

STRATHCONA SECONDARY PLAN

URBAN DESIGN GUIDELINES

Hamilton, Ontario

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Prepared for:
The City of Hamilton



Prepared by:
Bogdan Newman Caranci Inc.



This document has been prepared by:
Bogdan Newman Caranci Inc.
Architects Urban Design Consultants

672 Dupont Street, Suite 410
Toronto,
ON Canada M6G 1Z6
T: 416.531.7717
F: 416.531.4275
www.bncarchitects.ca

**BOGDAN
NEWMAN
CARANCI
INC.** Architects
Urban Design
Consultants

This document has been prepared for:
The City of Hamilton

71 Main Street West
Hamilton,
ON Canada L8P 4Y5
T: 905.546.2424
F: 905.540.5611
www.hamilton.ca



Hamilton

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The text and images contained in this document reflect a conceptual representation of the intended vision and character of proposed development within Strathcona. These guidelines incorporate current City standards, as applicable, at the time of approval of this document.

The guidelines depicted in this document are for the use of the original residential developer(s)/builder(s). Subsequent owners are encouraged to abide by these guidelines should any alteration be contemplated to a building as originally approved. Owners are responsible for ensuring that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

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SECTION 1 INTRODUCTION

1.1 Study Area and Context

1.2 Background Review

1.3 Purpose of the Guidelines

1.1 STUDY AREA AND CONTEXT

The following document is a series of urban design guidelines intended to guide development within the Strathcona neighbourhood, which falls within the urban boundary of the City of Hamilton. (Refer to Fig.1.0) The Strathcona Secondary Plan Study Area is bound by Highway 403 on the west, and York Boulevard, Main Street West and Queen Street on the north, south and east respectively. It is an urban neighbourhood which is located west of downtown Hamilton.

It is characterized as a stable residential neighbourhood with historic significance containing a variety of housing types and densities ranging from detached single family homes, to multi-unit apartment blocks. In addition to the residential land use, the Strathcona neighbourhood also consists of a number of institutional uses including schools, places of worship and retirement facilities. The other significant land use in Strathcona is commercial areas. These range from commercial plazas, to residential conversions, to retail and office space.

Within Strathcona, the general built form character of the residential neighbourhood can be characterized through the predominance of 1, 2 and 2.5 storey single detached dwellings. However, tall buildings and vacant sites are also found sporadically across the neighbourhood.

The commercial built form ranges from 1 storey strip plazas, to stand alone retail buildings, to 2 storey buildings converted from residential uses.

The Strathcona neighbourhood also has important transportation routes such as minor arterial roads (Queen Street and Dundurn Street), and major arterial roads including the full-time truck route York Boulevard with its large central landscaped median and direct access from Highway 403. Additionally, Main Street West and King Street West carry heavy vehicular traffic along their 4-5 lanes.

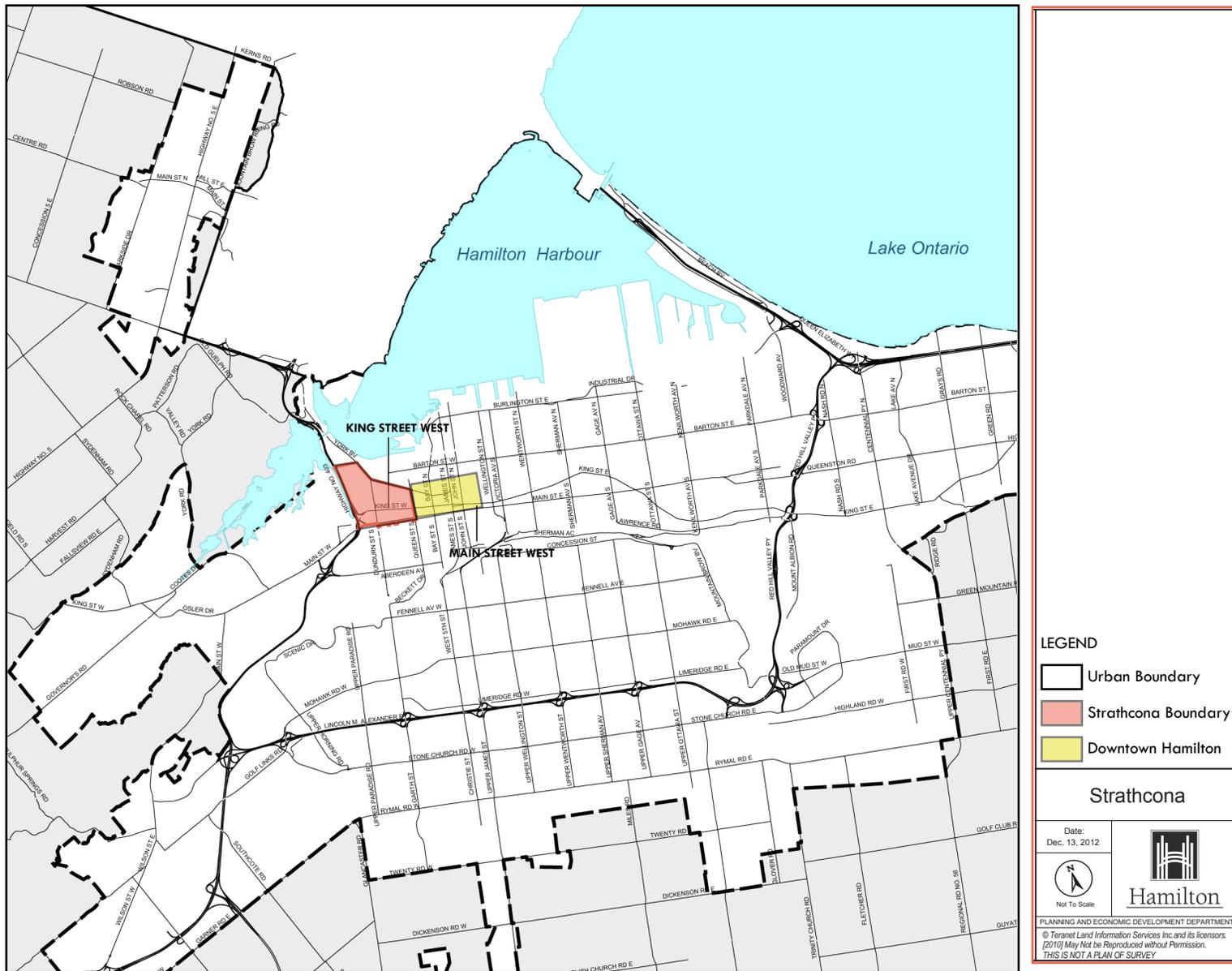


Fig.1.0: Location of the Strathcona Secondary Plan Study Area

1.2 BACKGROUND REVIEW

The Strathcona Secondary Plan Background Review had concluded that ‘additional work may be conducted with respect to urban design and enhancing design along key corridors’. The Strathcona Secondary Plan – Urban Design Guidelines is a component of the additional work specified above. A Commercial Review was also conducted as part of the Secondary Plan.

The Urban Hamilton Official Plan implements a “Nodes and Corridor” approach to defining the urban structure for the City of Hamilton. Nodes and corridors are intended to be the focus of urban development as they provide focal points of activity for Hamilton’s local communities and neighbourhoods. Not only do nodes and corridors provide a vibrant pedestrian atmosphere, but they also facilitate active transportation and tend to evolve to contain higher residential densities and mixed use developments. An important component to this is good urban design. Through all encompassing principles such as good neighbourhood design, transit oriented development and smart growth, urban design supports the creation of pedestrian friendly communities. The Urban Hamilton Official Plan promotes the development

of complete communities through intensification to promote a compact built-form, support alternative modes of transportation (i.e. walking, cycling and transit), a mix of uses, and increased densities.

Within the Urban Hamilton Official Plan, the Strathcona Secondary Plan Study Area has two primary corridors bisecting it: King Street West and Main Street West. Primary corridors represent an opportunity for creating vibrant pedestrian and transit-oriented places, facilitated through intensification, infill, redevelopment and careful attention to urban design. The Urban Design Guidelines and Commercial Review were initiated as a means of directing growth and development along the neighbourhood’s primary corridors and other significant transportation routes. In addition to the Strathcona Secondary Plan, a number of other studies have either been recently completed or are being conducted simultaneously, including: the Strathcona Neighbourhood-Waterfront Trail (outside the Secondary Plan study area), the Pedestrian Mobility Master Plan, the Truck Route Master Plan, the Rapid Transit Feasibility Study, the Public Art Master Plan, and the Cycling Master Plan. The Strathcona Transportation Management Plan, the Nodes and

Corridors Study and the Transit Oriented Development Guidelines also provide guidance for, and input into, transportation issues specific to the Strathcona neighbourhood. These studies informed the development of the Strathcona Urban Design Guidelines.

The Urban Design Guidelines will support future development and implement the design direction of the Strathcona Secondary Plan. The Guidelines will implement the neighbourhood vision by building on the historic character of the neighbourhood, and provide direction for complementary development of buildings and public spaces along Main Street West, King Street West, Queen Street, York Boulevard and portions of Dundurn Street. The Strathcona Urban Design Guidelines are meant to be read in conjunction with the policies of the Secondary Plan, the Urban Hamilton Official Plan, the Site Plan Guidelines, and the Transit Oriented Development Guidelines.



View looking east on Main Street West



View looking east on York Boulevard



View looking west on King Street West



View looking north on Queen Street North



View looking south on Dundurn Street South

1.3 PURPOSE OF THE GUIDELINES

The purpose of the Urban Design Guidelines is to describe and direct design, and illustrate how design elements can guide Strathcona's future redevelopment and intensification potential.

A series of seven principles were developed, and form the basis of the design direction provided for the neighbourhood. The development of the principles and guidelines were guided by discussions, Design Charettes and Public Information Centres, with the City, residents and members of the public.

These Guidelines focus on development along the five major transportation corridors of Strathcona: Main Street West, King Street West, Dundurn Street South (between King Street West and Main Street West), Queen Street and York Boulevard. The Design Guidelines are intended to provide guidance for the built form, streetscapes and open spaces along these corridors.

The Guidelines will ensure that all redevelopment and intensification projects are mutually supportive of Strathcona's vision of fostering an attractive, livable and vibrant community.

SECTION 2 THE EXISTING NEIGHBOURHOOD

2.1 Community Character

2.2 Opportunities and Constraints

2.1 COMMUNITY CHARACTER

The Strathcona neighbourhood is one of the oldest neighbourhoods in the City of Hamilton. With nearly 50 percent of the housing stock constructed prior to 1946, Strathcona consists of varying architectural styles reminiscent of a rich cultural history. Uses varying from small office spaces to large retail units, from churches to schools, and from residential to commercial spaces exist within Strathcona. Some of these uses act as strengths and serve as cues for future intensification or re-development along the corridors. Strathcona and its adjacent areas are also rich with open spaces. One such space is Victoria Park, in the heart of Strathcona. It serves as an integral amenity to the community at large and works as an important gathering and leisure space for residents.



The character of architecture in Strathcona



The character of architecture in Strathcona

2.2 OPPORTUNITIES AND CONSTRAINTS

In order to identify the opportunities and constraints in the neighbourhood, a SWOT (Strength, Weakness, Opportunity and Threats) Analysis was conducted and is the basis for developing the Urban Design Guidelines. These opportunities and constraints are measured against the existing transportation corridors, open spaces, streetscapes and linkages, and intensification and areas of change, and are discussed below.

2.2.1 Transportation Corridors

The East-West transportation corridors are vital connectivity routes from downtown Hamilton to Highway 403 and through to West Hamilton. The potential for enhancing these transportation routes is significant. York Boulevard, King Street West, Main Street West and Dundurn Street south of King Street are high volume traffic corridors. Queen Street North and other portions of Dundurn Street generally accommodate less traffic volume.

The City’s vision is to have a transportation system that offers a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling (adopted

from Transportation Master Plan, 2007). The City of Hamilton has also made City-wide pedestrian travel a key component of the Transportation Master Plan and has endorsed the International Charter for Walking to promote and enhance pedestrian movement.

Constraints

The following are the constraints presented by the existing transportation corridors:

- The heavy volumes of traffic and narrow sidewalks along King Street West and Main Street West.
- Cut through traffic on Florence Street, Strathcona Avenue and Locke Street North.
- The current Right of Ways (ROWs) of Main Street West and King Street West are inadequate and do not provide opportunities to address the integration of multiple transportation modes.
- Both the topography and the rail tracks, that form the western boundary of the study area, serve as barriers to access Kay Drage Park, directly adjacent to the rail tracks.

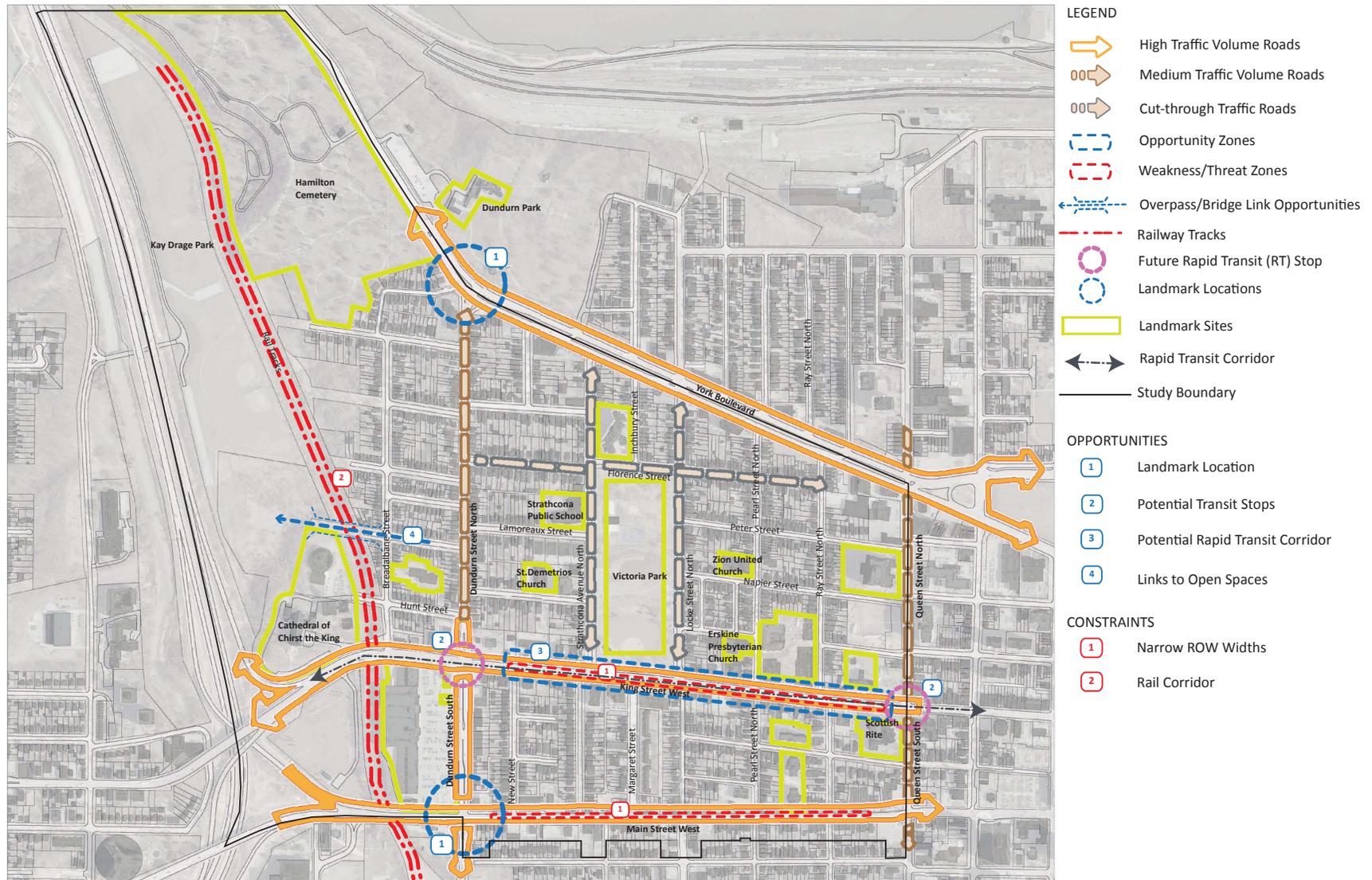


Fig.2.0: Opportunities and Constraints: Transportation Corridors

Opportunities

However, the location of Strathcona within the City-wide context creates a number of opportunities:

- To enhance pedestrian movement and active transportation throughout the neighbourhood.
- The intersection of York Boulevard and Dundurn Street North acts as an ideal Landmark Location for both the neighbourhood and the City because of the connection to Highway 403.
- A similar Landmark Location potential exists at the intersection of Dundurn Street South and Main Street West, where Highway 403 exits onto Main Street West.
- A Neighbourhood Node is identified along Dundurn Street South extending just south of Main Street West and just north of King Street West. Based on the direction from the Nodes and Corridors Study (City of Hamilton), Nodes are:
 - o focal points of activity in Hamilton's neighbourhoods
 - o connected and served by various modes of transportation (including higher order transit)

- o key areas for reurbanization activities (population growth, private and public redevelopment and infrastructure investment)
- o areas with vibrant pedestrian environments and good urban design that encourages active forms of transportation
- o places that evolve with higher residential densities and mixed-use development

By virtue of this definition, the Neighbourhood Node at Dundurn Street between Main Street West and King Street West is an opportunity for the Strathcona neighbourhood.

- The City of Hamilton is planning for higher order transit which represents one of the biggest transportation opportunities for Strathcona. The B-Line corridor running along King Street West through the neighbourhood is planned as a Rapid Transit (RT) corridor. The Rapid Transit corridor will foster and promote intensification and redevelopment along King Street West. (Refer to Fig.2.0)

2.2.2 Open Spaces

There are a number of open spaces within the study area. They include Victoria Park, Hamilton Cemetery, Kay Drage Park, and Cathedral Park. Victoria Park is a centrally located park and serves as a very important amenity for the Strathcona neighbourhood.

Opportunities

- Opportunities exist for enhancements to the open spaces themselves, as well as the introduction of smaller pocket open spaces along corridors where redevelopment or intensification is envisioned, such as along Main Street West and King Street West. (Refer to Fig.2.1)



One of the entrances to Victoria Park

2.2.3 Streetscapes and Linkages Constraints

- Pedestrian links to Kay Drage Park are limited due to the inability to cross the rail tracks.
- Portions of Main Street West are characterized by narrow sidewalks thereby creating an unfriendly pedestrian environment.
- Main Street West adjacent to the commercial plaza site is a high speed traffic zone and serves as a constraint in terms of pedestrian access to the existing plaza. Similarly, King Street West immediately north of the plaza is unsafe for the same reasons.
- The lack of pedestrian amenities along the length of both King Street West and Main Street West are also constraints with regards to streetscapes.

Opportunities

- With the introduction of Rapid Transit along the King Street West corridor, tremendous opportunity exists to improve the streetscaping of the corridor. Streetscape enhancements may include paving, street furniture, lighting, planting and urban art, among other things.

- With wider Right of Ways (ROWs), similar high level streetscape enhancements can be encouraged along York Boulevard, Queen Street and Dundurn Street South.
- Main Street West, as an important corridor for the neighbourhood, presents the opportunity for streetscape enhancements when redevelopment occurs or transportation enhancements are implemented. (Refer to Fig.2.1)
- The Neighbourhood Node along Dundurn Street South has the potential to be developed as a retail and pedestrian friendly streetscape.
- An opportunity exists to create a pedestrian connection from the neighbourhood to Kay Drage Park by a path over the Cathedral lands or a bridge over the tracks.
- The potential to introduce bicycle lanes along York Boulevard and Dundurn Street exists and would serve as a continuation to the existing bicycle lanes.



Portions on Main Street West are characterized by narrow sidewalks



With the introduction of a Rapid Transit system along King Street West, a tremendous opportunity for streetscape enhancements exists



The Neighbourhood Node within the Strathcona Secondary Plan presents the opportunity to have enhanced streetscaping

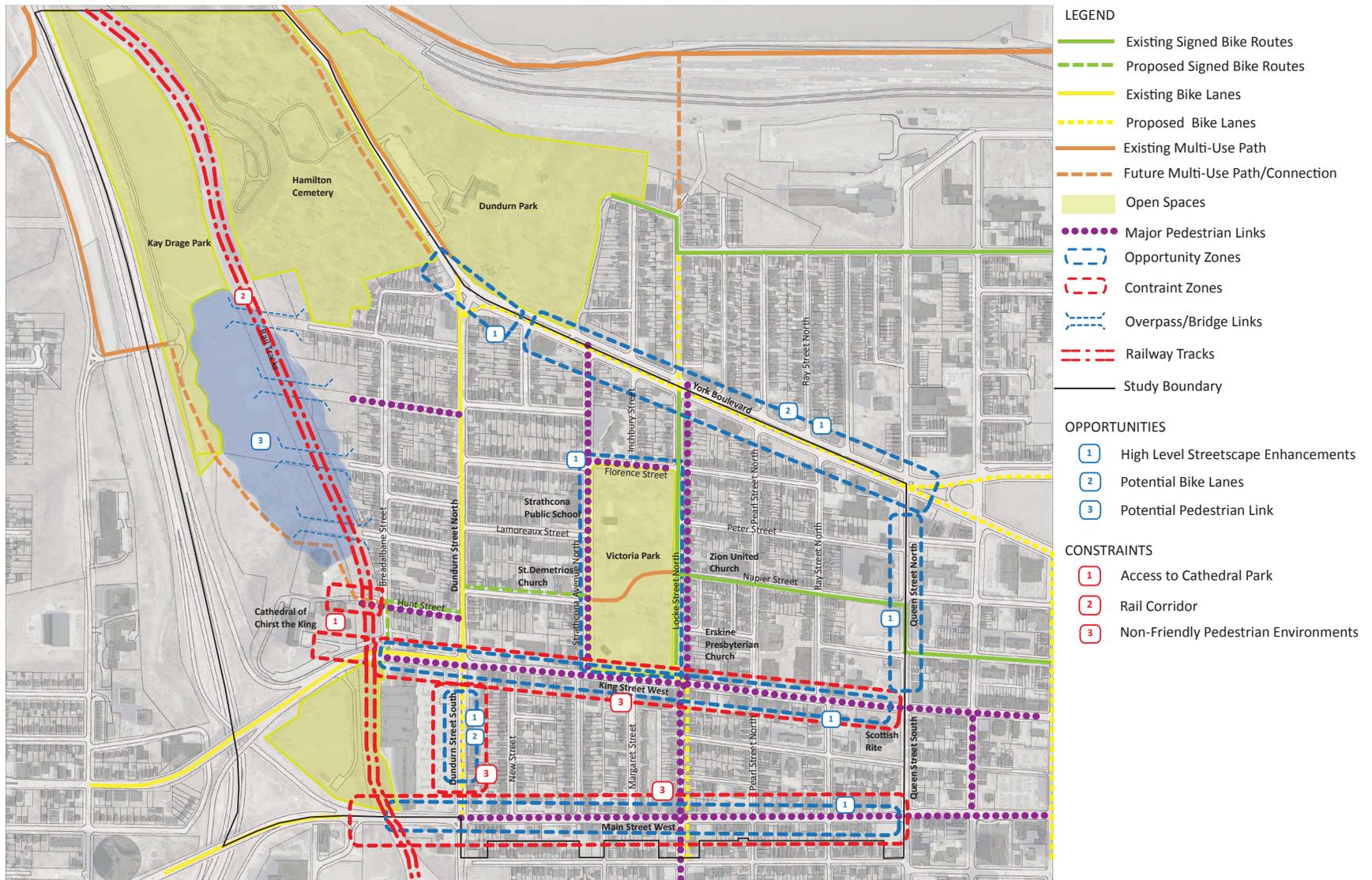


Fig.2.1: Opportunities and Constraints: Open Space, Streetscapes and Linkages

2.2.4 Intensification and Areas of Change

The Strathcona neighbourhood is a stable residential neighbourhood with mixed-use components, and has the potential to accommodate appropriate residential intensification along its urban corridors.

Constraints

The constraints that are accompanied with trying to intensify or redevelop within the context of an existing neighbourhood include:

- property ownership issues leading to land assembly constraints,
- lot size constraints whereby smaller lot depths could prevent the development of mid rise built forms,
- time required to consolidate different lots thereby preventing a timely and consistent development along any given corridor,
- fragmentation of lots thereby prohibiting a cohesive and comprehensive development along any given corridor, and
- for intensification to be successful a market demand must exist.

Opportunities

As discussed in Section 2.2.1, the introduction of a RT corridor (the B-Line) along King Street West, and the long term possibility of another RT corridor (the L-Line) along York Boulevard, present significant opportunities for intensification through re-development.

- With regards to intensification, Main Street West presents opportunities primarily for residential intensification, with limited commercial uses at grade. Larger commercial redevelopment may be encouraged at the intersections with Dundurn Street South and Queen Street South, where such activities already exist.
- King Street West presents significant potential to foster mixed-use development. The reconfiguring of King Street with rapid transit should reduce traffic volume and speed, making the street more conducive to a retail main street environment, particularly west of Pearl Street.
- Currently, York Boulevard consists of a mix of stand-alone residential uses, stand-alone commercial office spaces, and minimal retail space. The opportunity to intensify the commercial office spaces and the residential uses along York Boulevard exists and is supported by a wide Right of Way (ROW) and a median that acts as a green buffer.
- Opportunities for intensification in terms of building heights exists on Queen Street North, where both sides of the street are already flanked by tall buildings. Similarly the west side of Dundurn Street South between King Street West and Main Street West has the potential to redevelop as a more intensified version of the existing retail component with the addition of residential development and office space. (Refer to Fig.2.2)

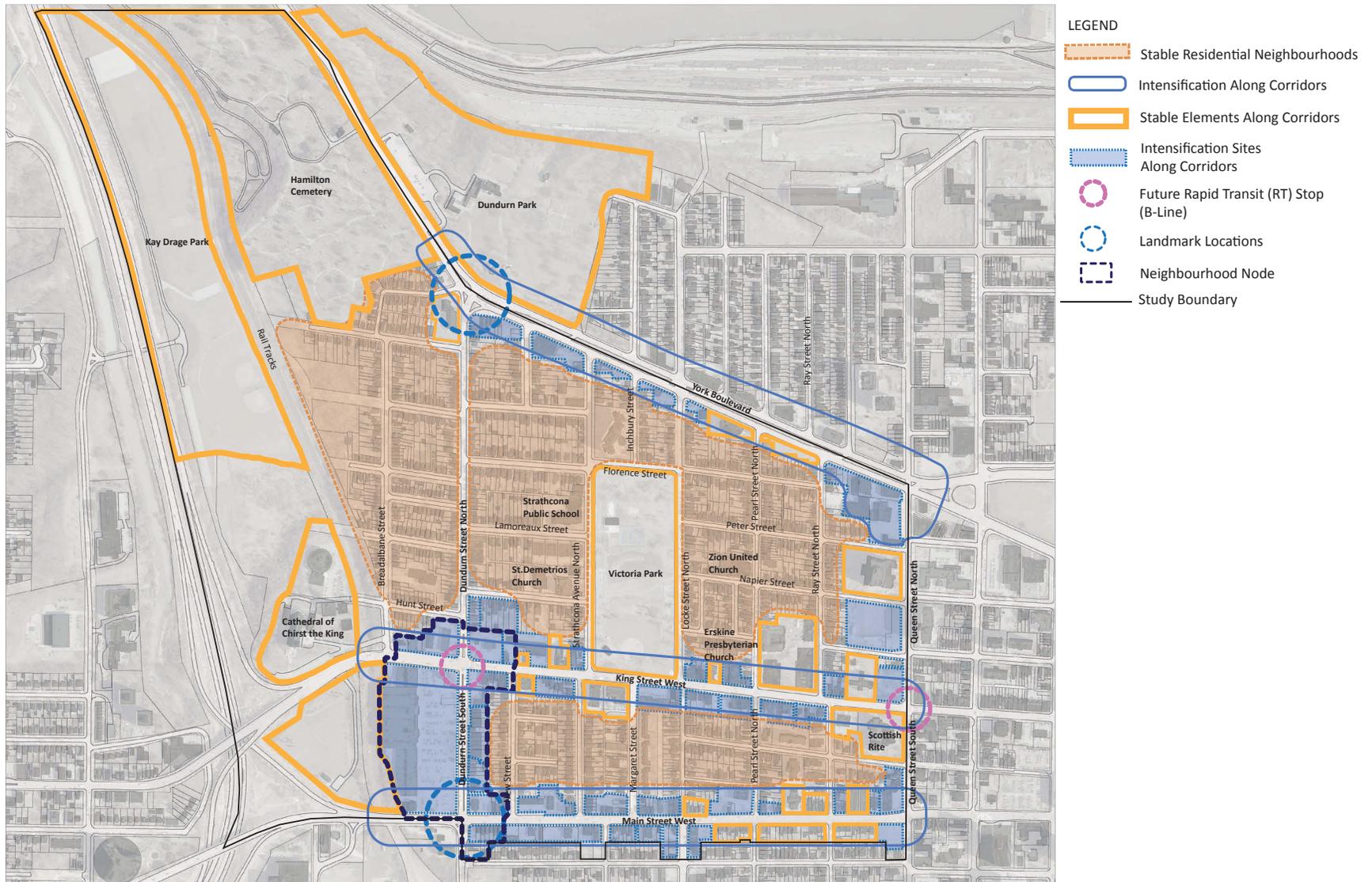


Fig.2.2: Opportunities and Constraints: Intensification and Areas of Change

2.2.5 Connection to Adjacent Neighbourhoods

The Strathcona neighbourhood is located adjacent to areas for which Secondary Plans have recently been completed. Its connection to the surrounding areas is crucial because of its transportation links, redevelopment potential, and because it represents the heritage of the City.

King Street West serves as an important corridor that connects the Strathcona neighbourhood to Downtown Hamilton in the east and the Ainslie Wood Westdale neighbourhood in the west. With the introduction of higher level transit along this corridor, King Street West becomes an important element to connect Strathcona to its surroundings by evolving into a pedestrian oriented mixed-use corridor. Development along this corridor should promote the enhancement of the public streetscape, strong urban design and architectural articulation that speaks to the neighbourhood's heritage character and its evolving role within the City.

Main Street West serves as a similar corridor that connects the Strathcona neighbourhood to Downtown Hamilton. Development along this corridor should also focus on streetscape enhancements despite the various constraints it presents.

Queen Street serves as an important north-south corridor that connects Strathcona to the West Harbour neighbourhood to the north and Kirkendall neighbourhood to the south. The development of a pedestrian friendly streetscape along Queen Street is integral to the neighbourhood's connectivity to adjacent neighbourhoods, the Waterfront and the escarpment.

Similarly, Locke Street serves as another important north-south connection linking the neighbourhood to the Waterfront to the north through a proposed trail system, and to the Kirkendall neighbourhood to the south via the street itself.

SECTION 3 DESIGN PRINCIPLES

Seven urban design principles were developed for the Strathcona neighbourhood and are based on the Vision for the neighbourhood:

“Strathcona is a vibrant, diverse, green and livable neighbourhood that values its strong sense of community and historical character, promotes complementary redevelopment and cultivates a healthy, welcoming neighbourhood for all.”

The urban design principles that encompass this vision include:

- 1. Encourage Mixed Uses**
- 2. New Development Should Address the Street**
- 3. Intensification through Moderately Scaled Buildings**
- 4. Appropriate Transitions into the Existing Neighbourhood**
- 5. Improved Pedestrian Environment**
- 6. Support Transit Oriented Development**
- 7. Follow Sustainable Design Principles**

1. Encourage Mixed Uses

Mixed use development is encouraged along Main Street West, King Street West and Dundurn Street South as illustrated in the Secondary Plan Land Use schedule. This principle ensures ongoing activity within the neighbourhood and promotes livability through land use compatibility. Local commercial uses along York Boulevard and Queen Street may be included as part of a multiple dwelling. The 'Mixed-Use - Medium Density' designation includes a range of uses, including residential buildings with retail at grade level, commercial space and live/work units, in order to liven the streetscape.



2. New Development Should Address the Street

By siting buildings close to the street edge, orienting primary entrances to the street and minimizing setbacks, while still allowing for comfortable pedestrian movement, new development will address the street and reinforce the streetscapes of the neighbourhood. This will encourage enhanced street level activity and liven the streetscape.



3. Intensification through Moderately Scaled Buildings

Intensification through the provision of a mix of densities and encouraging higher density close to transit stops and major street intersections can be achieved through moderately scaled buildings varying in height from 4-10 storeys. This built form scale responds well to the existing built fabric as well as local market demands. It also promotes livability through pedestrian scaled development.



4. Appropriate Transitions into Existing Neighbourhood

Building heights should have a smooth transition to adjacent existing built form. This will protect the stable neighbourhood and ensure that any new development, redevelopment or intensification projects adjacent to heritage buildings consider the heritage context, respect the unique character of existing buildings and retain a sense of place by responding to the existing context. This can be achieved through various tools such as building articulation, massing and streetscaping.



5. Improved Pedestrian Environment

Improving the pedestrian environment enables a healthy streetscape for pedestrians, cyclists, transit users and vehicular traffic. Provision of pedestrian amenities including streetscaping (street trees, street furniture, enhanced transit stops), widening of sidewalks and encouraging small open spaces intermittently along arterial corridors, wherever possible, are examples of how a better pedestrian environment can be achieved.





6. Support Transit Oriented Development

To support Transit Oriented Development, urban design should emphasize compact development, enhance pedestrian safety, and encourage 'street-sharing' between pedestrians, cyclists and vehicles, balanced with increased density along major transit corridors. This will provide transportation alternatives including active transportation, public transit, and enhanced inter-regional transportation connections.

7. Follow Sustainable Design Principles

Apart from promoting energy efficiency and resource efficiency through sustainable building practices, sustainable design principles include promoting a healthy environment through ease of pedestrian walkability, creating mixed use focal zones, and promoting efficient infrastructure use through compact built form. Well designed streets and the use of plant materials to address microclimate design concerns are other methods of sustainable design practice. The use of urban plazas, green roofs and green parking lots should also be implemented where feasible within compact built form.



SECTION 4 CONCEPT VISION FOR THE FUTURE OF STRATHCONA

4.1 Overall Neighbourhood Concept

4.2 General Built Form Guidelines

4.3 General Streetscape Guidelines

4.1 OVERALL NEIGHBOURHOOD CONCEPT

Over the past few years, provincial and local planning policy direction has focused on accommodating growth in a healthy, sustainable manner. These policies require municipalities to accommodate growth through intensification and redevelopment in specified areas, including nodes and corridors.

Intensification is the development of a property, site or area at a higher density than currently exists and is considered an important planning objective for the Province of Ontario and the City of Hamilton. Intensification occurs through:

- Redevelopment of a property;
- The development of vacant and/or under utilized lots within previously developed areas;
- Infill development;
- Expansion, addition or conversion of or to existing buildings; or,
- Adaptive reuse.

These Guidelines focus on such redevelopment or intensification for the Strathcona neighbourhood. Based on the opportunities and constraints (as discussed in Section 2.2) that exist within Strathcona, a built form vision for the neighbourhood has been developed.

While Main Street West and King Street West are envisioned to be developed with 4 to 6 storey high built forms, Queen Street and York Boulevard are envisioned to develop with higher built forms ranging from 6 to 10 storeys with the possibility of slightly taller buildings in certain focal locations. The Neighbourhood Node at Dundurn Street South is envisioned as an area which can be developed with built forms having varying heights, depending on the location. For example, Dundurn Street South's intersections with King Street West and Main Street West could develop with taller built forms, whereas the east side of Dundurn Street South is envisioned as having lower built forms. (Refer to Fig. 4.0)

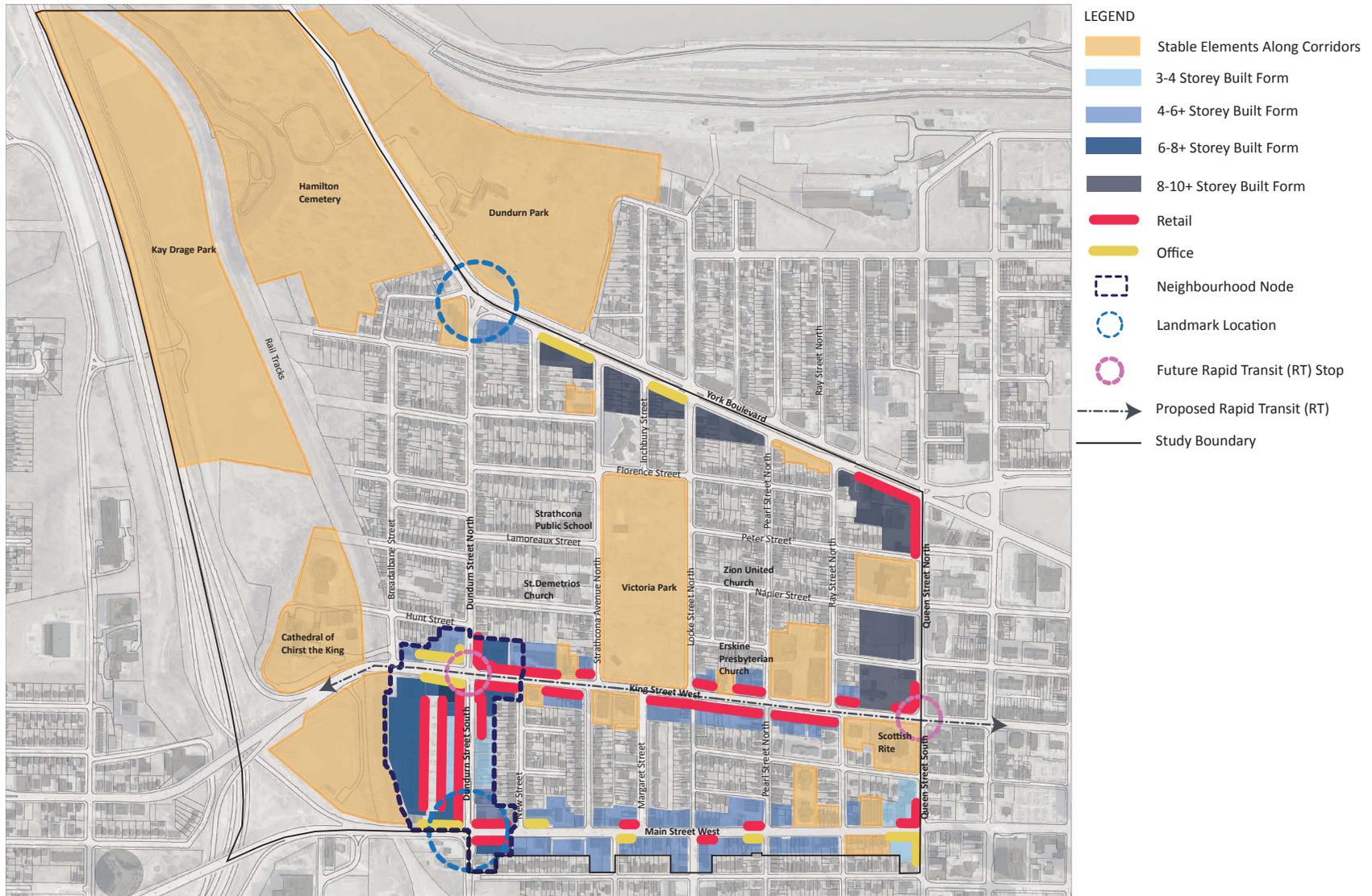


Fig.4.0: Overall Vision for the Strathcona Secondary Plan Area

4.2 GENERAL BUILT FORM GUIDELINES

Site organization and built form of individual developments is key to achieving the urban design objectives for the Strathcona neighbourhood. Their design can contribute to animating the public realm, enhancing pedestrian comfort and safety, and reducing the impact of the car.

The following general built form guidelines apply to the intensification corridors of:

- Main Street West,
- King Street West,
- Dundurn Street South within the Neighbourhood Node,
- York Boulevard, and
- Queen Street

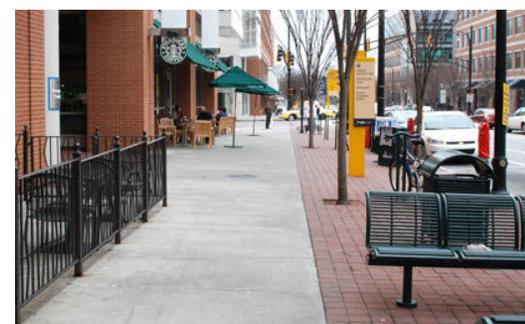
The General Guidelines build upon the policies of the Urban Hamilton Official Plan for achieving high quality built form. More specific guidelines that cater to the specific needs and existing conditions of the individual corridors will be addressed in sections 5.0 to 9.0.

4.2.1 Building Siting and Organization

1. Buildings shall address public streets and the primary pedestrian access shall be from the public sidewalk or plaza.
2. Buildings shall be located close to the street line to create a comfortable pedestrian environment.
3. Setbacks shall be established which will not negatively impact neighbouring buildings and open spaces with respect to sun/shadow and site lines. Consistent setbacks shall be established to define the street edge and create a visually ordered streetscape.
4. Where buildings are located at major corridor intersections, they shall address both streets through their massing, architectural articulation and landscape design.
5. Opportunities for public open space, mid block pedestrian walkways and/or main entrance ways shall be encouraged.
6. Where high density residential buildings (multiple dwellings) are proposed, the development should incorporate the concept of terracing in order to provide opportunity for rooftop amenity space.



Buildings shall be located close to the street line to reinforce streetscape development



A more controlled variation in setback is encouraged



The massing of buildings at important focal points such as the corners of major intersections should be configured to reflect their important location

4.2.2 Building Massing

Buildings within the Strathcona neighbourhood shall be designed with a scale that balances height and massing with street widths and provides appropriate transitions to adjacent areas.

1. All new buildings and developments shall be a minimum of 2 storeys in height. Along the major corridors buildings of 3 storeys and higher are preferred.
2. Buildings greater than 3 storeys shall address the pedestrian scale through the use of a 2 to 3 storey base built form or podium. This can be achieved through various techniques such as stepping back the upper storeys, change in materials, the use of projections such as awnings, or the use of cornices to articulate or architecturally enrich the base built form.
3. For commercial, retail and institutional buildings, buildings should have an increased ground floor height.
4. Buildings above 3 storeys should be stepped back to express a base, middle and top, and also to control the overall massing of the building and minimize shadow impacts on adjacent properties. The step back could vary from site to site based on the existing adjacent conditions.

5. Building massing should be scaled to create appropriate and graduated transitions to neighbouring built form and open spaces. Abrupt changes in scale are to be avoided. This can be achieved through the configuration of new development that creates stepped built form to achieve smooth transitions.
6. Where buildings are located at major corridor intersections, the massing of buildings shall be configured to reflect their important location. The design of buildings at landmark locations and activity nodes shall reinforce their prominent location.



The design of buildings at landmark locations and activity nodes shall reinforce their prominent location.

4.2.3 Building Articulation

Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows, and the use of building materials, projections or recessions, and how these act as tools to create a desired image of the built form.

1. Building design should employ a high quality of materials, consistency of finish and detailing that reflects existing character and contributes to the overall design of the Strathcona neighbourhood.
2. To ensure an interesting building fabric and a diverse image, any existing buildings of architectural or heritage significance should be considered for retention and/or adaptive reuse.
3. New development should respond to the context of local architecture. This does not imply copying adjacent architectural styles, but rather responding to materials and scale of articulation in existing development.
4. Architectural elements such as patterning of fenestration, changes in wall plane, projecting elements and roof elements are encouraged to prevent large expanses of wall surfaces with no detail or articulation.
5. Buildings should avoid blank façades. Side façades should incorporate some level of articulation through detailed brick work or changes in material or plane.
6. Buildings with long frontages should be divided into visually smaller units through the use of façade articulation and landscaping.
7. Façades facing the street or public areas should have large, well proportioned areas of glazing to enhance the streetscape and promote a sense of visual interaction between the building and the public realm. Ground level windows facing the street frontage, whether display windows for retail use or windows for office space, should be proportional to reflect higher ground floor heights. They should occupy a significant portion of the building's street elevation between the ceiling and floor at grade.
8. In order to address the narrow sidewalks along portions of Main Street West, front façades should consider the use of colonnades and cantilever built form in order to increase pedestrian space at grade.



Architectural elements such as fenestration, changes in wall plane, projecting elements and roof elements are encouraged



Note the use of overhangs and brick and window proportions to illustrate influence from local architecture.



Balconies should be designed as integral parts of the building design



Use of lintels, cornices and other such details are highly encouraged

9. Design elements, including canopies, building overhangs, or awnings, that provide weather protection for pedestrians along public streetscapes, should be encouraged.
10. Where residential units are proposed, elements including balconies should be incorporated into the building design to promote more eyes on the street and to activate the public realm. Where balconies are not feasible, ample glazing overlooking the street would serve the same purpose.
11. Rooftop mechanical units should be incorporated into the massing of the building and be screened appropriately through the use of parapets or other screening materials.
12. The design of signage shall be compatible with existing built form through consistency in scale and materials. The design of signage should be integrated into the architectural design of the building. Clarity, visibility and visual interest shall be promoted.
13. Within any one building or one block, consistency in signage design is required.
14. Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit a high quality of workmanship.
15. Where brick or stone are used, the use of lintels, cornices and other such masonry elements are highly encouraged.

4.2.4 Building Entrances and Pedestrian Access

1. Architectural details at the main entrances of buildings shall be encouraged to establish a rhythm for the streetscape.
2. Primary building entrances shall face public streets and provide direct access from public sidewalks through well defined pathways to promote pedestrian safety and convenience.
3. Building entrances shall be accessible.
4. Building entrances shall be well lit to promote visibility, safety and convenience. Building entrances should be designed with glazing and lighting, and should avoid areas of entrapment.

4.2.5 Driveways and Vehicular Access

1. The number and widths of vehicular driveways and accesses shall be minimized, where possible.
2. Side yard driveway entrances are highly encouraged and vehicular access off of major public routes should be minimized where possible.

4.2.6 Parking and Servicing

The design of parking and servicing shall mitigate the impact on the public domain.

1. Front yard parking should be avoided.
2. Parking and service areas shall be sited to minimize their negative impact on the streetscape.
3. Parking areas should be located on the lot internally and have minimum visibility from the street; screening may include fencing, landscaping and berms.
4. Rear yard and underground parking facilities are preferred and highly encouraged, while keeping in mind the safety and security concerns of users.
5. Side yard surface parking facilities may be considered where site restrictions exist.

6. Side yard surface parking areas shall be screened completely from the street through the use of fencing, landscaping or other such similar means, in a manner that is cohesive with the architectural articulation of the built form it is associated with.
7. Surface parking areas shall be directly connected to main building entrances through clearly demarcated pedestrian paths using a change of paving materials.
8. Loading and storage functions should be internal to buildings.
9. Utilities such as vents, transformers, cable boxes and other such services shall be located away from public streets. Where this is not possible, they shall be screened through the use of architectural or landscape features and shall be integrated into the architectural design of the site.

4.2.7 Sustainable Design

1. Buildings should be developed using design and building principles that are consistent with sustainable development practices. This includes providing a high degree of environmental sustainability, incorporating opportunities for energy and water

efficiency, optimizing solar orientation and minimizing water run off.

2. Where feasible and possible, green surface parking lots are encouraged.
3. New buildings, enhancements to the public realm and related development elements should be constructed in a sustainable manner, conserving energy and resources, using durable materials and, where feasible and appropriate, achieving LEED certification.



Parking lots should be located internally. Rear yard parking is highly encouraged



Parking should be screened from adjacent built form through architectural features such as screen walls



Safety measures for pedestrians, vehicles and cyclists must be considered



Streetscape design should consider the coordinated use of street planting, lighting, street furniture, signage, built form and landscape features

4.3 GENERAL STREETScape GUIDELINES

Neighbourhood streetscapes form an integral component of the public realm. Streetscape design improves pedestrian convenience and safety, addresses vehicular needs, encourages alternate means of transit, and creates visually attractive settings.

1. Streetscape design should consider the coordinated use of street planting, lighting, street furniture, signage, built form and landscape features, to reflect the image of the neighbourhood.
2. Streetscape elements are critical to the design of the public street realm. These components shall be coordinated and designed to enhance the public domain, reinforce pedestrian scaled spaces and promote the character and identity of the community. These elements include but are not limited to street trees, street lighting, seating, waste and recycling receptacles, vending boxes, traffic bollards, signage, fencing and decorative paving.
3. Pedestrian sidewalks shall meet City standards. Safety, convenience, barrier-free accessibility, and beautification should be considered. The City's Urban Braille System document shall be used to guide the design of pedestrian friendly and accessible sidewalks along Main Street West and King Street West and a portion of Dundurn Street South within the Neighbourhood Node. Additional streets may also be identified for the expansion of the Urban Braille system.
4. Streets shall have a continuous uninterrupted pedestrian sidewalk system to meet pedestrian needs and promote activity.
5. Special attention should be given to the treatment and articulation of pedestrian paths at intersections to address the interface between vehicular traffic, pedestrians and possibly public transit and cyclists.
6. Streets that have a multi use path or dedicated bike lanes should provide additional space for the safety of cyclists. Identification of such streets will be guided by the Strathcona Transportation Management Plan and other City studies.

7. Where site conditions permit, and where portions of building faces are setback from the primary face, planting within the private realm should be considered.
 8. Public art forms an integral part of the built environment. Through direction provided by the Public Art Master Plan, consideration should be made for the addition of public art within the public realm, where site conditions permit.
4. Street furniture should be low maintenance, vandal resistant and easily replaceable.
 5. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation.
 6. Where possible and appropriate, planters should be incorporated into seating.
 7. Bicycle racks are encouraged, especially along streets and shall be incorporated into development where feasible.
 8. Where transit stops are required, they shall be located to maximize pedestrian accessibility and should provide weather protection, seating, lighting and route information.

4.3.1 Street Furniture & Other Amenities

1. The scale, form, massing and siting of street furniture and other amenities should be appropriate to their surroundings.
2. Streetscape enhancements should include, but not be limited to, provisions of street furniture, bicycle racks, waste and recycling receptacles. Where employed, a consistency shall be maintained.
3. Where a portion of a new building has been set back further from its primary face to enhance the public streetscape, street furniture should be provided and may include benches, patio furniture, waste and recycling receptacles and planter boxes.



The use of bicycle parking racks on streetscapes is encouraged



The use of pedestrian amenities is encouraged to enhance the pedestrian experience along public streetscapes



Specialty lighting should be considered, within the private realm



Consistent signage is encouraged

4.3.2 Street Trees

1. Street trees are an important component of the public realm. Where used, the type and spacing should reflect the role of the street and promote visual interest.
2. Where street trees are planted, they should be planted with groundcover, shrubs or metal tree grates. A longer tree trench expanse helps create a buffer between pedestrian and vehicular traffic.
3. When planted in a hard surface, such as concrete, street trees should include infrastructure as needed to promote their viability. This may include the use of trenches, tree grates or other such tools.

4.3.3 Lighting

1. Pedestrian sidewalks shall be well-lit and shall follow City standards. However, specialty lighting should be considered within the private realm, for areas that may be deemed special character areas, such as pedestrian predominant areas or the Neighbourhood Node.
2. Lighting shall be designed to promote pedestrian well-being and safety. Pedestrian routes and parking areas shall be well lit to promote safety and comfort at all hours.

3. Exterior lighting shall be designed to minimize the projection of light onto adjacent properties. The spill-over of light into residential neighbourhoods is to be avoided through the selection of proper infrastructure.
4. Consideration should be given to providing additional pedestrian-scale lighting in areas with a high volume of pedestrian activity, such as pedestrian predominant areas, the Neighbourhood Node and transit stops.

4.3.4 Signage

1. Commercial development shall ensure that the design of signage is of a quality commensurate with the architecture of the building(s) in its scale, materials, consistency and design. A high level of clarity, visibility and visual interest should be attained with minimal visual clutter and impact on adjacent uses.
2. Consistent signage shall be encouraged, recognizing at the same time that diversity and flexibility for tenant signage is required.
3. The design of signage shall be integrated into the architectural design of buildings.

SECTION 5

MAIN STREET WEST

5.1 CONCEPT VISION

Main Street West is envisioned as a limited mixed-use corridor, developed at a mid-rise scale. Residential uses developed in conjunction with mixed uses maximizes the potential for the corridor, recognizing the opportunities and constraints this corridor presents. Adaptive re-use of buildings generally east of Locke Street South is encouraged as a means of preserving the built cultural-heritage fabric. While intensification along the corridor should focus on including residential uses, small office uses, live/work units or service commercial uses should also be considered.

Building heights should vary from 4 to 6 storeys, to provide a smooth transition to adjacent built form. However, at the intersection with Dundurn Street South, building heights of 8-10 storeys at the corners should be considered to create an entrance feature into the neighbourhood and City. Main Street West's major intersection with Queen Street South should be intensified to be developed with a mixed use built fabric that could be 4 storeys tall.



Views of Main Street West



Encourage a mix of uses at the Main Street West and Dundurn Street intersection



By siting built form close to the street edge, the streetscape can be addressed



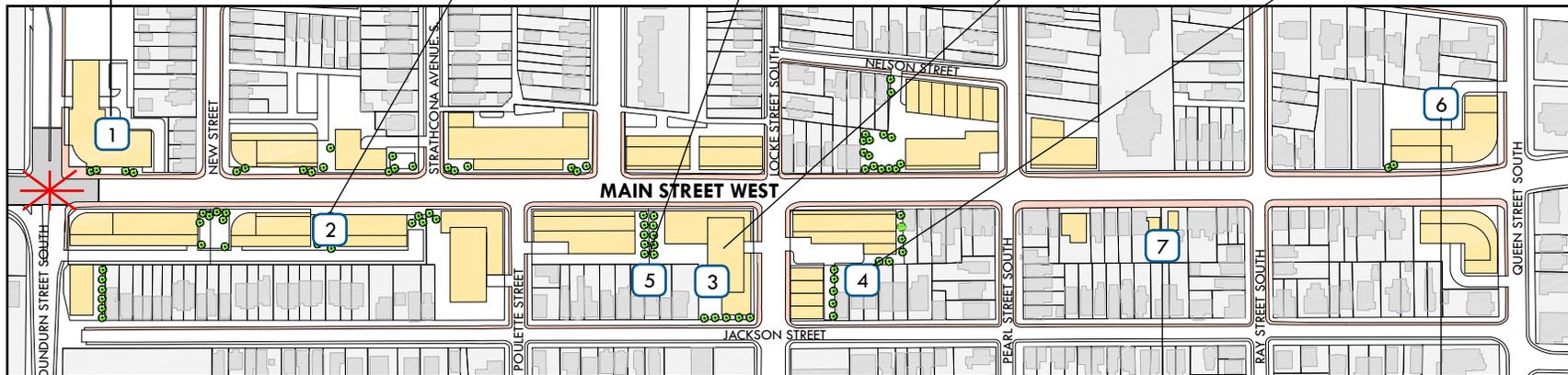
Mid-block open spaces are encouraged where feasible



Accommodate higher densities where site conditions permit



Transitions into existing neighbourhoods through the use of high and low density built form within the same site



- 1 Encourage Mixed Uses
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
 - 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles
- ★ Landmark Location



Sustainable design on Main Street West through retention or re-use of existing buildings



Compact built form encourages transit oriented development

Fig.5.1: Main Street West (Concept Sketch-Plan)

5.2 BUILT FORM GUIDELINES

Main Street West forms the southern boundary of the study area. As intensification takes place east of Pearl Street South along Main Street West, there will be opportunities for infill adjacent to heritage properties. The existing stock of heritage buildings should be used as inspiration for determining the mass, scale, rhythm and materials appropriate to promote heritage authenticity.

In addition to the general guidelines provided in Section 4.2, the following guidelines shall be adhered to for any intensification projects along the Main Street West corridor. Heritage specific guidelines are intended for intensification east of Pearl Street South. (Refer to Fig.5.1)

Existing lot lines are located irregularly along the entire corridor stretch. To maintain a rhythm along the entire streetscape in terms of setbacks and siting of new development, any setback dimensions mentioned in the following section are ranges based from the property line. This implies that a variation will occur block by block and even site to site and needs to be looked at more carefully during future site planning and design stages. The intent should always be to maintain a rhythm within a block so the building siting does not look haphazard.

5.2.1 Building Siting and Organization

1. Buildings should generally apply a consistent front yard setback. Variations in setbacks may be used to incorporate opportunities for public open space, mid block pedestrian walkways and/or main entranceways.
2. New development adjacent to existing buildings should reference adjacent setbacks.
3. Where setbacks vary on both sides of a proposed development, the average of the two setbacks should be used.
4. Where site conditions permit, a portion of the building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces in the form of small courts or plazas. This setback should vary between 30%-35% of the total length of the street-facing elevation.
5. Along Main Street West, east of Locke Street, retention of the existing built form is encouraged. Adaptive re-use and redevelopment that retains or enhances the existing historical fabric through renovations and additions is encouraged.



Built form along Main Street West should be predominantly residential uses, with allowance for local commercial uses



A portion of the building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces



Buildings that are taller than 2 storeys should consist of a base of 2-3 storeys, and the additional floors should be set back from the front face

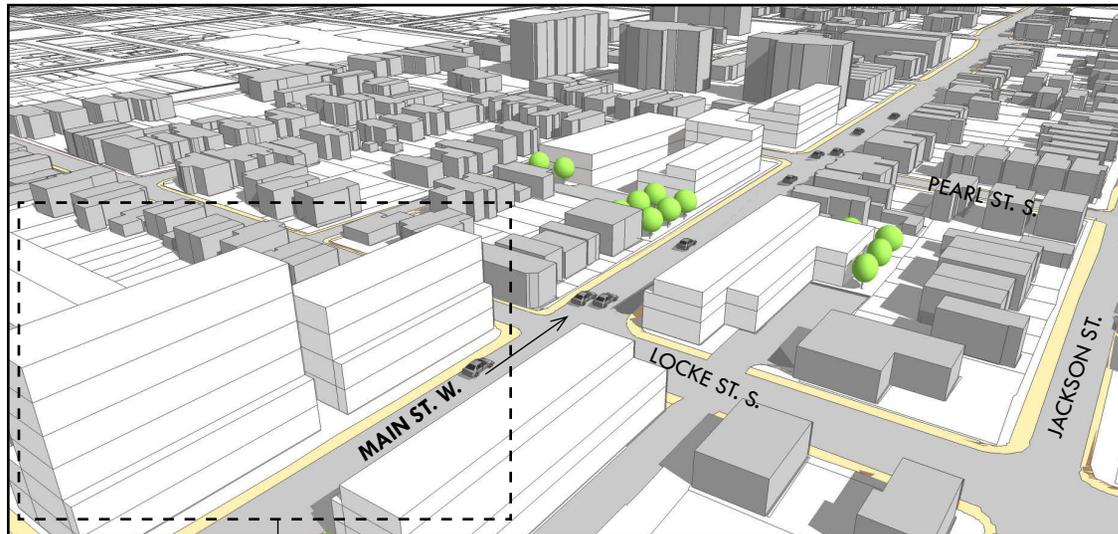


Fig.5.2: Main Street West (Concept Sketch-Perspective)



Building setbacks

Pedestrian amenities like benches should be added where possible

Building entrances located at the corner of the building mass

6. Due to shallow lot depths, the front face of any new development along Main Street West east of Poulette Street should be located with a setback ranging from 1.0 to 2.0 metres. This will allow for 4 to 6 storey development with a stepped-down massing, while providing space to accommodate a private realm green buffer.

5.2.2 Building Massing

1. New development constructed adjacent to historically significant sites should use sympathetic massing, height, alignment of windows, rooflines, location of entrances, treatment of the ground floors and materials.
2. Where retail or small business uses are proposed in a mixed use development, the massing should be such so as to distinguish residential areas from other uses.
3. Buildings that are taller than 2 storeys should consist of a base of 2-3 storeys, and the additional floors should be set back from the front face of the development by a minimum of 1.5 metres. This will create a more pedestrian friendly streetscape. (Refer to Fig.5.3)

4. Where Live/Work units are proposed, increased floor to ceiling heights are encouraged to allow for multi level in-fill or mezzanine space within a unit.
5. For Live/Work development, the “live” portion of the built form should be stepped back from the front face of the “work” portion to create a distinction between the two uses.

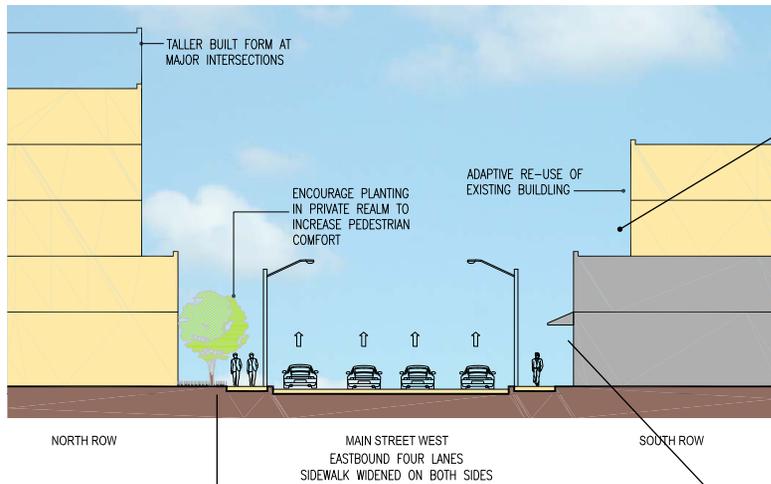
5.2.3 Building Articulation

1. Intensification sites along Main Street West should be developed with a variety of architectural treatments and materials that are complementary to Strathcona’s original building fabric and should demonstrate a high quality of architectural design that reflects their context and function.
2. To maintain the historic character of the Main Street West corridor, it is essential that additions and renovations to existing buildings are responsive to the existing built form articulation. The architectural style, roof types, material choices, and window sizes, should all be coordinated with the existing built fabric.

3. Architectural features such as windows, dormers, roofs, cornice lines, etc., are encouraged and should be complementary to the existing built form.
4. The proportion of window area in a building’s façade, and the size and pattern of windows should reflect those of adjacent buildings.
5. For Live/Work development, large windows are encouraged as they permit increased light penetration that provides for a favourable living space and are also conducive to work related activities that could occur within these units.



Building massing and articulation along Main Street West should pay special attention to the existing architectural character of the corridor. Adaptive re-use and additions to existing buildings is encouraged



Any vertical addition to existing fabric along Main Street west should be setback from the front face of the existing building to accommodate a comfortable streetscape.

Fig.5.3: Main Street West ROW Cross Section(Concept Sketch)

5.3 STREETScape GUIDELINES

5.3.1 Street Trees

1. Where site conditions permit, private planting is highly encouraged within the private realm.
2. Where building siting permits mid-block open spaces that are visible from the public street, trees should be added to these spaces.



A narrow Right of Way (ROW) along Main Street West can still accommodate an enhanced streetscape



Pedestrian amenities should be provided where possible

SECTION 6

KING STREET WEST

6.1 CONCEPT VISION

Through the introduction of a higher order transit route, a retail based main street environment for Strathcona is envisioned along the King Street West corridor.

Mid-rise built form and mixed use intensification is envisioned for the King Street West corridor. Between Dundurn Street and Pearl Street, a pedestrian predominant built form is encouraged where buildings are encouraged to be built close to the street edge and where drive-thrus and auto-oriented uses are prohibited. Building heights from 4 to 6 storeys are encouraged.

While the intersection of King Street West and Dundurn Street is envisioned to have a built form 6-8 storeys to reinforce the idea of a neighbourhood node (with greater building heights permitted on the plaza site); 10-12 storeys of building height can be considered at the intersection of King Street West and Queen Street, with upper levels set back from the street.

The provision of a higher order transit stop at the intersection of King Street West and Dundurn Street South provides the opportunity for mixed uses with residential, retail and office spaces to be introduced. Mixed use buildings are encouraged within the Neighbourhood Node.



View of new development along King Street West



Example of an existing mid-block open space



View of Cathedral of Christ the King from King Street West



Encourage a mix of uses at the King Street West and Dundurn Street intersection



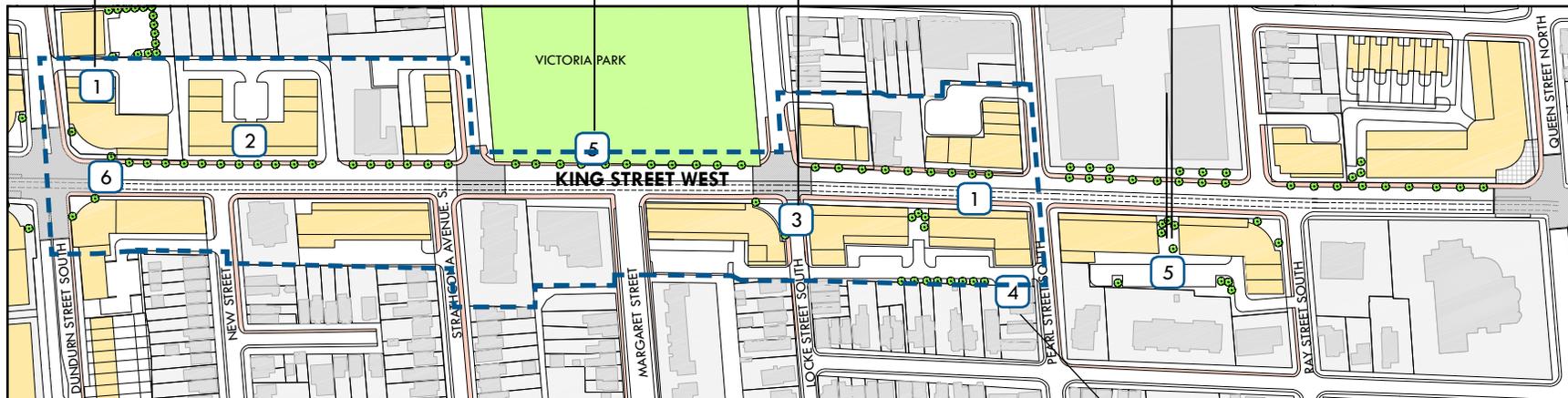
Enhanced streetscaping is encouraged



At certain corner locations, higher densities are encouraged



Mid-block open spaces serve to improve the pedestrian environment along King Street West



- 1 Encourage Mixed Uses on Length of King Street West
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
 - 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles
- Pedestrian Predominant Zone

Fig.6.1: King Street West (Concept Sketch - Plan)



Special care must be taken to allow for smooth transitions from proposed mixed use built form to existing Strathcona residences

6.2 BUILT FORM GUIDELINES

With proposed higher order rapid transit planned for King Street West, the potential exists to create a significant mixed use corridor for Strathcona. The following guidelines are specific to the King Street West corridor.

6.2.1 Building Siting and Organization

1. Buildings along the pedestrian predominant zone (Refer to Fig.6.1) should be set back a maximum of 2.0 metres in order to site buildings close to the street edge. This will allow for the built form to address the public realm and create a retail friendly environment.
2. Buildings along King Street West outside of the pedestrian predominant zone, should be sited close to the street edge so as to address the street, but with enough setback to create a comfortable pedestrian zone. The front face of any new development should be set back by 1.0 to 2.0 metres from the property line.

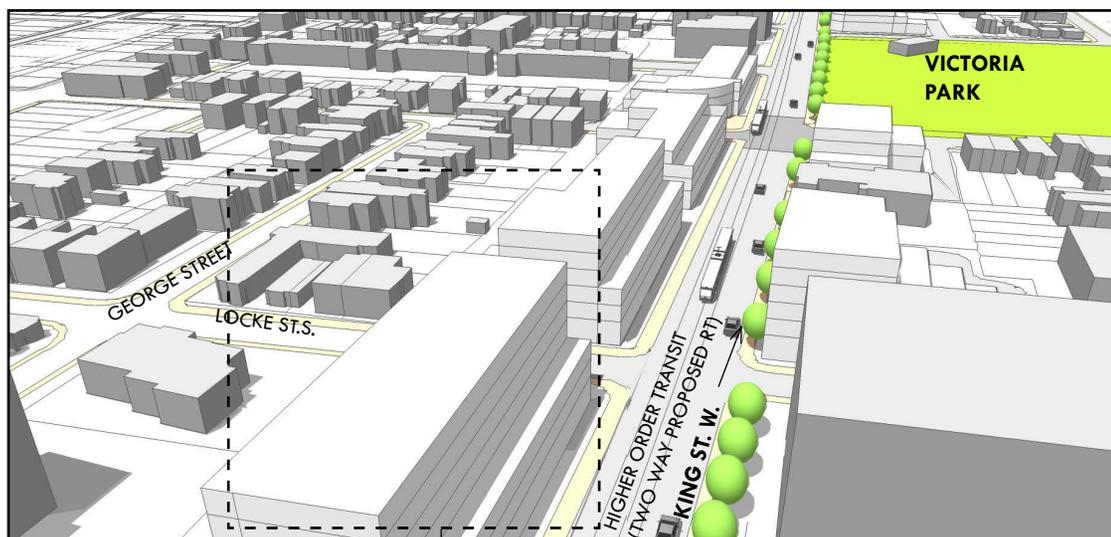
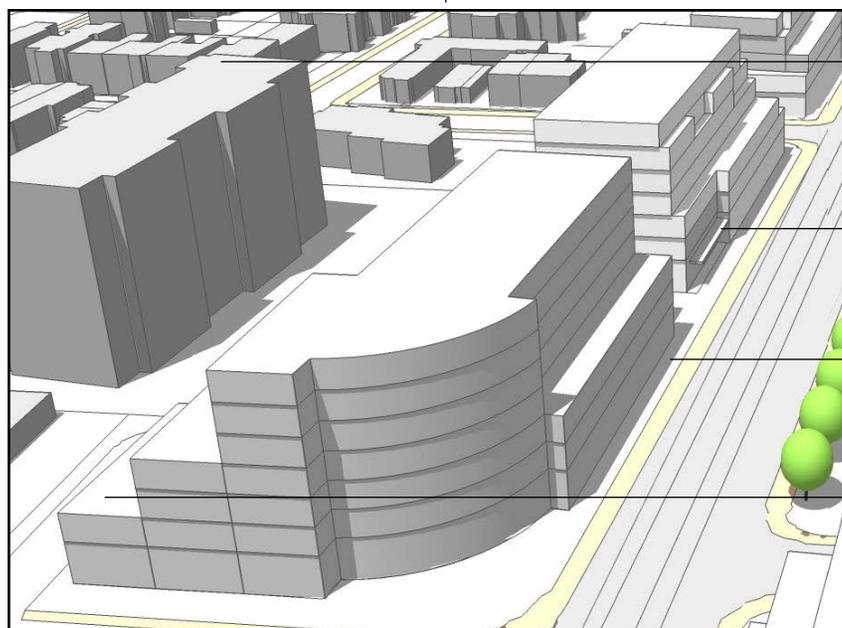


Fig.6.2: King Street West Street (Concept Sketch-Perspective)



Existing building

Canopies provide pedestrian comfort and are encouraged on a retail oriented corridor like King Street West

Buildings within the pedestrian predominant zone to be set-back by a maximum of 2.0 metres

Building step down to transition into adjacent existing neighbourhoods



Promote a retail centric main street environment along King Street West



At major intersections, taller built form is encouraged to accentuate the corner

3. On the south side of King Street West, east Margaret Street, where narrow lot depths act as a constraint for larger setbacks, a zero lot line condition may be considered. As the property lines are set back considerably from the road edge providing a wider Right of Way (ROW), a zero lot line condition will not negatively impact the public realm.
4. Where site conditions permit, a portion of the upper building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces in the form of small courts or plazas. This setback should vary between 30%-35% of the total length of the street facing elevation.
5. New development in the vicinity of Victoria Park should be sited in such a way so as to also address the park. This can be achieved by orienting building entrances towards the park and ensuring views from developments directly into the park.

6.2.2 Building Massing

1. Generally, building heights along King Street West should vary from 4 to 6 storeys.
2. The massing of new buildings at the intersections of King Street West with Dundurn Street and Queen Street should address the high activity level of these major intersections.
3. Mixed uses along King Street West should be encouraged through grade-level retail with residential and/or office uses above, along the length of the King Street West corridor. New built form should be configured to create an architectural delineation between the two uses.
4. Taller buildings should be located on a base building 3 to 4 storeys in height. The uses in this base shall address the street.
5. At major intersections, the frontages of the base built form should address the intersection and the streets.
6. A stepped down built form at the rear of sites shall be considered to allow for a smooth transition into the existing neighbourhood.

6.2.3 Building Articulation

1. The use of glazing, canopies, awnings, etc. is highly encouraged along King Street West. Materials used for windows shall be of enhanced quality. High quality window framing materials to be considered include, but are not limited to, high quality vinyl or high quality wood.
2. An enhanced quality of materials should be considered for grade-level retail units and for any façades of new development facing Victoria Park. Materials to be considered include cultured or natural stone, architectural precast, high quality clay brick, stucco and cement-fibre board.
3. Balconies and/or large glazed openings for residential units are highly encouraged to activate the streetscape and to promote “eyes on the street”.
4. Signage should be employed in a way that enhances the quality of architecture and should create a dynamic streetscape through visual interest. The design of signage should be of a quality commensurate with the built form in terms of scale, materials, consistency and design.

5. Consistency in signage design within a single multi-tenant structure is encouraged.



Promote a retail centric main street environment along King Street West



Balconies and/or ample glazing is highly encouraged for residential units





Signage should help create a dynamic streetscape along the pedestrian predominant zone of King Street West



With a higher order rapid transit system proposed along King Street West, street parking or front yard parking will not be permitted



Parking areas should be screened from adjacent streetscapes



Rear yard parking is encouraged

6.2.4 Driveways and Vehicular Access

1. Only side yard or laneway vehicular entrances should be permitted along King Street West.

6.2.5 Parking and Servicing

1. Front yard parking will not be permitted for new development or redevelopment along King Street West.
2. Views into surface parking lots from King Street West should be mitigated through the use of architectural features, screens or landscaping, or a combination thereof. Parking shall be screened from view from a public street.

6.3 STREETScape GUIDELINES

6.3.1 General

1. Pedestrian crosswalks along King Street West should be of an enhanced quality through the use of unique paving materials

6.3.2 Street Furniture & Other Amenities

1. Patios are encouraged within the private realm along King Street West to promote the main street retail environment envisioned for the entire corridor, especially within the pedestrian predominant zone.
2. Outdoor seating should be integrated with the entrance area of buildings. Seating can be provided by benches or integrated into the entrance design using seating walls, where feasible.

6.3.3 Street Trees

1. Where site conditions permit, trees should be planted as a buffer between vehicular traffic and pedestrian walkways.

6.3.4 Materials and Lighting

1. The private realm should adopt the use of enhanced quality of paving to display a unique main street retail environment along the entire mixed-use corridor.
2. Lighting design should be integrated with the overall architecture and landscape design of commercial areas. The design of lighting helps to define the sense of place and pedestrian scale of commercial areas. In addition, accent lighting is encouraged to emphasize built forms and landscape elements.



Pedestrian crosswalks along King Street West should be of an enhanced quality through unique paving materials



An enhanced quality of paving materials are highly encouraged along King Street West to activate the public realm



Trees act as a good buffer between vehicular and pedestrian traffic



Patios are encouraged where possible within the pedestrian predominant zone

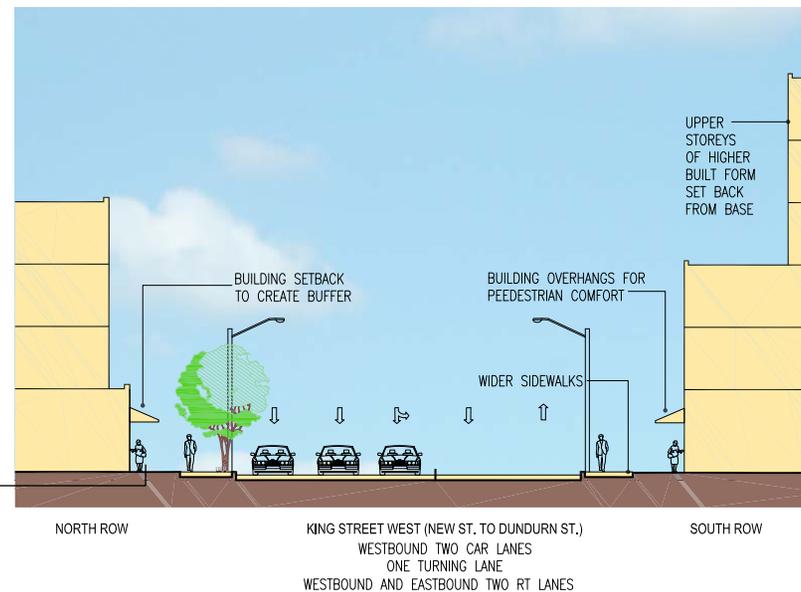
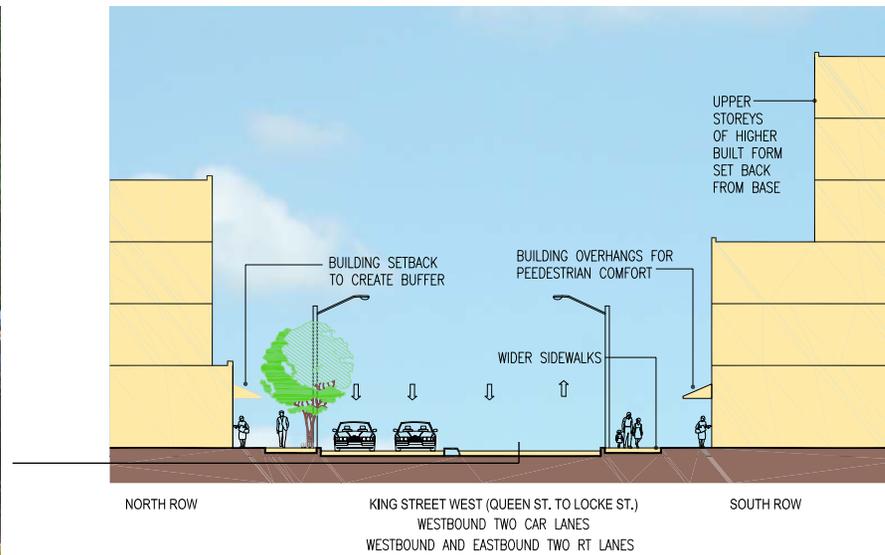


Fig.6.3: King Street West ROW Cross Section(Concept Sketch)

SECTION 7 DUNDURN STREET

(Neighbourhood Node between King Street West and Main Street West)

7.1 CONCEPT VISION

The portion of Dundurn Street between King Street West and Main Street West has the potential to be developed as a commercial neighbourhood node with mixed uses and intensified densities. With the intersections of Dundurn Street at Main Street West and King Street West serving as an important entrance and exit point respectively, this corridor is well suited to be intensified and developed as a commercial node for the neighbourhood. It is envisioned as a space that could provide for a broad range and mix of uses with higher densities and activity levels as compared to the rest of Strathcona. With access to higher order transit (a proposed RT line), a location for a future transit stop, potential active transportation links and highway connections, the Node offers significant redevelopment potential.

The overall neighbourhood concept envisions this node to be 3 to 4 storeys in building height, with increased heights of up to 12 storeys encouraged on the existing plaza site. To continue the existing commercial use of the site, a mixed use land use format is envisioned with retail at grade and residential uses above. Building heights could also increase at the King Street West and Dundurn Street, and Main Street West and Dundurn Street South intersections.



Images of existing condition of Dundurn Street

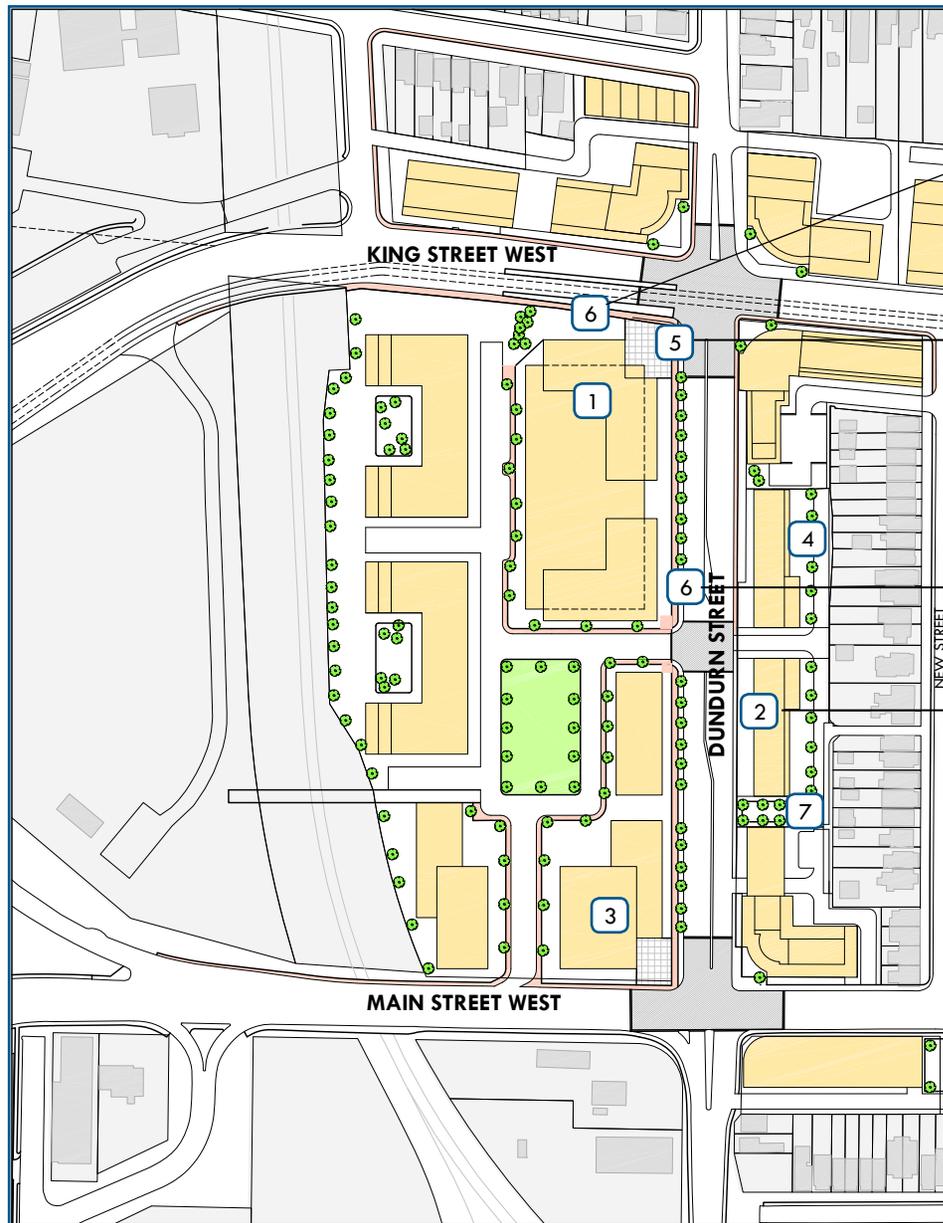


Fig.7.1: Dundurn Street (Concept Sketch-Plan)



Potential stop for proposed Rapid Transit



Pedestrianization methods should be adopted at major intersections such as Dundurn Street South and King Street West and Dundurn Street South and Main Street West.



Building shall be sited adjacent to public streets



Bicycle lanes help support active transportation.

- 1 Encourage Mixed Uses
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles

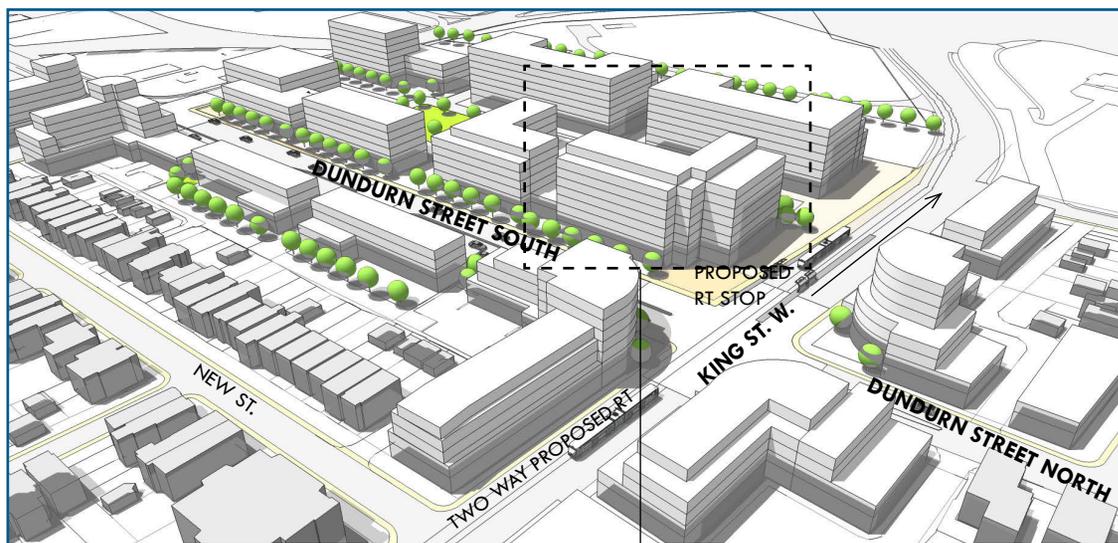


Fig.7.2: Dundurn Street (Concept Sketch-Perspective)



Building massing and articulation should address their important locations at intersections

*Potential RT stop
Buildings at major intersections should be set back from the street edge to accommodate pedestrian plazas*

7.2 BUILT FORM GUIDELINES

Currently the section of Dundurn Street South between King Street West and Main Street West serves as an important commercial centre for Strathcona. The following guidelines are intended to intensify this commercial focus while promoting a mix of uses including retail, residential and office space.

7.2.1 Building Siting and Organization

1. Any reconfiguration of the existing plaza site should take into account built form which addresses all 3 street frontages: Main Street West, King Street West and Dundurn Street South, and should consider establishing a major retail use at the intersection of Dundurn Street South and King Street West which addresses the street.
2. Buildings on the north side of the existing plaza site should respond to the proposed transit stop on the west side of the Dundurn Street South/King Street West intersection. This can be achieved by orienting building entrances and taller built form massing close to the intersection.
3. Buildings on the west side of Dundurn Street South should be set back from the edge of the road to allow for retail oriented patios adjacent to the



Buildings should address the street by siting them close to pedestrian walkways. Canopies and awnings are encouraged to activate the streetscape



Buildings should be set back from the sidewalk so as to allow for ancillary functions such as patios to be introduced

public realm. A maximum 5.0m setback is encouraged to provide a comfortable pedestrian environment. This will allow for private realm planting, and the inclusion of pedestrian plazas and patios.

4. New development along the east side of Dundurn Street South should be sited with a setback ranging from 1.0 to 3.0 metres. Where lot depths are shallower a smaller setback is encouraged so that any new development does not negatively impact existing built fabric to the rear along New Street. (Refer to Fig. 7.1)
5. Retail uses should front onto Dundurn Street South and onto any major vehicular access ways within the site.
6. Residential uses should be sited above grade level retail uses and stepped back from the grade level built form so as to distinguish its use, and create pedestrian scale built form.
7. Above grade office uses are encouraged at the intersections of Dundurn Street South with Main Street West and King Street West.
8. A public open space focus shall be created centrally within the existing plaza site on the west side of Dundurn Street South. This could take the form of a landscaped commons or a paved square. (Refer to Fig. 7.1)

7.2.2 Building Massing

1. Built form massing on the east side of Dundurn Street South should respond to the existing built form fronting New Street, through either the use of smaller building heights or through the use of terraced built form. Massing along the east side of Dundurn Street South should not exceed 3 storeys in height.
2. At the intersections of Dundurn Street South with Main Street West and King Street West, building heights may increase to 6-8 storeys to create a desired entrance feature or “Landmark Location” effect at Main Street West. The south west corner of the Dundurn Street South / King Street West intersection may increase to 10 storeys to further reinforce the importance of this location which contains a potential Rapid Transit stop. (Refer to Fig.4.0)

7.2.3 Building Articulation

1. At grade retail uses fronting Dundurn Street South should include a higher percentage of glazing as a wall cladding material. Between 40% to 60% of the façade should be glazed.
2. Horizontal building projections such as canopies should be employed for pedestrian comfort and to create a distinguished retail image.

7.2.4 Building Entrances and Pedestrian Access

1. Retail building access should be demarcated clearly through the use of signage and shall face Dundurn Street South, Main Street West and King Street West.
2. Pedestrian access from the future rapid transit stop at the intersection of Dundurn Street South and King Street West should be integrated with the built form.
3. Pedestrian paths within the existing plaza site shall be well delineated and well connected for ease of access and movement.

7.2.5 Driveways and Vehicular Access

1. Built form adjacent to vehicular entryways should frame the access driveway.

7.2.6 Parking and Servicing

1. Special care must be taken to mitigate views of service yards within commercial sites through the use of landscape and architectural features.

7.3 STREETScape GUIDELINES



Horizontal building projections such as canopies should be employed for pedestrian comfort



At corner locations, building entrances should face the intersection. Apart from architectural articulation, signage shall help clearly demarcate pedestrian entrances



A green buffer between vehicular traffic and pedestrian walkways is highly encouraged

7.3.1 Street Furniture & Other Amenities

1. Patios are encouraged within the private realm along Dundurn Street South.
2. The intersections of Dundurn Street South and King Street West, and Dundurn Street South and Main Street West should be enhanced through the use of street furniture within the private realm.
3. Where site conditions permit, bicycle racks should be provided along Dundurn Street South.
4. Special signage should be located at the Dundurn Street South and Main Street West intersection to create a sense of arrival and to direct both pedestrian and vehicular traffic.

7.3.2 Street Trees

1. Street trees and plantings are encouraged along both sides of Dundurn Street South to create a pedestrian friendly boulevard effect, and create a green buffer between pedestrian areas and vehicular traffic.

7.3.3 Materials and Lighting

1. High quality paving materials which are durable should be considered for heavy pedestrian activity areas including the west side of Dundurn Street South.
2. At the intersections of Dundurn Street South with Main Street West and King Street West the unique paving should be used to facilitate traffic calming and improved pedestrianization.
3. A similar pedestrianization of the Right of Way (ROW) or traffic calming method should be adopted where vehicular access into the existing plaza site is permitted.
4. The intersections of Dundurn Street and King Street West, and Dundurn Street South and Main Street West should be augmented through the use of enhanced pedestrian paving materials within the private realm.
5. Specialty street lighting should be considered to support the high pedestrian activity zone.
6. Pedestrian scaled lighting should be incorporated into the design of patios, plazas and pedestrian gathering areas.



Patios are encouraged within the public realm where site conditions permit

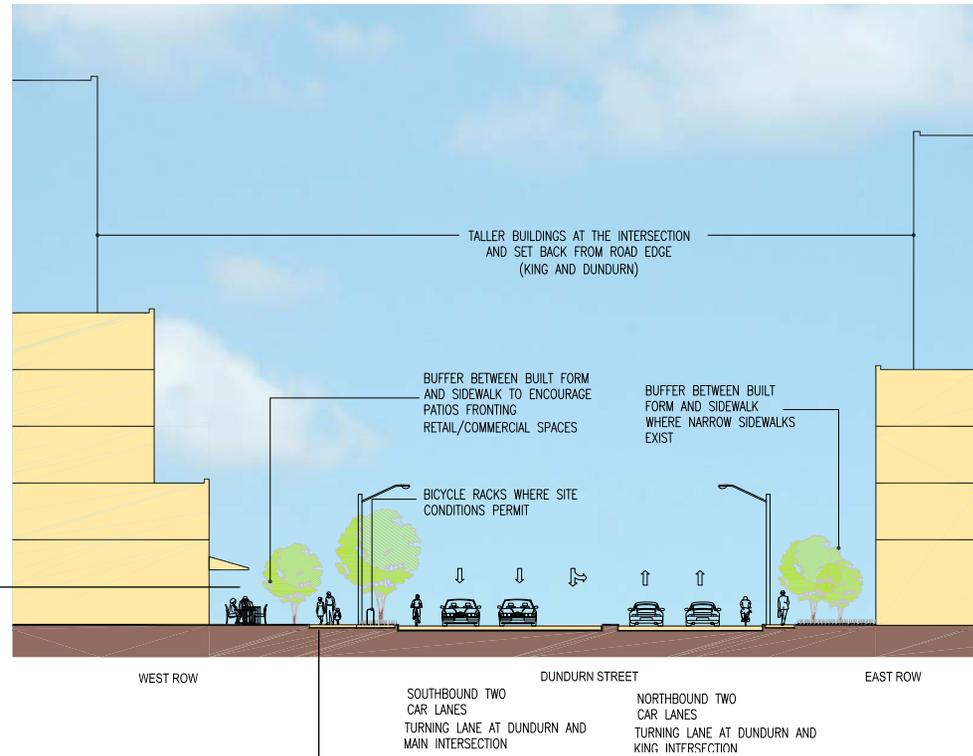


Fig.7.3: Dundurn Street ROW Cross Section(Concept Sketch)



Accommodate bicycle racks within street-scapes where possible

SECTION 8 QUEEN STREET

8.1 CONCEPT VISION

With existing tall residential buildings along Queen Street, the concept envisions redevelopment and intensification along this corridor to go as high as 8 to 10 storeys, intensifying the street while maintaining a human scale. Queen Street should be intensified primarily for high density residential uses. Mixed use development at the intersections of Queen Street North and York Boulevard, Queen Street North and King Street West, and Queen Street South and Main Street West is encouraged.



View looking north on Queen Street North from the intersection of Queen Street and King Street West



View of the existing commercial plaza at the intersection of Queen Street South and Main Street West

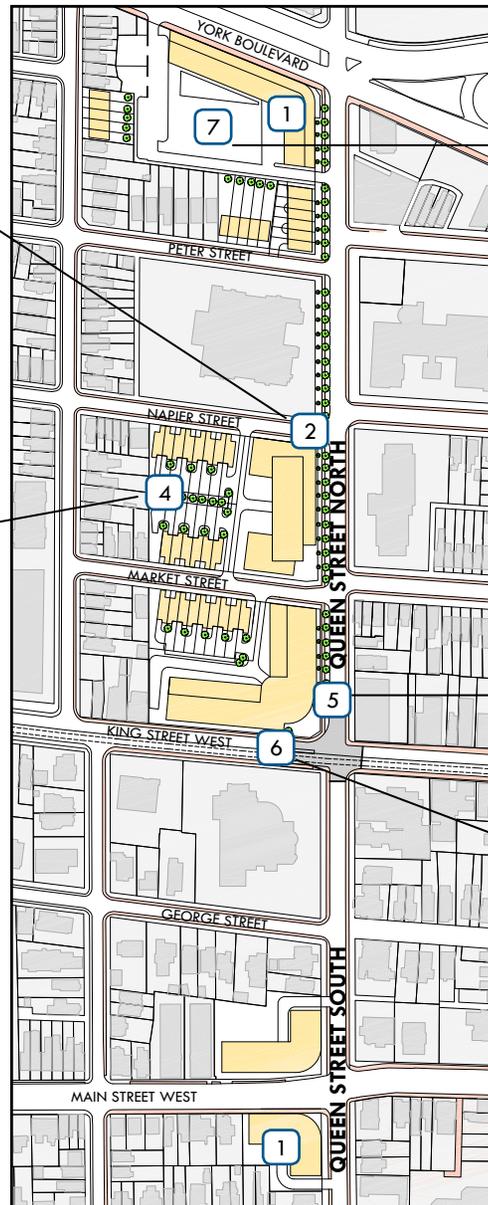
Taller buildings should be sited on 2 to 3 storey podiums that should address the adjacent street



Include low rise built form as a part of high density development to serve as an appropriate transition into the existing neighbourhood



- 1 Encourage Mixed Uses
- 2 New Development Should Address the Street
- 3 Higher Densities through Moderately Scaled Buildings
- 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
- 6 Support Transit Oriented Development
- 7 Follow Sustainable Design Principles



Encourage “green” surface parking lots



Pedestrianization (or traffic calming) methods should be adopted at major intersections such as Queen Street and King Street West



Ensure a pedestrian friendly environment around RT stops to support Transit Oriented Development

Fig.8.1: Queen Street (Concept Sketch-Plan)

8.2 BUILT FORM GUIDELINES

Portions of Queen Street are developed as high density residential uses, and any intensification along this corridor should reflect this existing condition.

8.2.1 Building Siting and Organization

1. Along the west side of Queen Street, where site conditions permit deeper setbacks, new development should be sited a minimum of 3.0 metres from the existing road edge, to mitigate any negative impact of taller buildings on the street, while still allowing the built form to address the streetscape.
2. New high density residential development should be integrated with a low rise built base or podium. This base should address the public street so as to activate the streetscape.
3. Where possible, low to medium density residential intensification should be paired with high density residential uses to create a smooth transition into the existing neighbourhood. The built form should front the public street, whereas the low to medium density form should address the neighbourhood to the rear or flankages of the site.

4. At the King Street West and Queen Street intersection, where a planned rapid transit stop is proposed, the built form should be configured to create a larger public space on both the east and west sides of the intersection. This allows for the accommodation of higher pedestrian traffic as well as highlighting the importance of the intersection. (Refer to Fig.8.2)
5. For residential units located at grade, care should be taken to provide an appropriate transition between the private space and the public space.



Low to medium density residential intensification should address the existing residential neighbourhood



Residential units at grade along Queen Street should have an appropriate transition from the street

8.2.2 Building Massing

1. At the intersection of Queen Street North and York Boulevard, building heights of 10 to 12 storeys should be encouraged.
2. Residential built form should be sited along the street line (Queen Street) and buildings should terrace down to the height of existing built form on adjacent properties.
3. At the south west corner of Queen Street North and York Boulevard, and along the west edge of Queen

Street North, redevelopment that incorporates both low density and high density residential uses in conjunction with mixed use commercial within the same block is highly encouraged.

4. At the intersection of Queen Street South and Main Street West, the height of any new development or redevelopment should be restricted to 3 to 4 storeys on both the north and south side of Main Street West. This is because the existing topography already provides an increased height at the intersection.

8.2.3 Building Articulation

1. Built form articulation should be such that it evokes a residential nature along Queen Street. This can be achieved through the use of balconies, residential scaled windows and changes of materials.
2. Exterior finishes should be of an enhanced quality at the King Street West and Queen Street intersection to reinforce the importance of the intersection as a transit stop and recognize adjacent heritage buildings, such as the Scottish Rite.



Design schemes that adopt mixed residential densities should be considered for large lots along Queen Street



Image of the existing Scottish Rite building at the south-west corner of Queen Street and King Street West



Example of an existing building that reflects the scale and proportions of the Scottish Rite building nearby. New development around the Scottish Rite is encouraged to reflect similar architectural articulation

3. Any new development at the Queen Street and King Street West intersection should complement, in terms of scale and articulation elements, the existing heritage building (Scottish Rite) on the south-west corner of the intersection.
4. Changes in exterior materials and colours are encouraged, including changes in plane, in line with sills and lintels, etc. Material or colour changes should articulate a transition between the base and the top of the development.
5. Residential units at grade should be physically separated from the streetscape either through a change in grade (i.e. decorative retaining wall) or the use of landscape elements (i.e. pillars and fencing).



Changes in exterior wall material and colours should articulate a transition between a base and a top for high density high rise residential development



At corners, buildings are encouraged to be recessed from the front face to accommodate larger pedestrian plazas

Taller building mass at important intersections helps address the importance of their location

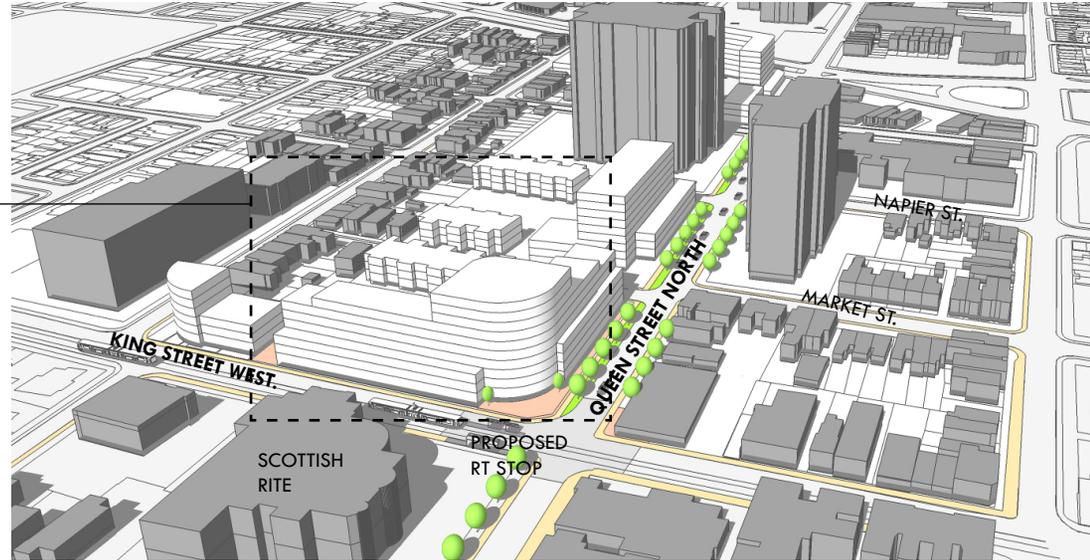
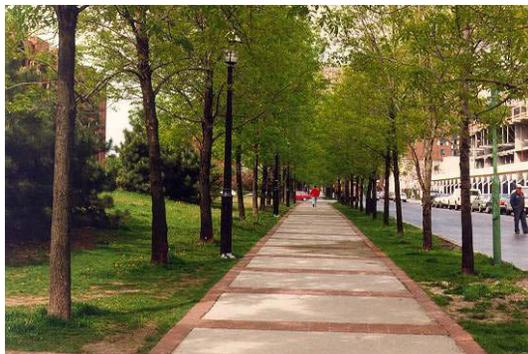
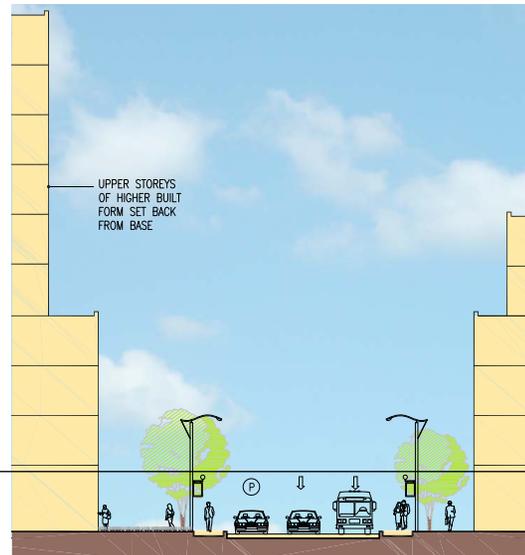
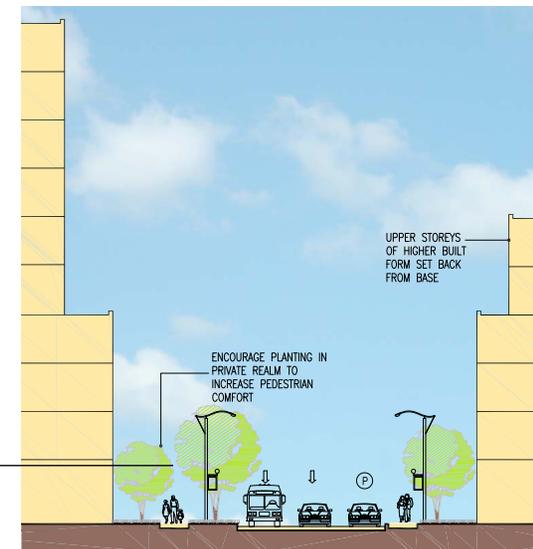


Fig.8.2: Queen Street (Concept Sketch-Perspective)



WEST ROW
 QUEEN STREET SOUTH (Main St. to King St.)
 SOUTHBOUND TWO LANES
 ONE PARKING LANE (WEST SIDE)
 EAST ROW



WEST ROW
 QUEEN STREET NORTH (King St. to York Boulevard)
 SOUTHBOUND TWO LANES
 ONE PARKING LANE (EAST SIDE)
 EAST ROW

Fig.8.3: Queen Street ROW Cross Section(Concept Sketch)

SECTION 9 YORK BOULEVARD

9.1 CONCEPT VISION

York Boulevard is comprised of professional services, stand alone commercial uses and residential uses. Intensification and/or redevelopment along this corridor should focus primarily on accommodating high density residential uses with some mixed use development in the form of local commercial uses and/or professional services at grade.

The south side of York Boulevard that falls within the study area can be intensified with higher density residential uses along a majority of the corridor, similar to what is envisioned for the Queen Street corridor, with heights of 8 to 10 storeys. The intersections of York Boulevard and Queen Street North and York Boulevard and Dundurn Street North are encouraged for mixed use development.



Images of the existing condition of York Boulevard

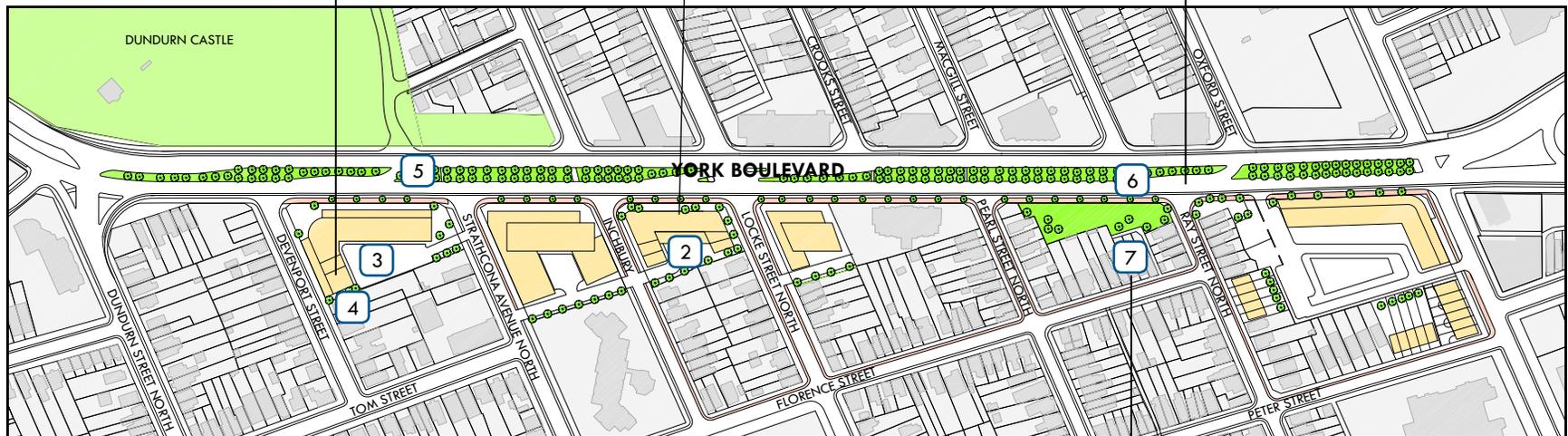
Ensure high density built form transitions appropriately into the existing neighbourhood through the use of a “stepped-down” built form



Colonnaded built form, or arcades, are encouraged along York boulevard



The introduction of bicycle lanes support the use of active transportation



- 1 Encourage Mixed Uses
- 2 New Development Should Address the Street
- 3 Higher Densities through Moderately Scaled Buildings
- 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
- 6 Support Transit Oriented Development
- 7 Follow Sustainable Design Principles



Retain and enhance existing open spaces as integral parts of the streetscape and the community at large

Fig.9.1: York Boulevard (Concept Sketch- Plan)

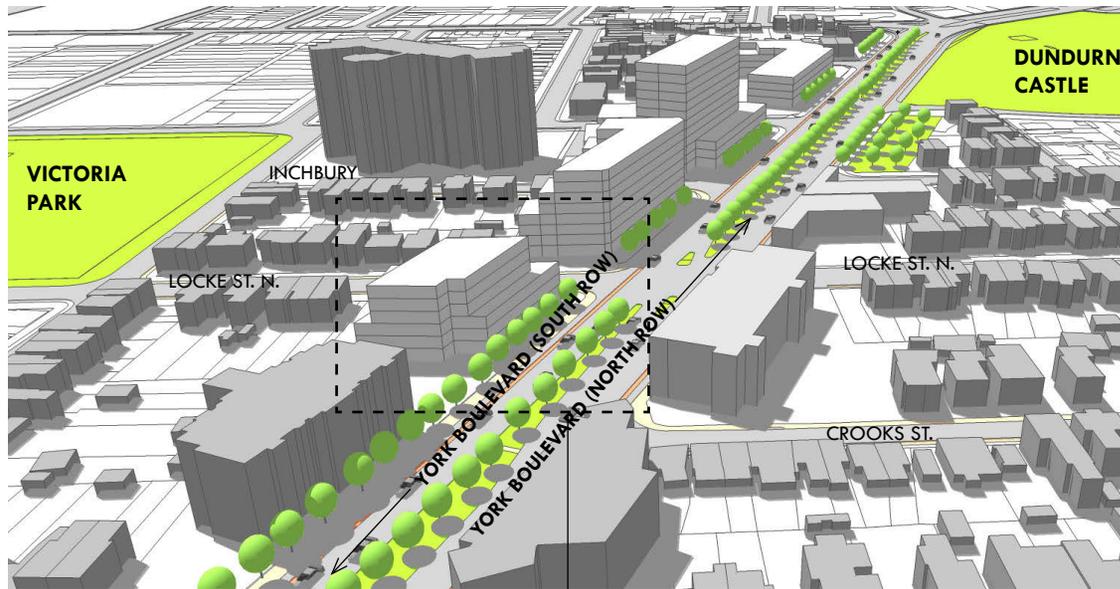


Fig.9.2: York Boulevard (Concept Sketch-Perspective)



9.2 BUILT FORM GUIDELINES

The following guidelines are intended specifically for York Boulevard and are geared primarily towards residential intensification, both medium and high density.

9.2.1 Building Siting and Organization

1. On the south side of York Boulevard, buildings should be sited with a setback ranging from 4.0 to 5.0 metres from the property line. This will reinforce the boulevard character of the corridor by making the Right of Way (ROW) appear wider. (Refer to Fig.9.2)

9.2.2 Building Massing

1. The south side of York Boulevard and the wide Right of Way (ROW) of the corridor itself presents opportunities for taller built form. Building heights should vary from 4 to 10 storeys.
2. At the York Boulevard and Queen Street North intersection, building heights are envisioned to be 8 to 10 storeys in height, with retail uses developed at grade level. (Refer to Fig 4.0)
3. Tall buildings should be well integrated into a base of 2 to 3 storeys in

height through the upper storeys being sited closer to one of the corners of the base.

4. Care should be taken so that any tall built form does not cast unwanted shadows on neighbouring existing low density residential uses.
5. Care should be taken that high density residential built form does not result in massing that is not appropriate to the surrounding scale. This can be achieved by creating a stepped down built form massing. (Refer to Fig.9.2)
6. Currently, colonnades are used intermittently to create a unique pedestrian environment along York Boulevard. This architectural tool is encouraged to be used for new development and allows for optimum use of space above grade, while still promoting a comfortable pedestrian environment.

9.2.3 Building Articulation

1. Where office, commercial or retail uses are permitted as part of a mixed use building, a clear delineation between residential uses and other uses shall be made through architectural articulation. Care must be taken to ensure integration into the overall massing.

9.3 STREETScape GUIDELINES

York Boulevard functions as a gateway to Hamilton's downtown core, connecting the Dundurn National Historic Site, Copps Coliseum, and the Hamilton Farmers' Market together with long views of York Boulevard. It is also one of the sites identified by the Public Art Master Plan as a corridor with the potential to accommodate public art. The following guidelines are meant to direct design in order to enhance the existing boulevard quality of York Boulevard.

9.3.1 General

1. To enhance the boulevard quality of York Boulevard, the parkette between Ray Street and Pearl Street should be protected and enhanced as an open space through the introduction of high quality street furniture and the use of public art. Proposing pedestrian paths within the parkette which directly connect to the public sidewalk will enhance the use of this site as well. (Refer to Fig. 9.1)
2. Encourage the provision of additional spaces for public art within the public realm and as part of new development through the introduction of urban plazas and building façade art where site conditions permit.



Example of residential units with commercial uses at grade



Taller built form to be located on a base built form, which in turn should address the public streetscape



Existing example of architectural built form that uses colonnades along York Boulevard



A double row of trees is encouraged along York Boulevard

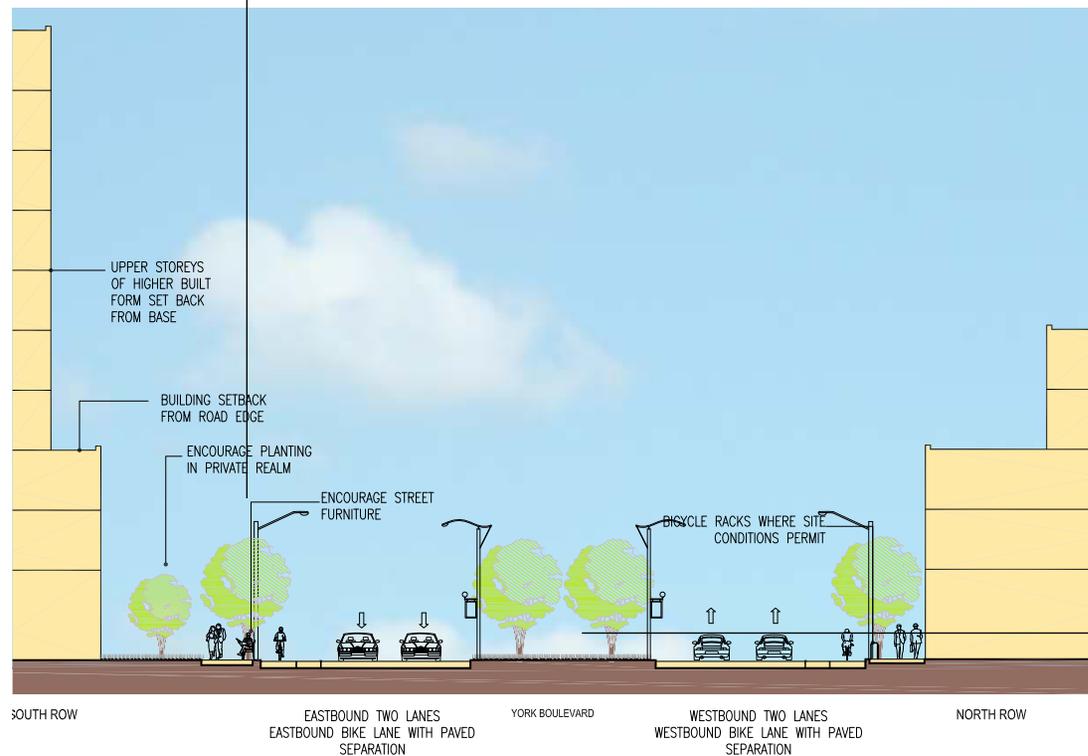


Fig.9.3: York Boulevard ROW Cross Section(Concept Sketch)

9.3.2 Street Furniture & Other Amenities

1. Street furniture should be located between the sidewalk and vehicular traffic to act as a buffer.
2. The introduction of any form of public art along York Boulevard shall be coordinated with the concept of treating the York Boulevard and Dundurn Street North intersection as an entrance into the neighbourhood and

the City of Hamilton. Guidance related to public art shall be from the Public Art Master Plan.

9.3.4 Street Trees

1. Street trees are highly encouraged on York Boulevard to retain and enhance the boulevard quality of the corridor.
2. If space permits, a double row of trees should be considered.
3. Street trees should be located with street furniture and paired with site furnishings, bicycle parking, transit shelters, utilities and public art.

9.3.5 Lighting

1. Unique lighting should be considered as an integral part of any public art that is introduced along York Boulevard.



The existing median on York Boulevard is an important aspect of the corridor and should be retained and enhanced through additional landscaping as depicted in the image example

SECTION 10 IMPLEMENTATION

Use of Urban Design

Guidelines

The Strathcona Urban Design Guidelines have been developed to provide a comprehensive tool for the neighbourhood to use in the assessment of applications for intensification, development and redevelopment within the Strathcona Secondary Plan Study Area. (Refer to Fig.1.0) The Guidelines are intended to be used in conjunction with the Secondary Plan and to augment the Strathcona Secondary Plan urban design policies. The Guidelines illustrate approaches to designing development, new built form and landscaping to accommodate the growing needs of Strathcona while ensuring that new development is compatible with the existing fabric of the Strathcona neighbourhood. They are also intended to minimize impacts of new development on adjacent low-rise residential properties. The guidelines make recommendations on built-form and site design such as building massing, step-backs, setbacks and streetscaping.

The Urban Design Guidelines reflect the community's desire to enhance the quality and character of development within the Strathcona Secondary Plan Study Area, while respecting its heritage character.

To ensure development in the Strathcona neighbourhood occurs in a positive and sustainable manner, the City shall use the Urban Design Guidelines as a part of the development review process.

To ensure that new development is consistent with the Urban Design Guidelines, the City may require the submission of an Urban Design Report or Brief with a development application to demonstrate conformity with the Guidelines.

When implementing the Guidelines it is important to recognize that site specific exceptions may be warranted and that the intent of a guideline can be achieved for a particular project through excellence in design in another manner. Where an exception is requested, it is the responsibility of the designer / developer / builder to demonstrate to the City that the intent of the Guidelines is being achieved, and that the design is appropriate. It is at the discretion of the City to support or not support such alternate designs. In cases where the City requires further review of applications, a Peer Review Process may be considered.

Ongoing Monitoring & Evaluation

Over time, the Strathcona Secondary Plan and Urban Design Guidelines may be amended based on experience, trends and feedback from the community. Consistent with the Planning Act, a monitoring process is encouraged to review the evolving effectiveness of the Guidelines and the Strathcona Secondary Plan.

