

Pier 8 Zoning + Subdivision

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500 Bay Street North, Hamilton, L8L 1N5

Residents also helped to craft a Vision for the plan that is based on creating a child and family-friendly community near downtown Hamilton. One of the key elements of the Vision is to create pedestrian-friendly streets by, among other things, slowing down traffic. An important clarification is that the intent is not to penalize traffic such that it impacts the viability of businesses in the neighbourhood, but rather to create an environment where all drivers, including residents, respect the fact that they are travelling through a residential community. As one resident summed it up – “it takes about 3 minutes to drive from one side of the North End to the other, adding another 30 seconds is not going to make or break someone’s trip.”

A final point about the study is that many of the discussions focused on anticipating future traffic problems, and proactively implementing solutions in advance so that problems do not occur. All too often when new developments are proposed adjacent to existing communities, the only considerations are “should the development occur or not.” The North End Traffic Management Study is somewhat unique in that one of the objectives is to provide directions on the Pier 8 development and how its transportation system can be integrated with the existing community in a manner that creates a positive outcome for both existing and new residents.

Process Before 2012

- **We have a problem**
- **Lets work together to find the solution.**

Process After 2012

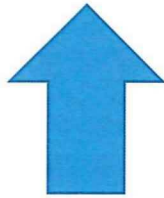
- We will tell you what the City Staff have decided.
- Do you have any comments?

Total meetings with Waterfront Stakeholders 2012 to 2014 – ZERO

Total Meetings with Development Industry 2012 tp 2014 - Lots

	Inform	Consult	Involve	Collabrate	Empower
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decision.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise To The Public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example Tools	<ul style="list-style-type: none"> • Fact sheets • Websites • Open houses 	<ul style="list-style-type: none"> • Public comment • Focus groups • Surveys • Public meetings 	<ul style="list-style-type: none"> • Workshops • Deliberate polling 	<ul style="list-style-type: none"> • Citizen Advisory committees • Consensus-building • Participatory decision-making 	<ul style="list-style-type: none"> • Citizen juries • Ballots • Delegated decisions

Post - 2012



Pre-2012



The One Stakeholder Decision:

The Pier 8 Vision Statement

WEST HARBOUR VISION DRAFT 1.0

CONTEXT Historic West Harbour has been the arrival point, the departure point, and a meeting place for generations of people. Many have made the West Harbour communities of Central, Beasley, the North End and Strathcona home for their families and their businesses. As an integral part of the residential, commercial, recreational, and creative heart of Hamilton, its residents have created a unique and dynamic culture that, together, are the West Harbour.

The West Harbour will . . .

THEMES	NEIGHBOURHOOD	ENVIRONMENT	PUBLIC ACCESS	WATERFRONT	TRANSPORTATION	CONNECTIONS	CULTURE	DESIGN	ACCESSIBILITY	AFFORDABILITY
ELEMENTS	Continue to grow and to strengthen existing neighbourhoods.	Promote a healthy harbour.	Provide safe and continuous public access along the water's edge.	Create a diverse, balanced & animated waterfront.	Promote a balanced transportation network.	Enhance the physical, visual connections to the water.	Celebrate the heritage, culture and diversity of Hamilton.	Promote excellence in design.	Feature fully accessible design for residents and visitors of all abilities.	Provide inclusive and affordable housing as part of its residential developments.
EXPLANATIONS	<ul style="list-style-type: none"> • Create new development setbacks and enhance the character of the neighbourhoods. • Relocate heavy industrial uses and cleanup contaminated sites. • Encourage compatible development on abandoned, vacant and under-utilized land. • Support James Street as the area's main commercial street. • Encourage new commercial uses that cater to the local neighbourhood. • Enhance the amenities and landscaping in existing neighbourhood parks. • Augment existing parkland with additional publicly-accessible open space. • Increase existing and future neighbourhoods are well served by community services, such as schools, health care, libraries and recreational services. • Improve access to the waterfront and downtown from the neighbourhoods. • Preserve, restore and/or reuse buildings of historic or architectural significance. • Preserve and maintain on-street parking. • Generally avoid appropriation of residential and commercial properties. 	<ul style="list-style-type: none"> • Employ "best practice" techniques for stormwater management to minimize reliance on the existing combined sewer system. • Encourage water conservation. • Maintain or enhance existing aquatic and shoreline habitats. • Remove, replace or seal potentially harmful subsurface materials, as per statutory protocols and guidelines. • Identify and protect key views and improve public access to the harbour. • Increase the public's understanding and appreciation of the harbour and watershed from an ecological perspective. 	<ul style="list-style-type: none"> • Land at the water's edge, to a depth that can accommodate a trail, promenade, or other desired open space or public facility, must be publicly-owned. • New development on the waterfront should not prevent or inhibit public access to the water's edge. • The waterfront should include public facilities for launching and docking recreational boats. • The needs of recreational boating organizations for direct, safe and secure access to the harbour should be respected. 	<ul style="list-style-type: none"> • Promote a diversity of land uses along the waterfront, including open space, marine recreation, residential, cultural, commercial, and institutional. • Maintain a balance of active and passive recreational uses and outdoor and indoor waterfront attractions. • Enhance the city as a tourist destination. • Be "waterfront-appropriate", taking advantage of the harbour setting and promote season-long and year-round enjoyment and appreciation of the waterfront. • Support and encourage a diversity of marine activity. 	<ul style="list-style-type: none"> • Establish a clear street hierarchy that recognizes the function and character of existing streets. • Improve road connections to the waterfront and identify primary routes to waterfront destinations. • Promote a more balanced multi-modal transportation system, in which public transit, cycling, walking, ferries and water taxis have a significant role. • Ensure most dwelling units in the area are within 400 metres walking distance of a transit stop. • Monitor and minimize traffic impacts on the existing local street network. 	<ul style="list-style-type: none"> • Mitigate or eliminate physical barriers to the waterfront. • Promote a connected open space system along the waterfront, through the neighbourhoods and between Downtown and the waterfront. • Extend the existing grid of streets and blocks to the waterfront wherever feasible and appropriate. • Preserve and augment important public vistas and view corridors to and from the waterfront. • Improve pedestrian, cycling and transit connections to the waterfront from Downtown and the Waterfront Trail. • Enhance the streetscapes of key north-south and east-west streets. • Develop a continuous waterfront trail. 	<ul style="list-style-type: none"> • Conserving and strengthening the overall character of the West Harbour neighbourhoods and streetscapes. • Conserving, restoring and reusing historic buildings and structures. • Reflecting and interpreting the city's industrial, marine and cultural heritage in the design of new buildings and open spaces. • Encouraging the development of cultural institutions to inform residents and visitors about the area's heritage. • Providing public open spaces for cultural festivals and other celebratory events. 	<ul style="list-style-type: none"> • Design and construct buildings that respect, complement and enhance the best attributes of West Harbour. • Adopt "best practice" technologies to achieve energy efficient buildings. • Ensure the public realm - the area's parks, squares, streets, trails and public buildings - is designed, upgraded and maintained to the highest standards. • Incorporate public art into the design of significant buildings and open spaces. • Promote the development of inspiring, meaningful and memorable places. 	<ul style="list-style-type: none"> • Clear paths of travel to all buildings and amenities. • Fully accessible buildings. • Completely barrier free residential units. • Accessible signage throughout. 	<ul style="list-style-type: none"> • Doesn't cost more than 30% of before tax household income. • Suitable for families. • Continuum of affordable housing: Affordable homeownership, Non-profit housing (rent-owned-to-income), Cooperative housing, Purpose-built private market rental housing, Supportive housing, Secondary suites, Inclusionary Zoning. • Innovative housing such as laneway and small homes, co-housing, and low-energy consumption via design. • In the event of disposal of publicly owned lands located within West Harbour, Council will consider the desirability of developing such lands for affordable housing, and where appropriate, shall encourage the development of said lands for such housing as a priority - A.6.3.3.1.10 SSSP. • In developing city owned lands for residential purposes, Council may require that at least 25 % of the gross area of such lands be provided in the form of affordable housing - A.6.3.3.1.11 SSSP. • The City of Hamilton will partner with the senior levels of government, the private sector and community-based housing providers to promote the development of the City-owned land in the West Harbour for affordable rental and homeownership opportunities through various programmatic initiatives - A.6.3.3.1 SSSP.

* The Setting Sail Secondary Plan was developed by the community, Council and the OMB.
 * This draft of the Vision was developed by a City of Hamilton-facilitated session of a Vision Working Group consisting of volunteers from the members of the public who attended a public engagement meeting on February 25, 2016.

NEIGHBOURHOOD	ENVIRONMENT	PUBLIC ACCESS	WATERFRONT
Continue to grow and to strengthen existing neighbourhoods.	Promote a healthy harbour.	Provide safe and continuous public access along the water's edge.	Create a diverse, balanced & animated waterfront.
<ul style="list-style-type: none"> • Ensure new development respects and enhances the character of the neighbourhoods. • Relocate heavy industrial uses and clean-up contaminated sites. • Encourage compatible 	<ul style="list-style-type: none"> • Employ "best practice" techniques for stormwater management to minimize reliance on the existing combined sewer system. • Encourage water 	<ul style="list-style-type: none"> • Land at the water's edge, to a depth that can accommodate a trail, promenade, or other desired open space or public facility, must be 	<ul style="list-style-type: none"> • Promote a diverse uses along the waterfront including open marine recreation, residential, cultural, commercial, and

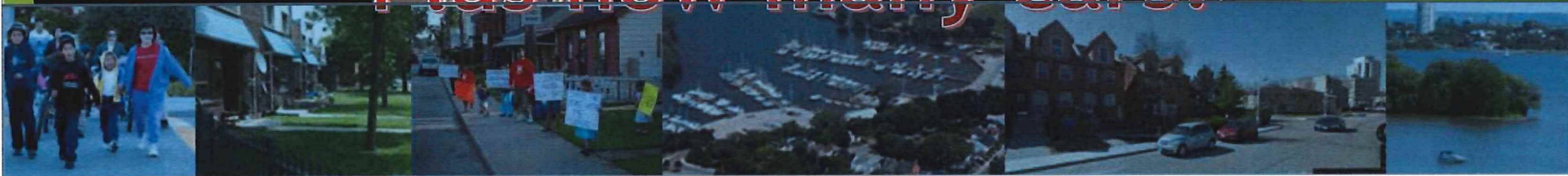
**A Clear, unambiguous easy to follow checklist
Designed for you.**

<p>additional publicly-accessible open spaces</p> <ul style="list-style-type: none"> • Ensure existing and future neighbourhoods are well served by community services, such as schools, health care, libraries and emergency services. • Improve access to the waterfront and Downtown from the neighbourhoods. • Preserve, restore and/or reuse buildings of historic or architectural significance. • Preserve and maximize on street parking. • Generally avoid appropriation of residential and commercial properties. 	<p>views and improve public access to the harbour</p> <ul style="list-style-type: none"> • Increase the public's understanding and appreciation of the harbour and watershed from an ecological perspective. • • • • • • • • • 	<p>boating organizations for direct, safe and secure access to the harbour should be respected</p> <ul style="list-style-type: none"> • • • • • • • • • • 	<p>advantage of the setting and provide season-long around enjoyment and appreciation of waterfront</p> <ul style="list-style-type: none"> • Support and encourage diversity of uses. • • • • • • • • •
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Not In Report.



5000 People - 1000+ Children now
+ 2500? People = ??? Children
Plus how many cars?



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What's Wrong:

1. Wrong time to do zoning and subdivision – stifle innovation and creativity
2. Overbuilding
3. Directs traffic to residential streets
4. No affordable or family priority
5. No integration with existing community
6. No thorough group study by stakeholders (more consultants)
7. Predictable outcome.

Predictable Outcome

This is what you can get



Plains Road Aldershot – Minus a couple of stories.



Plan for the 8 year olds and everything works

