into the neighbouring communities. River City, now marketing its second phase (third building) actively targeted rental oriented condominium investors and end-user purchasers. Prior to River City, investor interest in the Downtown East submarket was limited. Canary District, the first phase condominiums in the Athlete's Village, also was able to attract investors, young urban professional singles and couples. Both River City and Canary District benefitted from investors sales boosting initial interest and providing sales momentum throughout the marketing process and providing future rental units (Toronto condominium apartment investors typically place their units on the rental marketplace upon project completion). Each of these developments achieved solid sales success.

In addition to project design, positioning and marketing, much of the sales success, including attracting investors to an east end location, was due to the purchasers confidence in the West Don Lands because it is managed by Waterfront Toronto (backed by government funding) and because much of the infrastructure was put in place first or guaranteed to be delivered at a specific time for the Pan Am Games. This includes the 6.9 hectare (17 acre) Corktown Common park, the new streetcar lines, and a new 4,738 square metre (51,000 square foot) YMCA.

Below: River City (top), Canary District (bottom)

4.3 Port Credit Village (Mississauga)

4.3.1 Overview

Phase I of Port Credit Village is located between the shores of Lake Ontario, Lakeshore Road, Helene Street and Elmwood Avenue in Port Credit Ontario near the Port Credit GO Station. These lands were formerly the site of the St. Lawrence Starch industrial complex. The Port Credit village was comprehensively master planned and redeveloped by the FRAM Building Group and Slokker Canada (Fram/Slokker). The process involved Official Plan Amendment, Zoning By-law Amendment and an Ontario Municipal Board ruling. The project features compact mixed use development at transit supportive densities. It has revitalized the waterfront lands by introducing new residential, retail and office uses and a vibrant integrated series of park spaces. The park spaces connect the project to the broader community and public open space network.

Development Statistics

Site Area: 10.5 hectares (26 acres)

Developer: FRAM Building Group and Slokker Canada

Land Uses:

- 3,700 m^2 (40,000 sq ft) of retail
- 1,400 m^2 (15,000 sq ft) of office
- 410 residential units
    - 225 condo apartments
    - 167 condo townhouses
    - 18 condo live / work townhouses

Gross Residential Density: 39 units/hectare

Public Spaces/ Amenity Area:

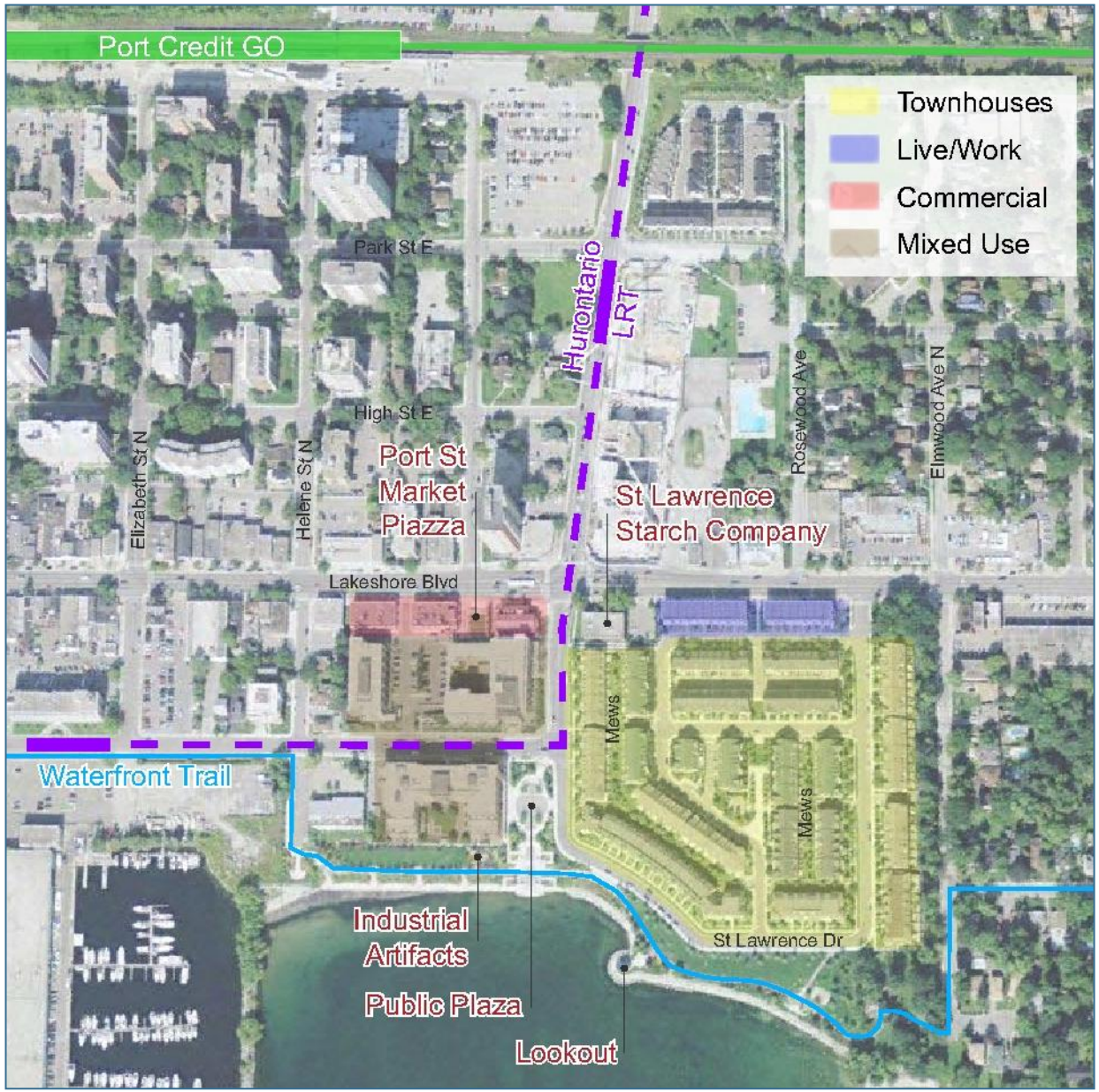
- Public plaza providing access to waterfront
- Park along the entire waterfront
- Waterfront trail
- Urban piazza space
- Private mews

Height range: 2- 6 storeys

Parking:

- Commercial: 70 shared spaces at grade
- Residential: 596 spaces underground, primarily for condos and 23 public parking spaces
- 3 spaces per live/work unit and per townhouse
- On-street parking permitted on most streets

Port Credit Village Phase 1: Area Plan



Project Chronology

1889-1989 – St Lawrence Starch factory in operation.

1990 - St. Lawrence Starch factory closes.

1993 - St. Lawrence Starch submits planning applications for high rise high density mixed use redevelopment.

1997 - OMB ruling re: built form, density, height, urban design elements, public spaces

1998 - FRAM/Slokker takes ownership of the site.

1998-2000 - Master planning involving public consultation.

2000 - Concept approved by OMB.

2001 - Construction begins.

2005 - Construction complete.

Current Status: 100% complete

4.3.2 History and former uses

These lands were used for manufacturing by St. Lawrence Starch Company from 1889 to 1989. With a century long presence in the Port Credit area, the company was an integral part of the history of the community. The company's former administration building is a designated building of cultural heritage value and was adaptively reused for office space for FRAM/Slokker. Due to the industrial use of the site, environmental remediation was required for this project. Historically Lakeshore Road has functioned as the main street of the village. The new development along this road is designed to reinforce the scale and character of the village streetscape.

Below: Image of the St. Lawrence Starch complex, circa 1933, administration building highlighted (top), view of the St. Lawrence Starch administration building today (bottom)

Below: Lakeshore Road streetscape

4.3.3 Public amenities and reclaiming the waterfront

The removal of the industrial complex created an opportunity to reclaim the waterfront for public use. Through a public-private partnership the developer and the City of Mississauga created a high quality plaza providing public access to Lake Ontario. St. Lawrence Park also pays homage to the heritage of the site, displaying industrial artifacts from the former factory with information panels about St. Lawrence Starch Company. Views of the waterfront are preserved looking north/south through the private mews of the development and the north/south streets.

The paved waterfront trail along the southerly edge of the project provides linkages to the public trails and parks to the east and west. The project also created the Port Street Market piazza along Lakeshore Road. This urban parkette is surrounded by commercial businesses and is a lively space. The trails, parks and parkette spaces are amenities for the village residents and the public. Mews provide more private space for the occupants of the development. The streetscapes are an integral part of the public open space network. Sidewalks, narrow right of ways, ornamental lighting and landscaped boulevards contribute to the overall quality of the public realm.

Above: St Lawrence Park looking east (top left), looking south (top middle), Port Street Market piazza (top right), mews, looking north (bottom left), single loaded street fronting St. Lawrence Park (bottom middle), typical residential streetscape with on-street parking (bottom right)

4.3.4 Transit-supportive design features

The area is well served by local transit and commuter inter-city transit services. The Port Credit GO station is located at the corner of Hurontario Street, Park Street and Ann Street (five minute walk), and provides access to downtown Toronto. Mississauga Transit provides high frequency bus service along Hurontario Street which in the future is planned to become a north/south rapid transit line. The mix of uses and density of the project supports transit use. The commercial uses within the area enable residents of the village to walk for more shopping trips and reduce the number of automobile trips. The scale of the buildings and spaces reinforce human scaled proportions.

The modified grid layout of the Port Credit village project is highly permeable for pedestrians and transit users. Street designs differ from municipal road design standards, with narrower road dimensions, slower posted traffic speeds and on-street parking in most cases. Buildings have primary entrances addressing the street and parking areas are oriented to the rear with consolidated access points. These road and building design considerations make for comfortable and pleasant walking environments for pedestrians and transit users.

Parking is well integrated, predominately in structured parking form and situated away from the public realm. Generally, parking is provided at rates higher than what is conventionally considered to be transit supportive. The amount of parking provided was a choice by the developer to address market demand.

Above: Typical residential street design (top), human scaled proportions and mix of uses (middle) and consolidated parking with rear access (bottom)

4.3.5 Built form typologies

3 storey townhouses

- Variety of facade designs
- Parking located at the rear
- Front door at the street

3 storey live/work buildings

- Commercial uses oriented to Lakeshore Road
- Flexibility for variety of small scale commercial uses
- Residential entrance and parking accessed from internal road

2-3 storey commercial buildings

- Primary building entrances oriented to Lakeshore Road or onto Port Street piazza
- Parking area shared and located behind buildings
- Flexibility for variety of small scale commercial uses on ground floor with office space above

5-6 storey multiple residential and mixed use buildings

- Primary entrance facing public street
- Ground floor private patios facing residential streetscapes and the waterfront
- Ground floor commercial units fronting onto public spaces (St. Lawrence Park plaza/ Port Street Market piazza)
- Upper floor balconies
- Terracing of upper floors
- Views of Lake Ontario
- Underground parking

4.3.6 Market Context

FRAM Building Group was the second developer selected to revitalize the former St. Lawrence Starch Company Lands in the heart of historic Port Credit Village (Hurontario Street and Lakeshore Road). The first developer proposed an all high-density residential approach, which was adamantly refuted by local residents. In many local community workshops and market consultations, FRAM designed a neighbourhood focused new residential community, which integrated well with the fabric of the existing Port Credit.

While there was a lack of waterfront land available in Mississauga, FRAM led the former brownfield development with 167 townhouses, ranging in size from 130 to 322 m^2 (1,400 to 3,472 square feet). Condominium apartment developments were largely untested along the Mississauga waterfront and developing townhouses in the first phase created a sense of residential context for the site and showcased FRAM's design emphasis. Following the townhouses, FRAM released three mid-rise condominium apartment projects, 18 live/work units and a high-rise condominium apartment building. Interestingly, each of the condominium apartment projects targeted different and distinct purchaser groups, from affluent move- down empty nesters to mid-to-upper market empty nesters and older singles, and in the most recent phases, investors and younger singles and couples.

Although the waterfront location can be attributed to the significant appeal of the Port Credit Village development, other amenities, such as proximity to the Port Credit GO Station, provision of a new waterfront promenade and the City's revitalization program for Port Credit, which included the desire to restore the historic charm of the small markets, shops, pubs, cafes and restaurants, as well as integrating the waterfront, marinas and Port Credit river into a vibrant new village.

Above/Left: Waterfront trail (above) and small specialty shops in the village (left)

4.4 Victoria Common (Kitchener)

4.4.1 Overview

Victoria Common is a mixed-use development at the northwest corner of St. Leger Street and Louisa Street in Kitchener, situated in a central neighbourhood approximately one kilometre from Downtown Kitchener. On a former brownfield site, the development will be a dense, multiple-unit residential project that will contain 897 dwellings, including both apartment units and townhouses units, all centred on a linear central green. The vision for this development is a vibrant, active and sustainable neighbourhood that caters to a wide range of household types and resident needs. The project is bounded by an established residential neighbourhood to the north and west, and a transitioning industrial base to the east.

Development Statistics

Site Area: 6.2 hectares (15 acres)

Developer: Queensgate Development (Kitchener) Inc. together with Losani Homes as building partner for townhouses

Land Uses:

- 201 townhouse units (34 street-facing freehold units and 167 internal condominium units)
- 897 apartment units (condominium units)
- Large central linear green of private plaza and public park

Gross Residential Density: 144 units/hectare (350 for apartment block; 52 for townhouse blocks)

Public Spaces/ Amenity Area: central linear green consisting of a 0.12 hectare public park at the southern end and a 0.5 hectare private green/plaza internal to the development; terraces and balconies for the apartment buildings, and outdoor amenity space for individual townhouse units

Height range: Townhouses a mix of 2 and 3-storey blocks, with split storeys for areas of grade change (maximum height of three storeys); apartments include two 4-storey buildings, two 8-storey buildings, and one 12-storey building (maximum height of 12-storeys)

Parking: Townhouses with garages and on-street parking; Apartments with two-level underground garage and surface visitor parking; two car share parking spaces provided

Victoria Common: Site Master Plan

Project Chronology

1857 - Breithaupt Leather Company established on the site.

1950s - Closure of the Tannery on the site.

2007 - Fire at Panill Veneer operation destroys building on portion of site.

2009 - Project developer purchases the site.

2010-2011 - Concept planning for the site initiated and continues.

2011 - Adjacent residential lots purchased to be added to project as public parkland.

2012 - Official Plan and Zoning Amendments approved for the site.

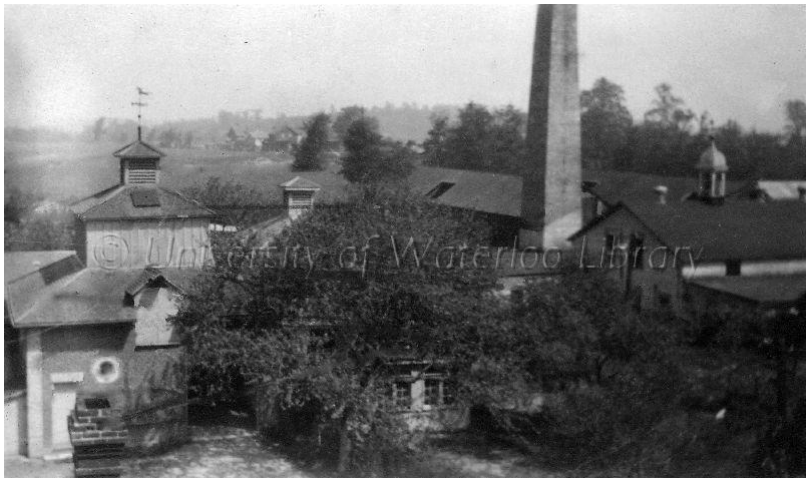
2013 - Conditional permit for servicing granted and installation completed.

2013 - Subdivision and Site Plan Approval granted for the site

Current Status: First phases of townhouses blocks and first apartment building to begin construction in late 2013.

4.4.2 History and former uses

Most of the site was occupied by the former Breithaupt Leather Company, which housed a series of industrial buildings on the property. The Breithaupt Leather Company was established in 1857 and prospered generally up until World War II, manufacturing a broad range of leather products. The Tannery ceased operation in 1950 with the introduction of synthetic materials at the time. The Panill Veneer Company building occupied the southeast corner of the site, at the corner of Louisa Street and St. Leger Street, until it was destroyed by fire in 2007. The former industrial buildings have been demolished and the entire site has been remediated with Record of Site Conditions acknowledged for virtually the entire site.



Left/Above: Breithaupt Leather Company that occupied the majority of the site through the 19th and 20th century (Source: University of Waterloo Library).

4.4.3 Public amenities

A central linear park connects the entire neighbourhood and provides a focal point for community activity, and will accommodate both organized and informal activities. The central green is the focus for the development and a green "spine" that integrates the various residential forms and types on the site. The central green will be designed as an "all-life-stages" park that accommodates a broad spectrum of users, recreation needs and lifestyles. Different sections of the park will cater to a different set of recreation needs, although the design and elements of each block will be coordinated and integrated to read as a single space. The central green's frontage on St. Leger Street will be public parkland, with a 30 year agreement for the developer to construct and maintain, while the remaining portion will be privately owned and maintained by the condominiums.

Designed as a flexible space, the central green will provide residents and visitors with a variety of designed elements to facilitate informal recreational activity and to accommodate gatherings of various sizes, both formal and informal. It will present a story of the site's history through use of imagery, building materials and site elements. It will provide a range of passive and active recreation opportunities with a combination of hardscaped and softscaped spaces that can accommodate uses throughout all seasons of the year. Intended to accommodate both private and public use, the space will be activated by the buildings that directly front onto the space (some of which may provide the opportunity for small scale commercial uses in portions of their ground floors).

Left/Above: view of overall central green as the central spine to the neighbourhood looking from the south (left) and north (above).

4.4.4 Transit-supportive design features

The neighbourhood, building and street design promotes alternatives to car travel including public transit, cycling, walking, as well as transportation demand management practices. The site is well situated within a central neighbourhood of Downtown Kitchener, linked to multiple existing bus routes. As well, it is located one kilometre from the planned Multi-Modal Transit Hub at King Street and Victoria Street in Downtown Kitchener. A Transportation Demand Management Plan has been completed in support of the project which commits the developer to a number of initiatives, including membership in the Region's Travelwise program; parking space opt-out options for apartment purchasers; provision of multiple car share parking spaces; provision of indoor secure bicycle parking at a target rate of 1 space per apartment unit; and, the establishment of TDM coordinators within building complexes.

Above/Left: community car share spaces for vehicles and secure indoor bicycle parking areas only two of the project's transportation demand management techniques.

4.4.5 Built form typologies

Two and three-storey townhouses

- Narrow lot widths ranging from 4.5 to 6.3 metres
- Traditional architecture style and composition
- Materials and colours varied on each block and set at outset to maintain distinctiveness
- Single car garages with no driveway parking; single/double garages with driveways
- Variety of 2-storey, 3-storey and split storey units given finished grade (i.e. 2 storeys front, 3 storeys back)
- Open fencing around rear amenity areas

Apartments

- Buildings varying size from 4 to 12 storeys with a progression from public street to site interior
- Two levels of underground parking accounting for over 90% of required parking
- Upper storey setbacks to provide terrace amenities
- Industrial architectural style of design
- Geothermal system to serve all apartment users
- LEED Gold certification target

4.4.6 Market Context

The first phase of the Victoria Common project involves approximately 10 blocks of condominium townhouses, 5 blocks of freehold townhouses, and the first of two four-storey apartment buildings. The first apartment building is intended to test the market for the later phases of apartment buildings in terms of ultimate building height and number of units. Going to market in mid-2013, the market response to Phase 1 has been very good with the majority of units sold. As expected, purchasers have been a combination of first-time buyers (owing largely to the thriving high-tech sector in Waterloo Region) as well as investors (owing largely to a less than 2% vacancy rate in the Region). A number of considerations factor into the growing interest in the Victoria Common project, including re-emerging Downtown Kitchener through continual public and private reinvestment and its recent streetscape facelift; the continually growing technology cluster and industry in Downtown Kitchener; the planned light rail transit system through Waterloo Region; and the planned Multi-Modal Transit Hub nearby connecting all modes of transportation, including GO Transit and VIA Rail.

Left: central "piazza" at the heart of the Victoria Common project.

4.5 Regent Park (Toronto)

4.5.1 Overview

Regent Park is located east of Downtown Toronto between Gerrard Street East, Queen Street East, River Street and Parliament Street. Canada's oldest social housing project is subject to a revitalization plan that aims to create a vibrant, mixed-use, mixed-income and mixed-tenure neighbourhood. The plan involves reestablishing the public street network to connect Regent Park with the adjacent neighbourhoods. The plan is to be implemented in several phases over 15-20 years. At full build out it is expected to replace the aging rent-geared-to-income units and add approximately 4,000 new market housing units, 700 new affordable rental units and numerous community, civic, and commercial spaces. Phase one is now complete and includes a Community Energy System, 3,700 m^2 of commercial space, three new rental buildings, two market condominium buildings, 108 townhouses (rental and condominium), 1,092 m^2 of community agency space, and numerous community amenities.

Below: 3D model of proposed revitalization of Regent Park

.

Development Statistics

Site Area: 28 hectares (69 acres)

Developer: Daniels Corporation in partnership with Toronto Community Housing Corporation (TCHC)

Land Uses:

- 2,083 rent-geared-to-income units (1,583 located in Regent Park, 500 nearby)
- 4,000 market condominium (condo) units
- 700 new affordable housing units
- Over 3,700m^2 of commercial space,
- Extensive community agency space, including
  - Day care centres;
  - Public school;
  - Learning centre;
  - Employment office;
  - Indoor aquatic centre;
  - Community centre
  - Arts and Cultural centre
  - Children and Youth hub.

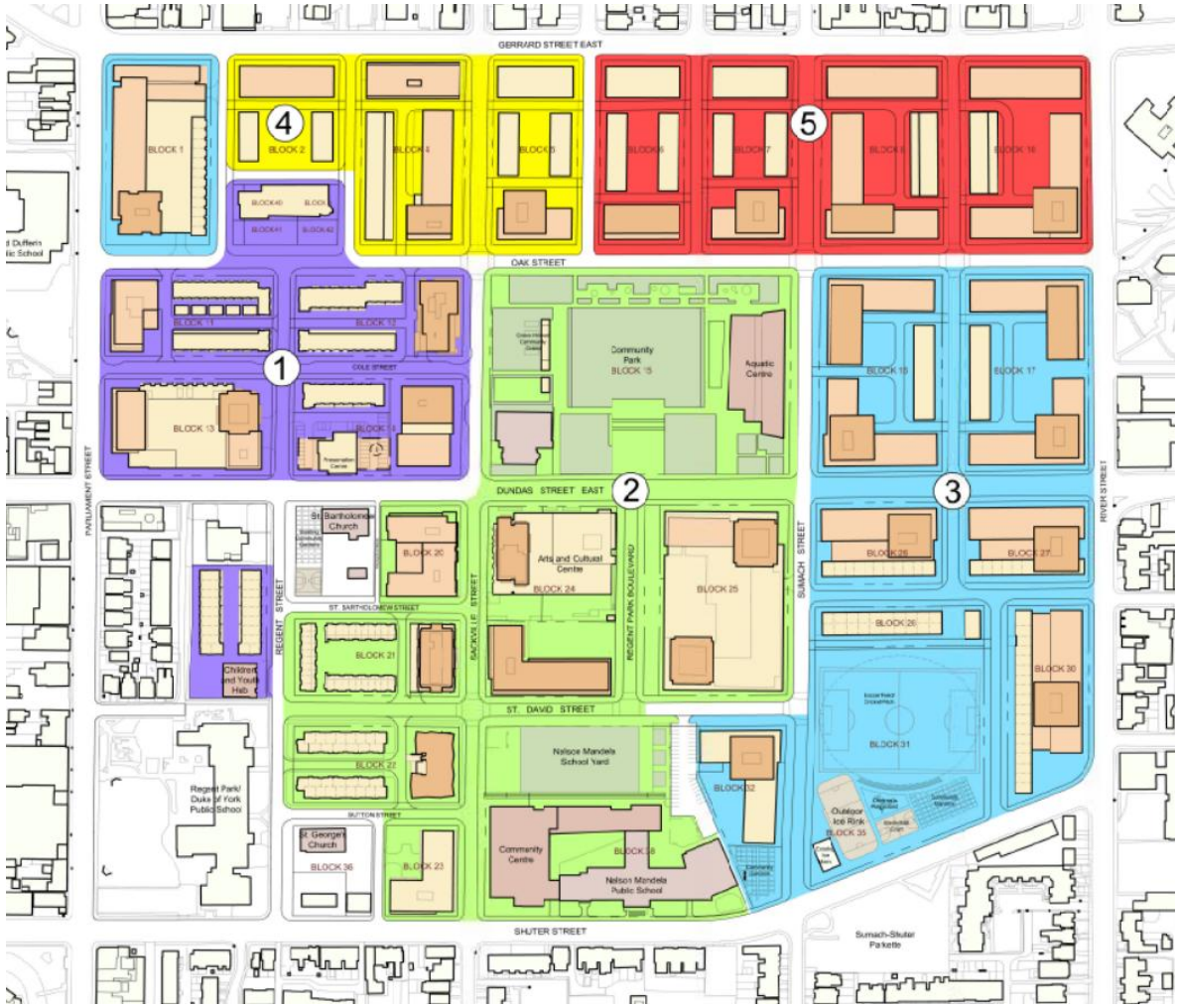
Gross Residential Density: 224 units/hectare (450 people and jobs per hectare)

Public Spaces / Amenity Area: 3.4 hectares of park and open space, including a central park, tree lined boulevards, green roofs and rooftop terraces

Height range: 3-storey townhouses, mid-rise apartments with commercial uses at grade, high rise apartment towers

Parking: Townhouse garages accessed by rear lanes; underground parking for apartments; on street parking

Regent Park Revitalization Master Plan



Source: City of Toronto

Legend:

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

Project Chronology

Mid to Late 1800s - Cabbagetown neighbourhood grows with an influx of immigrants working in local industries

Early 1900s - increasing concern over crime , social problems, and decline in the standard of housing in the area

1934 - Toronto Council approves a commission to investigate the “slums”

1947 - Council approves demolition of this portion of Cabbagetown

1948 - Regent Park North built

1960 - Regent Park South built

Late 1900s - concerns mount again re: substandard housing, crime , social problems

July 2003 - Toronto Council approves 15-20 year Revitalization Plan

2005 - Official Plan Amendment and Zoning By-law Amendment approved

2006- 2010 - Construction of Phase I

2009 - Zoning By-law Amendment approved for Phase 2

2013 - Official Plan Amendment and Zoning By-law Amendment submitted for revisions to Phases 3-5

Current Status - Phase 1 complete, Phase 2 under construction

4.5.2 History and former uses

This area was formerly the centre of Cabbagetown, a residential neighbourhood that was established in the 1840s and grew in the late 19th century as home to European immigrants working at the local industries along the lakeshore. After the first World War, the area became increasingly impoverished and became known as one of the City's largest slums. The City intervened and implemented the largest social housing project in Canada's history. Toronto Community Housing demolished all of the building stock in the area and realigned the road network to build 2,083 rent-geared-to-income units in brick apartment blocks and a series of streets that were owned and operated by the housing corporation. Over the years, the area began to fall into a state of disrepair and concerns were raised with respect to crime, social issues and substandard housing conditions. At the turn of the century the City embarked on a master planning process to revitalize this area. Toronto Community Housing (TCHC), in consultation with the residents association and the broader community developed a new vision for Regent Park to replace the aging building stock with new, high quality buildings that provide a variety of unit types, sizes and tenures. The number of rent-geared-to-income units will be maintained and the revitalization plan will introduce numerous public amenities, commercial uses and market condominiums. The area is currently undergoing construction. The phased construction plan includes a strategy to temporarily relocate residents while new units are under construction. The historic Nelson Mandela Park Public School building has been conserved and recently renovated for continued use as an elementary school.

Below: View of Regent Park in the 1950s (top), Nelson Mandela Public School (bottom)

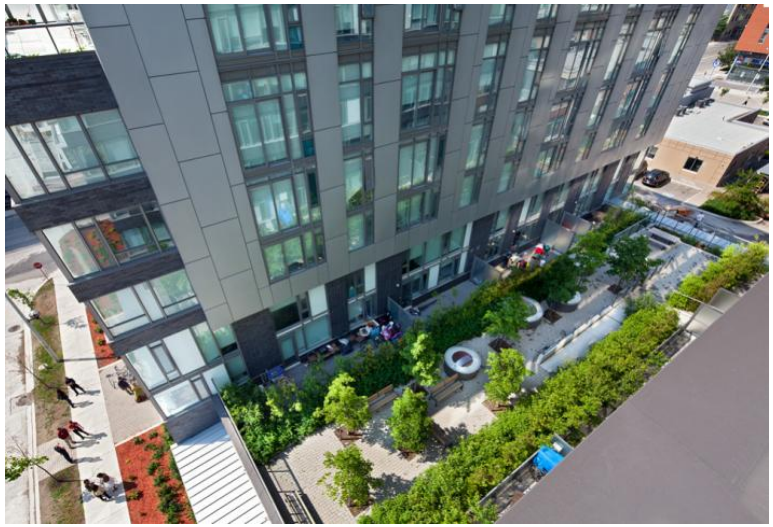
Source: U of T Magazine

Source: Google Streetview

4.5.3 Public amenities

The revitalization plan emphasizes the design of a clean, healthy and environmentally responsible neighbourhood. Energy efficiency is considered in building and neighbourhood design. The revitalization plan features a community energy system to provide heating, cooling and hot water to all buildings. The plan also envisions the ultimate phasing in of renewable and waste energy sources.

Green spaces are part of the sustainability strategy for Regent Park. In total over 3.4 hectares of land within Regent Park is planned for green space. The revitalization plans involves greening all of the streets, including planting approximately 1,600 trees. Park spaces, green roofs and terrace spaces support sustainability objectives and provide high quality public amenities. The plan features a 2.35 hectare central park space surrounded by residential buildings. Athletic Grounds are proposed along the southeasterly limits of the area and will feature state-of-the-art sports facilities such as a new soccer field, a basketball court and an ice rink.



Source: CMHC

Community amenities are an integral part of the revitalization plan; several were built during phase 1. The new 3-storey Daniels Spectrum Arts and Cultural Centre is a focal point for arts and culture, providing state of the art performance spaces, a green roof and spaces for educational, arts and community groups.

Source: TCHC

Above/Left: Cultural centre (top), roof top terrace (bottom left) rendering of Athletic Grounds (bottom right)

4.5.4 Transit-supportive design features

The Regent Park Revitalization Plan proposes a high density compact mix of uses. The planned density is 450 people per hectare, which exceeds the provincially mandated transit-supportive target of 400 people and jobs per hectare for urban growth centres in the Greater Toronto Area. The entire area is within a 5 minute (400 metre) walk of at least one transit stop, including streetcar routes and conventional buses. The introduction of commercial and civic uses and new roads and lanes within the development support active transportation as a viable way to meet daily needs.

All streetscapes have buildings addressing the street edge and incorporate treed boulevards and furnishings to create comfortable walking environments. In areas with high foot traffic sidewalks are extra wide. Parking areas are provided internal to blocks in parking garages with access from rear lanes, screening them from view. Cycling is supported with the integration of secure bike storage facilities internal to buildings and conveniently located bike racks near building entrances.

Source: TCHC

Left: Reinstituting the grid block and parcel fabric allows for greater pedestrian permeability of the area. 1940s design (top) Revitalization Plan design (bottom)

Below: Parking areas accessed from rear laneways (centre); secure bike parking areas (right)

Source: CMHC

Source: CMHC

4.5.5 Built form typologies

Three-storey townhouses

- Narrow lot widths
- Front entrance facing front sidewalk
- Front yard landscaping with ground floor patios in some cases
- Single car garages accessed from rear laneway
- Privacy screening of ground floor amenity space
- Corner units have windows and yards addressing both street frontages





Apartments

- Buildings vary in height and scale
- Midrise podiums address the street with towers above
- Towers situated at prominent intersections
- Underground parking accessed internal to blocks
- Private balconies for most units
- Step backs of podium floors provide terrace amenities





4.5.6 Market Context

From a residential revitalization perspective, Regent Park posed considerable market challenges, mostly related to the stigma of the neighbourhood for crime and drugs, as well as being disconnected from the City, with virtually no through roads within the community. Toronto Community Housing Corporation's (TCHC) objective for Regent Park was to replace 2,083 units of social housing and provide 700 new affordable rental units, to be funded by the sale of over 3,000 market condominiums. At the time, there were no examples of new communities integrating social and market housing in Toronto, further complicating the marketability of the project.

TCHC eventually partnered with a community minded developer and through numerous community consultations, a master plan evolved which centered on reconnecting Regent Park to the rest of the City with a new road network. Project positioning of the first phase of market housing was integral to the success of the community, as the market response to a new development at this location was unknown. Targeting first-time home buyers and offering incentive programs, such as assisted down payments, resulted in a very successful first phase launch.

Subsequent phases of Regent Park have also been highly successful, attracting mainly end-user purchasers and some investors realizing the potential future rental demand of the area. The forward thinking housing design, wherein social and market housing are seamlessly integrated, has acted as a catalyst for community infrastructure (much of which has been fast-tracked because of the success of the redevelopment). New retail at the base of the residential towers has thrived, while new infrastructure (the new aquatic centre, Daniels Spectrum, etc.) serves the local and wider community, reintegrating Regent Park into the City.

Below: Integrated social housing (top), successful commercial spaces at the base of mixed use buildings (bottom)

4.6 Summary of Case Studies

The four profiled case studies demonstrate similar contexts, positive characteristics, and relevant design approaches that can serve as helpful precedents for the Barton-Tiffany Urban Design Study. Though no two areas are exactly alike and market contexts vary from place to place, each of the case studies have characteristics that can be translated to the Barton-Tiffany study area. Most of the case study locations has a history of heavy industrial use and was subject to a comprehensive master planning process to re-imagine the future of the lands. As a result of these master planning exercises, each one is at a different stage of the transformation to establish a broader mix of land uses and increased densities. Each study area reflects high quality urban design principles and practices relating to transit oriented development, including the design of open spaces and built forms.

Each case study demonstrates a commitment to building a high quality public realm. A large proportion of each study area is devoted to a park and open spaces and each study area illustrates the importance of an integrated design among all spaces to create a truly interconnected open space network. Park spaces and amenities of different scales and characteristics (including trail systems, parkettes, plazas, piazzas, mews and public parkland) have been profiled and will be a resource in the Barton-Tiffany Urban Design Study.

Each of the case studies is within reasonable walking distance of higher order transit service, which was a major influence in the design of each project. The transit-oriented development characteristics that can be observed in these study areas include:

- Mix of uses in close proximity to promote walking and active modes of transportation to fulfill daily needs;
- Transit-supportive densities (from 39 to 224 units per hectare)
- improved connectivity and permeability of the street network;
- Transportation Demand Management design features, such as car share spaces and secure indoor bicycle parking areas;
- An emphasis on high quality streetscapes and public spaces designed to create comfort and interest at the pedestrian scale through such measures as: active facades of buildings addressing the street edges; wide treed boulevards and high quality street furnishings; and parking and service areas situated away from the public realm.

The prevalent built form typologies of each study area are profiled in the case studies to highlight the design attributes that may be of interest in the Barton-Tiffany Urban Design Study. The images may be used as illustrative precedents in the final documents. Of note, it is not intended that the architectural stylistic details, such as materials and colours, of the case studies would necessarily be applied in Barton-Tiffany, but rather the scale, siting, and massing attributes could be recommended through the Design Study.

5. Community Engagement

5.1 Consultation Program

The preparation of this Background Report included multiple forms of ongoing community engagement to broaden the understanding of underlying issues and to identify the type of place the community envisions for the Barton-Tiffany area. A focus group (Community Liaison Committee) and Public consultation meeting were held in addition to regular website updates.

5.2 Public Consultation Meeting #1

The first Public Consultation Meeting was a joint meeting with the Barton-Kenilworth Commercial Corridor Study and the James Street Station Mobility Hub Study. A joint presentation was given to provide updates on the status of each project. Specifically, the presentation for Barton-Tiffany outlined the details of the project, what has been completed to date, how the breakout sessions will work and next steps in the process.

For the breakout sessions, the Barton-Tiffany Urban Design Study was divided into 5 focus areas for discussion. Stakeholders were able to attend each section and ask questions and provide comments to a staff member. The 5 key focus areas and the key findings for each from the community meeting are outlined below.

5.2.1 Barton/Bay Corridors

What was heard from the community regarding the Barton/Bay corridors within the Study Area:

- Enhance and create as an inviting destination (e.g. safe, lighting etc)
- Views of water should be retained
- Infill residential should conform to existing street edge (e.g. No parking pad or garage)
- Mix of residential housing should be provided and small scale commercial
- Introduce a north/south greenway from park to Stuart Street

5.2.2 Commercial Development

What was heard from the community regarding Commercial Development within the Study Area:

- Include specialized small scale commercial
- Buildings should be at a walkable scale but still built up and not resemble a strip mall
- Maintain views from Bay and Barton
- Ensure a pedestrian connection from the park and waterfront

5.2.3 Central Park

What was heard from the community regarding Central Park within the Study Area:

- Need surface parking to alleviate parking demands on local roads
- Existing slopes/grading are resulting in erosion
- Traffic calming should be provided along park frontages for children crossing the road
- Convert all/portions of the existing City building into an indoor sports facility/community space to increase pedestrian use through every season
- Use Victoria Park as an example of what is desired here
- Tree plantings should have high canopies, so that the park is visible
- Additional lighting, benches, bike racks and improved play structure
- Potential for community garden space
- Upgrade tennis and basketball court space
- Homes fronting onto park increases safety
- Soil remediation

5.2.4 Residential Infill

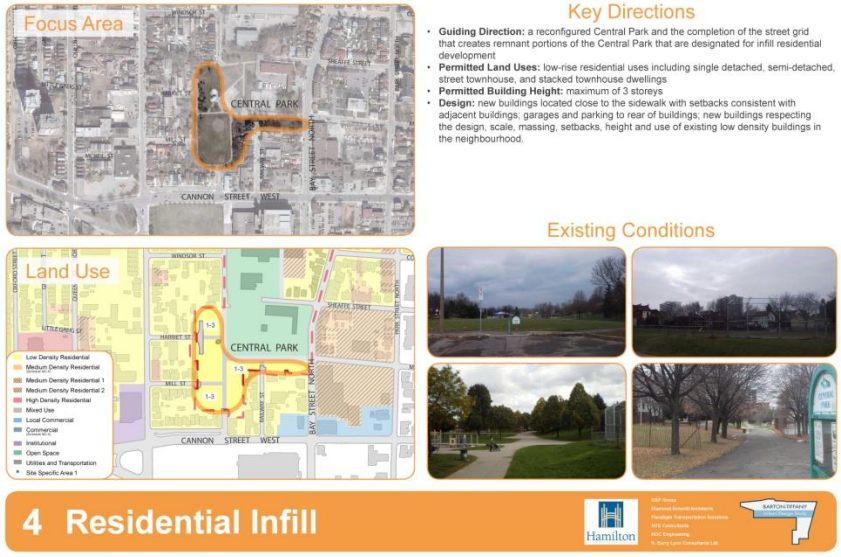
What was heard from the community regarding Residential Infill within the Study Area:

- Keep design consistent with the existing quality of buildings in the area (e.g. Felton brushes)
- Range of low density residential housing
- Keep ‘eyes on the park’

5.2.5 Mobility and Connections

What was heard from the community regarding Mobility and Connections within the Study Area:

- Lack of HSR service in Barton-Tiffany neighbourhood
- No transit to Bayfront Park
- Incorporate landscaping into the 5 metre trail design such as berms, tree barriers, and a winding path, where the trail runs along the sides of Stuart and Barton Streets.
- Alternatively, run the trail alongside Stuart and Barton to separate commercial and residential uses.
- Caroline Street Connection/Corridor should be 5 metres wide and provide for both pedestrians and cyclists
- Better connection from west end of Barton-Tiffany area to Bayfront trail
- Bay Street currently not pedestrian friendly to reach Bayfront park
- Improve connectivity between Victoria Park
- Traffic speeds identified by NEN should be extended (e.g. 30km/hr)



- Hess/Stuart street intersection is dangerous – no left turns
- Traffic light at Locke and York should provide advance left turns
- Trail from Stuart Street through Central Park to Cannon Street that can eventually be extended into downtown.
- Build westerly bridge first

5.3 Focus Group Meeting #1

The first Focus Group Meeting was held on December 12, 2013 from 7-9pm. A brief presentation was given to outline the study area and context, a summary of work completed to date and a summary of public comments received to date. A Group discussion was held on the 5 components of the Study: Barton-Bay Corridors; Commercial Development; Central Park; Residential Infill; and, Mobility Connections. A summary of the Focus Group comments is outlined below.

General Discussion/Comments/Ideas re Design:

- Extend Park to Stuart Street
- Provide great streets and paths to get people down to the GO station and the future bridges will be very important
- Waterfront has fabulous open spaces and cultural resources that need to be connected to
- Break up large commercial/residential blocks between Stuart and Barton Street
- Street edges are important – can have 2-3 storey edges and then step back and up to 8 storeys
- Concern re parking along Barton Street
    - On-street parking minimal and do not want to lose what it there
    - Need to maximize on-street parking
    - High density development has to provide appropriate on-site parking
- Parking will be critical. Maximize on street parking and consider parking structure (above or below grade). Explore relationship/partnership with GO Transit to develop parking structure.
- Architecture should be more in keeping with the character of the area - not too modern
- Barton Street is an arterial road = density/mid-rise = people generation
    - Need people to support businesses
- Complete streets
- Campus setting
- Queen Street - community split on whether it should be 2-way
    - Will become busier with new GO station parking lot adjacent to Stuart

Focus Area 1 – Barton and Bay

- Key "height" is along Barton and Bay Streets - Remainder of area not as high
- Putting an east/west street behind the residential designation provides greater retail/commercial frontage
- Need the 8 storeys to generate minimum density to make commercial development viable
- If we want ground floor retail – we will need on-street parking
- Ensure taller buildings preserve existing views
- Consideration of rear laneways and laneway housing
- Apartments is the main housing form being proposed – lack of designated land restricts these opportunities

Focus Area 2 – Commercial Blocks

- Maximum height of 4 storeys
- Main uses commercial and office
- Stuart Street very important
- Need great sidewalks for connections to GO and parkland (Dundurn and Bayfront)
- Too large a block of commercial development – need to add trails and open space to make it more "livable"
- Need a more "park-like" setting to provide a "sense of place"
- Create a campus-like setting for pedestrian movement vs having specific roads/grassed areas – encourage little plazas and courtyards (see White Star's 3D model)
- Include green corridors and pedestrian spines that connect to things
- Suggest exploring partnership with Metrolinx for shared parking
- By-law needs to allow parking flexibility to allow off-site parking eg. GO/landowners/City partner to construct a parking structure
- Want an "urban fabric"
    - Buildings tight to the street
    - Parking hidden from view
    - Strong street edges
- The commercial area is very large. To overcome this, create a walking scale, campus approach with green corridors and central parking.

Focus Area 3 and 4 – Central Park and Infill Residential

- Park needs to be cleaned up
- If Caroline Street boarders the park need to find ways to slow down traffic
- Consider adding soccer pitches to bring more families to the park
- Infill development should face the park
- Will need to provide different "levels" to the park as you move from south to north as the topography changes
- Central neighbourhood lacks a community centre – need meeting space and small gym
- Could industrial buildings be converted to community centre – adaptive reuse?
- Central Park should be a safe, vibrant place for the community. The more 'eyes on the park', the better it will be. Additional uses could include soccer fields.

Focus Area 5: Mobility

- Need better trails, connections, and transit
- Bridges over railway are essential connections and should assist in justifying/financing the easterly bridge
- Pathways need to lead somewhere (i.e., destination) and should be continuous
- Locke Street very busy – 2-way conversion of Queen Street would alleviate traffic
- Consider change in elevation/topography when dealing with trails/pathways
    - Want to avoid stairs from a mobility/accessibility perspective
    - Need to look at slopes/cross sections of streets
- Ensure that all pathways are purposeful and lead somewhere
- Create accessible pathways (i.e. without stairs)
- Safe, efficient traffic flow is important. Two way streets and on street parking can be considered as traffic calming measures. Locke Street was noted as a concern.
- Recognize additional transit as a benefit

General Comments/ Parked Questions:

- Soil remediation and zoning
- When will studies be made available re soil contamination in the area?
- How will the results of this study work with the Official Plan and Zoning By-Law?
- What are the weighing scales for CN being used for?

- Consider interim uses through the process of remediation.
- Secondary Plan includes a general policy permitting higher residential density/height where the city determines there is a need in the Barton-Tiffany area to help clean up brownfield sites
    - Policy 6.5.14.9 states: *"Permit additional residential density where the City determines there is a need to increase densities of development in Barton-Tiffany and Ferguson-Wellington corridor, to assist economically with the cleanup of brownfield areas and soil contamination. The density increase shall be subject to the City of Hamilton's ERASE program."*

Participants noted the following locations as reflecting urban design best practices.

- Lakeshore Road, Burlington ON
- Pittsburg, Pennsylvania (commercial and parkland areas)

Next Steps

- Review input from the Public Open House
- Review input from Focus Group meeting
- Prepare Design Options/Concepts
- Public Consultation

Additional comments were received following the focus group meeting and these were amalgamated into a summary chart that was posted on the City's website and included in Appendix B.

5.4 Focus Group Meeting #2

On March 5, 2014 the second Focus Group meeting was held at Liuna Station. The purposed of the meeting was to present 2 draft demonstration concepts and structuring design elements that largely responded to the comments received in the first Public Consultation Meeting and first Focus Group meeting. Following the powerpoint presentation, two small break-out sessions were held to discuss the demonstration concepts. The feedback received is summarized as follows.

GROUP 1 – NORTH OF BARTON - *Concept 1*

- Don't want built form to look like industrial business park
- Consider phasing of built form
- More creative parking solution
- Movement, traffic connections
- Interim development considerations?
- Creative built form (not basic rectangular buildings)
- Campus like setting with pathways
- Connect buildings
- Do not want a suburban layout
- Are views preserved with concepts?
- Preference for townhouses for northwest corner of study area (opposite Magill Street)

GROUP 1 – NORTH OF BARTON - *Concept 2*

- Offices along Stuart Street
- Angled developments to preserve views to waterfront
- Artifical greenspace discouraged – green space between the residential and commercial blocks
- Concerns about safety and lack of eyes on streets
- Terrace buildings – interaction with site topography
- Combination of orientation of built form on Barton Street (ie/rotate some built form)
- Consistent density within residential parcels
- Is there enough density to create animated spaces along Barton Street?
- Why not have some creativity?

GROUP 2 – NORTH OF BARTON -*Concept 1*

- Consideration for noise
- Single loaded apartments are expensive to build and may not be marketable

- On street parking vital for ground floor retail
- Continuous street walls/buildings – envelope along streets
- Surface parking is wrong
- The proposed east-west street is single loaded in terms of ability to develop
- The design of the commercial is fragmented as it looks like each block is trying to do its own thing
- 2 Storey office building with surface parking is not urban model
- Continuous on-street parking (maximize)
- Consider cycling separate from vehicular traffic along Caroline Street boulevard
- No surface parking, but maximize on-street parking
- Variation of buildings
- Uniformity of block plans are monotonous along Barton Street
- Illustrate variety in built form along Barton Street

GROUP 2 – NORTH OF BARTON - *Concept 2*

- 8 Storey opposite residential does not respect the existing community
- Loss of character/sense of place
- Precedent of examples of apartment buildings do not relate to the character of the existing community
- Single loaded apartments are unmarketable
- Retail belongs on busy streets not side streets
- North-south oriented buildings will preserve the view of the waterfront
- Hess & Barton Street gateway to Barton and Tiffany Streets
- Mix densities and heights, while focusing lower heights and densities opposite the existing remaining residences
- Encourage redevelopment along Queen Street to be brought to street
- Widening Barton Street with on-street parking on both sides
- Traffic along Barton will experience rush hour traffic conditions

GROUP 1 – SOUTH OF BARTON - *Concept 1 & 2*

- Accessibility issue on Barton Street
- Bike lane connection should be provided from Cannon Street to Central Park
- Need for more parking along south side of Barton Street
- Houses on south side of Barton Street have a great need for existing on-street parking spaces and these need to be preserved
- Multiple dwelling should have their own visitor parking areas to reduce demand on on-street parking
- On-street parking required on both sides of Barton Street for demand and for traffic calming
- Discourage fencing along park frontages
- Park is far too big for 'Community' park, given other park areas close by.
- Should look at a standard 'Community' park size (120'x200' or 1 acre sizes suggested) and develop the rest of the area for residential intensification
- Surface parking provided near the GO Station reduces intensification opportunities
- Need a balance between greenspace and intensification opportunity
- All park needs is a picnic area, and a community centre
- Parks/Recreation department need to have a focused look at what is required (master planning) for Central Park
- Park on south side of configuration in Concept 2 may be large enough for two junior soccer pitches, but a senior pitch needed to make successful – not enough room
- Reassess function of park for potential opportunity in both concepts – park too large, just design what the neighbourhood needs
- The photos in the park precedents of the presentation reflect a Regional park scale, need smaller community park to reflect community needs
- Park may not be used by residents, large park not useful
- Security of the park is an issue
- In favour of intensification on parklands due to GO Station
- Central park City owned land, so City needs to revisit the park and functionality and suitability for programmed areas.
- Park does not need to be a sports park

- Toronto's Victoria Park a good example for the design of Central Park
- Will need lots of maintenance for upkeep if too large, should be smaller with focus on gardens, and a walkable space to grab a coffee and sit
- Contaminated soils mentioned in the secondary plan – may be opportunity to increase desnity and development as a result due to remediation requirements
- Cost of development if left with permitted densities is too high as the land will either site empty of have 'cheap' development as a result.

GROUP 2 – SOUTH OF BARTON - *Concept 1 & 2*

- Community Centre (ex. public works building) will need to be brought to code
- Keep original frame of building
- Feasibility of Community Centre a concern, consider indoor park facility for shelter opportunities in winter
- Master Plan for Central Park required – LA Dept to look into it
- Should be option to retain all or a portion of the building, once it's taken down it's gone.
- Keep municipal building as 'Sustainability' is one of the 8 guiding principles of the project as suggested in the presentation
- Need to weatherproof park for opportunities to use all 12 months of year
- No community centre in immediate area, should be one provided within the Barton-Tiffany area
- Reconsider tearing down any of the building, architects should do study to preserve it
- Does current zoning permit recreational use in commercial area north of Barton Street? If so, provide or put Community Centre there.
- Desperately need recreational space
- Development of South of Barton done by public sector and invest more into parks rather than houses
- Will park be built regardless of development north of Barton Street? Is it tied to development?
- Building in middle of park for washrooms, shade structure is good, but if retaining public works building, it's not needed.
- 650 units (option 1) vs 950 units (option 2) not that significant a change for people in the area
- North of Barton a tough spot for proposing retail space
- Ground floor stores should be provided along Barton Street
- Need more office/financial services in the area
- If we maximize residential units (ie/option 2) then we need to maximize park use
- Consider partnership with Royal Botanical Gardens (RBG) to put in a greenhouse (ie/Gage Park)
- Consider a ramp/bridge access to GO Station from Stuart and Bay Streets
- Wide walkways needed along Caroline Street for rollerbladers so they don't run into pedestrians
- Victoria Park walkways – minimum width the walkways in Central Park should be
- Opportunity to capture theme of existing spring/stream along Caroline Street?
- Multi-use walkway (bikes and pedestrians) should be considered
- Too many structures in other parks in other Hamilton parks, keep open
- Want greater density (preference for concept 2)
- Walking and cycling on Caroline Street
- Challenge will be to add indoor recreation spaces
- No amenities along Cannon Street – should extend proposed park elements
- Higher elevation on Barton than Lake, consider views to waterfront

6. Structural Design Elements



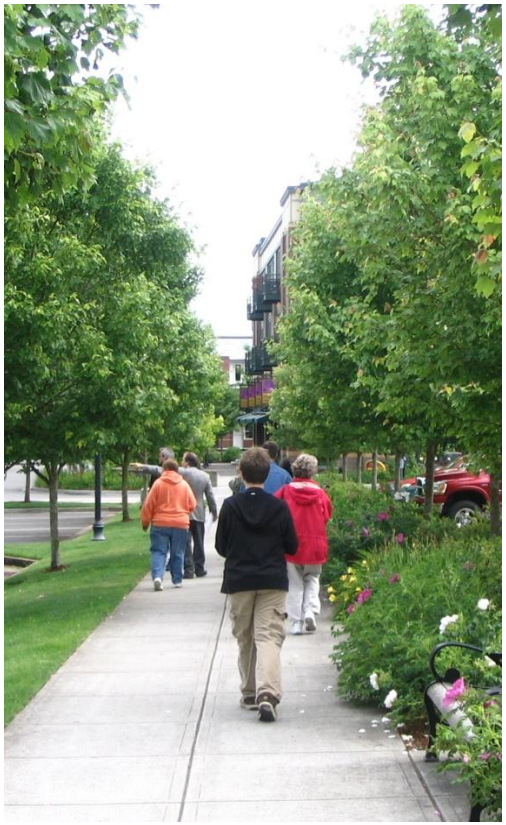



6.1 Structural Design Elements

Eight key structural design elements specific to the Barton-Tiffany area were developed to guide the development of conceptual plans and models.

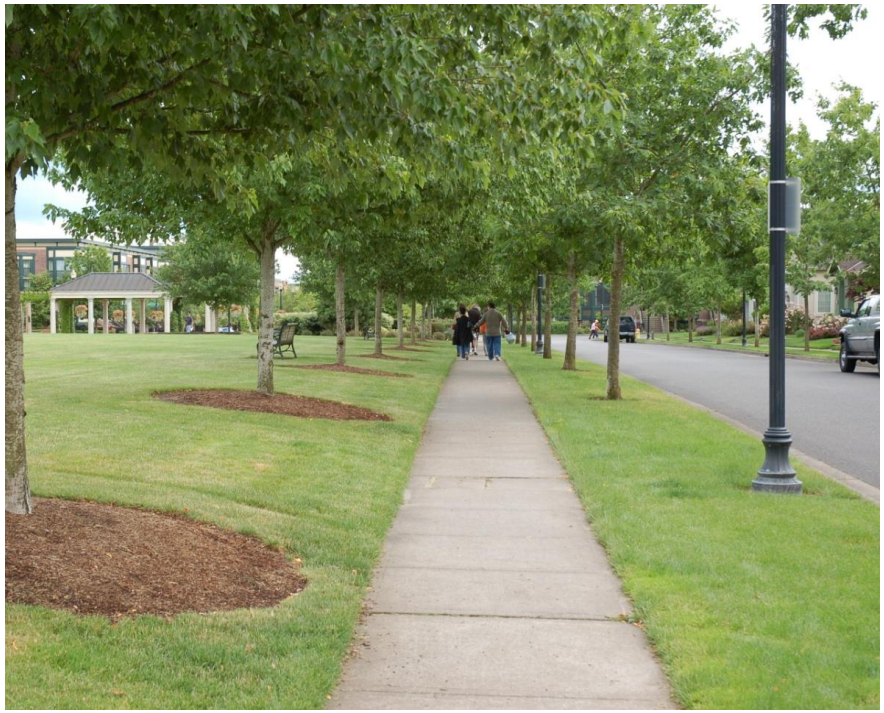
1. An emphasis on Caroline Street as the neighbourhood's green pedestrian corridor between Cannon Street and the waterfront.

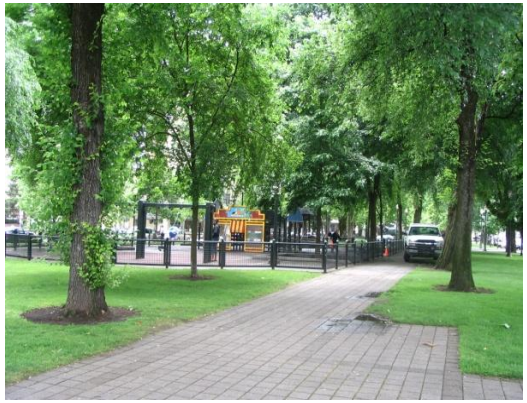
Caroline Street will be redesigned and reconstructed as a principal pedestrian mover through the Barton-Tiffany area, between the Strathcona and Central Neighbourhoods (and Downtown) to the south and the waterfront to the north. The Caroline Street linkage between Cannon Street and Barton Street will be re-established through the existing Central Park space as a new street with facilities for vehicular and pedestrian movement, and on-street parking to support Central Park and residential uses. A green "allee" on the east side of Caroline Street will be a north-south linkage that is significantly vegetated as part of a park-like setting abutting the redesigned Central Park, and will include wide sidewalks, street trees, other landscaping, and associated amenities.



2. A redefined and reconfigured Central Park as the centre piece of the Barton-Tiffany area.

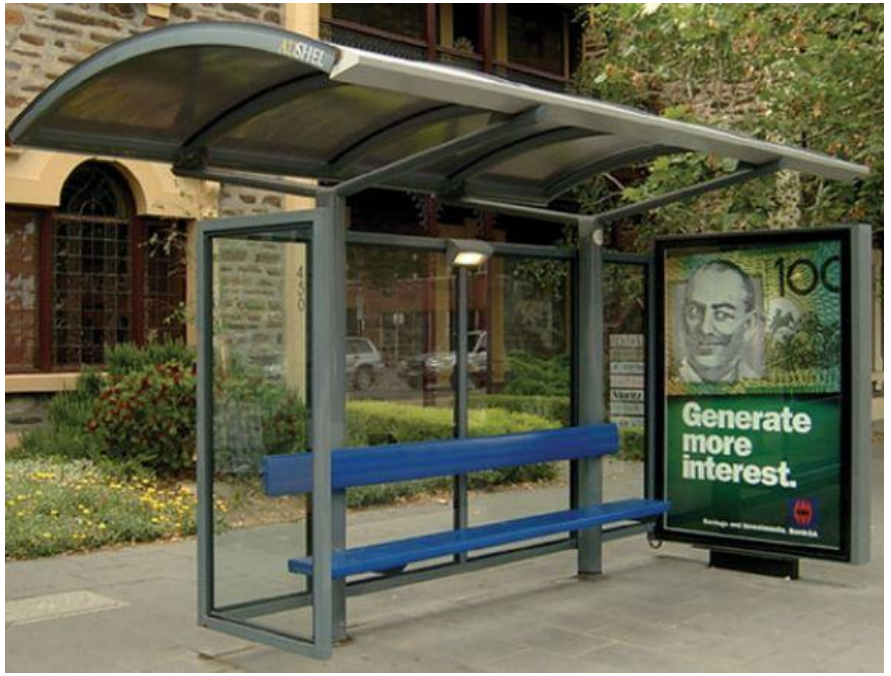
Central Park will have more street presence through a re-established gridded street network with Mulberry Street and Caroline Street extensions, and provide a stronger interface and connection to the Central Neighbourhood east of Bay Street. The new park space will provide a range of different recreation functions to cater to a range of different users, including opportunities for multi-purpose courts, splash pads, play equipment, multi-purpose playing fields, and open lawns. It may include the retention, either full or partial, of the existing "skeleton" of the existing City maintenance building that may be reprogrammed for additional outdoor recreation activities. The Caroline Street "allee" will be seamlessly integrated into the western edge of the park space. Infill developments on the remnant park space will be redeveloped to provide activity along and surveillance of the new park space.





3. A more complete Barton Street providing the key east-west mobility street within and through the neighbourhood.

Barton Street will be redesigned and reconstructed as a complete street that more equally accommodates all travel modes by all ages and abilities. It will specifically encourage active transportation modes such as walking and cycling. In the interests of a creating a safe, comfortable, attractive and universally accessible streetscape for pedestrians, wider sidewalks, street furnishings, and plantings will be complemented by street-oriented development and redevelopments along the street. The north of side of Barton Street west of Queen Street will accommodate an “urban trail” that will link between a similar trail on Stuart Street and westwards to Dundurn Park. The redesigned street will emphasize traffic calming measures at key intersections for north-south pedestrian movements through the neighbourhood.



4. **A redefined Stuart Street with an active transportation focus that provides a strong interface with the waterfront and the GO Transit station.**

Stuart Street will be redesigned and reconstructed as a more complete street, with a reduction in vehicular travel lanes and an increase in space for active transportation modes. It will have a consistent design and operation between Bay Street and Barton Street to ensure movement is predictable along its entire length. Similar to Barton Street, wider sidewalks, street furnishings, and plantings will be complemented by street-oriented development and redevelopments along the street that will create a safe, comfortable, attractive and universally accessible streetscape. The south side of Stuart Street will accommodate an "urban trail" that will connect to Barton Street and westwards to Dundurn Park. The northern edge of the street will provide a softer transition and edge to the Stuart rail yards and the GO Transit station.

5. Redevelopment of the vacant industrial parcels north of Barton Street as integrated and fine-grained blocks of commercial and residential uses.

New buildings north of Barton Street will be low and mid-rise in profile, fitting with the surrounding built form fabric while providing more intensity as planning policy dictates. Barton Street, Stuart Street, and Caroline Street will be emphasized as the principal block faces and there will be a particular emphasis on the relationship to these street edges. Multi-storey buildings will have active and transparent ground floors that reinforce pedestrian routes, and will be encouraged to incorporate private plazas, greens or amenity areas that relate well to the public realm. Taller buildings will be situated and massed to minimize negative impacts on surrounding properties and the public street, including shadow, view, and 'out-of-scale' considerations. A new east-west laneway between Queen Street North and Tiffany Street may provide more east-west permeability of movement through these larger blocks. Residential buildings along Barton Street will need to incorporate appropriate noise mitigation measures to address the sensitive land use guidelines for railways.

6. Potential infill developments surrounding the redesigned Central Park that provide a compatible, street-oriented approach.

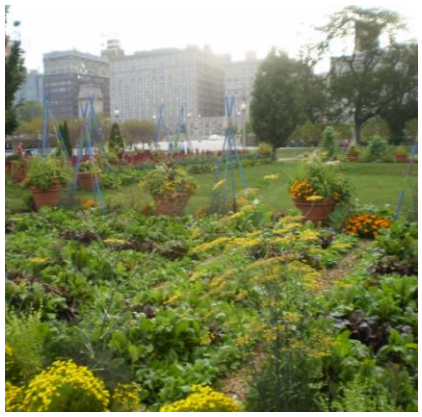
New infill buildings surrounding the redesigned Central Park will be low-rise in profile in keeping with the established surrounding built form fabric. A good "fit" with the form, massing, scale and materials of the immediately surrounding properties will be an important consideration. Buildings will be situated close to public sidewalks to reinforce the prevailing built form pattern of the area. Parking areas will be situated to the rear of new buildings with accesses from side streets and lanes. Entrances and windows will be located to face Central Park to every extent possible to contribute a safe, comfortable, and attractive pedestrian environment. The density and form of building envisioned for these sites will contribute to affordable housing choices within the Barton-Tiffany area.

7. A tangible sense of heritage as part of private sector redevelopment and public sector reconstruction.

Development and redevelopment will acknowledge elements of the Barton-Tiffany area's industrial roots and respect the *established architectural character of the Strathcona and Central Neighbourhoods. New buildings will reinforce the character of surrounding neighbourhoods through the use of complementary architecture, materials, colours and signage in a contemporary expression. Also, building scale, massing, and form will define the character of new buildings as much as the architectural expression. Opportunities for re-purposing the existing City maintenance building will be explored, which recognizes the building's historical past while enhancing cultural and recreational amenities in Central Park. It will also look to opportunities for enhancing public spaces will with public art to serve as landmarks and points of interest within the Barton-Tiffany area.

8. A sustainable approach to development as part of private sector redevelopment and public sector reconstruction.

Incorporation of sustainable design practices and technologies will be encouraged as part of the redevelopment of the Barton-Tiffany area. One aspect of sustainability will be achieved through the establishment of a compact built form that will support increased walkability and efficient infrastructure. Further to this, the City will incorporate sustainability considerations as part of the redesign and reconstruction of the streets and spaces identified in the previous structuring design elements, including considerations for plantings, surfaces, structures, and amenities. Likewise, development proponents will be encouraged to incorporate sustainability practices as part of all development and redevelopment efforts, whether it is following established processes such as LEED certification or similar processes, or incorporating particular technologies or practices through the design and development process.



Appendix A

ZONING REGULATIONS
Zoning By-law No. 6593 and Zoning By-law No. 05-200

	D (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D/S-699** (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D2-442, H44** (Downtown Prime Retail Streets) By-law 05-200	**D5-444, H46** (Downtown Residential) By-law 05-200	**D6-443, H45** (Downtown Multiple Residential) By-law 05-200	**D6-445, H47** (Downtown Multiple Residential) By-law 05-200	**RT-20 S-1478** (Townhouse - Maisonette) By-law 6593
Secondary Plan Designation	Open Space, Low Density Residential Medium Density Residential 1	Local Commercial	Commercial	Low Density Residential	Medium Density Residential	Medium Density Residential Special Policy Area	Medium Density Residential 1
Permitted uses	Residential • Single family • Two family dwelling • foster home • residential care facility (max 6 residents) • retirement home • lodging house (max 6 lodgers) Institutional • day nursery • college or university • seminary • library, art gallery, museum, observatory • community centre • public recreational uses (tennis court, playground, playfield, etc.) Public Uses • district yard,	Residential • Single family • Two family dwelling • foster home • residential care facility (max 6 residents) • retirement home • lodging house (max 6 lodgers) Institutional • day nursery • college or university • seminary • library, art gallery, museum, observatory, • community centre • public recreational uses (tennis court, playground, playfield, etc.) Public Uses • district yard Additional Uses • union office • banquet-meeting hall	Commercial • Commercial entertainment/parking facility/recreation/school • conference or convention centre • craftsperson shop • financial establishment • medical clinic • office • personal services • recreation • repair service • restaurant • retail • studio • tradesperson's shop • veterinary service	Residential • Single detached dwelling • semi detached dwellings, • Street townhouse dwelling	Residential • Multiple dwelling • Home business Commercial – as part of a residential mixed use building only • Commercial entertainment/parking facility/recreation/school • conference or convention centre • craftsperson shop • financial establishment • medical clinic • office • personal services • recreation • repair service • restaurant • retail • studio • tradesperson's shop • veterinary service • day nursery • financial establishment • medical clinic • office	Residential • Multiple dwelling • Home business Commercial – as part of a residential mixed use building only • Commercial entertainment/parking facility/recreation/school • conference or convention centre • craftsperson shop • financial establishment • medical clinic • office • personal services • recreation • repair service • restaurant • retail • studio • tradesperson's shop • veterinary service • day nursery • financial establishment • medical clinic • office	Residential • Townhouses • Block townhouses • Street townhouses • Maisonette • Foster home Institutional • Day nursery

	D (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D/S-699** (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D2-442, H44** (Downtown Prime Retail Streets) By-law 05-200	**D5-444, H46** (Downtown Residential) By-law 05-200	**D6-443, H45** (Downtown Multiple Residential) By-law 05-200	**D6-445, H47** (Downtown Multiple Residential) By-law 05-200	**RT-20 S-1478** (Townhouse - Maisonette) By-law 6593
Prohibited Uses			• Dwelling unit • Drive through facility • Hotel • Garden Centre and Dry cleaning plant (except as accessory uses)		• Drive through facility • Hotel • Garden Centre • Dry cleaning plant	• Drive through facility • Hotel • Garden Centre • Dry cleaning plant	
Min Frontage/ Lot width	• Single family or lodging house: 12m • Two family dwelling: 18m • Home for elderly: 27m	• Single family or lodging house: 12m • Two family dwelling: 18m • Home for elderly: 27m		• Singles: 9m • Semis: 7.5m / semi unit • Street Townhouse: 5.5m/unit			• Townhouse: 23m • Maisonette: 36m
Min Lot Depth							30m
Min Lot Area	• Single family or lodging house: 360m^2 • 2- Family dwelling: 540 m^2 • Home for elderly: 810 m^2 (and 140m^2 per dwelling unit)	• Single family or lodging house: 360m^2 • 2-Family dwelling: 540 m^2 • Home for elderly: 810 m^2 (and 140m^2 per dwelling unit)		• Singles: 225m^2 • Semis: 185m^2 / unit • Street Townhouse: 150m^2/unit			• Townhouse: 230m^2 for each unit • Maisonette: 165m^2 for each unit
Front Yard	6.0m min	6.0m min	• 3m min • 4.5m max	• 3m max • 5.8m min for a garage only	• 3m min • 4.5m max	• 4.5m max from street line except: ○ Where a visibility triangle is provided for a driveway access • 3.0m min where the ground floor is used for residential purposes • 6.5m min for the 4th to 8th storeys • 6m min for the portion of the building providing an access driveway to a garage.	2.4m
Rear Yard	7.5m min	7.5m min	6m abutting a residential zone property line	7m min	6m min		3m (unless yard abuts a windows to a habitable room – then the min yard shall be 6m)

	D (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D/S-699** (Urban Protected Residential – One and Two Family Dwellings, etc.) – By-law 6593	**D2-442, H44** (Downtown Prime Retail Streets) By-law 05-200	**D5-444, H46** (Downtown Residential) By-law 05-200	**D6-443, H45** (Downtown Multiple Residential) By-law 05-200	**D6-445, H47** (Downtown Multiple Residential) By-law 05-200	**RT-20 S-1478** (Townhouse - Maisonette) By-law 6593
Side Yard	• If building is not over 2½ storeys (11m) in height – side yard min. 1.2m • If building over 2½ storeys (11m) in height – side yard min. of 2.7m	• If building is not over 2½ storeys (11m) in height – side yard min. 1.2m • If building over 2½ storeys (11m) in height – side yard min. of 2.7m	3m abutting a residential zone property line	Singles • 9m min on one side • 1.2m min on opposite side • 0.6m to an attached garage where the opposite side yard is a min of 1.2m Semi's: • 1.2m min except for the side yard related to the common wall of the dwelling unit which shall have a minimum 0m side yard Street Townhouses • 1.2m min except for the side yard related to the common wall of the dwelling unit which shall have a minimum 0m side yard • 3m to a flankage yard	3m min	Southerly side yard: • 4.5m min • 6.5m for the 5th to 8th storeys Northerly side yard • 7m min • 9m for the 5th to 8th storeys	3m (unless yard abuts a windows to a habitable room – then the min yard shall be 6m)
Built form for New Development			• Min length of ground floor facade: 25% of the measurement of the street line • All principle entrances shall be accessible from the building facade with direct access from the public sidewalk • A visual barrier is required along any yard abutting a D5 or D6 Zone • No outdoor storage permitted		• Min length of ground floor facade: 25% of the measurement of the street line • principle entrances shall be accessible from the building facade with direct access from the public sidewalk • No parking, driveways or aisles between building facade and public street. • A visual barrier required along any yard abutting a D5 zone • No outdoor storage permitted	• Min length of ground floor facade: 25% of the measurement of the street line • principle entrances shall be accessible from the building facade with direct access from the public sidewalk • No parking, driveways or aisles between building facade and public street. • A visual barrier required along any yard abutting a D5 zone • No outdoor storage permitted	

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Yard Encroachments						A porch, deck or canopy may encroach into any required yard to a max of 1.8m or to a maximum of ½ the distance of the required yard	
Distance Btw Buildings							• 3m btwn 2 exterior walls with no windows • 9m btwn 2 exterior walls where 1 wall has a window to a habitable room • 15m btwn 2 exterior walls where 2 walls have windows to habitable rooms
Privacy Areas/ Amenity Area						Outdoor amenity areas are prohibited in the rear yard and northerly side yard	
Landscaped Area						Where a property line abuts a property lot line within a D5 or D6 Zone, a minimum 3m wide Planting Strip shall be provided	40%
Height	3 storey (14m) max		15m max.	11.25m max	• 7.5m (2 storeys) min • 5m max	Where the ground floor is used for commercial purposes: • 8.3m (2 storey) min • 4.5m min for the 1st storey • 30.8m (8 storey) max. Where the ground floor is used for residential purposes: • 11.3m (3 storey) min • 3.8m min for the 1st storey • 30.8m (8 storey) max.	Max 3 storey (11m)
Density					150 u/ha max for multiple dwellings	300 u/ha max for multiple dwellings	
Gross Floor Area max			6,000m²/retail unit 3,000m² for office uses				
Coverage	NA		20% for retail				

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Floor Area ratio max		•	0.2 for retail uses		0.6		
Parking							
Site Specific Regulations		• Parking for union office: 1 per 62m^2 in excess of 280m^2 • Parking for banquet meeting hall: 1 per 12 persons lawfully accommodated			Restriction of commercial uses as part of a mixed use building: • Commercial uses only permitted on ground floor • Gfa of commercial use cannot exceed gfa of residential uses • Pedestrian access to residential use shall be completely segregated from any commercial use	Restriction of commercial uses as part of a mixed use building: • Commercial uses only permitted on ground floor • Gfa of commercial use cannot exceed gfa of residential uses Pedestrian access to residential use shall be completely segregated from any commercial use "Grade" shall mean the average level of the proposed or finished ground of the Bay Street elevation.	• Min 5 visitor parking spaces required • Min front yard depth of 2.4m • Westerly side yard: 2.4m • Privacy Area for Singles: courtyards that are screened on one side by a garage at the front of the dwelling units • Entrances for parking spaces located a min of 5 m from the entrance to the individual driveway • Detached garage permitted in the front yard.
Holding Provisions			No development shall be permitted until such time as: • Vibration Study • Urban Design study for the Barton/Tiffany area	No development shall be permitted until such time as: • Site Plan approval • Noise and Vibration Study approved to address site layout and design in consultation with the Railway to ensure maximum sound levels are not exceeded in accordance with provincial guidelines including NPC 205 • Signed Record of Site Condition submitted to City • Urban Design study for the Barton/Tiffany area	No development shall be permitted until such time as: • Noise Study approved to address site layout and design including location of outdoor amenity space and building design. • Signed Record of Site Condition submitted to City • Urban Design study for the Barton/Tiffany Area	No development shall be permitted until such time as: • Site Plan approval • Noise Study approved to address site layout and design including location of outdoor amenity space and building design • Signed Record of Site Condition submitted to City	

L-MR-1: Planned Development zone that only permits multiple residential uses. Development is subject to a rezoning to any of the following districts: DE, DE-2, DE-3, E-2, RT-10, RT-20 and RT-30

Appendix B

Summary of Public Comment Received by Mail, E-mail and Comment Sheets
Barton Tiffany Urban Design Study
December 1, 2013 – December 20, 2013

General Comments

Commercial Development

- Concerned how commercial development along Stuart St might impact the commercial activities on James N. Shouldn't be the kind that competes.
- On commercial development, a variety of sizes and formats
- Have mixed use commercial and light industrial
- Keep uses in line with existing plan and do not compromise too much, especially with low-density uses. Commercial development should not result in more black-top parking so close to the waterfront. There are better uses for space.
- Commercial Development – what are the parameters as to the scale of business allowed in this area? Hopefully no large warehousing operations, which entails attendant truck traffic etc.

Trail/Connections

- Opportunity to link Tiffany as park land to the waterfront to downtown via a trail. If all that can be done is a 5 meter allowance on the west side of Tiffany, then at least do this, as this will be all that is initially needed to connect to Central Park. This is the critical piece of land.
- Apart from the routing and design of the trail I see an opportunity to route a south bound trail from Stuart Street, along Tiffany, through Central Park, and then along Caroline Street South to Aberdeen.
- Development broken up by some green space to provide a connection between Bayfront and Park.
- We need a land bridge (walk/bike path – substantial size – 5 metres wide) from Locke St. To Queen St. To the waterfront trail forming a land line from Victoria Park, Dundurn Park, Locke St. & York St. Neighbourhoods to the water & new development
- Bike/hiking/roller blading trail thru Tiffany Barton connecting to Bay Front, James → Locke/Victoria Park → Southwest
- The proposed route for the trail is mainly along this side of Stuart and Barton streets. There is only a 5meter width allowance for the trail. This raises my concerns that the trail nothing more than an extra-wide sidewalk, something that the developers would like as it would be very inexpensive and easy to accommodate into their plans. I propose that in order to make this "trail" NOT just an extra-wide sidewalk, the following design features be included:
  1. Separate the pedestrian sidewalk from the trail
  2. Incorporate landscaping into the design, such as berms, tree barriers, and a winding path, where the trail runs along the sides of Stuart and Barton Streets.
  3. Where ever possible, route the trail away from Stuart and Barton Streets.
  4. If possible use the trail route to separate the Commercial Zone along Stuart Street, from the Residential Zone along Barton Street – i.e. instead of going alongside Stuart and Barton, it would run down the middle of the two zones.
- This is a perfect time to build a trail from Stuart Street, through Central Park to Cannon Street. Eventually this trail could be routed through (or around) the J.A. MacDonald H.S. property to connect up with a street bike land along Caroline Street South. Eventually, there would be a tail connecting the waterfront area with downtown Hamilton, and even to Aberdeen Ave in the Durand neighbourhood.
- Demolish the City of Hamilton Central Services warehouse at Caroline North and Barton West. This will allow the extension of Central Park to Tiffany Street. Or, if this is not possible route the trail in front of the warehouse.

General Comments

Traffic/Streets

- Extend the 30k zone initiated by NEN
- I question the decision to extend Mill Street and Harriet Street into the existing Central Park. It seems to me that those streets have an 'Old Hamilton' feel about them and extending the streets will have the potential of erasing the history.
- Traffic, people cars, trenches, speed, parking, access
- Like the idea of Mulberry and Caroline St Extensions
- If only 1 pedestrian crossing, one that provides access to both parkland and Go Station

Community Centre/Adaptive Re-use

- Central neighbourhood needs a community centre how about adaptive reuse of one of the existing buildings
- There is a demand for a community centre for the neighbourhood – why not re-purpose the existing City building; it will be expensive for the City to demo the site.
- Landscaping & revitalization of current public works building would be very beneficial for all parties.

Central Park

- Why can't Central Park shape remain as it is and the change or elongating occur northwards?
- Have Central Park open take out #13 City yard
- Should improve views from Central Park to the waterfront
- Around Victoria Park, focusing on pedestrian facilities, ped-only roads, crosswalks
- More eyes on the park is very critical
- Rename Central Park "George Hamilton Park", Honouring our City's founder.

Parking

- Parking lack of from Copps and Parking
- Parking on street is bad – now need more parking
- Maybe time to consider free permit parking for residents
- Parking is terrible with stadium events. Not fair to current residents
- Parking in behind buildings – allow for large sidewalk/patio areas
- Laneway or parking in behind

GO Station

- Make sure GO Station us a well designed, attractive structure that reflects well on the neighbourhood and the city as a whole. Avoid excessive use of glass panels and stone; red brick and a green rood would be best. Provide destination signage to Bayfront Park, North James Commercial Area (Stores, Restaurants, etc)
- GO Station – suggestion to GO to provide one/two weeks free rides to encourage people to try it →reduce highway traffic
- Station waiting room could offer local related historic photos. Eg, the original great western. Station on Stuart St; the CNR Roundhouse; A steam powered train at the present Ex-CNR James St. Station; A streetcar passing this station; Immigrants arriving at the CNR Station; Directions as to local HSR Bus service; A City HSR Map

General Comments

Streetscaping

- On streetscaping, consider potential transit developments (e.g. ensure wide enough ROW for bus stopping area, including comfortable stops)

Shunting Yard

- Don't give up on trying to negotiate with CN to give up the switching yards – noisey and taking up a huge amount of waterfront space

Incorporating Historic Rail Elements

- Have a train border to separate the railway yards and pedestrians, etc.
- a way of valuing the railway – past – present – future
- Refurbish old rail cars and ruse as restaurants, ice cream parlours, rail info centres, etc.

Examples include:
Train care reuse - Ten Repurposed Railroad Care http://1800recycling.com/2010/11/repurposed-recycling-railroa-cars/#.UpksutqA21s

Adaptive reuse: train carriages - Heather Schimmin Photography http://www.heathershimmin.com/adaptive-reuse-train-carriages

7 ways to upgrade a railway station http://inhabitat.com/7-ways-to-upcycle-a-train-station/the-deptford-project-recycled-railway-car/

- The Hamilton Spectator Article – Merulla sees old rail cars becoming park features.
- Merulla wants the city to investigate the idea of installing old box cars in urban settings as part of a park or near a business district.
- Later in the articles it says His idea comes after an antique rail car was retrofitted into a literacy centre in the east end.
- The Literacy Express – a 1954 CN passenger car – was placed beside the Eva Rothwell Resource Centre on Wentwork Street North (former Robert Land Elementary School) in July.
- It is formally called the Larry Paikin Literacy Express and will be used to educate and inspire youth in the area.
- It will be used by children and adults, and is a project launched by the Robert Land Community Association.
- here are a couple of links. One is an article from CBC Hamilton, and one an article from the Spec.
  http://cbc.sh/CJwenXB
  http://www.thespec.com/news-story/4045447-literacy-express-will-soon-be-filled-with-books/#.UpoWRYL1N8w.email

Can't help but think there are some exciting possibilities here. Especially since the GO station idea is as a Mobility Centre

Building Height

- Max 8 stories no negotiations beyond that
- Low building so as not to obstruct view of the bay as you come down Hess St. or Central Park.
- Maximum 4 stories high

Miscellaneous

- Absolutely no casino in the core
- Wind
- I have some BIG concerns that my street (Oxford St) is not well represented in Planning Development of P5 area. Barton St needs proper sidewalks and landscaping! Pretty it up!

General Comments

- Concerned with the erosion of our backyards
- Consider buying houses on Sheaffe St.
- We need a better Dead End street sign on Bay & Sheaffe St. The sign they have now is useless. Whenever there is an event at the Harbour front, countless cars come down the dead end street on Sheaffe because the cars don't want to crawl bumper to bumper on Bay, so they come down Sheaffe St. because they cannot see the sign they have now. I lived on the dead end street on Sheaffe St. West of Bay and I have counted numerous car accidents because the out of date and position of the sign.
- Serious consideration should be given to using a portion of the former industrial land as a yard and maintenance shop for the "B" LRT line along King St. West as there is relatively little such land available along the route. The City already owns the land so this would save millions of dollars on the LRT project. This land would allow a purpose-built, ideal facility for the LRT to be constructed. Although tracks for access from King would have to be built, the advantages outweigh this.
- I have followed developments in Barton/Tiffany since an amateurish re-development concept was prepared by City staff (Bob Christian and Werner Plessl) in the early 1970s. The model of their proposal showed new housing extending from Barton Street right to the edge of the Bay, completely ignoring both the steep decline down from Barton, and the railyard (I have never forgotten Bob Christian's answer, when he was asked who would pay for removing the railyard - his flippant reply was "that's not our problem"). A more recent plan failed, leaving the City with the newly-expropriated land intended for a new stadium. That area, trapped by conditions imposed by the OMB in response to the CNR's demands, is now under review again by the current study.

  I agree that residential housing is not acceptable within the noise limit for land close to the CNR rail yard, but this in no way justifies the proposal to rezone land within that limit for commercial uses. In my opinion, such a use makes no sense:

  To introduce commercial activities in this area is no more desirable than proposing light industry there. How likely is it that this location, largely unknown to the broader community, can be expected to generate commercial interest? "Build it and they will come" is a remote possibility, but hardly logical when other under-utilized commercial locations in the City, such as Barton Street and Kenilworth Avenue, are already available and desperately require rehabilitation. These streets have a much greater potential to regain their lost activity, so why put them into direct competition with Barton/Tiffany?

  Even though the opportunity to extend residential areas from Barton Street to the shore of the west harbour is not possible at the present time, planning to achieve this objective in the longer term is still advisable: we cannot ignore the fact that the City has dedicated the west harbour for recreational uses, therefore no permanent non-residential uses should be contemplated. It may be necessary to retain these lands in a temporary fallow state until the need for the rail yard inevitably disappears, after which residential development can proceed. Some of the fallow lands could be garden plots available to nearby citizens at reasonable rent for them to grow vegetables or flowers, while other sections are assigned for non-professional recreational sport activities.

  All these suggested uses must be clearly identified as temporary, in anticipation of future residential development. Although this may mean little taxable potential in the short term, the City is obliged to support, and promote, the long-term importance of respecting future access to the west harbour shore for all citizens, which includes the pleasure of looking out on the west harbour, without the view being blocked by commercial buildings of any sort. In the unlikely event of commercial activities becoming successfully established there, such an objective would be impossible.