

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 Efrida (Rymal Road East) Community Node.
- Rymal Road Secondary Corridor - Includes Rymal Road from the Rymal and Upper James Community Node to the Efrida (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.

SUBJECT: City Wide Corridor Planning Principles and Design Guidelines (City Wide) (Outstanding Business List Item) (PED11125(a)) - Page 5 of 17

- 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