

Ancaster: Wilson Street Secondary Plan Area Urban Design Guidelines

City of Hamilton, Ontario



Hamilton

February 2012



DESIGN based
PLANNING
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WILSON STREET, ANCASTER

■ Ancaster Community Node



Urban Design Guidelines

Ancaster: Wilson Street Secondary Plan Area

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Prepared By: peter j. smith & company, inc.

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Planning & Economic
Development Department

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■ Ancaster Community Node



Founded in 1793, Ancaster is one of Ontario's oldest communities. Perched atop the Niagara Escarpment, the community boasts tremendous heritage and cultural resources. These resources define Ancaster's character and identity as a picturesque community and a desirable place to live.

The City of Hamilton's Urban Official Plan identifies parts of Wilson Street in Ancaster as a Community Node, which initiated a Secondary Plan process. The Secondary Plan strives to manage growth and viability of the area. Components of the plan will assist in maintaining a vibrant, attractive and healthy community by promoting compatible mixed use development, conserving cultural and heritage resources, encouraging walkability and pedestrian friendly streets, and supporting a viable retail/commercial core area. These Urban Design Guidelines are a key component of the Secondary Plan. The Guidelines assist in reaching the goals of the Secondary Plan by providing a design strategy for the Wilson Street corridor.

1. Introduction



1.1 Purpose of the Urban Design Guidelines

The Ancaster Urban Design Guidelines direct how the Wilson Street corridor, from Meadowbrook Drive to Montgomery Drive, is developed in the future.

The guidelines focus on the character and quality of the *public realm* along the corridor and address design elements related to buildings and sites, streetscape, and public features.

The Urban Design Guidelines are an important tool in ensuring the creation of an attractive community that is viable, vibrant and pedestrian friendly. Drawing

from the unique traits that define the community, the Ancaster Urban Design Guidelines endorse a built form and *public realm* that is compatible with the existing scale, character and quality of the community. The guidelines will be used by designers, planners, land owners, developers, city staff, and others involved in the community improvement process.

Regional Context



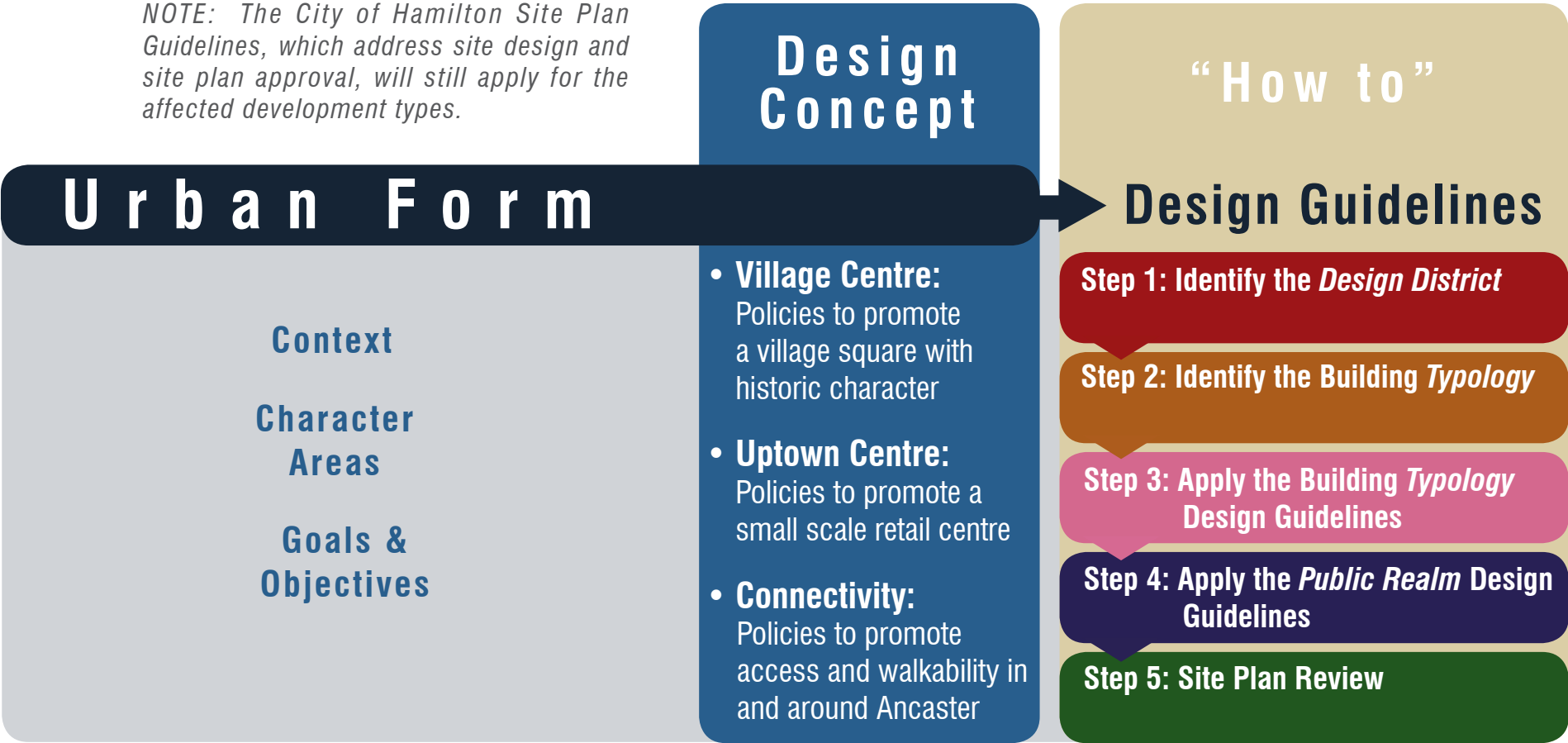
Study Area

The study area for the Ancaster Urban Design Guidelines focuses on the main corridor within the Wilson Street Secondary Plan Area. The guidelines addresses the urban form of Wilson Street from Meadowbrook Drive to Montgomery Drive and provides design guidelines for properties within this boundary that front onto Wilson Street.

1.2 Structure of the Urban Design Guidelines

The guidelines direct the future design of the Secondary Plan Area by identifying the design concept and outlining a vision for the development of properties within the study area. The following diagram identifies the process established by the Urban Design Guidelines and highlights the steps that will guide development. Based on the existing conditions and the desired future for the Wilson Street Secondary Plan Area, the design concept identifies how to retain and enhance the characteristics of Ancaster that make it a livable community. This analysis and design development establishes the foundation for the Urban Design Guidelines.

NOTE: The City of Hamilton Site Plan Guidelines, which address site design and site plan approval, will still apply for the affected development types.



1.3 Goals & Objectives

The goals and objectives are community based directives that influence the future growth and form of Ancaster. They have been derived from meetings with residents, municipal planners and from the “Principles and Vision” contained in the Secondary Plan for the Wilson Street area. The overriding strategy is to preserve the unique identity of Ancaster through the application of “local” character-based design guidelines that ensure a compatible built form, an enhanced *public realm* and promote sustainability.

Goal: Promote Local Heritage

Ancaster’s identity is expressed in the historic buildings, residences and landscapes that make up the community and should be capitalized on to enhance identity.

Heritage Objectives

- To conserve and protect historic landscapes, buildings and character
- To promote interpretation and understanding of the history and culture
- To maintain the existing pedestrian scale and character of Ancaster
- To ensure Ancaster remains a vibrant, pedestrian oriented place that encourages a diversity of desirable activities
- To develop an attractive, inviting, safe, and comfortable *public realm*

Goal: Strengthen Community Focus

Commercial areas, both historic and suburban, are important to the quality of life of residents and should be strengthened to improve the organization and character of the community.

Community Focus Objectives

- To create a community centre with both heritage and economic components
- To enhance the organization, function and comprehension of the community
- To promote economic stability
- To instill urban vitality and encourage street activity
- To encourage investment and economic development
- To support successful retailing and business activity
- To encourage social interaction and public gathering

Goal: Improve Connectivity

The ability to visually perceive and circulate throughout the community will assist in understanding the organization of the community and become a more comfortable place to live and visit.

Connectivity Objectives

- To improve how people move through the community
- To support active transportation by encouraging walking and cycling
- To ensure vehicular circulation and parking needs are met without negatively impacting the experience of Ancaster
- To strengthen connections throughout the community
- To design and develop “green” streets and buildings
- To incorporate wayfinding systems, including signage and Urban Braille



The character of Ancaster is unique and easily identifiable. It is defined by a pedestrian-scale village centre that consists of a diverse collection of heritage buildings constructed primarily of local limestone. The Niagara Escarpment is ever present and reinforces the strong bond between natural landscape and built form. The urban design concepts developed for Ancaster are grounded in this relationship and strive to preserve and enhance the character of the community as a means to secure a sustainable and viable future.

2. Urban Form

A Local Way of Building

One of the key factors that makes Ancaster a unique community is its historic buildings. As documented in the City’s heritage building inventory, building styles include: Classic Revival, Gothic Revival, Italianate and Neoclassical. While each style is defined by characteristic architectural elements and building forms, a closer look reveals that Ancaster’s “fine grain” character is rooted in many local building traditions and practices of the past.

Ancaster’s historic buildings, most common in the Village Core area, are typically simple block forms of one to two storeys, which feature balanced/symmetrical facades and a variety of architectural details. Roof lines include gables or gable and hip combinations. Locally quarried limestone is the predominant construction material. With these details repeatedly featured, the community has developed with a local vernacular that helps to make Ancaster a distinct place.

The images on this page illustrate Ancaster’s local way of building, seen mostly in the Village Core area. This architectural vernacular provides a foundation for design guidelines that reflect the historic character of Ancaster in a modern light.

Sample Historic Architectural Features of Ancaster:

Windows & Doors

1. Windows enhanced with an ornamental sill and lintel
2. Windows double hung with “6 over 6” panes
3. A vertical stone soldier course above windows and doors

Masonry

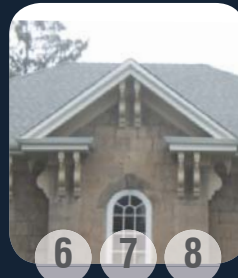
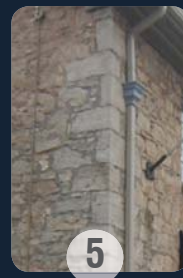
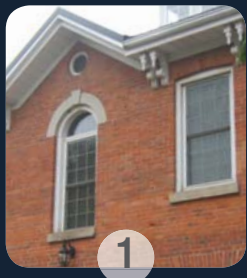
4. Local buff coloured limestone laid in a random pattern of rectangular stones with sand coloured joints
5. Stone quoins at building corners

Roofline

6. Enhancements at the gables with cornice, corbels or barge board
7. End and centre gables
8. Gable and hip rooflines

Landscape

9. Garden wall constructed of rectangular stone with a cap



2.1 Character Areas

To a large degree, the Wilson Street Secondary Plan Area conveys a positive atmosphere and possesses a desirable character that provides the foundation for developing character-based design guidelines (the *character areas* are used to define the *design districts* for which the design guidelines are developed). An analysis of the Secondary Plan Area along the Wilson Street corridor reveals that there are five identifiable *character areas*, each with an assortment of recognizable, and sometimes shared, physical traits.

The five *character areas* within the study area are identified as: Gateway Residential, Uptown Core, Transition, Village Core and Escarpment. Each *character area* was assessed for typical building and street characteristics (see Appendix 3). Analysis of this character assessment identifies elements of the corridor that should be redeveloped as well as elements that should be preserved, in order to promote an overall community character that is consistent with the goals and objectives of the Urban Design Guidelines.

Gateway Residential

Featuring residential buildings on large lots that generally date from 1970-2000, this *character area* welcomes people to Ancaster along a wide landscaped and treed boulevard.

Analysis: The Gateway Residential *Character Area*'s low density form of residential development is the primary character that should be preserved.

Uptown Core

Featuring 1970s "strip plaza" buildings and 1993-2000 "big box" buildings, this *character area* invokes a typical automobile-oriented suburban commercial corridor.

Analysis: The Uptown *Character Area* provides a significant retail service to the community, but its built form does not support the goals and objectives for the Secondary Plan Area.

Transition

With office and residential buildings from a variety of periods, this *character area* is becoming an emergent commercial area, as residential buildings are converted for commercial/office uses.

Analysis: The Transition *Character Area*, provides a critical link between two different community hubs: the Uptown Core and the Village Core.

Village Core

With a concentration of one to two storey limestone buildings, this *character area* features the architectural heritage of Ancaster and establishes Ancaster's identity.

Analysis: The heritage characteristics of the Village Core *Character Area*, which form the foundation of the design guidelines herein, should be preserved and enhanced.

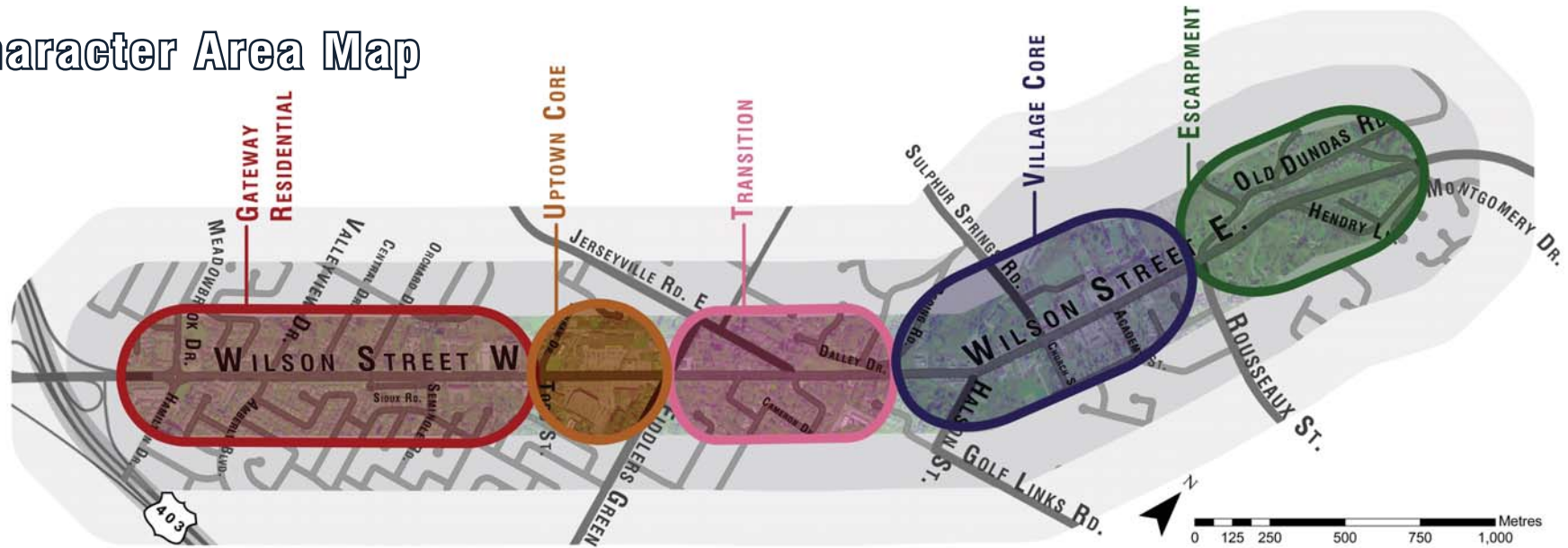
Escarpment

With heritage properties on the east side of Wilson Street East and views of the Escarpment to the west, this *character area* defines the natural heritage of Ancaster.

Analysis: The Escarpment *Character Area* is critical to the natural history of the community and should maintain views to this environmental feature.



Character Area Map



Characteristic Gateway Residential Building



Characteristic Uptown Core Building



Characteristic Transition Building



Characteristic Village Core Building



Characteristic Escarpment Building



Gateway Residential Streetscape Section



Uptown Core Streetscape Section



Transition Streetscape Section



Village Core Streetscape Section



Escarpment Streetscape Section

Community Concept ● ● ● ● ●

2.2 Design Concept

The Design Concept defines the future urban form of the study area. It is based on key design principles that articulate the highest priorities and direct how future development should occur.

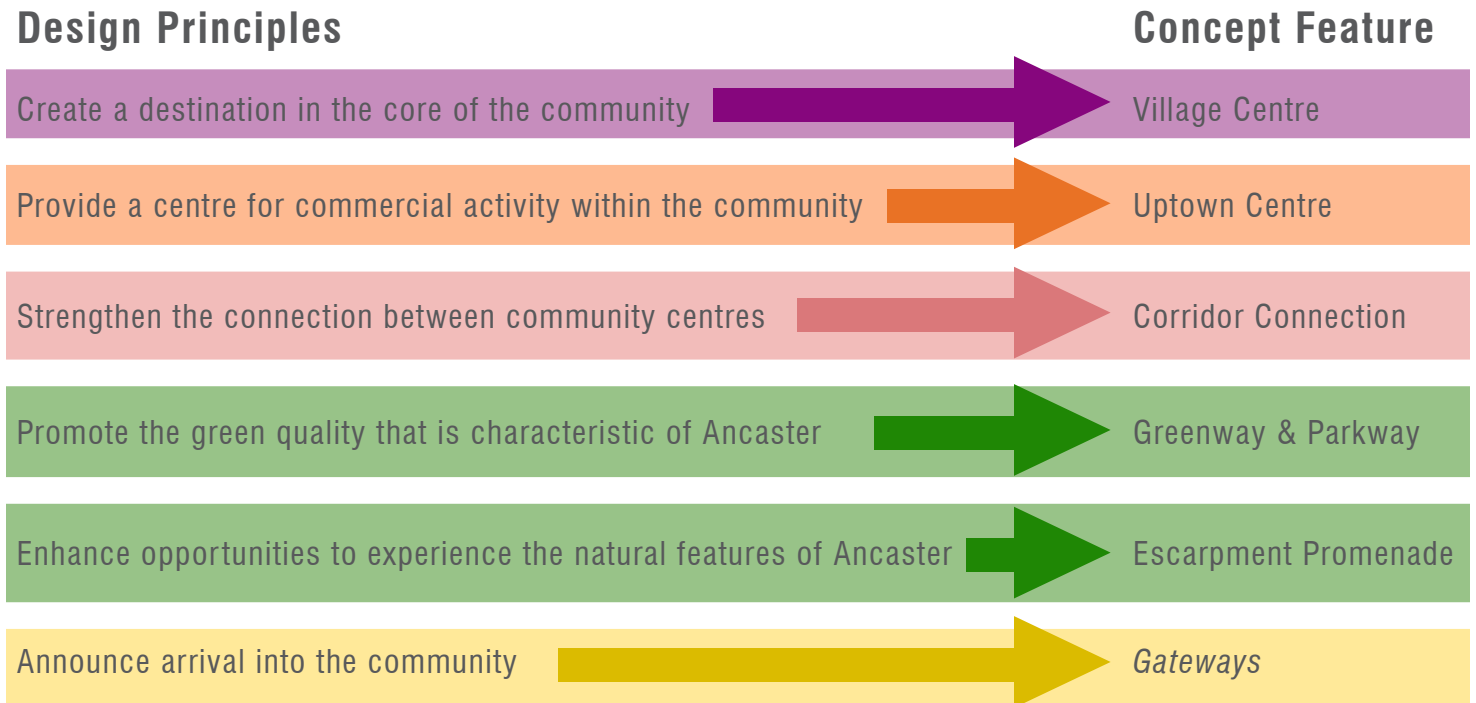
Several features of the Design Concept are essential to the development of the community and are expanded on in the following pages. These features include the Village Centre, the Uptown Centre and the connections necessary for a cohesive community.

The Design Concept demonstrates how the Wilson Street corridor can be spatially organized to enhance its function and identity as the centre of Ancaster. The foundation for the concept is the creation of two unique centres, envisioned to be the primary cultural and retail destinations in the community (Village Centre and Uptown Centre). Uniting these centres and extending a linear circulation system along the corridor

promotes walkability and integrates pedestrian/cyclist access with vehicular circulation in a more balanced approach. In conjunction, a series of *gateways* are proposed, physical features that announce one's arrival to the corridor.

The following chart identifies the key design principles and how they are accomplished through the Design Concept.

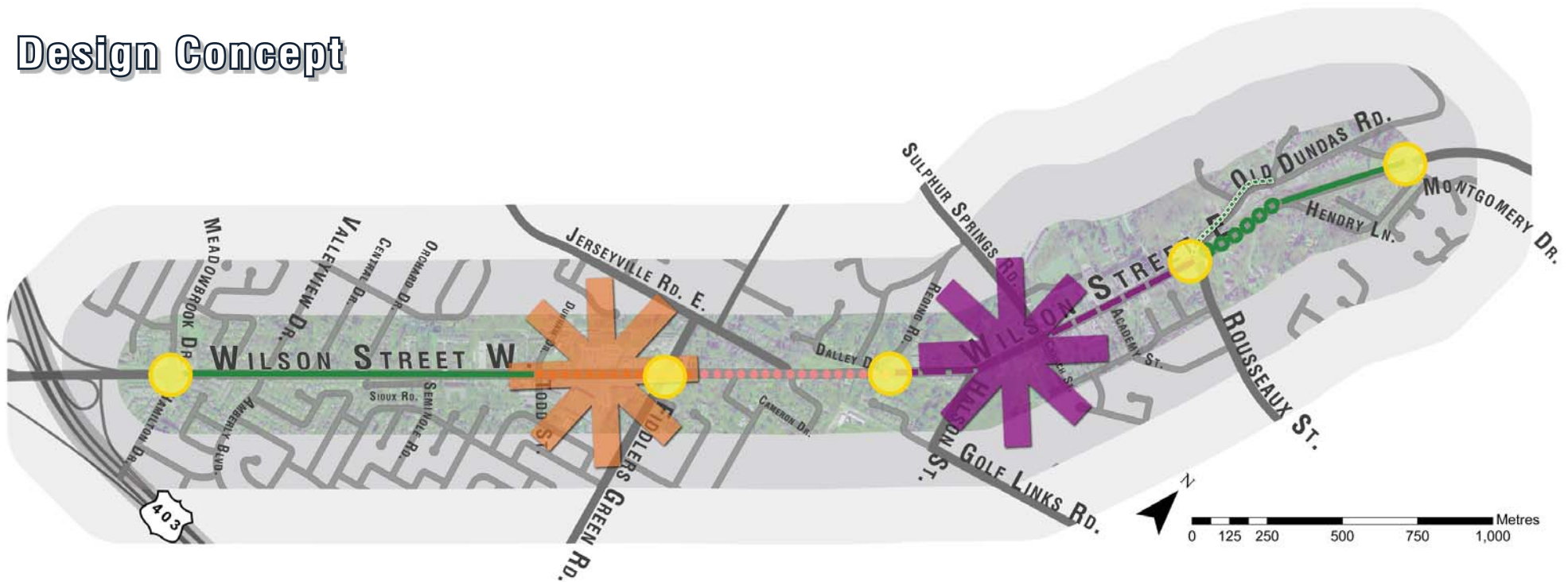
The Design Concept...



Community Concept



Design Concept



Greenway

As a continuous promenade, the West Greenway enhances arrival to Ancaster from Highway 403 and promotes the “green” landscape character of Gateway Residential *Design District*.

Uptown Centre

As a unified retail district encompassing the Uptown Core *Design District*, the Uptown Centre has a strong, compact urban character that compliments the Village Centre and meet the future needs of the community as it grows.

Corridor Connection

Linking the Village Centre and the Uptown Centre, the Corridor Connection through the Transition *Design District* accommodates improved vehicular circulation and provides strong pedestrian and bicycle links on both sides of the roadway.

Village Centre

A campus of heritage-styled buildings clustered to define a public square within the Village Core *Design District*, the Village Centre celebrates the unique character of Ancaster, provides an active cultural destination, and strengthens the identity of the community.

Parkway

The Parkway enhances the approach to Ancaster from the east and features a continuous promenade through the Escarpment *Design District*, with cantilevered overlooks and viewing platforms for pedestrians, and an enhanced “parkway” experience for motorists.

Gateways

Located at principal points of entry, the gateways are physical features that announce arrival to the Wilson Street corridor at Meadowbrook Drive, Fiddlers Green Road, Rousseaux Street and Montgomery Drive. The gateway at Dalley Drive announces arrival to the Village Core.



Village Centre

The Village Centre concept provides a long term vision to create a unique destination within the Secondary Plan Area that supports the goals and objectives of the community. The Village Centre is the focal point of the Village Core. The concept builds upon the rich cultural and architectural heritage of Ancaster and celebrates its identity as a unique and recognizable place.

Located around the Wilson Street West and Sulphur Springs Road intersection within the Village Core *Character Area*, the Village Centre conserves and enhances the existing concentration of historic buildings and cultural resources.



Village Centre Design Principles

Two key design principles guide the development of the Village Centre:

- Create a centralized public space and destination in the core of the community.
- Unify the historic and cultural community assets and integrate them into the Ancaster experience.

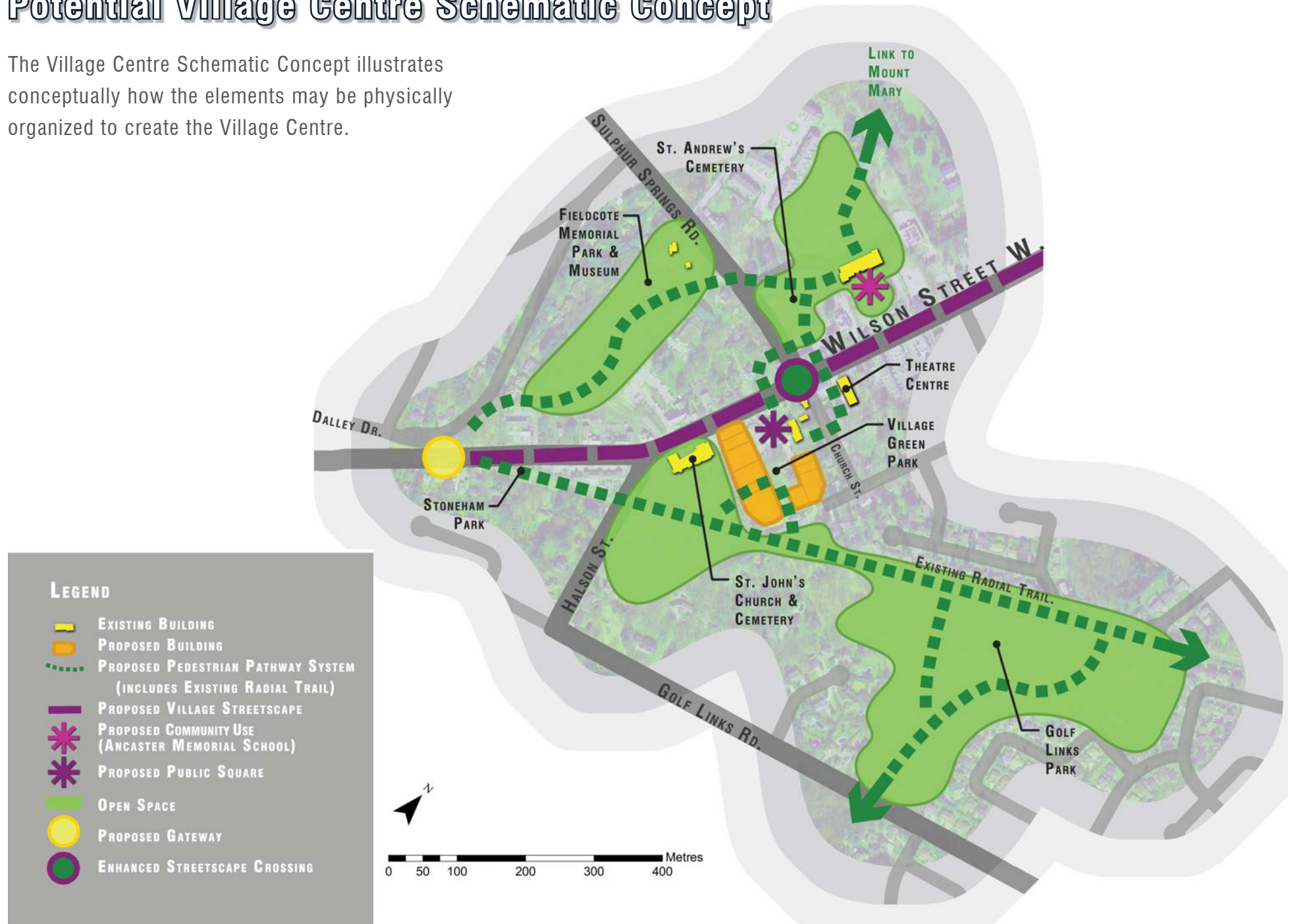
Village Centre Recommendations

The following recommendations identify actions to develop the Village Centre:

- The Village Centre is encouraged to develop as a public square.
- The public square should be defined by a collection of heritage-styled buildings organized around the space.
- The public square should integrate the Old Town Hall and adjacent heritage buildings.
- The public square should be an active meeting place providing a diversity of retail, culture, entertainment and event activities.
- The public square should express a strong heritage design character that invites pedestrians and encourages interaction.
- The Ancaster Memorial School is encouraged to be developed for community focused uses.
- The Village Centre should be unified by an outdoor museum that features Ancaster’s heritage.
- The outdoor museum should be connected by a pedestrian pathway system that integrates a diversity of elements/places that tell the story of Ancaster.
- The outdoor museum should include features to create a museum experience, such as themed exhibits, displays, artifacts and panels.
- The outdoor museum should extend outward from the public square to other green spaces and resources including St. John’s Cemetery, St. Andrews Cemetery, Fieldcote Memorial Park and Museum, Firehall Theatre, Stoneham Park and Village Green Park.

Potential Village Centre Schematic Concept

The Village Centre Schematic Concept illustrates conceptually how the elements may be physically organized to create the Village Centre.



Uptown Centre

The Uptown Centre concept is derived from the need to introduce new retail and commercial development and create, in keeping with the design concept, more compact and efficient development formats. The concept envisions a more compact and unified form of development from the existing suburban style commercial character of the area, which combines 1970's strip mall development with more recent 1990's big box retail development.

Located between Todd Street and Fiddler's Green Road within the Uptown Core *Character Area*, the Uptown Centre Concept transforms the area into a pedestrian-friendly commercial centre with a compact urban form.



Uptown Centre Principles

Two key design principles guide the development of the Uptown Centre:

- Create a compact scale commercial centre that is accessible to pedestrians, bicyclists and vehicles.
- Situate buildings up to the street to create a more pedestrian friendly scale; parking is contained internally within the block.

Uptown Centre Recommendations

The following recommendations identify actions to develop the Uptown Centre:

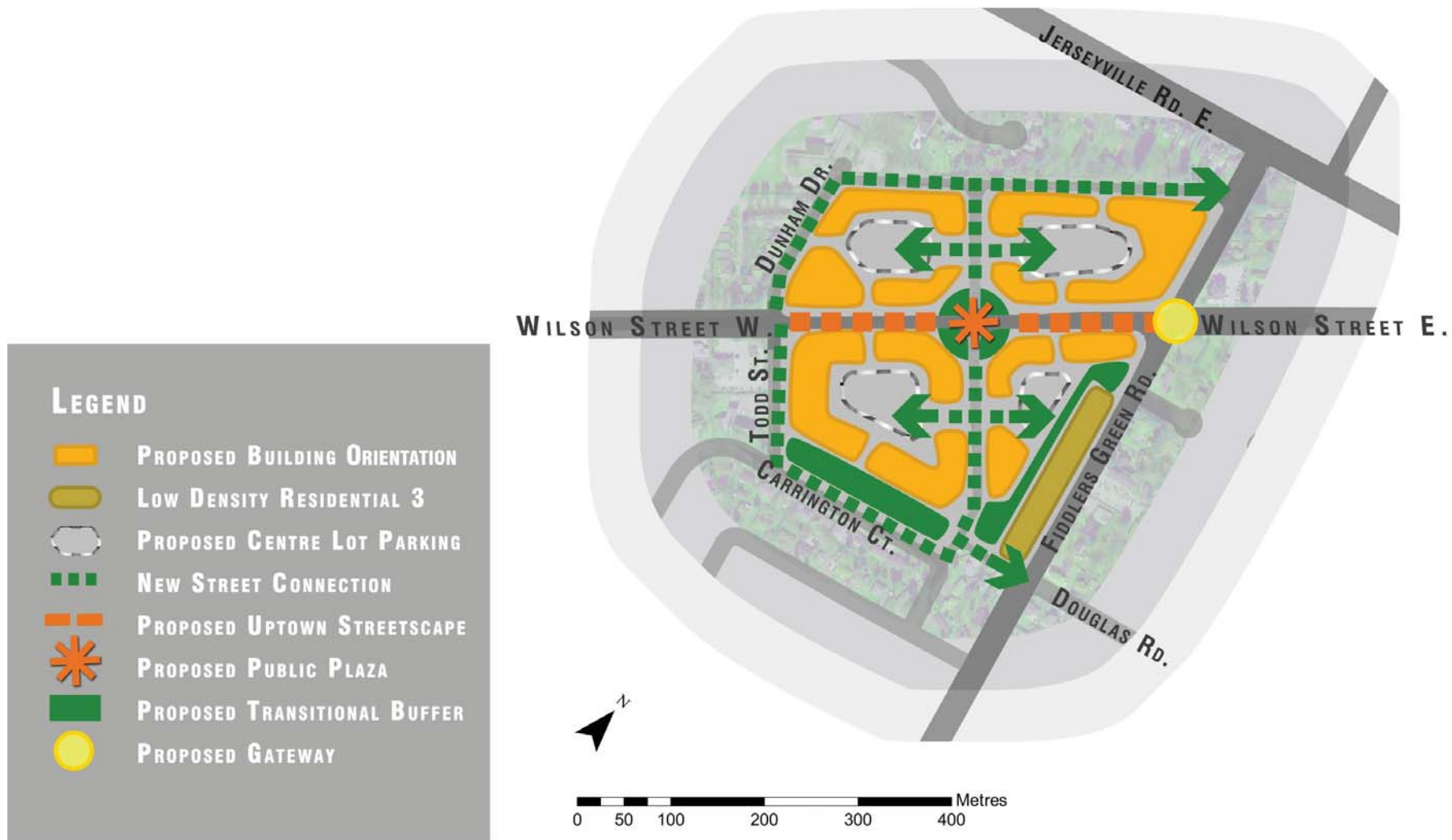
- The Uptown Centre is recommended to be organized by a grid system of streets that gives order and legibility to the development pattern.
- Streets in the Uptown Centre should be “complete” streets that invite pedestrian and bicycle circulation while accommodating cars and public transit vehicles.
- The streets in the Uptown Centre should organize the area into accessible blocks.
- There should be a public park/plaza space that unifies the blocks and provides an outdoor focal point.
- The loop roadway system surrounding the Uptown Centre should provide a boundary and assist in making the transition to adjacent properties.
- All streets should prioritize pedestrian circulation and safely accommodate bicycle circulation.
- All pedestrian areas should be tree-lined.
- All buildings should be massed parallel to street edges to provide enclosure and an appropriate pedestrian scale at street level.
- All parking areas should be contained within the interior of the block behind buildings, with minimal frontage onto the street (see the centre lot parking areas highlighted in the Uptown Centre Concept).
- Access to parking should be provided along the central Uptown Centre street, eliminating curb cuts from Wilson Street.
- Transitional buffers within the Uptown Centre should provide green space between retail/commercial development and existing adjacent residential properties.
- Transitional buffers should provide opportunities for enhanced landscaping and improved pedestrian connections through the area.



Potential Uptown Centre Schematic

Concept

The Uptown Centre Schematic Concept illustrates how conceptually key elements may be physically organized to create the Uptown Centre.



Community Connections

The Connectivity Concept identifies opportunities to better connect the surrounding neighbourhoods of Ancaster to the Wilson Street corridor. This Concept supports the goals of the Urban Design Guidelines by improving connections and making the community more pedestrian and bicycle friendly. The Concept also builds upon the goals, principles and recommendations of the Ancaster Transportation Master Plan, Hamilton Transportation Master Plan, and Hamilton Cycling Master Plan – “Shifting Gears”. Proposed improvements from these studies are shown in the Connectivity Concept, along with existing pathways and bike lanes.

The Connectivity Concept addresses the connections in and around the study area, improving accessibility to neighbourhoods, schools, recreation centres, parks and other public spaces for a more active and vibrant community.

Connectivity Principles

Two key design principles guide the development of the Community Connections:

- Create a series of circulation “loops” that integrate surrounding neighbourhoods with the corridor and provide a comprehensive community wide pedestrian and bicycle network.
- Improve connections to existing public destinations including schools, recreation centres, parks and other public spaces.

Connectivity Recommendations

These proposed recommendations identify potential actions to enhance community connectivity:

- Complete missing sections of sidewalks along Sulphur Springs Road to provide safe, continuous pedestrian passage.
- Provide a shared on-road bicycle lane along Sulphur Springs Road.
- Replace the existing sidewalk that runs along the west side of Jerseyville Road East and West with a multi-use path for bicyclists and pedestrians; where right of way restrictions and/or topographic conditions do not allow for a multi-use path, provide a shared on-road bicycle lane and widened sidewalk.
- Provide bicycle lane(s) on Meadowbrook Drive to link the neighbourhood to the Wilson Street corridor.
- Widen the sidewalk along Amberly Boulevard to improve pedestrian circulation.
- Provide on-road bicycle lanes along Amberly Boulevard.
- Develop a significant trailhead at Old Dundas Road to strengthen the connection to the Dundas Valley Conservation Area.
- Provide a direct link down the Escarpment slope from Wilson Street East to the Ancaster Old Mill.
- Provide access across the Mount Mary property (acquire easement subject to landowner approval) to directly connect the proposed trailhead at Old Dundas Road to the proposed Arts and Cultural Centre at the existing Ancaster Memorial School.

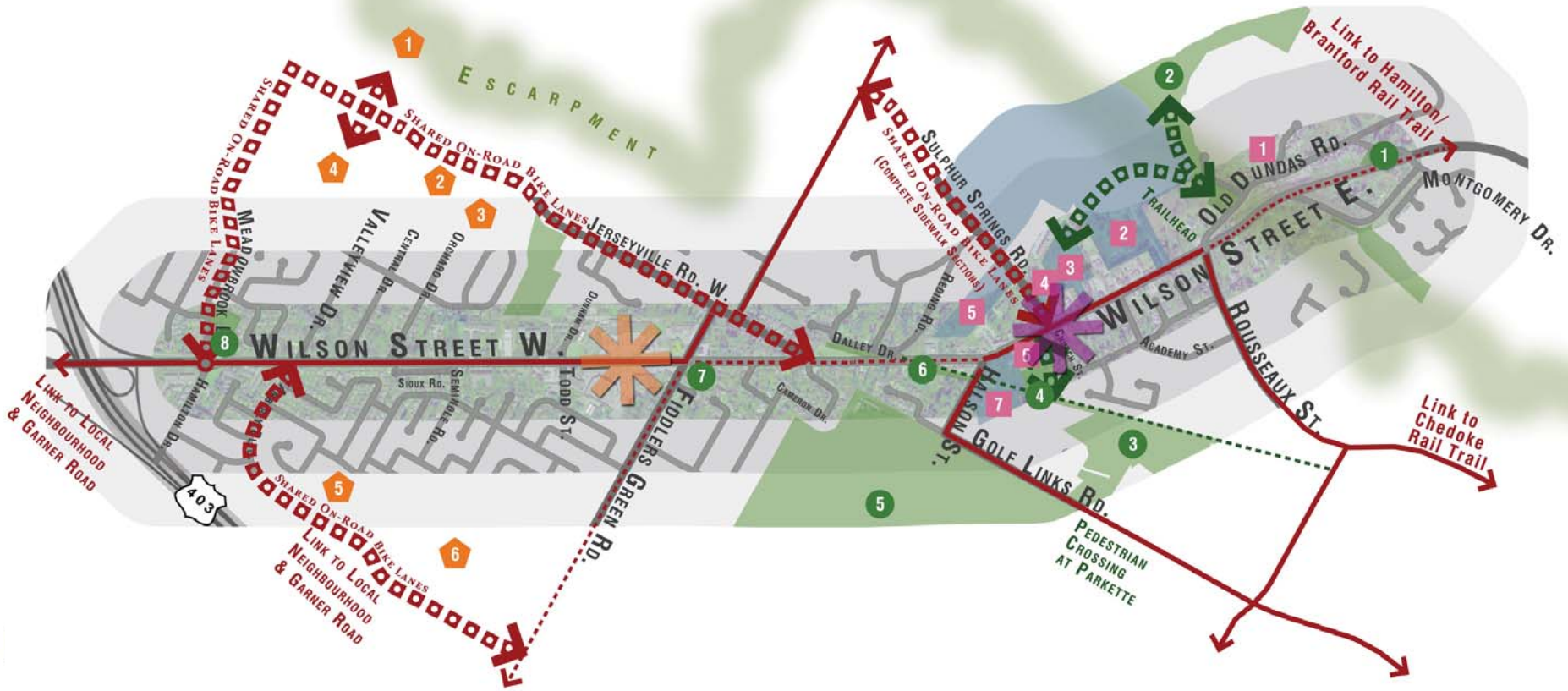


Potential Connectivity Concept

Note: Connectivity concept shown contains potential scenarios. Actual development of on and off road connections may not proceed as shown.

LEGEND		PARK / OPEN SPACE	KEY INSTITUTION / PUBLIC PLACE	SCHOOL / ATHLETIC FACILITY
	EXISTING MULTI USE PATH	1 ANCASTER MILLENNIUM PEACE PARK	1 ANCASTER OLD MILL	1 ANCASTER COMMUNITY CENTRE FIRESTONE ARENA
	EXISTING BIKE LANE	2 DUNDAS VALLEY CONSERVATION AREA	2 MOUNT MARY IMMACULATE RETREAT	2 LITTLE LEAGUE PARK
	PROPOSED BIKE LANE/PAVED SHOULDER/SHARED LANE/ON-STREET BIKE ROUTE (AS PER ATMP)	3 GOLF LINKS PARK	3 ANCASTER MEMORIAL SCHOOL	3 SPRING VALLEY ARENA
	PROPOSED/IMPROVED OFF ROAD LINK	4 VILLAGE GREEN PARK	4 ST. ANDREWS CEMETERY	4 ANCASTER HIGH SCHOOL
	PROPOSED ON ROAD LINK	5 HAMILTON GOLF & COUNTRY CLUB	5 FIELDCOTE MEMORIAL PARK & MUSEUM	5 ANCASTER SENIOR PUBLIC SCHOOL
	PROPOSED UPTOWN CENTRE	6 STONEHAM PARK	6 TOWN HALL & LIBRARY	6 ST. JOACHIM SCHOOL
	PROPOSED VILLAGE CENTRE	7 BROCKHOUSE PARK	7 ST. JOHN'S CHURCH & CEMETERY	
		8 MEADOWBROOK PARK		

0 125 250 500 750 1,000 Metres



Community Concept ● ● ● ● ●



The Urban Design Guidelines are a vital component of successfully implementing the Vision for the Wilson Street Secondary Plan Area and achieving the goals of the Secondary Plan. The guidelines are exclusive to Ancaster and have evolved from an analysis of the unique design characteristics specific to the community that establish it's identity as a distinct place.

3. Design Guidelines



3.1 Design Guidelines by District

Over time, property boundaries may change, but the design guideline boundary will remain as all properties fronting onto Wilson Street between Meadowbrook Drive and Montgomery Drive.

The design guidelines for Ancaster reflect the unique character of the Wilson Street corridor. Organized by *design districts*, the guidelines preserve the character of the community and promote quality design in the Secondary Plan Area. The *design districts* are specifically created to enhance the existing character of the community. Based on and corresponding to the *character areas*, the *design districts* focus on the positive design qualities and attributes of each *character area* and support the overall Design Concept.

Four of the five *character areas* are currently consistent with the goals and objectives of the community; only the Uptown Core *Character Area* is incompatible. This latter *character area* is transformed through the Design Concept and the Urban Design Guidelines into the Uptown Core *Design District*.

Each design district includes the following components:

Design Intent: The overall design intent for each *design district* is described. The description focusses on the key design features or elements of the design guidelines that create the desired character for the district.

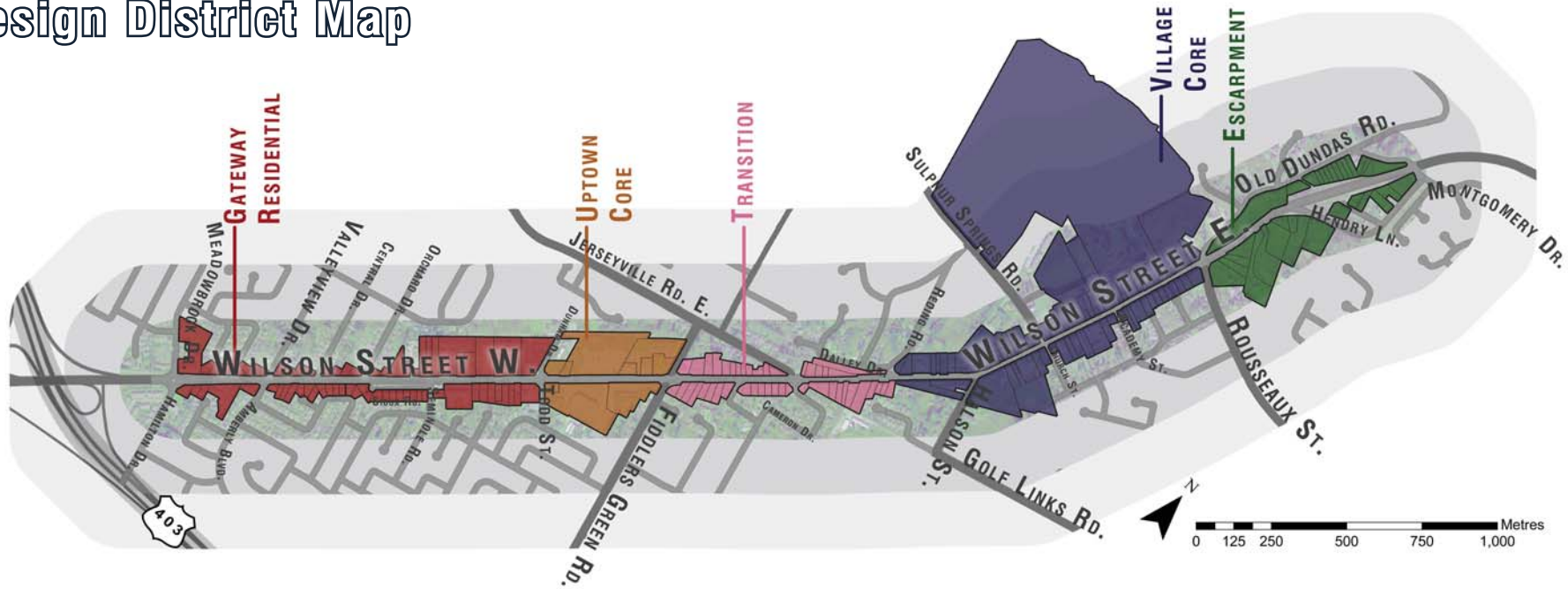
Design District Map: The *Design District* Map identifies the properties located within the district and which *typologies* (representative examples of building types) can be used on the various properties. While typically the user will be able to choose which *typology* to apply within each district, the Escarpment District only allows for one *typology*. Application of the Design Guidelines is not required for single family residential homes.

Typology Design Guidelines: *Typologies* are identified for each *design district*. For each *typology*, Building Design Guidelines and Site Design Guidelines are outlined. The *typologies* are representative examples of the ideal built form, from which new development should take design cues. The built form may ultimately look different than what is shown in the design guideline illustrations, as long as the buildings are consistent with the design guidelines.

Public Realm Design Guidelines: For each *design district*, *Public Realm* Design Guidelines are identified that direct street design, public art, *gateways* and other amenities.



Design District Map



Design Guideline Index

The Urban Design Guidelines are developed for each *design district*. They apply to all properties fronting onto Wilson Street between Meadowbrook Drive and Montgomery Drive except single family residential homes. The following index identifies where various design guideline elements are located in the document.

Gateway Residential	Uptown Core	Transition	Village Core	Escarpment
Design Intent and District Map.....23	Design Intent and District Map.....35	Design Intent and District Map.....47	Design Intent and District Map.....59	Design Intent and District Map.....71
Typology A.....24	Typology A.....36	Typology A.....48	Typology A.....60	Typology A.....72
Typology B.....28	Typology B.....40	Typology B.....52	Typology B.....64	Public Realm.....76
Public Realm.....32	Public Realm.....44	Public Realm.....56	Public Realm.....68	

Design Guidelines ● ● ● ● ●

3.1.1

Residential Gateway Design Guidelines

The Residential Gateway *Design District* defines arrival to Ancaster from the west. The area is characterized by single family homes setback from the street and located on large lots. In some locations, fenced rear yards front Wilson Street West. There is a strong green quality to the corridor that is created by large street trees and well landscaped residential properties. The corridor is surrounded by residential neighborhoods to the north and south. A recently developed traffic circle at Meadowbrook Drive creates a sense of arrival to Ancaster.



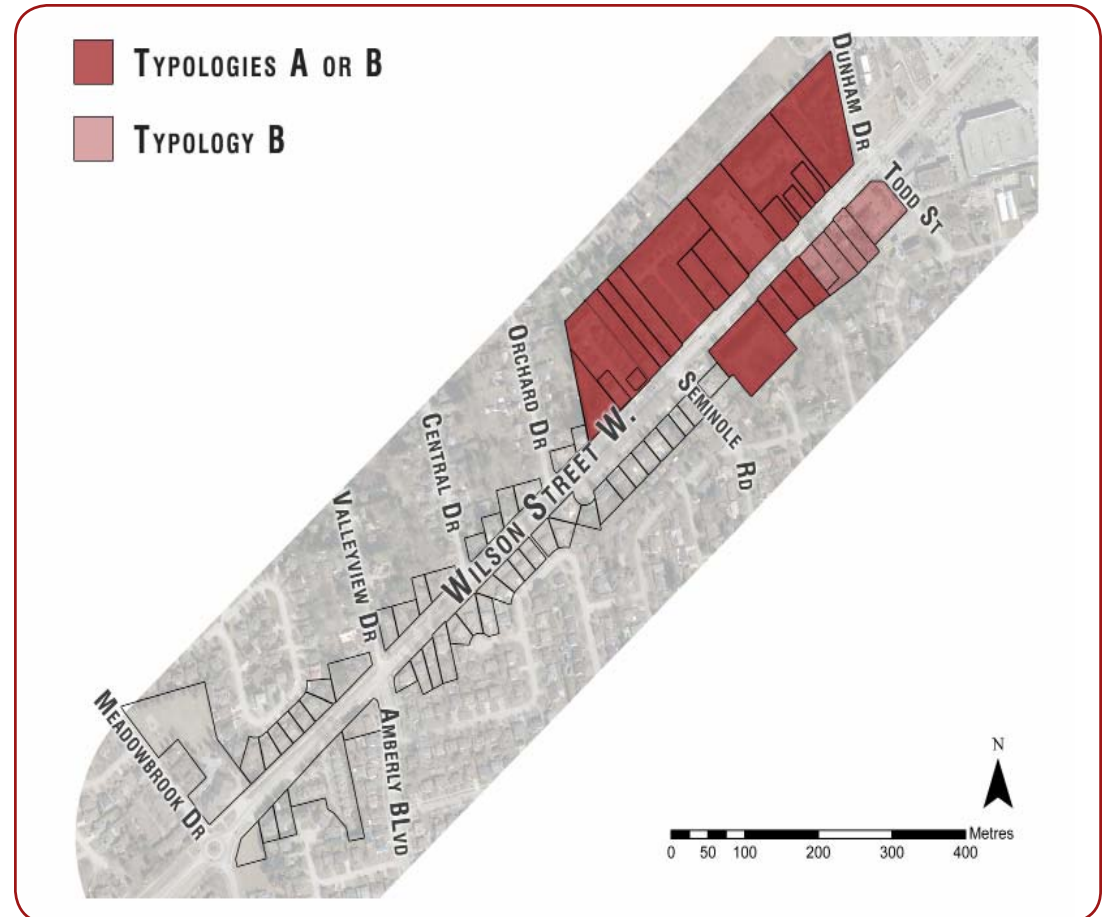
DESIGN INTENT

The intent of these design guidelines is to preserve the residential scale and “green” character of Wilson Street West, while enhancing the “gateway” function the corridor currently fulfills. Primary elements of the guidelines that achieve this include:

- Building design is flexible and accommodates/promotes individual expression
- Building heights are limited to 3 storeys with pitched rooflines
- Building masses are setback from the street with front yard landscaping
- A strong linear parkway for pedestrian and bicycle circulation enhances connections and the green quality of the street

DISTRICT MAP

The Residential Gateway *Design District* extends on Wilson Street West from Meadowbrook Drive to Todd Street. The map identifies where the building *typologies* of this area are proposed to be located. There are two building *typologies* in the Residential Gateway *Design District* – A and B. The *typologies* are representative examples of the ideal built form, based on application of the design guidelines.



3.1.1.1 Gateway Residential: Building Typology A



CONTEXT

1. Finished floor level should be the average of the adjacent buildings



HEIGHT & ROOFLINE

1. Buildings should be maximum 3 storeys
2. Buildings should have a pitched roof
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers
5. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be stone, brick or wood
2. Stucco shall not be the primary material used on façade surfaces
3. A maximum of 3 materials should be used



DOORS

1. Primary building entrance should be highlighted with architectural enhancements
2. Doors should include glazing and/or sidelights





WINDOWS

1. Windows should express each floor
2. Windows should be provided on all façades
3. Windows should be recessed
4. Windows should be enhanced with architectural surround details
5. Windows could include shutters; shutters should be suited to the style and size of the windows



APPURTENANCES

1. Materials for patios and porches in the front yard should be equal to the building



SIGNAGE

1. An *identification sign* could be provided on the building
2. *Identification sign* should be on the front façade of the building, no higher than the first storey
3. *Identification signs* should compliment the architectural design of the building

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

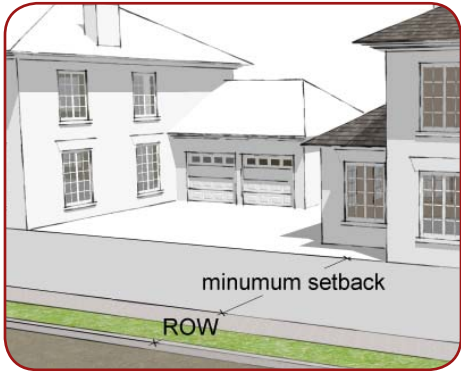


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be used on the building
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Gateway Residential: Building Typology A



SETBACK & ORIENTATION

1. *Primary façade* of building should face the street
2. Garage should be setback from façade

ACCESS

1. Should be maximum of 1 curb cut
2. Primary entrance should be directly connected to the sidewalk
3. For corner properties, access to parking from the side street is encouraged
4. Width of driveway/access lane should be a maximum of 6.5 metres

LANDSCAPE

1. The majority of the front yard shall be landscaped
2. Permeable paving materials are encouraged for walks, patios and other hard surfaces
3. Trees should provide shade over parking area
4. Trees should be of a native species
5. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

PARKING

1. Should be provided in rear yard only
2. Should be hard surfaced with permeable paving





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than 1-½ storeys
4. Should match the materials and form of the primary building



SIGNAGE

1. Site *identification sign* is not recommended



LIGHTING

1. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties
2. Light standards should be a maximum height of 4 metres



FENCES & WALLS

1. Walls located in the front yard should be a maximum of 0.8 metres high
2. Wall materials should match the building



3.1.1.2 Gateway Residential: Building Typology B



CONTEXT

1. Finished floor level should be the average of the adjacent buildings



HEIGHT & ROOFLINE

1. Should be maximum 3 storeys
2. Should have pitched rooflines
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers
5. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be stone, brick, wood or stucco
2. The building should incorporate the concept of *base, middle and cap*; base material should be a durable massing
3. Stucco shall not be the primary material used on façade surfaces
4. A maximum of 3 materials should be used



DOORS

1. Building entrances should be highlighted with architectural enhancements
2. Doors should include glazing and/or sidelights





WINDOWS

1. Windows should be rectangular and oriented vertically
2. All façades should have windows
3. Windows should be clear glass
4. Windows should be recessed
5. Windows should be enhanced with architectural surround details



APPURTENANCES

1. Materials for patios, porches and balconies should be equal to the building



SIGNAGE

1. *Identification signs* could be provided on the building
2. *Identification signs* should be flush mounted proximate to the entrance door and no higher than the first storey
3. Location, materials and colours of *identification signs* should be consistent from unit to unit
4. *Identification signs* should compliment the architectural design of the building

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

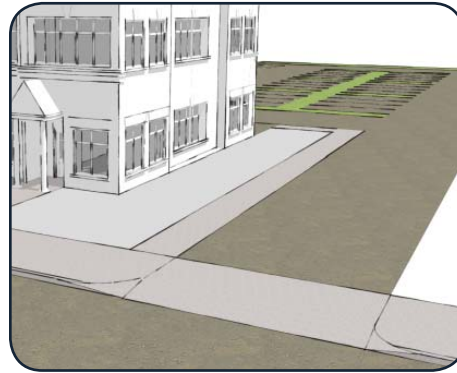
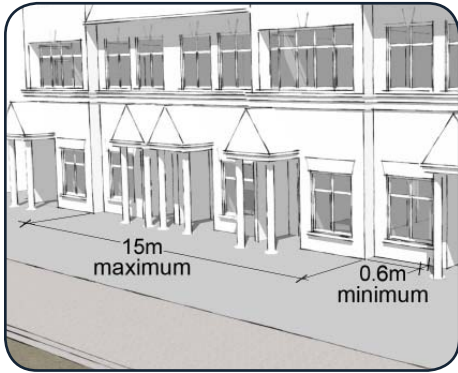


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be used on the building
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Gateway Residential: Building Typology B



SETBACK & ORIENTATION

1. Building should be parallel to the street
2. Continuous façades should step back minimum 0.6 metres every 15 metres maximum

ACCESS

1. Should be maximum of 2 curb cuts
2. Should provide direct pedestrian connections from parking area to the building entrance and street
3. Shared access to rear yard parking between adjacent properties is encouraged
4. For corner properties, access to parking from the side street is encouraged

LANDSCAPE

1. The majority of the front yard shall be landscaped
2. Permeable paving materials are encouraged for walkways, patios and other hard surfaces
3. Trees should provide shade over parking area
4. Trees should be of a native species
5. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

PARKING

1. Should be provided in side yard or rear yard only
2. Should be hard surfaced with permeable paving



ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be no higher than 1-½ storeys
3. Should be equal in material and form to primary building



SIGNAGE

1. Site *identification signs* could be provided
2. *Identification signs* should have a horizontal orientation
3. *Identification signs* should be a maximum height of 1.8 metres
4. *Identification signs* should be installed on a base that matches the building materials

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Light standards should be a maximum height of 6 metres
2. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



FENCES & WALLS

1. Walls in the front yard should be a maximum of 0.8 metres high
2. Wall materials should match the building

3.1.1.3 Gateway Residential: Public Realm

PEDESTRIAN SPACE

1. Sidewalks should be provided on the west side of the street where feasible
2. A multi-use path is proposed to be developed on the east side of the street
3. Sidewalks and the multi-use path should continue across driveways and vehicle entrances
4. Sidewalks and the multi-use path should be hard surfaced
5. Seating areas should orientate to and link directly with the sidewalk and multi-use path
6. Seating areas should be designed to provide sun and shade seating opportunities

BICYCLE & VEHICULAR SPACE

1. Bicycle circulation should be accommodated on the multi-use path
2. Bicycle racks should be located proximate to Seminole Road and Amberly Boulevard along the multi-use path
3. Bicycle racks should be *heritage style* and be coordinated with other street furniture
4. Traffic control devices should be provided at all pedestrian crossings

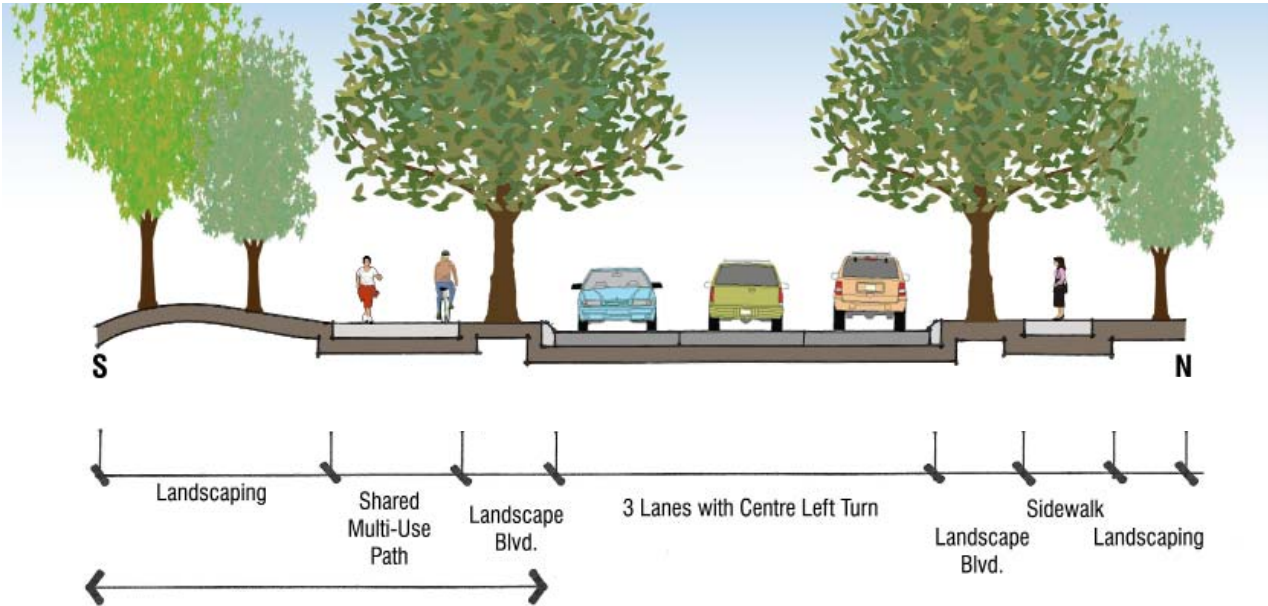
LANDSCAPE & AMENITIES

1. Street trees should be located on both sides of the sidewalk and shared multi-use path
2. Street trees should be of a native species
3. Landscape boulevards should be turf
4. Light standards should be *heritage style*, a maximum height of 6 metres, and cast light downwards
5. Service utilities should be underground
6. All amenities should be *heritage style* and express a coordinated appearance
7. Wayfinding signage should be provided
8. Benches should be positioned to encourage comfortable use
9. Trash and recycling receptacles should be located proximate to seating areas and bus shelters and be accessible by maintenance vehicles
10. Street signs should be *heritage style*

GATEWAYS & PUBLIC ART

1. The existing traffic circle at Meadowbrook Drive should be developed as a *gateway* and announce arrival to Ancaster
2. The *gateway* should be predominantly horizontal in form and mass and preserve views down Wilson Street
3. The *gateway* should incorporate buff-grey limestone walls
4. Public art, fountain could be integrated into the *gateway*
5. Public art integrated into traffic circle should be 3 metres high minimum and maintain sightlines
6. The *gateway* should be landscaped with native plant materials
7. Public art should be integrated into the *public realm*

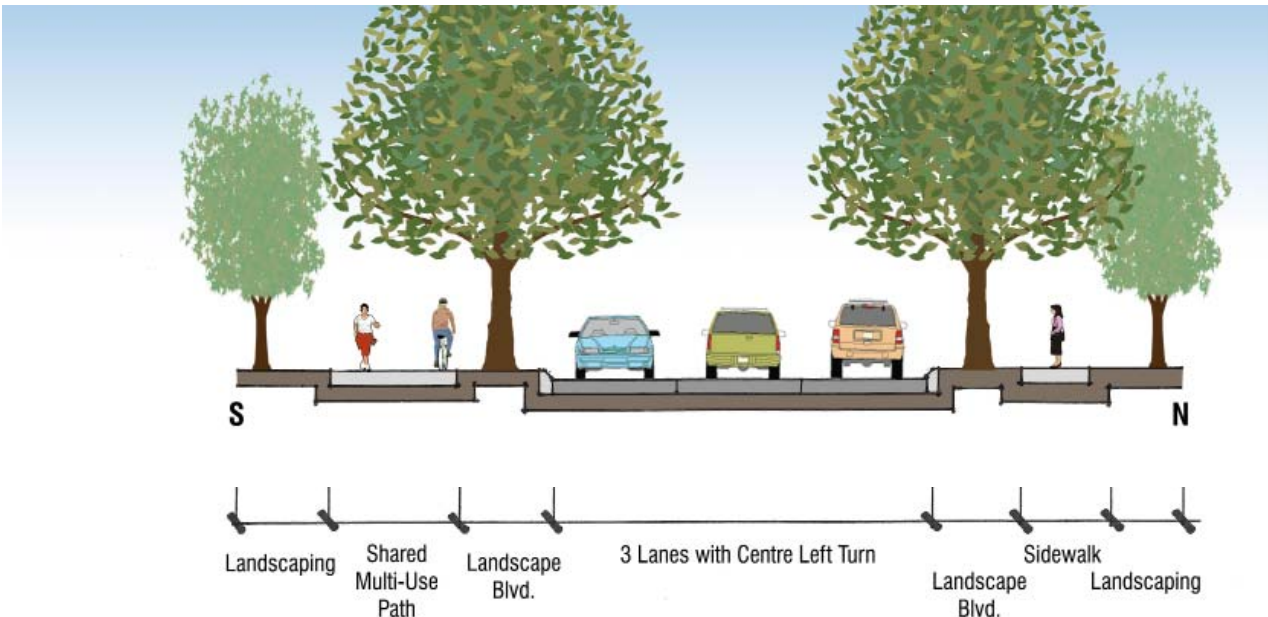
GATEWAY RESIDENTIAL: STREET CROSS-SECTION



ROW per Official Plan:

The graphic at left depicts the typical cross-section of Wilson Street in the Gateway Residential *Design District* when key *Public Realm Design Guidelines* are applied (assumes a right-of-way (ROW) width of 30.48 metres, as specified in the Official Plan).

NOTE: Streetscape features shown represent the “ideal” streetscape as outlined in the Public Realm Design Guidelines. All streetscape features are subject to future detailed design and may not be exactly as shown.



26 metres Narrow ROW:

The graphic at left depicts the cross-section of Wilson Street in the Gateway Residential *Design District* when key *Public Realm Design Guidelines* are applied (assumes a ROW width of 26 metres is available, which is less than the ROW specified in the Official Plan, but is the existing ROW in some areas of the Gateway Residential *Design District*).



3.1.2

Uptown Core Design Guidelines

The Uptown Core *Design District* is intended to transform the existing suburban-commercial character of the area into a more appropriate and compatible form of development that helps to meet Ancaster's future commercial/retail needs. The automobile-dominated condition of the area does not currently align with the pedestrian oriented principles and priorities of the Secondary Plan. However, as development occurs over time, the design guidelines will promote a fundamental change in the character of the area to support the vision for the community.



DESIGN INTENT

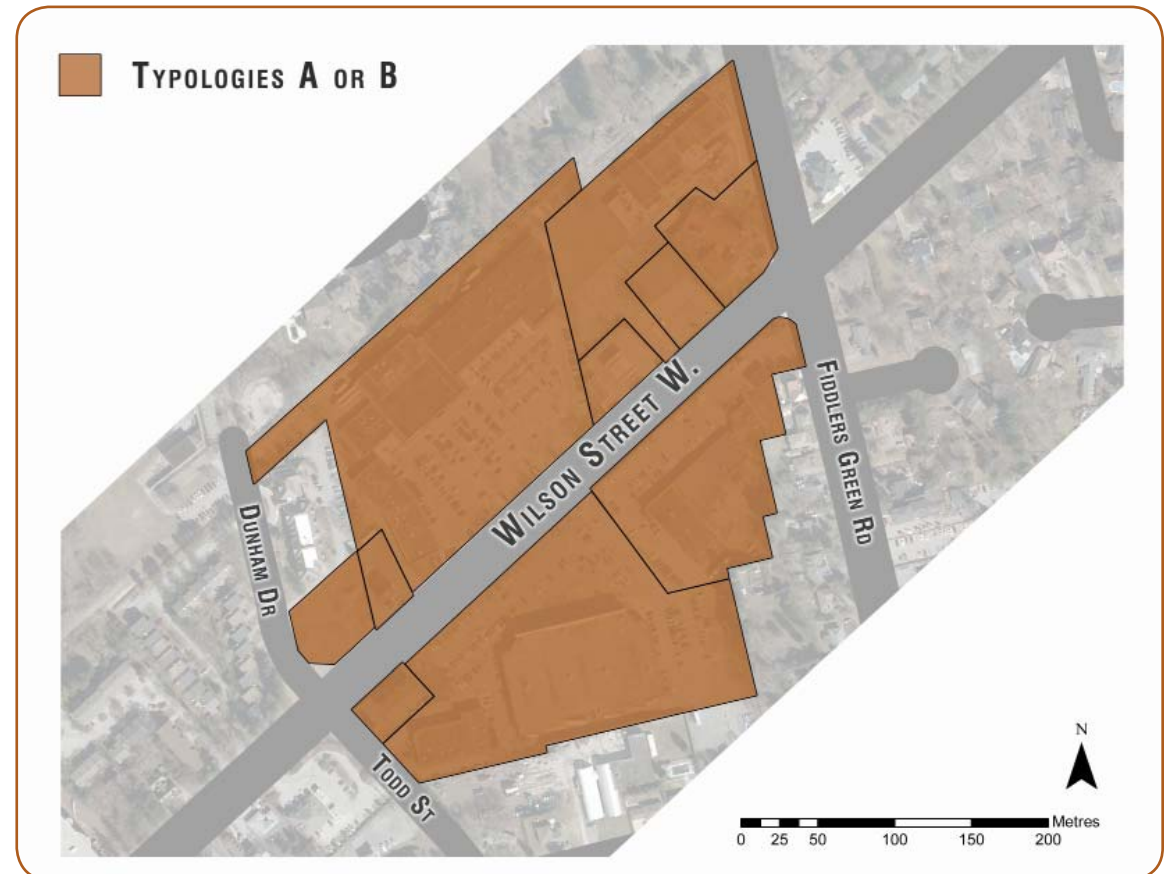
The intent of the design guidelines is to create a new “uptown core” that compliments and supports the Village Core *Design District* as a retail/commercial destination. As reflected in the Design Concept for the area, a strong urban form is suggested with well designed buildings that relate to the street, tree lined streets that balance vehicular circulation with pedestrian/cyclist needs and comfort, and internalized parking.

Primary elements of the guidelines that achieve this include:

- Building masses are oriented to define the street edge and create a pedestrian scale
- Building heights are limited to 3 storeys with pitched rooflines
- Continuous building masses are staggered and articulated
- Pedestrian and bicycle circulation is prioritized on the street and in parking lots
- Adjacent residential lands are buffered with transition treatments
- Vehicle parking is contained within building masses off the street

DISTRICT MAP

The Uptown Core *Design District* extends on Wilson Street from Todd Street to Fiddlers Green Road. There are two building *typologies* in the Uptown Core *Design District* – A and B. The *typologies* are representative examples of the ideal built form, based on application of the design guidelines.

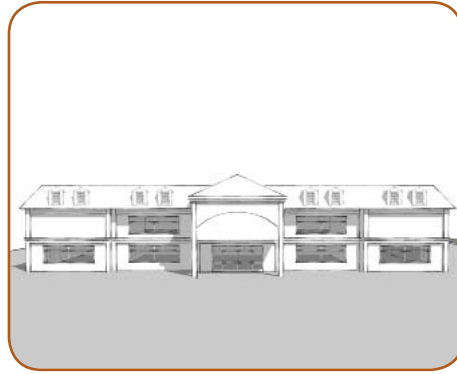


3.1.2.1 Uptown Core: Building Typology A



CONTEXT

1. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Should be minimum 2 storeys to maximum 3 storeys
2. Should have appearance of pitched roof
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers; dormers must terminate into the pitched roofline



WALL MATERIALS

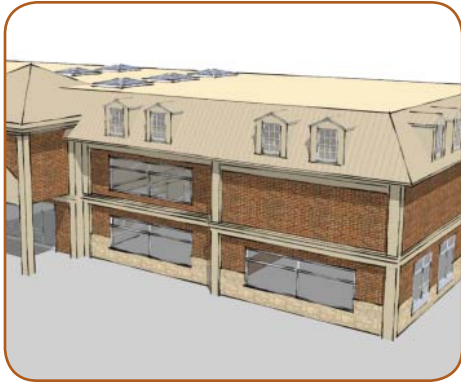
1. Buildings should be of a similar colour to surrounding buildings
2. The building should incorporate the concept of *base, middle and cap*; base material should be a durable massing
3. Base of building should be predominant to emphasize the first floor
4. Stucco shall not be the primary material used on façade surfaces
5. A maximum of 2 materials should be used
6. Each storey should be articulated on all sides

DOORS



1. Primary building entrance should be highlighted with façade projection and architectural enhancements
2. Majority of doors should be transparent

WINDOWS



1. First floor windows should cover a majority of the length of each street façade
2. Windows should be included on the second floor
3. Every façade should have some window coverage
4. Windows should be clear glass

1. Street façades should have an arcade a minimum 5 metre width from the façade
2. Arcade materials should complement the building materials

1. *Identification signs* could be provided on the building
2. *Identification signs* should be wall mounted on the façade at the entrance
3. *Identification signs* should not encompass the majority of one continuous façade
4. Lighting should be incorporated into the sign

1. Entrances should be lit
2. Lighting should be provided in the arcade
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties

SIGNAGE

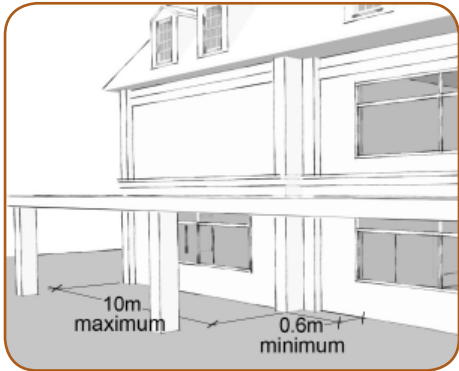
Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

LIGHTING

APPURTENANCES



Uptown Core: Building Typology A



SETBACK & ORIENTATION

1. Building should be parallel to the street
2. Continuous street façades should be staggered a minimum 0.6 metres every 10 metres maximum
3. Service and loading areas should be located in the side or rear yard

ACCESS

1. Building sidewalk should connect to the street sidewalk and be raised through the parking area
2. Building arcade should directly connect to the adjacent street sidewalk
3. Sidewalks should be provided around all building façades and linked to surrounding streets
4. Shared access to parking between adjacent properties is encouraged
5. Curb cuts should be provided on side streets only
6. Parking lot layout should be organized around a centralized sidewalk with landscape area
7. Parking lot sidewalk should be raised at vehicular crossing

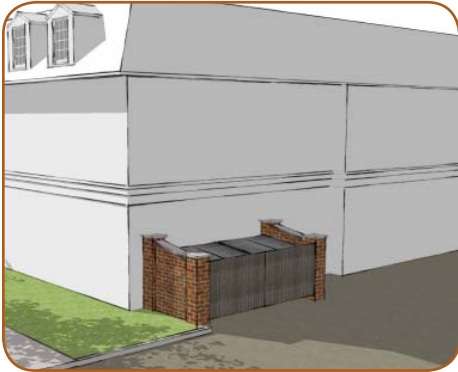
LANDSCAPE

1. Parking lot sidewalk should be landscaped with trees
2. A landscaped area of a minimum width of 2 metres should be provided between sidewalk and sides of building
3. Service façades that face residential properties should include landscape/treed buffer adjacent to the building of a minimum width of 3 metres
4. Permeable paving materials are encouraged for walks, patios and other hard surfaces
5. Trees should provide shade over parking area
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)
8. Roofs could be planted with a green roof

PARKING

1. Should be oriented to direct pedestrians to the centralized sidewalk
2. Should be hard surfaced with permeable paving
3. Parking should not abut building, but should be separated from building by landscaped area and sidewalk





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be no higher than 1/2 storey
3. Could be attached to the rear building façade
4. Should be equal in material to the building



SIGNAGE

1. Site *identification signs* could be provided
2. *Identification signs* should have a horizontal orientation
3. *Identification signs* should be a maximum height of 2.2 metres
4. *Identification signs* should be installed on a base that matches the building materials

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Light standards should be a maximum height of 6 metres
2. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties
3. Parking lot sidewalk should be lit with light standards maximum height of 1 storey

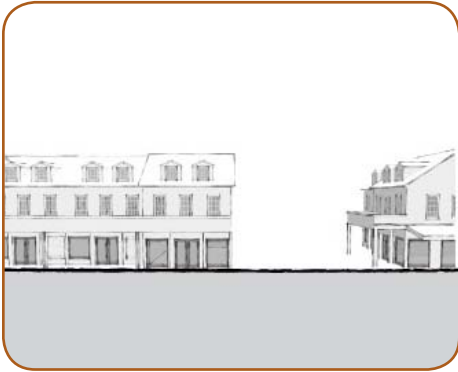


FENCES & WALLS

1. Walls and fence should not be provided on the street
2. Walls should be a maximum height of 2.0 metres
3. Walls should match the building
4. Walls could integrate fencing which should decorative metal and reflect façade window pattern

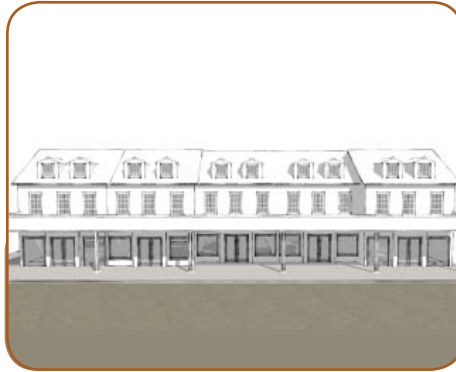


3.1.2.2 Uptown Core: Building Typology B



CONTEXT

1. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Should be minimum 2-½ to maximum 3 storeys
2. Should have pitched roofs on street façades
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers; dormers must terminate into the pitched roofline



WALL MATERIALS

1. Buildings should be a similar colour to surrounding buildings
2. The building should incorporate the concept of *base, middle and cap*; base material should be a durable massing
3. Stucco shall not be the primary material used on façade surfaces
4. A maximum of 2 materials should be used



DOORS

1. Doors should be centrally located within each unit
2. Doors should be highlighted on the façade and/or arcade with architectural enhancements and/or facade projection
3. Doors at building entrances could include transom or sidelights
4. Majority of doors should be transparent



WINDOWS

1. Windows should be located on each side of the door.
2. Could be a sequence of 3 equally spaced windows, or could be a single window to the floor of equal width
3. All façades should have windows
4. Windows should be clear glass
5. Windows should be recessed



APPURTENANCES

1. Street façades should have an arcade a minimum 2.5 metre width from the façade
2. Arcade materials should be equal to the building
3. The arcade should accommodate continuous second story pedestrian circulation
4. Minimum of 1 balcony should be provided for each above-grade unit



SIGNAGE

1. An *identification sign* could be provided on the building at each entrance
2. Lighting should be incorporated into the sign

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

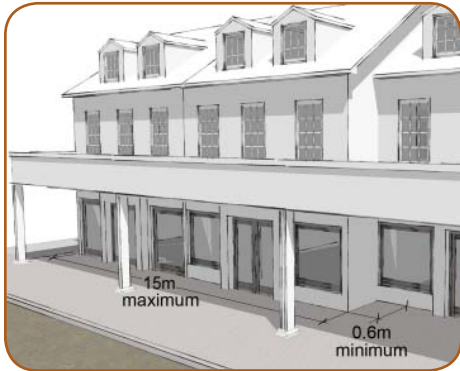


LIGHTING

1. Entrances should be lit
2. Lighting should be provided in the arcade
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Uptown Core: Building Typology B



Setback & Orientation

1. Buildings should be parallel to the street
2. Buildings should be proximate to the street
3. Continuous façades should step back a minimum 0.6 metres every 15 metres maximum



ACCESS

1. Building arcade should directly connect to the adjacent street sidewalk; sidewalk beneath the building arcade should be a minimum width of 5 metres
2. Should provide at-grade pedestrian connections from building to the street
3. Sidewalks should be provided around all façades and linked to surrounding streets
4. Shared access to parking between adjacent properties is encouraged
5. Curb cuts should be provided on side streets only
6. Parking lot layout should be organized around a centralized sidewalk with landscape area
7. Parking lot sidewalk should be raised at vehicular crossing



LANDSCAPE

1. Parking lot sidewalk should be landscaped with trees
2. Permeable paving materials are encouraged for walks, patios and other hard surfaces
3. Trees and shrubs should be used to soften walls and façades
4. Trees should provide shade over parking area
5. Trees should be of a native species
6. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)



PARKING

1. Should be oriented to direct pedestrians to the centralized sidewalk
2. Should be hard surfaced with permeable paving
3. Parking should not abut building, but should be separated from building by landscaped area and sidewalk





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be no higher than 1 storey
3. Should be equal in material to primary building



SIGNAGE

1. Site *identification signs* could be provided
2. *Identification signs* should have a horizontal orientation
3. *Identification signs* should be a maximum height of 1.8 metres
4. *Identification signs* should be installed on a base that matches the building materials

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Light standards should be a maximum height of 6 metres
2. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties
3. Parking lot sidewalk should be lit with light standards maximum height of 1 storey



FENCES & WALLS

1. Walls should be no higher than 0.5 metre
2. Wall materials should match the building
3. Fencing should not be provided facing the street
4. Fencing should be decorative metal and integrated with walls to a maximum height of 1.5 metres
5. Majority of fencing should be transparent



3.1.2.3 Uptown Core: Public Realm

PEDESTRIAN SPACE

1. Sidewalks should have wide clear travel paths
2. Sidewalks should be hard surfaced with dry laid pavers
3. Sidewalks should continue across driveways and vehicle entrances
4. Sidewalk paving materials should continue across all pedestrian crossings
5. Seating areas should be oriented to and link directly with the sidewalk
6. Seating areas should accommodate a variety of seating choices
7. Seating areas should be designed to provide sun and shade seating opportunities
8. Seating areas should be lit with fixtures that cast light downwards

BICYCLE & VEHICULAR SPACE

1. Bicycle lanes should be provided on both sides of the street
2. Bicycle lanes should be delineated from vehicular travel lanes
3. Bicycle racks should be located a minimum of one per block, both sides of the street
4. Bicycle racks should be coordinated with other street furniture
5. Traffic control devices should be provided at all pedestrian crossings

LANDSCAPE & AMENITIES

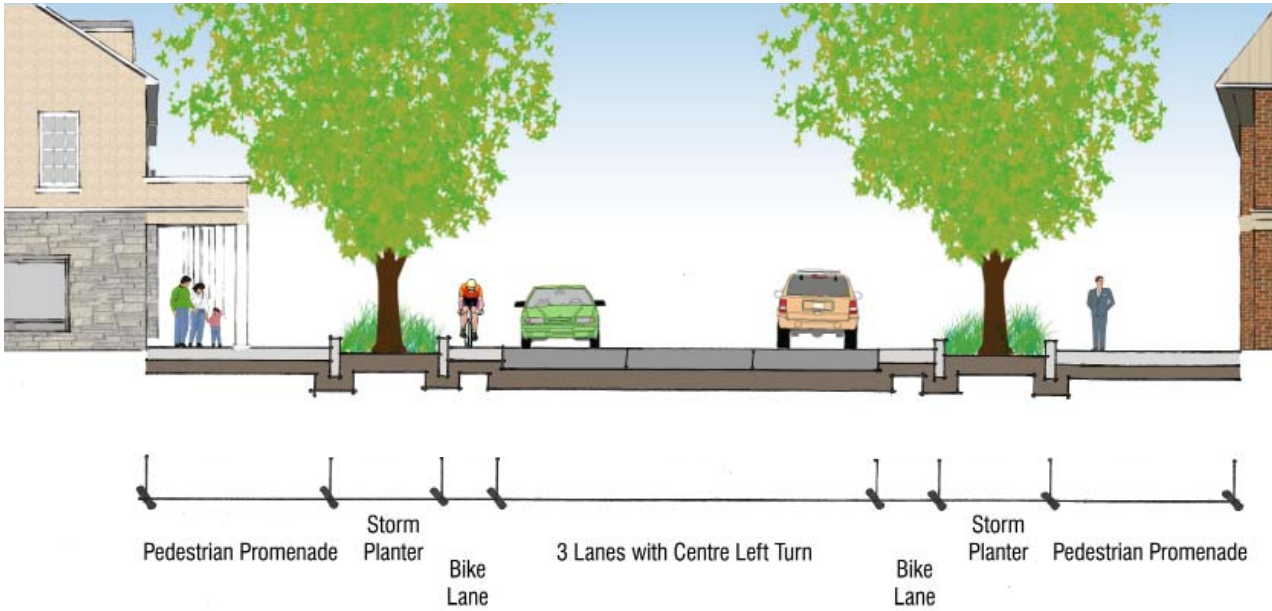
1. Landscaping on the street should be designed to shade the street, assist in managing storm water runoff and be installed in contained, infiltration or flow through storm water planters
2. Street trees should be grouped a minimum of three and be installed in continuous planting soil trenches with other plants
3. Street trees should be of a native species
4. Light standards should be a maximum height of 6.0 metres and cast light downwards
5. Service utilities should be underground
6. All amenities should express a coordinated appearance
7. Wayfinding signage should be provided
8. A District map/directory should be provided on both sides of the street
9. Benches should be positioned to encourage comfortable use and observation of street activities
10. Trash and recycling receptacles should be grouped proximate to seating areas and bus shelters

GATEWAYS & PUBLIC ART

1. *Gateways* are not applicable to this District
2. Public art should be integrated into the *public realm* and could include fountains



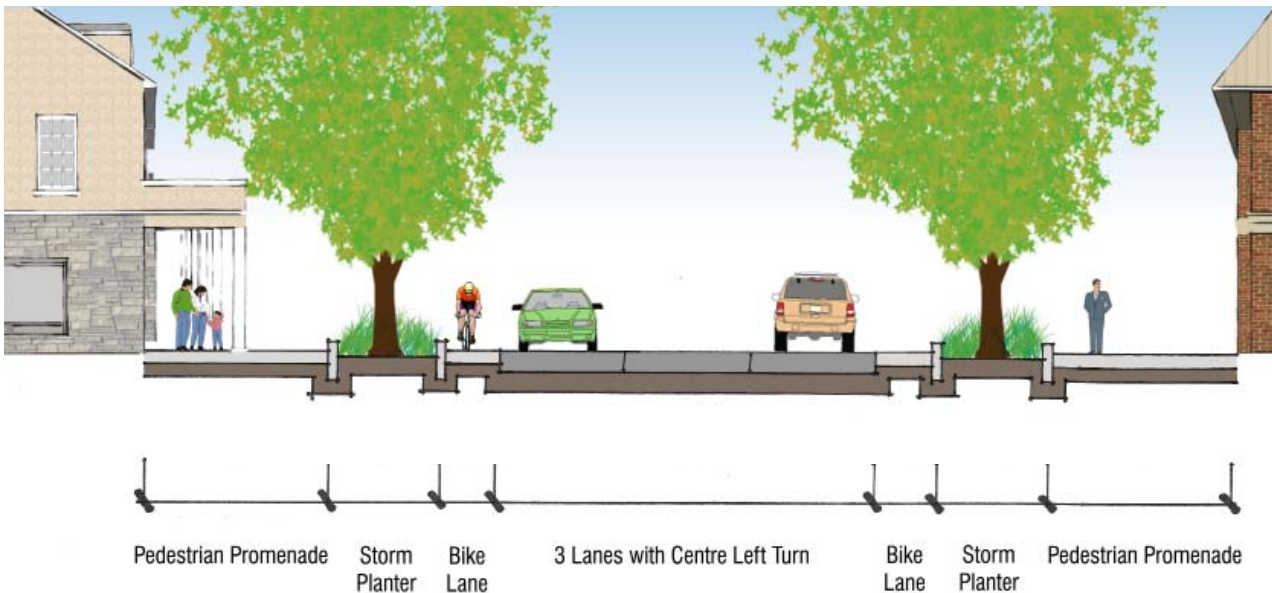
UPTOWN CORE: STREET CROSS-SECTION



ROW per Official Plan:

The graphic at left depicts the typical cross-section of Wilson Street in the Uptown Core *Design District* when key *Public Realm Design Guidelines* are applied (assumes a right-of-way (ROW) width of 30.48 metres, as specified in the Official Plan).

NOTE: Streetscape features shown represent the "ideal" streetscape as outlined in the Public Realm Design Guidelines. All streetscape features are subject to future detailed design and may not be exactly as shown.



26 metres Narrow ROW:

The graphic at left depicts the cross-section of Wilson Street in the Uptown Core *Design District* when key *Public Realm Design Guidelines* are applied (assumes a ROW width of 26 metres is available, which is less than the ROW specified in the Official Plan, but is the existing ROW in some areas of the Uptown Core *Design District*).



3.1.3

Transition Design Guidelines

The Transition *Design District* features diverse, existing building types from a variety of different time periods. Predominantly residential in character and use, the area is undergoing a shift and is emerging more as a mixed use area with many re-use, infill and redevelopment projects. This section of Wilson Street links the two commercial/retail areas of Ancaster – the Village Core *Design District* and the Uptown Core *Design District*. The corridor possesses a strong green quality and provides access to many of Ancaster’s established residential neighbourhoods.



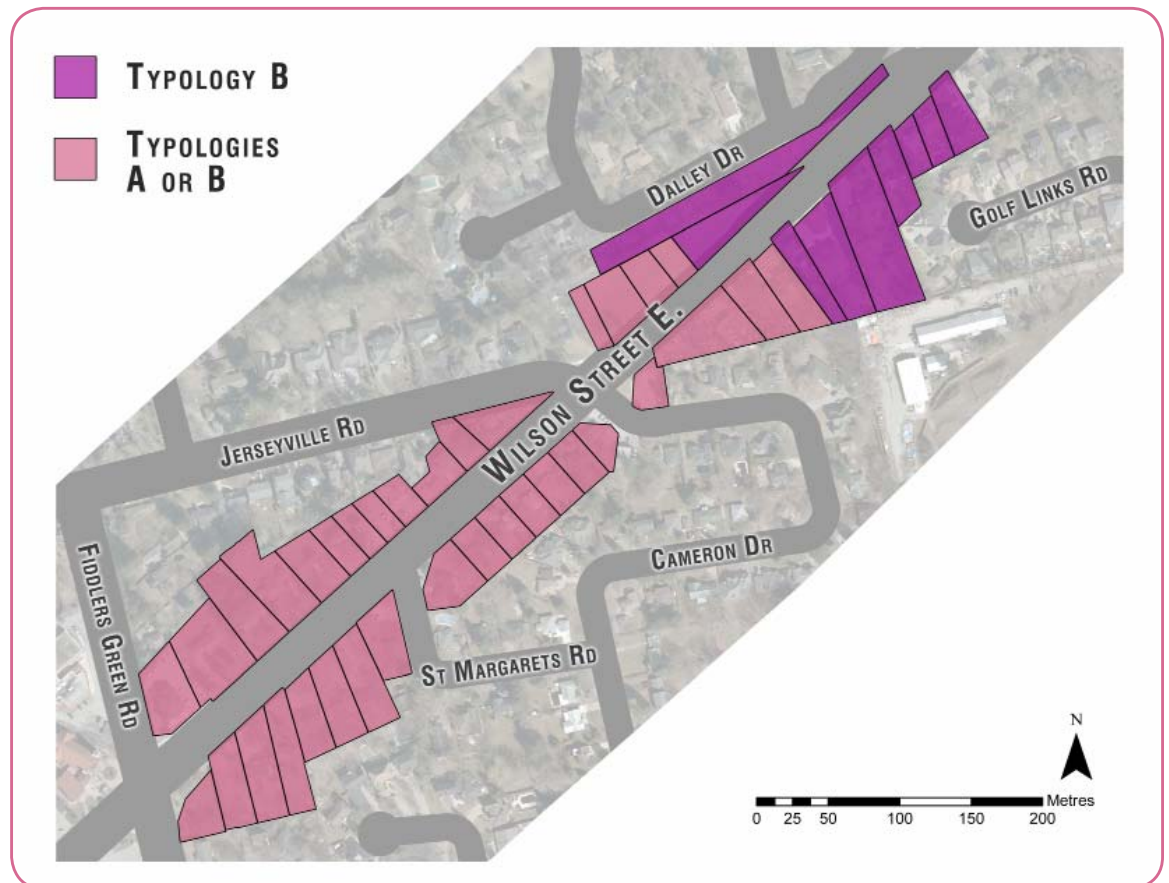
DESIGN INTENT

The design guidelines for the Transition *Design District* recognize and anticipate the evolution of the area from residential to mixed use. The intent of the design guidelines is to promote a compatible built form that compliments the character of the community and encourages high quality development. Pedestrian circulation and bicycle access is prioritized with the green quality of the corridor preserved and enhanced. Primary elements of the guidelines that achieve this include:

- Flexibility in building design and use is encouraged to support the emerging mixed use function of the area
- Building masses are parallel to the street with strong pedestrian connections
- Building heights are limited to 3 storeys with pitched rooflines
- Pedestrian and bicycle circulation is integrated into the street

DISTRICT MAP

The Transition *Design District* extends on Wilson Street East from Fiddlers Green Road to the westerly edge of Stoneham Park. The map identifies the proposed locations of the building *typologies* for this district. There are two building *typologies* in the Transition *Design District* – A and B. The *typologies* are representative examples of the ideal built form, based on application of the design guidelines.



3.1.3.1 Transition: Building Typology A



CONTEXT

1. Finished floor level should be the average of the adjacent buildings
2. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Buildings should be maximum 3 storeys
2. Buildings could have combined hip and gabled roof
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers
5. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be a similar colour to surrounding buildings
2. The building should incorporate the concept of *base, middle and cap*; base material should be a durable massing
3. Stucco shall not be the primary material used on façade surfaces
4. A maximum of 3 materials should be used



DOORS

1. Primary building entrance should be highlighted with architectural enhancements
2. Doors at primary building entrance could include transom or sidelights
3. Doors should include glazing, up to a majority coverage, and/or sidelights
4. Awnings should highlight main entrance and provide shelter for inclement weather





WINDOWS

1. Windows should be rectangular and oriented vertically
2. All façades should have windows
3. Windows should be clear glass
4. Windows could be enhanced with architectural surround details
5. Awnings should be on the ground floor only



APPURTENANCES

1. Patios in the front yard should be setback from the street and landscaped
2. Balconies should be integrated with the building and project no more than 1 metre from the front façade



SIGNAGE

1. *Identification signs* could be provided on the building
2. *Identification signs* should be flush mounted proximate to the entrance door and no higher than the first storey
3. *Identification signs* should be *heritage style*
4. *Identification signs* could be lit with projecting *heritage style* luminaires
5. Buildings are encouraged to have a date of construction marker located at a building corner on the *primary façade*

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

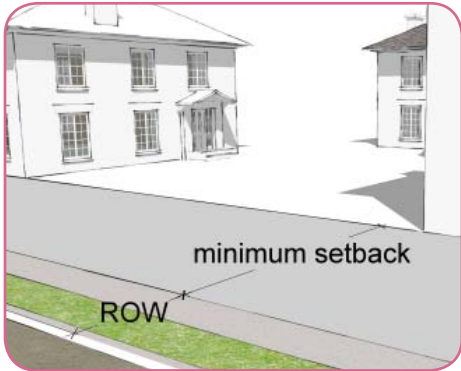


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Transition: Building Typology A



SETBACK & ORIENTATION

1. Building should be parallel to the street
2. Front yard setback shall be no less than adjacent buildings
3. Continuous façades should step back a minimum 0.3 metres every 15 metres maximum

ACCESS

1. Should provide direct pedestrian connections from parking area to the building entrance and street
2. Shared access to parking between adjacent properties is encouraged
3. For corner properties, access to rear yard parking from the side street is encouraged

LANDSCAPE

1. Front and side yards should be landscaped
2. Lawn area could encompass a maximum of half the front yard landscape
3. Permeable paving materials are encouraged for walks, patios and other hard surfaces
4. Trees and shrubs should be used to soften walls and façades
5. Trees should provide shade over parking area
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

PARKING

1. Should be provided in side or rear yard
2. Outdoor parking areas should be hard surfaced with permeable paving



ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than 2 storeys
4. Should be equal in materials and form to primary building



SIGNAGE

1. Site *identification signs* could be provided
2. *Identification signs* should have a horizontal orientation
3. *Identification signs* should be a maximum height of 1.8 metres
4. *Identification signs* should be installed on a base that matches the building materials

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

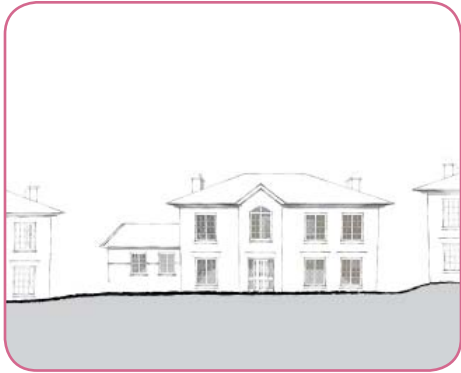
1. Parking areas and access lanes should be lit with light standards no higher than 6 metres
2. Light standards should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



FENCES & WALLS

1. Walls located in the front yard should be a maximum of 0.6 metres high
2. Wall materials should match the building

3.1.3.2 Transition: Building Typology B



CONTEXT

1. Finished floor level should be the average of the adjacent buildings
2. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Buildings should be a maximum 3 storeys
2. Buildings could have combined hip and gabled roof
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers
5. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be similar colour to surrounding buildings
2. Stucco shall not be the primary material used on façade surfaces
3. Front and side wall material should be equal
4. A maximum of two materials should be used



DOORS

1. Primary building entrance should be highlighted with façade projection and architectural enhancements
2. Doors at primary building entrance could be double width and include transom and/or sidelights
3. Doors should be recessed
4. Doors should include glazing, and/or sidelights



WINDOWS

1. Windows should be rectangular and oriented vertically
2. Windows should express each floor
3. Windows should be provided on all façades
4. Windows should be clear glass
5. Windows should be recessed
6. Awnings could be provided on first and second floors
7. Windows should be enhanced with architectural surround details
8. Windows could include shutters; shutters should be suited to the style and size of the windows



APPURTENANCES

1. Materials for front yard porches should be equal to the building
2. Balconies could be provided on the second floor



SIGNAGE

1. An *identification sign* could be provided on the building
2. *Identification sign* should be flush mounted and no higher than first storey.
3. *Identification sign* should be *heritage style*
4. *Identification sign* could be lit with projecting *heritage style* luminaires.
5. Buildings are encouraged to have a date of construction marker located at a building corner on the *primary façade*.

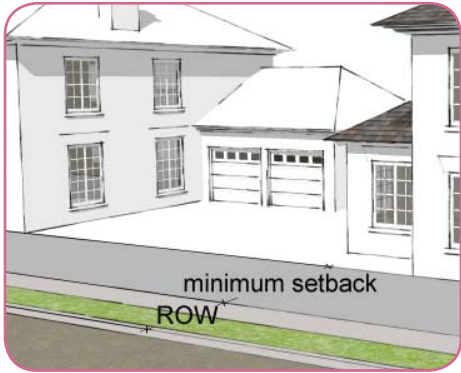


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Transition: Building Typology B



SETBACK & ORIENTATION

ACCESS

LANDSCAPE

PARKING

1. Building should be parallel to street
2. Front yard setback shall be no less than adjacent buildings

1. Should provide direct pedestrian connections from parking area to the building entrance and street
2. Should be a maximum of 1 curb cut
3. Shared access to parking between adjacent properties is encouraged
4. For corner properties, access to parking from the side street is encouraged
5. Width of driveway/access lane should be a maximum of 6.5 metres

1. Majority of front yard should be landscaped
2. Lawn area may encompass a majority of front yard
3. Screening should be provided for parking areas located in the side yard
4. Permeable paving materials are encouraged for walks, patios and other hard surfaces
5. Trees should provide shade over parking area
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

1. Should be provided behind the front façade
2. Should be hard surfaced with permeable paving





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than 2 storeys
4. Should be equal in materials and form to primary building



SIGNAGE

1. Site *identification sign* could be provided
2. *Identification sign* should be *heritage style*
3. *Identification sign* should be maximum height of 1.5 metres

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Parking areas and access lanes could be lit with light standards no higher than 4 metres
2. Light standards should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



FENCES & WALLS

1. Walls located in the front yard should be a maximum of 0.6 metres high
2. Wall materials should match the building



3.1.3.3 Transition: Public Realm

PEDESTRIAN SPACE

1. Sidewalks should have a wide clear travel path
2. Sidewalks should be hard surfaced
3. Sidewalks should continue across driveways and vehicle entrances
4. Sidewalk paving materials should continue across all pedestrian crossings
5. Seating areas should orientate to and link directly with the sidewalk
6. Seating areas should be designed to provide sun and shade seating opportunities

BICYCLE & VEHICULAR SPACE

1. Bicycle lanes should be provided on both sides of the street
2. Bicycle lanes should be delineated from vehicular travel lanes
3. Bicycle racks should be located a minimum of one per block, both sides of the street
4. Bicycle racks should be *heritage style* and be coordinated with other street furniture
5. Traffic control devices should be provided at all pedestrian crossings
6. Off street parking areas should be hard surfaced with permeable paving
7. Off street parking areas should provide one access only from Wilson Street East

LANDSCAPE & AMENITIES

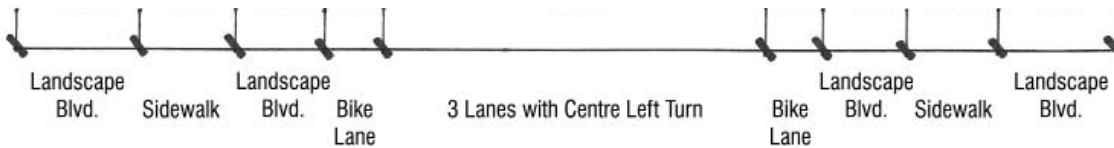
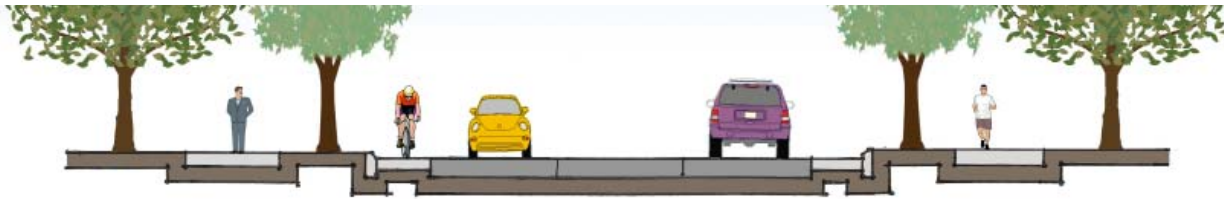
1. Street trees should be located on both sides of the sidewalk and shade the street
2. Street trees should be of a native species
3. Landscape boulevards should be turf
4. Light standards should be *heritage style*, be a maximum height of 6 metres, and cast light downwards
5. Service utilities should be underground
6. All amenities should be *heritage style* and express a coordinated appearance
7. Wayfinding signage should be provided
8. Benches should be situated to encourage comfortable use and located outside of the sidewalk
9. Trash and recycling receptacles should be located proximate to seating areas and bus shelters and be accessible by maintenance vehicles
10. Street signs should be *heritage style*

GATEWAYS & PUBLIC ART

1. A *gateway* should be developed at the intersection of Wilson Street and Fiddlers Green Road to announce arrival to Ancaster
2. The *gateway* should incorporate buff-coloured limestone walls
3. The *gateway* should be linked to the sidewalk and could incorporate pedestrian amenities including seating areas, interpretive panels, public art and fountains
4. *Gateways* should be landscaped with native plant materials
5. Public art should be integrated into the *public realm*



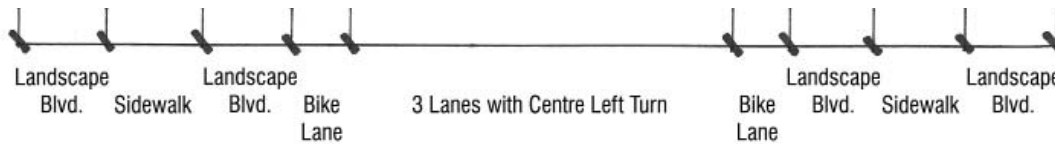
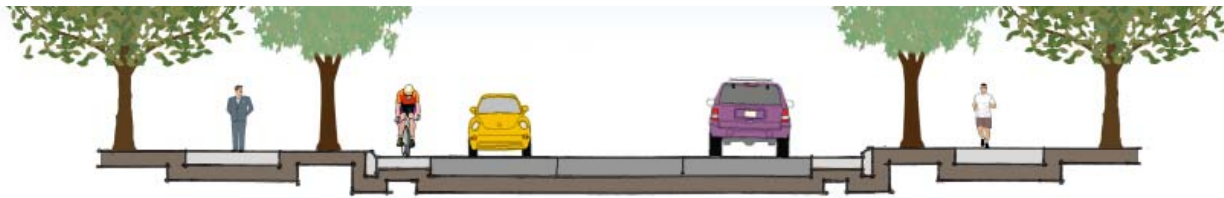
TRANSITION: STREET CROSS-SECTION



ROW per Official Plan:

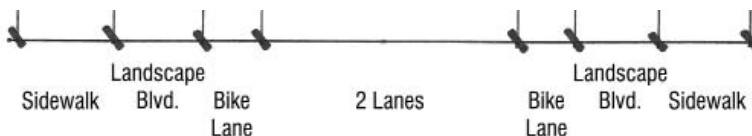
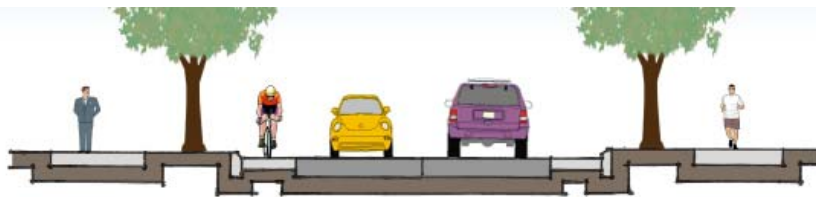
The graphic at left depicts the typical cross-section of Wilson Street East in the Transition *Design District* when key *Public Realm Design Guidelines* are applied (assumes a right-of-way (ROW) width of 30.48 m, as specified in the Official Plan).

NOTE: Streetscape features shown represent the "ideal" as outlined in the Public Realm Design Guidelines. All streetscape features are subject to future detailed design and may not be exactly as shown.



26 metres Narrow ROW:

At left is a typical cross-section of Wilson Street East in the Transition *Design District* when key *Public Realm Design Guidelines* are applied (assumes a ROW width of 26m is available, which is less than the ROW specified in the Official Plan, but is the existing ROW in some areas of the *Design District*).



20 metres Narrow ROW:

At left is a typical cross-section of Wilson Street East in the Transition *Design District* when key *Public Realm Design Guidelines* are applied (assumes a ROW width of 20m is available, which is less than the ROW specified in the Official Plan, but is the existing ROW in some areas of the *Design District*).



3.1.4

Village Core Design Guidelines

The Village Core *Design District* exemplifies the unique character that defines Ancaster and establishes its identity as a distinct and recognizable historic community. This section of Wilson

Street serves as Ancaster’s “main street” providing a variety of retail, commercial and entertainment uses. A number of institutional buildings anchor the area contributing to its character and serving as primary destinations and attractions. Public open spaces woven through the built form enhance the green quality of the corridor and contribute to its role as a “meeting place”.



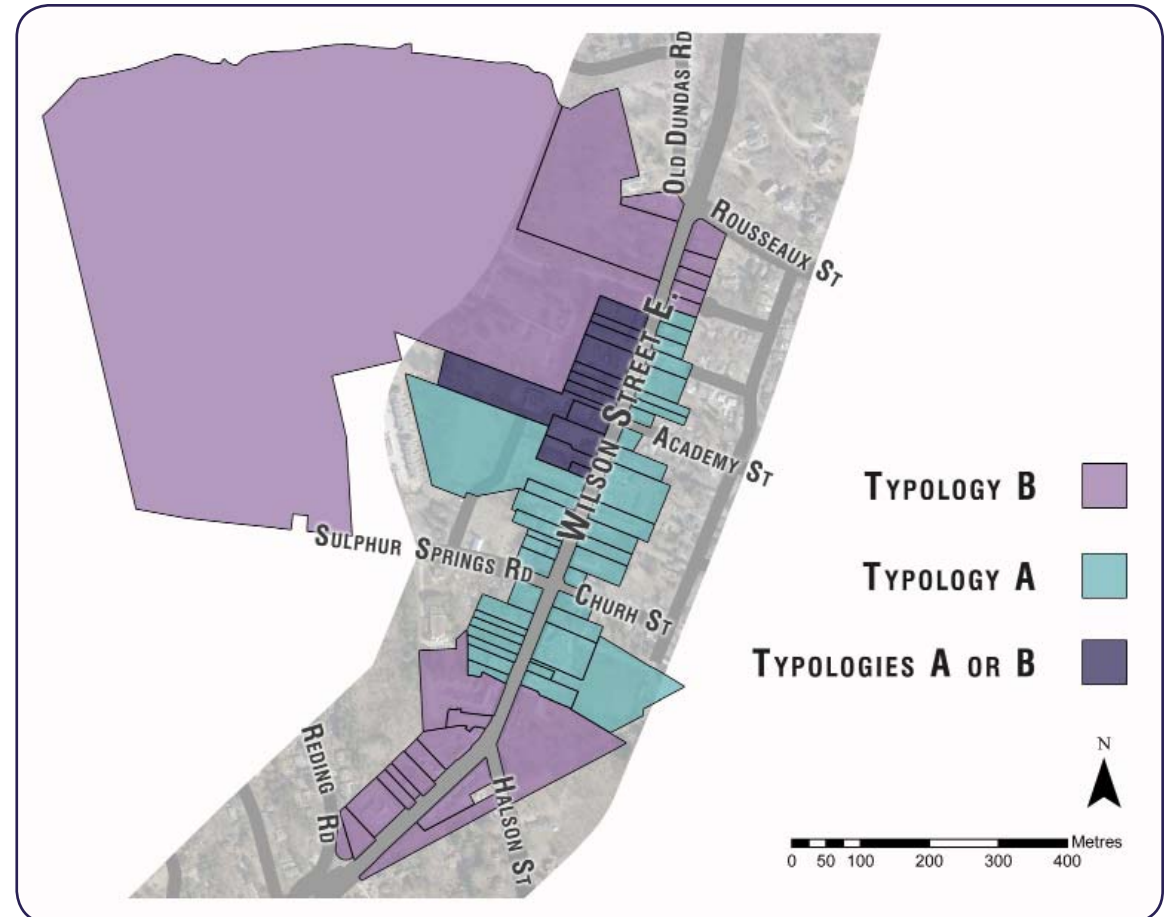
DESIGN INTENT

The intent of the design guidelines for the Village Core *Design District* is to enhance and promote its existing character to preserve the identity of the community and maintain the pedestrian scale of the corridor. Primary elements of the guidelines that achieve this include:

- Building masses are compact and sited on individual lots with defined front and side yards
- Building heights are limited to 2-½ storeys with pitched rooflines
- Building materials and details are simplified
- Walkability, pedestrian access and comfort is prioritized
- Vehicle parking is located in connected rear lots

DISTRICT MAP

The Village Core *Design District* extends on Wilson Street East from the westerly edge of Stoneham Park to Rousseaux Street. The map identifies where the building *typologies* of this area are proposed to be located. There are two building *typologies* in the Village Core *Design District* – A and B. The *typologies* are representative examples of the ideal built form, based on application of the design guidelines.



3.1.4.1 Village Core: Building Typology A



CONTEXT

1. Finished floor level should be the average of the adjacent buildings
2. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



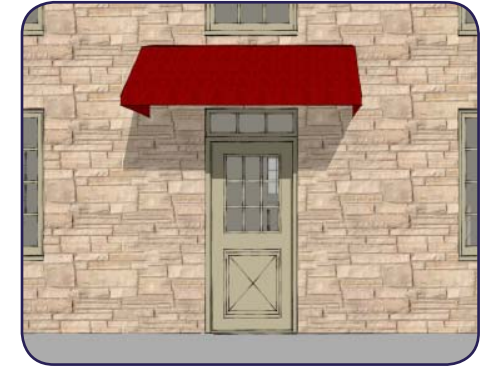
HEIGHT & ROOFLINE

1. Buildings should be a maximum of 2-1/2 storeys
2. Buildings should have a gabled roof with an approximate 8/12 pitch
3. Roofs should have an overhang
4. Roofs should be pitched to reflect historic buildings in district
5. Roofs could include dormers and/or skylights
6. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be grey-buff coloured stone, red brick or wood cladding
2. Stucco may be used as an accent material to façade surfaces
3. A maximum of 2 materials should be used
4. Additions to existing buildings should compliment the character of the existing building



DOORS

1. Doors should be single width opening and provided on the front façade
2. Doors should be recessed
3. Doors should include glazing
4. Awnings should project out no more than 50% the height of the door



WINDOWS

1. Windows should be vertical with an approximate height to width ratio of 2:1
2. Windows should express each floor, be equal in size and aligned
3. Windows should be provided on all façades
4. Windows should be clear glass
5. Windows could have muntins
6. Windows should be recessed
7. Awnings should be on the ground floor only
8. Windows should be enhanced with architectural surround details
9. Storefront windows could be incorporated on the first storey



APPURTENANCES

1. Patios in the rear yard could be raised
2. Balconies could be provided in the rear yard
3. Patios in the front yard should be level with the street



SIGNAGE

1. *Identification signs* could be provided on the building
2. *Identification signs* should be projecting or flush and no higher than the first storey
3. *Identification signs* should be *heritage style*
4. *Identification signs* could be lit with projecting *heritage style* luminaires
5. Buildings are encouraged to have a date of construction marker located at a building corner on the *primary façade*

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

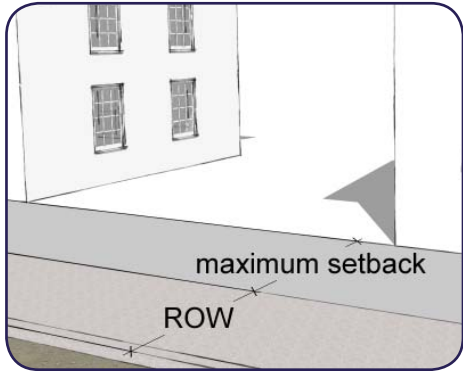


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Village Core: Building Typology A



SETBACK & ORIENTATION

1. Building should be parallel to street
2. Front yard setback shall be no more than adjacent buildings
3. Should be a side yard on both sides of the building

ACCESS

1. Should provide direct pedestrian connections from parking area to the building entrance and street
2. Should be a maximum of 1 curb cut
3. Shared access to rear yard parking between adjacent properties is encouraged
4. For corner properties, access to rear yard parking from the side street is encouraged
5. Properties should have pedestrian links abutting dead end streets
6. Dead end streets should have direct pedestrian links to Wilson Street East

LANDSCAPE

1. Front yard should be landscaped
2. Side yards should be landscaped
3. Permeable paving materials are encouraged for walks, patios and other hard surfaces
4. Trees should provide shade over parking area
5. Parking areas could be landscaped to the edge of parking surface
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

PARKING

1. Should be provided in the rear yard only
2. Adjacent rear yard parking areas should be linked
3. Should be hard surfaced with permeable paving





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than the primary building
4. Should match the materials and form of the primary building



SIGNAGE

1. Site *identification signs* should not be provided

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Parking areas and access lanes should be lit with light standards no higher than 6 metres
2. Light standards should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



FENCES & WALLS

1. Walls could be located in the front yard and should be a maximum of 0.8 metres high
2. Wall materials should match the building

3.1.4.2 Village Core: Building Typology B



CONTEXT

1. Finished floor level should be the average of the adjacent buildings
2. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Buildings should be 2-½ storeys
2. Buildings should have a hip roof with an approximate 5/12 pitch
3. Roofs should have a minimum overhang of 0.3 metre
4. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be stone or red brick
2. Stucco may be used as an accent material to façade surfaces
3. Front and side wall material should be equal
4. A maximum of 2 materials should be used
5. Additions to existing buildings should compliment the character of the existing building



DOORS

1. Primary building entrance should be highlighted with façade projection and architectural enhancements
2. Doors at primary building entrance could be double width and include transom and/or sidelights
3. Doors should be recessed
4. Doors should include glazing



WINDOWS

1. Windows should be rectangular with an approximate height to width ratio of 1.5:1
2. Windows should express each floor
3. Windows should be provided on all façades
4. Windows should be clear glass
5. Windows should have muntins
6. Windows should be recessed
7. Awnings could be provided on first and second floors
8. Windows should be enhanced with architectural surround details
9. Windows could include shutters; shutters should be suited to the style and size of the windows
10. Storefront windows could be incorporated in the first storey



APPURTENANCES

1. Front yard patios and porches should be raised
2. Front yard patios and porches should be setback from the street
3. Materials for patios and porches in the front yard should be equal to the building
4. Balconies could be provided on the second floor in rear yard only



SIGNAGE

1. *Identification signs* could be provided on the building
2. *Identification signs* should be projecting and no higher than the first storey
3. *Identification signs* should be *heritage style*
4. *Identification signs* could be lit with projecting *heritage style* luminaires
5. Buildings are encouraged to have a date of construction marker located at a building corner on the *primary façade*

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

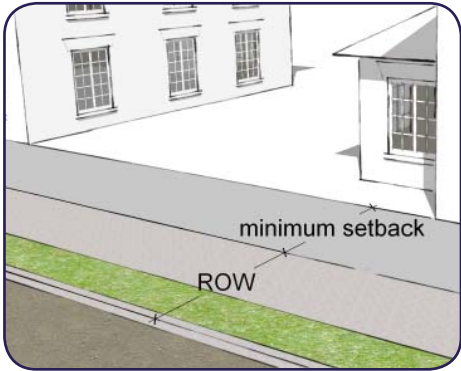


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Village Core: Building Typology B



SETBACK & ORIENTATION

1. Building should be parallel to street
2. Front yard setback shall be no less than adjacent buildings
3. Should be a side yard on both sides of the building

ACCESS

1. Should provide direct pedestrian connections from parking area to the building entrance and street
2. Should be a maximum of 1 curb cut
3. Shared access to rear yard parking between adjacent properties is encouraged
4. For corner properties, access to rear yard parking from the side street is encouraged
5. Properties should have pedestrian links abutting dead end streets
6. Dead end streets should have direct pedestrian links to Wilson Street East

LANDSCAPE

1. Front yard should be landscaped
2. Side and rear yards should be landscaped
3. Permeable paving materials are encouraged for walks, patios and other hard surfaces
4. Trees should provide shade over parking area
5. Parking areas could be landscaped to edge of parking surface
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)

PARKING

1. Should be provided in the rear yard only
2. Adjacent rear yard parking areas should be linked
3. Should be hard surfaced with permeable paving





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than the primary building
4. Should be equal in materials and form to primary building



SIGNAGE

1. Site *identification signs* could be provided
2. *Identification signs* should be *heritage style*
3. *Identification signs* should be maximum height of 1.5 metres

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail



LIGHTING

1. Parking areas and access lanes should be lit with light standards no higher than 6 metres
2. Light standards should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



FENCES & WALLS

1. Walls located in the front yard should be a maximum of 0.8 metres high
2. Wall materials should match the building

3.1.4.3 Village Core: Public Realm

PEDESTRIAN SPACE

1. Sidewalks should have a wide clear travel path
2. Sidewalks should be hard surfaced with rectangular dry laid pavers giving an appearance of natural limestone
3. Sidewalks should continue across driveways and vehicle entrances
4. Sidewalk paving materials should continue across all pedestrian crossings
5. Seating areas should be oriented to and link directly with the sidewalk
6. Seating areas should accommodate a variety of seating choices
7. Seating areas should be designed to provide sun and shade seating opportunities
8. Seating areas should be lit with fixtures that cast light downwards

BICYCLE & VEHICULAR SPACE

1. Bicycle lanes should be provided on both sides of the street
2. Bicycle lanes should be delineated from vehicular travel lanes
3. Bicycle racks should be provided at key destinations/attractions along the street
4. Bicycle racks should be *heritage style* and be coordinated with other street furniture
5. Traffic control devices should be provided at all pedestrian crossings
6. On-street parking should be contained within curb extensions/ bump-outs
7. On-street parking should be delineated from vehicular travel lanes with pavement banding, pattern or material changes
8. On-street parking should contain no more than eight spots per bay
9. Parking bays should alternate on both sides of the street

LANDSCAPE & AMENITIES

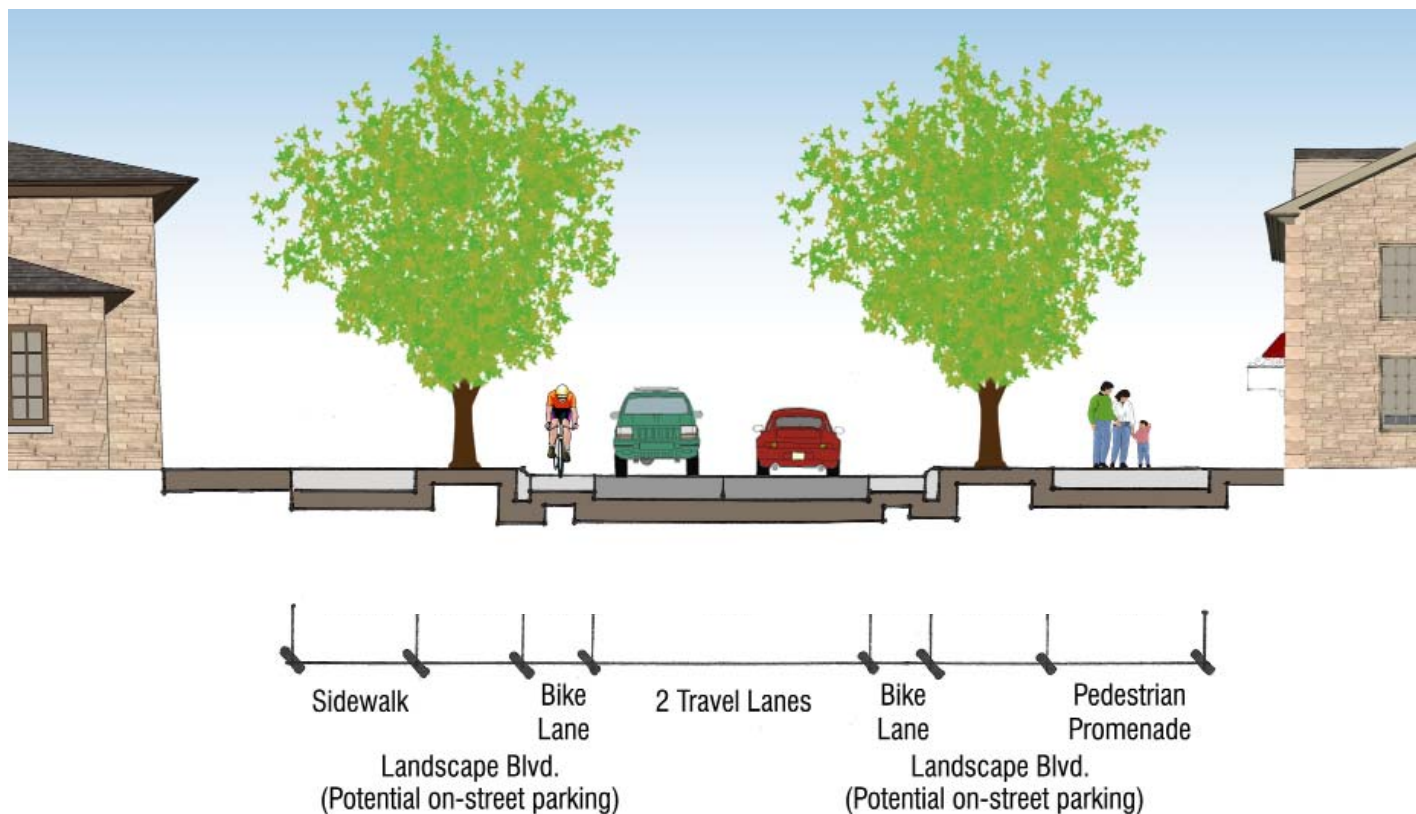
1. Street trees should be located in the landscape boulevard and shade the street
2. Street trees should be grouped a minimum of three and be installed in continuous planting soil trenches
3. Street trees should be of a native species
4. Landscape boulevard should be primarily turf and could include small groupings of ground cover or low growing plant material
5. Light standards should be *heritage style*, be a maximum height of 6 metres, and cast light downwards
6. Service utilities should be underground
7. All amenities should be *heritage style*, express a coordinated appearance, and reflect the historic character of the village
8. Wayfinding signage should be provided
9. Interpretive panels should be provided to enhance understanding of the heritage of Ancaster
10. A District map/directory should be provided on both sides of the street
11. Benches should be positioned to encourage comfortable use and observation of street activities
12. Trash and recycling receptacles should be located near seating areas and bus shelters, and be accessible by maintenance vehicles
13. Trash and recycling receptacles should be grouped and contained within a decorative surround
14. Newspaper boxes should be sited on adjacent side streets only
15. Street signs should be *heritage style*



GATEWAYS & PUBLIC ART

VILLAGE CORE STREET CROSS-SECTION

1. Gateways should be developed at the District boundaries and announce arrival to “Historic Village of Ancaster”
2. Gateways should be predominantly horizontal in form and mass and incorporate buff coloured limestone walls
3. Gateways should preserve views and sightlines into the District
4. Gateways should be linked to the sidewalk and could incorporate pedestrian amenities including seating areas, interpretive panels, public art
5. Gateways should be landscaped in an informal style and use traditional plant materials, perennials and ground covers
6. Public art should be integrated into the *public realm* and could include fountains
7. Public art should enhance understanding and appreciation of the heritage and culture of Ancaster



NOTE: Streetscape features shown represent the “ideal” streetscape as outlined in the Public Realm Design Guidelines. All streetscape features are subject to future detailed design and may not be exactly as shown.

ROW per Official Plan:

The graphic at left depicts the typical cross-section of Wilson Street East in the Village Core Design District when key *Public Realm Design Guidelines* are applied (assumes a right-of-way (ROW) width of 20.1 metres, as specified in the Official Plan).



3.1.5

Escarpment Design Guidelines

The Escarpment *Design District* defines arrival to Ancaster from the east. Wilson Street East climbs the Escarpment on approach to the Rousseaux Street and offers insight into the character of the surrounding landscape. Views of the Dundas Valley and distant ridgeline of the Escarpment are available. There are two heritage residential properties on the east side of Wilson Street East; topography generally limits further development.



Design Guidelines

DESIGN INTENT

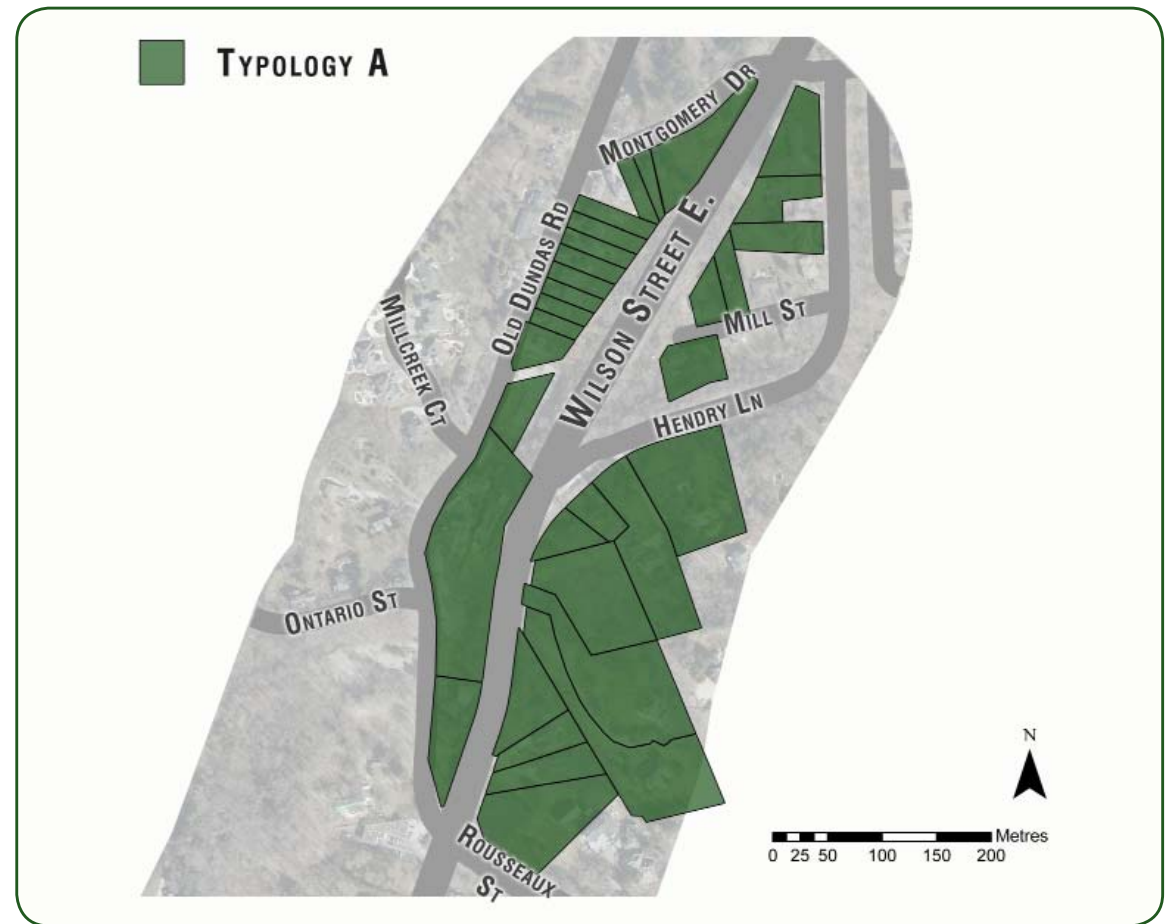
The intent of the design guidelines is to preserve the landscape character of this area and enhance the experience of arriving in Ancaster. As reflected in the Design Concept, an Escarpment Parkway is envisioned that elevates the aesthetic quality of the corridor, greatly improves pedestrian connections to the Old Mill and the *gateway* at Montgomery Road, and provides opportunities to observe the natural landscape.

Primary elements of the guidelines that achieve this include:

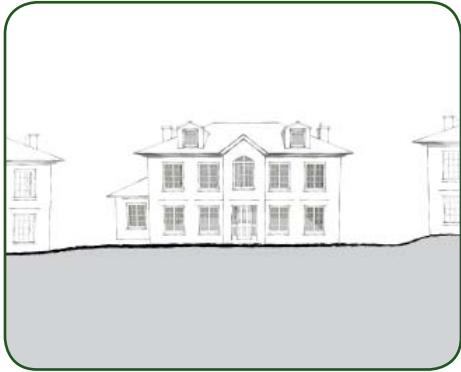
- Building heights are limited to 2-½ storeys with pitched rooflines
- Building materials and details are simplified
- Buildings are set into the natural landscape to minimize visual/environmental impact
- Landscape naturalization is encourage
- Wilson Street East is envisioned as a parkway (rather than an arterial road) to enhance the experience of arriving in Ancaster
- A strong pedestrian promenade provides access for pedestrian and cyclists

DISTRICT MAP

The Escarpment *Design District* extends on Wilson Street from Rousseaux Street to Montgomery Drive. The map identifies where the building *typologies* of this area are proposed to be located. There is one building *typology* in the Escarpment *Design District* – A. The *typologies* are representative examples of the ideal built form, based on application of the design guidelines.



3.1.5.1 Escarpment: Building Typology A



CONTEXT

1. Finished floor level should be the average of the adjacent buildings
2. Buildings should compliment façade patterning and horizontal lines of adjacent buildings



HEIGHT & ROOFLINE

1. Buildings should be 2-½ storeys
2. Buildings could have combined hip and gabled roof
3. Roofs should have a minimum overhang of 0.3 metre
4. Roofs could include dormers
5. Chimneys, if present, should be equal to primary wall material



WALL MATERIALS

1. Buildings should be of a similar colour to surrounding buildings
2. Stucco or wood may be used for façade surfaces above base level; base should be a durable massing
3. Front and side wall material should be equal
4. A maximum of 2 materials should be used



DOORS

1. Primary building entrance should be highlighted with façade projection and architectural enhancements
2. Doors at primary building entrance could be double width and include transom and/or sidelights
3. Doors should be recessed
4. Doors should include glazing and/or sidelights



WINDOWS

1. Windows should be rectangular and oriented vertically
2. Windows should express each floor
3. Windows should be provided on all façades
4. Windows should be clear glass
5. Windows should be recessed
6. Windows should be enhanced with architectural surround details
7. Windows could include shutters; shutters should be suited to the style and size of the windows



APPURTENANCES

1. Front yard porches should be raised
2. Front yard porches should be setback from the street
3. Materials for front yard porches should be equal to the building
4. Balconies could be provided on the second floor



SIGNAGE

1. An *identification sign* could be provided on the building
2. *Identification sign* should be flush mounted and no higher than first storey
3. *Identification sign* should be *heritage style*
4. *Identification sign* could be lit with projecting *heritage style* luminaires
5. Buildings are encouraged to have a date of construction marker located at a building corner on the *primary façade*

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

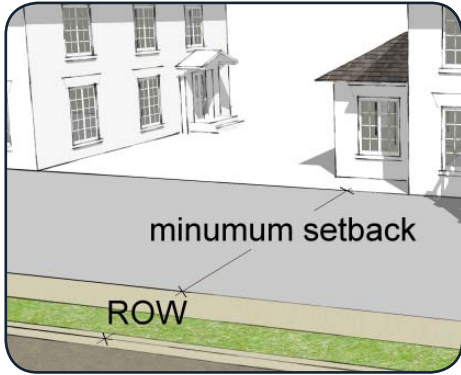


LIGHTING

1. Entrances should be lit
2. Wall mounted lights should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties



Escarpment: Building Typology A



SETBACK & ORIENTATION

1. Front yard setback shall be no less than adjacent buildings



ACCESS

1. Should provide direct pedestrian connections from parking area to the building entrance and street
2. Should be a maximum of 1 curb cut
3. For corner properties, access to parking from the side street is encouraged
4. Width of driveway/access lane should be a maximum of 6.5 metres



LANDSCAPE

1. Front yard should be landscaped
2. Lawn area could encompass a majority of front yard landscape
3. Side and rear yards should be landscaped
4. Screening should be provided for parking areas located in the side yard
5. Trees should provide shade over parking area
6. Trees should be of a native species
7. Stormwater should be *detained* on site (eg. rain gardens, vegetated swales, etc.)



PARKING

1. Should be provided behind the front façade
2. Should be hard surfaced with permeable paving





ACCESSORY STRUCTURES

1. Should be in the rear yard
2. Should be a maximum of 1 structure
3. Should be no higher than 2 storeys
4. Should be equal in materials and form to primary building

SIGNAGE

1. Site *identification sign* could be provided
2. *Identification sign* should be *heritage style*
3. *Identification signage* should be maximum height of 1.5 metres

Note: Signage shall be subject to the City of Hamilton Sign By-law. In the case of a conflict, the Sign By-law shall prevail

LIGHTING

1. Parking areas and access lanes could be lit with light standards no higher than 4 metres
2. Light standards should be *heritage style*
3. Lighting should incorporate a full cutoff to cast downwards and minimize light spill onto neighbouring properties

FENCES & WALLS

1. Walls located in the front yard should be a maximum of 0.6 metres high
2. Wall materials should match the building

3.1.5.2 Escarpment: Public Realm

PEDESTRIAN SPACE

1. A potential multi-use path could be developed on the west side of Wilson Street
2. A potential multi-use path should be hard surfaced and continue across driveways and vehicle entrances
3. Seating areas should link directly to the multi-use path and be oriented to views of the Escarpment to the west
4. Seating areas should be hard surfaced with rectangular dry laid pavers giving an appearance of natural limestone
5. Seating areas should integrate natural buff coloured limestone walls
6. A direct pedestrian link should be provided from the multi-use path to the Ancaster Mill

BICYCLE & VEHICULAR SPACE

1. Bicycle circulation should be accommodated on the multi-use path
2. Bicycle racks should be provided at seating areas
3. Bicycle racks should be *heritage style* and be coordinated with other street furniture
4. Traffic control devices should be provided at all pedestrian crossings
5. Wilson Street should be designed as a parkway with a landscaped centre median and boulevards
6. Limestone walls should be integrated into the parkway

LANDSCAPE & AMENITIES

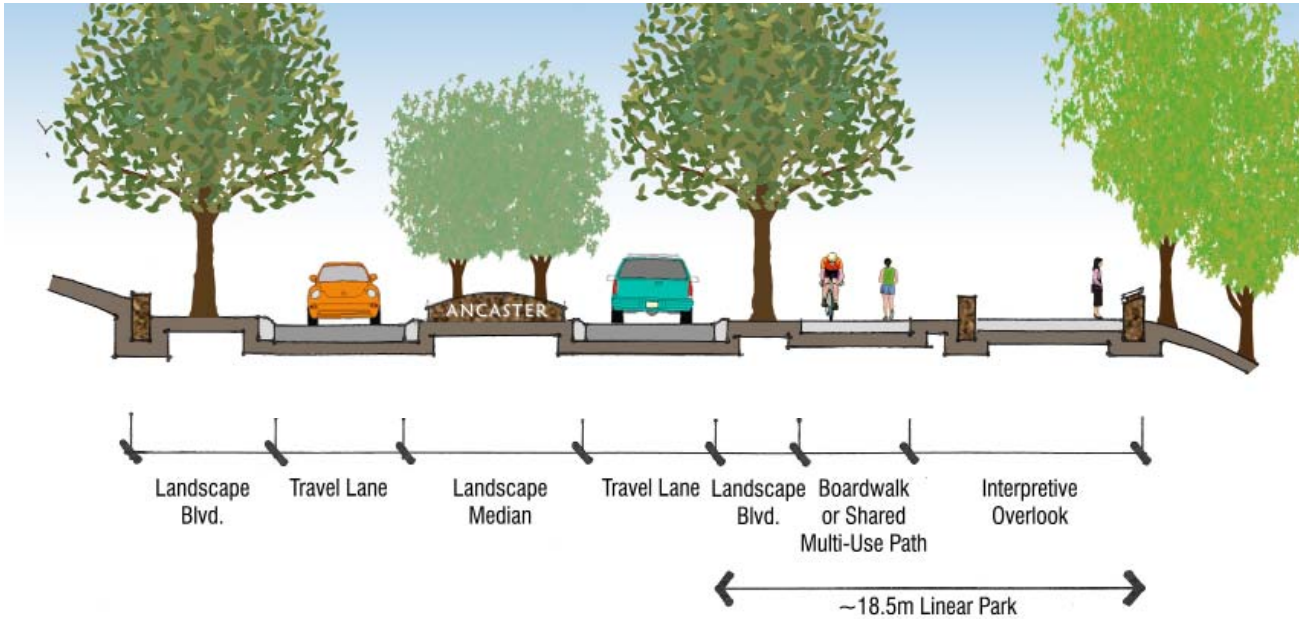
1. Trees should be planted to delineate the multi-use path and provide separation from the roadway
2. Seating areas should be integrated into the landscape and naturalized with plant materials
3. Plant materials should be native
4. Light standards should be *heritage style*, be a maximum height of 6 metres, and cast light downwards
5. Service utilities should be underground
6. All amenities should be *heritage style* with a coordinated appearance
7. Wayfinding signage should be provided
8. Interpretive panels should be provided at seating areas to enhance understanding of Ancaster's natural landscape
9. Benches should be oriented to views of the Escarpment
10. Trash and recycling receptacles should be integrated into seating areas
11. Street signs should be *heritage style*

GATEWAYS & PUBLIC ART

1. A *gateway* should be developed at the intersection Wilson Street and Montgomery Drive to announce arrival to "Historic Village of Ancaster"
2. The *gateway* should incorporate limestone walls
3. The *gateways* should be linked to the multi-use path and could incorporate pedestrian amenities including seating areas, interpretive panels, public art
4. The *gateways* should be integrated into the landscape and naturalized with native plant materials
5. Public art should be integrated into the *public realm*



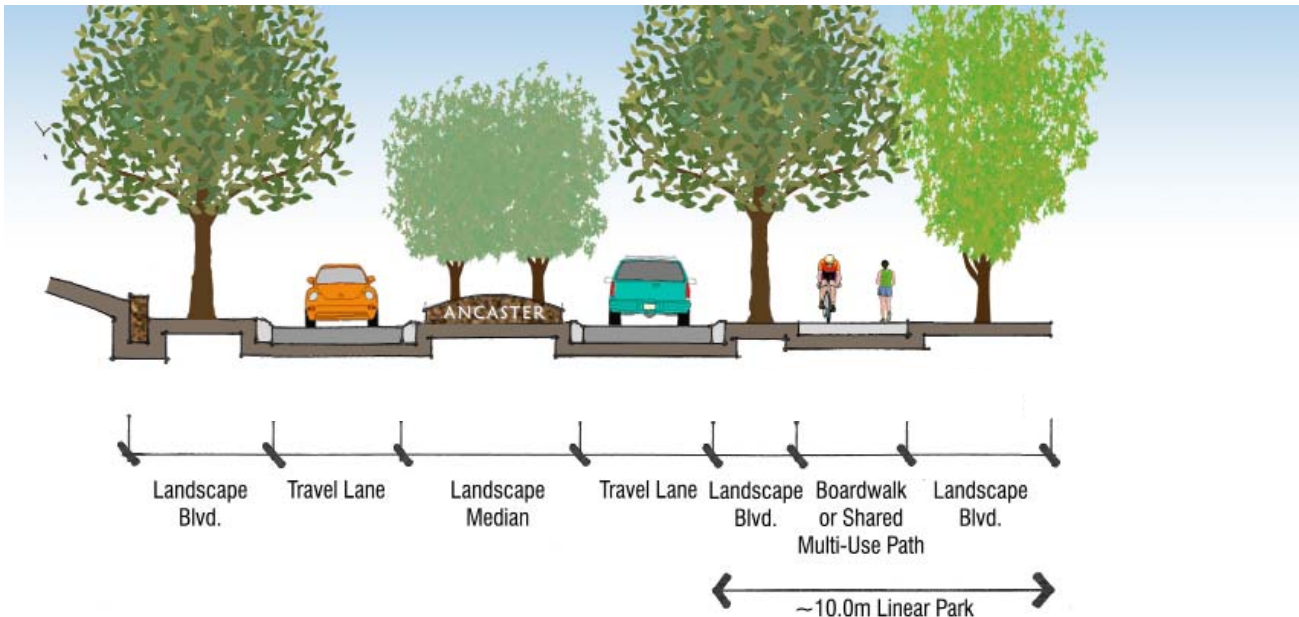
ESCARPMENT: STREET CROSS-SECTION



ROW per Official Plan:

The graphic at left depicts the typical cross-section of Wilson Street in the Escarpment *Design District* when key *Public Realm* Design Guidelines are applied (assumes a right-of-way (ROW) width of 36.0 metres, as specified in the Official Plan).

NOTE: Streetscape features shown represent the “ideal” streetscape as outlined in the Public Realm Design Guidelines. All streetscape features are subject to future detailed design and may not be exactly as shown.



26 metres Narrow ROW:

The graphic at left depicts the cross-section of Wilson Street in the Escarpment *Design District* when key *Public Realm* Design Guidelines are applied (assumes a ROW width of 26 metres, which is less than the ROW specified in the Official Plan, but is the existing ROW in some areas of the Escarpment *Design District*).



Design Guidelines

Appendices



A.1 Definitions

The following definitions clarify terms used in the Urban Design Guidelines.

Base, middle and cap – a traditional architectural arrangement of a building that serves to visually reduce the height, mass and scale of a structure to one that relates better to a pedestrian-oriented environment; the base is the lowest part of the structure, the cap is the top element of a structure; the middle connects the base and cap

Detained (Stormwater Detention) - Stormwater detention systems are designed to slow the rate of stormwater runoff from a site. They can be as simple as a vegetated swale or rain garden, or more specialized like an engineered stormwater detention basin. The purpose is to slow down the release of stormwater from the site to prevent downstream flooding or overburdening of the community's stormwater collection system, and to reduce downstream bank erosion. They also provide a measure of pollution control through settling of suspended solids and associated nutrients. Unlike a retention pond, a detention system is not designed to hold water for an extended period of time.

Character Area – a general area with common and readily identifiable landscape, built form and natural traits and characteristics

Design District – a specific area with defined boundaries where design guidelines apply

Gateway – a feature in the public realm that defines entry to a specific area; may include structures, public art, landscaping

Heritage Style – a contextually-relevant and recognizable design form or character from an earlier era or time period

Identification Sign – a sign that announces a business or commercial development

Primary Façade – the exterior face of a building that is most prominent in the public realm and includes the main building entrance

Public Realm – all outdoor spaces that are common and where the public has visual and/or physical access

Typology – representative examples of the ideal built form, from which new development should take design cues



A.2 Planning Context

The Urban Design Guidelines have been developed in consideration of several other planning initiatives and studies, including:

- Urban Hamilton Official Plan (2011)
- Ancaster Transportation Master Plan (2011)
- Hamilton Transportation Master Plan (2007)
- Hamilton Cycling Master Plan “Shifting Gears” (2009)
- Urban Braille Design and Implementation Manual
- City of Hamilton Site Plan Guidelines (2003).
- Other documents were reviewed to assess their relative influence on the preparation of the guidelines. These include:
 - Hamilton Transit Oriented Development Guidelines (2010)
 - City of Hamilton Barrier Free Design Guidelines (2006)
 - Design Guidelines for Bikeways (1999)
 - City of Hamilton Public Art Master Plan (2008)
- Through the preparation of the Secondary Plan, the guidelines endorse and align with several provincial or upper tier policy documents including:
 - Places to Grow – Growth Plan for the Greater Golden Horseshoe (2006)
 - Ontario’s Greenbelt (2006)
 - Provincial Policy Statement (2005)
 - Ontario Planning Act Bill 51 (2007)
 - Niagara Escarpment Plan (2011)



A.3 Character Area Matrices

Character Area Building Characteristics:



		Gateway Residential	Uptown Core	Transition	Village Core	Escarpment
Building Characteristics	Stories	1-2	1-2	1-2	1-2	Overlooks New Residential Development (W Side)
	Setback	Large, Some Rear Yard Frontages	Large Front Yard	Variety of Styles (Predominantly Residential)	Varies Along Street	
	Material	Variety of Styles (Residential)	Brick, Some Cladding or Stucco		Limestone - Random Pattern	
	Roof		Flat		Pitched - Gable Ends - Dormers	
	Windows		Large, Transparent		Vertical - Symmetrical Double Hung	
	Doors		Flush, Name Boards		Near Flush - Single - Lintel	
	Façade		No Details	Simple Details - Stone Lintels/Sills		
	Site	Landscaped	Minimal Landscaping/Landscaped	Landscaped	Landscape Courts	
	Parking	Front	Front/Side	Front/Rear/Side	Side/Rear	

The Character Area matrices summarize key design elements identified during the inventory and character analysis work undertaken early in the study. The information has been

formatted under the different Character Areas identified during the study and relates to the specific categories by which the Urban Design Guidelines are organized.

Character Area Streetscape Characteristics:



Gateway Residential

Uptown Core

Transition

Village Core

Escarpment

Street Characteristics		Gateway Residential	Uptown Core	Transition	Village Core	Escarpment
		Lanes	2 Travel, No Curbs, Asphalt Shoulders	2 Travel, Centre LHT, Curbed	2 Travel - L Turn @ Main Intersection, Asphalt Shoulder, No Curb	2 Travel - Curbed
Cycling	Mix On/Off Road Cycle Lanes	Cycle Lane	Cycle Lane	No Cycling	No Cycling	
Parking	None	None	None	On-Street (2 areas, W side)	None	
Sidewalks	Concrete	Concrete	Concrete	Concrete	Concrete (E Side)	
Boulevard	Wide, Grassed, Some Street Trees	Wide/Grass, Regular Street Trees	Some Grass, Some Street Trees	Grassed, Some Street Trees	Sloped, Treed	
Lights	Wood Poles, Cobra Heads	Wood Poles, Cobra Heads	Concrete Poles, Cobra Heads	Decorative - Concrete Poles, Black Heritage Luminaries - Underground Service	Concrete Poles, Cobra Heads	
Furniture	None	Some Benches, Bus Shelter	None	Black Metal Work	None	
Utilities	Overhead (W Side)	Overhead (W Side)	Overhead (W side)	Buried	Overhead	

peter j. smith & company, inc.

■ Ancaster Community Node





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