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Urban Design Brief

Proposed Effort Trust Multi Residential Development at
71 Main Street,
Dundas,
Ontario.

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1.0 Background / existing conditions

1.1 Description of existing on-site attributes and considerations



- Existing Dwelling
- Existing Landscaped Area
- Existing Trees
- Existing Landscape Strip
- Existing Municipal Tree
- Existing Parking Area



1.1.1 Existing topography and vegetation

Topography:

- Terrain slopes toward Main Street

Existing vegetation:

- 71 Main Street property is landscaped
- One municipal tree is located on the road allowance
- There are seven trees with diameter at breast height greater than 10 cm
- There is a planting strip along the southerly side yard.

1.1.2 Existing building(s) and/ or structure(s)

Proposed development will be constructed on two properties: 71 Main Street and 10 Baldwin Street.

71 Main Street Property is vacant. There are no buildings or structures on the lot. Existing 1 story dwelling is located at 10 Baldwin Street lot. It is a brick house with hipped roof and carport to the west of building. There are chain link fences along easterly and northerly property lines.

There is an asphalt parking area along southerly property line. Parking stalls are designated for residents of 75 Main Street apartment building. 75 Main street property is owned by Effort Trust.

1.0 Background / existing conditions

1.2 Description and Analysis of Site Context

1.2.1 Community Context

This is a downtown site, just 2 blocks from King Street, the main commercial strip of the Town of Dundas. The site is immediately opposite the old Dundas Town Hall, a landmark historical building. The proposed development has an opportunity to create a gateway to the town in combination with the Town Hall, when approaching from Hamilton along Main Street. The building is located very close an important intersection of two arterial roads, Governors' Road and Main Street.

1.2.2 Neighborhood Context

This site and proposed development have the potential to naturally form a natural gateway condition when arriving in Dundas along Main Street approaching from the east. The development will function to provide a desired densification in the downtown urban area, supporting the nearby commercial and retail activity.

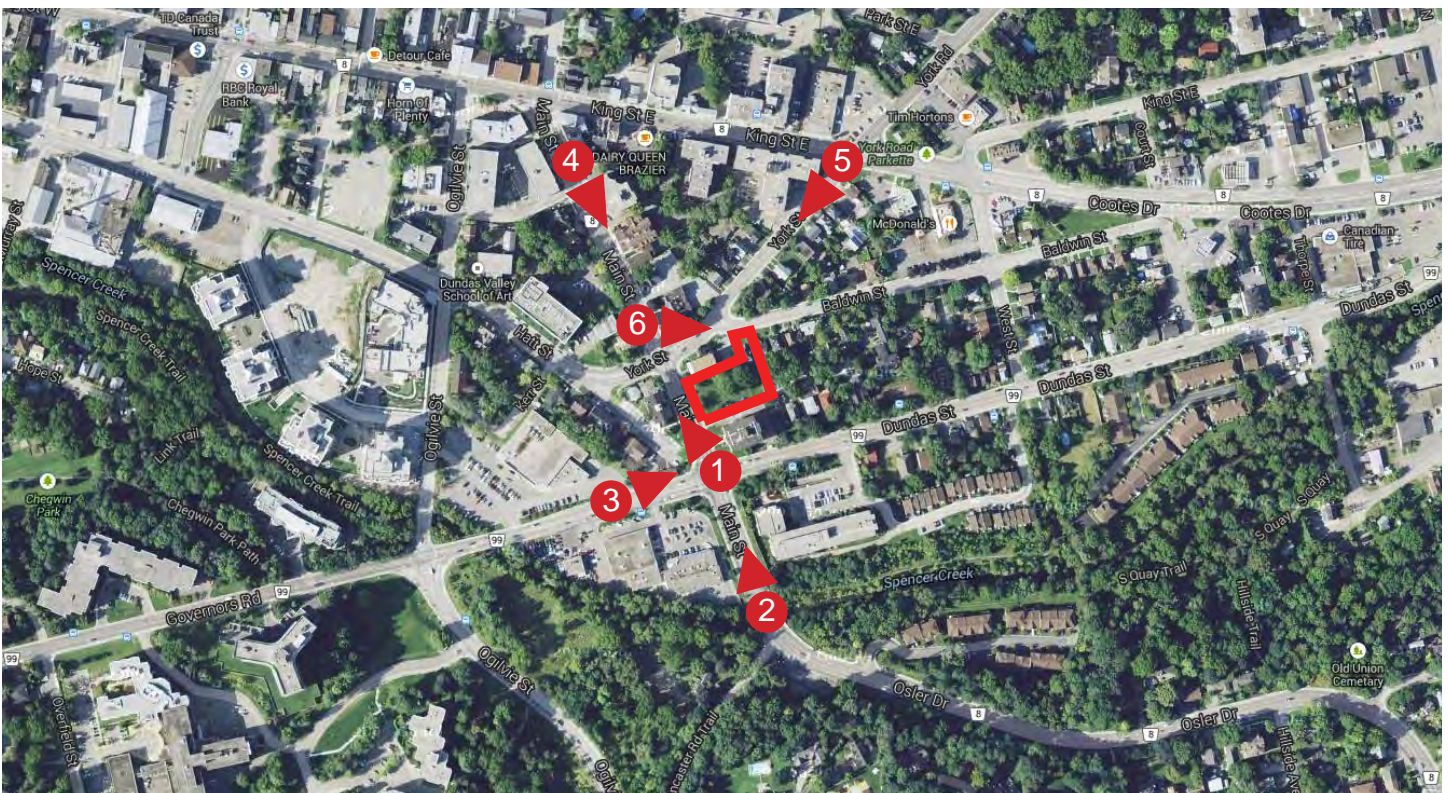
1.2.3 Streetscape Context

The site is located on a major arterial road (Main Street) and one address away from another arterial road (Governor's Road) The immediate area surrounding this site is primarily residential in use, with

the exception of the historical Dundas Town Hall immediately across the street. Several multistorey apartment buildings are immediately adjacent, making this a higher density residential neighbourhood. There are many such multi storey apartment buildings, ranging from 5-7 storeys in height. Most do not include any ground floor retail or commercial uses. Most of these buildings are modern in style. Parking is generally underground or behind these buildings.

1.2.4 Site Context

Immediately to the north of the site is a brick single family residential building that has been converted to a dance centre and small retail outlet. Immediately to the south is a 7 storey modern style multi-tenant rental residential building. Immediately to the west, across Main Street, is the historical and iconic limestone Dundas Town Hall built in 1848. The building has a modern style stone addition on the north side. Single family residential properties border the east side of the subject property. Within view to the northwest are the industrial John Bertram and Sons warehouse building and adjacent warehouses on Hatt Street. The heavily forested Spencer creek and trail pass by the site within a distance of approximately 1 block.



1.0 Background / existing conditions

1.3 Description of applicable design requirements



1 Main Street



2 Main Street



3 Governors Road



4 Main Street



5 York Street



6 Baldwin Street

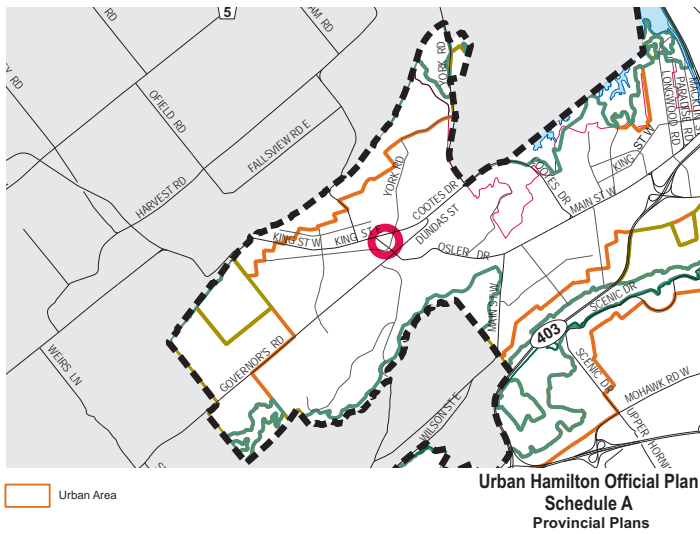
1.0 Background / existing conditions

1.3 Description of applicable design requirements

1.3.1 Key policies and guidelines from:

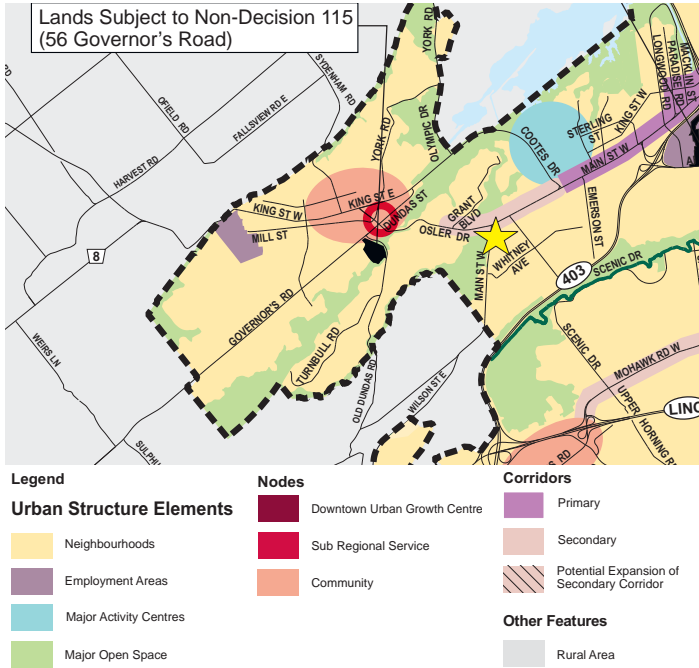
SITE PLAN DESIGN GUIDELINES

- 1.2 Site Development Objectives
- 2.2 Built Form, Public Realm and Streetscape
- 2.4 Heritage Resources
- 2.5 Safety and Security
- 3.2 Site Circulation
- 3.3 Landscape Design
- 3.5 Loading, Storage and Utility Areas
- 3.6 Grading
- 3.7 Stormwater Management
- 3.8 Noise Attenuation
- 3.9 Lighting
- 4.2 Neighbourhood Features
- 4.3 Microclimate Design
- 4.4 Massing and Building Design
- 4.5 Skyline and Rooftops
- 4.6 Design of Buildings on Infill Sites
- 6.4 Multiple Unit – Residential



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through detailed secondary plans described in Policy E.2.3.3.11.

2.3.3.9 The built form shall largely be in medium and low rise, mixed use buildings. ...However, the intent of this Plan is to increase the proportion of multiple storey, mixed use buildings that have retail and service commercial uses at grade.

Design

2.3.3.13 The Community Nodes shall be planned to have a strong pedestrian focus.

2.3.3.14 In the historic former downtowns, a strong pedestrian focus is long established and shall be enhanced where necessary.

2.3.3.16 Pedestrian prominent streets shall be identified in each Community Node. On Pedestrian prominent streets, buildings shall be built to the streetline with store fronts and other active uses opening onto the street.

2.3.3.18 New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building heights and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

2.3.3.19 Streets within the Community Nodes shall be designed to provide strong pedestrian linkages and active transportation opportunities between the surrounding Neighbourhoods and the Nodes.

2.3.3.20 Automobile access will continue to be important to Community Nodes but it shall be balanced with the need to improve pedestrian and transit access and opportunities for active transportation.

2.3.3.21 Parking shall be provided through on-street parking, in parking structures, and in surface lots to the rear or sides of commercial buildings.

2.3.3.22 Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support transit.

URBAN HAMILTON OFFICIAL PLAN

2.3.3 Community Nodes

Function

2.3.3.2 Within each Community Node a range of uses shall be provided that allow for access to housing, employment, services, and recreation in close proximity to each other and transit. The Community Nodes shall provide services to residents within the former area municipalities and surrounding neighbourhoods in a mixed use environment.

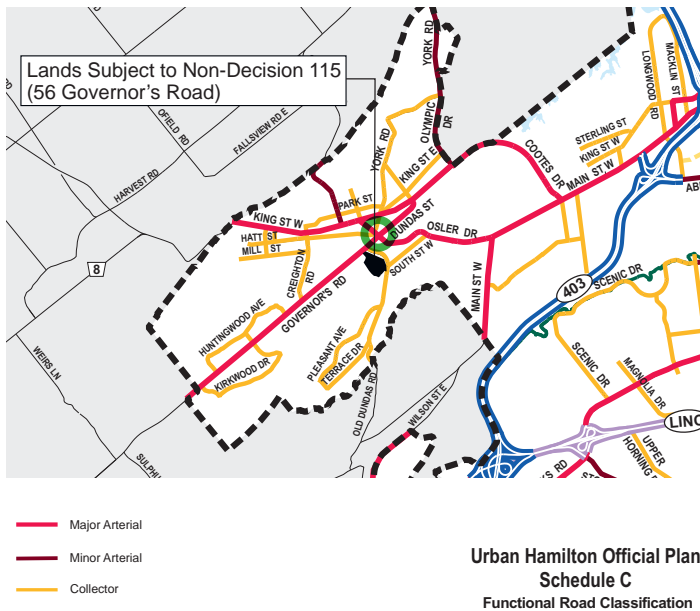
2.3.3.5 Community Nodes shall function as vibrant, mixed use areas containing a range of housing opportunities, including affordable housing and housing with supports. The unique characteristics of the individual Community Nodes lend themselves to a range of built forms.

Scale

2.3.3.7 Community Nodes shall generally be planned to achieve a target density of a 100 persons and jobs per hectare.

2.3.3.8 Community Nodes shall be planned to accommodate some residential intensification over the time period of this Plan. The location, scale and amount of residential intensification shall be established

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1.3 Description of applicable design requirements

3.6.3.7 A noise feasibility study, or detailed noise study, or both, shall be submitted as determined by the City prior to or at the time of application submission, for development of residential or other noise sensitive land uses on lands in the following locations:

....
b) 400 metres of a major arterial road, as identified on Schedule C – Functional Road Classification;

....
3.6.3.8 Proponents of development proposals for which noise studies are submitted shall satisfy all of the following requirements and conditions to the satisfaction of the City and in accordance with provincial guidelines:

a) Proponents shall provide evidence that predicted noise levels in outdoor living areas meet the daytime objective of 55 dBA.

b) If predicted noise levels in outdoor living areas exceed 55 dBA but are less than or equal to 60 dBA, noise mitigation measures may be required.

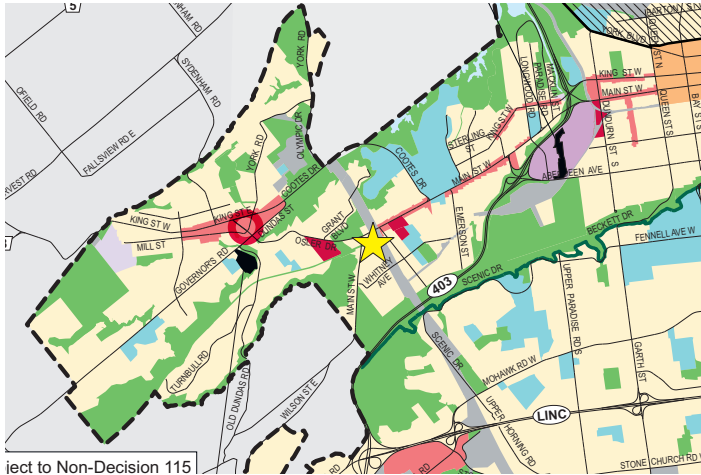
c) If predicted noise levels in outdoor living areas exceed 60 dBA, noise mitigation measures shall be required.

d) Every effort should be made to reduce noise levels in the outdoor living area to as close to 55 dBA as technically, economically, and administratively feasible. If noise levels will not be reduced to 55 dBA, the proponent shall demonstrate with options and cost estimates why it is not feasible or practical to achieve 55 dBA, or shall provide justification as to why it may not be aesthetically appropriate or desired to mitigate noise levels to 55 dBA. If noise levels will not be mitigated to 55 dBA, appropriate warning clauses shall be included in lease or rental agreements, agreements of purchase and sale, and within required development agreements.

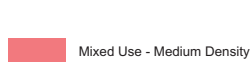
e) Provide evidence that provincial indoor sound level criteria are met. If sound levels exceed provincial guidelines for either daytime or nighttime hours, appropriate mitigation measures shall be incorporated into the development, according to provincial guidelines, and appropriate warning clauses shall be included in lease or rental agreements, agreements of purchase and sale, and within development agreements.

1.0 Background / existing conditions

1.3 Description of applicable design requirements



ject to Non-Decision 115



Urban Hamilton Official Plan
Schedule E-1
Urban Land Use Designations

URBAN HAMILTON OFFICIAL PLAN

4.6 Mixed Use - Medium Density Designation

The intent of the Mixed Use - Medium Density designation is to permit a full range of retail, service commercial, entertainment, and residential accommodation at a moderate scale. The designation recognizes the traditional mixed use main streets in the City (outside of the Downtown Mixed Use area), as well as other large commercial areas which serve the surrounding community or a series of neighbourhoods and which are intended to evolve and intensify into mixed use, pedestrian oriented areas. Increasing the number of people who work and live within the area designated Mixed Use – Medium Density will also contribute to the planned function of the area as a people place.

...
f) multiple dwellings; and,

...
4.6.8 Additional height up to a total of eight storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:

a) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;

b) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,

c) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.

...
4.6.10 Permitted uses shall be located in single or mixed use buildings.

...
4.6.15 Although residential development is permitted and encouraged, it is not the intent of the Plan for the Mixed Use - Medium Density designated areas to lose the planned retail and service commercial function set out in this Plan.

Design

...
4.6.17 Areas designated Mixed Use - Medium Density are intended to develop in a compact urban form with a streetscape design and building arrangement that supports pedestrian use and circulation and create vibrant people places.

4.6.18 In the historic former downtowns and main streets, a strong historic pedestrian focus is long established, and shall be enhanced through new development.

...
4.6.23 In the absence of a secondary plan or the designation of pedestrian predominant streets, each applicant for new development shall submit a concept plan for the property that addresses how:

a) the creation of a vibrant people place are being achieved;

b) the public and private realm can be improved to enhance the pedestrian experience; and,

...
4.6.24 New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.

...
4.6.26 Automobile access shall continue to be an important mode of transportation from the surrounding neighbourhoods, but it shall be balanced with the need to improve pedestrian access and opportunities for active transportation.

4.6.27 Reduced parking requirements shall be consid-

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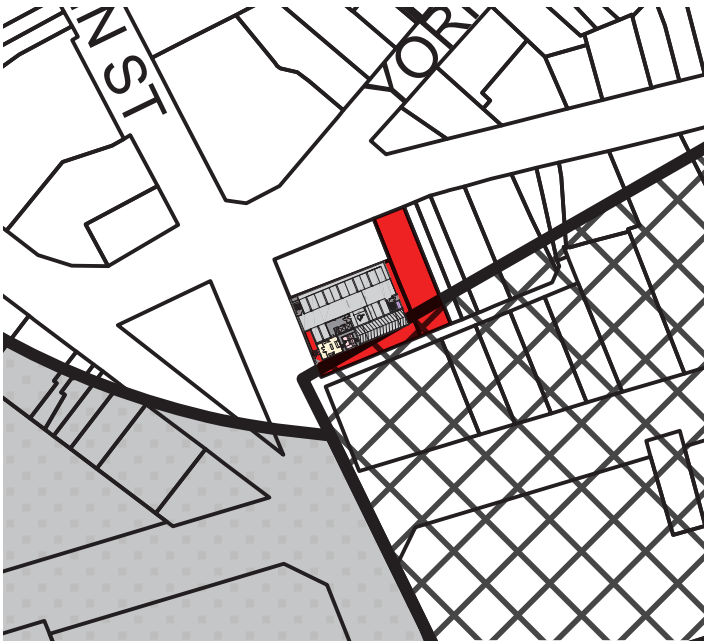
1.3 Description of applicable design requirements

ered to encourage a broader range of uses and take advantage of a higher level of transit service.

4.6.28 Some historic commercial main streets have more commercial space than can be supported by the surrounding market area. In these locations, residential development and conversion shall be encouraged on the fringes outside of the pedestrian predominant streets.

1.0 Background / existing conditions

1.3 Description of applicable design requirements



Legend



SPECIAL POLICY AREAS, AREA SPECIFIC & SITE SPECIFIC POLICIES

UD-3 Dundas Two Zone Floodplain Area

1.0 Within the area identified on Map D-1 as Area Specific UD-3, the permitted land uses shall be in accordance with the policies of Volume 1 of this Plan, subject to the following requirements:

a) All development shall be floodproofed to the regulatory flood elevation. Where this is not feasible or practical a lower level of floodproofing may be considered but in no case shall the minimum acceptable level be less than 1.1 metre below the regulatory flood elevation;

b) All new buildings and structures shall be designed such that their structural integrity is maintained during a regulatory flood event. The City may require that plans for all development be designed and certified by a qualified professional engineer or architect.

...
f) Parking spaces for permitted commercial or industrial uses may be permitted at lower elevations to be determined by Hamilton Conservation Authority.

g) No habitable room shall be located in a basement or cellar.

h) New building services such as electrical and heating systems should be located above the regulatory flood elevation, but where this location is not feasible,

building services shall be floodproofed to the regulatory flood level.

i) Transition slopes within the limits of a parcel of land that are necessary to match grades with existing streets shall be deemed to conform with the provisions of this area specific policy.

j) Residential development, redevelopment or major renovation/addition to residential structures shall be permitted in accordance with this Plan and the Zoning By-law provisions provided the structure complies with the minimum flood proofing elevation and:

i) the habitable room elevation of any residential dwelling unit is located above the regulatory flood level;

ii) safe access and safe parking can be achieved;

iii) mechanical, electrical, heating and air/conditioning equipment are located above the regulatory flood level;

...

k) The Zoning By-law shall attach an 'FP' suffix to all lands within the boundary of this Area Specific Policy Area to indicate that lands are susceptible to flooding and erosion and that the lands are subject to the regulations of the Hamilton Conservation Authority and that approval of the Hamilton Conservation Authority is required prior to undertaking any development, redevelopment, site alteration or minor alterations to structures.

l) Site plan control shall be extended to include all lands within or partially within the boundary of this Area Specific Policy Area.

m) Site plan applications shall not be given final approval until such time as the Hamilton Conservation Authority has advised the City of its endorsement of the flood proofing methods proposed.

n) The City and the Hamilton Conservation Authority shall maintain and implement a flood emergency plan including the implementation of a flood warning system.

1.0 Background / existing conditions

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3.3 Urban Design Policies

SITE

3.3.2.1 The physical design of a site shall:

a) relate to its role in the overall urban structure of the City;

b) enhance the function of the applicable urban structure element described in Section E.2.0 – Urban Structure; and,

c) be in accordance with the applicable policies of Chapter E – Urban Systems and Designations, secondary plans, specific design studies and other plans or studies that make specific design recommendations.

3.3.2.3 Urban design should foster a sense of community pride and identity by:

a) respecting existing character, development patterns, built form, and landscape;

b) promoting quality design consistent with the locale and surrounding environment;

c) recognizing and protecting the cultural history of the City and its communities;

d) conserving and respecting the existing built heritage features of the City and its communities;

e) conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;

f) demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;

g) contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;

h) respecting prominent sites, views, and vistas in the City; and,

i) incorporating public art installations as an integral part of urban design.

BUILDING

3.3.2.4 Quality spaces physically and visually connect the public and private realms.

Public and private development and redevelopment should create quality spaces by:

a) organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;

b) recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;

c) using materials that are consistent and compatible with the surrounding context in the design of new buildings;...

e) creating a continuous animated street edge in urban

1.3 Description of applicable design requirements

environments;

LANDSCAPE

f) including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;

SITE

...

i) minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.

3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways;

b) providing connections and access to all buildings and places for all users, regardless of age and physical ability;

BUILDING

c) ensuring building entrances are visible from the street and promoting shelter at entrance ways;

...

3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;

b) respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;

c) allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;

d) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,

e) encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

3.3.2.7 Places that are adaptable in accommodating future change are desirable and should be created by:

a) designing buildings, sites, and public spaces that can be used for a variety of uses in the future in response to changing social, economic, and technological conditions;

b) encouraging design that accommodates the chang-

1.0 Background / existing conditions

ing physical needs of people and their lifestyles through all stages of their lives; and,

c) encouraging innovative design of built forms and public spaces.

3.3.2.8 Urban design should promote environmental sustainability by:

a) achieving compact development and resulting built forms;

b) integrating, protecting, and enhancing environmental features and landscapes, including existing topography, forest and vegetative cover, green spaces and corridors through building and site design;

c) encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, and vegetated swales;

d) encouraging the use of Leadership in Energy and Environmental Design (LEED) or other environmental building rating tools for buildings and infrastructure for all development and redevelopment;

e) encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment; and,

f) encouraging energy efficiency in neighbourhood design and development as set out in Section B.3.7.1.

3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:

a) creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;

b) ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use;

c) encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses; and,

d) reducing air, noise, and water pollution through the following:

i) facilitating and promoting the use of active transportation modes through building and site design;

ii) providing adequate green space, landscaped buffering, and storm water management facilities;

iii) using appropriate pavement treatments;

iv) promoting energy efficient design of sites and buildings; and,

v) promoting innovative construction materials and techniques.

3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces

1.3 Description of applicable design requirements

and shall include, where appropriate:

a) adequate and accessible space for pedestrians, bicycles as well as transit, other vehicles, and utilities;

b) continuous sidewalks;

c) landscaping such as street trees and landscaped boulevards;

d) pedestrian amenities such as lighting, seating, way-finding signage, and urban braille;

e) on-street parking;

f) public art; and,

g) amenities and spaces that encourage pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.

BUILDING

3.3.3 Built Form

Built form shapes the visual qualities of streets and open spaces but also affects how the public spaces around buildings are used, experienced, and perceived. Our city is built one building at a time and each building contributes to the overall design of the City, therefore attention to each building is an important step in the city building process. Built form plays a large role in defining the character of an area. New development shall serve to maintain and support existing character, or create and promote the evolution of the character in areas where transformations are appropriate and planned.

3.3.3.1 New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.

3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

a) creating transitions in scale to neighbouring buildings;

b) ensuring adequate privacy and sunlight to neighbouring properties; and,

c) minimizing the impacts of shadows and wind conditions.

3.3.3.3 New development shall be massed to respect existing and planned street proportions.

3.3.3.4 New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E – Urban Systems and Designations and in the Zoning By-law.

3.3.3.5 Built form shall create comfortable pedestrian environments by:

a) locating principal façades and primary building entrances parallel to and as close to the street as possible;

b) including ample glazing on ground floors to create

1.0 Background / existing conditions

visibility to and from the public sidewalk;

c) including a quality landscape edge along frontages where buildings are set back from the street;

d) locating surface parking to the sides or rear of sites or buildings, where appropriate; and,

e) using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

3.3.4 Gateways

Gateways are visually prominent sites located at the entry points into the City, local communities, or specific areas or districts, such as the Downtown, and serve to enhance community image.

3.3.4.1 Gateway locations shall be established at strategic locations within the municipality through secondary plans or other City programs and initiatives.

3.3.4.2 Gateway intersections and entry points shall be designed to convey a sense of arrival and portray the community image and identity through:

a) design of the built form;

b) building orientation;

c) street configuration;

d) infrastructure items and projects;

e) landscaping;

f) recognition of significant views and vistas;

g) signage; and/or,

h) public art installations.

3.3.4.3 Gateways to the City are special places requiring a greater level of scrutiny in terms of land use and design in order to achieve higher quality landmark buildings or built form. The City may undertake gateway studies to identify locations of gateway areas for the City, identify most appropriate land uses, and establish design guidelines for future development within identified gateway areas.

3.3.4.4 The City shall work with adjacent property owners, adjacent municipalities, and applicable governmental agencies with jurisdiction over road rights-of-way on the design and installation of appropriate gateway features.

3.3.5 Views and Vistas Public views and vistas are significant visual compositions of important public and historic buildings, natural heritage and open space features, landmarks, and skylines which enhance the overall physical character of an area when viewed from the public realm. Vistas are generally panoramic in nature while views usually refer to a strong individual feature often framed by its surroundings.

Views and vistas created in newly developing areas play a large role in creating a sense of place and neighbourhood identity. Examples of existing significant vistas include the panorama of the Niagara

Escarpment, Hamilton Harbour and the Downtown

1.3 Description of applicable design requirements

skyline as viewed from various vantage points throughout the City. Examples of views include significant historic and public buildings, natural heritage features, and monuments.

....

3.3.6 Urban Services and Utilities

3.3.6.1 The City encourages urban services and utilities to be located underground to maintain a pleasant visual environment along public roads. The City may consider relocating existing above ground utilities to underground locations as part of roads improvements and streetscape installation projects. The feasibility of the relocation shall be determined through discussions with utility providers.

3.3.6.2 Above ground utility service providers shall be encouraged to cooperate with the City in identifying locations which minimize visual intrusions. In accordance with Section C.3.4 – Utility Designation, screening and buffering of utilities shall be required. Innovative methods of containing utility services within streetscape features such as gateways, light standards, public art installations, or transit shelters are encouraged when determining appropriate locations for large utility equipment and utility cluster sites.

3.3.6.3 Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telecommunication facilities, and metering equipment shall be located away from and/or screened from public streets and adjacent residential areas or other sensitive land uses, to minimize their visual

...

3.3.7 Storage, Service and Loading Areas

3.3.7.1 Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way.

...

3.3.7.4 Outside storage and loading areas shall be paved with a hard surface to reduce dust and promote improved air quality.

3.3.8 Signage, Display Areas, and Lighting

3.3.8.1 All signs shall be designed as an integral element of the site layout and building design.

3.3.8.2 Signs shall not dominate the overall character of a site or development and should complement the site, architecture, and context in which they are to be placed.

...

3.3.8.5 Lighting of buildings and display areas shall be provided at levels sufficient for building identification and safety. All building lighting shall be oriented so

1.0 Background / existing conditions

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as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.

3.3.9 Access and Circulation

3.3.9.1 Joint access driveways shall be considered between adjacent sites to minimize disruption of the public sidewalk, maximize the areas available for landscaping, and minimize expanses of pavement.

...

SITE

3.3.10 Parking

3.3.10.1 To create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

...

3.3.10.4 Where surface parking is proposed, it should be located to the sides or rear of buildings to enable the development of a continuous street edge and the creation of quality urban spaces consistent with Section B.3.3.2 – General Policies and Principles.

3.3.10.5 Parking areas shall be connected to the street through safe, landscaped pedestrian walkways.

3.3.10.6 Perimeters of surface parking lots shall be landscaped with appropriate materials that allow visibility from the public realm to the interior of the parking area.

...

3.3.10.8 Parking lots shall be paved with hard surfaces to reduce dust and promote improved air quality. The use of permeable pavement systems or other low impact development practices is encouraged for storm water management, when technically possible.

...

3.3.11.2 The City shall require barrier free design, wherever possible, on private sector sites and in private sector buildings and facilities through site plan approval, enforcement of the Ontario Building Code, and implementation of all applicable provincial legislation, standards and guidelines.

2.0 Site design

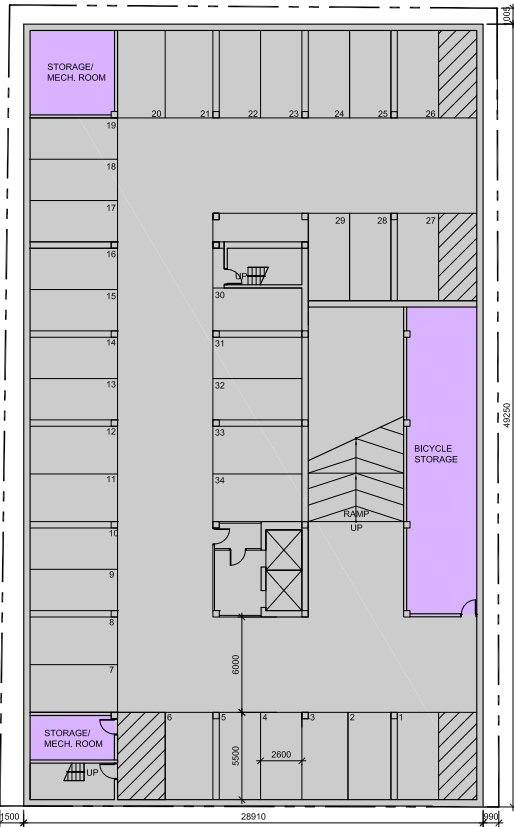
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2.1.1 Site Design

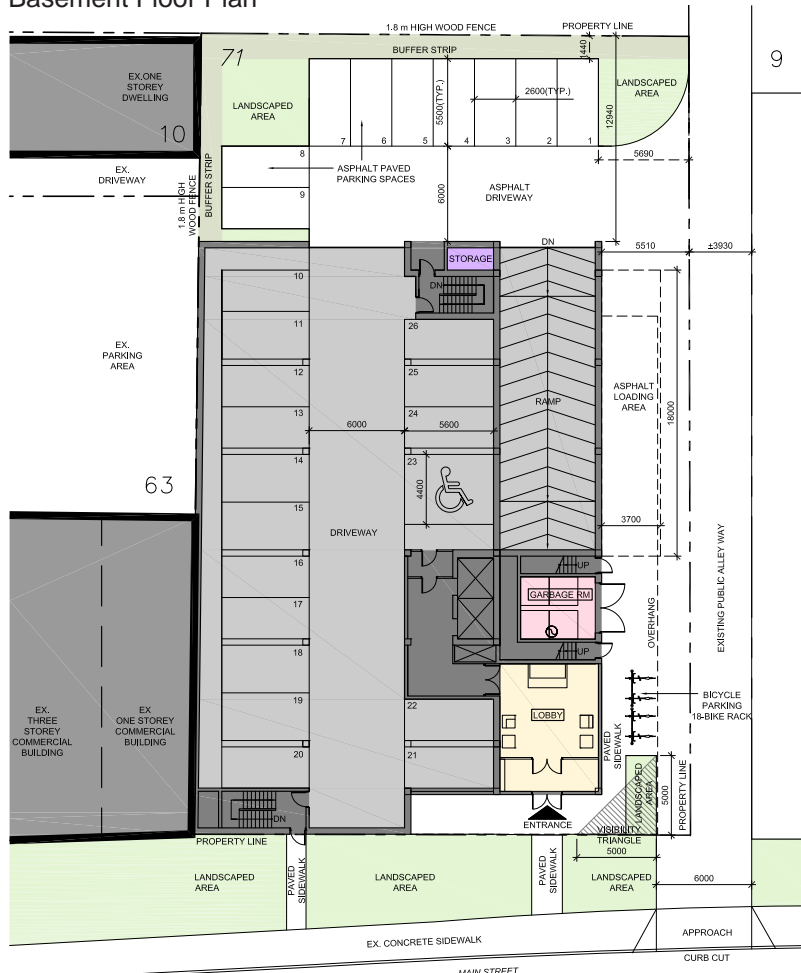
The building is located on the front property line in order to comply with the City of Hamilton Urban design guidelines and to define the street edge. The entrance is set back from the face of the building to provide identity and shelter.

Vehicular entry to the site is from the public alley to the south of the site. Space for loading and garbage collection is provided along the edge of the building immediately adjacent to the building.

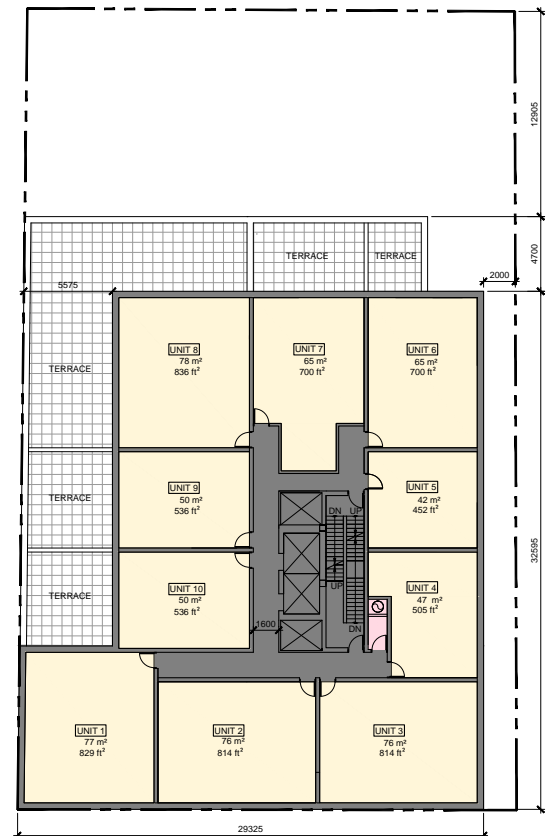
Nine surface parking spaces are encountered as vehicles enter the site. The remainder of the parking is provided below the building on two levels, entered independently of one another. Bicycle parking is provided at grade near the building entrance. Secure bicycle parking is provided at the lowest parking level.



Basement Floor Plan



Site Plan / Ground Floor Plan



Second Floor Plan

2.0 Site design

2.1 Introduction to proposal and outline of functional requirements and constraints related to the proposal:

2.1.2 Building Design

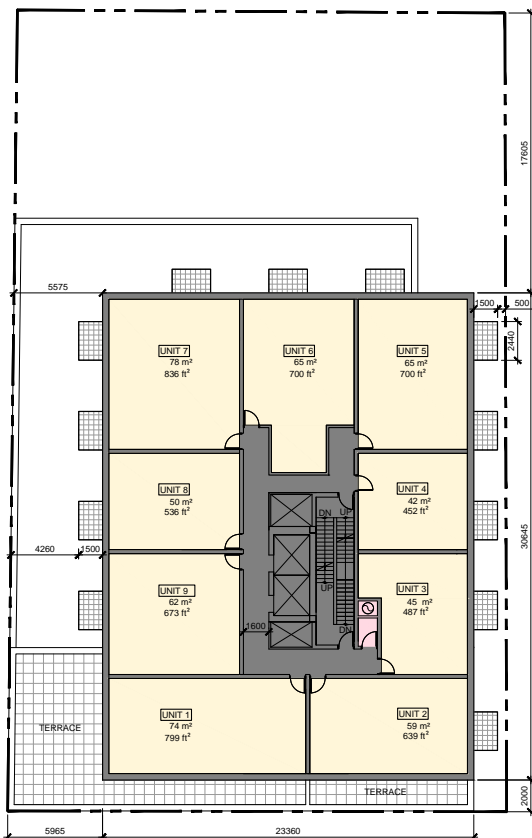
The proposed building is nine storeys, or 31.1 meters high. The ground level contains the lobby/ entrance, a garbage room/ loading door, and 17 parking spaces within the building envelope. Floors 2 through 9 contain a total of 73 residential apartment units. The units are all one bedroom units with an average area of about 61 square metres (655 square feet). Twenty five of the units have a floor area of 50 square metres (538 square feet) or less.

In order to mitigate the impact on the pedestrian experience, floors 3 through 9 are stepped back from the ground floor. Balconies are provided for each unit.

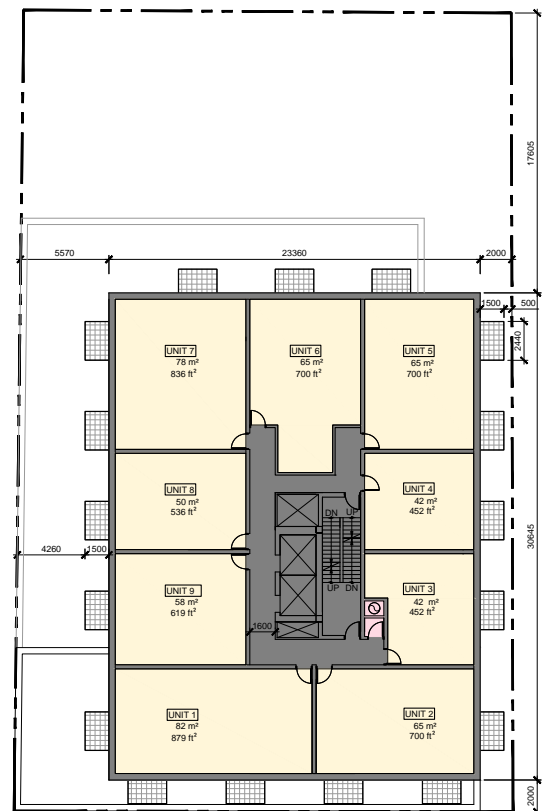
Building materials are stone and glass.

2.1.3 Landscape design

Landscaping strips are indicated on the site plan, and will be developed in compliance with Site Plan Guidelines as the Site Plan Agreement submission is prepared. Plant materials and landscape details will be chosen to further integrate the building into its natural and built context.



Third Floor Plan



Tylocal Floor Plan: Levels 4-9

2.0 Site design

2.1 Introduction to proposal and outline of functional requirements and constraints related to the proposal

2.1.4 Constraints

Parking. The limited area of the site constrains the provision of parking. Parking has been designed in accordance with the Parking Study Report prepared by W. B. O'Brien Services. This report indicates that "Based on the relatively small size of the units, the nature of the expected residents and the location of the development near the Dundas downtown and convenient public transit services, the peak parking demand is expected to be about 0.8 vehicles per unit. This would create a need for 59 parking spaces on the site to accommodate the peak parking demand." The design exceeds the recommendations of the report by providing 60 parking spaces. Exterior bike parking and secure indoor bike storage are both provided in order to encourage alternative and active modes of transportation as required.



South Elevation



3D Perspective

2.0 Site design

2.2.1

This proposal conforms directly to the intent of many of the applicable Urban Hamilton Official Plan design guidelines.

OP 2.3.3.9 **Densification:** Increase the proportion of multiple storey mixed use buildings

OP 2.3.3.16 **Strong Pedestrian focus,** built to the street line with openings and active uses on the street

OP 2.3.3.18 **Respect adjacent built form,** Minimize the effect of shadowing

OP 2.3.3.21 **Parking** is provided underground and to the rear, concealed from view from the street.

OP 2.3.3.22 **Parking** has been reduced from Zoning requirements to reflect the likely higher proportion of students, and to encourage and support transit use. Two major bus routes pass immediately in front of the property.

Special Policy area UD-3 is immediately adjacent to the site and in fact encroaches on the south east corner of the site. The building structure is generally clear of the UD-3 zone, but the underground parking encroaches slightly. There are no habitable or service rooms planned for the portion that encroaches. Further negotiations will be undertaken with the Conservation Authority to ensure compliance with their requirements.

OP 3.3.6.3 **Garbage rooms and parking entrances** are located to the side of the building facing the laneway access, thereby reducing their visual impact from the street.

OP 4.6 **intensification in neighbourhoods** by increasing the number of people who work and live in the area.

OP4.6.8 **Additional height** is supported by absence of significant shadow impacts, buildings that are stepped back from the street and adjacent property to the north.

2.2.2

The proposed design responds directly to many of the dominant contextual features of the immediate neighbourhood. The street façade is detailed to incorporate natural stone cladding in direct reference to the cladding of the old Dundas Town Hall. The fenestration of the podium level of the building is articulated to reference the nearby warehouses. At the same time, the structure deliberately references the strong evidence of a modernist tradition in more recent buildings in the area.

2.2.3

Sun shadow impact on the adjacent neighbourhoods is minimal, showing impacts only at extreme late sunset conditions. The proposal does not create any condi-

2.2 Analysis of proposal and recommendations

tions where important vistas to the town hall tower are blocked from surrounding approaches. The proposed structure is oriented towards the street edge of the site in order to minimize visual impact on the neighbouring single family houses to the east.

2.2.4

The proposed development has responded visually to all of the adjacent neighbouring styles and building typologies. In addition, the response to the materiality of the Town Hall and the form of the nearby warehouses provides a deliberate reference to the political and industrial heritage of the neighbourhood. The development helps greatly in reinforcing the street wall, important to developing and maintaining a coherent streetscape in the area. In this way, the proposal enhances the aesthetics of neighbourhood and the site.

2.2.5

Other considerations: public realm upgrades, accessibility, safety, heritage.

2.2.6

Professional recommendations:

It is our professional opinion that the development proposal suits the urban context and meets the intent of the Urban Hamilton Official Plan. The added density will help to support the walkability of the neighbouring commercial areas. The building form has been carefully developed so that Sun Shadows have a minimal impact on the neighbouring properties and public spaces.

The building is stepped back at the street in order to mitigate the impact of additional height as required by law S-91 4543-00, Central Business. This by law states:

4. The minimum height at the façade of a building facing onto a public street is not permitted to be less than 6 metres in height including any parapet.
5. The minimum number of storeys at the façade of a building facing onto a public street is not permitted to be less than 2, both with floors above ground level.

The building incorporates both materials and formal articulation that make reference, in a contemporary way, to the architectural and industrial heritage of the surrounding buildings and to the town of Dundas in general.

2.0 Site design 2.2 Analysis of proposal and recommendations

The proposed design incorporates both loading and vehicular accesses that conform to all applicable regulations.

Parking has been designed in accordance with the Parking Study Report prepared by W. B. O'Brien Services. Alternative and active forms of transportation are encouraged by the Urban Hamilton Official Plan.

The building has long been expected, as the construction of a second Centurion Building has been planned since the first building was completed. Councillor Powers has recently been quoted as saying, "There always was the contemplation there would be a second building there".

2.0 Site design Shadow Studies



MARCH 21 st, 10.00am



MARCH 21 st, 14.00am



MARCH 21 st, 12.00pm



MARCH 21 st, 16.00pm



JUNE 21 st, 10.00am



JUNE 21 st, 14.00pm



JUNE 21 st, 10.00am



2.0 Site design Shadow Studies



SEPTEMBER 21 st, 10.00am



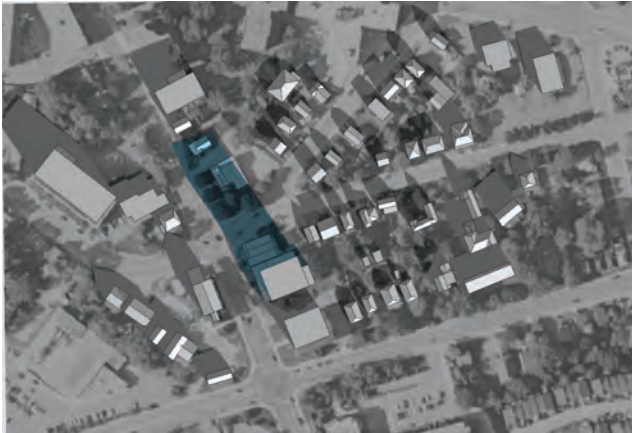
SEPTEMBER 21 st, 14.00pm



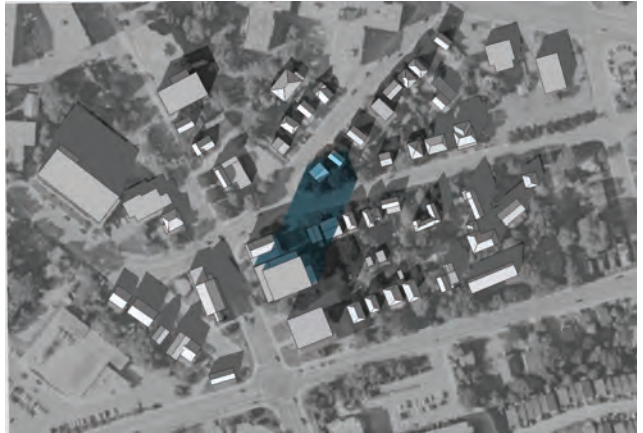
SEPTEMBER 21 st, 12.00pm



SEPTEMBER 21 st, 16.00pm



DECEMBER 21 st, 10.00am



DECEMBER 21 st, 14.00pm



DECEMBER 21 st, 12.00pm



