Urban Hamilton Official Plan - Urban Structure

Nodes and Corridors Planning

City Wide Corridor Planning Principles and Design Guidelines
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

Nodes and Corridors Planning

City Wide Corridor Planning Principles and Design Guidelines
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

- New development along arterial road
- Line of trees to screen views and reduce noise
- Existing single family residential neighbourhood
- Landscape area to accommodate trees, plantings and lighting as required
- Fence or wall to act as a visual barrier
- Access to parking and loading for new development
- Local street

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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 story 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 story 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

City Wide Corridor Planning Principles and Design Guidelines
Guideline: Land Assembly

Where is land assembly appropriate?

Appropriate Lot Pattern For Land Assembly
- Flankage Lots
- Local Street
- Outline of properties to be assembled
- Maximum depth of assembled properties Approximately 50 m
- Arterial Street
- Corridor Properties
  - Flankage lots to the rear appropriate for assembly with corridor properties

Lot Pattern Not Appropriate For Land Assembly
- Rear to Rear Lots
- Corridor Properties
  - Rear to rear lots not appropriate for assembly with corridor 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 halfway 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.

Nodes and Corridors Planning
Guideline: Precinct Site Development
Properties typically larger than 2.5 ha or with complex contextual issues

Vision for future development generated by citizens

King and Dundurn Streets
(Current Fortinos Site)

Nodes and Corridors Planning
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