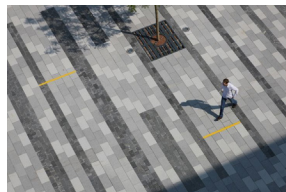
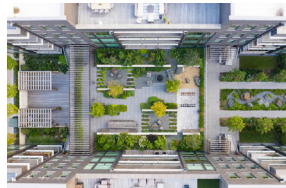


URBAN DESIGN SUMMARY

Royal James II
1694 Upper James Street, Hamilton, ON



August 20, 2025

Prepared for:

Royal Living Development Group

1694 Upper James Street & 18 Alderson Drive,
Hamilton, ON

Prepared by:

adesso design inc
69 John Street South, Suite 250
Hamilton, ON L8N 2B9
t. 905.526.8876

25-097

INTENT OF DOCUMENT

The Urban Design Summary provides direction for the implementation of the development vision identified for the subject lands within the **Urban Hamilton Official Plan** (UHOP). This brief provides a summary and analysis to applicable Urban Design Policies/Guidelines and a contextual analysis of the immediate area adjacent to the site.

This document will include a discussion on how the proposed development solution has been designed to complement the surrounding land uses, existing built forms, and adhere to the City of Hamilton's Site Plan Guidelines.

Fig 1. Key Map: The subject site is located at 1694 Upper James Street with frontage onto Malton Drive, Upper James Street, and Alderson Drive.

SITE CONTEXT AND EXISTING CONDITIONS

The subject property consists of approximately 1.63 acres of land and has an approximate frontage of 130 metres along Upper James Street, 70 metres along Malton Drive, and 70 metres along Alderson Drive. The subject property is conveniently located immediately south of Rymal Road East and West, and South of the Lincoln M Alexander Parkway.

The subject property is currently zoned as Neighbourhood Institutional (I1) as per Zoning By-law 05-200, and is designated as a Community Node in the Official Plan. The surrounding land uses include Arterial Commercial, Neighbourhood Institutional, and Low Density Residential - Large Lot.

EXISTING TOPOGRAPHY, VEGETATION & STRUCTURES

The topography of the subject property is relatively flat, with a slight incline existing from the Alderson Drive property line up to the center of the site. There is minimal greenspace present on site, with most of the site area being comprised of existing structures (including a single story stucco/brick church, detached garage, and two story brick/masonry office building) and asphalt/gravel parking areas. Along the perimeter of the site exist Eastern White Cedar hedges, mature Norway Maple, Siberian Elm, and Black Walnuts. Within the interior of the site in between the existing church and office building are Blue Spruce, Silver Maple, and Japanese Maple trees.



Figure 1: Existing Site

Existing Vegetation



Existing Church



Existing Office Building



Existing Bungalow





Figure 2: Context Map



Olmstead Park



William Connell Park



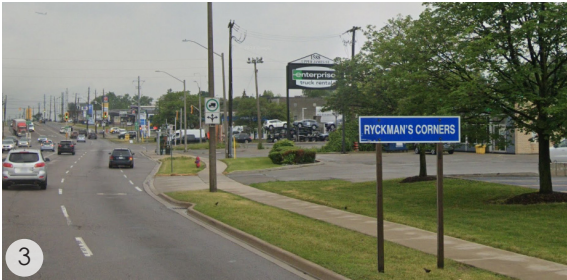
South Hamilton Square



Corpus Christi Catholic Elementary School



1-1.5 Storey Single Family Residences



Upper James Street/ Rymal Road East & West Intersection



7
Ryckman's Neighbourhood Park



8
Mount Hamilton Cemetary



9
Turner Park/Baseball Diamonds



10
Homebrook Park

DESCRIPTION AND ANALYSIS OF SITE CONTEXT

COMMUNITY CONTEXT

The site is located within the Hamilton Mountain area on the perimeter of an existing neighbourhood to the west and a growing commercial area. The subject lands are within the City's Urban Boundary and in an area that is quickly growing to include a mix of residential and commercial development. The site is immediately adjacent to a Catholic elementary school, a residential neighbourhood consisting primarily of single family residential parcels, and commercial plazas directly north – refer to Context Map (Figure 2) on page 5.

NEIGHBOURHOOD CONTEXT - VIEWS FROM AND TO THE SITE

As highlighted in Figure 3 on page 8, prominent views into and out of the site exist at each of the four corners of the subject property, as well as in additional high traffic areas along Upper James Street and Malton Drive.

STREETSCAPE CONTEXT

The site fronts onto Upper James Street, classified as a major arterial road within the City. The stretch of Upper James Street immediately adjacent to the subject lands is characterized by intermittent street tree plantings, a central turning lane, concrete medians, no cycling infrastructure, and a pedestrian sidewalk. The streetscape is defined by 1-3 storey commercial buildings on either side of the road, as well as large parking lots/car dealership lots. The architectural finishings of the surrounding built form is characterized by red brick, stone veneer stucco, and glass. Hydro wires lining both sides of Upper James Street limit the amount of street tree plantings.

Malton and Alderson Drive are single lane residential streets lined with 1-storey and 1.5 storey residential parcels on both sides. The architectural finishes of the buildings on these two streets largely consists of red brick, stone veneer, siding, and stucco. Similar to Upper James Street, the presence of overhead wires limits the amount of space for street trees.



Looking South from site - Corpus Christi Catholic Elementary School



Looking North from Alderson Dr./Upper James Street intersection



Looking East from Malton Dr./Upper James Street intersection

Location 1:



Location 2:



Location 3:



Location 4:



Location 5:



Location 6:



Figure 3: Prominent Views Into and Out of Site



TRANSPORTATION NETWORK

Due to the site's proximity to major arterial roads and parkways, the proposed development will be easily accessible from surrounding neighbourhoods and will be well integrated within future transportation initiatives that have been outlined in The City of Hamilton's Transportation Master Plan: City in Motion (TMP). The subject lands have direct access to the City of Hamilton Rapid Transit BLAST Network that provides connections to Hamilton Airport, the GO Lakeshore West Line, and future regional express bus lines. As per the Transportation Master Plan (2018), the subject lands are also in close proximity to future bike lanes, multi use trails, and signed routes. The site itself will have both short and long term bike parking allowing ease of access to the surrounding transportation network.

Being directly connected to the A Line of the BLAST network will encourage residents of the proposed development to choose public transit options over car transportation. Overall, this will reduce the amount of cars on the road and positively impact the Urban Microclimate in the immediate area.

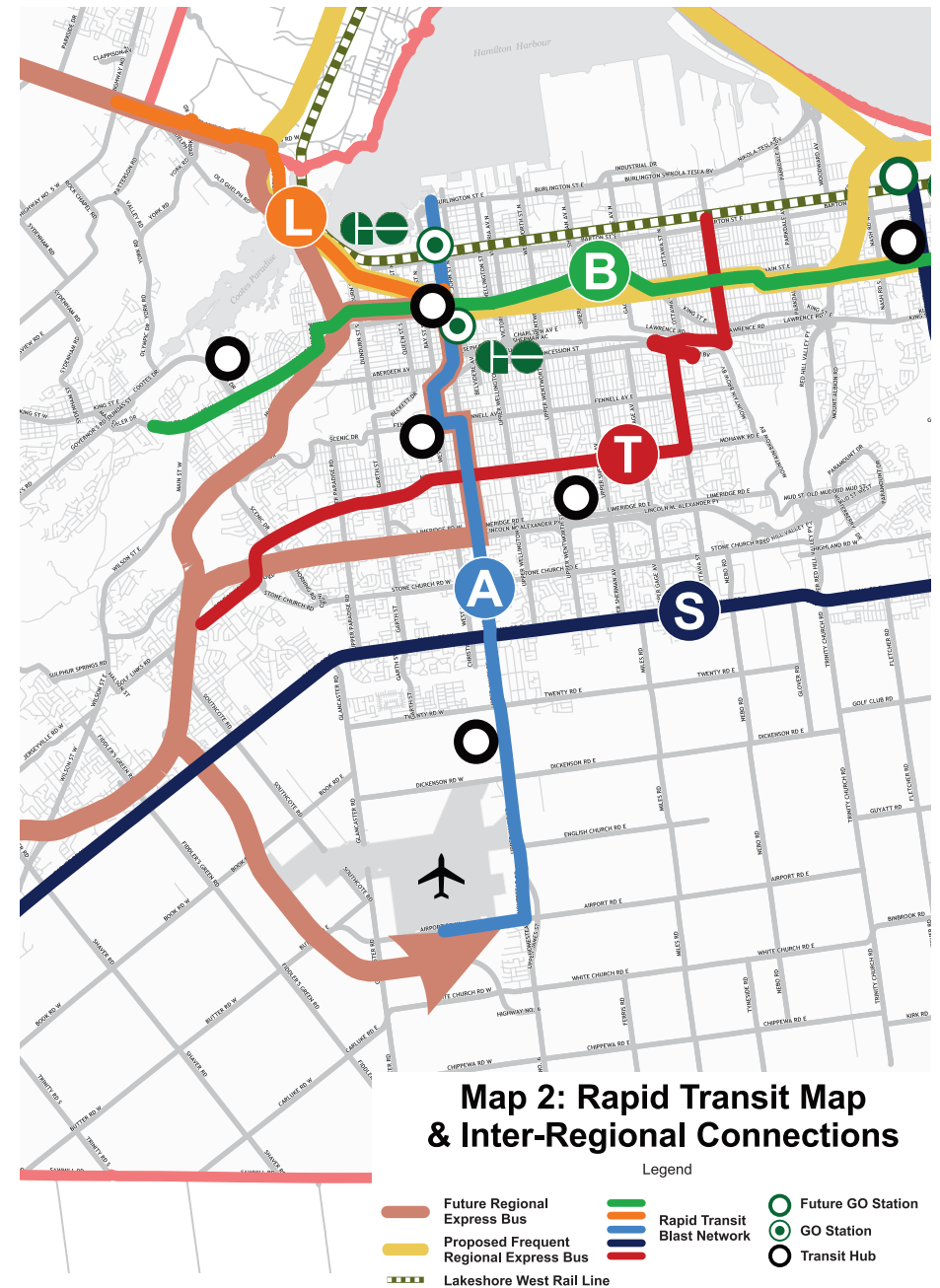


Figure 4: City of Hamilton Rapid Transit Map

RELATIONSHIP TO PUBLIC OPEN SPACE/NATURAL HERITAGE FEATURES

The City of Hamilton has an extensive natural heritage system characterized by Core Areas, Parks & General Open Spaces, Linkages, and Key Hydrologic Feature Streams as identified on UHOP Schedule B – Natural Heritage System. The subject site is in close proximity to a wide range of public open spaces, allowing future residents the enjoy the Hamilton Natural heritage system.

The subject lands are within 1.5 km of notable general open spaces/parks such as Olmstead Park, Ryckman's Neighbourhood Park, William Connell Park, Mt. Hamilton Cemetary and Kennedy East Park - being the closest park at 0.7km away.

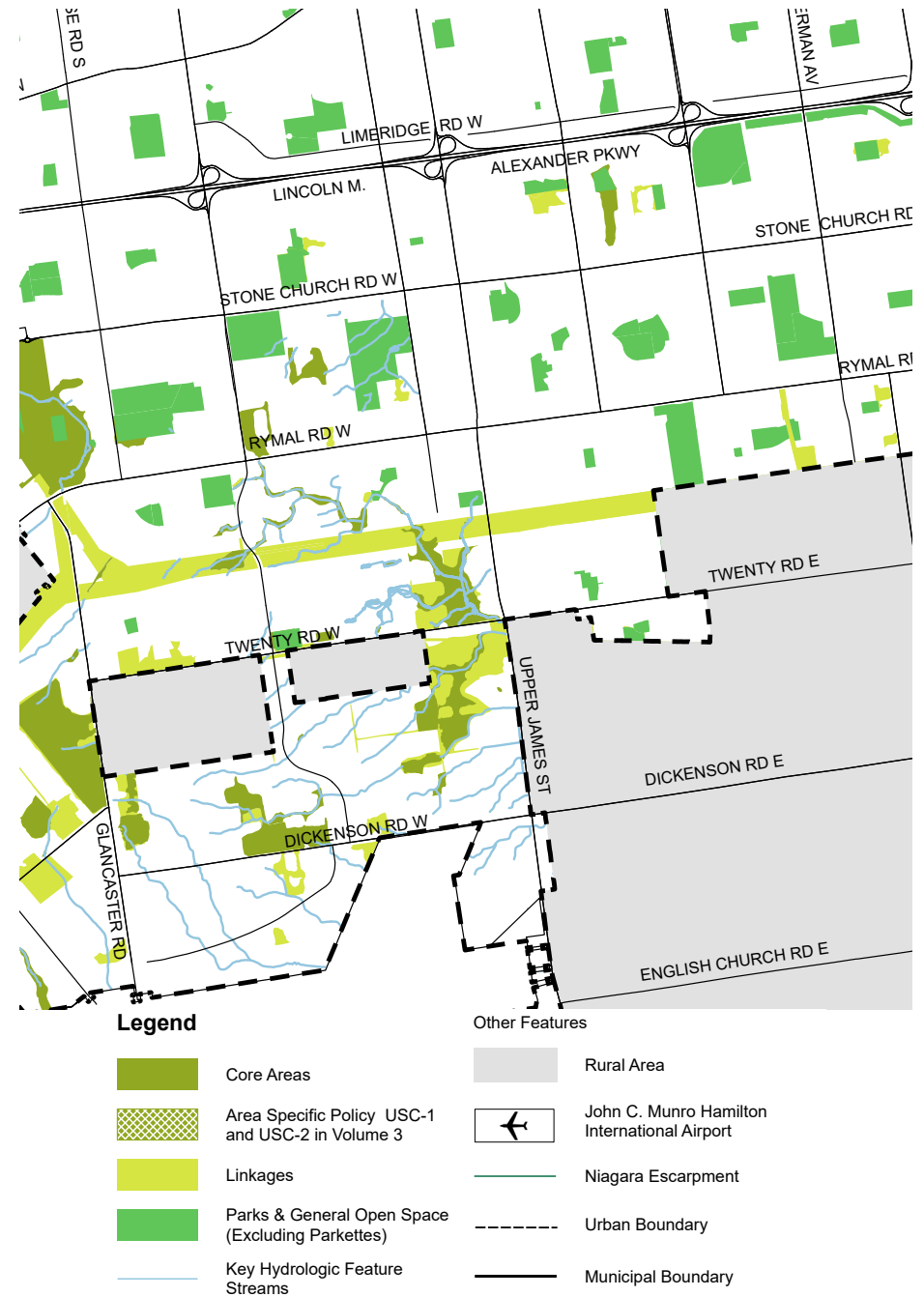


Figure 5: UHOP Natural heritage Features

SITE DESIGN DISCUSSION

The subject lands are currently zoned as Neighbourhood Institutional, and are in a Neighbourhoods Designation area (UHOP Schedule E-1). To facilitate this proposal, a rezoning to a Transit Oriented Corridor Mixed Use Medium Density (TOC1) zone is required.

In accordance with UHOP section B2.4.2, the proposed development provides a distinct space for the greater community through the use of quality materials, distinct architectural features/innovative design techniques, and ample circulation routes throughout. The proposed development has been organized logically as to increase in density as you move closer towards Upper James Street. Publicly accessible, human scale spaces that are easy to navigate for people of all abilities have been proposed along Upper James Street. Landscaped walkways will be seamlessly integrated to existing pedestrian routes along Upper James Street, connecting the development with the greater community (B3.3.1)



Figure 6: East Elevations of Stacked Townhouses and 12-Storey Condos

Green infrastructure and sustainable design elements such as ample rooftop amenity greenspace, high albedo surfacing, and the retention of existing trees on site aims to minimize the overall impact the proposed development has on the local environment and positively contribute to the local community character. Natural attributes of the site/local area will be retained through the use of native vegetation and trees, and the proposed material palette. Additionally, the proposed development encourages the use of public transportation by having a direct connection to the A line of the BLAST network. (B2.4.1)

The existing proportions of Upper James Street supports the proposed high density residential/commercial building, and the addition of the 3-storey stacked townhouses creates a transition in scale towards the single family residential neighbourhood, minimizing the effects of shadowing/overview on adjacent lands (B3.3.3). Landscape buffers and screening will mitigate the potential wind impacts the proposed development may have on the adjacent lands. This layout demonstrates a respect for the existing site context as well as for the future growth of the City of Hamilton by creating a space for living, working, and recreation. The proposed site layout also creates a high quality urban streetscape condition. Glazing on the ground floor as well as primary entrances being located as close to the street as possible enhances the sense of space, and high quality landscaping creates pedestrian friendly walkways and gathering spaces.



Figure 7: March 21st Shadow Study at 8:50am, 12:50pm, and 6:03pm

Due to the proposed developments location along a major arterial roadway, surface parking is an important inclusion as noted in section B3.3.10 and C4.2 of the UHOP. Surface parking areas are screened from Upper James Street by the proposed ground floor commercial/retail units, and are screened from Malton Drive and Alderson Drive by proposed indoor amenity areas, offices, and lobbies. Layby parking along the West property line is adequately set back from the existing 1 storey brick dwelling, and buffered by landscaping/existing vegetation.

Recognizing that the proposed development lies in the Upper James Street/Rymal Road community node area (E2.3.3.1), special provisions have been taken to meet and exceed the requirements outlined in the UHOP. A strong pedestrian focus has been planned for the development through the use of high quality site furniture, short and long term bike parking, plantings, and positioning of community scale retail/commercial units along Upper James Street (E2.3.3). The range of built forms, mixed use land use, and inclusion of studio, one bedroom, two bedroom, and three bedroom units all aim to improve housing access/affordability in the immediate area, as well as enhance the community node itself (E2.3.3).



Figure 8: Proposed Activated Streetscape Elements

In addition to being a designated community node, Upper James Street is a designated Primary Corridor as per the City-Wide Corridor Planning Principles and Design Guidelines. The proposed development aligns with the design guidelines in this document by providing intensification to the Upper James corridor through the use of a diverse range of dwelling types, providing an attractive, flexible, and safe streetscape area that is accessible to transit users, pedestrians, and cyclists, as well as utilizing multiple built forms on site to add diversity to the local neighbourhood character (Part B, Section 4.1). The development potential for the subject lands permits the construction of 2-12 storey apartment/multi-use building which the proposed development aims to achieve (Part B, Section 4.2). Adequate building

stepbacks and landscape strips ensure the proposed 12-storey condo buildings have minimal shadow and overview impacts on the surrounding area, and their layout on site has been chosen to maximize their relation to Upper James Street. Pedestrian focus areas are proposed within the streetscape area, as well as strengthened connections to the transit stop adjacent to the site to further ensure the proposed development meets and exceeds the Corridor Planning Principles and Design Guidelines (Part B, Section 4.7).

Being situated on the periphery of a Neighbourhood Designation area in and containing multiple dwelling forms, the proposed development has been designed in a way to reflect the High Density Residential (UHOP E3.6) section of the UHOP. Within walking and cycling distance are community facilities such as the Walker Outdoor Pool, Mountain Arena, Corpus Christi Catholic Elementary School, and the Upper James at Malton bus stop (E3.6.4). Building step backs, an amenity podium on the third storey building level, an interior laneway bisecting the site, and landscape buffers are being used as transitional features between the High Density proposal and adjacent land uses (E3.6.7). Elements such as surface parking, parking structures, utility structures, and expanses of blank walls are adequately screened from public roadways in accordance with the Section B.3.3 Urban Design Policies of the UHOP. Additionally, the provision of short and long term bike parking expands transportation options through the development of complete streets that encourage travel by bike and enhance inter-regional transportation connections.

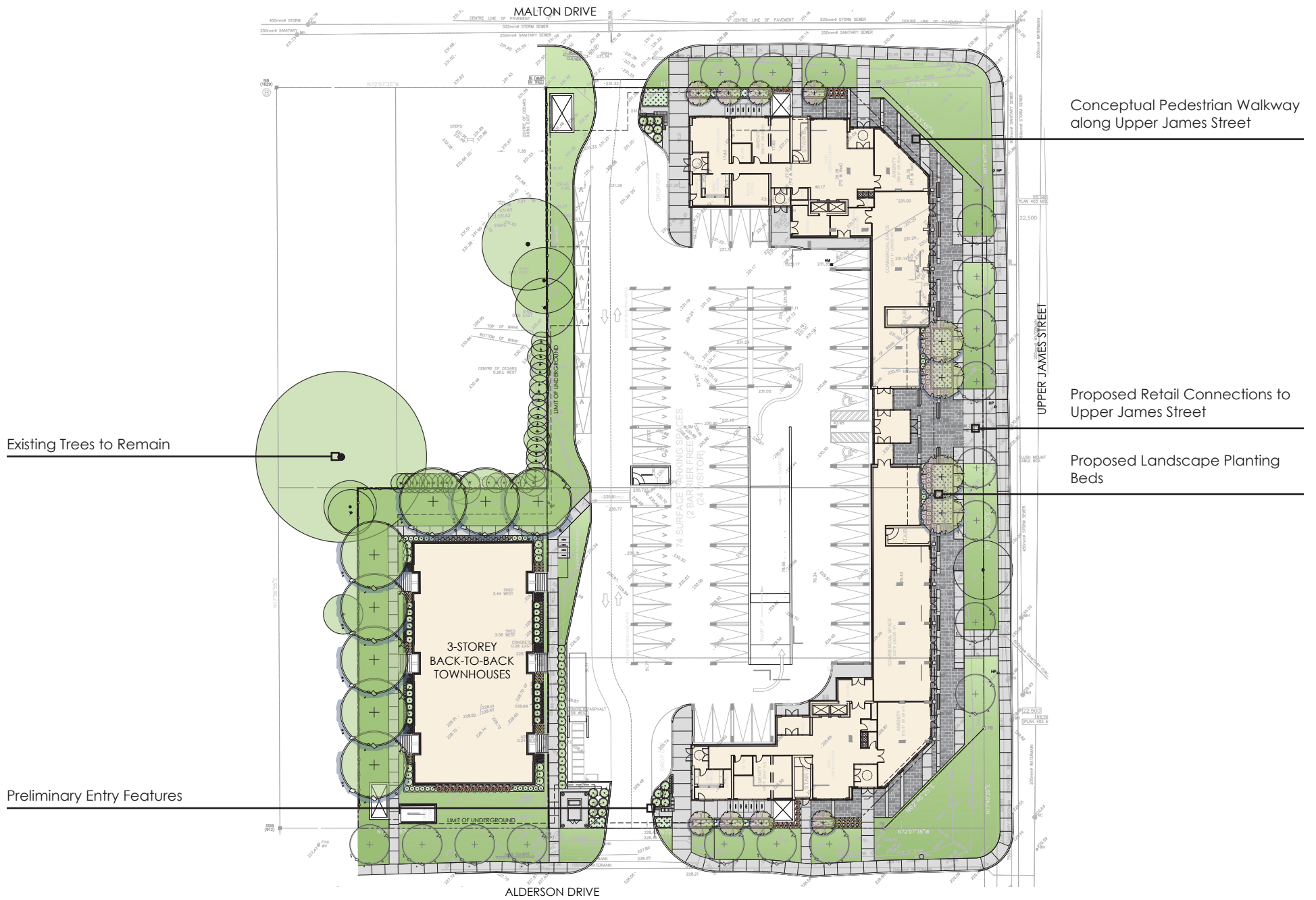


Figure 4: Conceptual Ground Floor Landscape Plan



Figure 5: Conceptual Rooftop Amenity

CONCLUSION

In summary, the proceeding Urban Design Brief is intended to demonstrate that the proposed development at 1694 Upper James Street adheres to the City of Hamilton's planning policies and guidelines found within the Urban Hamilton Official Plan (UHOP).

The guidelines contained within the Urban Design Brief are intended to lead the design of the project on the basis of good site planning with specific discussions on planning framework, design, and built form.

The development is subject to completion of the planning approvals process and refinement of the development concept. Detailed design will be implemented through the final development design and Site Plan Approvals process. This Urban Design Brief is required as part of a complete Zoning By-law Amendment application and can be read in conjunction with the Planning Justification Report.

As consistently demonstrated throughout the report, the proposed development adheres to the City of Hamilton Urban Design Guidelines through the chosen design elements and abides by the various policy requirements that have been set out. Because of this, the proposed development will be a welcomed addition to the surrounding neighbourhood.