

Proformance Investments GP Inc.

50 Creighton Road, Dundas

Urban Design Brief

October 20, 2023



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Prepared By:

Arcadis Professional Services (Canada) Inc.
Suite 200, East Wing
360 James Street North
Hamilton, ON L8L 1H5
Canada
Phone: 905 546 1010

Prepared For:

Proformance Investments GP Inc.
c/o Derek Conorton
50 Creighton Road
Dundas, ON L9H 3B6

Our Ref:

134998



Ritee Haider
Planner



Isabelle Ilagan
Planner

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1 Introduction

This Urban Design Brief (“UDB”) has been prepared as a stand-alone document to support the submission to the City of Hamilton’s Design Review Panel (“DRP”) of a proposed residential apartment building project at 50 Creighton Road, Dundas (herein referred to as the “subject lands”). The purpose is to provide a focused brief describing the site and the context, details of the proposed development, and a review of and comment on key applicable design guidelines and policies. Reference should be made to the full DRP submission, providing ample detail on the proposed design, including perspectives, renderings, cross sections, floor plans, and additional graphics such as site and context photos.

1.1 Formal Consultation Submission

A previous iteration of the proposed development was submitted and reviewed by City staff through the Formal Consultation (“FC”) process (File Number FC-22-126). The discussion at FC confirmed that a DRP submission for the proposed development was required, and further that such submission was recommended prior to planning application submission. As such, this DRP review precedes the submission of formal planning applications.

1.2 Future Planning Applications

The subject lands are currently designated as ‘Neighbourhoods’ as shown on Schedule E – Urban Structure and on Schedule E-1 Urban Land Use Designations. The neighbourhoods designation permits residential uses in a variety of forms. The proposed residential building conforms to the Urban Hamilton Official Plan.

The subject lands are currently zoned Medium Density Multiple Dwellings – Floodplain (RM2-FP) and Open Space Conservation (OS) within the Town of Dundas Zoning By-law 3581-86 (the “Zoning By-law”). The RM2 Zone permits the development of apartment buildings to maximum height of 10.5 m on lots of a minimum area of 1380.0 m² and minimum frontage of 30 m. Lands within the OS Zone are intended to be maintained in their natural state with the exception of special public works for conservation purposes and limited development which enhances the cultural, recreational, and natural resources of the zone. The FP symbol indicates that the Site is susceptible to flooding and/or erosion, and the Hamilton Conservation Authority (“HCA”) should be contacted before any development or redevelopment is undertaken. As confirmed by the FC Document signed by City Staff on January 31, 2023, a Zoning By-law Amendment (“ZBLA”) will be required to facilitate the proposed development.

2 Development Proposal

The proposed development is to demolish the existing single storey building used for rental housing and construct a 12-storey residential apartment building, that will provide 168 units, separated into one bedroom, one bedroom + den and two-bedroom units. The building is setback at the second, eighth, ninth, eleventh and twelve storeys.

A total of 204 parking spaces (62 above ground parking spaces and 142 underground parking spaces), 205 lockers, and 124 bicycle spaces are provided. 726 m² of rooftop amenity space will be provided on the twelve storey. Access will be provided from the west side of Creighton Road.

3 Site Context and Details

3.1 Details

The subject lands are irregularly shaped with a total area of approximately 2.39 acres (9,673.00 m²) and frontage of approximately 96.1 metres on Creighton Road and 117.6 metres on Mill Street. As seen in **Figure 3-1**, the subject lands are currently occupied by a single storey building used for rental housing. The existing building is small and modest and does not appear to contain architectural character value. All built form on the Site is proposed to be removed as part of this development proposal.

As seen in **Figure 3-2**, Spencer Creek runs through the middle of the subject lands. Spencer Creek Trail runs along the north side of Spencer Creek and crosses over to exit onto the south side of Mill Street. Vehicular access to the subject lands are provided from the west side of Creighton Road. The driveway converts into a small parking area. The bridge to the Spencer Creek Trail can be accessible from the small parking area.

The subject lands are abutted by existing residences to the south and west. Retaining walls and private fences physically separate the subject lands from these neighbours. To the north is Mill Street, buffered from the site by Spencer Creek and the existing vegetation. To the east of the subject lands is Creighton Road, which extends into Market Street which connects the subject lands to the downtown core of Dundas, providing access to commercial uses. On the opposite side of Creighton Road are residential and recreational uses.

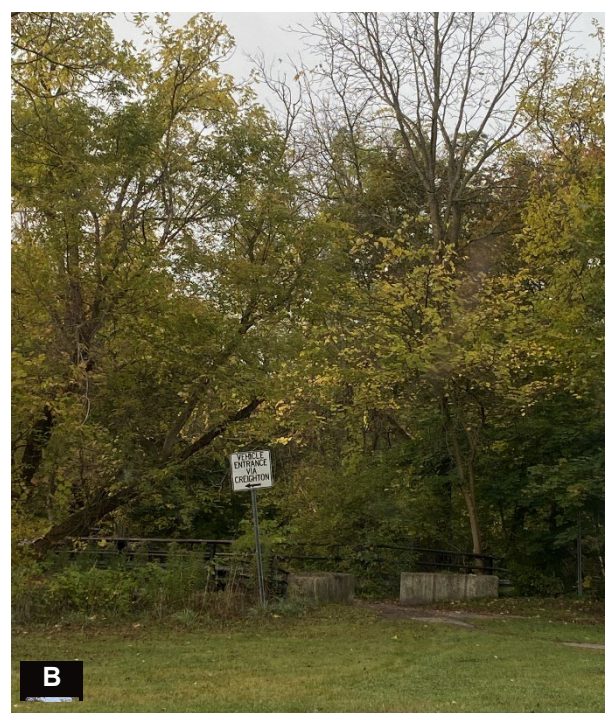
The subject lands are slightly mounded, sloping gently northward towards Mill Street. Relative to the abutting properties on the south and west, the subject lands are elevated with retaining walls, managing the grade change along its neighbouring extents. The existing dwelling utilizes the topography in its form. Existing vegetation on the subject lands consists primarily of large and medium sized deciduous and coniferous trees. The trees are located throughout the property entirely on private lands.



Figure 3-1: View of Subject Lands from Creighton Road



Figure 3-2: Aerial image of Site





3.2 Surrounding Context

The subject lands are located at the southwest corner of the intersection of Creighton Road and Mill Street. Though they are well integrated within the existing residential community, the existing vegetation and Spencer Creek provides a natural separation from the low-density neighbourhood along Creighton Road. The existing neighbourhood is primarily characterized by low-density forms of housing. One and two-story single detached houses dominate the urban form. Surrounding lands are primarily residential and recreational, with a mix of open space due to the presence of Spencer Creek. Noteworthy nearby community elements include the Edwards Memorial Park, Dundas Valley golf club, and large mix of retail commercial lands within Downtown Dundas. Overall, there is an abundance of neighbourhood public amenities nearby, including parks and sports fields, schools, and places of worship.

The subject lands interact directly with Creighton Road, which would be considered the primary frontage, and Mill Street at the rear. Creighton Road is identified as a Collector Road within Schedule C – Functional Road Classification of the UHOP. Creighton Road connects to King Street West and Governor’s Road, which are classified as Major Arterial Roads. Creighton Road (which becomes Market street) has sidewalks and residences on both sides of the street. A municipal sidewalk and trail parking area is located on the south side of Mill Street and features residences on the north side. Eventually Mill Street comes to an end.

The Hamilton Street Railway (“HSR”), the public transport agency serving Hamilton, provides a transit route north of the subject lands, along King Street.

Figure 3-3 below provides an aerial image of context, including an approximate 250 m radius delineation around the Site. Details of street-level conditions are documented in site and area photographs provided with the submission,

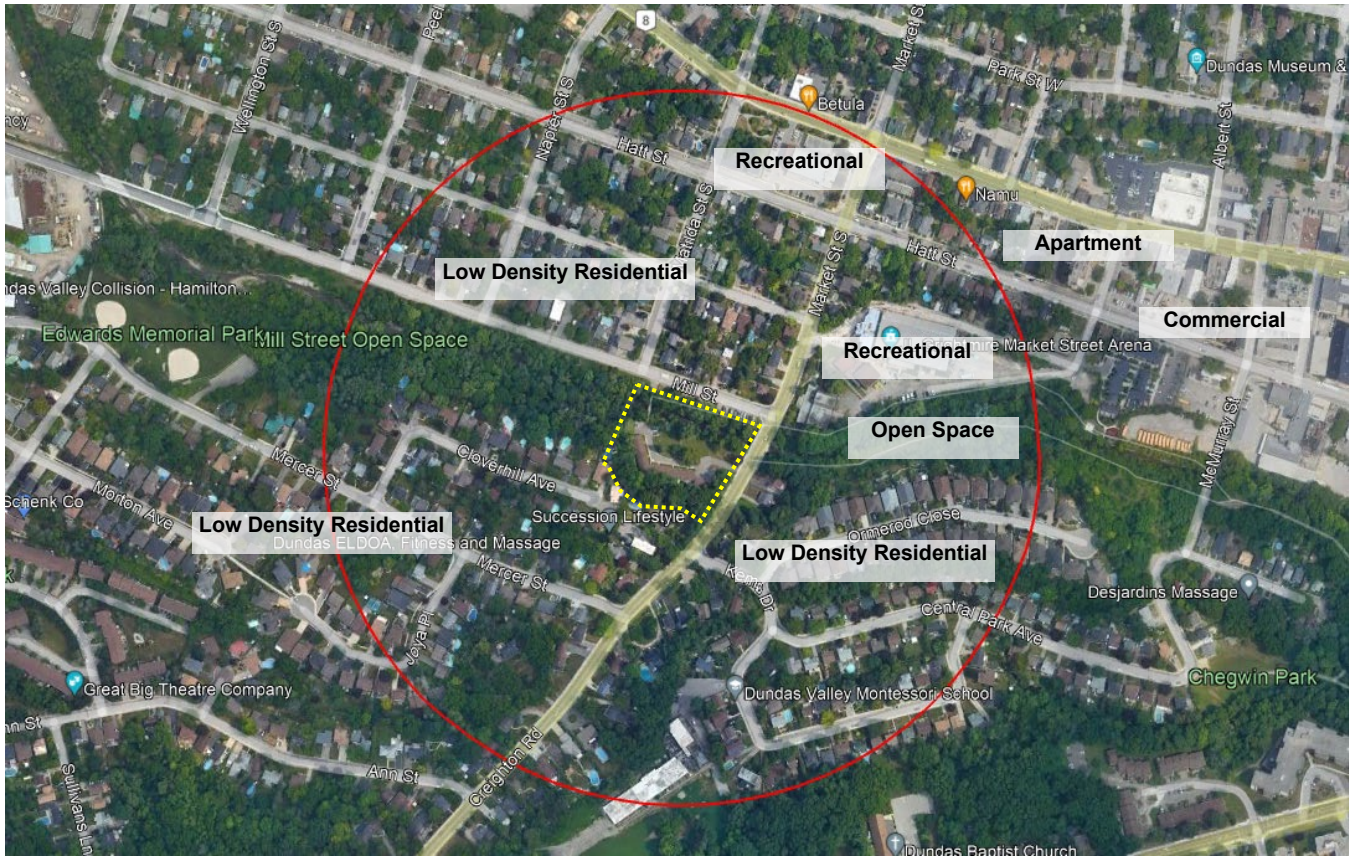


Figure 3-3: Surrounding uses within 250 metres of the subject lands

4 Planning Policies and Requirements

4.1 Urban Hamilton Official Plan (“UHOP”)

Within the UHOP, the subject lands are designated as Neighbourhoods on Schedule E-1 – Urban Land Use Designations and within the Dundas Two Zone Floodplain Area (UD-1) on Map D-1 – Area Specific Policies. Each of these elements has corresponding policies pertaining to use, development and form. It is not possible to provide a complete review and comment on all policies within this UDB. The focus on this submission is thus on the more detailed policies of the DSP. A selection of several key policies is provided below, with **highlights of key policy elements to which the proposal conforms in bold font.**

Volume 1, Chapter B – Communities

3.3.1 Urban Design Goals

3.3.1.1 Enhance the sense of community pride and identification by creating and maintaining unique places.

3.3.1.2 Provide and create **quality spaces** in all public and private development.

3.3.1.3 Create **pedestrian oriented** places that are **safe, accessible, connected, and easy to navigate** for people of all abilities.

3.3.1.4 Create communities that are **transit-supportive** and **promote active transportation.**

3.3.1.5 Ensure that new development is **compatible with and enhances the character of the existing environment and locale**.

3.3.1.6 Create places that are **adaptable and flexible to accommodate future demographic and environmental changes**, including the impacts of a changing climate. (OPA 167)

3.3.1.7 Promote development and spaces that **respect natural processes and features** and contribute to environmental sustainability.

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**.

3.3.1.9 Encourage **innovative community design** and technologies.

3.3.1.10 Create urban places and spaces that improve air quality and **support active, healthy lifestyles** that reduce greenhouse gas emissions and are resistant to the impacts of climate change. (OPA 167)

3.3.2 General Policies and Principles

3.3.2.3 Principles

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;
- h) **respecting prominent sites, views, and vistas** in the City; and,
- i) incorporating public art installations as an integral part of urban design

3.3.2.4 Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by:

- a) **organizing space in a logical manner** through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- b) recognizing that every **new building or structure is part of a greater whole** that contributes to the overall **appearance and visual cohesiveness of the urban fabric;**
- c) **using materials that are consistent and compatible** with the surrounding context in the design of new buildings;
- d) creating streets as public spaces that are accessible to all;
- e) creating a continuous animated street edge in urban environments;
- f) including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- g) creating public spaces that are **human-scale, comfortable, and publicly visible with ample building openings and glazing;**
- h) creating, reinforcing, and emphasizing important public vistas and view corridors; and,
- i) **minimizing excessive street noise and stationary noise** source levels through the design, placement, and construction of buildings and landscaping.

3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

- a) **complementing and animating existing surroundings** through building design and placement as well as through placement of pedestrian amenities;
- b) **respecting the existing cultural and natural heritage features** of the existing environment by re-using, adapting, and incorporating existing characteristics;
- c) allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- d) **complementing the existing massing patterns, rhythm, character, colour, and surrounding context;** and,
- e) **encouraging a harmonious and compatible approach** to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

3.3.3 Built Form

3.3.3.1 New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.

3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) **creating transitions in scale** to neighbouring buildings;
- b) ensuring **adequate privacy and sunlight** to neighbouring properties; and,
- c) **minimizing the impacts of shadows and wind conditions**

Other Policies

3.3.13 The policies of this section shall be implemented through mechanisms such as zoning, plans of subdivision and condominium, site plan control, site plan guidelines, and urban design guidelines as specified in Chapter F – Implementation.

Volume 1, Chapter E – Urban Systems and Designations

3.2 Neighbourhoods Designation – General Policies

Function

3.2.1 Areas designated Neighbourhoods shall function as complete communities, **including the full range of residential dwelling types and densities** as well as supporting uses intended to serve the local residents.

3.2.2 The Neighbourhoods designation applies to lands generally **greater than 4 hectares in size** designated Neighbourhoods on Schedule E-1 – Urban Land Use Designations.

3.2.3 The following uses shall be **permitted** on lands designated Neighbourhoods on Schedule E-1 – Urban Land Use Designations:

- a) **residential dwellings**, including second dwelling units and housing with supports;
- b) open space and parks;
- c) local community facilities/services; and,
- d) local commercial uses.

Scale and Design

3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained. **Residential intensification within these areas shall enhance and be compatible with the scale and character of the**

existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.

3.2.5 Individual supporting uses in the Neighbourhoods designation shall be no greater than 4 hectares in size.

3.2.6 Supporting uses such as local commercial, community facilities/services, and open space and parks, should be clustered to create a focal point for the neighbourhood and to facilitate access by all forms of transportation.

3.2.7 The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be **safe, efficient, pedestrian oriented, and attractive**, and shall comply with the following criteria:

- a) New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a **safe and attractive public realm**.
- b) **Garages, parking areas, and driveways along the public street shall not be dominant**. Surface parking between a building and a public street (excluding a public alley) shall be minimized.
- c) **Adequate and direct pedestrian access and linkages** to community facilities/services and local commercial uses shall be provided.
- d) Development shall improve existing landscape features and overall landscape character of the surrounding area.
- e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

3.2.13 The City supports residential intensification on lands within the Neighbourhoods designation in accordance with Section B.2.4 – Residential Intensification Policies, F.1.14 – Division of Land, and other applicable policies.

4.2 Town of Dundas Zoning By-law 3581-86

The subject lands are zoned Medium Density Multiple Dwellings – Floodplain (RM2-FP) and Open Space Conservation (OS). The purpose of the RM2 Zone is to provide for medium density residential development in the form of apartments. The purpose of the OS Zone is to protect lands unsuitable for general urban development due to their physiographic characteristics or their ecological significance. With the exception of special public works for conservation purposes and limited development which enhances the cultural, recreational and natural resources of the zone, OS lands are intended to be maintained in their natural state. The FP symbol indicates that the Site is susceptible to flooding and/or erosion, and the Hamilton Conservation Authority (“HCA”) should be contacted before any development or redevelopment is undertaken.

A preliminary zoning review on key provisions is provided in the table below, confirming the minor deviations from applicable requirements for rear yard setback and number of parking spaces (highlighted in red font).

Table 4-1: Zoning provisions

| Provision | Required | Provided |
|------------------------|-----------------------|--------------------------|
| Min. Lot Area | 1380.0 m ² | 9672.0 m ² |
| Min. Lot Frontage | 30.0 m | 95.9 m on Creighton Rd. |
| Min. Front Yard | 7.5 m | 3.87 m |
| Min. Side Yard | 4.5 m | 29.5 m (south side yard) |

| Provision | | Required | Provided |
|----------------------|---------------------------|--|----------------------------------|
| Min. Rear Yard | | 7.5 m | 11.9 m |
| Max. Height | | 10.5 m | 39.1 m |
| Max. Density | | 75 dwelling units per hectare | 173.6 dwelling units per hectare |
| Min. Floor Area | Bachelor Units | 42.0 m ² | To be Determined |
| | One Bedroom Units | 55.0 m ² | To be Determined |
| | Two or More Bedroom Units | 65.0 m ² | To be Determined |
| Parking Spaces | Apartment Buildings | 1.25 spaces per dwelling unit, of which 0.25 spaces per dwelling unit shall be provided for Visitor Parking | 204 parking spaces |
| Min. Landscaped Area | | 65.0 m ² | 5,754 m ² |
| Buffer Strip | | The landscaped area requirements contained in subclause 13.2.7.1 shall include a buffer strip of not less than 3.0 metres in width which shall be provided and maintained adjacent to every portion of any lot line that abuts any R1, R2, R3, R3A, R4 or R6 Zone. | To be Determined |

5 Overall Design Direction Conformity

5.1 Built Form

Overall, the scale of the built form is appropriate for the subject lands, based on the existing topography, vegetation and surrounding context. The design of the proposed development strengthens the block pattern and streetscape of Creighton Road, leading into Downtown Dundas by adding a building, that is a visually interesting, while compatible to the existing context. Although there is a height difference between the proposed building and the existing dwellings in the surrounding area, the impact on these properties is minimized through the establishment of adequate setbacks and stepbacks at the second, eighth, ninth and eleventh floors, existing vegetation, the topography of the subject lands and Spencer Creek.

5.2 Materiality

The material choices of stucco and brick are contextually appropriate. The proposed aesthetic uses materials identified in the neighbourhood character and apply them in a modern way. The elevation plans show the elevations to be primarily clad in stucco and brick, punctuated by windows and accented at key points with the glazing, spandrel, and louvred panels to reduce visual impressions of massing along Spencer Creek and Creighton Road.

5.3 Streetscape

The proposed development enhances the character of the streetscape and the pedestrian realm on Creighton Road, as there is adequate space for pedestrian circulation along the proposed frontage on Creighton Road. There is a pleasant transition between the proposed development and the public realm as the building is appropriately setback and the landscaped area links the proposed development to the municipal sidewalk. This establishes an appropriate transition in scale relative to the existing single detached dwellings across Creighton Road.

The building entrances and balconies of the proposed building also encourage pedestrian activity as they contribute to the street vitality. In regard to Mill Street, the proposed building is appropriately setback from Spencer Creek to help minimize the visual impact. As well, there is a proposed trail connection from the subject lands to Mill Street, which crosses Spencer Creek. This will encourage walkability and enhance the streetscape on Mill Street. Furthermore, although the lighting and photometric plan is not fully developed at this stage, the exterior lighting will enhance the visibility of the proposed development.