UPPER WEST SIDE
Infill Community
Urban Design & Architectural Guidelines




November 2023

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Hamilton

NAK design strategies

1.0 INTRODUCTION

1.1 Document Purpose & Structure

The Upper West Side Infill Community is envisioned to be developed as a complete community, consisting of residential, mixed-use, institutional, recreational, and employment uses that are complemented by the expansive protected natural heritage features. A portion of the Upper West Side Secondary Plan was designated “Urban Expansion Area - Neighbourhoods” and “Urban Expansion Area – Employment Area”. To facilitate the comprehensive and complete development of the neighbourhood and set forth guidelines for the development of the Urban Expansion Areas, the Upper West Side Secondary Plan process was initiated by the Upper West Side Landowner Group.

The Upper West Side Secondary Plan area has been identified as a preferred growth area by the City of Hamilton and is situated between the existing built-up area of the City and the John C. Monroe Hamilton International Airport to the south. The Secondary Plan establishes the policies to support and guide the development of the area, focusing on the interface between the proposed mixed-use and residential uses with the employment uses within the Airport Employment Growth District. The Secondary Plan also guides the fulsome development of the lands with special consideration for the nearby John C. Monroe Hamilton International Airport to support compatibility between uses and protect current and future airport operations.

The objective of the Urban Design and Architectural Guidelines (UDAGs) is to provide the rationale for the arrangement of the urban design components in the Upper West Side Infill Community, with particular reference to structuring elements, the major road network, Natural Heritage System (NHS), storm water management (SWM) ponds, parks, and residential land areas. It will prescribe open space and built form principles and guidelines that pertain to the location and design of buildings, compatibility and fit within the surrounding context, vehicular, pedestrian, and cycling circulation systems, parking, site buffering and landscaping, streetscaping, servicing areas, and other related components that may be specific to the subject lands, while allowing some flexibility for delivering a wide range of design expressions, architectural form, and styles that provide interest in the urban environment.

The UDAGs emphasize and detail the integral elements that will help create an innovative, walkable, transit friendly environment with mixed use and residential opportunities that complement the adjacent planned employment lands.

The guidelines are structured under the following major sections:

1.0 Introduction

2.0 Description & Analysis of the Existing Site

3.0 Design Response & Intent

4.0 Implementation Plan

2.0 DESCRIPTION & ANALYSIS OF THE EXISTING SITE

2.1 Site Attributes

2.1.1 Existing Buildings & Structures

The lands within the existing community of Glanbrook were first settled in the early 18th century to allow for agricultural uses, and much of the community is still used for farming purposes. The subject land's existing uses mainly consist of actively farmed agricultural lands and open space, with some rural detached dwellings related to agricultural uses along Twenty Road West and Dickenson Road West.

2.1.2 Existing Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, meadows, hedgerows, and wooded areas. Situated within the headwaters of the Twenty Mile Creek, a number of headwater channels occurring in low topographic areas are generally controlled by a series of modest ridges that direct flow to the east along several parallel streams (Chapman and Putnam 1984 / Twenty Road Natural Features and Headwater Characterization Report, 2013). The development of the Upper West Side Infill Community will facilitate environmental conservation by considering the existing natural features as part of the development's identity and overall design framework.

Fig. 2.2 - Subject Lands Context within GTHA and City of Hamilton

2.2 Regional & Local Context

2.2.1 City & Community Context

The Upper West Side study area is situated to the south of the Greater Toronto and Hamilton Area's (GTHA) major municipalities and regions, and are well-connected to major roads and highways, with Highway 403 approximately 3 km to the east, and easy access to the QEW from Lincoln M. Alexander Parkway, approximately 3 km north.

In the City of Hamilton context, the Upper West Side Infill Community is located approximately 7 km south of the heart of downtown, with a north-south linkage from Garth Street, becoming Beckett Drive through the Bruce Trail, and then Queen Street South through the City Centre. Upper James Street, on the east boundary of the larger Twenty Road West development site, also provides a north-south street connection to the City's urban core. With the anticipated construction of the Upper James Bus Rapid Transit (BRT) in the next 15 years, the development will have direct access to this important rapid transit link. Running from the West Harbour Go Station to the John C. Munro Hamilton International Airport, this BRT line plans to bring rapid transit and connection points to much of the City.

Hamilton's John C. Munro International Airport is located immediately south of the subject lands. The site's proximity to the airport offers international accessibility to this future employment district. Additionally, the Canadian Warplane Heritage Museum adjacent to the airport provides an opportunity to incorporate a distinctive historical and cultural identity for the development and the City of Hamilton.

Fig. 2.2.1a - Downtown Hamilton, located 7 km north of subject lands.

Fig. 2.2.1b - Downtown Hamilton's West Harbour Go Station to be connected to subject lands via Upper James Street BRT.

Fig. 2.2.1c - Canadian Warplane Heritage Museum, adjacent to the John C. Munro Hamilton International Airport.

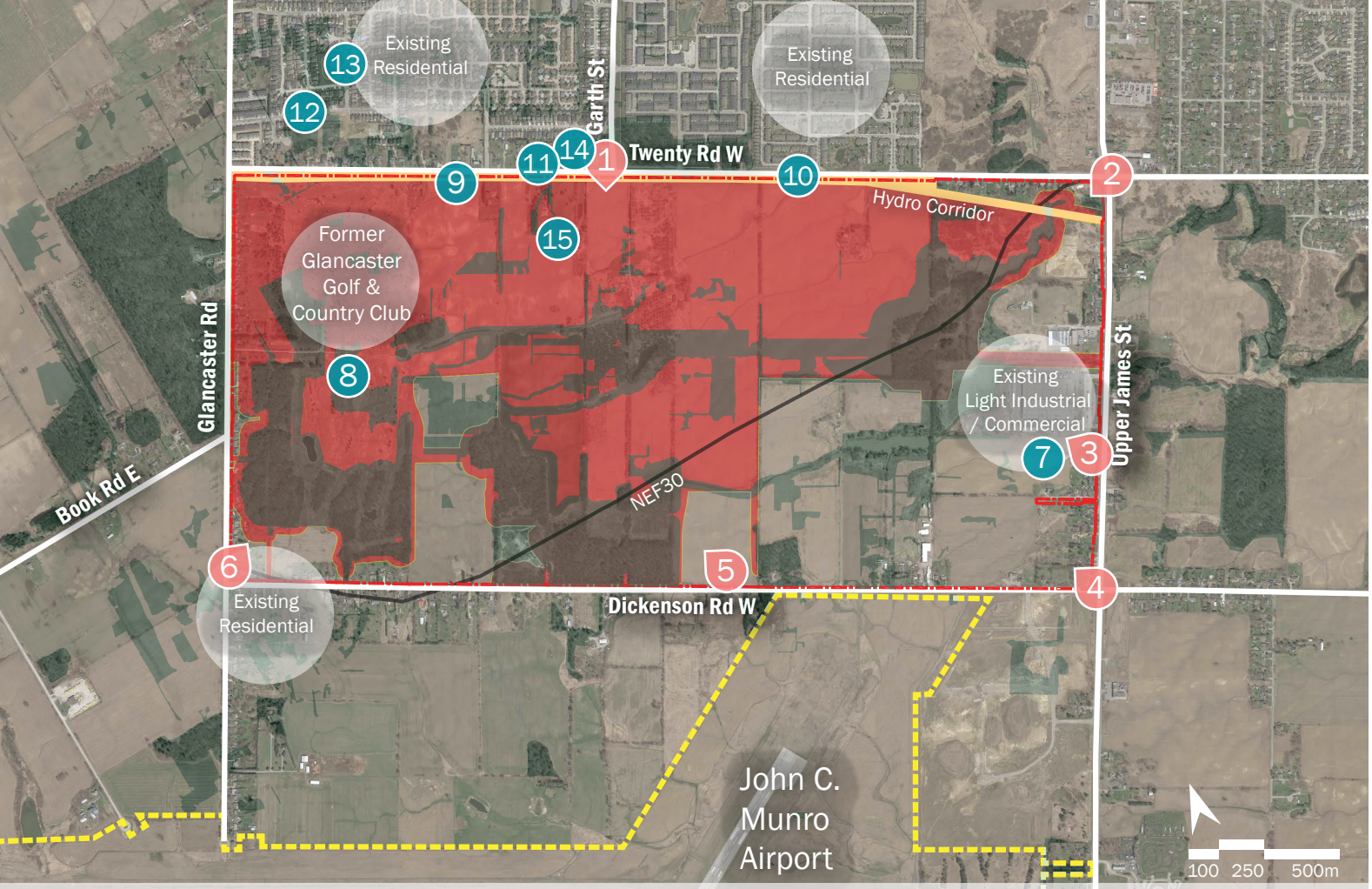
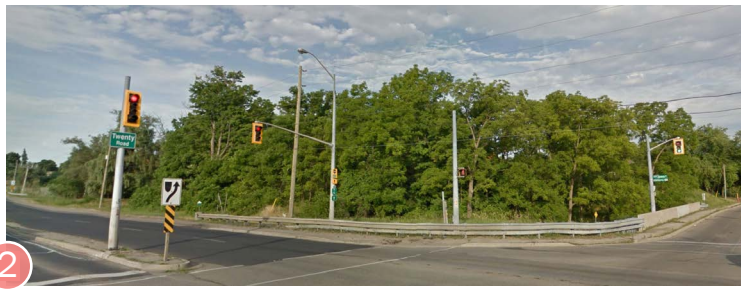
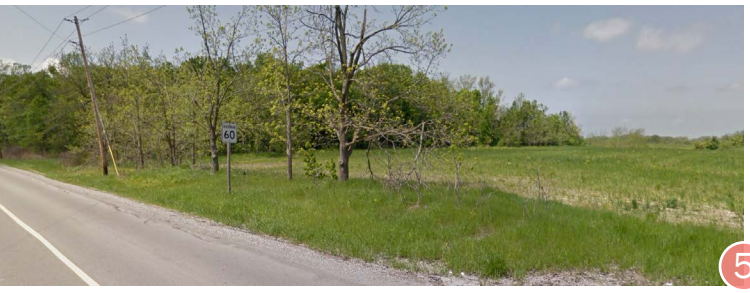


Fig. 2.2.1d - Subject Lands Context within the Upper West Side development area.





2.2.2 Site Context

The Upper West Side participating land area consists of approximately 283 ha (700 ac) of land located within the 389 ha (962 ac) overall Upper West Side development land area. The subject lands are bounded by Twenty Road West and a hydro corridor to the north and Dickenson Road West to the south, and are set within the broader Twenty Road West development lands that are bounded by Upper James Street to the east and Glancaster Road to the west. There is currently no internal road network through the subject lands.

The four roads bounding the broader Upper West Side development site can be generally characterized by light industrial/commercial land uses, rural/agricultural land, and low density residential.

Along Upper James Street the land uses vary from single family detached homes and light commercial/ industrial buildings, with the largest building and busiest operation being the Hamilton Street Railway (HSR) Mountain Transit Centre, located halfway between Dickenson Road West and Twenty Road West.

Fig. 2.2.1e - HSR Mountain Transit Centre park and ride on Upper James Street.

Fig. 2.2.1f - The rolling hills of Glancaster Golf & Country Club, which ceased operating in 2015.

Fig. 2.2.1g - Hydro corridor along the south side of Twenty Road West.

Fig. 2.2.1h - Twenty Place adult lifestyle community along the north side of Twenty Road West.

Fig. 2.2.1i - Existing single family residential dwelling along Twenty Road West.

Fig. 2.2.1j - Single family detached neighbourhood pocket north of Twenty Road West.

Fig. 2.2.1k - Existing park in low density residential neighbourhood north of Twenty Road West.

Fig. 2.2.1l - Commercial property located at northwest corner of Twenty Road West and Garth Street.

Fig. 2.2.1m - Rolling farmland, meadows, hedgerows, and wooded areas within the subject lands.

Dickenson Road West is mainly characterized by rural detached homes and the north end of the airport lands that can be seen from the south/east portion of the subject lands.

Single family detached homes are the predominant land use along Glancaster Road, which also includes an access driveway to the Glancaster Golf & Country Club (closed in 2015), situated immediately west of the subject lands.

The south side of Twenty Road West consists of mainly farmland, rural single family dwellings, and the north end of the golf course.

The neighbourhood on the north side of Twenty Road West is a developed low density residential community containing three gated adult lifestyle communities with private clubhouses, as well as two single family detached neighbourhood pockets with a street grid network containing a small park, an area designated as natural open space, and one local commercial property.

2.3 Functional Requirements

Functional requirements for the Upper West Side Infill Community include addressing various aspects such as servicing, storm water management, and infrastructure. The lands will be planned comprehensively to ensure the development of a fully integrated and functional community. The implementation of contemporary cost sharing policies will ensure that the development of the community occurs in an equitable financial manner to both the City and the landowners.

Servicing requirements will be met through the connection to the Sanitary Pump Station via Twenty Road West, complying with the City's EA & Allocation Policy. To ensure efficient infrastructure, watermain looping via Glancaster Road and Twenty Road West will be available. Additionally, front-end financing for servicing and road improvements on Twenty Road West will be provided through the development of the Upper West Side lands, with the costs shared equitably among stakeholders. Beyond these technical aspects, the community aims to harmonize functional needs with sustainability, accessibility, maintenance, and aesthetics, ensuring a balanced approach that not only manages water quality and quantity but also serves as a community benefit, enhancing the overall well-being of residents and the environment.

Fig. 2.3 - Storm water management ponds ensure a balanced approach to managing water quality and quantity, and also serve as a community benefit.

2.4 Policy Framework & Design Requirements

The current Provincial policy framework directs new development taking place in designated growth areas to occur adjacent to the existing built-up area, have a compact form, and a mix of uses and densities that allow for the efficient use of land. The Upper West Side Infill Community builds on these concepts by providing an opportunity to establish a healthy and resilient community within Hamilton's AEGD, adjacent to the already built-up areas of south Hamilton.

The proposed development is subject to the Urban Hamilton Official Plan (2013) and the Rural Hamilton Official Plan, the Airport Employment Growth District Secondary Plan (2017), and the Airport Employment Growth District Urban Design Guidelines (August 2010), as well as a series of other relevant Council approved by-laws and guidelines. This Urban Design Brief specifically reviews the relevant growth, urban design, and sustainability policies from the following documents:

2.4.1 Urban Hamilton Official Plan

The Urban Hamilton Official Plan, envisions a vibrant, healthy, sustainable city. Known as Vision 2020, the policies of this Plan express and enable change and transformation while "balancing and respecting the sense of place, history and culture." Derived from the Planning Act, the function of the Official Plan is to "*project a long term vision for the physical development of the City over the next 30 years.*"

To meet the future goals envisioned by Vision 2020, as well as the City's Strategic Plan, the City recognizes the importance of creating employment opportunities as Hamilton continues to grow. *"Hamilton has become an attractive place to live because of the amenities and reasonable housing prices. However, many of our residents are commuting to jobs outside Hamilton. One of the City's key priorities is to increase employment opportunities within our boundaries" (A.1-1).*

The *Urban Hamilton Official Plan* applies to lands designated as urban areas of the City. The majority of the Upper West Side lands fall under this category and will be subject to the Plan's policies The framework of the Official Plan is centred on the following principles:

- *Compact and healthy urban communities that provide opportunities to live, work, play, and learn;*
- *A strong rural community protected by firm urban boundaries;*
- *Environmental systems – land, air and water- that are protected and enhanced;*
- *Balanced transportation networks that offer choice so people can walk, cycle, take transit, or drive, and recognize the importance of goods movement to our local economy;*
- *A growing, strong, prosperous and diverse economy;*
- *Financial stability; and,*
- *Strategic and wise use of infrastructure services and existing built environment.*

The policies of the Official Plan will be supported by the Upper West Side Infill Community in a number of areas related to urban design. The Official Plan states that the following Urban Design Policies (Volume 1, Section B.3.3) shall apply in the urban area:

- *Enhance the sense of community pride and identification by creating and maintaining unique places.*
- *Provide and create quality spaces in all public and private development.*
- *Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.*
- *Create developments that are transit-supportive and promote active transportation.*
- *Ensure that new development is compatible with and enhances the character of the existing environment and locale.*
- *Create places that are adaptable and flexible to accommodate future demographic and environmental changes.*
- *Promote development and spaces that respect natural processes and features and contribute to environmental sustainability.*
- *Promote intensification that makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods.*
- *Encourage innovative community design and technologies.*
- *Create urban places and spaces that improve air quality and are resistant to the impacts of climate change* (3.3.1.1 -3.3.10, p.11-12).

With respect to the subject land's location adjacent to the airport, the Official Plan addresses how land surrounding the airport shall have special considerations given its potential as future employment areas:

"The City recognizes the long-term economic importance of the John C. Munro International Airport and associated highway infrastructure for its unique role as a catalyst for airport related and other employment uses. These future employment lands shall be subject to Policies B.2.2.1 to B.2.2.4 – Urban Boundary Expansions. Lands in the vicinity of the John C. Munro International Airport should be designated for employment purposes that rely on this infrastructure" (2.3.3, B.2, p.3).

The Upper West Side Infill Community will support the City's vision, goals, and principles toward creating distinct, accessible, pedestrian oriented, and transit-supportive developments with diverse employment opportunities and an enhanced natural environment that is sustained for current and future benefits.

2.4.2 Rural Hamilton Official Plan

The *Rural Hamilton Official Plan* (RHOP) represents seven former Official Plans for the Region of Hamilton-Wentworth and six other former municipalities, providing policy guidance and direction for these seven amalgamated communities, including Upper West Side. This RHOP applies to only lands designated as rural areas within Hamilton's boundaries. The UBE applications are seeking to remove the areas identified as rural from the RHOP.

Although Hamilton's *Urban Official Plan* is the key policy document guiding the Upper West Side Infill Community design and development, it is important to recognize the significance of the Hamilton's surrounding rural lands to ensure that planning balances the needs of the community:

"Surrounding our Urban Area is a strong rural community comprising agricultural and environmental areas, mineral aggregate resources, 19 Rural Settlement Areas and a variety of recreational and tourism uses that support both the City and the surrounding regions. Woven throughout the Rural and Urban Areas is a rich and diverse natural heritage system" (p.1).

While the subject lands contain woodland areas and other natural heritage features that will be incorporated into the layout of the Upper West Side Infill Community, no portion of the subject lands exists within the Greenbelt Natural Heritage System (Twenty Road Natural Features and Headwater Characterization Report, 2013).

2.4.3 Airport Employment Growth District Secondary Plan

Notwithstanding anything to the contrary, lands located within the Study Area but outside of the Secondary Plan Boundary shall continue to be subject to the Airport Employment Growth District Secondary Plan and its respective policies, as applicable. Lands located within the Secondary Plan Boundary but outside of the Urban Expansion Areas shall continue to be subject to the Airport Employment Growth District Secondary Plan and its respective policies, as applicable, until such time that the lands are converted through a Municipal Comprehensive Review, or alternative legislative process.

The purpose of the AEGD Secondary Plan is to guide the future development of a major business park. Providing an opportunity to create a new employment area, this district will help to improve live-work ratios in the City while meeting Hamilton's provincial employment targets. The employment district also "supports the airport as important infrastructure and as an economic driver, supports long-term prosperity, and contributes to quality of life for Hamilton"... and "assists with Hamilton's ability to promote itself as an economic and goods movement gateway" (B.8.0, Vol. 2 – B.8.1, p.1).

The Plan states that the business park shall meet the following goals (B.8.0, Vol. 2 – B.8.1, p.1):

- *Effectively integrate with and complement the existing John C. Munro Hamilton International Airport;*
- *Effectively integrate with the residential development abutting Garner Road / Twenty Road;*
- *Recognize and allow for certain existing land uses to continue until such time that they are redeveloped; and*
- *Respects and enhances the prominent natural areas throughout the Infill Community.*

The AEGD is envisioned as an eco-industrial park that offers a range of employment and employment-related land uses. It will support prestige industrial, light industrial, airport-related business, and institutional development that has been designed to consider its ecological footprint and urban design

best-practices in order to establish a sustainable community.

Employment Supportive Centres are key features allocated within AEGD Secondary Plan at strategic locations to provide for a limited range of amenity uses that serve the employees and the businesses (8.4.5, Vol. 2 – B.8.1, p.10).

An Employment Supportive Centre is identified at the corner of the future Garth Street extension and Twenty Road West (Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area I), and shall be located within a 100 m radius of the southwest and southeast corners of this intersection.

A. Vision

"The Hamilton Airport Employment Growth District is vibrant and visually appealing and the natural and cultural heritage resources in the area have been preserved and used to establish a distinct character for the area. It is a working community that attracts a range of airport related and other businesses providing both conventional and knowledge-based services. The environmental footprint of the district has been managed through a range of sustainable design techniques and the character of the surrounding land uses have been protected through appropriate land use transitions and transportation planning" (8.2.1, Vol. 2 – B.8.1, p. 2).

B. Principles

A set of principles is established in the Secondary Plan and has directly informed the Upper West Side Infill Community Design Guiding Principles, introduced in Section 2.3.2 of this UDB:

- ***Sense of Place:*** *The employment district is vibrant and visually appealing. It is a working community with a unique sense of place derived from a strong connection to its natural setting and the existing airport.*
- ***Public Realm:*** *Attractive public spaces and streets reinforce the employment district's character as a green, vibrant and prosperous community. The public realm provides structure and amenity to the employment district.*
- ***Built Form:*** *The employment district has attractive, energy efficient, and green buildings. The Airport Employment Growth District Urban Design Guidelines ensure that high quality developments respect and enhance the public realm and natural environment.*
- ***Movement & Connections:*** *The employment district is well connected to the city and region by a seamless, multi-modal transportation network providing a high level of service for goods movement, automobiles, active transportation and transit.*
- ***Occupants:*** *Businesses and employees are attracted by the employment district's character, amenities, accessibility, and prestige. There are strong connections between occupants and many opportunities for cooperation between companies.*
- ***Employment District:*** *The employment district is in demand and attracts a range of airport related and other businesses providing conventional (e.g. manufacturing & warehousing) as well as innovative, creative, green and knowledge based services. Quality jobs and successful businesses contribute to the prosperity of the Hamilton region.*
- ***Relationships with Surrounding Land Uses:*** *There is a seamless transition from surrounding residential and agricultural areas to the employment district. The entire district functions as a single community.*
- ***Services and Infrastructure:*** *Infrastructure provides services in a manner that protects and enhances the natural environment while increasing the attractiveness of the employment district.*
- ***Fiscal Responsibility:*** *The development has achieved a successful long-term result and return. The employment district's prosperity enriches the entire greater Hamilton area.*
- ***Natural Heritage Principles:*** *Through sustainable design and appropriate development, the employment district protects and enhances the natural environment.*
- ***Cultural Heritage:*** *The development shall preserve and celebrate important cultural sites and features.*
- ***Agriculture Principles:*** *The employment lands shall develop in a manner which complements food production operations and minimizes conflict between land uses* (p.2-7).

2.3.4 Airport Employment Growth District Eco-Industrial Design Guidelines (EIDG) and Airport Employment Growth District Urban Design Guidelines

Airport Employment Growth District Eco-Industrial Design Guidelines (EIG) and The *Airport Employment Growth District Urban Design Guidelines* are a component of the *Hamilton Airport Employment Growth District (AEGD) Secondary* Plan, providing a framework to fulfill the district's goals and principles through more detailed urban design guidance and requirements for development applications. The EIG is intended to "provide 'guard rails' to ensure that the plans and projects are fully considering *a wide range of innovative sustainable design solutions*" (1.1., p.1).

In conjunction with other planning policy documents, these two sets of guidelines will be used in the development review and approvals process by municipal staff as a tool to evaluate development proposals for Site Plan Approval. The preliminary layout and design for the Upper West Side Infill Community represents the optimum design solution to meet the objectives in these Urban Design Guidelines, and any further detailed site design will address the various requirements for site planning, built form, and landscaping.

2.3.5 City of Hamilton By-Law No. 09-124

The City of Hamilton's By-Law No. 09-124 addresses the conveyance of land for parks or other public recreational purposes as a condition of development or redevelopment:

- *Sections 42, 51.1, and 53 of the Planning Act provide that the Council of a local municipality may by By-law require that land be conveyed to the municipality for park or other public recreational purposes as a condition of development or redevelopment or the subdivision of lands;*
- *Sections 42 and 51.1 of the Planning Act provide for an alternate parkland rate of one hectare for each three hundred (300) dwelling units proposed for development provided the municipality has an official plan that contains specific policies dealing with the provision of lands for park or other public recreational purpose at such rate.*

The Upper West Side Infill Community will meet the By-law standards as required by the municipality through an extensive series of parks and green links within the subject lands.

2.3.6 Council Approved Transit Oriented Development Guidelines for Hamilton

The *Transit Oriented Development Guidelines for Hamilton*, adopted by Council in 2010, is a tool to guide development that establishes transit supportive land uses and provides opportunities for travel by transit or active transportation such as walking or cycling. Future detailed design of the Upper West Side Infill Community will reflect the document's detailed guidelines for TOD typologies. At a broader level however, the document identifies and illustrates ten TOD principles for the City of Hamilton and series of corresponding guidelines that will be supported in the plan for the Upper West Side Infill Community:

1. Promote Place Making - Creating a Sense of Place
2. Ensure A Mix of Appropriate Land Uses
3. Require Density and Compact Urban Form
4. Focus on Urban Design
5. Create Pedestrian Environments
6. Address Parking Management
7. Respect Market Considerations
8. Take a Comprehensive Approach to Planning
9. Plan for Transit and Promote Connections (for all modes)
10. Promote Partnerships and Innovative Implementation

2.3.7 City-Wide Corridor Planning Principles and Design Guidelines

The *City-Wide Corridor Planning Principles and Design* Guidelines provides planning and design direction for primary and secondary corridors identified in Hamilton's Urban Official Plan. While there are no designated corridors within the Upper West Side Infill Community participating lands, Upper James Street on the east boundary of the development lands is designated as one of the City's eight corridors. In this broader context of Upper West Side, it should be noted that Upper James Street is recognized as a "*significant opportunity for creating vibrant pedestrian and transit oriented places through investment in hard and soft infrastructure, residential intensification, infill and redevelopment*" (p.2). With 40% of the City's intensification target directed to nodes and corridor, intensification will be a key element this corridor's development (p.4).

2.5 Design Constraints & Opportunities

2.5.1 Constraints

A. Natural Heritage Impacts

There are a significant number of natural heritage features on the subject lands that will inform the layout of a development plan. In addition to several woodlots, the subject lands contain several water features and wetlands of varying sizes. Of the 283 ha (700 ac) total land area, approximately xx ha (xxx ac) comprise existing natural heritage features. The result is a net developable area of approximately xxx ha (xxx ac). Each of the natural heritage features have been thoroughly examined, and the surrounding land uses will be configured to ensure the protection and long term health of the NHS. Given the configuration of these features running east-west through the site, the location of crossings need to be strategically assessed relative to key road connections and land uses. Despite some design constraints, these environmental qualities also present an opportunity to enhance the subject land's NHS by providing new accessible greenway linkages. Pedestrian links at both a subdivision and regional scale for recreational and commuting purposes will encourage active transportation, while achieving a robust, well-functioning linked NHS.

B. Lot Size / Lot Layout

Due to the proximity to the airport, much of the lands are impacted by the Noise Exposure Forecast (NEF), a noise protection standard that in particular applies to existing surrounding residential uses. The community has been designed to follow the NEF 30 Noise contour line, which is identified by the Provincial Policy Statement (PPS) as the boundary for new development in areas near airports. The NEF contours will have an impact on architectural features and subdivision design to ensure noise mitigation measures are achieved. Please note the subject lands are also located within the flight path trajectory of the airport which will limit the heights of future buildings. Within all land use designations, the maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.

2.5.2 Opportunities

Situated between the airport on the south, and an established neighbourhood to the north, Upper West Side is the next logicical progression for community development in Hamilton. With existing roads and servicing to the north, the new community can be designed and developed to fit seamlessly within the framework provided by the *AEGD*. As part of a cohesive community framework, it will be compatible and well integrated with the surrounding neighbourhoods. Refer to Fig. 2.5.2 for Upper West Side's location relative to designated expansion areas and the prime agricultural area outside of the site boundaries.

Given the extensive NHS lands surrounding the subject lands, there are opportunities provide access and visibility to the natural areas, preserving and enhancing the views and vistas to these features. With the NHS directly informing the proposed road network, views can be maintained from streets and public open space where feasible. Refer to section *3.9.6. Views & Viewsheds* for guidelines and figures. In addition to view opportunities, the NHS provides opportunities for a connected multi-use trail system that is integrated with the community's parks, open space and active transportation network. These multi-use paths should connect with the development east/west, north/south, and to the surrounding existing and built communities.

Additional trail opportunities are provided by the hydro corridor along the site's northern boundary, with potential linkages to the existing and future trail system surrounding the Upper West Side Infill Community.

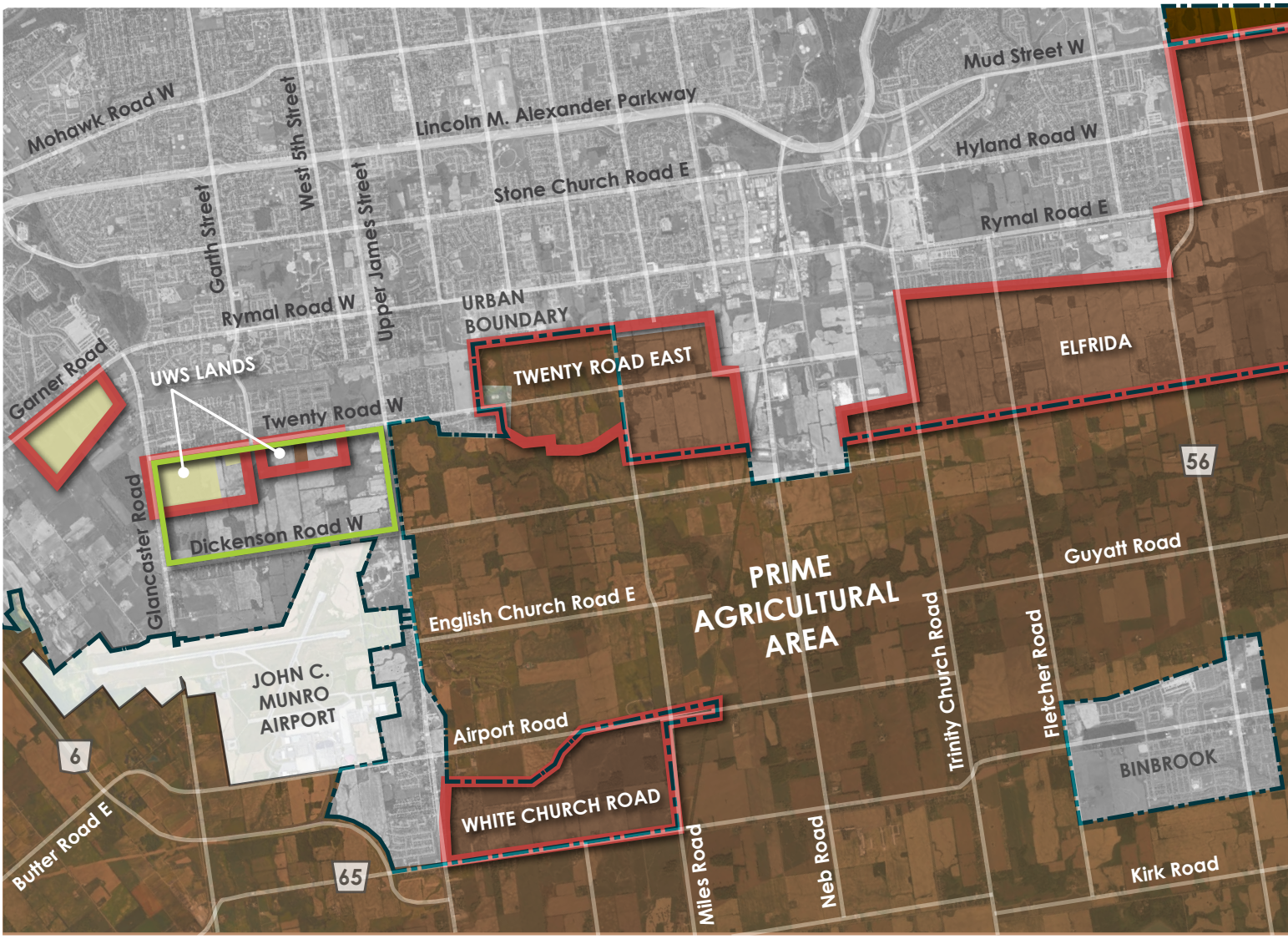


Fig. 2.5.2 - Upper West Side's location within an expansion area and to the west of Hamilton's prime agricultural area

EXPANSION AREAS

UWS LANDS

ROAD NETWORK

URBAN AREA (URBAN BOUNDARY)

PRIME AGRICULTURAL AREA

CANDIDATE AREA

JOHN C. MUNRO AIRPORT

COMMUNITY CHARACTER

- Establish a strong community character and theme.
- Reflect a local identity rooted in the character of the City of Hamilton.
- Integrate identified existing cultural heritage resources into future land use development through retention of heritage attributes that express the resource's cultural heritage value.

MIXED USE / COMPACT RESIDENTIAL AREAS

- Provide a variety of compact residential dwellings and mixed uses, directing greater density along Garth Street.
- Offer a diverse range of housing options to accommodate various household sizes and income levels.
- Provide an appropriate transition between proposed residential uses and future adjacent employment areas to achieve a supportive interface.

TRANSPORTATION NETWORK

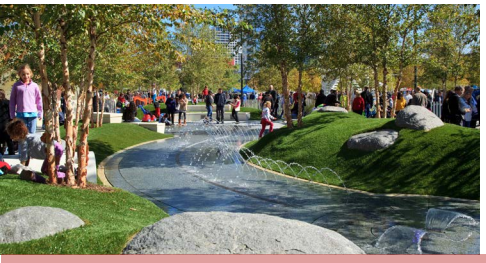
- Establish a street configuration that provides logical, safe, and convenient access to community facilities and natural features beyond the community.
- Establish a hierarchy of streets that enable logical connections to employment lands along main streets without accessing residential local streets.
- Promote walking, cycling, and transit usage using a modified grid street pattern with minimized block lengths that enable convenient and direct connections throughout.

ENERGY EFFICIENCY & GREEN INFRASTRUCTURE

- Promote energy-efficient building practices and upgraded green infrastructure.
- Address sustainability in the context of the natural heritage system, promoting best practices to protect these areas.
- Integrate green infrastructure design standards into parks and open spaces to align with sustainability goals.
- Implement sustainable and climate change resiliency plans, infrastructure technologies, and design approaches.

NATURAL HERITAGE SYSTEM

- Protect and enhance existing woodlands, wetlands, and wildlife corridors by providing visually and physically interconnected natural spaces throughout the community.
- Establish strategic views and vista opportunities to the NHS through street alignment and the placement of parks, open space and buildings.
- Development adjacent or near the planned NHS and/or heritage resources will protect the feature and integrate it into the development as a way to enhance the character of the community.



PARKS & OPEN SPACES

- Provide access and visibility to public and private outdoor amenities and open spaces that will serve as important informal and formal gathering places for residents, employees, and visitors throughout the community.
- Parks will be planned to provide space which supports the mental and physical health and well-being of residents.

Fig. 3.1.2 - Community Design Guiding Principles

3.0 DESIGN RESPONSE & INTENT

3.1 Community Design Vision

3.1.1 Community Design Vision

The Upper West Side Infill Community will be planned comprehensively to ensure the development of a fully integrated and functional community that comprises a variety of land uses, including compact residential, mixed use, institutional, and an extensive system of natural heritage features and open spaces. The compact residential areas are envisioned to include mixed residential uses, and incorporate various park typologies, which will integrate both passive and active recreation opportunities, while serving as primary gathering places for the community. Mixed use development will be incorporated at strategic locations in the community, particularly along Garth Street. The variety of functions and amenities along this main street is intended to attract pedestrians from the surrounding residential and future employment areas.

The design process for the subject lands has presented a set of opportunities related to the development location and the proximity to the John C. Munro International Airport, as well as mandated design policies, such as the Airport Employment Growth District (AEGD) Secondary Plan, that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. These opportunities include the following:

- The existing land use and road fabric;
- The proximity to the John C. Munro International Airport and location within the AEGD;
- The proximity to Garth Street and Upper James Street, major north-south transportation corridors leading to downtown Hamilton;
- The proximity to the future Upper James Street Bus Rapid Transit (BRT), running from the West Harbour Go Station to the John C. Munro Hamilton International Airport.
- The existing natural heritage features throughout the subject lands.

The Upper West Side Infill Community will be a vibrant, inclusive, and complete community rooted in Hamilton's unique character. It will seamlessly blend residential, mixed use, parks, and natural heritage while prioritizing safe and convenient transportation. Designed to achieve a supportive interface with adjacent future employment uses, Upper West Side will strive to provide a diverse range of housing options to accommodate various household sizes and income levels. Energy-efficient building practices will be integrated to minimize environmental impact, while natural heritage will be preserved and enhanced through interconnected green spaces, enriching community life for residents and visitors alike.

3.1.2 Guiding Principles

The Upper West Side Infill Community's guiding principles serve to define and confirm the overall direction for the development. They reflect the interests, aspirations, and desires of a range and mix of stakeholders, including agencies, advisory committees, landowners, City staff, and nearby residents.

Figure 3.1.2 on the previous page outlines the Upper West Side Infill Community design guiding principles with respect to:

- Community Character;
- Mixed-Use / Compact Residential Area;
- Transportation Network;
- Energy Efficiency & Green Infrastructure;
- Natural Heritage System; and
- Parks & Open Spaces.

Fig. 3.2 - Upper West Side Infill Community within the context of the Airport Employment Growth District

3.2 Site Context & Structuring Elements

The Upper West Side Participating Land Area (henceforth referred to as the Upper West Side Infill Community) shall ensure the long-term success of the Airport Employment Growth District (AEGD) by complementing the employment lands in the Twenty Road West area through the introduction of a blend of mixed use and compact residential development in the northern portion of the community. The block fabric will be designed in a manner which ensures an appropriate transition between mixed use, compact residential, and employment lands.

With a density range of approximately xxx to xxx people and jobs per hectare, the proposed Upper West Side Infill Community will comprise three distinct land uses - employment areas, neighbourhood areas, and major open spaces.

The structuring elements for the Upper West Side Infill Community will serve as the main building blocks for delineating the various land uses, establishing the road hierarchy network, and complementing the adjacent planned employment uses. The primary structuring elements described in this section include the following:

- Community Identity Areas & Priority Treatments;
- Road Network & Circulation;
- Gateways; and
- Open Space System.

3.2.1 Community Identity Areas & Priority Treatments

Fundamental to creating a transit-oriented, walkable urban community is the establishment of a mixed use corridor at a key location within the Upper West Side Infill Community. Prominently located along Garth Street, this mixed use corridor and community park will be the Community Identity Area with priority treatments and special design considerations.

As the spine road through the community, the central location of this corridor is accessible to all surrounding districts and neighbourhoods, re-enforcing an active, and walkable community. Special built form and landscape treatments shall be incorporated into the design of the public realm.

Refer to section 3.9.1 Community Identity Areas for landscape design guidelines.

Fig. 3.2.1 - Upper West Side Infill Community Identity Areas.

UWS SECONDARY PLAN AREA

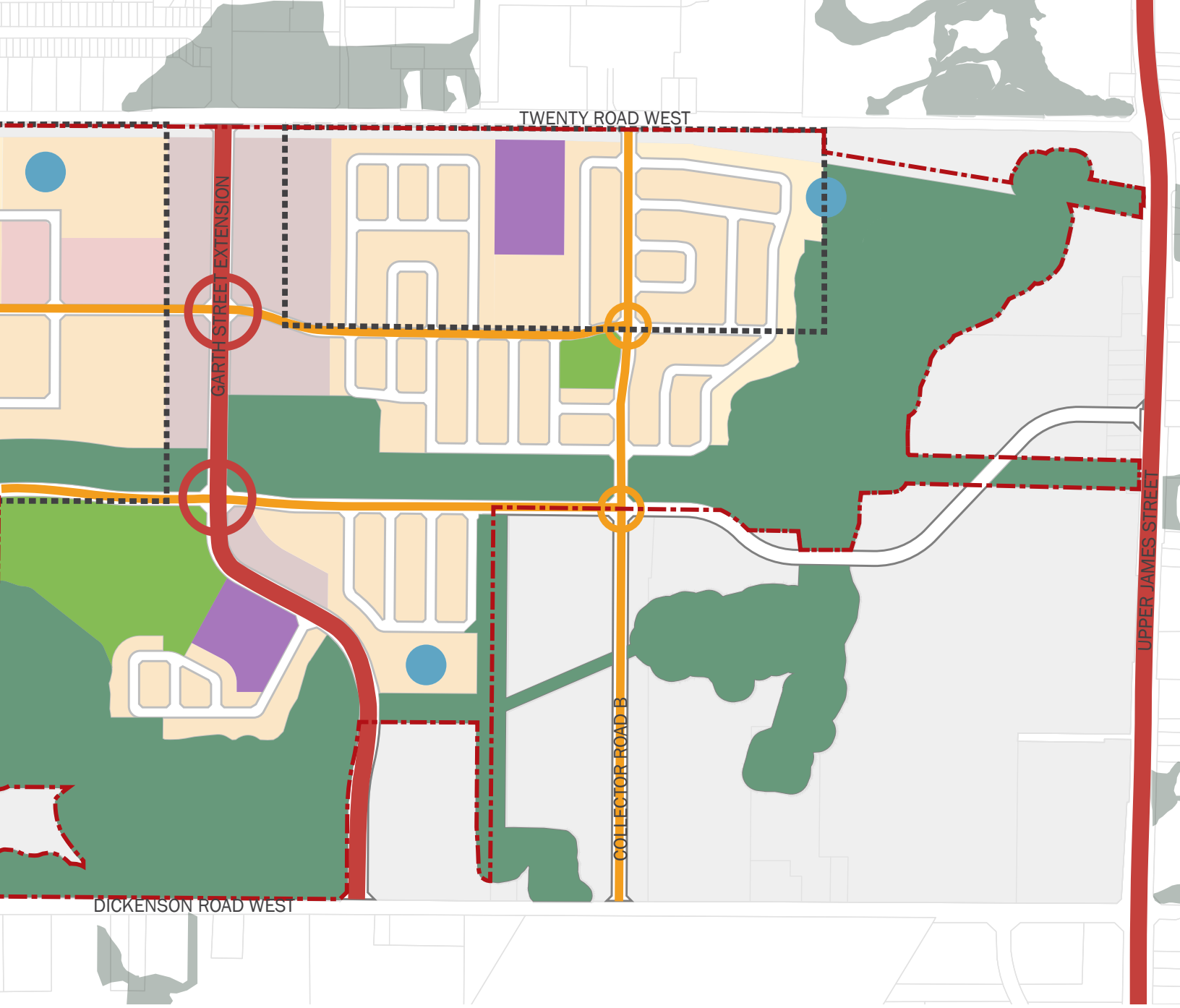
URBAN EXPANSION AREAS

PRIMARY CORRIDOR

SECONDARY CORRIDOR

PRIMARY COMMUNITY NODE

SECONDARY COMMUNITY NODE


TWENTY ROAD WEST
GARTH STREET EXTENSION
COLLECTOR ROAD B
UPPER JAMES STREET
DICKENSON ROAD WEST

3.2.2 Road Network & Circulation

The overall framework for the development area is defined by the existing arterial road network consisting of Twenty Road West to the north, Dickenson Road West to the south, Glancaster Road to the west, and Upper James Street to the east.

Garth Street is classified as a minor arterial road until Rymal Road West and continues as a collector road south to Twenty Road West. As a significant element of the AEGD, an extension of Garth Street is proposed from Twenty Road West to Dickenson Road West and will be classified as a minor arterial road through the community. Garth Street will serve as the central spine of the Upper West Side Infill Community development, as well as for the Village of Glanbrook, connecting the community to the rest of the City.

The proposed road hierarchy will consist of the following street types (refer to Fig. 3.2.2):

- Garth Street - Minor Arterial/Character/Spine Road - 36.576m R.O.W. / connects the mixed use area to the employment area;
- Collector Roads (A, B & C - 29.0m & 26.0m R.O.W.) - alternate routes for access to mixed use, residential, and employment areas; serve to disperse traffic away from local streets;
- Local Roads (20.0m R.O.W.) - neighbourhood social focus / sidewalks on both sides;
- Local Roads (18.0m R.O.W.) - neighbourhood social focus / sidewalks on one side / single loaded condition;
- Laneways – 8.0m R.O.W. / access to rear or flankage garage parking.

Introduced private roads potentially associated with the interior of employment blocks or residential condominium blocks may integrate a combination of roadway types and driveways appropriate to these areas.

Section 4.4.1 Road Hierarchy provides detailed design guidelines for each street type.

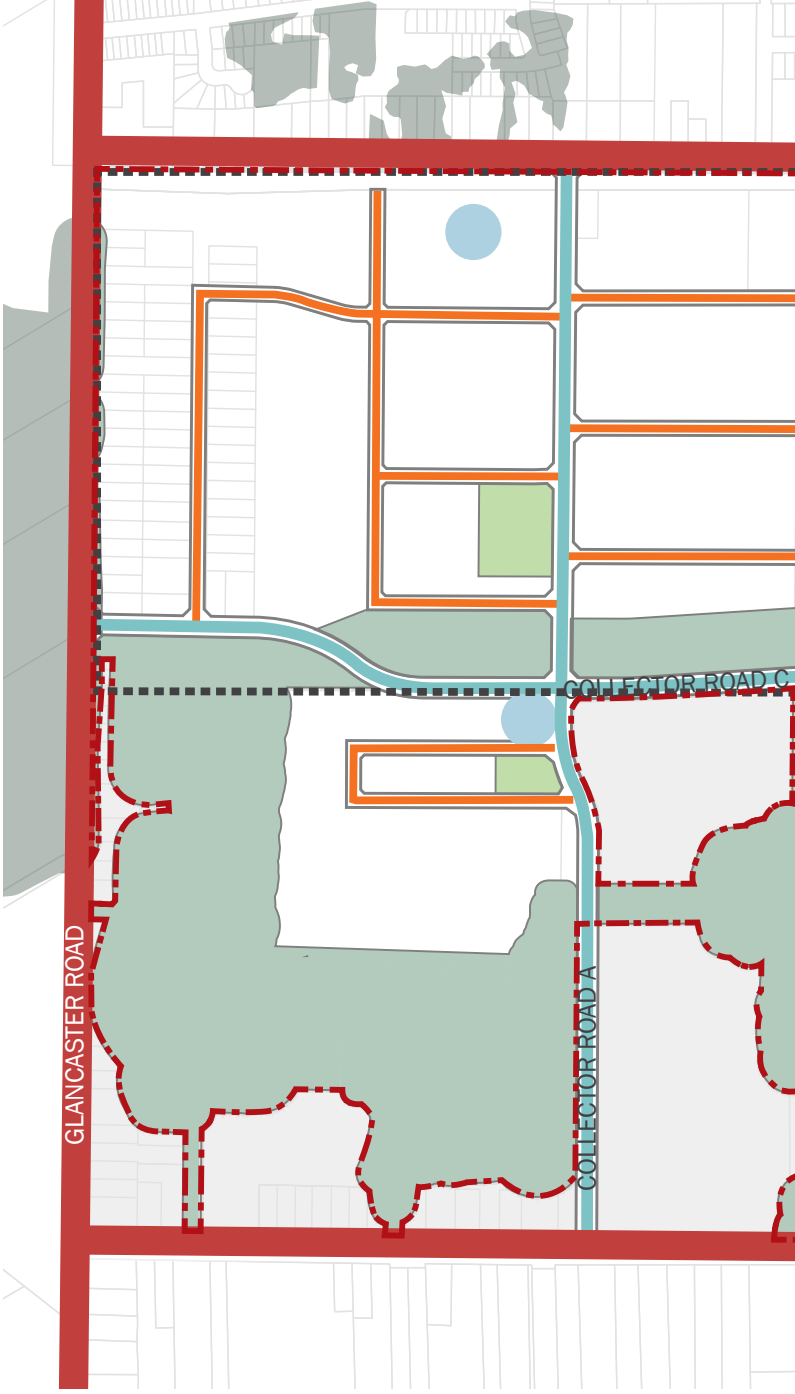
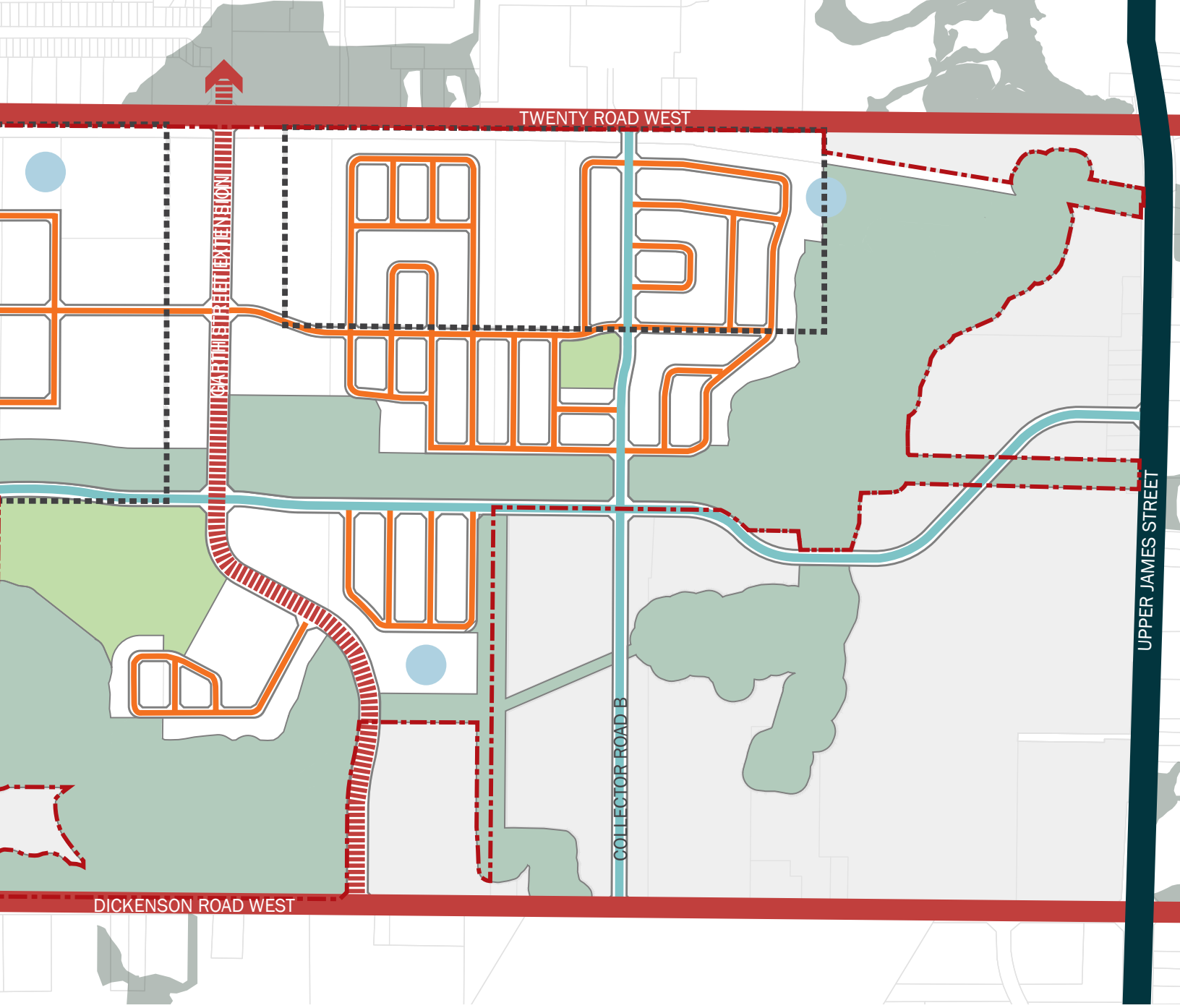


Fig. 3.2.2 - Upper West Side Infill Community Proposed Road Network & Circulation.



UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

EXISTING MINOR ARTERIAL ROAD

PROPOSED CHARACTER CORRIDOR (MINOR ARTERIAL)

PROPOSED COLLECTOR ROADS

PROPOSED LOCAL ROADS

EXISTING MAJOR ARTERIAL ROAD

3.2.3 Gateways

Gateway features can help identify the Upper West Side Infill Community by creating a sense of arrival, serving as placemaking and wayfinding elements, and enhancing the visual quality of the public street. Together with the proposed built form, the gateway can largely define the character of the development from the surrounding context.

Two potential gateways have been identified for the Upper West Side Infill Community at the following locations:

- Intersection of Garth Street with Twenty Road West; and,
- Intersection of Garth Street with Dickenson Road West.

The northern gateway location at Garth Street and Twenty Road West will reflect the scale and character of the mixed use corridor, while the southern gateway location, associated with the adjacent planned employment lands, will reflect a scale appropriate to the larger built form massing typical of office, institutional, commercial, or light industrial use.

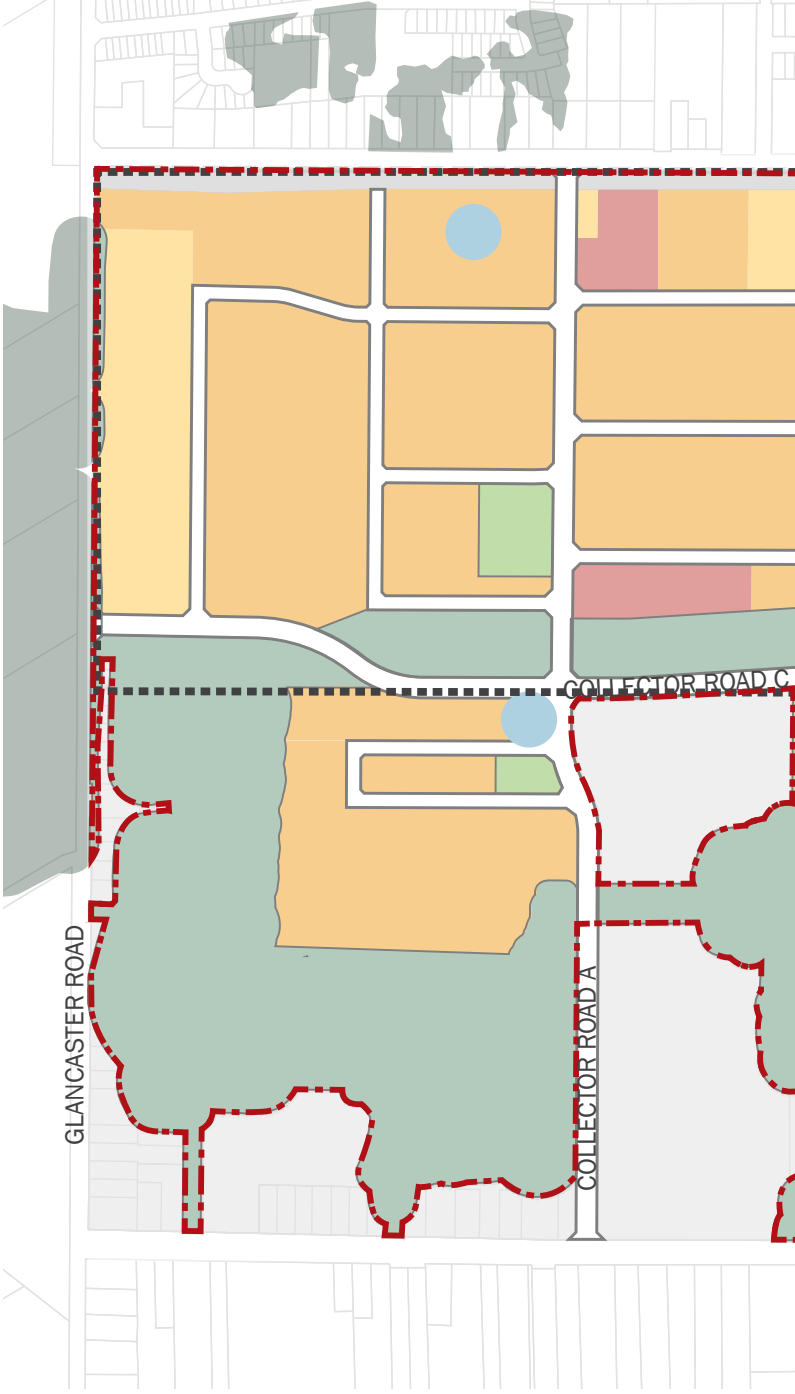


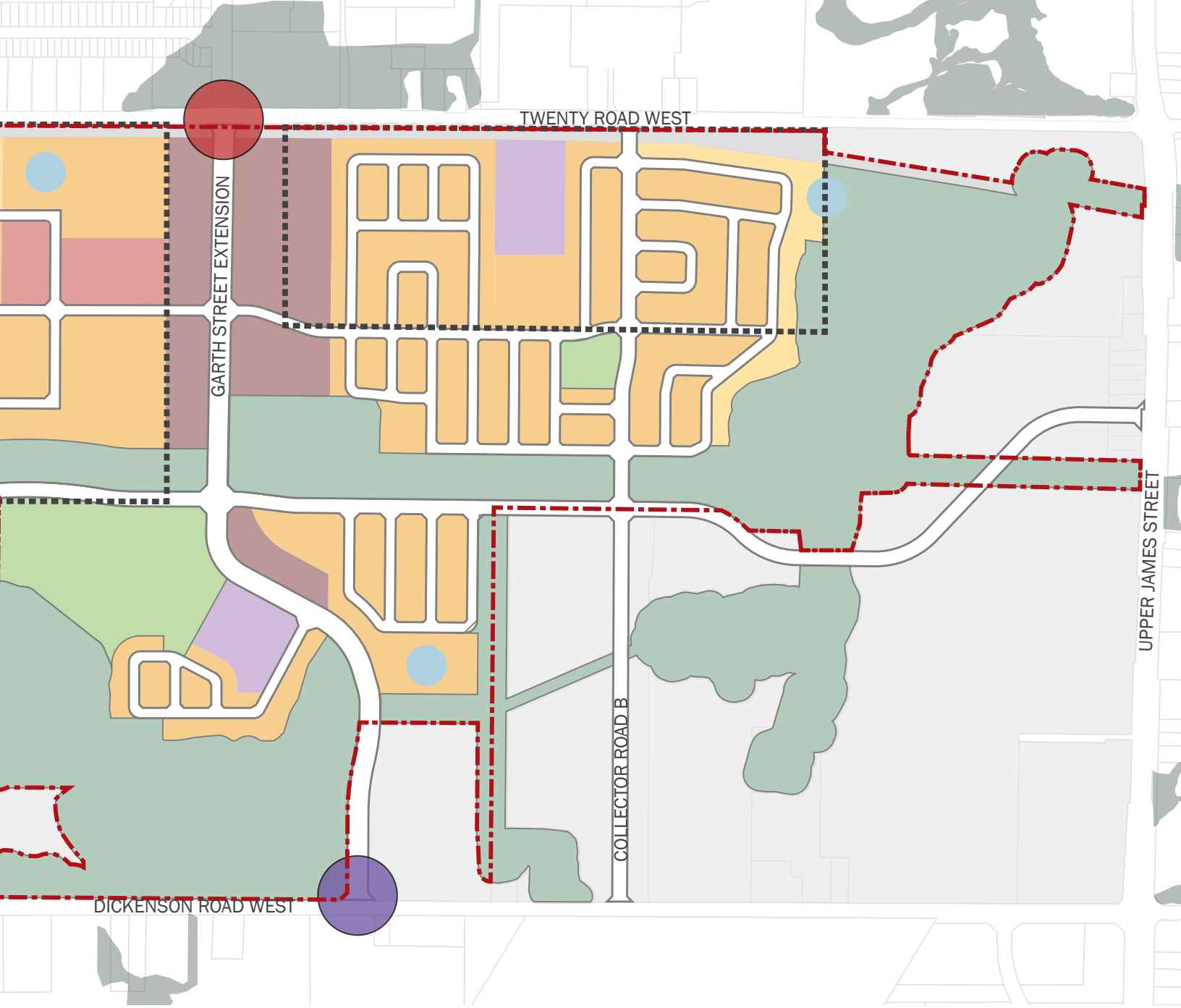
Fig. 3.2.3 - Upper West Side Infill Community Proposed Gateways.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

NORTHERN MIXED-USE GATEWAY

SOUTHERN EMPLOYMENT LANDS GATEWAY


TWENTY ROAD WEST
GARTH STREET EXTENSION
UPPER JAMES STREET
COLLECTOR ROAD B
DICKENSON ROAD WEST

3.2.4 Open Space System

The designated NHS within the Upper West Side Infill Community (refer to Fig. 3.2.4) is designed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting. The primary goal is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric within the Upper West Side Infill Community, including streets, residential areas, open space features, and buffer elements, evolves from these extensive NHS lands and will provide important vista opportunities within walking distances of residential neighbourhoods and employment districts. As well, the circulation patterns shall allow for convenient and logical access to the proposed trail system integrated into these features.

Section 4.5.1 Natural Heritage System (NHS) provides detailed design guidelines for the NHS.

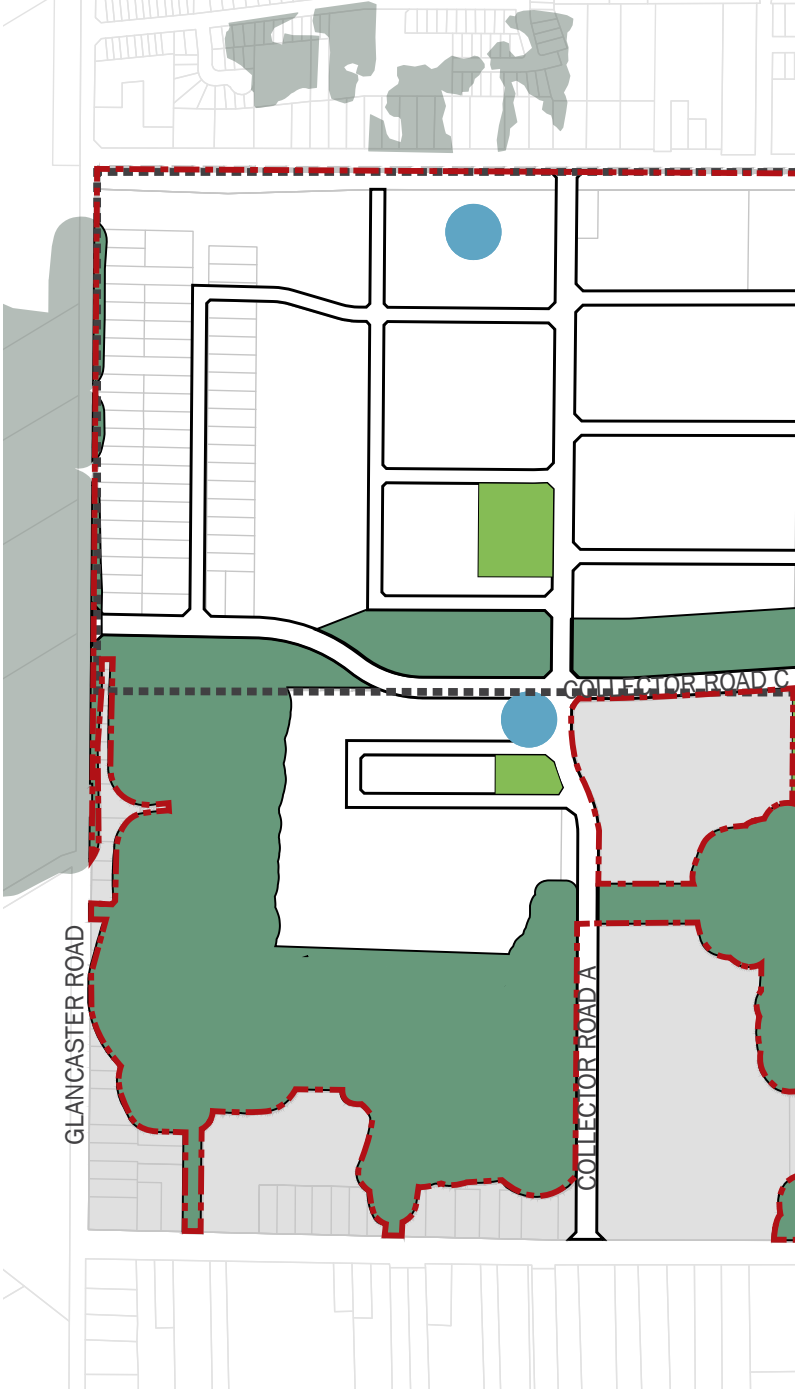


Fig. 3.2.4 - Upper West Side Infill Community Proposed Open Space System.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

NATURAL HERITAGE SYSTEM

PARKS

SWM PONDS


TWENTY ROAD WEST
GARTH STREET EXTENSION
UPPER JAMES STREET
COLLECTOR ROAD B
DICKENSON ROAD WEST

3.3 Proposed Land Use Plan

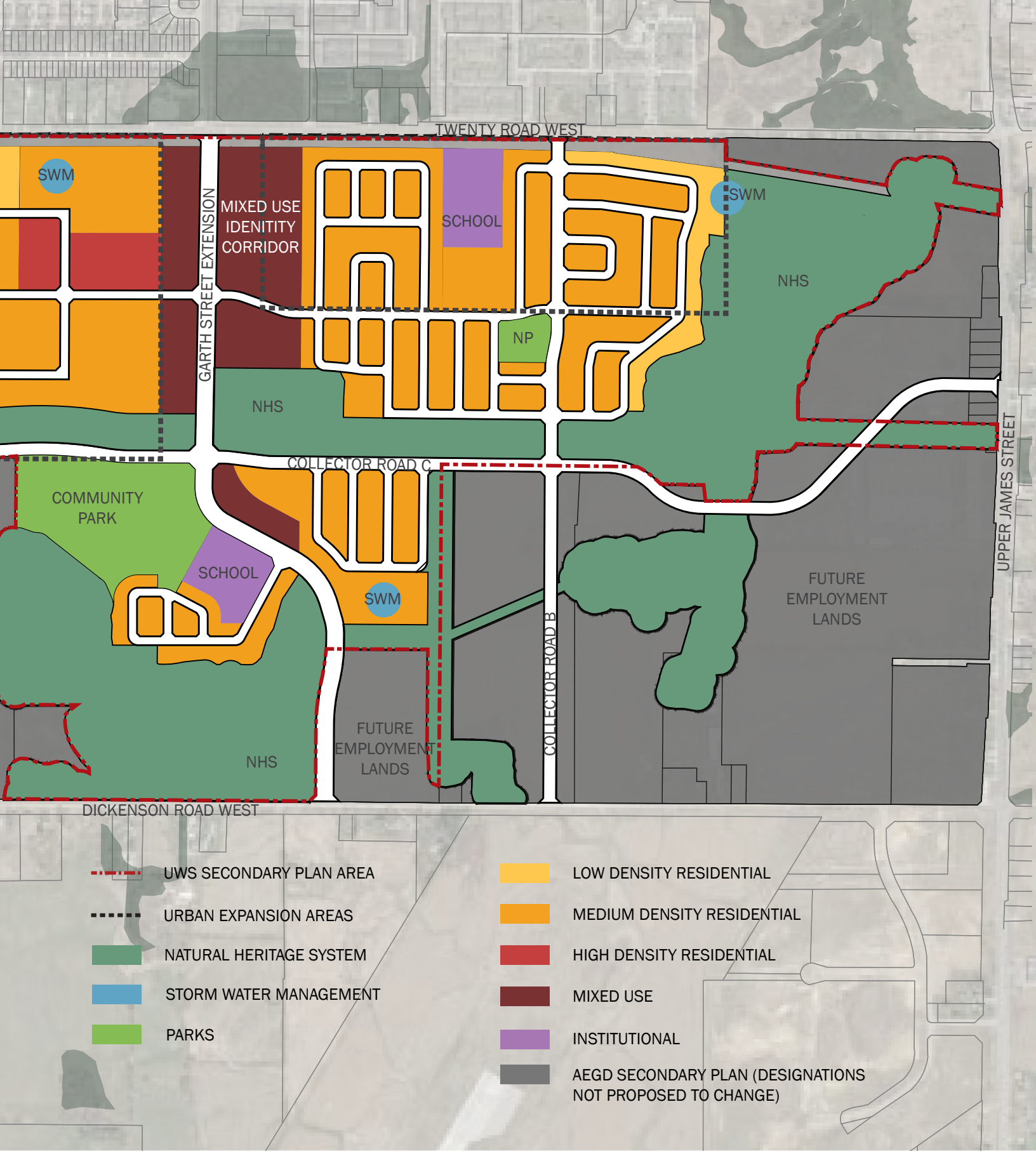
The proposed land use plan for the broader Upper West Side lands (refer to Figure 3.3), within which the Upper West Side Infill Community is located, was developed to assist with achieving the objectives of the Airport Employment Growth District (AEGD).

The community will facilitate the proposed extension of Garth Street, which will connect the AEGD to the rest of the City. An internal road network has been designed in a modified grid-like form to connect the proposed residential development with the district's employment areas, as well as existing and introduced open space features.

The Upper West Side Infill Community provides the foundation for the following:

- The location of the collector road system and its relationship to land uses and potential transit and active transportation routes.
- The distribution of proposed land uses.
- The size, distribution, and configuration of open space systems in the development.
- The relationship between the NHS, open spaces and roads.
- The size, distribution, and configuration of storm water management ponds in the community.

Fig. 3.3 - Upper West Side Infill Community Proposed Land Use Plan


TWENTY ROAD WEST
SWM
MIXED USE
IDENITITY
CORRIDOR
GARTH STREET EXTENSION
SCHOOL
SWM
NHS
NP
NHS
COLLECTOR ROAD C
UPPER JAMES STREET
COMMUNITY
PARK
SCHOOL
SWM
FUTURE
EMPLOYMENT
LANDS
COLLECTOR ROAD B
FUTURE
EMPLOYMENT
LANDS
NHS
DICKENSON ROAD WEST
UWS SECONDARY PLAN AREA
URBAN EXPANSION AREAS
NATURAL HERITAGE SYSTEM
STORM WATER MANAGEMENT
PARKS
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
MIXED USE
INSTITUTIONAL
AEGD SECONDARY PLAN (DESIGNATIONS
NOT PROPOSED TO CHANGE)

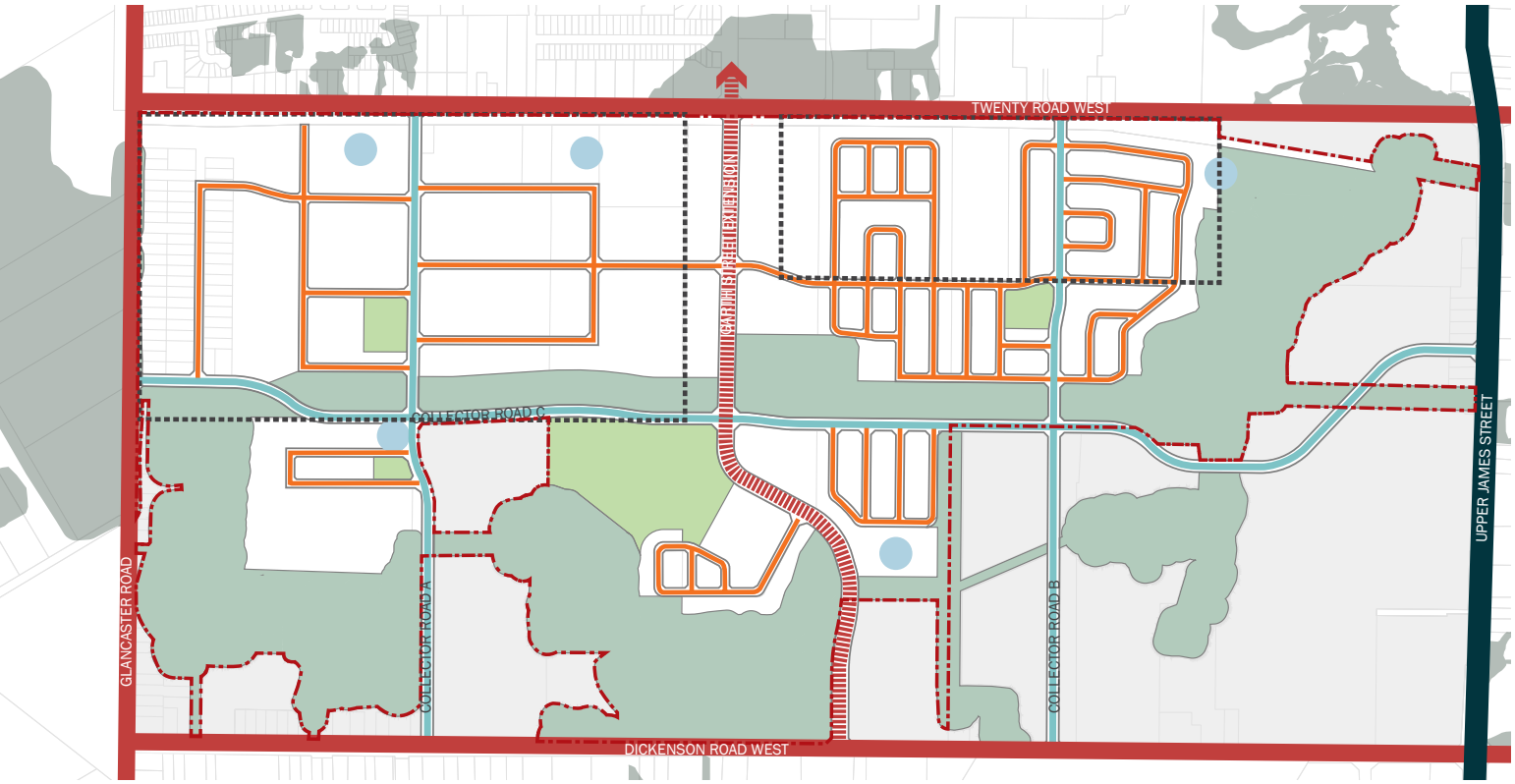


Fig. 3.4 - Upper West Side Infill Community proposed road hierarchy.

100 250 500m

- UWS SECONDARY PLAN AREA
- URBAN EXPANSION AREAS
- EXISTING MINOR ARTERIAL ROAD
- PROPOSED CHARACTER CORRIDOR (MINOR ARTERIAL)
- PROPOSED COLLECTOR ROADS
- PROPOSED LOCAL ROADS
- EXISTING MAJOR ARTERIAL ROAD

3.4 Streetscape Design Guidelines

The streetscape plays a key role in promoting and enhancing the identity of a community. A carefully considered combination of elements within the R.O.W. can create an inviting and unique public realm experience for residents, visitors, and employees. To reinforce the character and identity of the community, and ensure the safety, comfort, and accessibility of pedestrians, cyclists, and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for the Upper West Side Infill Community.

The street network established for the Upper West Side Infill Community responds to the existing surrounding street network, the site's topography, natural features, and future land uses. The proposed layout of complete streets is intended to facilitate movement and circulation, support accessibility, and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle. The street hierarchy is designed to offer easy navigation, and to create terminating views, vistas, and other focal points to achieve an attractive public realm. In order to support walkability in the community, block lengths should be a maximum of 150m, with pedestrian connections in cases where blocks exceed 150m.

The proposed road hierarchy (corresponding to 3.2.1 Road Network) will each have a different set of streetscape guidelines related to landscape, which consists of the following:

- External Arterial Roads (Twenty Road West & Dickenson Road West)
- Garth Street - Arterial/Character/Spine Road - 36.576m R.O.W.
- Collector Roads (A, B, C) - 26.0m R.O.W. & 29.0m R.O.W.
- Local Roads - 20.0m R.O.W. & 18.0m R.O.W.
- Laneways - 8.0m R.O.W.

3.4.1 Major Streets

3.4.1.1 External Arterial Streets

External arterial streets are designed to carry larger volumes of traffic and bus transit service at moderate to higher speeds over longer distances. Their character varies according to land uses. Bounding the northern and southern edges of the Upper West Side Infill Community, the character for Twenty Road West and Dickenson Road West is described as follows.

- At the north edge of the subject lands, the character along Twenty Road West will be largely defined by the hydro corridor, landscape buffer, and the proposed compact residential development.
- At the south edge of the subject lands, the character along Dickenson Road West will be largely defined by the proposed prestige industrial / office land uses.
- The current streetscapes for Twenty Road West and Dickenson Road West are characterized by rural conditions, including two travel lanes with soft shoulders and open ditches. These roads are not designed for on-street parking.
- Anticipated future conditions for the external arterial roads shall be explored and may include the following components:
    - Twenty Road West - increase to 2 lanes each direction; on-road bike route
    - Dickenson Road West - increase to 2 lanes each direction

3.4.1.2 Garth Street - Arterial/Character/ Spine Road

It is anticipated that Garth Street will be the Upper West Side development's character spine road that largely defines the community structure, providing a key connection through the community and accommodating the major transit route.

Extending north-south through the entire Upper West Side Infill Community, the character of Garth Street will be largely influenced by the variety of land uses that define its edges, including mixed use / compact residential built form, commercial, and employment, as well as an interface with the NHS. It is envisioned that the north portion of the road will feature compact residential with the potential integration of retail/commercial, office and live/ work. This segment will act as a gateway into the community, with a strong relationship between vertical built form, at-grade uses, and streetscape treatment. Garth Street will also provide a high level of characterization for the community and airport precinct through civic design. The streetscape will transition from an urban treatment within the mixed use area to a grassed boulevard condition in the adjacent employment area, which will provide an appropriate, yet defined, transition between land uses.

- Garth Street will be a character avenue, designed to achieve comfortable and safe pedestrian connections, with adjacent uses strongly contributing to the character and built form relationship to the street.
- Two bike lanes will be provided in each direction running the entire length of Garth Street. Where there are retail uses at-grade, it is recommended that the bike lane be separated from the sidewalk to ensure pedestrian safety and promote a vibrant pedestrian environment.
- In the mixed use area, the streetscape will be characterized by enhanced paving, sidewalks, street furniture, and urban street tree conditions in planters and/or tree grates within a generous urban boulevard.
- The streetscape in the adjacent future employment area will be characterized by ample grass boulevards and a 2.0m sidewalk on both sides.
- Low Impact Development (LID) features may include grass swales, dry swales or bio-swales between the sidewalk and the roadway.
- A 3.0m (minimum) landscape strip on private employment lands will be provided to screen exposed parking and enhance the street realm.

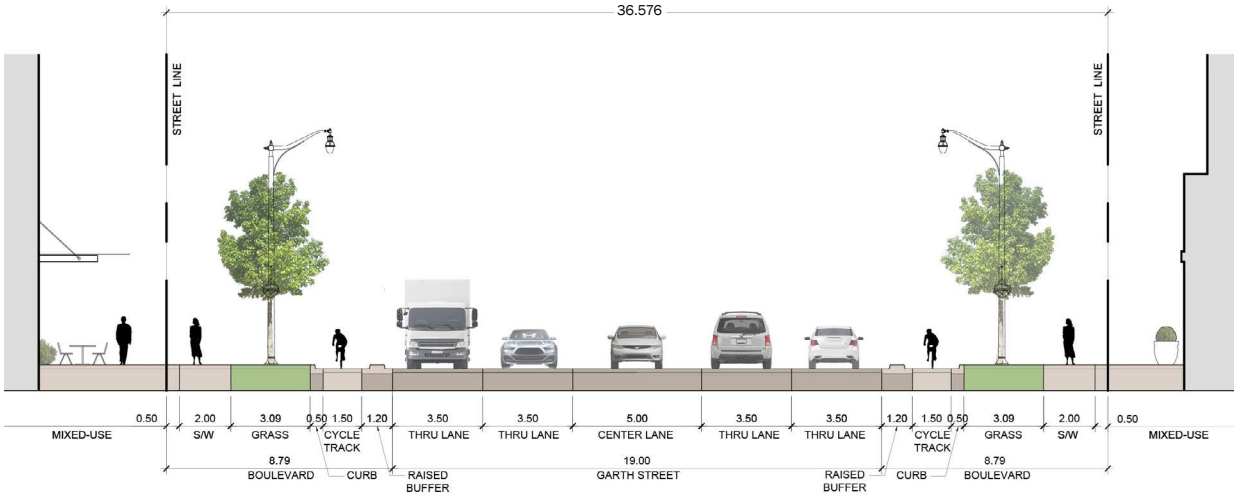


Fig. 3.4.1.2a - Garth Street Minor Arterial Road (Street "A") Cross Section through Mixed-Use Area

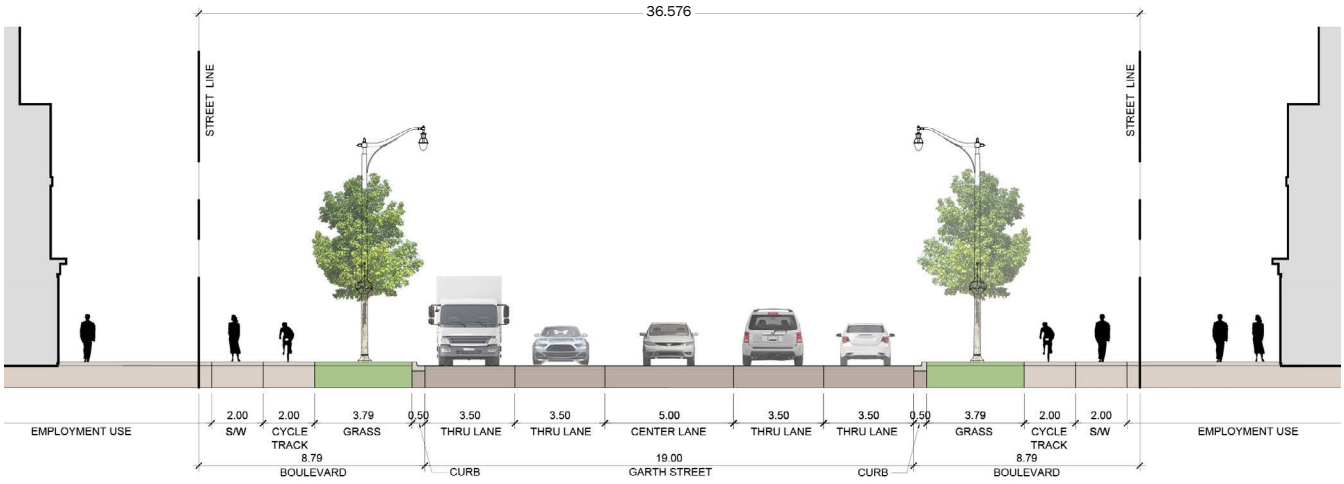


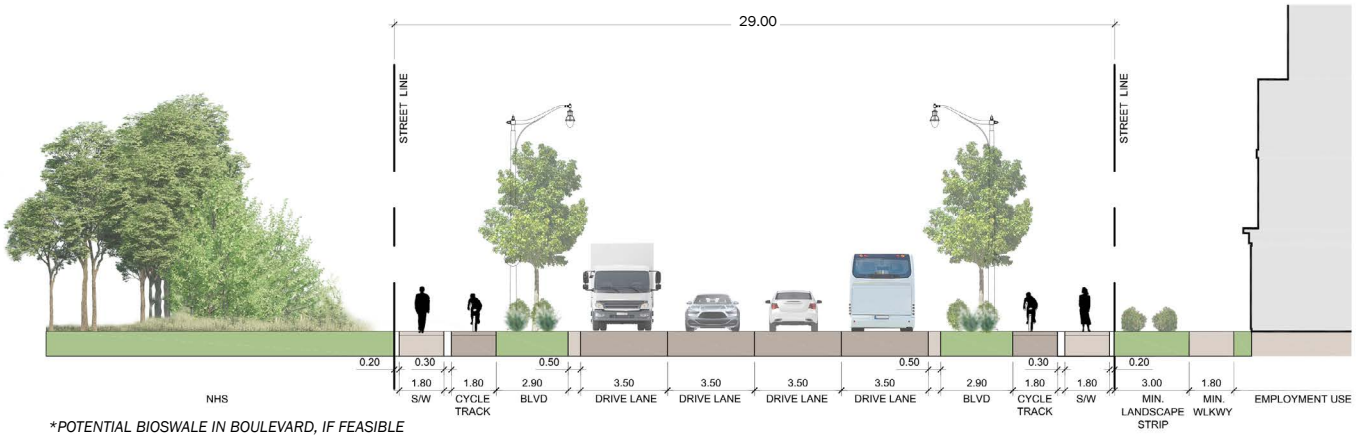
Fig. 3.4.1.2b - Garth Street Minor Arterial Road (Street "A") Cross Section through Employment Area.

3.4.2 Collector Streets

3.4.2.1 29.0m / 26.0m Collector Streets (Street "C") - Employment Area

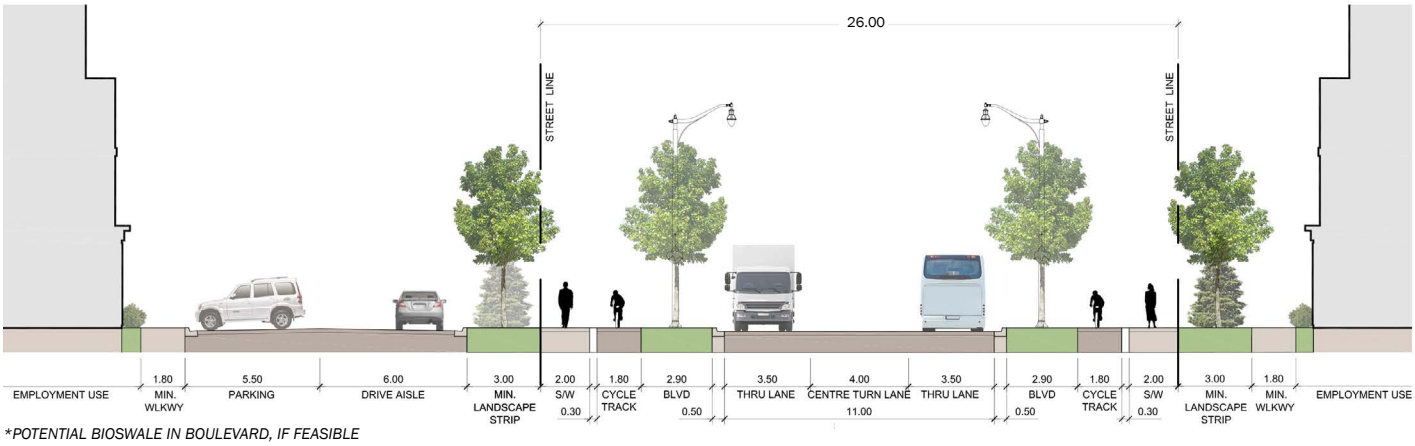
The Street "C" collector street / transit corridor will provide an important east-west connection through the Upper West Side Infill Community, as well as a transition between the Compact Residential and Employment Areas. Running from Glancaster Road in the west, it will serve as the BRT connection to Upper James Street in the east, connecting the community to major transportation nodes throughout the City (West Harbour Go Station, John C. Munro Hamilton International Airport, etc.).

- It is anticipated that the eastern portion of Street "C" approaching Upper James Street will have a R.O.W. width of 29.0m, with typical roadway cross-sections including four travel lanes (two lanes in each direction). The 26.0m R.O.W condition will have two travel lanes and a centre turn lane.
- A 2.90m wide sod/planted boulevard will be provided with sidewalks and 1.8m cycle track on both sides.
- A 3.0m (minimum) landscape strip will be provided on private employment lands along to screen parking and employment uses, and enhance the street realm.
- Where there is no parking located between building face and the landscape strip, the minimum building setback will be 3.0m and the minimum width of landscaping will be 3.0m.
- Widening is provided to accommodate a left turn lane and centre median at main intersections.



**POTENTIAL BIOSWALE IN BOULEVARD, IF FEASIBLE*

Fig. 3.4.2.1a - 29.0m Collector Street "C" in a portion through the Employment Area approaching Upper James Street.



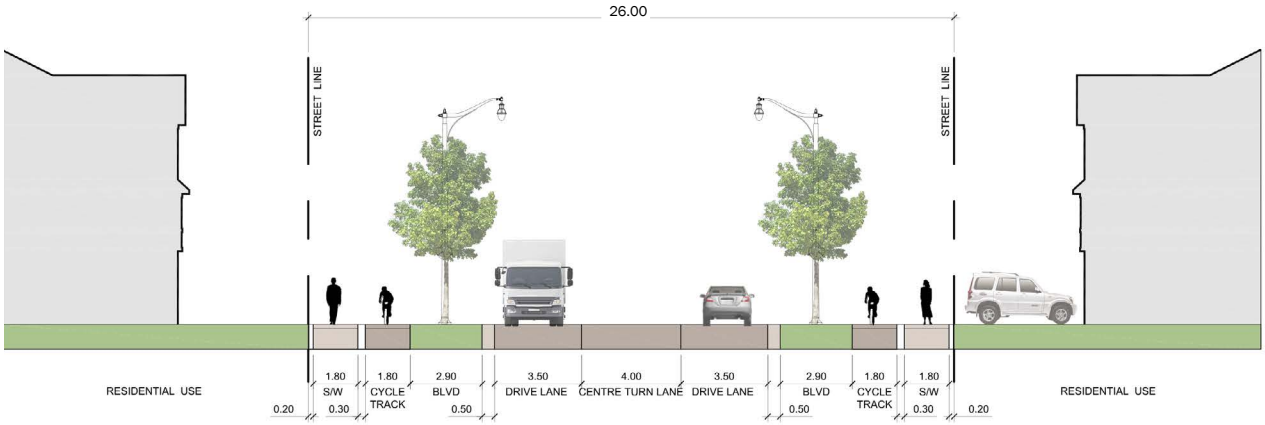
**POTENTIAL BIOSWALE IN BOULEVARD, IF FEASIBLE*

Fig. 3.4.2.1b - 26.0m Collector Street "C" Cross Section through Employment Area.

3.4.2.2 26.0m Collector Streets (Streets "A" & "B")

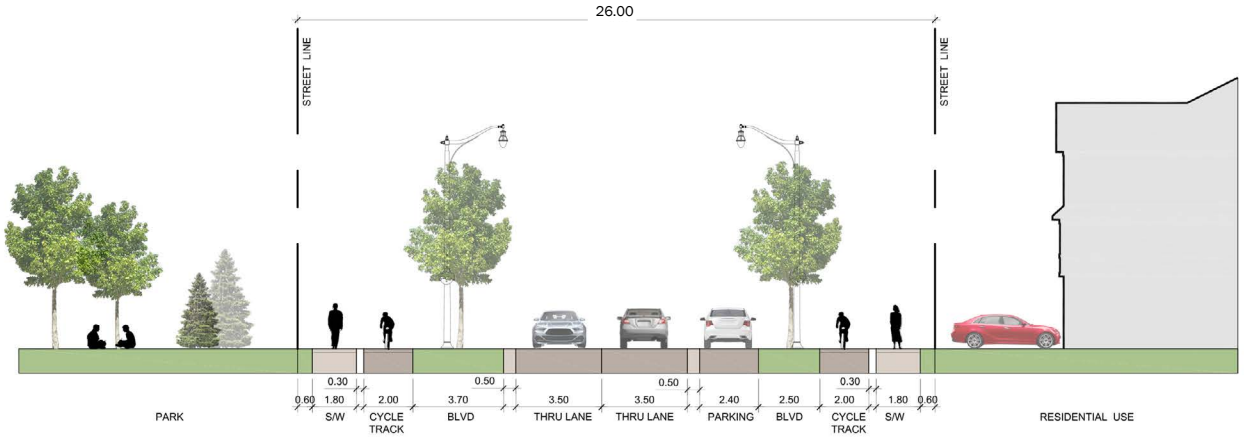
Collector Streets "A" and "B" will run north-south through the Upper West Side Infill Community through the Compact Residential with a R.O.W. width of 26.0m from Twenty Road West to Dickenson Road West.

- It is anticipated that Streets "A" and "B" will have a R.O.W. width of 26.0m, with typical roadway cross-sections including two travel lanes (one lane in each direction.
- A third lane accommodates a centre turn lane or parking on one side.
- A single row of street trees in a sod boulevard ranging from 2.5m-3.7m will be provided.
- 1.8m sidewalks and a 1.8m-2.0m cycle track on both sides are provided in the boulevard.



**POTENTIAL BIOSWALE IN BOULEVARD, IF FEASIBLE*

Fig. 3.4.2.1a - 26.0m Collector Streets "A" & "B" Cross Section through Compact Residential Area.



**POTENTIAL BIOSWALE IN BOULEVARD, IF FEASIBLE*

Fig. 3.4.2.1b - 26.0m Collector Street "A" & "B" Cross Section through Compact Residential Area - With On Street Parking.

3.4.3 Local Streets

3.4.3.1 Local Streets

Local streets will primarily serve the residential and mixed use areas and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include residential low and mid-rise built form, parks, storm water management facilities, and frontage on the NHS. The local road network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs shall be minimized throughout the community. Local roads in the residential areas may have a R.O.W. width that ranges between 18.0m and 20.0m with two travel lanes (one lane in each direction). 18.0m and 20.0m R.O.W.s are demonstrated in the cross-sections below, however final R.O.W. widths will be examined further in future studies.

- A sod boulevard with a single row of trees will be provided with 1.5m sidewalks on both sides of the 20m R.O.W.
- 18.0m R.O.W single-loaded roads may be proposed in areas adjacent to the Natural Heritage System, SWM pond, parks, or hydro corridor.
- The boulevard treatment on single-loaded roads consists of a sidewalk and street trees on the dwelling side boulevard and trees with buffer planting within a grass boulevard adjacent to the arterial road boulevard or valleylands to provide views and access.

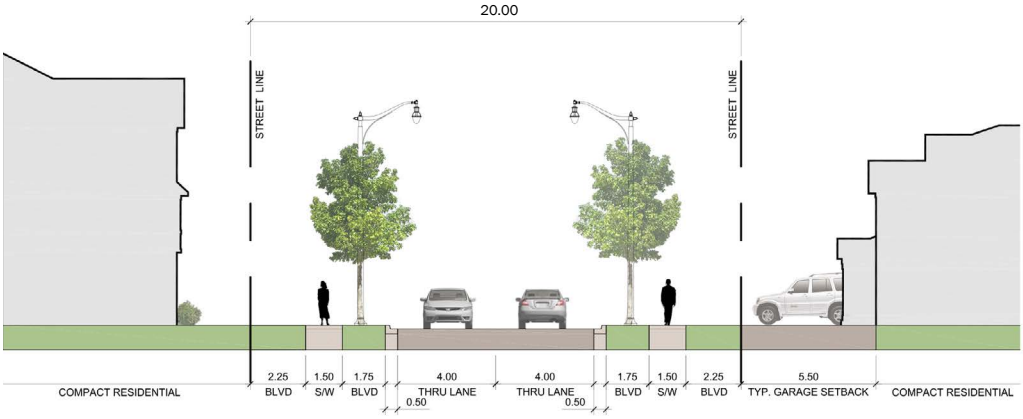


Fig. 3.4.3.1a - 20.0m Local Road Cross Section through Compact Residential Area.

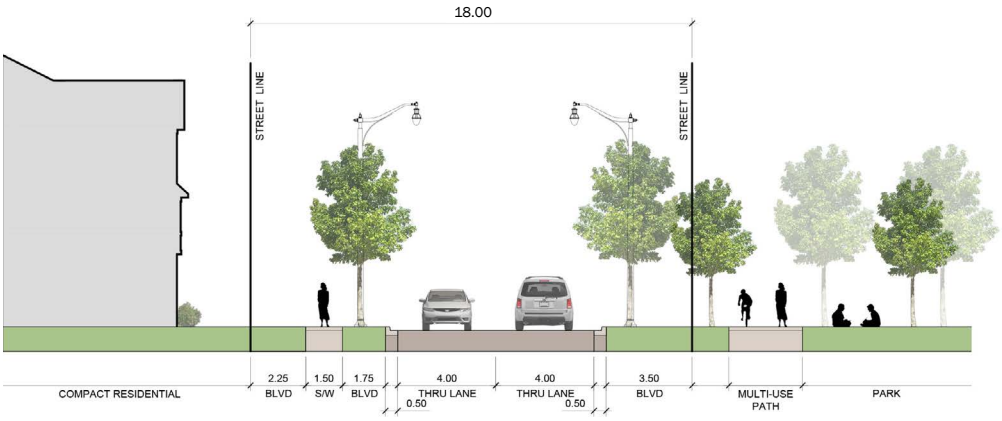


Fig. 3.4.3.1b - Single Loaded 18.0m Local Road Cross Section through Compact Residential Area.

3.4.3.2 Private Streets (Condominium Driveways)

Internal private condominium driveways will be designed to reinforce a pedestrian focus and ensure safe connections within the community. Private driveways reflect a traditional urban form that benefits the parallel roadway in several ways. They provide an urban front door interface with the adjoining street, allow variation in the built form product, and enable some efficiencies in block layout to achieve a more compact urban village environment. The design of private driveways support the City's expectations that all roads (private and public) incorporate streetscape elements inclusive of street trees and sidewalks. Utilities may affect ultimate ROW width.

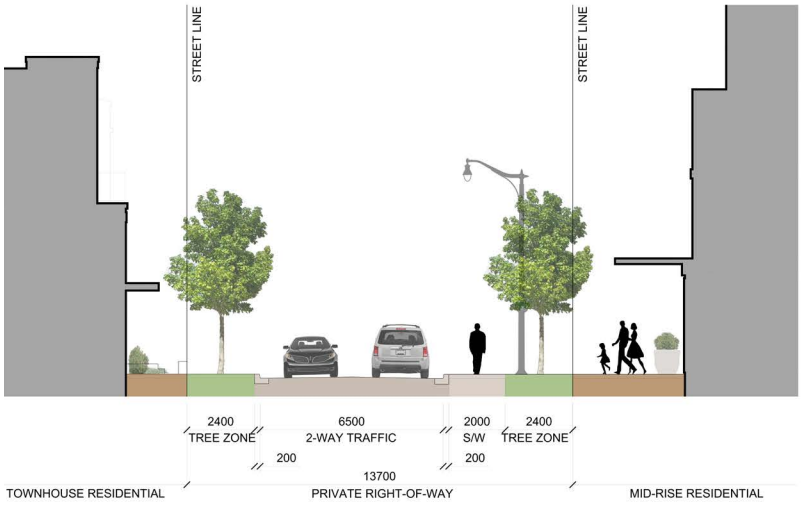


Fig. 3.4.3.2a - 13.7m Private Condominium Driveway - No On-Street Parking

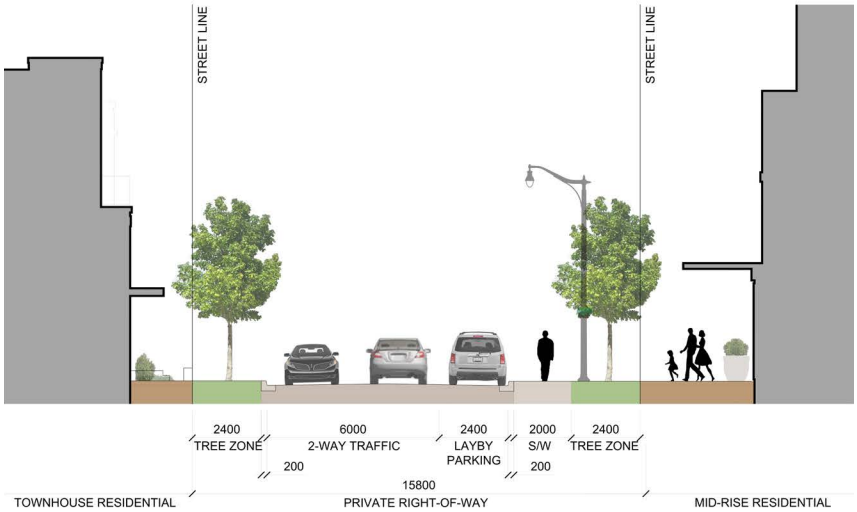


Fig. 3.4.3.2b - 15.6m Private Condominium Driveway With On-Street Parking

The following proposed options (Figures 4.1.1k - 4.1.1n) include:

- A 2.4m to 2.5m tree zone on both sides to accommodate appropriate soil volumes for trees to define the street, with root zones able to extend into the front yard area.
- Concrete sidewalks on one side of the street (Figures 4.1.1.k & 4.1.1l only).
- Proposed configurations assume rear lane parking access.
- The entry to the private driveways should be landscaped with grass and trees where appropriate to enhance the streetscape perpendicular to it.
- Limited utilities may be located within the private driveway.

3.4.3.3 Shared Street - Special Character Area

A 'woonerf' inspired shared street may be considered for a private local road where there would be high pedestrian volume or strategically located as part of a special character area.

Shared street options below include:

- 2-way vehicular travel with pedestrian priority.
- A 11.9m R.O.W. with no layby on-street parking.
- A 13.8m R.O.W. including layby on-street parking on one side of the street.

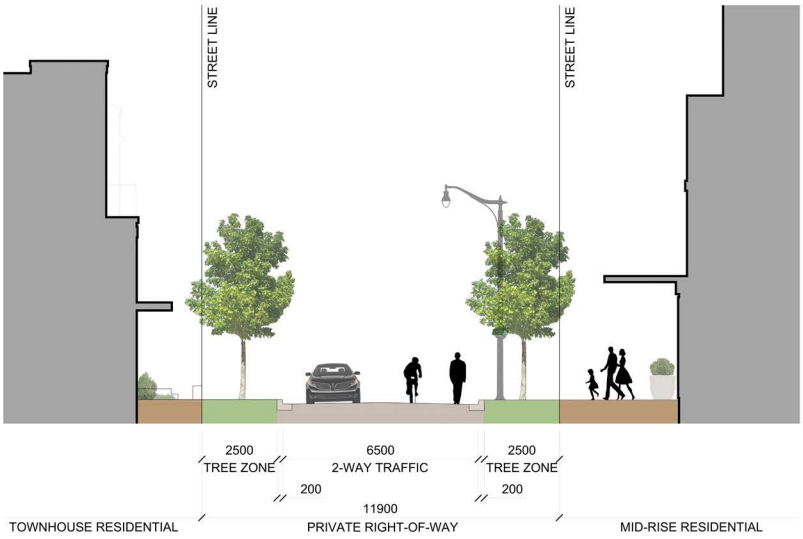


Fig. 3.4.3.3a - 11.9m Shared Street - Private Condominium Driveway - No On-Street Parking

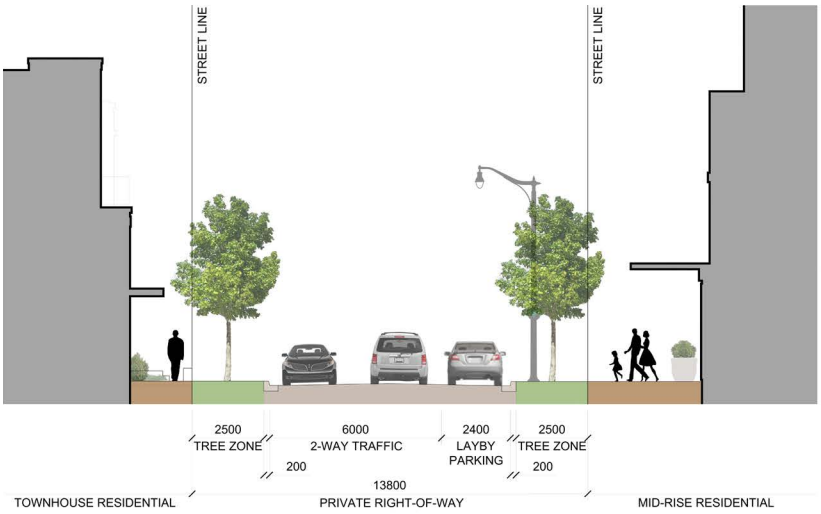


Fig. 3.4.3.3b - 13.8m Shared Street - Private Condominium Driveway with On-Street Parking

3.4.3.4 Laneways

Laneways may be proposed in the residential and mixed use areas for townhouse and single-detached dwellings typically situated along arterial roads and collector roads, on which driveways for individual units and lots are not permitted, as well as within contemplated condominium blocks.

- The laneway cross-section may have an 8.0m R.O.W., featuring two travel lanes (one lane in each direction).
- Laneways may include a mountable curb and a concrete apron on both sides, and access to rear or flankage garage parking.

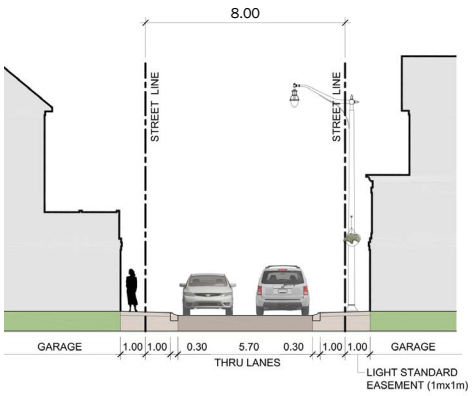


Fig. 3.4.3.4a - 8.0m Laneway

3.5 Residential Architectural Design Guidelines

3.5.1 Design Guidelines for Community Streetscapes

The streetscape will play an important role in establishing the character of the Upper West Side Infill Community and creating a pedestrian friendly environment. Streetscape design involves several components, including street trees, lighting, signage, sidewalks, buffers, and gateways. The following general guidelines will apply to the proposed treatment for Garth Street, as well as the introduced secondary street network. The proposed streetscape treatment shall be appropriate to the street designation as established through the road hierarchy presented in Section 3.4.

3.5.1.1 Community Identity Areas

The proposed development structure of Upper West Side provides an opportunity to establish a Community Identity Area along the mixed use corridor of Garth Street.

The design vision for the Community Identity Area is to create a neighbourhood focus, with special streetscape and landscape treatments, and identifiable landmarks that reflect the character and identity of the community. Residential units within the Community Identity Area will be designed as part of the mixed use buildings.

Refer to the landscape design guidelines in section 3.9.1 Community Identity Areas for design considerations along this corridor.

Fig. 3-5.1a - Image example of high quality streetscapes in a residential area.

Fig. 3.5.1b - Image example of a mixed use corridor streetscape.

Fig. 3.5.1.2a - Image example of views from the side of the building toward publicly accessible outdoor areas.

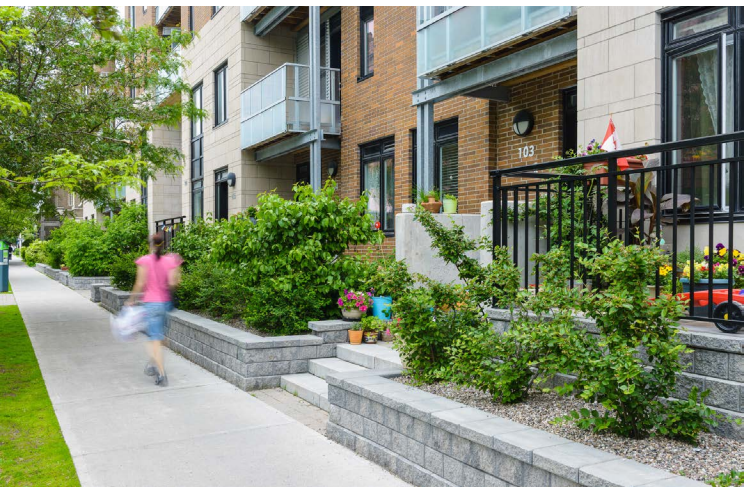


Fig. 3.5.1.2b - Image example of a building design that promotes community safety through 'eyes on the street'.

Fig. 3.5.1.3 - Image example of pedestrian crossing with textured paving to enhance visibility.

3.5.1.2 Community Safety

Ensuring a safe, comfortable environment for all residents, employees, and visitors of the Upper West Side Infill Community, both during the day and at night is a critical element to responsible built form and open space design. Consideration shall be given to the design and siting of all buildings that incorporate the principles of CPTED (Crime Prevention Through Environmental Design).

Design Guidelines:

- All publicly accessible areas, both interior and exterior, should be well lit throughout the day and evening.
- Gateway features or landscape buffers should not obstruct views at critical junctions involving vehicles, pedestrians and cyclists (i.e. at intersections, gateways and driveways).
- Views from buildings, particularly ground floor uses, should be provided towards publicly accessible outdoor areas.
- Outdoor amenity spaces should be situated within easy visibility from adjacent buildings.
- Building walls should be designed as clear and clean, as appropriate, without nooks or alcoves that may provide hiding spots.
- Alternative or emergency exits from buildings or underground parking should connect with highly visible areas.

Refer to section 3.5.2.3 Main Entrance, Porches & Porticos for guidelines regarding built form design that encourages "eyes on the street."

3.5.1.3 Traffic Calming / Pedestrian Crosswalks

Traffic calming is key to promoting walkability and creating a safe, pedestrian-friendly environment. Pedestrian crosswalks serve two main functions: 1) they demarcate a safe route for pedestrians to cross the street, thereby delineating a separation between the pedestrian realm and vehicular zones; and, 2) they encourage traffic calming by providing a visual cue for slowing traffic speeds and encouraging cautious driving.

Design Guidelines:

- In high pedestrian traffic areas, such as within the Mixed-Use Area and along Garth Street, a formal pedestrian crosswalk installation shall be provided at every four-way intersection.
- Signalized pedestrian crosswalks shall be provided at locations with important civic destinations.
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections shall utilize distinctive coloured and/or textured materials or markings.
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate.
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.
- Crosswalk materials shall consist of either zebra stripes (using retro-reflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt (such as Streetprint XD).

3.5.1.4 Accessibility

Social sustainability is reinforced through accessibility and equity. Social equity, related to accessibility, ensures that residents have equal opportunities and rights regardless of age, health, and physical ability. Safety and accessibility shall be a top priority in the design of the Upper West Side Infill Community.

Design Guidelines:

- Major entrances shall comply with the City's Urban Braille System (2002) and Barrier Free Design Guidelines (2006), and the Accessibility for Ontarians with Disabilities Act (AODA) standards.
- Passive and active recreational uses shall provide for people of all ages and abilities, in accordance with the City's accessibility standards and AODA standards.
- Access to trails for people of all ages and abilities shall be ensured and all pedestrian exterior paths of travel shall comply with the City's accessibility standards and AODA standards.

Fig. 3.5.1.5 - Image example of an entrance clearly visible from the street with a prominent front porch.

Fig. 3.5.1.6 - Image example showing façade variety within the streetscape.

Fig. 3.5.1.7 - Image example of compatible massing and gradual height transitions that help createa cohesive streetscape.

3.5.1.5 Street & Building Relationships

Buildings within the Upper West Side Infill Community should be located close to the street to create a strong street edge, which supports the pedestrian scale of the street while providing diversity of built form and architectural expression.

Design Guidelines:

- Buildings will address the street by having entrances which are clearly visible from the street, as well as porches, stoops, overhangs or porticoes in the front.
- All elevations of the building visible within the public realm should be well articulated and detailed.
- Corner buildings will respond to both street frontages.
- There should be considerations to the interface of existing buildings or residences, and special care should be given to the design of new buildings being proposed in their vicinity.

3.5.1.6 Façade Variety within the Streetscape

A range of building designs shall be offered to the market which will help create visual diversity in the Upper West Side Infill Community streetscape. Alternate elevations will differentiate themselves from each other through differences in massing and building forms, rooflines, front entry treatments, garage location and treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for prominent locations to address their exposure to the public view.

Design Guidelines:

- A minimum of two (2) houses should separate houses with the same elevations on the same side of the street.
- Buildings with the same elevations should not be located directly across the street from one another.
- Buildings with the same elevations are encouraged to not makeup more than 30% of any streetscape block, excluding corner lots; and
- A variety of garage door treatments is encouraged along the streetscape block, with porches as the dominant feature of the front elevation.

3.5.1.7 Dwelling Types & Massing

A variety of single detached and semi-detached dwellings will add to the diversity of housing choice and streetscape character within residential low-rise neighbourhoods.

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

Design Guidelines:

- Within all land use designations, the maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.
- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided. As such;
    - Avoid siting three-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
    - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units; and
    - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.

3.5.1.8 Driveways

Minimizing the presence of driveways and attached garages within the streetscape is a key requirement for all dwelling designs within Upper West Side.

Design Guidelines:

- Where appropriate, the width of the driveway should always be minimized to reduce its presence on the streetscapes.
- The exterior width of the driveway should not exceed the exterior width of the garage.
- The pairing of driveways is encouraged to maximize landscaped areas, where grading permits.
- Driveways should be located away from intersections and away from daylight triangle or rounding.
- To break up the expanse of asphalt for double or paired garages, consideration shall be given to integrating decorative paving features. For example, a double soldier course of interlock pavers shall be placed on the property line between each adjacent driveway, effectively dividing a single large asphalt area into two smaller areas.

3.5.1.9 Streetscape Elements

Attractive, sturdy and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity. The Landowner Group has previously explored potential design themes for the community and they will collaboratively work with the City on theming that would be reflected in the site furniture, lighting, and potentially the park features.

Design Guidelines:

- The City of Hamilton Coordinated Street Furniture Guidelines (2015) shall be considered in the design and placement of streetscape elements.
- The following streetscape elements should all conform to the City of Hamilton Coordinated Street Furniture Guidelines: Transit shelters, litter receptacles, benches, advertising benches, multi-publication structures, poster kiosks, wayfinding kiosks, bicycle racks, and cigarette receptacles.
- Street light poles and luminaires shall reflect approved City standards.
- Consideration for alternative streetlight standards designs shall be complementary to the proposed built form design and meet or exceed City of Hamilton Engineering Department Lighting Standards.
- Specialty lighting treatments such as pedestrian scale light standards and light bollards may be considered within the Village Square to create a unique streetscape character.

- Garth Street shall be distinguished by a special lighting treatment to reinforce its role as the character avenue for the community. Options include:
    - Application of a standard lighting treatment throughout the community, with the option for a unique light standard along Garth Street and within the mixed use area; or,
    - Application of a standard lighting treatment throughout the community (including Garth Street), with the option to introduce additional pedestrian-scaled lighting along Garth Street.
- Street furniture shall be provided in high pedestrian traffic areas and in key open space areas such as parks, storm water management pond lookouts and at trailhead amenity locations.
- Furniture within the mixed use area, in particular, shall include benches, waste receptacles and bicycle racks, rings or posts, and shall be complementary to the selected street lighting design. The colour, material, form and style of street furniture shall be consistent with and complementary to the established design theme for the community.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function.
- As much as possible, furnishings shall be vandal resistant and low-maintenance, with readily available componentry.
- Special paving treatments may be provided at key crosswalks in the mixed use corridor, or within areas of social congregation.

Fig. 3.5.1.9a - Rendering example of a main street streetscape treatment within a mixed use area integrating outdoor furniture and decorative paving.

Fig. 3.5.1.9b - Image example of coordinated street furniture with transit shelter.

Fig. 3.5.1.9c - Image examples of coordinated street lighting and street furniture.

Fig. 3.5.1.10a - Image example of street trees and raised planter beds in an urban condition.

Fig. 3.5.1.10b - Image example of appropriately spaced street trees to create a strong streetscape presence.

3.5.1.10 Street Trees

Proposed planting for the overall Upper West Side Infill Community shall achieve a balance between enhancing the vegetated environment through ecological sustainability and urban tree canopy, and meeting aesthetic requirements.

Design Guidelines:

- All tree species shall be selected from the City's approved tree species list and shall adhere to the City of Hamilton Street Tree Planting Policy.
- A variety of deciduous and coniferous trees and shrubs shall be integrated for year-round interest, seasonal variation, texture, and shape.
- Where applicable, planting (trees and shrubs) shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- The planting of native species is encouraged.
- Planting invasive species on areas, yards or streets adjacent to existing natural heritage systems shall be avoided.
- The size requirements established by the City of Hamilton with respect to trees, shrubs, and groundcover shall be adhered to.
- Deciduous trees shall be placed to let sunlight and warmth into buildings and open space areas during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat.
- Good quality native soil shall be retained on site and enhanced, if required, with locally sourced soil of equal or better quality.
- All planting throughout shall utilize salt tolerant tree and shrub species.
- Should irrigation be required, consideration should be given to an efficient drip irrigation system using non-potable sources and rainwater harvesting techniques (roof, parking lot, grey water).
- A priority should be placed on utilizing xeriscape planting techniques and selecting drought-tolerant species to conserve water.
- The use of infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas shall be encouraged to improve on-site infiltration.

Streetscape Planting

- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Appropriate boulevard widths (min. 1.75m grass area plus snow storage) between sidewalk and curb shall be integrated into the right of way to promote street tree growth.
- No single species shall make more than 20% of the total street tree population to prevent disease susceptibility and eventual uniformity.
- Larger, faster maturing street trees should be planted a minimum of 10m apart and smaller, slower-maturing trees should be planted a minimum of 6m apart.
- Trees shall be planted an appropriate distance from hard surface treatments (driveways, sidewalks, curbs, retaining walls) to allow for adequate root growth and buffering from snow piling (salt), compact soils, and impermeable surfaces.
- As per City standards (Street Tree Planting Policy, City of Hamilton Forestry Management Plan), tree plantings made in a sidewalk or other hard surfaces must have a minimum of 1.5m^2 cut-out area. The tree must be set back from the road a minimum of 80cm from the face of the curb.
- Standard street tree placement shall occur within grass boulevards; while urban conditions within the mixed use areas may warrant the potential placement of street trees within tree grates and/ or raised planters.

Buffer Planting

- Landscape buffer planting proposed adjacent to street boulevards shall not compromise pedestrian safety.
- Landscape buffer planting may include any combination of shrubs, deciduous canopy trees, coniferous trees, and built structures such as architectural screens, fencing, landscape walls, etc.
- Landscape buffers, where required, should allow for adequate vegetative screening in association with other decorative elements, such as signage, low walls, decorative fencing, columns, lighting, etc.
- Parking and service/loading areas potentially visible from the street should be screened by a landscape buffer treatment.
- Landscape buffers may contain a combination of deciduous and coniferous tree planting, shrub beds, decorative fencing (for example, metal fencing, columns), low walls and/or berms.
- Minimize the length of continuous parking rows by imposing maximum limits between breaks (planted islands). This will help ensure proper tree canopy coverage and enable safer pedestrian connections.

Fig. 3.5.1.11 - Image example of high quality, legible municipal address signage that is placed prominent location to aid in navigation.

Fig. 3.5.1.12 - Image examples of outdoor lighting that is in keeping with the overall architectural style of the building and coordinated with the community.

3.5.1.11 Municipal Address Signage

Well designed, placed and constructed municipal signage contributes to the visual appeal of neighbourhoods, supports community identity and provides visitors and residents with a level of comfort by enabling them to easily navigate within a community.

Design Guidelines:

- The address signage shall be located prominently to be easily seen from the street and be large enough so that the numbering can be legible. Preferably, the signage should be minimum 100mm (4”) in height.
- The background should provide a contrast, such as light in colour with dark numbers.
- The builders should provide a consistent approach to municipal address signage that reflect the quality level present in the surrounding neighbourhood.
- Plaques with coloured LED lighted numbering are highly discouraged.

3.5.1.12 Lighting Fixtures

Lighting is one of key architectural element that influences how people experience a building. High quality outdoor lighting should be integrated into the building architecture and located strategically throughout the site will ensure ease of navigation, nighttime safety, security and enjoyment while preserving the ambiance of the night.

Design Guidelines:

- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties.
- Outdoor site and building lighting should be task oriented and not excessive. Use of full cut-off light fixtures that cast little or no light upward in public areas will be encouraged.
- Energy efficient lighting should be utilized to conserve resources.
- Outdoor lighting shall be in keeping with the overall architectural style of the building and coordinated with lighting style present in the surrounding community.

3.5.2 Design Guidelines for Residential Architecture

Fundamental to creating a transit-oriented, walkable urban community is the establishment of mixed use and compact residential areas at strategic locations throughout the development. The built form within the residential areas will be key to determining the character of the street, the pedestrian experience, and the overall success of the neighbourhoods.

3.5.2.1 Architectural Style & Influences

The development will encompass a variety of dwelling types and densities to accommodate a range of users and needs. Built form character, height, setbacks, and massing may vary according to use, with higher densities in mixed use areas, as they provide the critical population base and built form type to ensure support for amenities such as commercial and retail uses, community services, and transit ridership.

The Upper West Side Infill Community will offer high quality built form that reflects the established character of the area, including utilization of architectural styles and treatments that promote vibrant pedestrian environments and help foster a distinct identity for the community as attractive, cohesive, and the next logical progression of growth in Hamilton. The architectural styles and themes for each neighbourhood will be developed in a coordinated manner, in consultation with the stakeholders and the City.

Common architectural styles found within the surrounding area include Neo-Classical, Regency Villa, Italianate, Victorian, and farmhouse styles. Stylistic influences may be borrowed from these local architectural precedents.

Fig. 3.5.2.a - Image example of a single detached dwellings in a traditional architectural style.

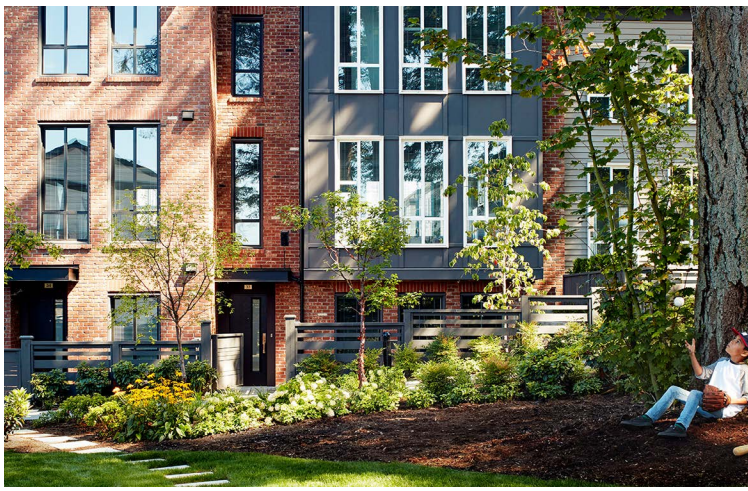


Fig. 3..5.2b - Image example of townhouse design that incorpoarates both traditional and contemporary elements and materials.

Fig. 3.5.2c - Image example of townhouses in a contemporary architectural style.

Fig. 3.5.2.2a - Image example of townhouse utilizing a variety of high quality materials and detailing.

Fig. 3.5.2.2b - Image example of a single detached dwelling with architectural detailing characteristic of its traditional style.

3.5.2.2 Architectural Detailing

The design of dwellings in the Upper West Side Infill Community shall be designed to incorporate appropriate architectural detailing in order to avoid monotonous and uninteresting façades as well as to fit into the fabric of the existing neighbourhood.

Design Guidelines:

- Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations. Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified.
- On lots located in priority locations, a higher standard of architectural detailing will be required, consistent with the architectural style, including:
  - Cornice / frieze board treatments;
  - Lamps for entrances and garages;
  - Decorative address plaques;
  - Stylistically appropriate porch columns;
  - High quality decorative glass, metal, wood or vinyl railings;
  - Generous use of precast stone elements; and
  - High quality, well detailed garage doors that reflect the architectural style of the building.

3.5.2.3 Main Entrance, Porches & Porticos

The front entry of a building is aesthetically, functionally, and socially important to the design of both the individual building and the streetscape. A visible and well-designed entry area promotes an individual sense of address and a collective sense of community and safety by providing “eyes on the street”.

Design Guidelines:

- The main entry should be a distinctive element of the building design, and should reflect the character of the entire building.
- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms.
- Main entry designs should provide shelter from the weather.
- Building designs featuring porches should be sized with min. depth of 1.5m to allow sufficient space for seating.
- The cladding of the sides of the porch steps shall start no more than 300mm above finished grade.
- Steps constructed with landscape paving slabs could be an attractive alternative to conventional precast steps, and may be considered where the number of riser is limited (e.g. max. of 4 risers or 3 steps).
- Handrails shall be provided where required by the Ontario Building Code and additionally may be included for aesthetic or stylistic reasons.
- Where handrails are provided they are to have a top and bottom rail with vertical pickets, and to be consistent with style of porch columns, in terms of vernacular and colour.

Fig. 3.5.2.3a - Image example of a single detached dwelling with a functional front porch.

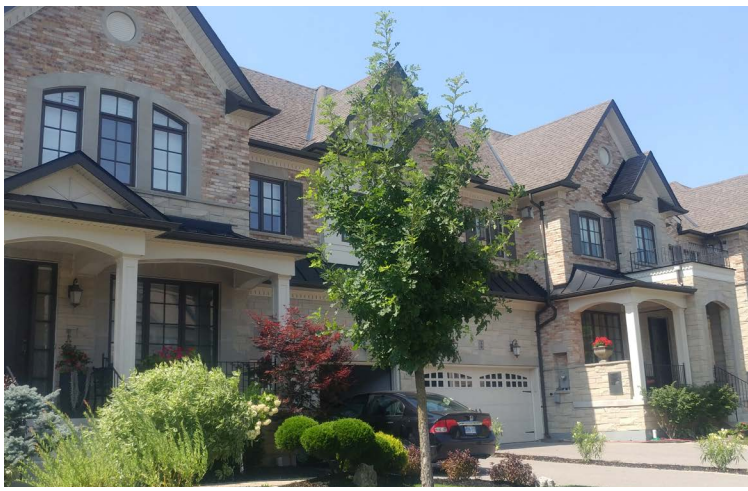


Fig. 3.5.2.3b - Image example of a townhouses with porches as a distinctive architectural element.

Fig. 3.5.2.3c - Image example of a functional front porch.

Fig. 3.5.2.4a-d - Image examples of harmonious exterior wall cladding materials and colour tones.

3.5.2.4 Exterior Materials & Colours

The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character and longevity of the community.

Design Guidelines:

- The following main wall cladding materials are suitable for the community:
  - Brick in a variety of established local heritage and earth tones and textures;
  - Siding, particularly in board and batten and shiplap profiles with heritage colours;
  - Stone shall reflect heritage styles, colours, and textures;
  - Stucco should used only as accent material, in coordination with other, more durable materials. It may be incorporated in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering.
- Main wall cladding material shall be consistent on all elevations of the dwelling. No false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade, or stone plinth is incorporated into the design and the side and rear walls have brick.
- Buildings are to be clad with a single predominant material, and may feature other materials as accents.
- Priority lots are encouraged to have consistent materials on all publicly exposed elevations.
- Where stucco is proposed as a main wall material it shall be used in conjunction with a masonry base.
- Material transitions occurring near the front corners should be returned to a natural or logical break point, such as a plane change or jog. Material transitions are permitted to occur at 4'-0" if there is no logical break on interior lots only.

- Material changes which help to articulate the transition between the base, middle, and top of the building are appropriate. Where changes in materials occur, they should happen at logical locations such as a change in plane, wall opening, or downspout.
- A wide variety of exterior colour packages should be provided to avoid monotony within the streetscape.
- Individual exterior colour packages shall combine to create a visually harmonious streetscape appearance.

Fig. 3.5.2.5a - Image example of townhouse windows that reflect a traditional architectural style.

3.5.2.5 Windows

Ample fenestration, in a variety of styles consistent with the dwelling's architecture, is required for all publicly exposed façades to enhance the dwelling's appearance and to promote "eyes on the street" and natural surveillance of the street from within the dwelling.

Design Guidelines:

- Publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling; and
- False windows and blackened glass are not permitted, but may be considered for small glazed areas above the eavesline (i.e. small dormers, oval windows) where a high quality glass set within a sash is provided;
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.

Fig. 3.5.2.5b - Image example of townhouses with ample fenestration on all publicly exposed facades.

Fig. 3.5.2.5c - Image example of window detailing in a contemporary architectural style.

Fig. 3.5.2.6a- Image example of a distinct roof form that contributes to the character of the community.

Fig. 3.5.2.6b - Image example of a fllat roof form in a contemporary townhouse design.

Fig. 3.5.2.6c - Image examples of a single detached dwelling with interesting roof lines.

3.5.2.6 Roofs

Roof form plays a significant role in the massing of the individual building and in the overall built form character of the community. A variety of roof forms are encouraged, consistent with the architectural style of the dwelling and the surrounding neighbourhood.

Design Guidelines:

- A variety of roof forms are encouraged, consistent with the architectural style of the dwelling.
- Lower density housing forms should generally have pitched roofs. The minimum main roof slopes should generally be 10:12 pitch (side slopes) / 5.9:12 (front to back slopes).
- Steeper pitches than the recommended minimums may be appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (for example, Arts & Crafts, Georgian).
- Flat main roofs are permitted for higher density buildings, such as mid-rise dwellings, provided an appropriate parapet or cornice treatment is incorporated into the design.
- Roof overhangs should generally be 300mm or as appropriate to the architectural style.
- Plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof, wherever possible, and should be prefinished to suit the roof colour.
- The use of false dormers is discouraged and shall only be considered where scale, orientation and roof line make them appropriate and an authentic appearance is assured.

3.5.2.7 Adverse Grading Conditions & Foundation Walls

Dwellings should be designed to reflect the grading conditions of the site, and make provisions for the grade changes to accommodate surface water drainage proposed by the engineering consultants.

Revised elevations on the streetscape drawings are required to illustrate the architectural detailing response, where grade differential is greater than 900mm or 5 risers.

Design Guidelines:

- Where severely sloping grade conditions occur, building designs shall be adapted to suit the site. This is particularly important for lots having back-to-front sloping grade conditions (front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained;
- Where sloping grade conditions occur, entrance levels should be related to grade through terracing;
- Building designs shall be adapted to suit the site, and high service floors or basement garages should be avoided; and
- Care shall be taken to ensure foundation walls are not overexposed. Grading shall be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation wall above finished grade is exposed on all visible elevations of the dwelling.

Refer to Section 3.5.3 Design Guidelines for Garages for detailed guidelines related to adverse grading and garage design.

Fig. 3.5.2.7a Image example of a rear yard with adverse grading conditions.

Fig. 3.5.2.7b - Image example of adverse grading conditions along the side and rear yard of a dwelling.

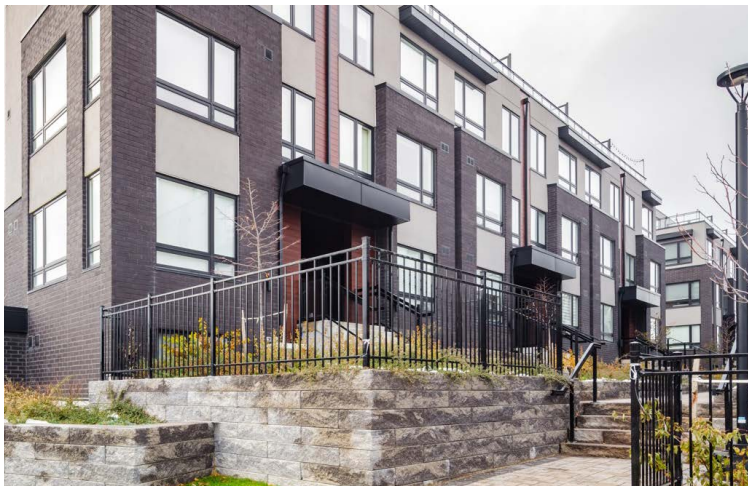


Fig. 3.5.2.7c - Image example of terracing on one side of a townhouse block to accomodate grading conditions.

Fig. 3.5.2.8a-b - Image examples of townhouses that have recessed utilities into the walls under the stairs and porches.

3.5.2.8 Utility & Service Elements

Any utilities and utility-related boxes or structures should be designed and sited to minimize their visual impact on the public and private realm, where feasible.

Design Guidelines:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite for detached dwellings shall be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard;
- For townhouse building forms, utility meters shall be located in the rear lane or screened / recessed into the wall, wherever possible, subject to local utility company requirements.

3.5.3 Design Guidelines for Garages

Garages should be located and designed with consideration for the streetscape. Various garage typologies may be proposed to achieve a desired neighbourhood character.

3.5.3.1 Attached Garages

Where the garage is oriented towards the street, its mass should be recessed back and integrated into the overall shape of the building so that its presence is not dominant in the Upper West Side streetscape. Front-facing garages will be encouraged to have several possible design options to maintain elevation variety.

Design Guidelines:

- Minimizing the presence of attached garages within the streetscape is a key requirement for all low and medium density dwelling designs.
- Garages shall be complementary with regards to character and quality of the principal dwelling.
- Acceptable design options for attached street-facing garages include:
  - Integrating the garage into the main massing of the house, flush with the porch;
  - Integrating the garage into the main massing of the house, flush with the main wall;
  - Locating the garage at the side of the house, recessed behind the main front wall face;
  - Projecting up to a maximum of 1.5m from the front wall or porch face (this may only occur on a limited basis for up to 20% of the streetscape);
  - Provide a tandem garage; and
  - Stagger the front façade of the garage.

Fig. 3.5.3.1a - Image example of a garage design that is complementary to the character of the dwelling.

Fig. 3.5.3.1b - Image example of garages integrated into the main massing of a house.

Fig. 3.5.3.2 - Image example of rear-accessed garages with functional amenity spaces above.

- The amount of garages per dwelling type or lot size will be provided as follows:
  - Street townhouses and semi-detached dwellings shall have a single car garage;
  - Detached dwellings on lots with frontage less than 11.0m shall have a single-car or 1-1/2 car garage; and
  - Dwellings on lots with frontage 11.0m or greater may have a double car garage.
- Dwellings on lots with frontage of 18.0m or greater may have a three-car garage, provided the garage face is staggered.
- Only sectional, roll-up type garage doors shall be considered. A variety of garage door styles shall be provided.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred.
- Where dropped garage conditions occur on rear to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit.

3.5.3.2 Rear-Accessed Garages

Lots with rear-accessed garages provide space for large front porches, and ensure doors and windows are articulated along the sidewalk and street edge. The continuity of the street and sidewalk is not disrupted by driveway crossings, which eliminates a vehicle/pedestrian conflict on the sidewalk.

Design Guidelines:

- Lane accessed garages may be attached or detached from the dwelling. Both single and double-car lane garages may be permitted;
- Lane garages shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality;
- Detached garages shall be designed with articulated roof lines or other architectural elements to enhance their appearance within the laneway;
- Only sectional, roll-up type garage doors shall be considered;
- Parking pads are permitted beside the rear yard garage, where space permits. For corner lots, parking pads shall not be located between the garage and the exterior side lot line; they shall be screened from street view;
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling;
- Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods; and
- Garages shall be sited to provide for access and drainage from the rear yard of the unit to the laneway.

3.5.3.3 Criteria for Dropped Garage Conditions

Buildings should be designed to reflect the grading conditions of the site, and make provisions for the grade changes to accommodate surface water drainage proposed by the engineering consultants. In cases of adverse grade, revised elevations on the streetscape drawings are required to illustrate the architectural detailing response, where grade differential is greater than 900mm or 5 risers.

Solutions to address adverse grading condition include:

- Elevated main front entrances with large number of steps should be avoided by either integrating groups of steps into the front walkway or providing a lowered foyer and internal steps;
- Roofs over garages should be designed in such a way that the entire roof form or the eaves can be lowered in the event that the garage is dropped to respond to grade;
- Where there is a roof directly above the garage, the height of plain wall above garage doors should not exceed 750mm;
- The height of garage doors may be increased by an amount up to 300mm to a maximum height of 2.4m; and
- Details above garage doors may be introduced to punctuate the wall, such as windows to the garage attic, arches over doors, header details over doors, masonry details or roof overhangs.

Fig. 3.5.3.3a-c - Image examples of dwellings with lowered foyers and internal steps to minimize a large number of steps on the exterior.

Fig. 4.1.2a - Rendering example of a corner lot dwellings.

Fig. 4.1.2b - Image example of a corner lot townhouse design.

3.5.4 Design Guidelines for Priority Lot Dwellings

Priority lots are located within the areas of the community that have a higher degree of public visibility. Their visual prominence within the streetscape and public open spaces requires that the siting, architectural design, and landscape treatment for the dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots will require special design consideration to ensure an attractive streetscape character is achieved.

Priority lots include:

- Dwellings in a community identity area
- Corner dwellings;
- Community gateway dwellings;
- Community window dwellings;
- Dwellings facing parks;
- Upgraded rear & side yard architecture; and
- View termini & elbows.

3.5.4.1 Corner Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the community.

Design Guidelines:

- Dwelling designs must be appropriate for corner locations, with dual façades that address both streets (e.g. porches and balconies, large windows, side entrances, etc.). Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street, located at or close to the corner. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling provided it is close to the corner.
- Driveway access on corner lots should be provided from the minor street.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.
- Windows from active indoor spaces (e.g. living rooms) shall be oriented to the higher order street.

Fig. 3.5.4.1a - Townhouses with detailed facade treatments along both street frontages.

Fig. 3.5.4.1b - Image example of distinctive architectural elements and detailing on both facades of a corner dwelling.

Fig. 3.5.4.1c - Image example of the main entry of a corner dwelling on the long elevation.

Fig. 3.5.4.2 - Image example of gateway dwelling with strong and distinctive architectural elements at the corner.

Fig. 3.5.4.3 - Image example of window street dwellings that provide a high level of architectural detailing and articulation.

Fig. 3.5.4.4 - Image example of rear lane townhouses with a variety of model types fronting a public park

3.5.4.2 Community Gateway Dwellings

Gateway lot dwellings are characterized by a very high profile location that results in a significant impact on the perception of the image, character and quality of the community from the outside.

Design Guidelines:

- Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes;
- Feature strong and distinctive architectural elements, such as prominent gables and/or projecting bays;
- Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations;
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function; and
- Although designed as a corner lot with façade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces major and minor arterial roads.

3.5.4.3 Community Window Dwellings

Streetscapes containing community edge / window street dwellings are those situated on single loaded roads along the edges of the community. Window streets, in particular, are designed as local roads and allow front loaded housing to face onto higher order roads (i.e. arterial roads) while maintaining the benefit of driveway access from a local road. This arrangement ensures that undesirable reverse frontage lot conditions are avoided. Given the prominence of these locations , the dwellings and associated streetscape treatment will help establish the community's character and identity from the surrounding areas.

Design Guidelines:

- Due to their prominent public visibility, community window street dwellings shall provide a high level of architectural detailing and articulation to reflect the quality of the community.
- Minimum 2-storey building massing shall be provided to relate to the scale of the combined roadways, as well as the prominence of the adjacent higher order road. Single storey built form in these locations is not acceptable.

3.5.4.4 Dwellings Facing Parks

Given the prominence of the proposed storm water management ponds, the school, and the parks, and their function as a focus and gathering space for the community, dwellings that front onto these features shall be designed in a manner that considers and complements the exposure from this public open space.

Design Guidelines:

- Dwellings that are very visible from the main gathering space within the community shall implement an enhanced architectural treatment consistent with the architectural style, such as substantial front porches, prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation;
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design;
- Park facing dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots; and
- Dwellings adjacent to public open space shall be sited such that the driveway and garage is furthest away from the edge of the open space, where possible.

Fig. 3.5.4.5a - Image example of street townhouse with upgraded side elevation facing public open space.

Fig. 3.5.4.5b - Image example of a single detached dwelling with a high quality architectural treatment along the side elevation.

Fig. 3.5.4.6 - Image example of rear lane townhouses with a prominent architectural element provided to terminate the view.

3.5.4.5 Upgraded Rear & Side Yard Architecture

Where a building's side or rear elevations are exposed to the public realm, the façades shall be well articulated and detailed, providing visual interest through use of materials, colours, ample fenestration, wall articulation, and style appropriate architectural detailing.

Design Guidelines:

- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast, or brick detailing;
  - Gables and dormers;
  - Wall articulations.

3.5.4.6 View Termini & Elbows

View terminus lots occur at the top of 'T' intersections, where one road terminates at a right angle to the other, and at street elbows. Dwellings in these locations play an important visual role within the streetscape by terminating long view corridors.

On curved, elbowed or cul-de-sac streets, special opportunities exist on the outside or visually highlighted side of the road bend to create a special grouping of buildings. The overall streetscape design of these areas must include consideration of the group of buildings.

Design Guidelines:

- A prominent architectural element shall be provided to terminate the view;
- Select models that present visual interest with architectural treatment and de-emphasize the presence of the garage and driveway locations, favouring a larger area for landscaped treatment in the front yard; and
- Driveways shall be located to the outside of a pair of view terminus dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.
- Buildings of high architectural quality should be set back from the street on the lots at the curve with the buildings on the adjacent lots stepping back as a transition from the balance of the street;
- Sensitive and comprehensive driveway placement is essential to avoid driveways on adjoining lots merging at the streetline and to provide enhanced opportunities for special landscaping treatments at the terminus of the site line; and
- The houses should be sited to minimize the visual impact of the garage.

Fig. 3.5.5a-b - Image examples of live-work townhouse dwellings that provide higher density in a key location within the community.

3.5.5 Design Guidelines for Townhouses & Live-Work Units

Townhouse dwellings make efficient use of land, provide higher density in key locations, reduce energy consumption, and increase the diversity of built form options within a community, leading to greater affordability. They are proposed to be located in areas of the development where a denser housing form is desired.

3.5.5.1 Townhouse Built Form

The various low-rise multi-unit dwelling types that may be constructed within the Upper West Side Infill Community include:

- Front Loaded Townhouses;
- Rear Lane Townhouses;
- Stacked Townhouses;
- Back-to-Back Townhouses; and
- Live-Work Townhouse.

Front Loaded Townhouses

Front loaded townhouses, which may be freehold or condominium, have a front-facing garage accessed from the street. They will be located where increased density and pedestrian activity is desired, in proximity to planned transit routes or mixed use mid-rise areas.

Rear Lane Townhouses

Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character. They will typically have a single or double car, rear-facing garage accessed from the laneway. They shall be strategically located where more intensive pedestrian activity and transit-supportive built form is desired, and may be freehold or condominium.

Stacked Townhouses

Stacked townhouses are usually designed as a multilevel condominium housing form comprising individual units stacked on one another with rear-accessed garages, surface or underground parking. This building type option provides a low-rise, compact built form that yields relatively higher densities.

Fig. 3.5.5.1a - Rendering example of stacked townhouses with rear accessed garages.

Back-to-Back Townhouses

Back-to-back townhouses are typically a 3-storey freehold or condominium structure with front facing garages accessed from a public street. A common demising wall is located along the rear of the units, in addition to the traditional interior side walls. The outdoor amenity space is typically located above the garage as a terrace or in the form of a balcony or roof-top terrace. Options for stacked back-to-back townhouses, resulting in a 4-storey massing comprising 3 units, may also be considered.

Fig. 3.5.5.1b - Image example of back-to-back townhouses with amenity space provided by balconies above the garage.

Live-Work Townhouses

Live-work townhouses represent the notion of the traditional 'main street' shopfront, but in a contemporary form that combines an at-grade townhouse with a first floor designed for commercial, office or studio use, and second, third and, potentially, fourth floor intended for residential use. Individual units are grouped together into a larger architectural form, similar to a townhouse. They will typically have a single or double car, rear-facing garage accessed from the laneway. This mixing of uses responds to the growing work-at-home trend, reducing the distance between work, home, and play in creating a more sustainable, walkable, vibrant community.

Fig. 3.5.5.1c Image example of front loaded townhouse block dwellings.

Fig. 3.5.5.1a - Image example of live-work units that frame the street and adjacent public space.

Fig. 3.5.5.1b - Image example of pedestrian walkways that provide safe and direct access between dwelling entrances, amenity areas, and adjacent streets.

3.5.5.1 Site Design

- In order to create a comfortable pedestrian environment and appropriately frame the street, all buildings shall be aligned and sited close to the adjacent street and/or intersection.
- Entrances to each unit should be at-grade and accessed with minimal stairs, subject to grading constraints.
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing, garden walls and/or edge planting.
- For stacked townhouses:
  - Pedestrian walkways within stacked townhouse blocks shall provide safe and direct access between dwelling entrances, parking areas, amenity areas, and adjacent streets.
  - Parking areas may occur as surface parking, underground parking or within garages integrated into the massing of the building. Main parking areas and garages shall be located away from prominent views or main streets.
- For live-work townhouses:
  - Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment.
  - Main entrances shall be ground-related and wheelchair accessible.
  - On-street parking may be provided, where feasible, to facilitate convenient access to commercial functions.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units, and other mechanical units shall be located away from publicly exposed corners and other highly visible areas.
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.

3.5.5.2 *Building Massing*

- Townhouse built forms may typically have 2 to 4-storey building massing, depending on the typology.
- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Flat roofs are permitted to allow for functional rooftop terraces.

Fig. 3.5.5.2 - Rendering example of a townhouse block composition that displays consistent massing and design continuity.

3.5.5.3 *Façade Treatment*

- Building façades may either be designed in a contemporary, urban style, or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding residential neighbourhoods. This can be achieved through architectural detailing such as building materials, canopies/awnings, window treatment, as well as massing and colour.
- Façade articulation is encouraged to avoid large unbroken expanses of roof or wall planes. However, for some architectural styles (e.g. Georgian or modern) simple massing and roof articulation may be more appropriate.
- The main dwelling façade should typically be sited a minimum distance from the front lot line to create a strong and active street edge.
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units.
- Upgraded side architecture may be required where elevations are exposed to public view, with the level of upgrading consistent with the level of public exposure.
- Exposed side elevations in high exposure locations shall be well articulated and detailed, providing visual interest through use of materials, colours, ample fenestration, wall articulation, and style appropriate architectural detailing.

Fig. 3.5.5.3a - Image example of townhouses sited a minimum distance from the front lot line to create a strong and active street edge.

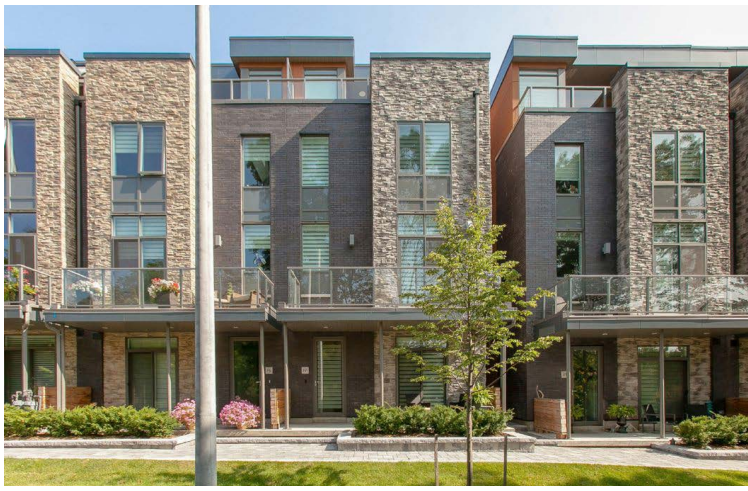


Fig. 3.5.5.3b - Image example of townhouses using contemporary design materials.

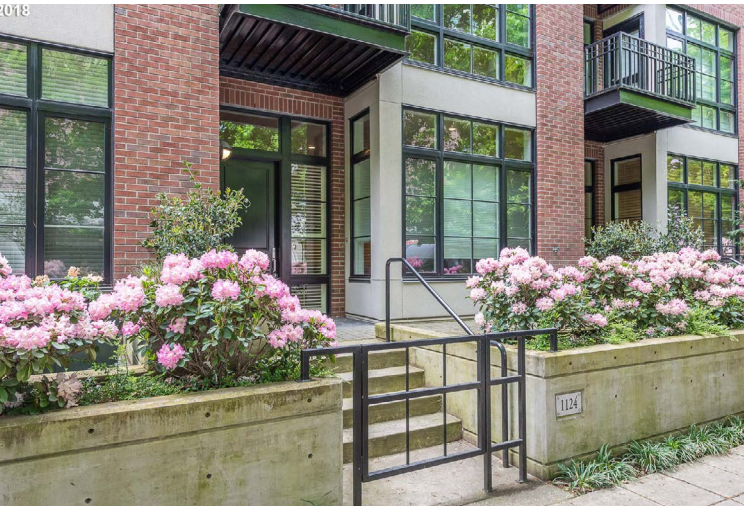


Fig. 3.5.5.3c-d - Image example of townhouses with balconies and terraces facing the street that contributes to the overall design quality of the facade.

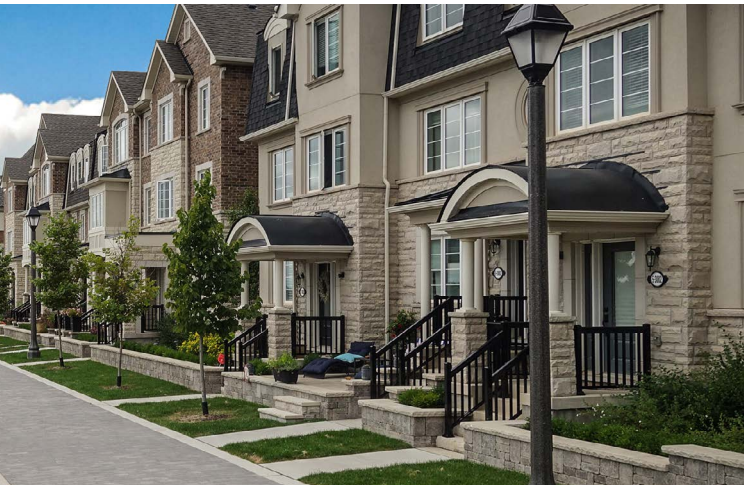


Fig. 3.5.5.3e- Image example of a well articulated front porch that is consistent with the arcthiectural theme of the building.

- The treatment of balconies facing the street is critical to the overall design quality of the façade. A well-articulated balcony and railing design shall be consistent with the architectural theme of the building and shall integrate high quality, durable, and low maintenance materials.
- For back-to-back townhouse forms, façades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches, and roof overhangs, as appropriate to the architectural style.
- For stacked townhouse forms, façades shall be developed to create a 'main street' appearance and shall incorporate architectural elements appropriate to the design theme of the mixed use areas. Flat roofs are permitted to allow for rooftop terraces.
- For live-work townhouse forms:
  - Buildings shall be designed with active front and flanking façades with ample fenestration and consideration for balconies to overlook adjacent main streets or amenity open spaces within the mixed use nodes. This overview of the street contributes to safe and active public spaces.
  - Transparency shall be emphasized on the ground floor to allow views into the structure or into display windows.
  - Signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style.

3.5.5.4 Garages & Private Lanes

- For street fronting products (front loaded and back-to-back), garages shall not project beyond the front wall of the main building.
- For rear lane and live-work townhouses, garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted.

- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway.
- Private lanes will mostly be proposed for townhouse dwellings and situated along primary roads where direct driveway access would impact the function of higher order roads.
- Where the lane functions as a private condominium road, consideration should be made for appropriate building setbacks that allow for the planting of trees within the private streetscape.

3.5.5.5 Landscaping & Outdoor Amenity Areas

- Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience.
- Privacy screens, coordinated with the design treatment of the townhouse, shall be considered between neighbouring units to provide privacy.
- For front loaded townhouses, outdoor amenity areas may take the form of a conventional rear yard amenity space.
- For rear lane townhouses, outdoor amenity areas may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/ balcony (with integrated garages).
- For back-to-back townhouses, outdoor amenity areas may take the form of a functional raised terrace or balcony.
- For stacked townhouses, private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper level units and an at-grade or sunken courtyard for the lower level units.
- For live-work townhouses, outdoor amenity areas may take the form of a functional raised terrace, balcony or rear courtyard.

Fig. 3.5.5.3f - Image example of live-work townhouses with active front and flanking facades .

Fig. 3.5.5.5a - Image example of a lane with building setbacks that allow for the planting of trees within the private streetscape.

Fig. 3.5.5.5b - Image example of back-to-back townhouses with a functional balcony above the garage.

Fig. 3.5.6a - Image example of a mixed use building with a strong built form relationship to the street.

Fig. 3.5.6b - Image example of corner building with an active urban character.

3.5.6 Design Guidelines for Mixed Use

Mixed-Use development is intended to be predominantly located within Primary and Secondary Community Nodes and Community Corridors, and form the focal point for housing, retail, office, and service uses. Mid-rise condominium units with ground floor commercial can serve as an important amenity within the core, allowing neighbourhood residents to shop within walking distance from home or in proximity to transit. These higher density residential forms are conducive to establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable. This built form provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community.

3.5.5.1 Site Design

- Commercial and mixed use shall be prominent along Garth Street.
- Building setbacks shall be minimized to relate well to the adjacent roadway or open space amenity, while allowing sufficient space for a comfortable pedestrian zone and urban streetscape treatment.
- Setback from the public sidewalk should range from 1.5m to no more than 4.0m.
- Main entrances shall be designed as a focal point of the building. Main entrances shall also be ground-related and wheelchair accessible.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.

3.5.5.2 Built Form & Massing

- A strong built form relationship to the street shall be created through appropriate building set-backs, prominent display windows, and building entrance(s) that are accessible from the adjacent sidewalk.
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible use space.
- Building height shall be minimum 3-storeys high with a minimum ground floor height of 3.5m.

- The maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.
- No less than 56 sq.m. (600sq.ft.) of ground floor area should be dedicated to be commercial/ non-residential uses.

3.5.5.3 Façade Treatment

- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation, and style-appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed.
- Mixed use building façades may either be designed in a contemporary, urban style or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding mixed use, low and medium density blocks. This can be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment, as well as size and colour.
- Publicly exposed building exteriors shall present an attractive mixed use image with identifiable architectural treatments to differentiate this type of built form from residential built form.
- Buildings shall be designed with active front and flanking facades with ample fenestration and consideration for balconies to overlook the abutting collector streets. This overview of the street contributes to safe and active public spaces.
- Transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Where situated at gateway streets or community entrance points, building corners shall have a strong orientation to the intersection with architectural detailing and wall articulation addressing the corner.
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style.
- Backlit signage is discouraged.

Fig. 3.5.5.3a - Rendering example of a building facade that provides visual interest through ample fenestration and architetural detailing.

Fig. 3.5.5.3b - Image example of a mixed use area with active front facades including balconies that overlook the street.

Fig. 3.5.5.3c - Image example of coordinated signage and lighting located between the first and second storey.

Fig. 3.5.5.5a - Image example of surface parking provided in a non-obtrusive manner.

Fig. 3.5.5.5b - Image example of a mixed use street with street parking screened by landscaping.

Fig. 3.5.5.7 - Image example of wider sidewalks that provide a comfortable pedestrian environment.

3.5.5.4 Drop-off & Pick-up Areas

- Lay-by parking may be provided in front of mixed use buildings to facilitate convenient access to commercial functions.

3.5.5.5 Parking

- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping or building siting to provide appropriate screening.

3.5.5.6 Loading & Service Areas

- Loading, service, garbage, and recycling facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility.
- Mechanical equipment, such as utilities, meters, transformers, and air conditioning units, shall be located away from publicly exposed corners, screened from public view, and integrated into the design of the building.

3.5.5.7 Landscaping & Outdoor Amenity Areas

- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture (including outdoor patio furniture) within the boulevard are encouraged in order to enhance the pedestrian experience.
- Apartment units shall include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and should be appropriately sized to comfortably accommodate seating.

3.5.7 Design Guidelines for Multiple Dwellings

To ensure a diverse and visually appealing community, Upper West Side incorporates a mix of densities, including mid-rise apartment buildings. These buildings will be thoughtfully designed to offer a range of configurations, allowing them to seamlessly integrate with low-rise or taller buildings within the same block. This deliberate juxtaposition of heights creates a dynamic streetscape and adds visual interest, avoiding the monotony often associated with uniform massing. By strategically stepping down the height and scale of taller buildings, a gradual and pleasing progression will be established.

3.5.7.1 Site Design

- Building set-backs shall be minimized to relate well to the adjacent roadway and/ or open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.

3.5.7.2 Built Form & Massing

- The maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.
- Buildings shall be designed to mitigate any negative impact upon surrounding lower density residential development.
- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses.
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space.

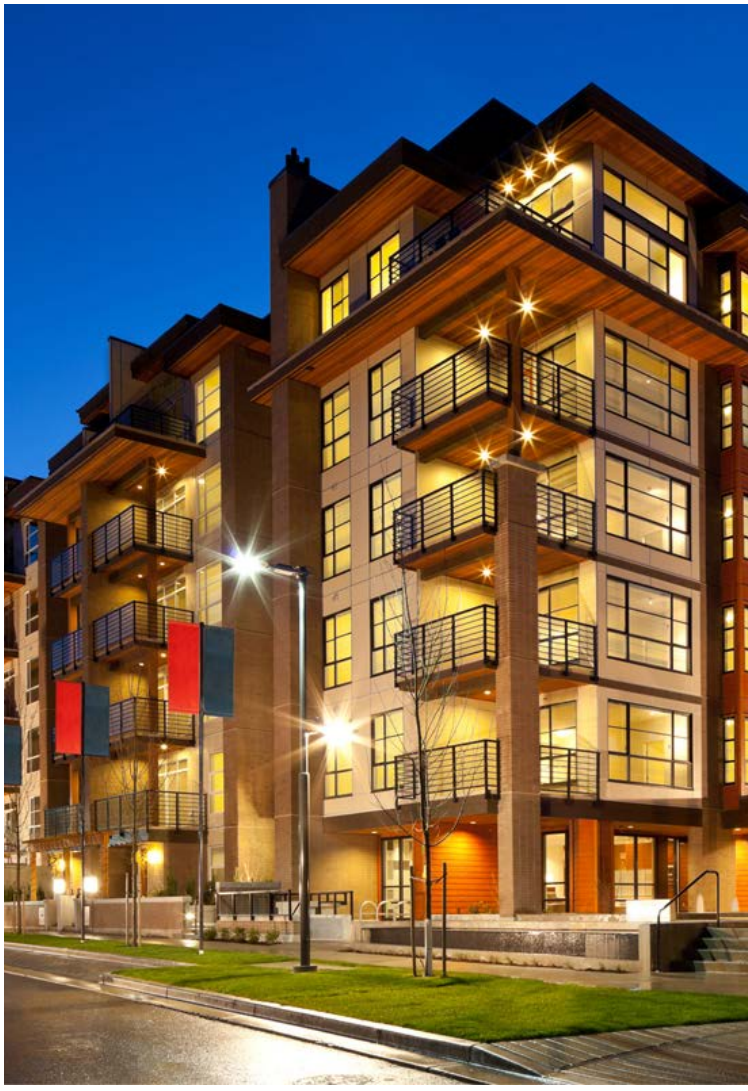


Fig. 3.5.7a - Image example of a 6-storey mid-rise residential building that allows for greater density in a community.

Fig. 3.5.7b - Image example of a mid-rise building with sufficient space for a comfortable pedestrian zone and landscaping opportunities.

- Building materials and detailing shall be used to establish a base, middle and upper portion for the building.
- The base portion shall reinforce a human scale environment at street level.
- The middle portion shall contain the largest mass of the building and should reflect the architectural character of the community.
- The upper portion shall be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward.
- Where flat-roofed buildings are contemplated, a strong cornice line should be provided.

3.5.7.3 Façade Treatment

- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Main entrances shall be designed as a focal point of the building. They shall be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible.

3.5.7.4 Drop-off & Pick-up Areas

- Lay-by parking may be provided in front of mid-rise buildings to facilitate convenient drop-off and pick-up areas.

3.5.7.5 Parking

- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings.
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features.
- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening.

3.5.7.6 Loading & Service Areas

- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility.
- Mechanical equipment shall be screened from public view and integrated into the design of the building.

3.5.7.7 Landscaping & Outdoor Amenity Areas

- Apartment units shall include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating.
- Where a common open space or internal courtyard area occurs, a tot lot play facility shall be integrated within the site to complement surrounding Neighbourhood Park amenities.

3.6 Office & Commercial Architectural Design Guidelines

Office and commercial buildings within the Upper West Side Infill Community shall be designed and sited appropriate to their prominence and function as community focal elements. They shall reinforce the objective of creating a 'main street' character that contributes to the public realm and will attract walkable connections from surrounding neighbourhoods.

The design of successful and attractive office / commercial developments hold in common several key characteristics, including:

- Buildings that have a strong relationship with the street frontage, with minimal setbacks from the street edge.
- Well-articulated, attractive street façades using high quality materials.
- Building massing that is appropriate to the scale of the street and reinforces comfortable pedestrian connections.
- Display windows and/or glazing that comprise most of the ground/street level portion of a retail building.
- Building entrances that strike a balance between direct access from the adjacent street and rear parking areas.
- Parking areas that do not dominate street frontages and are substantially screened from views by built form and landscape features.
- Signage design that is appropriate to the architectural style.

Fig. 3.6a - Image example of an office/commercial building that contributes to the character of the public realm.

Fig. 3.6b - Image example of an office/commercial building with an attractive street facade using high quality materials.

Fig. 3.6.1 - Image example of outdoor patio supporting adjacent commercial use.

Fig. 3.6.4a - Rendering example of surface parking located at the rear of the building to ensure a strong buillt form edge along surrounding streets.

Fig. 3.6.4b - Image example of parking area with pedestrian walkways and landscape planting.

3.6.1 Site Design

- The design of the built form and landscape shall achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level.
- Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define, and relate to the adjacent street frontages and sidewalks.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Main entrances should be grade-related and face the street/sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis. Barrier-free access shall be provided at the ground level of all buildings and to public destinations within each development site, as per applicable AODA standards.
- Outdoor patios should be considered in the design of the building where it may support adjacent commercial use to help animate the street.
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters, and adjacent developments. Sidewalk widths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- High quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) shall be provided to support the community character and function.

3.6.2 Built Form & Massing

- Prominent building massing and high quality architectural design shall be provided at the street edges. Well-articulated façades shall be provided for visual interest.

3.6.3 Façade Treatment

- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within the mixed use area or commercial block to reinforce the desired community character. The use of masonry brick as a dominant wall cladding material is preferred.
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape.

3.6.4 Parking

- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built form edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements.
- Large parking areas shall be broken into smaller pedestrian-scale blocks defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas.
- Where surface parking may be adjacent to a main building, a landscape strip should be provided to screen the parking from the building and adjacent sidewalk.
- Parking areas should include pedestrian walkways with landscape planting provided for shade and to reduce the perceived scale of the parking surface.
- A snow storage strategy shall be devised in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.

3.6.5 Loading & Service Areas

- Loading, service, and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers, and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial buildings.

3.6.6 Signage & Lighting

- A consistent and compatible approach to signage shall be provided throughout the commercial site as a means to establish a coordinated image. Signage shall be reflective of the architectural style of the node, while respecting the business community's desire for corporate logos. Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit. Cut-out signage is preferred and backlit box-signage is discouraged.
- Sidewalks, parking areas, driveways, and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties. A consistent approach to site lighting shall be implemented.

Fig. 3.7a - Image example prominent building features incorporated into the design of an elementary school.

Fig. 3.7b - Image example of a school with a strong built form relationship to the surrounding streets.

3.7 Institutional Architectural Design Guidelines

Schools serve as landmark buildings within the community. An elementary school has been strategically located to provide safe and logical accessibility by pedestrians, cyclists and motorists, and to achieve maximum visibility from surrounding areas, through siting at a prominent intersection and providing linkages with the open space system and trail network. In addition to schools, the permitted uses on lands designated Institutional shall include schools, day care centres, places of worship, long term care facilities, residential care facilities, community facilities/services, and other similar institutional uses.

3.7.1 Site Design

- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school shall, typically, be limited to drop off zones.
- Conflicts between pedestrian and vehicular routes shall be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free access to school entrances.
- Paved surfaces on school sites shall be provided in accordance with the applicable School Board requirements for parking and barrier-free play areas.

3.7.2 Built Form & Massing

- School buildings located on corner sites should be situated close to the intersection and address both street frontages in a consistent manner. Main entrances shall be directly visible from the street and be given design emphasis.
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and direct access to the main entry from adjacent sidewalks.
- 2 to 3-storey building massing shall be provided.

3.7.3 Façade Treatment

- Each school may develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the surrounding community. High quality building materials shall be used, including brick or stone as the main wall materials.
- Schools shall incorporate prominent building features into their design, which will help to reinforce their landmark function within the community.

3.7.4 Parking

- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.

3.7.5 Loading & Service Areas

- Loading, service and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment shall be located away from prominent public views.
- Rooftop mechanical equipment shall be screened from ground level view by integrating into the roof or a parapet.

3.7.6 Signage & Lighting

- Signage shall be incorporated into the building architecture. Where ground level signage is used it shall be designed as a landscape feature, integrating other components such as planting, lighting, etc.
- Lighting for school buildings shall be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.

Fig. 3.8a - Image example of an employment building with a high quality architecture and landscape architectural treatment.

Fig. 3.8b- Image example of corner building located close to the intersection.

3.8 Employment Area Architectural Design Guidelines

Delivering high quality employment built form design and expressions related to the anticipated variety of uses is a critical component of the urban fabric of the overall Upper West Side community. The objective is to create an attractive, pedestrian-scaled employment area that responds to the needs and functions of industry. A coordinated and consistent approach shall be adopted for the design of component elements, ranging from streetscape design to site planning / built form and design of open space elements within private lands.

Employment Areas are guided by the policies of the Airport Employment Growth District Secondary Plan, and Section 2.8 of the UHOP.

3.8.1 Employment Built Form Typologies

It is planned that the adjacent employment area will include built form typologies ranging from prestige employment and offices, to light industrial, logistics/ distribution, and industrial uses.

Airport Prestige Business Built Form

As specified in the AEGD Secondary Plan, Prestige Employment is defined as "*employment uses that will benefit from frontage on the existing and future major roads in the Airport Employment Growth District, incorporate urban design treatments because of their visibility from major roads, and are able to accommodate buffering from sensitive land uses.*" (AEGD Secondary Plan Vol. 2 – B.8.1, p. 10). The Secondary Plan also notes that the Prestige Business designation shall permit a range of uses including, but not limited to, manufacturing, assembly, warehousing, repair service, transportation terminals, research and development, office, communication establishment, private power generation, high technology industry, and other activities benefiting from proximity to airport services. Additionally, small-scale accessory uses developed into the building to support employees such as cafes, fitness centres, or personal service uses are also permitted. Uses such as outdoor storage, salvage yards, waste processing facilities, waste transfer facilities are not permitted as they are incompatible with the image of the Prestige Business designation.

Design Guidelines:

- The maximum building height shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.
- More prominent massing is recommended along major street frontages and gateway corners.
- Buildings should be oriented toward the adjacent streets, with the primary façade parallel to the roadway to address and relate to the adjacent street frontages and establish an appropriate street wall.
- Variation in building setbacks are encouraged to create visual interest at the interface with the public street zone.
- Buildings in proximity to the street edge shall have a well-articulated street façade that provides visual interest for the community.
- Buildings should occupy a minimum 60% of the total lot frontage along public streets to reduce the impact of exposed parking areas.
- High-quality building designs should be located at key gateway and view terminus locations, as well as enhanced building elevations along visually prominent edges;
- Corner buildings should be sited close to the intersection and address both street frontages.
- Main entrances for these corner locations should be grade-related, face the street and be given design emphasis.
- Building designs for corner locations, particularly gateway locations, should reflect an architectural treatment appropriate to their landmark status.
- Given the prominent location of designated Airport Prestige Business lands, architectural design, materials, elements, and style shall be of particularly high quality, and compatible and complementary to other buildings within the Employment Area.
- The design intent is to satisfy AEGD requirements to maximize glazing for office components as part of the architecture. High-quality exterior cladding materials, such as glass, steel, metal paneling, and masonry, shall be used on the façades of buildings fronting primary arterial and collector streets. Pre-cast paneling and exterior insulated finishing systems will not be permitted on façades facing primary streets (AEGD Urban Design Guidelines, p. 37).
- Designs that reinforce a pedestrian-scaled, attractive public realm and employs a high-quality building material palette and landscape design are expected.
- Distinct and consistent character elements for the site shall be established to provide a sense of continuity and integration.
- Consideration shall be given for an appropriate canopy or arcade treatment to provide weather protection at main entry areas.
- A minimum of 50% of façade surface area facing collector streets is encouraged to be glazed for the office component of a building.
- The desired corporate image and identity may be conveyed through the architectural expression and materials.
- Generic box commercial buildings that have minimal architectural expression and little connection with the surrounding context shall be avoided.
- Outdoor patios or amenity spaces for employees may be considered in the design of the building as appropriate to the designated commercial use, to animate the street environment.
- Surface parking for visitors should be screened from street view through the configuration of the building massing or a landscape buffer feature.
- Underground parking is encouraged to maximize the building footprint on the site, if feasible.

Airport Light Industrial Built Form

The built form associated with designated Airport Light Industrial districts in most instances will be similar in design intent as Airport Prestige Business, with the key difference being that "employment uses that do not necessarily require frontage on the existing or future major roads." (AEGD Secondary Plan, Vol. 2 – B.8.1, p. 13). Since these buildings may not have street frontage, the design standards are generally not as proscribed as in Airport Prestige Business area. However, as noted in the AEGD Urban Design Guidelines, light industrial land area should "maintain a relatively high development standard particularly in terms of landscaping and site organization" (AEGD Urban Design Guidelines, p. 42).

Design Guidelines:

- Minimum building heights of 1-storey.
- Although it is acknowledged that building heights may not be oriented to the street, the main entrances should be oriented toward primary pedestrian walkways.

3.8.2 Site Design

Proposed built form design related to Airport Prestige Business districts (primarily office) and Airport Light Industrial districts (light industrial, logistics/distribution and service related) shall reinforce a positive identity through appropriate architecture, building location, and landscaping that promotes a pedestrian friendly environment and achieves a strong built form street edge. The design of these buildings should be based upon principles that foster a safe, human scale streetscape and promote pedestrian activity, while creating attractive and well-functioning employment uses.

- Built form shall have a strong orientation to the street and with entrances directly accessed from the sidewalk.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The building shall be designed to help create a comfortable and attractive pedestrian-scale environment.
- Main entrances shall be designed as a focal point of the building, prominently face the street edge, and comply with AODA Standards.
- Barrier free access shall be provided at the ground level of all buildings and in compliance with all applicable accessibility standards (AODA).
- Ample setback between building entrances and on-site traffic routes shall be provided to avoid potential conflicts between pedestrian and vehicular routes.
- Buildings should be designed to maximize east–west frontage to take advantage of passive solar heat and daylight.
- The office component of light industrial buildings shall be located closer to the street than the warehouse component to maximize opportunities for windows facing the street.
- As specified by the Zoning By-Law Minimum Build-to Lines for Front Façade, the minimum setbacks are as follows (AEGD Urban Design Guidelines, p. 9):
  - Office Front Yard: 0m - 3m
  - Warehouse/Plant Front Yard: 6 - 9m
- The street facing landscape zone for all employment uses shall be designed to achieve an effective and robust landscape treatment that will reinforce an attractive, pedestrian-scaled streetscape environment.

3.8.3 Built Form & Massing

- Final building height of the buildings in the Employment area shall be subject to review and approval by the City and shall not exceed the permissions established under the Transport Canada Airport Zoning Regulations.
- Consideration of views and daylight should be integrated into the design of the building.
- The architectural design and massing of the building should take precedence over signage considerations.

3.8.4 Façade Treatment

- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- Features such as canopy structures and arcades may be considered for weather protection and architectural expression.
- Façade design shall consider options for building signage location, type, and style.
- Where situated at gateway streets or community entrance points, building corners shall have a strong orientation to the intersection with architectural detailing and wall articulation addressing the corner.

3.8.5 Parking

- Courtyard buildings or buildings in clusters that integrate parking, servicing, and loading internally is encouraged to reduce visual exposure of parking from surrounding roads.
- Primary locations for parking areas within site plans should be internal to the site, screened by built form in a 'courtyard' configuration.
- Expansive main surface parking areas shall be located to the side or rear of the building's primary frontage or façade, with a minimal amount of parking permitted within the front (streetside) of the building, limited to a maximum of two parking bays accessed by a central drive aisle.
- Singular expansive parking lots shall be avoided by dividing spaces into smaller parking areas, allowing for consolidated planting opportunities, safer and more effective pedestrian connections, and minimizing the visual impact of the facility. Where surface parking is proposed and exceeds 200 spaces, it shall be visually subdivided into smaller parking courts.
- Parking areas shall be configured to provide clear and safe movement for pedestrians to the buildings, street, and open spaces.

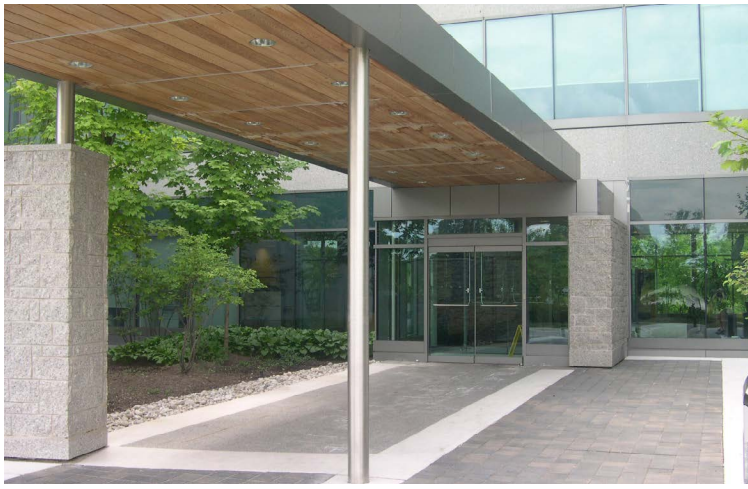


Fig. 3.8.2a - Image example of a main entrance designed as the focal point of a building.

Fig. 3.8.2b-c - Image examples of buildings that maximize windows facing the street.

Fig. 3.8.2d- Image example of site design that creates a safe and attractive public realm with setbacks between building entrances and vehicular routes.

Fig. 3.8.4 - Image example of bulding design that reflects its own distinct architectural identity.

Fig. 3.8.5 - Image example of expansive surface parking divided into smaller parking areas through use of landscaping.

- Underground parking integrated into the built form designated for office employment may be considered within Airport Prestige Business districts to accommodate a greater density of use while achieving a pedestrian focused public realm.
- Landscape islands shall be designed to support long-term healthy planting conditions.
- Any internal vehicular routes should function similar to a local street system, with a clear hierarchy of circulation, movement, and parking.
- Priority shall be given to pedestrian circulation routes with clear and safe connections through the Employment Area and to each building entrance
- Primary internal vehicular routes shall be defined with raised or curbed traffic islands.
- Entrances to parking areas shall be consolidated as much as possible to maximize areas available for landscaping, minimize disruptions to the public sidewalk and streetscape treatment, and minimize the extent of pavement.
- Entrances to parking and service areas shall be clearly indicated through the use of signage, lighting, landscaping, and traffic calming elements. All elements should be organized and coordinated to avoid a cluttered appearance.

3.8.6 Loading & Service Areas

- Locations of loading and service areas shall be coordinated in order to minimize the number of entrances and area requirements.
- Service/loading areas should be placed in areas not prominently visible from abutting street, typically at the side or at the rear (non-street side) of the building. They should also be separate from pedestrian amenity areas and walkways to ensure pedestrian safety is not compromised.
- If visibility to a portion of the service/loading areas is unavoidable, it should be screened by a landscape buffer treatment and/or architectural element.

- Coniferous trees and shrubs may be an effective planted screen in addition or as an alternative to fencing or built element.
- Outside storage and refuse/recycling areas shall be located away from prominent street views and separate from pedestrian areas, where feasible. All storage and refuse/ recycling areas shall be located within an enclosure to screen views and consolidate functions. The design of the enclosure shall utilize quality materials and ideally complement adjacent built form architectural styles and materials.
- Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened.
- Rooftop mechanical equipment shall be screened from ground level views by integrating into the roof form or through the provision of a parapet.

Fig. 3.8.6 - Image example of rooftop mechanical equipment screened from ground level view through integration with roof form.

3.8.7 Signage & Lighting

- Exterior signage should be compatible with the architectural style, scale and material types of the building.
- Signage should balance the requirement for visual clarity and design excellence.
- Signage should be visible from both vehicles on the road and pedestrians on the sidewalk.
- Signage should be considered secondary to the architectural design and massing of the building.
- Signage should be designed to be characteristic of the architectural identity of each employment development while respecting the business community's desire for corporate logos.
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage should be designed to incorporate landscaping / planting beds.
- Signage for multi-tenant buildings should be coordinated in placement and design to present an attractive appearance along the street.

Fig. 3.8.7a - Image example of lighting that supports a high quality architectural character and public realm.

Fig. 3.8.7b - Image example of building signage that is compatible with the architectural style.

Fig. 3.8.8a - Image example of landscapes with a combination of trees, shrubs and grasses.

Fig. 3.8.8b - Image example of trees and soft landscaping mitigating the visual impact of parking.

Fig. 3.8.8c - Image example of landscape buffer in employment area with vegetative screening in association with other decorative elements.

- Signage situated on top of a roof shall not be permitted.
- Flashing or rotating signage is not permitted, whether permanent or temporary.
- Architectural lighting shall be consistent with the applicable guidelines within the City of Hamilton's Comprehensive Outdoor Lighting Study (2011).
- Lighting shall be appropriate to the architectural style of the building and not detract from the design intent.
- Lighting selection and location shall mitigate disturbance to adjacent properties.
- Lighting shall support a high-quality pedestrian character.
- A balance between safety and security and a reduction in energy consumption should be achieved.
- Energy efficient luminaires and bulbs should be utilized to satisfy lighting requirements.

3.8.8 Landscaping

- Landscape buffers may contain a combination of native deciduous and coniferous trees, shrubs and grasses.
- Landscape buffers will be contained within employment lands property and shall be privately maintained.
- The visual impact of any parking areas along these edges shall be minimized.
- A planting palette for transitional planting within buffers, storm water management facilities, and other introduced features shall be utilized at the interface with the NHS that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the NHS edge.

3.9 Landscape Design Guidelines

The overall landscape design for the Upper West Side Infill Community shall support the development vision and ensure appropriate transitions between built and natural areas. Introduced features such as storm water management facilities, the recreation trail network, and special landscape treatments along the mixed use corridor facilities will need to be carefully integrated into the community's design.

3.9.1 Community Identity Areas

The Urban Hamilton Official Plan recognizes that "cultural heritage links communities to their roots and contributes to Hamilton's image and cultural identity" and identifies that these resources "may include tangible features, structures, sites, or landscapes" (3.4, p.32). In keeping with this policy, there is a special opportunity to celebrate Hamilton's heritage by integrating commemorative elements into the design of features within its public spaces and streetscape elements. In addition to the landscape treatments for the mixed use corridor described in section 3.5.1.9 Streetscape Elements, unique streetscape considerations for the Community Identity Area may include:

- A strong identifiable theme can be reinforced through the integration of public art elements, decorative street signage/banners, street furniture, park and parkette features, and commemorative information.
- A potential community theme could be the legacy of flight, incorporating aviation features or references related to the area's history and the proximity of the airport and the Canadian Warplane Heritage Museum. Elements that could be further explored with this theme as listed as follows:
  - Street names may pay tribute to the historical aircraft prominently displayed in the Warplane Museum, such as Airco, Bristol, and Lancaster.
  - Community branding and signage could be inspired by aviation and the nearby airport.
  - The community park may feature aviation themed play structures.

Fig. 3.9a - Image example of custom banners in a community.

Fig. 3.9b - Image example of an aviation themed play structure that can be incorporated into a themed community park.

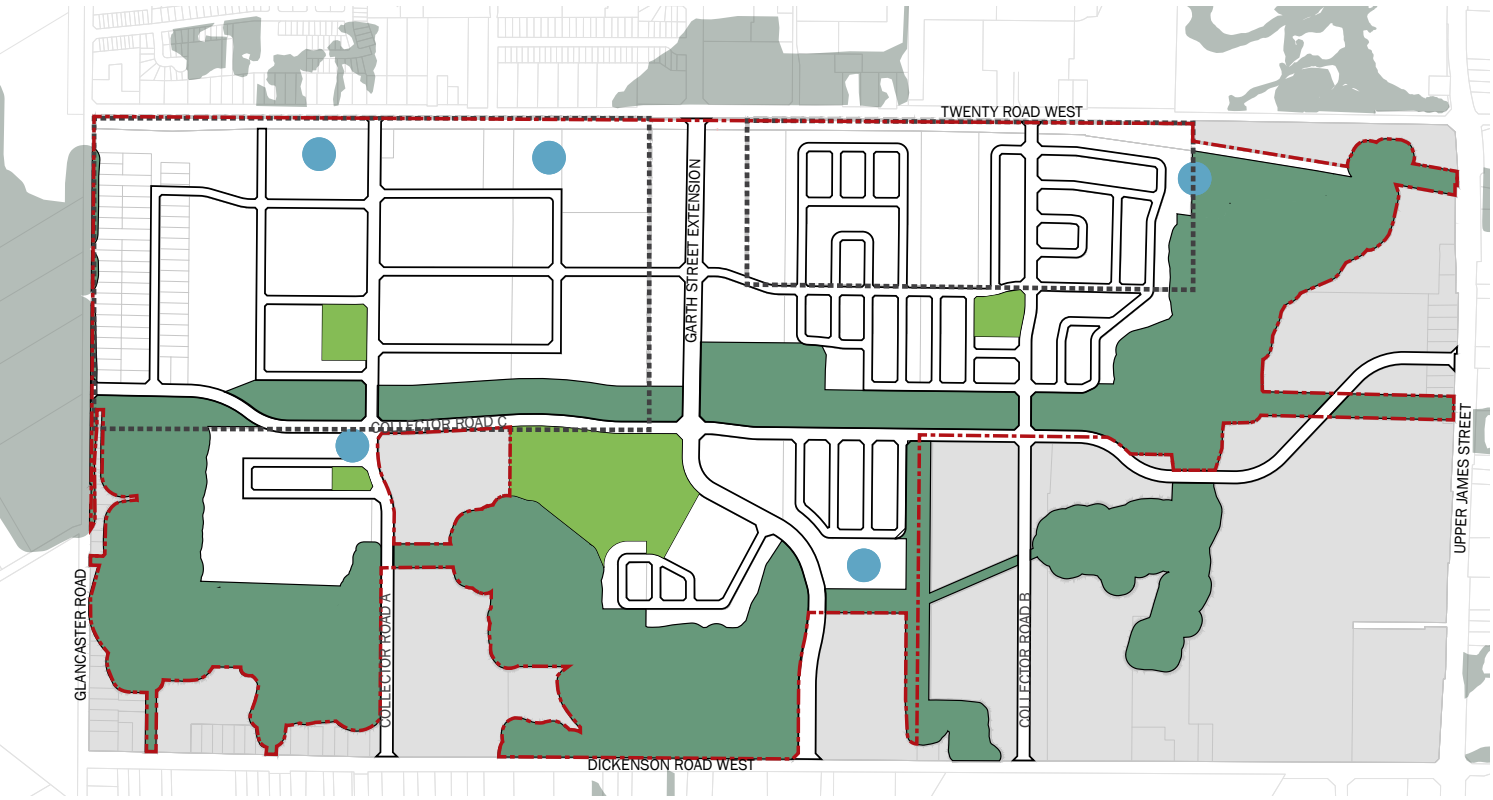


Fig. 3.9.2 - Upper West Side Infill Community proposed Natural Heritage System.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

NATURAL HERITAGE SYSTEM

PARKS

SWM PONDS

100 250 500m

3.9.2 Natural Heritage System

One of the key objectives for the NHS in the Urban Hamilton Official Plan is to protect and restore its features and natural functions as a permanent environmental resource for the community (C.2, p.1). The Natural Open Space designation is the result of a systems approach which has been determined on the basis of protection, preservation and enhancement of natural heritage features. Natural Open Space is a critical component of a healthy community and helps to define the character of the area. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to habitat of endangered and threatened species, fish and wildlife habitat, significant wetlands, woodlands and valleylands, vegetation protection zones, linkages, and buffers, etc., that will be balanced and implementable.

The proposed land use fabric including streets, residential, mixed use, institutional, open space features, and buffer elements, evolve from these extensive NHS lands and will provide important vista opportunities within walking distances of the community. As well, the circulation pattern within the Upper West Side Infill Community shall allow for convenient and logical access to the proposed trail system integrated into these features.

Design Guidelines:

- The importance of the area shall be reinforced, and opportunities provided for public visual and physical access by means of a trail and from publicly-owned lands, such as storm water management facilities.
- Conversely, where environmentally sensitive features and other areas within the NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances. Measures may include physical barriers such as lot fencing or information signage.
- Upgraded architectural treatment shall be encouraged for the exposed rear and side elevations of buildings backing onto or flanking the publicly accessible and visible areas within the NHS.
- A planting palette shall be utilized for transitional planting within storm water management facilities, and other introduced open space features at the interface with the NHS that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the NHS edge.
- Buffer widths vary and will be determined by the characterization of the adjacent natural feature.
- Information signage related to the natural features, habitats and functions of the NHS shall be installed at key trail or publicly accessible junctions along the perimeter of the NHS.
- Private open spaces shall be designed to support adjacent natural features by avoiding potential impacts caused by invasive plant species, drainage alterations, etc.
- Streetscapes located along the edge of the NHS shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.
- Storage, loading and parking areas shall be carefully designed to minimize impacts on the NHS. To this end, larger setbacks or landscaped buffers with privacy and/or decorative fencing shall be provided.
- For all trails proposed within NHS buffers and enhancement areas, trail siting should be located outside the Conservation Authority Regulated Area where possible and close to the development side of the buffer to provide as much area as possible for naturalization plantings between the development and key natural heritage features. Adjacent landowners potentially affected by the trails will be consulted.
- Where conceptual trails are proposed in the NHS, the feasibility, siting and design of the trails will be subject to review based on the recommendations of the Scoped Sub-watershed Study and XXX Environmental Report.

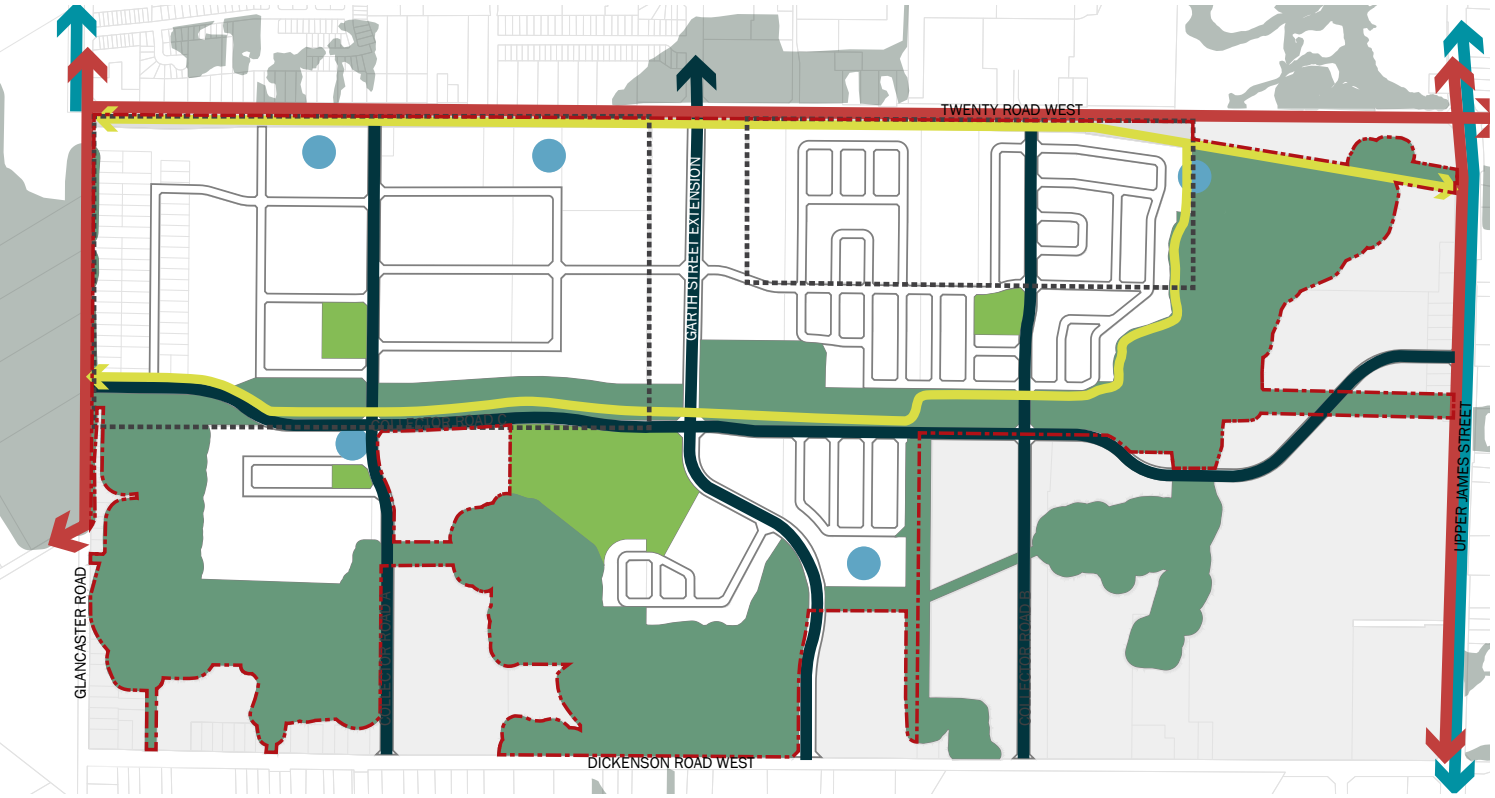


Fig. 3.9.3 - Upper West Side Infill Community preliminary proposed trail and cycling network.

100 250 500m

- UWS SECONDARY PLAN AREA
- URBAN EXPANSION AREAS
- CITY OF HAMILTON PROPOSED ON-ROAD BIKE ROUTE
- CITY OF HAMILTON PROPOSED MULTI-USE RECREATION TRAIL
- PROPOSED ON-STREET BIKE LANES (GARTH ST. / COLLECTORS)
- PROPOSED SWM POND TRAIL
- POTENTIAL MULTI-USE TRAIL THROUGH HYDRO CORRIDOR & NHS
- NATURAL HERITAGE SYSTEM
- PARKS
- SWM PONDS

3.9.3 Recreation Trail Network

The development of an extensive recreation trail system proposed for the Upper West Side Infill Community will provide access to the NHS from the pedestrian circulation established within the development. The trail will connect to planned or existing pathways throughout the broader Upper West Side development lands as a comprehensive pedestrian linkage network.

The NHS shall be integrated into the community through the placement of a continuous trail connection that runs east-west through the Upper West Side Infill Community, linking the SWM ponds, open spaces, residential, mixed use, and adjacent employment areas for pedestrians, cyclists, and recreational users. The trail and cycling network shall be consistent with the applicable guidelines within the City's Pedestrian Mobility Plan (2012), Recreational Trails Master Plan (2016), and Cycling Plan (2009).

Bicycle and pedestrian path designations have been designated as follows:

- Bike Lanes (Garth Street and Collectors): 1.5m-wide dedicated lanes that accommodate cyclists only, with pavement markings to separate cyclists from motorists;
- Future City of Hamilton Proposed On-Road Bike Routes: dedicated bike lanes proposed along Glancaster Rd., Twenty Rd. W., Upper James St. and Garth St.
- Future City of Hamilton Proposed Multi-Use Trails: 3.0m-wide, paved off-road trails proposed along Glancaster Rd. and Upper James St. Designed to accommodate the needs of cyclists (recreational and commuter), in-line skaters, walkers, joggers, etc., allowing for a wide range of uses and large volume of users.
- Greenway Trails: Trails located within Natural Heritage System buffers / non-sensitive or introduced natural features such as storm water management ponds. Trail width and surfacing may vary according to context and anticipated uses. Proposed network is subject to further analysis to ensure compatibility with the natural feature and optimal linkage strategy.
- Hydro Corridor Multi-Use Trail: An active transportation link located outside of the right-of-way.

Design Guidelines:

A. Planning and Siting:

The trail and cycling network shall comply with the following broad objectives:

- Trails and pathways shall provide pedestrian linkages that enhance the continuity of the City's trail and cycling networks and provide access to recreational opportunities within each neighbourhood.
- Potential impacts to the designated NHS shall be mitigated as a primary criterion for proposed trail locations within these lands.
- Adequate buffers between residential and employment property limits and proposed trails will be addressed through the final approval of future development applications.
- The trail network shall be integrated into the City-wide path system and linked with applicable trails established in the City of Hamilton.
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal and Provincial standards.
- To promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.);
- All contemplated lighting of trails shall be within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.

B. Trail Elements:

To encourage use and safety, the designated trails shall incorporate the following elements:

- Pedestrian lighting within park paths, at trail entrances or along window streets shall be considered on a case-by-case basis.
- To make points of entry more identifiable, markers shall be provided at key trailhead locations where they coincide with proposed NHS crossings.
- Signage information displaying the trail network shall be provided, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation.
- Trail gateways shall be strategically located at access points to the NHS.
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving and interpretive signage.
- Trail gateway locations shall provide an opportunity to commemorate notable aspects of Upper West Side in a unique marker or signage form, and shall be integrated throughout the employment lands as a defining character element.
- Benches and waste receptacles shall be located at accessible key points along the trails, typically at trailhead locations.

C. Integration of Trails within the Natural Heritage System:

- While the NHS can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails within its boundaries and associated buffers.
- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;
- Safe pedestrian crossings shall be provided at trail junctions associated with Garth Street and collector streets.
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings.
- The design of any trails contemplated within the NHS lands shall be composed of screenings material, depending on location and anticipated frequency of use, unless otherwise authorized by the City of Hamilton.
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.

D. Pedestrian Crossings of the Natural Heritage System:

- The road crossings at Garth Street and other collector streets serve as valuable pedestrian linkage opportunities and are a key component of walkable communities, which encourage pedestrian activity while managing impacts to sensitive natural areas.
- When trails intersect roads at a mid-block, pedestrians and cyclists shall be directed through signage to the nearest controlled intersection for all road crossings. However, where the nearest controlled intersection is considered too far for it to be a viable trail crossing point, the feasibility for a mid-block controlled or signalized pedestrian cyclist crossing should be considered.

The following design criteria shall apply:

- The trail shall terminate at the sidewalk within the right-of-way and a safety transition area that effectively diverts the pedestrian and cyclist from merging directly onto the street.
- Flow control measures, such as a staggered trail entry or railing barriers, shall be provided beyond the street line within the open space block to facilitate a safe transition from trail to crossing.
- Pedestrian/cyclist warning and wayfinding signage shall be placed within the open space

blocks, rather than within the road right-of-way.

- Wayfinding signage that identifies the direction and distance to the nearest controlled intersection, as well as 'road crossing ahead' signs, shall be provided.
- An activated traffic signal may potentially be required for the pedestrian crossings at higher volume streets such as Garth Street and collector streets. A detailed evaluation will be required on an individual basis.
- In the instance with an activated traffic signal, crosswalks shall be provided to signify the continuance of trail users across the street, enhance visibility and prevent conflicts between pedestrians, cyclists and motorists.
- Crosswalks shall utilize highly visible and distinctive coloured and/or textured materials or markings.
- Mid-block crossings on lower volume roads, such as collector roads, may potentially utilize a 'stop - wait for gap' sign without a marked crosswalk. A detailed evaluation will be required on an individual basis.

E. Key Trail Linkages:

- Key trail linkages are identified where there are advantageous connections to trails from publicly accessible open space, such as parks and storm water management ponds. Any paths associated with these open spaces shall be directly linked with the established trail system to reinforce the walkability network.
- In some instances, a convenient or desirable connection to a trail or park may be identified where a block of residential dwellings separate these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection.

The following design criteria shall apply:

- Walkway blocks shall be a minimum of 6.0m in width and will include a 3.0m wide asphalt, concrete or unit paved walkway. They shall be short blocks where lighting will not be required.
- Walkway blocks shall not be designed as overflow drainage routes.

Fig. 3.9.3a - Image examples of coordinated trail markers and informational signage that can educate trail users on the purpose and importance of the natural system

Fig. 3.9.3b - Image example of trailhead marker with community information.

Fig. 3.9.3c - Image example of signalized crosswalk at mid-block trail crossing.

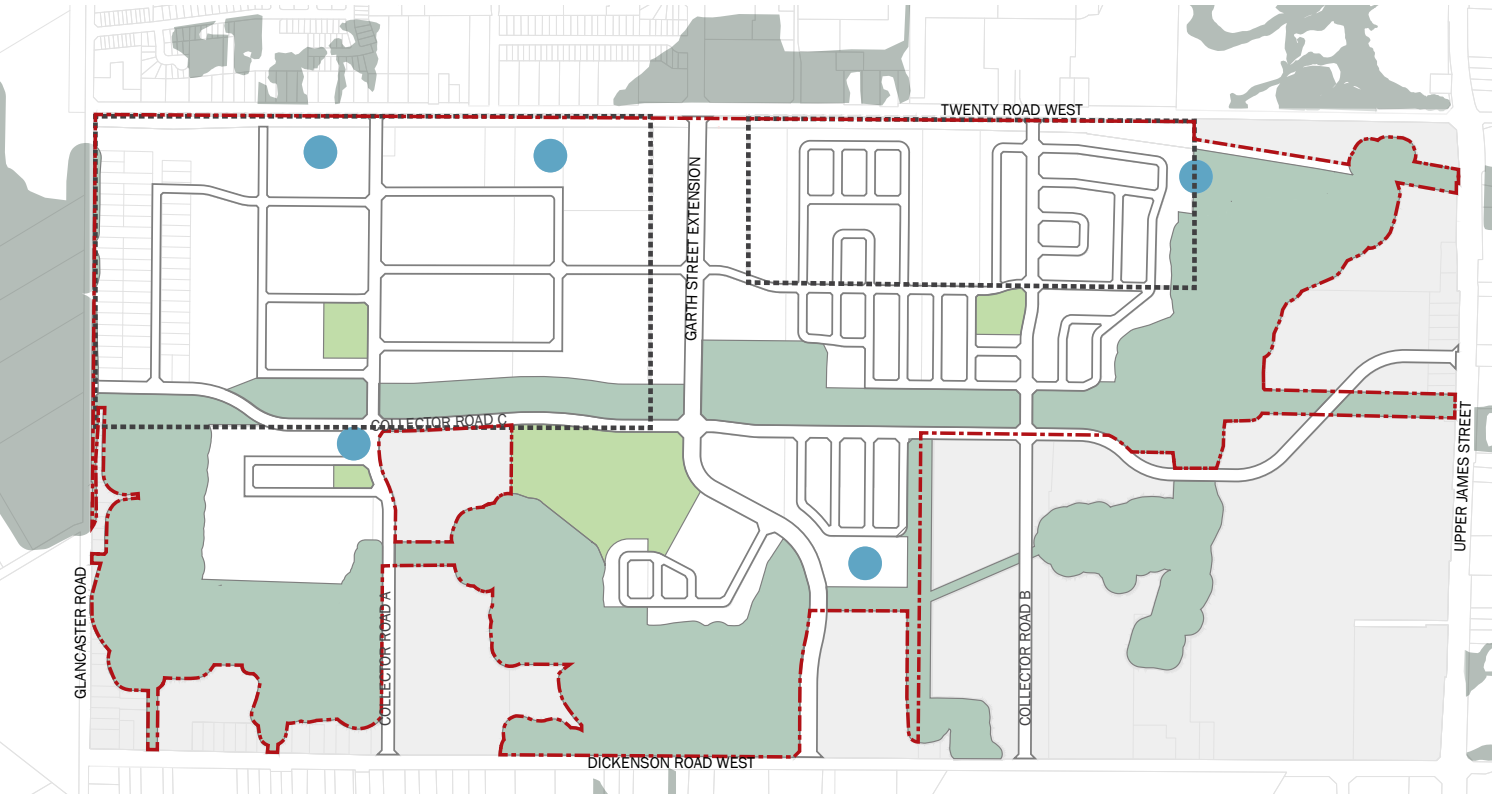


Fig. 3.9.4a - Upper West Side Infill Community storm water management pond locations.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

SWM PONDS

NATURAL HERITAGE SYSTEM

PARKS

100 250 500m

3.9.4 Stormwater Management Facilities

In addition to their primary water quality and control functions, stormwater management (SWM) facilities may be designed to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical.

Proposed SWM pond facilities are located throughout the Upper West Side Infill Community. They have been situated in relation to existing drainage patterns of the development lands and, given their proximity to existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. These facilities shall be designed to appropriately fit within the context of the residential, mixed use, and adjacent employment areas.

Design Guidelines:

- Naturalized planting throughout shall consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond (dry) condition, with an emphasis on native species, in accordance with Hamilton Conservation Authority standards.
- Should pedestrian access into the pond areas be desirable and appropriate to the surrounding residential or employment land uses, the maintenance/access roads may facilitate these connections.
- Fencing requirements for the ponds will be determined, in part, by the interface condition with the surrounding residential and employments lands, as well as the type of employment use (industrial, office, etc.).
- Similarly, dependent on the interface with adjacent Residential, Mixed-Use, or Employment Area, as well as issues of surveillance and safety, an area for seating may be integrated with pedestrian connections where grading and visibility allow.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Dense planting should be used to discourage access to sensitive landscape areas or those inappropriate for public use.
- Information signage shall be provided within areas of high visibility to inform the public of the importance and treatment of the storm water management pond as a functioning natural open space feature.
- Shallow slopes shall be considered to accommodate public access to areas of the ponds that are appropriate for pedestrian connections and viewing opportunities.
- The design of the SWM ponds shall require approval from the City of Hamilton, Hamilton Conservation Authority, the Ministry of the Environment, and the Ministry of Transportation of Ontario.
- The zone between the street and storm water management facilities shall be designed as a transition from an urban streetscape to a naturalized area.
- Lookout features shall serve as resident and employee amenities, and will typically include decorative paving, seating elements (benches and/or seat walls) and upgraded planting, to be coordinated with neighbourhood themes. The amenity shall also integrate a shade structure.
- Fencing of SWM ponds adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to the pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing.

Fig. 3.9.4b - Image example of naturalized storm water management pond with a lookout feature as an amenity.

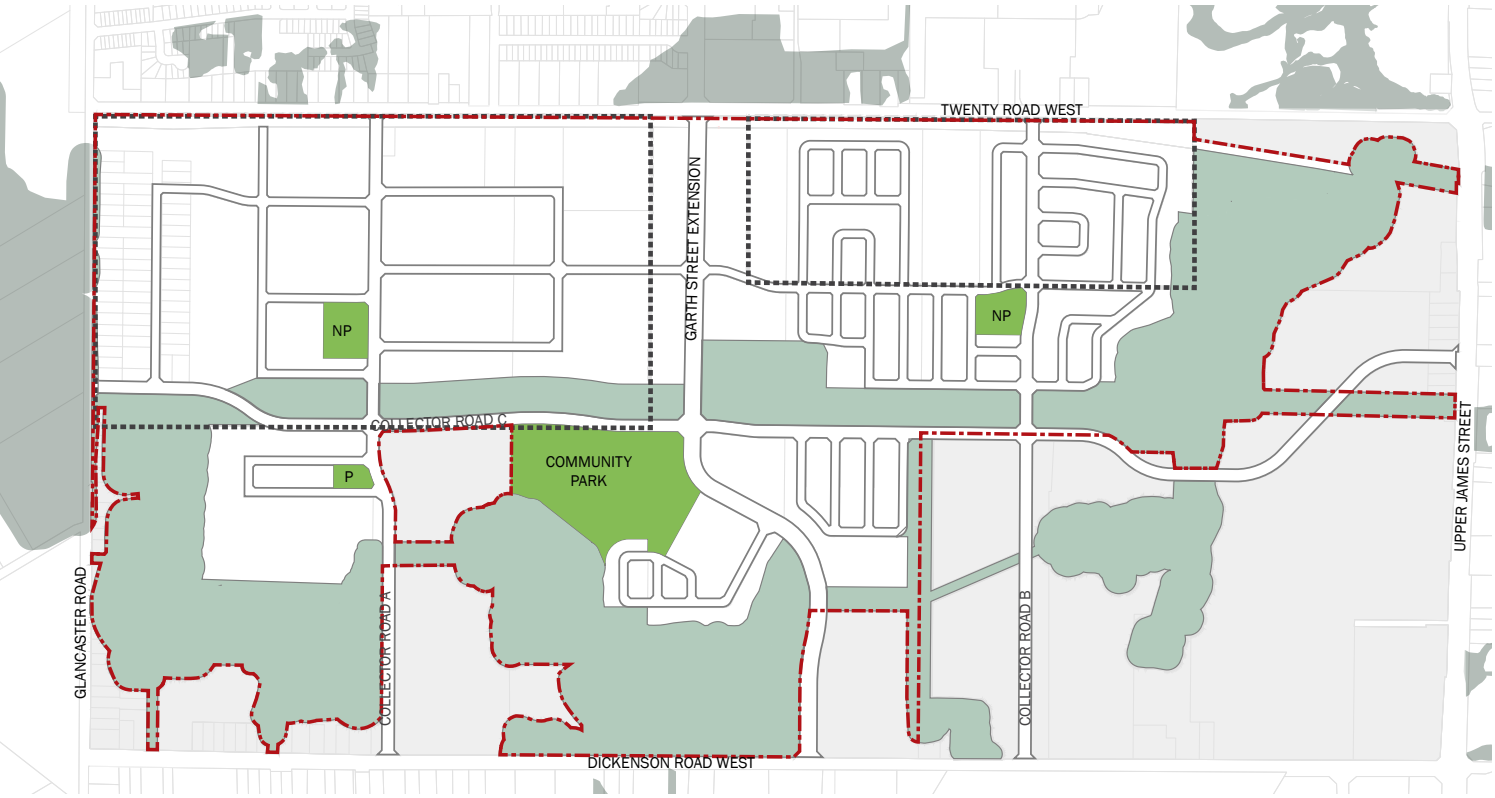


Fig. 3.9.5a - Upper West Side Infill Community proposed parks locations.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

PARKS

NATURAL HERITAGE SYSTEM

100 250 500m

3.9.5 Parks

An interconnected system of parks and open spaces will be designed to provide a range of passive and active recreation opportunities within walking distance of all neighbourhoods, that contributes to community character and identity within the Upper West Side Infill Community.

The City of Hamilton's *Park and Open Space Development Guide* (June 2015, revised June 2019) identifies four categories of parks. These park types include:

- City Wide Parks - municipally, regionally, provincially or nationally significant destinations, ranging greatly in size;
- Community Parks (CP) - serving a population of approximately 20,000 people; min. size of 7.0ha;
- Neighbourhood Parks (NP) - serving a population of approximately 5,000 people; min. size of 2.0ha; and
- Parkettes (P) - small open spaces with limited recreational facilities.

A Community Park, Neighbourhood Parks, and Parkettes are planned for the Upper West Side Infill Community.

Community Parks

The Urban Hamilton Official Plan stipulates that Community Parks primarily cater to a population of around 20,000 individuals across multiple neighbourhoods. Offering comprehensive recreational amenities such as sports fields, community centres, and recreational facilities, these parks boast convenient access via nearby main roads and ample parking to meet the expected demand. Strategic placement along transit routes within the urban area ensures efficient accessibility for the intended populace, although their focus remains localized, not extending to the entire city.

The Upper West Side Infill Community will include one (1) Community Parks, located within the Community Identity Area along the mixed use Garth Street corridor. The Community Park will frame the southwest corner of the Garth Street and Collector Road C intersection. Figures 3.9.5b to 3.9.5d provide image examples of potential features within the proposed Community Park.

Potential features within Community Park may include:

- Community Centre;
- Active sports facilities (e.g., tennis courts, basketball courts, soccer fields, baseball diamonds, etc.) that can offer shared use opportunities with the adjacent school;
- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks / NHS trails;
- Spray pad or hardcourt play;
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- Formal gardens and planting layout.

Fig. 3.9.5b - Image example of a community centre building with splash pad.

Fig. 3.9.5c - Image example of a soccer pitch adjacent to a woodlot.

Fig. 3.9.5d - Image example of flexible winter programming such as a skating loop.

Community Park Design Guidelines:

- The Community Park shall provide both active and passive recreational opportunities for the entire community, reflecting the needs of anticipated users and residents;
- The Recreation Centre building shall be sited and articulated in a manner that engages the intersection of Garth Street and Collector Road C, where a strong built form relationship with the street is established that generates pedestrian activity;
- Building façade and overall design shall complement the character of the Community Identity Area with respect to height, massing, materials, and architectural treatment;
- The use of special features such as paving, lighting, site furnishings, landscape details, entry elements and low impact development measures, shall complement the character of the Community Identity Area;
- Reasonably level and functional open play areas shall be provided for passive recreation use;
- Lighting for sports fields and other park elements shall minimize disturbance to adjacent properties;
- Safe pedestrian and cycling connections shall be provided between the Community Park and other community open space elements, schools, and the NHS;
- The Community Park shall be designed as an accessible facility, meeting all City of Hamilton barrier-free requirements;
- The facility is planned to be served by public transit along Garth Street with transit stop facilities integrated into the adjacent streetscape;
- Planting (trees, shrubs, grasses) shall consist of species tolerant of urban conditions with an emphasis on native species;
- Tree planting shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use; and
- Above-ground utility boxes, meters, etc. shall be located discretely and screened, where possible.

Neighbourhood Parks

The City's *Park and Open Space Development Guide* stipulates that Neighbourhood Parks primarily cater to the recreational needs and interests of the residents living within their general vicinity. Residents can easily walk or bike to these parks. Neighbourhood Parks generally comprise municipal parkland, containing a mixture of passive areas, sports facilities, informal and formal play areas, and may include natural areas. They serve a population of approximately 5,000 people and have a minimum size of approximately 2.0 hectares.

The Upper West Side Infill Community will include two (2) Neighbourhood Parks, strategically placed to provide a central focus for individual neighbourhoods. Figures 3.9.5e to 3.9.5g provide image examples of potential features within the proposed Neighbourhood Parks.

Potential features within Neighbourhood Parks may include:

- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks;
- Active sports facilities (e.g., tennis courts, basketball courts, etc.);
- Spray pad or hardcourt play;
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.); and
- Formal planting layout.

Neighbourhood Park Design Guidelines:

- Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses;
- Neighbourhood Parks shall be planned and designed as the central focus of each surrounding neighbourhood;

Fig. 3.9.5e - Image example of shade structures as a major focal element in a neighbourhood park.

Fig. 3.9.5f - Image example of junior and senior play structures and swings.

Fig. 3.9.5g - Image example of open grass area with opportunities for unstructured play and flexible programming.

- As a focal point within the neighbourhood, the parks shall be sited with frontages on a minimum of two public streets or lanes to promote views and access;
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park;
- Although Neighbourhood Parks are neighbourhood focused and within walking distance of the surrounding catchment area, on-street parking within 50-100 metres of the park shall be provided.

Parkettes

Parkettes are small open spaces which have no, or limited, recreational facilities. They serve an important function as uniquely compact public open spaces that responds to the architectural form and street design of the surrounding neighbourhood. Parkettes provide community open spaces that encourage public gatherings, are more passive-use oriented and are largely characterized by an urban form and structure.

These open spaces have the flexibility to adapt to, both, traditional residential and more urban, mixed use settings and will function as a supplement to the proposed Neighbourhood Parks, while reinforcing a identifiable focus for smaller grain neighbourhoods. In doing so, the combined Parkettes and Neighbourhood Parks will ensure all residents will be within a 5-minute walking radius of a park space with play facilities.

Some of the future Parkettes will function as opportunities to link significant open space features or make these features more accessible and visible to the public realm, while others will provide play facilities in a more immediate walking distance of surrounding residences. Figures 3.9.5h to 3.9.5j provide image examples of potential features within the proposed Parkettes.

Potential features within Parkettes may include:

- Lawns that provide unprogrammed, passive recreation opportunities;
- Features, including seating, shade structures, and bicycle parking;
- Safe multi-use pathways and pedestrian/cyclist connections;
- Hard and soft landscape elements to identify areas of activity and circulation;
- Lighting provided for pathways and any shade structures, as required;
- More formalized planting structure with ornamental planting beds; and
- Some Parkettes may include playground facilities.

Parkette Design Guidelines:

- As the central open space element for the surrounding residential dwellings, parkettes (Parkette and Urban Parkette) will help establish the character for the neighbourhood and shall be planned and designed as the central focus;
- They may provide active and passive recreation opportunities, the extent to which will depend on the context and proximity to Neighbourhood Parks;
- Playgrounds may be integrated into the parkette, particularly where alternative playground locations within Neighbourhood Parks are more than a 5-minute walk away;
- As a neighbourhood focal feature, parkettes will be typically sited with frontages on a minimum of 2 public streets or lanes to reinforce views and access;
- Emphasis shall be placed on passive use, with flexibility to accommodate multi-programmed community gatherings;
- Parkettes may provide flexible use space to enable neighbourhood programming such as a farmers market, art fair, festival event, etc.;
- Given the limited size of the parkettes, the extent of asphalt pathways within should be minimized to allow for more usable and permeable open space;
- Adjacent built form shall have a strong orientation to the parkette and help frame the space;
- In addition to the identified parkettes, smaller plaza spaces may be integrated throughout the community, particularly within compact residential mid-rise and mixed use blocks. These will supplement open space requirements for residents or retail customers within immediate adjacent areas.

Fig. 3.9.5h - Image example of a passive-use oriented parkette with formal seating and planting, bordered by compact built form.

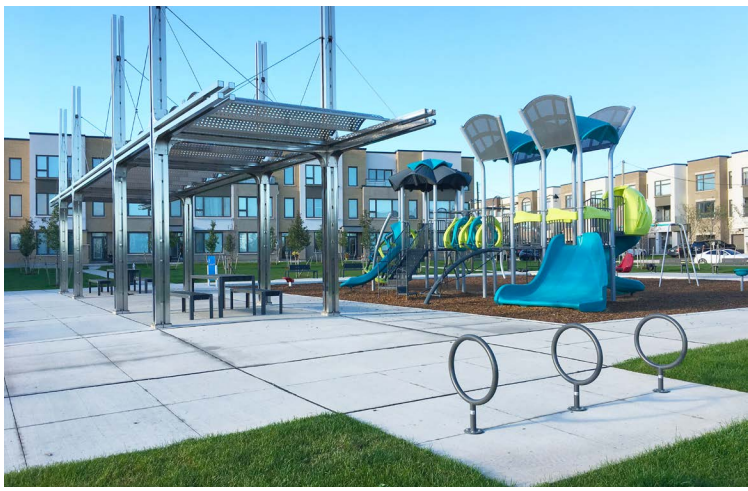


Fig. 3.9.5i - Image example of a parkette with playground and shade structure, bordered by compact built form.

Fig. 3.9.5j - Image example of a parkette with a tot lot and informal seating, across from compact built form.

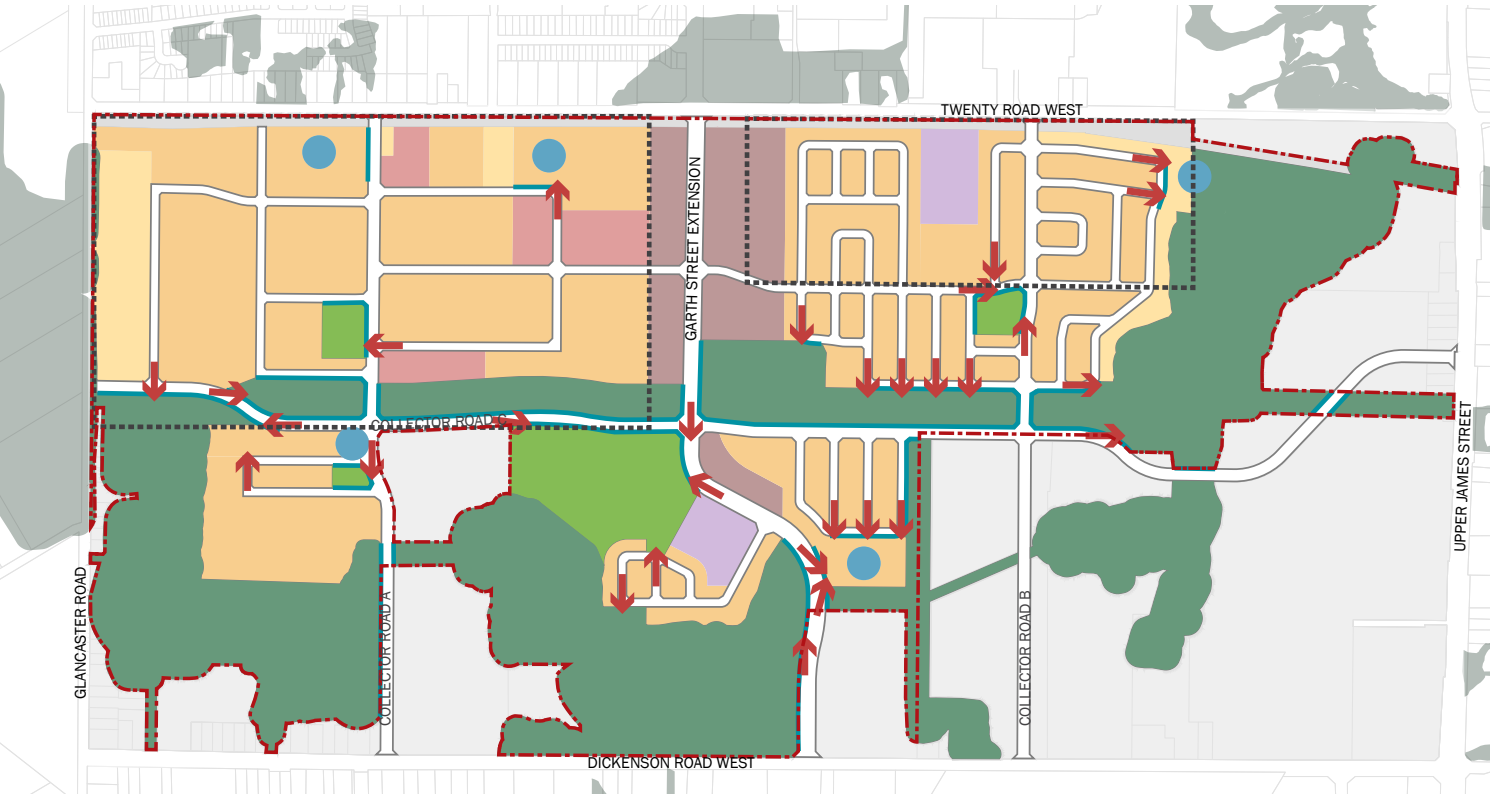


Fig. 3.9.6a - Upper West Side Infill Community identified views and vista opportunities.

100 250 500m

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

VISTA OPPORTUNITIES FROM PUBLIC RIGHTS-OF-WAY

POTENTIAL LONG AND SHORT VIEWS

PROPOSED PARKS

PROPOSED STORM WATER MANAGEMENT PONDS

NATURAL HERITAGE SYSTEM

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

MIXED USE

INSTITUTIONAL

3.9.6 Views & Viewsheds

Opportunities to provide views and viewsheds toward the existing NHS and introduced open space features (SWM pond) within Upper West Side Infill Community shall be considered in order to guide the design of the surrounding urban fabric.

Viewsheds are defined as publicly accessible viewing opportunities either along a road right-of-way, a trail network or an open space block (swm pond) located adjacent to the NHS. The quality and character of the resulting view opportunity can be described as either long / expansive views, which typically afford an extensive vista or longitudinal view over a large distance, or short views, which are usually framed by a woodland edge or have built community features (roads, built form, etc.) in the background.

Strategic viewshed opportunities shall be integrated into the community through consideration of the following guidelines:

Design Guidelines:

- Garth Street will cross the NHS in two locations, providing long, expansive view opportunities for pedestrians, cyclists, and motorists.
- Local streets should be oriented to maximize views towards NHS features, including strategic use of single-loaded roads and window streets.
- Emphasis should be placed on providing access points to natural features by locating pedestrian amenities (trailheads, multi-use path network) along potential view corridors.
- Publicly accessible open spaces (such as swm ponds) should be situated adjacent to natural features, where feasible and appropriate, to maintain visual exposure and access for the broader community.
- Architectural built form shall be located, oriented, and designed to maintain or emphasize views.

Important views and viewsheds have been captured with the following land use components and are depicted in the Views and Viewsheds diagram (refer to Fig. 3.9.6a):

Fig. 3.9.6b - Image example of a lookout feature integrated within a SWM pond to emphasize view opportunities

Fig. 3.9.6c - Image example of a multi-use trail along a viewshed facing a natural area.

Fig. 3.9.6d - Image example of a view corridor toward a shade structure overlooking a SWM pond.

A. Arterial Road crossings of natural features and frontage

- Garth Street will cross NHS features providing long, expansive view opportunities for both pedestrians, cyclists and motorists.

B. Window Streets

- In certain situations, window streets and cul-de-sacs shall be located to provide viewing and access to the NHS, particularly in areas where other viewing opportunities were not feasible.

C. Storm water Management Pond

- Storm water management ponds are similar to parks from a view standpoint as they serve as an extension of the NHS, providing views from either within the pond along pedestrian routes or along the perimeter of the pond within the adjacent road right-of-way.

D. Trail Network

- The community is characterized by a comprehensive trail network, a significant extent of which is integrated into the NHS, enabling views for a large portion of the NHS and making views accessible from within all neighbourhoods.

These viewsheds represent an extensive program of publicly accessible views to natural features throughout the Upper West Side Infill Community, allowing for an NHS that is fully integrated into the visual, physical and cultural fabric of the community.

Additional opportunities to integrate potential vistas and landscape amenity features along trails and street frontages may be considered at the detailed design stage.

3.9.7 Edges & Gateways

The interface along the edges of the community will include a range of conditions including built form, SWM ponds, and natural open space. Lotting types will vary from gateway dwellings, street accessed dwellings, rear-lotted or dwellings on lots which flank onto the surrounding roads. Due to their high public visibility, these important streetscapes require particular design attention for the treatment of landscape features and architecture to ensure they convey an attractive image and community identity.

Proposed community frontage landscape treatments may incorporate a combination of hard and soft landscape treatments such as a decorative or privacy fencing, sod, planting beds, and a variety of multi-stem, coniferous and deciduous trees. At the interface with the hydro corridor along the north boundary of the community, landscape treatment will include fencing and a soft landscape treatment that will vary depending on the lotting type.

Where the NHS abuts the edges of the community, a buffer landscape treatment may be provided along the edge of the NHS in order to sustain these natural features and to protect them from potential adverse impacts caused by development. Considerations for species selection, erosion control, habitat creation, planting density, topsoil mix, etc. as related to terrestrial and aquatic ecosystems, will be critical to the long term success of these natural open areas.

Gateway features, located at neighbourhood entry points, signal arrival into the community, creating an initial impression of the character and identity, and serving as landmarks. As identified in section 3.2.3 Gateways, the designated gateways for Upper West Side occur at key entry points into the community from Garth Street. The following landscape design guidelines shall be considered for the gateways:

- Equal consideration should be given to built form and landscape elements.
- Built form should have a strong orientation to the corner to form a key component of the gateway.
- Landscape elements should consider low fencing, stone columns, layers of planting, decorative paving, signage and appropriate lighting.
- Islands may be used to separate lanes of traffic at intersections and further delineate the pedestrian realm.
- Landscape elements, both hard and soft, should be consistent with the intended vision and character of the community.
- Landscape elements featuring low stone walls, stone columns, layers of planting, decorative paving, and appropriate lighting may be considered.
- Consider delineating pedestrian crossings by a change in paving texture or colour for enhanced safety and visual impact at the streetscape level.

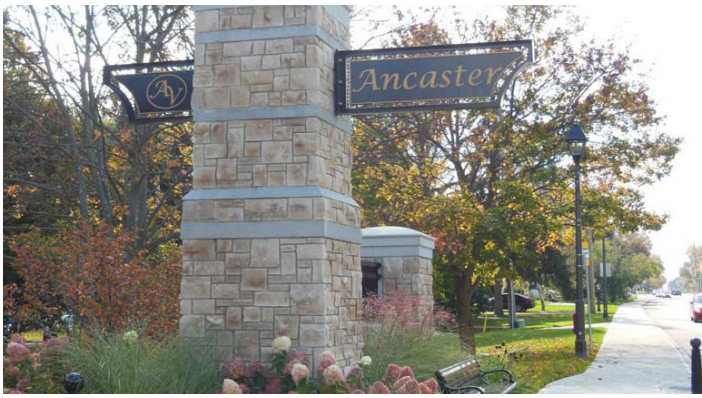


Fig. 3.9.7a - Image example of a stone column and planting entry feature.

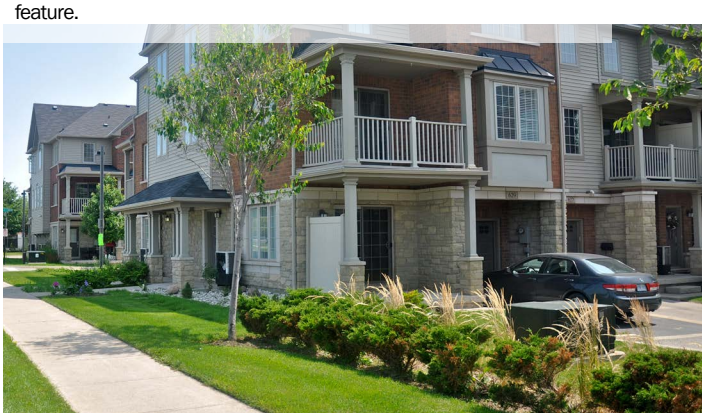


Fig. 3.9.7b - Image example of a built form and soft landscape treatment along a community edge.

Fig. 3.9.8a - Image example of a wood acoustic fence and berm condition.

Fig. 3.9.8b - Image example of a decorative metal fence.

Fig. 3.9.8c - Image example of a chainlink fence adjacent to a natural area.

3.9.8 Fencing

Fencing of varying types and materials will be required throughout the community to address barrier, privacy and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations.
- Low decorative fencing (metal or wood) at gateway entries along arterial roads, including Twenty Road West and Dickenson Road West at Garth Street.
- Low decorative fencing (metal or wood) along window streets facing Twenty Road West and Dickenson Road West.
- Chainlink fencing for lots adjacent to storm water ponds, park perimeters and any other public open space feature.

Design Guidelines:

- Fencing design shall be coordinated and consistent throughout the community.
- Fencing design shall reinforce or complement the character and identity of the community.
- Fencing shall comprise only robust, sturdy components for long term durability
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.

3.9.9 Private Street Treatments

Private streets reflect a traditional urban form that benefits the parallel roadway in several ways. They provide an urban front door interface with the adjoining street, allow variation in the built form product and enable some efficiencies in block layout to achieve a more compact urban village environment. As well, private streets reduce interruption to the parallel street curb edge, resulting in the removal of driveways and allowing for continuous rows of street trees with a greater rooting area. The following guidelines apply to the landscape treatments of private streets:

- Built form setbacks will need to allow for sufficient soil volume for healthy tree planting in front of dwellings.
- Opportunities for additional planting shall be considered for any open space areas adjacent to the private streets, with consideration for area requirements related to utilities, snow storage, etc.
- Ultimate street tree location will be subject to coordination with street lighting and utilities.

Fig. 3.9.9a - Image example of townhouses with sufficient setbacks to allow for a healthy tree planting.

Fig. 3.9.9b - Image example additional planting between townhouses.

Fig. 3.9.10a - Image example of a clearly defined pedestrian route to a building with pedestrian-scaled lighting.

Fig. 3.9.10b - Image example of a landscaping in the form of trees, shrubs and hardscaping designed to complement the building.

3.9.10 Commercial & Institutional Landscape Treatments

The following guidelines for commercial and institutional landscape treatments shall be considered:

- The impact of parking facilities shall be minimized through siting at the rear or side of the building and the use of landscape buffers.
- Landscaping in the form of trees, shrubs and hardscaping shall be designed to complement the building, buffer parking areas, and provide opportunities for shade in strategic areas.
- Perimeter fencing and gateway features located in proximity to the street edge shall be consistent or complementary with the prevailing architectural theme of the building and neighbourhood.
- Pedestrian routes shall be clearly defined and provide easy, direct, and barrier-free access to entrances.
- Parking areas, driveways, and walkways shall be adequately illuminated.
- Pedestrian scaled lighting is encouraged to define pedestrian routes and to complement any larger scaled lighting used specifically for the parking area.

- Lighting designed for the building shall be consistent or complementary with the architectural theme of the building. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture.
- Ground level signage should be horizontal in orientation and at a pedestrian scale. Where possible, ground level signage should be integrated with landscape features, such as entry walls, planters, columns, etc.
- Loading, service and garbage areas shall be integrated into the building design or located away from prominent public view and screened to minimize negative impacts.
- Bike racks shall be installed in highly visible locations close to points of entry.

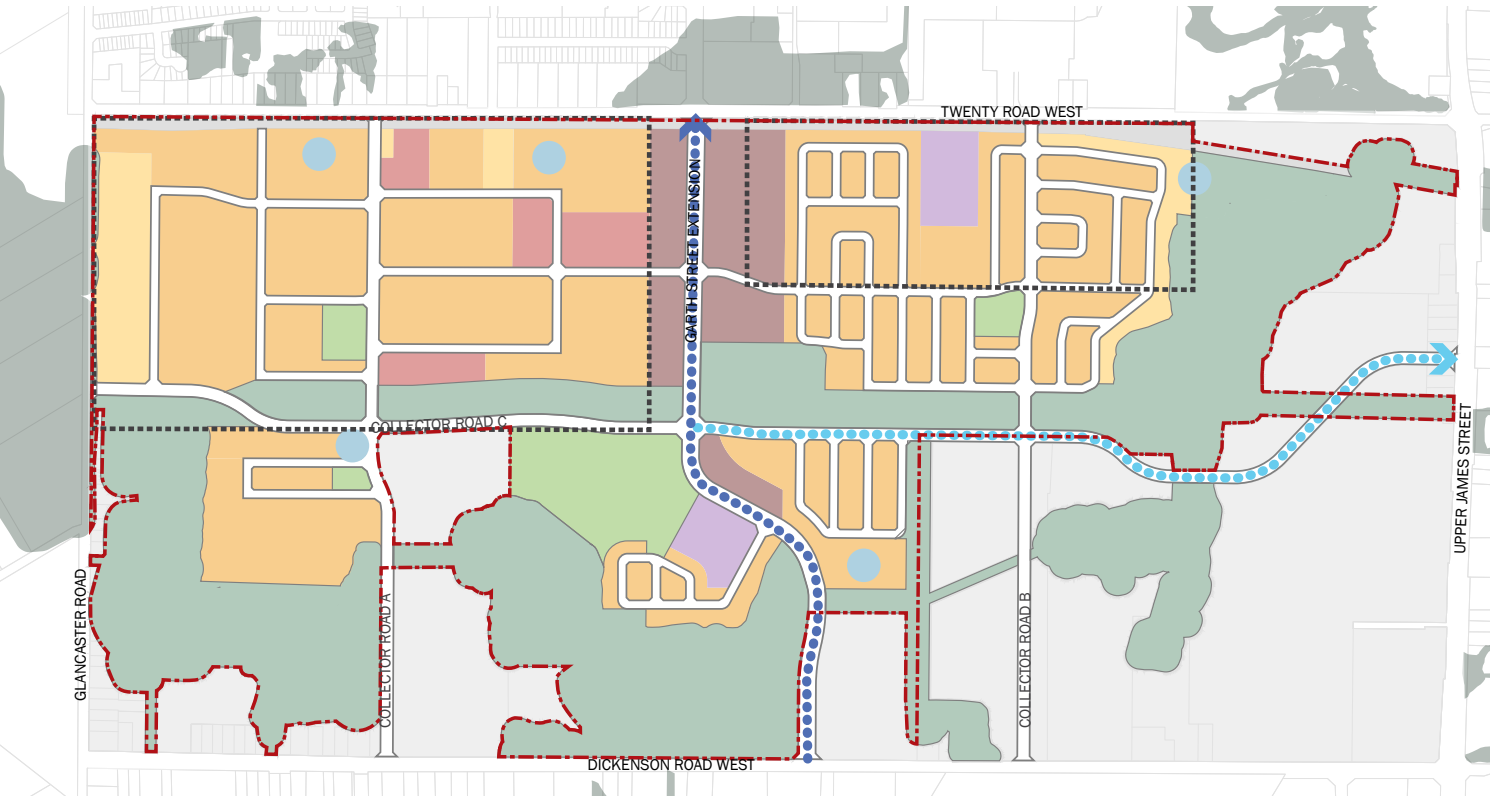


Fig.3.10a - Upper West Side Infill Community Potential Transit Routes.

UWS SECONDARY PLAN AREA

URBAN EXPANSION AREAS

POTENTIAL HSR SERVICE

FUTURE BRT SERVICE

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

MIXED USE

INSTITUTIONAL

STORM WATER MANAGEMENT

PARKS

NATURAL HERITAGE SYSTEM

100 250 500m

3.10 Sustainability & Low Impact Design Guidelines

The Secondary Plan for the Upper West Side community has established following sustainability and climate change resiliency objectives:

- Ensure that the land uses and built forms can achieve the integration of energy systems;
- Facilitate efficient energy generation and distribution systems, where appropriate, including district energy;
- Promote building energy efficiency and achieving higher levels of energy efficiency than required by the Ontario Building Code;
- Maximize opportunities for the use of the transit and active transportation networks to reduce the reliance on vehicle travel for the movement of people and goods;
- Promote neighbourhood forms and building designs that maximize opportunities for walking, cycling, transit use, low carbon vehicle use, and facilitates the efficient delivery and use of energy;
- Promote the integration of green infrastructure into the built environment; and
- Prepare for and adapts to the impacts of climate change.

As outlined in the Secondary Plan, the following general sustainability policies shall apply to the planning and design of Upper West Side:

- The transportation network will be designed to facilitate different modes of transportation to provide opportunities for the efficient movement of people and goods among different modes of transportation.
- Electric vehicle charging infrastructure shall be provided throughout the public realm and incorporated into private developments' designs.
- District energy systems will be explored to facilitate the use of low carbon energy sources, such as solar-thermal, combined heat and power (CHP), and geothermal.

Fig. 3.10a- Image example of an active transportation network integrated into parks and community amenity areas.

Fig. 3.10b- Image example of XX

Fig. 3.10c- Image example of an HSR transit shelter designed in a transparent manner.

Fig. 3.10d - Image example of a trail network with an open space system that encourages active transportation and supports residents' well-being.

Fig. 3.10e - Image example of bicycle parking elements integrated into the design of an institutional building.

- All new development will aim to exceed the energy performance criteria of the Ontario Building Code. Through the development approvals process, and other implementation tools, such as Site Plan Control, opportunities to include sustainable design features will be assessed.
- Development will incorporate active and passive strategies to reduce energy demand and increase energy efficiency to minimize the impact on the conventional energy distribution network while also promoting the use of alternative, clean, and renewable energy sources.
- Multi-unit buildings will be designed to facilitate metering and sub-metering for all major energy supply, conversion, and consumption systems.
- The establishment of energy efficiency upgrade packages for purchasers of new homes and buildings that will result in improved energy efficiency and renewable energy use is encouraged.
- All development will assess and address potential climate change risks and vulnerabilities through component studies submitted as part of the planning application.
- All development will demonstrate innovative practices and tools to reduce vulnerability to climate change by adapting the community to climate change impacts including:

  a) Mitigating the impacts of extreme weather;

  b) Integrating Low Impact Development ("LID") methods and green infrastructure;

  c) Reducing the impacts of extreme heat and urban heat island effects; and

  d) Enhancing natural heritage systems and parks to build resiliency.

For additional sustainability and LID policies, please refer to Section 8.0 of the Energy and Environmental Assessment Report for the Upper West Side Secondary Plan.

3.10.1 Transit Supportive / Active Transportation Infrastructure

Within the Upper West Side Infill Community, the interconnectivity between transit, cycling, and walking networks is essential to the establishment of a well-integrated active transportation system. Offering both residents and employees the opportunity to conveniently and safely walk or bike to local services, parks, and shops, requires coordination of multiple systems, including sidewalks, on- and off-road bike routes, pedestrian trails, and bus routes for the Hamilton Street Railway Company (HSR).

Transit Stops

Frequent and conveniently located transit stops are crucial to establishing an integrated transit system and promoting transit ridership.

Design Guidelines:

- Transit stops and shelters shall be consistent with the applicable transit authority guidelines and the City of Hamilton Transit Bus Stop Accessibility Criteria and Guidelines (2014). In particular, they shall be located as close to transit stops as possible and coordinated with primary pedestrian linkages, including trail connections and major building entrances.
- Transit stops shall be located in proximity to mixed use nodes / commercial areas, and employment uses.
- Weather protected transit shelters shall be located at key locations, such as on arterial roads at intersections with collector roads, or at transit route junctions and transfer points.
- For safety reasons, a safe level of pedestrian-scaled lighting shall be provided at transit stops, where street lighting may be inadequate.
- To maximize safety and allow transit users to see approaching buses, transit shelters shall be designed in a transparent manner.
- For passenger convenience, transit shelters shall be located on the boulevard, adjacent to the roadway.
- A 1.5 to 2.0 metre-wide hard surface area shall be provided in front of shelters to permit safe exit by passengers and wheelchair users. Transit shelters shall be set back 0.5 metres from curbs and sidewalks to avoid damage by snow ploughs.
- A change in surface texture shall be provided at transit stops to help the visually impaired locate transit stops and shelters.
- Transit stops shall be designed to provide seating areas and weather protection where possible.
- A concentration of street furniture shall be provided at transit stops located in key areas such as the mixed use nodes.

Cycling Facilities

Fundamental to encouraging cycling throughout the Upper West Side Infill Community and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, is the integration of cycling facilities that complement the comprehensive bike lane and trail network in establishing a bicycle-friendly community.

Design Guidelines:

- Cycling facilities shall be consistent with the applicable guidelines within the City of Hamilton's Cycling Plan (2009) and Coordinated Street Furniture Guidelines (2015).
- Applicable streetscapes should include cycling supportive infrastructure R.O.W., including bike lanes along Garth Street.
- At major public gathering areas, such as parks and mixed use nodes, bicycle parking and/or storage shall be easily accessible, secure, and protected from the elements, where feasible.
- Bike parking facilities shall be integrated into commercial land uses, and should accommodate secure storage (e.g. for employees) and convenient short term storage (e.g. for customers or clients).
- Outdoor bicycle racks, rings, or posts shall be of a secure design and strategically located in highly visible, easily accessible and well-lit locations, in proximity to building entrances and transit stops. They shall also be a key component of any streetscape furniture installation, particularly in higher density, mixed use nodes.

For additional sustainable transportation policies, please refer to Section 9.0 of the Energy and Environmental Assessment Report for the Upper West Side Secondary Plan.

Fig. 3.10f - Image example of a 3-storey apartment building that achieved LEED Gold certification for implementing measures for sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

Fig. 3.10g - Image example of passive solar shading on a heavily glazed facade of a commercial / employment building

3.10.2 Sustainable Building Design

In order to achieve well-functioning, sustainably built and maintained buildings, several initiatives shall be considered.

Design Guidelines:

- Each building should be sited and designed to take advantage of passive solar heating and shading for cooling.
- Shading screens, eaves, and overhangs shall be considered to reduce heat absorption through windows.
- Low-e glass and other energy efficient materials and construction methods shall be utilized and Energy Star certified windows and doors shall be installed.
- Advanced technologies and practices should be incorporated into the building process.
- Recycled materials should be encouraged, where possible, reducing the demand for new materials and increasing the market for recycling.
- Alternative renewable energy sources (photovoltaics, solar thermal water heating) for building operations shall be considered, where feasible, reducing the energy demand from the grid.
- The sourcing of local materials and manufactured components shall be emphasized.
- Consideration shall be given to integrating a system for collecting and treating grey water (storage cisterns) for use in irrigation and cleaning/maintenance requirements.
- High efficiency heat and cooling systems shall be installed.
- Consideration shall be given to seeking LEED certification.
- Low-VOC materials shall be specified in construction, where applicable.

Residential Building Considerations

In addition to the general sustainable building design guidelines provided above, sustainable practices for residential design and construction may include:

- Energy Star or equivalent construction, including:
  - High-efficiency single/dual flush toilets and low-flow water efficient faucets / shower heads.
  - Insulation with higher effective R-value.
  - High-Efficiency furnace/boiler system.
  - Energy Efficient Heat Recovery Ventilator.
  - Energy Star equivalent standard light fixtures and bulbs.
  - Energy Star windows throughout.
  - 12” min. topsoil depth on lots.

Commercial / Institutional / Employment Building Considerations

Additional sustainable design practices for commercial / institutional buildings may include:

- Use high-performance building envelopes: select walls, roofs, and other assemblies based on long-term insulation, air barrier performance, and durability requirements.
- Water Conservation strategies including system optimization (i.e., efficient water systems design, leak detection, and repair), water reuse/ recycling systems.
- Evaluate energy recovery systems that pre-heat or pre-cool incoming ventilation air in commercial and institutional buildings.

For additional policies on sustainable building design, please refer to Section 7.0 of the Energy and Environmental Assessment Report for the Upper West Side Secondary Plan.

Fig. 3.10h - Image example of an arena that achieved LEED Platinum certification.

Fig. 3.10i - Image example of a secondary school with passive solar shading on the facade.

Fig. 3.10j - Image example of an institutional building with a high-performance building envelope.

Fig. 3.10k - Image example of a bio-retention swale for managing storm water runoff.

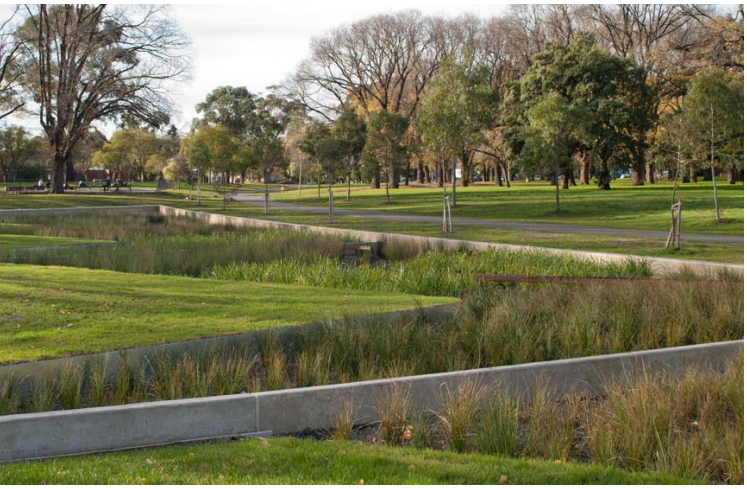


Fig. 3.10l - Image example of an ecoswale incorporated into the design of a community park.

Fig. 3.10m - Image example drought resistant and low maintenance plantings.

3.10.3 Stormwater Management Best Practices

There are several techniques that may be considered for the Upper West Side Infill Community that will help mitigate the impacts of development and reduce the reliance on 'end of pipe' solutions.

Design Guidelines:

- Proposed site layout and grading should be integrated as much as possible with existing grading conditions, while balancing the functional needs of servicing and storm water management.
- Consideration shall be given to permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products.
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site.
- Where feasible, consideration should be given to integrating bio-retention swales as an effective technique for managing storm water within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc.
- Bio-retention swales typically include planting (native groundcover, shrubs, grasses and, potentially, trees), curb inlets for storm water flow and water infiltration/storage area that supports vegetative growth. Depending on site characteristics, additional storage may be included such as subsurface gravel or pre-manufactured storage areas, infiltration through amended or engineered soils or other appropriate measures to manage excess water.
- Naturalized, low maintenance planting should be emphasized where appropriate. A priority should be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water.

For detailed stormwater management best practices, please refer to Section 8.0 of the Energy and Environmental Assessment Report for the Upper West Side Secondary Plan.

3.10.4 Development Considerations

The various elements proposed will be determined in conjunction with the City and the Hamilton Conservation Authority, as they may impact the policies and regulatory requirements of the HCA/ City. The elements may include:

- Natural feature and valley land restoration areas
- Edge management planting
- Natural hazard remediation areas
- LED streetlighting
- Pedestrian trail system / active transportation
- Potential transit route integration with community plan
- Transportation Demand Management measures.

Additional design considerations for the development may include:

- Where possible, utilizing surface materials that contain recycled or sustainable materials is encouraged.
- Consideration may be given to specifying light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers, to decrease heat absorption and ambient surface temperatures (urban heat island effect).
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.
- LEED requirements shall be considered, including sizing parking facilities to meet, but not exceed, zoning requirements.
- Cycling shall be encouraged as a safe and efficient connection by providing appropriate bike lock and/or storage facilities.
- Energy efficient luminaires and bulbs shall be utilized for lighting requirements.
- Dense canopy trees shall be placed to provide shade for adjacent sidewalks and building faces.

Fig. 3.10n - Image example of active transportation will be supported by prioritizing bike lanes and multiuse pathways on primary roads.

Fig. 3.10o - Image example of permeable paving materials integrated into the park design as a pathway feature.

Fig. 3.10p - Image example of parking area with integrated LID (bio-retention swales).

Natural Heritage System - Design Considerations

- Public access and encroachment may be restricted where there are environmentally sensitive features or other areas within the NHS that require protection, in order to prevent negative impacts or disturbances. Measures may include physical barriers such as lot fencing or information signage.
- To reduce the potential impacts from humans and pets on the NHS, the material composition of trails should be appropriate to the surrounding natural features and anticipate type and frequency of use.
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.
- Where there are trail pedestrian crossings, mitigation measures may be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas.
- Refer to section *3.9.3 Recreation Trail Network - C. Integration of Trails within the Natural Heritage System* for environmentally sensitive NHS trail design guidelines.

Fig. 3.10j - A protected NHS system can provide an amenity for the community while supporting the protection of wildlife and fish habitat, migratory species, indigenous flora, fauna and pollinators.

3.10.4 District Energy Opportunities

District energy systems will be explored to facilitate the use of low carbon energy sources, such as solar-thermal, combined heat and power (CHP), and geothermal.

For detailed recommendations on district energy opportunities, please refer to Section 7.0 of the Energy and Environmental Assessment Report for the Upper West Side Secondary Plan.

4.0 IMPLEMENTATION PLAN

This section describes and recommended the measures to be adopted for the successful implementation of urban design initiatives proposed as part of the design vision and guidelines.

4.1 Design Review Process

A design review process ensures that new development proposals and building designs are in compliance with City of Hamilton standards. This process generally involves the following stages:

- Preliminary Review by Control Architect and/or City Urban Design Staff
- Final Review and Approval (Working Drawings, Site Plans, Streetscape Drawings)
- Periodic Review / Monitoring for Compliance

Submission requirements

- Drawing submissions requirements by subsequent builders for design approval will typically include:

  - Working Drawings;

  - Engineer approved Site Plans;

  - Streetscape Drawings

  - Exterior Colour Packages

  - Set of Colour Sample Boards (to be returned to the Builder)

- Any minor redline revisions made by the Control Architect or City Urban Design Staff to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and, if acceptable, will be subject to re-approval by the Control Architect or City Urban Design Staff.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these guidelines and all applicable regulations and requirements, including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's or City's office, as necessary.

City of Hamilton Approval

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect or City Urban Design Staff and the project engineer (site plans only), as required, prior to submission to the City of Hamilton for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect or City Urban Design Staff and Project Engineer (site plans only).
- Approvals by the Control Architect or City Urban Design Staff and the Project Engineer do not release the builder from complying with the requirements and approvals of the City of Hamilton and/or any other governmental agency.

4.2 Architectural Control

As part of built form implementation, a system of design management is typically adopted that formally assigns approval of subsequent design matters to named independent architects or architectural consultants, either as a “design architect” or “control architect”. In some cases the design architect and the control architect may be the same firm or individual.

If a Control Architect is appointed to administer the implementation of the Upper West Side Community Urban Design & Architectural Guidelines, the Control Architect shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area, shall be member in good standing of the Ontario Association of Architects, and shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

The architectural control and approval process shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder for any intended submissions;
- Model review and approval;
- Review and approval of exterior materials and colours;
- Review and approval of house sitings;
- Periodic site monitoring for compliance.

4.2.1 Design Architect

The role of the design architect is to include sufficient design guidance to enable the approval of plans and drawings for specified buildings, structures and spaces prior to approval of building permits. The work produced in Urban Design & Architectural Guidelines may be adopted as those guidelines prepared by the “design architect”. In some cases the design architect and the control architect may be the same firm or individual.

4.2.1 Control Architect

Where a control architect has been specified, either as a firm or individual, to be retained to the satisfaction of the City, a clear description of the function of this role should be provided including related experience and qualifications. The control architect must be a licensed member of the Ontario Association of Architects with such responsibilities as:

- Ensuring, amongst other matters, the appropriate development of each lot with respect to siting, built form, materials, colours and landscaping in compliance with the approved Architectural and Urban Design Guidelines;
- Providing dispute resolution relating to design and compliance with the guidelines by builders. If matters cannot be resolved, a letter to the Planning Division of the City from the control architect shall be issued informing the City of the dispute. The Planning Division of the City will work to provide a resolution and provide guidance and opinion on a dispute; and
- Certifying, through stamping and signing, all drawings for the development of each lot and or block subject to the architectural guidelines prior to the issuance of any building permit(s).

4.3 Periodic Review

Typically the City of Hamilton may undertake periodic reviews of certified drawings to monitor development and to ensure compliance with the Architectural and Urban Design Guidelines. Where inadequate compliance is evident the City of Hamilton may cease to accept certified drawings by the control architect and the owner shall retain another control architect satisfactory to the Director of Planning and Chief Planner.

Monitoring for compliance:

- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the Control Architect or City Urban Design Staff to be in non-compliance with the Urban Design will be reported in writing to the Builder.
- The Builder will respond in writing to the Control Architect or City Urban Design Staff of their intention to rectify the problem, after which the Developer will be informed of the Builder's response.
- The Developer and/or City may take appropriate action to secure compliance.
- In the event that a Control Architect is appointed and the City is not satisfied with the performance of the Control Architect, it reserves the right to refuse acceptance of drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect, if necessary, to the satisfaction of the Town. The Developer will be responsible for all costs relating to architectural review and approval.

4.4 Advisory Notes

The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed Upper West Side Community within this site plan area. These guidelines incorporate current City standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for site plan elements such as streetscapes, landscape open spaces, gateway features, street lighting, street signage, utility locations, fencing and associated construction standards, etc., may change over time. Changes may be permitted, subject to City approval, due to amendments to City standards, changes in technology, safety and/or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form/architectural guidelines depicted in this document are for the use of the original residential developer(s)/ builder(s). Subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

In this regard, the material represented in this document should not be construed or interpreted literally. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the City of Hamilton.

4.5 Coordination

Development of the Upper West Side Community Urban Design and Architectural Guidelines shall be coordinated with other City Staff and relevant agencies to ensure accord with City wide policies and practices.

Implementation of the Secondary Plan

General Policies:

- The Secondary Plan will be implemented and interpreted in accordance with the provisions in the UHOP pertaining to the administration and implementation of the Plan.
- Where policies conflict between the Urban Hamilton Official Plan and the Upper West Side Secondary Plan, the policies of this Plan shall take precedence.
- This Plan is to be reviewed and updated, as needed, within one year of the approval of a comprehensive amendment to the UHOP.
- The City, at its discretion, may request a peer review of any of the reports, plans and/or studies required in support of complete applications.
- The City may enact Community Planning Permit Systems, Zoning By-laws, and approve Draft Plans of Subdivision, and Site Plan Control Applications to permit the development of the Infill Community provided that proposals meet all applicable policies and legislation.
- The City may identify one or more areas, including the entire Infill Community, as a Community Planning Permit Area.
- Within an area for which a community planning permit by-law has been enacted, the City's Zoning By-law will not apply, nor will Site Plan Control Approval if applicable.
- The City will use its powers as the municipal approval authority to ensure that residential development does not outpace the provision of infrastructure, services, facilities, and amenities needed to support intensification of the Infill Community.

NAK
design strategies