

City of Hamilton

Appendix B to Report PED14169

# Draft James Street North Mobility Hub Study

June 2014

**BrookMcIlroy**







# Table of Contents

01	Introduction and Context	1	04	Implementation and Phasing	97
1.1	Study Purpose .....	1	4.1	Implementation Recommendations.....	97
1.2	Document Structure .....	2			
1.3	What is a Mobility Hub? .....	3			
1.4	Consultation Process .....	8			
02	Planning Framework and Background	15	05	Appendices	111
2.1	Policy Framework.....	15	A.	Workshop Summaries	
2.2	Concurrent Studies.....	22	B.	Technical Advisory Committee and Focus Group Meetings	
2.3	Planned Transit Improvements .....	23	C.	Opportunity Site Shadow Testing	
2.4	The James Street North Community.....	25	D.	Criteria for Taller Buildings	
03	Key Directions	37			
3.1	The Vision .....	37			
3.2	Guiding Principles.....	37			
3.3	Mobility Hub Boundaries.....	41			
3.4	Focus Areas .....	43			









01

# Introduction and Context



# Section One

## Introduction and Context

### 1.1 Study Purpose

#### **The James Street North station area has been identified by Metrolinx as one of 51 Mobility Hubs within the Greater Toronto and Hamilton Area (GTHA).**

Mobility Hubs are major transit station areas that serve a critical function in the regional transportation network. They are areas that are expected to see significant revitalization in local community development in the form of building intensification as well as streets and open spaces with improved multi-modal connectivity will support regional growth management and transit-supportive development goals.

Within Hamilton, three Mobility Hubs have been identified. These include the existing Downtown Hamilton Station at Hunter Street (Downtown Hamilton), Mohawk-James and the new station proposed for James Street North (Hamilton-Liuna). Metrolinx refers to the James Street North Mobility Hub as Hamilton-Liuna, however,

within this report we have adopted James Street North as the name for the area. As mandated provincially, Mobility Hubs should undergo comprehensive review identifying opportunities and constraints related to intensification, land uses, multi-modal connections, seamless mobility, placemaking, implementation and quality of life.

The Mobility Hub Study for James Street North is being conducted ahead of construction of the new James North GO Station, in order to develop a framework and implementation plan that achieves the following objectives:

1. Develop a conceptual Mobility Hub master plan that provides guidance to better connect the GO Station and the community, including developing vacant or under-utilized lands in a contextually appropriate manner, creating a strong public realm and balancing transportation modes.
2. Identify key design principles that provide guidance to the City for reviewing

development applications and assisting in the identification of gaps in existing municipal design guidelines.

3. Determine and provide guidance on potential “connectors” or supporting corridors within or adjacent to the Mobility Hub.
4. Identify priorities for public realm and streetscape improvements.
  - a. Public realm improvements
  - b. Potential capital projects
5. Perform a Mobility Hub audit that identifies gaps in the existing policy framework to match the concepts identified within the Mobility Hub master plan.
6. Outline implementation strategies including consideration of policies (e.g. incentives, design guidelines, parking strategies), interim measures, capital projects, programs, and partnerships.
7. Identify a high level phasing plan for the master plan including phasing, priorities, and next steps.



## 1.2 Document Structure

**This document is organized into five main sections.**

**Section 01** contains the study overview, an introduction to the concept of Mobility Hubs, a brief overview of the James Street North Mobility Hub and a summary of public consultation activities.

**Section 02** provides an overview of the existing planning and policy framework related to the Mobility Hub Area. It also provides a description of the James Street North community and existing context.

**Section 03** identifies key directions for the master plan, including the Vision, guiding principles, opportunity sites and Focus Areas, detailing issues and recommendations for each Focus Area.

**Section 04** includes a review and audit of the City of Hamilton's public realm, development site and built form design guidelines, providing recommendations to ensure consistency with the overall objectives for the Mobility Hub.

**Section 05** is a summary of the implementation strategies and phasing recommendations. It includes a monitoring process and key actions to be achieved within the short, medium and long-term timeframes.

**01**  
**Introduction**

**02**  
**Planning Framework and  
Background**

**03**  
**Key Directions**

**04**  
**Design Guidelines Review**

**05**  
**Implementation and Phasing**



## 1.3 What is a Mobility Hub?

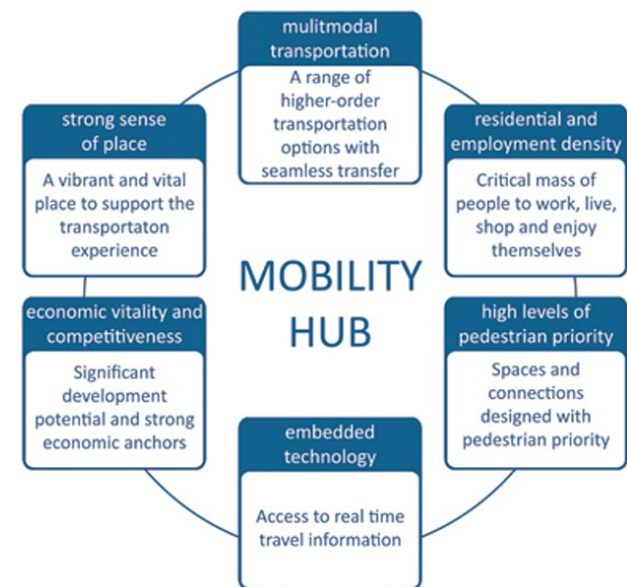
**Mobility Hubs are places where multiple rapid transit lines will intersect, where various transportation modes are integrated, and where mixed-use intensification is encouraged.**

The Big Move (2008), the regional transportation plan for the GTHA, establishes a long-term strategic plan for an integrated, multi-modal, regional transportation system. To ensure the system evolves to meet the needs of a growing population, Metrolinx has outlined nine Big Moves that set priority actions expected to have the greatest transformational impact on the GTHA's transportation system. Big Move # 7 advocates a system of 51 connected Mobility Hubs.

The aim is to:

*“Create a system of connected Mobility Hubs, including Anchor Hubs and Gateway Hubs, at key intersections in the regional rapid transit network that provide travellers with access to the system, support high density development, and demonstrate excellence in customer service”*

Mobility Hubs are places of connectivity where two or more rapid transit lines are planned to intersect, transportation modes are balanced, and significant residential and employment densities exist or are planned. These areas are expected to accommodate much of the GTHA's population growth. Mobility Hub areas vary in size but generally include the area within an 800 metre radius of the rapid transit station.

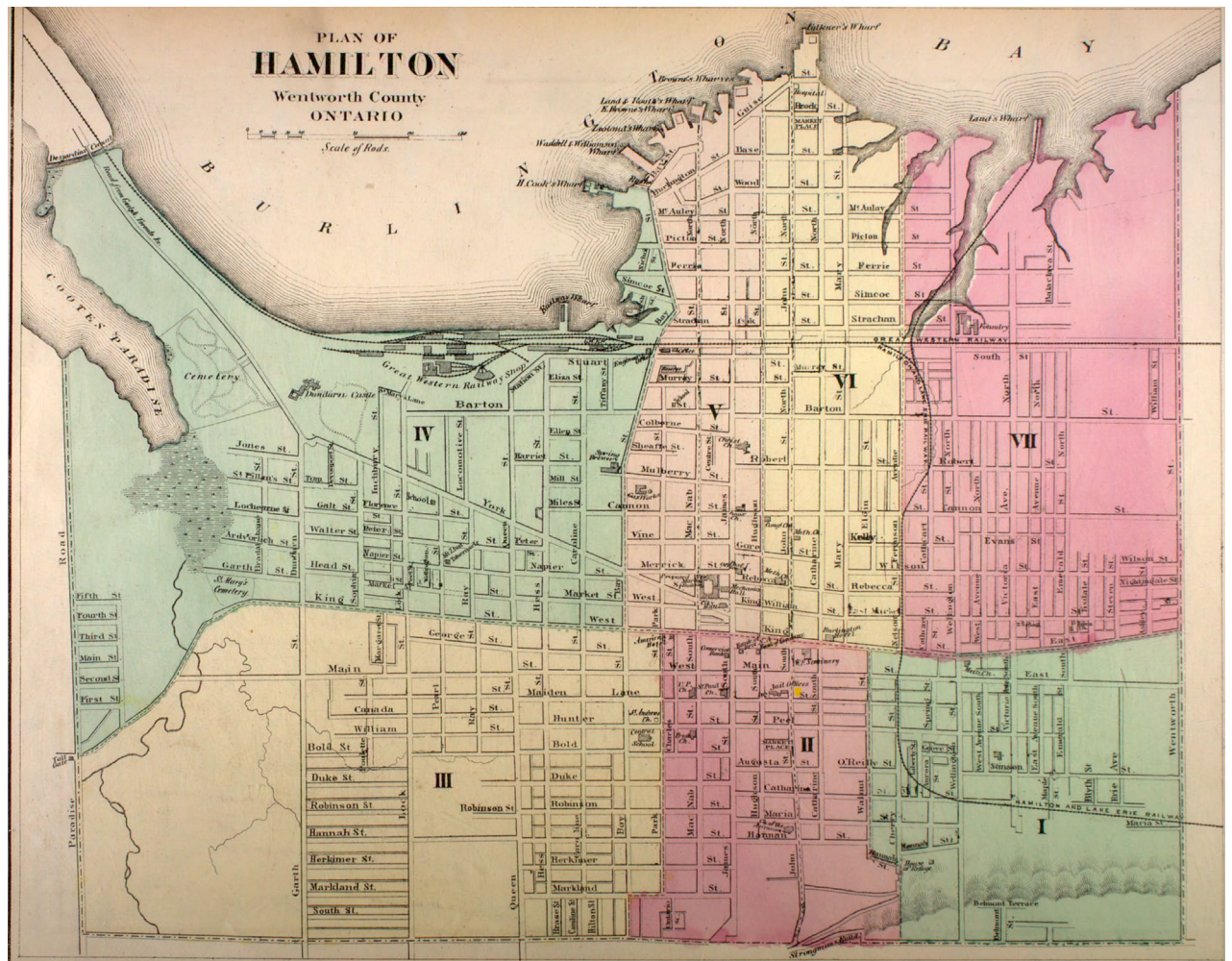


*The Mobility Hub Objectives, taken from Metrolinx' Mobility Hub Guidelines (Metrolinx)*

### 1.3.2 James North Mobility Hub

The City of Hamilton is a dynamic city expected to grow over the next 30 years to a population of 660,000 residents and 300,000 jobs. As of 2011, the James Street North Mobility Hub had a population of 12,635 people, accounting for 2.4 percent of Hamilton's total population. The Hub includes three districts steeped in a rich history, distinct character and diverse demographics, and encompassing four smaller neighbourhoods - Beasley, Central, North End and Strathcona. These districts are the West Harbour, the North End and the James North Historic Main Street District.

The West Harbour district was originally settled by European immigrants in the early 1800s. Neighbourhood demographics have shifted and diversified over time but much of the original building stock remains intact. As a result, the area continues to retain remnants of early industries, rail facilities and historical architecture.



Plan of Hamilton, Wentworth County. Illustrated historical atlas of the county of Wentworth, Ont., Toronto : Page & Smith, 1875.



The North End district is located between the rail corridor and the waterfront and includes a broad mix of housing types, demographics and culture. It has been identified as a stable residential area. Like the James North district, this is an area undergoing significant change, including transformation from an industrial past to a mixed use, recreational future with present plans to develop 1,600 new residential units in a mixed-used development on Pier 8.

The James North Historic Main Street district includes a dynamic mix of galleries, cafes, bars, restaurants, boutique shops and a lively arts and music scene. Hamilton's large and growing arts community, centred along James Street North, is celebrated in the monthly Art Crawl and annual Super Crawl.

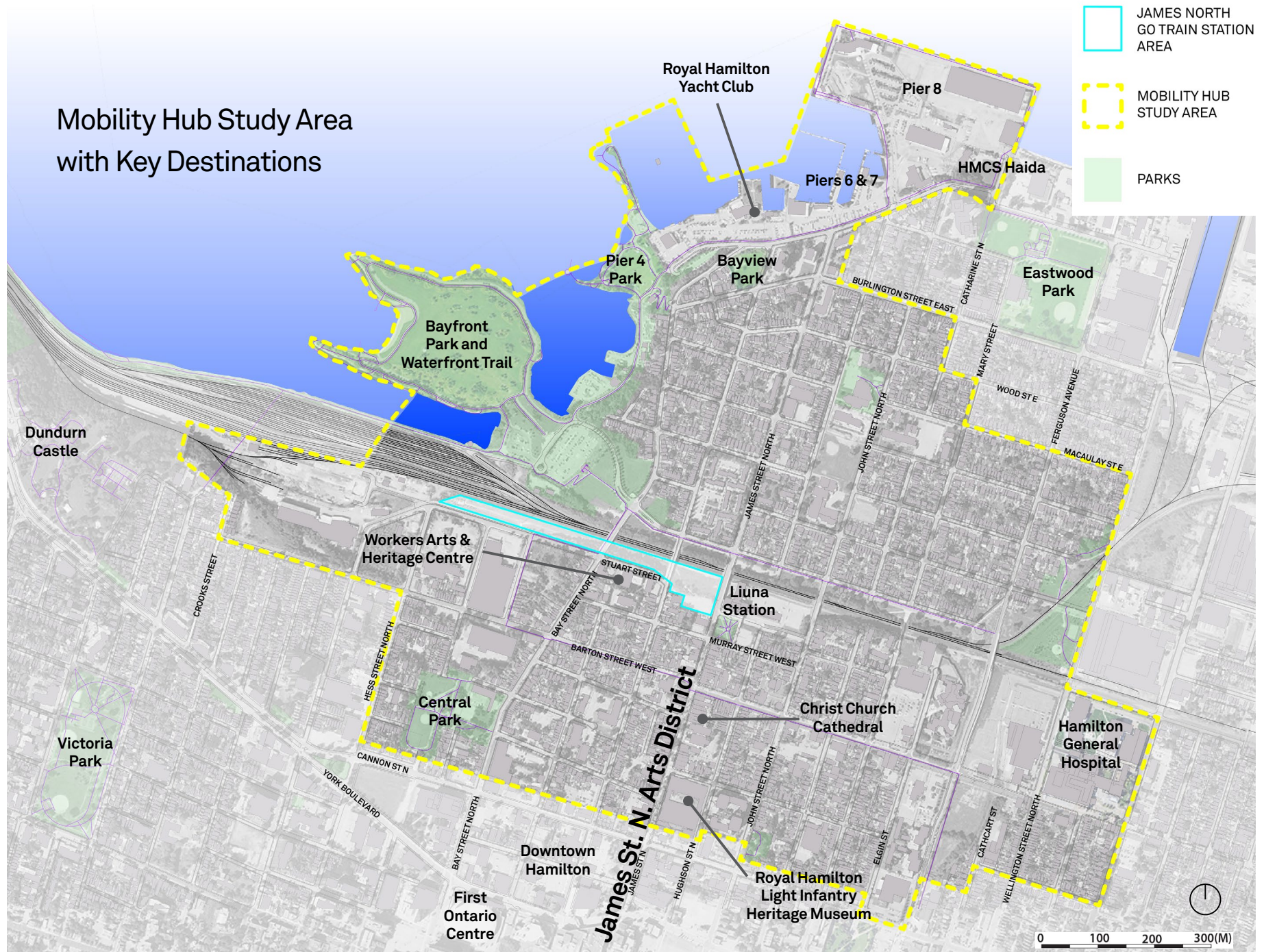
The James Street North Mobility Hub is an urban area very much in transition. Major changes are expected including within Pier 8, where a mixed use community is planned to house 1,600 new residential units, construction of the James North GO Station in advance of the 2015 Pan American Games, enhancements to the James Street North streetscape and redevelopment of city-owned industrial lands. Recognizing this change, two concurrent studies for the Mobility Hub area are taking place along with this study. These are the Barton-Tiffany Urban Design Study and the Barton Street – Kenilworth Avenue Commercial Corridor Study.

A number of local and regional destinations and points of interest are located within the Mobility Hub and vicinity. Key destinations are identified on the following map.



Top: Bayfront Park; Bottom: LIUNA Station - both are key sites within the Mobility Hub





Mobility Hub Study Area Map, showing location of the James Street North GO Station



### 1.3.2 James North GO Station



*James Street North GO Station Site Today*

The new James Street North GO Station will be completed in the summer of 2015, in time for the Pan-Am Games. This station will facilitate the extension of the Lakeshore West GO rail line and eventually intersect with the A-Line, a planned rapid transit line that will run from the waterfront to the James North GO Station through downtown to the Hamilton International Airport.

The James North GO Station will include two passenger platforms, an associated station building, passenger pick-up and drop-off (PPUDO), bus bays, park and ride, station plaza and other passenger amenities.



*Top: Location of Hamilton-Liuna Mobility Hub identified by Metrolinx, centred on the James North GO Station;  
Bottom: Image depicting new James North GO Station*



## 1.4 Consultation Process

### **The project team consulted with a range of stakeholders, property and business owners and the public.**

Key participants in the consultation process included the City's Technical Advisory Committee (TAC), a Focus Group made up of local residents, business owners, neighbourhood association representatives, and stakeholders (Chamber of Commerce, Hamilton-Halton Home Builders' Association, Hamilton Hive, etc.) and the City's Design Review Panel - Pilot Project. Throughout the Study, three public meetings, three TAC meetings, and three Focus Group meetings were held. Each meeting was attended by the consultant team, City Staff and members of the public. These meetings provided opportunities for technical input, community discussion and feedback related to the Mobility Hub Study direction.

In addition to these meetings, the draft final report was reviewed by the City of Hamilton's Design Review Panel - Pilot Project (DRP) and their input was included in the report. The DRP was established by Hamilton City Council to provide expert and impartial design advice and guidance on urban design matters. The Panel consists of architects, planners, urban designers and landscape architects.

The following is a summary of the consultation process.



*Public Consultation: Visioning Workshop, December 4th 2013*

#### **1.4.1 Technical Advisory Committee and Focus Group**

To assist with the Study and provide critical input, the project team engaged the City's Technical Advisory Committee (TAC). Three meetings were held with the TAC, on September 24, 2013, April 29, 2014 and June 24, 2014.

The Technical Advisory Committee consisted of City Staff from the following divisions:

- Planning Division, Planning and Economic Development Department;
- Downtown and Community Renewal Division, Planning and Economic Development Department;
- Building Services Division, Planning and Economic Development Department;
- Growth Management Division, Planning and Economic Development Department;
- Parking and By-law Services Division, Planning and Economic Development Department;
- Strategic Services/Special Projects Division,



- Planning and Economic Development Department;
- Environment and Sustainable Infrastructure Division, Public Works Department;
- Transportation, Energy and Facilities Division, Public Works Department;
- Operations and Waste Management Division, Public Works Department;
- Hamilton Street Railway, Transportation Division, Public Works;
- Health Living Division, Public Health Services Department;
- Landscape Architectural Services, Public Works Department;
- Housing Services Division, Community and Emergency Services Department; and
- Recreation Division, Community and Emergency Services Department.

The Focus Group was established to provide critical input into the Study. Three Focus Group meetings were held on January 23, 2014, April 10, 2014, and June 25, 2014. The Focus Groups consisted of key stakeholders from the following community groups:

- Beasley Neighbourhood Association;
- Central Neighbourhood Association;
- North End Neighbours;
- Strathcona Community Council;
- Chamber of Commerce;
- Hamilton Halton Home Builders' Association;
- Hamilton Hive;
- Hamilton Waterfront Trust;
- Jamesville Community Development Team;
- James Street North Merchants & Business Association; and
- Local Neighbourhood Residents.

See Appendix B for a more detailed summary of the TAC and Focus Group sessions.

TAC and Focus Group members provided advice and feedback on recommendations presented by the project team. These participants contributed to discussions and attended public sessions throughout the Study. At each meeting, presentations were made to the group to facilitate discussion and elicit feedback.

While many of the recommendations contained within this document either stem from TAC and



*Public Consultation: Visioning Workshop*



Focus Group discussions or are endorsed by the groups, some recommendations do not represent full consensus. This document represents the recommendations as prepared by the consultant team based on this input.

### 1.4.2 Public Consultation

An extensive public consultation process was also undertaken to engage with and elicit feedback from the community. Public workshops were held on December 4, 2013, April 22, 2014 and June 23, 2014.

#### Public Meeting One: Visioning Workshop

The first session was a Visioning Workshop. This PIC was hosted together with the Barton-Tiffany Urban Design Study and the Barton Street - Kenilworth Avenue Corridor Study. The purpose of the meeting was to introduce the public to the three projects and to commence community discussion on their respective study areas and objectives. The goal of the James Street North Visioning Workshop was to seek public input

to inform the vision for the study, including the vision statement, guiding principles and study area boundaries.

The workshop was divided into two exercises. Exercise One covered the larger Mobility Hub area while Exercise Two was specific to two potential development sites along James Street North and Barton Street West. Key exercise questions included:

#### *Exercise 1:*

1. What do you like about the Study Area?
2. What do you not like about the Study Area?
3. What would you consider positive changes to the Study Area?

#### *Exercise 2:*

1. What concerns do you have about new development in the neighbourhood?
2. What benefits can new development bring?
3. What are the maximum and minimum heights that should be allowed on this site?
4. Additional thoughts?



Public Consultation: Visioning Workshop, December 4th 2013



### **Public Meeting Two: Guiding Principles, Opportunity Sites and Focus Areas Workshop**

The second workshop sought feedback from the community on the Guiding Principles, Opportunity Sites and Focus Areas as well as proposed connections and recommended implementation strategies. Feedback related to building scale, character and use, cycling and walking options, Opportunity Sites, and additional connections were integrated into the development of the Master Plan.

### **Public Meeting Three: Open House**

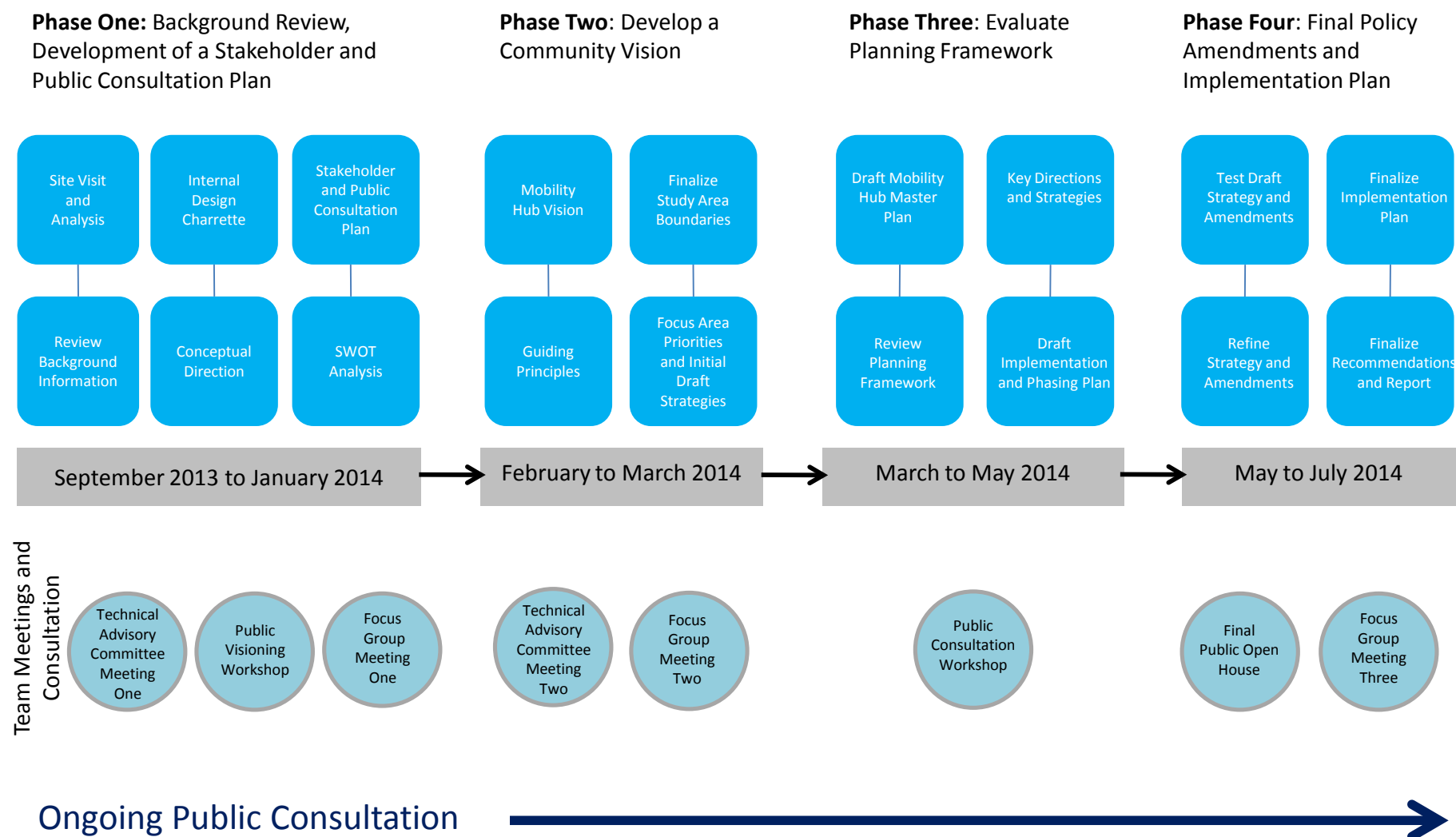
The Open House meeting on June 23, 2014 was held to present refinements to the draft recommendations and provide opportunity for further community discussion and feedback. The presentations were followed with questions and comments from the attendees.

The diagram on the opposite page outlines the Study process, including Study phases and public and stakeholder consultations.



*Public Consultation: Opportunity Sites and Focus Areas Workshop, December 4th 2013*













02

# Planning Framework and Background

## Section Two

# Planning Framework and Background

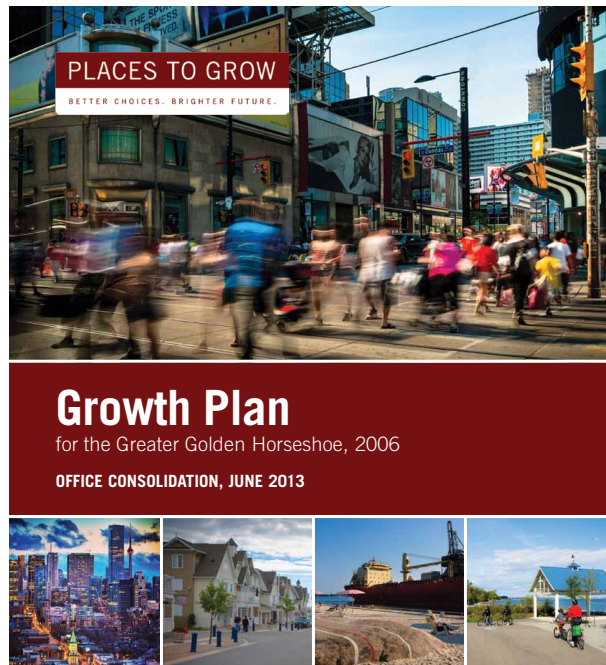
## 2.1 Policy Framework

**Provincial, Regional and Municipal policies have established a framework that directs growth and change within the James Street North Mobility Hub.**

These policies are mutually supportive in setting objectives that promote stable neighbourhoods, mixed-use intensification in already built-up areas, multi-modal transportation options and an enhanced, pedestrian-friendly streetscape.

### 2.1.1 Provincial Policy

At the Provincial level, the **Provincial Policy Statement (2014) (PPS)** provides direction on the need to integrate and plan for various transportation modes at all stages of land use planning. It also calls for “the efficient use of land



 Ontario  
Ministry of Infrastructure

*Growth Plan for the Greater Golden Horseshoe (Province of Ontario)*

and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses.”

The PPS is supported by the **Growth Plan for the Greater Golden Horseshoe (2006)**, which sets objectives and policy direction on growth management in the Region. Among other policies, it calls for municipalities to direct growth to already built-up areas, promote transit-supportive densities and develop well-connected major transit station areas. It specifically recommends that major transit station areas be designed to become increasingly dense, accommodate access from a variety of transportation modes and reduce auto-dependency by creating compact, mixed-use, pedestrian friendly communities.



## 2.1.2 Regional Policy

The Province's emphasis on growth management is complemented by regional transportation planning. **The Big Move (2008)** is Metrolinx's Regional Transportation Plan for the GTHA. It establishes a long-term strategic plan for an integrated, multi-modal regional transportation system. Big Move #7 advocates for the creation of "a system of connected Mobility Hubs...at key intersections in the regional rapid transit network that provide access to the system, support high density development, and demonstrate excellence in customer service." The Big Move identifies a mobility hub at the proposed James North GO Station as a Gateway Mobility Hub.

**GO 2020 - GO Transit's Strategic Plan (2008)** also identifies a strategy to enhance and expand the GO network to provide services in the GTHA, in support of The Big Move. It calls for leveraging of "station sites to support visionary community development, while facilitating access by all modes to GO service." Gateway Hubs, such as James Street North, are seen to provide early opportunities for revitalization.



*Lakeshore West GO Line extension to James Street North Station (Metrolinx)*

## SEAMLESS MOBILITY



Seamless integration of modes at the rapid transit station.



Safe and efficient movement of people with high levels of pedestrian priority.



A well-designed transit station for a high quality user experience.



Strategic parking management.

## PLACEMAKING



A vibrant, mixed-use environment with higher land use intensity.



An attractive public realm.



A minimized ecological footprint.

## SUCCESSFUL IMPLEMENTATION



Flexible planning to accommodate growth and change.



Effective partnerships and incentives for increased public and private investment.

*The Mobility Hub Objectives, taken from Metrolinx' Mobility Hub Guidelines (Metrolinx)*

To guide development within Mobility Hubs, Metrolinx has produced the **Mobility Hub Guidelines (2011)**. These guidelines focus on three major themes: seamless mobility, enhanced placemaking and effective implementation. Together, these elements are intended to result in successful Mobility Hubs. The diagram on the right provides detail on the objectives of Mobility Hubs.



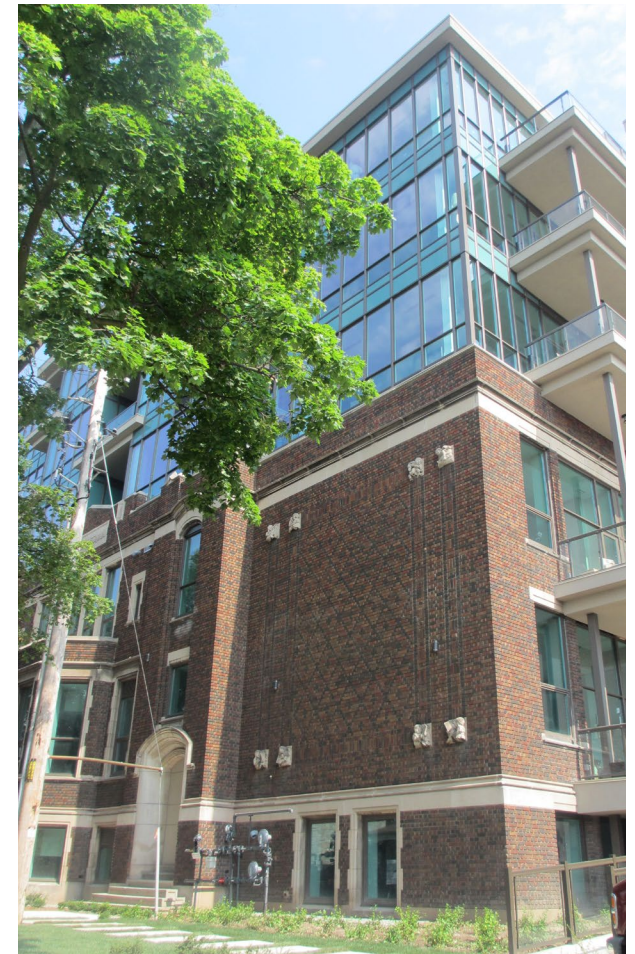
### 2.1.3 Municipal Policy

The provincial framework has directed the development of municipal vision documents and policies in support of Mobility Hub planning and development. **Vision 2020** speaks to the need for mixed-use intensification and multi-modal transportation in Hamilton into the future. The **Growth Related Integrated Development Strategy (GRIDS)** provides further detail, identifying the most appropriate places within the City for growth. It considers land use structure, associated infrastructure, economic development and financial implications, and plans for a time horizon of 30 years. The James Street North Mobility Hub is identified as a Regional Node, a planning objective that is consistent with the Growth Plan and The Big Move.

The **Urban Hamilton Official Plan (2009) (UHOP)**, adopted in 2009 and approved in 2013, echoes the policy guidance in the PPS and is intended to implement the objectives of Vision 2020 and GRIDS. It calls for Integrated Transportation

Networks which seamlessly and efficiently move people and goods. It also directs that the City will work with Metrolinx to establish Mobility Hubs, specifically identifying the James North GO Station. UHOP policies recognize the importance of integrated transportation and land use planning in connecting communities, land uses and activities, creating complete communities and improving the overall quality of life. The UHOP is critical in establishing land use, urban structure, density and infrastructure requirements in support of Mobility Hub objectives.

Implementation of the objectives in the UHOP, Vision 2020 and GRIDS is supported by Hamilton's **Zoning By-Laws** and **Transportation Master Plan (2007)**. **Zoning By-Law (05-200)** takes direction from the UHOP and codifies permissions and requirements for development throughout the City. The **Transportation Master Plan** identifies long-term strategic improvements to Hamilton's transportation network, considering higher order transit and the cycling, pedestrian and road



*Recent mid-rise development in Hamilton, encouraged by Provincial and Municipal growth management objectives*

network. Proposed policies support the long-term growth and development objectives for Hamilton and recommend specific improvements within the Mobility Hub Study Area as part of the overall plan for the City. Policies such as the **Downtown Transportation Master Plan**, which resulted in the conversion of James Street from one- to two-way traffic to better support its retail function, the **Pedestrian Master Plan (2012)** and **Shifting Gears - Hamilton's Cycling Master Plan (2009)** provide additional detail, cross-sections, guidelines and specific actions to facilitate transportation network improvements.

The City of Hamilton has established further planning policies, documents, studies and guidelines that influence planning and urban design within the James Street North Mobility Hub. Key recommendations and principles that have emerged through these efforts must be integrated in planning for the Mobility Hub.

These include the following documents:

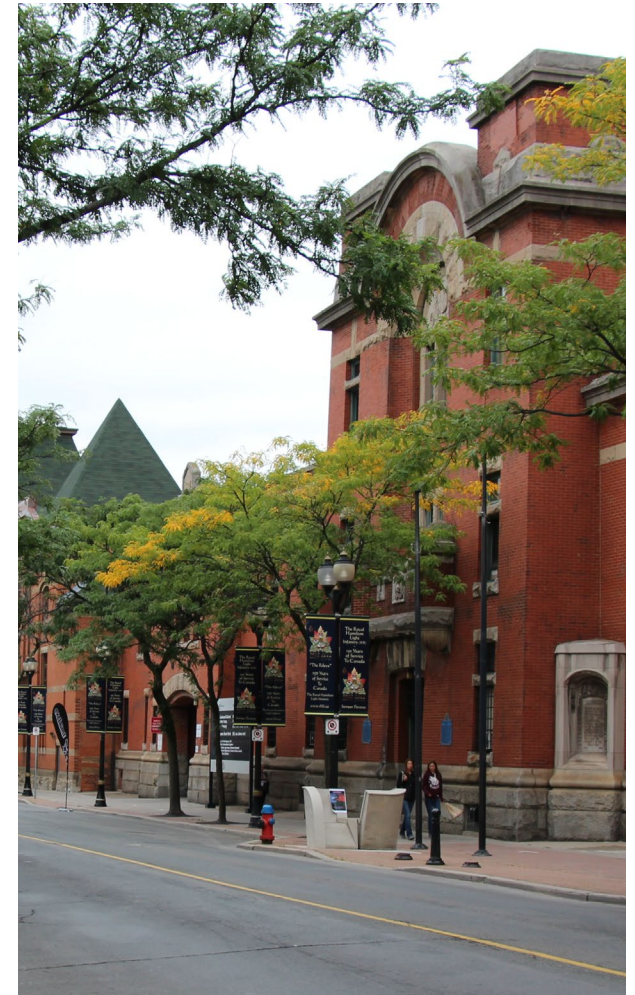
**Setting Sail: Secondary Plan for West Harbour, adopted in 2005 and approved in 2012**

Setting Sail is a comprehensive plan for the West

Harbour, including the entire James Street North Mobility Hub. It identifies objectives to:

- Develop a healthy harbour;
- Strengthen existing neighbourhoods;
- Provide safe, continuous access along the water's edge;
- Create a diverse, balanced and animated waterfront;
- Enhance physical and visual connections  
Provide a balanced transportation network;  
and
- Promote excellence in design.

James Street North is identified in the plan as a Corridor of Gradual Change. This means that it will remain the primary retail street within the West Harbour but will be enhanced through positive and incremental change to improve its character and image, vitality as a commercial street, and pedestrian environment. Other key areas within the Mobility Hub that are identified as Areas of Major Change include the Waterfront, Barton-Tiffany Special Policy Area and the Ferguson-Wellington Corridor.



*John Weir Foote Armoury, an important cultural heritage site in the Study Area*



Setting Sail identifies land use designations, minimum and maximum heights, key new potential connections, views, trail extensions and streetscape initiatives. It is complemented by the Waterfront-Recreation Plan and West Harbour Transportation Master Plan.

#### **West Harbour Waterfront Recreation Master Plan (2010)**

The West Harbour Waterfront Recreation Master Plan identifies improvements to the harbour and waterfront area within the Mobility Hub. The Concept Plan identifies shoreline, marina and breakwater enhancements, public art and interpretive features, traffic calming along the periphery, water's edge pedestrian access and trails, parking facilities, plazas/open spaces and commercial facilities.

#### **West Harbour Transportation Master Plan (2005)**

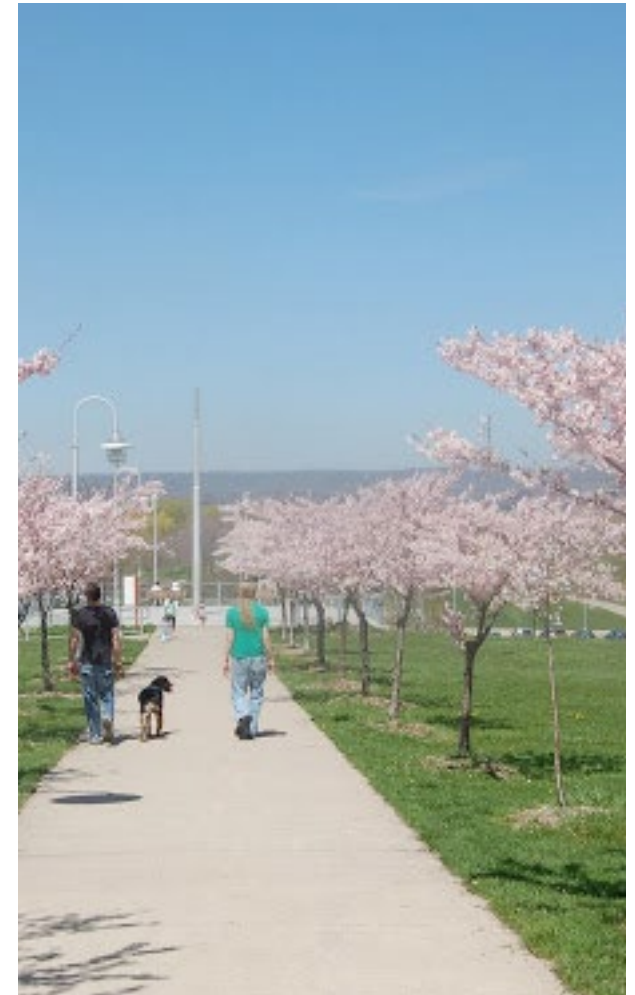
The West Harbour Transportation Master Plan designates James Street North as a Primary Mobility Street. It is intended to provide for the mobility of through-traffic, people and goods, as well as connecting major activity centres

and neighborhoods within West Harbour, and connection to points outside the area. Streetscape improvements should be conducted to improve James Street North as a Primary Mobility Street to provide a safe and comfortable pedestrian environment.

Other improvements to the transportation network include modified street cross-sections, new or enhanced bicycle facilities, a multi-use trail connection linking Strachan Street to Ferguson Avenue and Jackie Washington Park, and some new streets and pedestrian connections.

#### **Jamesville Neighbourhood Action Plan (2012)**

The Jamesville Neighbourhood Action Plan is a recent Community Plan encompassing both North End Neighbourhoods and the Central Neighbourhood. It identifies clear and feasible actions to enhance the community. Top priorities include improving streets and supporting other modes of transportation by encouraging walkability Downtown, making Hamilton more bicycle friendly and promoting complete streets / better blocks amongst other initiatives.



*The West Harbour Waterfront has been the subject of planning efforts by the City of Hamilton*

### **Beasley Neighbourhood Plan (2011)**

The Beasley Neighbourhood Plan provides recommendations to improve the quality of life for the neighbourhood. It identifies a series of Actions to increase the sense of health, safety and security, improve social and cultural connections, improve neighbourhood design and strengthen business and economic opportunities.

### **City-Wide Corridor Planning Principles and Design Guidelines (2012)**

Corridors are streets within Hamilton that have a mix of street-oriented uses, greater overall densities and may serve major transit routes. This document outlines planning and design directions for the public realm, built form and future planning studies along these streets. The recommendations of the Mobility Hub Study are in line with these principles and guidelines.

### **Transit-Oriented Development Guidelines for Hamilton (2010)**

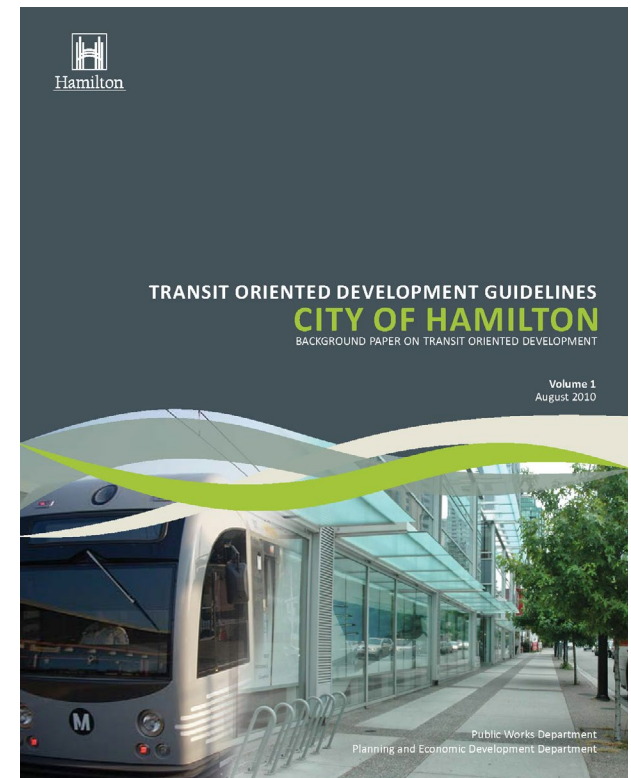
These guidelines complement the Official Plan and other policies and provide direction for

development in the public and private realm in support of “increased access and usage of transit through mixed use development, higher densities, and providing a high level of amenities in a pleasant, walkable area”. The guidelines directly support the goals of Mobility Hubs by encouraging better access to transit, concentrating development around stations and stops and enhancing livability and quality of life.

### **Public Art Master Plan (2008)**

The City encourages the creation and placement of Public Art as part of the City’s public improvement initiatives. These features can be a venue towards identifying the City’s culture or history, or indicate that a particular location has special meaning. They also provide an opportunity to involve the City’s artistic community in their design. Priority sites within the Mobility Hub for public art include:

- Waterfront Trails (The Hamilton Waterfront Trail)
- James Street – Escarpment to The Bay
- York Boulevard – Dundurn to Bay



*City of Hamilton TOD Guidelines*



## 2.2 Concurrent Studies

**Two concurrent studies are being undertaken in the James Street North Mobility Hub Area. The findings of these studies should be read concurrently with the Mobility Hub recommendations.**

### Urban Design Study for the Barton-Tiffany Area of Hamilton

In Fall 2013, the City commenced an Urban Design Study for the Barton-Tiffany Area. This Study is developing an urban design vision and guidelines for buildings, streets, landscapes and public spaces. Enhancement of the Barton-Tiffany area is an important redevelopment venture and a key project in the revitalization of the West Harbour. The area presents some unique challenges and opportunities, including significant vacant lands, City ownership of some parcels, and proximity to the Harbour, the new James Street North GO Station and the downtown. New development must successfully integrate with the existing urban fabric, extending the finely grained street

and block network of this older neighbourhood. The Study is expected to be complete in Summer 2014.



*Barton Street Commercial Corridor*



*Industrial lands in Barton-Tiffany Study Area*

### Barton Street-Kenilworth Avenue Commercial Corridor Study

Also initiated in the fall of 2013 is the Barton-Kenilworth Commercial Corridor Study. This study will produce strategies and an implementation plan to guide the revitalization of Barton Street between James Street and Ottawa Street, and Kenilworth Avenue between Barton Street and Main Street.

Building on an extensive background review, the Recommendation Report will address key study deliverables, including:

- Confirming where ground floor residential uses should and should not be permitted along these corridors;
- Developing design strategies and standards to better manage commercial-residential conversions at grade;
- Identifying how the City can stimulate and remove barriers to investment and redevelopment; and,
- Identifying public realm and transportation-related improvements for each corridor.

## 2.3 Planned Transit Improvements

**Over the coming decades, there will be a transformation in transit service available in the City of Hamilton. Investment includes 5 new LRT lines and the extended Lakeshore West Line from Toronto.**

Initial construction of the James North GO Station represents an inaugural level of service to the James North Station site, extending limited GO Train service from Aldershot Station on the Lakeshore West line to James North Station.

The proposed work outlined by GO Transit includes a fully accessible GO Station at James Street North. The new GO Station will open in

summer 2015. Once work is complete, the station will feature:

- A new station building;
- North and south rail platforms;
- A Kiss and Ride area;
- Approximately 300 surface parking spaces;
- Pedestrian and bicycle pathways;
- A bus loop with heated shelters; and
- The Bay Street pedestrian bridge with elevators and platform access.

Phase Two, which is scheduled to be substantially complete by March 2017, will include pedestrian bridges or tunnels complete with elevators and/or ramps providing two access points to the rail platforms.

Hamilton is also embarking on its Long-Term Rapid Transit System, BLAST. This plan consists of 5 Rapid Transit lines crossing Hamilton, both north-south and east-west (see map). The corridors are:

- B-Line – Main/King corridor, McMaster University to Eastgate Square, Top 15



Image of future LRT in Hamilton ([www.hamiltonrapidtransit.com](http://www.hamiltonrapidtransit.com))



Metrolinx priority project

- L-Line – Downtown to Waterdown, 25 +year project
- A-Line – James/Upper James corridor, waterfront to Airport, 15 year project
- S-Line – Centennial to Ancaster Business Park, 25+ year project
- T-Line – Mohawk to Meadowlands, 25 year project

The A-Line is planned to run from the waterfront to the James North GO Station, through the Downtown, to the Airport.

In contrast to the BLAST plan, The Big Move only includes the B-Line and part of the A-Line (downtown Hamilton to Hamilton Airport) in its regional rapid transit network. These lines are identified as “Hamilton King/Main” and “Hamilton James Street” respectively.



Planned BLAST System Map ([www.hamiltonrapidtransit.com](http://www.hamiltonrapidtransit.com))

## 2.4 The James Street North Community

**The James Street North Community is one of the most diverse in Hamilton, and is home to 12,635 people (2011) living in five neighbourhoods, part of the downtown, the waterfront and many architectural and cultural heritage resources.**

### 2.4.1 James Street North Neighbourhoods

The James Street North Mobility Hub includes parts of five neighbourhoods steeped in a rich history, distinct character and demographics. These neighbourhoods include Beasley, Central, North End (both East and West), and Strathcona.

#### Beasley Neighbourhood

The Beasley Neighbourhood is located within the north-east quadrant of Hamilton's central downtown area. The Beasley neighbourhood spans 42 inner-city blocks, between James Street East to Wellington Street, and from Main Street North to the railway tracks. It is home to more than 5,000 residents from 41 countries. Beasley has a rich historical tradition within the development of Hamilton, as much of the lands forming the neighbourhood were part of George Hamilton's original town plot established in 1816. This historical tradition is evident today in the many architectural themes throughout the neighbourhood and the diversity of land uses that characterize this older established downtown neighbourhood.

It is a neighbourhood where new immigrants to Hamilton often first settle, resulting in an ethnically diverse neighbourhood with many local commercial establishments and restaurants.

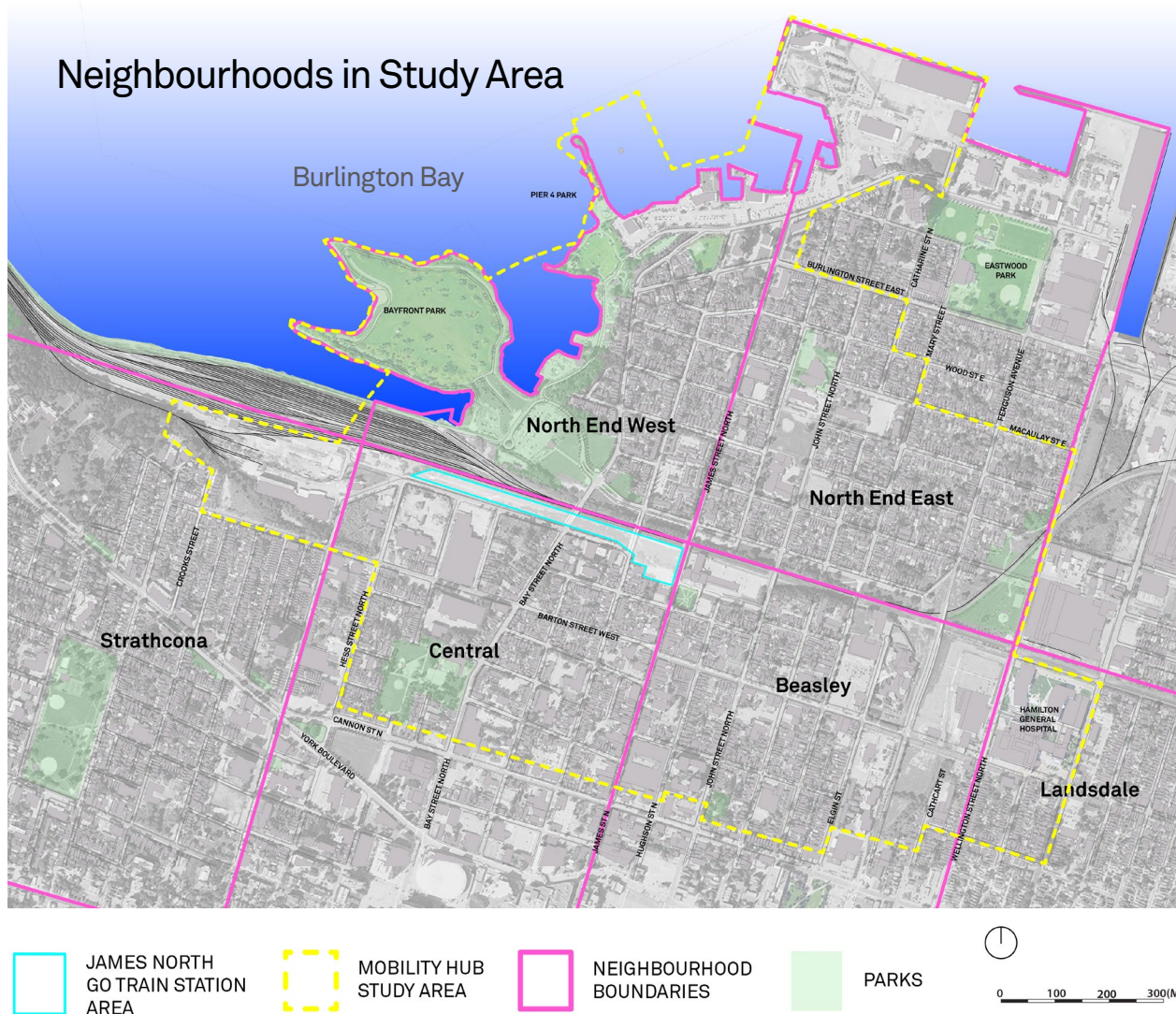
#### Central Neighbourhood

The Central Neighbourhood is bounded by Queen Street to the west, James Street to the east, Main Street to the south and Hamilton Harbour to the north. It includes a mix of building types, land uses and densities and is in close proximity to the waterfront. Between the Central Business District and the Waterfront lies the historic residential area of the neighbourhood with schools and churches at its centre.

#### North End Neighbourhood

The North End Neighbourhood consists of both North End East and North End West, separated by James Street North and situated in the southeast periphery of Hamilton's downtown area. It is bounded by the CN rail line to the south, Wellington Street to the east and the harbour to the north and west. The North End is one of the oldest neighbourhoods in the city; its development began in the early 1800s. Historically, it was one of the first industrial





Map showing neighbourhoods within the Mobility Hub Study Area

areas within the City of Hamilton, because of its proximity to the water for port development, however, it is now a primarily residential neighbourhood. The Harbour Shoreline extends throughout the neighbourhood, a large portion of which is used for shipping or recreational boating. The majority of the housing in the area is low density with several high density apartment buildings.

### Strathcona Neighbourhood

The Strathcona Neighbourhood is bounded by Highway 403 to the west, Main Street West to the south, Queen St. North to the east and the railway tracks to the north. The area is characterized by its historic buildings and stable residential neighbourhoods. A broad mix of housing types, densities and forms exist within the neighbourhood. The neighbourhood acts as a critical gateway into the City with access points from Highway 403 at Main Street West, King Street West and York Boulevard.

## 2.4.2 People

The James Street North Mobility Hub has seen a decrease in population from 2001 to 2011. It is expected, however, that there will be a 50% increase in the 2011 population over the coming decades. With higher levels of regional and local transit planned for this area, there will be opportunities for increased residential development and intensification.

In 2011, 60% of Mobility Hub residents were born in Canada, while 40% immigrated to the country according to the following breakdown:

- 39% from Asia and the Middle East;
- 22% from Pan America;
- 20% from Africa; and
- 18% from Europe.

Demographics in the Mobility Hub are generally aging, with an increasing number of residents aged 65 years and over. The work force is also aging, as the 45 to 64 year old population substantially increases. This trend is expected to

continue with the aging Baby Boomer population.

There are, however, increasing numbers of 20 to 24 year olds within the Mobility Hub, and the City as a whole. This increase may be explained by the fact that the area has evolved into an arts and cultural center, attracting increasing numbers of young artists and students.

Compared to Hamilton as a whole, a greater proportion of children and dependents, as well as adults aged 25 to 44, live within the Mobility Hub. This suggests a still strong presence of families living within the study area. However, from 2006 to 2011, these age groups experienced a decline in overall population, suggesting that many families are moving out while few new families are moving in. Amongst the families currently living in the area, there exists a relatively small proportion of couples with children and a large number of single parent families. From 2006 to 2011, the number of couples with children decreased by 15% but the number of single parents in the area increased by 6%. Almost half



*Market at Cathedral Place*



of these single parents are raising two or more children, with most of these single parents being women. These numbers suggest that the area could benefit from affordable daycare and other social services within close proximity to transit.

Household tenure is almost evenly split between rental and ownership. Compared to Hamilton as a whole, a much larger proportion of residents in the study area have less than a high school education and live on a low income. Few high income households are living in the study area as compared to other parts of the City. Due to this socio-economic situation, affordable housing, transit and other social amenities will need to be accommodated to support this demographic.

The highest proportion of people work in manufacturing in the Mobility Hub, which is consistent with overall numbers for the City. Other major employment industries include construction, retail trade and health care.

### Household Income

Overall, household incomes in the Mobility Hub are lower than within Hamilton as a whole. Mobility Hub planning, therefore, must provide services, housing choice and transportation options to meet the needs of this population.

A few key income figures are identified below:

- 27% of households in the Mobility Hub have incomes less than \$20,000 per year compared to 16% for the City
- 9% of households in the Mobility Hub have incomes more than \$80,000 compared to 22% for the City
- 25% of tenant-occupied household in the Mobility Hub are spending more than 30% of their incomes on rent compared to 14% for the City
- 12% of owner-occupied households in the Mobility Hub are spending more than 30% of their incomes on major payments on their home compared to 13% for the City
- Average household income in the Mobility Hub is \$38,904 compared to \$57,890 for the City



*Mulberry Street Coffee House*





James Street North, just south of Cathedral Place



### 2.4.3 Built Environment

The Study Area includes a wide variety of building types, ages, tenures and quality. It is predominantly low rise in scale, containing one to two storey commercial, industrial or employment buildings, along with low-rise residential uses. A large number of buildings date from before 1900, and many have been identified as heritage resources. These are designated under Part IV of the Ontario Heritage Act, included on the City's Inventory of Buildings of Architectural and/or Historical Interest (the "Inventory"), and/or included in the City's Register of Property of Cultural Heritage Value or Interest (the "Register").

In the Barton-Tiffany area, much of the land is city-owned, including three large vacant former industrial properties along the rail corridor. The remaining lands are predominantly industrial/employment uses, as well as residential semi-detached or detached homes.

Along the Harbour are a number of marine-related uses and parks, including Bayfront Park, Pier 4 Park, Bayview Park, the Macassa Bay



*Christ Church Cathedral, a designated heritage building*

Yacht Club, Hamilton Bay Sailing Club, Leander Boat Club, the Royal Hamilton Yacht Club and Chamber of Commerce and the Hamilton Port Authority. The Waterfront also includes boat tour and cruise ship docking, restaurants and marine storage yards and supply warehouses. One of the few high-rise multi-unit residential buildings in the study area is on MacNab Street North at Guise Street West, adjacent to the waterfront.

James Street North is the area's main retail street. From Cannon Street to Murray Street, it is characterized by impressive architecture, including churches and commercial buildings. Its consistent three storey streetwall and retail sector give it a main street character that is valued by the community. Many art galleries are also concentrated along James Street North in this area, and it has been designated the James Street North Art District. North of the CN rail line, James Street North becomes more residential in character.



*Strong main street with vibrant retail along James Street North is highly valued by the community*



In the mid-1980s, James Street North (from King Street to Strachan Street) was identified as having a concentration of cultural heritage resources and was examined as a potential Heritage Conservation District. Although the District Plan was not adopted by Council, the draft District Plan and Background Reports identify the area as being of potential value as a cultural heritage landscape.

The CN Rail Corridor creates a significant barrier between the north and south sides of the Study Area. On the south side it is edged by industrial and employment buildings, while on the north side there is a wide right of way with residential homes along the north side of Strachan Street.



*Royal Hamilton Light Infantry Heritage Museum (John Weir Foote, VC, CD, Armoury)*



#### 2.4.4 Market Conditions

In general, rising home prices in Hamilton have priced-out some first time home buyers. A low rental vacancy rate (~3 %) has increased the cost of rent but residential conversions are providing affordable housing options. Within parts of the Study Area, the highest demand is for bachelors and 3 bedroom units, suggesting that there is a large population of single people and families seeking housing in the Study Area.

Average rents are:

- Residential: \$ 510 for bachelor units, \$ 660 for 1 bedroom units, \$ 790 for 2 bedroom units, \$ 930 for 3 bedroom units
- Achievable commercial rents are in the range of \$600 to \$900



*Heritage homes in the Mobility Hub Study Area*



## 2.4.5 Existing Travel Behaviour

Within the Study Area, fewer people use cars to travel to work, while more people use transit and active transportation modes, compared with the rest of Hamilton. Mobility Hub plans must recognize and support this, providing enhanced transit service and safe, convenient and well-connected active transportation networks.

Key figures include:

- 17% of people take public transit to work in the Mobility Hub compared to 9% for the City
- 13% of people use active transportation to get to work in the Mobility Hub compared to 6% for the City



*Car ownership is lower in the Mobility Hub compared to the rest of the City, therefore efficient transit is critical*









03

# Key Directions

# Section Three

## Key Directions

### 3.1 The Vision

**The vision for the James Street North Mobility Hub is of a seamless multi-modal community with excellent regional and local transit linking residents and visitors to opportunities within the Hub and across the region. The Mobility Hub Study will embrace and strategically plan for the future, while recognizing and respecting that the area's strengths are rooted in its natural beauty, access to the downtown and waterfront, historic architecture and industrial roots, and the vibrancy of its arts and cultural communities.**

**As the Mobility Hub continues to change, growth will be accommodated along lively and animated mixed-use and mid-rise main streets, which will anchor adjacent stable residential neighbourhoods.**

### 3.2 Guiding Principles

**The Mobility Hub will be guided by the following 10 Guiding Principles.**

- 1 A Balanced Mobility Mix -**  
The Mobility Hub Study will be based upon providing appropriate priority to all modes of travel including:
  - a. Walking;
  - b. Cycling and other forms of active transportation;
  - c. Transit;
  - d. Ride-sharing and taxis; and
  - e. Private motorized vehicles.
- 2 Connected -**  
Provide strong connections from the GO station to the community and nearby key destinations including:
  - a. Downtown and James Street North;
  - b. Waterfront and GO Station;
  - c. Hamilton General Hospital;
  - d. Barton-Tiffany Area; and
  - e. The Piers.



**3 Walkable & Inviting Streets & Open Spaces -**

Streets within the Mobility Hub will be pedestrian-oriented, and accessible for people of all ages and abilities. They will be framed by animated building edges with wide sidewalks, weather protection, lighting and way-finding.

**4 Protect Existing Neighbourhoods -**

Stable residential neighbourhoods will be protected from undesirable development and intensification. Taller buildings will be designed and located to minimize shadowing, overlook and other adverse impacts.

**5 Develop at an Appropriate Scale, Form & Density -**

Intensification will be encouraged, where appropriate, through low-impact density and within close proximity to transit. Development will repair gaps in the built environment and be sensitive to community context and character, such as the existing James Street North streetwall.



## **6 Design Excellence for Buildings & Streetscapes -**

New buildings and public spaces are to be designed with the highest built form standards. New development will not mimic existing building materials and style but will maintain the rhythm and scale of the neighbourhood and integrate existing built, natural and heritage elements.

## **7 Mix of Uses Within the Primary & Secondary Zones -**

Development within the Mobility Hub aims to create a vibrant mixed use community that supports existing and new transit infrastructure.

## **8 Strategic Parking Management -**

The neighbourhood parking inventory will be retained, and parking will continue to support local retail and commuters accessing the GO Station. Parking management strategies should facilitate infill or redevelopment, protect the character of stable neighbourhoods, and strengthen urban design by maximizing the use of shared public parking resources in strategic locations.

## **9 Promote the Arts -**

The Mobility Hub Study recognizes the importance of the James Street North arts community to the study area and the City of Hamilton at large. The study will reinforce the area's role as a creative centre and livable space for entertainment, leisure, and civic activities.





**10 Flexible Plan that Accommodates Growth and Change -**

Phasing strategies will account for long-term growth and market changes, as well as measures to evaluate and monitor implementation progress.



### 3.3 Mobility Hub Boundaries

**The general Mobility Hub Study Area includes three zones, each of which has a different vision for the future, along with specific priorities and recommendations.**

At the basic level, Mobility Hub boundaries have been defined by Metrolinx as follows:

- The Primary Zone – The area within a 250 metre radius of the transit station. This area has the greatest potential for change through redevelopment.
- The Secondary Zone – The area within a 400 metre radius of the station that is less directly impacted by development, but will see enhanced connections, facade improvements, etc.
- The Tertiary Zone – An 800 metre transition zone from the Station, between the Mobility Hub and adjacent neighbourhoods, where little impact is anticipated.

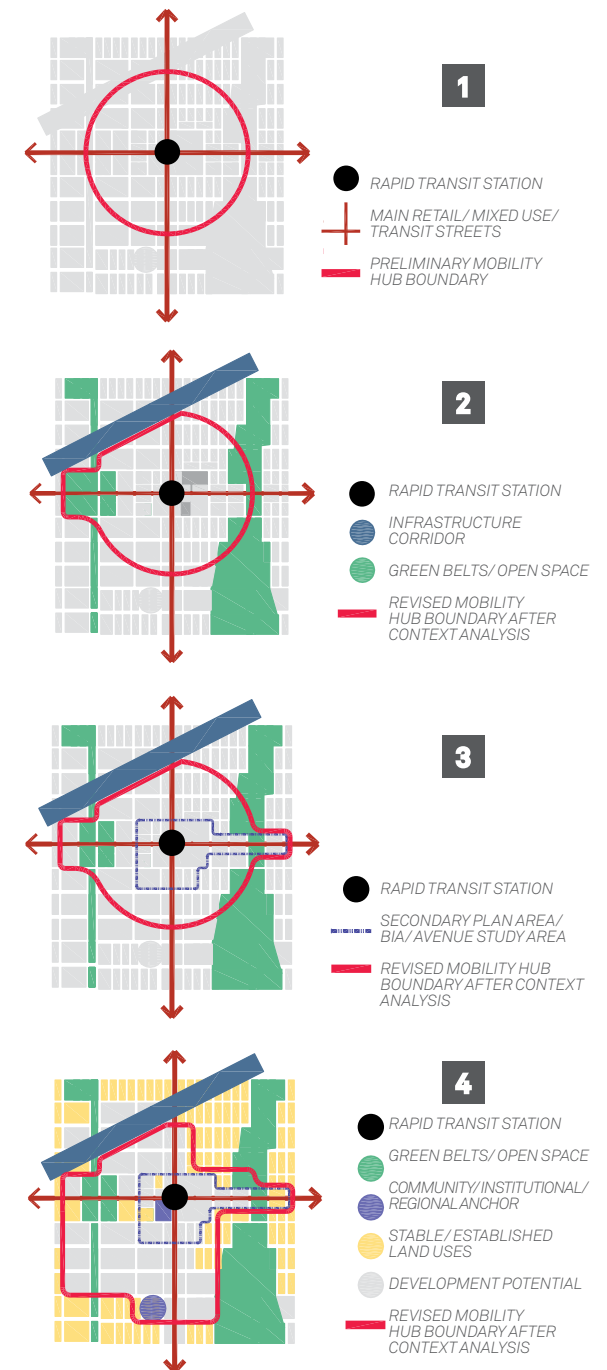
In addition to these general guidelines, the specific planning area for a Mobility Hub Study should be more carefully determined based on local context such as physical/environmental

features, infrastructure barriers, relation of the Mobility Hub planning area to other planning areas and policies, existing land use types, regional destinations and other site-specific information.

To determine the boundaries for the James Street North Mobility Hub, an opportunities and constraints review was conducted. It considered existing character, environmental features and barriers, land use type and the legislative, policy and planning framework. This review also included detailed site and neighbourhood mapping analysis, public consultation, Focus Group meetings and a workshop with City staff. Based on this background work, the primary, secondary and tertiary zone were identified as shown in the map on the right.

#### Density Targets for Mobility Hubs

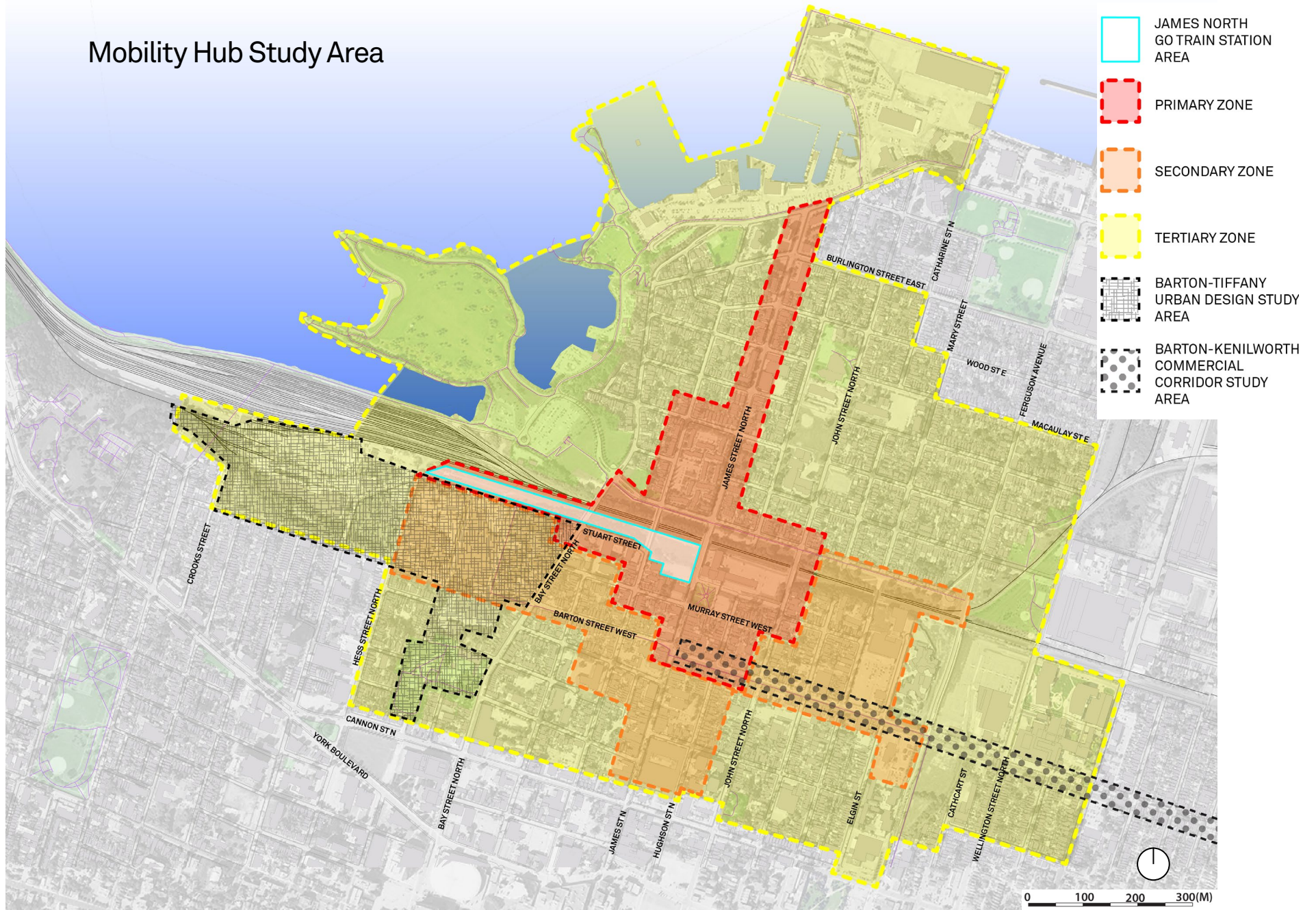
Ontario's Ministry of Transportation has identified suggested minimum density thresholds for areas within a 5-10 minute walk of transit (Ontario Ministry of Transportation, Transit Supportive Guidelines, 2012). For frequent transit service, such as the GO service, this guideline suggests a minimum of 37 dwelling units per hectare. This minimum density in close proximity to transit will help to promote transit ridership and will



*The diagrams illustrate how the Primary, Secondary and Tertiary Zones are determined at a Mobility Hub (credit: Metrolinx Mobility Hub Guidelines)*



# Mobility Hub Study Area



Study area map showing the GO Station Area, Primary, Secondary and Tertiary Zones

ensure that a significant number of people will have quick and convenient access to service. This is the recommended level for the current GO service, but in the context of the anticipated rapid transit along James St North, the recommended minimum density could rise to 72 units per hectare.

In the Mobility Hub today, there is a density of approximately 15 dwelling units per hectare, although two of the Focus Areas (A and D) have densities up to approximately 40 units per hectare. Recommendations for the Mobility Hub promote appropriate intensification, generally in the form of mid-rise development. This development fits well within the existing context, but can also increase density where needed to meet the recommended threshold.

In some areas, tall buildings may be appropriate, given adjacent land uses, lot characteristics and context. Tall buildings in close proximity to rapid transit will further help to reach density targets, but are only recommended where site conditions and context are appropriate. These locations are noted in the following sections, and the Criteria for Taller Buildings can be found in Appendix D.

### 3.4 Focus Areas

**Focus Areas are smaller study areas within the Mobility Hub that are expected to undergo the greatest change due to intensification pressures, increases in pedestrian and vehicular traffic, mobility hub programming and capital investment.**

It is within these areas that guidelines to direct strategic investments in the public and private realm will have the greatest impact.

The map on page 44 identifies the location of the six Focus Areas within the James Street North Mobility Hub.

These are:

1. Focus Area A: James Street North from the GO Station to the Waterfront
2. Focus Area B: Strachan Street Green Corridor

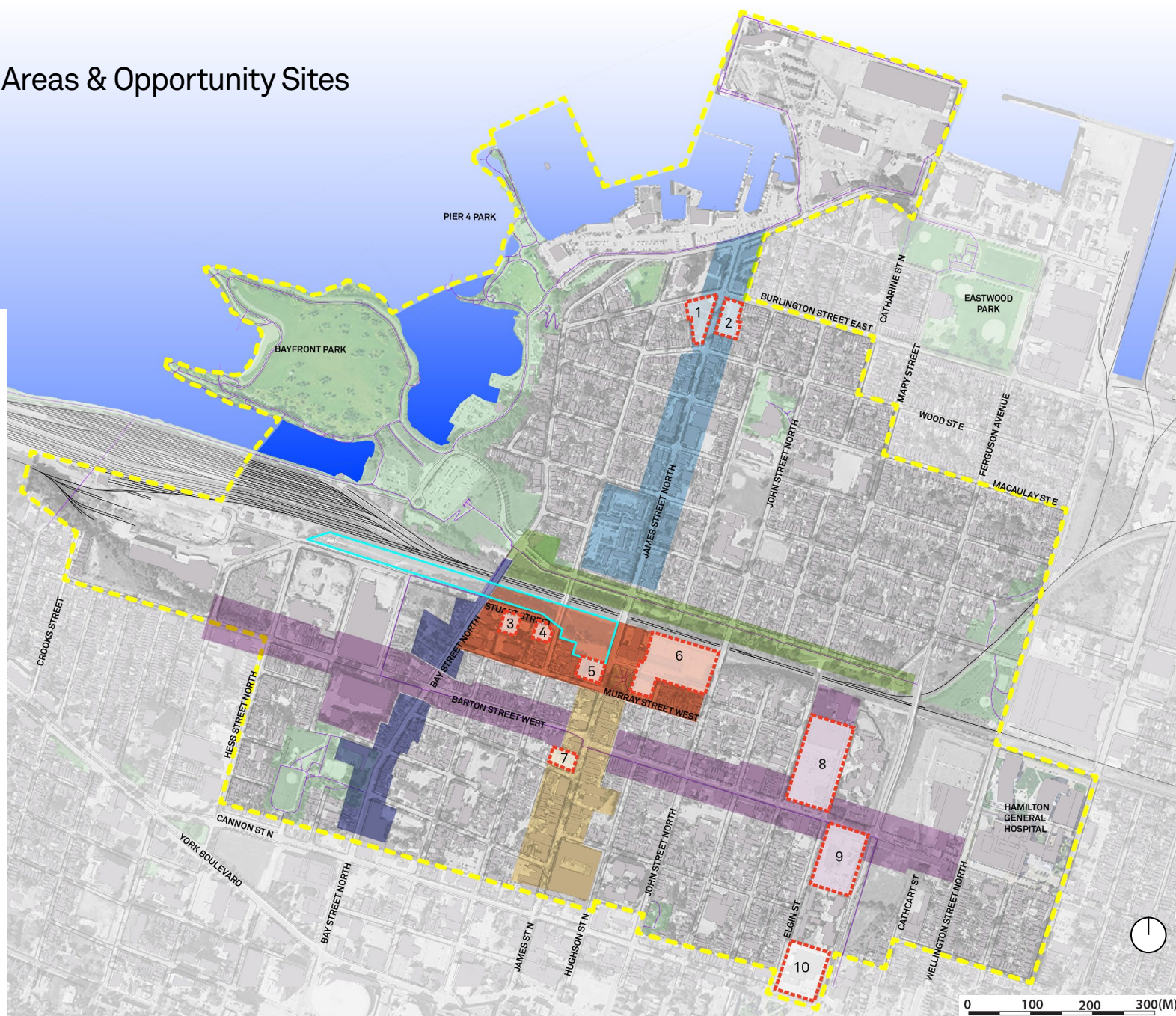
3. Focus Area C: Station Area
4. Focus Area D: James Street North from Cannon Street to the GO Station
5. Focus Area E: Barton Street West
6. Focus Area F: Bay Street

Section 3.4 examines the opportunities and constraints identified for each Focus Area, as well as Key Directions for revitalization. Additionally, Opportunity Sites have been identified within the Focus Areas. Opportunity sites are properties determined to be most appropriate for redevelopment that are used to demonstrate how Focus Area directions can be implemented.



# Focus Areas & Opportunity Sites

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



Study area map showing Focus Areas and Opportunity Sites



### 3.4.1 Opportunity Sites Selection Process

#### Typical Conditions

Property depth plays an important role in the feasibility of a site to be developed at a mid-rise (or taller) height, due to angular planes and setback requirements. For example, the deeper the site, the easier it is to comply with the building design guidelines and still achieve a viable building envelope. The average property depth along James Street North and Barton Street West is between 30 to 40 metres, however, many sites are significantly deeper.

Property width also plays a role in determining development potential, but to a lesser extent than depth. Where properties are narrow, consolidation of multiple properties may be required to create a viable development site, adding complexity to the development process.

Property and building widths in the Study Area are generally narrow, creating a rhythmic pattern of storefronts and/or residential building entrances on James Street North and portions of

Barton Street West. There are several exceptions on both streets including the John Weir Foote Armoury and Christ Church Cathedral along James Street North and the surface parking lots along Barton Street West, east of James. In addition, building footprints are typically located at the front property line along James Street North, while some land uses along Barton Street West, such as car repair shops, funeral homes and grocery stores, have large setbacks from the front property line.

Along James Street North, existing building heights are predominantly three storeys, while along Barton Street West, heights tend to range between two to three storeys. Much of the remaining Mobility Hub is comprised of stable residential neighbourhoods.

Given these existing conditions, the two streets with the greatest ability to accommodate opportunity sites are James Street North and Barton Street West. A number of properties should be excluded from future development due



*Properties that are very narrow and contain a mix of uses are less likely to redevelop in the short to medium term*



to their contribution to local heritage character and value.

### Selection Process

The Mobility Hub is an active development area undergoing increasing intensification. Presently, 20 Site Plan Applications exist within the Mobility Hub, with more applications expected as the area evolves.

By identifying sites that have short to medium-term development potential, the Mobility Hub Study can anticipate expected development in the area, including projected population, and employment numbers, which can be used to help identify transportation and other needs.

A property-by-property site analysis was conducted to identify sites that may have development potential in the short to medium-term, either as stand-alone sites or as part of consolidated properties. Input was provided by stakeholders through the Technical Advisory Committee (TAC), Focus Group and the public at the first two public meetings. These Opportunity

Sites were identified to understand the impacts of the recommendations on the Mobility Hub as a whole and, more specifically, on the respective Focus Areas.

The scale, massing and accompanying projected residential and employment projections for each opportunity site are discussed within each Focus Area section below.

By identifying site characteristics, properties with little or no development potential can be eliminated from consideration as Opportunity Sites. The following criteria were used to determine which sites may be subject to development interests and which would be less likely subjects:

1. Property Depth: An analysis of lot depths, as measured from the front property line to the rear property line. Generally, it is challenging to provide the below grade parking structures necessary for mid-rise buildings, as well as all angular plane and setback requirements, on properties with depths less than 35



*Under-utilized surface parking lots are key candidates as Opportunity Sites and redevelopment can significantly impact the public realm (Top: parking lot at north west corner of James St N and Colbourne St. Bottom: parking lot at north west corner of James St N and Murray St.)*

metres. These sites were eliminated from the selection process.

2. **Property Width/Ownership:** A large number of lots within the Mobility Hub are too narrow to develop at heights taller than low-rise. Properties less than 10 metres in width, and under fragmented ownership, are difficult to redevelop unless consolidated. This is possible, but likely to be difficult and expensive and therefore redevelopment is likely to take many years.
3. **Special Sites:** There are several buildings/sites that the City, consultant team and community members feel contribute to the area's architecture and character. Many of these sites have been designated under the Ontario Heritage Act, and therefore, should not be redeveloped.
4. **Large Buildings:** Existing tall buildings (greater than 12 storeys), multi-unit residential buildings and/or buildings with a large footprint are not likely to redevelop in the short to medium-term.

5. **Rental Housing:** Protection of rental housing is a City priority. The City's rental housing stock is less likely to redevelop than other buildings because of existing policies that require the protection of rental housing.
6. **Likelihood of Current Use Being Redeveloped:** In some instances, due to the nature of existing institutional and community uses, redevelopment will be unlikely in the short-term.
7. **Existing Lot Use:** Properties that have pedestrian-oriented, mixed-use or residential uses are less likely to redevelop than properties that have a very low-density and automobile-oriented focus, such as surface parking lots or aging industrial properties. Redevelopment of these sites will have the most significant impact on the streetscape.

Based on the analysis described above, ten potential Opportunity Sites were identified. The map on page 49 identifies these Opportunity Sites.



*Buildings that have architectural or cultural significance should be carefully preserved in any redevelopment endeavour.*



## Demonstration Plans

Sections 3.4.2 to 3.4.7 (Focus Areas) include conceptual Demonstration Plans illustrating a maximum built form envelope for each Opportunity Site. It is important to recognize that these envelopes represent the building mass, but do not represent a building design nor entitlement to a specific density. Under special circumstances, additional heights of up to two storeys beyond what is identified may be allowed within larger Opportunity Sites if the development can demonstrate conformity with the Criteria for Taller Buildings in Appendix D.

The built form envelopes were determined by applying recommendations that evolved over the course of the Mobility Hub Study based on the objective of accommodating appropriate intensification. The Demonstration Plans address site specific factors including site orientation as it relates to sunlight and shadows, adjacent land uses, existing built form and the width and type of the adjacent streets.

Opportunity Sites 8, 9 and 10 were reviewed with respect to the Criteria for Taller Buildings, and it was determined that these sites could accommodate tall buildings. This is due to existing



*Some standard assumptions for new buildings include a taller ground floor height, and access/servicing off of side streets - this will enhance the pedestrian realm*

adjacent land uses and because they have lots depths greater than 50 metres (see Appendix D for detailed criteria for taller buildings).

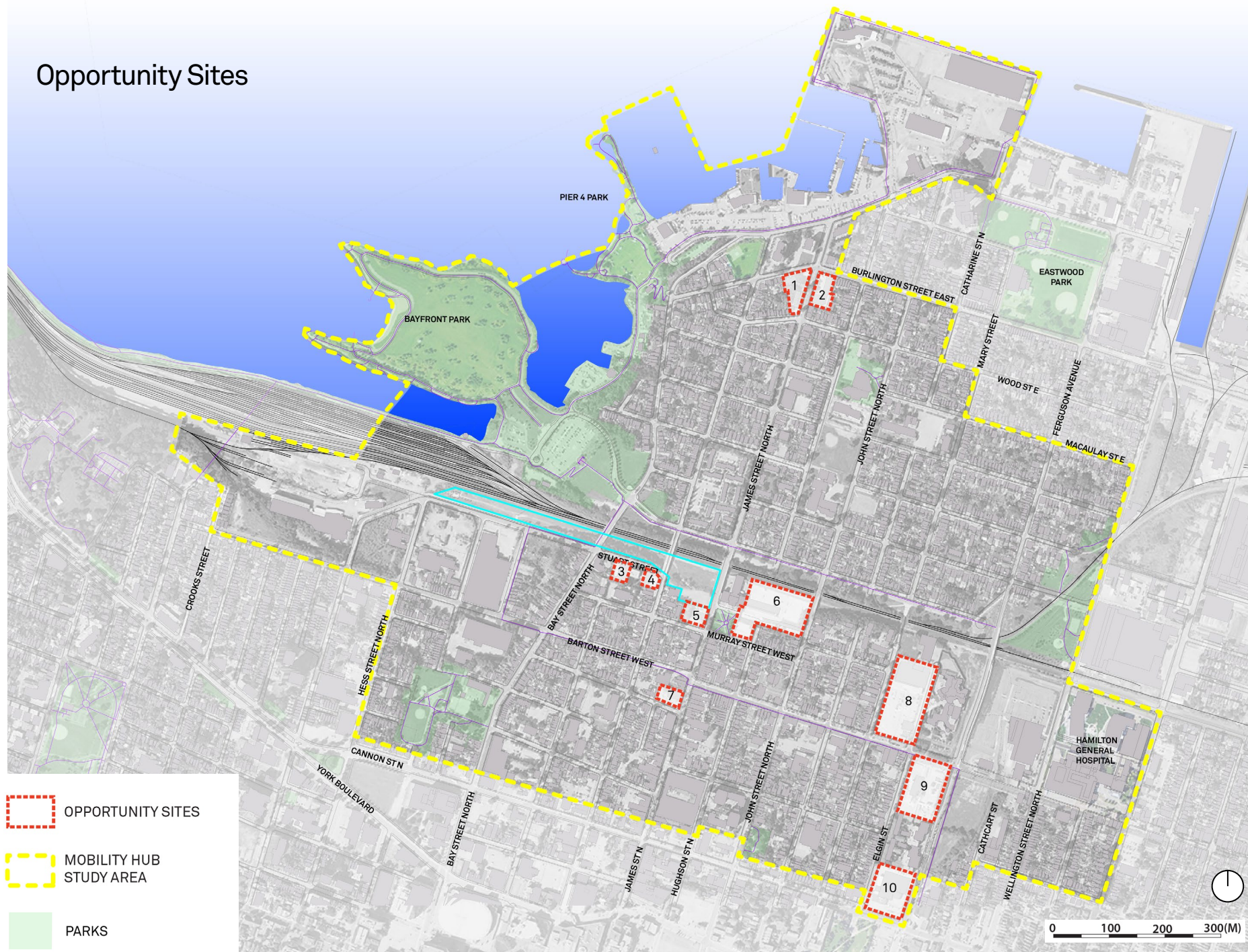
The built form envelope for each Opportunity Site assumes the following:

- 4.5 metre ground floor height for flexible retail/commercial/office uses;
- 3.0 metre residential floor height for the floors above the ground floor;
- Unless otherwise specified, all buildings should apply a 7.5 setback from the rear property line;
- Generally, vehicular access and servicing should be located off of side streets or to the rear of buildings so as to minimize impact on transit service and pedestrian movement along main streets like James Street North.

Appendix C includes the result of shadow testing for each of the Opportunity Sites. The date chosen for this testing is March 21st, consistent with the City of Hamilton's Site Plan Guidelines. The results of this testing informed building massing to ensure that buildings will not cause undue shadowing on neighbouring properties or sidewalks.



# Opportunity Sites





### 3.4.2 Focus Area A – James Street North to the Waterfront

Focus Area A includes James Street North and the properties that front onto this street from the rail corridor north to Guise Street. Key destinations within this area include Piers 6 to 8, the Royal Hamilton Yacht Club, the waterfront outdoor skating rink, the waterfront trail and the HMCS Haida National Historic Site. Of particular note, plans for Pier 8 include approximately 1,600 residential units within a mixed use development.

#### 3.4.2.1 Key Directions

##### Connectivity

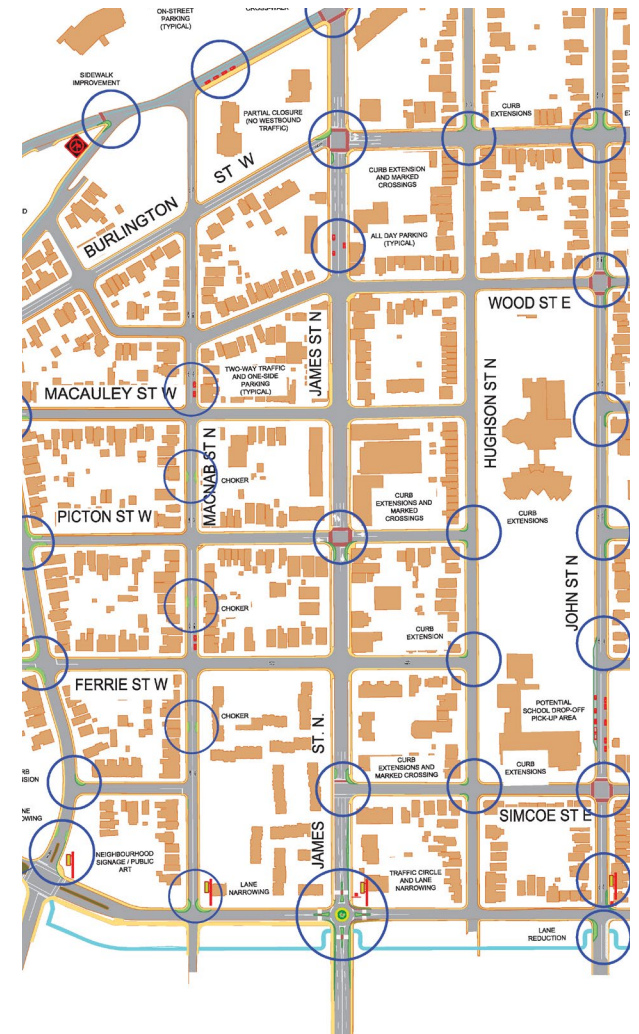
As 1,600 new residential units are built at Pier 8 and the GO Station opens, improvements to the public realm and wayfinding system between the waterfront and the GO Station will be critical. Enhanced design standards should reinforce James Street North as a pedestrian link between the GO Station and the waterfront. It is important to ensure strong connectivity along James Street North from Piers 6 to 8 to Focus Area B – Strachan Street Green Corridor and Focus Area C – Station Area. This study adopts the streetscape

recommendations from the North End Traffic Management Study, including:

- An improved intersection design at James Street North and Strachan Street, acting as a gateway feature and reducing traffic speeds on James Street North;
- Curb extensions and marked crossing at the intersection of James Street North and Simcoe Street East, James Street North and Picton Street West and James Street North and Burlington Street West;
- A new all-way stop and raised crosswalk at James Street North and Guise Street; and
- Extending the street grid to Piers 6 to 8.

##### Land Use and Building Heights

Land uses along this stretch of James Street North include Medium Density Residential 1, Mixed Use and Prime Retail as identified in the West Harbour Secondary Plan, Schedule M-2: General Land Use. In general, these uses are consistent with the Mobility Hub Study with the exception that lands within the focus area designated Medium Density Residential 1



The North End Traffic Management Plan has identified right-of-way and intersection improvements to James Street to the Waterfront.

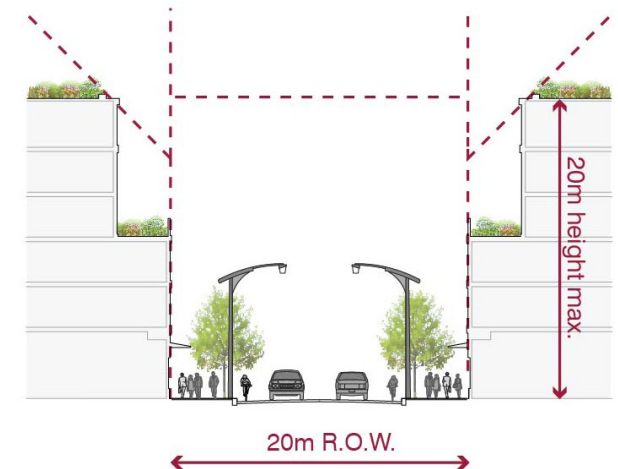
should allow both residential and street-related commercial and/or community uses.

As identified in the West Harbour Secondary Plan, Schedule M-4 Building Heights, allowable heights within the Focus Area are 2-4 storeys between Strachan Street and just south of Burlington Street West. The south-west, south-east and north-east corners of James Street North and Burlington Street West have allowable heights of 3-5 storeys while the north-west corner has an allowable height of 4-6 storeys.

Building heights along this stretch of James Street North should be mid-rise in scale. For the purposes of this report the definition of a mid-rise building has been adopted from the Toronto Avenues and Mid-Rise Buildings Study. Mid-rise buildings are generally defined as being no taller than the width of the street right-of-way (R.O.W.) or between 5 and 11 storeys.

The as-of-right height of a mid-rise building should be determined by a series of factors. The maximum height is established based on a 1:1 ratio where the maximum height of a building is equivalent to the width of the right-of-way. The ability to realize the maximum height is tempered by angular planes applied to the front and rear property lines.

Not all sites on James Street North will be able to achieve the maximum height as some properties are physically constrained. As the stretch of James Street North within in Focus Area A has a R.O.W. of 20 metres, the maximum building height should be six storeys (4.5 metres height of commercial ground floor plus five residential floors at a height of 3.0 metres per storey). All new buildings along this stretch of James Street North must achieve a minimum height of 10.5 metres (approximately 3 storeys) at the street frontage.



*Maximum allowable height is determined by the width of the public right-of-way (all references to the R.O.W. or R.O.W. widths, denotes the public R.O.W.).*



### Built Form

Buildings along this stretch of James Street North should frame the street. The overall building massing will help to create a well-defined and sensitive transition between the street and adjacent neighbourhoods, provide intensification opportunities, reinforce existing commercial uses and enhance the character of the street. New buildings should be consistent with the Opportunity Site recommendations identified below.

- Front step-backs should occur above the second or third storey, recognizing the importance of a consistent streetwall and that diverse podium heights along the street create interest in the urban fabric. Minimum step-back depths of 3.0 metres should apply to the James Street North frontage.

- On corner properties, side yard step-backs should be 2.5 metres deep. For building facades on a shared property line or any mid-block condition:
  - The podium (up to three storeys) may be built up to the property line.
  - Above the podium (at the top of the second or third storey), buildings should step-back a minimum of 1.2 metres.
- Sidewalk widening will be achieved through building setbacks where required. New developments should be set back to create a minimum 4.9 metre boulevard.

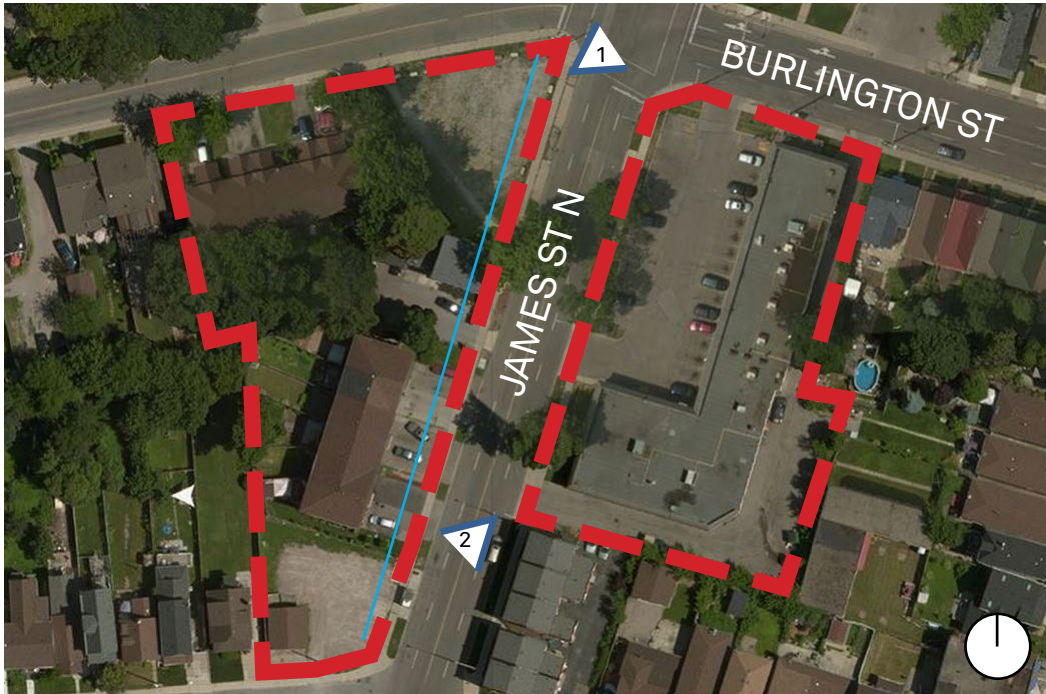
### 3.4.2.2 Opportunity Sites

#### Opportunity Site One

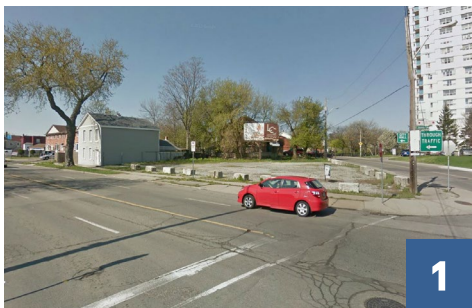
Opportunity Site One is located along the south side of Burlington Street West, west of James Street North and north of Wood Street East. It includes the properties at A1 Burlington Street West, B1-B6 James Street North, 577 James Street North, 571 James Street North and C1 Wood Street West. This site has an approximate width of 110 metres and an average depth of 38 metres. Existing uses include two vacant lots, two storey row-homes and one single family two storey detached house.

Redevelopment of this site will improve the streetscape and strengthen the urban fabric through a more defined street edge. The lands are appropriately designated as mixed-use and prime retail; however, the maximum building height should be increased to six storeys from the four and five storey maximum heights presently permitted.

# OPPORTUNITY SITES 1 & 2 EXISTING CONDITIONS



BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 1 - Vacant Lot & Residences				
A1 Burlington St. W	34.8	37.5	1,238.0	2.0
B1 James St. N	37.5	32.3	117.8	0.0
577 James St. N	18.5	21.4	395.2	2.0
571 James St. N	8.0	27.3	219.2	2.0
B2 James St. N	5.2	38.3	189.6	2.0
B3 James St. N	5.2	36.4	189.3	2.0
B4 James St. N	5.2	33.9	183.8	2.0
B5 James St. N	5.2	31.5	181.2	2.0
B6 James St. N	8.0	28.5	213.7	2.0
C1 Wood St. W	18.6	21.1	465.0	1.0
	146.2		3,392.8	
Opportunity Site 2 - Strip Mall at NW corner of James St. N & Burlington St. W				
574 James St. N	77.2	42.1	3,232.0	1.0
	77.2		3,232.0	



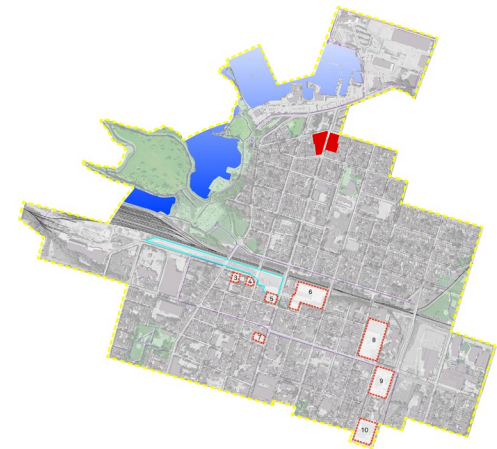
**Site 1 Existing Use:**

- Vacant lot
- Apartment building
- Row houses
- Single detached house



**Site 2 Existing Use:**

- Single storey strip retail with surface parking





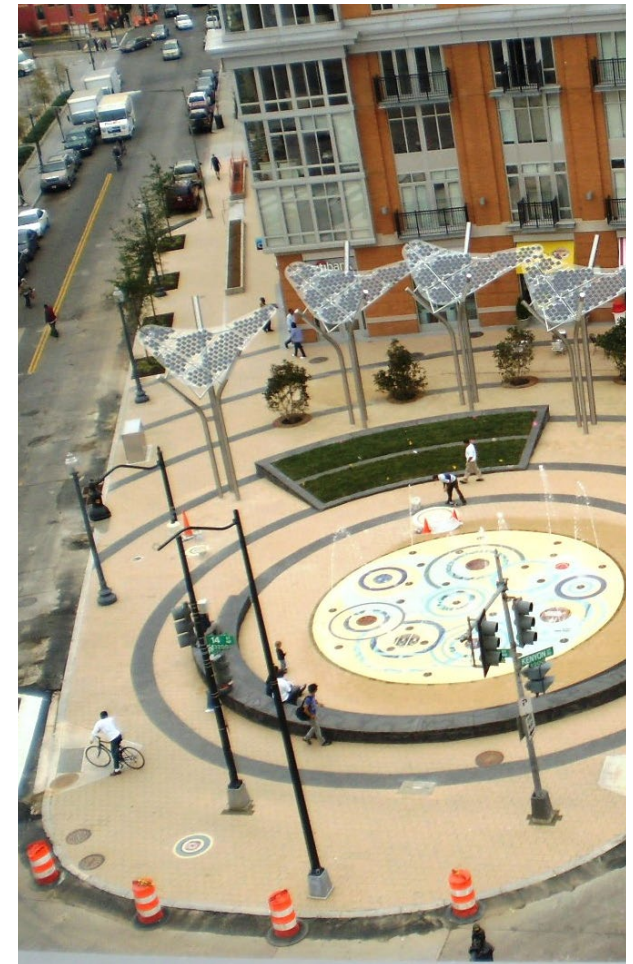
The demonstration plan for Opportunity Site One consists of two mixed-use buildings. The first building should have:

- A maximum height of 10.5 metres (3 storeys).
- Retail at grade.
- A minimum 3.0 metre stepback above the second floor to maintain a complementary streetwall and provide adequate space for an outdoor terrace.
- Vehicular access and servicing should be located off of Wood Street West so as not to impede transit service and pedestrian movement along James Street North.

The second building should have:

- A maximum height of 20 metres (6 storeys).
- Retail at grade.
- A minimum 3.0 metre step-back above the third floor to maintain a complimentary streetwall and provide adequate space for an outdoor terrace.

- A 5.5 metre step-back above the third floor along the north-eastern edge of the building facing the plaza.
- A plaza with a minimum 15 metre daylighting triangle should be provided at the corner of Burlington Street West and James Street North as illustrated in the demonstration plan.
- Vehicular access and servicing should be located off of Burlington Street West.



*Example of an urban plaza/daylight triangle to accommodate high volumes of pedestrians*

### Opportunity Site Two

Opportunity Site Two is located at 574 James Street North at the northwest corner of James Street North and Burlington Street West. The existing property is a single storey strip mall, with street fronting surface parking. The property is under-utilized and thus provides opportunity for intensification and an improved streetscape.

Similar to Opportunity Site One, the pedestrian realm in this location could be greatly improved with a more urban built form that frames the street and restricts front driveways from crossing the public sidewalk.

The lands are appropriately designated as mixed-use and prime retail; however, the maximum building height should be increased to six storeys from the four and five storey heights presently permitted.

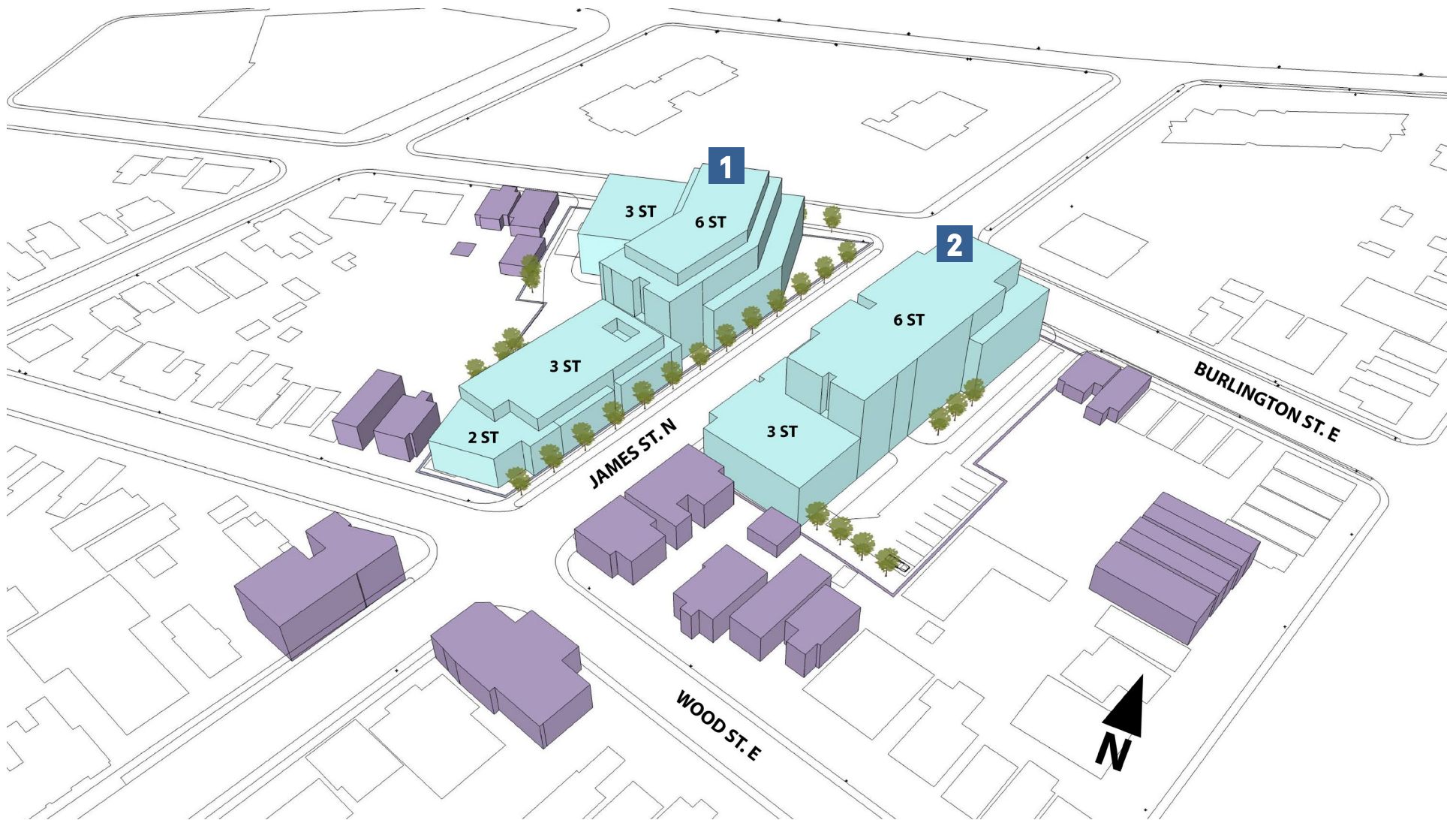
The building should have:

- A maximum height of 20 metres (6 storeys).
- Retail at grade.
- A minimum 3.0 metre stepback above the third floor to maintain a complementary streetwall and provide adequate space for an outdoor terrace.
- Vehicular access and servicing should be located off of Burlington Street West.



*An example of stepbacks above the third storey*





## OPPORTUNITY SITE 1 & 2 DEMONSTRATION PLAN

## OPPORTUNITY SITE 1

GFA: 8,800 m2

Units: 77

Residential Population: 136

Employees (Retail): 50

## OPPORTUNITY SITE 2

GFA: 8,460 m2

Units: 78

Residential Population: 137

Employees (Retail): 30



*New development should reinforce the existing commercial uses and enhance the character of James Street North*



### 3.4.3 Focus Area B – Strachan Street Green Corridor

Focus Area B includes the open space reserve lands between Strachan Street and the rail corridor from Ferguson Avenue to Bay Street North. These lands were originally intended to accommodate a perimeter road but have been vacant since the decision to build the road was cancelled. The lands hold much promise as a multi-use path, which can celebrate the various neighbourhoods it crosses. A well designed multi-use path can help stitch the Hub together, connecting to the Waterfront Trail system at Bay Street in the west and continuing south across the Ferguson Avenue Bridge to connect to the planned trail along Birge Street to the east.

#### 3.4.3.1 Key Directions

##### Connectivity

Key directions identified for Focus Area B primarily focus on the design of an attractive, convenient and safe pedestrian and cyclist multi-use path and linear park. However, the study does adopt key recommendations for Strachan Street from the North End Traffic Management Plan. These recommendations include:

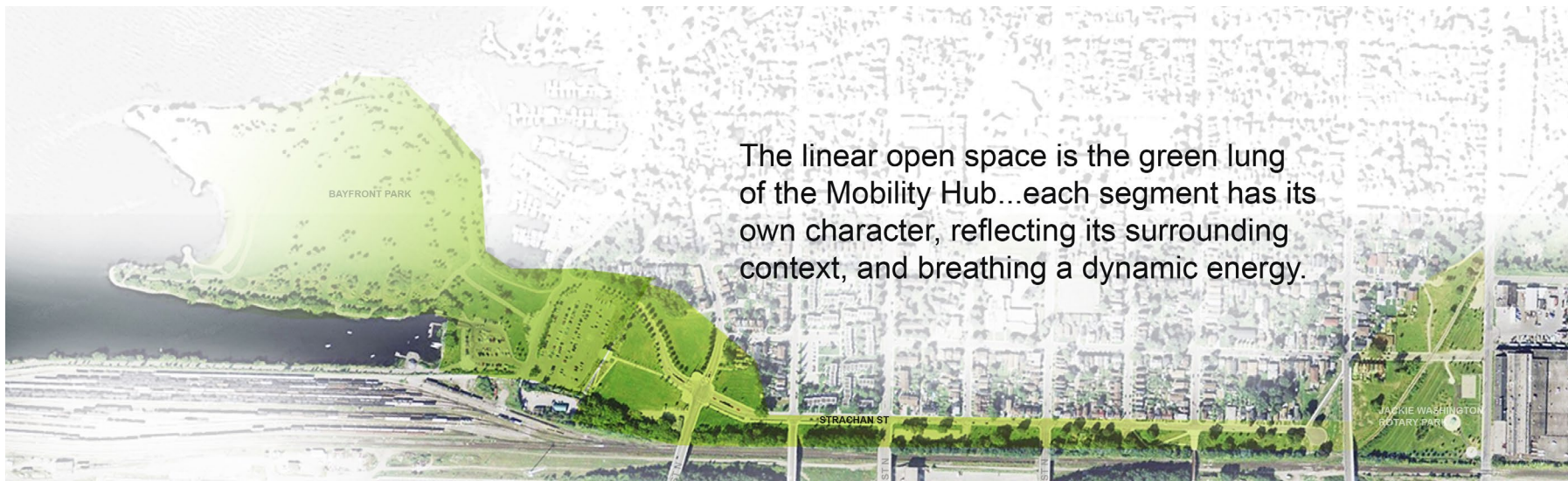
- An improved intersection design at James Street North and Strachan Street, acting as a gateway feature and reducing traffic speeds; and
- Lane narrowing at the intersection of MacNab Street and Strachan Street to help safely control traffic speeds.

##### Multi-Use Path

The Strachan Street Green Corridor is a linear open space with the potential to become the green lung of the Mobility Hub. It bisects three distinct character areas, where the design of

the path should celebrate the area's waterfront, natural topography and industrial past and present. These areas will lend distinct points of interest to the multi-use path, reflecting each area's unique context, and injecting a dynamic energy that can grow in tandem with the James Street North Art Community and Mobility Hub at large.

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



Waterfront



Water Garden



Urban Lawn



Post Industrial Park



Industry





### Blue/Water Feature at Bay Street

The western edge of the Green Corridor connects to the waterfront trail at Bay Street. This portion of the trail could announce its relationship to the waterfront through water features such as those illustrated in the image.



*Image depicting the Blue/Water Feature segment*



### Green/Urban Lawn at James Street North

The central portion of the trail, where the path intersects with James Street North, is the heart of the Green Corridor. At this location, the James Street North arts community should be celebrated through locally designed artwork. The

design must also integrate well with the North End Traffic Management Plan recommendation to develop an improved intersection in this location. The image that follows is conceptual but consistent with the planned cross-section for the right-of-way shown on page 62.



Image depicting the Green / Urban Lawn segment



### Red/Post-Industrial District near Ferguson Avenue

The eastern portion of the path, where the green corridor meets Ferguson Avenue, has a primarily industrial character. This character can be

recognized through public art and landscaping that speaks to Hamilton's industrial past and present, as conceptualized in the image below.



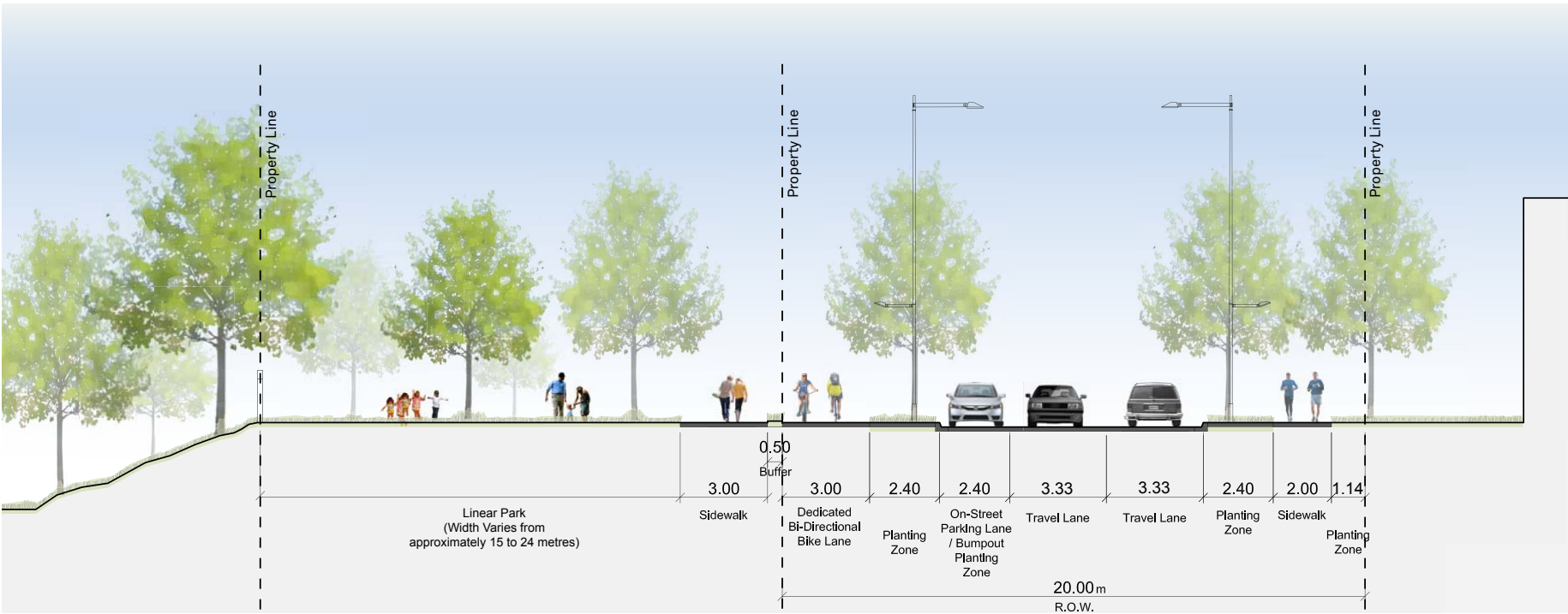
*Image depicting the Red / Post-Industrial segment*

R.O.W. Recommendations

The right-of-way (ROW) illustrated below is one option for accommodating a multi-use path and linear park within the under-utilized green space south of Strachan Street.

The ROW includes:

- A physically separated bi-directional bike lane;
- Linear Park adjacent to the rail corridor;
- Two vehicular travel lanes; and
- On-street parking along the south side of the street throughout the day.



Typical cross-section recommended for the Strachan Street Green Corridor (20 metre ROW)



### 3.4.4 Focus Area C – Station Area

The Station Area is directly associated with James North GO Station and LIUNA Station. It includes the lands south of the rail corridor, north of Murray Street, west of John Street North and east of Bay Street North.

#### 3.4.4.1 Key Directions

##### Connectivity

- Create a wide east-west crosswalk on the north side of the James Street North-Murray Street intersection and create a highly-visible, marked walkway with special paving treatments connecting James North GO Station and LIUNA Station. This will help to draw pedestrians to the crosswalk, rather than crossing mid-block, and indicate to private vehicles that this area has high pedestrian traffic. This crosswalk would have to be evaluated against potential delay impacts on bus traffic.
- Set back the eastern edge (fronting James Street North) of any future development at the north-west corner of James Street

North and Murray Street a minimum of 8.0 metres to provide space for a wide boulevard connected to the GO Station transit plaza. Paving materials for the boulevard should be complementary to both the adjacent transit plaza and crosswalk.

- Convert Macnab Street North from a one-way to a two-way street in accordance with the City's Transportation Master Plan.
- Provide strong pedestrian and cycling connections between the Station Area and

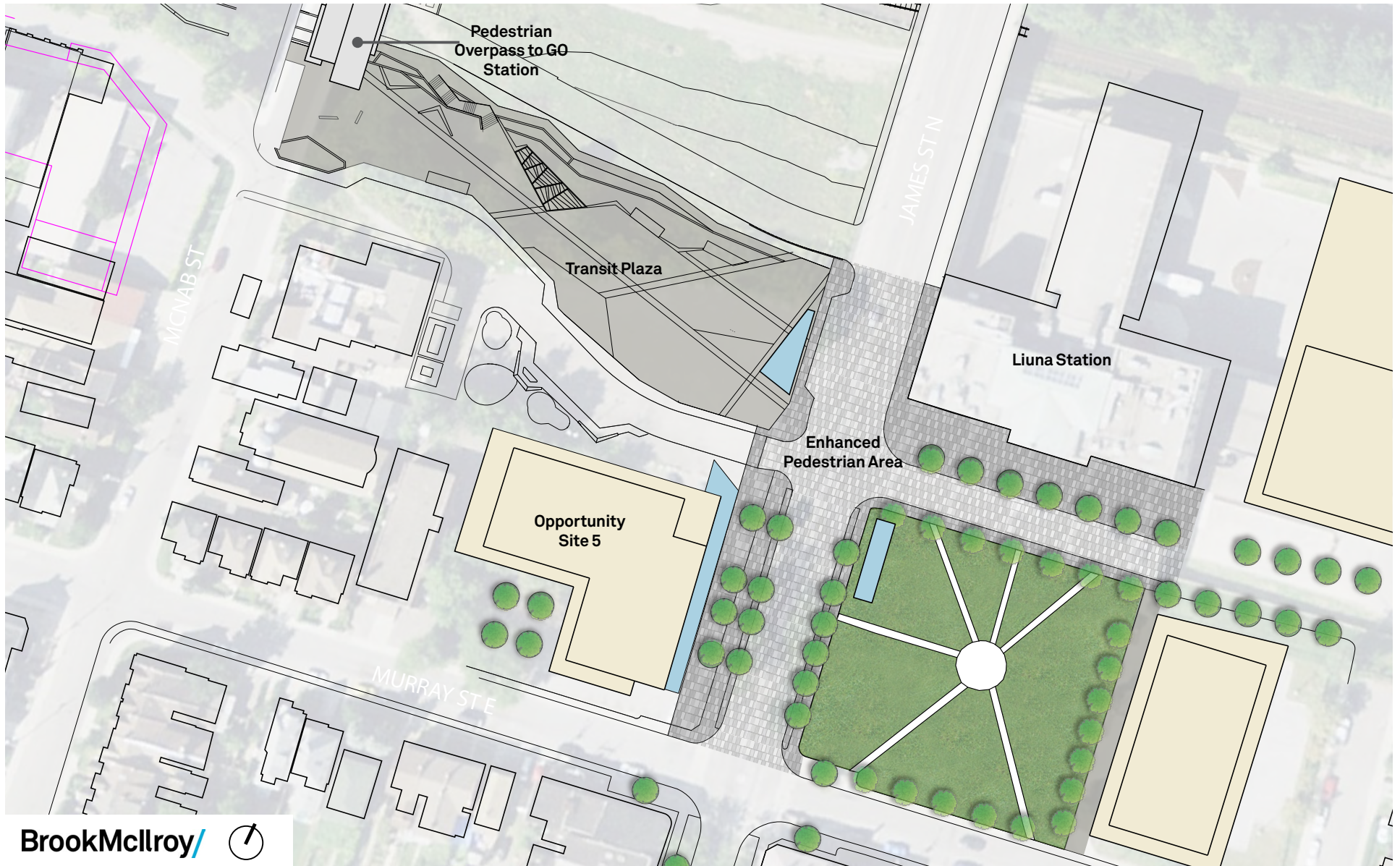
the James Street North, MacNab Street and Bay Street North bridges, which cross the rail corridor.

- The relationship of Stuart Street, between Macnab and Bay, to the station provides an opportunity for on-street parking and streetscaping improvements that extend the Station Area and provide a comfortable transition to surrounding neighbourhoods.
- Extend the City's Urban Braille System from downtown to the Station Area.



*An example of a wide boulevard and plaza outside a major transit station*

# Plan View of Proposed Station Area





### **Land Use and Building Heights**

Permitted land uses within the Focus Area include Institutional, Local Commercial, Medium Density Residential 1, Open Space and Utilities and Transportation.

Opportunity Site 3 is presently covered by the Institutional land use designation. This designation should be changed to allow for a medium density residential building of 4 to 8 storeys, which is consistent with the Medium Density Residential 2 designation. The Local Commercial designation for Opportunity Site 4 is generally consistent with the Mobility Hub Study recommendations, however, the maximum allowable height for a building on the site should be changed from 4 storeys to 8 storeys. While 8 storeys is greater than the Stuart Street R.O.W., the density on these sites is appropriate given their direct proximity to the James North GO Station.

Opportunity Site 5, at the south-west corner of James Street North and Murray Street West, has a Medium Density Residential 1 designation, which should be amended to permit ground floor, street-related commercial and/or community uses. Appropriate ground floor uses for this site include commercial uses such as retail stores, restaurants, take-out restaurants, business and personal services and professional offices and community uses such as day nurseries and libraries. The maximum allowable building height for this site should be changed from 5 storeys to 6 storeys.

No changes are required to the Local Commercial land use designation for Opportunity Site 6.

Buildings in this Focus Area may need to address noise mitigation, due to the adjacent rail line and shunting yards.



View of Proposed Station Area looking south from Murray Street



### Semi-Public and Public Open Spaces

- Groupings of benches should be located in new green/park spaces throughout the Mobility Hub. In particular, the transit plaza at James North GO Station should have ample seating for visitors and patrons.
- Public art, lighting, wayfinding and directional signage will provide interest and help to orient visitors and transit users. These amenities should be included within open spaces and be designed holistically to complement the character of the Mobility Hub.
- Landscaping and tree planting should be a focal point of new open spaces and be designed provide shade, environmental functions and aesthetic beauty.
- Wherever possible, new open spaces should connect to existing and planned trails and designed in a nature that is mutually complementary.

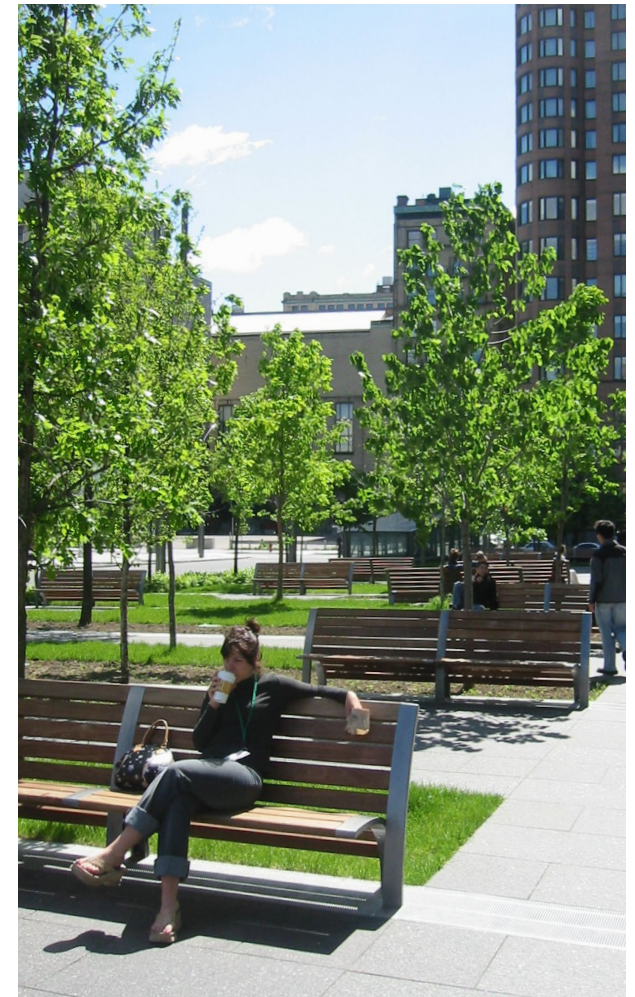
#### 3.4.4.2 Opportunity Sites

##### Opportunity Sites

The character of the Mobility Hub area, and Station Area in particular, is defined by its

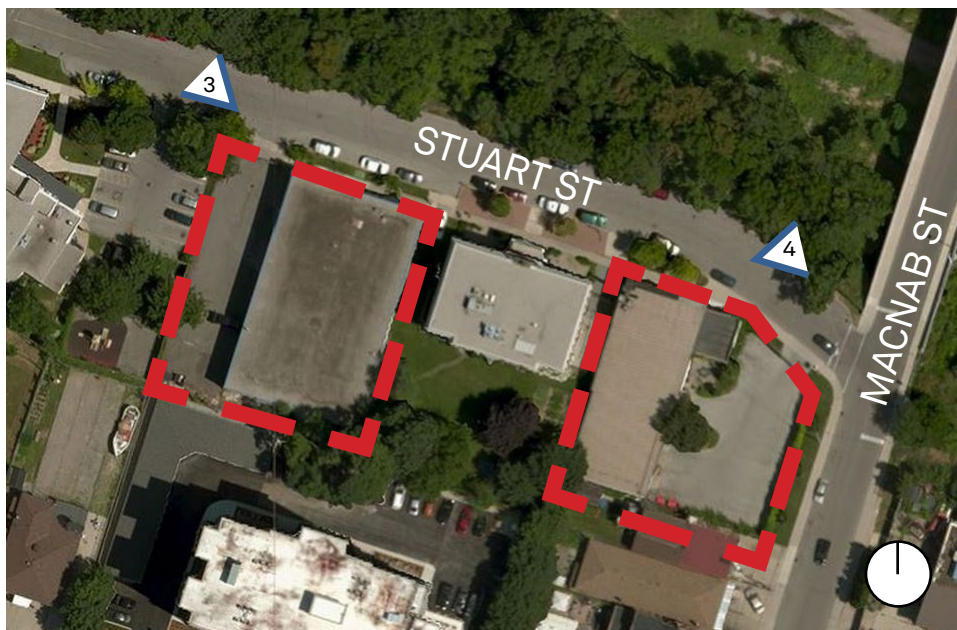
historic architecture, industrial past, views to the waterfront, fine grain street network and proximity to adjacent stable residential neighbourhoods. The design and massing of all new development should respect this character, while integrating opportunities for greater densities where appropriate. There are four Opportunity Sites in this Focus Area.

- Opportunity Sites Three and Four are located along Stuart Street on either side of the Workers Arts and Heritage Centre. The single storey buildings and surface parking on these sites can accommodate greater residential density and contribute to streetscape improvement.
- Opportunity Site Five includes the single storey commercial building and surface parking lot at the corner of James Street North and Murray Street West. It provides a strong opportunity for redevelopment. This site is appropriate for higher density, creating a mixed use anchor building that complements the station plaza offering retail options at grade.
- Opportunity Site Six is comprised of the



*Benches in an urban plaza*

# OPPORTUNITY SITES 3 & 4 EXISTING CONDITIONS



BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 3 - Hamilton-Wentworth Catholic School - Tom Mahony Maintenance Building				
57 Stuart St.	36.6	44.0	1,610.4	1.0
	36.6		1,610.4	
Opportunity Site 4 - Robbinex of Ontario Inc. & Residence				
41 Stuart St.	41.8	37.3	1,246.2	1.0
285 MacNab St.	7.8	36.6	277.0	1.0
	49.6		1,523.2	



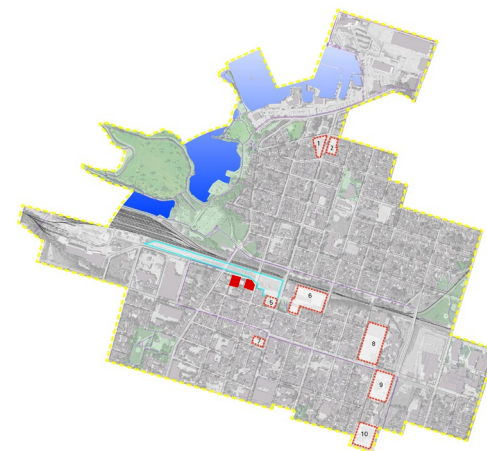
## Site 3 Existing Use:

- Single-storey Hamilton-Wentworth Catholic School Tom Mahoney Maintenance Building (institutional) and surface parking



## Site 4 Existing Use:

- Single-storey Robbinex of Ontario (institutional) and surface parking
- Private residence





surface parking lots surrounding LIUNA Station to the east and south. These lots are under-utilized and offer significant potential to promote a more pedestrian friendly, mixed-use environment including office space and a parking structure.

### Opportunity Site Three

Opportunity Site Three is located at 57 Stuart Street and is currently occupied by the Hamilton-Wentworth Catholic School Tom Mahoney Maintenance Building and surface parking lot. The site is approximately 37 metres wide by 44 metres deep.

Any redevelopment proposal for this site could improve the pedestrian realm by creating a more urban built form that frames the street. It is considered an Opportunity Site in part because of its proximity to the GO Station, responding to the Mobility Hub's intent to locate higher density residential uses near the Station, and because the current form and use creates an interruption in an otherwise consistent streetwall.

To allow the site to develop as envisioned, the property should be changed from an

institutional to medium density residential land use designation. It is appropriate for an increase in height above the three storeys currently permitted because it is located directly across from the Station. In addition, as the Station is located to the north, there would be no shadow impacts on adjacent low density residential neighbourhoods. The plan should allow for a wide sidewalk to accommodate the heavy pedestrian traffic anticipated in the morning and evening peak periods.

The residential building should have:

- A maximum height of 18 metres (6 storeys)
- A setback from the front property line which is large enough to accommodate a minimum 6.0 metre boulevard
- Vehicular access and servicing located at the rear of the building.
- On the east side of the property, building stepbacks of a minimum of 2.5 metres are required above the second floor and the fifth floor. This will minimize impact on the adjacent Ontario Workers Arts and Heritage Centre and allow for third and sixth floor terraces. Additionally, the facade should be articulated at all levels.



*Building articulation provides interest in the streetscape*

### Opportunity Site Four

Opportunity Site Four is located at the southwest corner of Stuart Street and MacNab Street and includes the two properties located at 41 Stuart Street and 285 MacNab Street. The site has a frontage of 33 metres and a depth of 44 metres. Present uses on this site include Robbinex of Ontario, surface parking and a private residence.

The site is suitable for a change in land use designation from institutional to medium density residential. It should also permit a building height of 6 storeys because its proximity to the Station is appropriate for intensification, no shadow impacts will be felt on adjacent residential neighbourhoods, and it is deep enough to provide all the necessary setbacks and step-backs and still achieve a mid-rise height. The site is considered an Opportunity Site because of its dimensions and prominent location at the corner of Stuart Street and Macnab Street where it will function as a secondary gateway to James North GO Station.

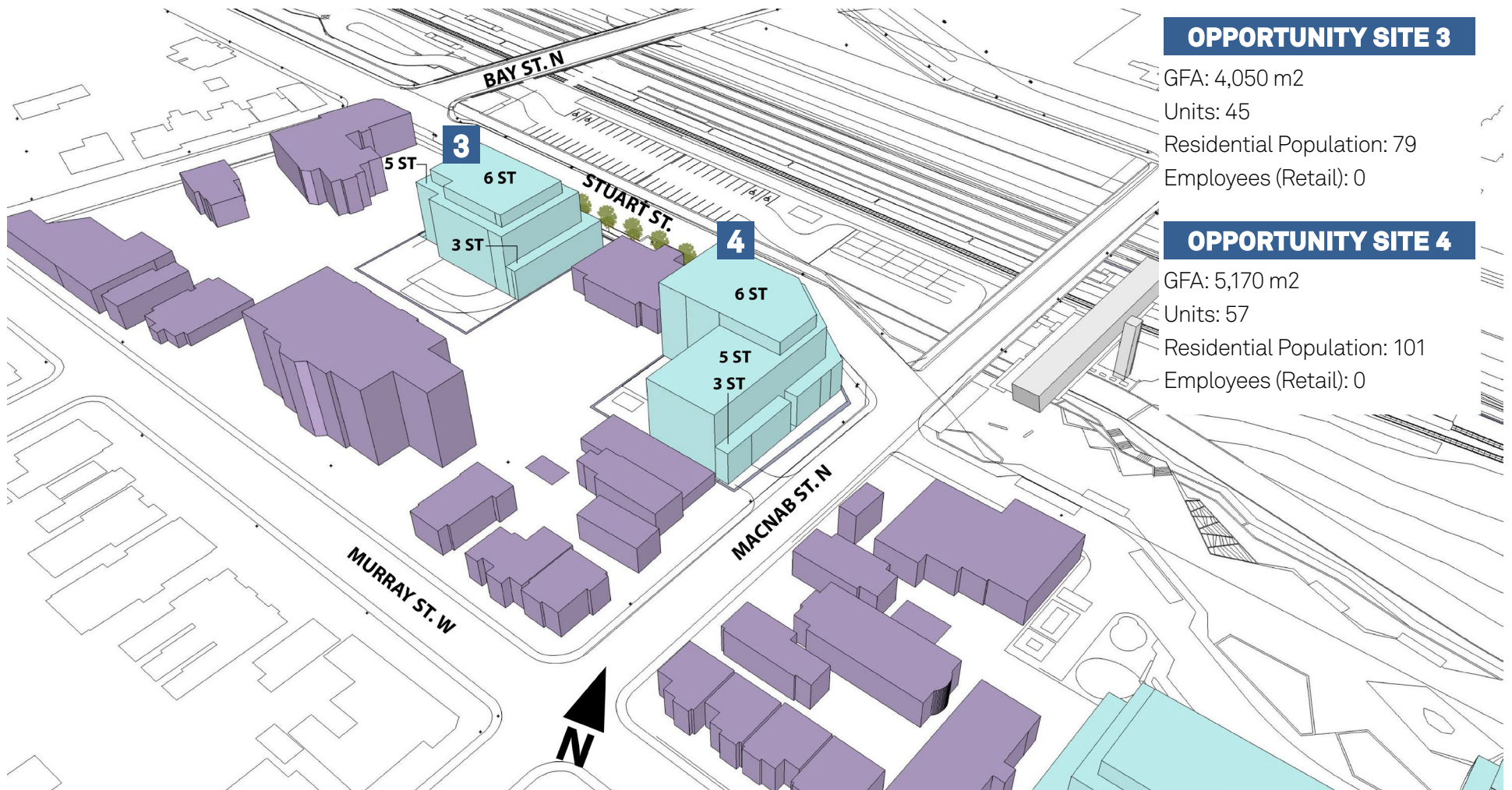
The new residential building should have:

- A maximum height of 18 metres (6 storeys)
- Vehicular access and servicing located at the rear of the building.
- On the west side of the property, building step-backs of a minimum of 2.0 metres are required above the second floor and the fifth floor, to minimize impact on the adjacent Ontario Workers Arts and Heritage Centre, and allow for third and sixth floor terraces. Additionally, the facade should be articulated at all levels and all sides.



*Example of a new mid-rise residential building with an articulated facade on all sides*





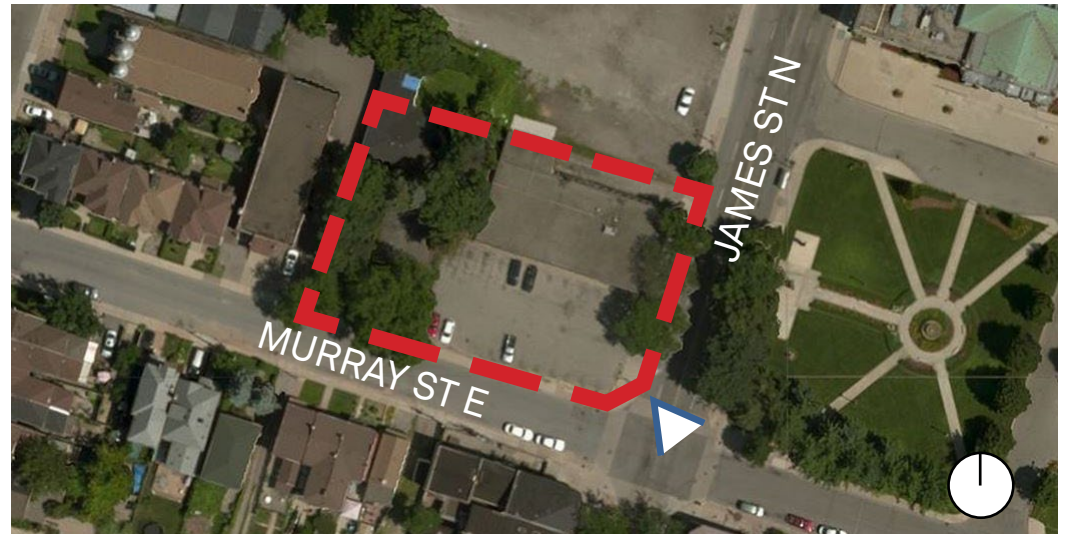
## OPPORTUNITY SITE 3 & 4 DEMONSTRATION PLAN

# OPPORTUNITY SITE 5 EXISTING CONDITIONS

## Opportunity Site Five

Opportunity Site Five can extend direct pedestrian connections from the GO Station to the intersection of James Street North and Murray Street West. This would significantly improve the connectivity of the neighbourhood to the station and provide greater physical prominence for the GO Station. Design excellence in execution and delivery for Opportunity Site Five is thus critical to achieving the vision for the Mobility Hub. This site is located at the corner of James Street North and Murray Street West and includes the properties at 351 James Street North and 16 Murray Street West. Existing uses on the site include Chris' Food Equipment Retail Store, a surface parking lot, and the City Mission Services Building. The site is approximately 44 metres wide by 55 metres deep.

Land use designations for the site were developed prior to the decision to construct the GO Station. The lands are presently designated as *Medium Density Residential One*. The site is appropriate for an increase in the maximum allowable height due to:



### Site 5 Existing Use:

- Single-storey commercial buildings (Chris' Food Equipment Retail Store, City Mission Services Building)
- Surface parking lot

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 5 - Chris' Store Fixtures & ?Residence?				
X1 Murray St. E	18.3	44.6	1,636.6	1.0
351 Murray St. E	36.7	44.6	1,636.6	1.0
	55.0		3,273.2	



- Its close proximity to the GO station
- Central location within the Mobility Hub signifying a major intersection and entrance to the station
- Potential design synergies with the LIUNA Station lands
- Minimal shadow impacts on the James Street North sidewalk and nearby residential neighbourhoods.

The side of the building fronting James Street North will direct people to the station and experience significant pedestrian traffic. As a result, ground floor commercial and community uses are desirable in this location. To accommodate these changes, the land use designation should be changed from *Medium Density Residential One* to *Mixed Use Areas* and the maximum allowable height increased from two or four storeys to six storeys.

The mixed-use development should have:

- A maximum height of 20 metres (6 storeys).
- Vehicular access and servicing located along Murray Street East.

- On the west and north sides of the property, building setbacks of a minimum of 2.5 metres are required above the second floor. Above the fifth floor, a 2.5 metre setback is required along all sides of the building. Additionally, the facade should be articulated at all levels and all sides.
- Mixed uses with retail at-grade along the James Street North frontage.
- The east side of the building, along James Street North, should be set back a minimum of 8.0 metres to provide for a spacious boulevard connecting to the transit plaza. Design of this boulevard should extend and/or complement the palette of materials used in the design of the station plaza.
- The development should include a weather protected concourse extending from the top of the first floor to provide shelter against the elements for pedestrians accessing the station. This concourse should continue across the site to the transit plaza providing required bus clearances can be maintained.



Example of a weather protected concourse where there is high pedestrian traffic

- The location and design of the Hamilton Street Railway bus stop along the west side of James Street North should be considered as part of the overall site design.

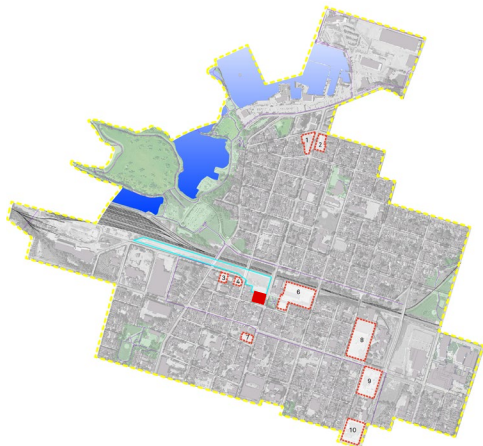
### OPPORTUNITY SITE 5

GFA: 7,400 m<sup>2</sup>

Units: 69

Residential Population: 121

Employees (Retail): 25



## OPPORTUNITY SITE 5 DEMONSTRATION PLAN



### Opportunity Site Six

Opportunity Site Six incorporates the large surface parking lots and ancillary buildings that straddle LIUNA Station to the north, east and south. The site is best understood as two interconnected areas. The first development site is located east of the existing civic square in front of LIUNA Station. It is square, with a width and depth of 39 metres. The second development site is located directly east of LIUNA Station and south of the rail corridor. It has a width of 130 metres and a depth of 65 metres. Any redevelopment of these lands must respect and complement the massing, scale and character of LIUNA Station, including the civic square to the south.

This area is considered an Opportunity Site because of the importance of LIUNA Station to the City and the cascading effect the station can have on new development. Additionally, the existing surface parking creates a void in the urban fabric. The site is large and can be comprehensively planned to complement existing open spaces and provide new streets and buildings.

The new street network should continue the extension of Stuart Street through the Station Area, connecting the development to both Hughson Street and John Street North. Vehicular access should be located off of Hughson Street,

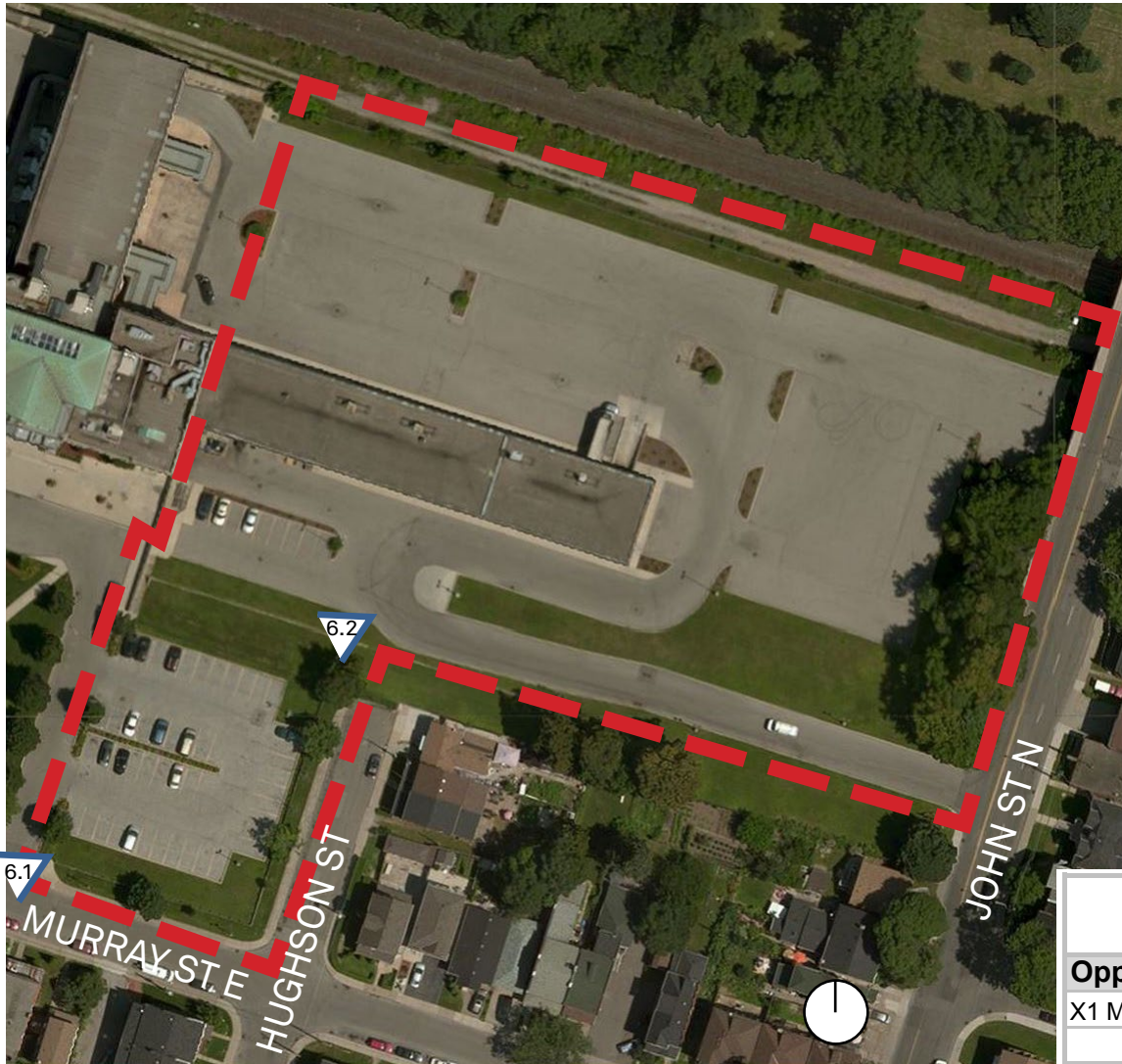
John St. North and the extended Stuart Street to minimize impacts on vehicular and pedestrian traffic along Barton Street West and James Street North.



*Example of mixed-use development with enhanced streetscape*



# OPPORTUNITY SITE 6 EXISTING CONDITIONS



## Site 6 Existing Use:

- Large surface parking lots (southern site above and northern site below)

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 6 - Warehouses?				
X1 Murray St. W	148.2	94.5	16,097.5	1.0
	148.2		16,097.5	



This site offers the greatest potential for a true mixed use development that incorporates office space. To accommodate these changes, the existing land use designation for the first development site should be changed from local commercial to mixed use and the maximum height increased to four storeys. The second development site can retain its local commercial land use designation and no changes to the maximum allowable height are required.

Office and residential uses require a 30 metre combined horizontal and vertical setback from the rail corridor. This setback area should be developed as a parking structure to provide parking for new office buildings and replace the lost surface parking used by the LIUNA Station banquet hall. In general, Building One should have:

- The maximum height of the building should be 13.5 metres (4 storeys).
- Above the second floor, a step-back of approximately 2.5 metres should apply to all sides of the building.

- The building should be built directly to the property line of the existing surface parking lot along its eastern edge. This siting, along with LIUNA Station, will provide a strong frame for the civic square. The southern edge of the building should be setback 4.5 metres from the Murray Street ROW.

Building Two should include:

- Two three storey office buildings, each with a height of 11 metres.
- The office buildings are to be located above a four storey parking structure, of which the first two storeys will navigate the grade change between the rail corridor and the James Street North grade. Thus, a pedestrian viewing the building from Murray Street West would have the perception of looking at two five storey buildings space above.



*Example of structured parking that can be integrated with office development*



## OPPORTUNITY SITE 6

### Building 1

B1

GFA: 3,740 m<sup>2</sup>

Units: 42

Res. Population: 73

Employees: 0

### Building 2

B2

GFA: 9,000 m<sup>2</sup>

Units: 0

Res. Population: 0

Employees (Office): 346

# OPPORTUNITY SITE 6 DEMONSTRATION PLAN



### 3.4.5 Focus Area D – James Street North from Cannon Street to the GO Station

James Street North from Cannon Street to Murray Street is the heart of the Mobility Hub. The street has a strong late-19th century building stock with a two to three storey streetwall populated by civic spaces, cafes, galleries, restaurants and bars with residential uses above. The continuity of buildings and streetscaping also contribute to the area's positive identity. The James Street North Art District is located within this area and includes a concentration of many art galleries that hosts the James Street North Art Crawl.

Three recent Site Plan Applications exist within the focus area at 191, 199 and 360 James Street North. As development pressures continue to increase it will be important to direct this growth in a manner that compliments its existing strengths.

#### 3.4.5.1 Key Directions

##### Land Use and Building Heights

James Street North between Cannon and Murray is primarily designated Prime Retail with some Institutional uses. Aside from increasing the maximum allowable height to six storeys, no further changes are required to the land use and building height designation within this Focus Area. Mixed use development with ground-floor, street-related commercial and community uses is encouraged.

The majority of the street-facing portion of the ground floor of buildings shall be reserved for street-related commercial and/or community uses such as galleries, banks, restaurants, child care facilities, professional offices and services, grocery stores, cafes, dry cleaners, tailors, drug stores, libraries and recreational and cultural facilities.



*Example of a weather protection, ground floor commercial and enhanced streetscape in close proximity to a Station*

### Built Form

The heights of buildings along James Street North between Cannon Street and the GO Station should be mid-rise (maximum of 6 storeys) in scale and should frame the street, similar to existing buildings. The overall building massing will help to create a well-defined and sensitive transition between the street and adjacent neighbourhoods, provide intensification opportunities, reinforce existing commercial uses and enhance the character of the street.

- Front step-backs should occur above the third or fourth storey, to maintain the feel of a consistent streetwall while recognizing that diverse podium heights creates interest in the urban fabric. Minimum step-back depths of 3.0 metres should apply to the James Street North frontage.
- On corner properties, side yard step-backs should be 2.5 metres deep. For building facades on a shared property line or any mid-block condition:

- The podium (up to four storeys) may be built up to the property line.
- Above the podium (at the top of the third or fourth storey), buildings should step-back a minimum of 1.2 metres.
- For facades facing a shared property line, all portions of the buildings above six storeys (20 metres) should step-back 5.5 metres. Where buildings face an open space, this will be extremely important and should therefore incorporate a 5.5 metre step-back above the podium.
- The ground floor of buildings along James Street North should be entirely non-residential.

### Parking

Locate all new parking underground unless it can be demonstrated that this is not possible within the development site. Exceptions may be made on a case-by-case basis within the Station Area lands.



*Accent areas, located outside of the pedestrian clearway can be of various materials (example on Bay Street).*



### Streetscaping

- The average boulevard width along this stretch of James Street North is 3.6 metres. In general, new buildings should be built to maintain a consistent streetwall, however, they should be evaluated on a case-by-case basis to determine if an additional setback of up to 1.0 metre would be beneficial.
- As part of the planned 2015 streetscaping initiative in this area, the City should extend the urban braille system along James Street North from Downtown Hamilton to the GO Station. This will provide improved accessibility throughout the area, improve mobility and add visual interest.

### 3.4.5.2 Opportunity Sites

#### Opportunity Site Seven

Opportunity Site Seven is located at the southwest corner of Colbourne Street and James Street North. The property includes a large surface parking lot and a single storey building along James. It has an approximate frontage of 38 metres and a depth of 55 metres.

The Prime Retail land use designation for this property encourages mixed-use development with ground floor, street-related commercial and community uses. This designation is appropriate for the site; however, the maximum allowable building height should be increased to 6 storeys from 4 storeys. The site is considered an Opportunity Site because:

- It is in a prime location along James Street North within the heart of the Mobility Hub's commercial and cultural district;
- It is presently under-utilized;
- The surface parking and scale of the building

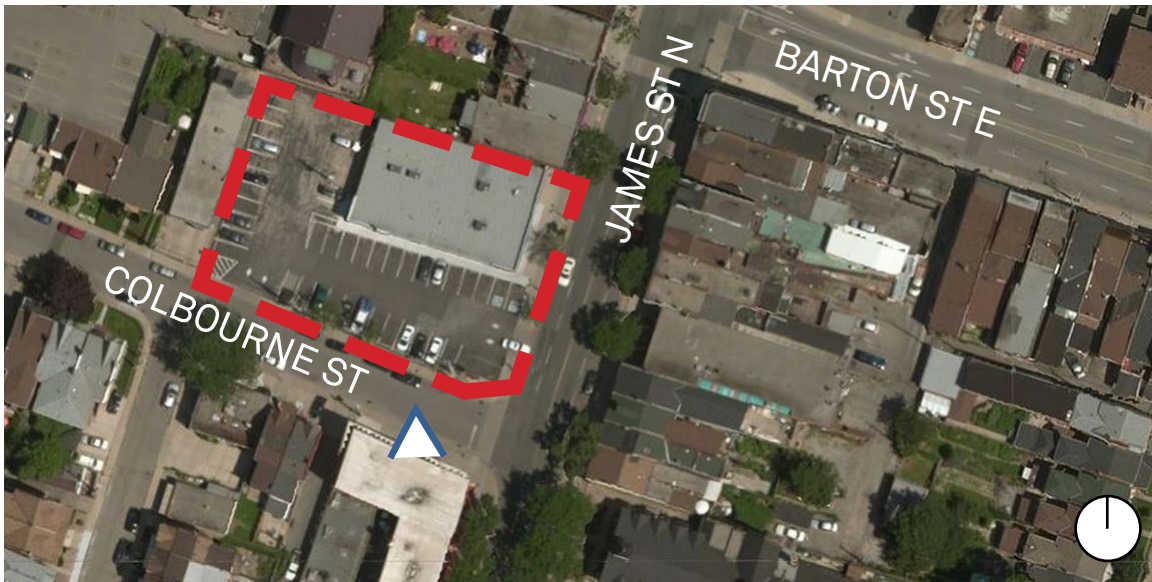
result in a gap in the streetwall and urban form; and

- It does not require property consolidation to achieve the dimensions necessary to accommodate a mid-rise building.

The residential building should have:

- A maximum height of 20 metres (6 storeys);
- Step-backs of 5.0 metres should apply to the James Street North frontage and 2.5 metres to the Colbourne Street frontage above the podium; and
- Vehicular access and servicing located at the rear of the building and accessed off of Colbourne Street.

## OPPORTUNITY SITE 7 EXISTING CONDITIONS

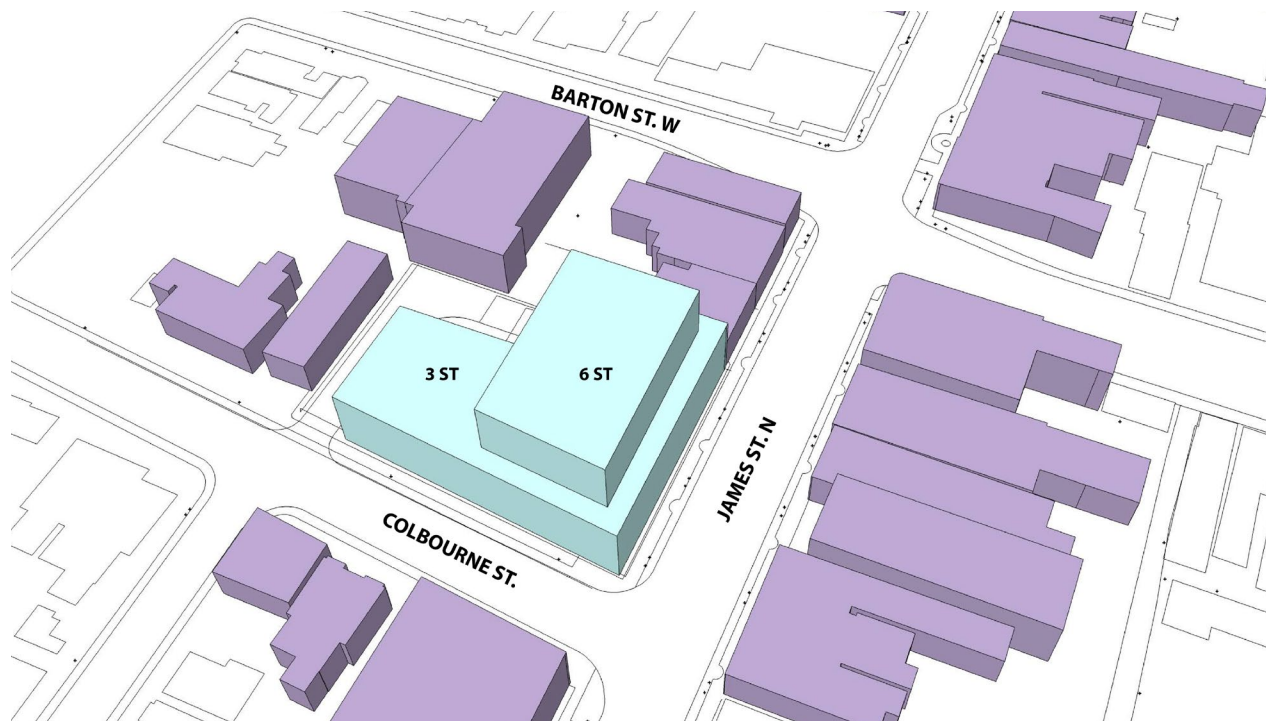
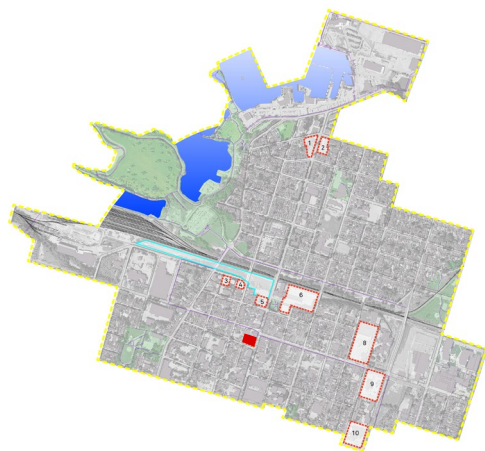


### Site 7 Existing Use:

- Vacant single storey building and surface parking

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 7 - Vacant lot at SW corner of Colbourne St. and James St. N				
X2 Colbourne St.	56.4	37.6	2,033.2	1.0
	56.4		2,033.2	





### OPPORTUNITY SITE 7

GFA: 5,900 m<sup>2</sup>

Units: 66

Residential Population: 115

Employees: 0

## OPPORTUNITY SITE 7 DEMONSTRATION PLAN

### 3.4.6 Focus Area E – Barton Street West

Focus Area E includes Barton Street and the properties fronting it from Wellington Street North in the east to Queen Street North in the west. After James Street North, Barton is the primary retail street within the Mobility Hub. The street suffers from high vacancy rates and a lack of continuity in the urban fabric due to large areas of surface parking and new developments that are set well back from the street. Redevelopment and enhancements should reinforce Barton's role as a retail street, better connect the residential areas to the north and south, create a safe and inviting pedestrian environment and enhance the mixed-use character of the street.

Much of this Focus Area is being studied in detail in the Barton-Tiffany Urban Design Study and the Barton Street-Kenilworth Avenue Commercial Corridor Study. These two studies should be referenced for design recommendations related to Barton Street West. In addition, the following built form and Opportunity Site Recommendations should apply.

#### 3.4.6.1 Key Directions

##### Built Form

- Front step-backs should occur above the second to third storey, to maintain a consistent streetwall. Minimum step-back depths of 3.0 metres should apply to the Barton Street West frontage.

#### 3.4.6.2 Opportunity Sites

##### Opportunity Site Eight

Opportunity Site Eight includes 135, 145 and 149 Barton Street East, and is located between Mary Street and Elgin Street. It includes the Food Basics Grocery Store, Dollar Store and Pho Bo Restaurant as well as the large surface parking lot fronting Barton Street East. This large site has a frontage of approximately 83 metres and a depth of 196 metres.

The Local Commercial land use designation for Opportunity Site Eight appropriately permits and encourages office and residential uses above the ground floor; however, the maximum allowable height should be changed from four storeys to

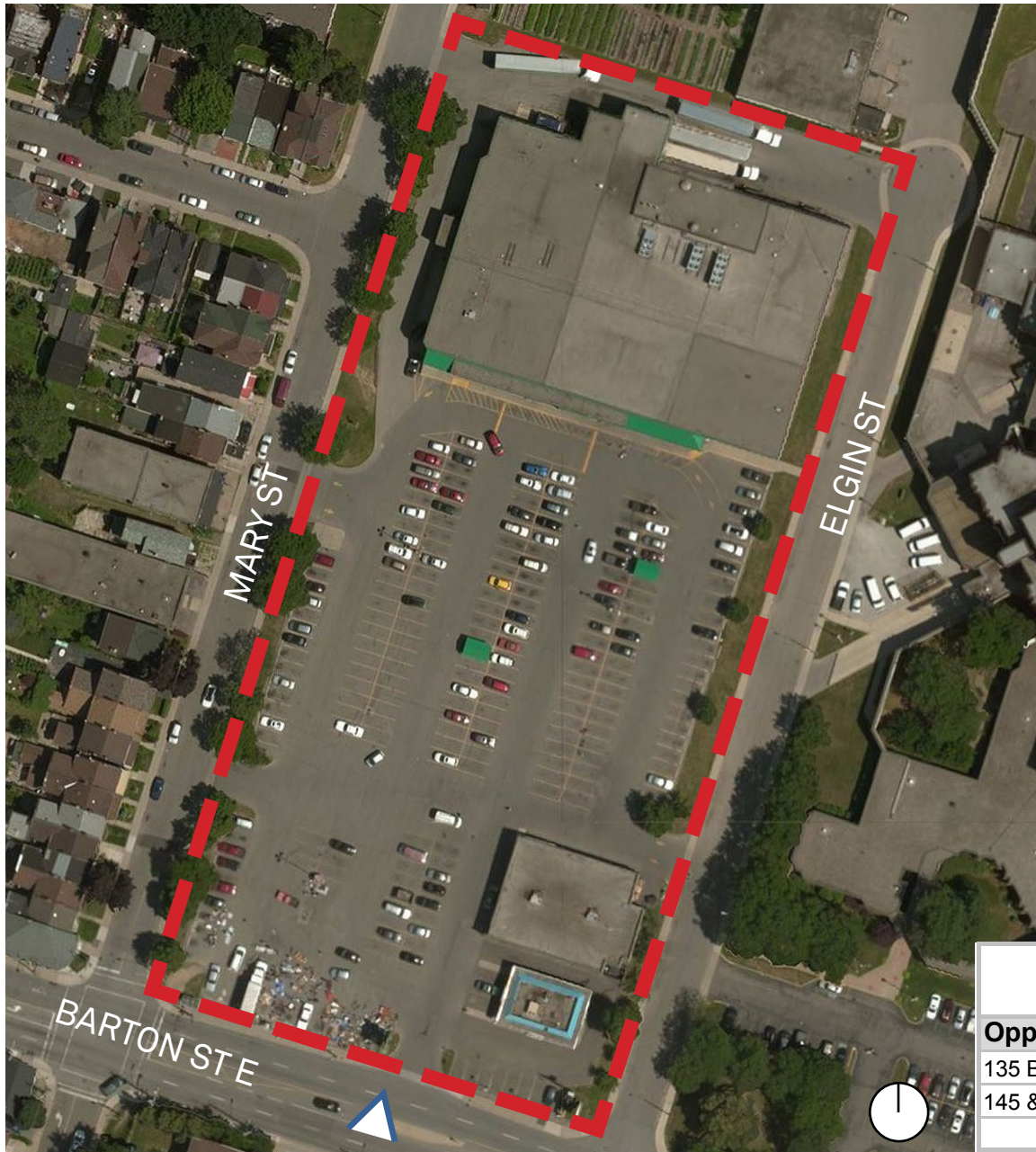
permit heights of up to 12 storeys at the north end of the site. This recommendation is consistent with the Barton-Kenilworth Corridor Study, as well as the Criteria for Taller Buildings.

The Opportunity Site is presently under-utilized, though any intensification efforts should re-establish a grocery store within the property as identified in the development plan below. The Opportunity Site should:

- Contain a mix of uses including a grocery store, residences and a parking structure;
- Introduce east-west streets across the site connecting Mary Street to Elgin Street and breaking up the large block;
- Have a maximum height of up to 37.5 metres (12 storeys) but design should comply with criteria for tall buildings - see Appendix D;
- Incorporate step-backs of 5.0 metres to the Barton Street East frontage above the podium; and
- Locate vehicular access and servicing at the rear of the building and accessed off of Mary Street and Elgin Street.



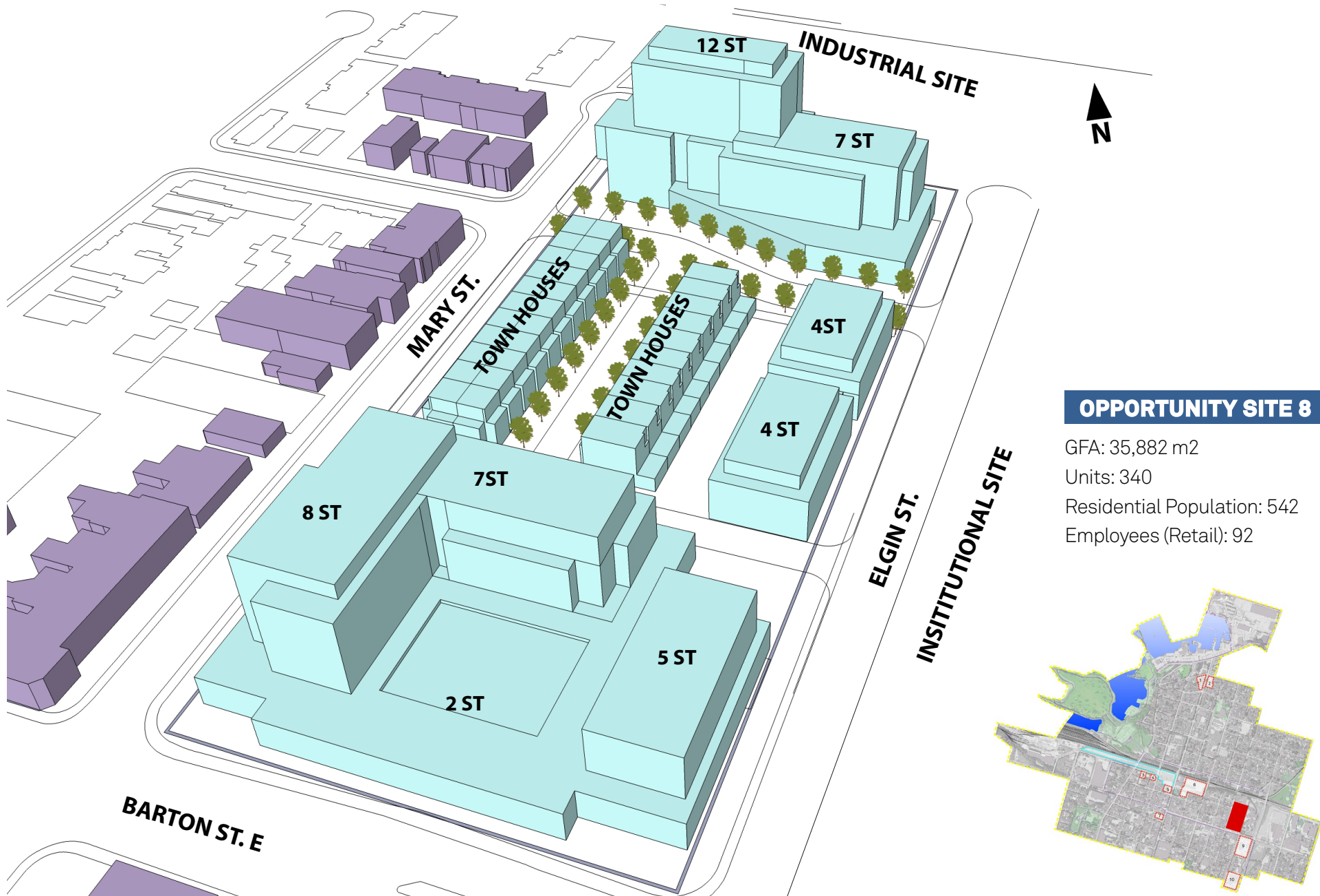
# OPPORTUNITY SITE 8 EXISTING CONDITIONS



## Site 8 Existing Use:

- Single storey large retail building (Food Basics Grocery Store, Dollar Store, Pho Bo Restaurant) with large surface parking lot

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 8 - Food Basics, Dollar Store, Pho Bo Restaurant				
135 Barton St. E	83.4	195.3	14,110.0	1.0
145 & 149 Barton St. E	37.5	58.5	2,192.5	1.0
	120.9		16,302.5	



# OPPORTUNITY SITE 8 DEMONSTRATION PLAN





*Example of mixed building forms, including townhouses and mid-rise building*

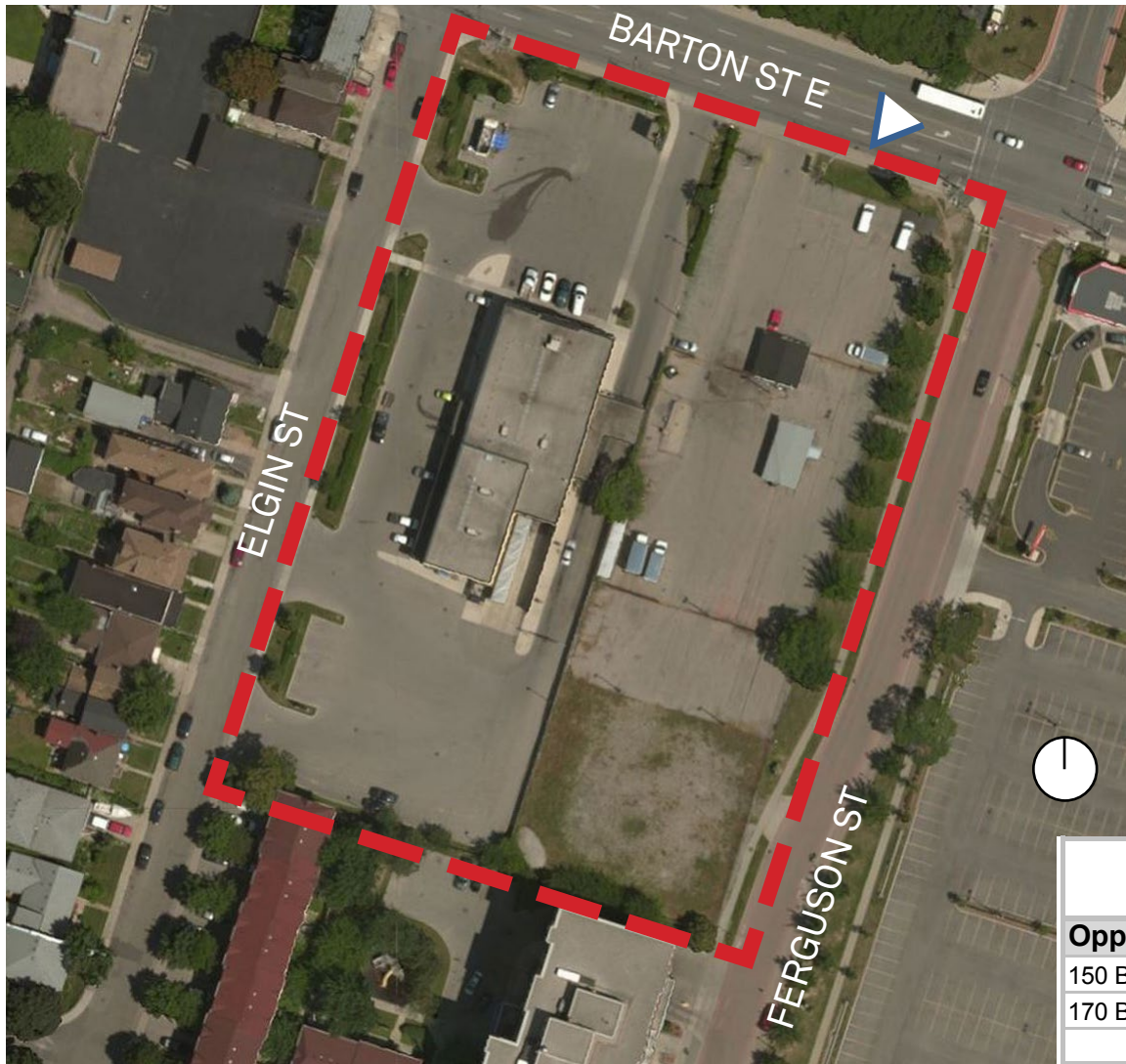
### **Opportunity Site Nine**

Opportunity Site Nine is located at 150 and 170 Barton Street East between Elgin Street and Ferguson Avenue North. The site presently houses surface parking, a Beer Store and Carter Car and Truck Rentals and has a frontage of 87 metres and a depth of 137 metres.

The land use designation is Mixed Use and the maximum allowable height is six storeys. While the land use designation should remain Mixed Use, the allowable height should be increased to ten storeys and should meet the criteria for taller buildings. Any development of the site should:

- Contain a mix of uses;
- Have a maximum height of 31.5 metres (10 storeys);
- Incorporate step-backs of 5.0 metres should apply to the Barton Street East above the podium; and
- Locate vehicular access and servicing off of Elgin Street.

# OPPORTUNITY SITE 9 EXISTING CONDITIONS

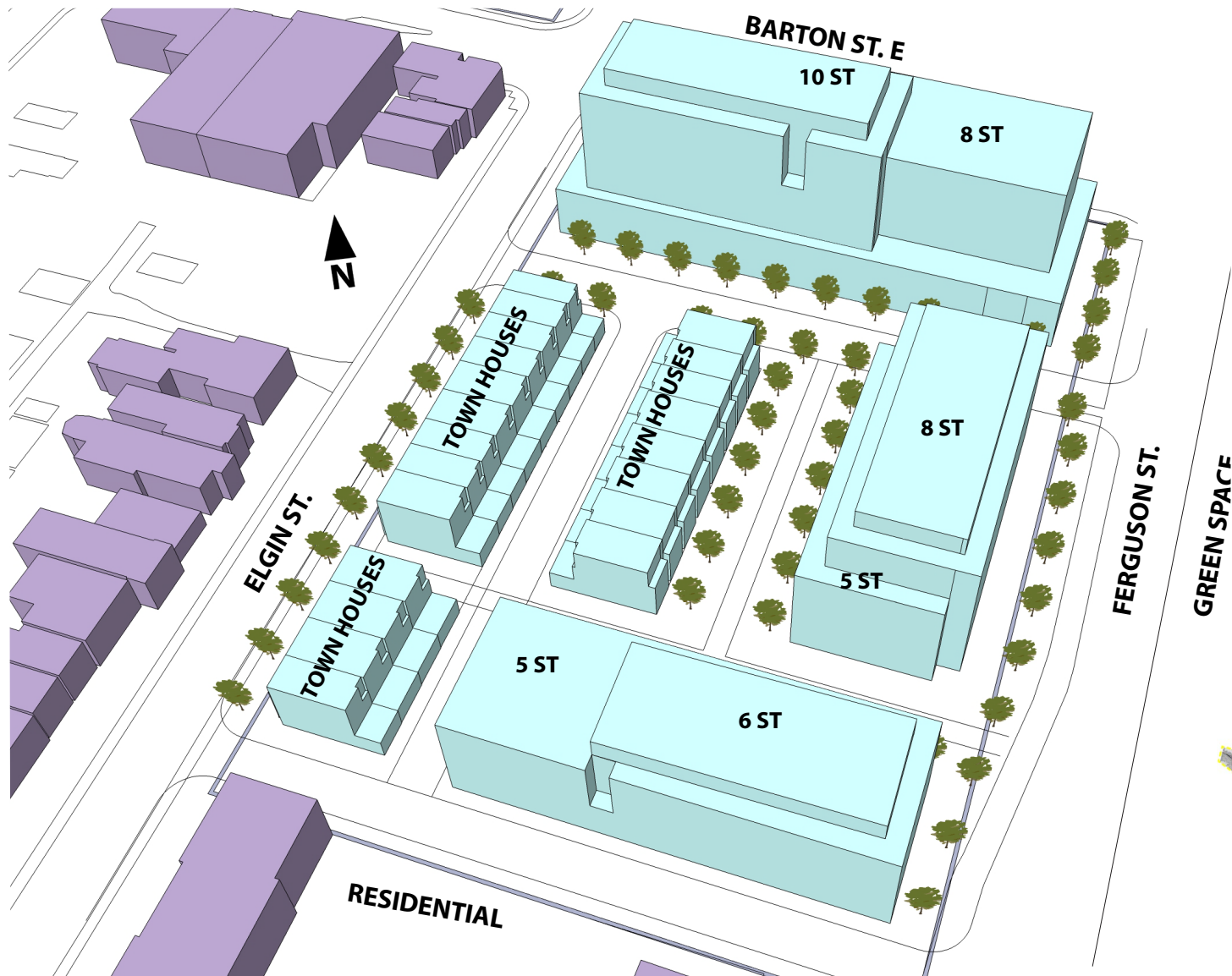


## Site 9 Existing Use:

- Retail (Beer Store, Carter Car and Truck Rentals) with large surface parking lot

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 9 - Beer Store & Carter Car & Truck Rentals				
150 Barton St. E	47.9	137.0	6,563.6	2.0
170 Barton St. E	39.9	137.0	5,472.7	1.0
	87.8		12,036.3	





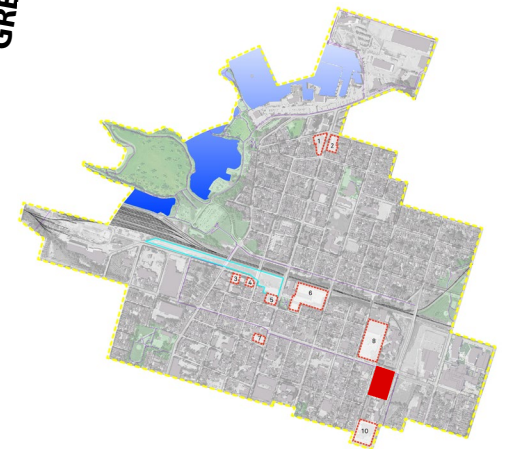
### OPPORTUNITY SITE 9

GFA: 32,222 m<sup>2</sup>

Units: 327

Residential Population: 588

Employees: 50



## OPPORTUNITY SITE 9 DEMONSTRATION PLAN

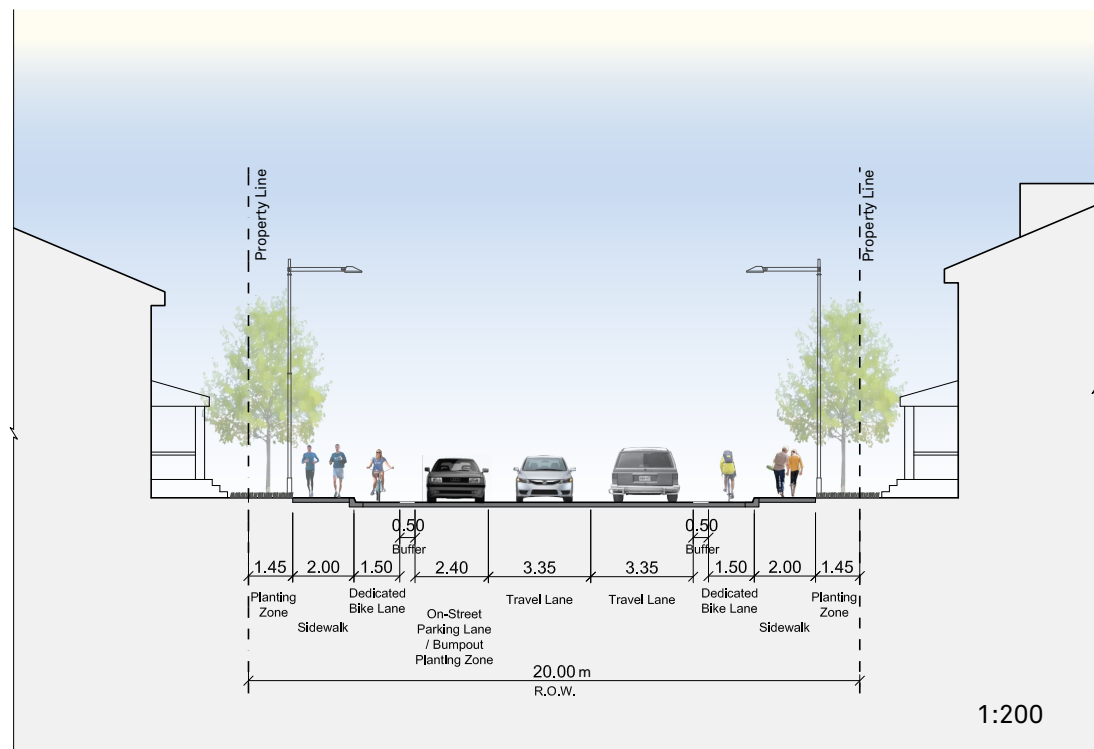
### 3.4.7 Focus Area F – Bay Street

Focus Area F encompasses Bay Street, with its 20 metre ROW, from Cannon Street to Strachan Street. The Setting Sail Secondary Plan for West Harbour identifies this section of Bay as a Primary Mobility Street, intended to provide for the movement of through traffic, people and goods and to connect major activity centres and neighbourhoods.

Key directions for Focus Area F are identified within the Barton-Tiffany Urban Design Study, which includes an urban design vision and guidelines for buildings, streets, landscapes and public spaces. See page 42 of this report for a map of the Mobility Hub identifying the Barton-Tiffany Urban Design Study Area. Key directions for Bay Street should follow the recommendations from the Urban Design Study.

Bay Street, between Cannon and Strachan, has been identified as appropriate for an on-street bike lane. The following ROW indicates one option for how a separated bike lane (buffered with paint or a physical buffer such as a rolled curb or bollards) within the Bay Street ROW could be accommodated.

Typical Bay Street Section  
20m R.O.W.





### Opportunity Site 10

Notwithstanding that Opportunity Site 10 is not within a Focus Area, it is an important site for redevelopment of the mobility hub and, thus, a demonstration plan has been developed.

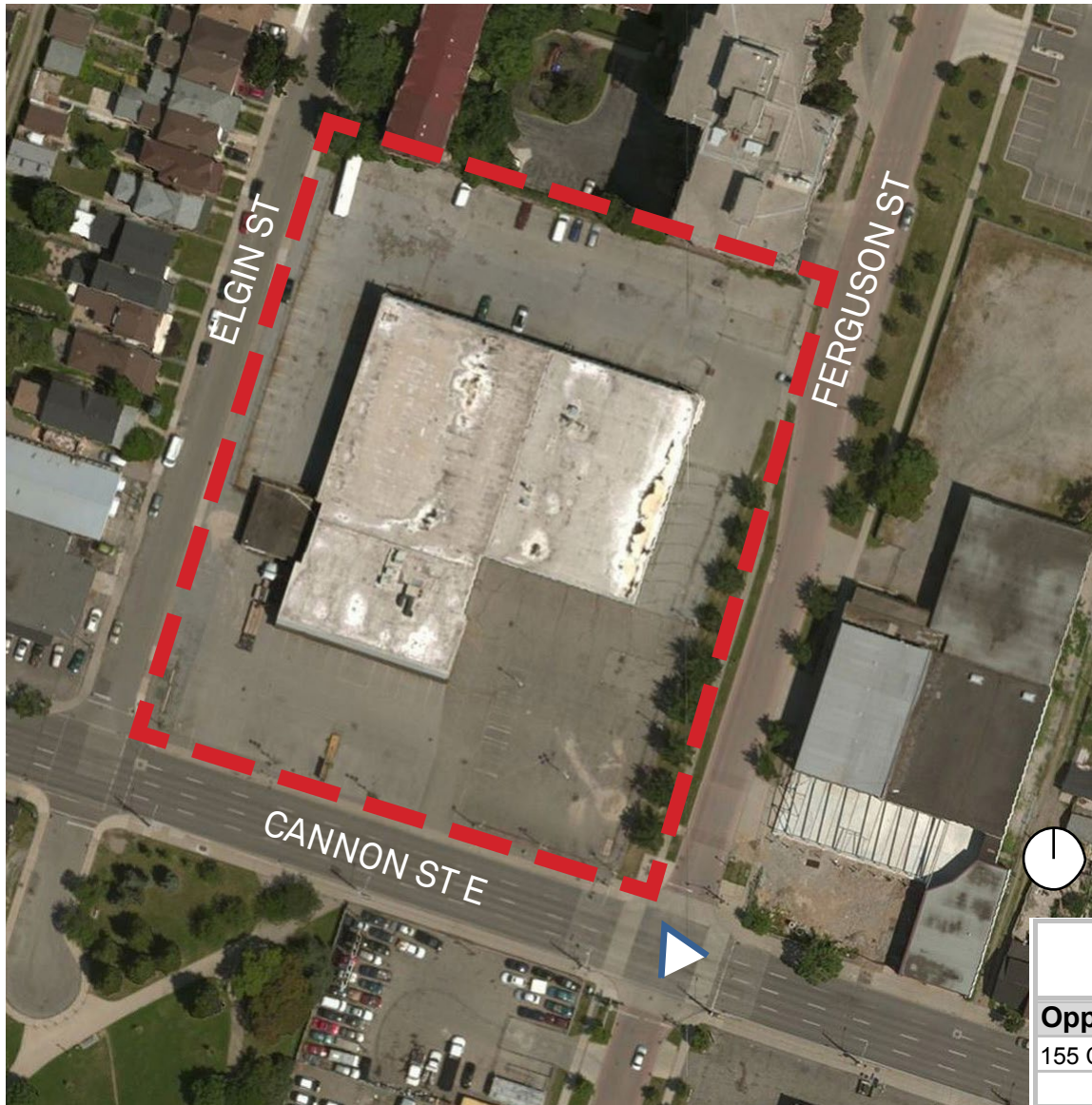
Opportunity Site 10 is located along the north side of Cannon Street between Elgin Street and Ferguson Street. The existing use on site is a vacant used car dealership with a large surface parking lot and has a frontage of 88 metres and a depth of 114 metres.

The land use designation is Medium Density Residential One. The policies for this designation are generally consistent with the demonstration plan on page 91, however, the maximum building heights should be increased from five up to nine storeys, meeting the criteria for taller buildings.

Any development on the site should:

- Have a maximum height of 28.5 metres (9 storeys);
- Incorporate both townhouses and mid-rise development.
- A 5.0 metre step-back should apply to the mid-rise buildings on the Cannon Street and Ferguson Avenue frontages above the podium; and
- Vehicular access to the site should be provided from Elgin Street and Ferguson Avenue.

# OPPORTUNITY SITE 10 EXISTING CONDITIONS

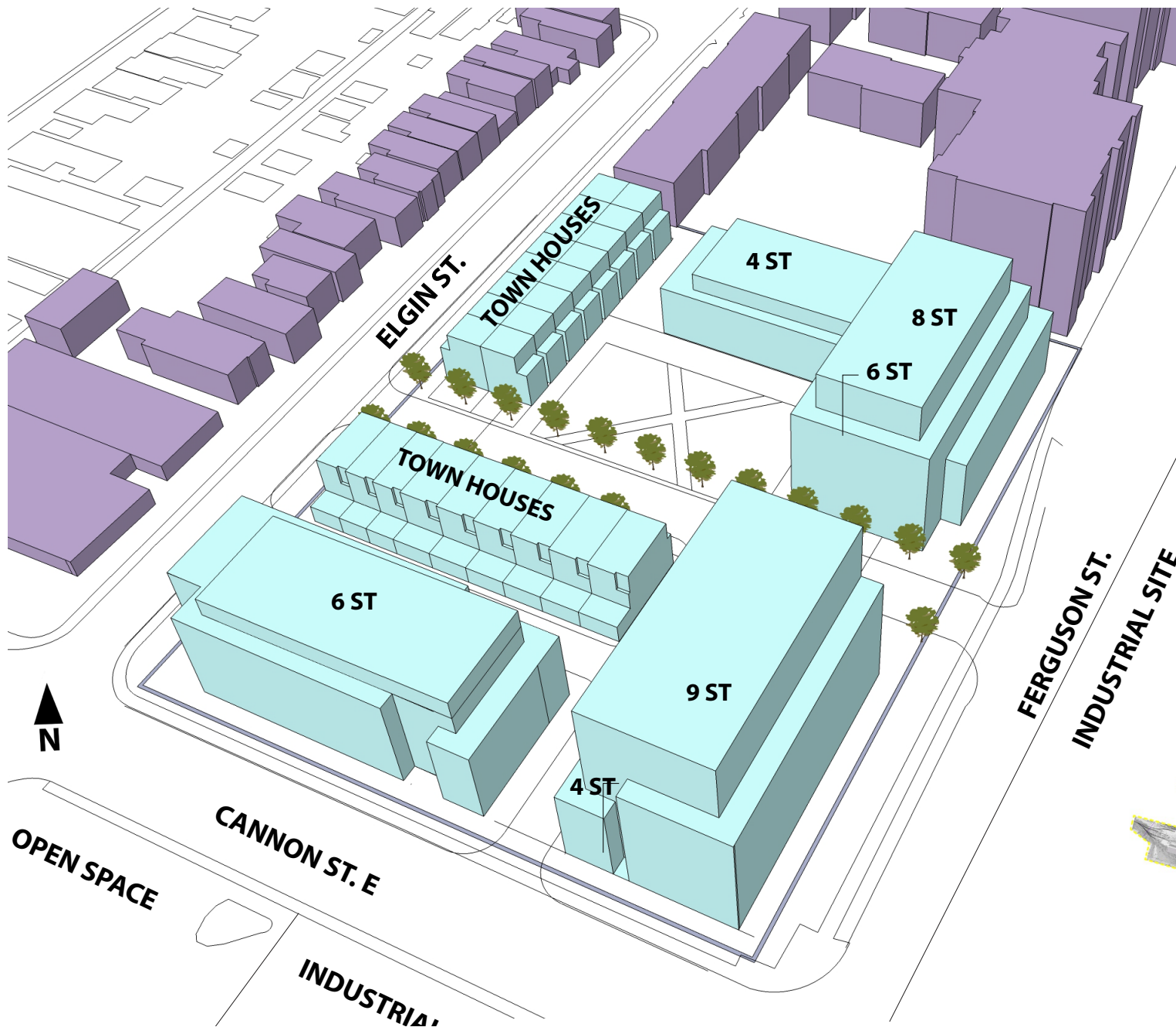


## Site 10 Existing Use:

- Vacant retail building (used car dealership) with large surface parking lot

BLOCK	SITE DIMENSIONS (m)		SITE AREA (m <sup>2</sup> )	STOREYS
	FRONTAGE	DEPTH		
Opportunity Site 10 - City Motor Products & AC Delco Service Centre				
155 Cannon St. E	88.1	113.7	9,997.5	1.0
	88.1		9,997.5	





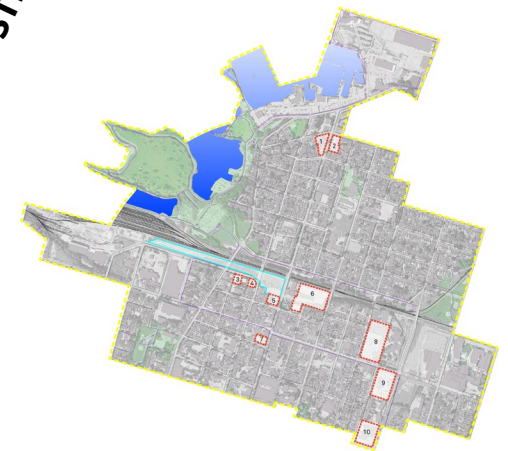
## OPPORTUNITY SITE 10

GFA: 23,413 m<sup>2</sup>

Units: 252

Residential Population: 454

Employees: 0



# OPPORTUNITY SITE 10 DEMONSTRATION PLAN









04

# Implementation and Phasing

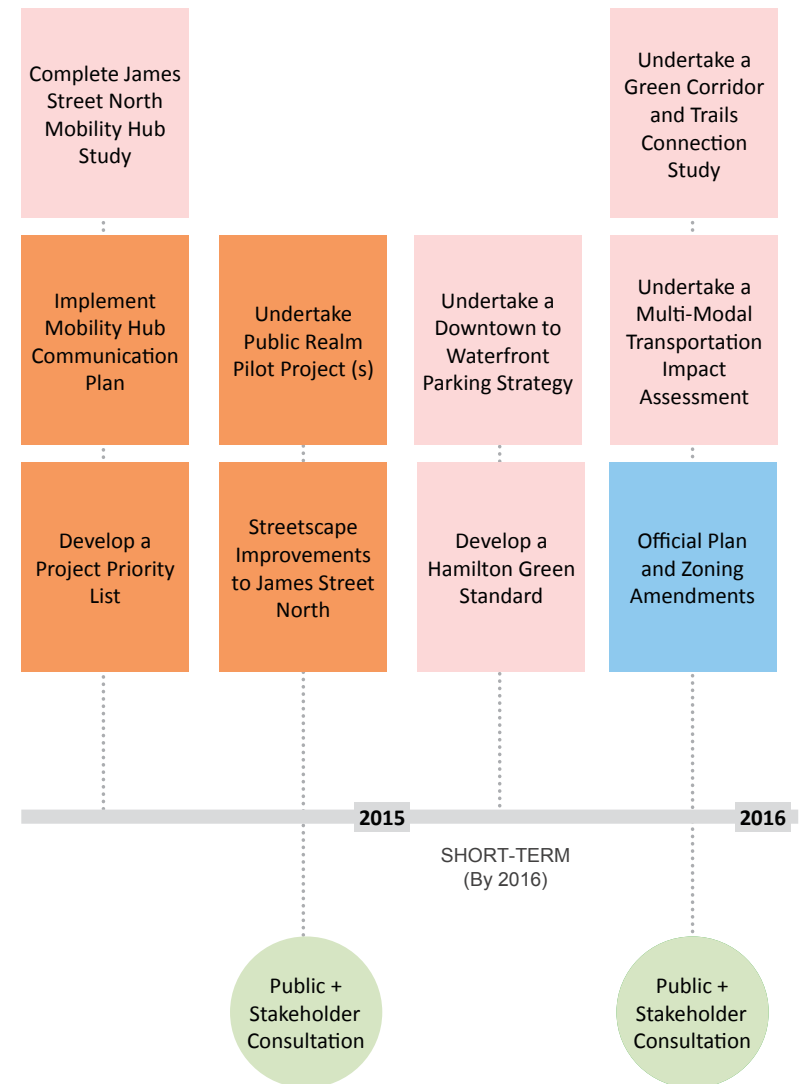
## Section Five

# Implementation and Phasing

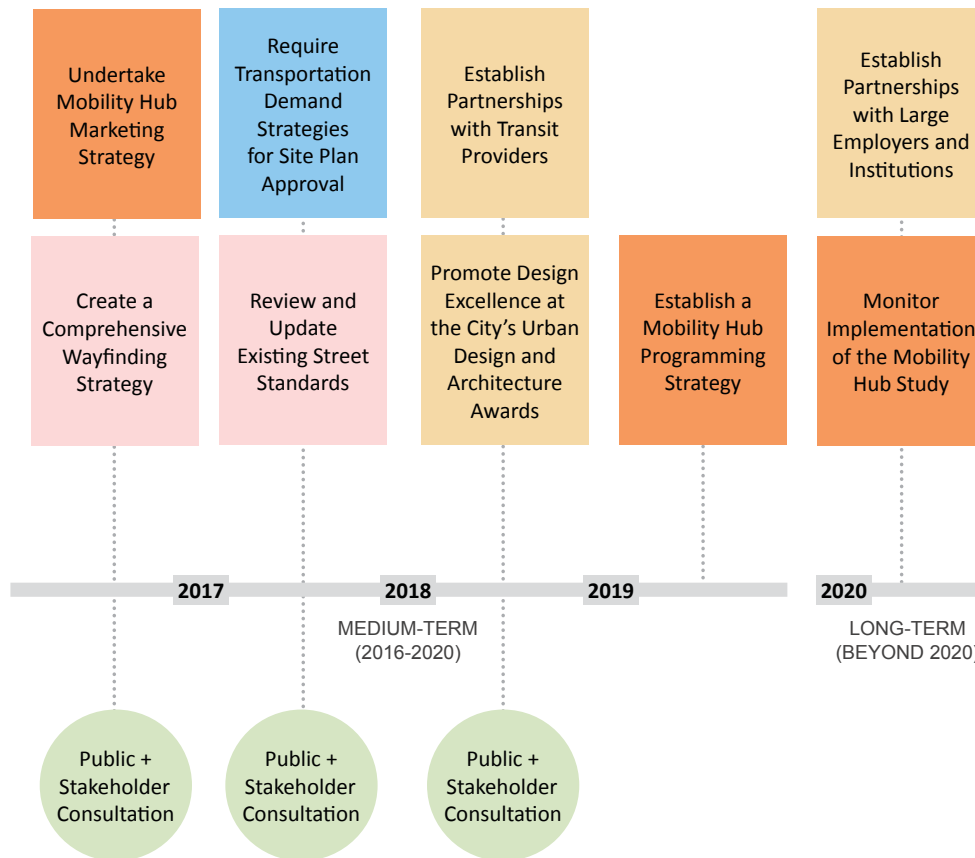
### 5.1 Implementation Strategy

**The full evolution of the Mobility Hub will occur incrementally over many years, and will involve multiple developers, stakeholders, and supporting studies and implementation tools.**

The illustration to the right represents a potential timeline of short, medium, and long-term recommendations that the City should follow to ensure the successful build-out of the Mobility Hub. For detailed descriptions of each recommendation, please refer to the sections that follow.







- Policy/Process Amendments
- Future Studies
- Internal City Task
- Partnership Opportunities
- Consultation Opportunities

### 5.1.1 Short-Term (By 2016)

1

#### Finalize the James Street North Mobility Hub Study (Underway)

**Lead:** City Staff (Planning)/Private Consultant (Brook McIlroy)

**Key Stakeholders:** TAC, Focus Group, Public

**Public Consultation:** Completed

The James Street North Mobility Hub Study provides the vision for the build out of the Mobility Hub. Improvements identified within the plan will inform capital projects, municipal policy through Official Plan and Zoning Amendments, parking strategies, updates to design guidelines and new planning studies.

The public consultation held throughout this process helped to inform the public and development community about the Mobility Hub objectives and identified project priorities, opportunities and constraints, a clear vision and guiding principles. It is recognized that the policies and directions recommended in this plan will evolve as more detailed work is undertaken for the Mobility Hub.

2

#### Establish a Mobility Hub Communications Plan

**Lead:** City Staff (To Be Determined)

**Key Stakeholders:** Hamilton Street Railway

**Public Consultation:** As Needed

A website should be created to track the long-term development of the Mobility Hub as well as the various related studies and initiatives. This website will provide a consolidated place for the public to find information and provide feedback, while presenting the long-term build-out of the Hub as an ongoing process, comprised of many phases.

As part of this website, it is recommended that a 'live timeline' be provided. The timeline could be frequently updated to illustrate the current phase(s), as well as the next opportunity for public input.

Grouping individual studies and initiatives under the larger umbrella of Mobility Hub development provides a unique branding opportunity that can be carried throughout the process, helping to increase recognition and encourage long-term investment.

3

#### Develop a Project Priority List

**Lead:** City Staff (Planning/Public Works/Culture and Recreation)

**Key Stakeholders:** Roads and Traffic, Design, Urban Design

**Public Consultation:** As Needed

Section 3.0 of this document identifies a number of public realm improvements including new public open spaces, streetscape improvements, trail connections, public art opportunities, etc. As funding becomes available, it is important that these initiatives are undertaken in a way that has the greatest impact on the build-out of the Mobility Hub.

A Project Priority List should be created, outlining the top public works projects to provide the City with a clear path for investment.

While larger, more expensive projects (i.e. new cycling facilities, streetscape improvements) are some of the more important investments, the priority list should also focus on a series of 'quick



wins’ which can be achieved cheaply and easily, acting as a catalyst for future development while demonstrating to the community that change is underway.

A Project Priority List could also be used in conjunction with existing City policies to allocate Section 37 funds, ensuring that additional height permitted within the Mobility Hub results in improvements to the public realm that directly support the long-term vision for the Hub.



#### Implement Public Realm Pilot Project(s)

**Lead:** City Staff (To Be Determined)

**Key Stakeholders:** Relevant City Departments

**Public Consultation:** Yes

The City should select and fund an item from the Project Priority List. Ideally, this would be one or two ‘quick win’ items that would not cost a significant amount of money but would demonstrate to residents that things are starting to happen and would also spark private investment in the area. Some possibilities may include streetscape improvements to James Street North, recreation amenities, a public art installation, new gateway/entrance features, boulevard planting, etc.

This initial investment in the public realm, combined with any streetscape improvements related to ongoing development, should become a catalyst for future investment in the public realm within the Mobility Hub.



#### Streetscape Improvements to James Street North

**Lead:** City Staff (Public Works)

**Key Stakeholders:** HSR, Metrolinx

**Public Consultation:** As Needed

Streetscape Improvements to James Street North between Cannon Street and James North GO Station is the commercial and cultural heart of the Mobility Hub. Streetscape improvements, including improved paving, public art, street furniture and the extension of the City’s urban braille system, should be prioritized in the short term.

Streetscape improvements are planned for James Street North from Barton Street to the rail corridor. These improvements include: new paving, improved pedestrian crossings, and extension of the City’s Urban Braille system. These improvements are scheduled to be completed prior to the opening of the James Street North GO Station in June 2015.

## 6

### Undertake a Downtown to Waterfront Parking Strategy

**Lead:** City Staff (To Be Determined) / Private Consultant (If Required)

**Key Stakeholders:** HSR, Metrolinx, Landowners, Development Community

**Public Consultation:** Yes

Summer festivals at the waterfront place significant pressure on the current parking supply within the Mobility Hub. The James North GO Station will place added pressure on parking. Many of the Opportunity Sites identified through this study are currently occupied by large amounts of surface parking. As the GO Station opens and intensification and infill occurs, a Downtown to Waterfront parking strategy is required to ensure that parking policies support appropriate and sustainable development.

Key considerations of a parking strategy may include:

- A reduction in parking requirements within the Mobility Hub to reflect the proximity to a variety of modes of transportation.
- Identification of areas that require on-street parking and the amount required.
- Consideration of parking fees.
- Cash-in-lieu of parking policies to fund Mobility Hub improvements (i.e. public realm, parking lot design, etc.).
- Parking lot design requirements (i.e. maximum dimensions, landscaping requirements, stormwater/low-impact development, etc.).
- Bicycle parking and storage for short and long-term users.

The findings of the parking strategy should be integrated into the Zoning By-law.

## 7

### Develop a Hamilton Green Standard

**Lead:** City Staff (TBD)

**Key Stakeholders:** TBD

**Public Consultation:** As Needed

The City should create a set of performance measures with supporting guidelines related to sustainable site and building design for new private and public development within the Mobility Hub.

Standards should be designed to work with the regular development approvals and inspections process and achieving the green standard should contribute towards individual buildings LEED certification.



## 8

## Undertake a Strachan Street Green Corridor and Trails Connection Study

**Lead:** City Staff (Landscape Architectural Services / Culture and Recreation) / Private Consultant (If Required)

**Key Stakeholders:** City Departments

**Public Consultation:** Yes

A Green Corridor and Trail Connections Study should be undertaken for the Strachan Street Green Corridor, to include a Recreation Feasibility Study.

The Recreation Feasibility Study should examine options for the design of the corridor and trail connections, along with implications for construction, maintenance and costing.

This study should include consideration of a bi-directional bike lane and multi-use path, wide sidewalk, generous planting areas, public art, active and passive uses, seating and pedestrian amenities. It is recommended that the park reflect the history and character of its three focal points at Bay St. N. / Bayfront Park, James

St. N. and Ferguson Ave. The linear park should connect the Waterfront Trail from Bayfront Park to the planned trail along Birge Street to the east.

Following the Recreation Feasibility Study, it is recommended that City Staff undertake a Green Corridor study to finalize the design for this multi-use trail connection along Strachan Street from Ferguson Avenue to the waterfront. Key considerations include:

- The function/modal split for the trail (i.e. walking and/or cycling);
- Trail alignment;
- Interpretive signage, wayfinding, and public art opportunities;
- Planting and landscape materials;
- Furnishings;
- Phasing and implementation considerations;
- Order of magnitude costing; and
- Potential funding strategies.

## 9

## Undertake Multi-Modal Transportation Impact Assessment

**Lead:** Development Community, City Staff (Planning/Roads and Traffic/Transit)

**Key Stakeholders:** HSR, Metrolinx, Landowners, Development Community

**Public Consultation:** As Needed

Based on new planned infrastructure upgrades, the area is well connected. It is recommended that the City require new developments, with a combined GFA over 7,000 square metres to undertake Multi-Modal Transportation Impact Assessments to determine long-term impacts on transportation including walking, cycling, transit and private vehicle movement. The study should consider all aspects of the built environment relative to the Mobility Hub as outlined in this document, in conjunction with those of planned developments on adjacent sites, and planned improvements to HSR and GO Transit service. The study should identify requirements for intersection upgrades, new connections, transit-priority signals, station access improvements, and other applicable improvements/upgrades.



## Official Plan and Zoning Amendments

**Lead:** City Staff (Planning)

**Key Stakeholders:** Varies

**Public Consultation:** Yes

It is recommended that City Staff amend the Official Plan and Zoning By-Law to implement the recommendations of this study. Additionally, these amendments should permit interim uses and conversions of existing buildings.

### *Permit Interim Uses in the Official Plan and Zoning By-Law*

For example:

- Interim surface parking may be appropriate, in certain locations, as a component of a larger site undergoing a multi-phased redevelopment. Once the site is fully developed, surface parking should be relocated underground; and

- Residential and office uses may be appropriate as an interim condition on ground floors along mixed-use corridors where retail uses are not currently viable. Taller ground floor heights should be provided to allow for future conversion to retail uses, where feasible.

During the application process, proponents should be required to demonstrate how interim uses will transition to the preferred use in future phases.

### *Promote Design Excellence*

It is recommended that new developments within the Mobility Hub be subject to review by the City's Design Review Panel - Pilot Program and Peer Review. This is important for the purpose of ensuring that new development achieves an appropriate scale, form and density, and is sensitive to adjacent existing uses.

### *Revise Parking Standards in the Zoning By-Law*

It is recommended upon completion of the Downtown to Waterfront Parking Strategy City Staff amend the Zoning By-Law to adopt these recommendations, which may include reductions in the total number of parking spaces required for new development sites within the Mobility Hub. This is important for the purpose of encouraging increased public transit ridership and generally promoting active transportation, while protecting and maintaining existing on-street parking in stable neighbourhoods through permits. The revised standards should respond to existing and planned densities, land uses, and transit service within the Mobility Hub. Paid parking should be implemented throughout the Mobility Hub with fees set to exceed or equal transit fares. The standards should be reviewed on a regular basis to ensure consistency with recent development.



*Provide Minimum Bicycle Parking Standards in the Zoning By-Law*

It is recommended that City Staff amend the Zoning By-Law to require a minimum amount of bicycle parking to reflect building occupancy numbers and trends toward reduced car ownership. The standards should focus on short-term bicycle parking in retail areas and long-term bicycle parking, storage and other facilities in employment and residential areas near the GO Station.

*Public Realm and Community Enhancement*

To encourage new developments to contribute to public realm and community enhancement in support of the study Vision and recommendations, the City of Hamilton may wish to consider bonuses or other incentives. This may include incentives for incorporation of public plazas, public art, community spaces or affordable housing within new developments.

### 5.1.2 Medium-Term (2016-2020)

11

#### Undertake Mobility Hub Marketing / Branding Strategy

**Lead:** City Staff (Planning/Communications) / Private Consultant

**Key Stakeholders:** HSR, Metrolinx

**Public Consultation:** As Needed

The successful redevelopment of the Mobility Hub will require significant 'buy-in' from the surrounding communities, and residents across the City. Branding the hub will encourage residents to identify with, and get excited about the long-term vision.

The strategy should provide a brand that celebrates the place-specific quality of the area while recognizing the long-term vision. The results of the branding strategy should be applied to all marketing and project materials related to the Hub, including consultant reports, workshop materials, presentations, etc.

As new development and public realm investment begins to take place, this branding strategy can carry through to wayfinding signage, public art, streetscape designs, etc.

12

#### Create a Comprehensive Wayfinding Strategy

**Lead:** City Staff (Planning/Design) / Private Consultant

**Key Stakeholders:** James Street North Arts Community, Heritage Planning, Culture and Recreation, HSR, Metrolinx

**Public Consultation:** Yes

The City has initiated an update to its existing wayfinding strategy to reflect the integrated transportation network. The strategy should include directional and destination signage, landmark elements, online and printed maps, etc. A key focus of the strategy should be to clearly illustrate and facilitate the seamless integration between all modes of transportation, from walking to cycling to transit.

13

#### Require Transportation Demand Strategies for Site Plan Approval

**Lead:** City Staff (To Be Determined) / Development Community

**Key Stakeholders:** City Departments, HSR, Metrolinx

**Public Consultation:** As Needed

The City has initiated a Transportation Demand Management Strategy that includes the Mobility Hub. It is recommended that City Staff amend Site Plan Application requirements to necessitate the submission of Transportation Demand Strategies with applications for larger developments, including major institutions and employers. Such strategies should outline transportation features that support the Mobility Hub vision and objectives, with possible strategies including car share spaces, carpool programs, cycling facilities (i.e. change rooms and showers), emergency ride home programs, private shuttle services, and transit fare initiatives.



**14**

## Review and Update Existing Street Standards

**Lead:** City Staff (To Be Determined) /  
Development Community

**Key Stakeholders:** City Departments, HSR,  
Metrolinx

**Public Consultation:** As Needed

It is recommended that City Staff update existing street standards to reflect the emerging prominence of the Mobility Hub as a result of planned future development. The revised standards should incorporate a priority list for streetscape improvements, and should consider elements such as speed limits, lane widths, and boulevards treatments for use in evaluating the viability of all transportation modes including walking, cycling, and transit. The standards should incorporate updated plans and cross-sections for streets and intersections within the Mobility Hub, and should reflect a commitment to active transportation and high quality public space. The standards should focus on primary streets including James Street North, Barton Street West, Bay Street North and Macnab Street North.

**15**

## Establish Partnerships with Transit Providers

**Lead:** City Staff (Mobility Programs and Special Projects)

**Key Stakeholders:** Metrolinx

**Public Consultation:** Yes

It is recommended that City Staff work with transit providers (i.e. HSR and Metrolinx/GO Transit) to coordinate schedules with each other as well as with major local employers, such as the Hamilton General Hospital, to ensure efficient and seamless transfers and accommodate peak period employee schedules.

**16**

## Promote Design Excellence at the City's Urban Design and Architecture Awards

**Lead:** City Staff (Urban Design/Planning)

**Key Stakeholders:** Communications,  
Development Community

**Public Consultation:** As Needed

The City of Hamilton has instituted the Urban Design and Architecture Awards, which are held every other year to recognize and celebrate excellence in the design of its urban environment. A high quality urban environment creates a sense of place, improves the image of the City (today and into the future), and is integral to developing a vibrant and sustainable community with the highest quality of life.

Building upon the foundation of these awards, City Staff are encouraged to recognize developments and design interventions at the awards ceremony which encapsulate the Mobility Hub objectives and promote a healthy pedestrian environment. Furthermore, development within the Mobility Hub should be subject to the City's Design Review Panel - Pilot Project process.

### 5.1.3 Long-Term (Beyond 2020)

17

#### Establish a Mobility Hub Programming Strategy

**Lead:** City Staff (Culture and Recreation/ Communications) / Private Consultant (If Required)

**Key Stakeholders:** HSR, Metrolinx

**Public Consultation:** As Needed

It is recommended that City Staff establish a Mobility Programming Strategy to identify the specific events, festivals, and programming elements that will be taking place within the Mobility Hub, on a seasonal basis and throughout the course of the year. The strategy should be regularly updated to address changes in event and festival scheduling over time.

18

#### Establish Partnerships between Institutions, Employers, Transit Agencies, and Local Artists

**Lead:** City Staff (To Be Determined)

**Key Stakeholders:** HSR, Metrolinx, James Street North Arts Community, Hamilton General Hospital, St. Joseph's Hospital, McMaster University

**Public Consultation:** As Needed

The development of a safe and vibrant Mobility Hub goes beyond buildings and streetscapes, and will require the cooperation of a variety of parties to ensure that the Mobility Hub vision and objectives are supported through all public and private realm initiatives.

##### *Coordinate Schedules between Adjacent Uses*

It is recommended that City Staff work with institutions and larger employers to coordinate scheduling to ensure consistent and predictable peak period traffic.

##### *Ensure Safe, Well-Programmed Open Spaces*

It is recommended that City Staff program uses and events for all seasons to ensure that the Mobility Hub remains an active and engaging

destination at all times of the year. It is also recommended that the City partner with the Waterfront Regeneration Trust to promote the Waterfront Trail and its role within the Mobility Hub.

##### *Promote Education and Awareness*

It is recommended that City Staff partner with Public Health and transit agencies to promote the benefits of transit-oriented development both within the Mobility Hub and throughout the City of Hamilton. This could also include cycling education on the use of new bicycle infrastructure or facilities.

##### *Encourage New Ridership through Subsidized Passes*

It is recommended that transit agencies partner with local universities and/or employers to provide subsidized monthly transit passes. Additionally, transit agencies should partner with local developers to incorporate transit passes into the fees of new condominium developments.



### *Support and Promote Local Artists*

It is recommended that City Staff partner with the local arts community and related organizations to incorporate local art, including paintings, murals and sculptures, within the Mobility Hub and within the Station itself. One example of this partnership could be providing additional GO Transit service during the Super Crawl and Art Crawl events.



## Monitor Implementation of the Mobility Hub Study

**Lead:** City Staff (Urban Design/Planning)

**Key Stakeholders:** As Needed

**Public Consultation:** As Needed

In order to understand the success of implementation and progress towards targets, the City of Hamilton should monitor change within the Mobility Hub Study. This may include tracking of new development, improvements to the trails network, supply of affordable housing units, parking management and supply, new commercial or office space and success of pilot projects, among other indicators.









05

# Appendices







# Appendix A: Workshop Summaries

# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

#### Introduction

On Wednesday, December 4, 2013, The City of Hamilton and Brook McIlroy hosted a Visioning Workshop for the James Street North Mobility Hub Study at a joint public meeting in the King George Room in LIUNA Station. In addition to the James Street North Mobility Hub Study, the Barton Tiffany Urban Design Study and the Barton/Kenilworth Corridor Study were also represented.



#### Purpose

The purpose of the meeting was to introduce the public to the three projects and to commence community discussion on their respective study areas and objectives. The goal of the James Street North Visioning Workshop was to seek public input to inform the vision for the study, including the vision statement, guiding principles and study area boundaries.



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

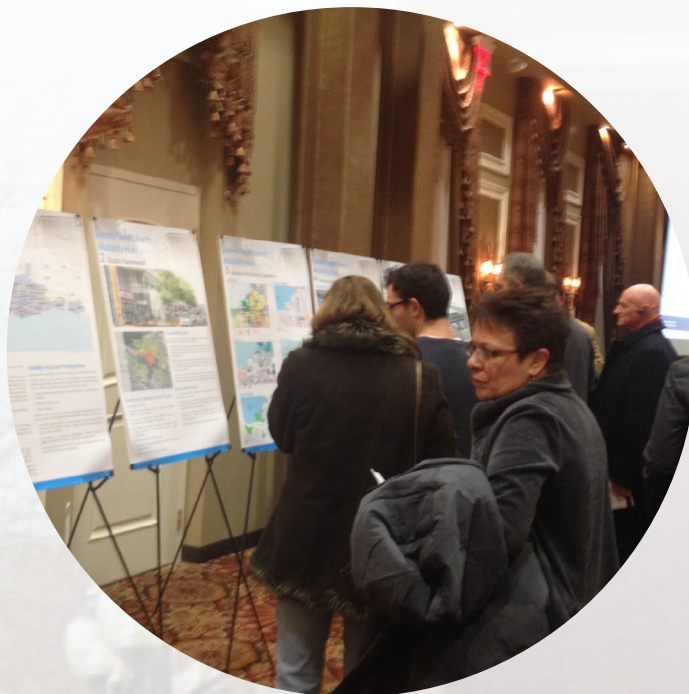
December 4, 2013

#### Who Came to the Meeting?

Over 100 people attended, including local residents, property owners, business representatives, community group representatives and staff and City Officials from the City of Hamilton.

#### What Was Presented?

The joint public meeting was facilitated by Tracey Ehl, who began by welcoming the City Councillors, explaining the Code of Conduct and outlining the meeting timeline. Next, the consultant project managers for each study provided a brief presentation.



The James Street North Mobility Hub Study covered the following material:

- Background - Mobility hubs
- Map of study area
- Study overview
- What has been done to date
- What we hope to achieve tonight
- What will happen in the break-out session
- What happens next

First Glenn Scheels presented for Barton Tiffany, follow by David Sajecki for the James Street North Mobility Hub Study, and finally Ron Palmer for Barton/Kenilworth.

*Note: the full presentations can be found on the City's website:  
[insert website link here]*

# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

### The Break-Out Sessions

The final hour of the meeting was devoted to a “Break-Out Session.” This included three separate stations, organized by project: The James Street North Mobility Hub Study, The Barton Tiffany Urban Design Study and The Barton/Kenilworth Corridor Study.

Attendees were encouraged to attend break-out sessions for each of the three projects, but were free to attend only one or two sessions. The Break-Out Sessions were organized into three 20 minute periods.

### The James Street North Mobility Hub Study Break-Out Session



For the James Street North Break-Out Session, participants organized into three workshop table groups. Each group centered around a 36”x48” Vision Worksheet Board and 11”x17” copies of the Vision Worksheet, plus writing utensils (markers, pens, pencils), post-it notes and white foam “building blocks” (scaled to the image in exercise #2 of the Vision Worksheets, as described in the following section). Discussions at each table were facilitated by Brook McIlroy and the City of Hamilton.



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

### Vision Worksheets


Each worksheet included two exercises. Exercise one focused on the attendees impressions of the James Street North study area, including the primary, secondary and tertiary zones. Exercise two focused on development potential within specific locations of the study area - two of the groups discussed development potential along Barton St. East, and one group discussed development potential along James St. North.

Vision  
Worksheet:  
Exercise #2  
Focus on  
Barton  
Street East

**James Street North Mobility Hub Public Visioning Workshop**

**Exercise #1 - Establishing a Community Vision**

**Introduction**  
With your group, please discuss your vision for the James Street North Mobility Hub. Provide your comments on the sheet below.



1 What do you like about the Study Area?

2 What do you not like about the Study Area?

3 What would you consider positive changes to the Study Area?

**Additional Thoughts**  
Please write any additional thoughts in the space below.


**Exercise #2 - Testing and Applying the Vision**

**Introduction**  
With your group, and the modeling materials provided, please develop your vision for the built form of this area of Barton Street East.

What concerns do you have about new development in the neighbourhood?

What benefits can new development bring?

What are the maximum and minimum heights that should be allowed on this site?




Vision  
Worksheet:  
Exercise #2  
Focus on  
James  
Street North

**James Street North Mobility Hub Public Visioning Workshop**

**Exercise #1 - Establishing a Community Vision**

**Introduction**  
With your group, please discuss your vision for the James Street North Mobility Hub. Provide your comments on the sheet below.



1 What do you like about the Study Area?

2 What do you not like about the Study Area?

3 What would you consider positive changes to the Study Area?

**Additional Thoughts**  
Please write any additional thoughts in the space below.


**Exercise #2 - Testing and Applying the Vision**

**Introduction**  
With your group, and the modeling materials provided, please develop your vision for the built form of this area of James Street North.

What concerns do you have about new development in the neighbourhood?

What benefits can new development bring?

What are the maximum and minimum heights that should be allowed on this site?



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

#### What was asked?

Exercise #1	Exercise #2
<ol style="list-style-type: none"><li>1. What do you like about the Study Area?</li><li>2. What do you not like about the Study Area?</li><li>3. What would you consider positive changes to the Study Area?</li></ol>	<ol style="list-style-type: none"><li>1. What concerns do you have about new development in the neighbourhood?</li><li>2. What benefits can new development bring?</li><li>3. What are the maximum and minimum heights that should be allowed on this site?</li><li>4. Additional thoughts</li></ol>

#### What happened?

Active participation

Productive discussion  
and debate

Idea generation





# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

#### What happened? (Cont.)

People used the scaled “building blocks” during the second exercise to provide a visual aid while discussing appropriate building design for potential development sites on the identified James Street North and Barton Street East “opportunity sites.”



During group discussion, individuals took the initiative to write their comments, answers and ideas directly onto the Vision Worksheet Boards. Some wrote in the blank space provided for answers, while others drew directly on the map to visually represent their input. For example, some people identified areas on the map where connectivity could be increased by improved bus service or where traffic calming measures would be most effective.

# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

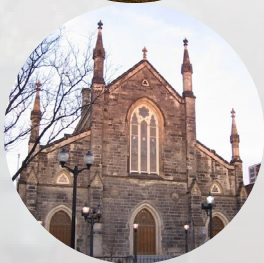
December 4, 2013

## Summary of Exercise #1 Responses

### 1. What do you like about the Study Area?



- **Green Areas** along the waterfront, especially **Bayfront Park** - walkable, rollerblading, dog walking, hiking, free shuttle bus; Pier 4 Park
- **The waterfront and activities:** sailing at the Royal Hamilton Yacht Club, skating at the Waterfront Outdoor Rink, running along the Hamilton Waterfront Trail
- Great **architecture** on James Street North - impressive and beautiful historic buildings and churches, a great variety of architectural styles, a consistently low streetwall height
- **Shops** on James Street North - thriving commercial activity that includes a wide range of choices between different restaurants, coffee shops and other stores
- The **James Street North Art District** - many art galleries are concentrated along James Street North, which is referred to as the “Art District” of Hamilton, the James Street North Art Crawl (every second Friday of the month)
- **The Maker’s Market** at the Christ’s Church Cathedral on James Street North - a local market initiated by Cathedral volunteers to support local artisans and craftsmanship
- Mix of Uses, Densities, Cultures and Incomes





# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

### Summary of Exercise #1 Responses



## 2. What do you not like about the Study Area?

- **Poor connections** - lack of bus connections (two-way bus service on James Street North, to/from the GO Train Station, the airport and McMaster University); lack of bicycle paths
- **Poor wayfinding signage** for pedestrians and for drivers to Bayfront Park; lack of signage for the free shuttle bus to Bayfront Park
- **Poor promotion of key assets** - Visitors to Hamilton may not know about Bayfront Park (the free shuttle bus or it's hiking trail) or the Waterfront Trail
- **Confusing and disorienting street grid (for drivers)** - one-way streets, lack of parking, poorly maintained roads
- **Traffic and one-way streets** - not enough traffic calming measures, such as bumpouts and speedbumps (along Barton Street) or red-light cameras (on James Street at Barton Street and at Canon Street); too many one-way streets (convert King Street and Main Street into two-way streets to make streets more pedestrian-friendly and to encourage commercial activity)
- **Safety perceptions** at night on James Street North
- **Garbage overflow** in the private and public realm - illegal dumping, not enough public garbage cans (and the ones that exist are not emptied enough)



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

## Summary of Exercise #1 Responses

### 3. What would you consider positive changes to the Study Area?

- Development without gentrification (mandatory percentage of affordable housing included for all new developments); not high-rise (ideal maximum height 5-6 storeys); mixed-use development on James Street North, with retail at grade, that increases pedestrian traffic
- More green and public open spaces (even distribution throughout the area)
- Architecture and public art that reflects the cultural diversity and historic legacy of the James Street North area (cultural mosaic)
- Improved bus connections, including some areas with free connections, and mid-block connections (proper redevelopment and better use of alleyways)
- Traffic calming measures and transformation of one-way streets into two-ways streets
- Law enforcement measures for rundown buildings and for illegal dumping/waste disposal
- GO Train should promote and advertise key assets, such as wayfinding to Bayfront Park - it's free shuttle bus and hiking trail





# James Street North Mobility Hub Study

Public Consultation Summary:

Visioning Workshop

December 4, 2013



## Exercise #1 Responses - Board #1

on the sheet below.

**Kongo Sng**

**Robert Connecting**

**INCL. USE for diversity**

**Protect neighborhoods from noise, smells, safety, etc.**

**Height Restrictions to fit in Attractive Bldgs & Sites**

**Parking.**

**Security.**

**No Ward Effect - smart faces height behind mainline street with sidewalk & ac look**

**Maintain Connectors for a Cultural diversity**

**Additional Thoughts**  
Please write any additional thoughts in the space below.

**1** What do you like about the Study Area?  
**- More Mob. lanes**

**2** What do you not like about the Study Area?  
**- traffic on Boker too fast**  
**- Red light camera Boker to Jones**

**3** What would you consider positive changes to the Study Area?  
**- Condo conversion of My School - Mission Service to max.**  
**- Queen St. to be converted to 2 way & Park. & TRAFFIC**  
**- Not Priority People out**  
**- No Ward Effect - smart faces height behind mainline street with sidewalk & ac look**  
**- Maintain Connectors for a Cultural diversity**



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

### Exercise #1 Responses - Board #2



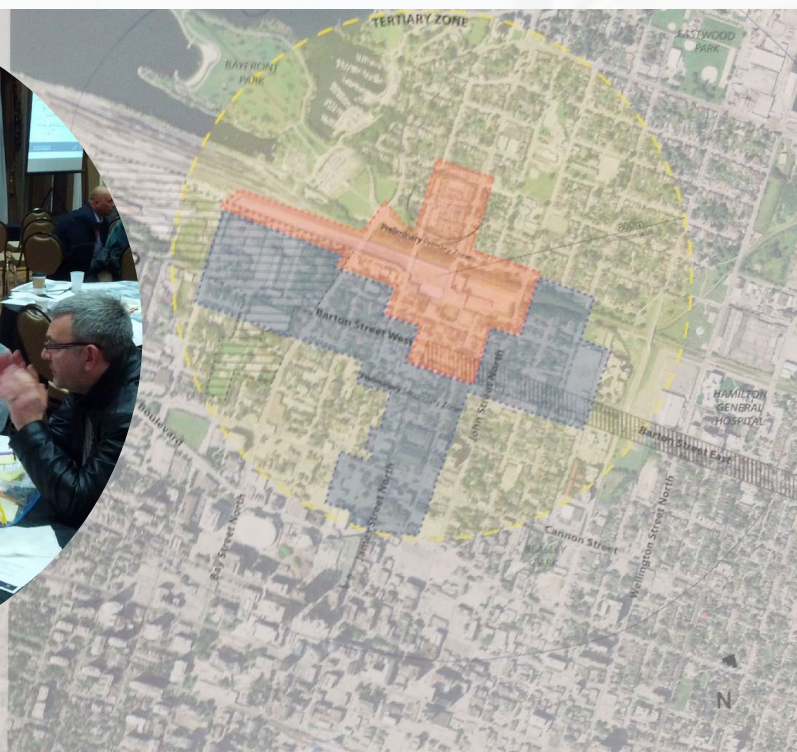
- What would you consider positive changes to the Study Area
- make a community
  - parkettes
  - zip cars
  - trails
  - restaurants
  - fewer vacant lots (i.e. parking)
  - better distribution of parkland
  - parks closer to James Street
  - balanced density
  - more on Barton, James, etc... (close to station)
  - taller on Bay Street
  - Traffic master plan impt. w/ higher density
  - complete streets on major streets
  - still need to accommodate cars for people plus transit bikes

- What do you not like about the Study Area?
- old industrial properties (i.e. Barton-Tiffany)
  - brownfield issues
  - lack of approach + consistency in area
  - not safe to bike on James Street

- What do you like about the Study Area?
- historic
  - young professionals
  - close to waterfront
  - environment improved
  - variety of streets
  - varying improvements
  - east of James more deteriorated
  - mixed areas
  - on an upswing (i.e. crime)
  - SAFE, CLEAN, HEALTHY, diverse, culture
  - close to water front



December 4, 2013



study must consider  
spaces between buildings

→ commercial should extend  
along James north of the

- clusters of densification near the transit station
- better pedestrian
- could be more residential above
- street scape b/w York & Linna a long James should be maintained
  - ↳ behind a Kay put ref along James
- Make ~~more~~ Queen two way
- traffic restricting
- make area conducive for transit
- More local bus service to the station



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

#### Summary of Exercise #2 Responses

##### 1. What concerns do you have about new development in the neighbourhood?

- Protecting the neighbourhood character - sensitivity to cultural and socio-economic diversity
- Gentrification poses risks for residents and business owners
- High-density and high-rise development around the James Street North GO Train Station or along the waterfront would be inconsistent with the area's character, block views of the Lake and raise concerns about the shadow impact of taller buildings (no "condo walls")
- Maintaining a continuous streetwall height (appropriate setbacks from the sidewalk)
- Increased vehicle traffic due to new developments (further hurting the pedestrian experience and commercial vibrancy)
- Parking - even if placed underground, where will entrances be located?
- Design standards - buildings should have a high-quality design - a Design Review Panel could help achieve this





# James Street North Mobility Hub Study

## Public Consultation Summary:

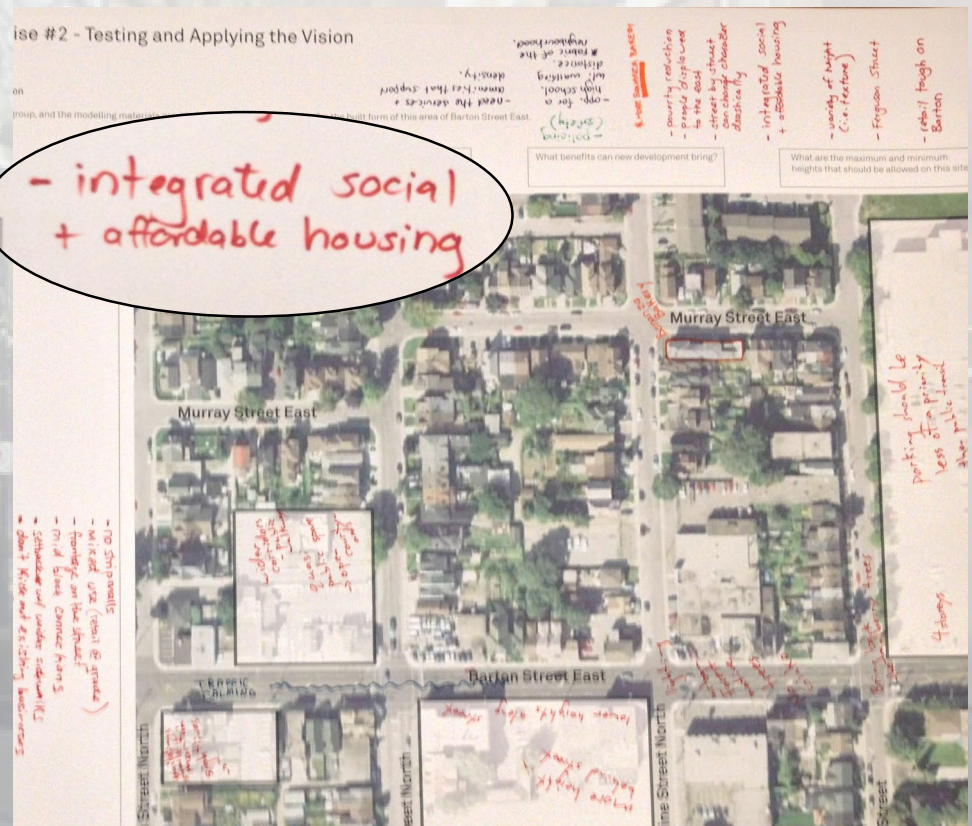
### Visioning Workshop

December 4, 2013

## Summary of Exercise #2 Responses

### 2. What benefits can new development bring?

- More development can attract more people, more economic activity and more tax revenue
- Improved perception of safety through more “eyes on the street” and increased activity on the streets (and on alleyways, if properly lit and redeveloped)
- James Street North, with new development and the new GO Train Station, could become a regional destination that attracts visitors for shopping and dining; It could be recognized regionally as a culturally diverse and burgeoning arts area
- Increased employment may come along with increased residents
- Protect and enhance existing green spaces





# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

#### Summary of Exercise #2 Responses



### 3. What are the maximum and minimum heights that should be allowed on this site?

- Minimum heights should be consistent with the existing streetwall - on Barton Street, approximately 3 storeys; on James Street North, 2-3 stories;
- Maximum heights should be around 5-6 storeys around James Street and Barton Street, where densities should be highest
- Where there are taller buildings, they must stepback all storeys above the existing streetwall height, so as to not interfere with sunlight on the street or to negatively impact the pedestrian experience



# James Street North Mobility Hub Study

## Public Consultation Summary:

### Visioning Workshop

December 4, 2013

## Key Takeaways

The people of North Hamilton are proud of their city's diverse cultural heritage and rich history. Their strong common interest to protect the area's character was made very clear. The following is a general summary of the most frequent comments from the James Street North Visioning Workshop:

### The study area needs...

- More/better green spaces
- Regional recognition (destination for shopping, eating, art viewing...)
- Better connections (pedestrian, bus and bike)
- Traffic calming measures
- Two-way streets (vs. one-way)
- Better signage (wayfinding/promotional)

### Development should...

- Be sensitive to the neighbourhood's history and culture
- Improve the pedestrian experience (safety, appropriate building heights)
- Boost economic development
- Not cause gentrification



# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### Table of Contents

Introduction	2
The PIC #2 Agenda	3
What Was Asked at Each Station?	4
What Was Heard at Each Station?	6
1. Study Overview	6
2. Guiding Principles	6
3. Focus Areas & Opportunity Sites	8
4. Connections	9
5. Implementation Strategies	10





# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### Introduction

The City of Hamilton, in association with Brook McIlroy, held the second Public Information Consultation for the James Street North Mobility

Hub Study, at Liuna Station in Hamilton on the evening of Tuesday April 22<sup>nd</sup>, 2014. It was an opportunity for the public to explore and provide feedback on the work completed since the first PIC (December 4<sup>th</sup>, 2013).



# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### The PIC #2 Agenda

#### 6:30 pm - Welcome & Display Boards

Members of the public were encouraged to view, comment on and discuss the display boards set up around the room.



#### 7:15 pm - Presentation by Brook McIlroy

David Falletta, the study project manager from the City of Hamilton, welcomed the public and introduced the team members from the City and the consultants, Brook McIlroy. Next, Anne McIlroy gave a presentation about the study, including background information on mobility hubs, the current status of the study and what we've accomplished to date, and an explanation of how tonight's PIC would be structured.

#### 7:30 pm - 5 Themed Stations: Review & Input

Members of the public were instructed to visit the 5 themed stations for about 10 minutes each, to ask questions and talk with a team member and to provide comments directly on the display boards (via Post-It Notes).

#### 8:45 pm - Wrap Up & Closing Remarks

For the wrap up and closing remarks, the team members who facilitated the five themed stations each gave a brief summary of the comments they received.





# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### What Was Asked at Each Station?

#### 1. Study Overview

The study overview display boards outlined the key aspects of the James Street North Mobility Hub Study, including:

- Why are we here?
- What have we heard?
- Where are we going?

People were also asked to provide any comments that were not addressed at the other stations.

#### 2. Guiding Principles

These display boards outlined the ten Guiding Principles of the James Street North Mobility Hub study area and asked:

- Do the proposed principles reflect your vision for the Mobility Hub?
- What changes would you make to the proposed principles?
- Are there additional Guiding Principles that should be added?

#### 3. Focus Areas & Opportunity Sites

The first display board at this station explained:

- What is a Focus Area?
- What is an Opportunity Site?

It also identified the six Focus Areas and 11 Opportunity Sites on a map of the study area. The following display boards focused on each of the 11 Opportunity Sites, including an aerial diagram identifying the site, a streetview image and an explanation of the existing use of the site. The last display board asked:

- Do you agree with the Opportunity Sites selected?

It also provided a map of the study area to identify any additional Opportunity Sites on.



# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### 4. Connections

The display boards at this themed station outlined the existing connections (streets/ trails/ cycling lanes) on a map of the study area, as well as a map of the complete network with proposed connections. The following board asked:

- Do the proposed connections create a complete network for all users?
- Should additional connections be provided? Where?



### 5. Implementation Strategies

The Implementation Strategies display board outlined the key implementation items, within three general categories:

- Policy/Process Amendments
- Partnership Opportunities
- Future Studies

People were encouraged to review and comment on these implementation strategies.





# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### What Was Heard at Each Station?

#### 1. Study Overview

- Please consider free parking on James North or adjacent lots to bring business to area. Meters limit shopping time.
- The future of the Hunter St. Station - It would be a shame for the existing building and infrastructure to be underutilized.



#### 2. Guiding Principles

Do the proposed principles reflect your vision for the Mobility Hub?

For the majority, the answer was yes, because...

- The principles are comprehensive and will be important for when future development are being approved.
- The strategic parking management strategy is key to protect street parking for residents nearby the station.
- New modern buildings should complement, but not mimic the old.
- Keeping the scale of the neighbourhood and building mid-rise buildings is important.
- Protecting the neighbourhood and promoting the arts are important principles because it encourages the multicultural feel that is a strength of downtown Hamilton.



# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### What changes would you make to the proposed principles?

- Downward lighting;
- Permeable paving on plaza;
- Use different materials and colours to differentiate between modes of transportation and zones;
- Traffic calming measures (cobble stones, natural stones...);
- Encourage open for business strategies;
- Noise kept at a minimum;
- No need to prioritize single-occupancy vehicles - discouraging and accounting for them is enough;
- Emphasis should be pedestrian-oriented and should promote transit and bike use;

- More residential and office uses as mutually supportive;
- Consider street parking for residents when changing streets to two-ways (also consider the space taken up by winter snow).

### Are there additional Guiding Principles that should be added?

- Housing options and affordability should be addressed (gentrification).
- Define the difference between the waterfront and the Piers.
- “Flex-time” for employment should be coordinated with train schedules and should be systematically organized.





# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### 3. Focus Areas & Opportunity Sites

Do you agree with the Opportunity Sites (and Focus Areas) chosen? Identify any additional Opportunity Sites on the map below.

#### Focus Areas

- Consider increasing the height in the core, Focus Area A, from the 4-storey maximum permitted by the Secondary Plan.
- Focus Area F should not cross the rails.

#### Opportunity Sites

The majority agreed with the opportunity sites chosen, commenting...

- Opportunity site #1 has the potential to include townhouses.
- No high rise buildings.
- No bump outs.

- Plant more trees.
- Is it economically feasible to redevelop these sites?

A few other opportunity sites were pointed out on the map provided, including:

- Wellington Street (east side), Wood to Ferrie;
- Northeast single-storey corner of Burlington Street and James Street;
- Southwest corner of James Street and Canon (it is a run down building);

Also, there was a comment that site #3 and 5 have already begun redevelopment.



# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

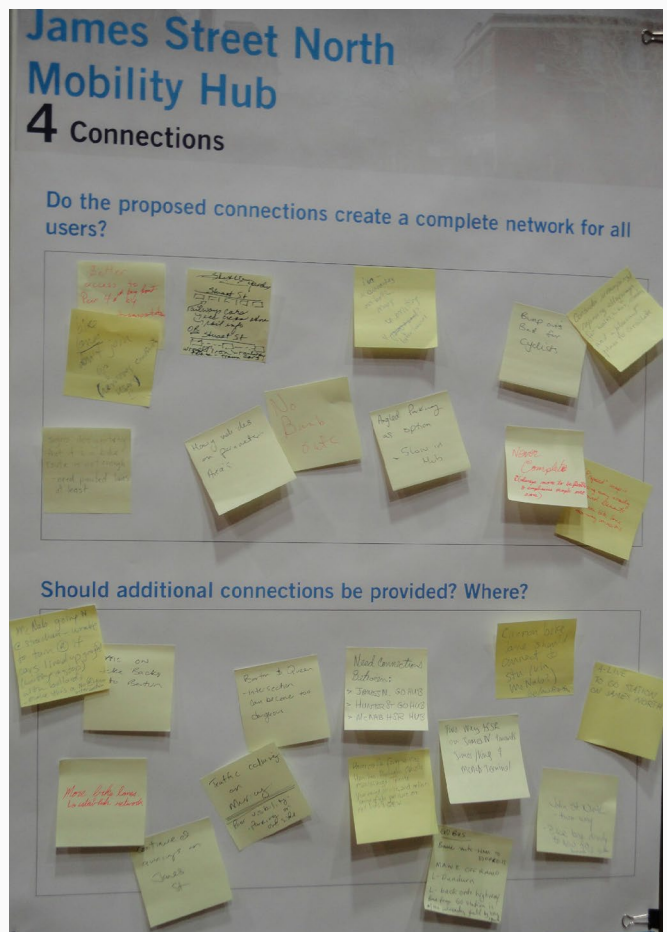
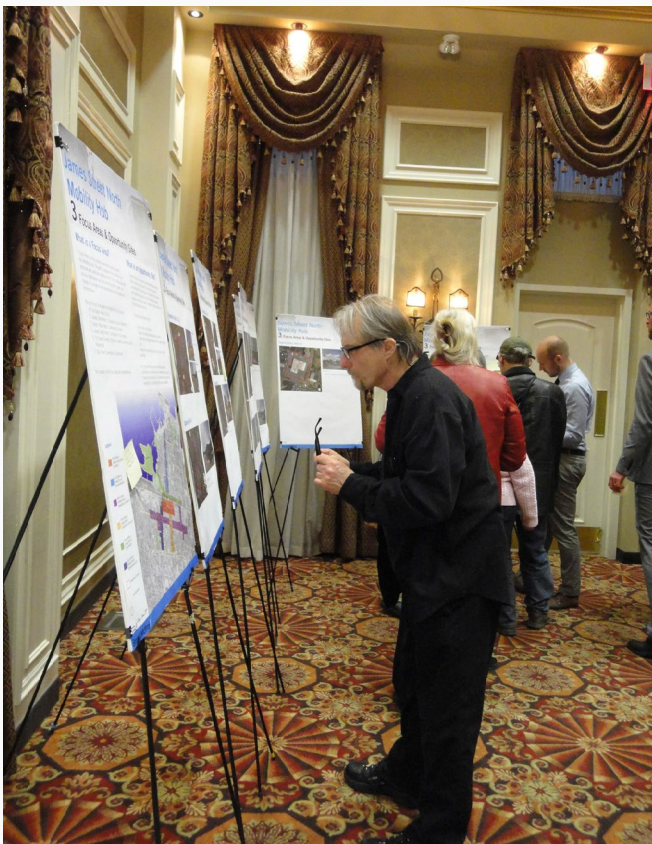
Tuesday April 22<sup>nd</sup>, 2014

### 4. Connections

Do the proposed connections create a complete network for all users?

- No bump outs (bad for cyclists);
- Heavy vehicles on perimeter areas;
- Ferguson bridge does not work well for biking (too steep!);
- Signs are not enough to designate a bike route - it required painted lanes at the least;
- Angled parking as an option to slow traffic;
- Bike lanes need to be connected (disjointed bike lanes discourage cautious users);

- Better access to Pier 4 and bay front by public transportation;
- A transportation network is never “complete” (always more to be flexible and emphasize people over cars);
- Proposed map is missing many already approved elements (ie. Cannon bike lanes - two-way conversion).
- Consider revamping/repaving alleyways for walks, bikes, scooters and a pleasant place to circulate.





# James Street North Mobility Hub Study

## Public Information Consultation #2 Summary

Tuesday April 22<sup>nd</sup>, 2014

### Should additional connections be provided? Where?

- At MacNab Street and Strachan Street going north, one is unable to turn right if cars lined up going west (waiting at a stop) with bollards. Make this a no right turn intersection.
- Traffic on Locke Street backs up onto Barton Street.
- More bike lanes to create an established network.
- Barton Street and Queen Street intersection can be dangerous.
- Traffic calming measures on Murray Street.
- Continuous awnings on James Street.
- Need connections between: James Street North and GO hub; Hunter Street and GO hub; and, MacNab Street and HSR hub.
- Potential for a hover craft ferry service between Hamilton-Burlington-Oakville-Mississauga-Toronto (year round service). This could relieve some of the pressure on rail lines and the QEW.
- More GO bus service (the regular express bus is often full by King Street and Dundas Street).
- Two way HSR service on James Street North towards James/King and MacNab Terminal.
- Cannon bike lane needs more connections.
- John Street North should be two-way.
- A bike lane directly to new James Street North station.
- A-link to GO station on James North.

### 5. Implementation Strategies

- The only comment on at this station was to specific the “interim period.”







# Appendix B: Technical Advisory Committee and Focus Group Meetings

Project No: 12-042  
 Project: Hamilton Mobility Hub  
 Date: 24-Sep-2013  
 Pages: 4  
 Transmission: via email

**Issued By:** David Sajecki, BrookMcIlroy

**Meeting Description:** **Technical Advisory Committee, Challenges and Opportunities Analysis**

**Date, Time, Location:** 24 September 2013, 9am-11am, Hamilton City Hall

**Present:** David Falletta, City of Hamilton (DF)  
 David Sajecki, BrookMcIlroy (BMI)  
 Matt Reid, BrookMcIlroy (BMI)  
 Emad Ghattas, BrookMcIlroy (BMI)  
 Technical Advisory Committee, City of Hamilton (TACCH)

*The following is a summary of subjects discussed and decisions reached at the above noted meeting. Please advise within five business days of any errors or omissions upon receipt of this report.*

Item	Description	Action
	<p>Introductions by DF followed by BMI mobility hub overview and introduction to the James Street North Mobility Hub Study</p> <p>Room was divided into 5 teams to investigate opportunities and challenges for each of the 5 study areas (N.B. O=opportunity, C=challenge)</p> <p><u>Area 1 (South of the rail corridor between Bay St N and Hughson St N)</u></p> <p>1.0 O-Implement <b>Live/work</b> programming within the area</p> <p>1.1 O-Provide <b>park / recreational areas</b> north of the rail corridor</p> <p>1.2 O- Provide for <b>mixed-use</b> development around GO station</p> <p>1.3 O- Provide areas for <b>public art</b> and make connections with the waterfront.</p> <p>1.4 O-Enhance <b>streetscaping</b> on Bay street towards Bayview Park.</p> <p>1.5 O-Provide <b>recreational facilities</b> and parks with particular emphasis on children and sports facilities</p> <p>1.6 C-1 way/2 way street transition at Bay St. N &amp; Cannon St. W is confusing</p> <p>1.7 C- <b>Way-finding</b> should be improved (better and clearer signage)</p> <p>1.8 C- Current Bay St. N <b>streetscape</b> is unattractive and should better <b>encourage</b> pedestrian and cycling uses.</p>	INFO



<p><u>Area 4 (West of James St N north of the rail corridor)</u></p> <p>4.0 O- Develop attractive <b>bike/cycling paths</b> along <b>Strachan St.</b></p> <p>4.1 O- Develop <b>safe</b> and <b>inviting</b> spaces throughout the area.</p> <p>4.2 O- Enhance the <b>character</b> of the James St. North corridor (by preserving its mixed-use).</p> <p>4.3 O-Capitalize on <b>investment interests</b> for housing in the area.</p> <p>4.4 C- Calm <b>traffic</b> in the residential areas.</p> <p>4.5 C- Maintain <b>affordable</b> and <b>community-type housing</b> .</p> <p>4.6 O- Consider a mix of housing typologies as part of the development.</p> <p>4.7 O- Consider high density and a mix of uses as part of the development.</p> <p>4.8 O- Develop <b>mixed-uses</b> around the new station.</p> <p>4.9 O- Provide areas for <b>public art</b>.</p> <p>4.10 C- Poor connections to the waterfront and its open spaces.</p> <p>4.11 C- Small businesses complain about <b>lack of parking space</b>. Need to address a parking plan.</p> <p>4.12 C- <b>Access</b> to future train station from this area can be difficult. Need to provide attractive, safe and well connected <b>paths</b> for <b>bikes</b> and <b>pedestrians</b>.</p> <p>4.13 C- <b>Way-finding</b> needs improvement (better and clearer signage).</p> <p><u>Area 5 (South of the rail corridor between Ferguson Ave N and Hughson St N)</u></p> <p>5.0 O- Consider future mixed-use development of the <b>Cannon Knitting Mills</b>, at Cannon St.E &amp; Mary St.</p> <p>5.1 O- Favor the possibility of <b>converting</b> old industrial buildings.</p> <p>5.2 O- Consider <b>intensification</b> (high density) along the Barton residential area.</p> <p>5.3 O- Consolidate land uses as they are currently fragmented.</p> <p>5.4 O- Capitalize on the area's planning: well served public transit and green spaces.</p> <p>5.5 O- Promote the area to <b>out-of-towners</b> who want to <b>discover</b> Hamilton.</p> <p>5.6 C- Not enough <b>sidewalks</b> in certain parts of the area.</p> <p>5.7 C- Presence of <b>old infrastructure</b> which needs maintenance and attention.</p> <p>5.8 C- Demand for more <b>parking</b>.</p> <p>5.9 C- Cannon street not <b>pedestrian friendly</b>.</p> <p>5.10 C-Area lacks a <b>focus/landmark</b> (perhaps the Cannon Knitting Mills can become one)</p> <p><u>Agenda Item 6 – Recurrent and general for all 5 areas</u></p> <p>6.0 Preserve the general <b>characters</b> of the areas: single housing typologies neighbourhoods and the vibrant mixed-usage along James St. North.</p> <p>6.1 Provide <b>better connections</b> between the neighbourhoods, the parks and the future train station,</p>	<p>INFO</p> <p>INFO</p>
--	-------------------------

through <b>pedestrian and bicycle paths</b> that are <b>safe, accessible</b> and <b>attractive</b> .		INFO
6.2	Improve <b>way-finding</b> with better/clearer <b>signage</b> .	
6.3	Encourage the display of <b>public art</b> .	
6.4	Promote <b>mixed usage</b> around the future train station.	
6.5	Concentrate <b>parking</b> closer to the future train station.	

--END OF MINUTES--



Project No: 12-042  
 Project: Hamilton Mobility Hub  
 Pages: 7  
 Transmission: via email

**Subject:** Focus Group Meeting One – James St. N. Mobility Hub Study  
**Date:** Thursday, January 23, 2014  
**Time:** 7:00 pm – 9:00 pm  
**Location:** Workers Arts and Heritage Centre  
 Resource Room, 1<sup>st</sup> Floor  
 51 Stuart Street, (between Bay St. N. and MacNab St. N.)

*The following is a summary of the ten “Focus Group Interview” questions discussed at the above noted meeting. Please advise within five business days of any errors or omissions upon receipt of this report.*

## Stakeholder Interview Questions

- In relation to the Study Area (see following page), what would your group or association like to see change (or remain the same)?
- How would your group or association improve the streets within the Study Area?
- How would your group or association improve the pedestrian experience and better connect the Study Area to downtown Hamilton, the waterfront and the new James North GO Station?
- How would your group or association strengthen the Study Area /neighbourhood’s unique identity?
- Given the historic and artistic context of the Study Area / James St. North, what priorities does your group or association have for new development?
- What types of amenities are most important to your group or association? (E.g. more space for parking, patios, trees, benches, bicycle lanes, green space, etc.)
- Are any existing City standards problematic for your group or association? How could these be improved?
- Does your group or association recommend any changes to the draft primary, secondary and tertiary zone borders?
- Are there additional Study Area constraints or opportunities of which we should be aware?
- Are there additional Primary (or Secondary or Tertiary – depending on group) constraints or opportunities of which we should be aware?

## Group One – Facilitated by David Sajecki (Brook McIlroy)

- 1. In relation to the Study Area (see following page), what would your group or association like to see change (or remain the same)?**
  - Study boundary should be flexible and consider including Bayfront Park and Piers 7 and 8 as these two piers receive over one million visits per year
  - Catchment area should be expanded to consider the 1600 units planned for Piers 5 to 8
  - The primary zone should be extended to include James St. N. north of the rail corridor to the waterfront (south boundary is fine)
  - Don’t tear down existing residential → appropriate infill only
- 2. How would your group or association improve the streets within the Study Area?**
  - A policy should be adopted whereby if a tree dies it is replaced within a month (as well as encouraging policies for planting new trees)
  - Station needs to stitch the street together and the station should physically announce its location, potentially through a large arch or other means

- Public space at station should be designed to direct people to commercial main streets as opposed to local residential streets
  - Government incentives such as a community improvement program should be adopted
  - Parking enforcement in residential neighbourhoods is important
  - James St. N. employees need a place to park
  - Proactive streetscaping/planting/arts/statues on main streets
  - Urban trail
  - Wayfinding/information on retail/local attractions
  - Encourage 2-way streets
  - Maps for local retails, historical murals & local attractions
- 3. How would your group or association improve the pedestrian experience and better connect the Study Area to downtown Hamilton, the waterfront and the new James North GO Station?**
- Create a nice urban streetscape that should include more shade and improved bus connections. The number 4 bus and Barton bus connections in particular should be improved.
  - Direct bus connections from downtown to LIUNA station do not exist and should be provided
  - Need connections to GO Train and GO Train should leave every 30 mins or more often
  - Free waterfront shuttle is not well not well advertised nor well known
  - Civic space associated with primary area and station should have:
    - A theme & program such as immigration, trains, boats, port city and culture
    - Somewhere to sit & eat
    - Space for buskers, markets, ect.
  - Buses at the new station should be screen via planters and shrubs
  - A Big Arch identifying the station location should be built across the James St. N. bridge. If not an arch something distinctive should be built that creates a feeling and focal point
- 4. How would your group or association strengthen the Study Area / Neighbourhood's unique identity?**
- Incorporate history & heritage into design
    - Hotels, port, Dundurn Castle, rail
  - Public art
  - Design standards for new buildings
  - Architectural design standards
    - Building at Aberdeen and Dundurn is a bad precedent (what not to do!)
  - Past & future can work together i.e. use of modern materials side by side with historic buildings
    - The Witton Lofts (on Murray St. W.) – good example
  - Development needs to fit the context but can still be modern
- 5. Given the historic and artistic context of the Study Area / James St. North, what priorities does your group or association have for new development?**
- 2-4 storeys along main streets is appropriate. The road should retain a human scale and consistent streetscape. Taller buildings above 4 storeys should stepback from the streetwall.
- 6. What types of amenities are most important to your group or association? (E.g. more space for parking, patios, trees, benches, bicycle lanes, green space, etc.)**
- Bike lanes are not amenities – should be considered as part of the transportation network
  - Considerations for people with disabilities are important
  - Bike racks, bike sharing facilities
  - Cigarette butt containers in front of bars and restaurants



- Better garbage collection → garbage bins are often overflowing
- Better street cleaning / sweeping is important
- Wayfinding
- Interpretive information
- Bus shelters that fit with the theme of the neighbourhood
- Consistent planting/flower program
- Existing interactive wall on James St. N. Is great!
- How does the GO Station coordinate / incorporate w/ Art Crawl?
- Super Crawl – coordination w/ GO
- Free shuttle
- Perception of lack of safety needs to be addressed
- Hamilton Action Team
- Street lighting should be improved → consistent theme designed by local artists

**7. Are any existing City standards problematic for your group or association? How could these be improved?**

- In 2011 it was felt that creative professionals within the James St. N. neighbourhood were a priority and focus at City Hall. Now that GO Station is being built it is important that this focus be brought back
- Grants, funding...
- Small business incentives
- First Ontario Clinic – Mustard funding for small businesses. Sandy Shaw is a good contact at this clinic.
- Concern over decreasing standards for parking as area intensifies → where are people going to park
- Wayfinding needs to be accomplished in creative ways → part of curb, ect. Weather/snow;
- Connect with existing industrial town
- Create a Historic walk with plaques that identify every day activities such as “John’s barbershop was in this location from ##### to #####”

**8. Does your group or association recommend any changes to the draft primary, secondary and tertiary zone borders?**

(Refer to Question 1 answers)

**9. Are there additional Study Area constraints or opportunities of which we should be aware?**

**10. Are there additional Primary (or Secondary or Tertiary – depending on group) constraints or opportunities of which we should be aware?**

- Opportunities:
- Accessibility for all
- Focus on promoting small business not Big Box
- A new large civic space should be located adjacent to the GO Station
- Pictures of buildings in Mulberry Coffee Shop could be extended to other locations within the study area as part of a public arts program
- Importance of walkability – all areas of neighbourhoods
- Complete streets
- Intensification
- Large parking lot behind Christ Church Cathedral can be intensified
- Study should identify new areas for parking
- Need to advance plans to increase GO Train service
- More local transit funding
- Better coordination of local bus schedules with GO & residents’ needs → ie. Work

**Group Two – Facilitated by David Falletta (City of Hamilton)**

**1. In relation to the Study Area (see following page), what would your group or association like to see change (or remain the same)?**

- Bike lanes to be reinstated on Bay Street & Strachan Street
- Proper/more effective signage guiding through traffic onto James Street (from the north end); overall, better signage in the neighbourhood
- Implement the North End Traffic Study
- Parking
  - Have more available on street parking for residents
  - Parking should consider the over flow caused by the increase of vehicles coming to the GO Station
  - Flexible parking regulations for residents to park on the streets (free parking)
- Residents want to retain & build upon the neighbourhood look/feel (avoid big box/chain stores; prefer small scale retail/commercial)
- Positive change on street (ie. Fountain or garage removal)
- Barton Street – retail! Empty trend on Wellington & big opportunity (growth & development) to fill in vacancies
- Beasley (east of Wellington) – better connectivity
- Bike lanes on Barton (dedicated bike lanes)
- Barton & Wellington – new Autism Center planned – important consideration
- Bike share (near hospital – another key consideration)
- Better connectivity throughout the entire neighbourhood
  - Need for Bike Lanes and Streetscaping on Barton
- Bike lanes and streetscaping on Barton
- Bike lanes on the walking trails along the waterfront
- Access to train station from multiple points and through multiple methods (foot, bike, car transit)
- Pedestrian priority – it is a city-wide goal
- Bike parking facilities – enclosed (safe, weather protected)
- Green roofs? More sustainable & self-sufficient infrastructure
- There should be more emphasis on planning for the pedestrian (dignifying the pedestrian)
  - Bike share at the station
  - Better, more & safer trails and walkways to key destinations
  - To incorporate trails in order to help connectivity throughout the entire neighbourhood (bike and walking trails)
- Creating more green space / environmentally friendly spaces for the community. Any changes should be environmentally friendly, especially new public buildings.

**2. How would your group or association improve the streets within the Study Area?**

- See the North End Traffic Study Implemented & collaborate with this study
- New/more on-street parking for residents
- Repaving/Improving the streets
  - New paving on Strachan
  - Amenities for the pedestrian (street furniture/garbage cans)
  - Curb angles at intersections (special considerations for the disabled – the sidewalks are angled downwards in some spots, making it difficult for people in wheelchairs, especially in the icy winter!)
  - Pedestrian lighting – “downlighting” – safe, appropriate (maintain visible areas for safety but don’t create excessive light pollution)
- Street amenities: garbage receptacles, street furniture, architecture incorporating the history of the neighbourhood
  - Aesthetically pleasing fencing/barrier on the James Street Bridge
  - Bike lanes & streetscaping on Barton
  - Wider sidewalks



- Parking on both sides of the street (to slow traffic)
- Canon St. (Wellington to Bay)
  - Increase on-street parking (24hrs)
  - Improve pedestrian experience
- Stuart street & McNab street
  - Right hand turn onto McNab is difficult (curb cut angle) – better turning radius
- Proper/more effective signage:
  - Too many signs → more effective/efficient ones
  - Wayfinding system – clean & efficient
- 2-way street conversion to enhance the neighbourhood experience, especially for visitors
  - Everyone supports the two way street conversion

**3. How would your group or association improve the pedestrian experience and better connect the Study Area to downtown Hamilton, the waterfront and the new James North GO Station?**

- Include the General Hospital as key destination/ employment area
- Boundary – extend east? Broaden focus to employment hubs for more inclusive community
- More connectivity to trails/corridors to the downtown from Waterfront and the Barton-Tiffany Area
- Better transit connections to the stations and key destinations throughout the city
  - Implement an A-Line transit route from the Airport to the Waterfront
  - Shuttles between James GO and Hunter GO
  - Good transit service in the area
- Transit up & down James St.
- Better pedestrian experience – access points
- Cost effective investment in area
  - Density without parking requirements to support new development and encourage transit service – money not spent on parking could go to improve transit connections
  - Investment in density to relax the dependence on the car
- Bulletin kiosks/ community info. Opportunities in plazas, trails and maybe on the streets
- Community communication spaces
- Walking wayfinding signs (ie. 5 minutes this way to waterfront)
- Innovative signage

**4. How would your group or association strengthen the Study Area / Neighbourhood's unique identity?**

- Development Standards >> Relaxed parking standards – market car free areas
- Target funds (development charges, parkland dedication, etc.) to be retained and used within the Neighbourhood
- New development should use appropriate (sensitive) building materials
  - Use appropriate brick, siding to keep the historical integrity of the neighbourhood intact
- Design
  - Curbs, paving, furniture with rounded edges to deter skateboarders
  - Direct skateboarders to Beasley's skate park
  - Incorporate way-finding signs
- Identity
  - Identify with proximity to the water / waterfront
  - Identify that the neighbourhoods is within the oldest part of the City
  - Demonstrate the historical significance / impact of the train station in bringing new immigrants to the area
  - Incorporate train architecture within the neighbourhood
  - More public art / educational facts displayed in the neighbourhood
- Beasley – empty parking lots → opportunity!
- Secondary, residential 1-way streets → 2-way streets
- New development – appropriate (sensitive) building materials

- Brown brick facade, ect. (not a concrete jungle!!)
  - Maintain historical integrity of the neighbourhood
  - Design for curbs, paving, furniture with rounded edges to deter skateboarding & provide wayfinding signs for skateboarders to Beasley Bowl and other key locations
  - Signs/identity – historical neighbourhood, proximity to water, slogans that reflect significance of/proximity to the train, ect.; informational/factoid signs → incorporate identity (educational and artistically presented), public art
- 5. Given the historic and artistic context of the Study Area / James St. North, what priorities does your group or association have for new development?**
- Materials & buildings / architecture
  - Parking as a deterrent
  - Look to Neighbourhood Action Plans (Beasley, Jamesville) as important action items. Identify who is responsible for what, how it will be funded and when the action will happen.
  - Architecture
    - Maintain the rhythm, scale & detail of the neighbourhood
    - Unique building materials & facades
    - Articulate the look/feel of the neighbourhood
    - Focus on the fine grain details of new buildings
    - Keep the buildings oriented towards the street (human scale)
  - North part of James Street from bridge to Burlington street there may be opportunities / pressure to convert all or some of this area to commercial
  - Uncoupling parking – parking at a deterrent
  - Wellington St. & Barton St. Are areas for intensification
    - Review & build upon existing plan: “Setting Sail”
  - Intensification in the (3) areas identified in Setting Sail
  - Guide residents → community on James
- 6. What types of amenities are most important to your group or association? (E.g. more space for parking, patios, trees, benches, bicycle lanes, green space, etc.)**
- Parking
  - Bicycle lanes
  - Garbage receptacles
  - Bike/car share
  - Recycling/garbage receptacles
  - Patios – draw people downtown, accessible for all
  - Lighting in the station & street-level – 24/7? Visible from the neighbourhood!
  - Concerned of a glass lit building all night
  - Glazing may mitigate these impacts
  - Lighting for walkways
  - Noise barriers to limit impacts from train station noise
- 7. Are any existing City standards problematic for your group or association? How could these be improved?**
- Parking standards (decoupling)
  - More on-street parking
  - Stricter By-law enforcement
    - I.e. Front-lawn parking by-law (% of front yard allowed to be paved)– often broken
    - I.e. Idling
  - Parkland dedication – funds to stay in the neighbourhood



- Removal of car parking on Cannon Street after 4 PM (rush hour timing, 4 PM – 6 PM?)
- 8. Does your group or association recommend any changes to the draft primary, secondary and tertiary zone borders?**
  - Expand the study area to include Wellington & Canon (lots of development potential with empty parking lots)
  - Also include Wellington & Barton and Victoria (include General Hospital as a key destination)
  - Primary zone – should this include (all of the) public housing on James St. N?
- 9. Are there additional Study Area constraints or opportunities of which we should be aware?**
- 10. Are there additional Primary (or Secondary or Tertiary – depending on group) constraints or opportunities of which we should be aware?**
  - Bike lane connections (vs. Vanishing bike lanes that connect to nothing)
  - Empty parking lots as opportunity sites
  - Consider organizing a survey of resident's needs for parking, ect.
  - An on-street parking inventory of available spaces and residents' requirements to determine if sufficient parking exists for the neighbourhood. NEN would be willing to partner up and commit some \$ for such a study

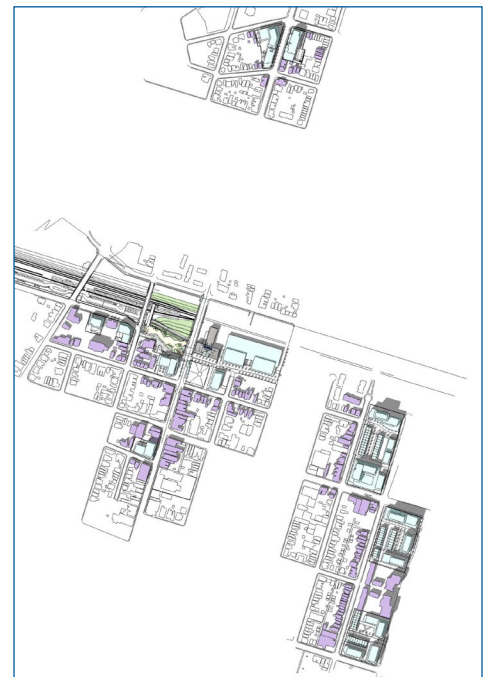
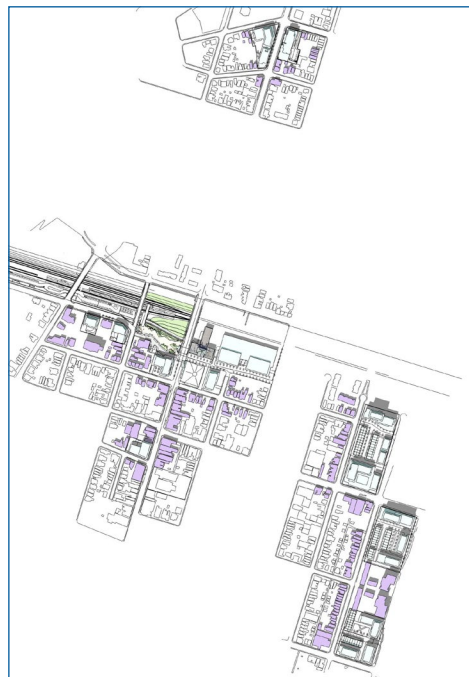
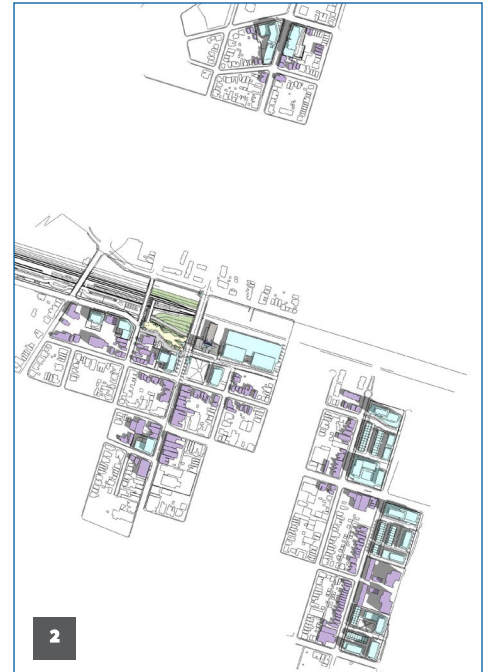
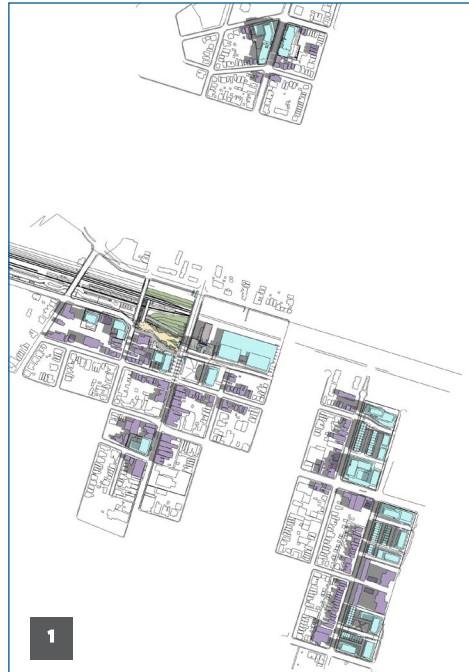
--END OF MINUTES--



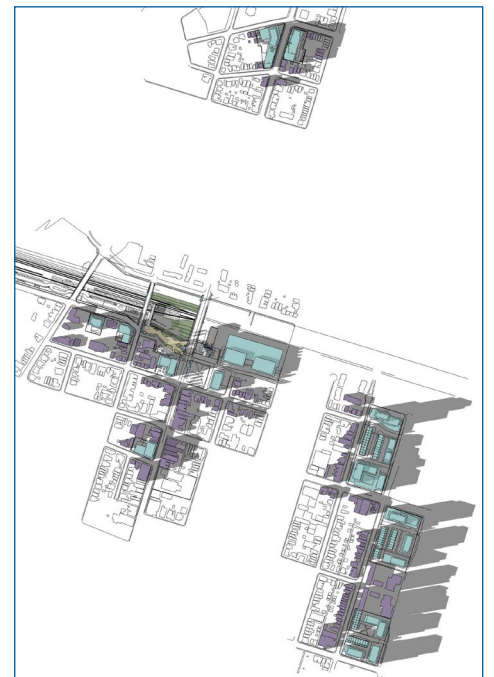


# Appendix C: Opportunity Site Shadow Testing

## Opportunity Site Shadow Testing (March 21st)











# Appendix D: Criteria for Taller Buildings

## Criteria for Taller Buildings (10 to 12 storeys)

While some mid-rise and taller buildings exist within the Mobility Hub the predominant building fabric is low rise. As the Mobility Hub evolves mid-rise redevelopment of underutilized sites can achieve significant intensification while still maintaining the strong character of the various neighbourhoods. However, within the eastern area of the Mobility Hub a few larger sites (Opportunity Sites 8, 9 and 10), with lot depths greater than 50 metres, exist that are appropriate for taller buildings up to 10 to 12 storeys. To properly address issues such as context, neighbourhood transition, massing and shadowing impacts a set of performance criteria as identified below is necessary.

To properly address these issues the following criteria should be met when planning for taller buildings. If these criteria can be met then a taller building of 10 to 12 storeys should be considered appropriate within a larger lot.

### **1A. Front Facade: Angular Plane**

The building envelope should allow for a minimum of 5 hours of sunlight onto the primary street sidewalks from March 21st – September 21st.

### **1B. Front Facade: Pedestrian Perception Step-back**

“Pedestrian Perception” step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.

### **2. Rear Transition to Neighbourhoods: Deep**

The rear transition between a deep property and areas designated in Setting Sail as Low Density Residential, Institutional, Public Open Space, and Marine

Recreational should be created through setback and angular plane provisions.

### **3. Corner Sites: Heights and Angular Planes**

On corner sites, the front angular plane and heights

that apply to the primary street frontage will also apply to the secondary street frontage.

### **4. Side Property Line: Step-backs at Upper Storeys**

There should be breaks at upper storeys between new and existing buildings that provide sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.

### **5. Side Property Line: Existing Side Windows**

Existing buildings with side wall windows should not be negatively impacted by new developments.

### **6. Side Property Line: Side Street Setbacks**

Buildings should be setback along the side streets to provide transition to adjacent residential properties with front yard setbacks.

### **7. Building Width: Maximum Width**

Where mid-rise building frontages are more than 60 metres in width, building facades should be articulated or “broken up” to ensure that facades are not overly long.

### **8. Setbacks for Civic Spaces**

In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.

### **9. Balconies and Projections**

Balconies and other projecting building elements should not negatively impact the public realm or prevent



adherence to other Performance Standards.

#### **10. Roofs and Roofscapes**

Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

#### **11. Heritage Buildings**

All new buildings should respect and be sensitively integrated with heritage buildings within the mobility hub.

The demonstration plans for Opportunity Sites 8, 9 and 10 adhere to the above criteria.

