

Item 7.1.

**City of Hamilton Planning Committee
July 5, 2011**

B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development

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Nodes and Corridors Planning



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Development Department

B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development

Presentation Outline

Introduction – Tim McCabe, General Manager, Planning and Economic Development

City of Toronto Avenues & Mid Rise Buildings Study – Anne McIlroy, Brook McIlroy

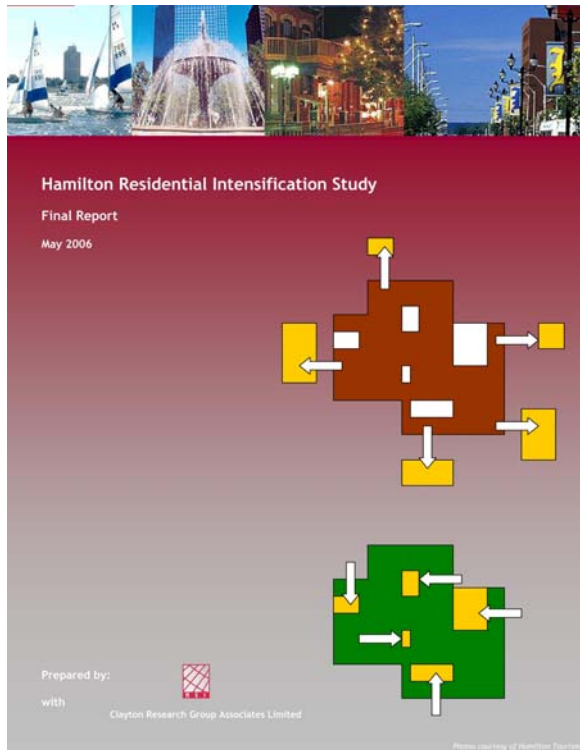
B-Line Nodes and Corridors Land Use Study and Mid-Rise Development in the Hamilton Context – Christine Lee-Morrison, Strategic Services – Special Projects Division

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Residential Intensification Study 2006



Trends impacting demand for intensification:

- Smaller household sizes
- Employment growth as part of the western edge of the GTA
- Commuting patterns - Go Stations
- Desire for urban amenity

Barriers to further intensification:

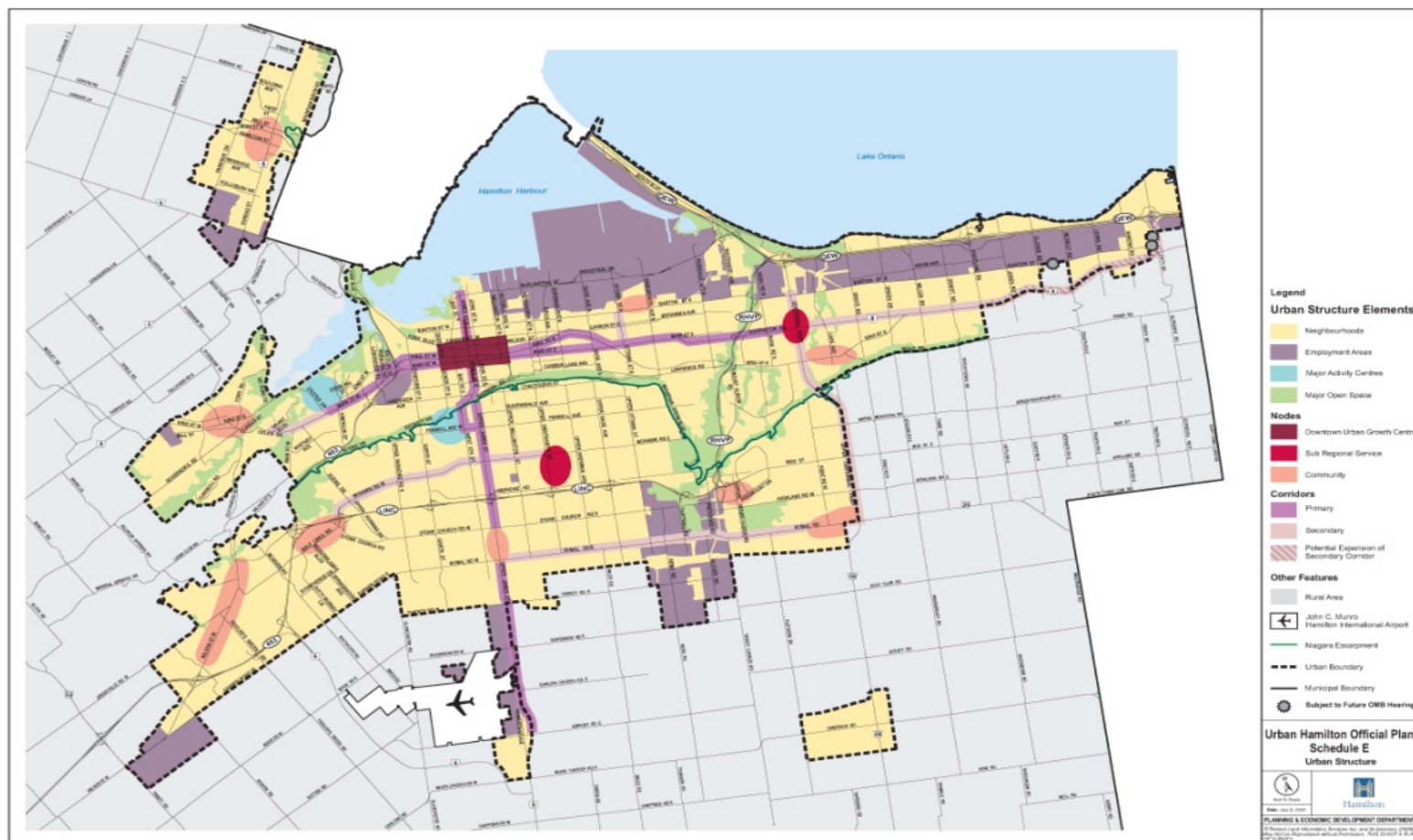
- Overall weakness in the local housing market. Low cost of single detached
- Lack of suitable sites in desirable neighbourhoods
- Weak employment growth
- Community opposition and lack of political will (NIMBY)
- Antiquated zoning rules, especially setbacks and off-street parking

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Urban Hamilton Official Plan - Urban Structure (Nodes and Corridors)



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Mid-Rise Development



Canadian Urban Institute

Midrise Symposium 2009
Breaking barriers, building confidence:
Making midrise work in Ontario

Symposium Summary Report

- Many municipalities are exploring mid-rise development as a means of accommodating growth and revitalizing communities
- Mid-rise generally refers to 4 to 12 storeys
- No one size fits all solution
- Toronto has developed an excellent model

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City of Toronto Avenues & Mid Rise Buildings Study – Anne McIlroy, Brook McIlroy

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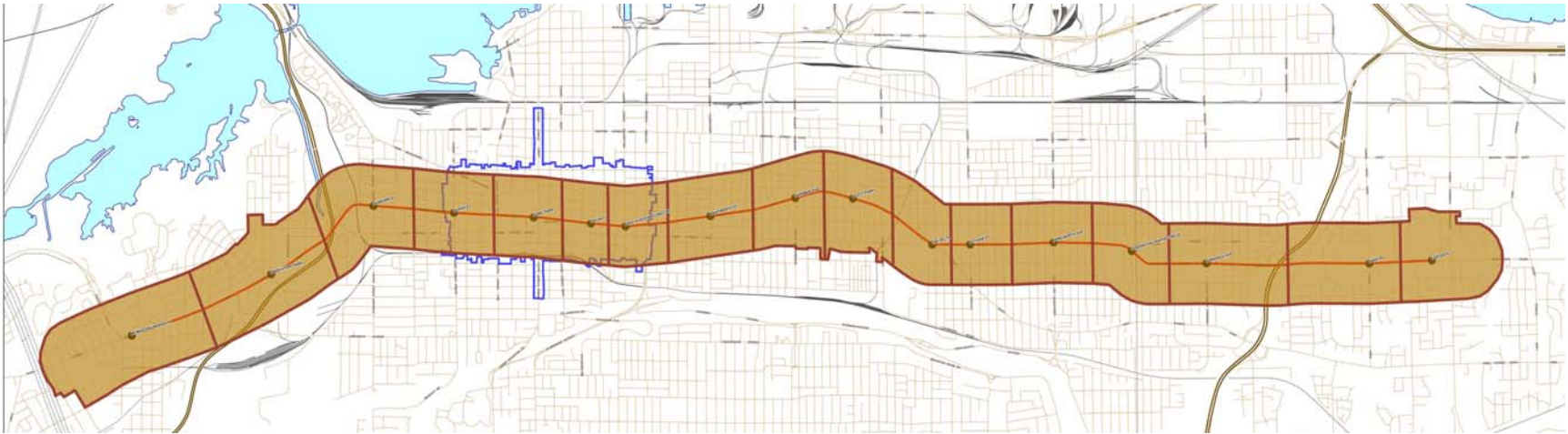
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B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development



- B-Line Corridor Plan under development
- Summer 2010 to Winter 2011-12
- Coordinated with rapid transit planning
- Required to implement OP, regardless of rapid transit

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Vision Statement

The B-Line Corridor is...

DIVERSE

The corridor comprises vibrant and diverse neighbourhoods, made up of a mix of housing, services and amenities for all ages, incomes, household types, cultures and abilities. The diverse character of the unique neighbourhoods, places, buildings and streetscapes along the corridor, are recognized and celebrated.

BEAUTIFUL

The corridor is an attractive high quality environment. Beautiful buildings, public spaces, landscapes and streetscapes work together in creating places where people want to live, work, play and visit. Streetscapes are human scale, animated, comfortable, accessible and safe. Walking and gathering are promoted.

CONNECTED

The corridor connects people and their neighbourhoods to each other and important places in the City and beyond. The corridor promotes multiple ways for everyone to move around seamlessly, safely, and comfortably, by foot, bike, transit and car.

SUSTAINABLE

The corridor contributes to a sustainable future for the whole city. Innovative transportation options, efficient use of land, energy and resources, and an innovative sustainable built environment promotes healthy lifestyles and high quality of life for present and future generations.

REVITALIZED

The corridor is a destination for new investment and employment opportunities. The character of existing neighbourhoods is enhanced through renewal of buildings and businesses. A growing population supports new development, services and amenities.

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Reurbanization

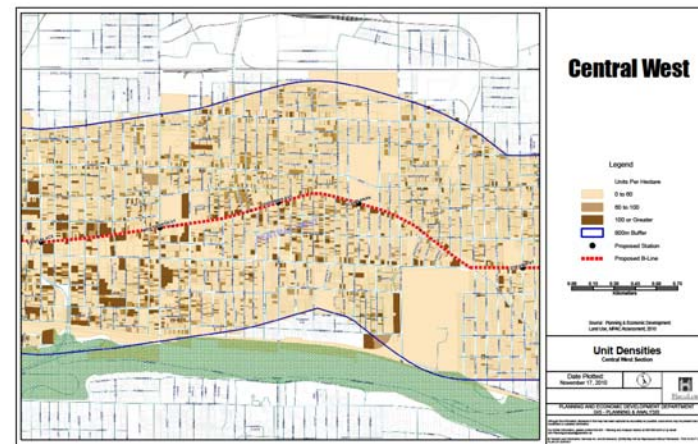
Reurbanization is a co-ordinated approach to the redevelopment of land within the existing urban fabric to accommodate regional growth.

Reurbanization improves and makes better use of existing urban infrastructure and services before introducing new ones on the urban fringe. It involves the following aspects.

- Increasing the population in an area
- Increasing investment in an area
- Increasing neighbourhood vitality and improving image
- Intensification; increasing population density to make more efficient use of existing infrastructure that may over time reduce the property tax burden.

B-Line Corridor Land Use Planning Study

- Analysis of development potential along the B-Line Corridor Analysis.
- Opportunities for multi-storey development (e.g. tall and mid-rise buildings), small scale redevelopment, adaptive reuse and infill.
- Greatest potential for intensification is through mid-rise development form.



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B-Line Corridor - Made in Hamilton Mid-Rise Strategy

Hamilton Conditions:

- Housing market, lower demand for multi-residential
- Construction costs vs. housing prices
- Local economy
- Transit system not as well developed
- Public perception, neighbourhoods that have had very little change for many years

B-Line Corridor - Made in Hamilton Mid-Rise Strategy

Hamilton Stakeholder Concerns:

- Low quality or no development may occur.
- Scale of intensification internal to neighbourhoods.
- More traffic congestion.
- Building heights may be too tall.
- Traffic/parking impacts on neighbourhoods.
- Maintaining housing affordability.
- Lack of safe high quality pedestrian environment.

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Development Industry Workshop

What are the biggest barriers to achieving a successful intensification project along the B-Line corridor?

- Macroeconomic issues including lack of employment opportunities, low incomes, a weak market and low property values
- Cumbersome planning procedures and processes which are misaligned with policy intent
- Government imposed costs including development charges, parkland dedication requirements (which have punitive high density formulas) and application fees.
- Safety and security issues for residents along the corridor
- Inflexible zoning and extensive upfront study requirements
- Clarity Re: Heritage regulations and designations

B-Line Corridor - Made in Hamilton Mid-Rise Strategy

Approach:

- Working with developers to understand Hamilton specific challenges
- Working with resident stakeholders to address public perception and concerns
- Adapting tools to local character and planning objectives
- Developing a comprehensive parking and loading strategy
- Developing Urban Design Guidelines
- Public Realm plans in conjunction with rapid transit planning.



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Stakeholder Design Charettes and Public Meetings

- Working with local architect and computer-based 3-D drawing tool for visualization of built form (“Sketch-Up”)
- Develop, with citizens, conceptual designs for specific station areas that illustrate how new development may be accommodated, while enhancing the unique character of each distinct area, and minimizing potential negative effects on adjacent neighbourhoods.

Longwood Road and Main Street West Station Area Design Charrette



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Longwood Road and Main Street West Station Area Design Charrette



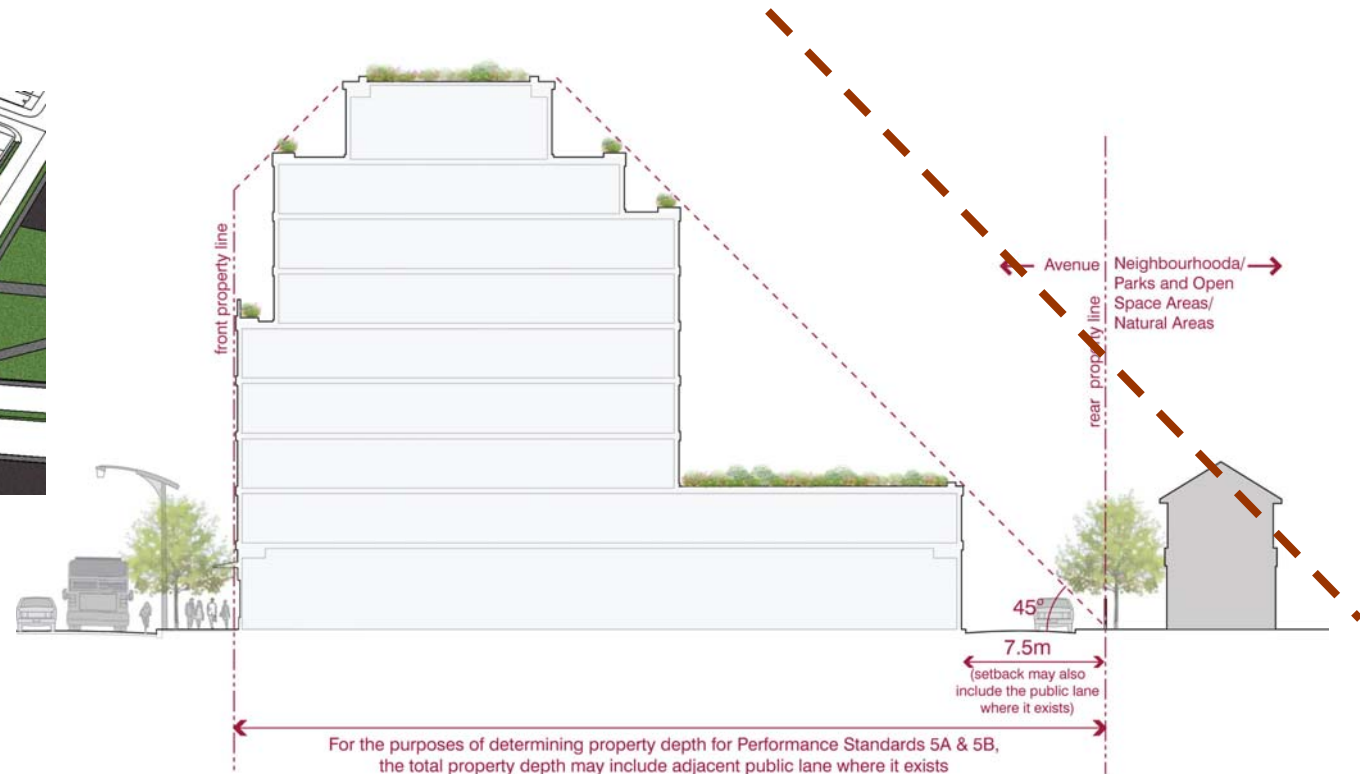
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Tools for Regulating Building Form

Zoning to allow for land assembly where appropriate into adjacent neighbourhood.

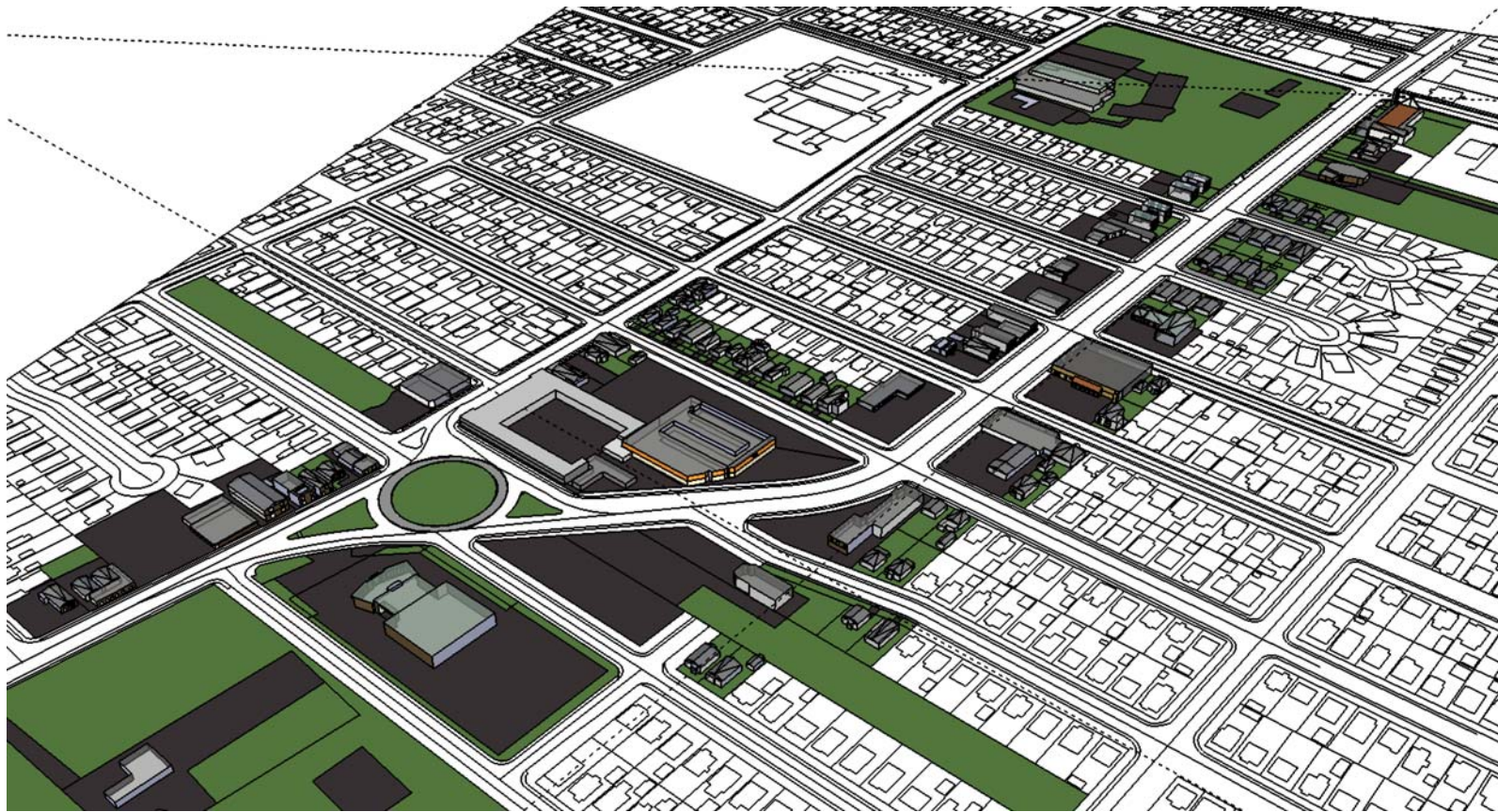


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Queenston Traffic Circle Station Area Design Charrette



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Queenston Traffic Circle Station Area Design Charrette



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B-Line Corridor - Made in Hamilton Mid-Rise Strategy

Design tools to address issues such as height, scale, neighbourhood fit:

- Required Building Heights, Minimum and Maximum, related to width of street
- Required Set Backs and Angled Build-to planes
- Sun /Shadow analysis
- Rear transition to Neighbourhoods, combined with appropriate land assembly
- Flexibility for residential uses at grade
- Streetscapes and Sidewalk zones



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Next Steps

B-Line Nodes and Corridors Land Use Study

- Mid June to early July - Design Charrettes and Public Meetings
- Summer/Fall 2011 - Corridor Options, Station area planning, Urban Design, Implementation Strategy
- September 2011 – Corridor Plan Consultation (coordinated with Rapid Transit project where possible)
- Fall 2011 Corridor Plan to Planning Committee and Council for endorsement
- Early 2012 Statutory Public meetings

Apply B-Line Experience and Strategy to Other Areas of the City

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