



# Urban Design Brief

## Official Plan and Zoning By-law Amendments

### Scenic Trails, City of Hamilton

March 31, 2015

**Prepared for:**

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# INTRODUCTION

## Purpose

*Humphreys & Partners Architects / Canada Inc.* has been retained by Starward Homes (Scenic 2012) Ltd. to assist with the overall architectural and technical design and to assist T. Johns Consulting Group Ltd. and UrbanSolutions Planning & Land Development Consultants Inc. in achieving the necessary land use planning approvals for their property in the City of Hamilton. The land use planning approvals would permit the proposed development of a four storey, 144 unit apartment building on the property municipally known as 1 Redfern Avenue. An Official Plan Amendment and Zoning By-law Amendment are required to allow the proposed development.

This Urban Design Brief is provided in support of the proposed project. As per the City of Hamilton's terms of reference, an urban design brief *"should provide the urban design rationale for the arrangement of the urban design components of a development. This includes the location and design of buildings, compatibility and fit within the context, vehicular and pedestrian circulation systems, parking, site buffering and landscaping, streetscaping, service areas and other related components that may be specific to a development."* For the subject site, this Urban Design Brief will identify how the design of the proposed development is in keeping with the City's design objectives, policies and guidelines.

The architectural concept prepared for this Urban Design Brief is preliminary and has been prepared to illustrate the proposed development. Detailed plans and drawings have not been prepared at this point. Further details and assessment will be provided at the time of Site Plan Approval, which may elaborate on the general design direction provided in this Urban Design Brief.

## Proposed Application

The proposed Official Plan Amendment would modify the Site Specific policy related to density to facilitate the increase in maximum permitted density. The proposed Zoning By-law Amendment would modify the existing site-specific "DE-2/S-1654" on the subject site with site-specific regulations for increased number of units on the site (144).

## Content

This Urban Design Brief follows the Municipality's terms of reference to organize the report into the following sections:

- Part 1 Provides a description of the physical conditions of the site as well as the context within the community and applicable policies, guidelines and restrictive covenants on the site;
- Part 2 Provides a description of the proposed development, including both site and building considerations and an assessment of the proposed development in terms of relevant context, policies, objectives, and guidelines.
- Part 3 Provides an overall Summary and Conclusions for consideration.

# Part 1 PHYSICAL AND POLICY CONTEXT

## 1.1 Physical Context

### 1.1.1 Site Description

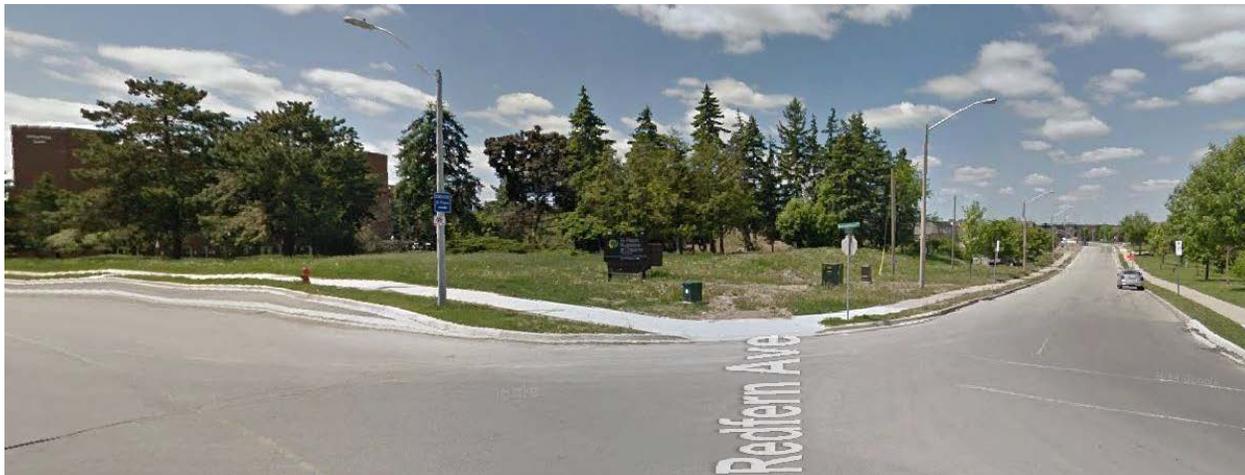
The site is located immediately adjacent to the Chedoke campus of the Hamilton Health Sciences Hospital in the Chedoke area of the City of Hamilton with Redfern Avenue to the north and Sanatorium Road to the east with Chedmac Drive completing the block further to the west and further to the south. The site is currently known municipally as 1 Redfern Avenue. It is a 1.1238 hectare (2.77 acres) roughly rectangular shaped parcel of land with 152 meters (498 feet) of frontage along Redfern Avenue and a depth of 70.8 meters (232 feet) along Sanatorium Road. The site is currently undeveloped as the final parcel of the Scenic Trails development, most recently part of the grounds and a parking area of the adjacent Chedoke Hospital complex.

#### *1.1.1.1 Existing Topography & Vegetation*

The topography of the site is split into two distinct parts, with approximately half of the site (closest to the intersection of Sanatorium Road and Redfern Avenue) having been built up above adjacent street grades in an elevated 'lawn' planted space while the second half on the western part of the site having been lowered (below adjacent Redfern Avenue) and flattened to accommodate a former hospital parking lot. All trees and vegetation on the west part of the site were removed for grading and construction of the parking pad on the site except immediately adjacent to the creek. A stand of trees exist on the eastern portion of the site.

#### *1.1.1.2 Existing Structures*

There are no existing structures on the site. Several Utility Services (telephone box, hydro transformer, etc.) located on the north-east corner of the site will either be incorporated into the final design or relocated. The current location of the parking surface will be reduced, reconfigured and resurfaced to suit use by the development. The existing creek bulkheads and local grading will remain as existing on site. Adjacent sidewalks, boulevards with street trees and adjacent roadways will generally remain unchanged except with connections to site driveway and sidewalk connections to the proposed building.

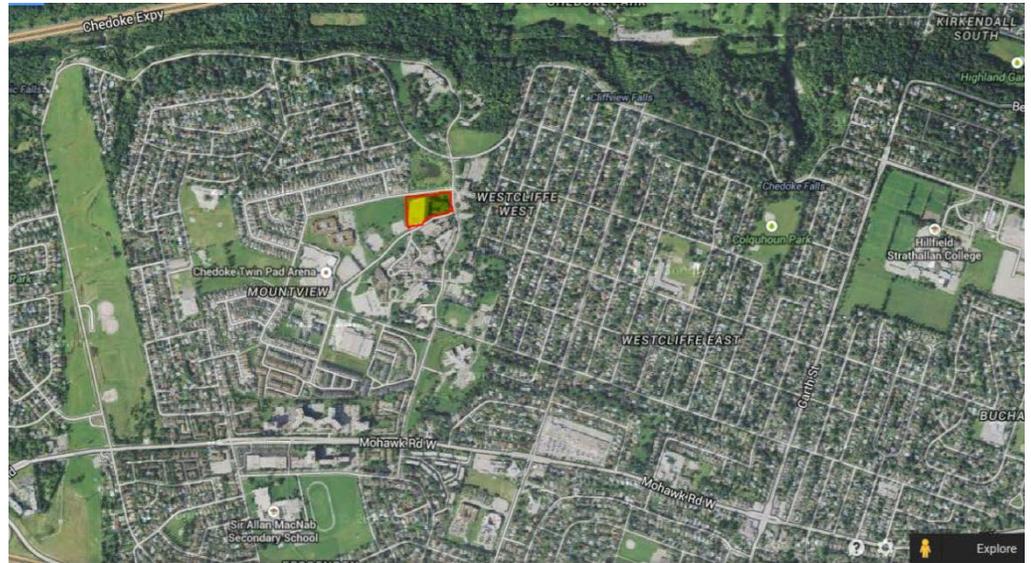


**Left:** Site View from Intersection of Sanatorium Rd. & Redfern Ave.

## 1.1.2 Site Context

### 1.1.2.1 Community Context

The subject property is in the Mountview Community on the 'West Mountain' part of the Municipality of Hamilton perhaps more commonly known as the Chedoke Neighbourhood. It can be accessed from the Lincoln M. Alexander Parkway via Mohawk Road. West, which serves as the transportation and commercial hub for the community. North of Mohawk Road West near the west terminus of Sanatorium Road sits the Chedoke Hospital, a major focus for the area since the early 1900's and serving as an employment incubator for the surrounding residential communities of Westcliff and Mountview. The subject property is a parcel of land previously severed from the adjacent Chedoke Hospital grounds as supplementary land with an opportunity to add vitality and additional housing options to the area. The Hospital continues to be a vibrant and important anchor of the community providing jobs and serving the local community, the City and the region as part of the Hamilton Health Science network.



**Above:** Mountview Community, West Mountain

### 1.1.2.2 Neighbourhood Context

The immediate neighbourhood context surrounding the site is comprised of a variety of different uses. Predominant uses include the adjacent multi-building hospital complex, the Columbia International College private school complex, a major retirement residence and a recreation complex with existing and/or under construction single detached dwelling units immediately west along Redfern Avenue. The single detached dwelling units currently under construction on the south side of Redfern Avenue, the completed townhouse development immediately south of the new single family units and the subject site comprise the overall Scenic Trails development. There are neighbourhood commercial developments within walking distance of the site at San Antonio Place as well as located along Mohawk Road (Harvard Square) with major commercial offerings further along Mohawk at Garth Ave, Upper James St. and a regional shopping centre at Upper Wentworth St.. The area is well served with K12 schools both as part of the Hamilton-Wentworth District School Board and the Hamilton-Wentworth District Catholic School Board and the historic Hillfield – Strathallan College private school, the adjacent campus of Columbia International College (University Prep) amongst other private schools. Post-Secondary education offerings in the area include Mohawk College as well as programs offered through McMaster University at the neighbouring hospitals. Sanatorium Road currently accommodates two HSR bus route (Route 33 and 41A) that connect to the Meadowlands Terminal and MacNab Transit Terminal and therefore the City at large.

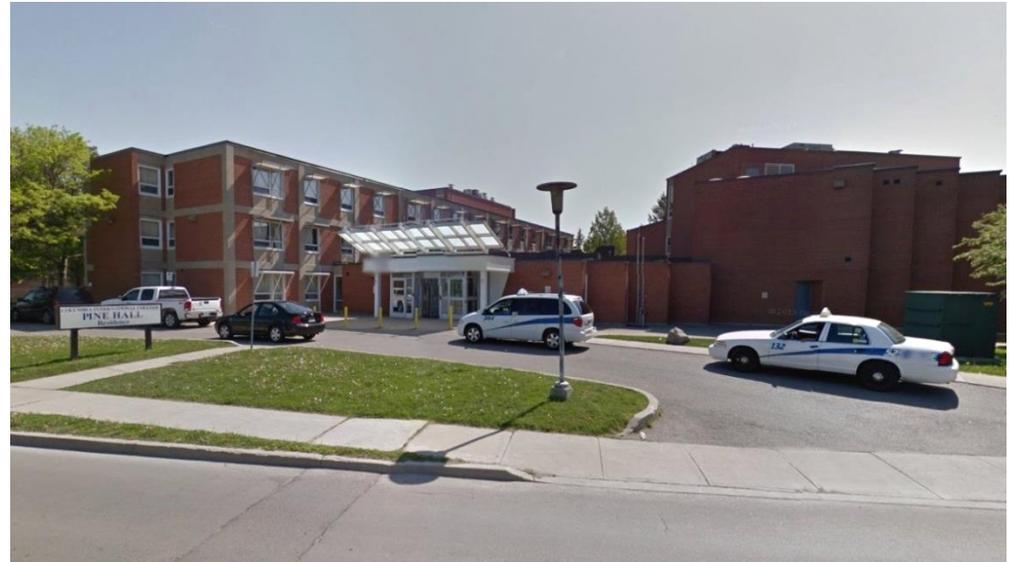
## Neighbourhood Context Plan

- A. Scenic Trails Single Family Detached & Townhouse units (under construction.)
- B. Columbia International College, Pine Girls Residence
- C. Hamilton Health Sciences, Hospital (C1 & C2)
- D. St. Peter's Retirement Residences
- E. Chedoke Twin Pad Arena, Recreation Complex



### 1.1.2.3 Streetscape Context

Sanatorium Road is mostly institutional but provides access to residential developments located west of the subject property. Sanatorium Road in the vicinity of the subject property is mostly fronted with institutional buildings two to four storeys in height and setback from the street edge. Redfern Avenue is a two-lane street. It is residential in character with sidewalks on both sides of the street and wider grassed boulevards between the sidewalk edge and curb. The Scenic Trails single family homes are currently under construction and the recently constructed Scenic Trails townhouse development are located immediately to the west of the proposed site, also on land previously part of the Hospital grounds. The proposed residential development is sympathetic to the scale and materials of the adjacent hospital and college buildings, utilizing similar massing and materials such as brick and complimentary detailing.



**Above:** Columbia International College, Pine Girls Residence (from Sanatorium Rd)

**Below:** Columbia International College, Pine Girls Residence (from Redfern Ave)





**Above:** HHS - Chedoke Hospital – EVEL Bldg (immediately adjacent to site)



**Above:** HHS - Chedoke Hospital – Wilcox Bldg.

#### 1.1.2.4 Site Context

The subject property presently consists of three distinct areas. The most easterly portion, closest to the intersection of Sanatorium Road (to the east) and Redfern Avenue (to the north) is a raised mound generally approximately 300 to 500 mm above the adjacent sidewalk along Sanatorium Road which rises to approximately 1 m or more as you progress east along Redfern Avenue- this area is grassed and has a tree screen to the adjacent parking lot to the west. The mound area quickly transitions into a depressed area approximately 1 m below adjacent Redfern Avenue towards the western limit of the site obviously with a man-made gradient - this area has been leveled and graded as a former asphalt paved parking lot for the hospital. The third area comprises the daylighted section of a drainage creek that arrives from underground immediately from the south hospital grounds and immediately exits the site again returning underground to pass under Redfern Avenue, which then again daylights in a storm water retention pond on the park lot immediately to the north of the site. The land west of the creek with frontage along Redfern Ave is currently under development with an enclave of townhouses currently completed and a row of single detached family dwellings currently under construction. The remaining lands in directly south of the Scenic lands remain in ownership and use of the Hospital.



**Above:** Development Site at 1 Redfern Ave.(temporary use for adjacent construction) Brief- Scenic Trails Apartment Site



**Above:** New Single Family & Townhouse Construction along Redfern Ave.

**Streetscapes:**



**Above:** View of Redfern Avenue looking west (pre- Single Family Dwelling / Townhouse development)



**Above:** View of Sanatorium Road looking south

## **1.2 Policy Context**

### **1.2.1 Provincial Policy Statement**

The Provincial Policy Statement (PPS) provides policy direction of how and where municipalities should grow. Particularly Part V.1.1.1 and Part V.1.1.3 of the PPS promote the creation of “*healthy, livable and safe community*”, within the urban areas through efficient land use patterns, mix of land use types, accessibility throughout neighbourhoods and the use of existing infrastructure and public facilities. These areas are the focus of growth and development.

### **1.2.2 Growth Plan for the Greater Golden Horseshoe**

The Growth Plan looks to manage growth pattern and maximize land use with a range of land use types, mix of housing options, transportation options and energy conservation measures. Schedule 2 – Places to Grow Concept identifies the subject property as being within the designated “Built-Up Area”, where Section 2.2.3 of the Growth Plan sets a minimum intensification target of 40% of total residential units in the municipality to occur within such area. Further, Section 2.2.2 of the Growth Plan promotes that these intensification areas are intended to provide compatible mix of land uses, high quality public open spaces, support transit, walking and cycling, achieve higher densities and provide for appropriate transition of built form.

### **1.2.3 Urban Hamilton Official Plan**

When the new Urban Hamilton Official Plan (UHOP) came into force and effect in 2013, Schedule E-1 designated the subject lands as “Institutional”. While the Site is currently designated “Institutional” in the UHOP, OPA No. 228 to the former City of Hamilton Official Plan redesignated the site to “Medium Density Residential II”. This designation permits apartment dwelling units at a gross residential density of up to 100 units per gross hectare.

A housekeeping amendment to the UHOP has been initiated by the City to reflect the approved OPA No. 228. It is anticipated that the Site will be designated “Neighbourhoods” as part of this housekeeping amendment.

Section B3.3 of the Urban Hamilton Official Plan (UHOP) identifies the urban design policies that apply to new infill development within the urban area, as well as specific design policies that apply as part of the detailed design stage of Site Plan application. These urban design principles seek the following:

- Urban design that enhances the sense of community pride and identity;
- Quality spaces physically and visually connected to public and private realms;
- Public and private development and redevelopment that creates quality spaces;

- Places that are safe, accessible, connected and easy to navigate;
- New development and redevelopment shall be compatible, enhancing the character of the existing environment;
- Places that are adaptable in accommodating future change;
- Urban design that promotes environmental sustainability;
- Community health and well-being enhanced and supported;
- Streets design not only as a transportation network, but also important public spaces.

### 1.2.4 Chedmac Secondary Plan

OPA No. 228 also amended Map B6.3-1 of Chedmac Secondary Plan, designating the site “Medium Density Residential II”, which also permits apartment dwelling units at a gross residential density of up to 100 units per gross hectare. The housekeeping amendment will also bring the Secondary Plan into conformity with the new UHOP as per OPA No. 228.

The Chedmac Secondary Plan looks to create residential areas that consist of a range of housing types and density to meets the needs of all area residential. Section 6.3.2.2 established general residential policies that new redevelopment within the secondary plan area should have regard to, in which considers:

- Development that preserves the character of the neighbourhood and maintains compatibility of dwelling unit types within surrounding existing and proposed land uses;
- Residential development ensuring a gradation of residential densities.

### 1.2.5 Hamilton Site Plan Guidelines

The City of Hamilton provides Site Plan Guidelines with design preferences for the site plan process to encourage a high quality of buildings and site design. The general design goal for new development is to promote livability, encourage environmental sustainability, promote accessibility and create a sense of place. The following guidelines convey the City’s preferences for site and building design:

***Site Context:***

- **Built heritage:** buildings and structures preserved intact with sympathetic additions and new development
- **Safety and Security:** increase safety and security of property to reduce fear of using spaces.
- **Accessibility:** barrier-free design for ease of access, mobility, comfort, orientation and safety for people.

### ***Site Design:***

- **Site Circulation:** accommodate pedestrians, cyclists, motorists, vehicles, with safe and direct route given priority to the pedestrian.
- **Landscape Design:** integrating the building with surrounding features to enhance the aesthetics and function of both the site and the neighbourhood.
- **Waste Collection:** safe and adequate access, maneuverability and service collection without disruption to other traffic.
- **Service Areas:** located away from public street views without distracting use of adjacent properties.
- **Noise Attenuation:** noise sensitive uses and outdoor spaces, primarily not subjected to excessive noise levels that will detract from their use and enjoyment.
- **Signage:** site and building signs that are compatible with their surroundings and effectively communicate their meaning.

### ***Building Design:***

- **Building Situation:** well-articulated structure avoiding parking in highly visible locations. For “T” intersection properties create a recognizable and landmark unique to that neighbourhood.
- **Microclimate Design:** minimize microclimate impacts on adjacent buildings, streets and pedestrians
- **Massing:** enhance pedestrian use along the street and create a strong sense of neighbourhood pride.
- **Rooftops:** upper building portions that create interest in Hamilton skyline.
- **Infill:** enhance existing character, existing streetscapes, and existing buildings.

## **Part 2 PROPOSED DEVELOPMENT**

### **2.1 Design Objectives**

Starward Homes is a respected Developer / Builder with successful projects throughout the Hamilton area and Southern Ontario. They have a proven track record for quality construction and customer satisfaction. Their goal is to provide new homes that comfort and inspire, and build the foundation for a distinctive, vibrant and friendly community. They are continuing this vision and passion for creating well-appointed urban living spaces in Hamilton with this site's development as a quality multiple residential development.

Our goal is to create a new higher density development that embraces a sense of urban living that is in keeping with the vision for the area in providing diverse options for residential uses and that complement the neighbourhood's existing character.

To this end, *Starward Homes* objectives are to create a development that:

1. Maximizes the potential of the prescribed 'apartment' site in the 'Scenic Trails development' by introducing a higher density housing type fully comfortable in its institutional setting while remaining respectful of neighbouring buildings and uses.
2. Accommodates a diverse range of residential options for residents and different lifestyle needs, with amenities fulfilling the needs of an urban lifestyle;
3. Contributes to the institutional / residential transitional character of the Redfern Avenue and Sanatorium Road corridor through building and site design and treatment;
4. Contributes to an active and vibrant streetscape along Redfern Avenue through ground related use, interesting façades, and landscaping features.
5. Embraces a contemporary built form and architecture that seeks to complement, and not replicate, the existing forms and styles within the local context; and
6. Capitalizes on existing transit and infrastructure along Redern Avenue and Sanatorium Road and beyond.

### **2.2 Design Concepts**

Humphreys & Partners Architects/ Canada Inc. has prepared a development concept in support of the proposed development. The concept illustrates a four storey condominium apartment building containing a total of 144 units over a single level enclosed parking garage most of which is underground, and forms a delightful terrace where exposed due to the existing grade differential on the site. Further details and assessment will be provided at the time of Site Plan Approval which may elaborate on the general design direction provided in this Urban Design Brief. The following describes the site design and building design elements of the proposed development concept.

## 2.3 Site Designs

### Pedestrian Access

The principal pedestrian access to the building for residents and visitors will be at the building's northeast corner facing the intersection of Sanatorium Road and Redfern Avenue. The entrance is connected to the existing public sidewalk along both streets through a landscaped decorative entrance feature. Stairwell accesses are located at north and south sides of the building. Public transit can be accessed immediately to the north and east within walking distance of the site, on Sanatorium Road and Redfern Avenue.

### Vehicular Access

Vehicular access to the site will be provided through a single entry / exit driveway on Redfern Avenue on the northwest side of the site well clear of the current intersection at Redfern Ave and Sanatorium Road. The driveway connects directly to a surface visitor parking area and the garage access and loading areas along the site's western edge.

### Parking

The site concept includes 40 parking spaces in a landscaped surface parking area, principally for visitor and short-term parking, with 176 resident parking spaces located in an enclosed underground structure. Bicycle storage can be accommodated in secure locker areas on basement level of the building with ready access to the exterior driveway with pedestrian connection via elevator and stairwell to the residential areas. *Car charging stations may also be provided.*



## Amenity Areas

The proposed development contains a number of outdoor and indoor amenity areas for residents. The private courtyards will include active and passive, indoor/outdoor space, gas barbeques, eating areas, a gas fireplace and raised planters. Units on the first level will have landscaped walk-out patio spaces, while units on the second through fourth floors will have balconies. Internally, the proposed building has common areas for fitness, activities and gathering spaces for residents.



## Landscaping

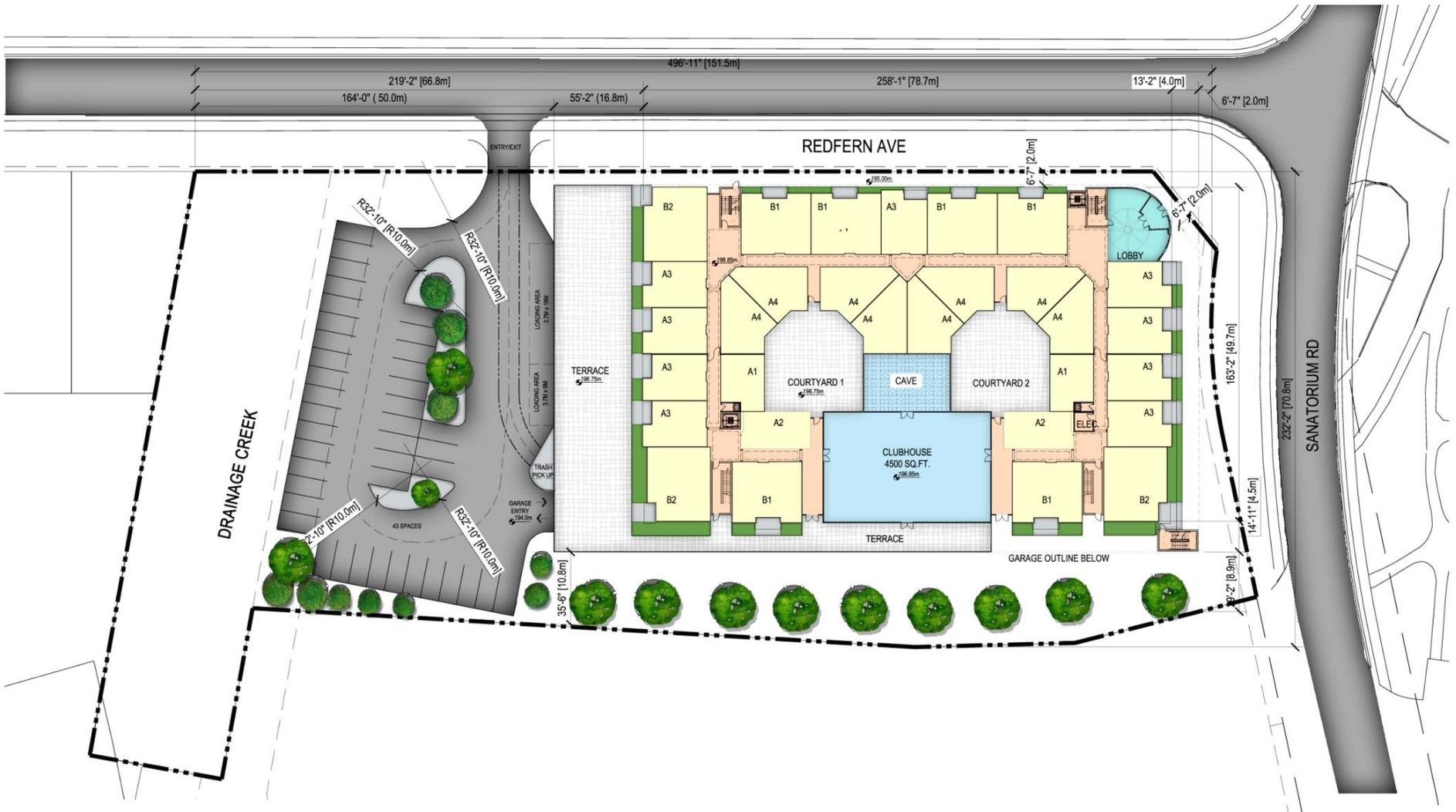
A Landscape Plan has not been prepared at this time, but will be provided as part of the Site Plan Approval process. A combination of soft edges and focal points appropriate for landscaping will be provided, where possible, along the property lines. Landscaping will have regard to site characteristics and the adjacent uses.

## Service Areas

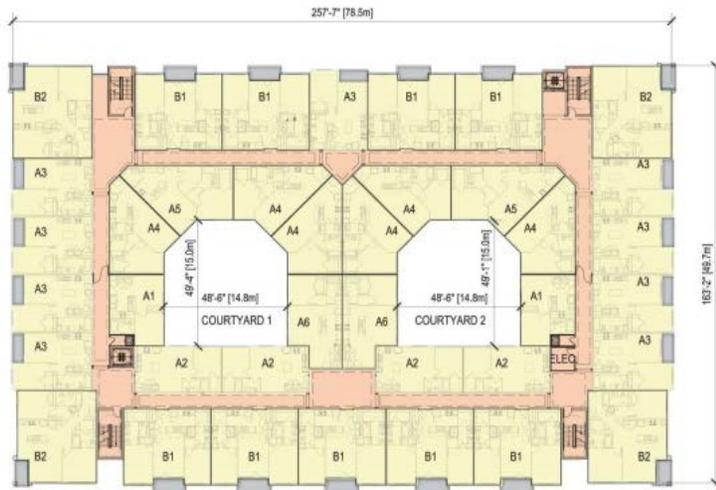
Dedicated garbage rooms are located within the building with a holding pad for pick-up only by municipal garbage collection. Two loading pads with a move-in room are provided with access to the internal drive / parking area.

## Lighting

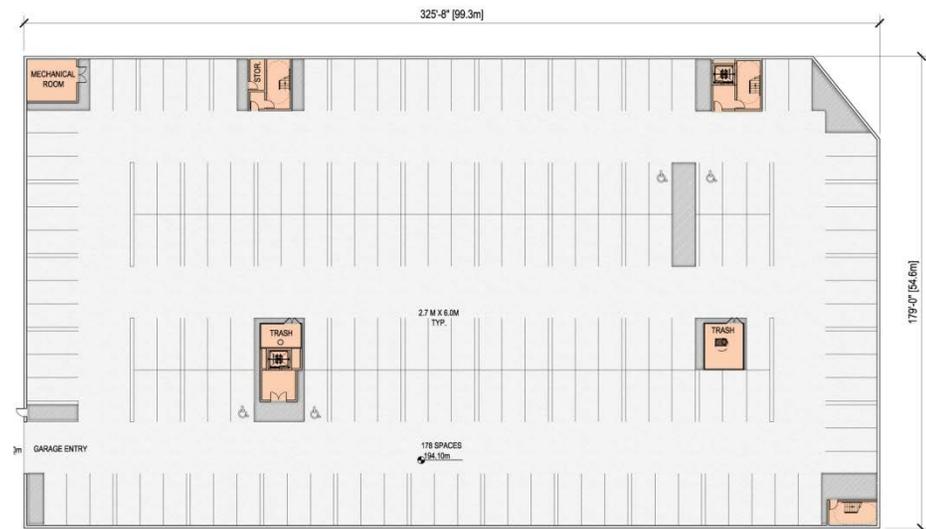
Lighting design will have regard to CPTED principles and “dark sky” principles to provide a safe and secure environment without generating unreasonable spillover impacts on the abutting properties or streetscapes. A lighting plan has not been prepared at this time, but will be further detailed through the Site Plan Approval process.



Above: Proposed Site Plan showing Ground Floor



**Left:** Typical Floor Plan ( Level 2-4<sup>th</sup>)



**Right:** Basement Garage Floor Plan

## 2.4 Building Design

The proposed building is a double courtyard four storey building. While the proposed building has five functional levels including the parking garage, from a zoning perspective, it is a four storey building given the site's average grading and the parking garage (the lost level) being mostly recessed into the natural grading of the site. There are 144 units in the building, with 30 suites on the ground floor plus 38 suites per floor on levels 2 to 4. Units will be a mixture of one-bedroom and two-bedroom types.

Humphreys & Partners Architects/Canada Inc. have prepared a preliminary architectural elevation in support of the proposed applications. The contemporary building design utilizes a combination of materials, textures, and elements to provide articulation to visually distinguish the base, middle and top portions of the building. The material finishes will be a combination of faux-stone (basement where exposed), brick (ground thru third), and decorative cement panel or siding (fourth). Defined horizontal lines between the three sections will further distinguish the sections. The elevations will use bay projections and sections of parapets to provide roofline articulation with vertical extensions of cut faux-stone to accentuate projections and recessions on the façade. There is a regular pattern of glazed windows on all elevations which are oriented vertically with traditional divisions and accents.



**Above:** Schematic North Elevation

## **2.5 Design Assessment and Planning Considerations**

In reviewing the urban design elements of the proposal, it is appropriate to consider the Provincial Policy Statement (PPS), Places to Grow Growth Plan (Growth Plan), the Urban Hamilton Official Plan (UHOP), and the Chedmac Secondary Plan.

### **2.5.1 Provincial Policy**

The proposed development has a design that is consistent with the PPS policies outlined in Section 1.2.3 of this report as it sustains a healthy and livable community and the design represents an appropriate land use pattern and form of intensification within the existing neighbourhood. Further, the development, with the proposed urban design elements, conforms to the Places to Grow Growth Plan policies in terms of managing growth and providing intensification within the “built up area”.

### **2.5.2 Urban Hamilton Official Plan**

The UHOP requires new infill development to adhere to Section B3.3 – Urban Design Policies. In particular, to this development, the urban design goals are consistent wherein it strives to provide:

a) *An enhanced sense of community pride and identity (3.3.2.3);*

- Building orientation with minimal setbacks and building massing allow the site to function as a landmark gateway for the community given its prominent Collector Road corner location;
- Variations in roofline, wall plane step-backs and creative use of materials to appropriately transition from the immediate Institutional uses to the residential areas beyond.

b) *Quality spaces physically and visually connected to public and private realms (3.3.2.4);*

- Animating the streetscape by compressing the setbacks to a more urban scale, and providing a more active transition from public to private realms via creative use of patios and landscaping for ground related units.

c) *Urban design that is safe, accessible, connected and easy to navigate (3.3.2.5);*

- Enhanced corner Entry / Lobby feature that is highly visible, tied directly to the street sidewalks and in close proximity to transit stops and adjacent employment opportunities.
- Recessed side visitor parking lot that is both unobtrusive to the neighbourhood, but also easily overviewed from the proposed terrace and the elevated street sidewalk and roadway.

d) *Compatibility that enhances the form and function to the existing neighbourhood character (3.3.2.6);*

- Strategic use of roofline, scale reducing vertical and horizontal step-backs and use of materials existing within the neighbourhood tie the building to its immediate surroundings, as well as, transition to the low density residential uses along Redfern Ave.
- Use of the existing topography, the environmental setback to the creek, and building terrace step-back to provide a transition zone between the proposed building and the adjacent townhouse and detached housing developments to the immediate west.

e) *A building that can accommodate the future needs of residents (3.3.2.7);*

- As a multi-unit apartment condominium the project will introduce diversity into the existing housing / lifestyle choices in the immediate neighbourhood. With predominantly one and two bedroom single floor units, the project will introduce additional options for singles, couples and smaller families; especially to those either in the early stage of household development or later stage, empty-nesters wishing to age in place.

f) *Urban design that promotes environmental sustainability (3.3.2.8);*

- Infill development that intensifies use of the site and neighbourhood through compact floor plate in a low-rise form factor.
- Retention and use of the existing open space (SWM Pond), maintaining natural vegetation where possible and topology through and adjacent to the creek bed.

*g) Community health and well-being (3.3.2.9);*

- Providing accessible and stimulating passive and active amenity areas ranging from private reflective courtyards to semi-public terraces and green space, plus a more urban discourse with the adjacent streets and land-uses, the project promotes a healthy, welcoming choice of lifestyles for both residents and the public.
- Through intensification and increased household diversity, the project intends to facilitate better utilization the existing walkable neighbourhood (shopping, recreation, parks, etc.), the current bike path infrastructure and public transit.

*h) Streets design that contributes to Sanatorium Road and Redfern Avenue as important public spaces (3.3.2.10).*

- Project has been designed to animate the streetscape through active design of the public / private interface while minimizing crossover of the vehicular and pedestrian realms.

The municipal site plan application process will provide opportunity for urban design consideration relating to parking implements, servicing and utility coordination, loading areas and site lighting in keeping with Section B3.3 of the UHOP.

### **2.5.3 Chedmac Secondary Plan**

The proposed development is consistent with the objective of Section 6.3.2.2 of the secondary plan residential policies, particularly:

- a) The proposed development maintains the land use and structural profile of the surrounding neighbourhood (6.3.2.2a). There are low density residential uses as well as institutional uses to the west and southeast of the proposed development. The design and building placement provides sufficient setbacks to allow appropriate transition from the single detached dwelling and townhomes located to the west minimizing potential overshadowing or any light spillover impacts. Further, the development will support transit use along both Redern Avenue and Sanatorium Road, and will not impact any cultural heritage resources.
- b) The proposed development ensures a gradation of residential density within the surrounding neighbourhood (6.3.2.2b). Given the topography of the site, the proposed development will be at a higher point than the existing low density residential uses, which allows for introduction of a higher residential density in keeping with the building height of adjacent institutional.

### **2.5.4 City of Hamilton Site Plan Guidelines**

A proposed development concept has been prepared in support of the proposed Zoning By-law Amendment and the Official Plan Amendment, however, a detailed design and assessment will be provided at the Site Plan Approval stage. The proposed concept is in consistent with the Site Plan Guideline objectives as follows:

- The apartment building design allows for inherent security of the property to increase safe use of spaces.

- Building design will provide barrier free access, mobility, comfort, orientation and safety in keeping with the Ontario Building Code for both visitors and residents. Additional details regarding barrier free design will be provided at the *Site Plan Approval* stage.
- Design accommodates pedestrians, cyclists, motorists and all vehicles circulation, including service vehicles maneuverability, by ensuring separate access points and paths for each.
- Service areas are located at the side of the building, away from public street views, without distracting use of adjacent properties.
- Provides internal amenity spaces that will not be subjected to excessive noise levels that will detract from their use and enjoyment.
- Future building signs will be designed in keeping with architectural materials found on site, and neighbourhood character.
- Building is situated to the Redfern Avenue and Sanatorium Road, with building entrance directly off the public sidewalk and no parking in the front, which allows for maintenance of a walkable and public transit-oriented street character, unique to the existing neighbourhood.
- Contemporary design provides a landmark building with roofline architectural features that will accentuate and create interest in Hamilton's skyline.

## **Part 3 SUMMARY & CONCLUSIONS**

Humphreys & Partners Architects / Canada Inc. has been retained by Starward Homes (Scenic 2012) Ltd. to assist with the required approvals for their property municipally known as 1 Redfern Avenue in the City of Hamilton. The land use planning approvals would permit the proposed development of a four storey, 144 unit apartment building on the property. Official Plan and a Zoning By-law Amendment are required to allow the proposed development.

The demonstration concept prepared for this Urban Design Brief is preliminary and has been prepared to illustrate the proposed development. Detailed plans and drawings have not been prepared at this point, and, thus, this Urban Design Brief speaks to the design of the Site in general terms. Further details and assessment will be provided at the time of Site Plan Approval which may elaborate on the general design direction provided in this Urban Design Brief.

The proposed development is in keeping with the relevant design objectives, policies and guidelines of the Province and City. The proposed development:

- Is consistent with Provincial policies regarding intensification in existing build up areas in a compact, dense and walkable fashion;
- Conforms to the applicable Urban Hamilton Official Plan by providing an intensification project that is complementary and fits with the surrounding neighbourhood;
- Is in keeping with the objectives and principles of the Site Plan Guidelines, with further assessment expected through the Site Plan Approval process.
- Is in keeping with the principles of the Transit-Oriented Design Guidelines as it supports public transit use along the Sanatorium Road corridor;