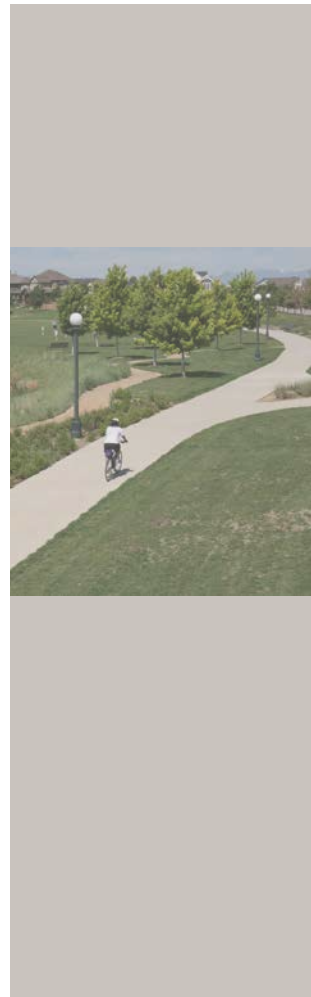


UPPER WEST SIDE Community

Urban Design Brief



June 2020





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1.0 EXECUTIVE SUMMARY

1.0 Executive Summary

The proposed Upper West Side community is located in Hamilton, north of the John C. Munro Hamilton International Airport, and forms a component of the broader Upper West Side development lands. The *Upper West Side Community Urban Design Brief* is a key element in the integration of the future overall Upper West Side lands into Hamilton's urban boundary and the Airport Employment Growth District (AEGD). The identification of these lands for inclusion within the City's urban area is one of the components of Hamilton's strategy to accommodate assigned employment growth.

An initial step in the development process for the Upper West Side lands is the preparation of various background studies in support of the community, which coincides with the Urban Boundary Expansion applications. As a component of this process, the Urban Design Brief (UDB) for the Upper West Side community is intended to provide a clear vision for the proposed development through the identification of key principles and guidelines. The community will comprise a variety of land uses, including compact residential, mixed-use, prestige employment, and industrial employment. Parkettes and Neighbourhood Parks will integrate both passive and active recreation opportunities, while serving as primary gathering places throughout the community.

The UDB was developed in accordance with the Urban Official Plan and Rural Official Plan, the AEGD Secondary Plan, and applicable guidelines including the Airport Employment Growth District Eco-Industrial Design Guidelines and Airport Employment Growth District Urban Design Guidelines (2010). It sets out to achieve a coordinated approach to urban design throughout the development, providing comprehensive urban design guidelines that reinforce broader planning objectives.

In order to address all design-related aspects of the community, the UDB document has been structured

in the following manner:

2.0 - INTRODUCTION

This section describes the purpose of the UDB, the document structure and the role the UDB will have in guiding the planning and design of future residential and employment development within the Upper West Side community. It also describes the regional and local context, policy framework, community design vision, and the preliminary conceptual land use plan.

3.0 - UPPER WEST SIDE PARTICIPATING LAND AREA

This section provides a general overview of the plan and participating land area, including structuring elements such as road hierarchy, natural heritage system, and district areas. It also describes the proposed residential and employment land uses that will contribute to a healthy, complete, and sustainable development, emphasizing the preservation and enhancement of natural features and assets.

4.0 - URBAN DESIGN GUIDELINES

This section provides specific urban design direction through a series of design guidelines:

- Streetscape Guidelines
- Landscape & Open Space Guidelines
- Compact Residential / Mixed-Use Area Built Form Guidelines
- Employment Area Built Form Guidelines
- Employment Area Site Plan Guidelines
- Sustainability & Low Impact Design Guidelines

Streetscape Guidelines describe the function and role the streetscape design plays in the walkability

of the community and in promoting and enhancing its identity. It considers the combination of elements within the right-of-way (R.O.W.), as well as the adjacent built form relationship, in response to ensuring safety, establishing a high quality and durable built component, reinforcing a comfortable street environment for pedestrians and cyclists. These guidelines address road hierarchy, streetscape elements, street trees and planting strategy, development gateways, transit supportive / active transportation infrastructure, accessibility, and safety.

Landscape and Open Space Guidelines describe the numerous landscape and open space elements of the Upper West Side community that are designed with a responsible, creative approach, including the Natural Heritage System (NHS), trail and cycling network, stormwater management facilities, parks, views and viewsheds, and cultural heritage resources.

Compact Residential / Mixed-Use Area Built Form Guidelines are provided to promote high quality architecture that supports the vision for a unified residential and mixed-use community with a distinct identity. This includes built form character, typologies, and residential building design.

Employment Area Built Form Guidelines are provided to promote high quality building designs and

architecture that supports the vision for a prestige employment area and attractive development with a distinct identity. This includes built form character, typologies, sustainable building design, building orientation, rooftop and mechanical requirements, architectural lighting, and signage.

Employment Area Site Plan Guidelines address components such as relationship to natural edges, site access and driveways, vehicular circulation and parking areas, recommended buildings setbacks, loading, storage and utility areas, site lighting and safety, pedestrian and cycling circulation, and noise attenuation.

Sustainability and Low-Impact Design Guidelines describes the integration of sustainable practices that will result in a healthy and resilient development. Several sustainable techniques related to site layout, built form and landscaping may be considered for Upper West Side that will help mitigate the impacts of development.





2.0 INTRODUCTION

2.1 Document Purpose & Structure

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

The UDB emphasizes and details the integral elements that will help create an innovative, walkable, transit friendly environment with employment lands and mixed-use / residential opportunities.

The guidelines are structured under the following major sections:

- 1.0 Executive Summary
- 2.0 Introduction
- 3.0 Upper West Side Participating Land Area
- 4.0 Urban Design Guidelines



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



2.2 Regional & Local Context

2.2.1 Site Context Analysis

A. City & Community Context

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

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

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



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



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



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

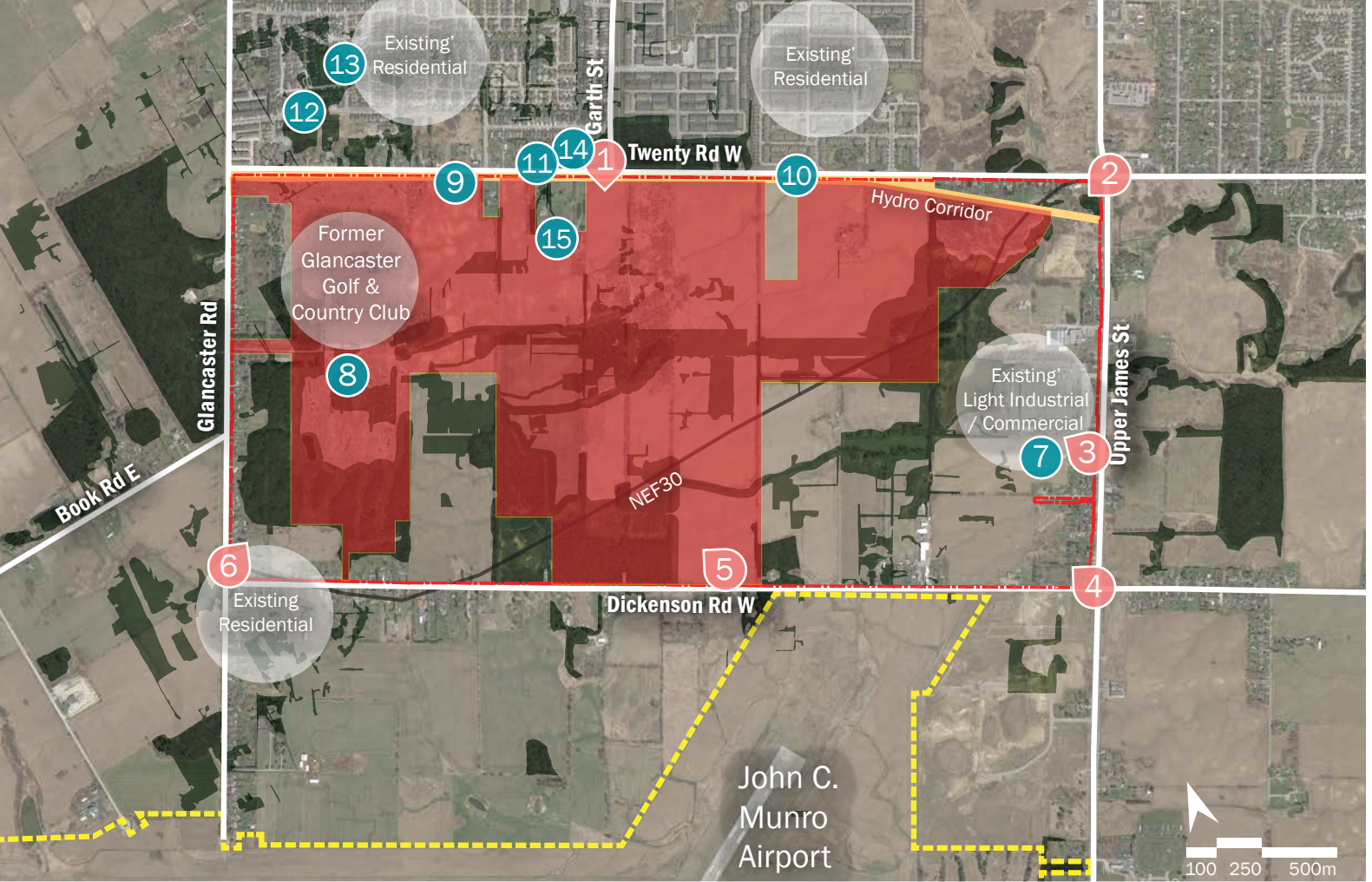


Fig. 2.2.1d - Subject Lands Context within the Upper West Side development area.



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B. Site Context

The Upper West Side participating land area consists of approximately 223.50 ha (552.28 ac) of land located within the 389.15 ha (961.61 ac) overall Upper West Side development land area. The subject lands are bounded by Twenty Road West and a hydro corridor to the north and Dickenson Road West to the south, and are set within the broader Twenty Road West development lands that are bounded by Upper James Street to the east and Glancaster Road to the west. There is currently no internal road network through the subject lands.

Comprising the northernmost portion of the subject lands, the Western, Central and Eastern Urban Boundary Expansion application areas border Twenty Road West along the north. The eastern limit of the UBE areas is located to the east of the north-west portion of the proposed Street “B”, and the southern limit is east-west portion Street “B” or just of south of this road. Glancaster Road provides the UBE limit to the west. (Refer to Fig. 2.5 for the UBE Plan.).

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

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

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

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



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



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



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



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



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



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



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



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



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

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

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

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

C. Existing Topography & Vegetation

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

2.2.2 Design Constraints

A. Natural Heritage Impacts

There are a significant number of natural heritage features on the subject lands that will inform the layout of a development plan. In addition to several woodlots, the subject lands contain several water features and wetlands of varying sizes. Of the 223.50 ha (552.28 ac) total land area, approximately 59.66 ha (147.42 ac) comprise existing natural heritage features. The result is a net developable area of approximately 163.84 ha (404.86 ac). Each of the natural heritage features have been thoroughly examined, and the surrounding land uses will be configured to ensure the protection and long term health of the NHS. Given the configuration of these features running east-west through the site, the location of crossings need to be strategically assessed relative to key road connections and land uses. Despite some design constraints, these environmental qualities also present an opportunity to enhance the subject land's NHS by providing new accessible greenway linkages. Pedestrian links at both a subdivision and regional scale for recreational and commuting purposes will encourage active transportation, while achieving a robust, well-functioning linked NHS.

B. Lot Size / Lot Layout

Due to the proximity to the airport, much of the lands are impacted by the Noise Exposure Forecast (NEF), a noise protection standard that in particular applies to existing surrounding residential uses. The community has been designed to follow the NEF 30 Noise contour line, which is identified by the Provincial Policy Statement (PPS) as the boundary for new development in areas near airports. This will impact the height of all built form with the Upper West Side community, establishing a maximum height of 4-storeys.

2.3 Policy Framework

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

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

2.3.1 Urban Hamilton Official Plan (2013)

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

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

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

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

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

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

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

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

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

2.3.2 Rural Hamilton Official Plan (2012)

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

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

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

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

2.3.3 Airport Employment Growth District Secondary Plan (June 2017)

The areas subject to the UBE applications are not located within the AEGD, however, the secondary plan policies have been addressed for reference purposes.

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

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

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

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

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

An Employment Supportive Centre is identified at the corner of the future Garth Street extension and

Twenty Road West (Map B.8-1 – Airport Employment Growth District Land Use Plan as Site Specific Policy – Area I), and shall be located within a 100 m radius of the southwest and southeast corners of this intersection.

A. Vision

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

B. Principles

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

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

2.3.4 Airport Employment Growth District Eco-Industrial Design Guidelines (EIDG) and Airport Employment Growth District Urban Design Guidelines (August 2010)

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

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

2.3.5 City of Hamilton By-Law No. 09-124 (2009)

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

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

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

2.3.6 Council Approved Transit Oriented Development Guidelines for Hamilton (2010)

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

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

2.3.7 City-Wide Corridor Planning Principles and Design Guidelines (2012)

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

2.4 Community Design Vision

2.4.1 Community Design Vision & Opportunities

The Upper West Side community will comprise a variety of land uses, including compact residential, mixed-use, prestige employment, and industrial employment.

The compact residential areas are envisioned to include mixed residential uses, and incorporate Parkettes and Neighbourhood Parks, which will integrate both passive and active recreation opportunities, while serving as primary gathering places for the community.

Mixed-Use development will be incorporated at strategic locations in the community, particularly along Garth Street (Street “A”). The variety of functions and amenities along this main street is intended to attract pedestrians from the surrounding residential and employment areas.

Employment lands are a vital component of the urban fabric of the City of Hamilton, providing for a variety of uses and related built form expression. The vision for the employment area portion of the development is to create an attractive, pedestrian-scaled environment that is responsive to industry needs and functions, and respectful of surrounding land uses. This shall be accomplished through a coordinated and consistent approach in the design of its component elements – the integration and transition between mixed-use, compact residential, and employment lands, the streetscape design along Garth Street (Street “A”) and designated block edges, the site planning and built form of buildings within the private lands, the design and configuration of parking and service areas, and the design of open space elements linking the various blocks as a unified whole.

The design process for the subject lands has presented a set of opportunities related to the development location and the proximity to the John C. Munro International Airport, as well as mandated design policies, such as the Airport Employment

Growth District (AEGD) Secondary Plan, that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. These opportunities include the following:

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

2.4.2 Community Design Guiding Principles

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

Figure 2.3.2 on the following page outlines the Upper West Side community design guiding principles with respect to:

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



COMMUNITY CHARACTER

- Establish a strong community character and theme.
- Reflect a local identity rooted in the character of the City of Hamilton.

EMPLOYMENT AREA

- Achieve a supportive interface with a mix of employment uses.
- Organize employment uses and built form types as appropriate to the site context, with upgraded green infrastructure and design standards considered for highly visible locations, including Garth Street, existing NHS lands, open space features, parks, and residential transitional areas.
- Structure employment functions to have 'street edge' design and 'campus' design conditions.

MIXED-USE / COMPACT RESIDENTIAL AREAS

- Integrate employment with a variety of compact residential dwellings and mixed-uses, directing greater density along Garth Street.
- Provide an appropriate transition between employment and residential uses.

TRANSPORTATION NETWORK

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

NATURAL HERITAGE SYSTEM

- Protect and enhance existing woodlands, wetlands, and wildlife corridors by providing visually and physically interconnected natural spaces throughout the community.
- Establish strategic views and vista opportunities to the NHS through street alignment and the placement of parks, open space and buildings.

PARKS & OPEN SPACES

- Provide access and visibility to public and private outdoor amenities and open spaces that will serve as important informal and formal gathering places for residents, employees, and visitors throughout the community.

Fig. 2.4.1 - Community Design Guiding Principles

2.5 Preliminary Community Design Plan

The preliminary Community Plan for the broader Upper West Side lands (refer to Figure 2.45), within which the Upper West Side Participating Land Area and Garth Street Draft Plan of Subdivision are located, was developed to assist with achieving the objectives of the Airport Employment Growth District (AEGD).

The community will facilitate the proposed extension of Garth Street, which will connect the AEGD to the rest of the City. The proposal will complement the AEGD by preserving a significant amount of employment lands. An internal road network has been designed in a modified grid-like form to connect and structure the district's employment areas, as well as existing and introduced open space features. The employment mix will include a combination of Airport Prestige Business and Airport Light Industrial employment uses.

The Upper West Side community provides the foundation for the following:

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

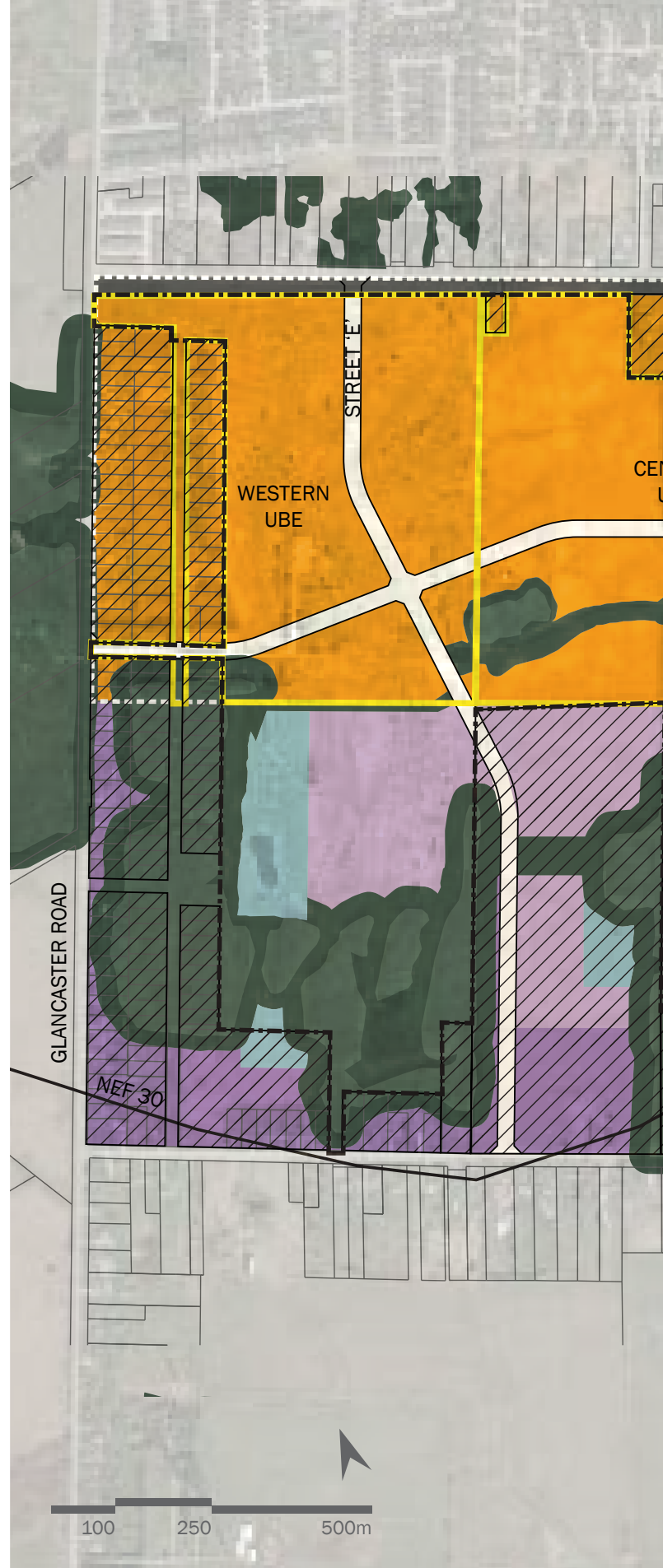
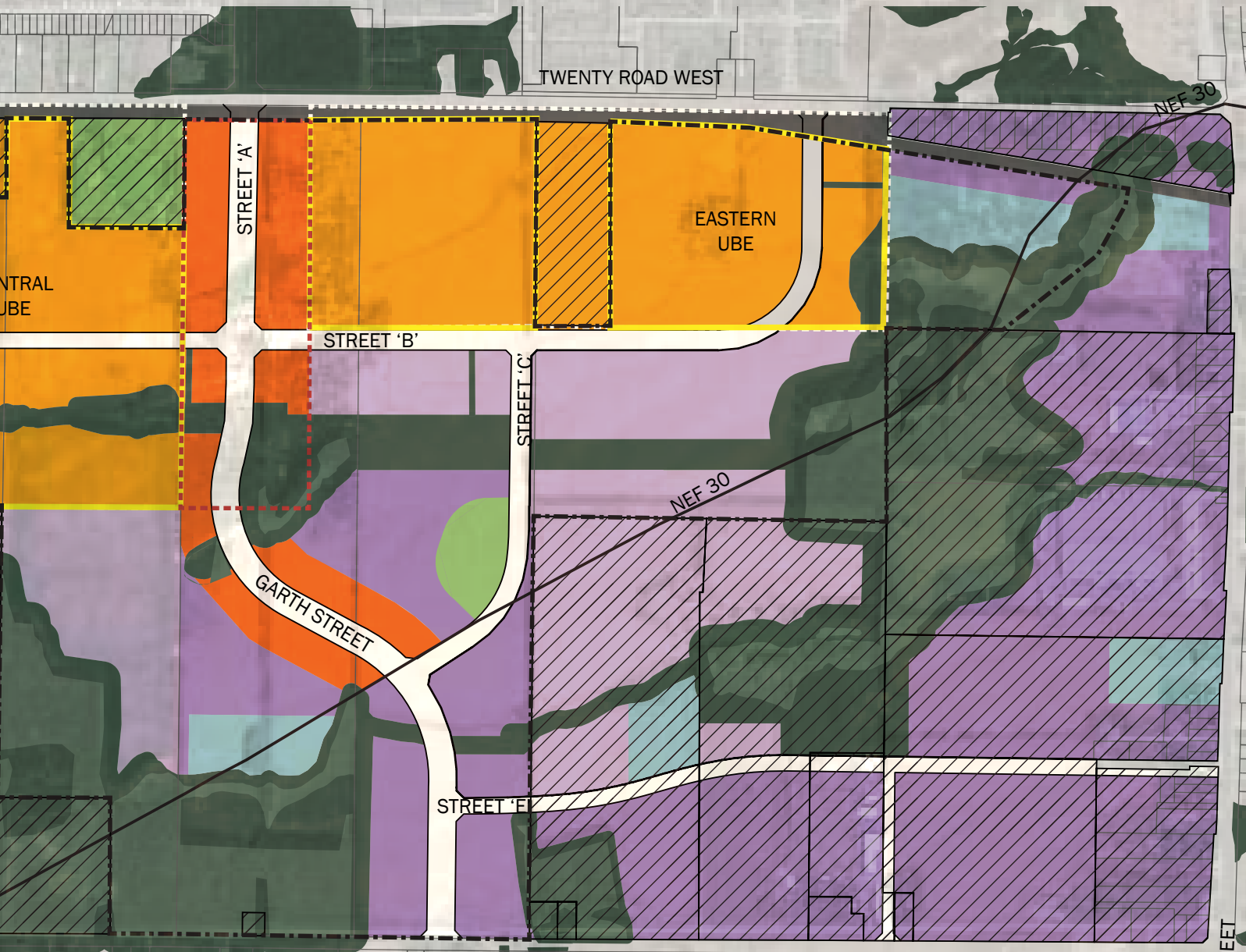


Fig. 2.5 - Upper West Side Community Conceptual Land Use Plan



- PARTICIPATING LANDS
- NON-PARTICIPATING LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- FUTURE APPLICATIONS
- RESIDENTIAL LANDS
- MIXED USE LANDS
- AIRPORT LIGHT INDUSTRIAL (AEGD)
- AIRPORT PRESTIGE BUSINESS (AEGD)
- NATURAL HERITAGE SYSTEM / OPEN SPACE
- NATURAL HERITAGE SYSTEM BUFFER
- STORMWATER MANAGEMENT PONDS
- NEIGHBOURHOOD PARKS

(Urban Boundary Expansion Plan)

3.0 UPPER WEST SIDE PARTICIPATING LAND AREA

3.1 General Overview

The Upper West Side Participating Land Area (henceforth referred to as the Upper West Side community) shall ensure the long-term success of the Airport Employment Growth District (AEGD) by maintaining the employment lands in the Twenty Road West area, as well as introducing a blend of compact residential in the Western, Central and Eastern UBE areas and mixed-use development. The block fabric will be designed in a manner which ensures an appropriate transition between mixed-use, compact residential, and employment lands, while attracting a variety of employment types from office to high-tech industries.

With a density calculation of 71 P&J/ha, the proposed Upper West Side community will comprise three distinct land use designations - Compact Residential Area, Mixed-Use Area, and Employment Area.

Situated along Twenty Road West, the Compact Residential Area will make up the northern portion of the Upper West Side community. The proposed land use mix is 8% Singles/Semi-Detached, 70% Townhouses, and 22% Apartments. Throughout the Residential Areas, parks will integrate both passive and active recreation opportunities for all residents.

The Mixed-Use Area, generally located along the north portion of Garth Street (Street “A”), shall comprise mixed residential and commercial / office uses, and shall incorporate a Village Square, which will integrate passive recreation opportunities, while serving as a primary gathering place and focus for the community.

The Employment Area is a component of the extensive employment lands designation planned for the AEGD and makes up the majority of the community, generally located south of Street “B”. It shall allow for a full range of employment uses, including office, industrial, logistics/distribution, and service-related, with an enhanced design emphasis for highly visible locations abutting Garth Street, natural heritage and open space features, and Dickenson Road West.

3.2 Structuring Elements

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

- Road Network;
- Natural Heritage System;
- Neighbourhoods.

3.2.1 Road Network

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

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

The proposed road hierarchy will consist of the following street types (refer to Fig. 3.2.1):

- Garth Street - Minor Arterial/Character/Spine Road (Street "A") - 45.72m R.O.W. / connects Mixed-Use Area to Employment Area / 6 travel lanes / 2 on-street bike lanes / swale, urban or grass boulevard condition;
- Collector Roads (Street "B" & Street "C" - 33.0m R.O.W. / Street "B" and "E" - 26.0m R.O.W.) - alternate routes for access to Employment and Mixed-Use/Compact Residential Areas / serves to disperse traffic away from local streets / 4 travel lanes / 2 on-street bike lanes / 7.5m boulevard / sidewalks on both sides;
- Collector Road/Transit Corridor (Street "F") - 26.0m R.O.W. / connector for BRT to Upper James Street / connects Upper West Side community to major transportation nodes throughout the City (West Harbour Go Station, John C. Munro Hamilton International Airport, etc.) / 2 travel lanes / 2 on-street bike lanes / 7.5m boulevard / sidewalks on both sides;
- Local Roads - 18.0m R.O.W. / neighbourhood social focus / 2 travel lanes / 4.5m boulevard / sidewalks on both sides;
- Laneways - 8.0m R.O.W. / 2 travel lanes / sidewalks on both sides / access to rear or flankage garage parking.

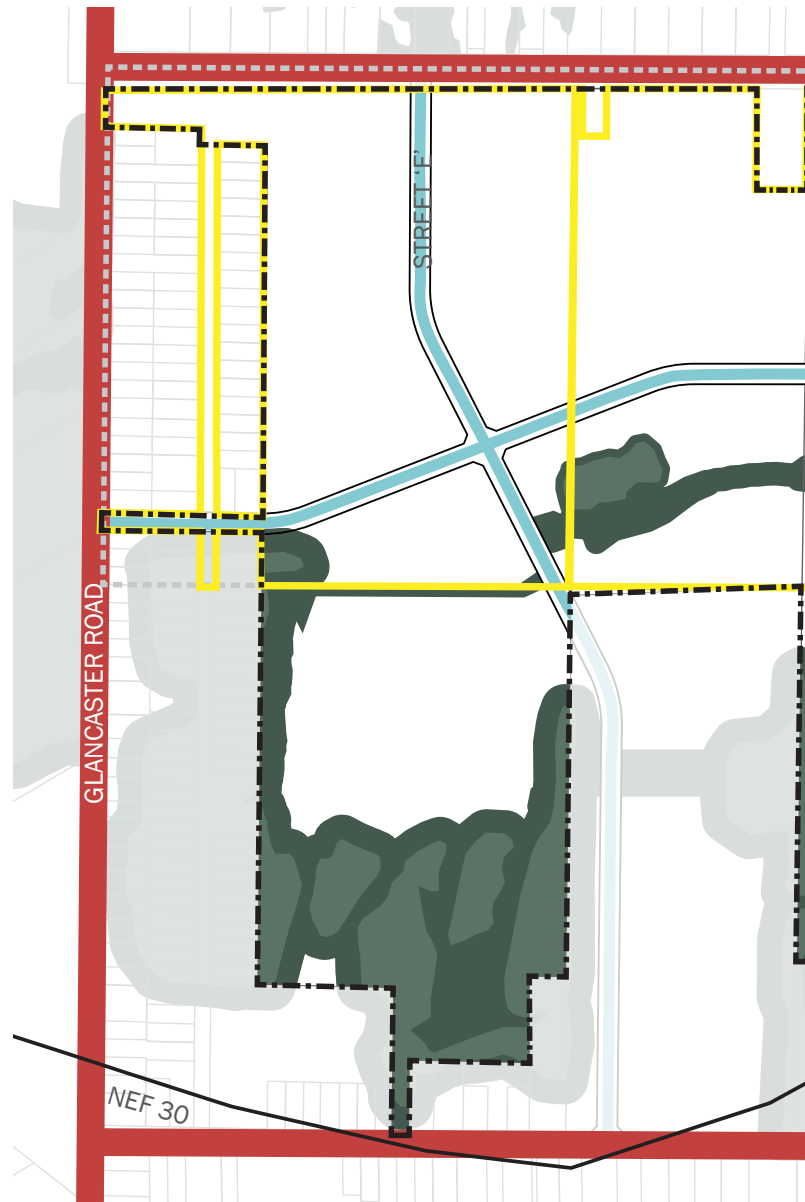
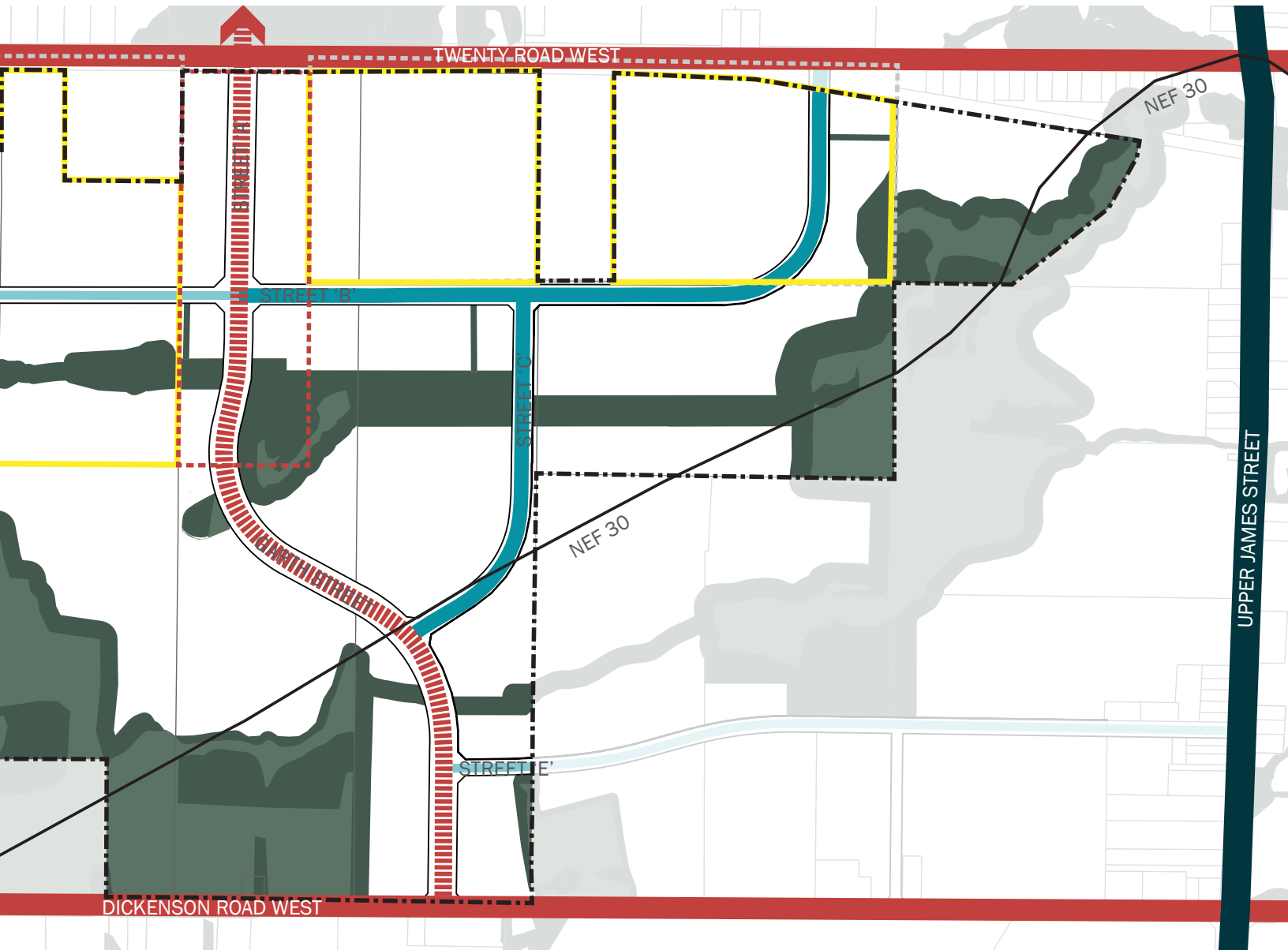


Fig. 3.2.1 - Upper West Side Community Proposed Major Road Network.

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

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



- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- EXISTING MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- PROPOSED CHARACTER/SPINE ROAD (MINOR ARTERIAL)
- PROPOSED 33.0m COLLECTOR ROADS
- PROPOSED 26.0m COLLECTOR ROADS



3.2.2 Natural Heritage System

The designated NHS within the Upper West Side community (refer to Fig. 3.2.2) is designed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting. The primary goal is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

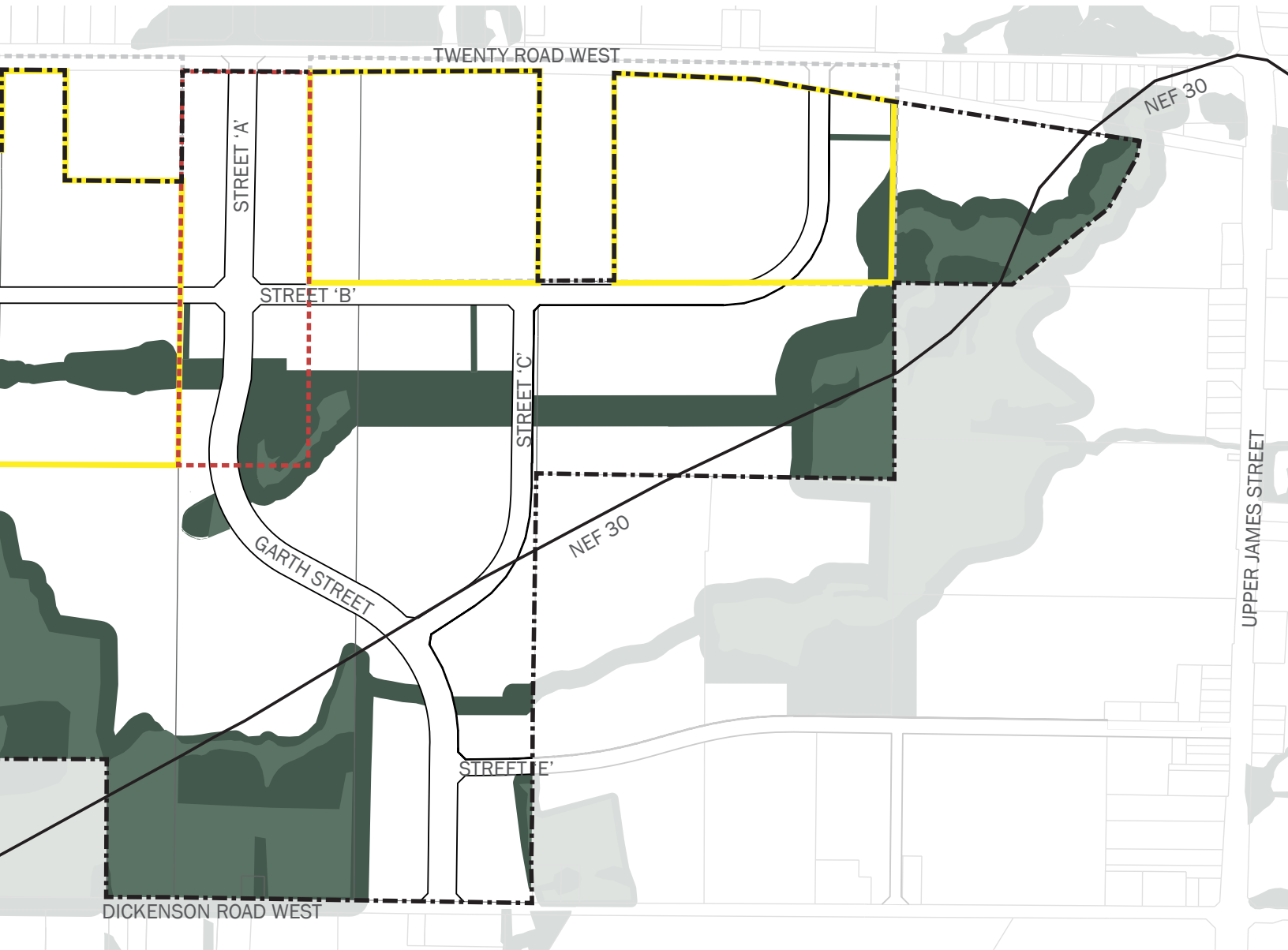
The proposed land use fabric within the Upper West Side community, including streets, residential and employment areas, open space features, and buffer elements, evolves from these extensive NHS lands and will provide important vista opportunities within walking distances of residential neighbourhoods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

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



Fig. 3.2.2 - Upper West Side Community Proposed Natural Heritage System.

- SUBJECT LANDS
- UBE APPLICATION AREA
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- NATURAL HERITAGE SYSTEM / OPEN SPACE
- NATURAL HERITAGE SYSTEM BUFFER



3.3.3 Neighbourhoods

The structuring elements described in this section help to establish the framework for neighbourhood areas within the subject lands. In particular, the NHS and the collector road networks provide the basic structure for identifying individual neighbourhood areas.

With this structure established, neighbourhood amenities such as parks, transit stops, and pedestrian linkages are located within a reasonable walking distance, which corresponds with an approximate five-minute (or 400m) walking radius. Using this approach, eleven neighbourhood areas have been identified within the Upper West Side community (refer to Figure 3.2.3).

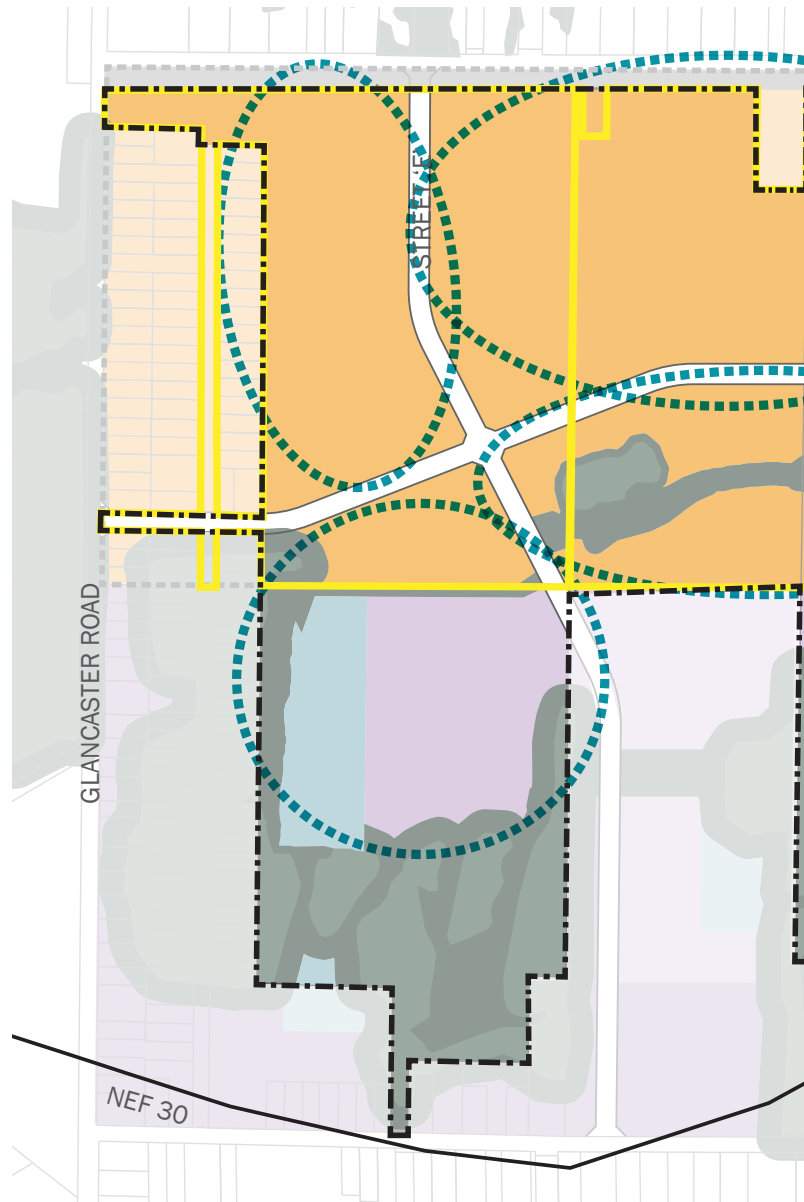
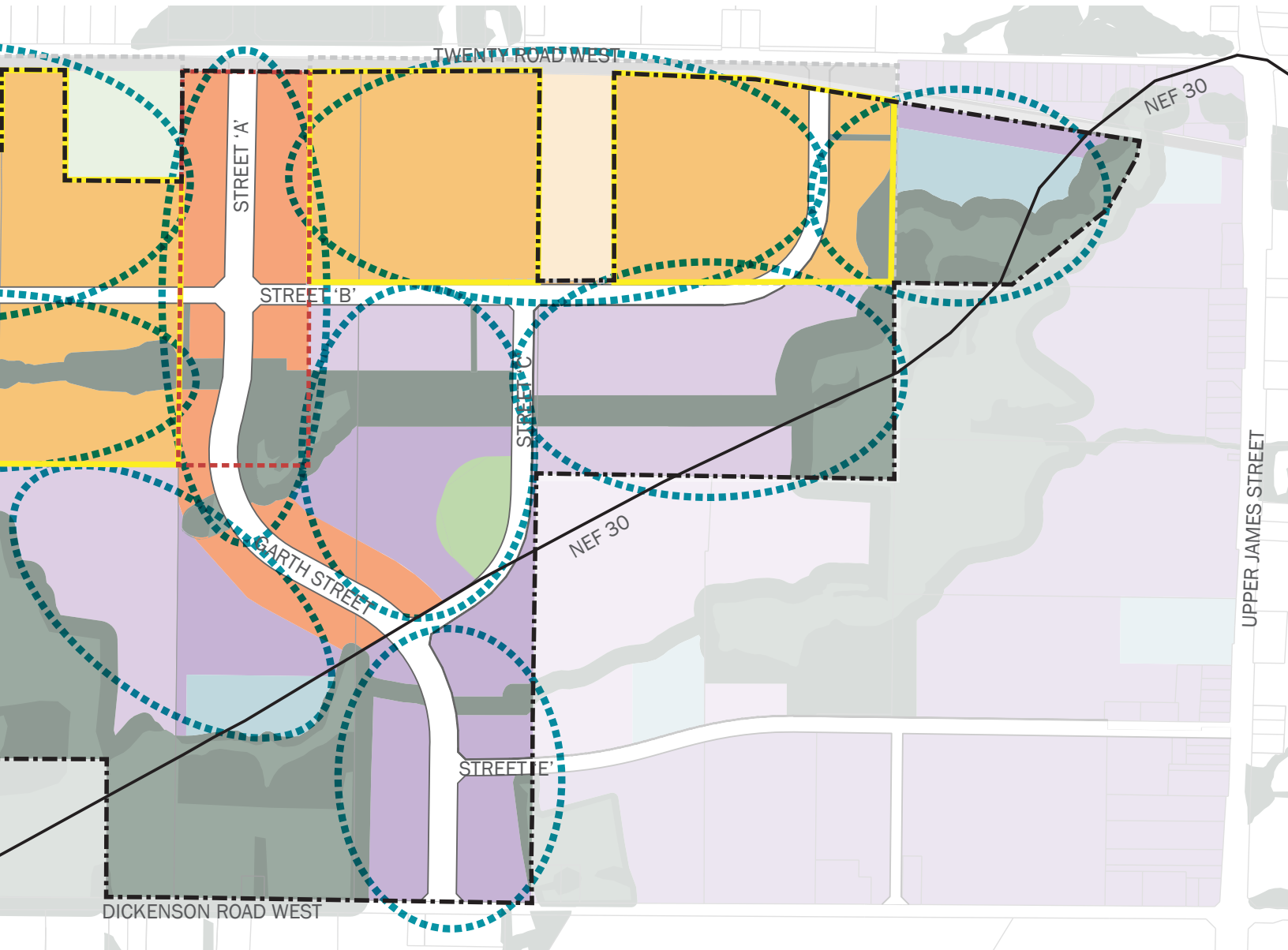


Fig. 3.2.3 - Upper West Side Community Proposed Neighbourhoods

- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- DISTRICT AREAS





3.3 Proposed Land Use

The proposed Community Conceptual Design Plan will be defined by three primary land use categories: Compact Residential Area, Mixed-Use Area, and Employment Area.

The Compact Residential Area is located throughout the north portion of the subject lands, generally along the existing hydro corridor and Twenty Road West. It shall contain the following land uses and features:

- Compact residential uses, such as rear lane, street accessed, back-to-back, and stacked townhouse dwellings.
- Hierarchy of streetscapes, including Minor Arterial / Spine Road (Garth Street), Collector Roads, Local Roads, and Laneways.
- Window streets along portions of the hydro corridor and Twenty Road West interface.
- Neighbourhood Parks and Parkettes, with opportunities for passive and active play.
- Pathway linkages associated with the NHS, as a potential component of the overall Hamilton Burlington Trails network.

The Mixed-Use Area is located along the north portion of Garth Street. It shall contain the following land uses and features:

- Mixed-Uses, comprising retail/commercial, office, live/work, and residential apartments.
- Major Arterial / Spine Road (Garth Street).
- Village Square, with opportunities for passive use and social gathering.
- Pathway linkages associated with the NHS.

The Employment Area is located throughout the majority of the community, in the south portion of the subject lands, extending to Dickenson Road West. It shall contain the following land uses and features:

- A full range of employment uses, including office, industrial, logistics/distribution, and service related functions.

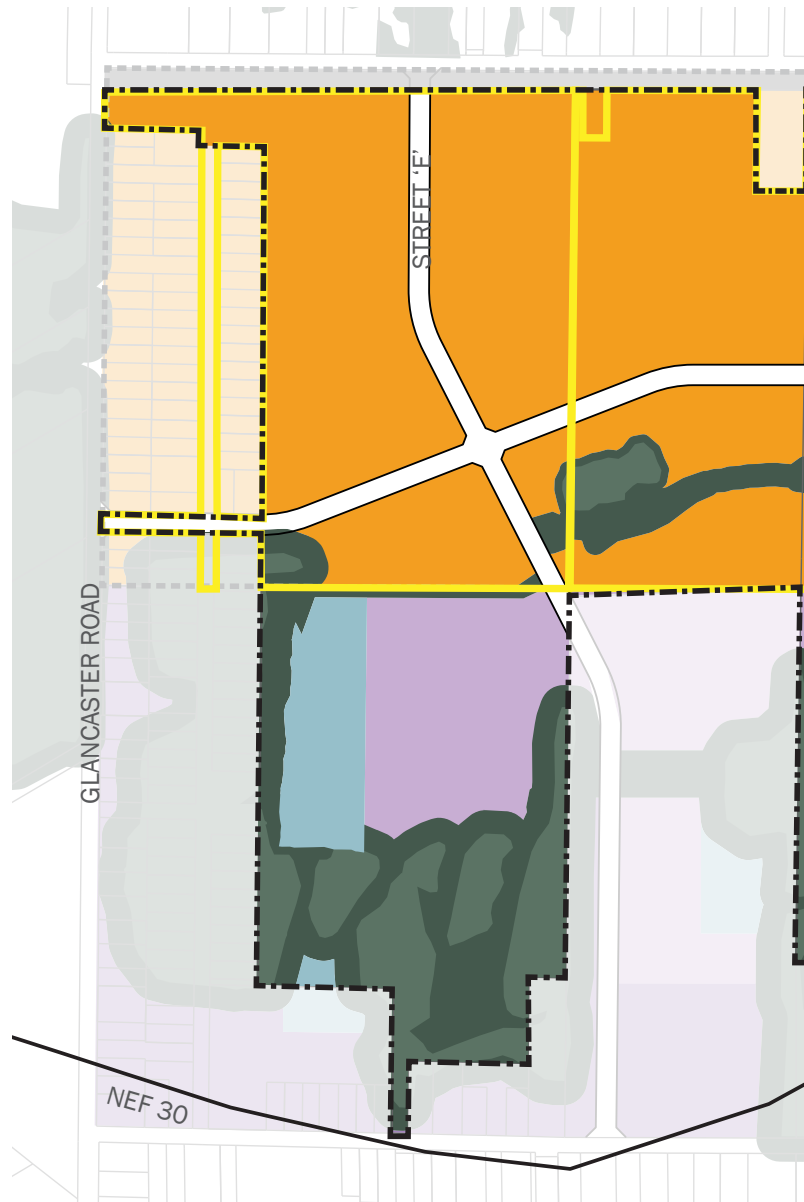
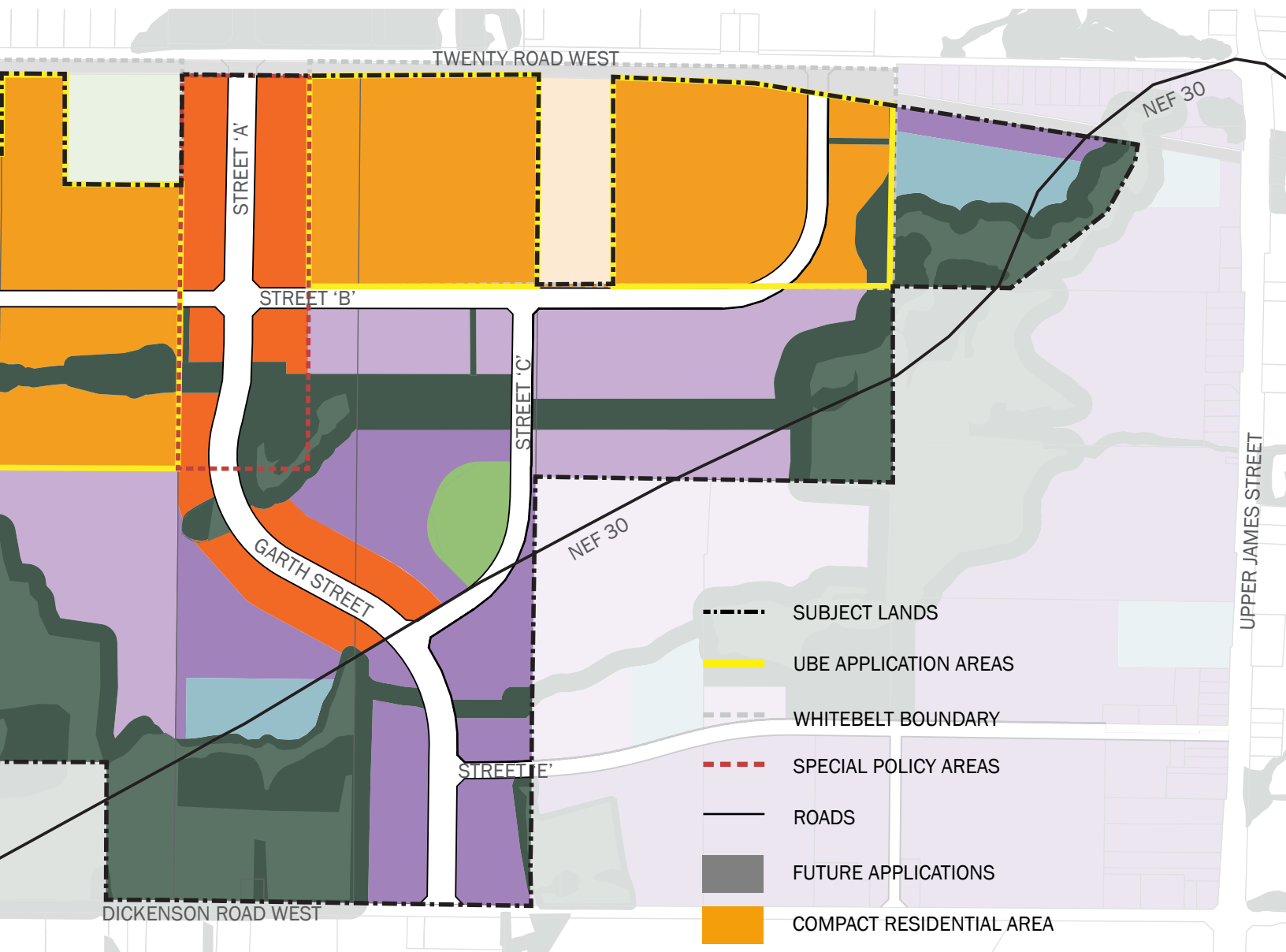


Fig. 3.3a - Upper West Side Community Proposed Land Use.

- A substantial, robust NHS, to the south west of Garth Street, extending to Dickenson Road West.
- Hierarchy of streetscapes, including Major Arterial / Spine Road (Garth Street), and Collector Roads.
- Internal road network, responding to the structure of uses and buildings, as well as to future transit links.



- Stormwater management ponds, as potential open space features.
- Pathway linkages associated with the NHS, as a potential link in the overall Hamilton Burlington Trails network.
- Garth Street (Street “A”), a north-south connector central to the area and providing high quality streetscape design and important vehicular, public transit links, and cycling links.

- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- ROADS
- FUTURE APPLICATIONS
- COMPACT RESIDENTIAL AREA
- MIXED USE AREA
- AIRPORT LIGHT INDUSTRIAL (AEGD)
- AIRPORT PRESTIGE BUSINESS (AEGD)
- STORMWATER MANAGEMENT POND
- NATURAL HERITAGE SYSTEM / OPEN SPACE
- NATURAL HERITAGE SYSTEM BUFFER
- NEIGHBOURHOOD PARKS



4.0 URBAN DESIGN GUIDELINES

4.1 Streetscape Guidelines

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

4.1.1 Road Hierarchy

The street network established for the Upper West Side community responds to the existing surrounding street network, the site's topography, natural features, and future land uses. The proposed layout of complete streets is intended to facilitate movement and circulation, support accessibility, and transit ridership, and promote a safe pedestrian and cycling oriented lifestyle. The street hierarchy is designed to offer easy navigation, and to create terminating views, vistas, and other focal points to achieve an attractive public realm.

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

- External Arterial Roads (Twenty Road West, Dickenson Road West)
- Garth Street - Arterial/Character/Spine Road (Street "A") - 45.72m R.O.W.
- Collector Roads (Street "B" & Street "C") - 33.0m R.O.W.
- Collector Roads/Transit Corridor (Street "B", Street "E" & Street "F") - 26.0m R.O.W.
- Local Roads - 18.0m R.O.W.
- Laneways - 8.0m R.O.W.

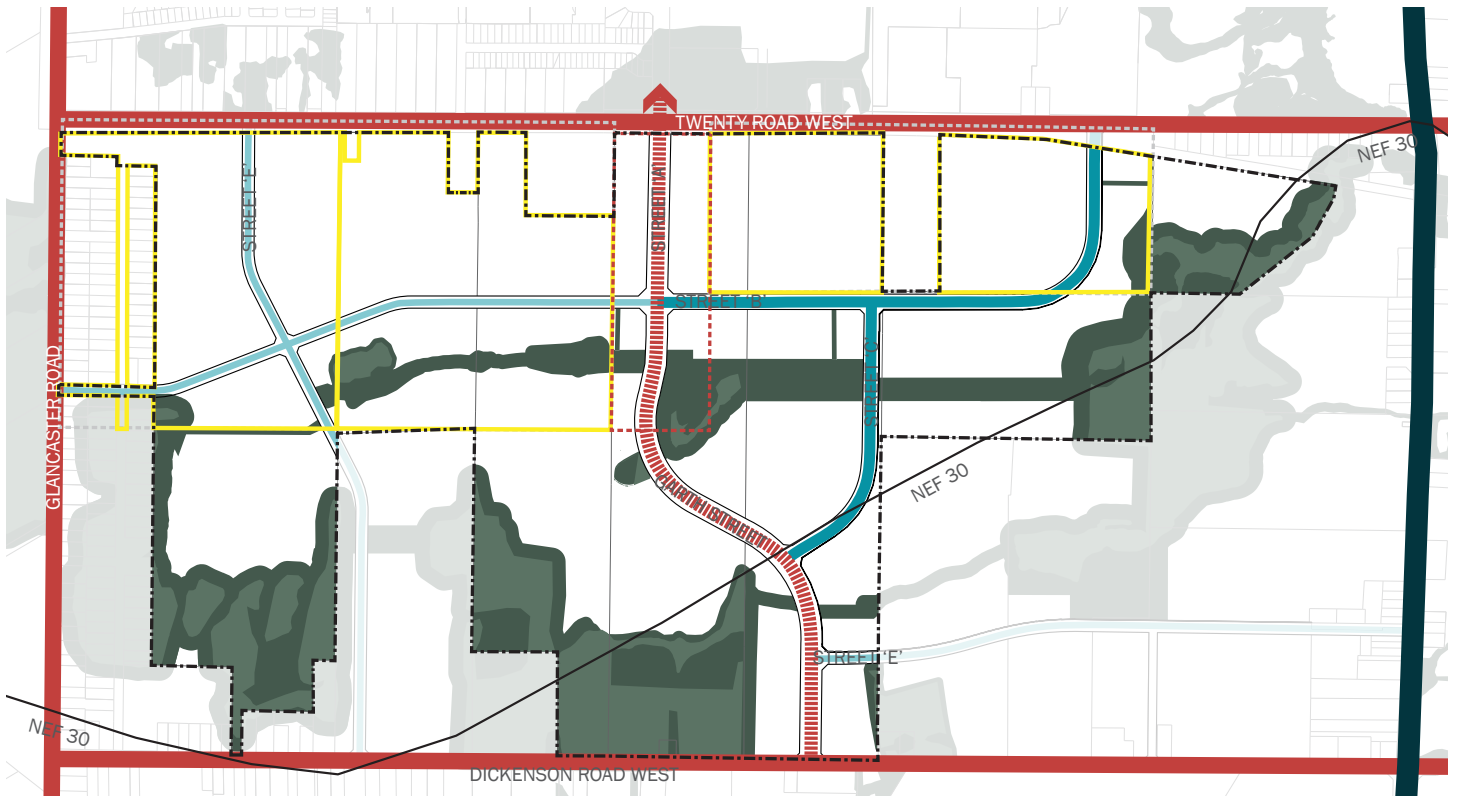
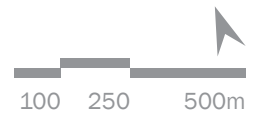


Fig. 4.1.1a - Upper West Side community proposed road hierarchy.

- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- EXISTING MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- ▨ PROPOSED CHARACTER/SPINE ROAD (MINOR ARTERIAL)
- PROPOSED 33.0m COLLECTOR ROADS
- PROPOSED 26.0m COLLECTOR ROADS



External Arterial Roads

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

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

Garth Street - Arterial/Character/Spine Road (Street "A")

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

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

- Garth Street will be a character avenue, designed to achieve comfortable and safe pedestrian connections, with adjacent uses strongly contributing to the character and built form relationship to the street.
- Two on-street bike lanes will be provided in each direction running the entire length of Garth Street.
- In the Mixed-Use Area, the streetscape will be characterized by enhanced paving, sidewalks, street furniture, and urban street tree conditions in planters and and/or tree grates within a generous urban boulevard.

- The streetscape in the Employment Area will be characterized by ample grass boulevards and a 1.5m sidewalk on both sides.
- Low Impact Development (LID) features may include grass swales, dry swales or bio-swales between the sidewalk and the roadway.
- A 3.0m (minimum) landscape strip on private employment lands will be provided to screen exposed parking and enhance the street realm.

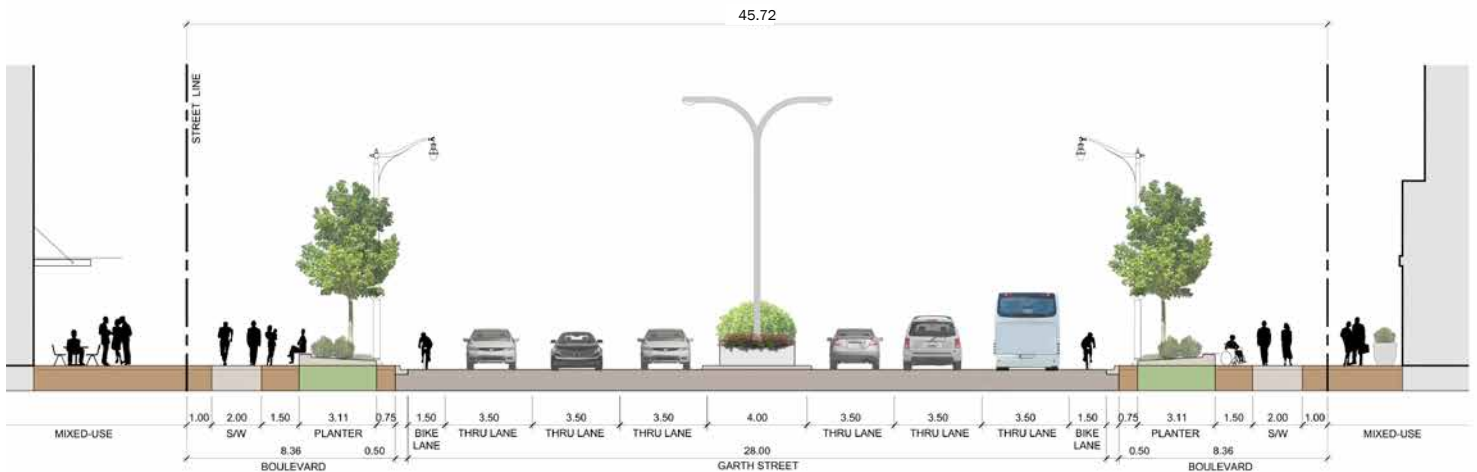


Fig. 4.1.1b - Garth Street Minor Arterial Road (Street "A") Cross Section through Mixed-Use Area



Fig. 4.1.1c - Garth Street Minor Arterial Road (Street "A") Cross Section through Employment Area.



33.0m Collector Roads (Streets “B” & “C”)

Collector roads serve as primary inter-community circulation routes and may also accommodate transit. These roads serve to disperse traffic away from local streets and provide alternate routes for access to the Compact Residential and Employment Areas. Collector Street “B” will run east-west through the Upper West Side community, where it transitions from 26.0m to 33.0m at Garth Street and extends to Twenty Road West. Collector Street “C” will run north-south, from Street “B” to Garth Street (Street “A”), through the Employment Area.

- It is anticipated that a portion of Street “B” and Street “C” will have a R.O.W. width of 33.0m, with typical roadway cross-sections including

four travel lanes (two lanes in each direction) and two on-street bike lanes.

- Ample boulevard widths will be provided with 1.5m sidewalks on both sides and a double row of street trees, or, a single row of street trees with a potential bio-swale adjacent to the street. The swale condition may occur where residential dwellings flank the street or there is an employment use. A double row of street trees may occur where compact residential built forms front the street.
- A 3.0m (minimum) landscape strip will be provided on private employment lands along Street “C” to screen parking and enhance the street realm.

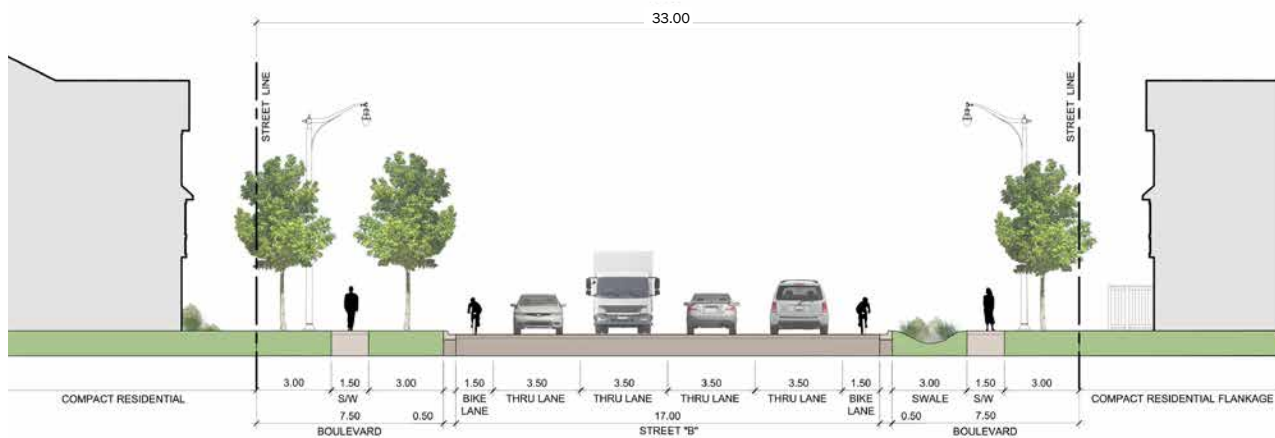


Fig. 4.1.1d - 33.0m Collector Street “B” Cross Section through Compact Residential Area.

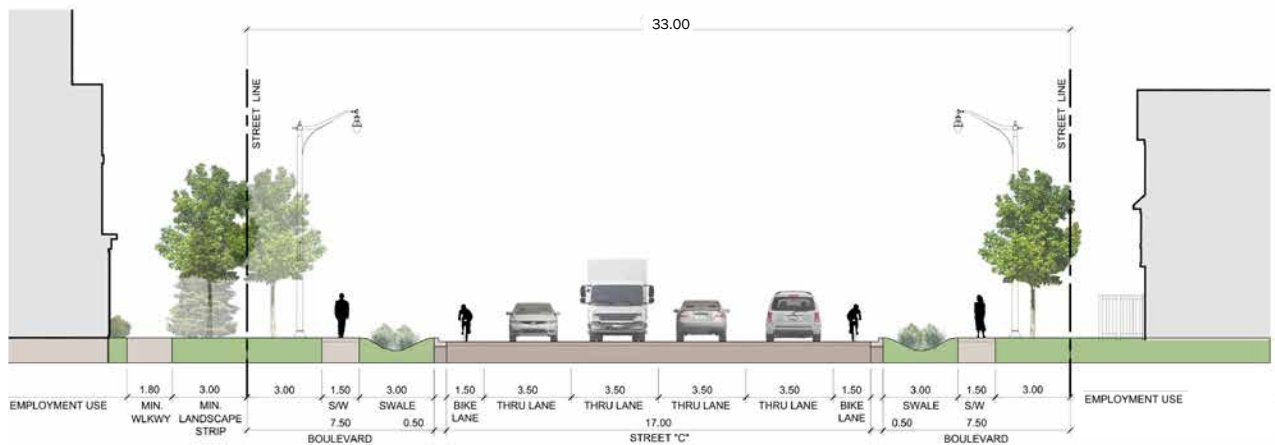


Fig. 4.1.1e - 33.0m Collector Street “C” Transitional Cross Section through Employment Area.

26.0m Collector Roads (Streets “B” & “E”)

Collector Street “B” will run east-west through the Upper West Side community, with a R.O.W. width of 26.0m from Glancaster Road to Garth Street. Collector Street “E” will run north-south, from Twenty Road West to Dickenson Road West, transitioning from the Compact Residential Area to the Employment Area.

- It is anticipated that Street “E” and a portion of Street “B” will have a R.O.W. width of 26.0m, with typical roadway cross-sections including two travel lanes (one lane in each direction) and two on-street bike lanes.
- A 7.5m wide boulevard will be provided with 1.5m sidewalks on both sides and a single row of street trees with the potential for a bio-swale adjacent to the street.
- A 3.0m (minimum) landscape strip will be provided on private employment lands along to screen parking and employment uses, and enhance the street realm.
- Where there is no parking located between building face and the landscape strip, the minimum building setback will be 3.0m and the minimum width of landscaping will be 3.0m.
- Widening is provided to accommodate a left turn lane and centre median at main intersections.

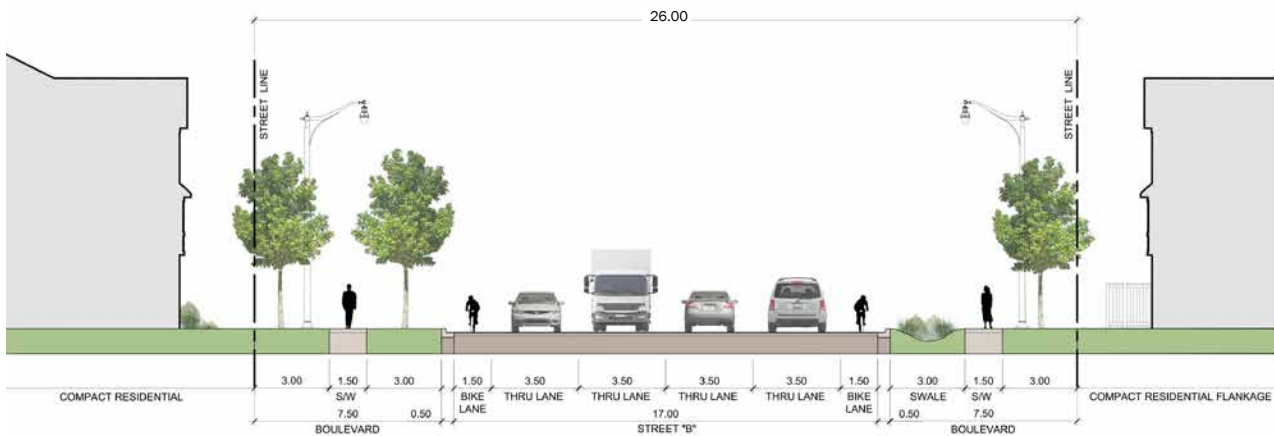


Fig. 4.1.1f - 26.0m Collector Streets “B” Cross Section through Compact Residential Area.

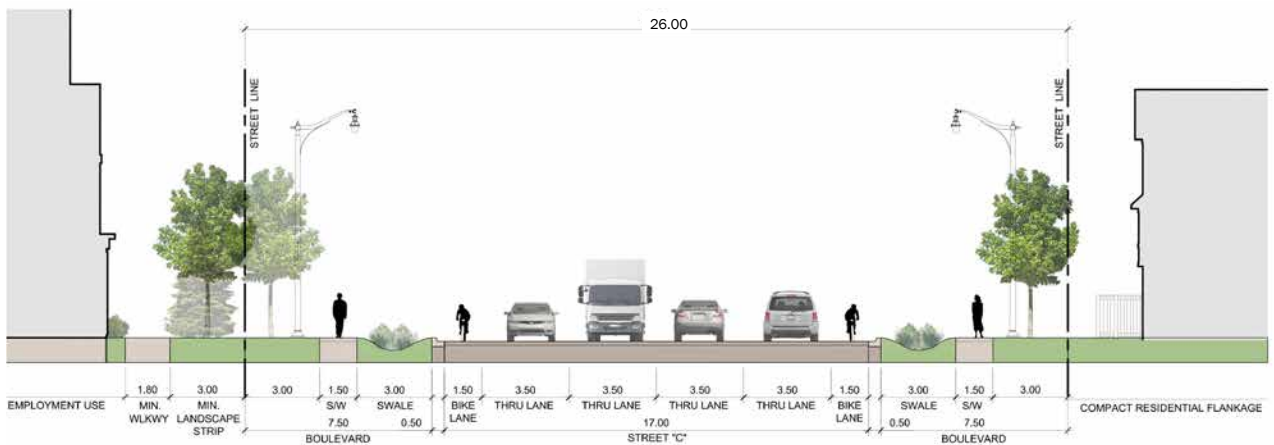


Fig. 4.1.1g - 26.0m Collector Street “E” Transitional Cross Section through Compact Residential Area and Employment Area.

26.0m Collector Road / Transit Corridor (Street “F”)

The Street “F” collector road / transit corridor will provide an important access and circulation route through the Employment Area of the Upper West Side community. Running east-west from Garth Street at the south end of the subject lands, it will serve as the BRT connection to Upper James Street, connecting the community to major transportation nodes throughout the City (West Harbour Go Station, John C. Munro Hamilton International Airport, etc.).

- It is anticipated that Street “F” will have a R.O.W. width of 26.0m, with typical roadway cross-sections including two travel lanes (one lane in each direction) and two on-street bike lanes.
- A 7.5m wide boulevard will be provided with 1.5m sidewalks on both sides and a single row of street trees with the potential for a bio-swale adjacent to the street.
- A 3.0m (minimum) landscape strip will be provided on private employment lands along to screen parking and employment uses, and enhance the street realm.
- Where there is no parking located between building face and the landscape strip, the minimum building setback will be 3.0m and the minimum width of landscaping will be 3.0m.
- Widening is provided to accommodate a left turn lane and centre median at main intersections.

Local Roads

Local roads will primarily serve the Compact Residential and Mixed-Use Areas and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include residential low and mid-rise built form, parks, stormwater management facilities, and frontage on the NHS. The local road network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. The use of cul-de-sacs shall be minimized throughout the community.

- Generally, local roads in the Compact Residential Areas shall have R.O.W. width of 18.0m with two travel lanes (one lane in each direction).
- A 4.5m wide boulevard will be provided with 1.5m sidewalks on both sides and a single row of street trees.
- Single-loaded roads may be proposed in areas adjacent to the Natural Heritage System, SWM pond, or hydro corridor.
- Single-loaded roads generally have a narrower R.O.W. with one lane in each direction and a sidewalk or multi-use paths on one or both sides.
- The boulevard treatment on single-loaded roads consists of street trees on the dwelling side boulevard and trees with buffer planting within a grass boulevard adjacent to the arterial road boulevard or valleylands to provide views and access.

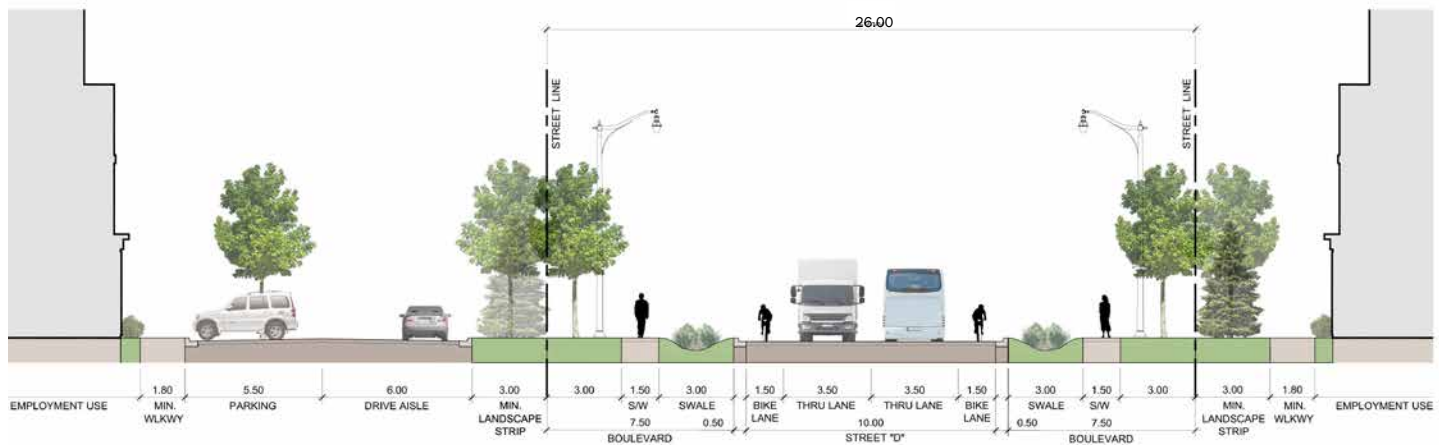


Fig. 4.1.1h - 26.0m Collector Street “E” Transit Corridor Cross Section through Employment Area.

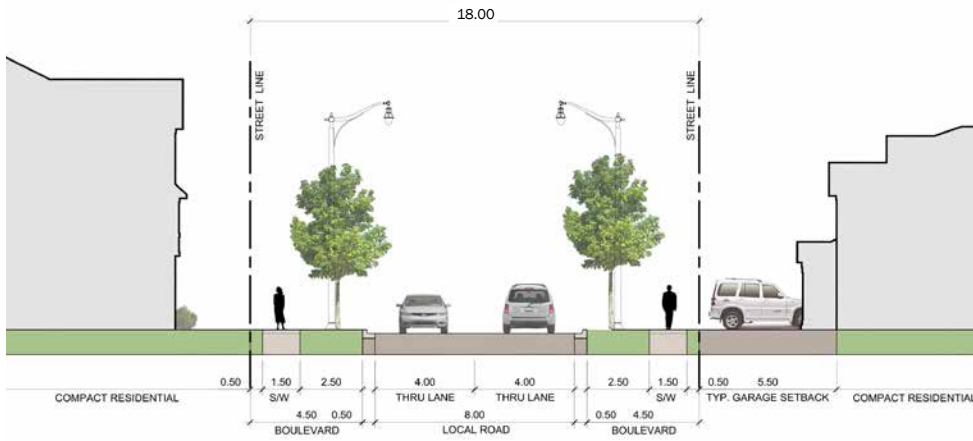


Fig. 4.1.1i - Local Road Cross Section through Compact Residential Area.

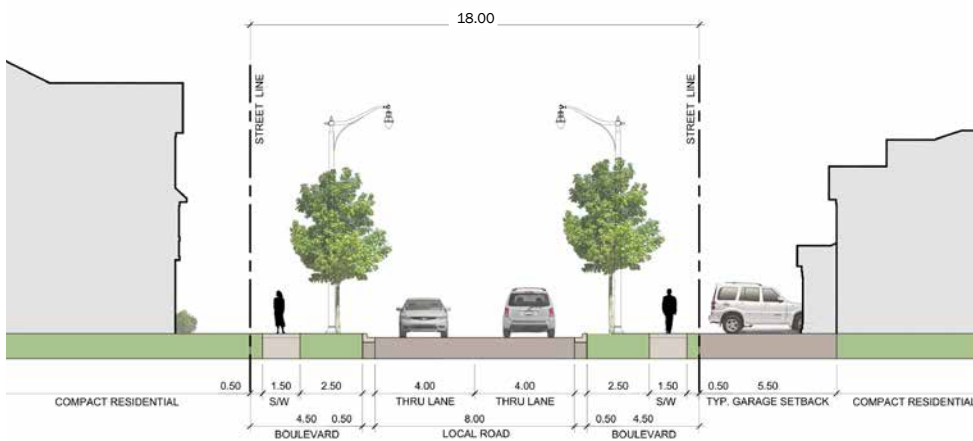


Fig. 4.1.1j - Single-Loaded Local Road Cross Section through Compact Residential Area.

Laneways

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

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

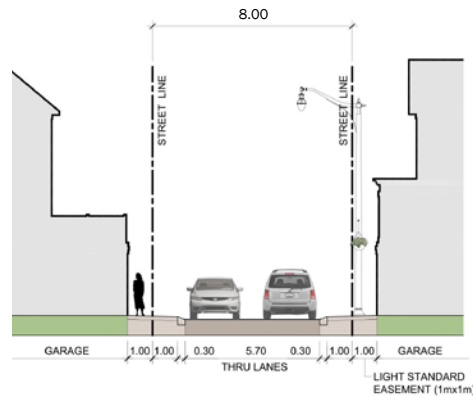


Fig. 4.1.1k - Laneway Cross Section through Compact Residential Area.

4.1.2 Streetscape Elements

The streetscape will play an important role in establishing the character of the Upper West Side community and creating a pedestrian friendly environment. Streetscape design involves several components, including street trees, lighting, signage, sidewalks, buffers, and gateways. The following general guidelines will apply to the proposed treatment for Garth Street, as well as the introduced secondary street network. The proposed streetscape treatment shall be appropriate to the street designation as established through the road hierarchy presented in Section 4.1.1.

Street Lighting and Furniture

Attractive, sturdy and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces. It plays an important role in defining the streetscape and reinforces the community identity.

Design Guidelines:

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



Fig. 4.1.2a - Rendering example of a main street streetscape treatment within a mixed-use node integrating outdoor furniture and decorative paving.



Fig. 4.1.2b - Image example of coordinated street furniture with transit shelter.



Fig. 4.1.2c - Image example of coordinated street lighting and street furniture.

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

Fencing

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

Locations for integrating fencing may include:

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

Design Guidelines:

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

Traffic Calming / Pedestrian Crosswalks

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



Design Guidelines:

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

Parking and Service Areas

Where parking and service areas have an interface with the streetscape, appropriate screening and connections should be provided. Accommodation for snow storage should also be considered.

Design Guidelines:

- Where surface parking may be adjacent to a main building, a landscape strip should be provided to screen the parking from the building and adjacent sidewalk.
- Parking areas should include pedestrian walkways with landscape planting provided for shade and to reduce the perceived scale of the parking surface.
- A snow storage strategy shall be devised in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.



Fig. 4.1.2d - Image example of wood privacy fence at residential flankage location.



Fig. 4.1.2e - Image example of pedestrian crossing with textured paving to enhance visibility.



Fig. 4.1.2f - Image example of parking area integrating a bioswale and pedestrian walkway.

4.1.3 Street Trees & Planting Strategy

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

Design Guidelines:

General Guidelines

- All tree species shall be selected from the City's approved tree species list and shall adhere to the City of Hamilton Street Tree Planting Policy.
- A variety of deciduous and coniferous trees and shrubs shall be integrated for year-round interest, seasonal variation, texture, and shape.
- Where applicable, planting (trees and shrubs) shall comprise hardy species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- The planting of native species should be encouraged.
- Planting invasive species on areas, yards or streets adjacent to existing natural heritage systems shall be avoided.
- The size requirements established by the City of Hamilton with respect to trees, shrubs, and groundcover shall be adhered to.
- Deciduous trees shall be placed to let sunlight and warmth into buildings and open space areas during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat.
- Good quality native soil shall be retained on site and enhanced, if required, with locally sourced soil of equal or better quality.
- All planting throughout shall utilize salt tolerant tree and shrub species.
- To mitigate the impact of wind on a site, groupings of conifers can be used as a windscreen for undesirable wind exposures.

- Should irrigation be required, consideration should be given to an efficient drip irrigation system using non-potable sources and rainwater harvesting techniques (roof, parking lot, grey water).
- A priority should be placed on utilizing xeriscape planting techniques and selecting drought-tolerant species to conserve water.
- The use of infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas shall be encouraged to improve on-site infiltration.

Streetscape Planting

- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Appropriate boulevard widths (min. 1.75m grass area plus snow storage) between sidewalk and curb shall be integrated into the right of way to promote street tree growth.
- No single species shall make more than 20% of the total street tree population to prevent disease susceptibility and eventual uniformity.
- Larger, faster maturing street trees should be planted a minimum of 10m apart and smaller, slower-maturing trees should be planted a minimum of 6m apart.
- Trees shall be planted an appropriate distance from hard surface treatments (driveways, sidewalks, curbs, retaining walls) to allow for adequate root growth and buffering from snow piling (salt), compact soils, and impermeable surfaces.
- As per City standards (Street Tree Planting Policy, City of Hamilton Forestry Management Plan), tree plantings made in a sidewalk or other hard surfaces must have a minimum of 1.5m² cut-out area. The tree must be set back from the road a minimum of 80cm from the face of the curb.
- Standard street tree placement in Compact Residential and Employment Areas shall occur within grass boulevards; while urban conditions within the Mixed-Use Area may warrant the potential placement of street trees within tree grates and/or raised planters.

Buffer Planting

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



Fig. 4.1.3a - Image example of street trees in mixed-use area with urban streetscape conditions.



Fig. 4.1.3b - Image example of tree canopy coverage provided within parking areas.



Fig. 4.1.3.c - Image example of landscape buffer in employment area with vegetative screening in association with other decorative elements.

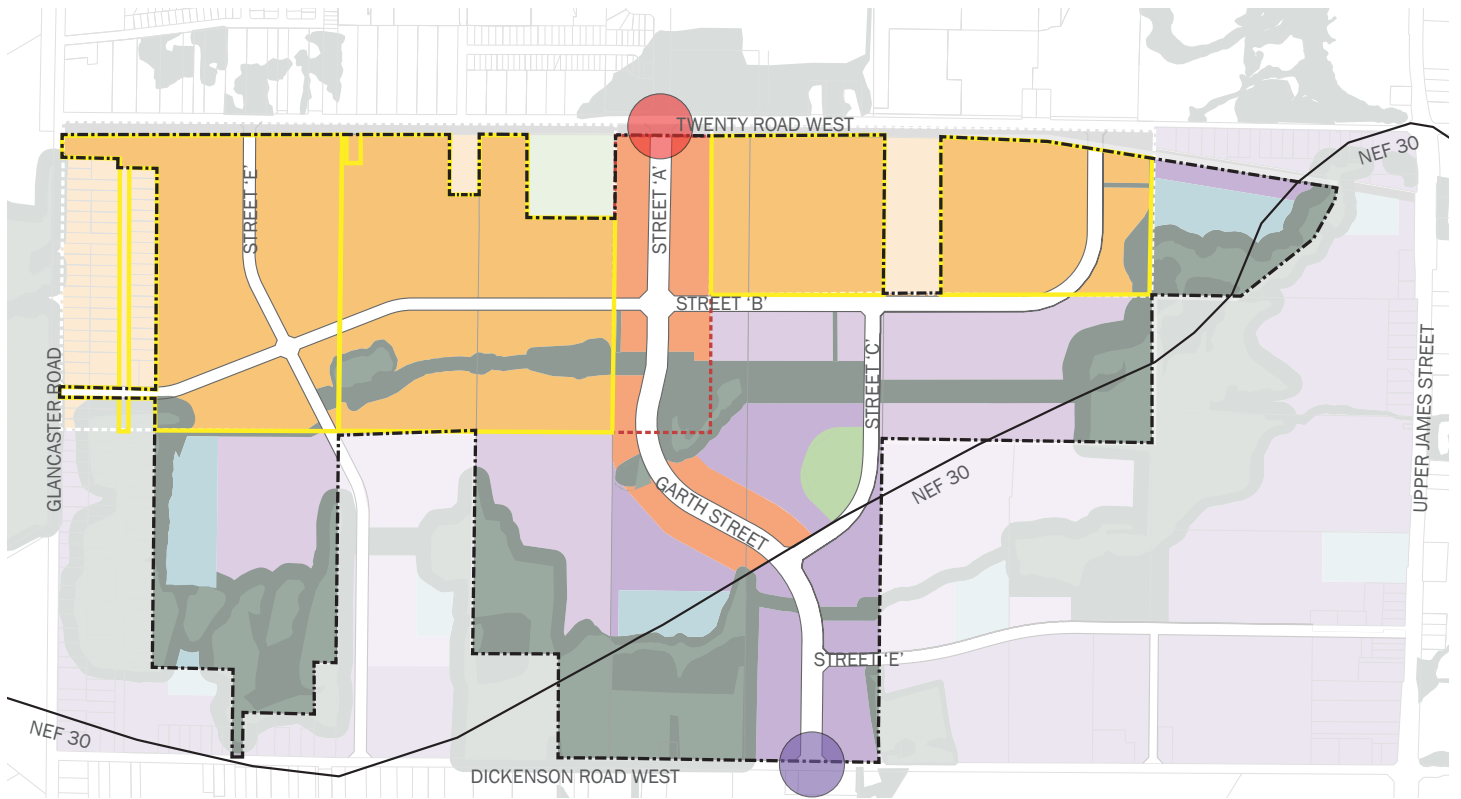


Fig. 4.1.4a - Upper West Side Community Proposed Gateway Locations.



4.1.4 Community Gateways

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

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

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

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

Design Guidelines:

- The gateway within the Mixed-Use Area shall be coordinated with the adjacent built form architecture, reinforced through building massing, setback, and orientation.
- Gateway features may incorporate both hard and soft landscape elements, with consideration for low walls, columns, architectural features, signage, landscape lighting, decorative paving, and ornamental and seasonal planting.
- Gateways are an effective tool for branding the development through the integration of signage, consistent with the proposed architectural theme.
- The design and layout of gateways shall not impede required view angles.
- Buildings shall be designed and located to frame the gateway and reinforce a sense of entry.
- The design of gateway features shall be coordinated with the adjacent built form architecture.
- Consistency and coordination of materials, colours, forms, and elements shall be considered for the landscape components.



Fig. 4.1.4b Image example of community gateway emphasizing the massing and the orientation of ground floor units at the corner.



Fig. 4.1.4c - Image example of community gateway treatment within a business park.



Fig. 4.1.4d - Image example of community gateway within an employment area.

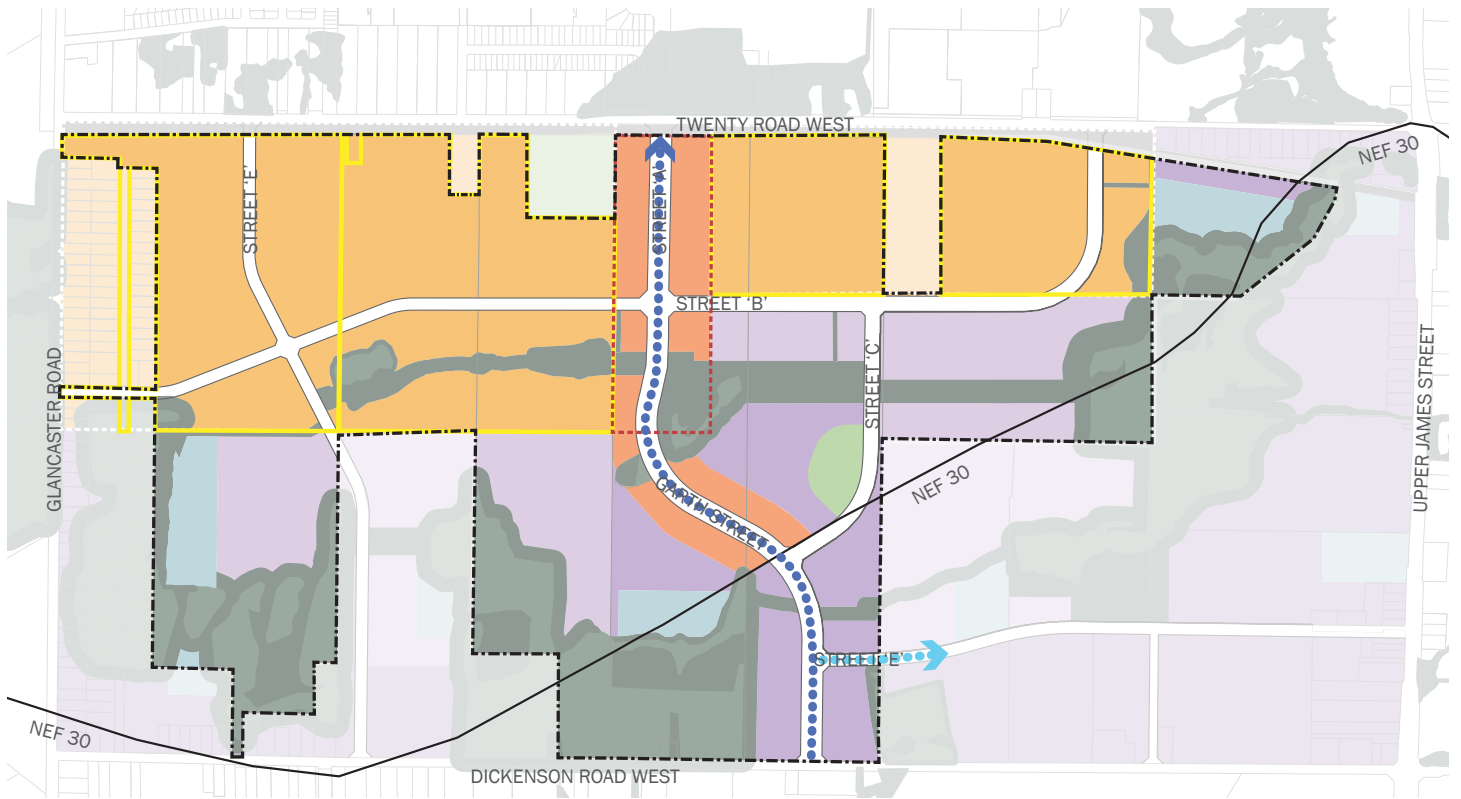
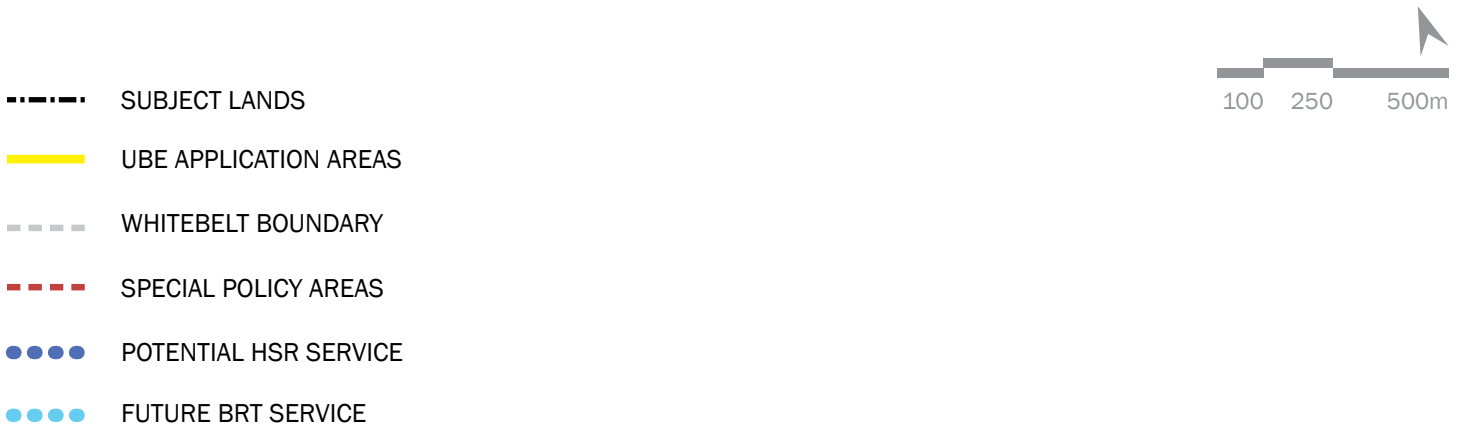


Fig. 4.1.5a - Upper West Side Community Potential Transit Routes.



4.1.5 Transit Supportive / Active Transportation Infrastructure

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

Transit Stops

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

Design Guidelines:

- Transit stops and shelters shall be consistent with the applicable transit authority guidelines and the City of Hamilton Transit Bus Stop Accessibility Criteria and Guidelines (2014). In particular, they shall be located as close to transit stops as possible and coordinated with primary pedestrian linkages, including trail connections and major building entrances.
- Transit stops shall be located in proximity to mixed-use nodes / commercial areas, and employment uses.
- Weather protected transit shelters shall be located at key locations, such as on arterial roads at intersections with collector roads, or at transit route junctions and transfer points.
- For safety reasons, a safe level of pedestrian-scaled lighting shall be provided at transit stops, where street lighting may be inadequate.
- To maximize safety and allow transit users to see approaching buses, transit shelters shall be designed in a transparent manner.
- For passenger convenience, transit shelters shall be located on the boulevard, adjacent to the roadway.



Fig. 4.1.5b - Image example of an HSR transit shelter designed in a transparent manner.



Fig. 4.1.5c - Image example of cycling infrastructure within the R.O.W..



Fig. 4.1.5d - Image example of bicycle parking elements integrated into the design of employment areas.

- A 1.5 to 2.0 metre-wide hard surface area shall be provided in front of shelters to permit safe exit by passengers and wheelchair users. Transit shelters shall be set back 0.5 metres from curbs and sidewalks to avoid damage by snow ploughs.
- A change in surface texture shall be provided at transit stops to help the visually impaired locate transit stops and shelters.
- Transit stops shall be designed to provide seating areas and weather protection where possible.
- A concentration of street furniture shall be provided at transit stops located in key areas such as the mixed-use nodes.

Cycling Facilities

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

Design Guidelines:

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



4.1.6 Accessibility

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

Design Guidelines:

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

4.1.7 Safety

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

Design Guidelines:

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

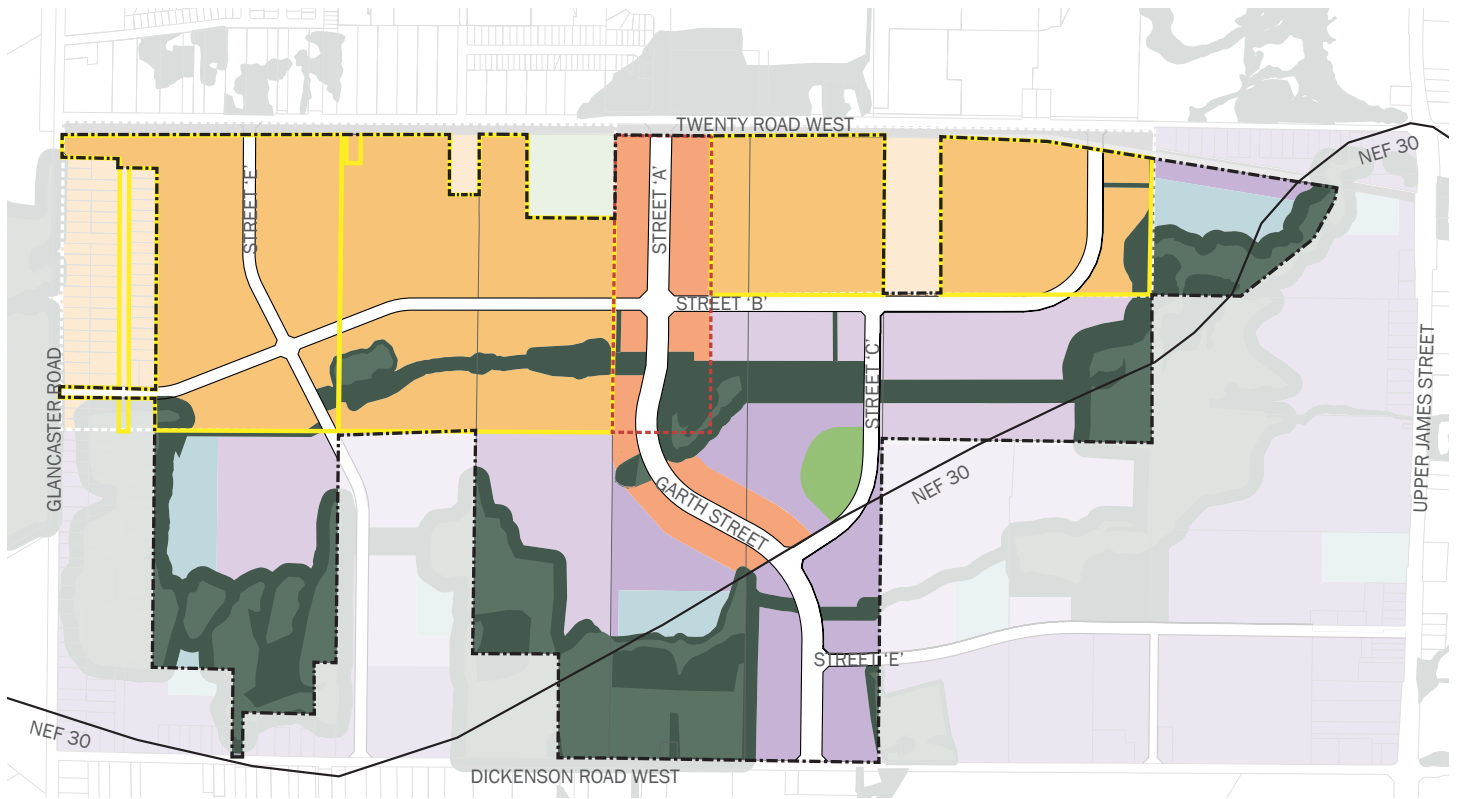
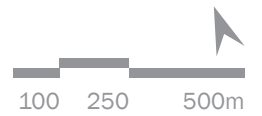


Fig. 4.2.1 - Upper West Side community proposed Natural Heritage System.

- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- NATURAL HERITAGE SYSTEM



4.2 Landscape & Open Space Guidelines

4.2.1 Natural Heritage System (NHS)

One of the key objectives for the NHS in the Urban Hamilton Official Plan is to protect and restore its features and natural functions as a permanent environmental resource for the community (C.2, p.1). The designated NHS within the Upper West Side is designed to ensure an ecologically diverse, healthy, and sustainable NHS in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

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

Design Guidelines:

- The importance of the area shall be reinforced, and opportunities provided for public visual and physical access by means of a trail and from publicly-owned lands, such as stormwater management facilities.
- Conversely, where environmentally sensitive features and other areas within the NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances. Measures may include physical barriers such as lot fencing or information signage.
- Upgraded architectural treatment shall be encouraged for the exposed rear and side elevations of buildings backing onto or flanking the publicly accessible and visible areas within the NHS.
- A planting palette shall be utilized for transitional planting within stormwater management facilities, and other introduced open space features at the interface with the NHS that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the NHS edge.
- Buffer widths vary and will be determined by the characterization of the adjacent natural feature.
- Information signage related to the natural features, habitats and functions of the NHS shall be installed at key trail or publicly accessible junctions along the perimeter of the NHS.
- Private open spaces shall be designed to support adjacent natural features by avoiding potential impacts caused by invasive plant species, drainage alterations, etc.
- Streetscapes located along the edge of the NHS shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.
- Storage, loading and parking areas shall be carefully designed to minimize impacts on the NHS. To this end, larger setbacks or landscaped buffers with privacy and/or decorative fencing shall be provided.

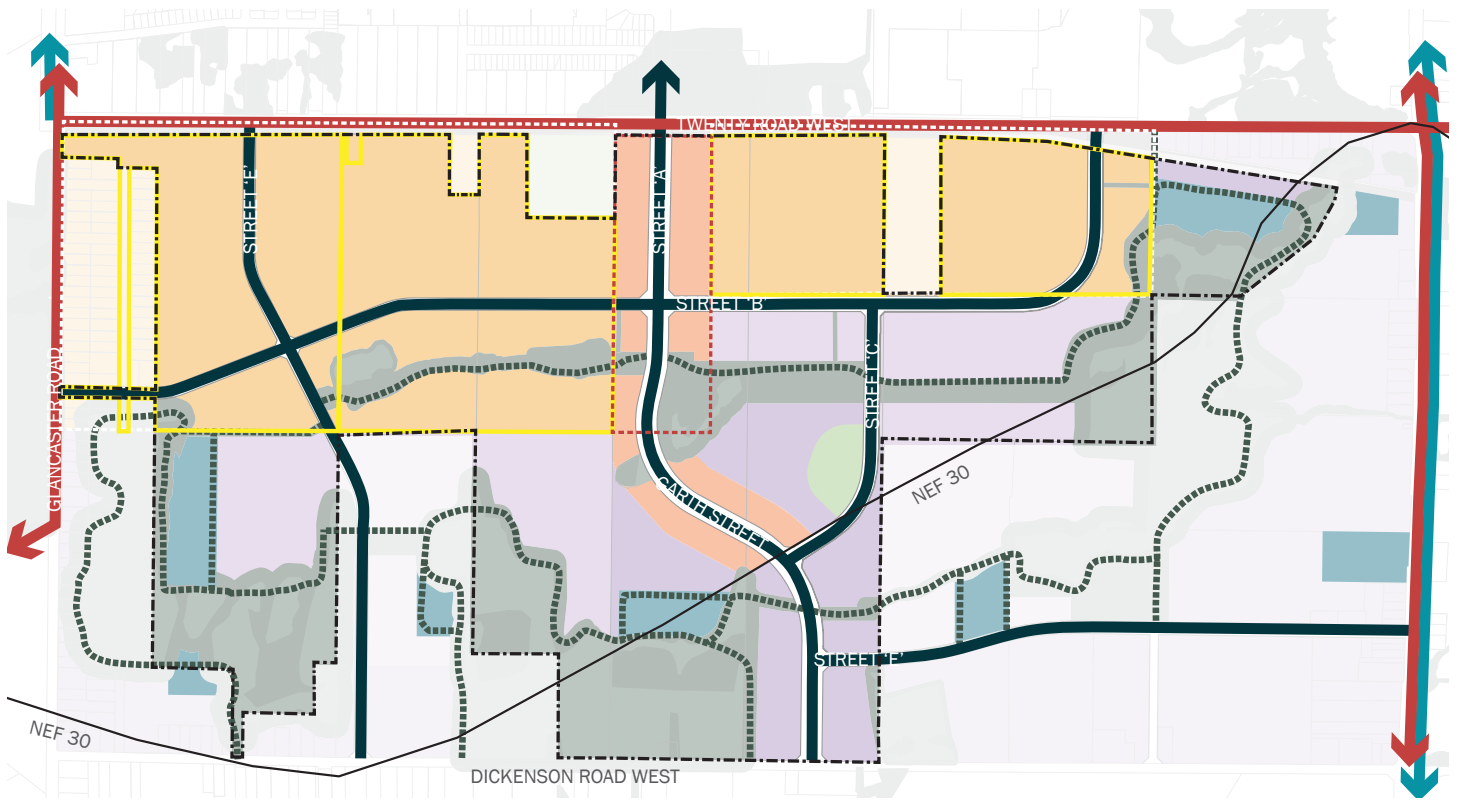
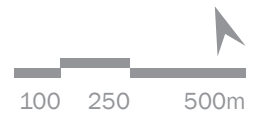


Fig. 4.2.2a - Upper West Side community preliminary proposed trail and cycling network.

- SUBJECT LANDS
- UBE APPLICATION AREAS
- WHITEBELT BOUNDARY
- SPECIAL POLICY AREAS
- CITY OF HAMILTON PROPOSED ON-ROAD BIKE ROUTE
- CITY OF HAMILTON PROPOSED MULTI-USE RECREATION TRAIL
- PROPOSED ON-STREET BIKE LANES (GARTH ST. / COLLECTORS)
- PROPOSED GREENWAY (NHS) TRAIL



4.2.2 Recreation Trail Network

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

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

Bicycle and pedestrian path designations have been designated as follows:

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

Design Guidelines:

A. Planning and Siting:

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

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

B. Trail Elements:

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

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

C. Integration of Trails within the Natural Heritage System:

- While the NHS can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails within its boundaries and associated buffers.
- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;

- Safe pedestrian crossings shall be provided at trail junctions associated with Garth Street and collector streets.
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings.
- The design of any trails contemplated within the NHS lands shall be composed of screenings material, depending on location and anticipated frequency of use, unless otherwise authorized by the City of Hamilton.
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.

D. Pedestrian Crossings of the Natural Heritage System:

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

The following design criteria shall apply:

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

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

E. Key Trail Linkages:

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

The following design criteria shall apply:

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



Fig. 4.2.2b - Image example of trails integrated into the NHS corridor buffer design.



Fig. 4.2.2c - Image example of trailhead marker with community information.



Fig. 4.2.2d - Image example of signalized crosswalk at mid-block trail crossing.

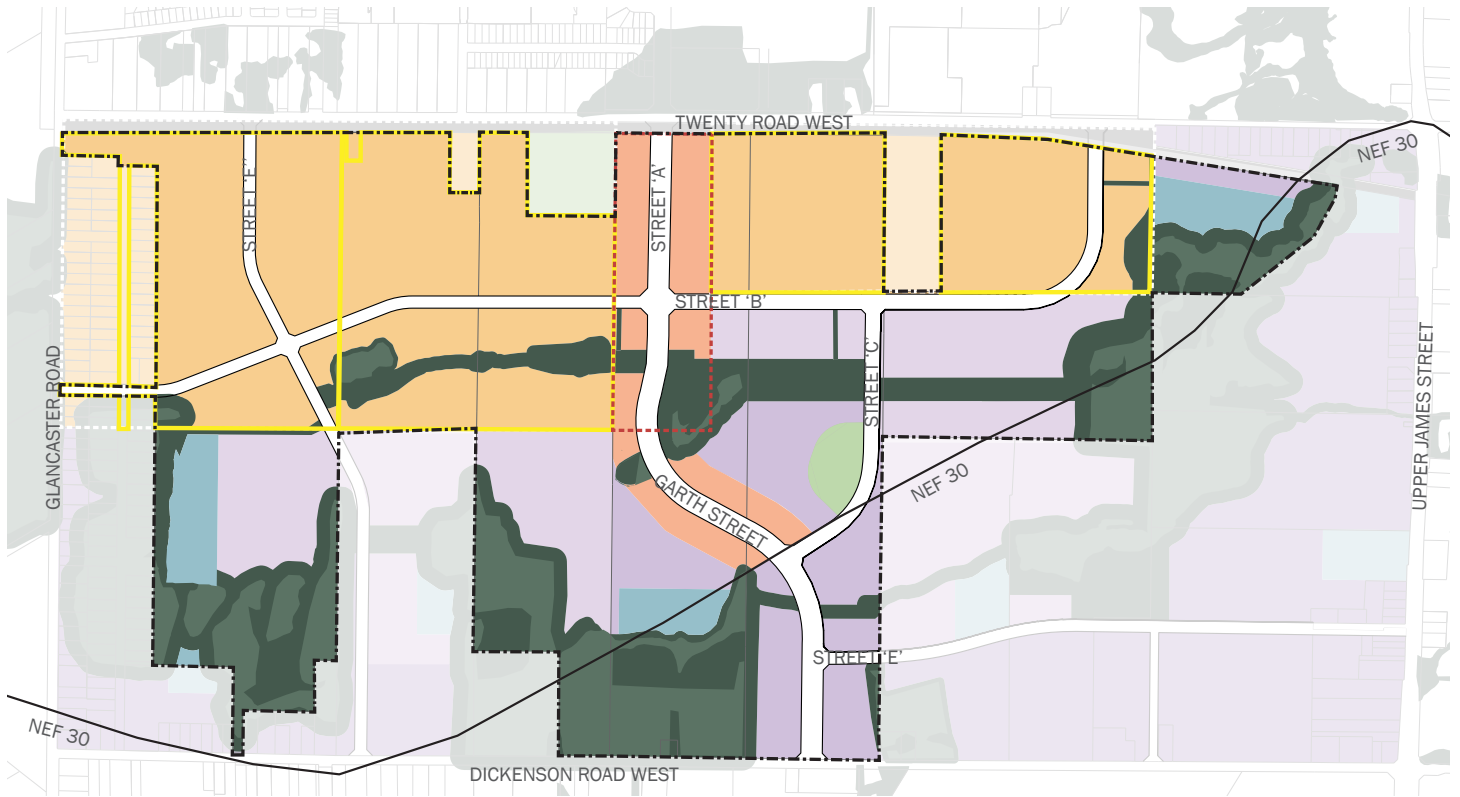
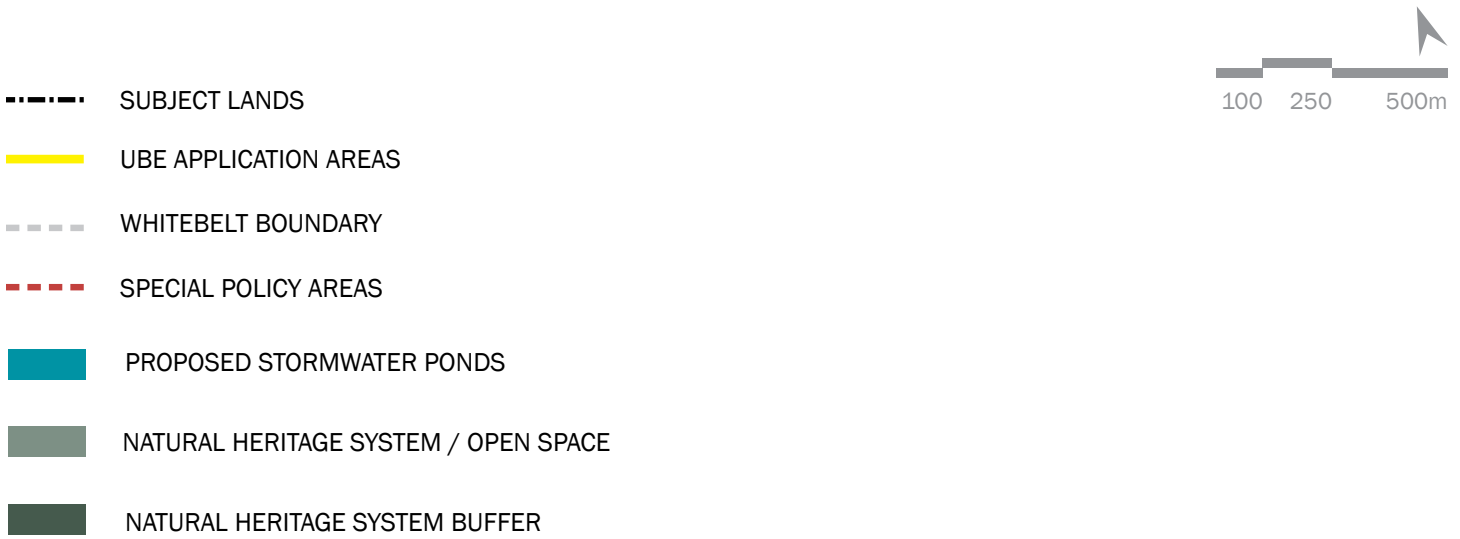


Fig. 4.2.3a - Upper West Side community stormwater management pond locations.



4.2.3 Stormwater Management Facilities

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

Proposed SWM pond facilities are located throughout the Upper West Side community. They have been situated in relation to existing drainage patterns of the development lands and, given their proximity to existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. These facilities shall be designed to appropriately fit within the context of the Residential Area, Mixed-Use Areas, and Employment Area.

Design Guidelines:

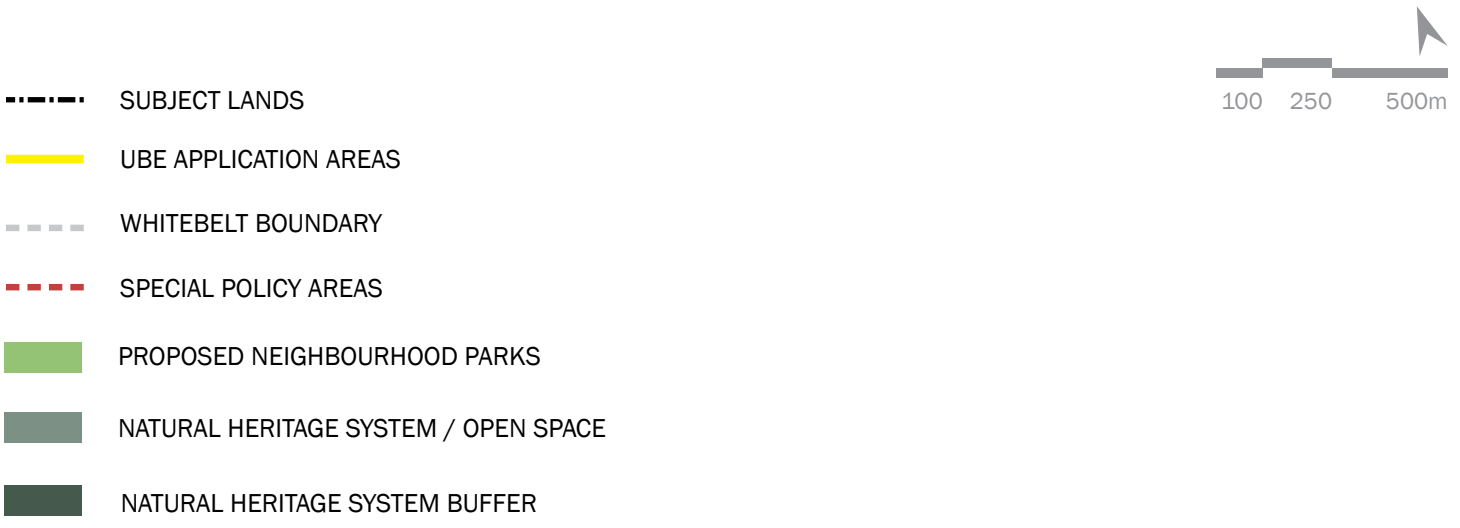
- Naturalized planting throughout shall consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond (dry) condition, with an emphasis on native species, in accordance with Hamilton Conservation Authority standards.
 - Should pedestrian access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



Fig. 4.2.3b - Image example of naturalized stormwater management pond with a lookout feature as an amenity.



Fig. 4.2.4a - Upper West Side community proposed parks locations.



4.2.4 Parks

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

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

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

Neighbourhood Parks and Parkettes (including an Urban Square) are planned for the Upper West Side Community.

Neighbourhood Parks

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

The Upper West Side community will include two (2) Neighbourhood Parks, strategically placed to provide a central focus for individual neighbourhoods. Figures 4.2.4a to 4.2.4c provide image examples of potential features within the proposed Neighbourhood Parks.

Potential features within Neighbourhood Parks may include:

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



Fig. 4.2.4a - Image example of a shade structure as a major focal element in a neighbourhood park.



Fig. 4.2.4b - Image example of junior and senior play structures and swings.



Fig. 4.2.4c - Image example of open grass area with opportunities for unstructured play and flexible programming.

Neighbourhood Park Design Guidelines:

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



Parkettes

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

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

Some of the future Parkettes will function as opportunities to link significant open space features or make these features more accessible and visible to the public realm, while others will provide play facilities in a more immediate walking distance of surrounding residences. Figures 4.2.4d to 4.2.4f provide image examples of potential features within the proposed Parkettes.

Potential features within Parkettes may include:

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



Fig. 4.2.4d - Image example of a passive-use oriented parkette with formal seating and planting, bordered by compact built form.



Fig. 4.2.4e - Image example of a parkette with playground and shade structure, bordered by compact built form.



Fig. 4.2.4f - Image example of a parkette with a tot lot and informal seating, across from compact built form.

Parkette Design Guidelines:

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

Urban Square

An Urban Square is proposed at the north end of the community and is intended to serve as the mixed-use main street's primary focal and gathering space. Centrally located for convenient access by all residents, employees, and visitors of the surrounding community, the Urban Square will provide an opportunity for the neighbourhood to distinguish itself through the use of a distinct palette of design elements and plantings, helping to establish the character of the amenity space and surrounding district. As well, through its proximity to the surrounding residential neighbourhoods, the Urban Square can function as an important community amenity space for formal and informal gatherings and events. Figure xx provides a conceptual plan vignette of the proposed Urban Square.

Integration of the following components into the Urban Square shall be considered:

- Seating areas, shade structures and unstructured play areas;
- Decorative paving;
- Alternative lighting types and designs consistent with the street furniture selected throughout the mixed-use area;
- Urban tree planting treatment (tree grates, irrigated trenches);
- Formal planting / floral displays;
- Heritage commemoration opportunities;
- Unstructured play areas;
- Focal elements (water features, public art elements).

Urban Square Design Guidelines:

- The Urban Square will provide a key public gathering place with potential opportunities for the broader community-level programming, such as a farmer's market, art displays, etc;
- A central open space shall be provided that will serve as a key passive recreational and gathering space for employees and adjacent neighbourhood residents;
- The design of the Urban Square shall incorporate more formal elements, with a typically greater percentage of hardscape compared with soft landscape to allow for more flexible use;
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas;
- A shade structure shall be integrated to provide user comfort and serve as a focal element;
- A reasonable level and functional open play areas shall be provided for passive recreation use;
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species;
- The materials and furniture within the Urban Square shall be selected to withstand intensive use from a higher concentration of activity;
- Adjacent built form shall have a strong orientation to the square, including the potential to have ground floor uses, such as retail, cafes, etc., open up into the square to help animate the space.
- Lighting shall be provided for facilities and pathways, as required;
- Lighting selection and location shall mitigate disturbance to adjacent properties;
- Transit stops should be integrated where possible, and transit stop components (seating areas, shelters) shall be designed consistent with or complementary to the street furniture selected for Urban Square.



Fig. 4.2.4g - Image example of an urban square with hardscape, seating, and formal planting.



Fig. 4.2.4h - Image example of urban square bordered by mixed-use built form, with opportunities for flexible programming.



Fig. 4.2.4i - Image example of urban square with informal seating, bordered by compact built form.

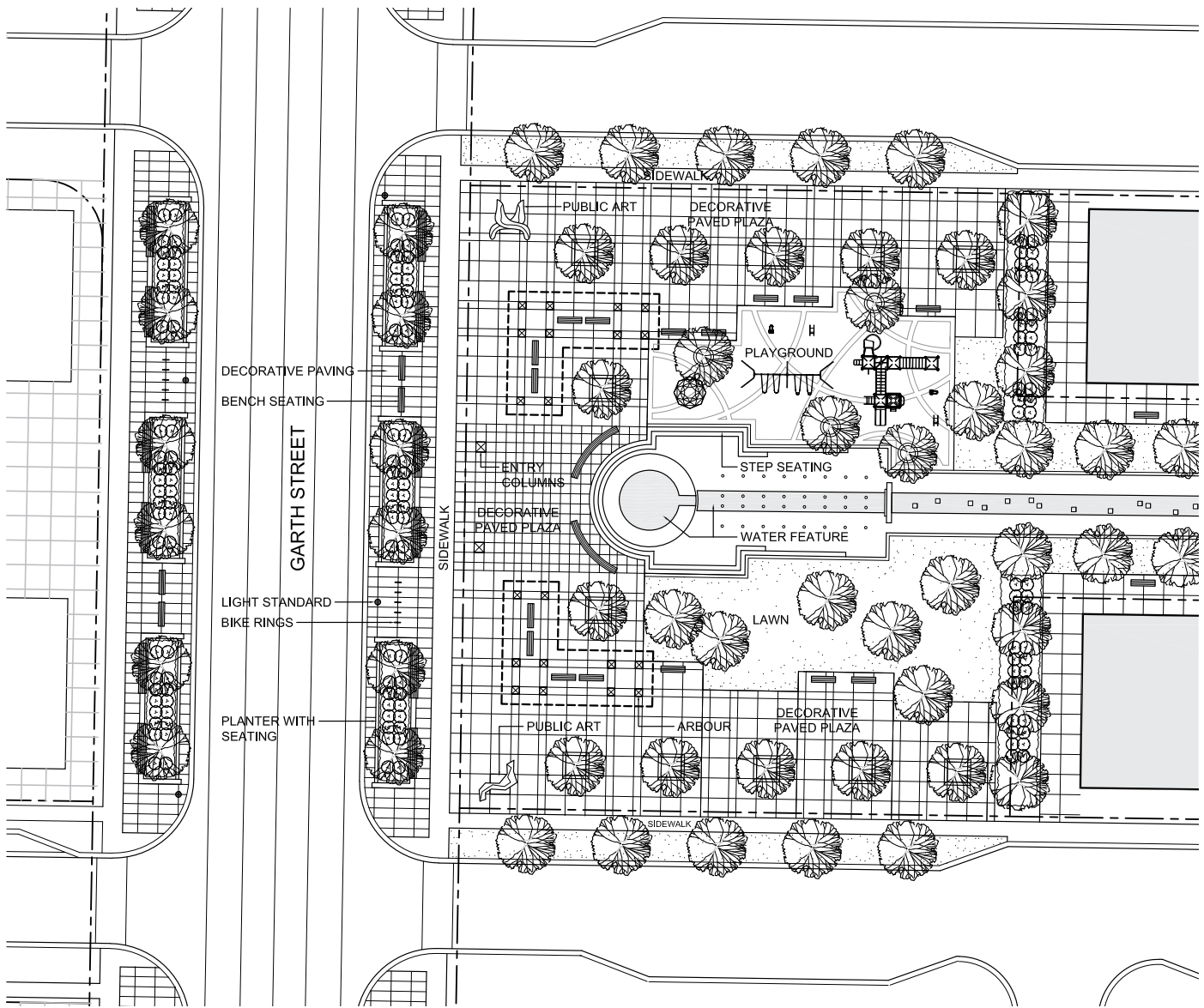


Fig. 4.2.4j - Conceptual example of a proposed Urban Square situated in the north end of the Upper West Side community.



Fig. 4.2.4k - Image example of an urban square situated within a mixed-use area, with a variety of elements that reinforce its use as a comfortable public gathering space.



4.2.5 Views & Viewsheds

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

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

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

Design Guidelines:

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



Fig. 4.2.5a - Image example of view across stormwater management pond toward NHS feature.



Fig. 4.2.5b - Image example of prominent views to urban SWM pond provided by adjacent dwellings.



Fig. 4.2.5c - Image example of a lookout feature integrated within a SWM pond to emphasize view opportunities.

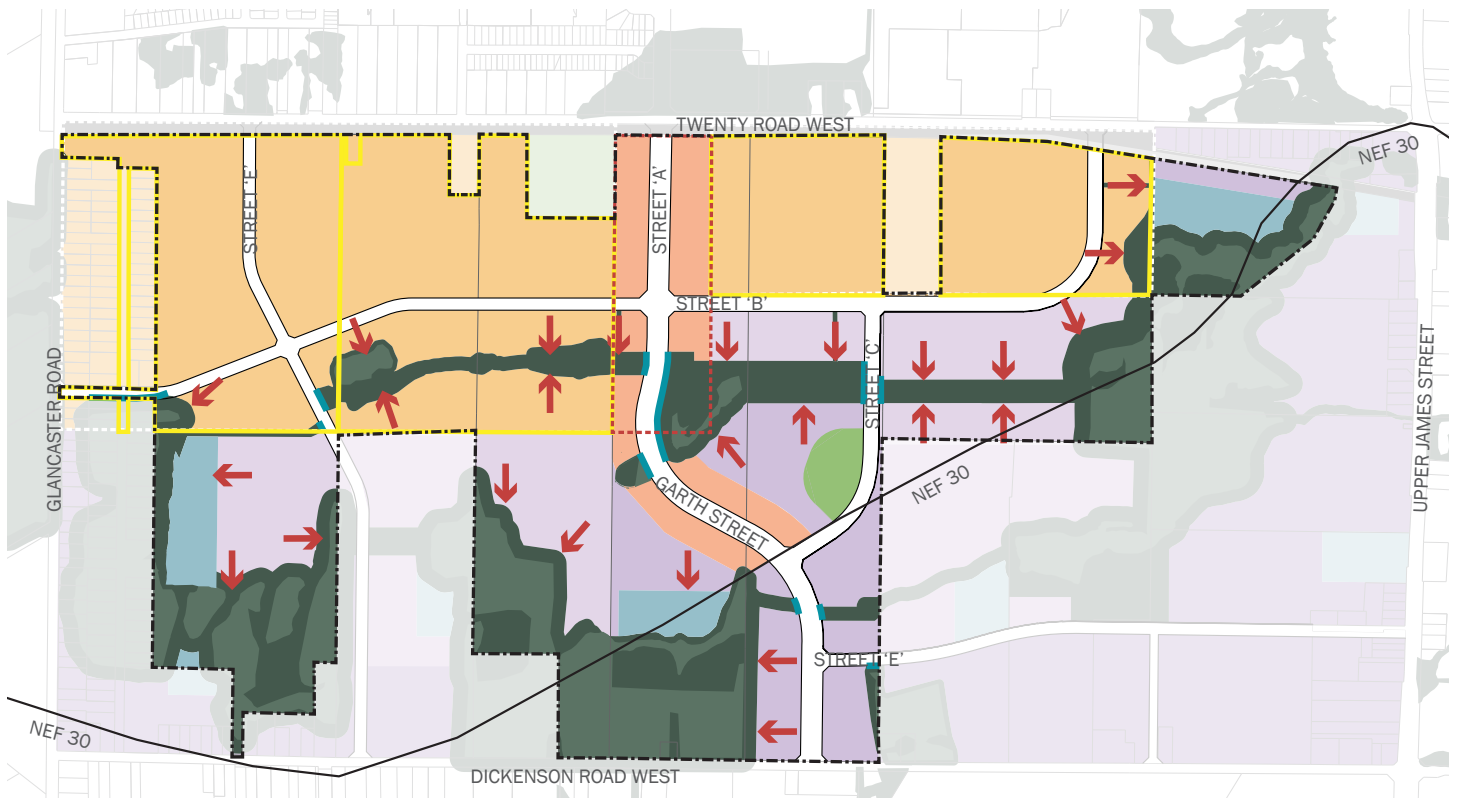


Fig. 4.2.5d - Upper West Side community identified views and vista opportunities.



Important views and viewsheds have been captured with the following land use components and are depicted in the Views and Viewsheds diagram (refer to Fig. 4.2.5d):

A. Arterial Road crossings of natural features and frontage

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

B. Window Streets

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

C. Stormwater Management Pond

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

D. Trail Network

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

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

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



Fig. 4.2.6a - Image example of themed public art elements and entry features.



Fig. 4.2.6b - Image example of an aviation themed play structure that can be incorporated into a themed community park.



Fig. 4.2.6c - Community use facility buildings may be inspired by the architecture of heritage airport terminals.

4.2.6 Cultural Heritage Resources

The Urban Hamilton Official Plan recognizes that “cultural heritage links communities to their roots and contributes to Hamilton’s image and cultural identity” and identifies that these resources “may include tangible features, structures, sites, or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value.” (3.4, p.32) In keeping with this policy, there is a unique opportunity to celebrate Hamilton’s heritage by integrating commemorative elements into the design of features within the its public spaces and streetscape elements.

Design Guidelines:

- A strong identifiable theme can be reinforced through the integration of public art elements, entry signage, park and urban square features, and commemorative information.
- A potential community theme could be the legacy of flight, incorporating aviation features or references related to the area’s history and the proximity of the airport and the Canadian Warplane Heritage Museum. Elements that could be further explored with this theme as listed as follows:
 - Street names may pay tribute to the historical aircraft prominently displayed in the Warplane Museum, such as Airco, Bristol, and Lancaster.
 - Community branding and signage could be inspired by aviation and the nearby airport.
 - Proposed parks may feature aviation themed play structures.
 - The design of community use facility buildings may be inspired by the architecture of heritage airport terminals.

4.3 Compact Residential / Mixed-Use Area Built Form Guidelines

Fundamental to creating a transit-oriented, walkable urban community is the establishment of mixed-use and compact residential areas at strategic locations in the development. The variety of functions and amenities along Garth Street is intended to attract pedestrians from the surrounding residential areas as an alternative to residents using their cars to go elsewhere for some of their day-to-day recreation, leisure, and shopping requirements. The built form of these uses along Garth Street and within the Compact Residential Areas will be key to determining the character of the street, the pedestrian experience, and the overall success of the Mixed-Use Area.

4.3.1 Built Form Character

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

4.3.2 Built Form Typologies

Implementing a variety of built form typologies within the Mixed-Use Area provides the opportunity to integrate unique commercial and residential units, with massing and layouts that can help reinforce a 'main street' character with high quality architectural façades and streetscape treatments, particularly along Garth Street.

Within the Compact Residential Areas a variety of dwelling types, sizes, and tenure may be considered to offer housing choices that will contribute to a diverse community for residents of different incomes, household sizes, and lifestyles. This diversity of housing options will provide the flexibility for residents to remain within the community over time.

A. Mid-Rise Condominium with Ground Floor Commercial

Mid-rise condominium units with ground floor commercial can serve as an important amenity within the core, allowing neighbourhood residents to shop within walking distance from home or in proximity to transit. These higher density residential forms are conducive to establishing an active urban character through an emphasis on building height and massing where intensity of use and a landmark form is desirable.

Design Guidelines:

- Commercial and mixed-use shall be prominent along Garth Street, with heights anticipated to a maximum of 4-storeys.
- A strong built form relationship to the street shall be created through appropriate building set-backs, prominent display windows, and building entrance(s) that are accessible from the adjacent sidewalk.
- Ground level floor heights shall be taller than upper floor heights to create a strong street presence and provide opportunities for flexible use space.
- Building set-backs shall be minimized to relate well to the adjacent roadway or open space amenity, while allowing sufficient space for a comfortable pedestrian zone and urban streetscape treatment.



Fig. 4.3.2a - Image example of corner building with façades that appropriately address both street frontages.



Fig. 4.3.2b - Image example of main entrances designed as a focal point of the building.



Fig. 4.3.2c - Image example of surface parking provided in a non-obtrusive manner.

- Building façades shall provide visual interest through use of materials, colours, ample fenestration, wall articulation, and style-appropriate architectural detailing. All façades exposed to public view shall be well articulated and detailed.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Where situated at gateway streets or community entrance points, building corners shall have a strong orientation to the intersection with architectural detailing and wall articulation addressing the corner.
- Main entrances shall be designed as a focal point of the building. Main entrances shall also be ground-related and wheelchair accessible.
- Apartment units shall include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and should be appropriately sized to comfortably accommodate seating.
- Where surface parking is provided, it shall be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas shall be screened from street views through the use of landscaping or building siting to provide appropriate screening.
- Garbage facilities shall be incorporated into the overall design of the building and hidden from areas of high visibility.
- Mechanical equipment shall be screened from public view and integrated into the design of the building.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.

B. Office / Commercial Buildings

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

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

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

Design Guidelines:

- Where appropriate, mixed-use opportunities (retail, office, service) shall be created that will draw from a varied group of users at different times of the day within the neighbourhood or beyond;
- Buildings shall have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define, and relate to the adjacent street frontages and sidewalks.

- Surface parking areas shall predominantly be located to the side or rear of the building to ensure a strong built edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements.
- Large parking areas shall be broken into smaller pedestrian-scale blocks defined by landscaping and walkways. Landscaped medians, appropriately sized for healthy tree growth, shall terminate parking aisles in key areas.
- Prominent building massing and high quality architectural design shall be provided at the street edges. Well-articulated façades shall be provided for visual interest.
- The design of the built form and landscape shall achieve an identifiable theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level.
- Architectural styles and materials for commercial buildings shall be compatible and complementary to other buildings within the mixed-use area or commercial block to reinforce the desired community character. The use of masonry brick as a dominant wall cladding material is preferred.
- Corner buildings shall address both street frontages in a consistent manner and appropriately reinforce their landmark status in the streetscape.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Main entrances should be grade-related and face the street/sidewalk where feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis. Barrier-free access shall be provided at the ground level of all buildings and to public destinations within each development site, as per applicable AODA standards.



Fig. 4.3.2d - Image example of office / commercial building with a positive relationship to the street.



Fig. 4.3.2e - Image example of outdoor patio supporting adjacent commercial use.



Fig. 4.3.2f - Image example of pedestrian routes well defined with direct connections to parking areas and building entrances.

- Windows shall be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Outdoor patios should be considered in the design of the building where it may support adjacent commercial use to help animate the street.
- Pedestrian routes shall be well defined and provide direct connection to parking areas, building entrances, transit shelters, and adjacent developments. Sidewalk widths shall be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- Sidewalks, parking areas, driveways, and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties. A consistent approach to site lighting shall be implemented.
- A consistent and compatible approach to signage shall be provided throughout the commercial site as a means to establish a coordinated image. Signage shall be reflective of the architectural style of the node, while respecting the business community's desire for corporate logos. Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit. Cut-out signage is preferred and backlit box-signage is discouraged.
- High quality site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) shall be provided to support the community character and function.
- Loading, service, and garbage areas shall be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers, and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial buildings.

C. Live/Work Units

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

As an alternative to the live-work townhouse model, a residential condominium with a separate at-grade commercial built form arrangement may also be considered. Since this form is not confined by the width of an individual townhouse unit above or behind, it provides greater flexibility in commercial unit sizing, potentially attracting a wider range of tenants and uses that can contribute to the vitality of the community. This condominium-commercial form can be structured with heights from 2-4-storeys.

Design Guidelines:

- Building façades may either be designed in a contemporary, urban style, or traditional style that is complementary, through tone and materials, with the proposed predominant architectural style of the surrounding residential neighbourhoods. This can be achieved through architectural detailing such as building materials, canopies/awnings, window treatment, as well as massing and colour.
- Publicly exposed building exteriors shall present an attractive mixed-use image with identifiable architectural treatments to differentiate this type of built form from residential built form.
- In order to create a comfortable pedestrian environment and appropriately frame the street, all buildings shall be aligned and sited close to the adjacent street and/or intersection.
- Buildings shall be designed with active front and flanking façades with ample fenestration and consideration for balconies to overlook adjacent main streets or amenity open spaces within the mixed-use nodes. This overview of the street contributes to safe and active public spaces.
- Transparency shall be emphasized on the ground floor to allow views into the structure or into display windows.
- Opportunity for signage should be located between the first and second storey. Signage should occur in a coordinated manner that is appropriate to the architectural style.
- Wider sidewalks shall be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience.
- Main entrances shall be ground-related and wheelchair accessible.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Garages shall not face the street. They shall be accessed from a laneway at the rear of the building.
- Outdoor amenity areas for the live-work townhouses may take the form of a functional raised terrace, balcony or rear courtyard.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units, and other mechanical units shall be located away from publicly exposed corners and other highly visible areas.
- On-street parking may be provided in front of live-work units, where feasible, to facilitate convenient access to commercial functions.



Fig. 4.3.2g - Image example of wider sidewalks and on-street parking in front of live-work townhouses.



Fig. 4.3.2h - Image example of live-work units designed with active front and flanking façades with ample fenestration and balconies.



Fig. 4.3.2i - Image example of typical front loaded townhouse block dwellings.

D. Front Loaded Townhouse Dwellings

Front loaded townhouses will be situated in the Compact Residential Areas where increased density and pedestrian activity is desired, in proximity to planned transit routes or mixed-use mid-rise areas. Townhouses, which may be freehold or condominium, make efficient use of land, provide higher density in key locations, reduce energy consumption, and increase the diversity of built form options within a community.

Design Guidelines:

- Mixing of townhouse block sizes within the street can help provide visual diversity in the streetscape.
- Front loaded townhouses will typically have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway).
- Townhouse block composition shall display massing and design continuity, while achieving adequate elevation variety, where appropriate to a given architectural style.
- Façade articulation is encouraged to avoid large unbroken expanses of roof or wall planes. However, for some architectural styles (e.g. Georgian or modern) simple massing and roof articulation may be more appropriate.
- Townhouses shall have 2 to 3-storey building massing.
- The main front entry should be oriented to the front lot line for interior units and to the flanking lot line for corner units.
- Utility meters and air conditioning units shall be carefully placed and concealed from public view subject to local utility company requirements and/or maintenance access requirements.

E. Rear Lane Townhouse Dwellings

Rear lane townhouses shall be strategically located within Compact Residential and Mixed-Use Areas where more intensive pedestrian activity and transit-supportive built form is desired. Rear lane townhouses contribute positively to the built form character and streetscape appearance by eliminating garages and driveways and providing a strong uninterrupted street edge presence that is predominantly urban in character.

Design Guidelines:

In addition to the design guidelines stated for front loaded townhouses, the following will apply.

- Rear lane townhouses shall feature 2 to 3-storey building massing to provide an appropriate transition with residential low rise and establish a built form scale appropriate to the planned street hierarchy. Heightened building massing at main intersections should be considered.
- The main dwelling façade should typically be sited a minimum distance from the front lot line to create a strong and active street edge.
- Garages will be accessed from a rear laneway and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted.
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. They shall be designed and arranged to provide an attractive visual environment within the rear laneway.
- Front entrances shall be directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing, garden walls and/or edge planting.
- Outdoor amenity areas for lane-based townhouses may take the form of a conventional rear yard amenity space (with detached garages) or a functional raised terrace/balcony (with integrated garages).
- Where feasible, utility meters should be located in the laneway, away from prominent views.

F. Stacked Townhouse Dwellings

Stacked townhouses may be proposed as part of the Compact Residential and Mixed-Use Areas. This building type is usually designed as a multilevel condominium housing form comprising individual units stacked on one another with rear-accessed garages. This building type option provides a low-rise, compact built form that yields relatively higher densities.

Design Guidelines:

- Stacked townhouses will typically have 3 to 4-storey building massing.
- Building frontages should typically be sited at the minimum setback to the street to create a strong edge condition.
- Parking areas may occur as surface parking, underground parking or within garages integrated into the massing of the building. Main parking areas and garages shall be located away from prominent views or main streets.
- Private outdoor amenity space is required for each unit and typically takes the form of a functional balcony or terrace for the upper level units and an at-grade or sunken courtyard for the lower level units.
- Façades shall be developed to create a 'main street' appearance and shall incorporate architectural elements appropriate to the design theme of the mixed-use areas. Flat roofs are permitted to allow for rooftop terraces.
- Pedestrian walkways within stacked townhouse blocks shall provide safe and direct access between dwelling entrances, parking areas, amenity areas, and adjacent streets.
- Banked and screened utility meters shall be provided and located on internal end units where feasible, subject to compliance with local utility company regulations.



Fig. 4.3.2j - Image example of rear lane townhouse dwellings.



Fig. 4.3.2k - Image example of stacked townhouse dwellings.



Fig. 4.3.2l - Image example of back-to-back townhouse dwellings.

G. Back-To-Back Townhouse Dwellings

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

Design Guidelines:

- Façades should be designed to incorporate architectural elements found on lower density residential forms, such as peaked roofs, gables, porches, and roof overhangs, as appropriate to the architectural style.
- Flat roofs are permitted to allow for functional rooftop terraces.
- Garages shall not project beyond the front wall of the main building.
- The treatment of balconies facing the street is critical to the overall design quality of the façade. A well-articulated balcony and railing design shall be consistent with the architectural theme of the building and shall integrate high quality, durable, and low maintenance materials.
- Privacy screens, coordinated with the design treatment of the townhouse, shall be considered between neighbouring units to provide privacy.
- Entrances to each unit should be at-grade and accessed with minimal to no stairs, subject to grading constraints.

H. Semi-Detached Dwellings

Semi-detached dwellings add to the diversity of housing choice and streetscape character within residential low rise neighbourhoods of the community. They will be located within the Compact Residential Areas.

Design Guidelines:

- Semi-detached elevations may be asymmetrical or symmetrical. Both halves of the building shall be compatible in terms of design expression and material selection.
- Semi-detached dwellings may be fully or partially attached above grade (i.e. attached at the garage only).
- Semi-detached dwellings shall have 2 to 3-storey massing. Bungalow forms are discouraged for this housing type unless wide lot frontages are provided.
- Semi-detached dwellings with single-car attached garage accessed from the street shall accommodate 2 cars per unit (1 in garage and 1 on driveway). Options for lane-accessed garages may be considered.
- Porches and bay windows shall be permitted to encroach into the front, flankage and rear yards.
- For corner lot buildings, the entry for the interior unit shall be oriented to the front lot line, while the entry of the corner unit should be oriented to the flanking lot line.

I. Single Detached Dwellings

Single detached dwellings will encompass a small portion of the Compact Residential Areas, adding variety to the streetscape.

Design Guidelines:

- Single-detached dwellings shall have 1 to 3-storey massing.
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard, tandem or lane-accessed) is permitted where feasible.
- Attached street-facing garages shall be incorporated into the main massing of the building. Dwelling designs with garages projecting beyond the front façade of the dwelling or porch are discouraged.
- Porches / verandahs, bay windows and balconies are permitted to encroach into the front, flankage, and rear yards as a prominent architectural feature.
- For corner units, the flankage side elevation shall be given a similar level of architectural detailing as the front elevation. Given the prominence along the flankage street, rear elevations shall also be upgraded with prominent architectural features.
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.



Fig. 4.3.2m - Image example of semi-detached dwellings.



Fig. 4.3.2n - Image example of single detached dwellings.



Fig. 4.3.3a - Image example showing a variety of roof forms, including the use of gables and dormers, porch projections, balconies, etc

4.3.3 Residential Building Design

Roofline

Roof form significantly impacts the massing of the individual dwellings and in the overall built form character of the community.

Design Guidelines:

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

Façade Treatments

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

Design Guidelines:

- The following main wall cladding materials are suitable for the community:
 - Brick in a variety of established local heritage and earth tones and textures;
 - Siding, particularly in board and batten and shiplap profiles with heritage colours;
 - Stone shall reflect heritage styles, colours, and textures;
 - Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering.
- Main wall cladding material shall be consistent on all elevations of the dwelling. No false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade, or stone plinth is incorporated into the design and the side and rear walls have brick.
- Material changes which help to articulate the transition between the base, middle, and top of the building are appropriate. Where changes in materials occur, they should happen at logical locations such as a change in plane, wall opening, or downspout.
- A wide variety of exterior colour packages should be provided to avoid monotony within the streetscape.
- Individual exterior colour packages shall combine to create a visually harmonious streetscape appearance.



Fig. 4.3.3b - Image example of façade materials and colours reinforcing the character of the building.



Fig. 4.3.3c - Image examples of main wall cladding materials.

4.4 Employment Area Built Form Guidelines

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

4.4.1 Built Form Character

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

General Design Guidelines:

- The anticipated maximum permitted height of the buildings in the Employment Area shall be 4-storeys. Final building height shall be subject to review and approval by the City.
- Buildings shall be accessible from sidewalks along adjacent streets.
- Buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The building shall be designed to help create a comfortable and attractive pedestrian-scale environment.
- Barrier free access shall be provided at the ground level of all buildings and in compliance with all applicable accessibility standards (AODA).
- Ample setback between building entrances and on-site traffic routes shall be provided to avoid potential conflicts between pedestrian and vehicular routes.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- Features such as canopy structures and arcades may be considered for weather protection and architectural expression.
- Façade design shall consider options for building signage location, type, and style.
- Consideration of views and daylight should be integrated into the design of the building.
- Courtyard buildings or buildings in clusters that integrate parking, servicing, and loading internally is encouraged to reduce visual exposure of parking from surrounding roads.
- Signage design should be consistent with the architectural identity of the commercial building.
- The architectural design and massing of the building should take precedence over signage considerations.

4.4.2 Built Form Typologies

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

Airport Prestige Business Built Form

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



Fig. 4.4.1a - Image example of a 3-storey employment building.



Fig. 4.4.1b - Image example of employment uses designed to achieve a comfortable and attractive pedestrian-scale environment.



Fig. 4.4.1c - Image example showing a canopy structure for weather protection and architectural expression.

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Design Guidelines:

In addition to applicable general design guidelines referenced in section 4.3.1 Built Form Character, the following design criteria will apply to Airport Prestige Business built form:

- Building heights of 2-4-storeys are anticipated, with more prominent massing along major street frontages and gateway corners.
- Buildings should be oriented toward the adjacent streets, with the primary façade parallel to the roadway to address and relate to the adjacent street frontages and establish an appropriate street wall.
- Variation in building setbacks are encouraged to create visual interest at the interface with the public street zone.
- Buildings in proximity to the street edge shall have a well-articulated street façade that provides visual interest for the community.
- Buildings should occupy a minimum 60% of the total lot frontage along public streets to reduce the impact of exposed parking areas.
- High-quality building designs should be located at key gateway and view terminus locations, as well as enhanced building elevations along visually prominent edges;
- Corner buildings should be sited close to the intersection and address both street frontages.
- Main entrances for these corner locations should be grade-related, face the street and be given design emphasis.
- Building designs for corner locations, particularly gateway locations, should reflect an architectural treatment appropriate to their landmark status.
- Given the prominent location of designated Airport Prestige Business lands, architectural design, materials, elements, and style shall be of particularly high quality, and compatible and complementary to other buildings within the Employment Area.
- High-quality exterior cladding materials, such as glass, steel, metal paneling, and masonry, shall be used on the façades of buildings fronting primary arterial and collector streets. Pre-cast paneling and exterior insulated finishing systems will not be permitted on façades facing primary streets (AEGD Urban Design Guidelines, p. 37).
- Designs that reinforce a pedestrian-scaled, attractive public realm and employs a high-quality building material palette and landscape design are expected.
- Distinct and consistent character elements for the site shall be established to provide a sense of continuity and integration.
- Consideration shall be given for an appropriate canopy or arcade treatment to provide weather protection at main entry areas.

- A minimum of 50% of façade surface area facing collector streets is encouraged to be glazed for the office component of a building.
- The desired corporate image and identity may be conveyed through the architectural expression and materials.
- Generic box commercial buildings that have minimal architectural expression and little connection with the surrounding context shall be avoided.
- Outdoor patios or amenity spaces for employees may be considered in the design of the building as appropriate to the designated commercial use, to animate the street environment.
- Surface parking for visitors should be screened from street view through the configuration of the building massing or a landscape buffer feature.
- Underground parking is encouraged to maximize the building footprint on the site, if feasible.

Airport Light Industrial Built Form

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

Design Guidelines:

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



Fig. 4.4.2a - Image example of an office employment building oriented toward prominent corner location.



Fig. 4.4.2b - Image example of an office employment main entrance with design emphasis, using high-quality exterior cladding materials.



Fig. 4.4.2c - Image example of building entrance oriented toward prominent pedestrian walkways adjacent to the parking lot.

4.4.3 Sustainable Building Design

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

Design Guidelines:

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

4.4.4 Building Orientation

Design Guidelines:

- Built form shall have a strong orientation to the street and with entrances directly accessed from the sidewalk.
- Where situated at gateway streets or community entrance points, building corners shall have a strong orientation to the intersection with architectural detailing and wall articulation addressing the corner.
- Main entrances shall be designed as a focal point of the building, prominently face the street edge, and comply with AODA Standards.
- Buildings should be designed to maximize east-west frontage to take advantage of passive solar heat and daylight.

4.4.5 Rooftop & Mechanical Requirements

Design Guidelines:

- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet.
- Utility meters, transformers, and HVAC equipment should be located away from public views.

4.4.6 Architectural Lighting

Architectural lighting on buildings with a public interface becomes an integral component of the streetscape, and the choice of lighting elements plays a role in establishing the character of the public realm.

Design Guidelines:

- Architectural lighting shall be consistent with the applicable guidelines within the City of Hamilton's Comprehensive Outdoor Lighting Study (2011).
- Lighting shall be appropriate to the architectural style of the building and not detract from the design intent.

- Lighting selection and location shall mitigate disturbance to adjacent properties.
- Lighting shall support a high-quality pedestrian character.
- A balance between safety and security and a reduction in energy consumption should be achieved.
- Energy efficient luminaires and bulbs should be utilized to satisfy lighting requirements.

4.4.7 Signage

Proper signage design is an important element that provides identity and wayfinding for the Employment Area and, to varying degrees, will impact the architectural intent of each building design.

Design Guidelines:

- Exterior signage should be compatible with the architectural style, scale and material types of the building.
- Signage should balance the requirement for visual clarity and design excellence.
- Signage should be visible from both vehicles on the road and pedestrians on the sidewalk.
- Signage should be considered secondary to the architectural design and massing of the building.
- Signage should be designed to be characteristic of the architectural identity of each employment development while respecting the business community's desire for corporate logos.
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complementary to the building design. Ground-related signage should be designed to incorporate landscaping / planting beds.
- Signage for multi-tenant buildings should be coordinated in placement and design to present an attractive appearance along the street.
- Signage situated on top of a roof shall not be permitted.
- Flashing or rotating signage is not permitted, whether permanent or temporary.



Fig. 4.4.4 - Image example of main entrance designed as a focal point of the building.



Fig. 4.4.5 - Image example of rooftop mechanical equipment screened from ground level view through integration with roof form.



Fig. 4.4.7 - Image example of signage compatible with architectural style of building.

4.5 Employment Area Site Plan Guidelines

The Urban Design Guidelines focus on the physical design of the Upper West Side community with regard to its site design, built form, streetscape, landscape, and sustainability. This section will prescribe a series of guidelines for these areas and components, while allowing for flexibility and a range of design features, landscape elements, architectural form, and styles that provide interest in the urban environment and public realm.

4.5.1 Relationship to Natural Edges

Careful and seamless integration shall be considered for the transition between the natural edges and the built environment of the Upper West Side community, ensuring appropriate connections and compatible built form. The interface between the NHS and adjacent proposed development will require careful consideration with respect to existing topography, vegetation communities, and hydrologic features and functions.

Design Guidelines:

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

4.5.2 Site Access & Driveways

Site access to the Employment Area will occur primarily from the major arterial roads, Twenty Road West and Dickenson Road West, and from the Garth Street (Street “A”) arterial road extension. Secondary access shall be from the proposed north-south Collector Road (Street “C”) to the north of the Employment Area that connects Garth Street to Street “B”, as well as the proposed east-west Collector Road (Street “D”) that connects Garth Street to Upper James Street at the south end of the subject lands.

Design Guidelines:

- Any internal vehicular routes should function similar to a local street system, with a clear hierarchy of circulation, movement, and parking.
- Priority shall be given to pedestrian circulation routes with clear and safe connections through the Employment Area and to each building entrance
- Primary internal vehicular routes shall be defined with raised or curbed traffic islands.
- Entrances to parking areas shall be consolidated as much as possible to maximize areas available for landscaping, minimize disruptions to the public sidewalk and streetscape treatment, and minimize the extent of pavement.
- Entrances to parking and service areas shall be clearly indicated through the use of signage, lighting, landscaping, and traffic calming elements. All elements should be organized and coordinated to avoid a cluttered appearance.

4.5.3 Recommended Building Setbacks

The layout and street relationship of the individual employment land use parcels will be significantly influenced by the employment type and function. Buildings within the Airport Prestige Business districts, largely consisting of office uses, will largely reflect a street edge design approach whereby the built form will have a strong street relationship, helping to define the street character with minimal building setbacks, as applicable to the land use. Buildings within the Airport Light Industrial districts, consisting primarily of light industrial, logistics/distribution and service related functions may have greater building setbacks to accommodate parking and visual landscape buffers.

Design Guidelines:

- The office component of light industrial buildings shall be located closer to the street than the warehouse component to maximize opportunities for windows facing the street.
- As specified by the Zoning By-Law Minimum Build-to Lines for Front Façade, the minimum setbacks are as follows (AEGD Urban Design Guidelines, p. 9):
 - Office Front Yard: 0m - 3m
 - Warehouse/Plant Front Yard: 6 - 9m
- The street facing landscape zone for all employment uses shall be designed to achieve an effective and robust landscape treatment that will reinforce an attractive, pedestrian-scaled streetscape environment.



Fig. 4.5.3 - Image example of office building with windows facing the street and setbacks to accommodate parking and landscaping.



Fig. 4.5.4 - Image example of expansive surface parking divided into smaller parking areas through use of landscaping.



Fig. 4.5.5 - Image example of utility area located away from public view and screened with landscape material.

4.5.4 Vehicular Circulation & Parking Areas

The primary objective for the vehicular system within the proposed employment lands is to minimize vehicular and pedestrian conflict, ensure the safety of pedestrian connections, accommodate parking and servicing/loading in an accessible, safe, and convenient manner, and to mitigate the visual impact of these uses from pedestrian areas and the surrounding road network.

Design Guidelines:

- Primary locations for parking areas within site plans should be internal to the site, screened by built form in a 'courtyard' configuration.
- Expansive main surface parking areas shall be located to the side or rear of the building's primary frontage or façade, with a minimal amount of parking permitted within the front (streetside) of the building, limited to a maximum of two parking bays accessed by a central drive aisle.
- Singular expansive parking lots shall be avoided by dividing spaces into smaller parking areas, allowing for consolidated planting opportunities, safer and more effective pedestrian connections, and minimizing the visual impact of the facility. Where surface parking is proposed and exceeds 200 spaces, it shall be visually subdivided into smaller parking courts.
- Parking areas shall be configured to provide clear and safe movement for pedestrians to the buildings, street, and open spaces.
- Underground parking integrated into the built form designated for office employment may be considered within Airport Prestige Business districts to accommodate a greater density of use while achieving a pedestrian focused public realm.

4.5.5 Loading, Storage & Utility Areas

Loading, service, storage, utility, and garbage areas identified within employment site plans should be integrated into the building design or located away from public view and screened to minimize negative impacts.

Design Guidelines:

- Locations of loading and service areas shall be coordinated in order to minimize the number of entrances and area requirements.
- Service/loading areas should be placed in areas not prominently visible from abutting street, typically at the side or at the rear (non-street side) of the building. They should also be separate from pedestrian amenity areas and walkways to ensure pedestrian safety is not compromised.
- If visibility to a portion of the service/loading areas is unavoidable, it should be screened by a landscape buffer treatment and/or architectural element.
- Coniferous trees and shrubs may be an effective planted screen in addition or as an alternative to fencing or built element.
- Outside storage and refuse/recycling areas shall be located away from prominent street views and separate from pedestrian areas, where feasible. All storage and refuse/ recycling areas shall be located within an enclosure to screen views and consolidate functions. The design of the enclosure shall utilize quality materials and ideally complement adjacent built form architectural styles and materials.
- Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened.
- Rooftop mechanical equipment shall be screened from ground level views by integrating into the roof form or through the provision of a parapet.

4.5.6 Site Lighting & Safety

Lighting design identified within employment site plans is critical in ensuring safe pedestrian and vehicular circulation, as well as defining the character of the Upper West Side community.

Design Guidelines:

- Lighting design shall be consistent with the applicable guidelines within the City of Hamilton's Comprehensive Outdoor Lighting Study (2011).
- A photometric analysis shall be undertaken to ensure minimum lighting for all driveways, parking areas, bicycle routes, and pedestrian areas is achieved, lighting hot spots are avoided and no light trespasses onto neighbouring properties.
- Lighting design (pole and luminaire) should be coordinated with the streetscape furniture and architectural design to ensure a consistent and definable character is achieved for the development.
- Light poles and luminaires that are appropriate to the site and function shall be selected to avoid excessively lit areas and light pollution.
- 'Night sky' compliance shall be encouraged as a component of sustainable design, with illumination directed downwards.
- Light spillover shall be avoided in proximity to adjacent properties.
- Consideration may be given to establishing a hierarchy of light standards which will serve both parking areas and pedestrian routes.



Fig. 4.5.6 - Image example of light poles coordinated with architectural design.



Fig. 4.5.7a - Image example of direct and safe pedestrian connection through a parking lot.



Fig. 4.5.7b - Image example of an NHS trail network with pedestrian and cycling routes.

4.5.7 Pedestrian & Cycling Circulation

Safe and convenient pedestrian and cycling connections shall be a primary component of the Employment Area.

Design Guidelines:

- Pedestrian and cycling circulation shall be consistent with the applicable guidelines within the City of Hamilton's Pedestrian Mobility Plan (2012) and Cycling Plan (2009),
- Direct, continuous pedestrian and cycling linkages shall be established that are comfortable, safe, and convenient. Pedestrian linkages will have connections to all building entrances, adjacent sidewalks, transit stops, parking spaces, and key outlying local services.
- At least one direct pedestrian link between building entrance and sidewalk that is uninterrupted by driveways, parking, or other impediments should be provided.
- Walkways should be emphasized as the priority designation within any setting that combines vehicular use with pedestrians to ensure the safety and comfort of users.
- Shade trees should be planted along walkways to enhance pedestrian comfort, reduce surface temperatures, and help buffer walkways from vehicular travel routes.
- Pedestrian and cycling connections to the nearby NHS trail network shall be provided.

For additional guideline information, refer to Section 4.1.5 Transit Supportive / Active Transportation Infrastructure and Section 4.2.2 Recreation Trail Network.

4.5.8 Noise Attenuation

Noise attenuation measures may be provided where service areas are in proximity to more sensitive land use receptors, such as office uses, educational facilities and nearby residential. These features should be complementary in material and design to surrounding buildings and structures to reinforce a compatible design image for the district.



4.6 Sustainability & Low-Impact Design

4.6.1 Sustainability & Low-Impact Development Approaches

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

Design Guidelines:

- Proposed site layout and grading should be integrated as much as possible with existing grading conditions, while balancing the functional needs of servicing and stormwater management.
 - Consideration shall be given to permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products.
 - Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site.
 - Where possible, utilizing surface materials that contain recycled or sustainable materials is encouraged.
 - Consideration may be given to specifying light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers, to decrease heat absorption and ambient surface temperatures (urban heat island effect).
 - All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.
 - Where feasible, consideration should be given to integrating bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc.
- Bio-retention swales typically include planting (native groundcover, shrubs, grasses and, potentially, trees), curb inlets for stormwater flow and water infiltration/storage area that supports vegetative growth. Depending on site characteristics, additional storage may be included such as subsurface gravel or pre-manufactured storage areas, infiltration through amended or engineered soils or other appropriate measures to manage excess water.
 - Naturalized, low maintenance planting should be emphasized where appropriate. A priority should be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water.
 - Dense canopy trees shall be placed to provide shade for adjacent sidewalks and building faces.
 - Energy efficient luminaires and bulbs shall be utilized for lighting requirements.
 - Cycling shall be encouraged as a safe and efficient connection by providing appropriate bike lock and/or storage facilities.
 - LEED requirements shall be considered, including sizing parking facilities to meet, but not exceed, zoning requirements.
 - Additional sustainability measures related to built form are described in Section 4.4.3 Sustainable Building Design. As well, refer to the draft Upper West Side community Energy and Environmental Assessment Report.



Fig. 4.6.1 - Image example of parking area with integrated LID (bio-retention swales).