URBAN DESIGN BRIEF

651 QUEENSTON ROAD | Residential Development

September 24 2021
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**Urban Design Brief**

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EXECUTIVE SUMMARY

This document is an Urban Design Brief describing the residential development at 651 Queenston Road. The brief is developed based upon the City of Hamilton (September 2013) Urban Official Plan.

A review of the project site’s geographical and social context supports the proposal of a 13 storey residential building to be served by a combination of underground and at-grade parking. A program was developed and tested and responds both to the demands of varying demographics, from aging in place, to the young family demographic.

The thoughtful and responsive design solution detailed herein is intended to engage the streetscape along adjacent streets, Queenston Road and Nash Road North, and assist in the residential densification of Hamilton’s Centennial Neighbourhood area. The proposal provides attractive, efficient and well-integrated housing opportunities within the Centennial area that encourages the use of public transportation, connecting residents along a Primary Corridor in a well-supported transit served area to the numerous local amenities, the City of Hamilton and beyond.
1.0 BACKGROUND / EXISTING CONDITIONS

The Subject Site is located adjacent to three minor arterial roads that connect the site to various public amenities, including park/open space, public shopping centers, and public transportation flanking the site. In addition to these, the Subject Site is within proximity to various shops and restaurants that are continuously attracting a new and younger population to the area.
1.1 EXISTING ON-SITE ATTRIBUTES AND CONSIDERATIONS

1.1.1 EXISTING TOPOGRAPHY AND VEGETATION

The Subject Site is located in East Hamilton, at the northeast corner of Queenston Road and Nash Road North. There is minimal change in elevation across the site, with a slight increase (.8m) in height from the south to the centre-north area of the site. The site is currently an empty gravel lot with naturally occurring grass and groundcover vegetation due to the lack of use. There are minimal amounts of established vegetation on the edges of the property line, including evergreens on the west edge, and deciduous trees to the north, east and south.

The surrounding properties exhibit similar flat topography with minimal grade changes in the peripheral areas, along with similar vegetation significance, including sparse trees, and grass lawns in surrounding residential yards and green spaces.

all site context images for the report were retrieved from google maps
Site Survey
The Subject Site is situated to the south of the Kentley neighbourhood, and the north of the Corman and Greenford neighbourhoods. The surrounding built form is comprised of a range of different types of buildings, from small residential homes to mid-rise residential buildings to more significant large-scale commercial buildings. The site is located between larger commercial buildings along the east-west axis of Queenston Road, with low-rise residential buildings further north and south of the property. Further the west of the site, is The Red Rose Motel, a heritage inventoried property. A common character trait among many of the surrounding buildings is the use of traditional materials such as brick and stone.

1.1.2 EXISTING BUILDINGS & OR STRUCTURES

The Subject Site is situated to the south of the Kentley neighbourhood, and the north of the Corman and Greenford neighbourhoods. The surrounding built form is comprised of a range of different types of buildings, from small residential homes to mid-rise residential buildings to more significant large-scale commercial buildings. The site is located between larger commercial buildings along the east-west axis of Queenston Road, with low-rise residential buildings further north and south of the property. Further the west of the site, is The Red Rose Motel, a heritage inventoried property. A common character trait among many of the surrounding buildings is the use of traditional materials such as brick and stone.
1.2 DESCRIPTION AND ANALYSIS OF SITE CONTEXT

1.2.1 COMMUNITY CONTEXT

The property is located within the Centennial Neighbourhoods in Ward 5 in East Hamilton. Ward 5 is located on the east side of the Red Hill Valley Parkway, bounded by the escarpment to the south and Hamilton Harbour to the north. Ward 5 is home to St. Joseph's Community Health Centre, Eastgate Square, the future Centennial GO Station, Battlefield Park, Confederation Park, and King's Forest. Approximately 3,956 acres in size, Ward 5 contains 7.8% of Hamilton's population. The function of this ward is mainly residential use, with part industrial and commercial land use.\(^1\)

1.2.2 NEIGHBOURHOOD CONTEXT

The Subject Site is located within the Kentley neighbourhood, whose boundaries extend south from Barton Street East to Queenston Road, and east from the Red Hill Valley Parkway to Centennial Parkway North. The Kentley neighbourhood is well connected to public transit, making it very commuter friendly. The area continues to attract a younger population, with many local restaurants, shops, and natural amenities. Kentley neighbourhood is continuing to grow with increases in mid-rise developments that appeal to new demographics and increase the density of the area.

651 Queenston Road is in close proximity of a variety of different amenities and institutions, including St. Joseph's Healthcare Hamilton King Campus, Glendale Secondary School, Eastgate Square and Queenston Place. Located just south of Sam Manson Park and east of the Red Hill Trail, the Subject Site has convenient access to local green space.

The Kentley neighbourhood's well connected public transportation network includes 7 HSR bus lines running along Queenston Road, Nash Road North and Centennial Parkway, providing excellent access to local transportation.\(^2\) These transit lines link to the future Confederation GO Station, located 2.4 km northeast of the site. Easily accessible by bus, Confederation GO Station offers connection to several other public transit lines, both within the City of Hamilton and connecting to other cities within the GTHA through GO transit service and Via Rail. Queenston Road is a designated Primary Corridor within the Urban Hamilton Official Plan and the planned route for the proposed Hamilton LRT B-line, making it a critical transit corridor for the entire city. Additionally, a proposed major transit station for the LRT is currently positioned at the corner of Queenston Road and Nash Road North, directly adjacent to the site.

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Figure 6. Streetscape - south edge of the site facing east toward Queenston Place

Figure 7. Streetscape - east of the site, characterized by mid-rise apartment buildings

Figure 8. Streetscape - northwest facing view of the site, showing mid-rise developments to the west

Figure 9. Streetscape - view of the commercial developments along the east-west axis of Queenston Road

Figure 10. Streetscape - east facing view from the site, across Nash Road North toward the Starsky supermarket

Figure 11. Streetscape - south facing view from the site, across Queenston Road toward the Queenston Place Mall
1.2.3 Streetscape Context

The Subject Site is located at the northwest corner of the intersection of Queenston Road and Nash Road North. Queenston Road is a 5 lane, two-way arterial road, that functions as a commercial corridor through East Hamilton. Queenston Road in this area is punctuated with sections of low and mid-rise residential apartment buildings with setbacks ranging from 15m to 18m. The resulting context is a mix of single-storey residential, single-storey small and large scale commercial, and mid-rise residential apartments. To the west, Queenston Road transitions into Main Street, and to the east transitions to Highway 8 to form a direct connection throughout Hamilton. Queenston Road currently lacks pedestrian character and comfort, particularly in the vicinity surrounding the empty corner lot where the proposed development is located. Along much of Queenston Road, expansive surface parking lots are situated between large commercial buildings and the street, resulting in building setbacks ranging from 15m to 75m from the street edge. A 3 metre wide landscaping strip is located within the Queenston Road right-of-way, buffering a continuous pedestrian sidewalk and containing spaced out, mature street trees.

Nash Road North is a two way, 4 lane arterial road, bordered by large scale commerical buildings around the Queenston Road intersection and transitioning to small scale residential to the north and south, with typical setbacks of 8 metres. Large green spaces such as Sam Manson Park and Eastlawn Cemetary to north of the site, and Sisters of St. Joseph Park to the south, front onto Nash Road.

1.2.4 Site Context

The Subject Site is located at the northeast corner of the busy intersection of Queenston Road and Nash Road North. A driveway onto Queenston Road and surface parking currently sit between the western edge of the site and a large scale commercial building. To the north, there is a large paved lot serving the adjacent commercial property, situated between Subject Site and a 3-storey multi-unit residential building to the north. Surface parking lots serving large scale commercial developments front Queenston Road and Nash Road North are located directly south and east of the site. Located 360m west of the site at 553 Queenston Road, exists a single storey heritage inventoried property, the Red Rose Motel.
1.3 APPLICABLE DESIGN REQUIREMENTS

1.3.1 CITY POLICIES AND GUIDELINES

Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 (PPS) sets out a number of policies to be considered in reviewing and determining the appropriateness of the proposed development of the site.1

Land Use

Section 1.1.1.e of the PPS promotes the integration of land use planning, growth management, transit supportive development and intensification, optimizing transit investments and minimizing land consumption in support of the formation of healthy, liveable and safe communities.

Housing Diversity

In Section 1.1.3.4 of the PPS, transit-supportive development opportunities are supported in order to provide "significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

A mix of housing options is promoted in Section 1.4 of the PPS, stating that planning authorities are to provide for a range and mix of housing types and densities to meet current and projected requirements of the regional market, in order to "meet the social, health, economic and well-being requirements of current and future residents". Section 1.4.1 promotes permitting and facilitating all forms of housing. Analysis of the City’s housing supply will be required to respond to these policies, along with an evaluation of the availability of infrastructure, public service facilities, public transit, and residential intensification standards.

Intensification and Transit-Supportive Development

In support of providing a range of housing options, Section 1.4.3.e of the PPS discusses transit-supportive development and prioritizes development and intensification along transit corridors and within proximity of transit stations.

In discussion of Transportation Systems, Section 1.6.7. of the PPS encourages land use patterns, densities and mixes of use that promote a reduction in the length and number of vehicle trips and support current and future use of transit and active transportation.

Long-term Economic Prosperity

The long-term economic prosperity of settlement areas and the role of communities is discussed in Section 1.7 of the PPS. Policy 1.7.1.b states that long-term economic prosperity should be supported by "encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce". In support of building successful communities, Policy 1.7.1.d encourages "a sense of place, by promoting well-designed built form and cultural planning, and by conserving, features that help define character, including building heritage resources and cultural heritage landscapes".

The proposed development responds to the goals of the PPS, providing a mix of housing options in an evolving urban area, located within a highly transit-connected area. Residential intensification of this area supports current and proposed transit networks and responds to the increase in demand that will accompany growing transit infrastructure.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe is an expansion of the initial 2006 Growth Plan for the Greater Golden Horseshoe and responds to key challenges that the area has faced and will face in the coming decades.

A future vision for the Greater Golden Horseshoe is outlined in A Place to Grow, envisioning an area with an integrated transit network that is efficient, affordable and convenient, enabling travel within and between urban centres throughout the region.

A Place to Grow promotes growth and intensification of existing urban areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields.

Section 2.2.6 of A Place to Grow discusses priorities for housing development and intensification. Policy 2.2.6.1 requires that each municipality develop a housing strategy and provide official plan policies that incorporate affordable housing targets (both ownership and rental), including plans for a range of densities and housing types to assist in achieving the density and intensification targets of the Growth Plan.

Policy 2.2.6.2 states that municipalities should ensure a mix and range of housing types and densities in order to accommodate the forecasted growth and achieve the minimum density and intensification targets. Each municipality is to review existing housing stock with respect to types and densities, and plan for the creation of complete communities by diversifying their overall housing supply.

The proposed development carries forward many of the principles and policies set out in A Place to Grow. Intensifying an existing transit-supported urban area with a mix of residential options along a future rapid transit corridor and adjacent to a future major transit station is responsive to projected market demands and supports the densification goals of the Growth Plan.

**Urban Hamilton Official Plan**

The City of Hamilton's Urban Hamilton Official Plan (UHOP) was approved with modifications by the Ministry of Municipal Affairs and Housing on June 16, 2011, and approved (with some exceptions) by the Ontario Municipal Board (OMB) on August 16, 2013.

**Urban Corridors**

The Subject Site of this proposal is located within a Primary Corridor area. Section 2.4 of the UHOP states that Urban Corridors “provide a significant opportunity for creating vibrant pedestrian and transit oriented places through investment in infrastructure, residential intensification, infill and redevelopment, and careful attention to urban design.” The following policies outline the guidelines for the development of Urban Corridors in Hamilton that are relevant to this proposal:

2.4.14 Urban Corridors shall provide comfortable and attractive pedestrian experience. (OPA 65)

2.4.16 New development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods. (OPA 98)

**Design Response:** The massing and articulation of the proposed development, as well as grade-level entry for walk-up units and landscaping will activate the public realm along the street, providing an engaging pedestrian experience. The proposed building’s articulated mid-rise form and sensitive use of upper storey stepbacks helps mediate between the smaller scale residential to the north of the site and is complimentary of existing mid-rise multi-unit residential development in the area. Shadow impacts on surrounding properties have been studied and indicate that while shadows cast from the proposal will fall on neighbouring properties, they are minimal and expected in order to achieve the desired densification for the area. Further discussion of the Sun shadow study for this proposal can be found in Section 2.0 of this brief.

**Residential Intensification**

As per the UHOP, the City of Hamilton is planning to achieve a minimum of “40% of all residential development occurring annually with its built-up area by 2015. A total 26,500 units are to be accommodated within the built-up area between 2001 and 2031”. With this particular proposal, the site is located within a Mixed Use Medium Density transit oriented corridor, with the specific designated zone of TOC 1 which permits the use of dwelling units.

The UHOP makes reference to intensification throughout the document. The introduction to the plan states that “the city shall establish zoning that permits residential intensification generally throughout the built-up area in accordance with this plan”. The following are examples of how UHOP has defined guidelines working to intensification:

3.2.1.1 Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents.

3.2.1.2 Provide housing within complete communities.

**Design Response:** The current use of the subject site does not meet the City’s goals for intensification within Hamilton. Alternatively, the proposed development introduces a range of housing options to meet the social, health and well-being of current and future residents. The location of the site is within complementary facilities and services including public transit and commercial uses that are optimal to support a medium density residential development. Therefore, the proposed development is in alignment with the population density goals.

When evaluating residential intensification, the Official Plan outlines criteria in Section B.2.4.1.4, discussed below:

B.2.4.1.4: Residential intensification developments shall be evaluated based on the following criteria:

2 UHOP- volume Appendix “C”
3 UHOP- volume 1, Chapter B - Community Policies 2.4.4
a) a balanced evaluation of the criteria in b) through g) as follows;

b) the relationship of the proposal to existing neighbourhood character to that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;

c) the development’s contribution to maintaining and achieving a range of dwelling types and tenures

d) the compatible integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative design techniques

e) infrastructure and transportation capacity

f) the ability of the development to comply with all applicable policies

g) the relationship of the proposal to existing neighbourhood character to that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;

Design Response: The proposal for 651 Queenston Road will provide apartment units in the form of a mid-rise residential development at the corner of Queenston Road and Nash Road North. Buildings in the surrounding area use a combination of masonry, concrete, brick, steel, and glass. The material palette choice of the proposed design will compliment that of the surrounding neighbourhood, using a combination of black and grey metal panelling, masonry and glazing, and incorporating warm wood screening and landscape elements at grade.

The proposed development includes a range of residential unit sizes, from studio to 3 bedroom units, contributing to the maintenance and inclusion of various dwelling types. This range of units sizes will provide this evolving area of Hamilton with various housing options, attracting new residents and accommodating the needs of individuals and families at various stages of life to live and grow.

Compatible integration of the proposed development with the surrounding area in terms of use, scale, form and character will be achieved through the use of innovative and creative design techniques. The proposed development is complimentary to the existing mid-rise residential apartment buildings to the west of the site through the scale and shape of the built form. The use of building stepbacks of the upper 4-storeys along the north and west sides of the building mediate the change of scale to neighbouring low-rise properties and integrate the building into its context. The building height maintains a level of pedestrian intimacy in comparison to high-rise residential, while still increasing density and adding diversity of housing options within the neighbourhood. Variations of materiality and intentional articulation break-up the massing of the building visually, creating an aesthetically pleasing presence for pedestrians and surrounding buildings.

The design emphasizes interaction between the streetscape and the building. Through strategic use of material, balconies and stepbacks, the vertical height of the building is balanced with a pedestrian scale. The entrances to the at grade walk-up units and the main lobby at the corner of Queenston Road and Nash Road North will engage pedestrians along the street and create an active and dynamic streetscape. This will also include landscape treatments at grade to animate the public realm and improve pedestrian comfort.

The proposed design includes a shift in scale from at grade units to the upper storeys, incorporating views, glazing, rooftop amenity, and private interior amenity for residents. It is important to note that the amenity spaces have views of the street, creating active engagement with the public realm. Access to parking is minimized and located along Nash Road North, in order to least affect the Queenston Road intersection. It is located at the natural break between the residential tower and the neighbouring property, respecting the required setbacks.

The project site is located along a Queenston Road, a Primary Corridor that links eastern and western Hamilton and runs through downtown areas of the City. With connection to the future Confederation GO Transit Station, the proposed Hamilton LRT B-line running along Queenston Road and a proposed major transit station at Nash Road North, the development is in an excellent location to support current and future transit opportunities.

Urban Design Policies

Section B3.3 of the UHOP contains policies describing general urban design principles and directions that contribute to the creation of "compact and interconnected, pedestrian oriented, and transit-supportive communities within which all people can attain a high quality of life".

B3.3.1 The successful integration of new development and redevelopment of in the urban area and its integration with surrounding neighbourhoods requires the form of development to follow appropriate urban design principles. Every design direction will not apply in all situations.

3.3.2.1 The site shall comply to the following:

a. relate to its role in the overall urban structure of the City;

b. enhance the function of the applicable urban
structure element described in Section E.2.0 - Urban Structure;
c. be in accordance with the applicable policies of Chapter E - Urban Systems and Designations, secondary plans, specific design studies and other plans or studies that make specific design recommendations.

3.3.2.2 The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable.

3.3.2.3 Urban design should foster a sense of community pride and identity by:

a. respecting existing character, development patterns, built form, and landscape;
b. promoting quality design consistent with the locale and surrounding environment;
c. recognizing and protecting the cultural history of the City and its communities;
d. conserving and respecting the existing built heritage features of the City and its communities;
e. conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
f. demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
g. contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;

Design Response: The proposed design fits within its context through its complimentary massing in relation to the surrounding residential properties and by creating a lively and comfortable pedestrian environment. The proposed building creates a strong and meaningful urban edge with pedestrian character along the Queenston Road urban corridor and Nash Road North, its presence anchoring the corner of the busy intersection and contributing to a sense of place for the community. The proposed building utilizes setbacks along the north and west edges to integrate into the surrounding lower rise neighbourhood context. The development will add intensified dwelling opportunities in the area, compatible with the scale of the surrounding mid-rise apartment buildings in the area. At-grade walk-up units line the edges of Queenston Road and Nash Road North, creating an active building frontage and transitioning to the smaller scale buildings to the north and west. Landscaping, lighting and a well-articulated building facade will improve pedestrian comfort and add design interest to an area that is currently not pedestrian oriented.

Hamilton Secondary Plan:
The proposed development is subject to the City of Hamilton Centennial Neighbourhoods Secondary Plan Study (2017). Within the Secondary Plan, the Subject Site has a Mixed Use - Medium Density recommended land use and is considered a Pedestrian Priority Street. The following outlines the guidelines and principles that are applicable to the proposal.

6.1 Vision

Section 6.1, outlines the following vision for the Centennial Neighbourhood:

“This Centennial Neighbourhood Area is home to some of the City’s most vibrant shopping, recreation, living and mixed-use spaces. The Area features two major transit hubs, which are supported by compact, mixed-use development along the Queenston Road and Centennial Parkway corridors. The Study Area’s stable, low density residential neighbourhoods are safe, well connected and affordable. The area’s attractive and accessible public spaces, green spaces and streetscapes, along with its strong network of transportation infrastructure, provide a unique sense of place that makes the Centennial Neighbourhoods an interesting, dynamic and exciting place.”

Design Response: This proposal is responsive to the dynamic and vibrant nature of the Centennial Neighbourhood. The engaging design activates the streetscape and creates an anchor point along Queenston Road, improving the sense of place for the area and supporting surrounding existing and future mixed-use development. The inclusion of various unit types offers residents a range of housing options within a transit-supported area and in proximity to a variety of amenity and green spaces.

6.2 Guiding Principles

Section 6.2 of the Centennial Neighbourhoods Secondary Plan outlines the following principles to provide guidance for evaluating initiatives and proposals for the Centennial Neighbourhoods area to ensure that the City is taking a consistent approach to development:

a) Protect and enhance natural areas and green spaces

4 Centennial Neighbourhoods Secondary Plan Study Summary Report
5 Appendix “B” to Report PED 18074 Vol. 2-B.6.1
b) Create safe, vibrant streetscapes

c) Provide more places to meet, relax and socialize

d) Increase active transportation throughout the community

e) Provide opportunities for a greater variety of recreational choices

f) Promote mixed use development and intensification in strategic locations

g) Promote transit oriented development

h) Provide sustainable infrastructure

i) Provide opportunities for greater variety of housing choices.

**Design Response:** The guidelines and principles that have been set out in the Urban Hamilton Official Plan in coordination with Centennial Neighbourhood Secondary Plan have helped inform design decisions for this proposal. The proposed development is transit-oriented, providing a variety of residential options for the neighbourhood. The development aims to create a vibrant, healthy, safe, comfortable, and accessible environment that will attract new generations to live, learn, work and play in.

On-site bicycle parking and residential intensification along an active transit route and planned cycling infrastructure support linkages to local and regional amenities.

**6.3.3 Sub-regional Service Node**

The land use policies of this Secondary Plan have been prepared to meet a long term density target of 100 to 150 people and jobs per hectare within the Node. The limits of the Sub-Regional Service Node were identified to include lands which are in close proximity to planned future transit stop and lands with potential for higher density development and redevelopment.

**Design Response:** The proposed development is a medium density residential building that densifies the Centennial Neighbourhood area. Located in a proposed major transit station area, in close proximity to the Confederation GO station, and directly along a proposed light rail transit route, the development provides residents with access to multiple forms of transit and promotes the use of transit through public realm improvements, in tandem with supporting densification.

**6.3.4 Growth Potential**

The Secondary Plan has the potential to accommodate an additional 3,230 people and 1,100 jobs by 2031. The 2031 growth potential represents an intensification rate of 20% across the Sub-Regional Node area, which would achieve a gross density of 106 people and jobs per hectare by 2031. There is physical potential for additional growth beyond 2031 and the expectation is that the City will examine additional opportunities for intensification in the future.

**Design Response:** Growth potential is incorporated into the proposed development by improving densification and a mix of unit types within a primarily single family residential neighbourhood. Similar to the mid-rise apartments to the west of the site, the 12-storey building provides more residential units within a smaller building footprint. Through the provision of varying unit sizes for diverse groups of residents, the development will attract a new residents to the Centennial Neighbourhood area.

**Transit Oriented Development Guidelines** -

**Hamilton**

1) **Promote Place Making – Creating a Sense of Place**

The proposed development is situated on a corner lot, at the intersection of Queenston Road and Nash Road North, and prioritizes creating an active street frontage to draw people in and engage the community. The building form and material palette will be visually interesting and create a welcoming space where people safe and comfortable. This development is within close proximity of many other amenities in the existing neighbourhood, while creating a community within the site itself.

2) **Ensure A Mix of Uses/Appropriate Land Uses**

As a mid-rise residential development, the proposal is in support of surrounding existing and future complimentary use, such as commercial.

3) **Address Parking Management**

Underground and surface level parking are utilized in the proposed design, concealed under and behind the building, away from pedestrian view. Landscape elements will be included to buffer the parking area from surrounding properties. Access to the parking area is located along Nash Road North, away from the busy intersection at Queenston Road and ensuring minimal disruption to the primary corridor pedestrian realm. Both main building facades facing Queenston Road and Nash Road North visually balance the parking entrance with interesting material choices and design elements.

4) **Focus on Urban Design**

Consideration of the impacts of the proposed development on the surrounding urban realm

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informed many design decisions for this proposal. The proposed development is street-oriented, with its primary facades fronting south and east along Queenston Road and Nash Road North. The size of the building is complimentary to the mid-rise residential buildings to the west and transitional design elements have been incorporated to mediate the change of scale to lower rise surrounding properties. A welcoming and attractive building is created through the use of a high-level of facade articulation, landscaping and glazing especially at ground level, and a material palette that is modern yet responsive to the surrounding context.

5) Create Pedestrian Environments

Situated on an unoccupied corner lot surrounded by commercial buildings and expansive parking lots, the proposed mid-rise development will transform this site into a vibrant, pedestrian-friendly hub that will support local densification, the proposed major transit station and LRT route. The building entrance faces the intersection at a south-east angle that rounds an otherwise sharp corner, creating views and encouraging pedestrian movement around the building. Landscape and lighting strategies will be employed to create a pleasant walking environment. The location of the site and on-site bicycle parking, promotes a multitude of transportation options including walking, cycling, HSR bus, GO train, and the proposed light rail transit system.

6) Require Density and Compact Urban Form

The proposed design responds to planning policies calling for increased density development. Residential intensification in this area is responsive to existing, planned and proposed transit infrastructure, such as Confederation GO Station, current HSR bus service, and the proposed Hamilton LRT B-line along Queenston Road. The building will provide increased density and diverse housing options in a primarily single family house neighbourhood area. The walk-up units located at the base of the building provide a pedestrian scale and are sensitive to the streetscape along the busy street. The design decisions create a visually appealing and non-dominating form that is complimentary to the surrounding mid-rise residential buildings and mediates between the low-rise neighbourhood buildings and large scale commercial buildings in the area. The proposal will promote walkability of the area, improving access and efficiency of surrounding amenities and services.

7) Respect Market Considerations

The variation of unit typologies proposed in this development will appeal to a wide range of demographics. Offering units ranging in size from studio to three bedroom will enable people to grow and move within the building as their needs change over time. Located in close proximity to a wide variety of surrounding amenities and in a highly connected area along a proposed major transit route, this development will be attractive to growing families, commuters and residents of all ages, responding to the evolving increasing market demand.

8) Take a Comprehensive Approach to Planning

The proposal has addressed and embraced the development goals set out by the City of Hamilton and by the Province of Ontario. Situated in an excellent location, the development will activate the area and enhance connectivity within the city and greater surrounding areas.

9) Plan for Transit and Promote Connections (for all modes)

Located within east Hamilton, the proposed development is in close proximity to all modes of transit. Currently serviced by HSR bus routes along Queenston Road and Nash Road North, the site is adjacent to a proposed major transit station for the Hamilton LRT B-line, which will provide direct connections to downtown and west Hamilton. Currently under construction, Confederation GO Station is located 2.4km northeast of the site and will provide direct, rapid connections to cities throughout Ontario.

Nash Road North is identified for planned cycling infrastructure within the Centennial Neighbourhoods Secondary Plan. On-site bicycle storage as well as creating increased connectivity in the area is in support of this active transportation network.

The proposed development improves connections to transit by creating a pleasant walking environment. Where vast parking lots currently sit at this busy intersection, this proposal will create a safe and comfortable pedestrian environment that will encourage active transportation and support the use of local transit.

10) Promote Partnerships and Innovative Implementation

Respecting the existing conditions of the area and introducing responsible new development through high-quality architectural and urban design, make this proposal responsive and supportive of City’s goals. This proposal will foster a strong sense of place for this evolving area, attracting new residents and supporting existing and future commercial development. With a proposed major transit station and LRT route located adjacent to the proposal, this project aims to enhance the greater community and City it sits within.
**City-Wide Corridor Planning Principles and Design Guidelines - April 2012:**

Queenston Road is a designated Primary Corridor as identified in Schedule E – Urban Structure of the Urban Hamilton Official Plan. Primary Corridors are intended to link two or more nodes, major activity centres, or employment areas. The City-Wide Corridor Planning Principles and Design Guidelines (April 2012) outline design guidelines for corridor design. The following discusses applicable guidelines related to the Subject Site.

Corridors are defined in the UHOP as “areas of street-oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterial roads serving as major transit routes. Corridors link Nodes and important areas of activity within the City and are intended to be key locations for residential intensification.”

2.0 Planning for Hamilton’s Corridors

Section 2.1 of the City-Wide Corridor Planning Principles and Design Guidelines focuses on the role that intensification of Corridors plays in the overall urban structure of the area. This section states that “In older Corridors, intensification stabilizes and grows the population, helping to support local businesses, institutions and community facilities such as community centres, parks and schools, and returning vitality to these areas. In new or developing corridors, intensification, supported by transit, provides a diversity of housing types and living environments that reduce the dependency on automobiles, creating livable environments.” This section discusses the intensification of Corridors within

neighbourhoods, promoting development to find the balance between the benefits of Corridor intensification and respect for the character of residential neighbourhoods in the surrounding areas.

**Design Response:** The proposed development is for a mid-rise multi-unit residential development located along the Queenston Road Corridor. The proposal intensifies and diversifies the residential offerings in the neighbourhood and activates the public realm to support existing and proposed transit networks in the area. Sensitive design approaches, such as the use of upper storey setbacks on the north and east, complimentary material choices and pedestrian scale articulation of the building facade help to integrate the proposed building into the residential neighbourhoods in the area.

**Corridor Planning Principles**

The following design principles provide the basis for Corridor design, as stated in Section 3.0 of the City-Wide Corridor Planning Principles and Design Guidelines:

Corridors should be planned and developed to:

(a) Support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and adjacent neighbourhoods.

(b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.

(c) Develop compact, mixed use urban environments that support transit and active transportation.

(d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.

(e) Identify areas of change as the locations for new development along Corridors.

**Design Response:** The proposed building for 651 Queenston Road will add residential density to the area. This intensification of new residents will support of existing and future local commercial uses and amenities, contributing the creation of a vibrant neighbourhood and the longer-term economic success of the area. The building design is integrated into the surrounding residential and commercial fabric through creative design solutions and creates a new, animated anchor point for the currently vacant corner of this prominent intersection. Use of articulation, landscaping and at-grade entrances to units will contribute to an active and comfortable public realm that will support the use of the existing HSR transit network and the proposed Hamilton LRT.

**Corridor Design Guidelines**

The following Design Guidelines, as outlined in Section 4.0 of the City-Wide Corridor Planning Principles and Design Guidelines are applicable to the proposed development and are discussed below:

Section 4.1 Corridor Design Goals outlines the following design goals to guide site and building design along corridors:

(a) Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.

(b) Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
(c) Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.

(d) Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.

**Design Response:** The proposed development will invigorate the currently vacant corner of Queenston Road and Nash Road North, creating a safe and walkable public realm that will encourage transit use and promote pedestrian activity in the area. This design is responsive to the future major transit station proposed for the area and will allow for future connections with transit associated development to create a lively, attractive and continuous streetscape.

A sun shadow study has been conducted and discussed in Section 2.2 on this Urban Design Brief. Design strategies such as stepbacks at the upper 4-storeys along the north and east facades of the building and orienting the street to front Queenston Road and Nash Road North have been employed to minimize shadows on surrounding properties and mediate the transition of building scales in the area.

Section 4.7, Relationship to the Street states that “The ground floor design of a building is important for the success of the building and its contribution to creating a comfortable pedestrian environment on the public sidewalk and contributing to a welcoming and safe image of the street and neighbourhood.”

The following design guidelines are outlined:

1. All buildings should have their principal entrances facing the arterial street.

2. The facades of all buildings along the public street should have a combination of windows and doors that allow for a view of the public sidewalk from inside the building.

**Design Response:**: The building design is oriented to Queenston Road and Nash Road North, with a primary pedestrian access located at the corner of the two roads. The ground floor of the building is articulated with a high-level of glazing, walk-up addresses for residential units, and landscape elements to create a pedestrian friendly and active street front.
1.3.2 Policies and Guidelines Related to Site, Buildings and Landscape

The proposed design has been guided and informed by the urban design guidelines that the City of Hamilton has promoted in the Urban Hamilton Official Plan (UHOP). The UHOP intends to guide design in the creation of an integrated visual experience within the Hamilton area. This can be achieved through creatively and sensitively integrating the design of built form and the streetscape to create an experience that is safe, vibrant and aesthetically pleasing from adjacent properties. Critical considerations for the creation of successful development in an urban area are the building articulation, the site arrangement, and the landscaping.

New development in an urban area relies on its successful integration with surrounding neighbourhoods and the consideration of appropriate urban design principles. Several guides as outlined in the Urban Hamilton Official Plan are noted below:

**SITE**

The following are some key policies within the UHOP that apply to housing intensification, urban design strategies and designated urban corridors and have been considered for this proposal.

**B.3.2.1.1 Urban Housing Goals** | The following goals shall apply in the urban area:

1. Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents.

**B.3.2.4.1 General Policies for Urban Housing**

The development of a full range of housing forms, types, and densities shall be provided for and promoted throughout the City of Hamilton through residential intensification and new development. A full range of housing forms, types, and densities means the full spectrum of physical housing types including single detached dwellings, semi-detached dwellings, duplexes, townhouses of various types (street, block, stacked), apartments and other forms of multiple dwellings, and lodging houses, built at a range of densities.

**B3.3.1 Urban Design Goals**

The following goals shall apply in the urban area:

1. **3.3.1.1 Enhance the sense of community pride and identification by creating and maintaining unique places.**
2. **3.3.1.2 Provide and create quality spaces in all public and private development.**
3. **3.3.1.3 Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.**
4. **3.3.1.4 Create communities that are transit-supportive and promote active transportation.**
5. **3.3.1.5 Ensure that new development is compatible with and enhances the character of the existing environment and locale.**
6. **3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes.**
7. **3.3.1.7 Promote development and spaces that respect natural processes and features and contribute to environmental sustainability.**
8. **3.3.1.8 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.**
9. **3.3.1.9 Encourage innovative community design and technologies.**
10. **3.3.1.10 Create urban places and spaces that improve air quality and are resistant.**

**E.1.0.G**

The following goals shall apply to the urban systems and land use designations of this plan:

1. g) Promote and support appropriate residential intensification throughout the urban area and focused in Urban Nodes and Urban Corridors.

**E.2.4 Urban Corridors**

1. 2.14 Urban Corridors shall provide a comfortable and attractive pedestrian experience. (OPA 65)
2. 2.15 Corridor studies and secondary planning shall make recommendations for active transportation connections including pedestrian improvements to individual sections of a corridor. (OPA 65)
2.4.16 New development shall respect the existing built form of adjacent
neighbourhoods where appropriate by providing a gradation in building height.
New development shall locate and be designed to minimize the effects of
shadowing and overview on properties in adjacent neighbourhoods. (OPA 98)

2.4.17 Reductions in parking requirements shall be considered in order to encourage
a broader range of uses and densities to support existing and planned transit
routes. (OPA 98)

**BUILDING AND LANDSCAPE**

The following are some key requirements outlined in the UHOP applying to
mid-rise building design in a designated Mixed Use - Medium Density area
and have been considered for this proposal.

**E.4.6 Mixed Use - Medium Density**

**E.4.6.4** It is also the function of areas designated Mixed Use - Medium Density to
serve as vibrant people places with increased day and night activity through the
introduction of residential development. Residential development enhances the
function of these areas as transit supportive nodes and corridors.

**E.4.6.16** New development shall be designed and oriented to create comfortable, vibrant
and stimulating pedestrian oriented streets within each area designated Mixed
Use - Medium Density.

**E.4.6.17** Areas designated Mixed Use - Medium Density are intended to develop in a
compact urban form with a streetscape design and building arrangement that
supports pedestrian use and circulation and create vibrant people places

**E.4.6.24** New development shall respect the existing built form of adjacent
neighbourhoods by providing a gradation in building height and densities, and by
locating and designing new development to minimize the effects of shadowing and
overview on properties in adjacent neighbourhoods.

**E.4.6.25** Areas designated Mixed Use - Medium Density shall be integrated with the
surrounding neighbourhoods through frequent street and pedestrian linkages.

**E.4.6.26** Automobile access shall continue to be an important mode of transportation
from the surrounding neighbourhoods, but it shall be balanced with the need to
improve pedestrian access and opportunities for active transportation

**E.4.3 Pedestrian Focus Streets (OPA 69)**

Attractive and comfortable pedestrian streets create sense of place for residents and
visitors. The most successful commercial areas are streets that cater to and stimulate
the shopper. Shopping is only partially the action of buying goods and services; it is
also entertainment. A vibrant, stimulating, and comfortable shopping and walking
environment can entertain shoppers and entice them to stay longer in the shopping
area. The longer shoppers stay the more vibrant and successful a retail area will
become.

Pedestrian focus streets are intended to cater to the pedestrian by creating a
comfortable, active and visually stimulating walking environment. Pedestrian focus
streets shall have wide sidewalks, buildings oriented to the public sidewalk, outdoor
cafes, and a high level of streetscape design and activity. These areas include the main
street retail areas of the former downtowns as well as other historic main street areas
and future areas designed to have similar pedestrian oriented character.
Conceptual Visualization - North view across Queenston Road
2.1 PROPOSAL OUTLINE

This proposal is for the development of a 0.8 acre (3,273 m²) property located at the northwest corner of Queenston Road, a designated Primary Corridor, and Nash Road North, an arterial road. Currently, the site is vacant and the adjacent three corners of the intersection contain surface parking lots serving large-scale commercial properties.

The Queenston Road Corridor is characterized by large-scale commercial developments, with expansive setbacks containing surface parking lots. The streetscape is punctuated with smaller-scale commercial buildings and restaurants, typically located closer to the Queenston Road street edge. Across Nash Road North from the proposed site, sits a surface parking lot serving the grocer Starsky’s and further to the north is Sam Manson Park, a large public greenspace. Low-rise single family residential dwellings in the Kentley neighbourhood exist to the north of the property, along Nash Road North. Directly west of the property is a surface parking lot serving an adjacent commercial property, with an additional surface lot wrapping to the north of the site. Further west along Queenston Road there are existing mid-rise multi-unit residential buildings, ranging from 8 to 9 storeys in height.

The proposed development is a 13-storey multi-unit residential building with walk-up street-fronting 2 bedroom units at the grade level and 12 additional levels of multiple dwelling units. The development will provide a variety of unit sizes, ranging from studio to 3 bedroom, to attract and accommodate a diverse and evolving population within the area. The development will provide housing options for residents at all stages of life, including families, single residents, those with mobility challenges and present opportunities for aging in place and moving within the building itself. Parking will be provided with an at-grade surface parking lot for visitors, and 3-storeys of below-grade parking located beneath the building. Bicycle parking will be provided on-site, promoting active transportation.

The proposed site is located in a unique location, along a proposed major transit corridor, the Hamilton LRT B-line, and adjacent to a proposed major transit station. For commuters, the site presents an ideal location with easy access to the QEW and Red Hill Valley Parkway, as well as the Centennial GO Station, currently under construction. This evolving, highly transit-supported area presents many opportunities to attract new residents and to densify and activate the urban fabric.

2.1.1 SITE DESIGN

The proposed design pays thoughtful consideration to enhancing the site and complimenting the existing character of the surrounding area. The proposed building is street-oriented along Nash Road North to the east and Queenston Road to the south, with the massing forming an L-shaped floorplate. This site positioning is intended to define and activate the major roads that the development fronts onto and minimize the presence of the new development for the existing, surrounding low-rise buildings.

Pedestrians will be able to access the main entrance easily from the corner of the lot facing the intersection, from the city sidewalks, or from the visitor parking behind the building. The main entrance at the corner of Queenston Road and Nash Road North is positioned on an angle to create an uninterrupted flow of pedestrian movement around the block. The portion of the development fronting onto Queenston Road will provide walk-up ground level 2 bedroom condos that create a visual transition to the scale of the existing residential and commercial properties in the area. The walk-up units have addresses onto the street and landscaped elements to activate the pedestrian realm.

This proposal will provide an adequate amount of parking in regards to the relatable parking ratio. The parking design is comprised of one level of surface parking tucked behind the development and away from the streets and 3 levels of underground parking hidden beneath the development. Nash Road North will serve as the primary access point to the parking garage, avoiding vehicular disruption to traffic and the pedestrian realm along Queenston Road. The loading area will also be accessed from Nash Road North and accommodate space for waste management, loading, and storage.
**Preliminary Site Plan**

- Proposed Residential Building - 13 Storeys
- Two Hundred Seventy-two (272) Dwelling Units
- Outdoor Amenity @ 12th Floor
- Property Line

**Notes:**
- Refer to consultants drawings for information relating to Site Servicing, Grading and Landscape.
- All Items new construction unless noted as Existing.

**Abbreviations**
- AD: Area Drain
- CACF: Central Alarm and Control Facility
- CB: Catch Basin
- FH: Fire Hydrant
- FD: Floor Drain
- HB: Hose Bib
- HLP: Hydro Light Pole
- MH: Man Hole
- TLS: Traffic Light Standard
- TOS: Top of Structure
- TOW: Top of Wall
- TPZ: Tree Protection Zone

**Site Plan Information Taken From:**
- LOT 29 CONCESSION 2
  - TOWNSHIP OF SALTFLEET IN THE CITY OF HAMILTON
- S.D. MCLAREN, O.L.S - 2021
- PREPARED BY: J.D. BARNES LIMITED
  - ONTARIO LAND SURVEYORS
Conceptual Visualization - West view across Nash Road North
2.1.2 BUILDING DESIGN

The proposed residential development consists of a total 13 storeys, containing units ranging in size from studio to 3 bedroom. The ground floor contains 2 bedroom units, with walk-up grade access along Queenston Road and Nash Road North. With individual outdoor amenity space, these units provide human-scale elements for the building facade, while improving and activating the pedestrian experience along the street. The entrance to the main lobby is located at the corner fronting the two roads and acts as the primary building approach, designed with an angled form to provide a softened and approachable urban edge. Floor plates range from 18 - 25 units, varying from less than 40m² (studio) to 80m² (3 bedroom) in size. The project offers a variety of residential unit types to accommodate differing needs of individuals and families and enabling residents to shift within the building itself as their needs change. Shared indoor and outdoor amenity space on the 13th floor is accessed from the interior of the building and provides excellent views to the surroundings.

The massing of the building is respectful of the surrounding neighbourhood fabric, with the use of building stepbacks along the north and west at the 8th storey and above, as seen in the elevations. Facade stepbacks, articulated balconies and selective use of materials create an engaging and aesthetically pleasing urban form. Intentional articulation of the building massing allows for daylight penetration and additional streetscape engagement, and further reduces the perceived size of the building for surrounding properties and from the street.

The parking consists of 3 levels of below-grade parking for the residents, and at-grade parking for visitors that is placed behind the building at the northwest portion of the site.

The proposed design compliments the existing mid-rise residential context to the west of the site, with similar height and proportions, reinterpreted with a unique and modern aesthetic. Materials incorporated in the design proposal such as masonry, glass, metal paneling and wood, are responsive to the neighbourhood context while implementing a contemporary feel. The application of materials to the project is sensitive to the scale of the building for a pedestrian, layering the materials vertically to break up the height of the facade. In addition, the use of balconies also acts to differentiate the building facade, while ground floor patios provide a pedestrian scale to the immediate sidewalk context.

Figure 14. Proposed material palette - black metal panels, grey metal panels, varied red masonry, wood
South Elevation

PROPERTY LINE

NASH ROAD

TOS

4TH - FLOOR 11.80m

3000

TOS

5TH - FLOOR 14.80m

TOS

2ND - FLOOR 5.80m

TOS

3RD - FLOOR 8.80m

TOS

6TH - FLOOR 17.80m

TOS

7TH - FLOOR 20.80m

TOS

8TH - FLOOR 23.80m

TOS

9TH - FLOOR 27.10m

TOS

10TH - FLOOR 30.10m

TOS

11TH - FLOOR 33.40m

TOS

12TH - FLOOR 36.40m

TOS

MPH. 39.70m

TOS

ROOF 43.35m

MATERIAL LEGEND

1

2

3

4

5

6

7

8

METAL PANEL, BLACK

CLEAR GLASS BALCONY GUARD

PREFINISHED ALUMINUM AND GLASS CURTAIN WALL SYSTEM

PREFINISHED ALUMINUM PANEL (LOUVRE)

BRICK, VARIED RED

PREFINISHED ALUMINUM AND GLASS WINDOW WALL SYSTEM

PREFINISHED WOOD CANOPIES

METAL PANEL, LIGHT GRAY
Isometric Views of Proposal

Figure 15. Northeast Isometric View

Figure 16. Southeast Isometric View

Figure 17. Northwest Isometric View

Figure 18. Southwest Isometric View
2.1.3 LANDSCAPE DESIGN

The proposed development presents multiple opportunities for high-quality and engaging landscape design elements. The building design has provided space for outdoor patios and balconies for residential units and additional shared outdoor amenity space at the 13th floor. The stepbacks from the streets create space for vegetation and additional public realm improvements.

We will be engaging Landscape Architects to further advise on this section. We are aware of the unique opportunities for this location and the requirement will be to engage and enhance the public realm and site surrounds through a variety of creative design solutions.

2.1.4 CONSTRAINTS

The impact of shadows and building massing on adjacent properties is a constraint, and an important consideration when determining the maximum height for a proposed development. Considerations and relevant studies such as Sun shadow studies and Wind studies have been conducted to determine the impacts of the proposed development on the site and surrounding properties.

The site has been designed to accommodate a 45-degree angular plane along Queenston Road and Nash Road North. The angular plane is measured from the right-of-way width, suggesting the maximum permitted building height of proposed development. This is a best practice which has been incorporated to restrict the height of the proposed built form in relation the surrounding streetscape.

Intentional and engaging facade articulation, building stepbacks and resident balconies break up the massing of the building and minimize the perception of the building's height for the adjacent properties and from the street. The proposed height of the building is complimentary to the mid-rise multi-unit residential buildings located west of the site, forming a more consistent urban edge along Queenston Road.

A Sun shadow study has been conducted to examine the impact of the height of the proposed development on the surrounding properties. The study shows that while the shadows cast from the proposed building will fall on surrounding properties, they will have minimal impact, falling predominately on existing surface parking lots and only falling on adjacent businesses along Queenston Road for short periods of time. It should be noted that the shadows do not fall along any surrounding low-rise residential developments to the north of the site.

A heritage inventoried building at 553 Queenston Road, the Red Rose Motel, is located west of the proposed development. The location and presence of the proposal upon this heritage building have been analyzed through the Sun shadow study and have illustrated that the property is far enough away from the site and is not impacted by shadow.
Sun Shadow Study - September

Figure 19. Sept 21 10:30 am

Figure 20. Sept 21 12:30 pm

Figure 21. Sept 21 5:30 pm

Figure 22. Sept 21 6:30 pm
2.2 ANALYSIS OF PROPOSAL AND RECOMMENDATIONS

2.2.1 APPROACH
The proposed design response to the property at 651 Queenston Road will support residential intensification for Hamilton, transit-oriented development and enhance the viability of future development within the evolving and dynamic Centennial Neighbourhood. Located along a critical urban transit corridor that will connect the City of Hamilton, this proposal will introduce a variety of housing opportunities for a diverse group of residents with convenient access to Downtown Hamilton and the future Centennial GO Statio in support of the City’s goals for transit oriented development. The design response to the site creates an engaging and pleasant pedestrian realm along Queenston Road and Nash Road North, anchoring the busy intersection currently bordered by large surface parking lots and creating a new sense of the place for the area. Currently surrounded by a range of building scales, uses and setbacks, the design sensitively responds to the existing urban fabric while introducing a modern built form that meets the densification goals of the City. The customized response to this unique site will create a practical and memorable pedestrian experience that can help orient people within the Centennial neighbourhood area and along the Queenston Road corridor. The design approach sensitively responds to a growing demand for residential development in the Hamilton area and provides a compelling vision for sustainable urban living.

2.2.2 CONTEXT FIT
The relationship between the proposed development and surrounding built form and streetscape is critical to examine with a project of this scale, particularly one with such a prominent location along the street. The shift in scale from low-rise neighbourhood dwellings to the north and large scale commercial buildings to the south and east is responded to by the siting, form and articulation of the proposed development. The building massing fronts onto Queenston Road and Nash Road North, stepping back at the north and west to provide a graduated transition to the lower-rise surrounding buildings. The design is complimentary of nearby mid-rise residential buildings and creates an appropriate transition for the wide variation of scales of surrounding built form. Walk-up 2 bedroom units at grade break up the overall massing of the proposed development and provide an active and pedestrian friendly streetscape.

Assessing the integration of the development into the community is a critical component of evaluating any proposed mid or high-rise development. Based on various supportive studies, the proposed development has complied with applicable policies and will have minimal impact on the surrounding buildings, while contributing to the creation of a vibrant and intensified area of Hamilton.

2.2.3 NEIGHBOURHOOD RESPONSE
The proposed 13-storey mid-rise multi-unit building will add desired and transit-supported residential density and housing options to the area. Quality design along this critical transit corridor will energize the area and compliment future development and local amenities. The sensitive design approach to the ground level of the proposed development improves pedestrian comfort and safety, promoting walkability and supporting future transit opportunities. Residential intensification through the provision of housing opportunities for a diverse population will support existing and future mixed-use development in the area. Existing, planned and proposed public transit, including HSR busses, Confederation GO Station and the proposed Hamilton LRT B-line will connect the proposed development to amenities throughout Hamilton, including the downtown core, and to further regional destinations such as Burlington, Mississauga, Toronto and Niagara Falls.

2.2.4 LANDSCAPE DESIGN
The existing Queenston Road streetscape of underdeveloped land and large surface parking lots, has the potential to transition into a vibrant and pedestrian-oriented public realm as new transit investments and development are introduced in the area. Providing a cohesive and integrated design for the Queenston Road and Nash Road North streetscapes will need further review as the proposed development progresses. Building setbacks and articulation along the street edges will provide landscape design opportunities to enhance the aesthetics and function for both the site and surrounding streets.

The proposed building has opportunities for pedestrian-friendly lighting strategies and signage to support wayfinding and promote sense of place for the area. Landscaped and planting areas at grade, within private balconies and the outdoor resident amenity space will contribute to a more comfortable urban environment.
Conceptual Visualization - East facing Public Realm
2.2.5 PUBLIC REALM CONSIDERATIONS

Public Realm:
This design proposal introduces a variety of residential unit types that support the urban intensification and transit oriented development goals of the City. The various units accomodate a new and diverse population in the area, creating an active pedestrian environment and supporting local commercial development. The proposed development has the opportunity to transform the subject site and activate the public realm along Queenston Road and Nash Road North. The use of interesting materials, facade articulation, and pedestrian scale elements will provide the area with a safe, attractive and inviting streetscape which will be beneficial with a proposed location adjacent to a major transit station. The property is located along a key transit corridor that will connect the east and west of Hamilton, in addition to being located in close proximity to the future Confederation GO Station and numerous additional amenities and destinations.

Accessibility:
The development have been designed to be fully accessible.

Safety:
A well-considered lighting strategy for the site will greatly contribute to the perceived and actual safety of the area, providing residents and pedestrians with a comfortable walking environment at all times. The integration of street-facing walk-up units at grade along Queenston Road and Nash Road North provides an opportunity to introduce lighting that will animate the streetscape. This lighting strategy can also be further developed at the main corner entrance to the building. Continued maintenance of the sidewalks along the building’s edges and the integration of a continuous pedestrian realm will contribute to the safety of the site. Currently a vacant site, there is an opportunity to significantly improve the safety of the site and the surrounding neighbourhood. The intention of the proposed design is to follow the safe community design policies of the Official Plan.

2.2.6 PROFESSIONAL RECOMMENDATIONS

From an urban design perspective, this proposed development has the intention to positively introduce diverse residential intensification through mid-rise development in an area that is currently underutilized and anticipating future growth. The following recommendations of the development and associated Zoning By-law Amendment represent good land use planning and should be approved for the following reasons:

It is appropriate to review the proposal against the upper-tier policy documents when evaluating the merits of a proposed development. In this instance, the upper-tier documents include the Provincial Policy Statement and Places to Grow. The proposal exemplifies a development that will contribute to the creation transit-oriented areas and vibrant, active communities. The proposal represents an efficient use of land and services, which are themes echoed throughout these policies. By being consistent with the PPS and conforming to the Growth Plan, the proposal address matters of provincial interest identified in the Planning Act.

The project as configured complies with the intent of the Urban Hamilton Official Plan policies and the Centennial Neighbourhoods Secondary Plan. The project has the potential to provide positive intensification strategies within an evolving and transit-oriented neighbourhood, along existing and proposed transit corridors and in proximity to a future transit hub. It should be strongly supported through the approval processes to advance the vision set out for Hamilton’s future development. Through the full Site Plan Review process, the details of the project design will be finalized and secured ensuring the full implementation of these urban design controls and recommendations.
SUMMARY OF DEVELOPMENT

This report was prepared by mcCallumSather to demonstrate conformity with the City of Hamilton's Urban Design Policies and Guidelines. The proposed design is in keeping with the neighborhood’s local character, introduces appropriate intensification for the site, and enhances the pedestrian experience of the community.

A review of the project site’s geographical and social context supports the proposal of a mid-rise building that provides shared amenity space on the 13th floor. The 3,273m² lot includes 13 floors of residential units with a variety of sizes totaling 285 units. The number of provided parking spaces will include a total of 269 parking spaces. These are served by one level of surface level parking, as well 3 additional levels of below-ground parking.

Professional Recommendations:
This is an efficient use of the prominent land parcel and will introduce an increased range of residential unit types within the Kentley Neighbourhood at Queenston Road and Nash Road North, creating a vibrant and comfortable pedestrian environment. As designed, the project will contribute to the Centennial Neighbourhood area and the City of Hamilton’s evolution as a complete community, offering more convenient housing and amenity options within a compact urban form that includes nearby transit, parks and access to amenity. This and similar infill projects based on the same urban design principles will allow similar areas to become a complete neighbourhood.

Urban Realm:
Maintaining a human scale as the site evolves is important to ensure a comfortable pedestrian experience along Queenston Road and Nash Road North and generate an overall sense of well-being and belonging. The location of the residence allows for walkability throughout the site, to nearby amenities, transit and park space and will be valuable to future residents, visitors and commuters. Signage, lighting, landscaping, and the configuration of the outdoor spaces all contribute to the human scale on the site. Additionally, the selection of tactile and familiar materials will aid in creating a comfortable environment while the lighting and landscaping will be designed to help people orient themselves within the space.

3.0 CONTRIBUTIONS

Intensification:

The building provides an opportunity to increase residential housing density in the area, where the majority of the context is single family housing. Along with the various unit sizes within the proposed development, the location of the project itself attracts new residents to the area and supports transit-oriented development and urban corridor guidelines. The proposed development uses a currently vacant lot which makes positive use of an otherwise undeveloped site. The building itself is designed to stepback from adjacent buildings in response to the context for improved visual connection, aesthetic interest and to minimize the impacts of shadows on neighbouring properties.

The proposed design height of 13-storeys is in excess of the current recommended heights for the site based on the Centennial Neighbourhoods Secondary Plan and encroaches within the 45 degree plane best practice guidelines set out in the City-Wide Urban Corridor Design Principles and Guidelines. Through the creative and sensitive design approach and analysis of supporting studies, the proposal for this site will promote good urban and architectural design for residential intensification.

Connectivity:

Currently underutilized as a vacant lot and situated in an ideal location with tremendous potential, the proposed development will create a new hub and enhance the current and evolving community. In its current state the site is barren and not welcoming to pedestrians who are passing through the area. Design decisions have been made to enhance walkability, and make connection to local transit convenient and safe, for both the residents and the public. As previously discussed in Section 2, the City of Hamilton’s Transit Oriented Development Guidelines were followed with the goal of creating a vibrant development which thoughtfully addresses parking and supports the community by making it easy to use all modes of transit.
4.0 References

City of Hamilton


Google Maps Retrieved Online from: https://www.google.ca/maps/place/651+Queenston+Rd,+Hamilton,+ON+L8K+1K2/@43.2303817,-79.7733116,152m/data=!3m1!1e3!4m5!3m4!1s0x882c98e5830d1995:0x6c1172a175d67bc818m2!3d43.2300443!4d-79.7740677?hl=en

LJM Queenston Condos. https://queenstoncondos.ca/
5.0 APPENDIX
Sun Shadow Study

Proposed Building

Shadow from Proposed Building

Property Line

MARCH 21

20053 651 Queenston Road
August 18, 2021

651 Queenston Road | Urban Design Brief
Sun Shadow Study

SHADOW STUDY
20053 651 QUEENSTON ROAD
AUGUST 18, 2021

MARCH 21

651 QUEENSTON ROAD | Urban Design Brief
Sun Shadow Study

PROPOSED BUILDING
PROPERTY LINE
SHADOW FROM PROPOSED BUILDING

JUNE 21

20053 651 QUEENSTON ROAD
AUGUST 18, 2021
Sun Shadow Study

SHADOW STUDY
20053 651 QUEENSTON ROAD
AUGUST 18, 2021

PROPOSED BUILDING
SHADOW FROM PROPOSED BUILDING

SEPT 21
20053 651 QUEENSTON ROAD
AUGUST 18, 2021

PROPERTY LINE
PROPOSED BUILDING
SHADOW FROM PROPOSED BUILDING

100 meters
Sun Shadow Study

PROPOSED BUILDING

PROPERTY LINE

SHADOW FROM PROPOSED BUILDING

5:18PM

6:18PM

SEPT 21

20053 651 QUEENSTON ROAD
AUGUST 18, 2021

651 QUEENSTON ROAD | Urban Design Brief
SHADOW STUDY
20053 651 QUEENSTON ROAD
AUGUST 18, 2021

PROPOSED BUILDING
SHADOW FROM PROPOSED BUILDING

DEC 21

651 QUEENSTON ROAD | Urban Design Brief
Sun Shadow Study

SHADOW STUDY
20053 651 QUEENSTON ROAD
AUGUST 18, 2021

PROPOSED BUILDING
PROPERTY LINE
SHADOW FROM PROPOSED BUILDING

DEC 21

100 meters

1:18 PM
2:18 PM
3:18 PM
4:18 PM
**MIGRATORY BIRDS AND NESTS:**

- The Niagara and Erie County bird checklist includes the following migratory birds, which are protected by the Migratory Birds Convention Act, 1994:
  - Canada geese
  - Wood ducks
  - Red-winged blackbirds
  - Blue-winged blackbirds

1. **Construction activities with the potential to harm migratory birds:**
   - Construction activities must be planned and implemented to avoid disturbing or harming migratory birds.
   - Construction activities must be conducted in a manner that minimizes the risk of disturbing or harming migratory birds.

2. **Buffers:**
   - A buffer zone of at least 50 meters (164 feet) must be maintained around areas where construction activities are taking place.
   - The buffer zone must be free of any vegetation that could provide a food source or nesting site for migratory birds.

3. **Written permission from the neighbouring property owner:**
   - Written permission from the neighbouring property owner must be obtained before any construction activities that could harm migratory birds.

**TREE REMOVAL:**

1. No trees shall be removed prior to municipal approvals of the Tree Protection Plan.
2. Note that boundary trees are protected under the Ontario Forestry Act (Section 10.2) and indicate that it is a prosecutable offense for one co-owner to injure or cut down a boundary tree without the other co-owner's permission.

**BOUNDARY TREES:**

- Boundary trees are defined in the Forestry Act (Section 10.2) and are trees that are shared by two co-owners of land.
- Removal of a boundary tree requires the written permission of both co-owners.

**TREE CONDITION:**

- Trees are classified into three categories based on their condition:
  - **Good:** Few or no issues related to trunk integrity, crown structure or crown vigor.
  - **Fair:** Minor issues related to trunk integrity, crown structure (form, some dead or live branches, etc.).
  - **Poor:** Major issues related to trunk integrity, crown structure (form, dead branches, etc.).

**CONDITION OF TREES**

- Condition is assessed based on various factors such as trunk integrity, crown structure, and crown vigor.
- Condition ratings are determined by arborists and consulting landscape architects.

**TREE PROTECTION PLAN:**

- The Tree Protection Plan includes a comprehensive list of trees to be protected, along with their condition ratings and recommended actions.
- The Tree Protection Plan also includes guidelines and best practices for the protection and preservation of trees in the region.
1. Detailing should be reviewed and approved by Structural engineer and/or Owner.

2. Unit pavers are 100mm thick. Contractor to provide samples on site.

3. Contractor to provide 1m x 1m sample on site for approval by Owner.

4. Concrete mix to provide compressive strength of 28MPA at 28 days, mixed in accordance with architectural & engineering drawings.

5. Air entrainment (5%-8%) must be measured after the colour has been specified, minimum strength;

6. Concrete areas will not be accepted if:
   - Fails to meet requirements of this specification;
   - Contains excessive honeycombing or embedded debris;
   - Fails to meet requirements of this specification;
   - Aisle, location as per architectural concrete specifications.

7. Provide control joints/expansion joints as shown on drawings or as per architectural & engineering drawings.

8. Concrete mix to provide compressive strength of 28MPA at 28 days, mixed in accordance with structural engineering drawings.

9. No visible tool mark to remain (broom finish over flush joint);

10. Concrete areas will not be accepted if:
    - Fails to meet requirements of this specification;
    - Contains excessive honeycombing or embedded debris;
    - Fails to meet requirements of this specification;
    - Aisle, location as per architectural concrete specifications.

PLANTING NOTES (HAMILTON):

1. No single species shall make up more than 20% of the total street tree planting.

2. All support systems must be removed once tree is established.

3. Prune only injured, infected or dead branches.

4. If existing soil is not suitable provide triple mix topsoil or approved equal.

5. All support systems must be removed once tree is established.

6. Prune only injured, infected or dead branches.

7. If existing soil is not suitable provide triple mix topsoil or approved equal.

8. As per the City of Hamilton Planting Policy ensure that the root ball of the proposed trees is large enough to accommodate at least 75% of the top 1/3 of the root ball diameter.

9. No single species shall make up more than 20% of the total street tree planting.

10. As per the City of Hamilton Planting Policy ensure that the root ball of the proposed trees is large enough to accommodate at least 75% of the top 1/3 of the root ball diameter.
1. All materials, components and workmanship to conform to building code.
2. All materials, components and workmanship to comply with manufacturer's recommendations and local building codes.
3. All fasteners shall have exterior grade finishes suitable for use with the intended application.
4. All wood to bear lumber grading stamp.
5. All fences adjacent to road allowances and walkways to be erected 0.15m onto private property. Fencing is not to be erected on the lot line or into any road allowance or easement unless otherwise approved by City forces.
6. All galvanizing to be hot dipped in conformance to CSA standard.
7. Drive all fastener heads below surface of wood. Use sufficient size ceramic-coated wood/deck screws are acceptable.
8. Pressure Treated lumber. Stainless steel, galvanized, zinc-dipped or aluminum, painted finishes are acceptable.
9. Lumber sizes are actual sizes rather than nominal sizes.
10. Wood Privacy Fence (1.8m height - pressure treated)
11. See landscape plan for fence location.
12. Wood Privacy Fence (3-1/2" x 9')
13. All materials, components and workmanship to conform to building code.
14. All fasteners shall have exterior grade finishes suitable for use with the intended application.
15. All fences adjacent to road allowances and walkways to be erected 0.15m onto private property. Fencing is not to be erected on the lot line or into any road allowance or easement unless otherwise approved by City forces.
16. All galvanizing to be hot dipped in conformance to CSA standard.
17. Drive all fastener heads below surface of wood. Use sufficient size ceramic-coated wood/deck screws are acceptable.
18. Pressure Treated lumber. Stainless steel, galvanized, zinc-dipped or aluminum, painted finishes are acceptable.
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20. Wood Privacy Fence (1.8m height - pressure treated)
21. See landscape plan for fence location.

NOTES:
- All materials, components and workmanship to conform to building code.
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