

CITY OF HAMILTON

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Strategic Services and Special Projects Division

TO: Chair and Members Planning Committee	WARD(S) AFFECTED: CITY WIDE
COMMITTEE DATE: April 17, 2012	
SUBJECT/REPORT NO: City Wide Corridor Planning Principles and Design Guidelines (City Wide) (Outstanding Business List Item) (PED11125(a))	
SUBMITTED BY: Tim McCabe Planning and Economic Development Department	PREPARED BY: Christine Lee-Morrison (905) 546-2424 Ext. 6390
SIGNATURE:	

RECOMMENDATION:

- (a) That the City Wide Corridor Planning Principles and Design Guidelines, attached as Appendix "A" to Report PED11125(a), be adopted and approved for use during the development review process and other land use planning and infrastructure/public realm initiatives.
- (b) That the General Manager, Planning and Economic Development be authorized to amend the City Wide Corridor Planning Principles and Design Guidelines attached as Appendix "A" to Report PED11125(a) on an on-going basis, as technical initiatives and standards are completed or revised, and other design criteria developed.
- (c) That the item "B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development" be identified as complete and removed from the Planning Committee's Outstanding Business List.

EXECUTIVE SUMMARY

The foundation for future growth and development in the City of Hamilton is based on a Nodes and Corridors structure. The urban system includes a number of key focal points of activity known as nodes, well connected by a series of corridors. These are key areas for intensification in the approved growth concept, intended to include a broad mix of land uses including higher-density residential, retail, institutional and recreational uses. Corridors are also identified as the locations for higher order transit services, linking the nodes together and facilitating the movement of people from place to place. The nodes and corridors urban structure is contained within the Urban Official Plan (OP) (adopted 2009 and approved in 2011, under appeal). In the Summer of 2010, work began on the Main, King, Queenston (B-Line) Nodes and Corridors Land Use Planning Study, the first corridor study to implement the OP.

On July 5, 2011, the Planning and Economic Development Department brought an Information Report PED11125 to the Planning Committee to provide an update on the planning work underway for the Main, King, Queenston (B-Line) Nodes and Corridors Land Use Planning Study, specifically as it relates to proposed mid-rise development along the Corridor. The Committee expressed a desire for a better understanding of a City wide nodes and corridors strategy, particularly as it relates to intensification and mid-rise development. As a result of this meeting, staff were directed to report to back to the Planning Committee with intensification standards, principles and guidelines as well as options and alternatives for consideration (see Outstanding Business item “B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development”). As requested by the Planning Committee, the document “City Wide Corridor Planning Principles and Design Guidelines” attached as Appendix A, has been developed to provide a City-wide framework for Corridor development and intensification.

The Committee also has before it Report PED12063 for consideration, under separate cover. It should be noted that Report PED12063 relates to a specific planning process for the Main, King, Queenston (B-Line) Corridor, whereas this Report PED11125(a), addresses the City-wide corridor issues identified by the Committee on July 5, 2011.

Alternatives for Consideration – See Page 14

FINANCIAL / STAFFING / LEGAL IMPLICATIONS (for Recommendation(s) only)

Financial:

There are no financial implications associated with this report.

Staffing:

There are no staffing implications associated with this report.

Legal:

There are no legal implications associated with this report.

HISTORICAL BACKGROUND (Chronology of events)

Nodes and Corridors Urban Structure

The foundation for future growth and development in the City of Hamilton is based on a Nodes and Corridors structure. The urban system includes a number of key focal points of activity known as nodes, well connected by a series of corridors. These are key areas for intensification in the approved growth concept, intended to include a broad mix of land uses including higher-density residential uses, retail, institutional and recreational uses. Corridors are also identified as the locations for higher order transit services, linking the nodes together and facilitating the movement of people from place to place. The nodes and corridors urban structure is contained within the Urban Official Plan (adopted 2009 and approved in 2011, under appeal).

The location of Nodes and Corridors are identified by Schedule E of the OP (see page 6 of Appendix A). The following Nodes form part of the urban structure:

- Downtown Urban Growth Centre
- Limeridge Sub-Regional Service Node
- Eastgate Sub-Regional Service Node
- Waterdown Community Node
- Dundas Community Node
- Ancaster Community Node
- Meadowlands Community Node
- Rymal and Upper James Community Node
- Heritage Green Community Node
- Eflrida (Rymal Road East) Community Node
- Stoney Creek Community Node
- Centre Mall Community Node
- Mohawk College/St. Joseph's Hospital (Mountain Campus) Major Activity Centre
- McMaster University/ McMaster University Medical Centre Major Activity Centre

The Nodes are connected by the following network of Urban Corridors:

- Main-King-Queenston Primary Corridor – West of the Downtown Urban Growth Centre (UGC) includes Main Street West from McMaster University at approximately Cootes Drive and King Street West from Longwood Road, both to Queen Street. East of the UGC includes King Street East and Main Street East to the Delta. East of the Delta, includes Main Street East to the Queenston traffic

Circle and then Queenston Road to the Eastgate Sub-Regional Service Node at Centennial Parkway.

- James - Upper James Primary Corridor – Includes James Street north and south of the UGC to the escarpment and James Mountain Road up the escarpment. Above the escarpment, includes West 5th Street to Fennell Avenue, Fennell Avenue from West 5th Street to Upper James Street and Upper James Street from the escarpment to Airport Road.
- Main/Osler Secondary Corridor - Includes Osler Drive/Main Street West from west of Grant Boulevard to approximately Cootes Drive.
- Highway 8 Secondary Corridor - Includes Highway 8 from the Eastgate Sub-Regional Service Node at Centennial Parkway to Fruitland Road. A Potential expansion of the Secondary Corridor has been identified along Highway 8 from Fruitland Road to Fifty Road and northerly to the future multi-modal transit hub.
- Centennial – Upper Centennial Secondary Corridor - Includes Centennial Parkway from north of Barton Street to the escarpment and Upper Centennial above the escarpment to the Eflrida (Rymal Road East) Community Node.
- Rymal Road Secondary Corridor - Includes Rymal Road from the Rymal and Upper James Community Node to the Eflrida (Rymal Road East) Community Node.
- Mohawk Road Secondary Corridor - Includes Mohawk Road West from the Linc/Meadowlands Community Node to the Limeridge Sub Regional Service Node at Upper Wentworth Street.
- Ottawa Street Secondary Corridor – Includes Ottawa Street from Main Street East to the Centre Mall Community Node at Barton Street.

The above noted Corridors correspond generally with the Potential Rapid Transit Line (B.L.A.S.T.) network on Appendix B of the Official Plan.

Over the past several years, the City has been developing a supportive policy framework for corridor growth and revitalization including:

- In 2006, the City's growth management study (GRIDS) set out the nodes and corridors urban structure as the basis for change and growth in the City, confirming the B-line (Main-King-Queenston) as a major corridor.

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- The City's Transportation Master Plan, 2007, reflects the nodes and corridors framework and relies on aggressive transit improvements and an urban fabric with a high degree of connectivity.
- The Urban OP, established the City's corridors as a significant opportunity for creating vibrant pedestrian and transit oriented places through investment in infrastructure, residential intensification, infill and redevelopment and careful attention to urban design. Policy E.2.4.13 of the Official Plan specifically states that *Corridor studies or secondary planning shall be undertaken for the Urban Corridors to provide greater direction on mix of uses, heights, density, built form and design.*
- In August 2010, Transit Oriented Development (TOD) Guidelines were approved for the City, which will be used as a tool to foster transit supportive development along transit corridors and routes.
- In 2010 a Capital Budget was approved to begin work on Secondary Planning for Nodes and Corridors (project ID 8141055100). B-Line Secondary Plan work was noted.
- In the summer of 2010, work began on the Main, King, Queenston (B-Line) Nodes and Corridors Land Use Planning Study, a corridor study which will implement the OP in accordance with policy E.2.4.13, as noted above. The planning study has been coordinated with the Rapid Transit initiative, specifically the B-Line Planning, Design and Engineering work. Timing of the new OP adoption and the status of the Rapid Transit studies allowed for this opportunity to coordinate.

Information Report (PED11125) B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development

On July 5, 2011, the Planning and Economic Development Department brought an Information Report (PED11125) and accompanying presentation to the Planning Committee to provide an update on the planning work underway for the Main, King, Queenston (B-Line) Nodes and Corridors Land Use Planning Study, specifically as it relates to proposed mid-rise development along the Corridor. The report reminded Committee that residential intensification is a key component of Hamilton's growth strategy and is essential to meet growth. By 2015, Hamilton must achieve at least 40% of all residential development within its built up area. Many questions were raised by Committee members at the meeting. The Committee expressed a desire for a better understanding of a City wide nodes and corridors strategy, particularly as it relates to intensification and mid-rise development. As a result of this meeting, staff were directed to report back to the Planning Committee with "intensification standards, principals and guidelines as well as options and alternatives for consideration" (see Outstanding

Business item “B-Line Nodes and Corridors Land Use Planning Study and Mid-Rise Development”). The Corridor intensification standards, principals and guidelines have been prepared and are attached as Appendix A (entitled City Wide Corridor Planning Principles and Design Guidelines).

The principles and guidelines outlined in Appendix A have also been incorporated into the planning process and recommended Option for the Main, King, Queenston (B-Line) Corridor, as outlined in Report PED12063.

POLICY IMPLICATIONS

As noted in the Historical Background section of this report, Corridor planning is consistent with the current policy framework in the City of Hamilton, including the Urban OP and the City of Hamilton Transportation Master Plan. The concept of an urban mixed use, transit supportive, corridor as part of a nodes and corridors structure is also consistent with Provincial policy directions, including the Provincial Policy Statement, Places to Grow Growth Plan for the Greater Golden Horseshoe and the Big Move (Regional Transportation Plan).

In addition to the above, the City Wide Corridor Planning Principles and Design Guidelines would support the following strategic initiatives:

- City of Hamilton Strategic Plan 2008-2011 key activities 4.2.2 (Prepare details secondary plans for employment areas and identified nodes and corridors) and 4.9.4 (Prepare Secondary plans/design guidelines for identified nodes and primary corridors); and,
- Planning and Economic Development 2010 – 2012 Business Plan, Choosing our Future... Working Together, under section 4. Growing Our Economy b) A Streamlined Approval Process (development of implementation strategies including urban design guides and zoning) and d) Focused Support for the Development of Key Business Sectors and Redevelopment Areas (e.g. Urban Corridors).

Places to Grow requires municipalities to accommodate a minimum of 40% of their growth within the built-up area, by 2015 and each year thereafter. The urban structure policies of the Urban Official Plan direct the majority of the intensification to the node and corridor areas. The City’s overall intensification target is 26,500 units. The Downtown Urban Growth Centre, shall be planned to achieve a minimum gross density of 250 people and jobs per hectare by 2031, and shall be planned to accommodate approximately 20% of intensification, while the other nodes and corridors are planned to accommodate about 40% of intensification. The remaining 40% of intensification is planned to occur within Neighbourhoods. As such, a key element of Corridor

development is intensification. The attached document will be an important tool to assist the City in achieving its intensification targets.

RELEVANT CONSULTATION

The development of the City Wide Corridor Planning Principles and Design Guidelines evolved from work undertaken for the Main, King, Queenston (B-Line) Corridor Land Use Planning Study. Overall, at least 377 attendees were recorded at various events for this study, including:

- Kick off public information centre (PIC);
- Visioning focus groups and public visioning workshop;
- PICs presenting the draft Corridor Vision Statement;
- Development industry focus group;
- Design Charrettes and PICs/presentations;
- Citizen Advisory Committee;
- PICs and presentations on Corridor options;
- Posting of City Wide Corridor Planning Principles and Design Guidelines for comment; and,
- Project web site, newsletters and notices.

During consultation, residents expressed that they want a reurbanized Corridor (B-Line) through an increasing population, improved image, better public spaces and sustainable public services. At the same time, some have voiced concerns about the impacts of new development and intensification necessary to accomplish reurbanization.

As outlined in Report PED11125, the mid-rise building form is an appropriate type of development to achieve reurbanization and intensification, while integrating into an established urban fabric. Mid-rise buildings are generally greater than 3 storeys in height, but no more than 12 storeys. Many municipalities have been exploring the mid-rise form and the above noted concerns are not unique to the Hamilton community. The Mid-rise Symposium Discussion Paper (2009) by the Canadian Urban Institute stresses the importance of public education to build confidence in the mid-rise building form, and alleviate fears. The following are some of the concerns related to intensification expressed by stakeholders:

- 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; and,
- Lack of safe high quality pedestrian environment.

In order to explore some of these issues with the public, and illustrate how mid-rise development could work in the Hamilton context, during the early summer of 2011, design charrettes and public meetings were held across the Main, King, Queenston (B-Line) Corridor. During these events, stakeholders assisted with creating and presenting designs of possible future development along the Corridor. These were interactive sessions, during which stakeholders could help visualize what mid-rise type development might look like and how it would fit with their streets and neighbourhoods. While this session did focus on the Main, King, Queenston (B-Line) Corridor, it was a good demonstration engaging the community in the use of the planning and design tools contained in the City Wide Corridor Planning Principles and Design Guidelines. Similar public processes will be held for other Corridors, as Corridor planning proceeds.

Public Comments

The City Wide Corridor Planning Principles and Design Guidelines attached as Appendix A were posted on the City's Nodes and Corridors project web site in February, 2012 for public comment. Generally, positive feedback was received regarding the preparation of the guidelines and its value in advancing the directions for intensification along the Corridors. The following is a brief summary of the comments received from the public.

Several concerns were received stating that there should be no building height limits, although some comments were making reference specifically to Downtown and the neighbourhoods surrounding downtown. The Guidelines do not override approved Secondary Plans, such as the Downtown Secondary Plan. Furthermore, the Guidelines state that higher buildings are appropriate in specific situations such as in Downtown, other nodes or where buildings are not adjacent to low profile residential neighbourhoods. Specific heights must also be established in the context of the City's urban structure policy. Staff ensured that the document clearly defines where the Guidelines apply.

Other responses suggested that the Guidelines be stronger to require a reduction in, or elimination of, parking requirements along the corridors. These directions are already found in Hamilton's TOD Guidelines as well as in policies in the OP. Specific reductions should be studied in area and context specific studies such as secondary plans, corridor plans, strategies or other land use planning studies and implemented through zoning.

Finally, a few concerns were expressed about the implementation of the Guideline in areas where existing policies, which over-ride the Guidelines, may be inconsistent with the direction of the Guidelines. However, as explained on pages 9 to 10 of this report, application the Guidelines may not be appropriate in all locations, such as employment areas. Furthermore, the Guidelines will be considered when reviewing and updating changes to other plans, such as secondary plans, to determine appropriate application.

Staff and Agency Review

With respect to staff review and involvement during the planning process, a staff advisory committee (Corridor Land Use Working Group (CLUWG)) was established for the Main, King, Queenston (B-Line) Nodes and Corridors Land Use Study. The CLUWG was also used to review the Draft City Wide Corridor Planning Principles and Design Guidelines. Where appropriate, comments were incorporated into the document. The list of City Departments consulted through the CLUWG is attached as Appendix B.

In terms of agencies, Metrolinx, Bell Canada, and Hamilton Port Authority responded to the request for comments. No comments were received that required significant change to the draft document. Minor wording changes were made to make reference to Metrolinx's Mobility Hub Guidelines.

ANALYSIS / RATIONALE FOR RECOMMENDATION

(include Performance Measurement/Benchmarking Data, if applicable)

City Wide Corridor Planning Principles and Design Guidelines - Application

As discussed in the Historical Background Section of this report, the Committee direction to staff is to report to back with “intensification standards, principals and guidelines as well as options and alternatives for consideration”. The direction was a result of an Information Report related to a specific Corridor planning study (B-Line Nodes and Corridors Land Use Planning Study). It should be noted that the urban structure of the City is composed of a number of distinct elements, including Neighbourhoods, Employment areas, Major Activity Centres, Major Open Space and several types of Nodes and Corridors. Given the variation in intended function and policy direction for these areas, it is not feasible to prepare one Guideline to address intensification matters on a City-wide basis encompassing all urban structure elements. As the Committee direction was in relation to a Corridor planning matter, the attached Guideline has been prepared to specifically address intensification along Corridors throughout the City. As such, this document, should be viewed as an initial step in an overall intensification strategy for the City. As the City continues to develop its residential intensification strategies, further guidance will be needed, such as how to integrate intensification projects in areas beyond the Corridors, such within Neighbourhoods. During the interim, the principles and guidelines in this document may also be of assistance to staff, as a resource, when evaluating other infill and intensification projects and initiatives outside of Corridors.

The guidelines are generally intended to apply to properties that front onto arterial streets within 400m of a Corridor identified by the OP on Schedule E (page 6 of Appendix A). However, each Corridor in the City is unique and application of these

principles and guidelines may differ between Corridors. Within the 400 m area of influence of a Corridor, the principles and guidelines should be used when preparing Corridor plans and strategies, secondary plans or other planning policy, or when evaluating individual development applications.

Furthermore, the Guidelines provide design direction for mixed use Corridors where mixing of residential and commercial uses is anticipated and encouraged through Official Plan policy. However, there are areas along Hamilton's Corridors where mixing of uses is not anticipated by policy, such as in Arterial Commercial or Employment designations. Where such areas are designated, the Guidelines may not fully apply. However, some of the design tools and built form concepts presented in the Guidelines may be useful in implementing concepts such as enhanced pedestrian environments along the Corridors in arterial commercial or employment areas. Also, where Secondary Plans are already in place, other urban design direction may be included as part of the approved secondary plan. Where such direction conflicts with this guideline, the approved secondary plan should prevail.

It should also be noted that the document attached as Appendix A is a proposed Guideline only and standards such as building heights and parking requirements will continue to be regulated by the Zoning By-Law. Implementing Zoning By-laws for Corridors still need to be developed through planning studies such as the City-wide Zoning reform, secondary plans, Corridor plans and strategies.

City Wide Corridor Planning Principles and Design Guidelines - Purpose and Content

The purpose of the City Wide Corridor Planning Principles and Design Guideline is to provide a set of planning principles and implementing design guidelines for Corridors in the City of Hamilton. These principles and guidelines provide direction for new development, public realm investments and future planning studies along primary and secondary Corridors across the City. The document is comprised of two sections, Part A includes the Introduction and Background and Part B includes Corridor Planning Principles and Design Guidelines.

The following are the key principles proposed in the document to guide the development of Corridor planning initiatives:

Corridors should be planned and developed to:

- (a) Support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and adjacent neighbourhoods.

- (b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.
- (c) Develop compact, mixed use urban environments that support transit and active transportation.
- (d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.
- (e) Identify areas of change as the locations for new development along Corridors.

The guidelines have been prepared considering development potential as it relates to built form and property size, as shown in Table 1 below. To accommodate mid-rise buildings, a suitable form for intensification, it is anticipated that approximately 35-50 m lot depths are required. However, as shown in the table below, there may be some larger redevelopment sites that extend further into neighbourhoods. Furthermore, as per principle (e) above, when a Secondary and/or Corridor Plan is developed it will specifically identify areas of change, including suitable areas for mid-rise and precinct intensification.

Table 1 – Built Form and Typical Property Characteristics

Typical Minimum Property area, width and depth	Typical Height	Examples of possible appropriate built form
Lot Area: 486 sq m Width: 18m Depth: 27m	2 to 4 storeys	Street towns, stacked townhouses or small apartment/mixed use buildings
Lot Area: 1020 sq m Width: 30 m Depth: 35 m Max Depth: 50 m	2 to 12 storeys	Multi storey apartment/mixed use buildings
Lot Area: 2.5 Ha	2 to 12 storeys	A mix of building types and uses that correspond to the existing context and a comprehensive plan for the site.

* Maximum building height to be determined in relationship to actual property depth and street width.

**Higher buildings may be appropriate based on sun/shadow and design studies.

The guidelines are intended to guide site and building design to achieve the following goals:

- (a) Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.
- (b) Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
- (c) Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.
- (d) Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.
- (e) Minimize the negative effects of overview on existing adjacent private properties.
- (f) Encourage a diversity of built form, neighbourhood character and development opportunities along the Corridors.

Considering the above potential built forms and goals, design guidelines are provided for each of the following planning tools.

- **Maximum Building Height (Related to Property Depth and Street Width)**

New multiple storey buildings can impact the existing character of neighbourhoods, streets and adjacent properties through shadows, overview and abrupt changes in scale. These impacts can be minimized if height and built form is considered in context to surrounding properties by relating maximum building height to property depth and street width. The Guidelines use 45 degree build to planes to achieve this.

- **Minimum Building Height**

To assist in achieving appropriate higher densities and built form, in keeping with the intent of Corridors, a minimum building height of two storeys is proposed.

- **Landscaping**

Guidelines are included to ensure the appropriate use of landscaping, fencing and trees to minimize the impact of new development by screening views to maximize privacy, by filtering or blocking noise and improving the character of an area.

- Parking and Loading

These Guidelines give direction on the location and number of parking and loading spaces required for development, which has an affect on the overall design and how it relates to neighbouring properties, the street and public sidewalks.

- Relationship to the Street (Pedestrian Focus Area, Flexible Area, Residential Character Area)

The ground floor design of a building is important for the success of the building, its contribution to creating a comfortable pedestrian environment and its contribution to a welcoming and safe image of the street and neighbourhood. These guidelines provide direction on three different approaches that should be applied along Corridors.

- Side Yards, Side Walls and Side Step Backs

These guidelines encourage the continuity of buildings along the street at lower floors, which contributes to a more comfortable and safe pedestrian environment. In addition, they address the transition between buildings, which can have a negative impact on the character of the street and adjacent buildings, though abrupt changes in scale and large blank walls.

- Long Buildings

This guideline addresses the potential for long multi storey buildings along the street, that can negatively impact the quality of the street by creating a canyon effect and shading the street for great lengths.

- Sidewalks and Streetscapes

These guidelines encourage an attractive, comfortable and high quality public realm, to encourage walking and transit use and to express the diverse character of neighbourhoods along the corridors.

- Land Assembly

Small property sizes can limit opportunities for development and intensification along a Corridor. Land assembly provides the opportunity to create larger properties fronting onto the arterial streets, in select locations, where they would have minimal impact on the integrity or the character of existing neighbourhoods and local streets. Specific Corridor and/or secondary plans should identify areas where larger lot areas are required to achieve a desired built form and character. In areas where these plans are not in place, land assembly should be evaluated

and approved only through a site specific public process, such as a rezoning. The guidelines, along with other City policy, will give guidance in determining if land assembly is appropriate in a specific case.

- Shadow Impacts

New multi storey buildings can have negative impacts on adjacent properties and public sidewalks when they cast shadows for long periods of time. These guidelines supplement the building height guidelines described above, by specifying when shadow studies should be undertaken.

- Precinct Site Development

These guidelines apply to properties larger than 2.5 ha in size, which typically require a more comprehensive approach to their design and warrant the preparation of an urban design analysis.

Details are provided in the full document attached as Appendix A. In summary, the City Wide Corridor Planning Principles and Design Guidelines provides a City-wide framework for Corridor intensification as requested by the Planning Committee.

City Wide Corridor Planning Principles and Design Guidelines - Implementation

The principles and guidelines contained in Appendix A provide direction for new development, public realm investments and future planning studies along the City's primary and secondary Corridors. The principles and guidelines will be used:

- (a) In the evaluation of any Planning Act applications for development;
- (b) In the preparation of secondary plans, strategies or initiatives that relate to an urban Corridor or a portion thereof;
- (c) In the preparation of any implementing tools, including Zoning By-laws, infrastructure projects, master plans, or other City projects or initiatives along Corridors; and,
- (d) To communicate the important elements of Corridor planning and design to citizens and the development community.

These principles and guidelines are to be considered together with other applicable City of Hamilton guidelines already in place, such as the Site Plan Guidelines and Transit Oriented Development Guidelines. Like the Transit Oriented Development Guidelines, it is intended that Appendix A be appended to the standard Site Plan Guideline. A staff training program will be developed to familiarize staff with the Guidelines. Furthermore,

recommendation (b) allows staff to make minor changes and updates to the Guideline, to incorporate matters such as technical updates and housekeeping amendments. Staff would bring any major changes to the Guideline to Committee/Council for approval.

ALTERNATIVES FOR CONSIDERATION:

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

The following alternatives relate to the Urban Corridors City Wide Planning Principles and Design Guidelines and recommendations (a) to (c) of this report.

Alternative 1 - Not Endorse the Urban Corridors City Wide Planning Principles and Design Guidelines

This alternative would result in no City-wide principles for Corridor planning, other than the policy direction in the Urban OP. This would result in the need to develop principles and urban design guidance individually for each Corridor as Corridor plans are developed. This could take several years. During the interim, the City wide principles and guidelines would provide some level of consistent application of planning across the Corridors. If the City wide document is not adopted, there may not be the same level of consistency. Furthermore, there would be no Corridor specific guidelines in place to guide development during the interim.

Based on the foregoing, this alternative is not recommended.

Alternative 2 - Endorse the Urban Corridors City Wide Planning Principles, But Do Not Endorse the Design Guidelines

This alternative would result in the City-wide principles and goals for Corridor planning being adopted but not the Urban Design component of the document. This would provide some additional guidance to planning within Corridors, in addition to the policy direction in the Urban OP, but not a consistent set of design guidelines. This alternative would result in the need to develop more detailed urban design guidance individually for each Corridor as individual plans are developed. There is also the risk of inconsistent application of the principles during the interim.

Based on the foregoing, this alternative is not recommended.

Alternative 3 - Endorse the Urban Corridors City Wide Planning Principles, and Specific Guidelines Only

Under this Alternative, the Committee could choose not to approve only some of the Design Guidelines outlined in Section 4.0 of the Appendix A. This would be

preferable to Alternatives 1 and 2, as it would result in both principles and some urban design guidance for Corridors. However, the urban design guidelines in Appendix A are intended to work together as a set of complementary standards to achieve the intended result. Eliminating some of the guidelines may undermine the intent of the entire document.

Based on the foregoing, this alternative is not recommended.

CORPORATE STRATEGIC PLAN (Linkage to Desired End Results)

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

Skilled, Innovative & Respectful Organization

- ◆ More innovation, greater teamwork, better client focus

Financial Sustainability

- ◆ Financially Sustainable City by 2020
- ◆ Effective and sustainable Growth Management
- ◆ Generate assessment growth/non-tax revenues

Intergovernmental Relationships

Growing Our Economy

- ◆ Newly created or revitalized employment sites

Social Development

- ◆ Everyone has a home they can afford that is well maintained and safe
- ◆ People participate in all aspects of community life without barriers or stigma

Environmental Stewardship

- ◆ Natural resources are protected and enhanced
- ◆ Reduced impact of City activities on the environment

Healthy Community

- ◆ Plan and manage the built environment
- ◆ An engaged Citizenry

APPENDICES / SCHEDULES

Appendix A –City Wide Corridor Planning Principles and Design Guidelines

Appendix B – List of City Departments Consulted Through the Corridor Land Use Working Group

CLM:cb

City-Wide Corridor Planning Principles and Design Guidelines

DRAFT February 28, 2012

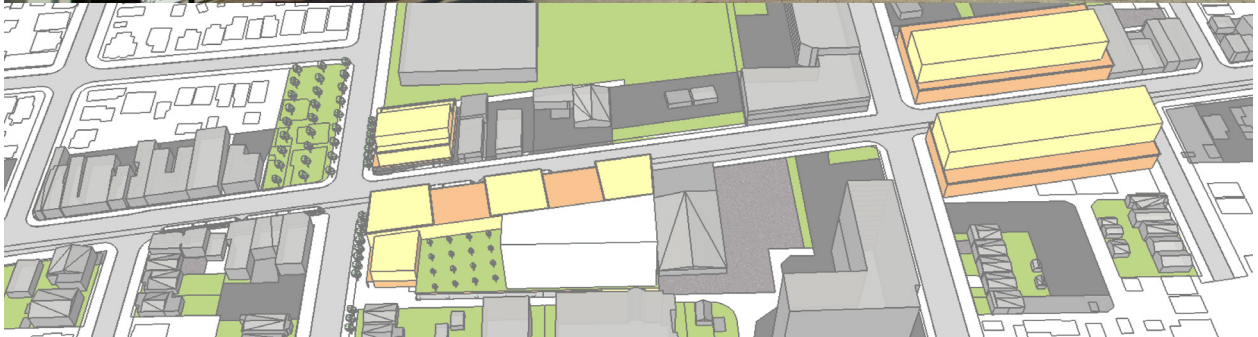
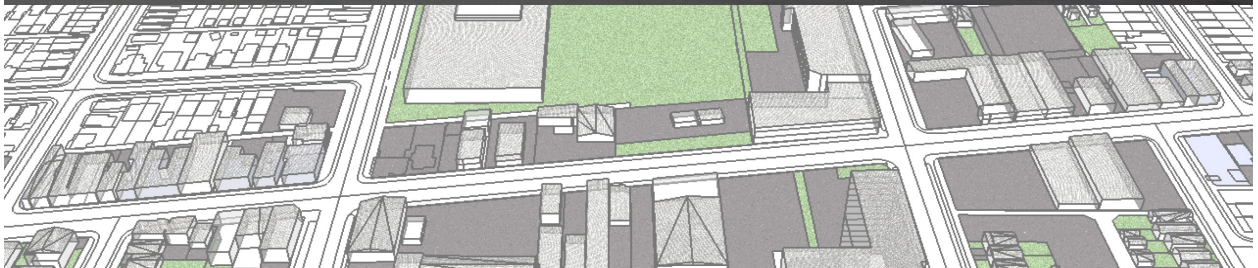


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PART A – Introduction and Background

1.0 Introduction

1.1 Purpose

The purpose of the City-Wide Corridor Planning Principles and Design Guidelines is to provide planning & design directions for Corridors in the City of Hamilton. Primary and secondary Corridors are identified by the Urban Hamilton Official Plan and include:

- Main-King-Queenston
- James - Upper James
- Main/Osler (McMaster to Dundas)
- Highway 8 (Eastgate to Fifty Road)
- Centennial – Upper Centennial
- Rymal Road
- Mohawk Road
- Ottawa Street

(Not all segments of the above roads are Corridors. Reference must be made to Schedule E of the Urban Official Plan for specific Corridor locations.)

These principles and guidelines provide direction for new development, public realm investments and future planning studies along the City’s primary and secondary Corridors.

These principles and guidelines will be used:

- (a) In the evaluation of any Planning Act applications for development.
- (b) In the preparation of secondary plans, strategies or initiatives that relate to an urban Corridor or a portion thereof.
- (c) In the preparation of any implementing tools, including Zoning By-laws, infrastructure projects, master plans, or other City projects or initiatives along Corridors.
- (d) To communicate the important elements of Corridor planning and design to citizens and the development community.

1.2 What is a Corridor?

Corridors are defined in the Urban Hamilton Official Plan (2011) as areas of street-oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterial roads serving as major transit routes. Corridors link Nodes and important areas of activity within the City and are intended to be key locations for residential intensification. Corridors may form the boundaries of residential subdivisions or neighbourhoods, but should act as a linear focus for activities and uses within the community. The City's Corridors provide a significant opportunity for creating vibrant pedestrian and transit oriented places through investment in hard and soft infrastructure, residential intensification, infill and redevelopment. See Figure 1 Page 5 for The Urban Official Plan Schedule E Urban Structure which illustrates the locations of the Corridors.

1.3 Policy Background for Corridors

1.3.1 Provincial Policy Directions

The *Provincial Policy Statement (PPS) (2005)* provides policy direction in land use planning that is of provincial interest. The PPS recognizes efficient land use and development patterns support strong, livable and healthy communities. Municipalities must comply with the PPS by promoting efficient development and land use patterns and promoting opportunities for intensification and redevelopment.

The *Growth Plan for the Greater Golden Horseshoe (2006)* is the Province of Ontario's long range plan for growth in the Greater Golden Horseshoe area. The Plan establishes high-level policy on transportation, infrastructure, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity for Ontario's future. The Growth Plan requires municipalities to plan for intensification in a variety of ways including the designation of intensification areas, including intensification Corridors. The provincial policies require municipalities to recognize intensification corridors as key focus areas for intensification. In order to support transit, active transportation and vibrant neighbourhoods, intensification corridors are to be planned and designed to provide higher densities and a diverse and compatible mix of land uses. Appropriate transitions of built form to adjacent areas are to be achieved along Corridors.

1.3.2 City Policy Directions

The City's foundation for growth and development in Corridors has been established through the progression of several key initiatives.

Growth Related Integrated Development Strategy (GRIDS) (2006) is the City's growth management strategy. GRIDS identified a nodes and corridors preferred growth option as the basis for growth and change in the City.

City of Hamilton Transportation Master Plan, 2007 outlines the overall vision and implementation plan for all modes of transportation over the next 25 years. The Plan reflects the Nodes and Corridors framework and relies on aggressive transit improvements and an urban fabric with a high degree of connectivity.

The Hamilton Urban Official Plan (Minister approved in 2011, under appeal), established a node and corridor urban structure consisting of a series of key focal points of activity (nodes) connected by a series of corridors. The City's corridors are identified on the Urban Structure Plan from the Urban Hamilton Official Plan (2011) is shown in Figure 1, below.

The Urban Official Plan identifies the City's nodes and corridors as significant opportunities for creating vibrant pedestrian and transit oriented places through investment in infrastructure, residential intensification, infill and redevelopment and careful attention to urban design. The following principles from the Official Plan provide policy direction for the development of nodes and corridors in the City:

- (a) Nodes and Corridors are the focus of reurbanization activities (i.e. population growth, private and public redevelopment, and infrastructure investment).
- (b) Nodes and Corridors provide focal points of activity for Hamilton's local communities and neighbourhoods.
- (c) Nodes and Corridors are connected to each other and are internally served by various modes of transportation, including higher order transit.
- (d) Nodes and Corridors provide a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design.
- (e) Nodes and Corridors evolve with higher residential densities and mixed use developments to achieve their planned functions and support transit. (*Urban Hamilton Official Plan, Section E.2.1*)

City of Hamilton Transit Oriented Development (TOD) (2010) Guidelines provide a series of tools and strategies to facilitate transit oriented development in a variety of contexts in the City including nodes and along transit corridors and routes.

2.0 Planning for Hamilton’s Corridors

The following section outlines important considerations in planning for Hamilton’s Corridors.

2.1 Intensification in Corridors

A key element of corridor development is intensification. A large portion (i.e. 40%) of the City’s intensification target is directed to Nodes and Corridors. In older Corridors, intensification stabilizes and grows the population, helping to support local businesses, institutions and community facilities such as community centres, parks and schools, and returning vitality to these areas. In new or developing corridors, intensification, supported by transit, provides a diversity of housing types and living environments that reduce the dependency on automobiles, creating livable environments.

Official plan policy recognizes Corridors as a distinct structural element from the residential Neighbourhoods, however in many locations, Corridors function as an integral part of the surrounding neighbourhood, and serve as a central focal point. While each corridor is unique, this functional relationship of corridor to neighbourhood is relatively consistent. Therefore, a central element of corridor planning will be achieving intensification in a manner that brings the benefits of intensification to a Corridor while respecting and protecting the character of the residential neighbourhoods next to the Corridors.

2.2 Managing Change

The majority of Hamilton’s identified corridors have been in existence for many years, with some areas more than 100 years. Each corridor contains sections that are at various stages of evolution. The role of planning is to manage land use and built form changes brought about by intensification in order to create high quality, liveable environments.

Within each Corridor, development occurs gradually over time and in specific areas resulting in areas of different character defined by use, function, culture and or aesthetic qualities including built heritage attributes. Corridor planning must recognize these unique character areas and respond with appropriate approaches. A key element of corridor planning activities, whether corridor wide or area specific strategies, secondary plans or neighbourhood planning activities is to identify the areas where change is desired, identify the nature and scale of that change and identify mechanisms and processes to manage the change. Change should be directed and managed to ensure high quality environments are achieved.

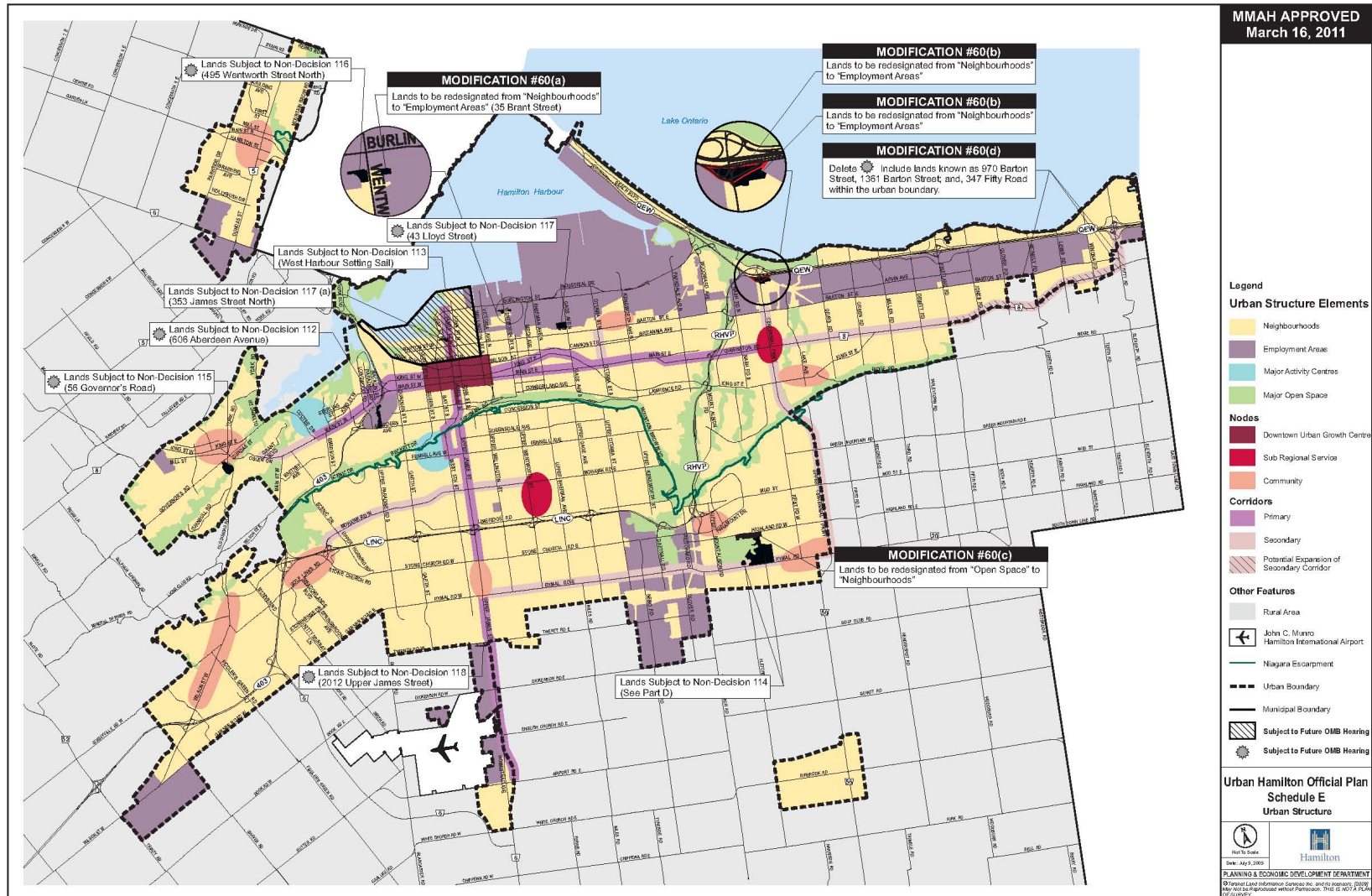
Conversely, there will be areas along or adjacent to a Corridor where change is not desired and where the existing conditions of land use and/or built form character should be protected. Those areas must be identified. Finally, identifying the mechanisms for managing the interface between areas of change and areas for protection must be a key element of planning in corridors.

Planning along the City’s corridors can proceed in a variety of geographical scales such as:

- Corridor wide studies, strategies or secondary plans;
- Studies, strategies or secondary plans for smaller segments of a corridor;
- Neighbourhood scale studies, strategies or secondary plans that overlap with a Corridor;
- Transit station or mobility hub areas along a Corridor; and,
- Precinct plans for larger tracts of land along a Corridor.

It is anticipated that planning for Hamilton’s Corridors will utilize a variety of planning studies, tools and mechanisms at a variety of scales to refine the higher level policy directions and achieve the desired outcomes as identified in Section 1.4.2. Not all Corridors will utilize the same processes given the uniqueness of each corridor.

Figure 1 – Urban Official Plan Schedule E Urban Structure.
Urban Corridors shown in light purple, larger format is available on the City website.



PART B – Corridor Planning Principles and Design Guidelines

1.0 Where Do These Principles and Guidelines Apply?

These Guidelines are generally intended to apply to properties that front onto arterial roads within 400m of a Corridor identified in the Urban Official Plan. This includes properties fronting onto the identified Corridor itself as well as other arterial roads that intersect with the corridor or run parallel with the corridor within a 400 m distance from the identified Corridor. As Corridors are to be the locations for transit, the 400 m distance from the Corridor is considered to be zone of transit influence and represents a comfortable walking distance to transit.

Each Corridor in the City is unique and application of these principles and guidelines may differ between or within Corridors. Special consideration should be given to intersecting arterial roads as those provide the most direct connections to a Corridor, are often the locations with most accessibility, are often locations for commercial and public buildings having higher levels of pedestrian activity, and are the likely locations for transit stops.

2.0 Application of these Guidelines

To ensure the effective and efficient application of these Guidelines, they should be considered as early as possible in any Corridor planning activity or initiative, evaluation of development potential, and in the development application process. Furthermore, these guidelines should be used when evaluating individual development applications.

The following is a description of how these guidelines should be applied in consideration of other Guidelines, plans and processes.

2.1 Other Guidelines

These principles and guidelines are to be considered together with other applicable City of Hamilton guidelines (e.g. Site Plan Guidelines, Transit Oriented Development Guidelines). These Guidelines provide additional direction to assist in implementing the provincial policies as well as the Urban Hamilton Official Plan regarding Corridor development and intensification along corridors.

In addition to the above mentioned City guidelines, the Ministry of Transportation Transit Supportive Guidelines and Metrolinx Mobility Hub Guidelines shall also be considered where applicable.

2.2 Existing Secondary Plans

Firstly, where specific secondary plans are in effect, other urban design direction may be included as part of the approved secondary plan. Where such direction conflicts with this guideline, the approved secondary plan should prevail. Where this guideline is complementary to and in keeping with the intent of an approved secondary plan, then this guideline should be used together with the approved secondary plan.

Secondly, this document should be considered during the review of existing secondary plans and area specific guidelines.

2.3 New Corridor Plans, Secondary Plans or Strategies

Within the 400 m area of influence of a Corridor, these principles and guidelines should be used when preparing Corridor plans and strategies, secondary plans or other planning policy.

2.4 Nodes

These Guidelines may apply to properties fronting arterial roads in Nodes, as identified in the Urban Hamilton Official Plan in the absence of an approved Secondary or Node Plan. However, as these areas allow for more intense development and have less neighbourhood context than the Corridors, these guidelines should be carefully considered in combination with other policy direction, such as the Official Plan.

2.5 Arterial Commercial and Employment Areas

These Guidelines provide design direction for mixed use Corridors where mixing of residential and commercial uses is anticipated and encouraged through Official Plan policy. However, there are areas along Hamilton’s Corridors where mixing of uses is not anticipated by policy, such as in Arterial Commercial or Employment designations. Where such areas are designated, these Guidelines may not fully apply. However, some of the design tools and built form concepts presented in these Guidelines may be useful to implement concepts such as enhanced pedestrian environments along the Corridors.

3.0 Corridor Planning Principles

The following principles, along with Official Plan policies are the basis for the Design Guidelines outlined in this document. These principles also provide a guide to other planning initiatives:

Corridors should be planned and developed to:

- (a) Support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and adjacent neighbourhoods.
- (b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.
- (c) Develop compact, mixed use urban environments that support transit and active transportation.
- (d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.
- (e) Identify areas of change as the locations for new development along Corridors.

4.0 Corridor Design Guidelines

4.1 Corridor Design Goals

These guidelines are intended to guide site and building design to achieve the following goals:

- (a) Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.
- (b) Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
- (c) Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.
- (d) Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.

- (e) Minimize the negative effects of overview on existing adjacent private properties.
- (f) Encourage a diversity of built form, neighbourhood character and development

4.2 Development Potential and Property Size

These guidelines have been prepared considering development potential based on built form and property size. The following guidelines can therefore be most easily satisfied when the proposed size and form of development is generally in keeping with property dimensions as outlined in Table 1. Table 1 is to be used as a reference to assist in determining appropriate built form, in relation to property size, it is not a Guideline.

While Secondary and or Corridor Plans will identify specific areas of change as discussed in Section 2.2. and principle (e) of Section 3.0 of this document, it is anticipated that areas for redevelopment will be a maximum of approximately 50 m in depth along Corridors and arterials. However, as shown in the table below, there may be some larger redevelopment sites that extend further into neighbourhoods.

Table 1 – Built Form and Typical Property Characteristics

Typical Minimum Property area, width and depth	Typical Height	Examples of appropriate built form
Lot Area: 486 sq m Width: 18m Depth: 27m	2 to 4 storeys*	Townhouses, stacked townhouses or small apartment/mixed use buildings
Lot Area: 1020 sq m Width: 30 m Depth: 35 m Max Depth: 50 m	2 to 12 storeys*	Multi storey apartment/mixed use buildings
Lot Area: 2.5 Ha	2 to 12 storeys **	A mix of building types and uses that correspond to the existing context and a comprehensive plan for the site.

* Maximum building height to be determined in relationship to actual property depth and street width.

**Higher buildings may be appropriate based on sun/shadow and design studies.

4.3 Maximum Building Height

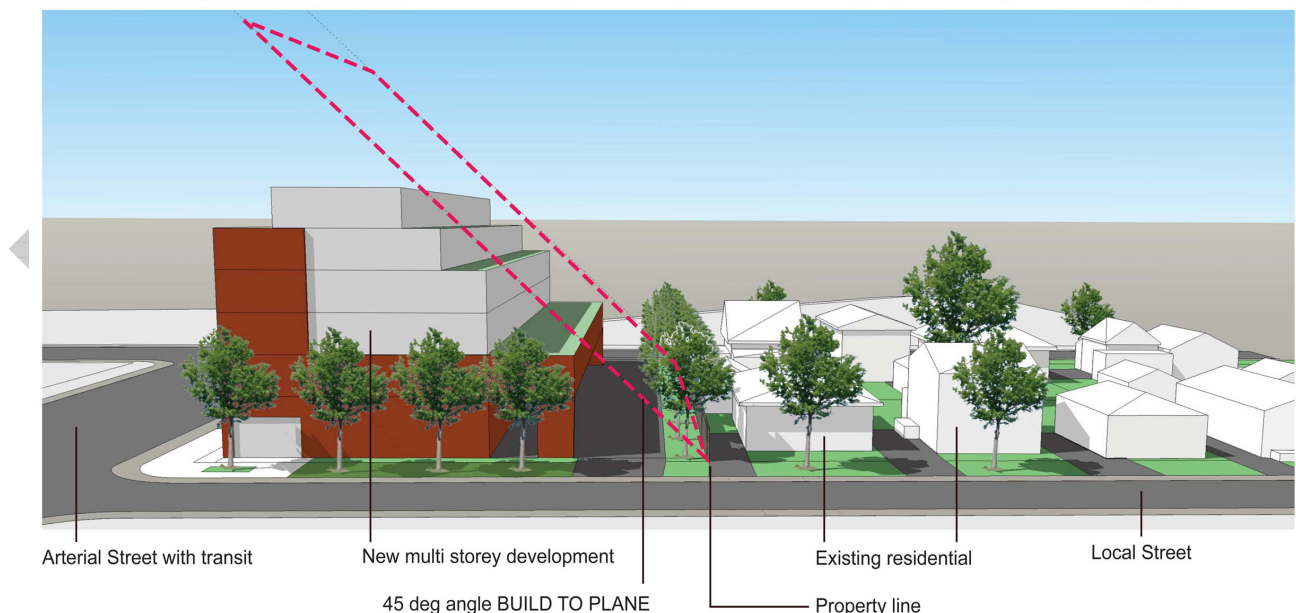
New multiple storey buildings can have negative impacts on the existing character of neighbourhoods, streets and adjacent properties through shadows, overview and abrupt changes in scale. These impacts can be minimized if height and built form is considered in context to surrounding properties by relating maximum building height to property depth and street width.

4.3.1 Maximum Building Height Related to Property Depth

Guideline:

New buildings should be limited in height by a 45 degree build to plane measured from the rear property line when adjacent to existing single detached, semi detached or duplex residential. All parts of the new building above 2 storeys in height should be required to be below the build to plane. As can be seen in figure 2 (below), this allows for transition in the building form by a stepping down of height adjacent to lower density neighbourhoods. A public alley along the rear of a property may be considered as part of the property for the purposes of establishing the build to plane. Properties with a greater depth can accommodate a higher building without increasing impacts on adjacent existing properties.

Figure 2 Rear Build to Plane

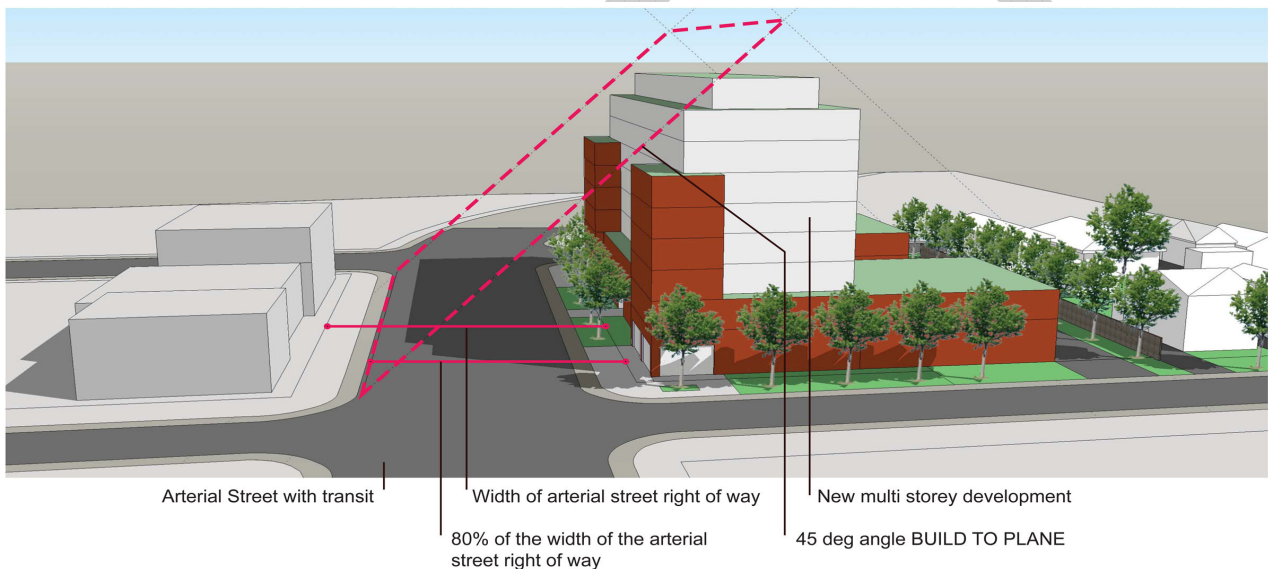


4.3.2 Maximum Building Height Related to Street Width

Guideline:

New buildings should be limited in height by a 45 degree build to plane beginning from a line at grade parallel to the front property line at a distance of 80% of the width of the arterial street right-of-way. All parts of the new building above 3 storeys in height should be below the build to plane. Properties along parts of the corridors with wider streets can accommodate a higher building without increasing impacts on the existing street. As can be seen in figure 3, this creates an appropriate scale related to the street and minimizes shading.

Figure 3 Front Build to Plane



4.4 Minimum Building Height

To assist in achieving higher densities, a minimum building height is required to encourage development at appropriate intensity.

Guideline:

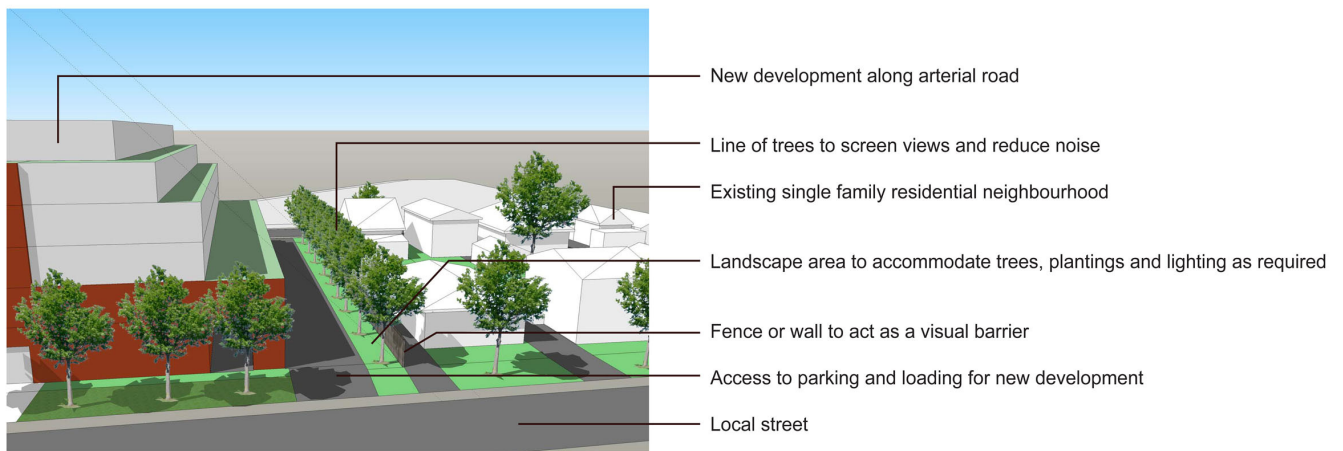
New development should have a minimum building height of 2 storeys, for a minimum of 75% of the building frontage along arterial streets. The minimum 75% will ensure the majority of the building is at least 2 storeys in height, while allowing some flexibility in design.

4.5 Landscaping

The use of landscaping, fencing and trees can minimize the impact of new development on an area by screening views to maximize privacy, filter or block noise and improve the character of an area.

Guidelines:

1. A landscape strip should be provided along property lines with single detached, semi detached or duplex residential in the adjacent neighbourhood. This landscape strip should generally be 3 m in width and include trees planted in such a way as to screen views of adjacent properties from the upper floors of new development. This can be achieved by planting trees 3 m to 10 m apart, depending on the species. These areas should also include a solid wall or fence along the property line.



4.6 Parking and Loading

The location and number of parking and loading spaces required for a development has an affect on its design and how it relates to neighboring properties, the street and public sidewalk. Parking and vehicular access located adjacent to the public sidewalks can have a negative impact on the quality of the urban environment discouraging pedestrians and affecting the image of a neighbourhood.

Guidelines:

1. Parking, and loading spaces should not be located between a building and the public street.

2. No vehicular driveways should be located between a building and a public street except where the driveway provides direct access to parking within the building and is perpendicular to the building façade.
3. Parking should be located behind, beside or within a building. When within a building it should generally be located below grade or above grade. If located at grade within a building it should be located away from the public street façade. When located beside a building a 3m wide landscape strip with trees and low walls should be provided between it and any public sidewalk.
4. Loading should be located behind, beside or within a building and should be screened from the view of the public street and adjacent properties with walls or other features in keeping with the overall design of the building. Where there are a number of small businesses requiring loading space consideration should be given to providing shared loading space. This space may be provided on street where city policy allows and where there is enough space to accommodate it within the road right of way without compromising the pedestrian realm, street function or public parking supply.
5. On street parking should be provided where active uses face the street at grade where City policy allows and where there is enough space to accommodate it within the road right of way without compromising the pedestrian realm or street function.
6. Vehicular access to a property should be from side streets via private or assumed public alleys wherever possible. Vehicular access to a property from arterial streets should be discouraged. Where necessary vehicular access to a property from an arterial street/Corridor should be located and designed in such a way as to promote the continuity of the sidewalk and the comfort and safety of the pedestrian. Vehicular access points to parking and loading areas should be designed in such a way as to ensure waiting vehicles do not block the public sidewalk and provide drivers clear sight lines to pedestrians and oncoming traffic.
7. Where vehicular access is provided on a side street in accordance with the above guideline, the location of driveways should be aligned with existing driveways or parking areas on the opposite side of the street, wherever possible. This will minimize vehicle impacts such as headlight glare on an existing residence.
8. Those properties along Corridors identified in the Transportation Master Plan for future higher order transit should limit the amount of parking provided to the minimum required by the zoning by-law. Where the zoning by-law and other policy permits consideration should be given to reducing the amount of parking required further when transportation demand management features such as car share and bicycle storage are included in the development.

4.7 Relationship to the Street

The ground floor design of a building is important for the success of the building and its contribution to creating a comfortable pedestrian environment on the public sidewalk and contributing to a welcoming and safe image of the street and neighbourhood.

Guidelines:

1. All buildings should have their principal entrances facing the arterial street.
2. The facades of all buildings along the public street should have a combination of windows and doors that allow for a view of the public sidewalk from inside the building.

Typical Relationships to the Street

There are many different opportunities for development and unique conditions along the corridors. To allow for flexibility the following three categories have been created to provide guidance in typical situations. These Guidelines should be applied in locations identified through a specific corridor strategy, corridor or area secondary plan or through other planning policy. Where secondary and/or corridor plans are not in place, the City will evaluate individual proposals to determine which of the three categories is appropriate.

4.7.1 Pedestrian Focus Area

In these areas, the goal is to create street level activity and promote walking. Ground level uses should promote activity and vitality. These guidelines apply to areas that are located around existing or planned transit stops and existing and planned areas with high pedestrian activity.

Figure 4 Relationship to the Street – Pedestrian Focus



Guidelines:

1. In a pedestrian focus area residential units should not be located at the grade level along the arterial street.

2. In a pedestrian focus area a majority of the length of the building façade at grade should be built at a distance of 1.5m from the property line to allow for opening doors, canopies and other features while defining the street edge. The maximum setback of the remainder of the façade should be 4.5 m providing enough space to allow for pedestrian amenity and variation in the building facade without allowing for parking.

3. In a pedestrian focus area the minimum ground floor ceiling height should be 4.5 m to accommodate a complete range of commercial uses.

4. In a pedestrian focus area the grade level façades of all buildings facing the public street should have a combination windows and doors for 75% of the length of the façade that allow for a view of the public sidewalk from inside the building and a view into the building from the public sidewalk.

5. In a pedestrian focus areas at corners further set backs may be required at the ground floor to ensure adequate views from and to vehicles around the corner allowing for safe vehicle movement.

4.7.2 Flexible Area

In these areas, the goal is to allow for flexibility in the use at grade as that use may change over time. A mix of ground floor uses including both residential and commercial should therefore be anticipated. These guidelines generally apply to areas that are adjacent to pedestrian focus areas or where future intensification could result in high pedestrian activity but currently more flexibility is warranted.

Figure 5 Relationship to the Street – Flexible



Guidelines:

1. In the flexible area a majority of the length of the building façade at grade should be built at a minimum distance of 3.0 m from the property line to allow for space to provide privacy and landscaping for residential units at grade or pedestrian amenities for commercial uses. The maximum setback of the remainder of the façade should be 4.5 m providing enough space to allow for pedestrian amenity and variation in the building facade without allowing for parking.

2. In the flexible area the minimum ground floor ceiling height should be 4.5 m to accommodate a complete range of commercial uses while still accommodating residential.

4.7.3 Residential Character

In these areas, the goal is to have a relationship to the street that accommodates residential units at grade. These guidelines apply to areas along the corridors with an existing residential character where change is not anticipated or to areas planned for residential use.

Figure 6 Relationship to the Street – Residential Character



Guidelines:

1. In the residential character area the building façade at grade should be built at a minimum distance of 3.0 m and a maximum distance of 5.5 m from the property line to allow for space to provide landscaping, porches, stairs and other features that contribute to the residential character of the street.
2. Small commercial uses may be located at grade but should be discouraged on upper floors.
3. Where located beside existing or planned single detached, semi detached or duplex residential which also face the arterial street and are intended to remain low density residential, the height of new development should conform to a build to plane similar to that outlined in guideline 4.3.1. Maximum Building Height. In this case the 45 degree build to plane should be measured from the side property line in addition to the rear. This allows for a transition in building form by stepping down of height along the street.

4.8 Side Yards, Side Walls and Side Step Backs

The continuity of buildings along the street at lower floors contributes to a more comfortable and safe pedestrian environment. Transitions between buildings along the street can also have a negative impact on the character of street and adjacent buildings though abrupt changes in scale and large blank walls visible along the streets.

Guidelines:

1. In *Pedestrian Focus* and *Flexible* areas (see guidelines 4.7.1 and 4.7.2) side yards should be discouraged and buildings constructed with a 0 m side setback or as close as possible for the first 3 storeys in height or to the height of the existing adjacent building if higher. This will minimize blank side walls, create a continuous street wall and eliminate side yard spaces that are typically unattractive, useless and collect refuse.
2. Above the third storey side step backs of 5.5 m should be considered to allow for windows and for access to sunlight for the building and the street,
3. Blank side walls larger than 4 stories in height should be discouraged to minimize abrupt changes in scale and character along the street.
4. Where blank side walls occur they should be designed in such a way and with materials to be in keeping with the overall design of the building.

4.9 Long Buildings

A long multi storey building along the street may negatively impact the quality for the street by creating a canyon effect and shading the street for great lengths.

Guideline:

Where a building or portion of a building is greater than 60m long and greater than 3 storeys high it should be divided into two separate built forms above the 3rd storey. This will allow a space for light to reach the street and minimize the canyon effect. This is especially important for buildings along the south side of east/west arterials.

4.10 Sidewalks and Streetscapes

An attractive, comfortable and high quality public realm is important to encourage walking and transit use and to express the diverse character of neighbourhoods along the corridors.

Guidelines:

1. A minimum sidewalk width consisting of a 2.0 m clear path, and a .5 m area between the curb and clear path for street furniture and lighting should be provided along all corridors. Where buildings are located directly adjacent to the public sidewalk an additional minimum 1.5 m wide zone should be provided between the building façade and clear path to allow for door swings, street furniture and overhangs.
2. Street trees planted at regular intervals should be provided along the street wherever space permits. Trees may be planted on public or private property.
3. At unique locations along the corridors, such as major transit stops, corners and important or highly used buildings, an enhanced public realm should be provided. An enhanced public realm should include wider sidewalks, landscaping, street furniture and public art reflective of the character of the area. These features may be accommodated on public or private property.

Figure 7 Sidewalks and Streetscapes



4.11 Land Assembly

Small property sizes can limit opportunities for new investment and intensification along a Corridor resulting in under used and even derelict buildings. Smaller properties also make it difficult to accommodate parking and include other design features that minimize the impact of new development on existing neighbourhoods and adjacent properties.

Land assembly provides the opportunity to create larger properties fronting onto the arterial streets in select locations where they would have minimal impact on the integrity or the character of existing neighbourhoods and local streets. This can allow the investment that improves the economic vitality and image of the neighbourhood.

Specific Corridor and/or secondary plans, where in place, should identify areas where larger lot areas are required to achieve a desired built form and character. Land assembly to create larger lots should be identified and mechanisms to facilitate the creation of larger lots should be implemented. In areas where these plans are not in place, land assembly can be evaluated and approved only through a site specific public process, such as a rezoning. The following guidelines along with other City policy should be used to determine if land assembly is appropriate in a specific case. They should also be used in developing Corridor and Secondary Plans.

Figure 8 Land Assembly
Examples of Land Assembly

This example illustrates how a typical corridor property may intensify applying these guidelines with and without land assembly

Existing corridor property redeveloped without land assembly



Existing:
Property size:
30 m deep
54 m wide

One storey car repair garage and fast food restaurant with front yard parking



New Development
Property size:
30 m deep
54 m wide

Four story building including 8 to 9 Townhouses with apartments above.

Partially covered parking behind.

Existing corridor property redeveloped with land assembly



Existing:
Property size:
30 m deep
54 m wide

Property Size with Land Assembly:
46 m deep
54 m wide

One storey car repair garage and fast food restaurant with front yard parking



New Development
Property size:
46 m deep
54 m wide

Nine story building with commercial at grade and apartments or condominiums above.

Parking behind and below the building

Outline of existing properties that would be purchased by a developer and assembled with the others to create a new larger property.
(note these properties to remain residential if not assembled)

Maximum depth of assembled properties
Approximately 50 m

Nodes and Corridors Planning

Guidelines:

1. At least one of the properties being assembled shall front onto the arterial street or Corridor.
2. The maximum depth of an assembled property should be approximately 50m measured from the property line fronting along the arterial street.
3. Land assembly may be considered for properties whose side property line is adjacent to the rear property line of properties that front onto the arterial street or an alley that is adjacent to properties that front onto the arterial street. This will minimize impacts on the existing character of local streets perpendicular to the arterial by affecting only those properties at the end of the local street and maximizing the length of unaffected existing streetscape. (see Figure 9)
4. Land assembly should not be considered where rear property lines are adjacent to the rear property line of properties that front onto the arterial street or an alley that is adjacent to properties that front onto the arterial street. This will minimize impacts on the existing character of local street that are parallel and adjacent to arterial streets by not breaking up the existing character on one side in only one section of the local street. (see figure 9)

Figure 9 Land Assembly

Appropriate Lot Pattern For Land Assembly
Flankage Lots

Lot Pattern Not Appropriate For Land Assembly
Rear to Rear Lots



5. Where land assembly is being considered existing buildings should be retained, occupied with appropriate uses and maintained until such a time when a comprehensive development for all of the properties involved has been approved and is being implemented. This will minimize the negative affects of transition on existing adjacent properties and the surrounding neighbourhood.

4.12 Shadow Impacts

New multi storey buildings can have negative impacts on adjacent properties and public sidewalks when they cast shadows for long periods of time. These impacts are minimized where buildings satisfy the building height guidelines already described. Where a new development seeks to exceed the build to planes outlined in the building height guidelines or where the building height guidelines do not apply such as in the case of existing commercial or high density residential adjacencies and on sites 2.5 Ha or larger shadow studies should be undertaken to satisfy the following guidelines.

Figure 10 Examples of Shadow Impacts

9 Storey building on March 21st
10 am

1 pm

4 pm



Building desinged with upper floor terracing and setbacks to minimize shadows on adjacent properties
10 am

1 pm

4 pm



Guidelines:

1. Upper floor setbacks, building orientation and shape should be considered in the design of multi storey buildings and incorporated wherever possible to minimize the shading of adjacent properties, public spaces and the public sidewalk.

2. Shadows of the proposed building design should be measured on March 21st when the sun's angle is half way between winter and summer as light levels will improve over the summer months when people tend to be outdoors.
3. To minimize shadow impacts adjacent properties, adjacent public spaces and the public sidewalk on one side of the street should receive a minimum of 5 hours of sunlight throughout the day measured on March 21st.

4.13 Precinct Site Development

Properties larger than 2.5 ha in size typically require a more comprehensive approach to their design because there are opportunities for multiple buildings and uses on the site as well as unique and diverse contexts and adjacencies around and within the site. In order to fully explore and understand the impacts of this type of development an Urban Design Analysis of the site should be provided.

Guidelines:

1. All sites larger than 2.5 Ha or with complex contextual issues should prepare and *Urban Design Analysis and/or Guideline* for consideration by City staff in Site Plan Approval or other approval processes. The requirements and standards for the creation of an *Urban Design Analysis and/or Guideline* are available from the Planning and Economic Development Department, Planning Division, Community Planning and Design Section and on the City website.
2. In addition to the requirements and standards required by the Community Planning and Design Section the *Urban Design Analysis and/or Guideline* should consider any unique contextual requirements identified in applicable corridor or secondary plans.

List of City Departments Consulted

Corridor Land Use Working Group Participants

Planning and Economic Development Department

- Development Planning
- Development Engineering
- Community Planning
- Policy Planning
- Urban Renewal
- Parking and By-law Services
- Real Estate
- Zoning By-law Reform
- Tourism and Culture

Community Services Department

- Housing Services
- Recreation
- Social Development and Early Childhood Services

Public Health Department

- Healthy Living

Public Works Department

- Environment and Sustainable Infrastructure
- Strategic Planning and Rapid Transit
- Transit
- Traffic Engineering

City Manager's Office