

Urban Hamilton Official Plan Policies Applicable to the former Hamilton Psychiatric Hospital Lands		
Chapter	Section	
B	3.3	Urban Design
	3.3.1.1	Enhance the sense of community pride and identification by creating and maintain unique places.
	3.3.1.3	Create pedestrian oriented places that are safe, accessible, connected and easy to navigate for people of all abilities.
	3.3.1.5	Ensure that new development is compatible with and enhances the character of the existing environment and locale.
	3.3.1.8	Promote intensification that makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods.
	3.3.2.3	Urban design should foster a sense of community pride and identity by:
	f)	Demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
	g)	Contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
	i)	Incorporating public art installations as an integral part of urban design.
	3.3.2.4	Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by:
	a)	Organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
	b)	Recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;

	c)	Using materials that are consistent and compatible with the surrounding context in the design of new buildings;
	e)	Creating a continuous animated street edge in urban environments.
	g)	Creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;
	3.3.2.6	Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:
	d)	Complementing the existing massing patterns, rhythm, character, colour and surrounding context; and,
	e)	Encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.
	3.3.3.2	New development shall be designed to minimize impact on neighbouring buildings and public spaces by:
	b)	Ensuring adequate privacy and sunlight to neighbouring properties; and,
	c)	Minimizing the impacts of shadows and wind conditions.
	3.3.3.3	New development shall be massed to respect the existing and planned street proportions.
	3.3.3.4	New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E – Urban Systems and Designations and in the Zoning By-law.
	3.3.3.5	Built form shall create comfortable pedestrian environments by:
	a)	Locating principal facades and primary building entrances parallel to and as close to the street as possible;
	b)	Including ample glazing on ground floors to create visibility to and from the public sidewalk;

	c)	Including a quality landscape edge along frontages where buildings are set back from the street;
	d)	Locating surface parking to the sides or rear of sites or buildings, where appropriate; and,
	e)	Using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.
E.	2.4	Urban Corridors
	2.4.2	Urban Corridors are a separate structural element from the Neighbourhoods, which are set out in Section E.2.6, however in many locations, Urban Corridors function as an integral part of the surrounding Neighbourhood, and serve as a central focal point.
	2.4.3	Urban Corridors shall be the location for a range of higher density land uses along the corridor, including mixed uses where feasible, supported by higher order transit on the Primary Corridor.
	2.4.4	Primary Corridors shall serve to link two or more nodes, major activity centres or employment areas.
	2.4.5	Secondary Corridors shall serve to link nodes and employment areas, or Primary Corridors.
	2.4.6	Urban Corridors shall function as commercial spines providing retail stores and commercial services that cater primarily to the weekly and daily needs of residents within the surrounding neighbourhoods. Small scale retail stores that cater to a broader regional market may also be permitted.
	2.4.7	Portions of the Urban Corridors shall be designated to permit arterial commercial type uses as set out in Section E.4.8 – Arterial Commercial Designation. Permitted uses include retail stores which are land extensive, require outdoor storage or have a warehouse-type character as well as services catering to the traveling or drive-by consumer.
	2.4.8	Primary Corridors shall be served by the higher order of transit service. Secondary Corridors may be served by a higher order

		transit service.
	2.4.9	A potential eastward extension of the Secondary Corridor along Highway 8 to link up to any future intermodal transit station in the vicinity of Fifty Road and the QEW may be considered.
		Scale
	2.4.10	The built form along the Urban Corridors shall generally consist of low to mid rise forms, but will vary along the length of the corridors with some areas permitted to accommodate high density and high rise built form. The Primary Corridors shall have a greater proportion of the corridor length in retail and mixed use forms, while the Secondary Corridors shall generally accommodate retail and mixed use forms in small clusters along the corridors with medium density housing located between the clusters.
	2.4.11	Urban Corridors shall be a focus for intensification through the Neighbourhoods which they traverse. However, it is anticipated that intensification will occur within the surrounding Neighbourhoods, particularly on sites along other arterial roads that are not designated as Urban Corridors.
	2.4.12	Secondary Corridors are currently characterized, in large measure, by single use buildings. The intent of this Plan is to evolve the Secondary Corridors to an increasing proportion of multiple storey, mixed use buildings in small cluster locations with at grade retail and service commercial uses.
	2.4.13	Corridor studies or secondary planning shall be undertaken for the Urban Corridors to provide greater direction on mix of uses, heights, densities, built form, and design. Pending the completion of such studies, the land use designations and policies, set out in Chapter E – Urban Systems and Designations, shall provide direction for development proposals.
		Design
	2.4.14	Urban Corridors shall provide a comfortable and attractive pedestrian experience. Corridor studies and secondary planning shall make recommendations for active transportation connections including pedestrian improvements to individual sections of a

		corridor.
	2.4.15	New development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.
	2.4.16	Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support existing and planned transit routes.
E	2.5	Major Activity Centres
		Major Activity Centres are a significant urban structural element in the City. They act in many respects as mixed use nodal areas with a high level of in-commuting. However, their primary functions are largely dual purpose (education and health care), providing regional scale services. Major Activity Centres are major employment generators.
	2.5.1	The locations of Major Activity Centres are identified on Schedule E - Urban Structure and include:
	a)	McMster University and McMaster University Medical Centre; and,
	b)	Mohawk College and St. Joseph's Hospital (mountain campus)
	2.5.2	Major Activity Centres shall primarily accommodate major institutional uses but also provide for <i>ancillary</i> residential, recreation, research and office uses.
	2.5.3	Majority Activity Centres shall be served by a range of transportation modes.
	2.5.4	Major Activity Centres shall be linked by Primary <i>Urban Corridors</i> to other Urban Nodes including the Downtown and shall be served by the <i>higher order transit</i> service in recognition of the high ridership rates by students and employees.
	2.5.5	The land use policies in Chapter E shall set out detailed policies on scale, massing, design, and the permitted uses for Major Activity Centres.
E	6.0	Institutional Designation

		<p>The primary intent of the Institutional designation is to provide for a wide range of institutional uses which serve Hamilton’s communities.</p> <p>There are a number of public institutions whether they are individual buildings or groups of buildings in institutional campuses that form a significant part of the urban fabric of the City as well as the overall land use system. Many institutions are built as landmark buildings or become landmark buildings over time and are important to the City’s identity and image</p>
	6.1	<p>Policy Goals</p> <p>The following goals apply to the Institutional designation:</p>
	6.1.1	<p>Support and partner with major institutions such as Hamilton Health Sciences, St. Josephs Healthcare, the Boards of Education, McMaster University, Mohawk College and Redeemer College/University, other levels of government and faith based organizations.</p>
	6.1.2	<p>Encourage the development of individual institutions and institutional campuses as important community resources and recognized focal points in the urban fabric.</p>
	6.1.3	<p>Ensure the integration and harmonious relationship between institutional areas and adjacent land use designations, particularly from a transportation and urban design perspective.</p>
	6.1.4	<p>Support arts and <i>cultural facilities</i> in conjunction with institutional uses, as important components of quality of life.</p>
	6.2	<p>General Policies</p>
	6.2.1	<p>The Institutional designation applies to lands greater than 4 hectares in size designated Institutional on Schedule E-1 - Urban Land Use Designations. Lands used for institutional purposes less than 4 hectares shall be permitted within the Neighbourhoods and Commercial Mixed Use designations subject to the provisions of this Plan.</p>
	6.2.2	<p>The following uses shall be permitted on lands designated Institutional on Schedule E-1 – Urban Land Use Designations:</p>
	a)	<p>Educational facilities, except commercial schools;</p>

	b)	Religious facilities;
	c)	Cultural facilities;
	d)	Health care facilities;
	e)	Long term care facilities;
	f)	Day care facilities;
	g)	Accessory uses; and,
	h)	Ancillary uses, in accordance with Policy E.6.2.3, E.6.2.4, and E.6.2.5
	6.2.3	Administrative offices of educational, religious, cultural, health, welfare, and governmental activities, not <i>accessory</i> to the institutional use on the same property, may be permitted provided the following conditions are met:
	a)	The site shall be located on a major or minor arterial road as identified on Schedule C – Functional Road Classification.
	b)	Adequate on-site parking shall be provided.
	6.2.4	Residential uses <i>ancillary</i> to an institutional use, such as student residences, convents, and continuing care projects may be permitted provided the following conditions are met:
	a)	The site and/or building shall be designed to minimize negative impacts on institutional uses.
	b)	Residential uses shall be developed in accordance with Section E.3.4 – Low Density Residential or Section E.3.5 – Medium Density Residential. The appropriate density shall be determined on a site by site bases provided in meets the applicable policies of Sections E.3.3. – Low Density Residential and E.3.5 – Medium Density Residential, inclusive.
	c)	Adequate on-site parking shall be provided.
	6.2.5	Recreational uses may be permitted provided the following conditions are met:
	a)	The site and/ore building shall be designed to minimize negative impacts on residential uses on adjacent lands designated

		Neighbourhoods.
	b)	Adequate on-site parking shall be provided.
	6.2.6	Notwithstanding Policy E.6.2.2, where institutional uses cease on lands designated Institutional, low density residential uses, parks and open space uses, or <i>community facilities/services</i> uses may be permitted without an amendment to this Plan, provided the uses are <i>compatible</i> with the surrounding area and are in keeping with the policies of this Plan.
	6.2.7	In addition to the applicable policies of Section B.3.3 – Urban Design Policies, the design of individual buildings shall address the following matters:
	a)	Lighting to highlight design of building; and,
	b)	The establishment and the use of multi-purpose spaces (e.g. community meeting rooms).
	6.3.1	When considering development proposals for new institutional uses or expansions to existing institutional uses within existing Institutional designations, the following criteria shall be evaluated:
	a)	availability of sufficient off-street parking to meet projected demand, to minimize spill-over parking on adjacent local streets;
	b)	provision of adequate and appropriate landscaping and buffering to effectively screen parking, loading and service areas from adjacent residential uses;
	c)	the scale of the proposed institutional use and its <i>compatibility</i> with the character of established development in the surrounding area;
	d)	the capability of the site for providing convenient access to public transit with all buildings located within a reasonable walking distance; and,
	e)	use of underground parking or parking structures.
	6.3.2	Large institutions contained in a campus like setting shall be encouraged to undertake campus plans which address the following matters:
	a)	Design of individual buildings and their relationship to each other, including the location of future buildings;
	b)	pedestrian linkages between buildings, pedestrian circulation plans, and attention to pedestrian environment, including the

		installation of <i>urban braille</i> ;
	c)	integration of bicycle facilities and transit stop/stations into the site or adjacent to the site;
	d)	use of way-finding signage;
	e)	location of lighting;
	f)	location of entryways/gateways should be identified and marked with entryway features;
	g)	traffic circulation both into and within the site; and,
	h)	integration and relationship of the institutional buildings to adjacent land uses through building placement (peripheral campus buildings to address the public street) and built form.