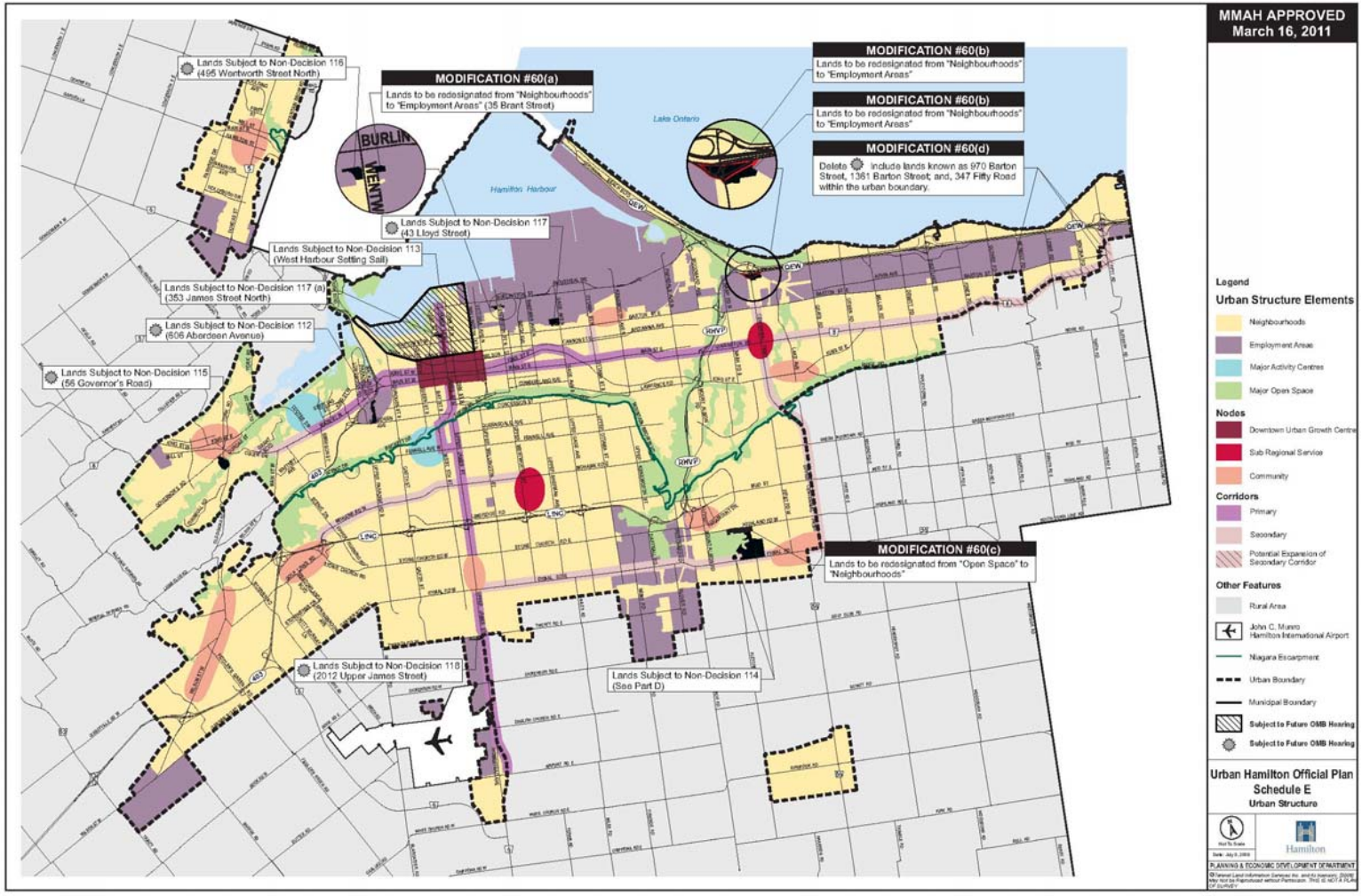
City Wide
Corridor Planning Principles and Design Guidelines

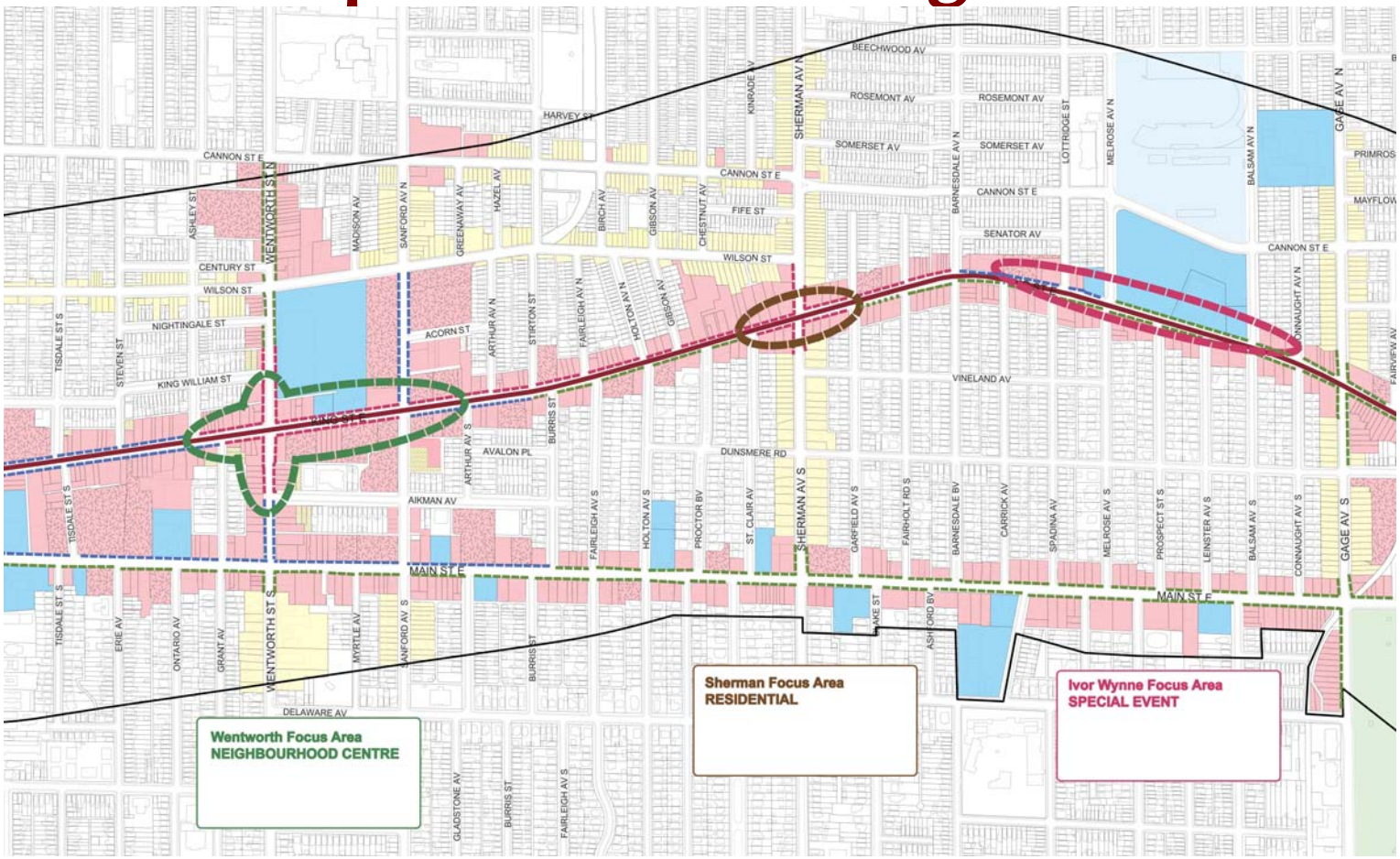
Urban Hamilton Official Plan - Urban Structure



Corridor Planning Principles:

- Support and facilitate development and investment that contributes to the economic and social vitality of the corridor and adjacent neighbourhoods.
- 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..
- Develop compact, mixed use urban environments that supports transit and active transportation.
- Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.
- Identify areas of change as the locations for new development along Corridors.

Properties Addressing Arterials



Past Intensification

What we have learned

- Overview
- Scale
- Shadow
- Change in character

Corridor Design 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.

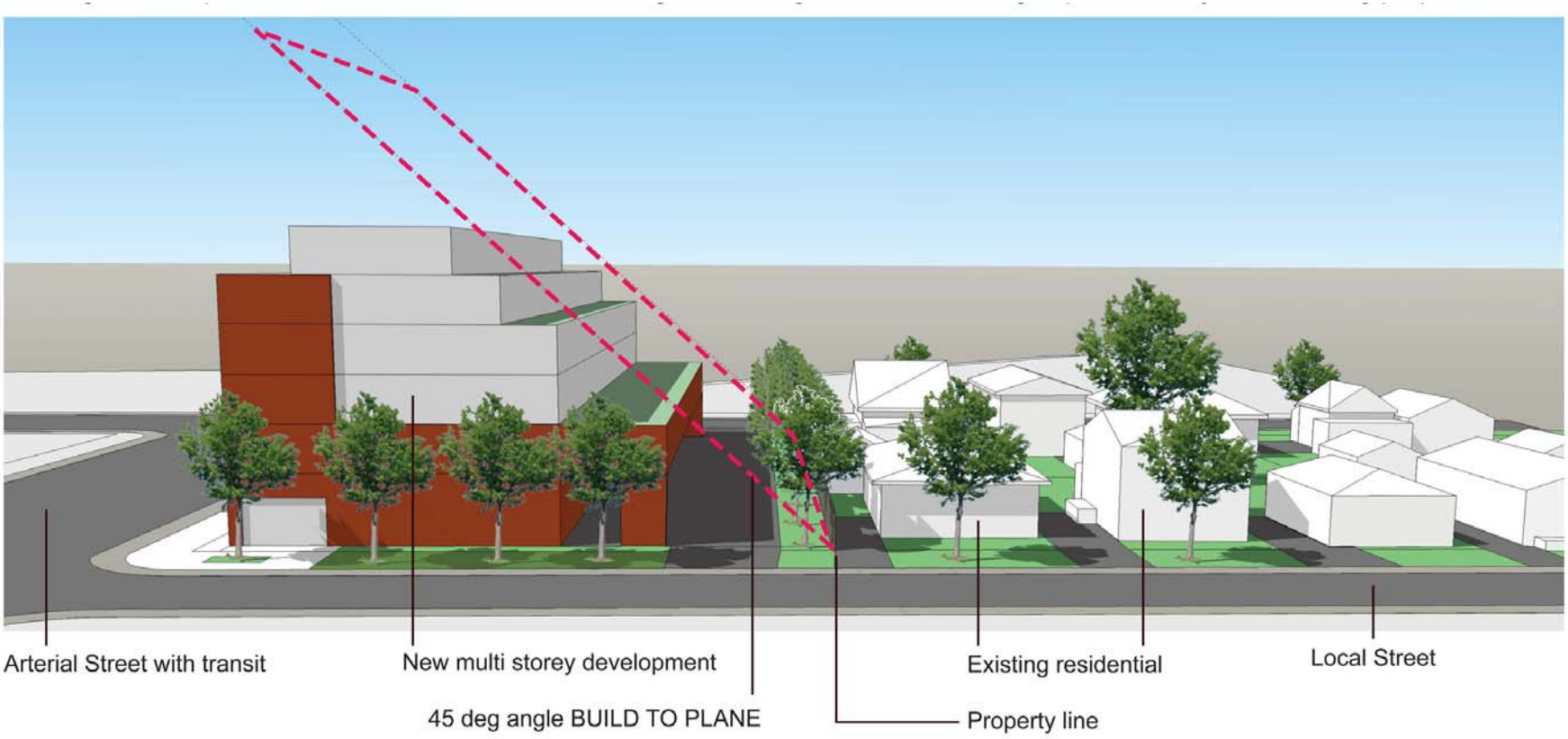
Built Form Related to Lot Size

The appropriate size, height and built form of development is based on property size.

To satisfy these guidelines a minimum lot Size of 34 m deep x 30 m wide is typically required to accommodate a building of 6-8 storeys

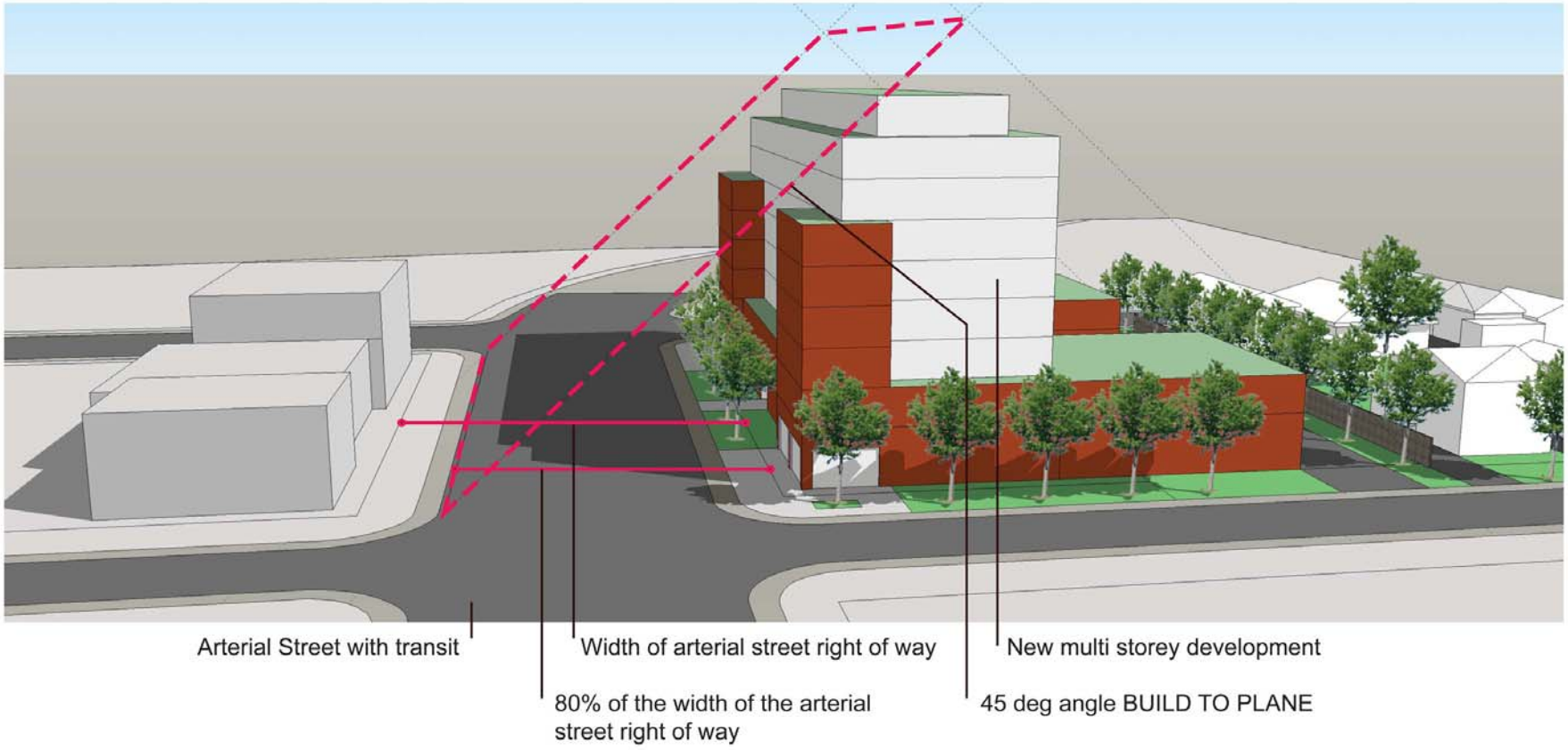
Guideline: Maximum Building Height

In relation to adjacent single detached, semi detached or duplex residential

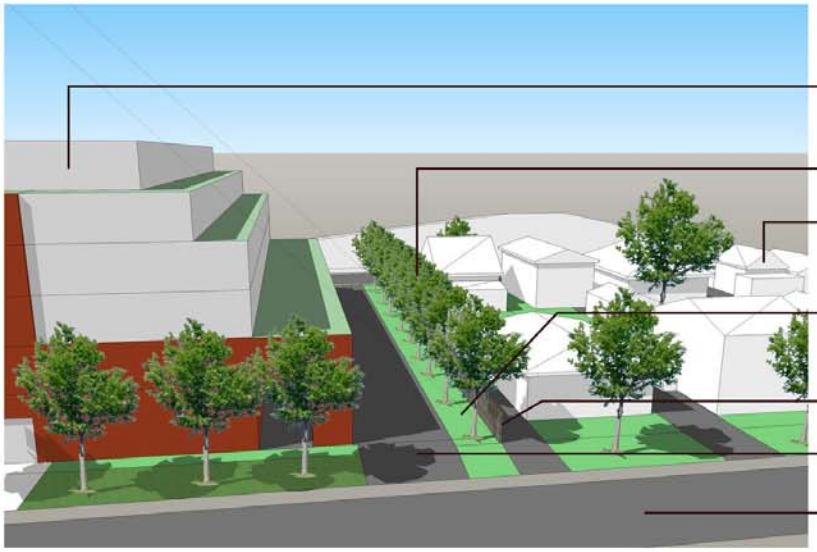


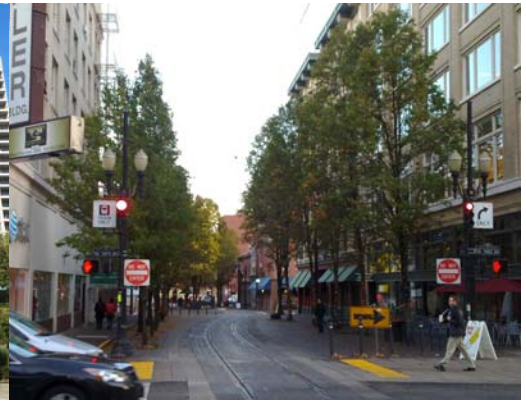
Guideline: Maximum Building Height

In relation to street right-of- way width.



Guideline: Landscaping





Guideline: Parking and Loading

Guideline: Relationship to the Street


Guideline: Relationship to the Street

Pedestrian Focus Area

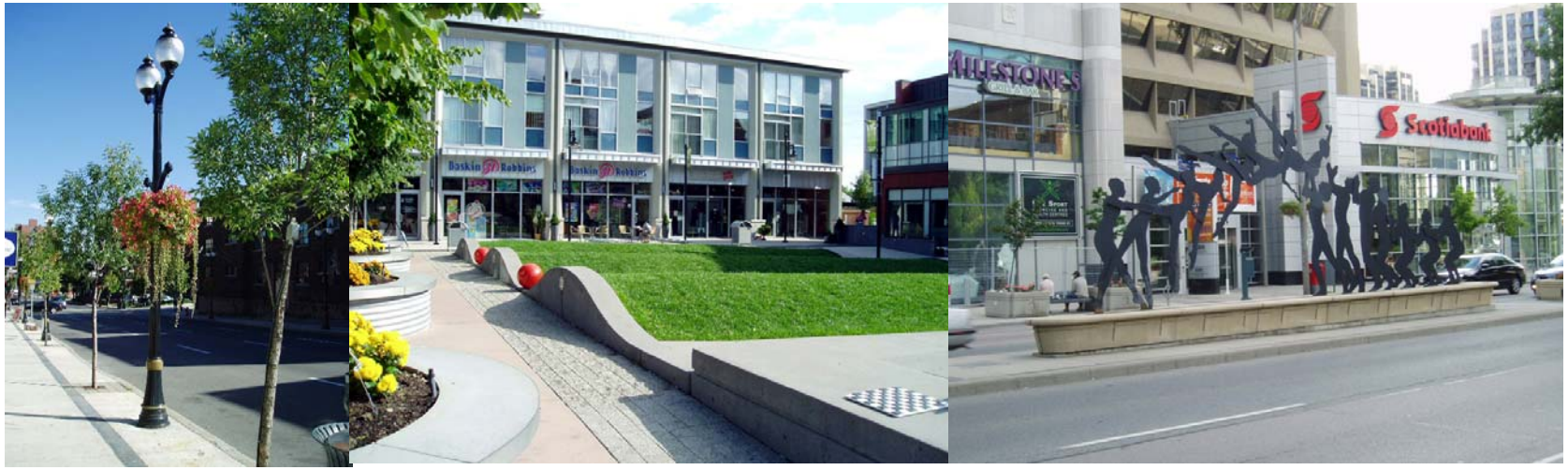
Guideline: Relationship to the Street

Flexible Area

Guideline: Relationship to the Street

Residential Character Area

Guideline: Sidewalks and Streetscapes



Guideline: Land Assembly

Examples of Land Assembly

This example illustrates how a typical corridor property may intensify applying the proposed planning tools 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

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)

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

Maximum depth of assembled properties
Approximately 50 m

Guideline: Land Assembly

Where is land assembly appropriate?

Appropriate Lot Pattern For Land Assembly
Flankage Lots

Flankage lots to the rear approprate for assembly with corridor properties

Lot Pattern Not Appropriate For Land Assembly
Rear to Rear Lots

Rear to rear lots not appropriate for assembly with corriodor properties.

Guideline: Shadow Impacts

Sun/Shadow Studies

These studies show where and when shadows from new development will fall on adjacent properties and public streets. They typically measure the effect of shadows 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.
To minimize shadow impacts the city may propose that adjacent properties and the public sidewalk on one side of the street receive a minimum of 5 hours of sunlight measured on March 21st.

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

Guideline: Precinct Site Development

Properties typically larger than 2.5 ha or with complex contextual issues

Vision for future development generated by citizens

Existing

King and Dundurn Streets
(Current Fortinos Site)

Recommendations

(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.

Thank you