

Main King Queenston Corridor Strategy Study

PHASE 1 - CORRIDOR OPTIONS



Main, King, Queenston

Nodes and Corridors Planning



Hamilton

Planning and Economic
Development Department

TABLE OF CONTENTS

1.0	INTRODUCTION	1	8.2	Small Scale Reurbanization.....	20
1.1	Study Area.....	2	8.3	Mid-Rise Reurbanization	20
1.2	A Diverse Corridor.....	3	8.4	Mid-Rise Reurbanization with Land Assembly.....	21
1.3	Study Framework.....	5	8.5	Precinct Reurbanization.....	21
2.0	POLICY BACKGROUND REPORT	6	9.0	RELATIONSHIP TO THE STREET	22
2.1	Nodes and Corridor Planning.....	7	9.1	Pedestrian Focus	22
2.2	Reurbanization and Intensification	7	9.2	Flexible	22
2.3	Transit Oriented Development	8	9.3	Residential Character	23
3.0	HEARING FROM THE PUBLIC - CONSULTATION PROCESS.....	10	10.0	CORRIDOR DEVELOPMENT OPTIONS	24
3.1	B-Line Corridor Vision Statement	10	10.1	Option 1 - Maximum Reurbanization.....	24
3.2	Development Industry Workshop	11	10.2	Option 2 - Focused Reurbanization.....	30
3.3	Design Charrettes - Exploring Built Forms in the Corridor	11	10.3	Option 3 - Select Reurbanization	36
4.0	OPPORTUNITIES AND CHALLENGES	13	11.0	EVALUATION OF DEVELOPMENT OPTIONS	42
5.0	CORRIDOR GOALS.....	14	12.0	PREFERRED CORRIDOR DEVELOPMENT OPTION - FOCUSED REURBANIZATION.....	43
6.0	ANALYSIS OF REDEVELOPMENT OPPORTUNITIES AND POTENTIAL.....	15	12.1	Residential Intensification.....	43
7.0	PLANNING TOOLS	16	13.0	NEXT STEPS.....	44
7.1	Zoning: Building Address	16			
7.2	Sun/Shadow Studies.....	16			
7.3	Zoning: Maximum Building Height - Build to Plane	17			
7.4	Landscaping	18			
7.5	Materials/Character.....	18			
7.6	Zoning: Parking and Loading	18			
7.7	Land Assembly.....	19			
8.0	FORMS OF DEVELOPMENT	20			
8.1	Residential	20			

Main, King, Queenston

Nodes and Corridors Planning



Hamilton

Planning and Economic
Development Department

1.0 INTRODUCTION

In this new century, the City of Hamilton is returning its attention to the heart of the City, refocusing growth to existing urban areas, re-engaging in city building activity and recognizing the strength and opportunities presented by the older neighbourhoods and key areas of activity in the lower City. The Main, King, Queenston Corridor Strategy Study represents Hamilton’s first strategy for reurbanizing a key corridor in the City, a stretch of Main Street running from McMaster in the west to Eastgate Mall (Centennial Parkway) in the east. (See Study Area, Page 4) Known as ‘the B-Line’, this corridor traverses many different neighbourhoods and nodes with widely varying character and function.

The Main King Queenston Corridor, is and has historically been, the primary east-west corridor in the city, connecting the former City of Stoney Creek in the east and the Town of Dundas in the west with Downtown Hamilton. It functions as a primary transportation corridor and contains a mix of uses, including housing, institutional uses, open space and a variety of retail and service uses of varying scales and built forms. The corridor functions as an integral part of the adjoining neighbourhood fabric and provides many focal points for neighbourhood activity along its length.

Many areas along the Corridor have been exposed to the same series of stresses that have threatened the well being of older neighbourhoods and city centres across North America, post World War 2. The rise in vehicle ownership fostered individual mobility, the flight of jobs from the centre city areas and drove large scale retailing into the suburbs. The demographic trend of decreasing household sizes has resulted in a loss of population that once supported neighbourhood retailing and institutions, places that often serve as the heart of a neighbourhood. These factors combined with relatively low property values have contributed to a lack of investment and revitalization for some segments of the corridor. At the same time, there are areas of the Corridor that have not suffered the effects of past trends, or are experiencing the beginnings of a revival. This diversity defines of the Main King Queenston Corridor.

The Main King Queenston Corridor Strategy Study is the first study to address a Corridor in the City of Hamilton. It builds on provincial policies, local policies and directions of the past 10 years. The Strategy Study represents a strategic opportunity for the City to plan for the Corridor as a vibrant place in the City and make this an area of growth, and transformation. The Strategy will address the challenges of reurbanization in the Corridor, positioning the Corridor as an area for sustainable growth in a thriving mixed use context.



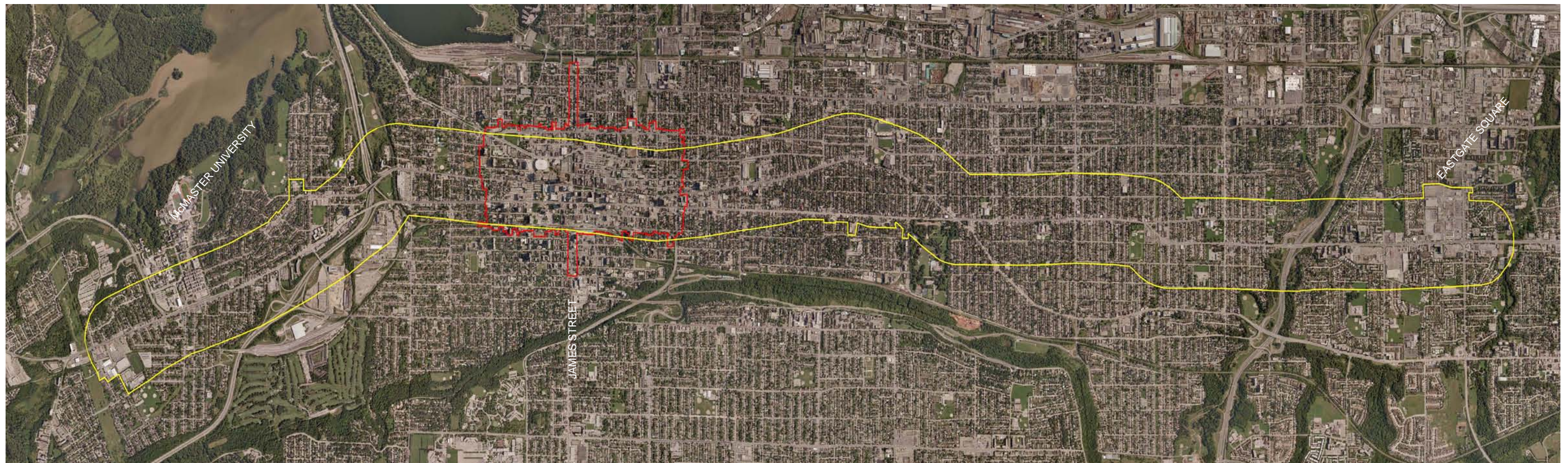
Main, King, Queenston

Nodes and Corridors Planning

1.1 Study Area

The geographic scope of the Main King Queenston Corridor Strategy, shown below, is centred along Main Street, King Street and Queenston Road from McMaster University in the west to Eastgate Mall in the east. The map below shows a 400m distance on either side of the corridor. This area represents a 5 minute walking distance to the corridor. In a corridor intended for rapid transit, the 5 minute walking distance represents an area of

transit influence: a distance that people are willing to walk to access a minimal level of transit service (a bus stop). The area of influence will vary based on the level of transit service and the walking conditions in an area. The Downtown area, defined on the map below as the Downtown Urban Growth Centre, is not included in this Study as most of this area is covered under the Downtown Secondary Plan, currently being reviewed.



Area of Influence (Study Area)
400 metres from the Corridor

Urban Growth Centre
This area is not part of this study.
It is being considered as part of the review of the Downtown Secondary Plan

Main, King, Queenston

Nodes and Corridors Planning

1.2 A Diverse Corridor

A wealth of background information has been collected and analyzed for the corridor and is presented in two background documents: the Background Information Report, 2011; and, the Opportunities and Challenges Study, 2010 present this information.

The 14 km corridor traverses several distinct sections of the City with a wide diversity in urban form, land use, function, physical features, connections and municipal wards. Urban form varies greatly across the corridor from large scale institutional and commercial buildings at either end of the corridor to small, narrow individual lots and 'mainstreet' type building forms in the middle section. The land use and building patterns reflect more than 100 years of development.

The variability in conditions along the corridor are evident in two key statistics: assessment value and household income. These statistics illustrate the challenges that the private and public sector face in undertaking future corridor revitalization and reurbanization.

Corridor Statistics

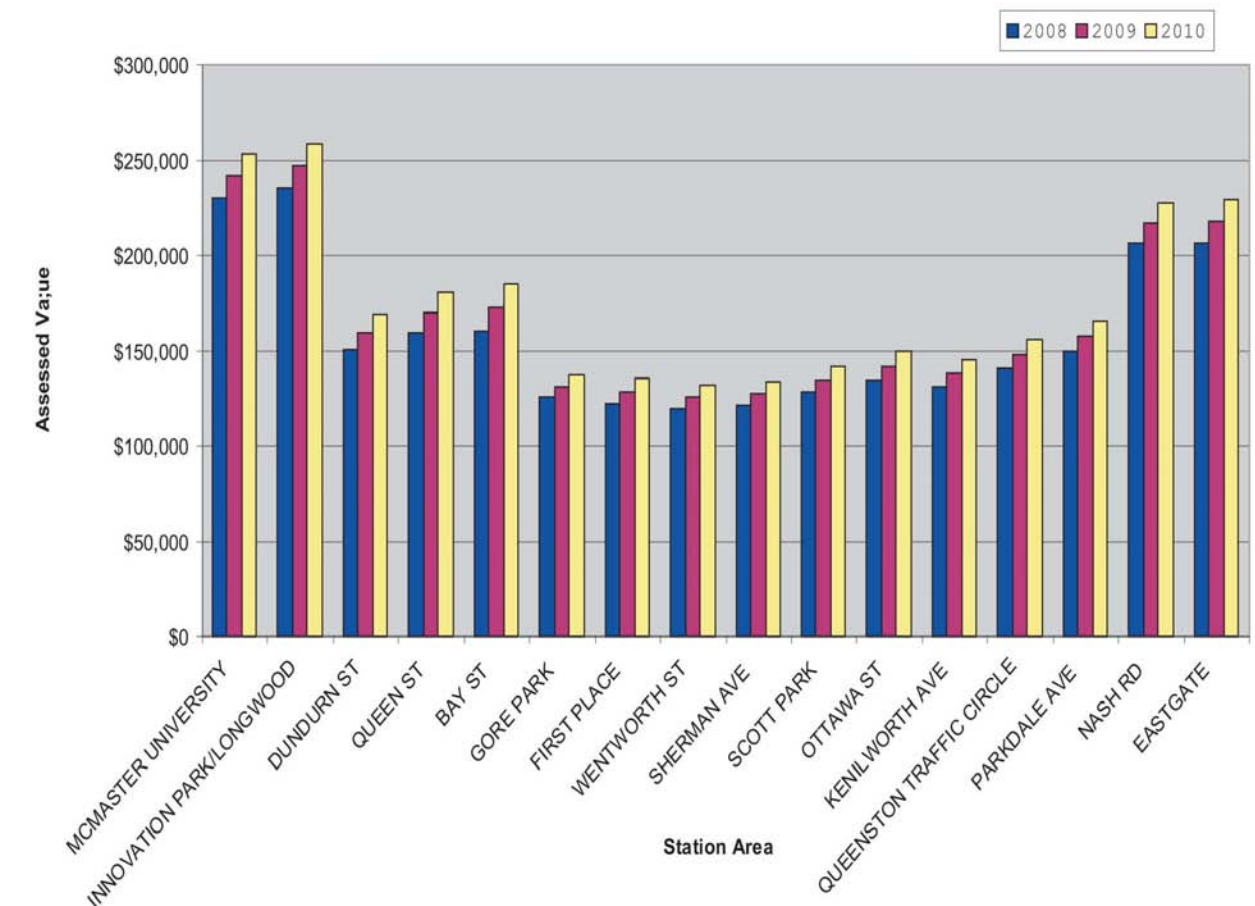
Population

2006 population within 400m of the Corridor	67,958
Change in population in lower Hamilton*	
2006	182,365
1996	185,118
1986	189,980
1976	202,106

* Former City of Hamilton Boundary
*Census

Assessment Value

Average Assessment (\$) Single Family Home

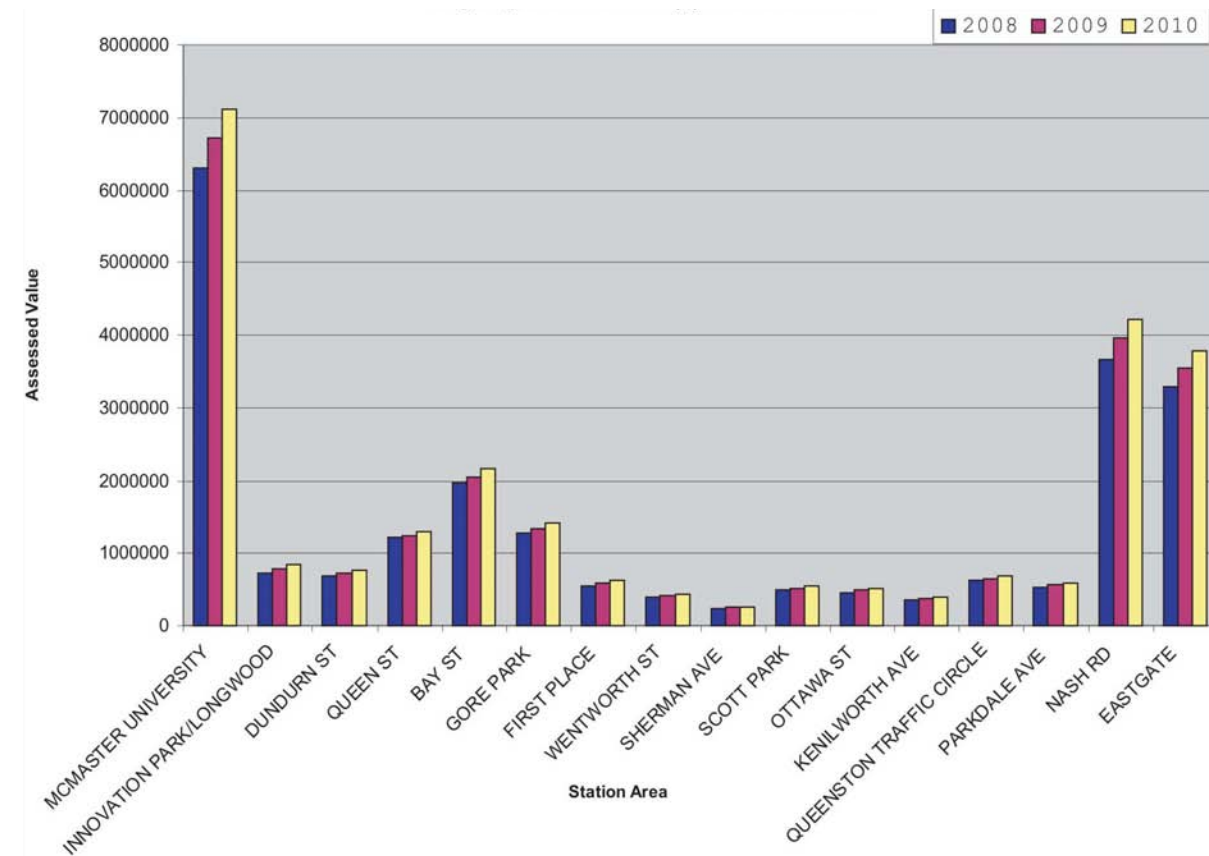


Main, King, Queenston

Nodes and Corridors Planning

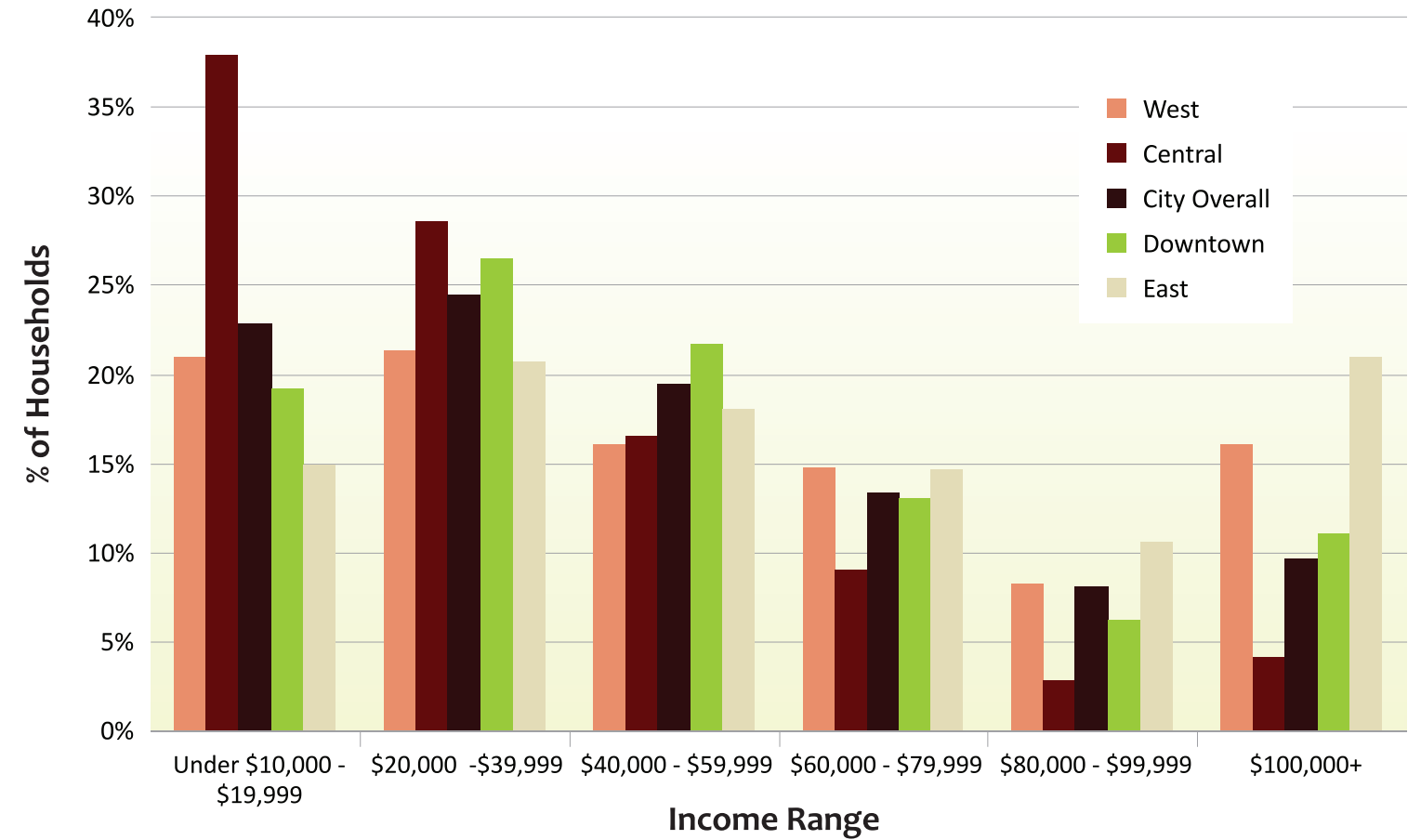
Assessment Value

Average Assessment (\$ Non-Residential)



Household Income

Corridor-wide Household Income



Main, King, Queenston

Nodes and Corridors Planning



Income by Corridor Section

WEST		DOWNTOWN		CENTRAL		EAST	
Average Income: \$64,400		Average Income: \$37,096		Average Income: \$50,309		Average Income: \$57,030	
Income Range(\$)	%	Income Range(\$)	%	Income Range(\$)	%	Income Range(\$)	%
0 - 19,999	21	0 - 19,999	38	0 - 19,999	22	0 - 19,999	19
20,000 - 79,999	55	20,000 - 79,999	55	20,000 - 79,999	60	20,000 - 79,999	67
80,000+	24	80,000+	7	80,000+	18	80,000+	14



1.3 Study Framework

The Main, King, Queenston Corridor Strategy Study is based on current policy directions that promote the future sustainability of the City. Recognizing existing opportunities in the corridor, the strategy builds upon distinct activity nodes along the corridor, established commercial areas, built and natural heritage features and future transportation initiatives. The Strategy Study will identify policies, plans and initiatives that will enhance the corridor and the existing neighbourhoods along the corridor.

The purpose of the Main King Queenston Corridor Strategy Study is to:

- 1. Establish a vision for the Corridor including a set of development principles through engagement of Corridor stakeholders.
- 2. Develop a long term strategic plan to guide future growth and change along the Main, King, Queenston Corridor.
- 3. Identify appropriate transit-supportive land use and development patterns that support the well-being of adjacent neighbourhoods and support and facilitate a viable future rapid transit line.

The Strategy Study is reported in two phases:

Phase 1 builds on the background research components and an analysis of opportunities and challenges in the corridor. That information is presented in the B-Line Opportunities & Challenges Study, 2010 and the Background Information Report, 2011. Vision development, planning and design tools and formulation of options for corridor development and urban design directions was undertaken during this Phase. This work is summarized in this Phase 1 Report.

Phase 2 includes the development of various strategy components – programs, initiatives, and actions that will work together with the corridor development option from Phase 1 to form ‘The Strategy’. This Strategy will be presented in the Phase 2 Report.

2.0 POLICY BACKGROUND REPORT

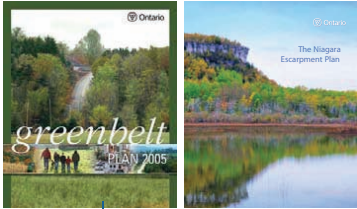
Over the past 10 years, provincial and local planning policy direction has focused on accommodating growth in a healthy, sustainable manner. These policies require municipalities to accommodate growth through intensification and plan for intensification in specified areas including nodes and corridors. To ensure that growth through intensification proceeds efficiently, these planning policies and guidelines all call for the coordination of land use and transportation decisions. This integration ensures that development of compact, complete

communities proceeds with the transportation infrastructure necessary to move people efficiently and to create healthy living environments. This timeline highlights the breadth of provincial and local policy direction on land use and transportation planning with provincial directions on the top and local directions on the bottom. More detailed description of some of these documents is presented in the B-Line Background Report, 2010.

March 2005
Provincial Policy adopted as the long term Vision for Ontario - policy seeks to build strong communities and encourage more efficient use of land.



2005
Greenbelt & Niagara Escarpment Plan adopted to protect the region's natural heritage, to limit growth and to enable compatible land uses and strategic development.



February 2007
Completion of the Hamilton Transportation Masterplan, which calls for an expansion of the public transit system and higher order transit on key corridors.



June 2007
Formation of Metrolinx and development of MoveOntario 2020 - an initiative to improve public transit across the GTHA.



November 2007
Metrolinx completes regional transportation plan which includes 5 rapid transit corridors in Hamilton ("B-L-A-S-T") with the B-Line as a "priority project" and the A-Line to be implemented within 15 years of the plan.



February 2010
Metrolinx Benefits Case Analysis for the B-Line was completed. Metrolinx commissions a Planning, Design, and Engineering (PDE) Study.



May 2010 - Fall 2011
The Planning, Design and Engineering Study (PDE) on the B-Line. (East Gate Square to McMaster University): LRT Preliminary Design

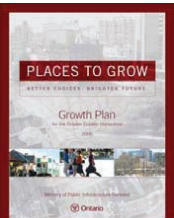
2005 2006 2007 2008 2009 2010 2011



2005
Secondary Plans for Downtown and the West Harbour were completed to provide area-specific planning directions for these neighbourhoods.



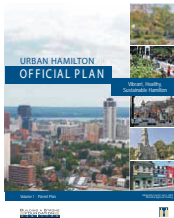
2006
GRIDS The Growth-Related Integrated Development Strategy lays out growth development options for Hamilton the next 30 years.



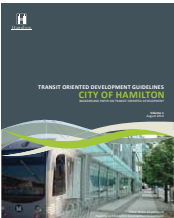
2006
Places to Grow is a 25-year plan to strategically manage growth in urban areas in the Greater Golden Horseshoe region.



Nov 2007 - Dec 2009
Rapid Transit Feasibility Studies were completed in 3 phases.



2009
Hamilton Urban Official Plan and Hamilton Rural Official Plan respond to regional growth strategies and directions from 2006-2007, focussing growth on the city's nodes and corridors. The Plans include policy to direct how the city (both urban and rural areas) should be structured, developed and grow more sustainably



2010
Transit-oriented Development (TOD) Guidelines were created and adopted to encourage transit-supportive land uses, higher intensity of uses, built form, and quality public realm. Hamilton is one of the first cities in the region to develop TOD Guidelines.



2010 -11
B-Line Corridor Opportunities and Challenges Study and B-Line Background Information Report were completed to provide background information needed for the B-Line Nodes and Corridors Land Use Study. The studies profile proposed station areas along the corridor highlighting key land use features and important information, provide baseline information and an inventory of existing conditions.

Autumn 2010 to Present
B-Line Nodes and Corridors Land Use Study was initiated to Develop a long term strategic plan to guide future growth and change along the B-Line corridor. To date, a visioning process has been completed, urban design charrettes held throughout the corridor and DRAFT Corridor Development Options developed.

Main, King, Queenston

Nodes and Corridors Planning

2.1 Nodes and Corridor Planning

Provincial and local policies seek to strategically direct growth and new development to respond to sustainable growth management objectives. Hamilton's Growth Related Integrated Development Strategy (GRIDS) 2006, the City of Hamilton Transportation Master Plan, 2007 and the Urban Hamilton Official Plan, 2011 (under appeal) set the foundation of an urban structure based on nodes and corridors – key focal points of activity (Nodes and Major Activity Centres) connected by a series of corridors.

Main Street, King Street and Queenston Road from west of McMaster University to Eastgate Mall is identified as a Primary Corridor on Schedule E of the City's Urban Official Plan. This corridor connects several key nodes in the City, that are also identified in the Urban Official Plan, including:

- Downtown Hamilton, the City's Urban Growth Centre
- McMaster University, a Major Activity Centre in the City
- Eastgate Mall area, one of two Sub-Regional Service Nodes in the City

Nodes are:

- Focal points of activity in Hamilton's neighbourhoods
- Connected and served by various modes of transportation (including higher order transit)
- Key areas for reurbanization activities (population growth, private and public redevelopment and infrastructure investment)
- Areas with vibrant pedestrian environments and good urban design that encourages active forms of transportation
- Places that evolve with higher residential densities and mixed-use development

Corridors are:

- Linking two or more nodes or activity centres
- Integral parts of adjacent neighbourhoods
- Serviced by higher order transit
- Places of retail and commercial uses for the surrounding neighbourhoods
- Locations for higher density and mixed uses

These urban structure principles for Nodes and Corridors, as set out in the Urban Official Plan, apply to the Main, King, Queenston Corridor and key places along it. Planning for Nodes and Corridors should occur in a framework reflective of transit oriented development.

2.2 Reurbanization and Intensification

Reurbanization, while sometimes used as a synonym of renewal or regeneration, is generally considered a co-ordinated approach to the redevelopment of land within existing urban areas to accommodate regional growth.

In addition to a regional or city-wide principle of making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization involves the following local aspects:

- Increasing the population in an area through residential intensification;
- Increasing investment in an area; and,
- Increasing neighbourhood vitality and improving image.

Intensification is the development of a property, site or area at a higher density than currently exists. Intensification occurs through:

- Redevelopment of a property;
- The development of vacant and/or underutilized lots within previously developed areas;
- Infill development, or
- Expansion or conversion of existing buildings.

Intensification offers numerous advantages, including land efficiency and reducing outward growth pressures. Intensification also creates a diversity of housing choices, utilizes existing public infrastructure and reinforces opportunities for pedestrian and transit-friendly neighbourhoods. Intensification is an important planning objective for the Province and the City of Hamilton.

Main, King, Queenston

Nodes and Corridors Planning

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. Looking forward, Hamilton is projected to grow by 80,000 new households between 2001 and 2031. The City-wide target for intensification is 26,500 units within this timeframe. The Downtown Urban Growth Centre is planned to achieve a minimum gross density of 250 people and jobs per hectare by 2031, and accommodate approximately 20% (5,300 units) of intensification, while the remaining nodes and corridors are planned to accommodate about 40% (10,600 units) of intensification. Nodes such as Eastgate have a gross density target of 100-150 people and jobs per hectare. As one of two designated primary Corridors, the Main, King, Queenston (B-Line) Corridor is a key location for a large portion of the City's intensification.

Achieving provincial and local intensification targets requires more than just the words of policy but rather a coordinated approach between the public sector, private sectors and citizens to ensure that growth supports, transforms or revitalizes our communities into the vibrant areas desired by all.

2.3 Transit Oriented Development

The integration of land use planning and transportation planning in Hamilton's Nodes and Corridors requires a Transit Oriented-Development (TOD) approach. TOD is characterized by compact, mixed use development near transit facilities with high-quality walking environments. What sets transit oriented development apart from traditional/regular development is an increased emphasis on providing access to transit through mixed use areas with higher density, degree of activity, and amenities.

TOD encourages transit supportive land use which will contribute to more balanced transportation choices so that travel by transit or active transportation (e.g. walking, cycling, etc.) can be as viable an option as driving. The City's Transit Oriented Development Guidelines (2010) provide a framework for considering appropriate forms of development in differing urban structure contexts. The Guidelines describe ten principles for achieving TOD (see next page).

To further the implementation of the policy directions for nodes and corridors, a rapid transit line is being studied for the Main-King-Queenston Corridor, known as the "B-Line" in the City's current and future transit planned system. The 14 km route would be a dual-track LRT line consisting of terminus stations at McMaster and Eastgate with 16 on-street stops strategically located along the route.



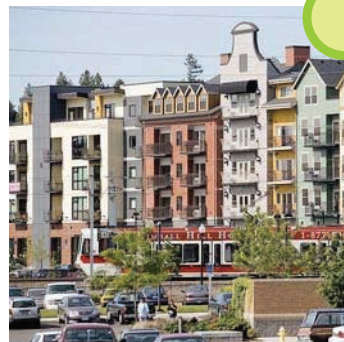
Main, King, Queenston

Nodes and Corridors Planning

Hamilton's 10 Principles of TOD



Principle 1:
Promote Place Making -
Creating a Sense of Place



Principle 3:
Require Density and
Compact Urban Form



Principle 5:
Create Pedestrian Environments



Principle 2:
Ensure a Mix of Appropriate
Land Uses



Principle 4:
Focus on Urban Design



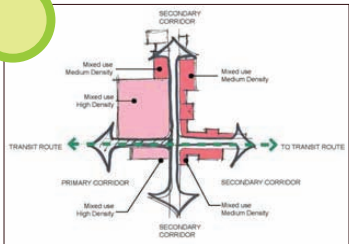
Principle 6:
Address Parking Management



Principle 7:
Respect Market Considerations



Principle 9:
Plan for Transit and Promote
Connections (for all modes)



Principle 8:
Take a Comprehensive
Approach to Planning

Principle 10:
Promote Partnerships and
Innovative Implementation



For more information on the City's TOD Guidelines visit:
www.hamilton.ca/nodesandcorridors

Main, King, Queenston

Nodes and Corridors Planning

3.0 HEARING FROM THE PUBLIC - CONSULTATION PROCESS

Since the initiation of the study a number of consultation events have been held with stakeholders, including residents, neighbourhood associations, business owners, institutions, developers, Chamber of Commerce and others and consisted of:

- Public information centres;
- Visioning focus groups and public visioning workshop;
- Development industry focus group;
- Design Charrettes and public meetings;
- Advisory Committee meetings;
- Web-based consultation; and,
- Newsletters & notices.

More than 377 attendees were recorded at the various events. Valuable input has been received in terms of stakeholders' vision for the future character and revitalization of the Main, King, Queenston (B-Line) Corridor. Through the visioning exercises several issues/themes for the Corridor were identified such as diversity, aesthetic quality and urban design, need for vibrant gathering places, focal points and destinations, pride and sense of place, connectivity, vitality, pedestrian friendliness and sustainability. Consultation with citizens resulted in the Main, King, Queenston (B-Line) Corridor Vision Statement.

During consultation, staff heard that citizens want a reurbanized Corridor 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. These concerns are not unique to the Hamilton community. 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.

3.1 B-Line Corridor Vision Statement

This vision statement has been developed using vision themes identified by citizens who attended a series of focus group meetings and open public meeting.

The B-Line Corridor is:

DIVERSE

The corridor comprises interesting and diverse neighbourhoods, made up of a mix of housing, services and amenities for all ages, incomes, household types, cultures and abilities. The diverse character of the unique neighbourhoods, places, buildings and streetscapes along the corridor, are recognized and celebrated.

CONNECTED

The corridor connects people and their neighbourhoods to each other and important places in the City and beyond. The corridor promotes multiple ways for everyone to move around seamlessly, safely, and comfortably, by foot, bike, transit and car.

SUSTAINABLE

The corridor contributes to a sustainable future for the whole city. Innovative transportation options, efficient use of land, energy and resources, and an innovative sustainable built environment promotes healthy lifestyles and high quality of life for present and future generations.

BEAUTIFUL

The corridor is an attractive high quality environment. Beautiful buildings, public spaces, landscapes and streetscapes work together in creating places where people want to live, work, play and visit. Streetscapes are human scale, comfortable, accessible and safe. Walking and gathering are promoted.

REVITALIZED

The corridor is a destination for new investment. The character of existing neighbourhoods is enhanced through renewal of buildings and businesses. A growing population supports new development, services and amenities.

Main, King, Queenston

Nodes and Corridors Planning

3.2 Development Industry Workshop

The project team heard through visioning work that revitalization through new investment and employment opportunities, and growing the population along the Corridor is important to citizens. This type of investment, mainly in intensification projects is also important in meeting the City's growth management goals and Official Plan directions, specifically along the Main, King, Queenston (B-Line) Corridor. To gain a better understanding of intensification issues along the corridor, a workshop was held on March 25, 2011 to reach out to those in the development industry with interest or experience in developing intensification projects.

Members of the regional development industry; developers, architects, planners and real estate professionals were invited to come together for a half day to learn more about the Corridor Study and to discuss issues of intensification, the forms of intensification that will and will not work in the Corridor, and City policies and programs that could be changed or implemented to better encourage intensification. Following discussion, a general consensus formed around two main questions:

What are the biggest barriers to achieving a successful intensification project along the B-Line corridor?

- Macroeconomic issues including lack of employment opportunities, low incomes, a weak market and low property values.
- Cumbersome planning procedures and processes which are misaligned with policy intent.
- Government imposed costs including development charges, parkland dedication requirements (which are felt to have punitive high density formulas) and application fees.
- Safety and security issues for residents along the Corridor.
- Lengthy application process, including unknown outcome of public participation process.
- Inflexible zoning and extensive upfront study requirements.
- Uncertainty related to heritage regulations and designations.

What are the most important policy and program changes the City could make to help implement intensification along the corridor?

- Expand existing downtown incentive programs to entire Corridor.
- Reduce the scope of the application process.
- Encourage public-private partnerships (P3).
- Share the risk with developers in terms of accountability, reporting and study requirements.
- Introduce flexible zoning including as-of-right zoning to permit land assembly and increase property values.
- Eliminate/reduce government-imposed costs including development charges.

3.3 Design Charrettes - Exploring Built Forms in the Corridor

To address some of the ideas and concerns with mid-rise development identified in the visioning work and the development industry workshop, a series of design and planning tools were explored to evaluate their effectiveness in achieving appropriate development forms for the corridor. Six design charrettes were held to explore the application of the planning & design tools in specific areas of the corridor. The 3-hour charrettes tested the use of the tools to define the scale of building that could be achieved on specific properties in the corridor. Working with an architect and using computer based design software, corridor stakeholders worked 'live', directing design ideas for specific areas. Designs were adjusted and refined as discussion progressed. In the evening following the charrettes, the designs were presented by the charrette participants at a public meeting.

The events generated much discussion about appropriate heights along the corridor and their impacts on the adjacent properties in neighbourhoods. The highly visual and hands-on activity helped corridor stakeholders visualize what mid-rise type of development

might look like and how it would fit their streets. The charrettes raised the level of understanding among the participants and general public about appropriate building scale, neighbourhood impacts and prospects for revitalization along the corridor. Generally, responses to the changes in built form that reurbanization could bring were positive.

Charrettes were held in the following locations:

- Main Street & Longwood Road;
- King Street & Dundurn Street;
- King Street & Wentworth Street;
- The Delta Area (Main Street/King Street Junction);
- Queenston Traffic Circle Area (Main Street/Queenston Road); and,
- Queenston Road & Nash Road.



Design Scenario for the Queenston Traffic Circle generated from Charrette

Study Area - Existing



Study Area - Conceptual Design



Design Scenario for the Delta Area generated from Charrette

Main, King, Queenston

Nodes and Corridors Planning

4.0 OPPORTUNITIES AND CHALLENGES

Background research and community consultation have highlighted the many challenges to achieving the Vision for the Corridor. While the challenges may seem daunting, it is important to recognize that the corridor presents many opportunities too. Building on the existing opportunities, creating new opportunities and addressing the challenges will be necessary to achieve revitalization.

Opportunities:

- Interesting and identifiable places along the corridor
- Interesting neighbourhoods
- Strong neighbourhood organizations
- On-going city initiatives for park, public facility and transit improvements
- Supply of investment and redevelopment opportunities (large and small scale)
- Macro economic and household trends – demand for urban living and regional projected employment growth



Challenges:

- Poor image and perceptions of the corridor
- Existing lot patterns, small lots
- Decreasing population in the corridor
- Non-transit supportive uses
- Poor pedestrian environment and public realm
- Market for redevelopment in some areas of the corridor
- Antiquated zoning regulations
- Managing change while protecting stable neighbourhoods
- Maintaining affordability



Main, King, Queenston

Nodes and Corridors Planning

5.0 CORRIDOR GOALS

The Corridor Vision describes a revitalized corridor as a location for investment in business, development and redevelopment of buildings, growth in population, supported community facilities and services, all in a beautiful, liveable, vibrant environment. Achieving this vision will require a substantial physical and economic transformation along many parts of the Corridor.

A key element of revitalization and reurbanization is intensification – stabilizing and growing the population in the corridor to support local businesses, institutions and community facilities such as community centres, parks and schools. Therefore, a central element of the Corridor Strategy will focus on how to achieve intensification in a manner that brings vitality to the corridor while respecting and protecting the character of the many stable neighbourhoods in the Corridor.

Goals of the Corridor Strategy:

Establish a strategy for revitalization and development in the Corridor that:

- Directs development and redevelopment within the Corridor to appropriate locations

- Helps achieve the overall City goals for growth and intensification
- Articulates appropriate built forms suitable to the variety of contexts found in the Corridor
- Respects the character of the stable neighbourhoods in the Corridor
- Enhances the existing public realm and promotes the creation of public spaces
- Supports future investments in transit infrastructure and alternative transportation networks
- Identifies mechanisms for achieving an appropriate mix of housing types and preserving affordability levels throughout the Corridor
- Identifies mechanisms for providing and sustaining community facilities throughout the Corridor
- Identifies mechanisms for addressing the health of commercial areas across the Corridor
- Promotes sustainability through the collective actions of residents, the City and development industry across the Corridor.



Main, King, Queenston

Nodes and Corridors Planning

6.0 ANALYSIS OF REDEVELOPMENT OPPORTUNITIES AND POTENTIAL

Along with the Background and Visioning processes, lot sizes, densities, built form and land use was analyzed to determine intensification opportunities in the Corridor.

Why Look at Lot Sizes?

Lot size is an important consideration for determining intensification opportunities. The size of the lot will determine the type of building that can successfully fit on a lot and make a positive impact on the street and the surrounding properties. The analysis of lot sizes on the corridor indicates that there is a large proportion of the corridor in small lots, the result of historical development of the corridor. Larger lots are scattered throughout the corridor and most are in existing institutional uses or offices. Lots at the east end of the Corridor, near Eastgate Mall, are quite large and represent the more modern auto oriented arterial commercial type of development, typical of suburban development in the last 30 years. The predominance of small lots across the corridor make reurbanization difficult as redevelopment with a mid-rise form would require land assembly to create building parcels of specific size. Understanding the existing distribution of lots of various sizes helps understand the redevelopment opportunities in the corridor.

Where are there opportunities for Redevelopment?

A 'redevelopment opportunity' can be defined in many ways including:

- Vacant lots
- Surface parking areas
- Underutilized sites
- Buildings that are reaching the end of their life span.

While vacant lots are scattered throughout the corridor and generally small sizes, there are many properties in the corridor that consist of underutilized buildings, properties with low lot coverage due to the large parking lots, and properties that are in poor condition. The presence of these properties contributes to a poor image for the corridor. Redevelopment of these sites would have a significant impact on the vitality and revitalization of the corridor.

What is the Development Potential?

Analysis of lot sizes, building and neighbourhood fabric and existing development indicates a longer term redevelopment potential throughout the corridor. There are plenty of sites available to redevelop and/or improve. These sites are generally small scale, infill redevelopment opportunities but their redevelopment/improvement would significantly affect the overall health and image of many sections of the Corridor. Larger redevelopments may require a longer terms approach as land assembly is likely to be required. The complexity of redeveloping a larger site may require a longer term approach. Alternative development approaches such as public private partnerships may be required in some cases. Such approaches will be explored in the Phase 2 strategy.

Analysis Summary

The analysis shows that intensification opportunities exist at differing scales that could significantly contribute to reurbanization. Opportunities have been identified based on existing lot characteristics (size, configuration), existing land use and densities, building form and height, and surrounding neighbourhood fabric and lot patterns. Past development patterns have resulted in a highly mixed Corridor comprising varying scales of commercial, institutional and residential uses. The mix of uses is found directly on the corridor. Adjacent to the corridor itself, substantial areas of residential uses are generally found, usually in low rise form. While the corridor itself may exist as a mixed use area, adjacent neighbourhood fabric is often fairly homogeneous. The exception to this is the downtown area between Queen and Victoria, McMaster/WHID, and where several north-south arterial roads intersect the Corridor. The mixed use nature of the Corridor, as it exists today, is reflected in land use policy in the Urban Official Plan (see Section 2). While urban corridors are a structurally separate element from Neighbourhoods, they often function as an integral part of the surrounding neighbourhoods.

Based on this analysis and policy direction, a mix of development forms are considered appropriate for the corridor, with an emphasis on the mid-rise form. The following sections of this Report illustrate planning tools and forms of development that would be appropriate for the Corridor.

Main, King, Queenston

Nodes and Corridors Planning

7.0 PLANNING TOOLS

The multiple storey building is the type of development best suited to reurbanize the corridor. The planning and design tools illustrated in this section are proposed to control the design of this type of development. They can be used to minimize the impacts of new development on existing stable residential neighbourhoods by minimizing shadowing and overview of existing properties. They can also guide the scale and character of this development.

7.1 Zoning: Building Address

Current City policies and guidelines require that building entrances and windows (not blank walls or parking) face public streets. This ensures that the street front is active and feels safe and vibrant. Proposed new zoning may therefore require that new buildings have doors and windows facing the public street at grade along the corridor.



7.2 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.



Building height reduced and designed with upper floor terracing and setbacks to minimize shadows on adjacent properties

Main, King, Queenston

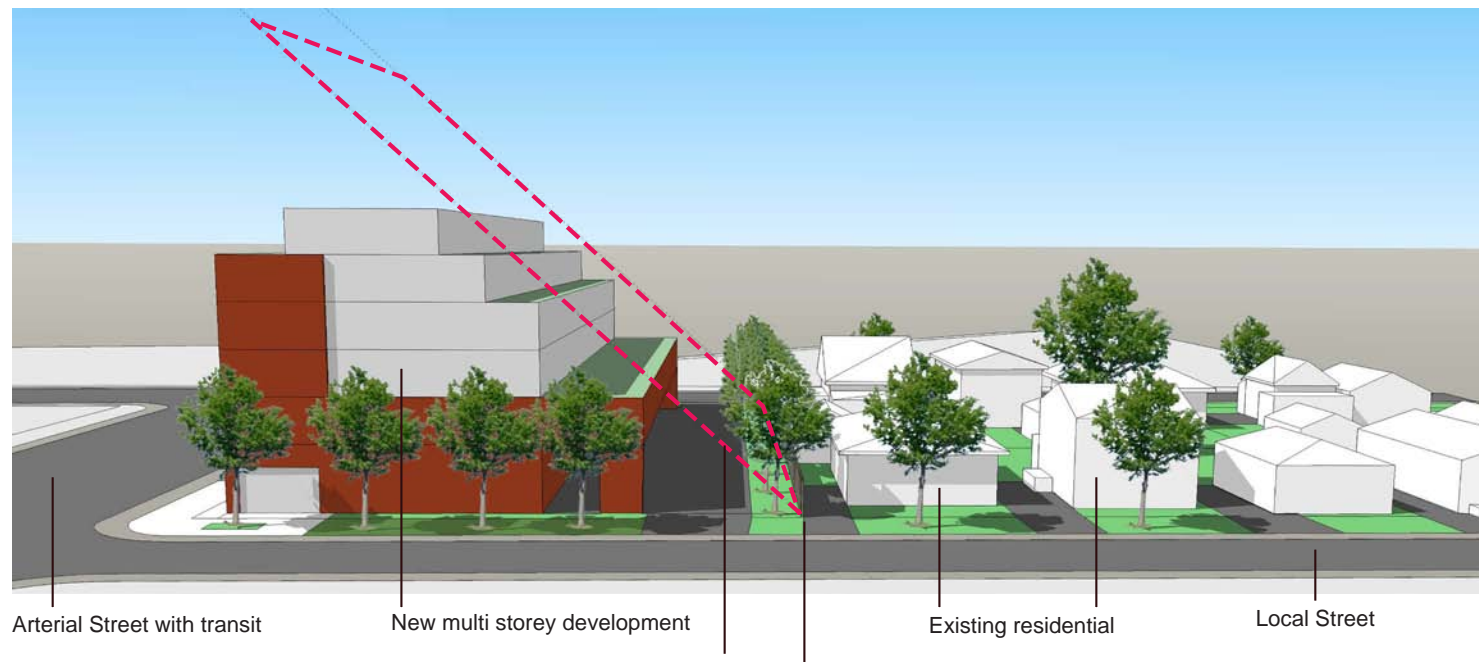
Nodes and Corridors Planning

7.3 Zoning: Maximum Building Height - Build to Plane

Relationship to existing neighbourhoods

To minimize overview and shading of existing homes on properties adjacent to the corridor, proposed zoning may require the following:

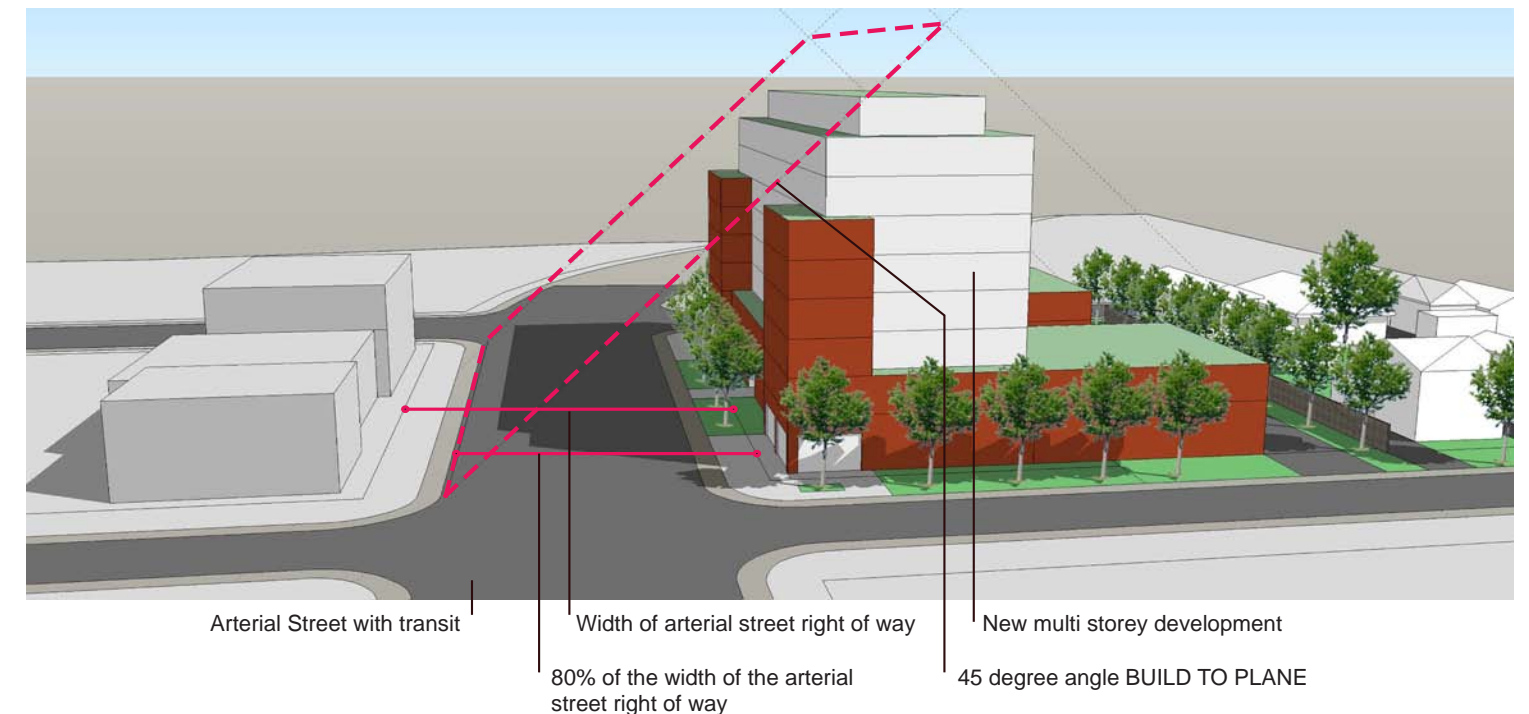
New buildings will be limited in height by a 45 degree build to plane measured from the rear property line adjacent to existing single detached residential. All parts of the new building above 2 storeys in height will be required to be lower than the build to plane. Properties with a greater depth could therefore accommodate a higher building without increasing impacts on adjacent existing properties.



Relationship to existing streets and sidewalks

To minimize shading of public sidewalks and to ensure development is in keeping with the scale of the street along the corridor, proposed zoning may require the following :

New buildings will 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 will be required to be lower than the build to plane. Properties along parts of the corridor with wider streets could therefore accommodate a higher building without increasing impacts on the existing street.

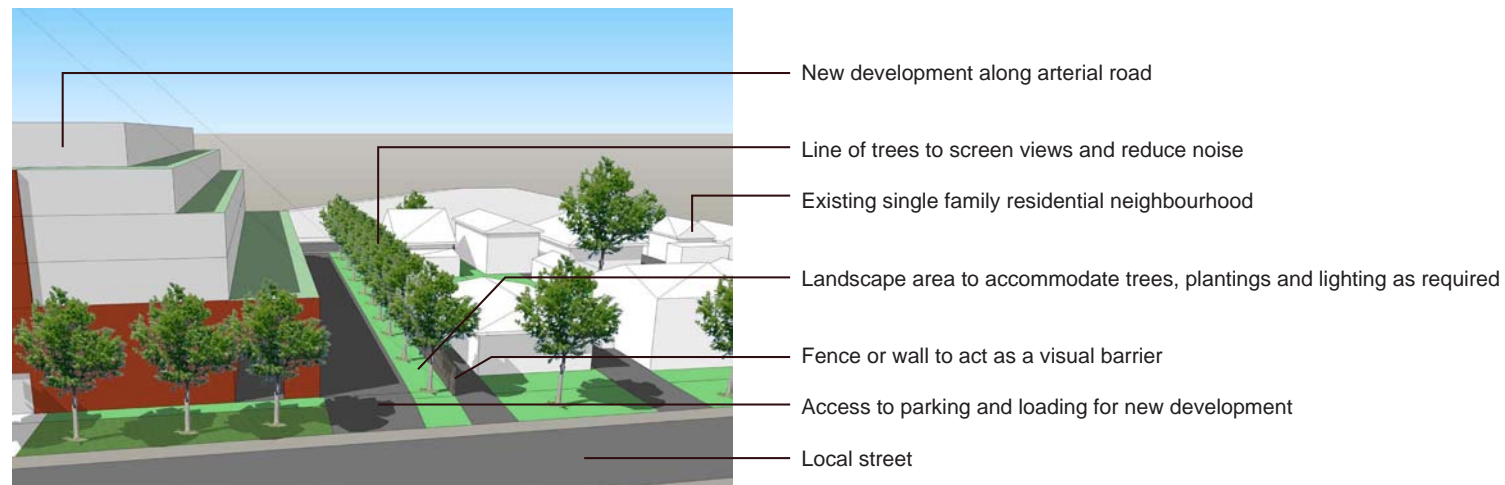


Main, King, Queenston

Nodes and Corridors Planning

7.4 Landscaping

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



7.5 Materials/Character

The materials used in, and the design of, new development can affect the existing character of a neighbourhood. This is especially important in areas with existing heritage character. The City can require a range of materials and design features through zoning regulations, site plan control and design guidelines.

To minimize impacts of new development on the existing character of the unique neighbourhoods along the corridor, policies will be proposed that require certain design features and materials be used on the lower floors of new buildings in areas with a defined heritage character.



7.6 Zoning: Parking and Loading

The location and number of parking and loading spaces required for a development has a large affect on its design and how it relates to neighbouring properties and the street. To minimize impacts on the public street and existing neighbourhoods proposed new zoning and planning policies may require that parking is located at the rear, below or within buildings, surface parking and loading areas incorporate screening and landscaping and that minimum required parking on site be reduced. A parking and loading study is presently underway to determine appropriate parking requirements and strategies for managing parking.

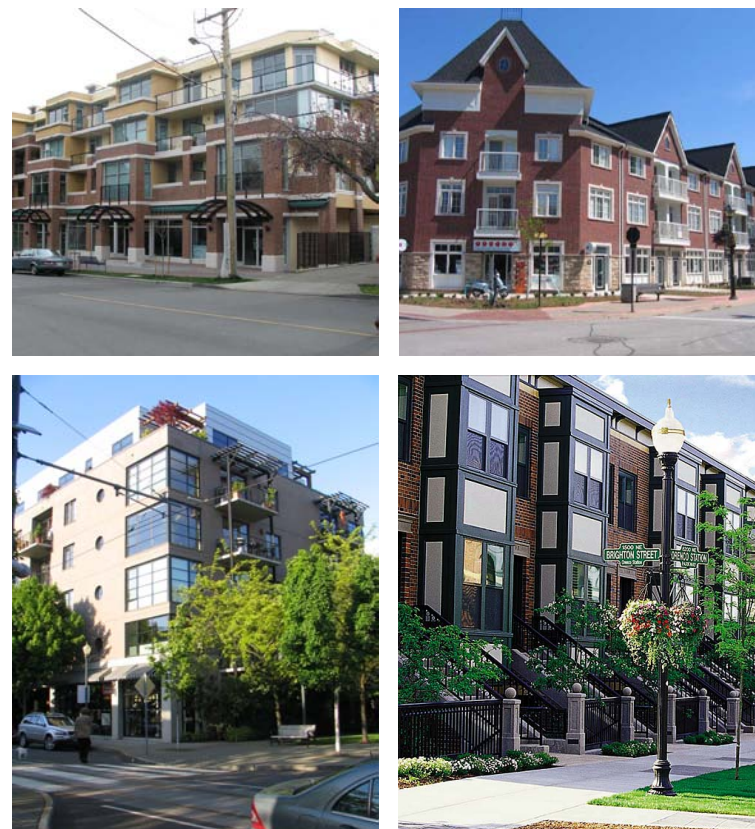
Main, King, Queenston

Nodes and Corridors Planning

7.7 Land Assembly

Citizens along the corridor and members of the development industry have indicated that the combination of weak a market and small property sizes limits opportunities for new investment along the 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.

To encourage reurbanization, proposed zoning may allow for land assembly to create larger properties fronting onto the arterial streets in select locations where it would have minimal impact on the integrity of the character of existing neighbourhoods and local streets.



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 restau-
rant 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 restau-
rant 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 apart-
ments or condo-
miniums above.

Parking behind
and below the
building

Maximum depth of assembled properties
Approximately 50 m

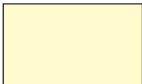
Main, King, Queenston

Nodes and Corridors Planning

8.0 FORMS OF DEVELOPMENT

Lots of specific sizes can accommodate different forms of development. The forms of development described on this panel correspond to lots of a specific size along corridor. Those locations are shown on the maps of the corridor alternatives. Lot sizes can be modified through lot assembly, therefore changing the form of development that would be suitable.

8.1 Residential



These areas consist generally of existing smaller residential forms (houses, semi-detached, townhouse, low rise apartment buildings). Similar residential forms of development are suitable in these areas rather than mixed use buildings.

Suggested building heights: 2- 3 stories

8.2 Small Scale Reurbanization



Smaller lots can only accommodate small scale buildings. Suitable forms include residential town houses, small infill commercial, live-work, or main street forms of mixed use buildings. Both new development and adaptive reuse of existing buildings are appropriate. These areas may have a heritage character.

Lot Size: Typically less than 35 m deep and 30 m wide

Suggested building Height: 2-4 stories



8.3 Mid-Rise Reurbanization



The mid-rise building is appropriate on the corridor if the lot size is large enough to accommodate parking, loading and landscaping. The size of the lot will affect how a mid-rise building impacts the residential lots behind. These buildings could be residential, commercial or mixed use depending on location along the corridor.

Lot Size: Greater than 35 m deep and 30 m wide and less than 2.5 ha/6.2ac in size

Suggested building Height: 2-8 stories

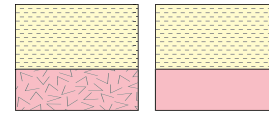


Existing

Main, King, Queenston

Nodes and Corridors Planning

8.4 Mid-Rise Reurbanization with Land Assembly



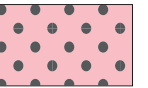
When a smaller lot is assembled with lots from behind the corridor, the resulting parcel achieves a depth that is suitable for a mid-rise building. Land assembly to create larger lots is only appropriate in areas with specific existing lot patterns. Land assembly improves the opportunities for developing mid-rise buildings.

Lot Size: Typically 36 m to 50 m deep and 30 m wide and less than 2.5 ha/6.2ac in size

Suggested building Height: 2-10 stories



8.5 Precinct Reurbanization

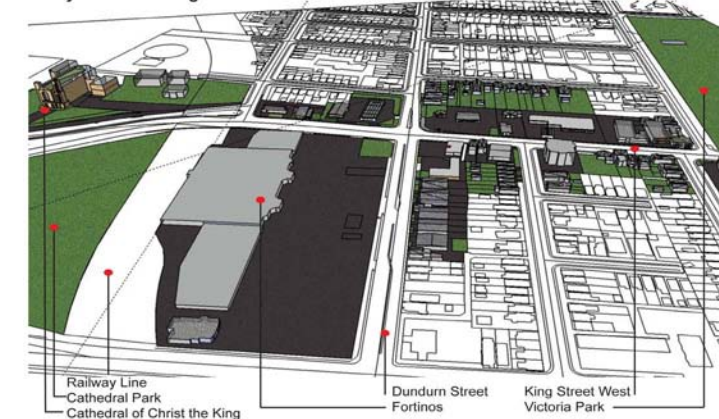


The largest properties on the corridor provide a variety of redevelopment opportunities. Precincts can combine different building types, uses and public spaces according to TOD principles. The edges of the precinct must address the character of the adjacent properties and connections to the corridor are essential.

Lot Size: Greater than 2.5 ha/6.2 ac

Suggested building Height: 2-12 stories

Study Area - Existing



Study Area - Conceptual Design



Conceptual design developed for the precinct site at Dundurn and King Street by local citizens in June 2011



Main, King, Queenston

Nodes and Corridors Planning

9.0 RELATIONSHIP TO THE STREET

The ground floor conditions of a building (use, setbacks and landscaping) are important for the success of the building and its contribution to creating a comfortable pedestrian environment on the public sidewalk. In a mixed use corridor, combinations of commercial, residential and mixed use buildings are anticipated. Specific areas of the corridor will be appropriate for specific types of buildings and will therefore have specific requirements for how buildings relate to the street.

9.1 Pedestrian Focus

In these areas, the focus is on creating street level activity and promoting pedestrianism. Ground level uses must promote activity and vitality. Minimal setbacks bring activity close to the public sidewalk but still provide space for landscaping and building articulation. Living spaces are not appropriate on the ground floors of these areas. Active street front uses will be permitted at grade such as commercial, indoor recreational facility, and meeting rooms associated with a permitted use.

- Residential units not permitted at grade
- Minimal front yard setback (e.g. 1.5 m)
- Minimum ground floor height of 4.5 metres



9.2 Flexible

In these areas, a mix of building types are possible therefore a mix of ground floor uses could be anticipated. Setbacks larger than those in the Pedestrian Predominant areas allow for appropriate buffers between the active public sidewalk area and the private space of a ground floor residential unit. Additional landscaping can be accommodated here to benefit the private property owner and the pedestrian in the public realm. Ground floor height requirements in new buildings provide flexibility for conversion between residential and commercial uses.

- Ground floor flexibility - street related uses or residential permitted at grade
- Minimum 3 metre, maximum 5 metre setback required
- Minimum ground floor height of 4.5 metres



Main, King, Queenston

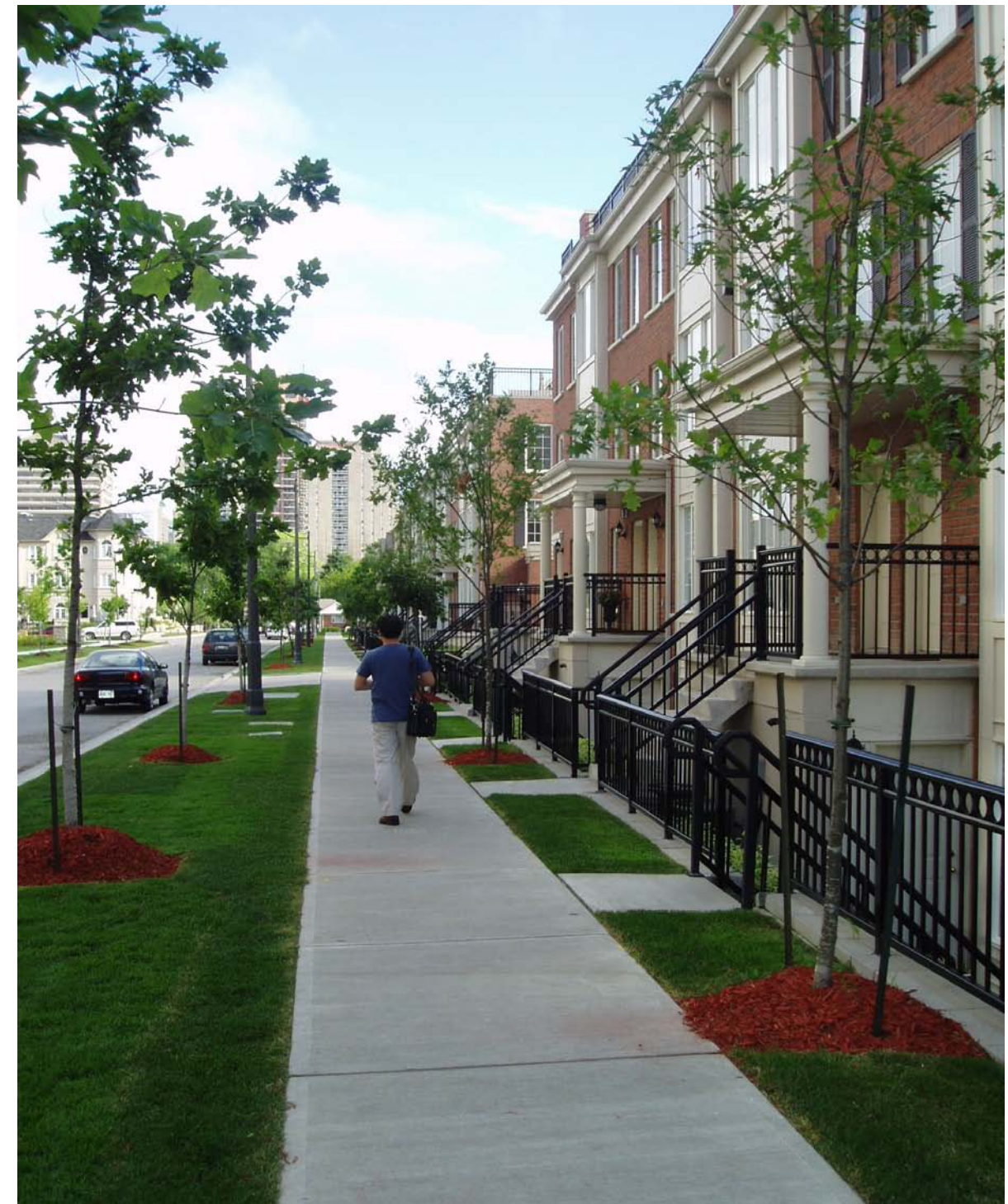
Nodes and Corridors Planning

9.3 Residential Character



Residential character areas reflect places on the corridor where existing buildings remain in residential use or have been converted to commercial uses but still maintain the general residential built form or character. Minimum setbacks will maintain the existing relationships to the street. Mixed uses are appropriate in new and existing buildings. Note that 'residential character' does not imply a future residential land use.

- Minimum 3 metre, maximum 5 metre setback required
- Commercial or residential at grade no commercial above
- New buildings to have a residential character



Main, King, Queenston

Nodes and Corridors Planning

10.0 CORRIDOR DEVELOPMENT OPTIONS

Three options for future development of the corridor have been explored and evaluated. The options were developed with an understanding of the challenges for development in the corridor and the planning tools available to influence the form of development. These options represent three geographical ways of achieving intensification across the corridor, at three different scales. The planning and design tools described in the previous panels are applied differently in each option. Each option will provide the necessary direction to achieve the City's intensification targets for the corridor in the context of GRIDS and provincial intensification policies found in Places to Grow.

All three options promote a mixed use corridor, which:

- Is composed generally of mixed land uses, consistent with Official Plan direction.
- Is aligned with development opportunities.
- Includes a range of uses such as multiple residential, commercial (population related office and retail) and community facilities.
- Includes expanded uses at the Eastgate precinct according to the urban structure (e.g. regional offices).
- Determines built form and scale of uses based on size of property identified for development.

Areas of Change

The options describe built forms for properties fronting the B-Line Corridor which includes King Street, Main Street and Queenston Roads within the corridor as well as properties that front onto arterial streets that intersect these streets. These areas are considered to be the AREAS OF CHANGE within the corridor. Residential areas adjacent to these main streets are stable and are not the locations where significant changes in built forms should be taking place.

Why focus on mid-rise buildings in these options?

The options show different ways of allowing a mid-rise building form to occur throughout the corridor. The mid-rise building form is moderate in scale and offers an ideal way to achieve intensification without compromising the integrity of the neighbourhoods behind the corridor. Ensuring high quality design and materials in mid-rise building forms helps create the vibrant street life on the corridor desired by citizens.

The options also show other areas where other forms and scales of development are appropriate but the main differences between the options are where and how mid-rise building forms are to be promoted.

What about Downtown?

Recognizing that the Downtown Urban Growth Centre is the pre-eminent node in the City with a different function and scale than the majority of the corridor, the Downtown area is omitted from all corridor development options. The Downtown area is presently being studied as part of the review of the Downtown Secondary Plan.

10.1 OPTION 1

MAXIMUM REURBANIZATION

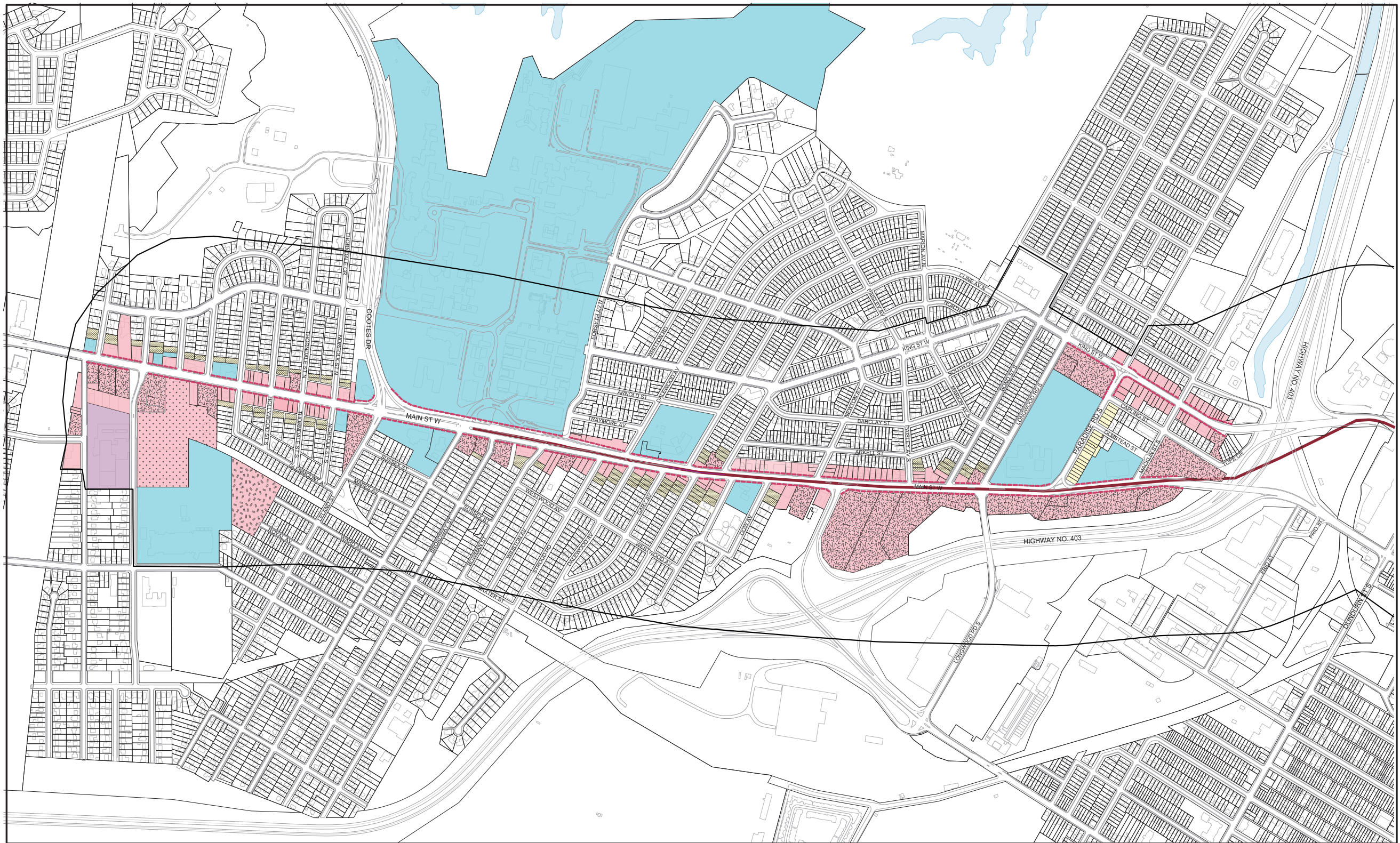
Scale: Option 1 describes a built form that is mid-rise in scale across the entire corridor maximizing redevelopment potential yet still achieving protection of the neighbourhoods in behind. In the framework of Transit Oriented Development (TOD), TOD principles should be applied intensely across the corridor. Of all three options, Option 1 will provide the highest number of additional residential units once built out.

Land assembly: facilitated through zoning would be necessary in most areas to create properties of sufficient size to construct mid-rise buildings because of many existing small lot sizes across the corridor. Planning and design tools would manage the relationship between the mid-rise building and the neighbourhoods behind.

Ground Level Activity and Design: To maximise the vibrancy of the corridor, pedestrian predominant ground level uses and design elements would be proposed in most areas of the corridor. First floor residential uses are not ideal.

Main, King, Queenston

Nodes and Corridors Planning



March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 1 - Maximum Reurbanisation

0.00 0.15 0.30 0.45 0.60 0.75
Kilometers

Key Map

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

LEGEND

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA
- Neighbourhood
- Employment

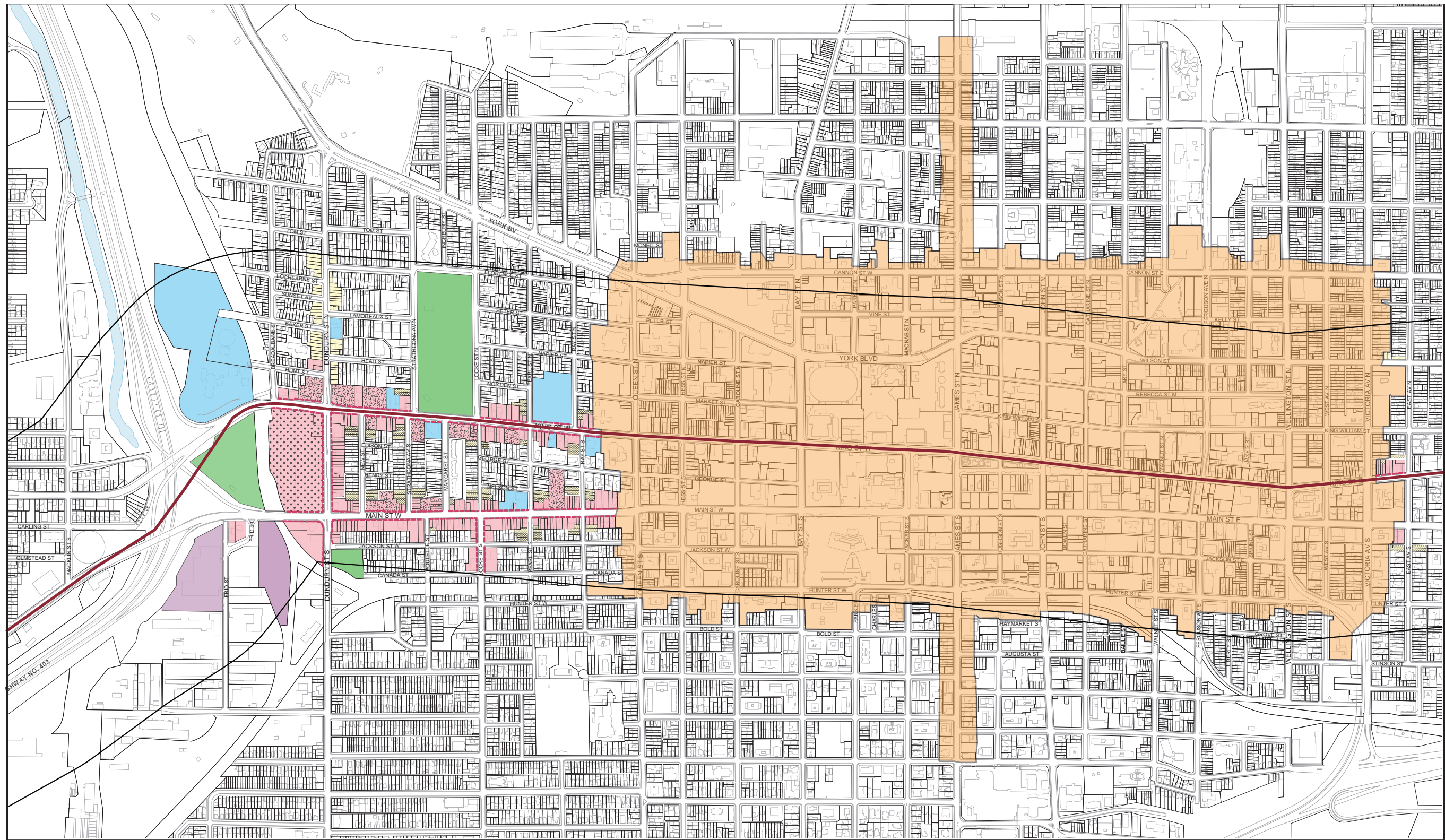
RELATIONSHIP TO STREET:

- Pedestrian Focus
- Flexible
- Residential Character

Ainslie Wood/Westdale Section

Page 25

Hamilton
Planning and Economic
Development Department



March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 1 - Maximum Reurbanisation

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

LEGEND

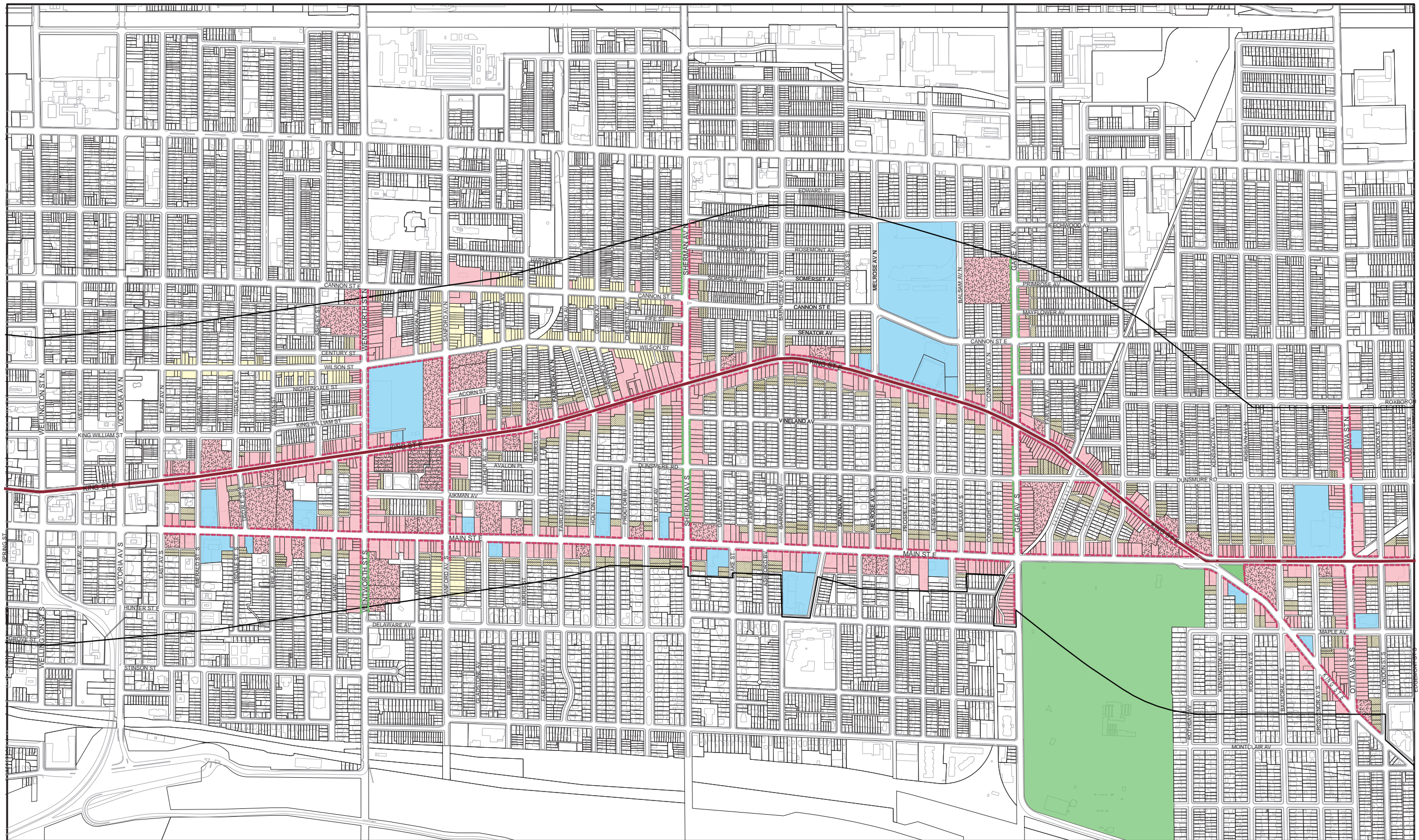
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- Employment

- RELATIONSHIP TO STREET:
- Pedestrian Focus
- Flexible
- Residential Character

Key Map

0.00 0.15 0.30 0.45 0.60 0.75 Kilometers





March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 1 - Maximum Reurbanisation

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

LEGEND

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

LEGEND

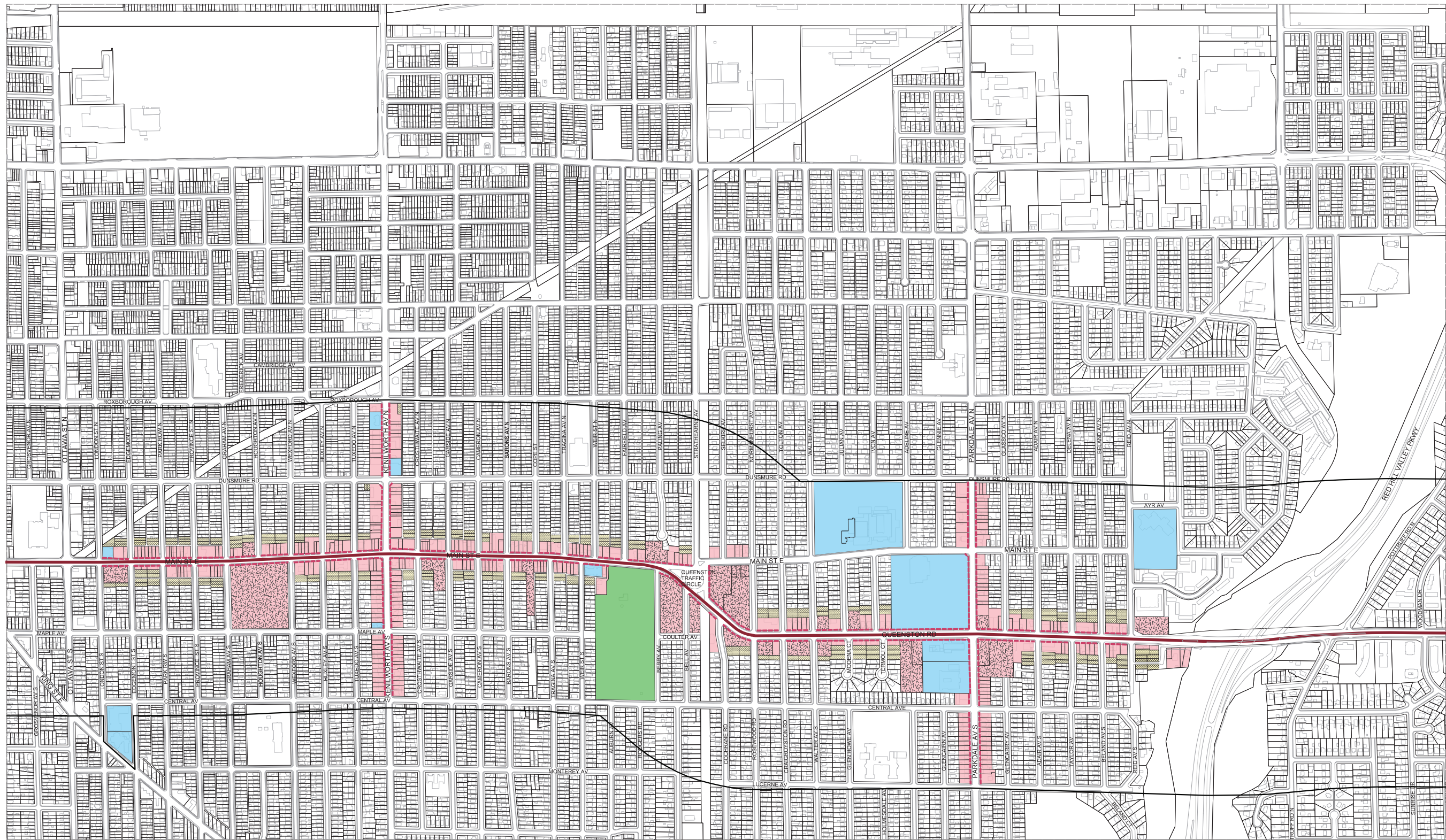
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood

RELATIONSHIP TO STREET:

- Pedestrian Focus
- Flexible
- Residential Character

Key Map





March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 1 - Maximum Reurbanisation

MIXED USES:

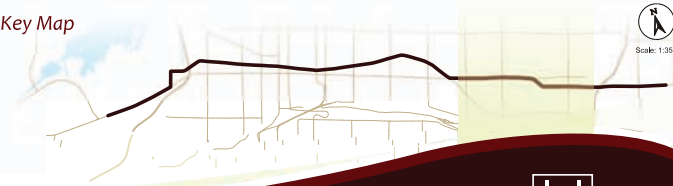
- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

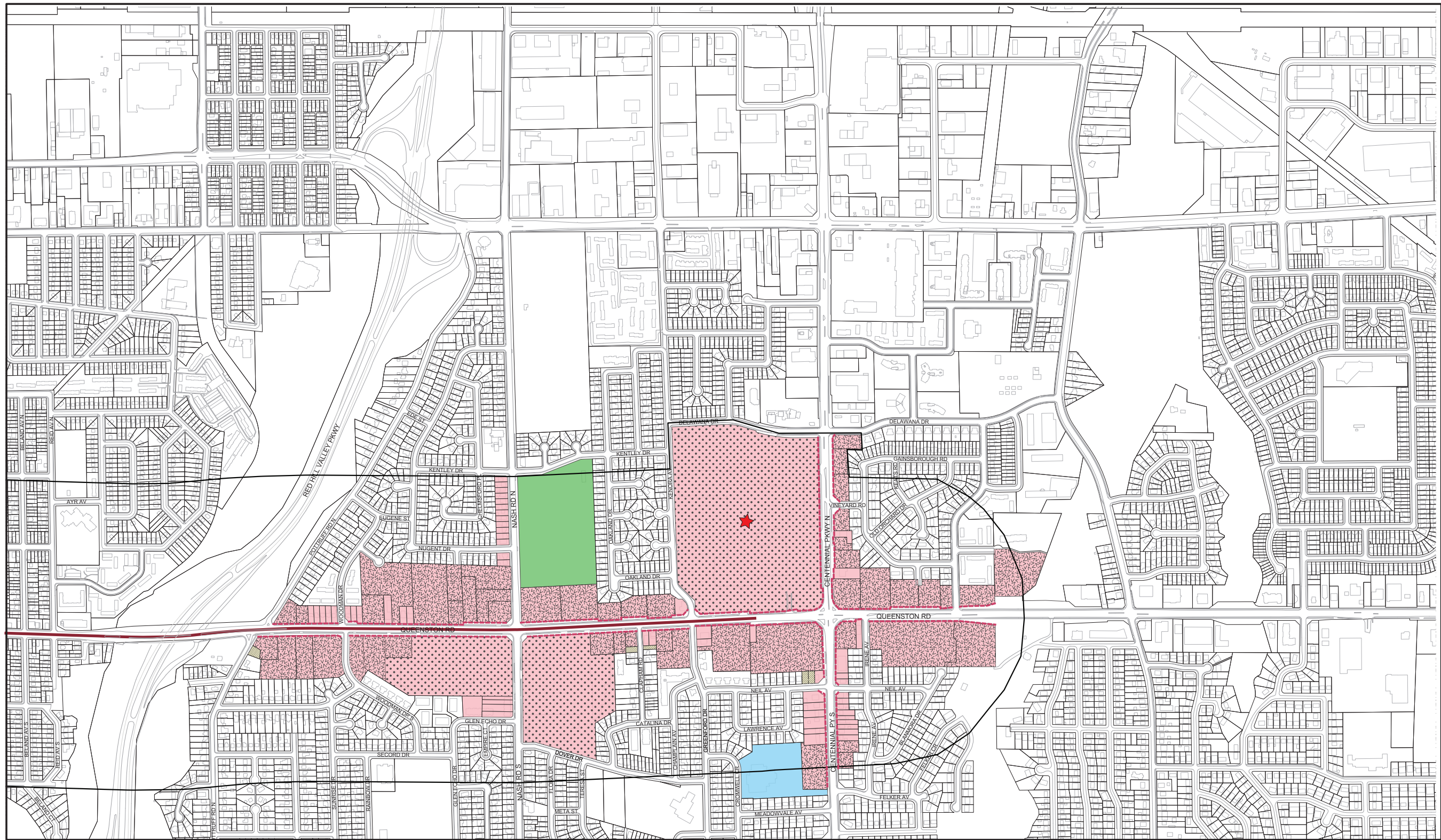
LEGEND

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood

- RELATIONSHIP TO STREET:
- Pedestrian Predominant
 - Flexible
 - Residential Character

Key Map





March 2012

Main, King, Queenston

Nodes and Corridors Planning

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

LEGEND

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA
- Neighbourhood
- High Density Permitted
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route

- Relationship to Street:
- Pedestrian Focus
- Flexible
- Residential Character

Key Map



Scale: 1:3000



10.2 OPTION 2

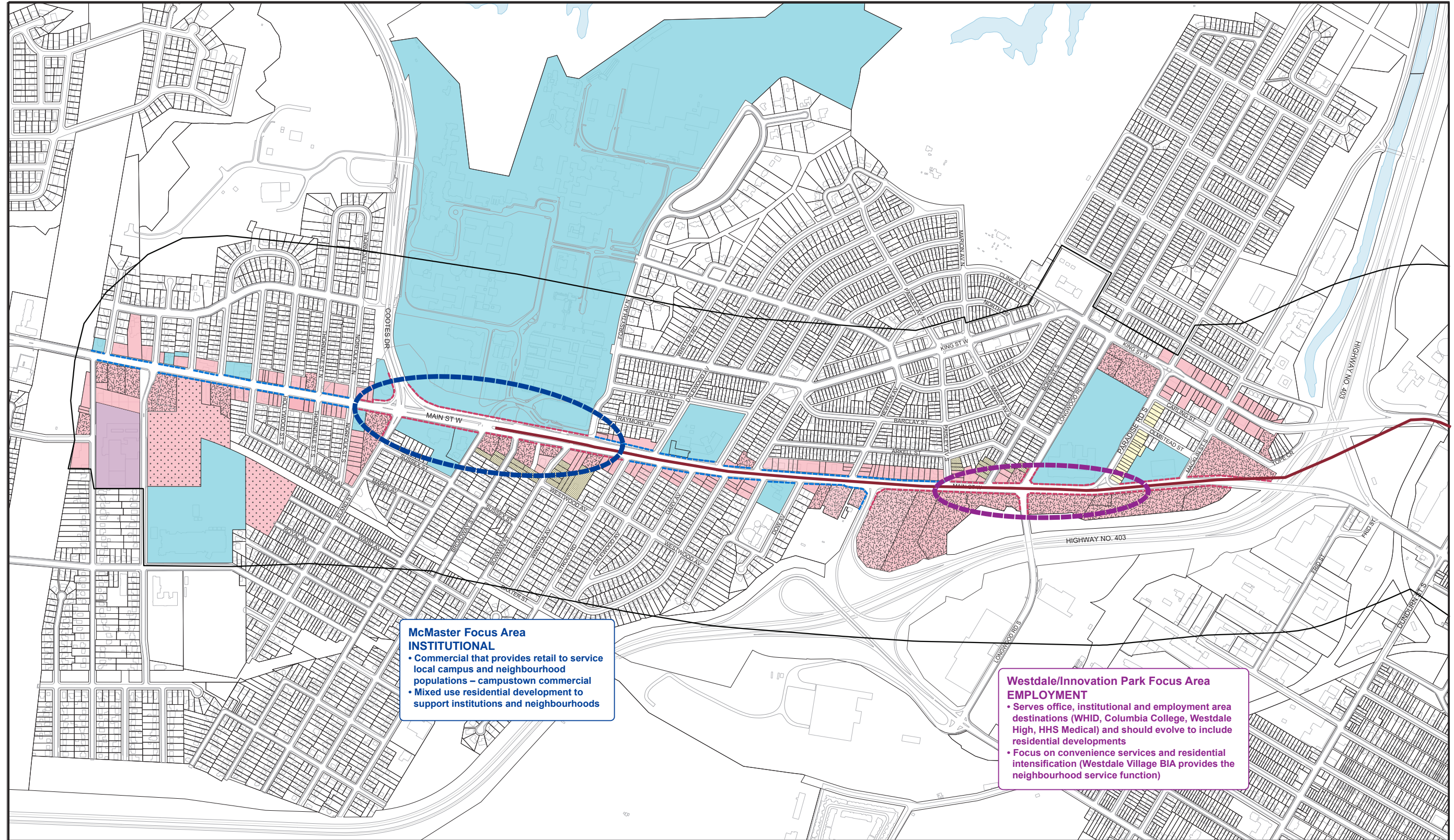
FOCUSED REURBANIZATION

Scale: Option 2 contains a variety of built forms with the focus of reurbanization activity concentrated in focal areas that coincide with existing transit stops and/or proposed station stops for an LRT system. Mid-rise development would be promoted and facilitated at specific focal areas. TOD principles should be applied along the entire corridor but most intensely within the focal areas.

Not all station areas are included for mid-rise development because of the characteristics of the existing land use and property sizes. For example, in the central section of the corridor, several existing B-Line bus stops have a residential character rather than a neighbourhood centre character. Reurbanization and intensification at these neighbourhood areas is more appropriate in a smaller scale.

Land assembly: facilitated through zoning, would be necessary around some of the focal areas to create properties of sufficient size to build a mid-rise building because of the existing small lot sizes in parts of these areas.

Ground Level Activity and Design: A variety of ground level activity scenarios are applied. Pedestrian focus ground level uses are proposed in the focal areas to provide high levels of activity and vibrancy. Certain areas are appropriate for flexible ground floor uses and design elements and other areas along the corridor are to maintain a residential character, whether their uses are residential or not.



March 2012

Option 2-Focused Reurbanisation

0.00 0.15 0.30 0.45 0.60 0.75
Kilometers

Key Map



Main, King, Queenston

Nodes and Corridors Planning

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

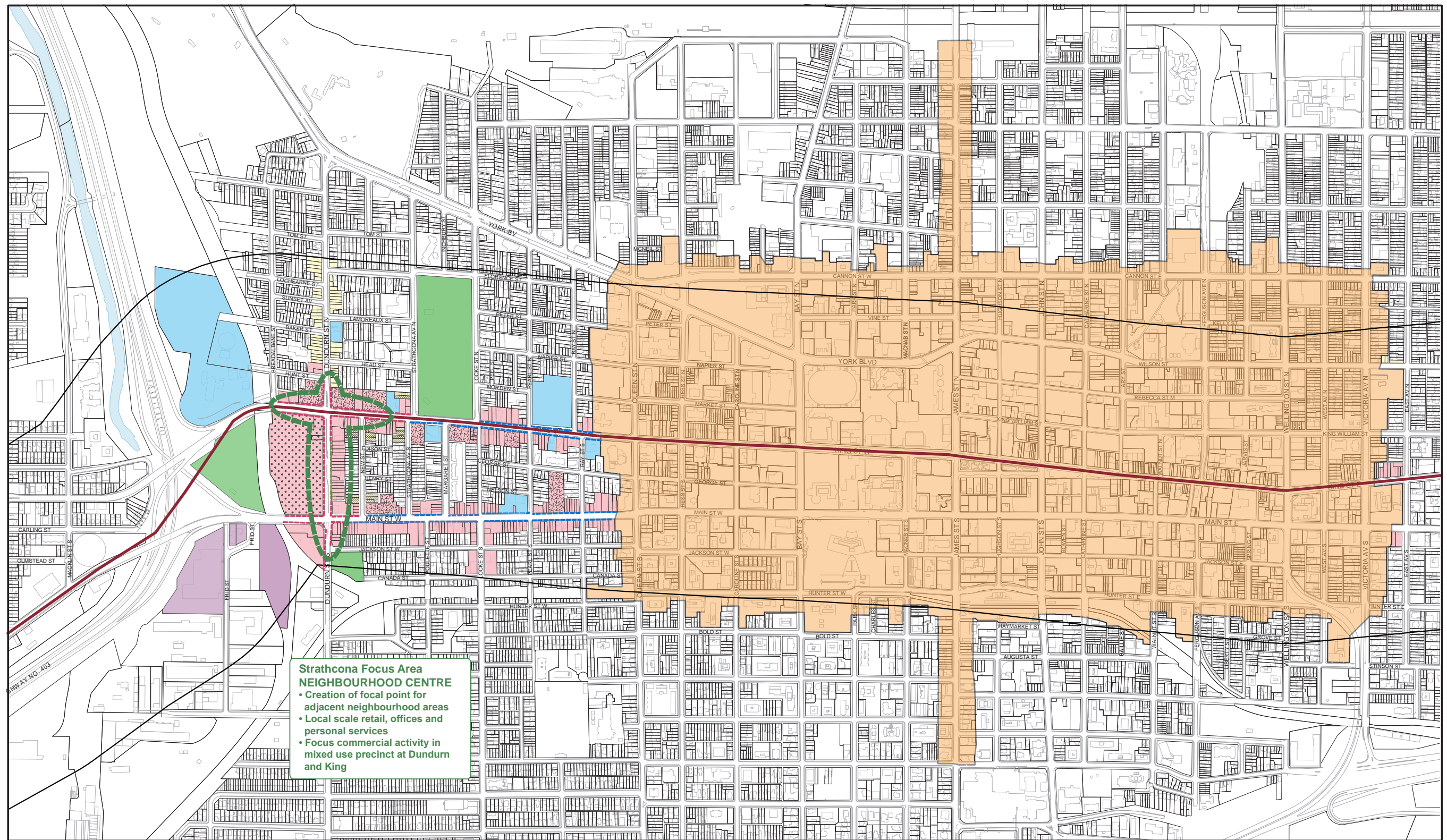
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

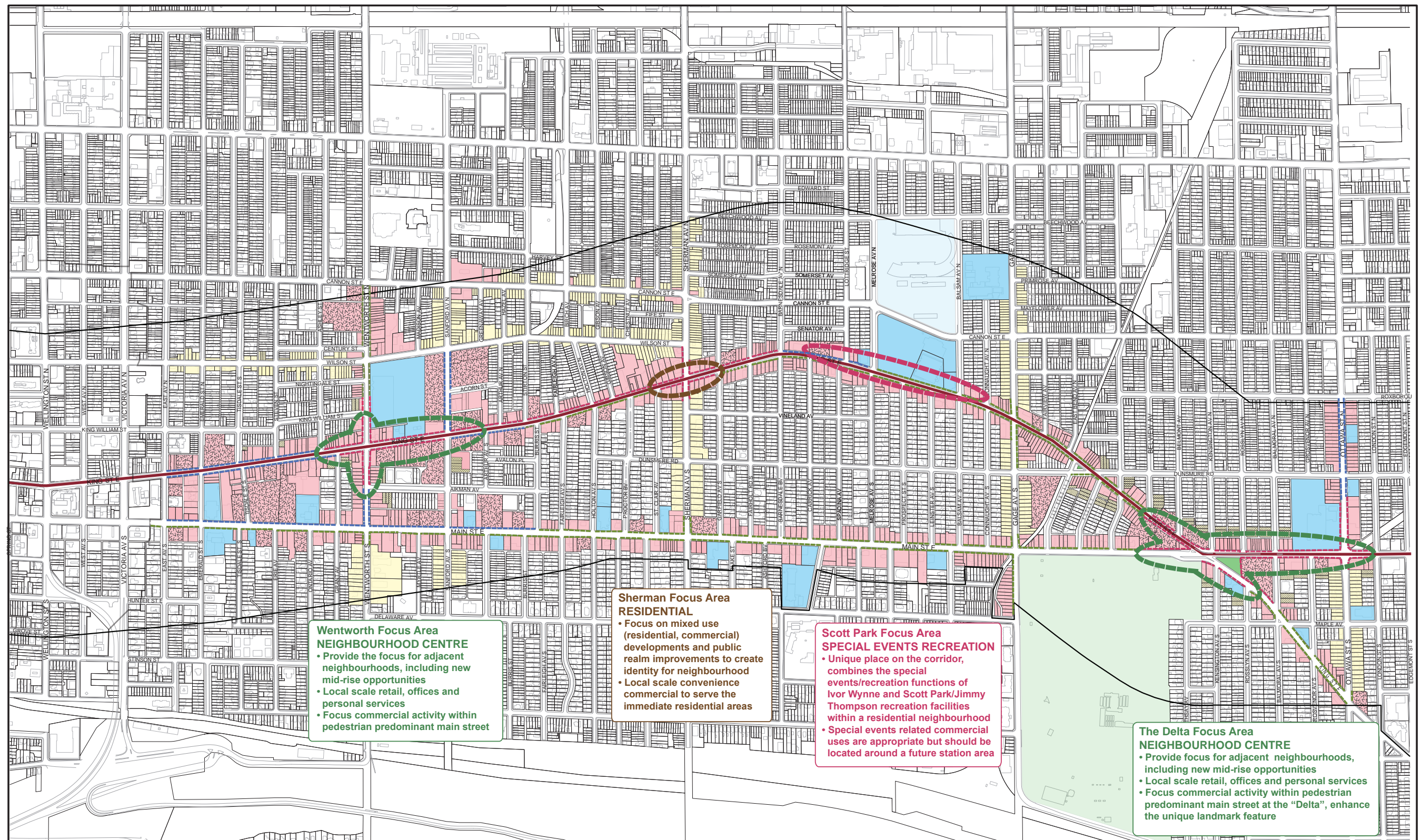
LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- Employment

- RELATIONSHIP TO STREET:
- Pedestrian Focus
- Flexible
- Residential Character







March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 2 Focused Reurbanization

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

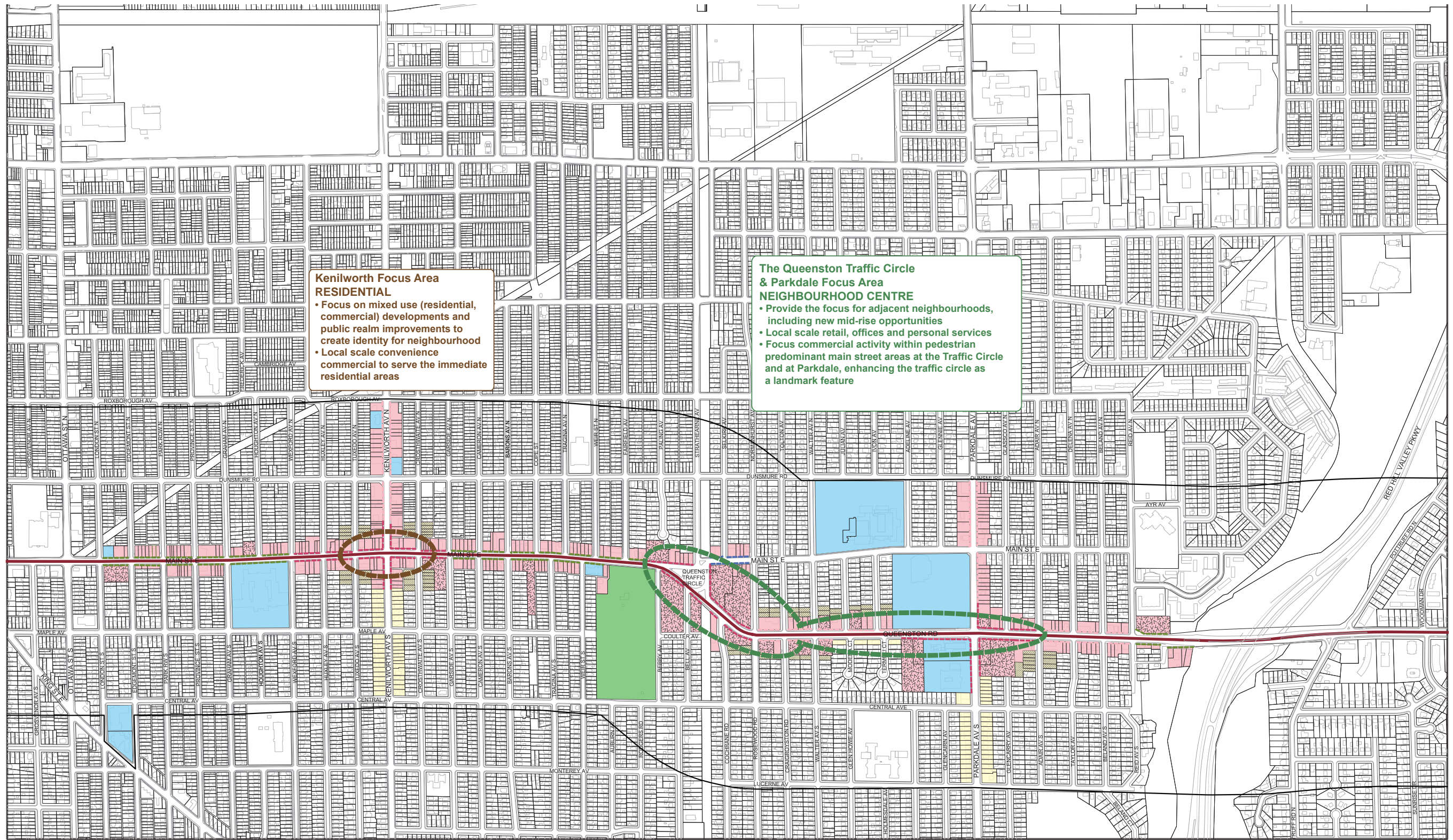
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood

- RELATIONSHIP TO STREET:
- Pedestrian Focus
- Flexible
- Residential Character





March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 2- Focused Reurbanisation

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

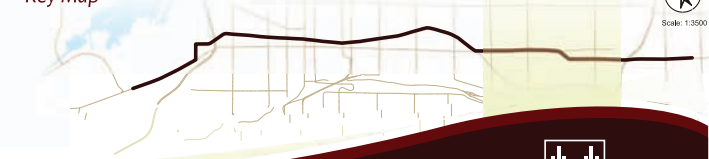
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

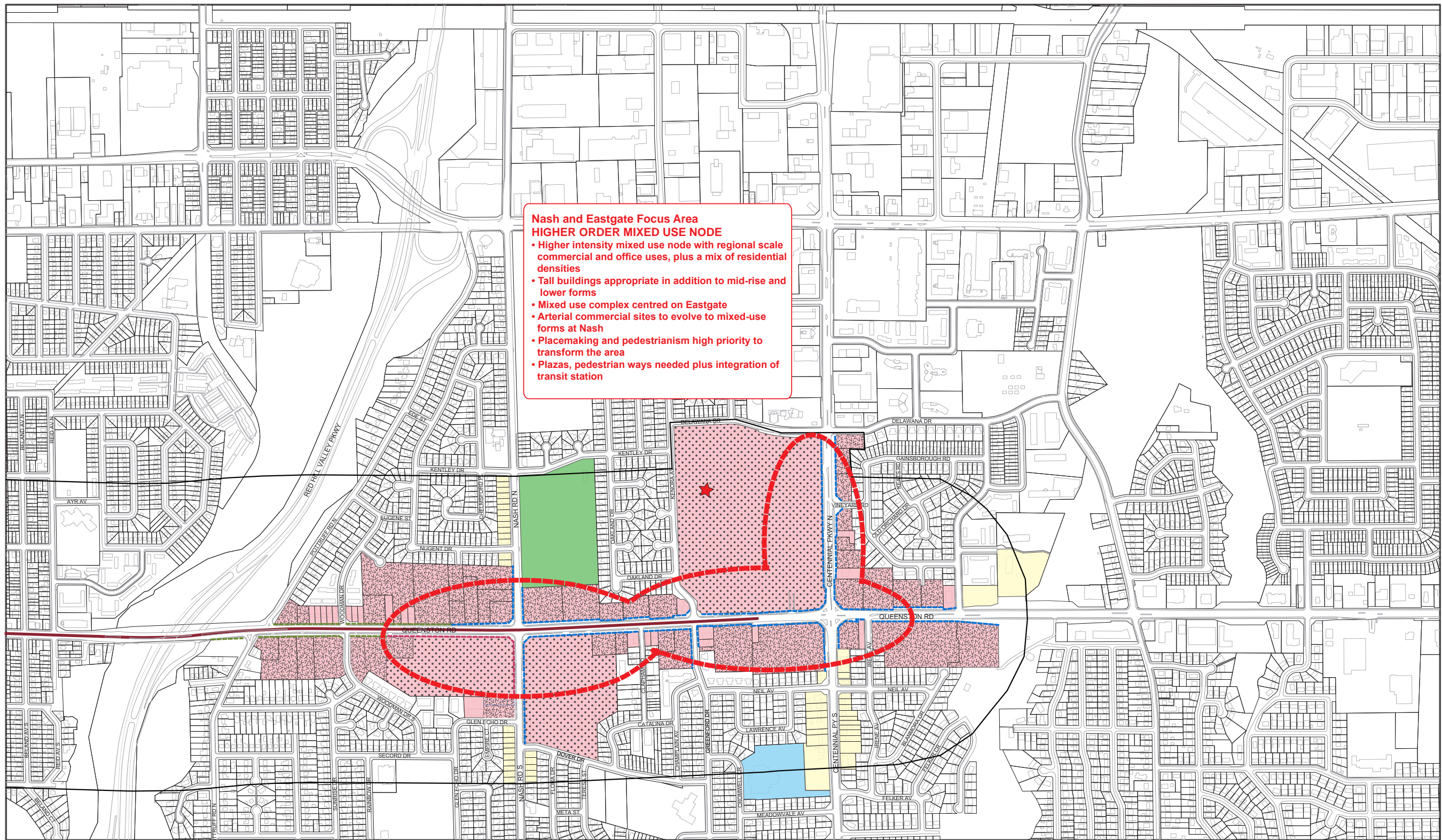
LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood

- #### RELATIONSHIP TO STREET:
- Pedestrian Focus
 - Flexible
 - Residential Character

Key Map





March 2012

Main, King, Queenston Nodes and Corridors Planning

OPTION 2 - Focused Reurbanisation

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization
- Mid-Rise Land Assembly

LEGEND

- Residential
- Institutional
- Open Space/Park
- Downtown CIPA
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- High Density Permitted

- RELATIONSHIP TO STREET:
- Pedestrian Focus
- Flexible
- Residential Character

Key Map



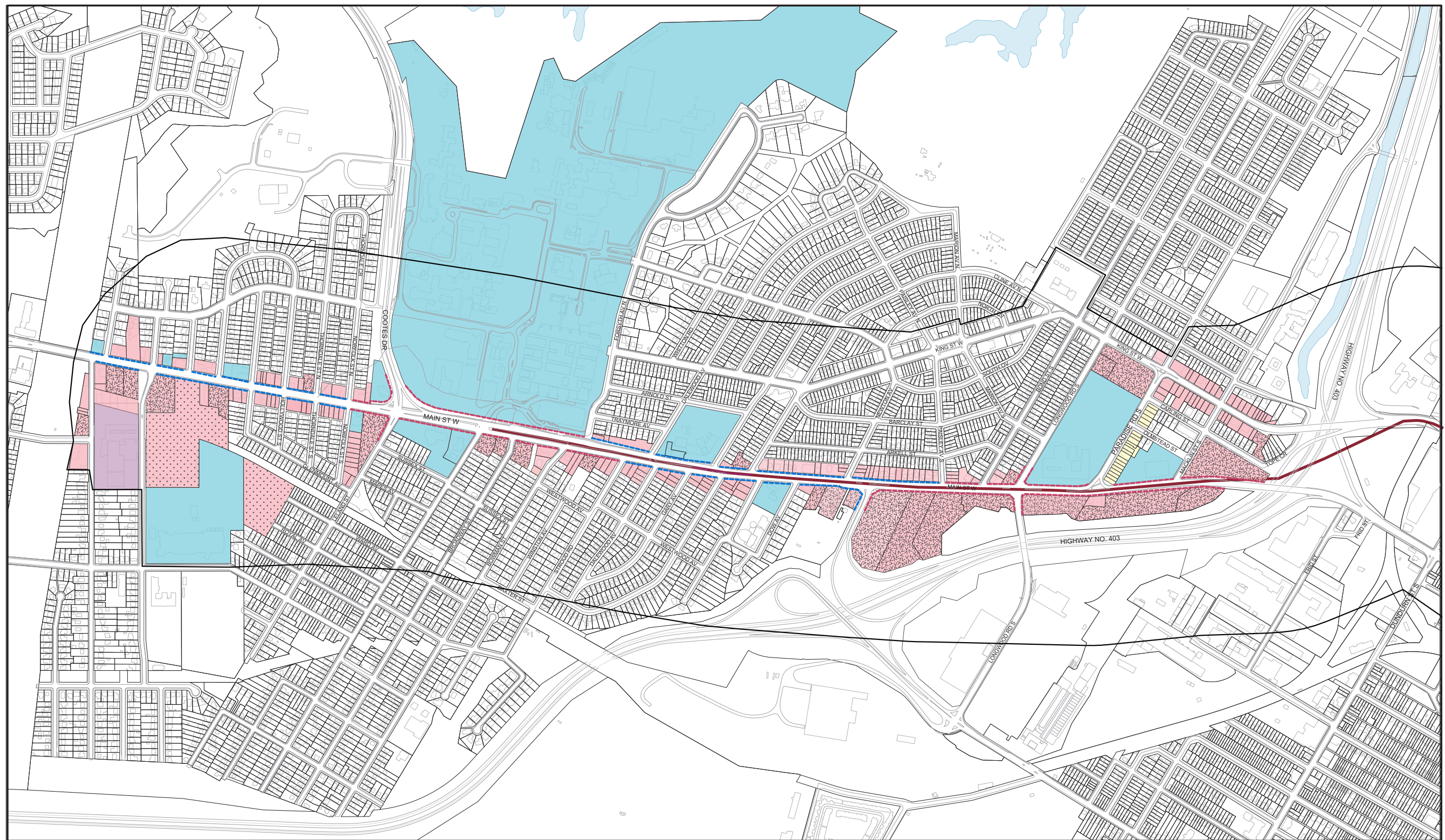
10.3 OPTION 3

SELECT REURBANIZATION

Scale: This option allows development to occur based on existing policy direction and property sizes. The result would be a variety of built forms across the corridor. Some areas along the corridor are to remain primarily residential in use. In this option, TOD principles are more difficult to apply as the built forms suitable for TOD may not necessarily correlate to transit stops. Of all three options, Option 3 will provide the lowest number of additional residential units once built out.

Land assembly: would not be facilitated through zoning in any area. Design tools can be used to ensure appropriate built forms are achieved for lots of specific sizes.

Ground Level Activity and Design: A variety of ground level activity scenarios are applied similar to Option 2.



March 2012

OPTION 3 - Select Reurbanisation



Main, King, Queenston

Nodes and Corridors Planning

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization

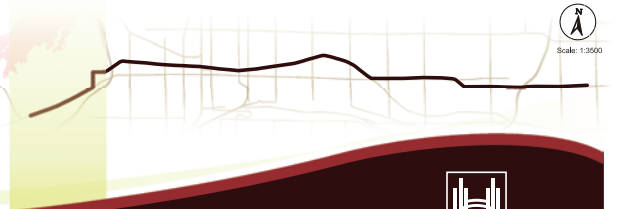
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

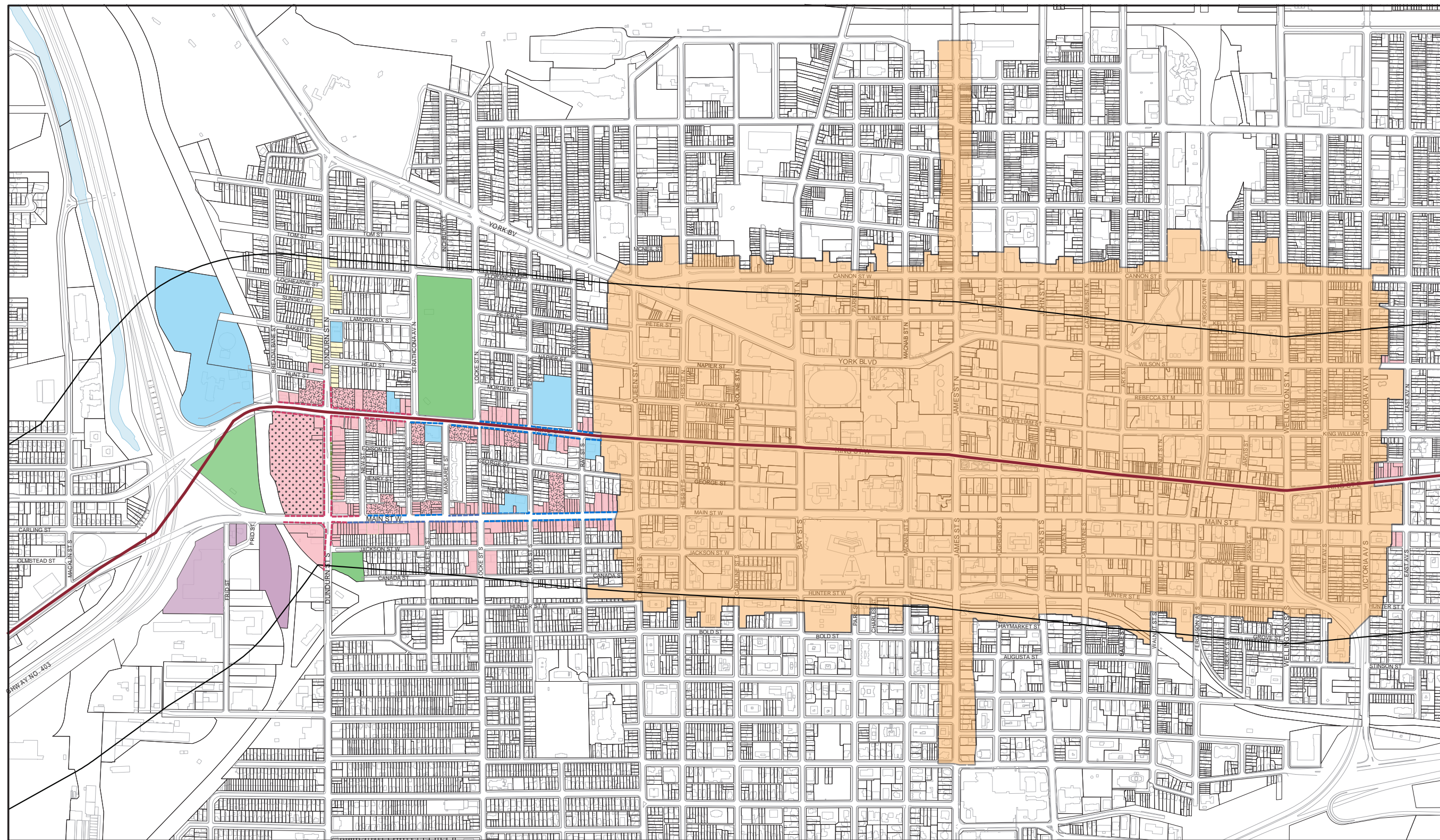
LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- Employment

- RELATIONSHIP TO STREET:
- Pedestrian Focus
- Flexible
- Residential Character

Key Map





March 2012

OPTION 3 - Select Reurbanisation



Main, King, Queenston Nodes and Corridors Planning

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization

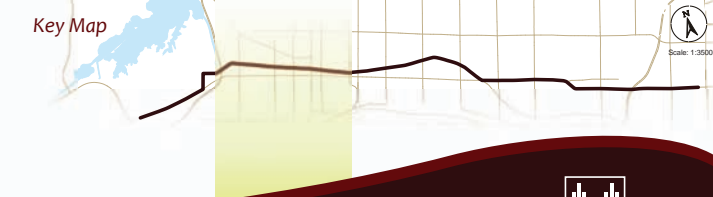
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

LEGEND

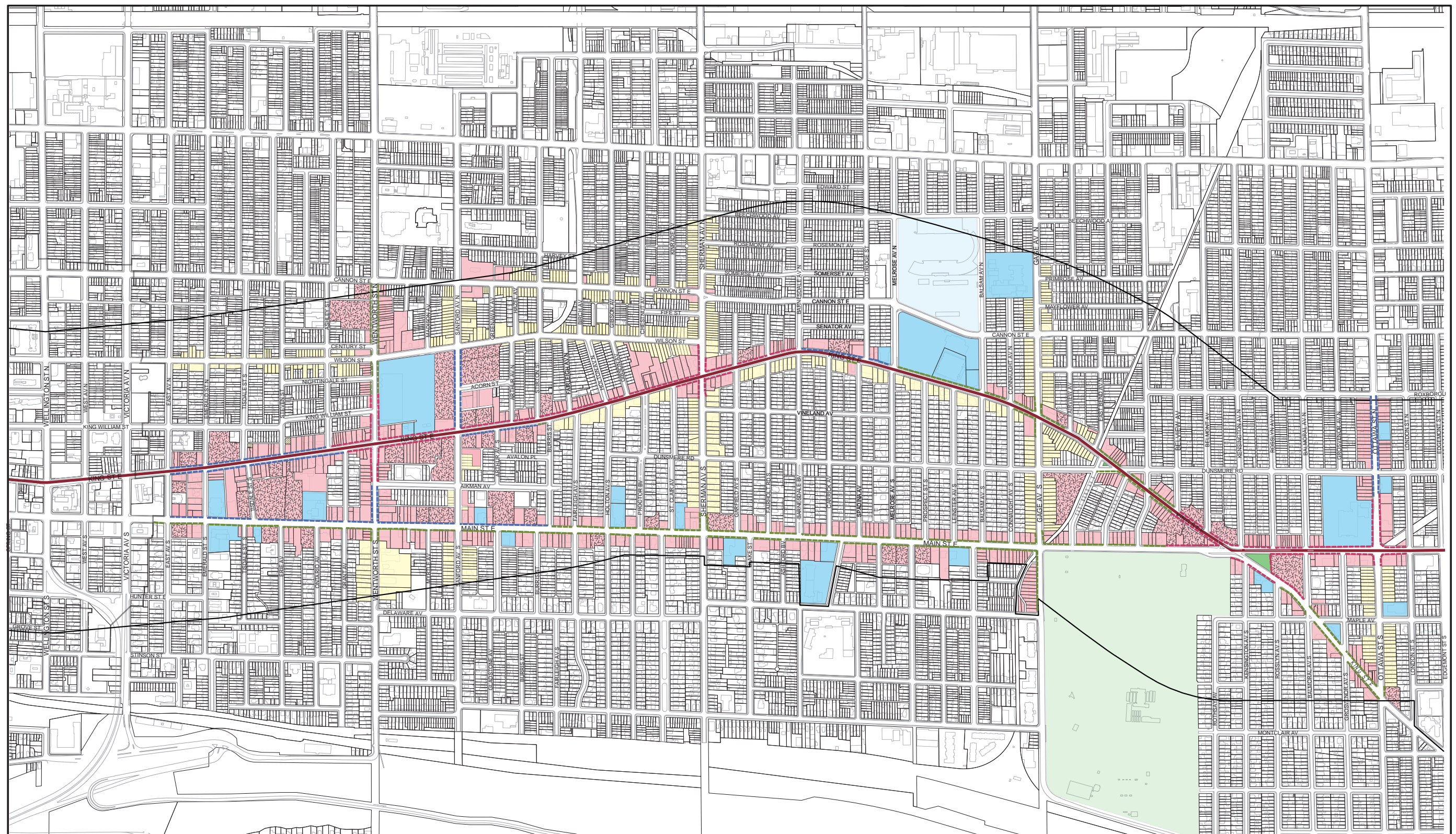
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- Employment

- ### RELATIONSHIP TO STREET:
- Pedestrian Focus
 - Flexible
 - Residential Character

Key Map



Scale: 1:3000



March 2012

Main, King, Queenston

Nodes and Corridors Planning

OPTION 3 - Select Reurbaniztion

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization

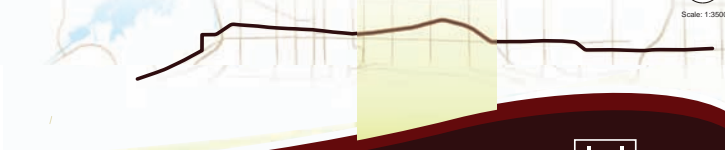
LEGEND

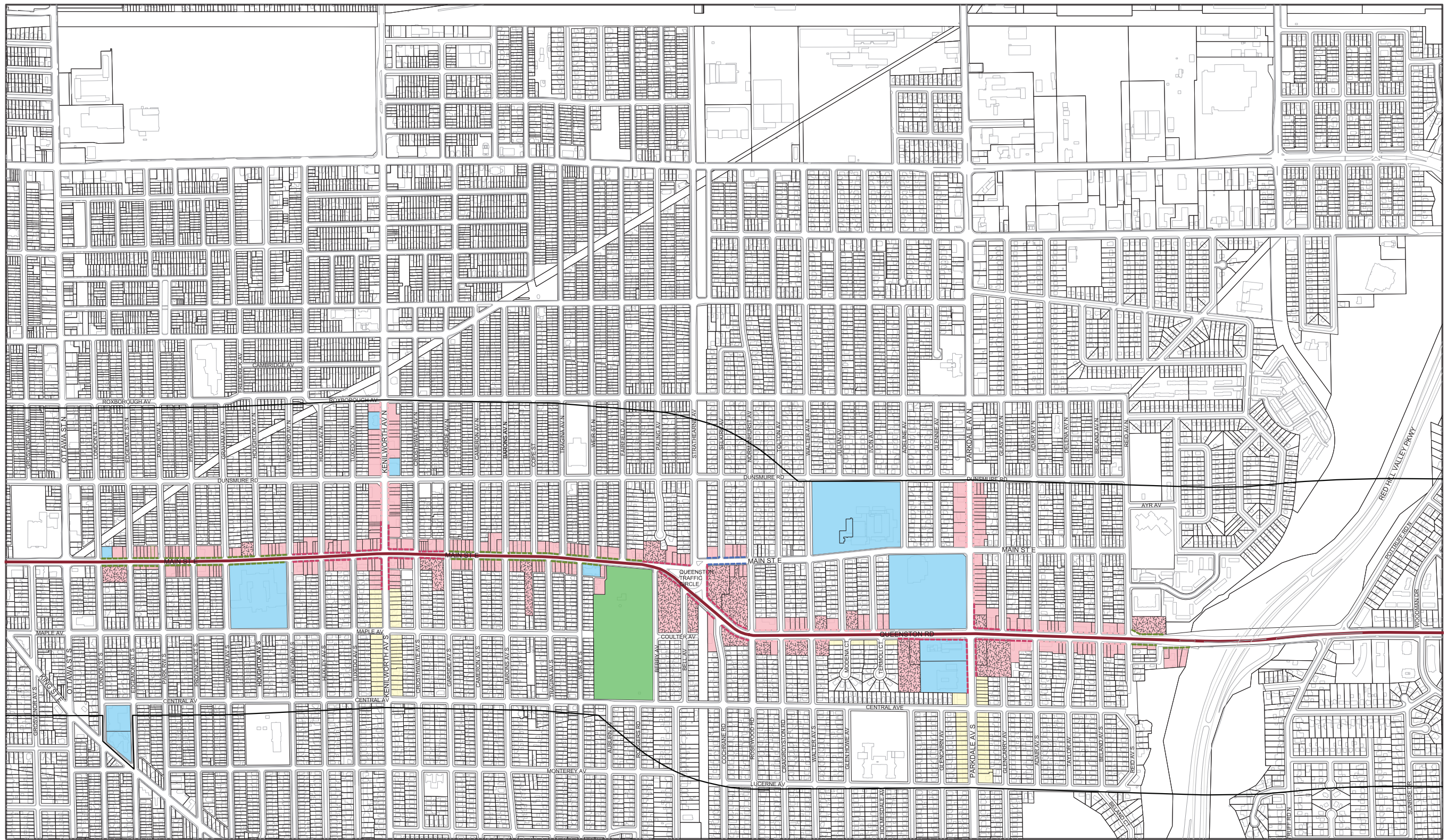
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA
- Neighbourhood
- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route

RELATIONSHIP TO STREET:

- Pedestrian Focus
- Flexible
- Residential Character

Key Map





March 2012

OPTION 3 - Select Reurbanisation

Main, King, Queenston

Nodes and Corridors Planning

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization

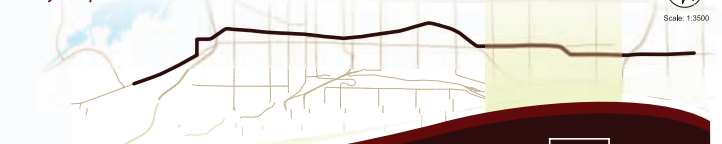
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

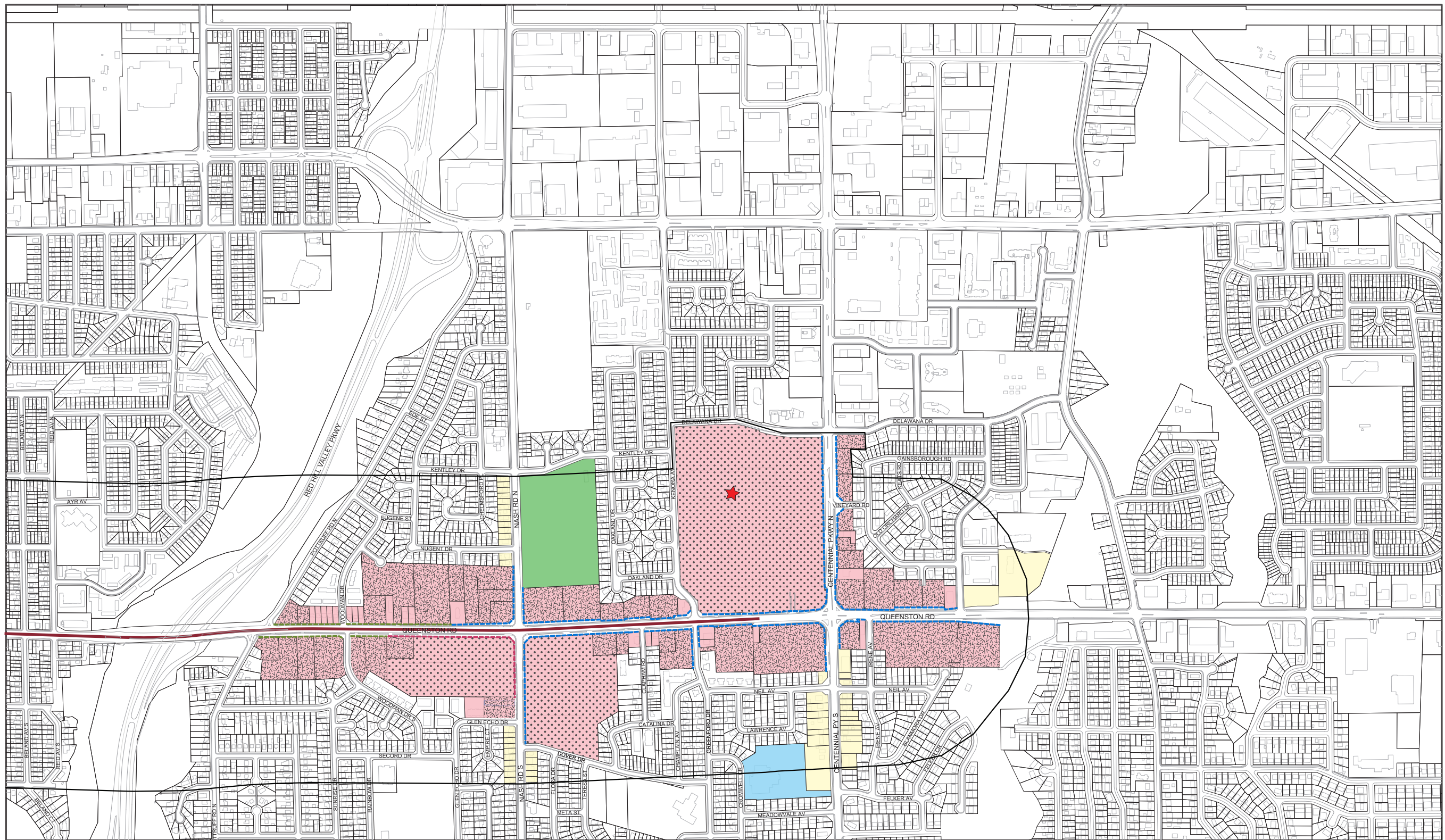
LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood

- Pedestrian Focus
- Flexible
- Residential Character

Key Map





March 2012

Main, King, Queenston Nodes and Corridors Planning

OPTION 3 - Select Reurbanisation

MIXED USES:

- Small Scale Reurbanization
- Mid-Rise Reurbanization
- Precinct Reurbanization

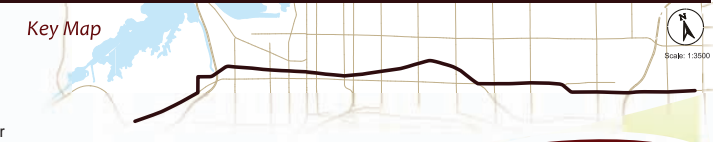
- Residential
- Institutional
- Open Space/Park
- Downtown CIPA

LEGEND

- B-Line Corridor Area of Influence
- Proposed B-Line Transit Route
- Neighbourhood
- High Density Permitted

- RELATIONSHIP TO STREET:
- PedestrianFocus
 - Flexible
 - Residential Character

Key Map



11.0 EVALUATION OF DEVELOPMENT OPTIONS

The three Corridor development options were evaluated using a set of criteria including the Corridor Vision statements, Provincial policy and City of Hamilton policy and strategic initiatives. The following table illustrates the evaluation:

CRITERIA	OPTION 1 Maximum Reurbanization	OPTION 2 Focussed Reurbanization <i>Preferred</i>	OPTION 3 Select Reurbanization	
VISION STATEMENT				
Diverse				While all options would allow for increased population and densities to support services and create vibrant neighbourhoods, Option 2 concentrates reurbanization at focal points along the corridor, building upon and allowing enhancements of the unique function and characteristics of each of the focal areas. As such, Option 2 best promotes the diversity of the corridor.
Beautiful				Urban design guidance will be prepared for the preferred Option to ensure quality design and sensitive integration to surrounding neighbourhoods. Option 1, followed by Option 2, allows for the greatest scale of change and reurbanization, therefore could result in significant aesthetic improvements. Option 3 reflects, to a greater extent, the status quo. Therefore, the ability to incorporate new public realm and improved urban design under Option 3 would be more limited.
Connected				While all options will promote greater connectivity through the introduction of new transit oriented, pedestrian friendly development, Option 1 may promote greater connectivity due to the proposed pedestrian predominance focus along the entire corridor. As Option 3 reflects to a greater extent the status quo, the ability to incorporate new public realm and improved transit oriented development would be more limited.
Sustainable				Option 1 could result in the highest density of intensification and redevelopment, therefore, resulting in the most efficient use of land and resources and could best promote alternative transportation. All options have the ability to create innovative sustainable built environments, however, as with the above measures, Options 3 reflects, to a greater extent, the status quo and is the most limited in terms of ability to promote change and improvements along the corridor.
Revitalized				All options will increase population to support services and amenities, although Option 1 has the highest potential population and Option 3 has the lowest. Option 2, focused reurbanization, has the best potential to build upon the existing unique character of each neighbourhood creating distinctive places, therefore, may best attract investment and create new destinations along the corridor.
PROVINCIAL POLICY				
Provincial Policy Statement				All options are consistent with the Provincial Policy Statement, including the protection of cultural and natural heritage. Option 2 is considered preferable with respect to the potential to enhance mainstreets as it could create more condensed identifiable retail areas that serve adjacent communities or cater to specialty niches.
Places to Grow				All options are consistent with Places to Grow and would contribute to the City's intensification targets. However, Options 1 and 2 would be expected to achieve higher levels of mixed use and reurbanization contributing to the creation of complete communities.
Regional Transportation Plan/Draft Mobility Hub Guidelines/ Draft Transit Supported Guidelines				All options are consistent with the Regional Transportation Plan and Provincial policies that promote transit supportive development. Focused reurbanization emphasises mixed use and active street level around future rapid transit stops.
CITY OF HAMILTON POLICY AND INITIATIVES				
Urban Official Plan				All options support Urban Official Plan policy including contribution to intensification and growth targets. However, Option 5 is best aligned with existing land use designations (Mixed Use Medium and Neighbourhoods). Furthermore, although urban design guidelines would be prepared for the preferred Option to ensure sensitivity and fit with adjacent Neighbourhoods, Option 1 has the potential for greatest impact on abutting neighbourhoods due to the scale of potential change.
Hamilton Transportation Master Plan				While all options will promote greater connectivity through the introduction of new transit oriented, pedestrian friendly development, Option 1 may promote greater connectivity due to the proposed pedestrian predominance focus along the entire corridor. Option 3 reflects, to a greater extent the status quo. Therefore, the ability to incorporate new public realm and improved transit oriented development would be more limited.
Transit Oriented Design Guideline				All options have the ability to achieve the suggested transit supportive densities. In addition, all options are consistent with and have consideration for the ten TOD principles. Option 2 may be preferable in that the focal areas would foster greater place making and create a sense of place unique to the specific location along the corridor. The scale of change under Option 1 could be significant and may not be as well aligned with market condition as Option 2. Whereas, Option 3 may not take full advantage of improved market conditions along the corridor that are likely to occur as a result of the introduction of rapid transit or other development incentives.
Fit with Corporate Strategic Plan				All 3 options would include an implementation strategy and meet strategic goals and fulfill key activities. At a Development Industry workshop held in relation to this study (March 2011), participants stressed the need for streamlined approvals process, including flexible mixed use zoning for the corridor.
Supports Rapid Transit Initiative				While all 3 options provide sufficient transit supportive densities, the highest density option would provide more population and destinations within walking distance of the proposed B-Line rapid transit line. Option 1 provides the greatest opportunity for economic uplift to support infrastructure investments.

Does not support criteria Somewhat supports criteria Option supports criteria Option provides an advantage over other options Option provides greatest advantage

12.0 PREFERRED CORRIDOR DEVELOPMENT OPTION – FOCUSED REURBANIZATION

Option 2 Focused Reurbanization provides a balanced approach as it provides for the desired reurbanization and intensification, while addressing the concerns of residents with respect to potential impacts on, and fit with, adjacent neighbourhoods. Option 2 is the Preferred Option on the following basis:

- It allows for mixed use redevelopment and intensification that meets targets, supports reurbanization and is transit and pedestrian supportive, all of which contribute to the creation of complete communities.
- While all options would allow for increased population and densities to support services and create vibrant neighbourhoods, under Option 2 reurbanization is concentrated at focal points along the corridor, building upon and allowing enhancements of the unique function and characteristics of each of the focal areas. As such Option 2 best promotes the diversity of the corridor. It would also allow the City to focus resources, such as public realm and urban design improvements, at areas where they can best contribute to reurbanization.
- It allows for a scale of change and reurbanization, that could result in significant aesthetic and image improvements to the Corridor, while still respecting the adjacent lower density Neighbourhoods.
- Since redevelopment and pedestrian activity will be concentrated in focal areas, this Option promotes more focused, identifiable main street areas, that serve adjacent communities or neighbourhoods or cater to specialty niches.
- Focused reurbanization emphasizes mixed use and active street level around existing/future transit stops, promoting TOD and fostering transportation choices. While all the Options considered have the ability to achieve the suggested transit supportive densities and TOD principles, Option 2 may be preferable in that the focal areas would foster greater place making and create a sense of place unique to the specific location along the corridor.
- The scale of change under Option 1 may be significant and may not be as well aligned with market conditions as Option 2. Whereas, Option 3 may not take full advantage of improved market conditions along the corridor that are likely to occur as a result of the introduction of rapid transit or other development incentives.
- It should result in more efficient use of land and resources and has the ability to create innovative sustainable built environments.

12.1 Residential Intensification

As part of the GRIDS process, high level residential intensification estimates were developed. These are intended to be refined as more detailed land use planning is undertaken, such as this Corridor Strategy study. GRIDS allocated approximately 8,548 new residential units to the corridor by 2031, including downtown. There were approximately 4,916 units estimated downtown and another 3,626 units for the remainder of the corridor. The evaluation of Options included a comparison of the ability of each Option to contribute to the City’s intensification targets. The following is a summary of the potential approximate number of residential units (excluding downtown) to be created under each option:

Option 1:	20,930
Option 2:	11,400
Option 3:	10,060

As can be seen above all 3 Options have the ability to meet minimum intensification targets. The preferred Option, Focused Reurbanization, could result in approximately 11,400 potential residential units to be built along the Corridor (excluding the downtown Urban Growth Centre). This estimate considers factors such as the amount of available developable land along the Corridor, the proposed urban design guidelines and development types proposed and the likelihood for redevelopment within the planning horizon.

It should be noted that the implementation of high order transit along this Corridor, within the planning horizon, could have a positive impact on the City’s ability to attract intensification and achieve our targets. Light rail transit is under investigation for this Corridor. Studies from other cities have shown that LRT has attracted investment and increased development activity, particularly around stations/stops.

Even with the potential inducement resulting from rapid transit along the corridor, the potential number of new units for Option 2 is considered to be optimistic given the City’s trend of intensification activity (e.g. between 2007 and 2011 only 800 units have been built within Nodes & Corridors) and may not be achievable by 2031. As such, as part of the Phase 2 report, a proactive implementation strategy should be developed to encourage intensification within the Main, King, Queenston (B-Line) Corridor. It will also be important to review market trends and gauge the effectiveness and levels of intensification achieved and a monitoring program will be recommended in the Part 2 report.

Main, King, Queenston

Nodes and Corridors Planning

13.0 NEXT STEPS

As the issues identified for this corridor are complex and go beyond the realm of traditional land use planning, reurbanization and revitalization of the Main, King, Queenston (B-Line) Corridor will require a multi-pronged approach. For example, taxation strategies, public private partnerships and pilot or catalyst projects may be needed to trigger positive change along the corridor. The concepts presented in this Phase 1 Report represent a growth and design strategy, traditionally implemented through land use planning and the Planning Act. The recommended corridor development concept represents one aspect of a strategy for the Corridor and moves forward to Phase 2 as part of an overall Corridor Strategy.

Additional strategies should be explored and developed to address the variety of challenges found throughout the corridor. Implementation of these strategies will require the involvement of various City departments, other levels of government and the community. It is important to note that:

- Strategies are more likely to be successful when implemented in combination with each other, rather than in isolation.
- Strategies are more likely to be successful when aligned with other city and community initiatives.

An Implementation Plan will be developed and included as part of the Phase 2 Report. The following is a summary of some of the strategies and initiatives that should be explored for the Main, King, Queenston Corridor.

- Business revitalization strategies
- Redevelopment incentive programs
- Sustainability strategies (i.e. LEEDS building standards, District Energy)
- Parking & Loading Strategies
- Transportation Demand Management strategies
- Public-private partnerships initiatives
- Neighbourhood planning initiatives
- Development review process analysis/streamlining
- Reduction/restructuring of development fees

- Taxation strategies (e.g. property tax abatement, tax increment financing)
- Affordable housing programs (e.g. Mortgage programs, loan programs, grants)
- Public realm projects in key areas
- Dedicated office to oversee corridor development programs
- Funding for specific institutional/cultural activities and assets
- Pilot projects, catalyst projects
- Workshops, educational opportunities
- Image and marketing initiatives (e.g. branding, identity creation)

Main, King, Queenston

Nodes and Corridors Planning



Hamilton

Planning and Economic
Development Department