

1494

Upper Wellington Street

URBAN DESIGN BRIEF



Hamilton



September 2023

VALERY

H O M E S

NAK 
design strategies

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1.0 BACKGROUND & EXISTING CONDITIONS

1.1 DOCUMENT PURPOSE & STRUCTURE

This Urban Design Brief (UDB) has been prepared on behalf of Valery Homes as a component of the planning approval process for their subject lands at 1494 Upper Wellington Street in Hamilton.

The UDB provides urban design rationale for the implementation of the development vision identified for the subject lands within the Urban Hamilton Official Plan (UHOP). The brief describes the guiding principles and objectives that will shape the development with respect to site configuration, architecture, and landscape.

This document will discuss how the proposed development solution is designed complement the surrounding land use and built form, and to comply with the City of Hamilton's key policies and guidelines.



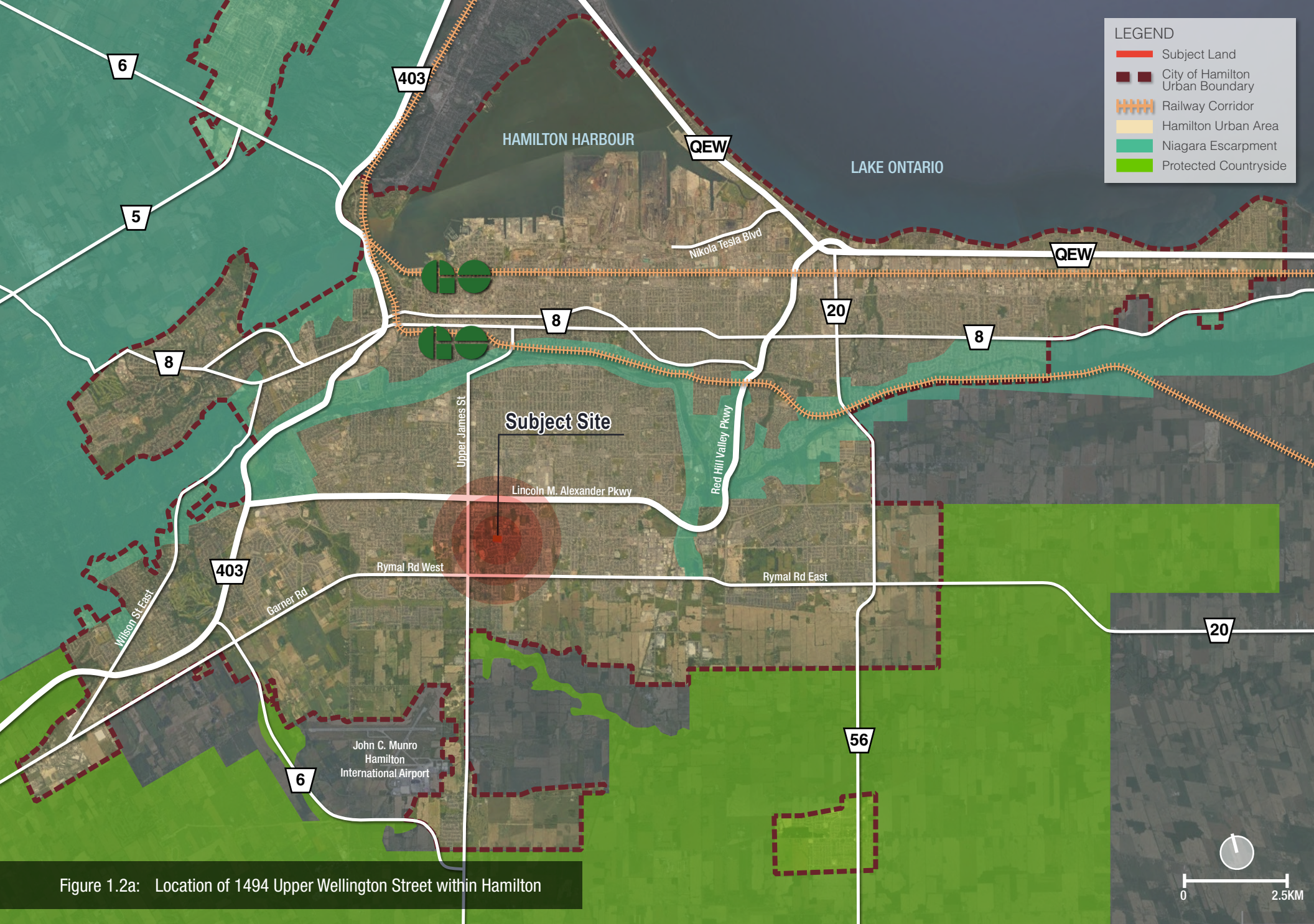


Figure 1.2a: Location of 1494 Upper Wellington Street within Hamilton

1.2 SITE CONTEXT

The City of Hamilton is located on the western end of Lake Ontario, between the City of Toronto and the Canada-USA border. The City is well connected to the surrounding municipalities and regions through major transportation networks, such as provincial highways, railway corridors, a major shipping port, and an international airport.

With a strong industrial base centered around Hamilton Harbour, the City's location enables many economic advantages. The growth of existing and future industrial parks continue to strengthen its economic backbone, providing opportunities for the City of Hamilton to grow into a place for residents to live, work, and thrive.

Woven around and throughout the urban area is a vast natural heritage system, including the Greenbelt, Niagara Escarpment, and Protected Countryside that connects and protects many wetlands, woodlands and other natural features.

1.2.1 Community Context

The *Urban Hamilton Official Plan (UHOP)* supports residential intensification in urban areas. These areas are key to the City's strategy to meet growth and employment targets as it ensures land, urban services, and transportation networks are used efficiently.

Creating complete communities in the City of Hamilton is important to enable residents to meet most of their daily needs within a short distance from their homes, supported by public transit and other active modes of transportation. Intensification also supports improvements to air quality and reduces greenhouse gas emissions in urban areas, which help to reduce the City's impact on climate change.

1.2.2 Neighbourhood Context

Located at 1494 Upper Wellington Street, at the southwest corner of Stone Church Road East and Upper Wellington Street, the Subject Site is primarily surrounded by established low rise residential homes, with many parks and schools nearby.

The Subject Site is within close proximity to two identified primary corridors, namely Upper James Street and Rymal Road. It will be well connected to high traffic areas, retail and commercial areas, high density mixed use areas, and roads serviced by public transit.

In support of policies in the *UHOP*, adding intensification, such as the proposed high density residential development, will contribute to creating and maintaining an overall livable, vibrant, and compact community.

1.2.3 Streetscape Context

The Subject Site is bordered by Stone Church Road East along the north and Upper Wellington Street along the east interface, both of which include the following:

- Sidewalks on each side;
- Delineated on road bike lanes on each side;
- Travel lane for each direction and a left turn lane; and
- Mature trees along the boulevard.

Further, at the intersection of the two roads, there are existing stops for the 26 and 35 bus, local public transit routes by the Hamilton Street Railway (HSR). The existing condition of the streetscape enables several modes of travel, including more active options.

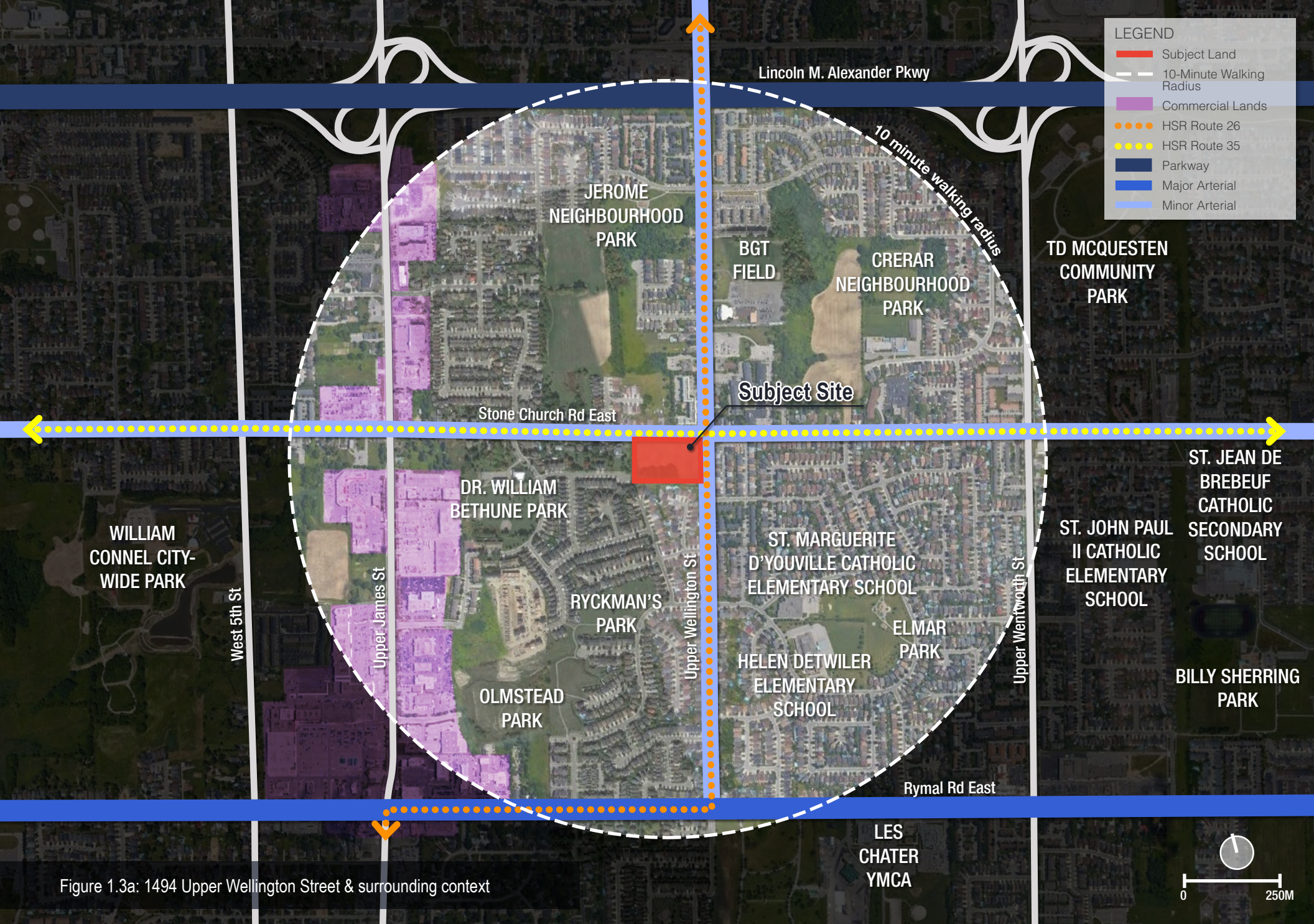


Figure 1.3a: 1494 Upper Wellington Street & surrounding context

1.3 SITE ATTRIBUTES

The Subject Site is primarily located within a low density residential neighbourhood, with various parks and open spaces, as well as schools, commercial areas, and other institutions within an approximate 10 minute walking radius (1 kilometre), as shown in Figure 1.3a.

It is also well serviced by local public transit HSR routes 26 and 35. Easy access to these routes encourages and enables residents to have connections to the greater regional transit network:

- Route 26 travels from West Harbour GO to Mountain Transit Centre via Downtown, Jolley Cut, Upper Wellington, Upper James; and
- Route 35 travels from Meadowlands to Valley Park Lay-By via Cloverleaf, Stone Church, CF Lime Ridge, Paramount.

1.3.1 Existing Topography & Vegetation

Due to its location, the City of Hamilton has a unique and varied landscape. Employment centres, community services, and established residential communities with mature vegetation make up much of the urban areas. However, surrounding the urban area is a strong rural community, comprising rich agricultural and environmental features, which also form many recreational and tourism opportunities.

Anchored by the Greenbelt and the Niagara Escarpment, the topography in urban areas generally follow the natural landscape. As an extension of the natural heritage system, pockets of parks and open spaces are woven into the urban areas, creating a vast interconnected green system. Within a 10 minute walking distance, residents can access and enjoy several neighbourhood parks and parkettes for recreational and leisure activities.

1.3.2 Existing Buildings & Structures

The quality and type of buildings contribute to the quality of streets and open spaces. They play a role in defining the character of a community, as well as impact how residents perceive and experience public spaces.

Currently, the Subject Site is a vacant piece of land surrounded by low density residential, as shown in Figures 1.3b and 1.3c:

- To the west is a 2-storey single detached property;
- To the south are 1- to 2-storey single detached homes on Cielo Court, Torino Drive, and Sorrento Place;
- To the east are 2-storey single and semi-detached homes backing onto Upper Wellington Street; and
- To the north, across from Stone Church Road East are uses which include The Wellington, a 3-storey retirement home, Hamilton Fire Department Station 2, Wellingstone Christian Home non-profit organization, and Dr. Bob Kemp Hospice.

Within a 10 minute walk, there are several elementary and secondary schools, and other institutions that serve the adjacent neighbourhoods. Along Upper James Street, there are several retail and commercial uses that will provide residents with full-service amenities.

Any new developments should support the existing character of the community, while promoting evolution and transformation to keep up with the demands of the current and future population.



Figure 1.3b: 1494 Upper Wellington Street subject site context



Figure 1.3c: Photo inventory of the area surrounding the 1494 Upper Wellington Street subject site

1.4 APPLICABLE DESIGN REQUIREMENTS

1.4.1 Key Policies & Guidelines

Urban Hamilton Official Plan

The *UHOP* applies to the lands within the urban boundary. This document outlines its goals and policies to help direct the City towards achieving its future vision to be a vibrant, healthy, and sustainable city.

The policies express ideal change and transformation, while balancing and respecting the sense of place, history, and culture. The *UHOP* and the policies implement many of the principles in *Our Future Hamilton* and the City's *Strategic Plan*. The structure of the *UHOP* is broken down into three volumes:

- Volume 1 describes the context, visions, as well as city-wide goals and policies;
- Volume 2 contains the Secondary Plan and Rural Settlement Area policies; and
- Volume 3 contains Site specific policies that contain special conditions.

City-Wide Corridor Planning Principles and Design Guidelines

The purpose of this document is to:

- Provide direction for new development, public investments and future planning studies along the City's corridors;
- Help in the preparation of secondary plans, strategies or initiatives that relate to an urban corridor; and
- Communicate the importance of corridor planning and design to citizens and the development community.



OFFICIAL PLAN

URBAN HAMILTON OFFICIAL PLAN

Site Plan Guidelines

The City of Hamilton's Site Plan Guidelines are intended to provide guidance for development projects that are subject to site plan approval.

In recognizing the need to co-operatively achieve municipal targets and private development objectives, the guidelines allow for some flexibility. However, these guidelines mainly convey the City's preferences and expectations for site and building development.

The purpose of this document is to:

- Indicate the City's design preferences and expectations for site development through a series of design guidelines;
- Provide information to ensure that all aspects of a proposed development are considered in the site design process and provide guidance for the site planning process;
- Ensure that all new development complies with the Zoning By-law regulations;
- Assist designers, developers and builders as well as public agencies with the development process and ensure all development supports Hamilton's desire to create an attractive, liveable and functional community; and
- Outline various technical standards that the City requires all construction to meet.

Downtown Hamilton Tall Building Guidelines

The Downtown Hamilton Tall Building Guidelines is a reference document that guides the design of tall buildings within Hamilton's Downtown. They outline expectations and best practices that may be applicable.

Driven by the *Downtown Hamilton Secondary Plan* with policies that aim to create vibrant, comfortable, and human scaled streetscapes within the core, the guidelines are meant to support the change and transformation over time. The guidelines also aim to combine heritage assets with new concepts and designs, while linking downtown neighbourhoods from the waterfront to the Niagara Escarpment.

The guidelines outline a site assessment and building type matrix to illustrate the appropriate scale of tall buildings allowed. Although the Subject Site is not governed by these guidelines, certain design principles may still be applied.

1.4.2 Urban Design Guiding Principles

Through the policies outlined in the *UHOP*, the City is committed to taking a sustainable and comprehensive approach to managing growth in its urban areas. By doing so, they are able to manage expectations for development and balance between economic, environmental, and social needs.

Chapter E of the *UHOP* provides specific policies regarding site design, building design, and landscape and public realm design that are applicable to new developments.

Site Design

Ensuring compatibility with the existing surrounding context, as well as providing safe, accessible, and efficient vehicular and pedestrian circulation routes are key components to a successful site design. For high density developments in particular, it is also important to consider public views, privacy, and shadow/lighting impacts on the surrounding areas.

The site design shall:

- Provide adequate landscaping, amenity features, on-site parking, and buffers;
- Be compatible with existing and future uses in terms of heights, massing and arrangement of buildings with the surrounding area;
- Provide adequate access, minimizing conflicts between vehicular and pedestrian routes;
- Provide a mix of unit types and sizes; and
- Incorporate sustainable building and design principles.

Please refer to *UHOP* E.3.6.7 for more details.



Building Design

When introducing new developments, consideration must be given to shadowing and overview impacts on adjacent properties. Building design, particularly residential intensification in accordance with *UHOP* Section B.2.4., shall respectfully respond to and be compatible with its context in terms of scale, massing, and character.

As per *UHOP* policy E3.6.7, *“Multiple dwellings greater than 12 storeys shall not generally be permitted immediately adjacent to low density residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.”*

To justify the additional height being proposed, the building design shall:

- Ensure there are no adverse shadow impacts on existing residential uses within adjacent lands in designated Neighbourhoods; and
- Ensure buildings are progressively stepped back from adjacent areas designated as Neighbourhoods to minimize the height appearance from the street.

Additionally, the building design shall:

- Provide a mix of unit sizes to accommodate a range of household sizes and income levels;
- Incorporate sustainable building and design principles; and
- Articulate the façade with high-quality design elements that fit within the surrounding neighbourhood and enhance the public realm.

Please refer to *UHOPE* E2.7; E3.2.4; E3.6.7; E4.6.8; E4.6.24 for more details.

Landscape & Public Realm Design

The *UHOP* encourages good urban design by providing high quality architecture and improved public realm elements. Landscape design elevates the look and feel of the architecture, adding to the unique sense of place.

New developments shall create quality landscapes and public spaces by:

- Organizing areas in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- Using materials that are consistent and compatible with the surrounding context in the design of new buildings;
- Creating streets as public spaces that are accessible to residents of all ages and abilities;
- Creating a continuous animated street edge;
- Including transitional areas between the public and private spaces, where possible, through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- Creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;
- Creating, reinforcing, and emphasizing important public vistas and view corridors; and
- Minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.

Please refer to *UHOP* B3.1.1; B3.3.2.4; B3.3.9.4; B3.3.10.6; E3.6.7 for more details.

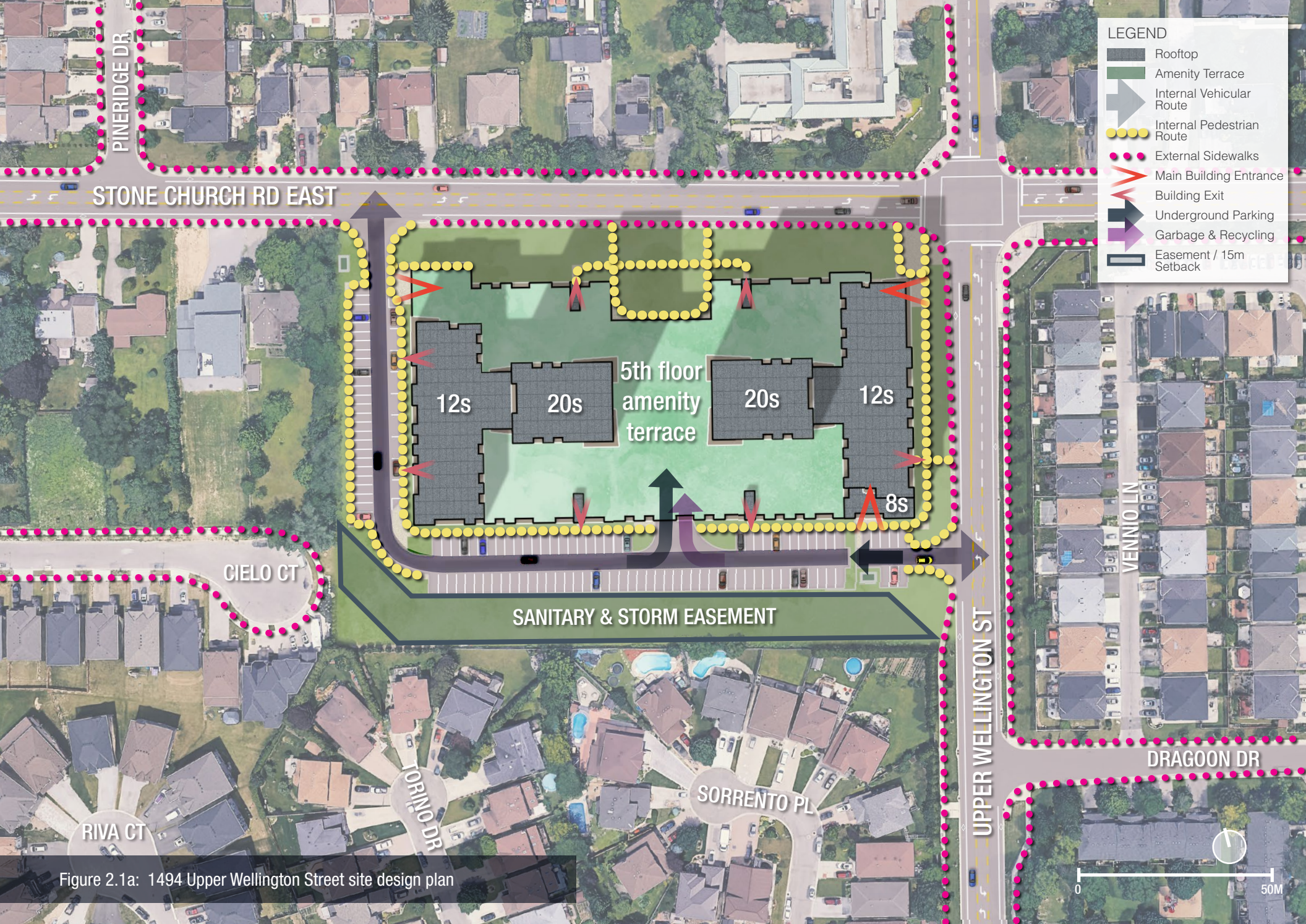


Figure 2.1a: 1494 Upper Wellington Street site design plan

2.0 SITE DESIGN

The proposed development site, located at 1494 Upper Wellington Street in Hamilton, at the southwest corner of Stone Church Road East and Upper Wellington Street, is approximately 2.33 ha (5.76 ac) in size. Currently vacant, the proposal seeks to develop the property with a high density residential building ranging in height from a 4-storey podium to two 20-storeys towers, with associated surface, structured, and underground parking, an at-grade amenity courtyard, and a 5th floor amenity terrace, as shown in Figure 2.1a.

2.1 SITE DESIGN

2.1.1 Building Location, Entrances & Accessibility

The proposed building is sited prominently with frontage along Stone Church Road East and flankage along Upper Wellington Street, providing a seamless transition between the public and private realms.

The building has two main entrances, each one providing access to a 20-storey tower. The entrances incorporate weather protection features such as canopies, awnings and overhangs within the overall design of the building. One main entrance is located on the northeast corner of the building at the intersection of Upper Wellington Street and Stone Church Road East, animating both sidewalks. The other entrance is located at the northwest corner of the building adjacent to the access driveway. Both main entrances will be clearly visible and directly accessible from the public sidewalks.

Due to the grading conditions on the site, a secondary lower entrance to the building is located at the southeast corner of the site, adjacent to the lower parking garage entry (refer to Figure 2.2d for a building elevation showing this condition). Four stairway exits are also provided to the north and south of each tower. Exterior connections to the proposed building are mindful of inclusive design principles and are all accessible from the ground floor.

2.1.2 Streetscape

According to the Urban Hamilton Official Plan, high density areas are intended to develop in a compact urban form with a building and site arrangement that supports pedestrian use and circulation, and the creation of a vibrant streetscape. The proposal will provide an uninterrupted building line along both Stone Church Road East and Upper Wellington Street to bring uniformity to the built form and frame the streetscapes. Consistent with the Official Plan policy direction, the proposed development will contribute to the creation of a cohesive streetscape by placing building entrances toward the street and toward corner intersections, contributing to a sense of enclosure on both streets (refer to Figures 2.2d and 2.2n).

The following pages present a visual impact assessment to demonstrate that the location, massing, and height of the proposed building will not only avoid any negative impact but also contribute positively to the surrounding neighbourhood, enhancing its overall appeal and vitality.



Figure 2.1b: View of the proposed building from Stone Church Road East looking west



Figure 2.1c: View of the proposed building looking South along Upper Wellington Street



Figure 2.1d: View of the proposed building looking North along Sorrento Place towards the site



Figure 2.1e: View of the proposed building looking East from Cielo Court



Figure 2.1f: Image example of parking garage access integrated with the architecture and located away from immediate public view.



Figure 2.1g: Proposed building rendering showing integration of parking, loading & garbage collection into architectural design

2.1.3 Vehicular & Pedestrian Circulation

Vehicular and pedestrian access to surface parking is located off Stone Church Road East at the northwest corner of the site. This entrance also provides access to the 4-level parking structure under the amenity terrace. Access to an additional level of underground parking is located off Upper Wellington Street at the southwest corner of the proposed building. Pedestrian access is also provided between the built form and public realm along both street edges. Refer to Figure 2.1a for the site design plan.

2.1.4 Parking Areas

Surface parking and layby areas are located behind the proposed building, thus screening these areas from public view. The structured parking access is integrated with the architecture at the rear to improve the building's aesthetic. The proposed development provides for a total of 910 parking spaces, 654 of which are provided within four levels of structured parking and 142 underground. 23 of these parking spaces are accessible. An additional 114 surface parking spaces are provided along the internal drive aisle. 162 bicycle parking spaces will also be located throughout the site.

2.1.5 Utilities, Loading & Waste Management Collection

Garbage, recycling, and loading facilities are recessed within the rear building façade and are accessed from the internal drive aisle to reduce any impact of garbage collection on the public realm (see Figure 2.1g). Utilities such as intake vents, transformers, and other such services will be located away from public streets. Where this is not possible, they will be screened through the use of architectural or landscape features and integrated into the design of the building.

2.1.6 Servicing & Stormwater Management

The domestic water and fire protection service connections will be made to the 400mm watermain on Stonechurch Road East, while the sanitary service connection will be made to the sanitary sewer located within the municipal servicing easement on the south side of the development.

The storm service connection will be made to the storm sewer located within the municipal servicing easement on the south side of the development. A stormwater management tank will be located within the underground parking garage, which will control flows from the developed portion of the site. Permeable pavers will also be utilized, where possible, to reduce the storm runoff coefficients.

2.1.7 Lighting

Exterior light standards will be proposed in areas to increase safety and comfort. The light standards will match the scale and character of the proposed architecture.



Figure 2.1h: Image example of permeable pavers in parking stalls.

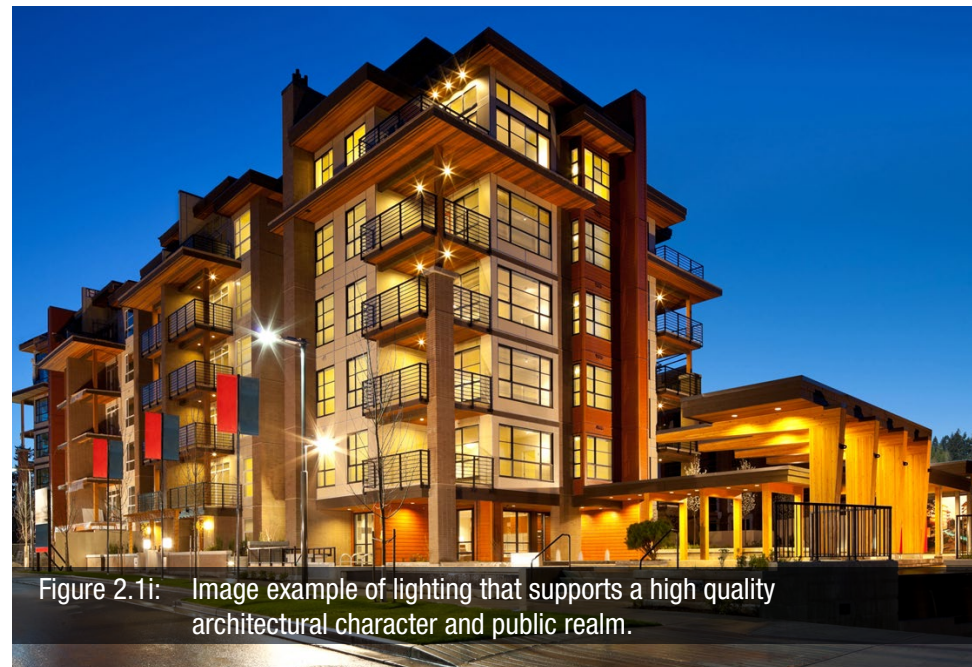


Figure 2.1i: Image example of lighting that supports a high quality architectural character and public realm.

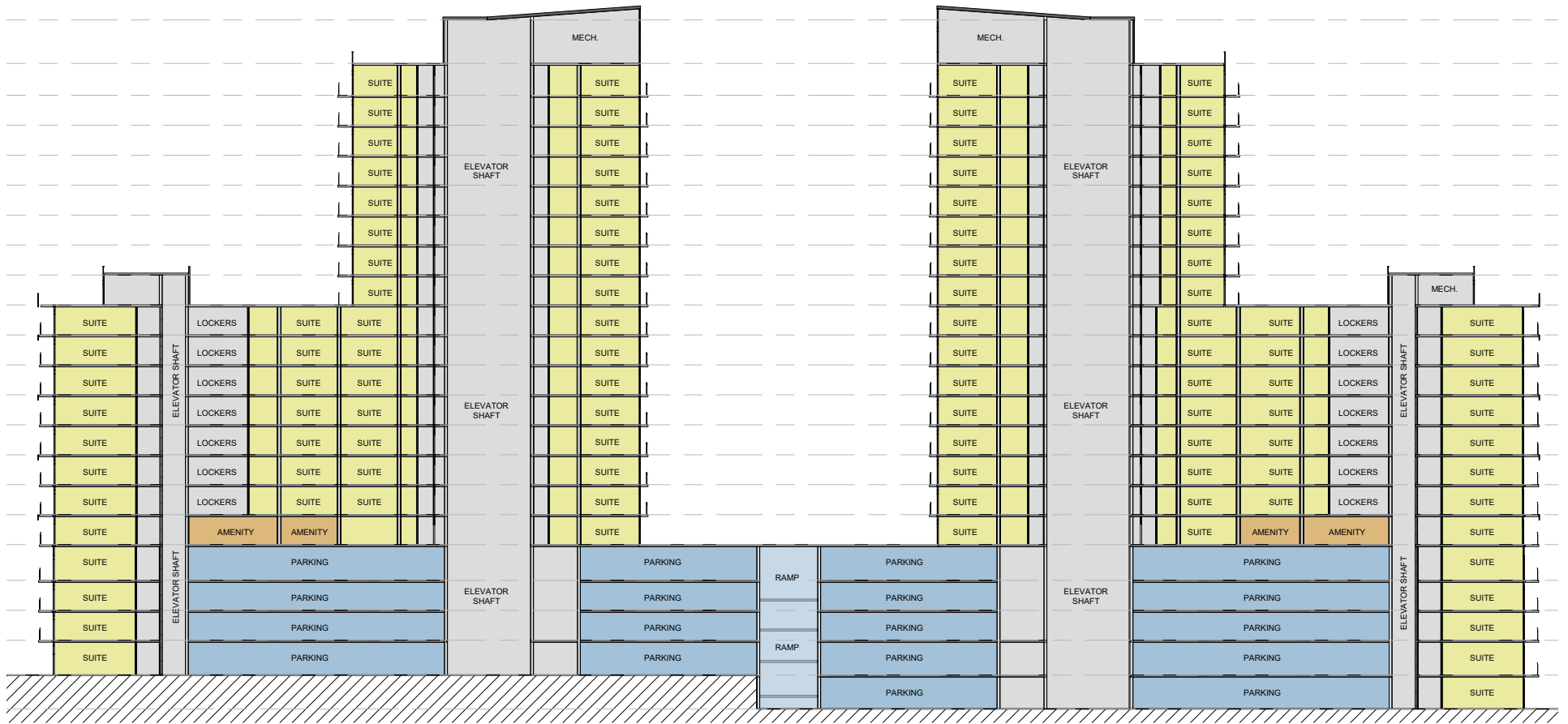


Figure 2.2a: Building cross-section looking north and showing response to grading conditions along the east

2.2 BUILDING DESIGN

2.2.1 Building Base Placement & Setbacks

The proposed building has been sited to provide the greatest possible degree of separation from the adjacent residential uses by locating the drive aisle and surface parking as a buffer along the west (interior side) and south (rear) of the building. Further separation from the established homes to the south is achieved through an existing sanitary and storm easement that requires an additional 15m setback from any parking and built form.

Setbacks from the streets account for road widenings on both Upper Wellington Street and Stone Church Road East, and allow for sufficient space to accommodate building entrances, canopies, and a desirable pedestrian environment. With the exception of the two main lobbies, all at grade uses along the streetscapes are residential suites with ground floor terraces.

2.2.2 Building Base Height & Scale

The base of the proposed building is a 4-storey podium across the majority of Stone Church Road East. Where Stone Church slopes down toward Upper Wellington Street to the east, the building podium has been designed with consideration for the grade change, showing 6-storeys at the intersection and along Upper Wellington Street (see Figure 2.2a for cross-section). To ensure sunlight access to the sidewalk across the street, the building base height at the streetline is less than the width of the right-of-way for both Upper Wellington Street and Stone Church Road East. The building base provides an uninterrupted building line along both streets to bring uniformity to the built form and frame the street.

Above the podium, the east and west portions of the building rise to 12-storeys. On the northwest side, adjacent to an existing residential lot, there is a substantial stepback of 16 metres from Stone Church Road East, softening the building's transition upwards.



Figure 2.2b: Proposed building rendering showing the additional 15m setback from the existing residential on Sorrento Place

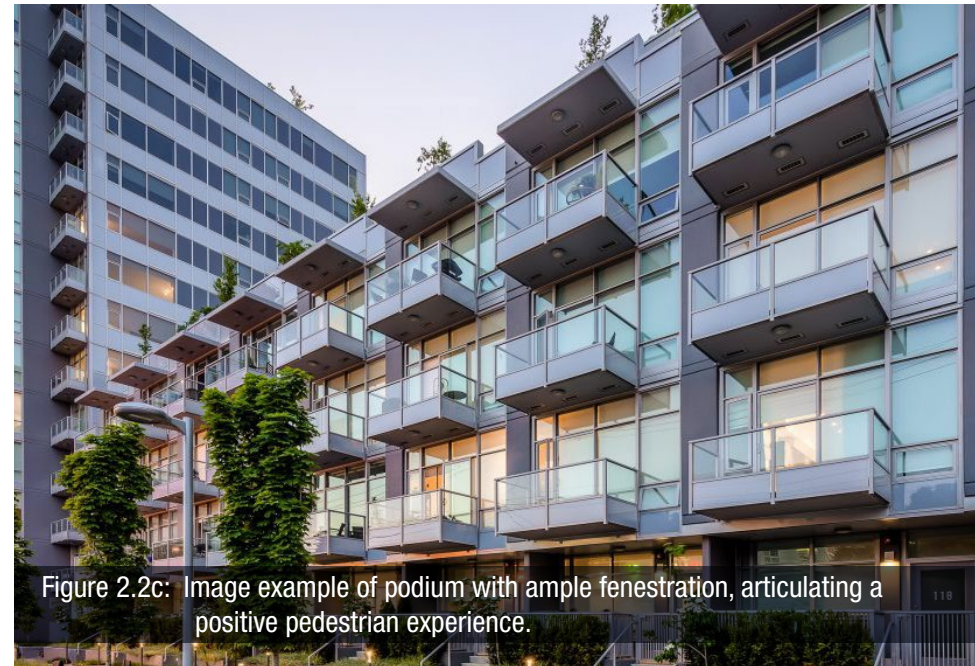


Figure 2.2c: Image example of podium with ample fenestration, articulating a positive pedestrian experience.



Figure 2.2d: North elevation along Stone Church Road East



Figure 2.2e: South elevation along rear easement

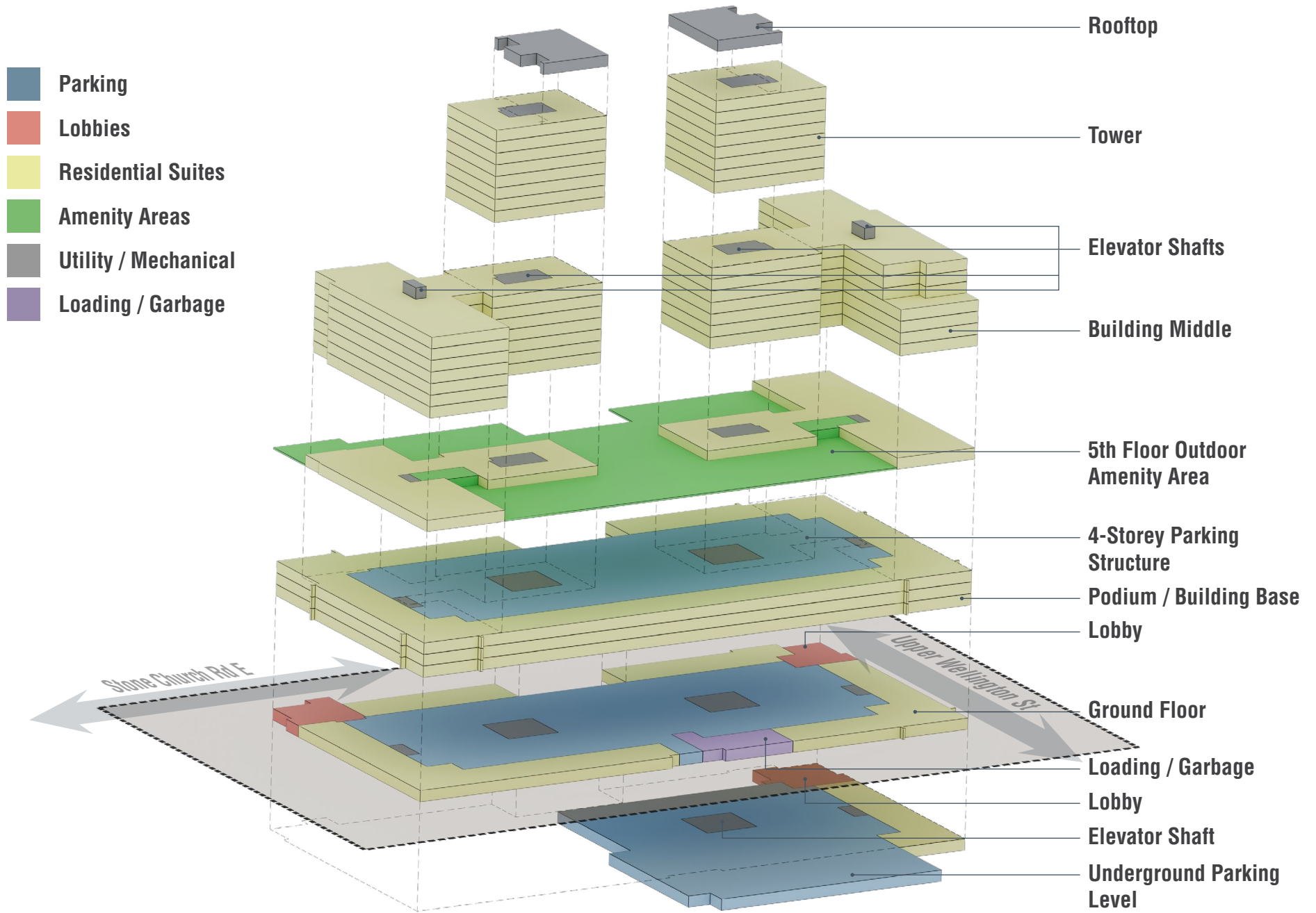


Figure 2.2f: 1494 Upper Wellington Street building massing and composition schematic

2.2.3 Tower Floorplate, Stepbacks & Separation Distances

As shown in Figure 2.2f, two 20-storey towers rise from the building's base. The tower floorplates are limited to 750 square metres per floor in order to limit shadow and facilitate views.

The towers are placed in the centre of the podium with substantial stepbacks of 25 to 30 metres from the building base to minimize visual and shadowing impact at street level, and reduce adverse wind impacts on adjacent properties. The two towers are separated by 30 metres to allow for adequate light, views, and privacy. See Appendix A for Shadow Study prepared by KNYMH Inc.

As shown in Figures 2.2g to 2.2j, the proposed towers are contained within the 45 degree angular plane where the site abuts the existing residential properties to the south and west (as stipulated in Section 4.3 of the *City-Wide Corridor Planning Principles and Design Guidelines*). The objective of the angular plan is to assist in achieving appropriate height transitions between taller buildings and established low rise residential communities, as well as to provide positive pedestrian-scaled environments. However, where the angular plane is not met along Upper Wellington Street and Stone Church Road East, alternative approaches to enhance the pedestrian experience include incorporating enhanced design details, materiality, and corner treatments.



Figure 2.2g: 45 degree angular plan demonstration schematic (north elevation)

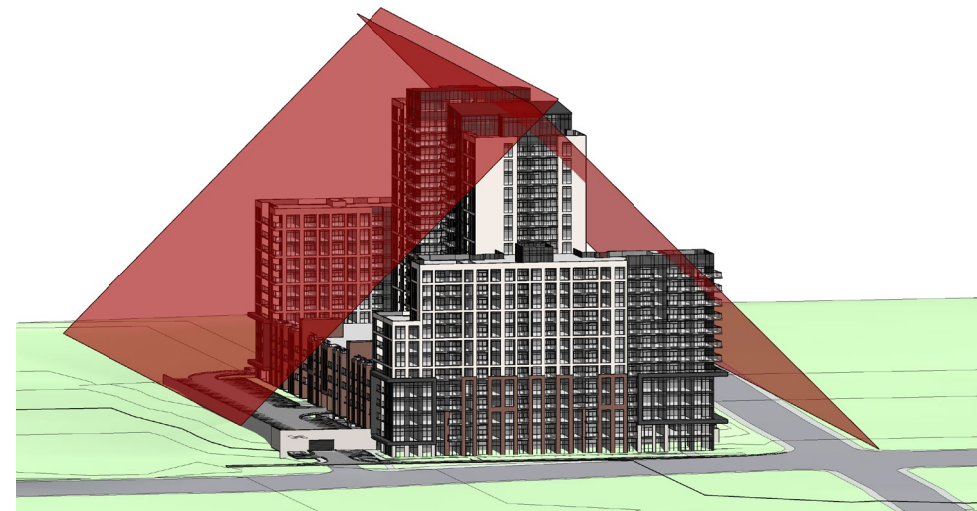


Figure 2.2h: 45 degree angular plan demonstration schematic (east elevation)

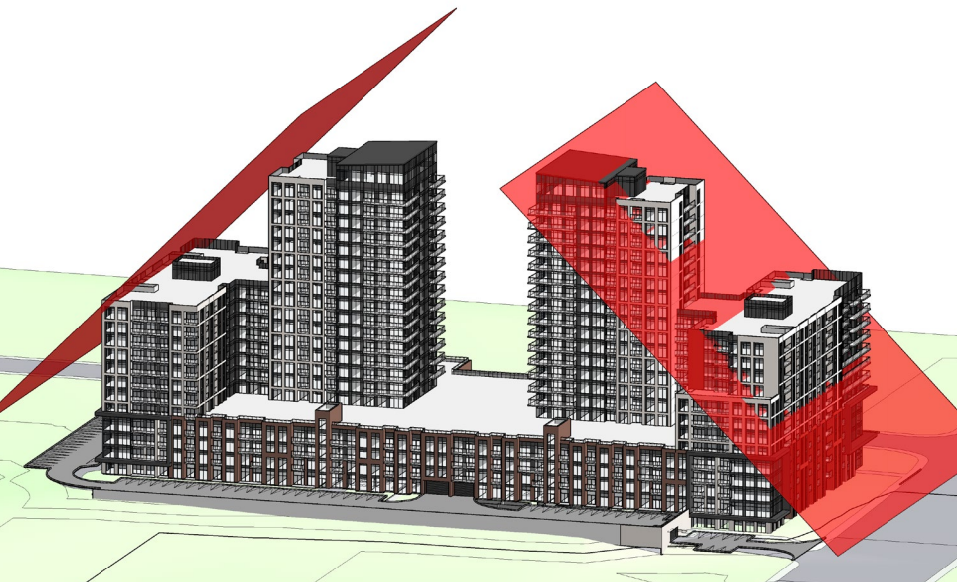


Figure 2.2i: 45 degree angular plan demonstration schematic (north elevation)

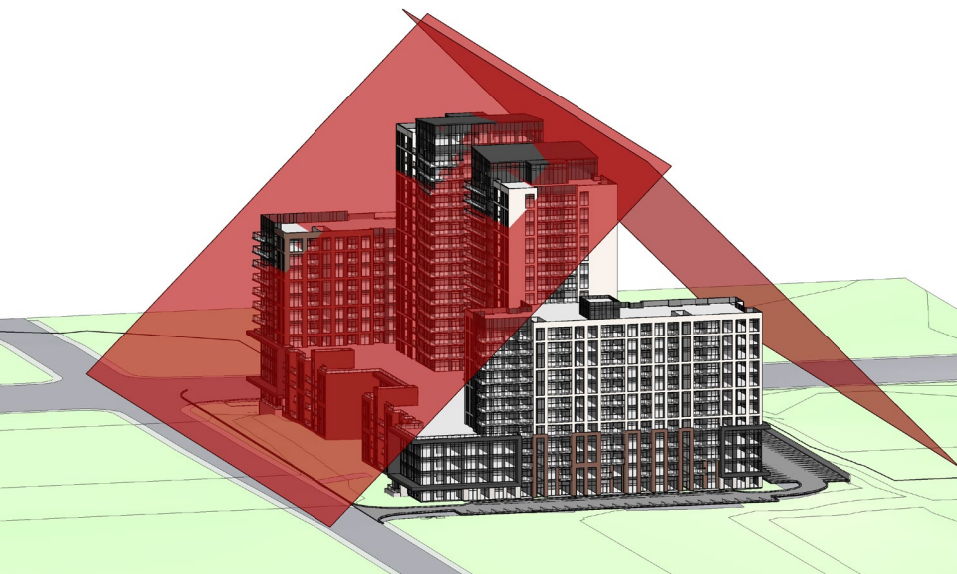


Figure 2.2j: 45 degree angular plan demonstration schematic (west elevation)

2.2.4 Façade Articulation

The façade of the building base will be articulated with high-quality design elements that fit within the surrounding neighbourhood and enhance the public realm. As the building will be visible from all directions, there will be no blank walls. The façade will be massed with projections, setbacks, and overhangs to create an engaging and continuous interface with the street. Balconies may be recessed and/or integrated into the building façade in order to stylize the silhouette of the building.

The tower elements will be designed with the intent to improve building energy performance, capitalize on views and vistas, and allow for maximum daylight access into each residential unit.

The tower design will provide visual interest through the presence of balconies, façade articulation, material and colour use, and setback design.



Figure 2.2k: The façade will be massed with projections, setbacks, and overhangs to create an engaging interface with the street



Figure 2.2l: West Elevation



Figure 2.2n: East Elevation along Upper Wellington Street

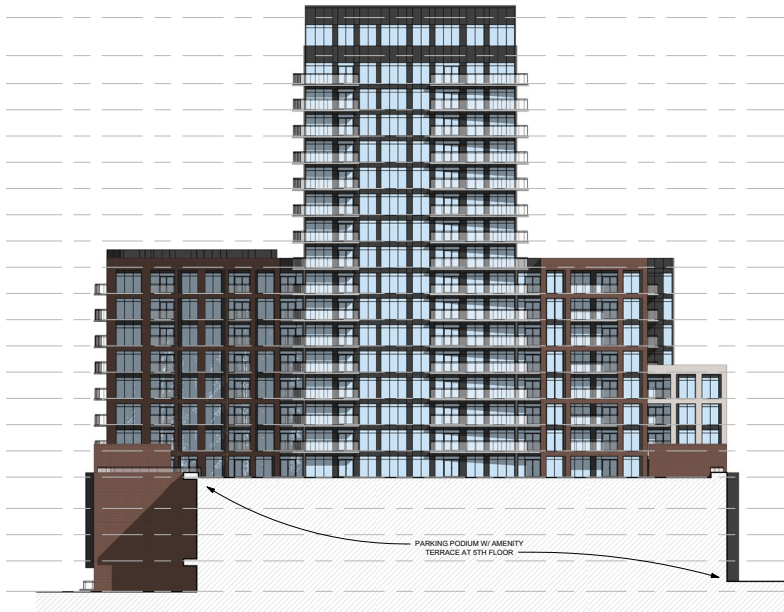


Figure 2.2m: West Interior Elevation

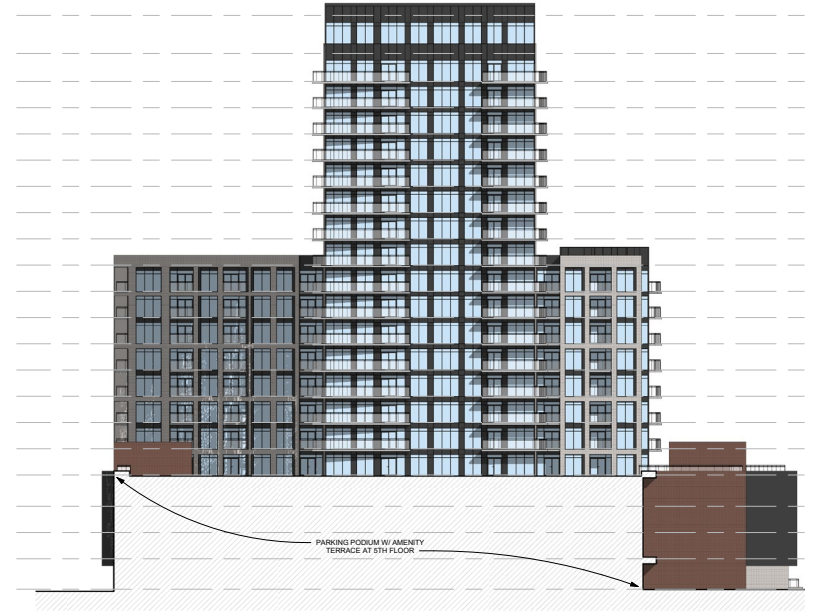


Figure 2.2o: East Interior Elevation



Figure 2.2p: 1494 Upper Wellington Street conceptual building rendering looking south at the Stone Church Road East facade

2.2.5 Materials & Detailing

High quality, sustainable building materials will be selected for their beauty and durability, and will ensure the architectural character of the proposed towers is compatible with the podium design. Materials for floors above the base will differ from the podium materials, and use the contrast to articulate the different parts of the building. The towers will have a “lighter” appearance in general, which may be achieved through material selection. However, compatibility and transition between materials will be considered to respect the rhythm and proportions of the lower floors.

2.2.6 Roofline

In order to create a visually attractive skyline profile, the tower tops will be integrated with the tower and building architecture, with reduced volume at tower top level. Rooftop mechanical equipment, as well as stair and elevator towers, will be sized, located, and screened from public view.



Figure 2.2q: Materials for floors above the base will differ from the podium materials, articulating different parts of the building



Figure 2.2r: Tower tops will be integrated with the tower and building architecture, with reduced volume at tower top level

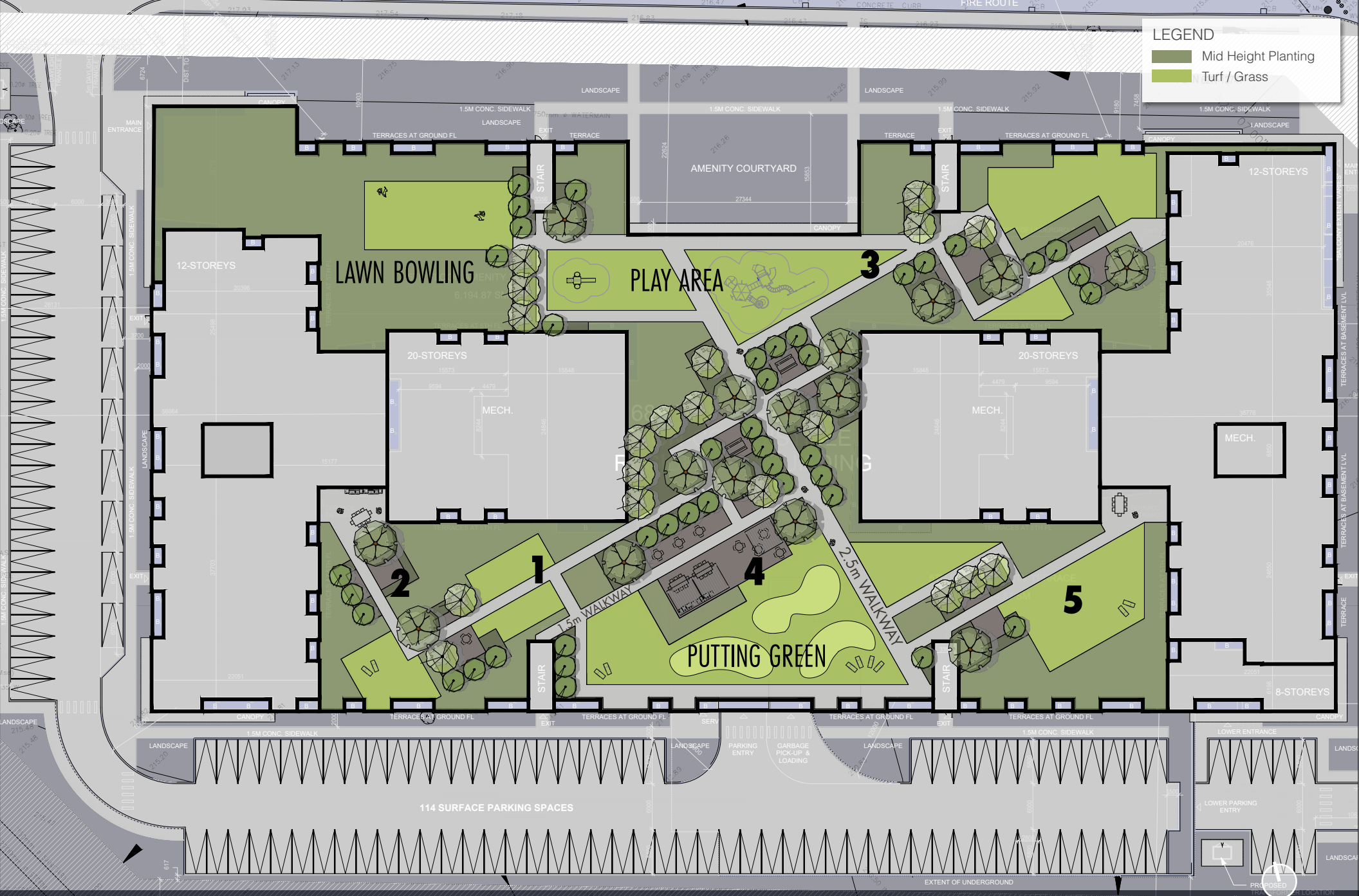


Figure 2.3a: 1494 Upper Wellington Street terrace landscape concept plan

2.3 LANDSCAPE DESIGN

The development proposal includes new trees along the public street frontages, both within the public boulevard and between the building and the property line, to create a sense of enclosure. At grade landscape elements may also feature additional low plantings adjacent to the ground floor unit terraces to provide a physical and visual connection between the building and the public realm.

In addition to the ground-level plantings, a substantial terrace is proposed on the 5th floor for communal gathering. As shown in Figure 2.3a, terrace amenity features may comprise a play area, lawn bowling, putting green, seating, dining, and shade structures, pedestrian walkways, and mid-height plantings to define each space.

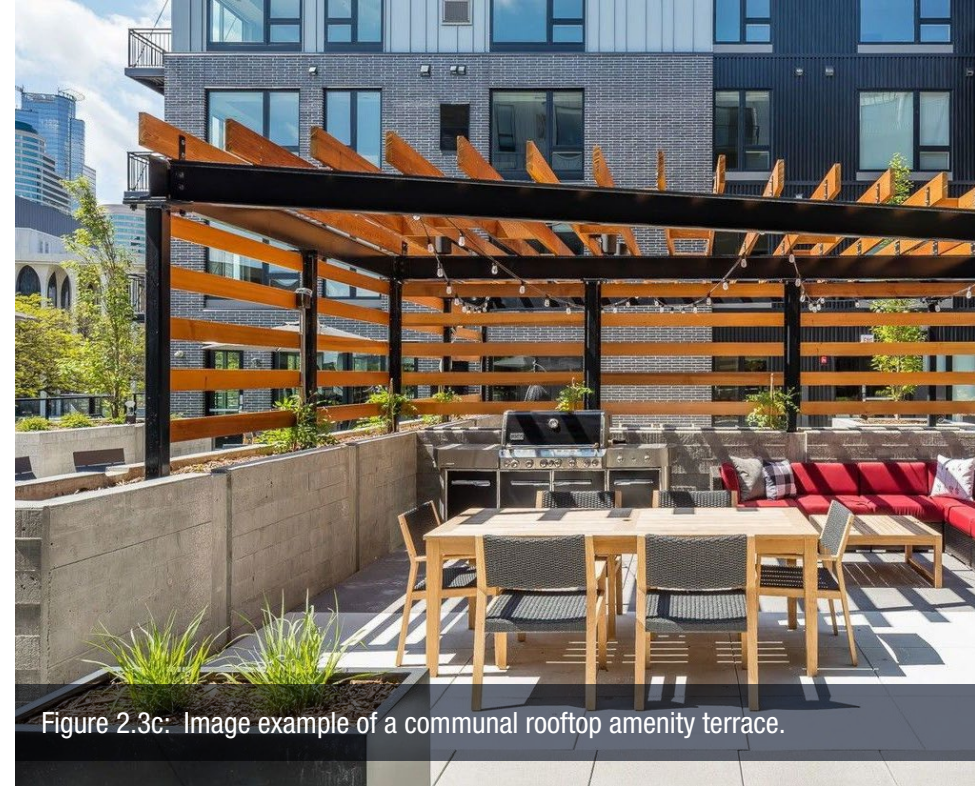


Figure 2.3c: Image example of a communal rooftop amenity terrace.



Figure 2.3b: Public & private planting provides a sense of enclosure within the streetscape



Figure 2.3d: Image example of private landscape treatments establishing a clear boundary between private and public property.

2.4 CONSTRAINTS

The property is currently surrounded by established low rise residential uses and includes an easement at the south boundary that requires a 15m setback to any parking and

built form. The easement contains municipal storm and sanitary sewers, thus no trees or other landscape elements can be planted within the 15m.



Figure 2.1j: View of easement from Upper Wellington Street

3.0 RECOMMENDATIONS

3.1 DESIGN CONSIDERATIONS

This section provides a comprehensive analysis of how the design of the proposed development aligns with relevant City of Hamilton design policies. Responses are categorized by overarching design themes, which correspond to the respective policies and guidelines, accompanied by descriptions of the design response and contribution. Key policies from applicable documents are indicated using colour-coding and acronyms, as shown.

- **Urban Hamilton Official Plan (UHOP)**
- **City-Wide Corridor Planning Principles and Design Guidelines (CPP)**
- **Site Plan Guidelines (SPG)**
- **Downtown Hamilton Tall Building Guidelines (TBG)***

** 1494 Upper Wellington Street is not governed by the Downtown Hamilton Tall Building Guidelines, but certain design principles may still be applied.*



3.2 DESIGN RESPONSE TO POLICY REQUIREMENTS

SITE CONTEXT

Policy / Guideline Reference	Design Response & Contribution
<p>UHOP B.3.3.2.1; B.3.3.2.3f; B.3.3.2.4c; B.3.3.2.6; B.3.3.3.1; B.3.3.3.2; B.3.3.3.3</p> <p>CPP 4.3.1</p> <p>TBG 3.2a/b/c</p>	<p>The proposed development aligns with Hamilton’s guidelines and policies with respect to context sensitivity by:</p> <ul style="list-style-type: none"> • Allowing the built form to evolve in harmony with existing architectural massing and style, ensuring complementarity with the neighbourhood’s massing patterns, rhythm, character, color, and context. • Enhancing the existing environment by complementing and animating the surroundings through thoughtful building placement and pedestrian amenities along the Upper Wellington Street and Stone Church Road East streetscapes. • Promoting a harmonious approach to infill by creating smooth transitions in scale to neighbouring buildings, safeguarding privacy and sunlight for adjacent properties, maximizing natural light in public spaces, and minimizing adverse impacts such as shadows and wind conditions through appropriate setbacks and stepbacks. • Utilizing building materials that harmonize with the surrounding context, ensuring compatibility with neighbouring structures and enhancing the area’s visual cohesion. • Providing transit-supportive densities and offering a diverse range of housing unit types to enhance urban mobility and accommodate various household needs.

SITE DESIGN

Policy / Guideline Reference	Design Response & Contribution
<p>UHOP E.3.6.7</p> <p>SPG Pedestrian Circulation & Cycling Facilities; Parking; Loading; Utilities; Lighting</p> <p>CPP 4.6; 4.10</p>	<p>The proposed development aligns with Hamilton’s guidelines and policies with respect to site design by:</p> <ul style="list-style-type: none"> • Providing direct access to major arterial roads, ensuring convenient transportation connectivity. • Including landscaping, amenities, parking, and buffers as needed, ensuring compatibility with surrounding established residential uses, prioritizing traffic-pedestrian safety, offering diverse unit sizes, and integrating sustainability principles. • Minimizing public view of unsightly elements (surface parking, parking structures, utility structures, blank walls). • Demonstrating through studies that building height and design do not overshadow or compromise light, privacy, or views of adjacent areas. <hr/> <p>Additionally, the site design prioritizes pedestrian accessibility by:</p> <ul style="list-style-type: none"> • Establishing a continuous pedestrian system with connections to Upper Wellington Street, Stone Church Road East, parking areas, and a trail connection within the southern easement. • Distinguishing primary pedestrian connections from secondary ones through sidewalk widths and materials. <hr/> <p>Parking and vehicular aspects are addressed by:</p> <ul style="list-style-type: none"> • Locating parking behind, beside, and within the building, with landscape buffers when adjacent to sidewalks, supporting attractive pedestrian-oriented streets. • Harmonizing the parking structure entrance with building architecture. • Minimizing conflicts with pedestrians and ensuring safe intersections for vehicular entrances/exits. • Orienting the loading bay away from public view and integrating it within the building’s architecture. • Screening utility areas and mechanical equipment from public view. • Designing an integrated site and streetscape lighting system to cater to pedestrian, motorist, and building needs.

BUILDING DESIGN

Policy / Guideline Reference

UHOP E2.7; E3.2.4; E3.6.7; E4.6.8; E4.6.24;

SPG Microclimate; Massing & Building Design; Skylines & Rooftops; Design of Buildings on Infill Sites

CPP 4.3; 4.9; 4.12

TBG 4.2.2; 4.2.3; 4.2.4; 4.2.5; 4.2.9; 4.3.1; 4.3.2; 4.3.3; 4.4

Design Response & Contribution

The proposed development aligns with Hamilton's guidelines and policies with respect to building design by:

- Optimizing orientation and massing to maximize solar gain during cooler months and minimize undesirable wind conditions at street level.
- Adhering to an architectural design concept of base, middle, and cap, creating visual interest at grade, and reducing the scale of the two taller towers.
- Considering the quality of materials, fenestration, and detailing to ensure a visually appealing and durable appearance.
- Incorporating balconies and terraces on upper levels, contributing to the building's visual interest and offering outdoor spaces for residents.
- Including community outdoor spaces and green roofs on the rooftop terrace.
- Designing balconies to minimize the impact on the streetwall along both Stone Church Road East and Upper Wellington Street.
- Screening rooftop mechanical equipment from view to protect or enhance views of the skyline, considering its significance when viewed from the Escarpment and other lookout areas.
- Integrating decorative lighting into the tower design to enhance its visual appeal, avoiding over-lighting or up-lighting.
- Utilizing energy-efficient lighting fixtures to minimize energy consumption.

Furthermore, the proposal incorporates the following building elements, justifying the consideration for additional height:

- Inclusion of unit size diversity for various household sizes and income levels;
- Incorporation of sustainable building and design principles, such as local materials, recycling, water conservation, energy efficiency, and low-impact development;
- Avoidance of adverse shadow impacts on neighbouring residential areas;
- Implementation of setbacks from adjacent areas through an angular plane requirement; and
- Stepping back of buildings from the street to reduce their perceived height.

LANDSCAPE & PUBLIC REALM DESIGN

Policy / Guideline Reference	Design Response & Contribution
<p>UHP B3.1.1; B3.3.2.4; B3.3.9.4; E3.3.10.6; E3.6.7;</p> <p>SPG Landscape Design; Landscaping & Fencing; Barrier Free Design</p> <p>CPP 4.5; 4.10</p> <p>TBG 5.1; 5.2</p>	<p>The proposed development aligns with Hamilton’s guidelines and policies with respect to landscape design by:</p> <ul style="list-style-type: none"> • Incorporating landscaped walkways along building perimeters, featuring green spaces with diverse plantings, trees, and seating. • Implementing screening and buffering for privacy while maintaining visibility. • Selecting native and non-invasive plant species, considering local conditions and climate. • Encouraging sustainability through permeable paving, stormwater management, and ample soil depth for tree planting. • Preserving natural features like existing trees and incorporating on-site conditions. <hr/> <p>The proposed development aligns with Hamilton’s guidelines and policies with respect to public realm design by:</p> <ul style="list-style-type: none"> • Prioritizing safe and accessible pedestrian networks with visible entrances, way-finding signage, and pedestrian-scale lighting. • Guaranteeing barrier-free design and adherence to universal design standards for all users. • Improving streetscapes with street trees, landscaping, and street furniture. • Creating an enhanced public realm at key locations, such as building entrances, featuring wider sidewalks, landscaping, street furniture, and public art in line with the area’s character, whether on public or private property.



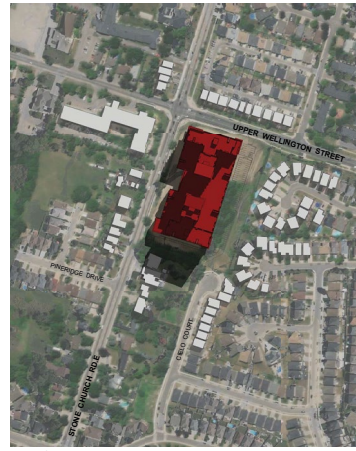
APPENDIX A



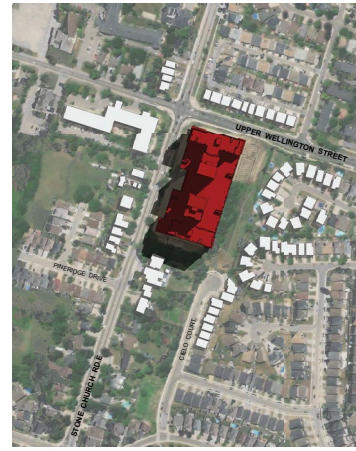
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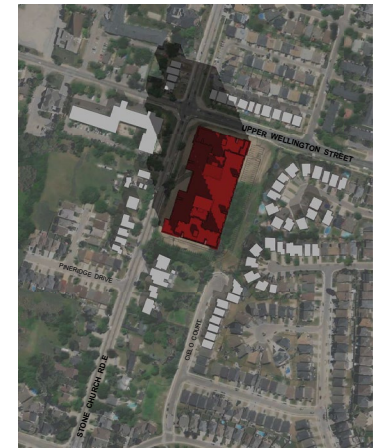
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