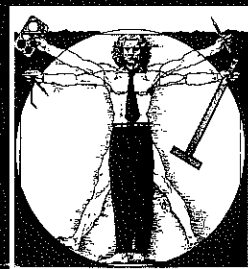


CITY OF HAMILTON

DUNDAS DOWNTOWN

URBAN DESIGN STUDY



Prepared by:

SINISA (SONNY) TOMIC
URBAN DESIGN CONSULTING
Hamilton, Ontario
(905) 526-1627
citysense@hotmail.com

City of Hamilton
Planning & Development Department
Downtown Renewal Division

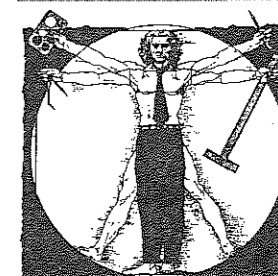
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Prepared by:
S. Tomich
 Urban Design Consulting
 Hamilton, Ontario
 citysense@hotmail.com
 Tel. & Fax: 905-526-1627

For
CITY OF HAMILTON
 Planning & Development
 Department
 Downtown Renewal
 Division
 Contact:
 Mr. Ron Morini, CIP, R.P.P.
 Director

EXECUTIVE SUMMARY

The art of place-making in times of change

Urban environments are the most complex products of our civilization. They are not created solely by planning and political processes, engineering pragmatism and market forces. Urban Design represents a critical link to connect people to their environment through skillful manipulation of the relationships between built form, public space and land use. Connection and relationship to the place we live is fundamental to maintaining our well-being during times of change.

Change no longer conveys a sense of freedom because it takes place too rapidly and seems beyond the control of the average individual. In such conditions, our identities can be threatened. Without a sense of place and visually pleasing environment, we may feel that our lives are meaningless, shallow and superficial. Repairing this loss of meaning and visual coherence requires sophisticated urban design strategies that rely on analogy, metaphor, history and sustainable approaches to our living environment. It also requires meaning grounded in cognition and memory, and demands the meeting of basic human needs—especially the need for interaction and sense of belonging.

Over the past four decades, Dundas Downtown, and especially Hatt Street have experienced a tremendous change in land use, architectural and streetscape character. A variety of smaller development initiatives were not always architecturally successful, but were positive enough to sustain an animated district that is significantly linked to its past; where living, walking, shopping and working are still a pleasure, and where Downtown is a destination to go to, rather than an area to travel through. Hatt Street is a former industrial hub for the Town. It is now going through dramatic changes—from being purely industrial area to becoming a significant mixed-use and residential area which has further potential to enhance and support livability of the Downtown. As Dundas Downtown continues to undergo change, urban design can capture its unique history and character to create a vibrant town centre for the future.

Scenario building

This document sets a long-term urban design vision for the revitalization of Downtown Dundas through:

- An overall urban design vision for King, Hatt Street and connecting streets, including a plethora of scenarios of how these might develop in the future, and
- Urban design guidelines and implementation strategies to guide future developments.

The Urban Design Vision is also intended to inform residents, City officials, developers and landowners about the exciting opportunities that could be realized in downtown. In addition, this document will serve as

a basis for new Downtown Dundas Land Use and Transportation Plan which will review the changes in land use and zoning with consideration to transportation issues. In particular, the new Transportation Plan will look at how to accommodate the growth in traffic resulting from new development, as well as look at safety issues for pedestrians, cyclists and motorists.

The primary reason for this study was to explore urban design development scenarios and strategies which could possibly become reality in the near future. To build urban design scenarios, one must match a possible future with a desired future. Two parallel processes are involved, one that is objective and analytical and that sets the limits on the range of possible futures, and another that reflects the desires of various stakeholder groups.

To do this, groups expressed their ideas during the open and extensive public participation process which involved more than 60 downtown residents, local business representatives, design professionals, artists and political representatives. A one day "Idea Charrette" was organized in September 2001. Idea charrette encouraged innovative thinking and clearly defined local values and desires. Open House was held in February 2002. The Open House was followed by a week-long public display of design proposals in the former Dundas Town Hall.

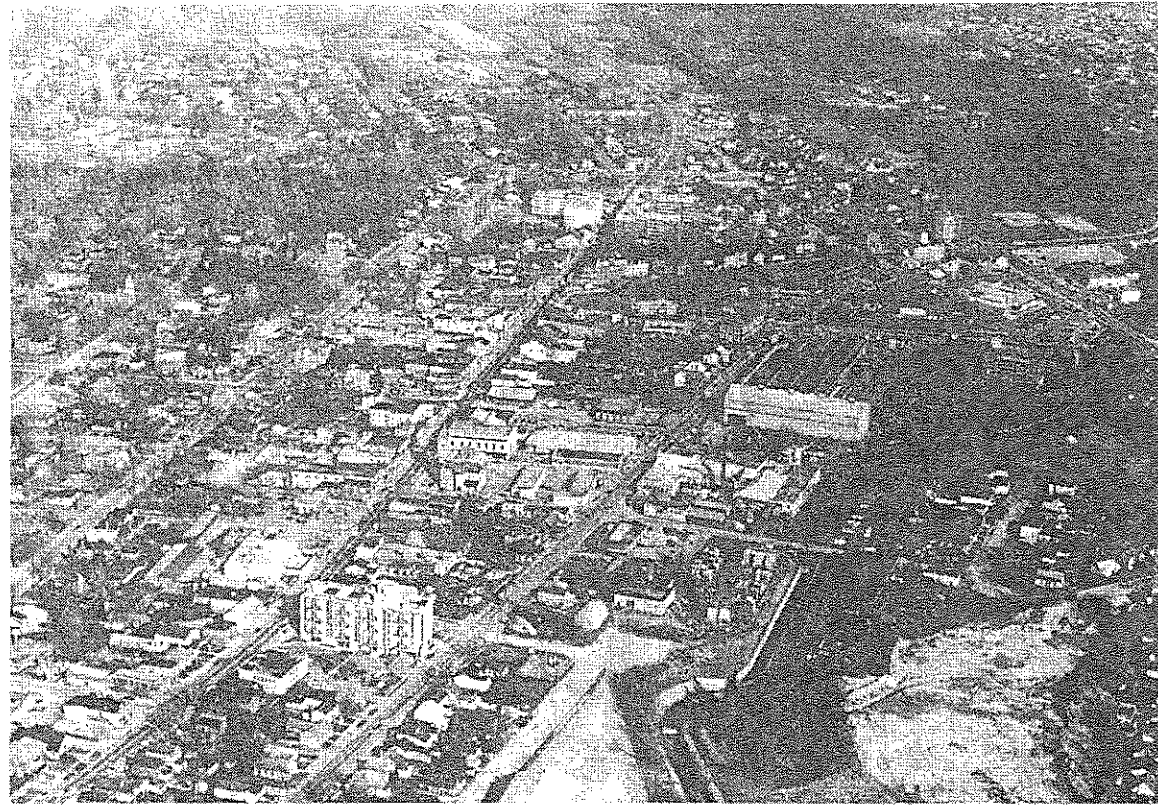
Five principles for Place-making

The new City of Hamilton has recognized that Dundas Downtown has unique heritage qualities that set it apart from other downtown areas in the newly amalgamated City. Those qualities will be preserved and enhanced with the new urban design vision and Transportation Plan. The urban design vision is based on five principles for revitalization and creation of the special sense of place as follows:

- 1) Building on existing strengths;
- 2) Bringing more residents Downtown through brownfield re-development;
- 3) Creating a sequence of new public spaces;
- 4) Strengthening pedestrian connections and improving accessibility, and
- 5) Supporting catalytic / incremental Implementation

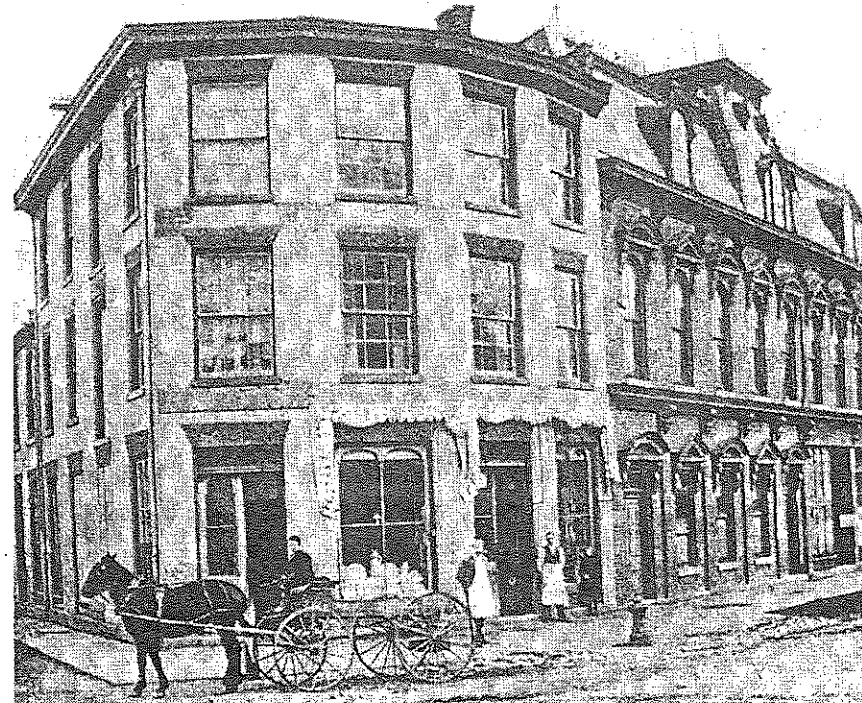
The above principles and Urban Design Vision should also support a number of initiatives for the creation of a "green", sustainable community which are discussed under title Urban Design and Environment. These five principles will help the Downtown Dundas to recapture and enhance sense of place and retain strong civic pride. They will help to bring new public and private sector investments and create a distinctive living area with attractive, accessible and safe streets, unique public spaces, good housing forms, urban design and architectural excellence, as well as create support for a vibrant business / retail community.



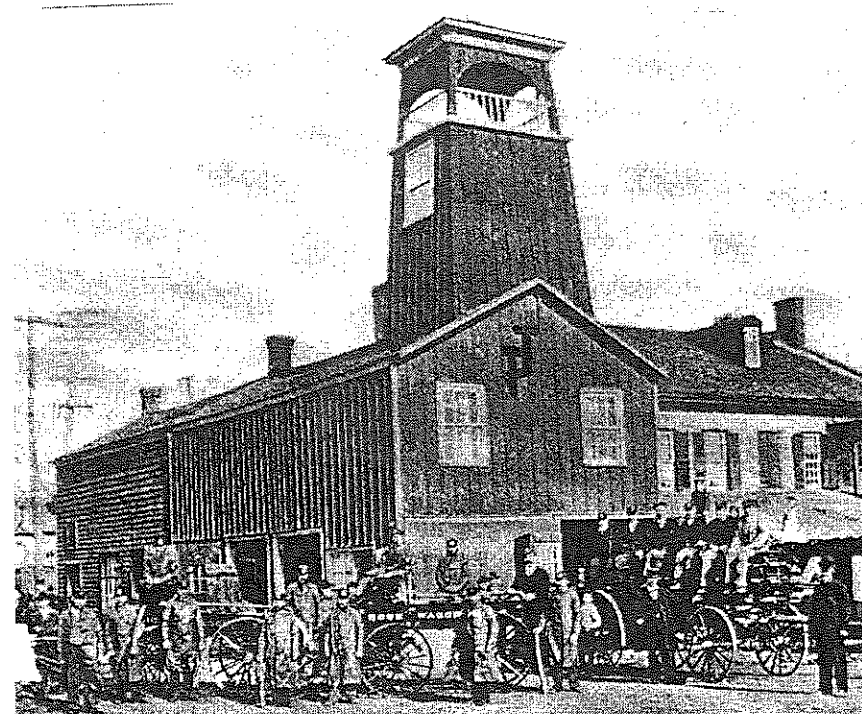


King Street

King Street was one of the town's main thoroughfares along with Main Street; as the town expanded, its structure grew up along these two routes. Growth took place as a ribbon-like development along King Street between Spencer's Mills on the west and canal on the east. Small connecting streets such as Ogilvie and Foundry were built in a piecemeal fashion to connect King Street to the mills on Spencer Creek (Hatt Street). At the beginning of 19 century the Town's development was undifferentiated, with a mixture of residences and work places along Main and King Streets.



By the mid 19th century two distinctive street characters began to develop out of the undifferentiated town fabric—a manufacturing area along Hatt Street and commercial "central business district" on King Street. King Street comprises an eclectic mix of two and three-storey structures, architectural styles, building materials, uses and adaptive re-uses that reflect more than 150 years of history of the street.



One of the first commercial structures, the Elgin Hotel, was located on King Street in the 1830's. The existing Collins Hotel is one of the oldest, still operating hotels in Ontario. A variety of two-to four-storey structures line King Street with their full width on the lots, presenting a continuous façade to the street. Many of the buildings have residences in their upper floors. Architecturally, the most interesting buildings are represented today with the Carnegie Gallery, Majestic Theatre, Lipton Block, Elgin Hotel and Music Hall, magnificent Post Office and the former Armoury building (today Community Centre).

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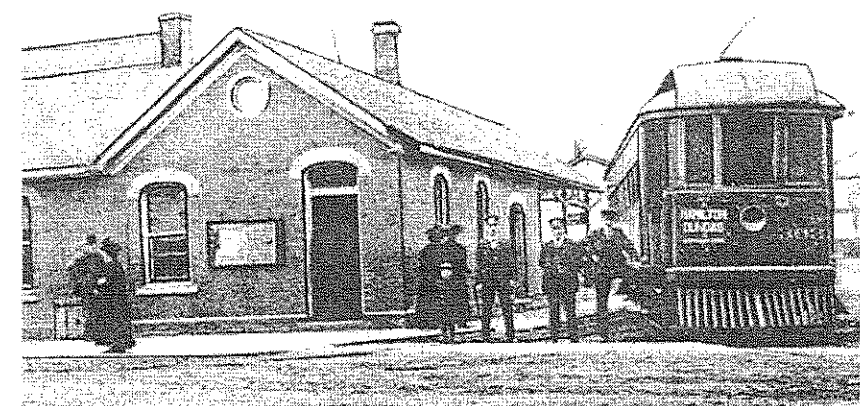
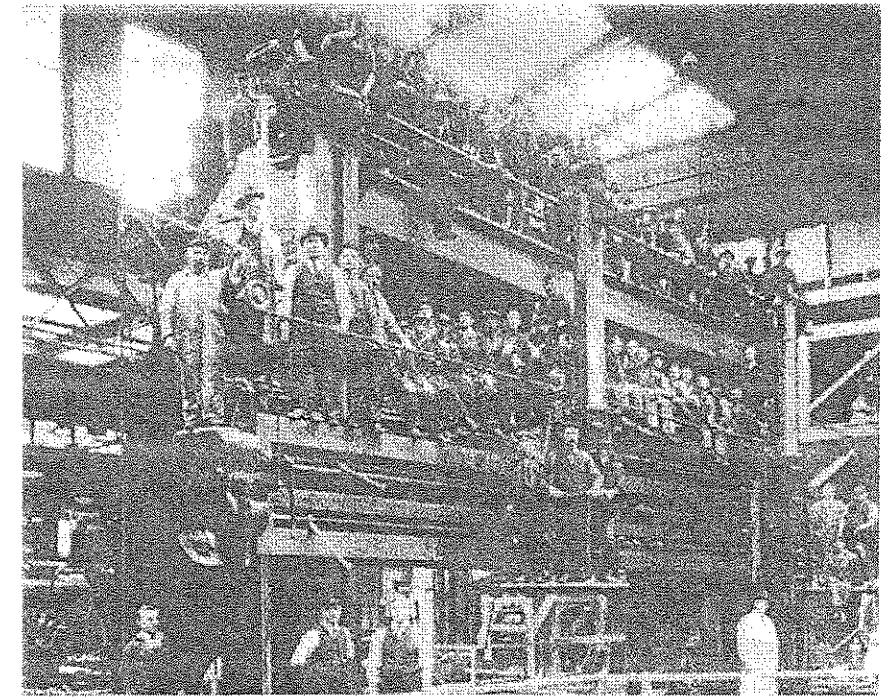
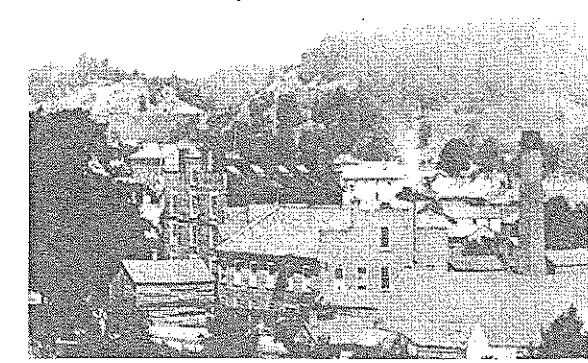
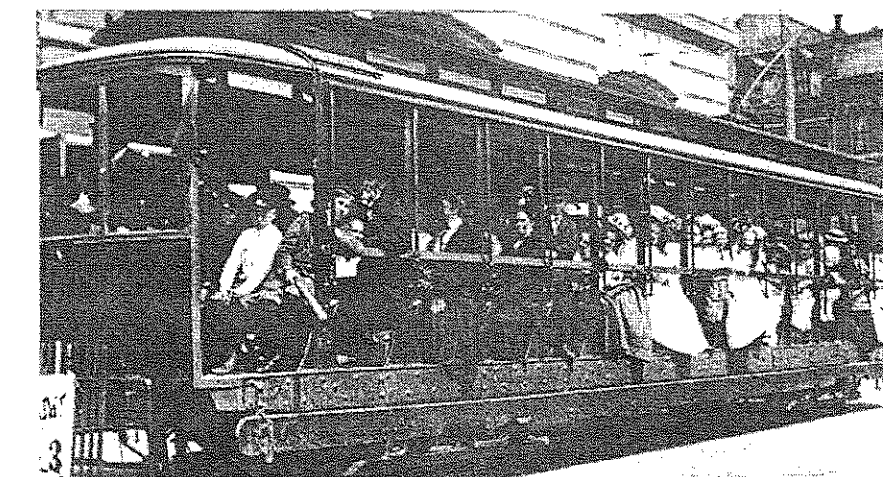
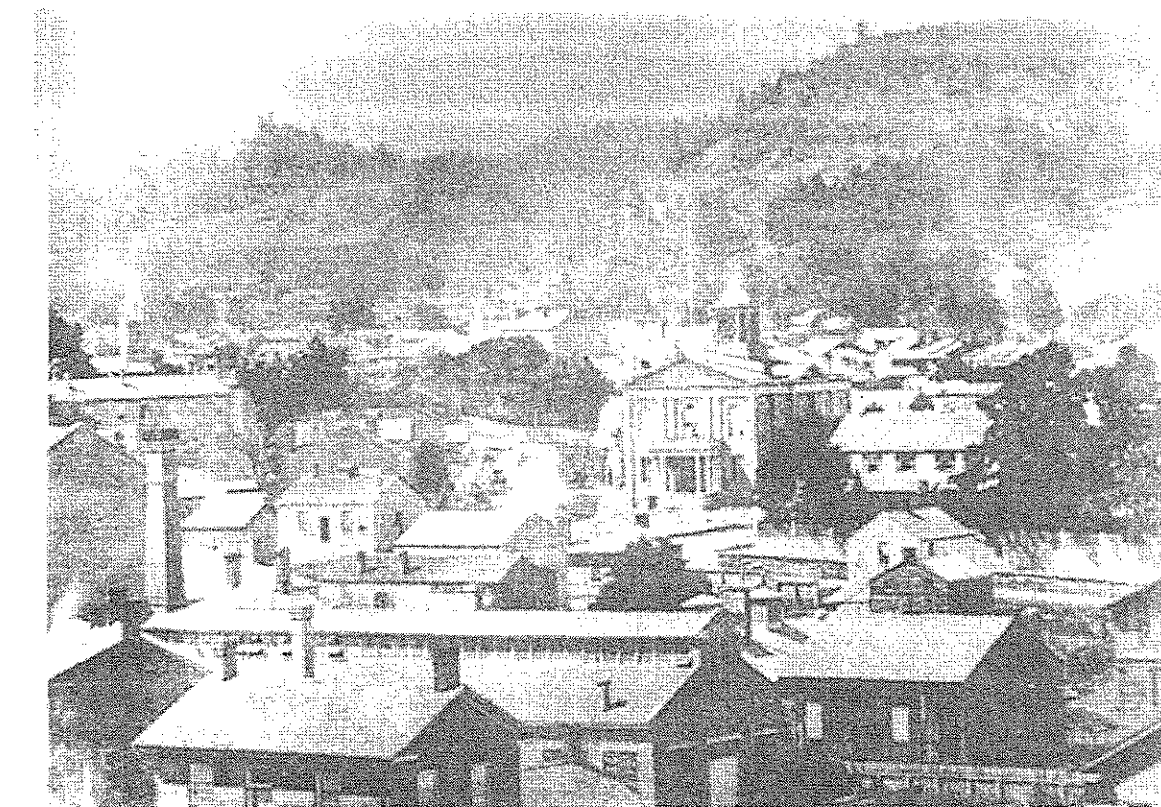
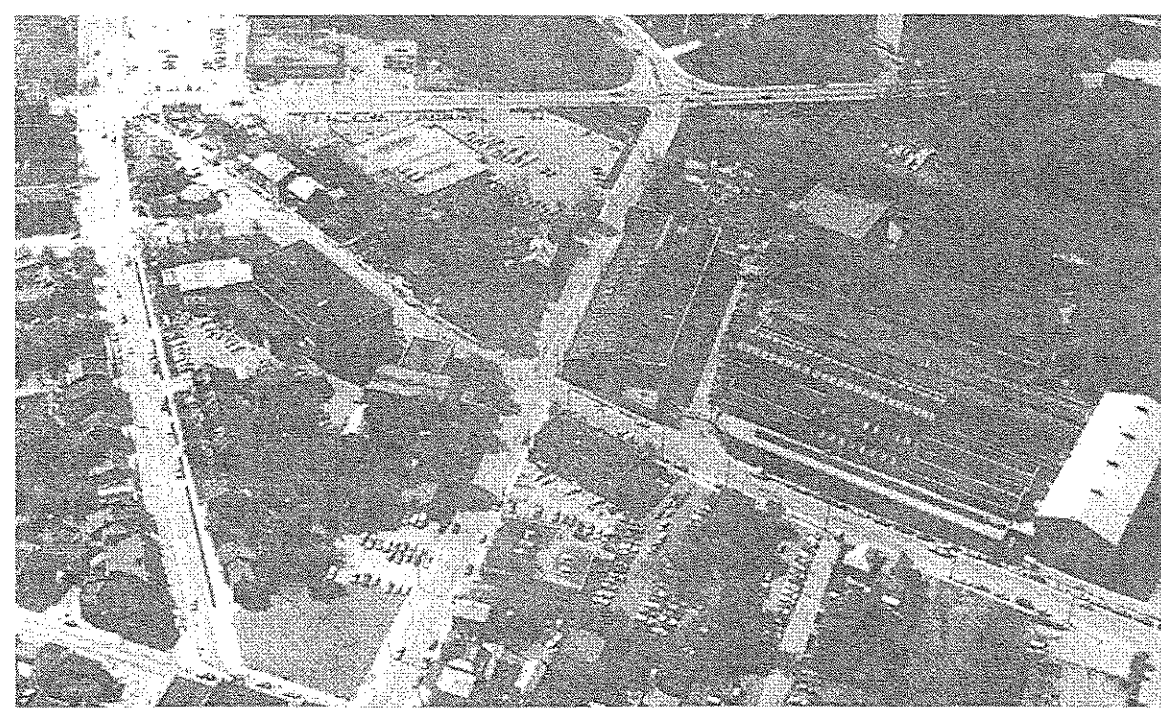
Hatt Street

Hatt Street is named for Richard Hatt, owner of a grist and saw mill erected on Spencer Creek. Hatt purchased the mill from its original owner around the year 1800. Maps from the post 1800 era give clues to the street's development: a map drawn in 1827 by J.G. Chewell shows Spencer Creek and Governor's Road but not Hatt Street. By 1851, the map drawn by Marcus Smith of the Town of Dundas shows Hatt Street in existence from Governor's Rd. to Head St.

Hatt St. was developed as part of the overall road network in the Town of Dundas and served three important functions: to provide road and transportation access for the industries on Spencer Creek; to provide connections to the commercial core of the Town; and to provide access to the houses being built west of the industries.

The Street was laid out, generally, to follow the contour of Spencer Creek. Historically it is secondary street to King Street, the main commercial street in the Town. Throughout time north-south streets like Foundry, Ogilvie, and Miller's Lane have provided linkages between the industrial and commercial parts of Dundas. Today, Hatt Street also acts as an important transportation link for the community with access to the Arena, Pool and Community Centre.

Hatt Street comprises an eclectic mix of structures, architectural styles, building materials, uses and adaptive re-uses that reflect a rich 200-year history of growth and development. A number of former industrial buildings and former Town Hall have variety of historical themes and are either designated or listed in the municipal heritage inventory or are recognized as having some aspect of heritage potential.



INTRODUCTION

Over the past four decades, Dundas Downtown, and especially King and Hatt Streets have experienced a tremendous change. Change in the form of a variety of development initiatives was not always architecturally successful, but was positive enough to enhance downtown's potential. An animated and attractive district was created that is significantly linked to its past; where living, walking, shopping and working are a pleasure, and where Downtown is a destination to go to, rather than an area to travel through. Hatt Street is a former industrial hub for the Town. It is now going through dramatic change—from being purely industrial area to becoming a significant mixed-use and residential area which has the potential to enhance and support further livability of the Downtown.

This document sets an Urban Design vision for the revitalization of Downtown Dundas through:

- An overall urban design vision for King and Hatt Streets and connecting streets with ideas of how those might develop in the future;
- Urban Design guidelines and implementation strategies to guide future developments.

The Urban Design Vision is also intended to inform residents, City officials, developers and landowners about the exciting opportunities that could be realized in downtown. In addition, this document will serve as a basis for new Downtown Dundas Land Use and Transportation plan which will review the changes in land use and zoning with consideration to Transportation. In particular, new Transportation Plan will look at how to accommodate the growth in traffic resulting from new development, as well as look at safety issues for pedestrians, cyclists and motorists.

The urban design vision is based on an understanding of Dundas' Downtown rich past (one of the oldest Towns in Ontario) and the factors that shaped it through almost two hundred years of existence. Dundas Downtown is the heart of former Town of Dundas's retail and business community. In 2001, Town of Dundas was amalgamated into the new City of Hamilton.

Downtown is surrounded with healthy neighbourhoods, the magnificent Spencer Creek and community facilities. Its architectural and cultural assets are unique in Southern Ontario. Unlike larger cities in the Region, it did not suffer from significant destruction of its historic built form and replacement with mega-projects and large surface parking lots. Some destruction caused by fires generated new built forms, but scale and historic character were more or less preserved. Change in technology and lack of demand for certain types of industrial products caused significant change along the Hatt Street. Disappearance of certain manufacturing industries opened tremendous opportunities for re-development. Today called brownfield sites, these represent the best opportunity for sustainable growth strategies which encourage infill and intensification of urban land through preservation of agricultural land in surrounding areas. Due to these past and present changes, Dundas Downtown is at a crossroads.

PRINCIPLES FOR PLACE-MAKING

The new City of Hamilton has recognized that Dundas Downtown has unique heritage qualities that set it apart from other downtown areas in the newly amalgamated City. Those qualities will be preserved and enhanced with new urban design vision and Transportation Plan. Urban Design vision is based on five principles for Place-making and revitalization as follows:

1) BUILDING ON EXISTING STRENGTHS

Downtown Dundas must capitalize on its unique built and cultural heritage qualities—historic buildings, Art Gallery, Dundas Valley School of Art, Dundas Theatre, Public Library; unique natural qualities (Spencer Creek) and proximity to the Escarpment; diverse, high-quality specialty retail; sport and community facilities (Arena and newly renovated Community Centre in the former Dundas Armoury Building); and the easy access / existing transportation pattern (two-way major thoroughfares King and Hatt St's).

2) BRINGING MORE RESIDENTS DOWNTOWN THROUGH BROWNFIELD RE-DEVELOPMENT

Bringing more residents downtown is key to every serious revitalization effort. Demographic trends and opportunities for infill on major brownfield sites on Hatt Street (former Bertram factory, Valley City Factory), as well as King Street (Cashway site) will provide many advantages—the ability to shop and work in downtown as well as being close to cultural, retail, recreation and entertainment amenities in downtown.

Demand for new housing forms (upscale condominiums, townhouses and two-storey urban lofts) will bring more people downtown. Young families, empty-nesters, young professionals, and people with alternative life-styles are just some of those whose housing needs may be accommodated within Dundas downtown.

3) CREATING A SEQUENCE OF NEW PUBLIC SPACES

High quality streetscapes and public spaces shall be the downtown's structural backbone. They will be focal points of Downtown, provide sequence of rich pedestrian experiences, enhance spirit of place through celebration of local history, provide opportunities for public art and other design features, and provide equal safe pedestrian access for all user groups.

Improvements to streetscapes through tree planting and special landscaping, street furniture, pedestrian scale lighting, widening of sidewalks and incorporation of the elements of special paving with "Urban Braille" features—will create a special atmosphere and theme for downtown. With ecological park enhancements along the banks of the Spencer Creek, streetscape improvements will signal an area's rejuvenation inviting additional private investment.

4) STRENGTHENING PEDESTRIAN CONNECTIONS AND ACCESSIBILITY

A successful Downtown must have strong connections with surrounding neighbourhoods. Attractions and facilities located in downtown must be easily accessible and better linked to provide pleasure, safety and attraction for both residents and visitors. In addition to attractive streetscapes, a network of safe pedestrian walkways and passageways should be created to connect parking spaces with major streets. Hamilton's Urban Braille System for sidewalks will be employed to create the highest standards in accessibility and design.

5) SUPPORTING CATALYTIC / INCREMENTAL IMPLEMENTATION

The overall Urban Design Vision is going to be supported by implementation of smaller catalyst projects. A catalyst is an urban element that is shaped by the downtown needs, and then, in turn, shapes and enhances its context. The purpose of this Urban Design Vision is to enable incremental, continuous regeneration of the urban fabric within the Downtown. The important point is that the catalyst is not a single end product but an element that impels and guides subsequent development in the downtown. To ensure positive outcomes, the various ingredients must be considered, understood and accepted—urban design guidelines should set the tone and direction, but they do not assume uniformity of design solutions.

Catalyst projects may include phased residential and mixed-use development on the former Bertram Factory site, improvement of Spencer Creek linear park, restoration and adaptive re-use of existing historic buildings (including former skating rink building), planting street trees, creating new public spaces (Town Hall Square, Memorial Square), or improving existing public spaces (Grafton Square, Community Building Square), infilling existing parking lots with new mixed-use buildings and development of structured parking garages serving both residents and visitors.

These five principles will help the Downtown Dundas to recapture and enhance sense of place and strong civic pride. They will help to bring new public and private sector investments and create a distinctive area with attractive and safe streets, unique public spaces, good housing forms, urban design and architectural excellence, as well as create support for a vibrant business and retail community.

5

URBAN DESIGN VISION

Introduction

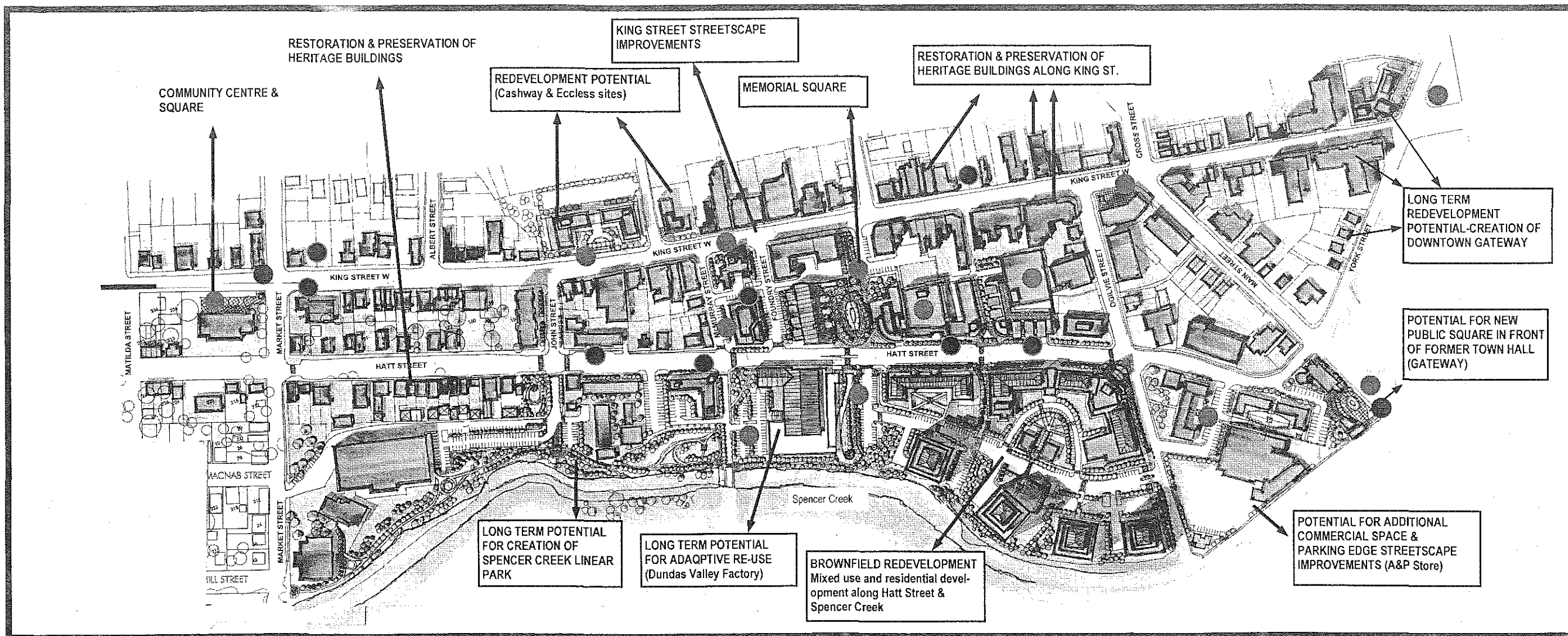
The Urban Design Vision is based on five Principles of Downtown Revitalization and applies within entire Downtown area. The Vision considers several strategies for improvements of public and private realm: strategies for location and type of gateways, strategies for streetscape improvements, location and treatment of new parks, strategies for themeing, creation of new and enhancement of existing public spaces, treatment of heritage built form, strategies for new housing infill, as well as strategies for typology and location of new parking facilities within the downtown.

Based on these principles, the Urban Design Vision creates a downtown with a wide range of opportunities for living, working and playing. Retail, entertainment and cultural facilities will be clustered along King Street, and new mixed-use housing and some upscale housing will be located along Hatt Street to cater to those who seek an alternative to suburban living, including empty nesters, young professionals and families. When new mixed-use housing built form develops along Hatt Street, as well as on parts of King Street, downtown will have a more

complex pattern use, including multiple public space destinations accessible within five minutes walking radius. Memorial square will become heart of the community with farmers market, restaurants, summer patios, fountain where during lunch employees can have some time of tranquility or socialize with their colleagues. After work, employees may stay and mix with residents and visitors to enjoy dinner. As new residents (around 1500 planned) along Hatt Street move into downtown the number and variety of retail stores will grow to cater diversified clientele. On that way, downtown residents as well as those from nearby neighbourhoods will have range of amenities necessary to support vibrant downtown. Over time, already present upscale shops may be complemented with more antique shops, cafes and restaurants.

New linear park along Spencer Creek including vista points with pavilions and sequence of public spaces including highly visible Town Hall Square (at intersection Main and Governors Rd.) will add to the attractiveness of Downtown. Walking path along the Creek will enable parents with kids, as well as seniors to re-connect with nature and use other recreational facilities in downtown. Memorial square will act as a focal point for gatherings, special events and civic festivals (traditional Cactus and Busking Festival). This new urban design strategy and proposed detailed actions and guidelines could be used to implement Urban Design Vision in the future development.

- GATEWAYS
- NEW & ENHANCED EXISTING PUBLIC SPACES (Town Hall Square, Grafton Square, Memorial Square, Post-Office Square, Community Centre square)
- INFILL POTENTIAL
- NEW PARKING FACILITIES (2 garage structures and new surface parking)



KEY DESIGN ELEMENTS

Gateways

Gateways are important design features which symbolically define major entrances to the Dundas Downtown. Gateways help people find their way around and provide a strong sense of arrival to Downtown. Key locations for gateway features are intersections of King Street with York Street and King Street with Market Street. Another prominent location is intersection of Main Street with Governor's Road at the front of former Town Hall.

Gateways may take several forms, through built form with landmark qualities, open spaces/public squares, landscaped traffic islands, special tree plantings or use of large scale public art features.

Streetscapes

Streets are major elements of the City. They are places for versatile activities: moving traffic, walking, sitting, shopping and socializing. Dundas Downtown is defined by two major streets: King and Hatt Streets. Historically, King Street is the centre of Town's commercial and business activities. Hatt Street had predominant industrial and residential character. Both of them are two-way thoroughfares and accommodate a large amount of through and local car traffic. Both streetscapes have on-street parking and relatively narrow sidewalks. On King Street sidewalks have a cluttered, tired appearance. On the narrow, public boulevards, pedestrians compete with the street trees, light poles, fire hydrants, benches, planters, garbage receptacles, mail and newspaper boxes, and commercial advertising for space on sidewalk. There is very little room for people to spill out onto the street from restaurants and cafes or public buildings.

A short survey of shoppers and merchants from the Business Improvement Association noted that users felt visual improvements of the streetscape would enhance the shopping experience and draw more people into the street.

Hatt Street has very narrow, in some parts even sub-standard sidewalks. Residential intensification will bring significant need for sidewalk improvements including widenings, inclusion of urban braille features and better landscaping between the public and private realm.

On both streets, on-street parking will contribute to the safety of the pedestrian environment by providing a buffer between pedestrian and traffic areas. Provision for bicycle lanes will also contribute to downtown's quality of life and encourage more sustainable modes of transportation. Existing traffic patterns should be preserved as two-way, with one-way traffic on Foundry and McMurray Streets where additional opportunities for parking and improvement of the pedestrian environment exist.

Public Spaces / Public Squares

Along with streetscape improvements, public squares and other public spaces are key to revitalization efforts and improvement of livability within downtown. Creation of new spaces and improvement of existing spaces often acts as a catalyst for new development and re-investment in the private realm.

The proposed public spaces will be physiologically comfortable at peak use times with regard to sun, shade, wind, and other environmental conditions, and will be fully accessible for every user category. Their development would allow users to connect with environment and heritage, as well as provide a wide range of opportunities to socialize. These spaces would be also available for use during special events (like Cactus Festival, Basking Fest).

Since Dundas has an exceptionally strong art community, we suggest that these public spaces be designed with attention to public art. Public art may take many physical forms, but it should always be enjoyable by the majority of citizens. Public art may include small and large public monuments meant to inspire patriotic feelings and awe (existing monument in front of Community Centre (Armouries building), as well as ones with other types of symbolic importance that dot public squares all around the world. Public art should also include ideas that delight or surprise the viewer.

There are five existing public or quasi-public open spaces within the King Street corridor.

Grafton Square

Although surrounded by inappropriate use on the ground floor and without architectural and landscaping detailing, Grafton Square has the potential to be a lovely enclosed public space. For this square we suggest a sculpture of an historic local person Mr. Grafton playing Sousaphone-rare saxophone-like instrument. Original instrument is on permanent display at Dundas Historic Museum. This could serve as an inspiration for dynamic public art feature within new public fountain.

Memorial Square

This square will be the primary focal point of Downtown and will also serve as the primary pedestrian connection between King and Hatt Streets and future Spencer Creek promenade. The square will accommodate range of ground floor activities such as a mini Farmer's market or grocery store in the revitalized Skating Rink (now used as a warehouse), and new retail/office space in the existing fire hall. This design concept provides opportunity to create a large reflective pool/fountain which can be used in winter time as a skating rink. This space should become complex and diverse public space which will greatly enhance area's liveliness, colour, spontaneity, variety and excitement.

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Heritage Square

There is long-term development potential for mixed use residential/commercial space on the existing Cashway site. This development may contain public square with private gardens which will spill off onto King Street in form of a linear fountain and pleasant landscaped sitting area.

Armouries Square

The new Armouries Square would serve the needs of the wider community with its renovated Community Centre. The existing open space should be enhanced with a relocated monument for fallen soldiers and new sculptures representing historically prominent individuals who lived and worked in Dundas throughout its history.

Post-Office Square

The monumental historic Post Office should be preserved and adaptively re-used. The small area in front should be re-designed to accommodate sitting and provide refuge during hot summer days. An upscale restaurant with front patio would be an ideal use for this small public space.

Town Hall Square

In addition to the above mentioned spaces there is an opportunity to create significant and very attractive public space with fountain in front of the former Town Hall at the intersection of Main Street and Governor's Road. This square will serve as one of gateways to the Downtown. This space should have more formal design with features which will complement future use of the Town Hall. A water feature may be accompanied with stone pillars and green trellis with lush landscaping. Difference in grading should be used for the creation of ceremonial steps which also may be used for informal sitting, and photo/picture taking.

Spencer Creek promenade

Over the long-term creation of an attractive green linear park / pedestrian promenade along the Spencer Creek will greatly contribute to the livability of residential neighbourhoods along Hatt Street and the entire Downtown. A sequence of lookouts and safe, accessible promenade along re-constructed and naturalized creek bed will become a green oasis of the Downtown.

Parking lots and structures

The majority of available parking is located in municipally-owned parking lots that can be found on King Street and Hatt Street between Main and Foundry Streets. These lots are located at comfortable distance from King and Hatt Streets. On-street parking is available in front of the shops, businesses and residences along these two streets. This is the most popular form of parking to local merchants and some shoppers. Parking is also available on privately owned lots, either in the front, or back, or along the side streets which intersect with King and Hatt Streets. These facilities greatly assist in meeting the parking needs of the community.

Future re-development and especially, new mid-density residential infill along Hatt Street, will create additional demand for parking space for both residents, visitors and shoppers. As need arises, the municipality should include a strategy to build a minimum of two new parking structures adjacent to new mixed-use development to accommodate approximately 500 new parking spaces in the Downtown. Opportunities for joint-venture public parking should be sought throughout the commercial and mixed use areas of downtown as development opportunities present themselves.

In the short-term existing municipal surface parking lots should be improved by better landscaping on the edges, as well as better access points/connections from King and Hatt Street. Existing on-street metered parking along King and Hatt, John, McMurray and Foundry should be retained and visually enhanced through improved landscaping such as flower beds and different surface treatment.

New Housing-Brownfield Re-development

The second revitalization principle is to attract more residents downtown. This is a key element in the creation of a vibrant and sustainable Dundas Downtown. This will help that the area is safe and attractive. Residents support additional residential use in the downtown. The Urban Design Vision highlights opportunities for infill and re-development of major brownfield or open spaces. The majority of these opportunities exist along Hatt Street with additional possibilities along McMurray Street, Foundry and King Street.

The challenge is how to respect the existing scale of built form, how to create an attractive interface between housing and public realm, and what kind of architectural styles and materials should be allowed in the future. Private initiatives are already in place. Pro-active, City sponsored public improvements will be the key to spearheading new downtown housing. Downtown needs more diverse housing forms. This Vision is suggesting that mid-rise condominiums, urban lofts, grade-related upscale townhouses or conversion of existing industrial build-

ings into offices and additional housing should be primary housing forms introduced in the future. The ten-year trend towards urban lofts as a housing form remains very popular among young professionals. One of the early successful examples of adaptive reuse of office building into loft living is located at the beginning of Hatt Street near former Town Hall.

Built Heritage Resources

Dundas' heritage resources are well known Province-wide. This Urban Design Vision is a strong proponent of the view that Heritage built form and landscapes in Downtown should be preserved and used as a catalyst for downtown revitalization. The key is to preserve a variety of building types as individual or cluster forms and add new layers of built form which will respect the past, but creatively interpret that past quality in a contemporary way.

One of the surprising findings of the Hatt Street Idea Charrette is that many design qualities of the industrial heritage architecture along Hatt Street should be celebrated through use of contemporary architectural styles accompanied with use of traditional building materials like stone, brick and stucco. The City must make every reasonable attempt to create restoration programs and work with owners of the properties on revitalization of heritage properties.

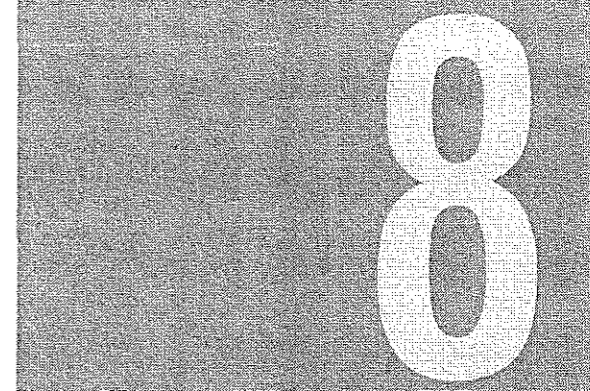
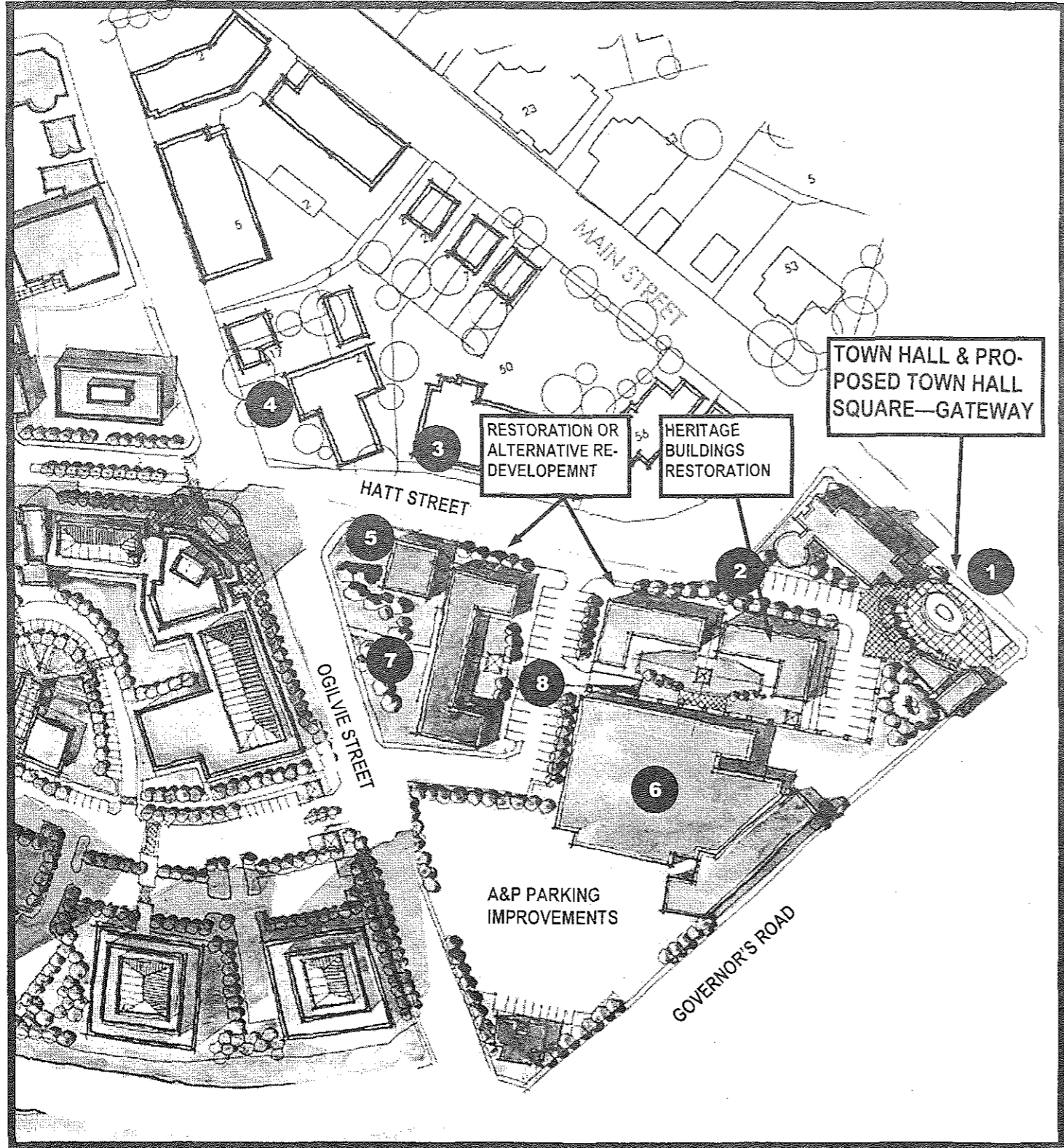
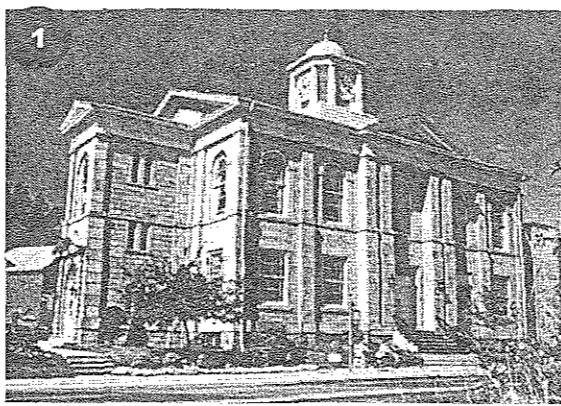
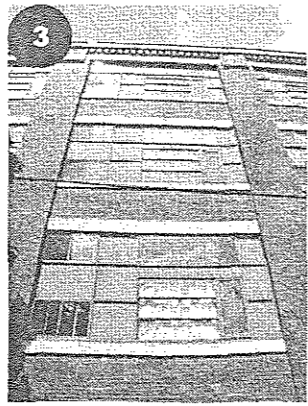
Massing and moderate building heights of 4-6 storeys of new buildings should respect the strong street presence traditional buildings have in the downtown, promote pedestrian friendly orientation, landscaped interface (front gardens) and safe, full accessibility from street level.

Retail and Entertainment-Storefronts & Signage

The majority of retailing should be located on King Street. Traditional street-oriented shops along King Street should be continuously upgraded in look. Attractive storefront design and signage are the key elements of attracting out of town visitors. Principles for storefront design are part of the Urban Design Vision and will be explained in detail in following chapters. The existing pattern of high quality specialty shops should be enhanced with a stronger presence of art and antique shops to attract regional clientele. Hatt Street re-development will open some additional opportunities for retail.

However, this Vision encourages more office, medical and similar uses along the street. An exception is the future Memorial Square, which should serve as commercial link to King Street and provide a range of commercial and hospitality uses anchored by the small Farmer's market as the focal point. At grade retail should also be enhanced by more hospitality uses, such as restaurants, cafes, tea-rooms and pubs. All of them should have strong street presence through storefront designs or summer patios on sidewalks (where possible). Summer patios always greatly contribute to a lively atmosphere and allow informal surveillance of the

HATT STREET - PRECINCT 1



HATT STREET-PRECINCT 1

Precinct 1 has a range of high quality heritage buildings, including Dundas historic Town Hall (1) (today Municipal Centre), two rows of on-grade town houses across Town Hall (2) and along Ogilvie Street (7), historic Osler House (5), Dundas Valley School of Art building (4) at the corner of Hatt and Ogilvie and the successfully converted former Pratt & Whitney building into urban lofts (3)

This urban block has many opportunities for improvements of built form and open spaces. Existing listed or designated heritage properties should be preserved, restored or re-designed if future opportunities arise for conversion onto commercial / retail space. Architectural design should carefully take into consideration architectural style and use of materials and detailing in order to preserve existing heritage qualities. Every opportunity for attractive, appropriate use of the former Town Hall should be investigated as that is the only way that the building will be properly maintained and preserved.

Some of the existing buildings on South side of Hatt Street do not have heritage qualities and will allow long-term changes in the form of new infill. Assembly and redevelopment of those properties is a possible long-term alternative shown on the precinct map to the left. Such redevelopment should include maximum 3-storey upscale townhouses built with stone elevations to match the architectural qualities and feel of Town Hall. Helen Osler House should be preserved in any alternative. The existing parkette should also be preserved and expanded if development alternatives become a possibility. A new parking lot with approximately 14 parking spaces should be built on side street (8)

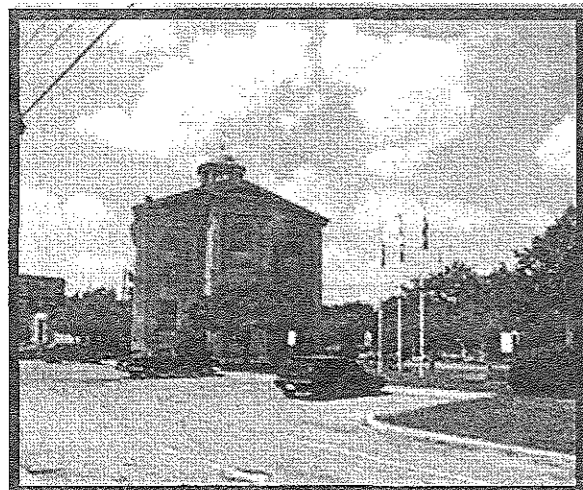
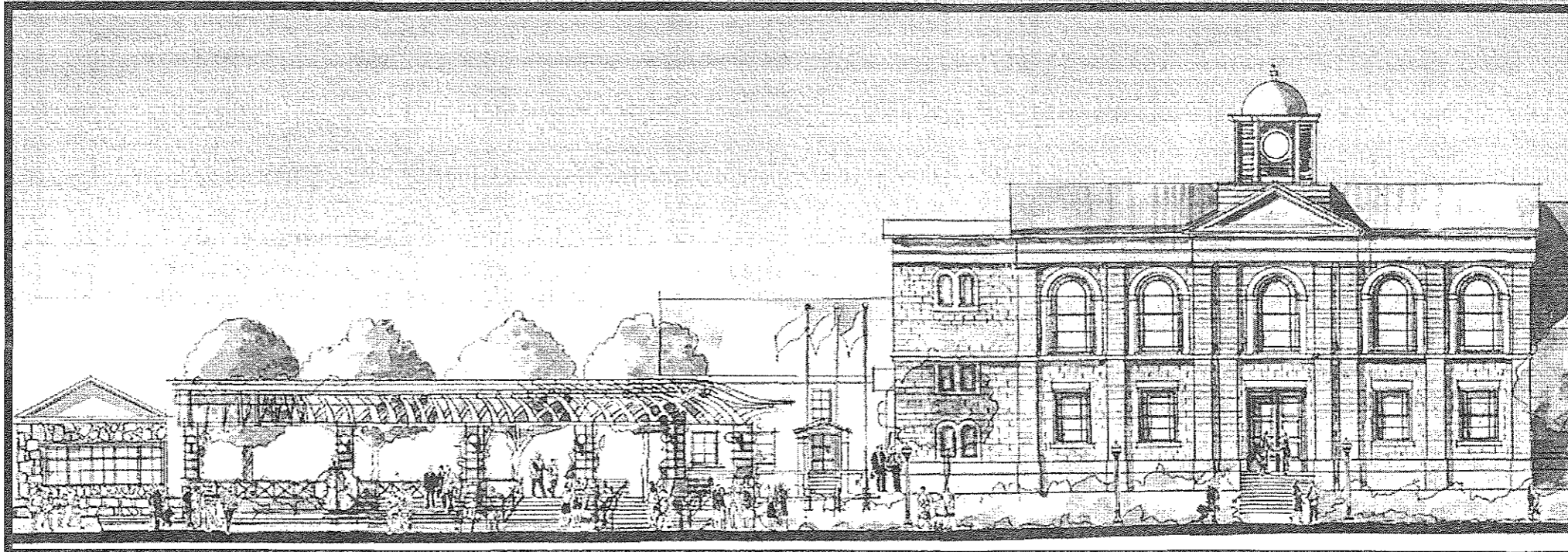
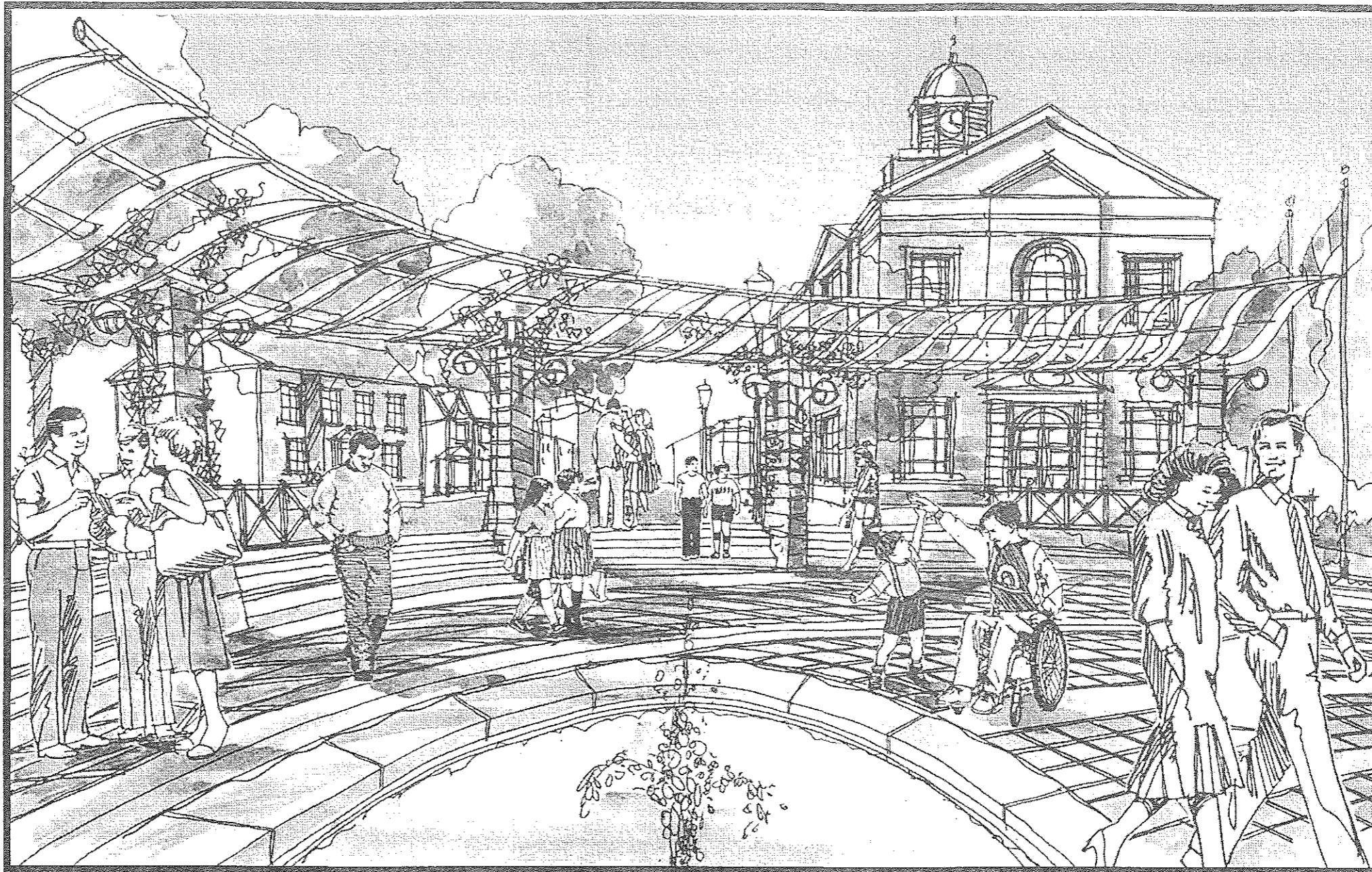
9

TOWN HALL SQUARE

Town Hall Square is part of an urban design strategy to create a network of small public spaces within the downtown. It will have multi-purpose use — as the South-Eastern gateway (it flanks two prominent and very busy streets and it has great visibility), as a high quality ceremonial space (official holidays, parades, celebrations, weddings), and as place to take refuge of everyday activities and enjoy the sound of water in the proposed fountain.

Town Hall Square should create a public space with sense of enclosure, intimacy and pedestrian scale. This can be achieved through an architecturally designed, elegant landscaped metal trellis. All structural and landscape elements (columns, retaining walls, steps) should be designed to match the materials, textures and colours of the existing Town Hall.

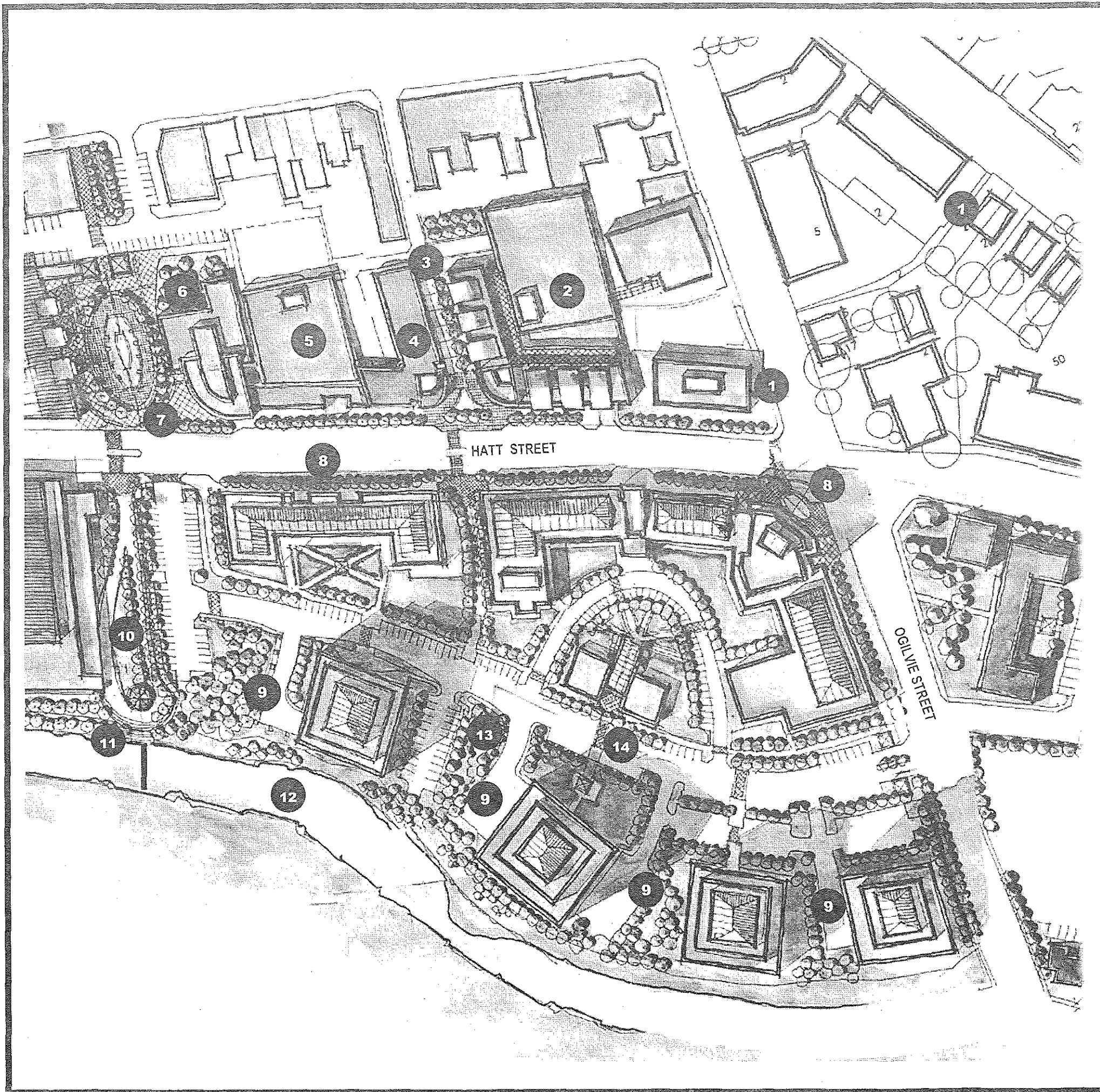
Town Hall square will provide opportunities for sitting and contemplating while protected by the shade of the trellis with the magical presence of water.



DUNDAS DOWNTOWN URBAN DESIGN STUDY

HATT STREET - PRECINCT 11

HATT STREET - PRECINCT 2



10

HATT STREET-PRECINCT 2

Precinct 2 has the long-term re-development potential unlike any of the other of Downtown precincts, mostly due to the fact that the former industries along the Hatt Street disappeared in last few decades. Ongoing brownfield development activities on the former Bertram Factory properties are an exciting beginning of comprehensive change for this part of the Downtown.

This precinct has a limited number of heritage buildings. The most important one is the former *Bertram Office building* converted into housing/ senior's residence (1).

Opportunities for infill development exist on publicly owned parking lots on the north side of the street. When appropriate, those properties can be developed as mid-rise mixed-use condominiums or modern lofts and should incorporate multilevel parking structures in the rear (2), (5). Those parking structures will serve needs of tenants, visitors and general public visiting shops at King Street.

Miller's Lane should develop into one of the major pedestrian linkages from Hatt to King St. Built form will create a pedestrian friendly corner with wide sidewalks incorporating sitting areas and public art. The section between Hatt Street and the parking garage entrance (3) may have more elaborate paving pattern to emphasize presence and the importance of the pedestrian. The ground floor of those buildings (2), (4) should have a range of retail / service activities to animate the street life.

11

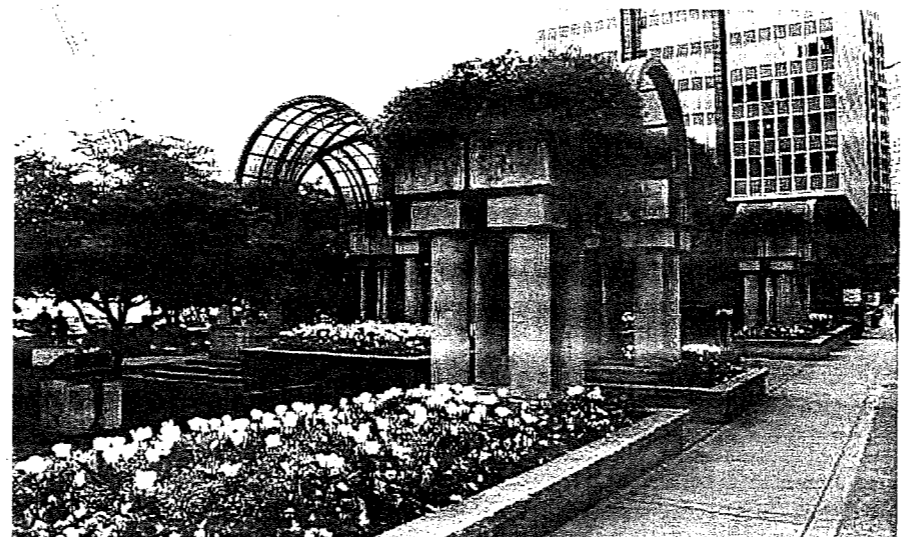
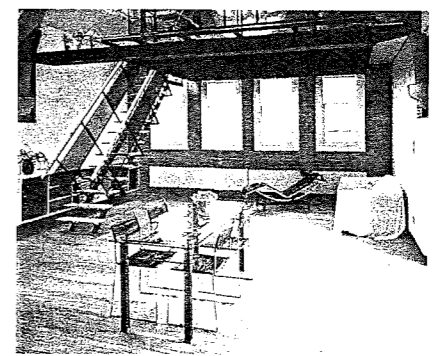
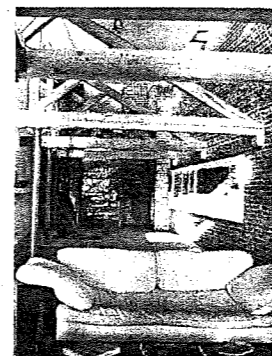
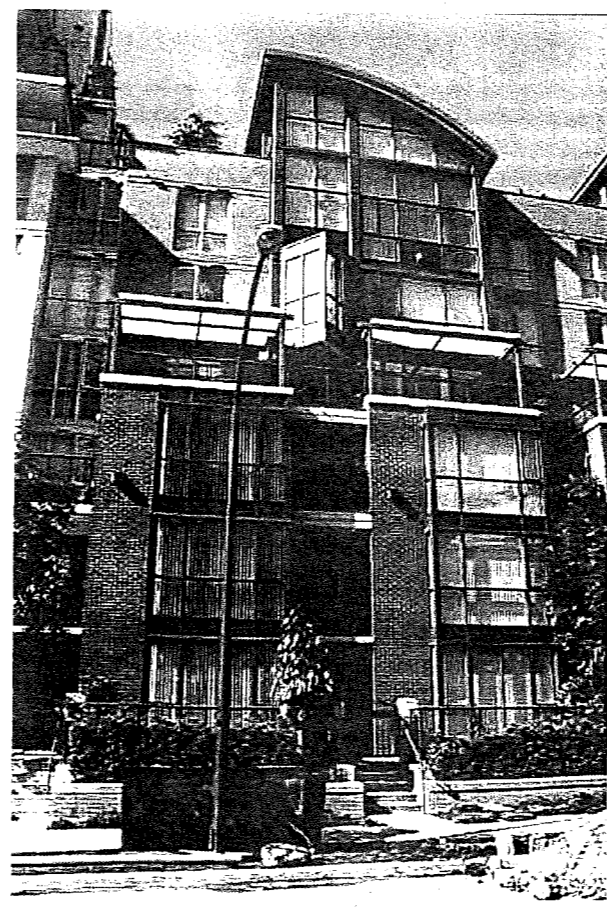
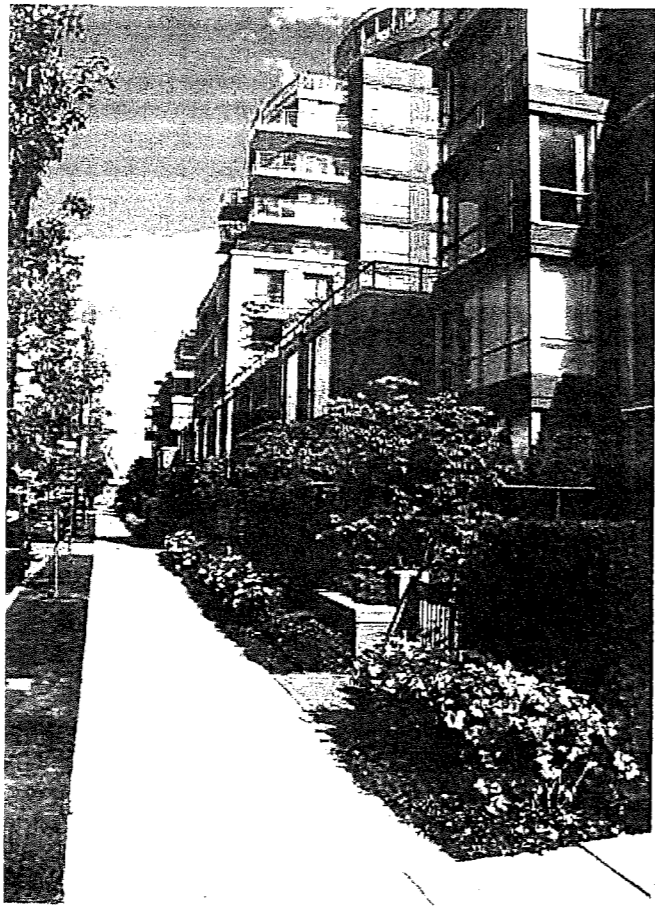
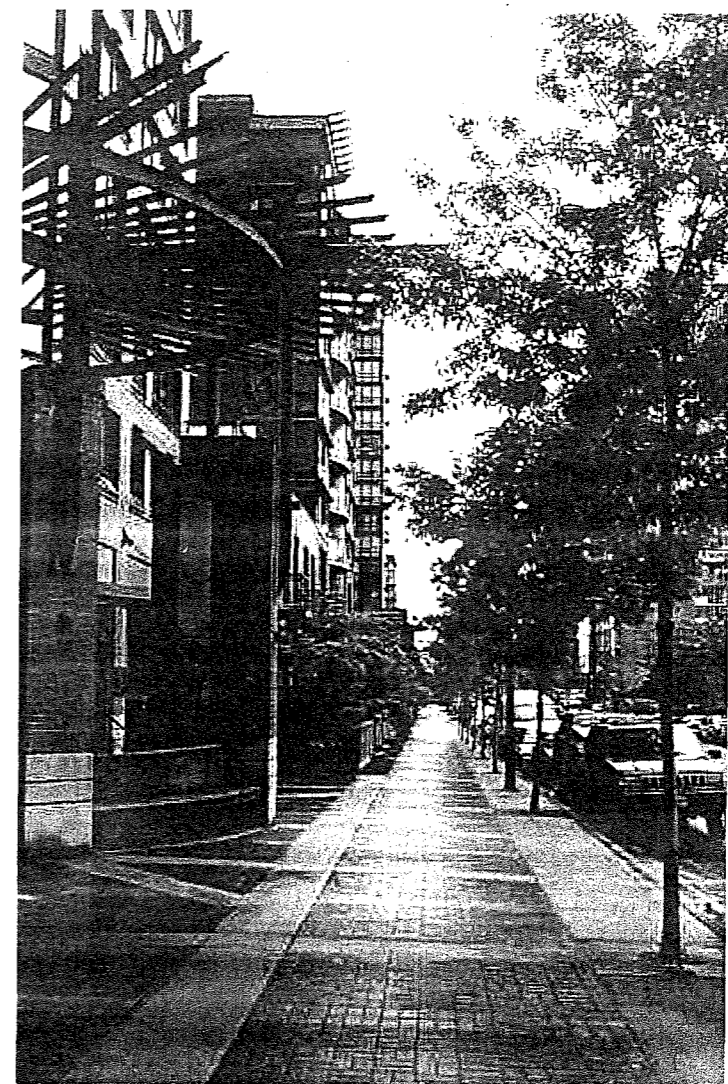
BUILT FORM- PRECEDENTS

Continued from page 10

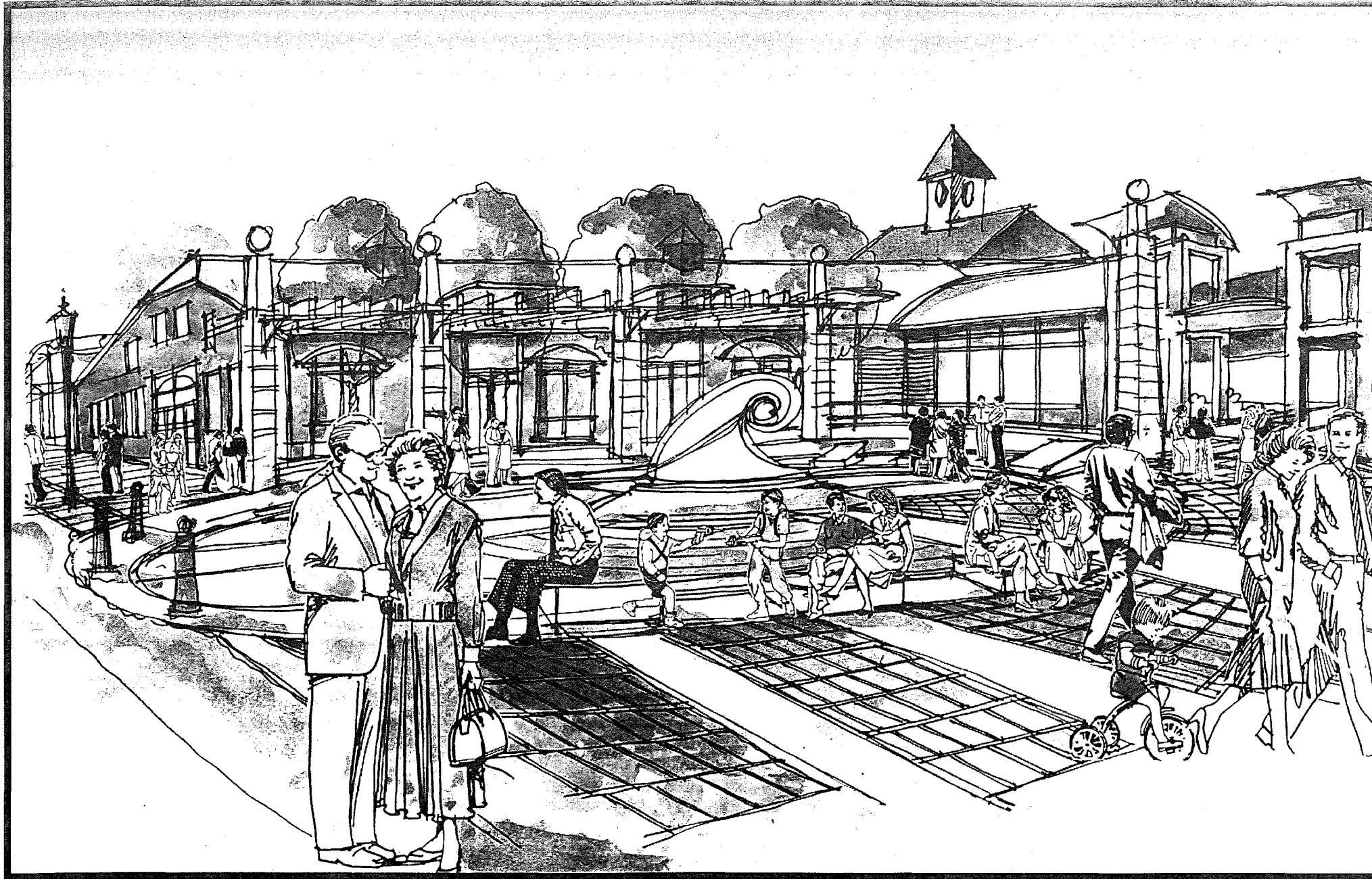
Hatt and Ogilvie streets wall will be defined by new mixed use/ condominium/ urban lofts development. It is very important that this medium rise development will must have landmark qualities to define corner of Ogilvie and Hatt Street. (8) That could be achieved through careful massing (base-middle part-top of the building), roof design, ratio of fenestration surfaces, as well as with use of materials and colours. Ground floor at this corner should have active use (retail or service). Height of this block will gradually go down as we go further along Hatt and Ogilvie Streets (from 6-7 to 4 storeys maximum).

Four higher condominiums (9) will be built along internal street (14) and Spencer Creek (12). Those structures should have careful massing to avoid negative shadow impact on adjacent built form. Space between those structures should be carefully designed to create semi-private gardens (13), public gardens with water features, trellises, public art and boulevard along the street (see precedents)

New pedestrian promenade (10) will be built on western edge of this property to allow public access to new Spencer Creek linear park (12). Terminus of this promenade will have special lookout with ceremonial steps toward water edge where people would be able to sit and enjoy naturalized creek bed, as well as undertake walking further along the creek. New pedestrian bridge could be built on this location (11)



HATT STREET PRECINCT

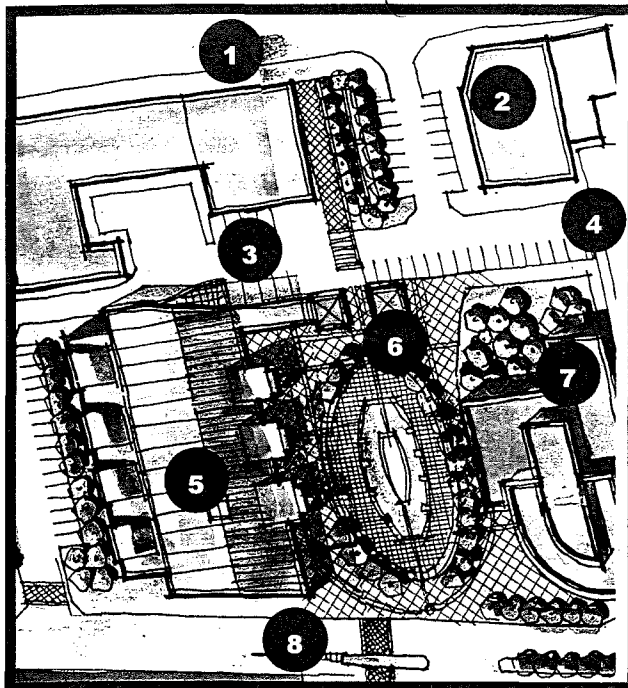


12

MEMORIAL SQUARE

When opportunities arise, existing Fire Hall (6) may move to new location in the vicinity. Existing building can be redesigned and additional office mid-rise tower can be added for feasibility of the project. This will create opportunity for the creation of focal public space in the downtown—new Memorial Square (7).

Memorial Square should be developed when opportunities arise to move existing Fire Hall down the Hatt Street and when Dundas Valley Factory decides to move from their warehouse (historical Skating Rink). Historical skating Rink could be preserved, restored and re-used for new attractive Farmer's market, enhanced with range of smaller restaurants, bookstores, ice-cream parlors and so on. Public space will be pedestrianized and enhanced by colonnades, decorative paving, shallow reflective pool which will serve as a skating rink in winter time. This will allow year-around use and will help to create exceptional vibrant "heart" of the Downtown. Additional parking could be created on western side of the square. Direct connection to the new surface parking and new public garage will help adjacent businesses to thrive on this location.



- 1) Canada Trust Bank
- 2) Royal Bank
- 3) Existing Parking Lots
- 4) Existing parking lots & access to parking structure
- 5) Historic Skatink Rink (Farmer's market & restaurants)
- 6) Square with colonnade, reflective pool/ winter skatink rink) and public art
- 7) Re-developed Fire Hall (office and retail space)
- 8) Hatt Street and pedestrian promenade to Spencer Creek



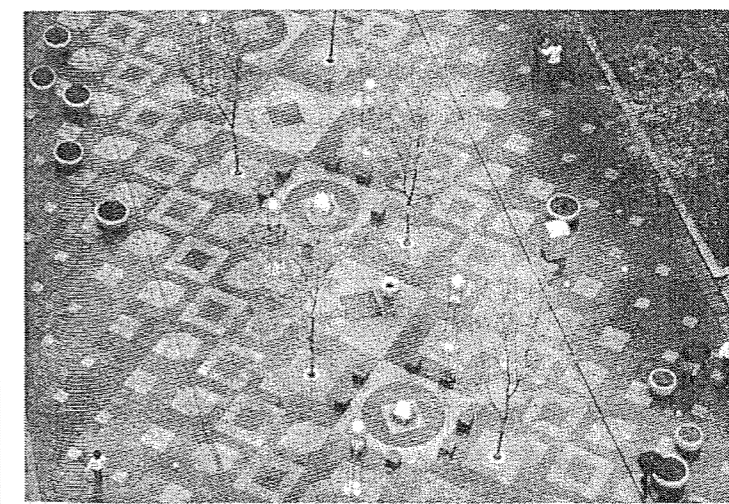
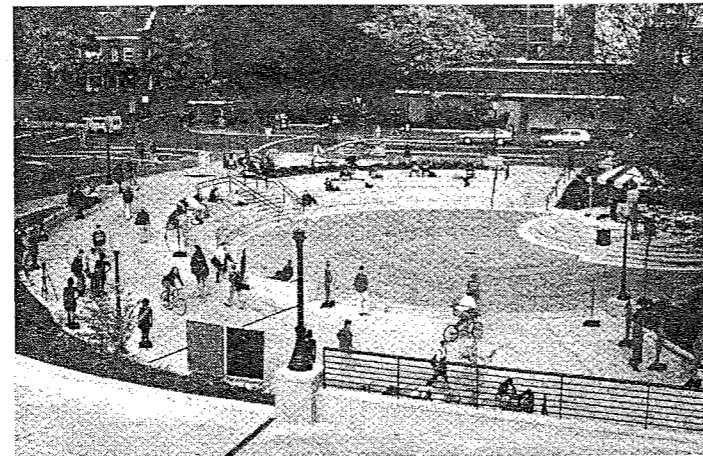
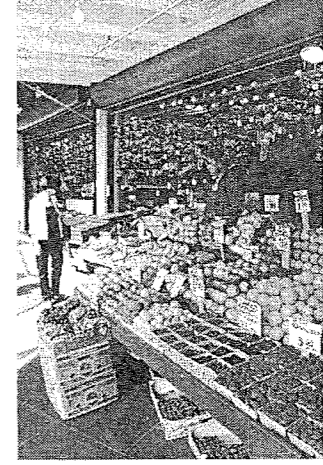
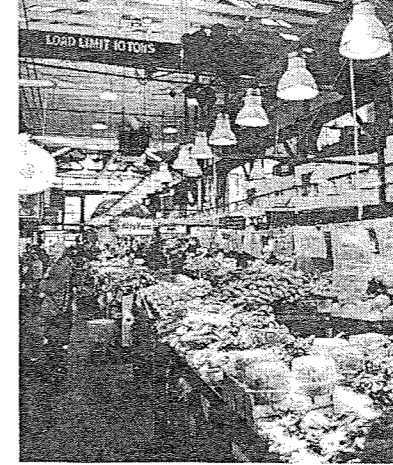
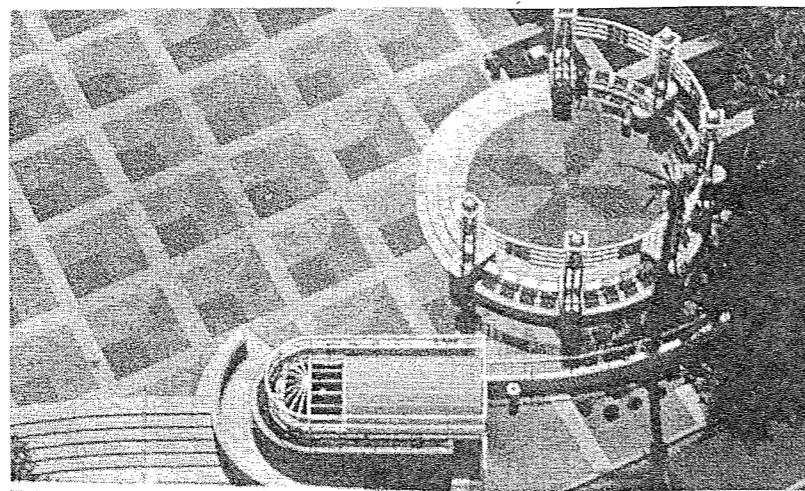
SQUARE PRECEDENTS

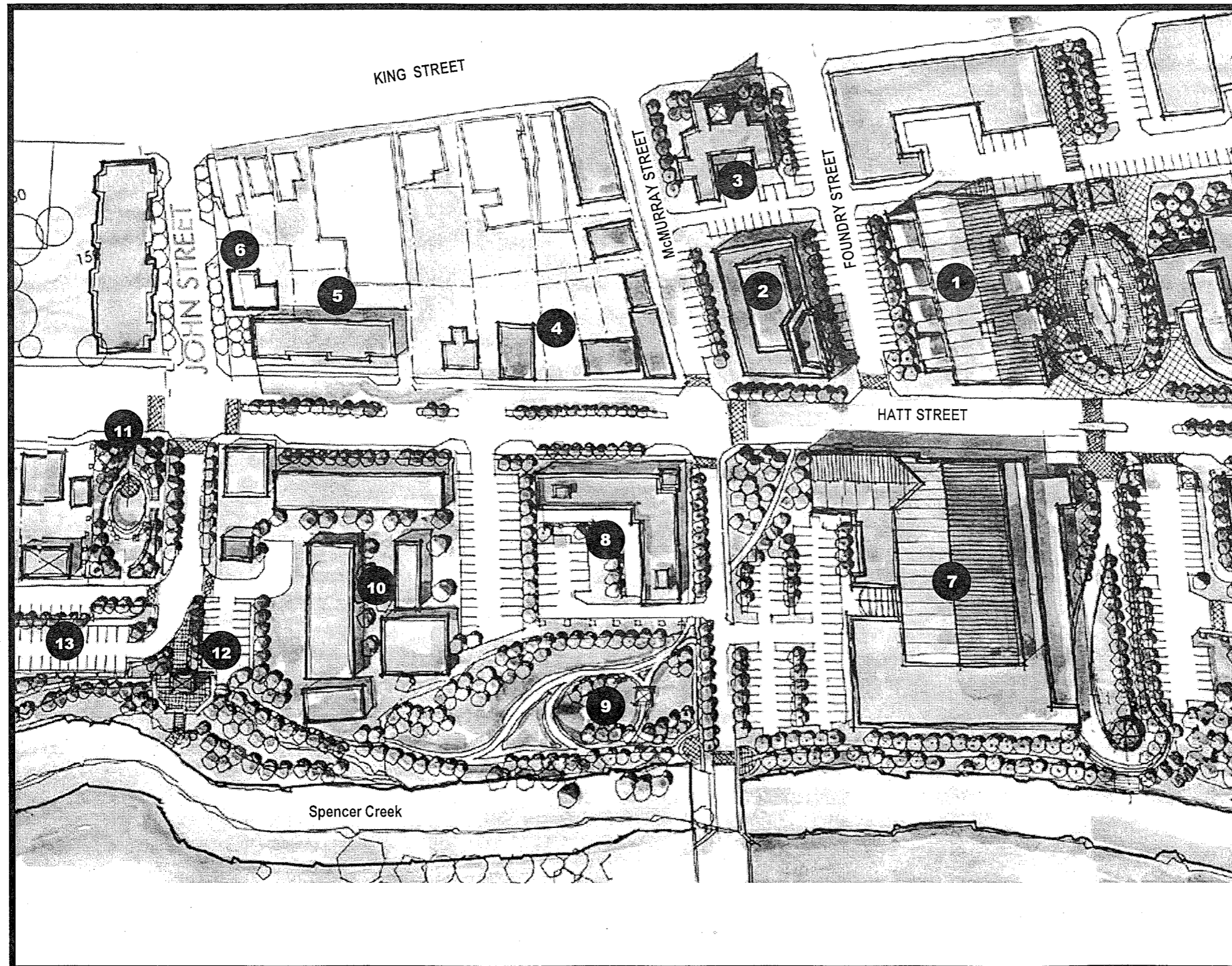
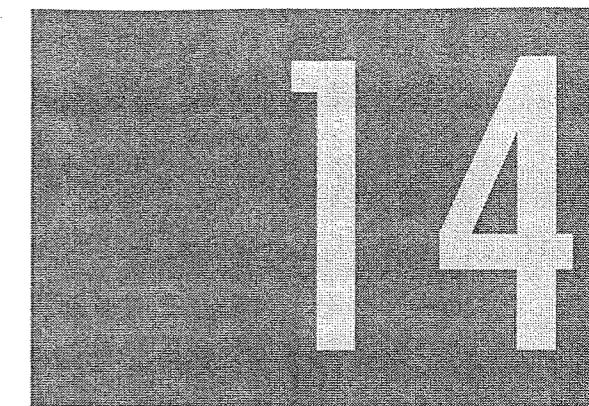
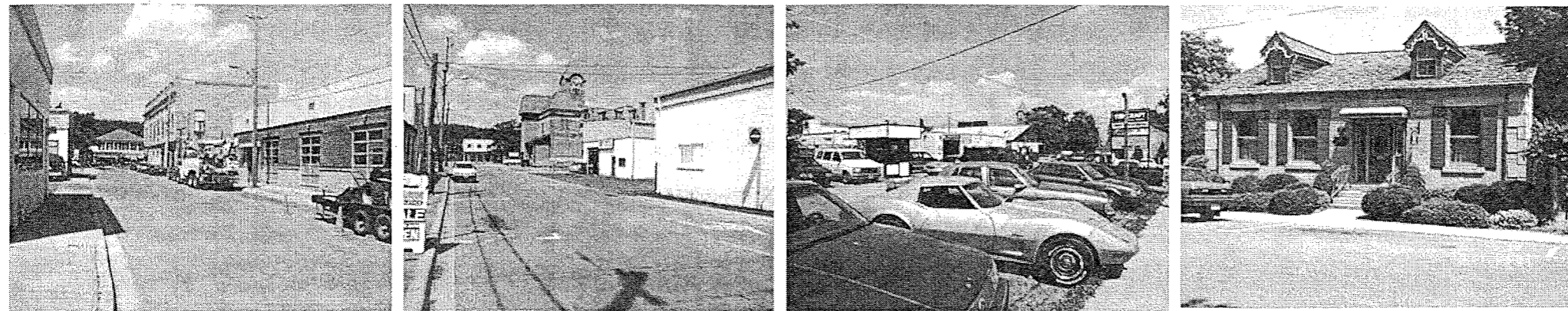
Public squares are very complex spaces where architectural form, texture and form of various landscape elements: surface paving, trees, shrubs, flowers, fountains, public art, decorative lighting, urban furniture, special space articulations, changes in level serve to create an "Urban living room" where majority of people would feel comfortable to come, sit, talk, eat or simply watch passers by. Density and variety of experiences are perceptually very important for success of public squares.

For people working all day in standard office environments in which forms, colours, temperatures are all predictable, a lunch hour spent in an environment of pleasing sensory complexity is welcome relief. Sometimes, a complex view from the plaza is significant attraction, and in such cases the designer's role is to create a setting that capitalizes on that visual asset.

The functions of building spaces on the square boundary (land uses) are very important determinants of square activity. Restaurants, cafes, specialty shops, Farmer's markets are welcome activities on the edges to enliven the public space.

Water plays significant role in creation of special place. The sound of water creates feelings of tranquility. Water is a focal point of gathering in summer months. Fountains are places where people find refreshment, and children especially enjoy dynamic qualities of running water.





HATT STREET-PRECINCT 3

Both sides of Hatt Street, between Ogilvie and Market Street, (an area immediately east of industrial area adjacent to Spencer Creek) contain a mix of single and multiple family residential, commercial and light industrial uses. Several large vacant parcels, which were formerly industrial sites and have excellent redevelopment potential, are also present. The objective of this Vision is to promote this mixed use pattern by facilitation of vacant parcels for residential and /or employment uses.

Currently, this precinct is in a transitional period, with remnants of old industrial land uses transforming into retail. In the future this precinct should support mixed-use built form.

Future development should support Adaptive re-use of the existing Dundas Valley factory (when this operation decides to move out of Downtown) into attractive loft living or office space (7). As result of such a move, the old Skating Rink which is now used as warehouse for materials could be renovated as Farmer's Market, as discussed in the section on Memorial Sqaure. Some additional changes may include extension of that building on Foundry Street side and creation of additional on-street parking in front of new shops, as well as creation of pedestrian friendly landscaped environment (1). Small block bounded by Hatt, McMurray and Foundry Street with existing industrial uses could be developed as mixed-use or office use building with new 60 or 90 degree on-street parking (2). This move would also define rear parking and access to existing historic Post Office which may become an attractive restaurant. (3).

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BUILT FORM-PRECEDENTS

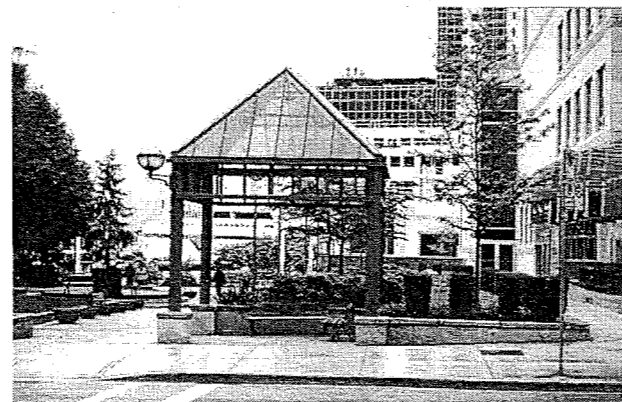
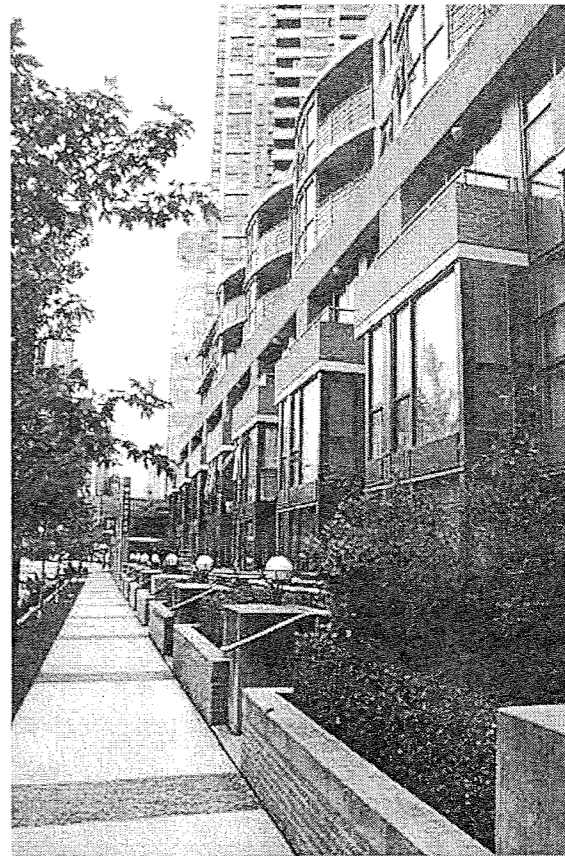
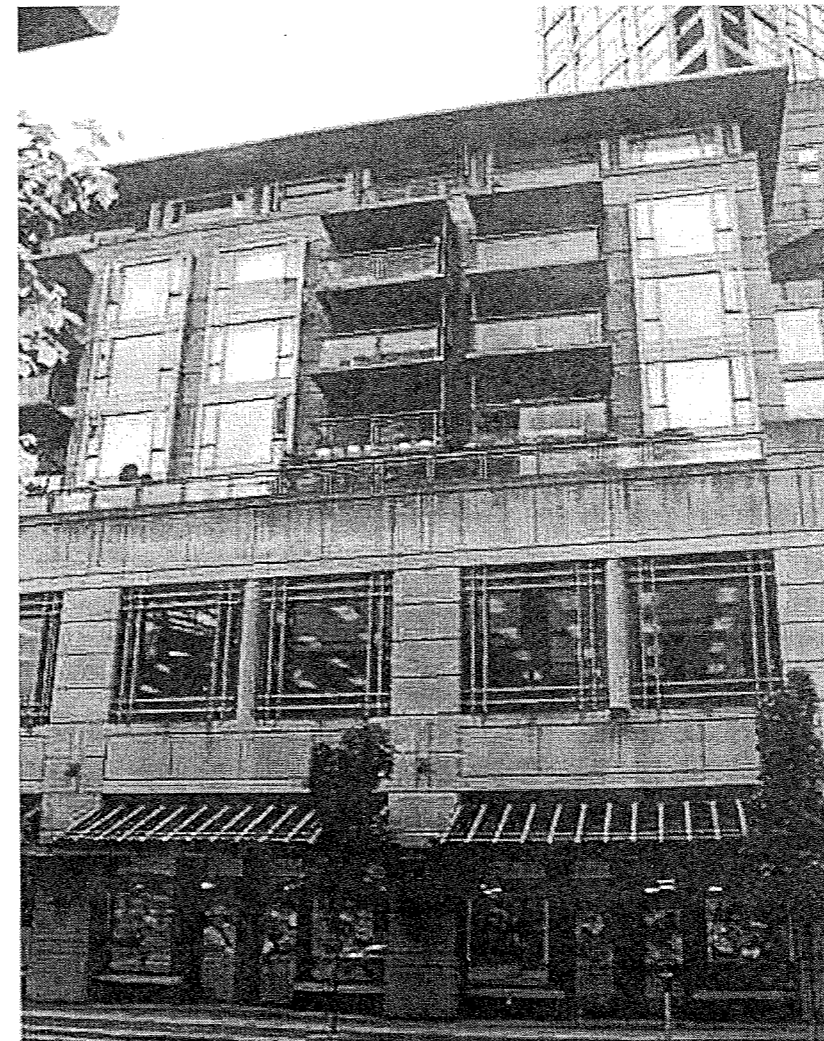
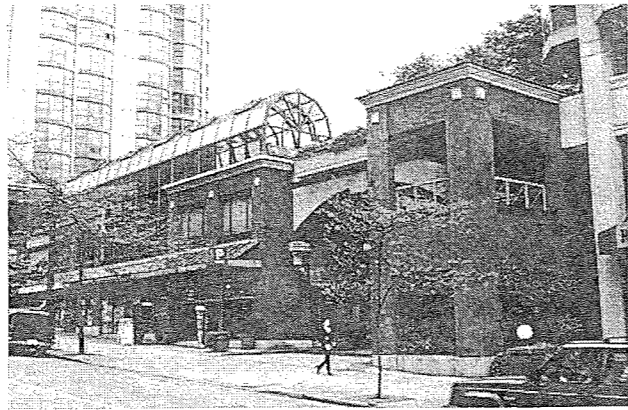
PRECINCT 3—BUILT FORM

Existing buildings defining north-west corner of Hatt and McMurray should be maintained and restored, but in long-term they have re-development potential to accommodate lower density built form with mixed uses (4).

These would include multiple family residential such as townhouses and apartments, light industrial uses, research and development, office and business oriented commercial and service uses, small retail uses on ground floor. Development or redevelopment located adjacent to Hatt Street shall reflect the general height and massing of adjacent buildings, but shall not exceed six storeys. (4),(5),(8)

Existing heritage properties should be preserved and buffered by significant landscaping from new developments. (6)

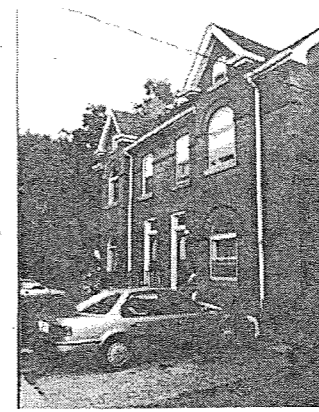
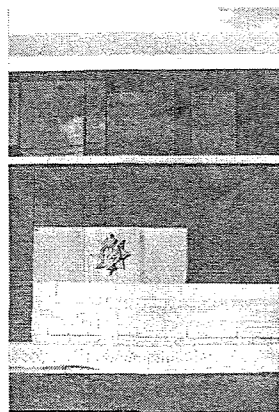
Development or redevelopment proposals on sites adjacent to Spencer Creek shall be required to provide public access to the creek, and to make necessary landscaping improvements to complete the Town's trail system/ Spencer Creek Linear park. New parkettes, pedestrian promenade, lookouts and parking areas should be created in the axis of John Street. (9),(11),(12),(13)



DUNDAS DOWNTOWN URBAN DESIGN STUDY

HATT STREET - PRECINCT 3

HATT STREET - PRECINCT 4



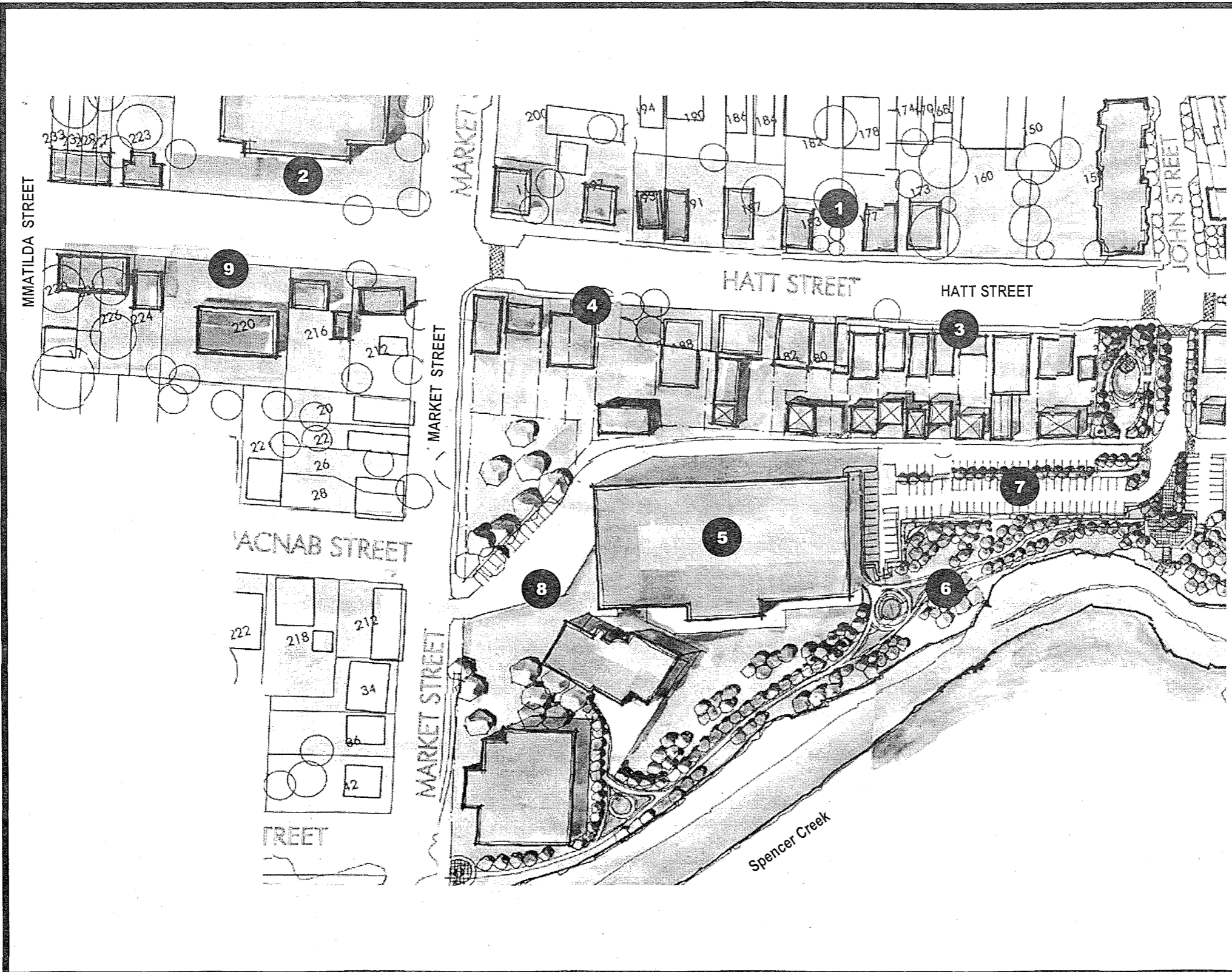
HATT STREET-PRECINCT 4

Precinct 4 is defined by small scale residential built form, originally built in early and mid 19th Century as modest worker's residences. Built form has vernacular qualities and represents various styles from simple frame houses with siding, to Victorian brick houses and small scale stone houses in cottage style.

The precinct is a stable residential area and the same land uses should continue in the future. Small scale additions could be permitted in the rear portions of the houses. Those additions should respect massing, scale, roof lines, and materials of main building. Front additions should be limited to porch additions which are sympathetic to the original house style. Streetscape design should ensure that sidewalks in front of properties have standard width and allow for rich front landscaping which may include appropriate low railing or picket fences. (1),(3),(4)

Newly renovated Community Centre (former Armoury Building) should enhance landscaping (2), and existing Arena (5) should improve circulation and front landscaping (8) and re-design surface parking area (7) in order to allow for creation of Spencer Creek linear park in flood zone (6).

When possible, residential properties along Hatt Street may also allow infill with maximum 3 storeys building heights. All infill built form shall be sympathetic to and consistent with the existing heritage environment in terms of building materials, colour, scale and massing. This does not mean that built form should be an exact copy of historic styles along the street, rather carefull and creative interpretation of it.



HATT STREET-PRECINCT 4

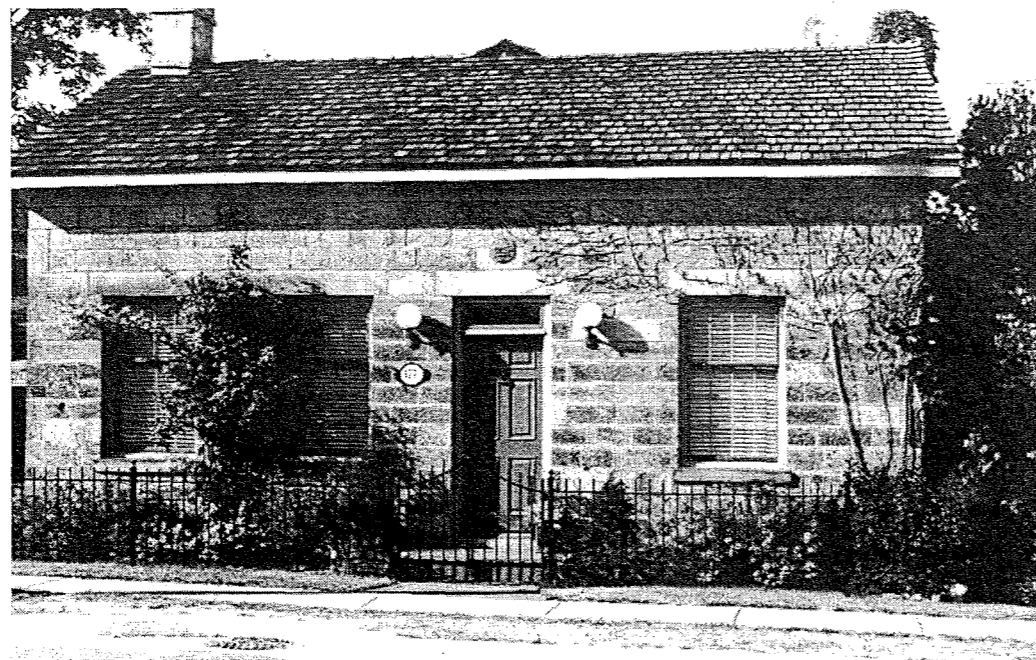
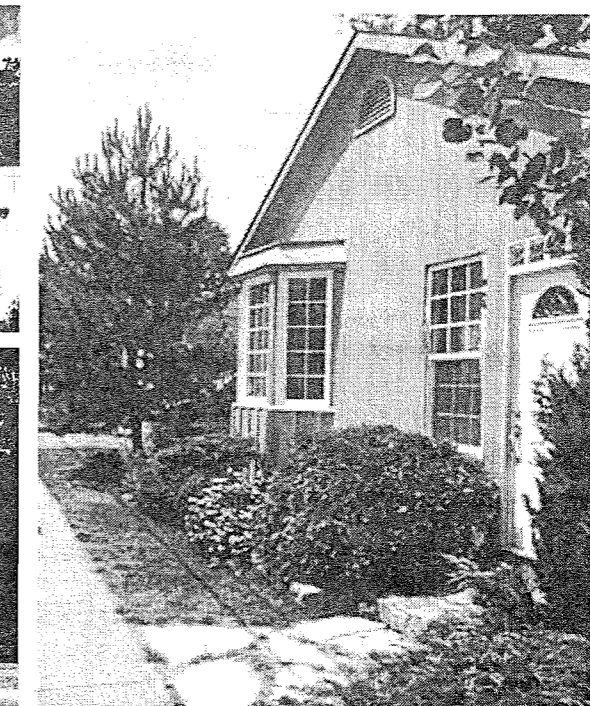
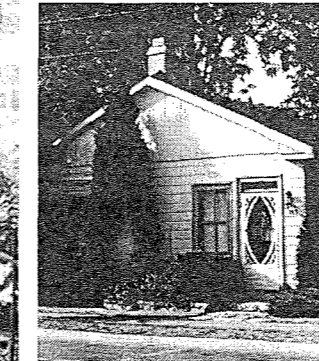
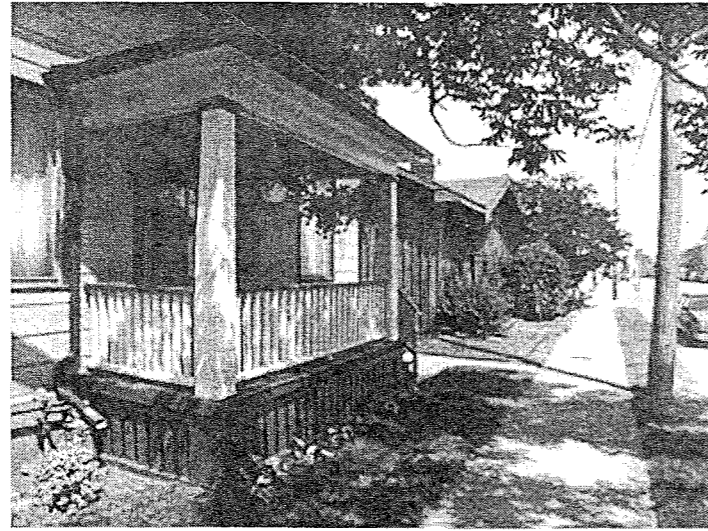
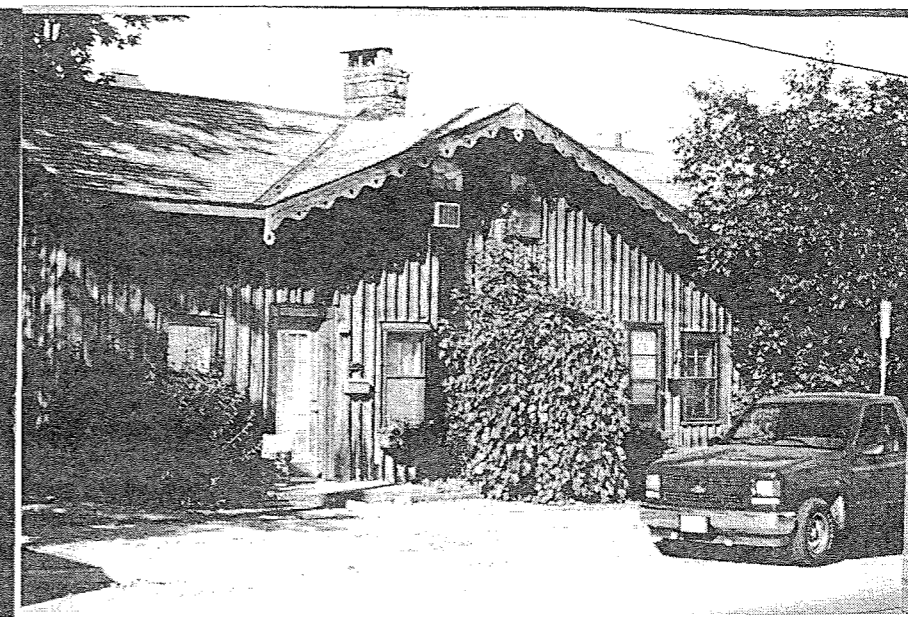
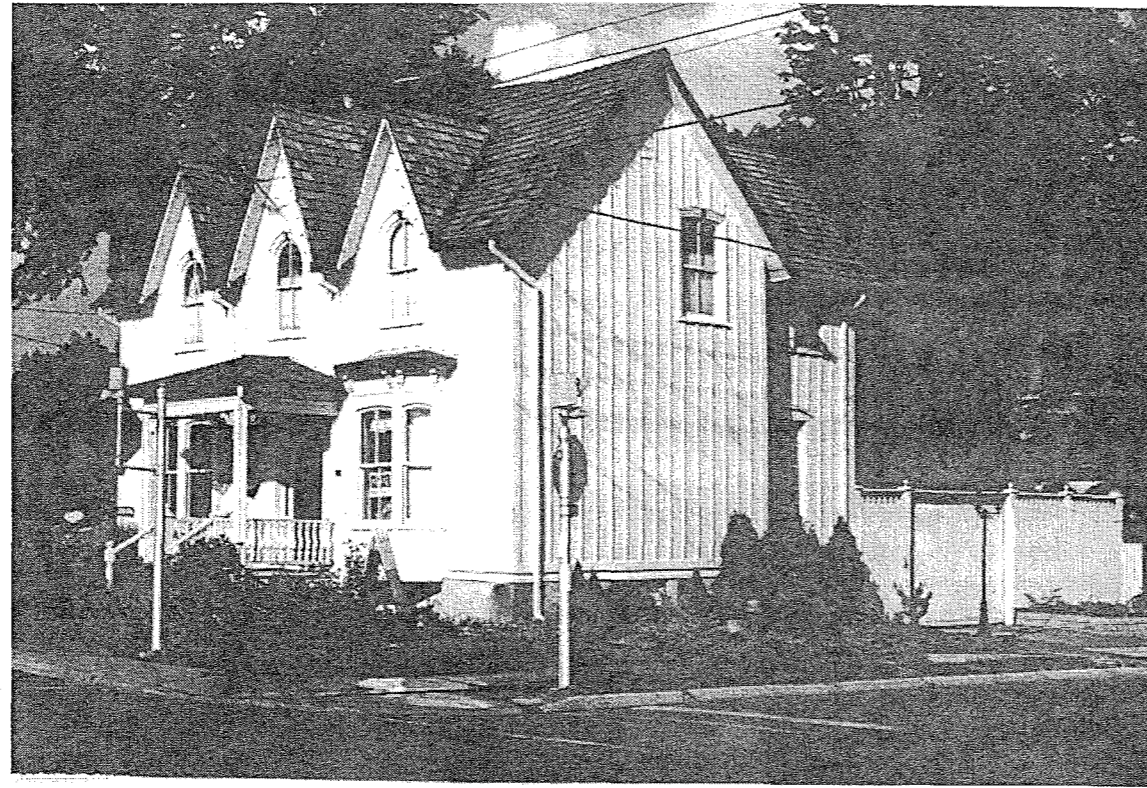
PRECINCT 4—BUILT FORM

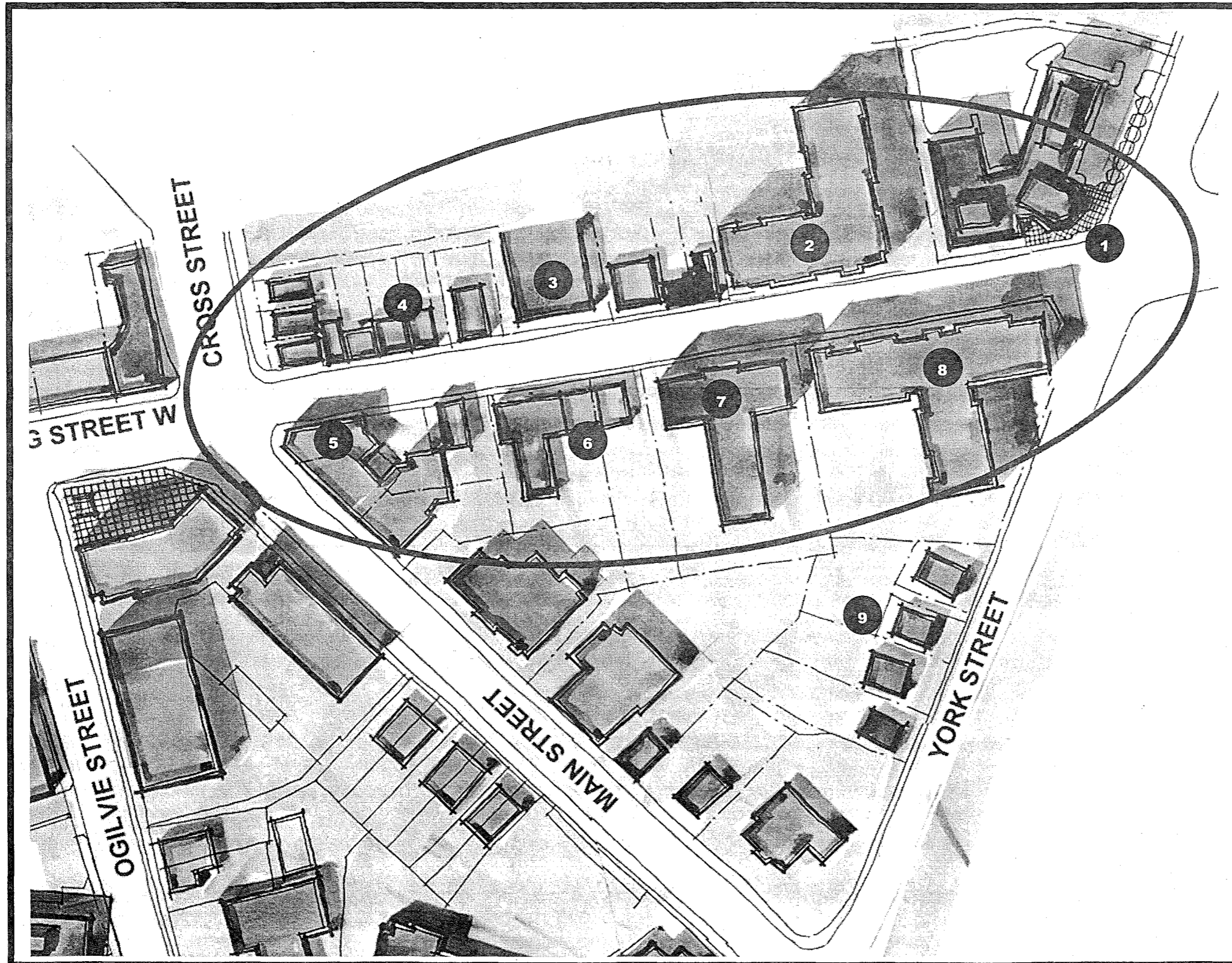
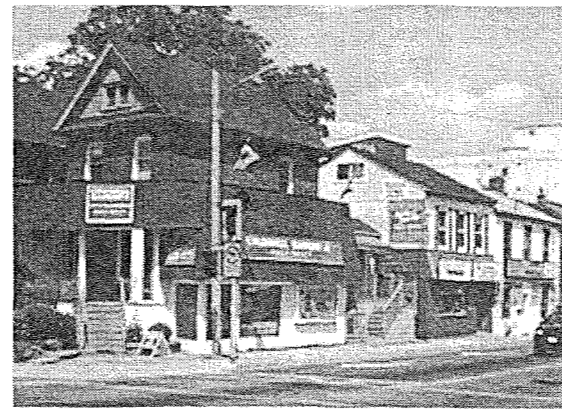
In the last few years it is evident that owners of the existing residential architecture within this precinct take great care of their properties. Careful renovations, façade and landscaping improvements are happening along the street and show owner's pride and understanding that our heritage should be preserved and well-maintained.

Sympathetic renovations include façade treatment (board-and-batten instead of aluminum siding), fenestration upgrades, construction of front porches and small additions in the rear of existing buildings.

Landscape improvements (such as planting of low shrubs, climbing roses, flower beds, and low fences) should contribute to the charm of those modest residences.

Streetscape improvements should include widening of the sidewalk, boulevard landscaping and streetlight improvements.





KING ST.- PRECINCT 1

Precinct 1 is mix of contemporary architectural styles and a few historic buildings that have suffered because of inappropriate additions and façade interventions in last 20 years. Contemporary buildings are those which are not architecturally significant or compatible with the special historic character of the King Street, but are either structurally sound or relatively new. However, such buildings contribute to the economic life of the street. The principle reasons for their architectural incompatibility entail the massing and heights-apartment buildings (2) (7) (8). Their continued existence will depend on use, future expansion needs, and reconstruction. Long-term redevelopment opportunity exists on the north west corner of the intersection King and York Streets where existing one-storey plaza may be re-developed into 3 storey mixed use built form located closer to the street edge, with parking in the front and rear.

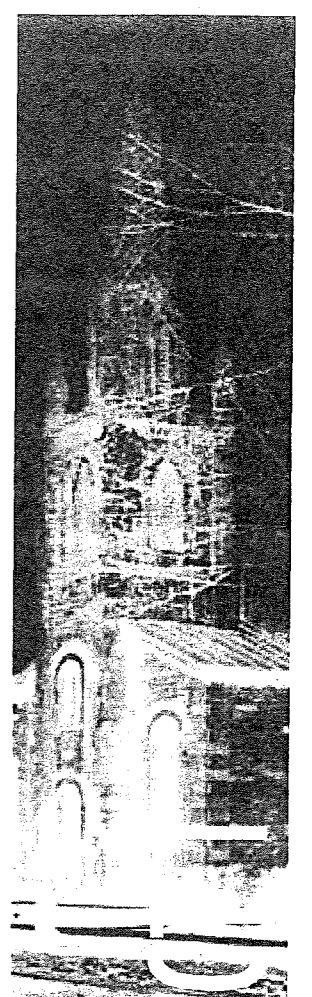
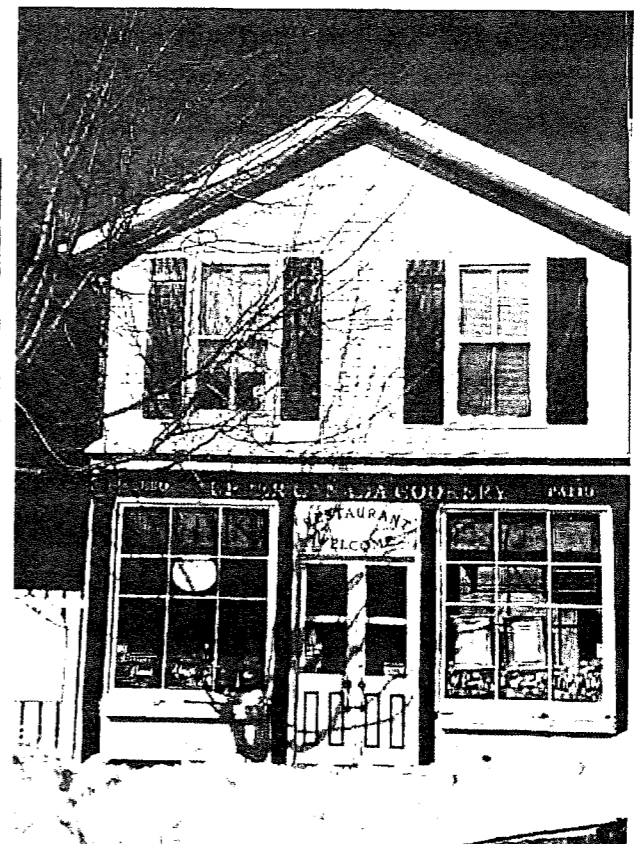
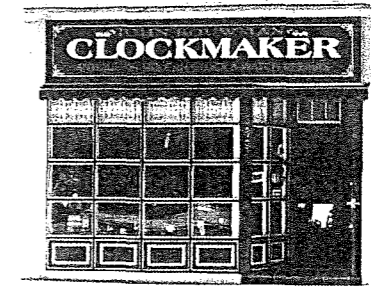
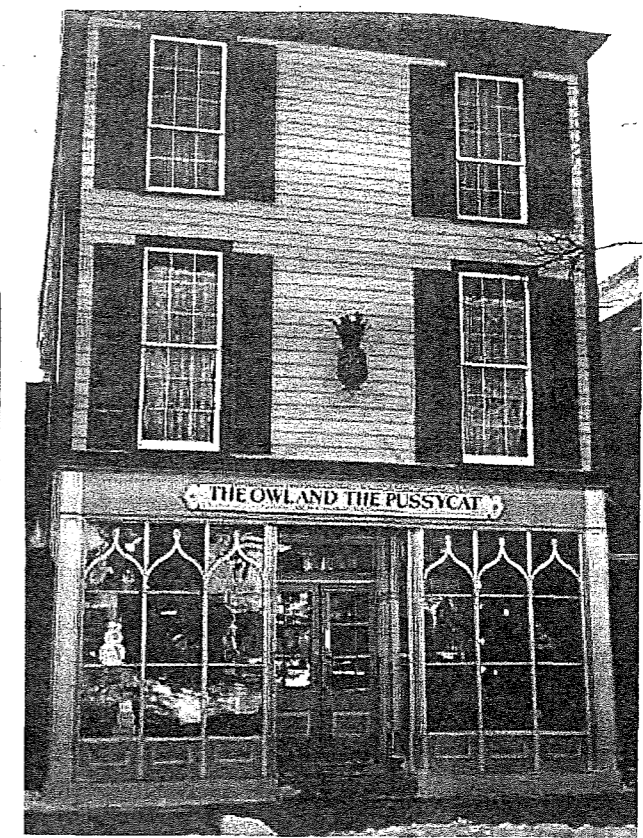
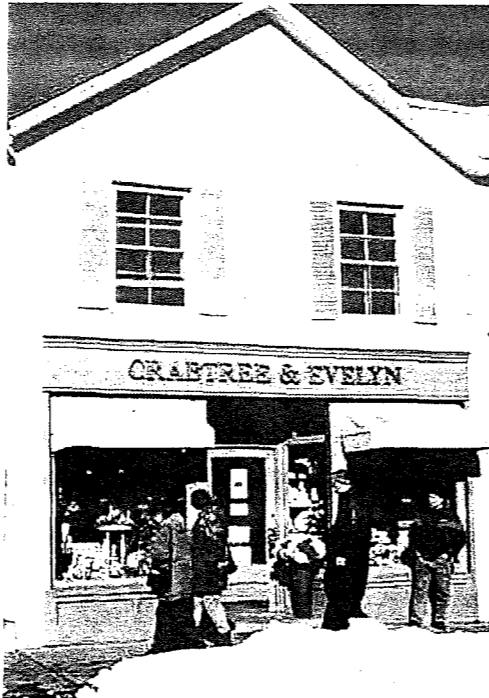
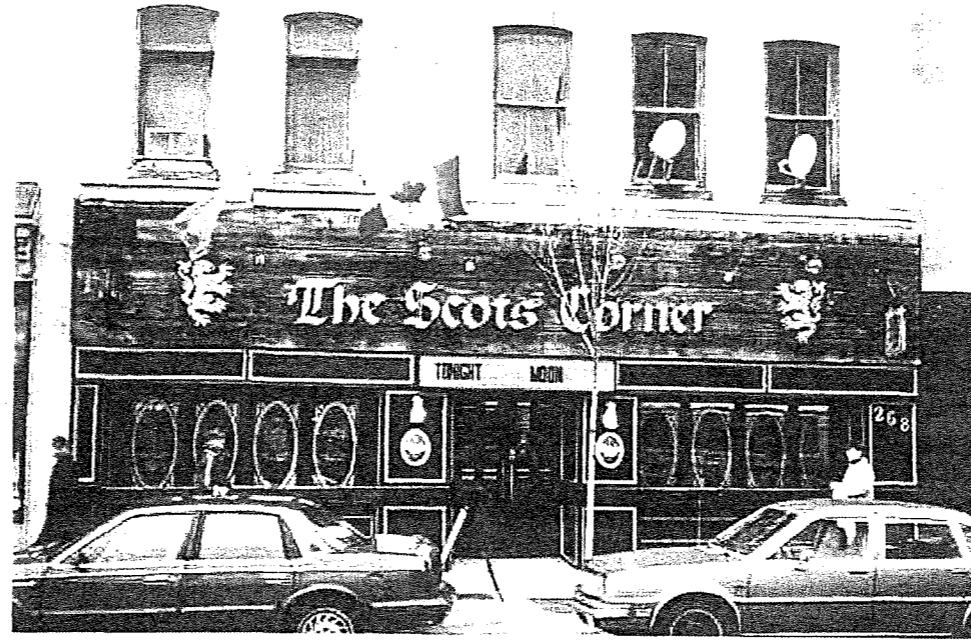
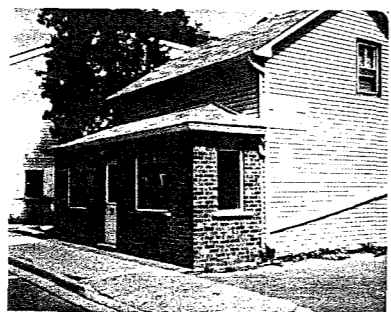
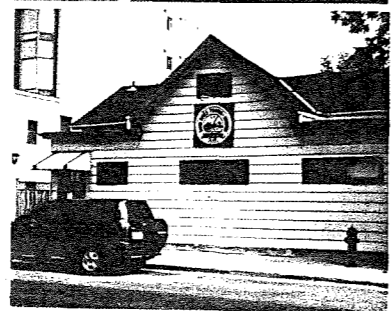
A number of smaller one and two-storey buildings (4),(6) represent inadequately treated front elevations through inappropriate front and height additions, and changes to original fenestration and rooflines. In short term, these buildings should make appropriate restorations, or in the long-term may be redeveloped into maximum 3 storey high structures. The only building which has proper treatment is corner building at King and Ogilvie ("Thirsty Cactus Pub") where contemporary storefront respects scale and architectural style of the heritage building. (5) Long-term redevelopment opportunities should consider an adequate re-design of the south-west corner of King and York with mixed use built form with maximum heights of 4 storeys. (8),(9)

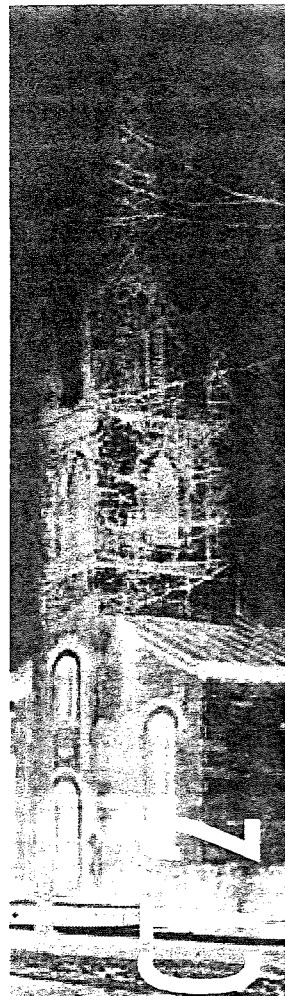
KING ST.- PRECINCT 1

Storefronts are critical elements in building facades. They are "public art" of commercial buildings. As such, their primary function is to invite shoppers to enter. Storefront designs reflect contemporary architectural design and merchandising trends, and are periodically subject to updating. Storefronts located on the front elevations of buildings with heritage qualities should reflect heritage qualities of particular architectural style or period. Whenever possible, attractive original storefronts should be preserved and restored.

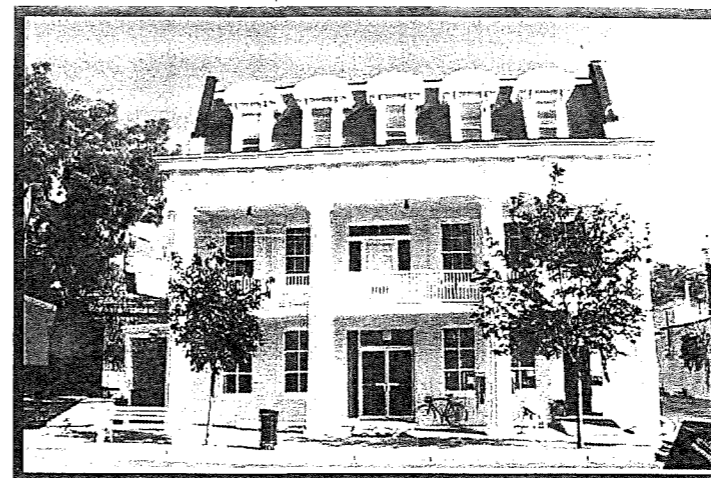
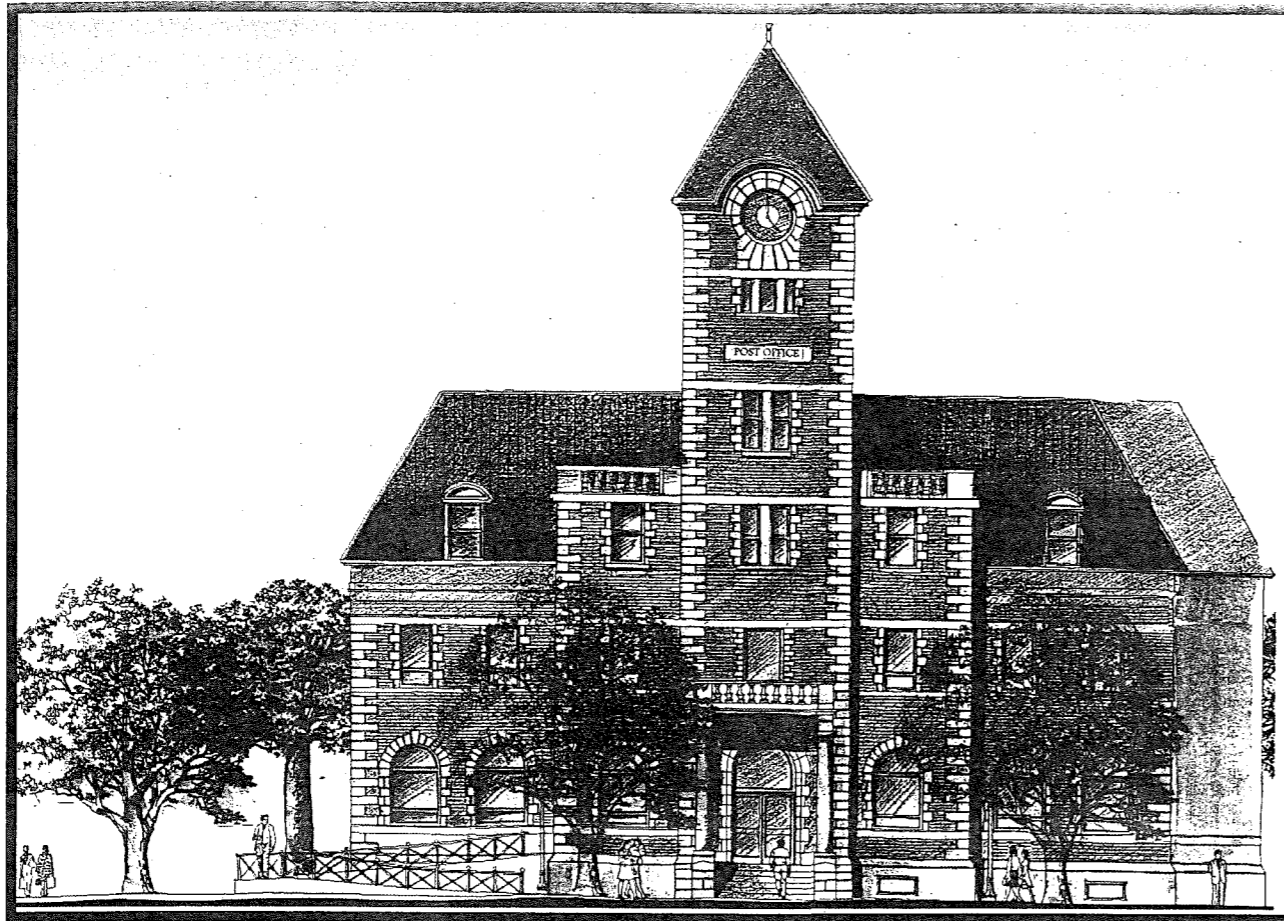
Sub-standard and piecemeal treatment of front heritage facades do not contribute to the charm of the main commercial street in precinct 1. Inappropriate additions, blank walls, inappropriate mix of materials, disproportional fenestration and treatment of storefronts show lack of understanding what heritage is and how it should be treated. Black and white photos show some of the inappropriate examples from Precinct 1. Colour photographs are depicting good examples of storefront designs for similar historic downtown environment. They are characterized by simple, but attractive storefront and signage design.

King Street has rich and diverse cultural heritage which should be enhanced by good commercial signage. We encourage sign which are legible, compatible in size, style, colour, shape and material with historical buildings and Downtown streetscapes and provide above all, good graphic design.





KING STREET - PRECINCT 2



20

KING ST.- PRECINCT 2

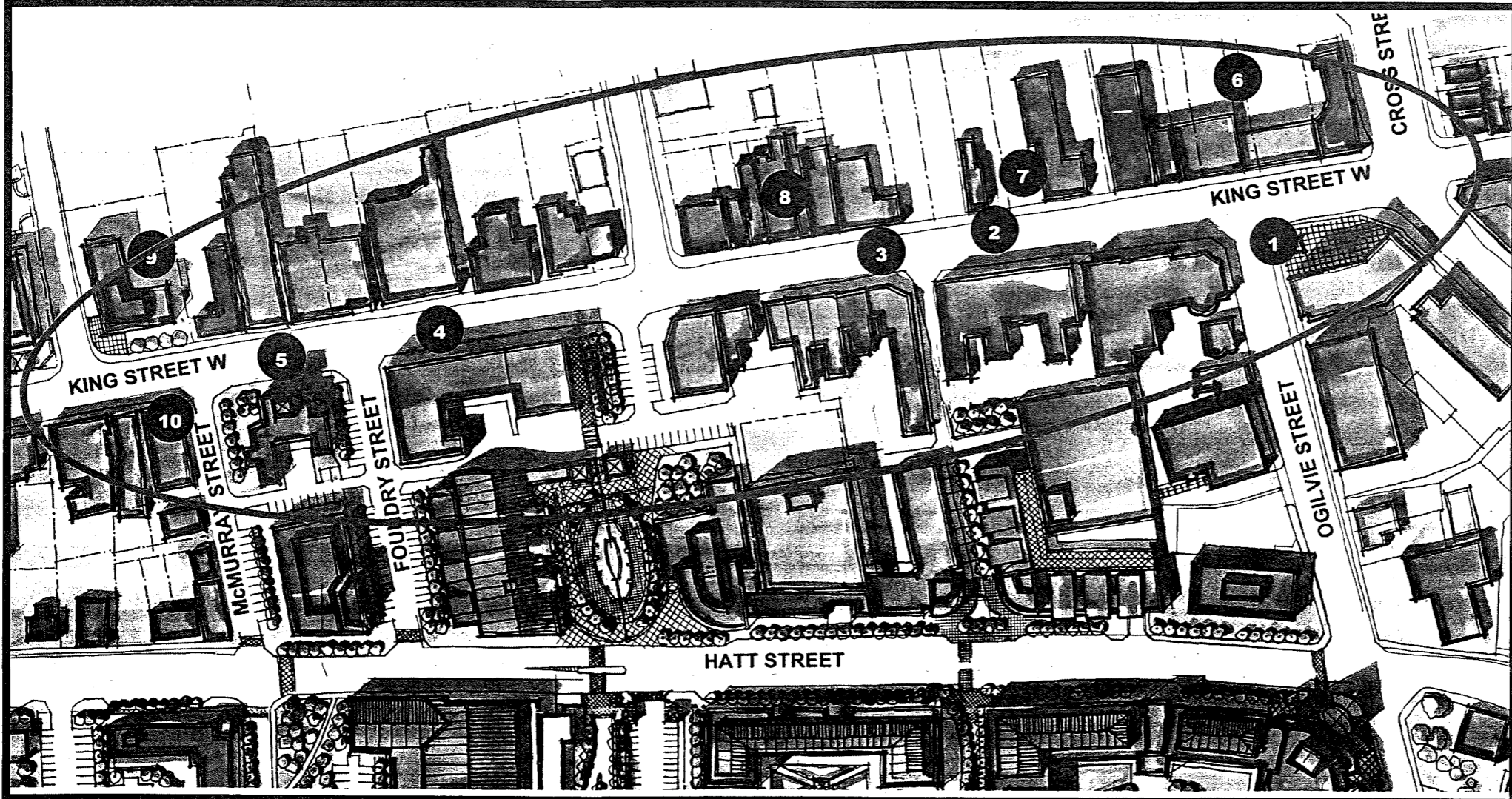
Precinct 2 is one of the most important parts of the Downtown/King Street Commercial area. It has several landmark heritage buildings, good scale and vibrant retail community. Landmark buildings in this Precinct includes Art Gallery (former Carnegie Library), Post Office (5), Music Hall building, Laing Apartments, Collins Hotel (7), Picone's Food market, and Booth's Furniture Store. It also includes a number of significant architectural buildings which contribute to the special character of the street.

In this precinct there are some limited potential for new development / infill primarily at the corner of King St. and Miller's Lane (3); long-term opportunity for redevelopment of the north-east corner of King & Albert (9) and infill/ redevelopment of the property at the south-west corner of King Street and McMurray Street.

In this Precinct, focus should be on streetscape improvements, heritage preservation, restoration and storefront and signage enhancements.

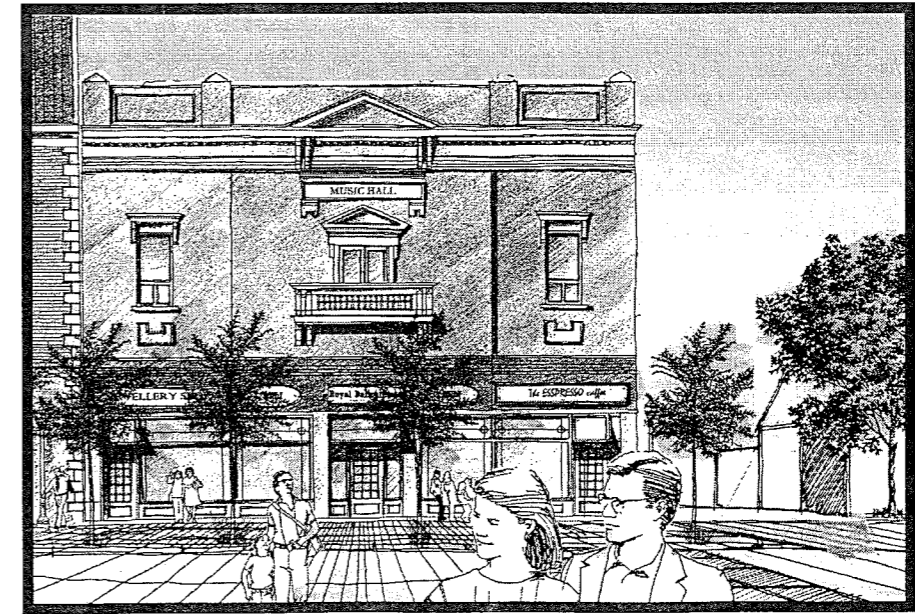
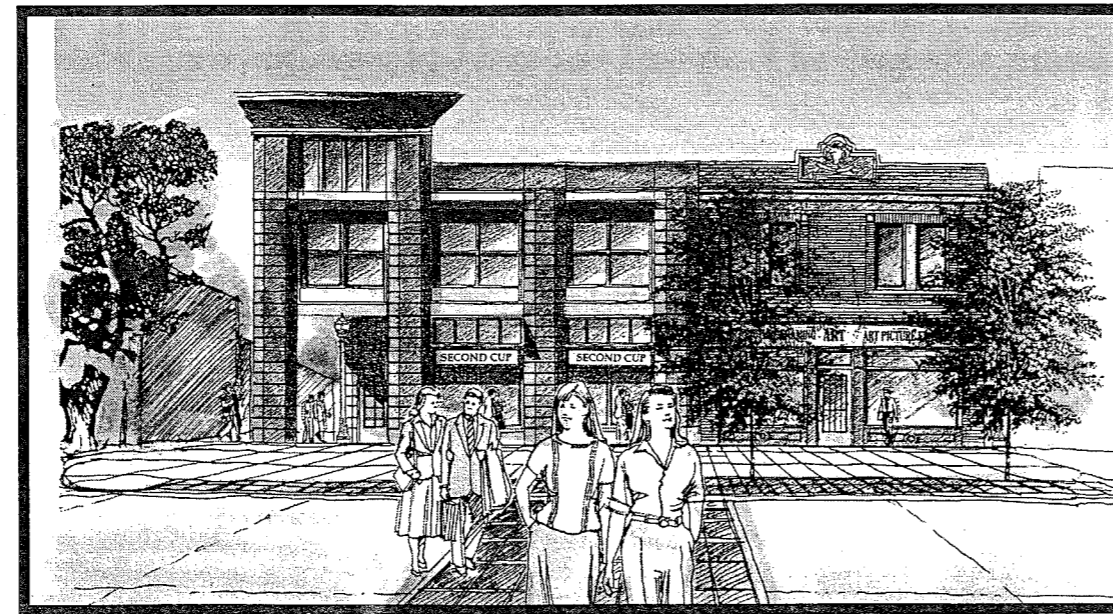
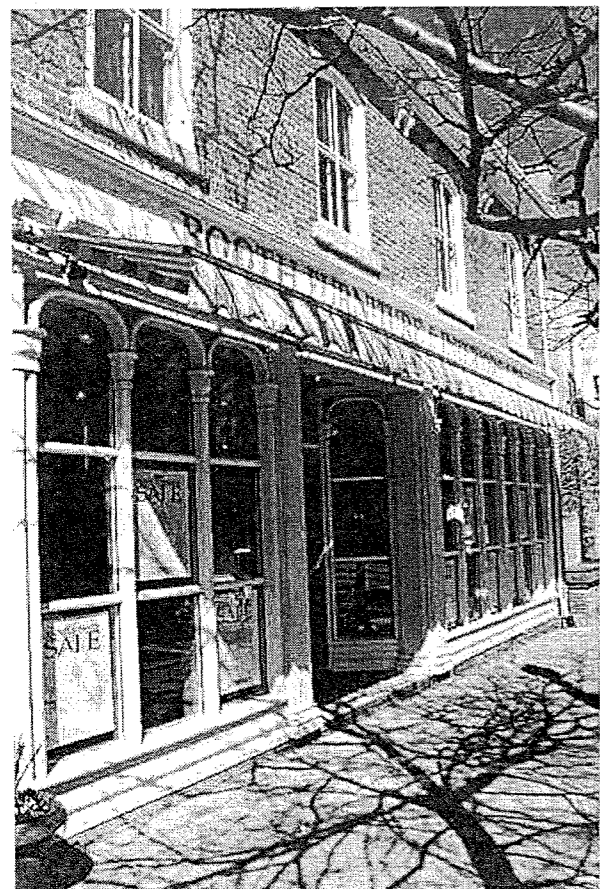
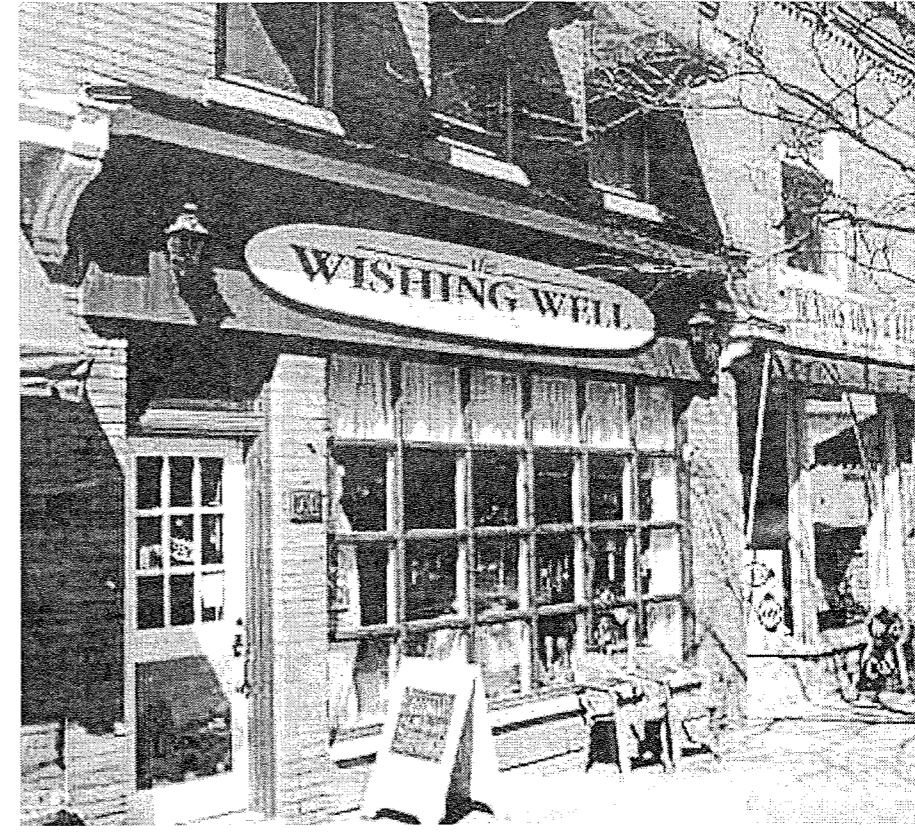
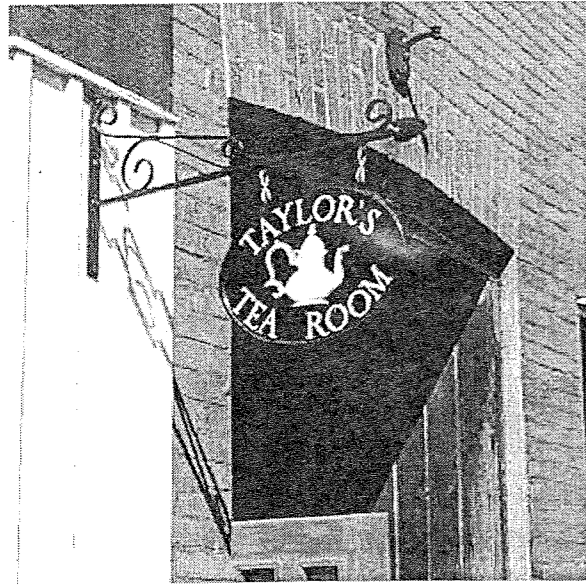
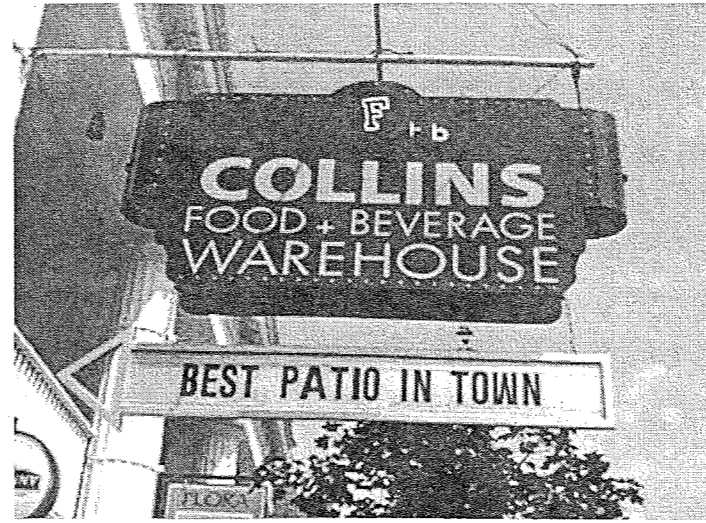
Streetscape enhancements should include reconstruction of sidewalks with urban braille features, and incorporation of trees and flower beds. Existing light standards should be retained, and new street furniture program should be added. Pedestrian connections should be strengthened by appropriate treatment of walkways and passages leading to the rear public parking spaces.

Existing Grafton Square should be re-designed to incorporate small fountain and public art feature celebrating history of the site (Grafton & Co). Land uses should support retail rather than office uses at the ground floor.



21

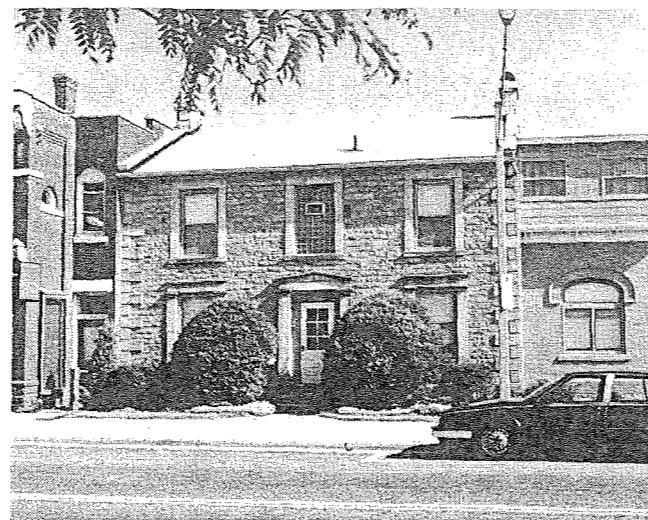
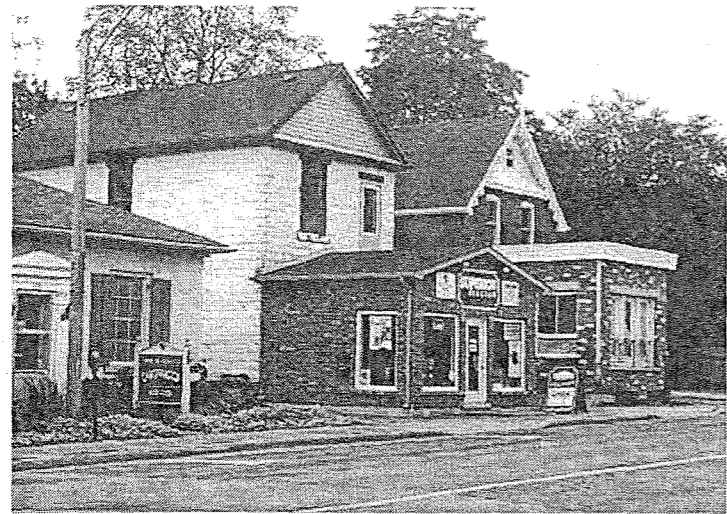
KING STREET- PRECINCT 2



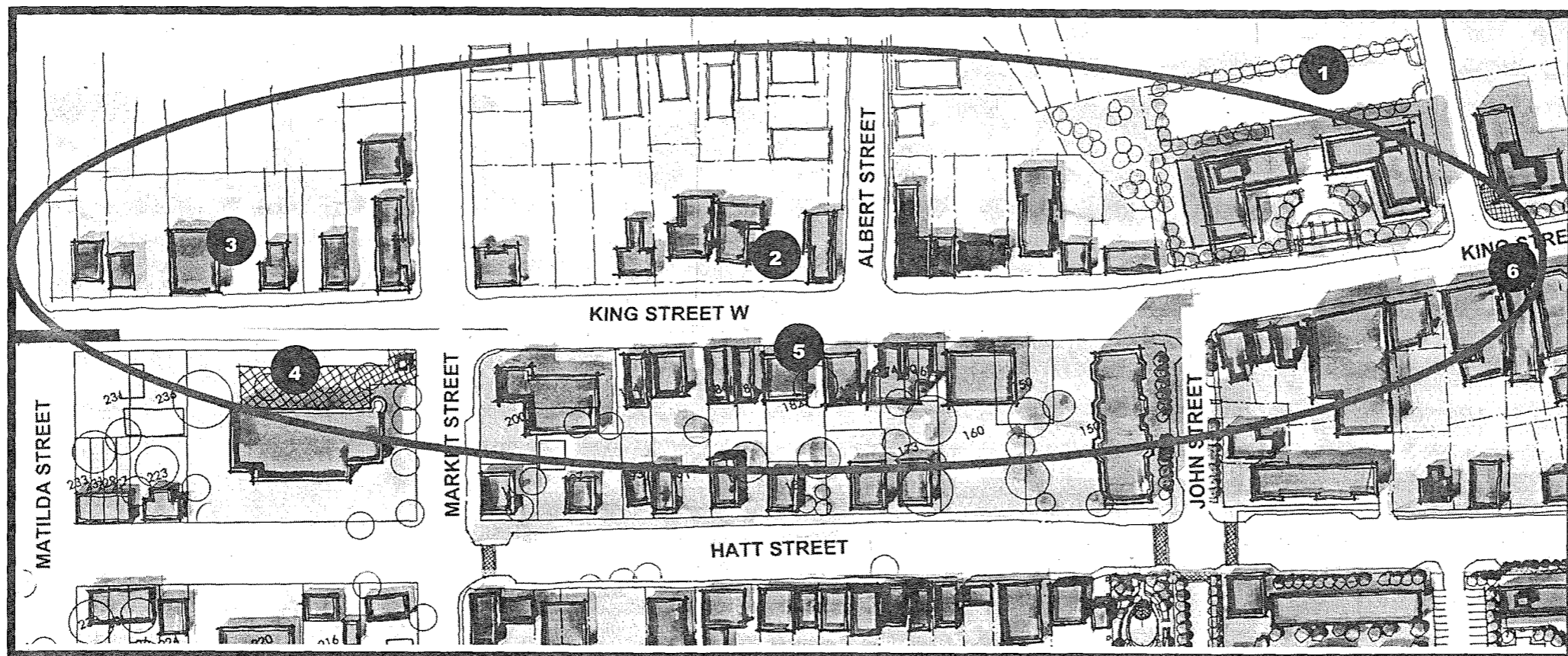
DUNDAS DOWNTOWN URBAN DESIGN STUDY

KING STREET PRECINCT 2

KING STREET - PRECINCT 3



KING STREET - PRECINCT 3

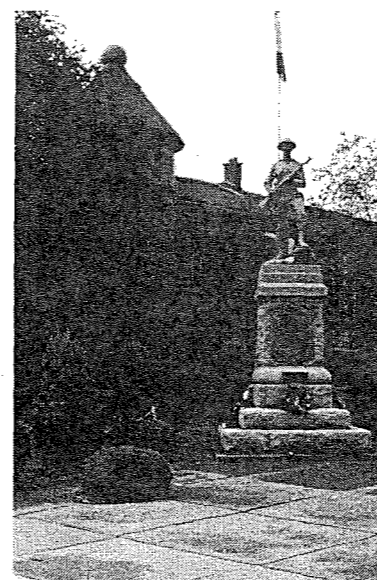
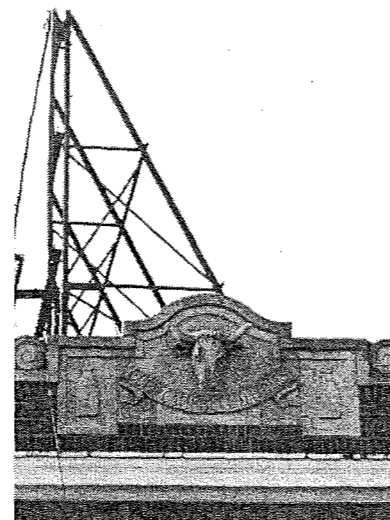


King Street Precinct 3 represents a transitional zone between Downtown Mixed Use and General Commercial zone. In this zone, the streetscape does not have the qualities and sense of enclosure of Precinct 2. Built form is lower, the street wall is not coherent, setbacks are inconsistent and quality of architectural form varies significantly.

Heritage qualities are not significant like in precinct 2, but there are a few nice stone and brick buildings worth preserving. It is most important to preserve the character of the street. In this zone, there is more freedom for interpretation of heritage built form, but future development/redevelopment schemes must be derived (not literally copied) from the immediate context of adjacent sites and contribute to the sensitive transition of buildings along the King Street.

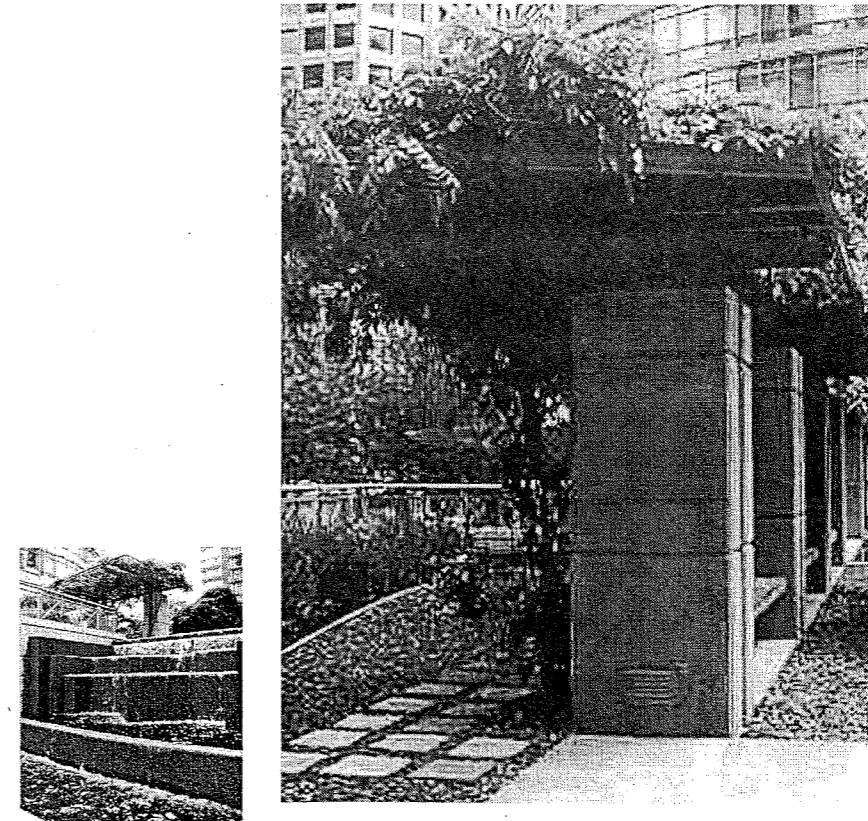
New buildings should not dominate; rather, they should be carefully blended into this precinct. Larger buildings should be separated into smaller elements to humanize scale, creating a gentle skyline and enhancing the picturesque quality of King Street streetscape.

Front additions should be allowed, but additions should be the same height as main building and if high architectural quality, should reflect the look of the original façade before the addition is made. Additions should use the same façade materials as main building on front and the sides of the building. (See Heritage and Re-use Section) Streetscape improvements should include re-construction of sidewalks with inclusion of landscaped areas and more trees. Existing public space (4) should be enhanced with more landscaping and public art.



BUILT FORM-PRECEDENTS

The most significant long term re-development opportunity exist on the "Cashway" site at the corner of King and Albert Street (1). This location may accommodate new mixed use built form and a linear terraced public space with garden and water feature. The garden will provide privacy for tenants, but at the same time it should allow the general public to enjoy green space. Precedents on this page are also showing possible corner treatment of intersection King-McMurray (6)

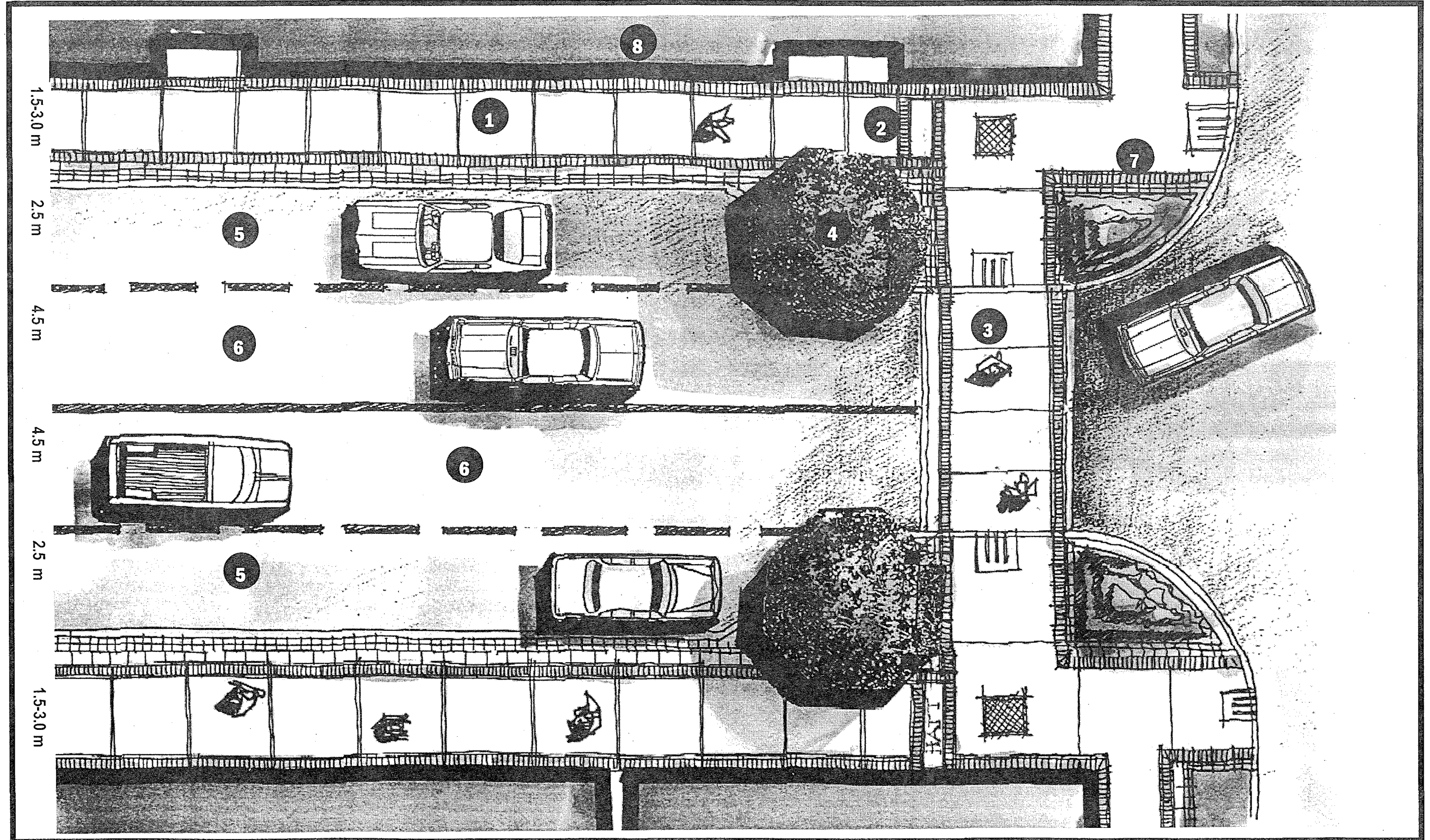


ALTERNATIVE 1

Alternative 1

King and Hatt Streets accommodate large number of vehicles, heavy trucks included. One of the biggest concerns is speed of traffic and related safety issues. Alternative 1 may help to reduce speed and modestly introduce landscaped bump-outs.

- | | |
|--------------------------------|---------------------------|
| 1) SIDEWALK WITH URBAN BRAILLE | 5) ON-STREET PARKING LANE |
| 2) STREET NAME PLATE | 6) TRAFFIC LANE |
| 3) CROSSWALK | 7) FLOWER-BED |
| 4) LANDSCAPED BUMP-OUT | 8) BUILDING |

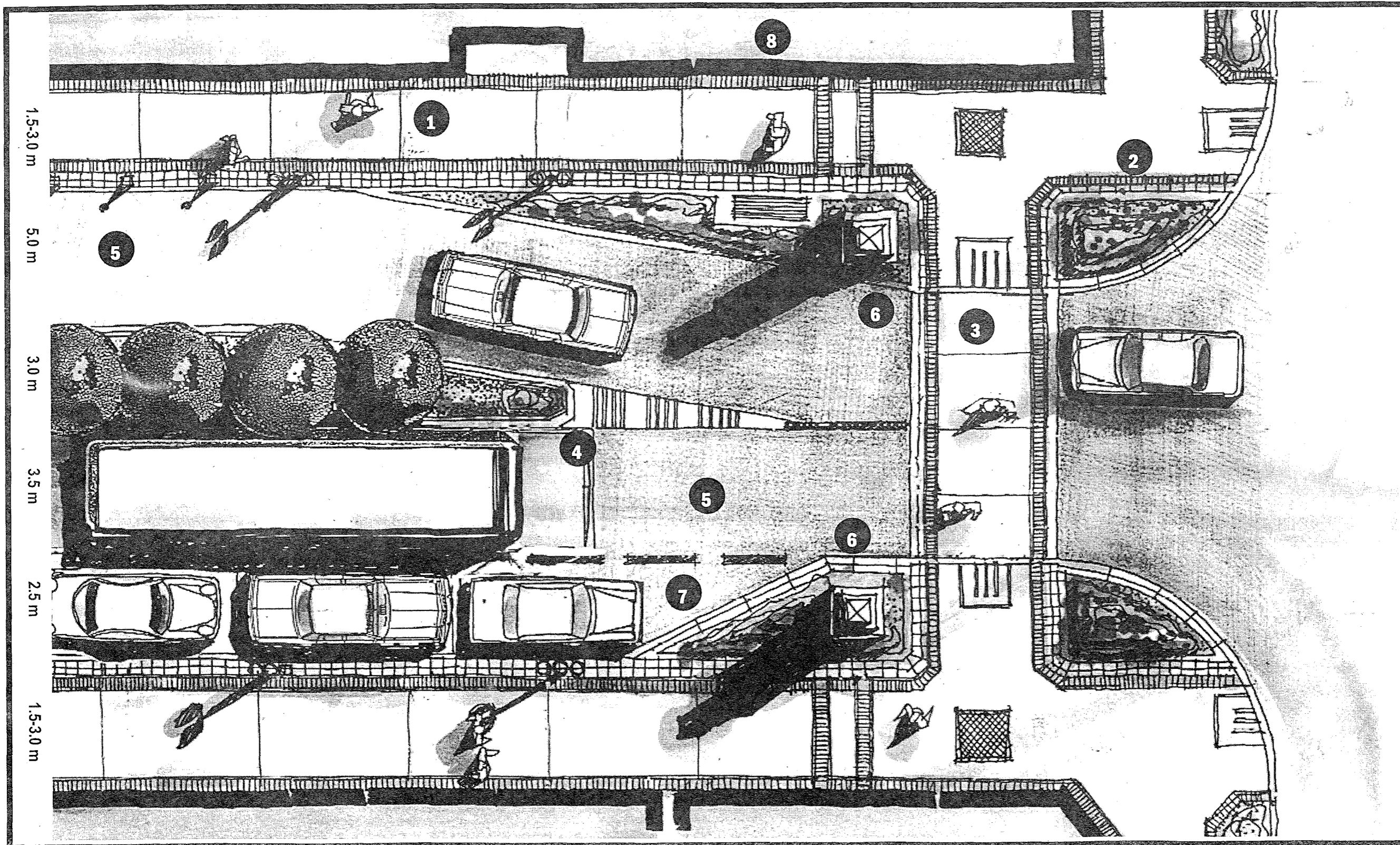


ALTERNATIVE 2

Alternative 2: 18 and 20 m R.O.W.

May be considered on the portions of the Hatt Street where larger stretches of the street will not have need for ingress and egress to private properties (especially Hatt-Precinct 2). Advantage is to have richly landscaped median, disadvantage is to lose one side of the street for on-street parking.

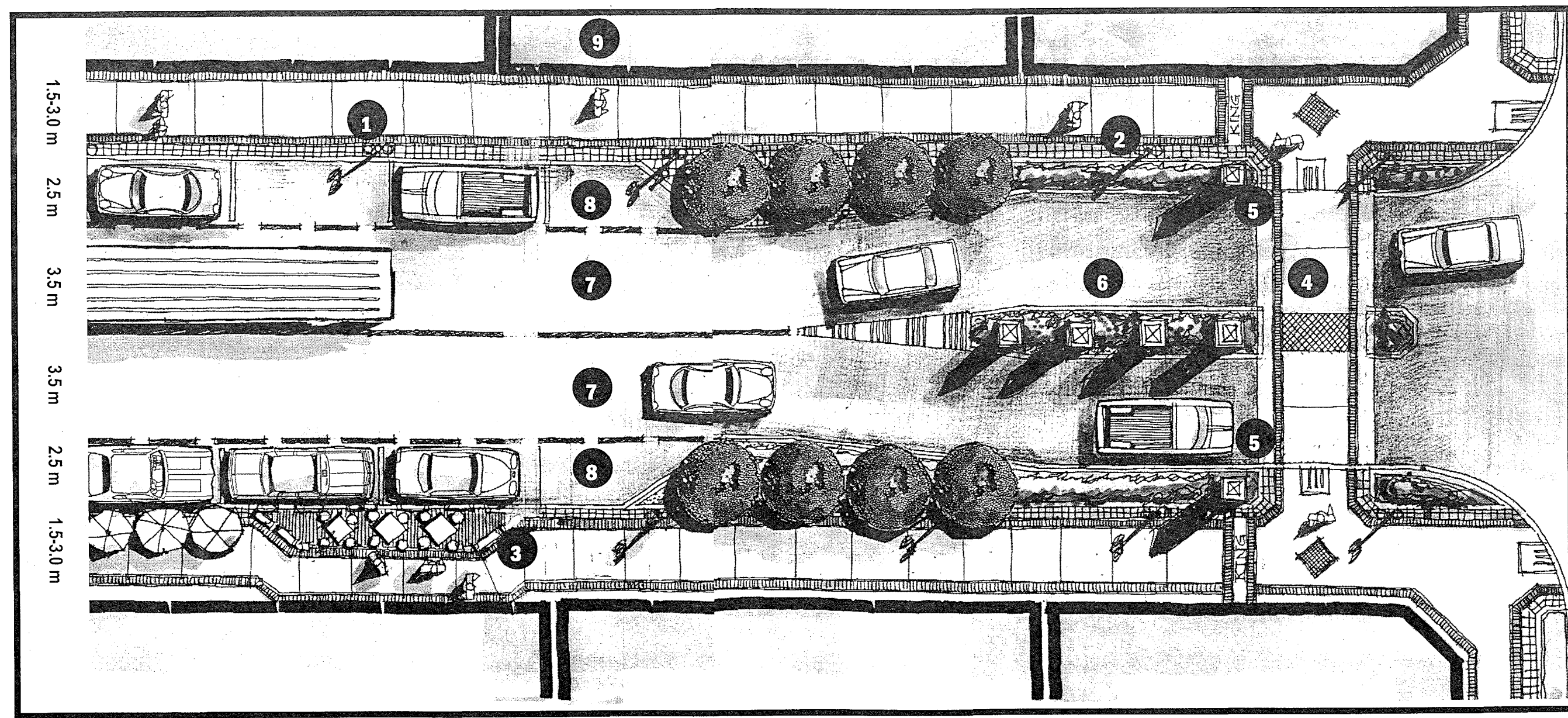
- 1) SIDEWALK WITH URBAN BRAILLE
- 2) FLOWER-BED
- 3) CROSSWALK
- 4) LANDSCAPED MEDIAN
- 5) TRAFFIC LANES
- 6) GATEWAY FEATURES
- 7) ON-STREET PARKING LANE
- 8) BUILDING



ALTERNATIVE 3

Alternative 3: 18 and 20 m R.O.W.

Introduce traffic calming through median which may include gateway features. This alternative is the safest for crossing (especially for elderly) since allows refuge in the middle of the street. It also allows better landscaping treatment of the intersections. This alternative may be used on both, King and Hatt Streets.

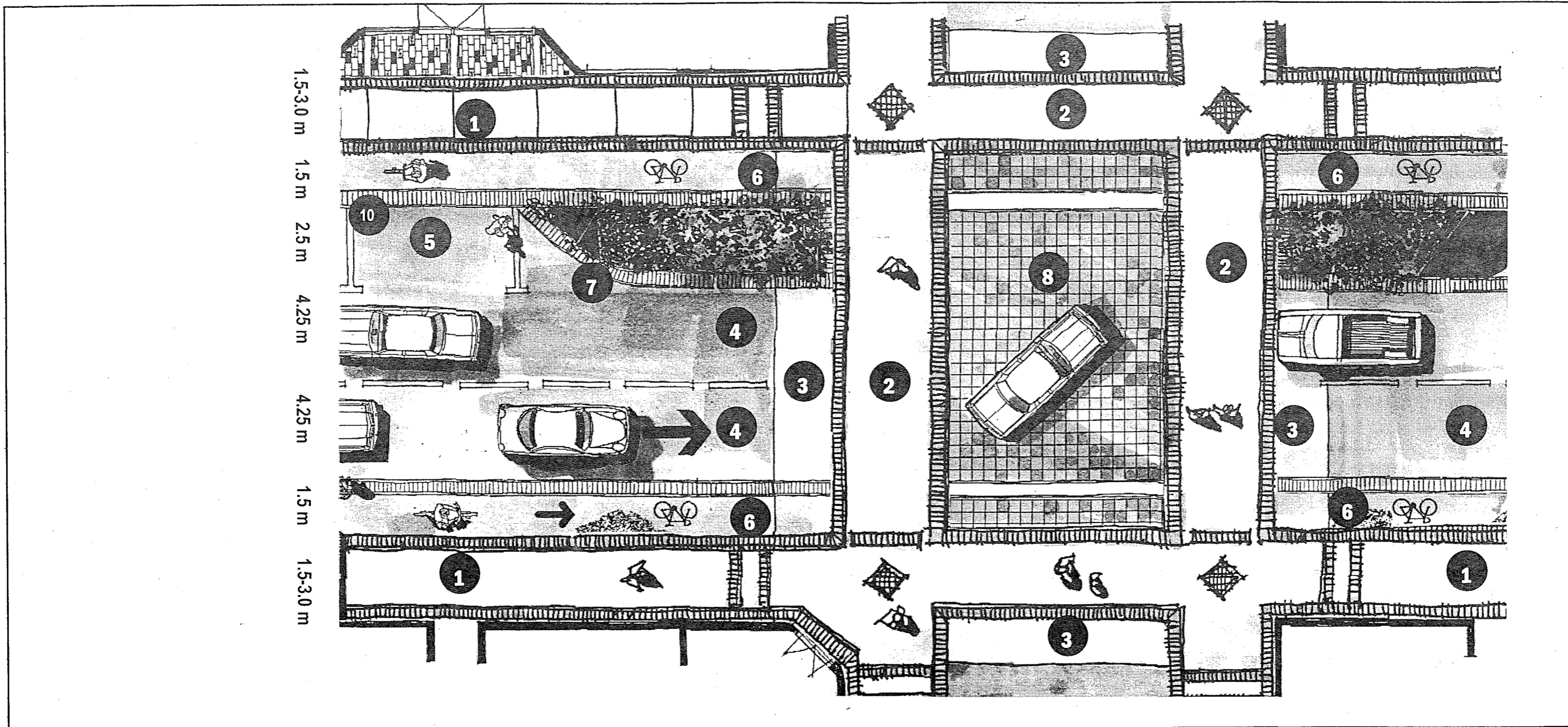


- | | |
|--------------------------------|---|
| 1) SIDEWALK WITH URBAN BRAILLE | 6) LANDSCAPED MEDIAN WITH OPTIONAL GATEWAY FEATURES |
| 2) LANDSCAPED BOULEVARD | 7) TRAFFIC LANES |
| 3) SIDEWALK PATIOS | 8) ON-STREET PARKING LANES |
| 4) CROSSWALK | 9) BUILDING |
| 5) GATEWAY FEATURES | |

ALTERNATIVE 4

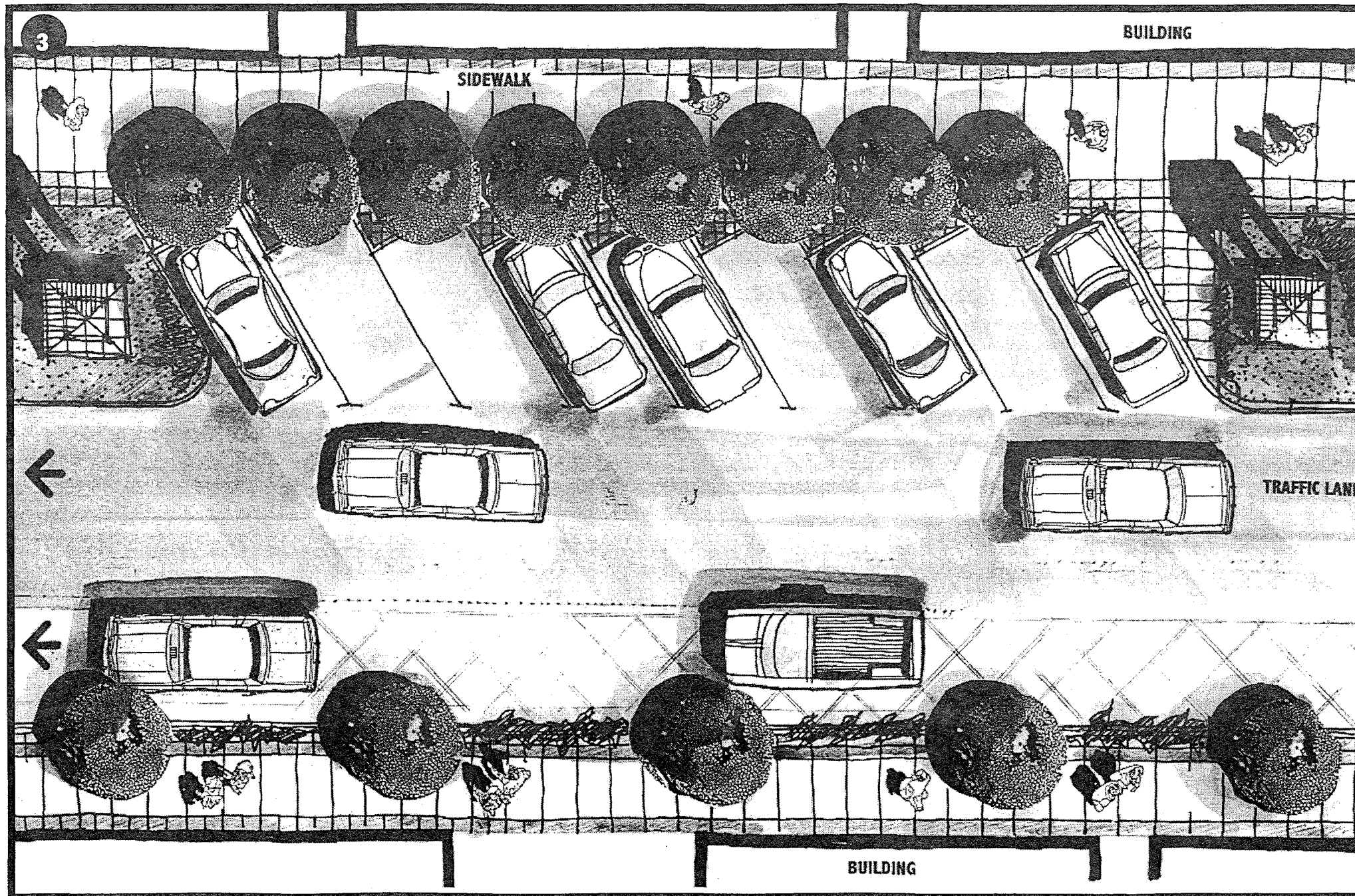
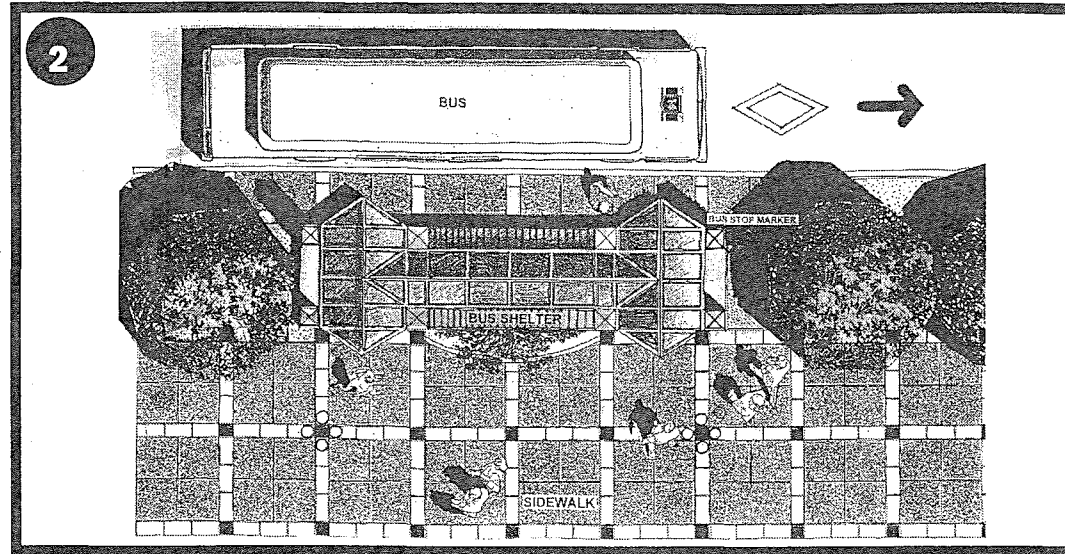
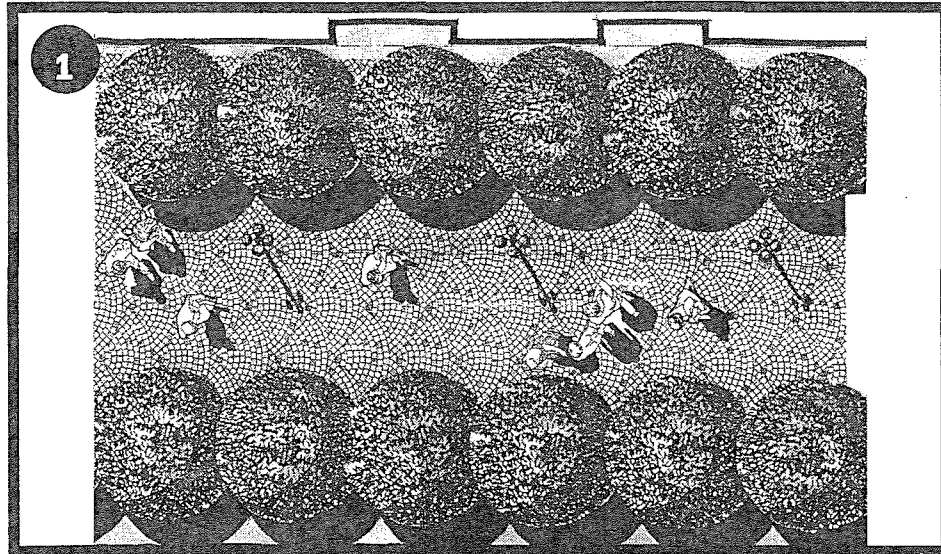
Alternative 4 : 20 m R.O.W

This alternative brings two innovative concepts— raised intersections for traffic calming and better accessibility of pedestrians, and concept of dedicated bicycle lanes with on-street parking on one side of the street.



- | | |
|--------------------------------|--|
| 1) SIDEWALK WITH URBAN BRAILLE | 6) BICYCLE LANES |
| 2) RAISED CROSSWALKS | 7) LANDSCAPED BOULEVARD |
| 3) RAMP | 8) RAISED INTERSECTION-SPECIAL PAVING; |
| 4) TRAFFIC LANES | 9) BUILDING |
| 5) ON-STREET PARKING | 10) CONCRETE RUMBLE STRIP |

OTHER ALTERNATIVES



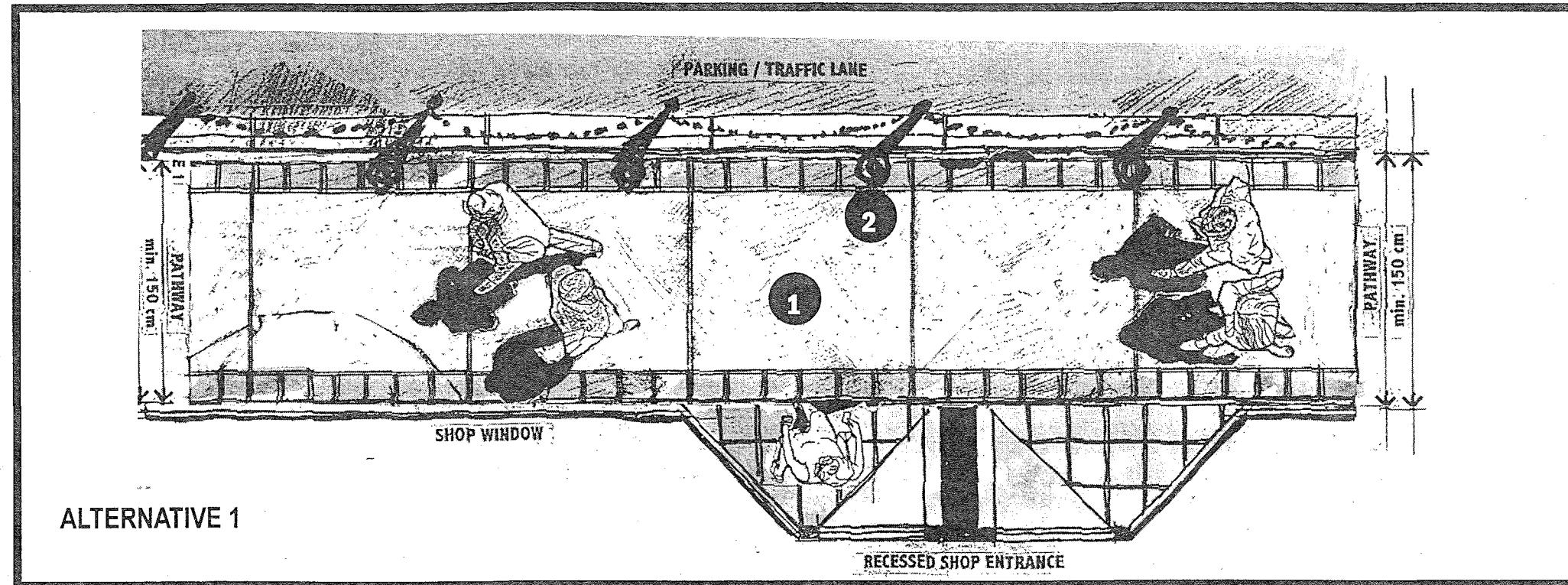
Other streetscape alternatives

- 1) Part of Miller's Lane closer to Hatt Street may have special paving treatment due to potential to serve as one of the primary pedestrian connections between King and Hatt Streets. Ground floor uses should support pedestrian activities. Special paving should not preclude full access to emergency and other service vehicles (commercial activities, supplies, courier services) to this area, but access may be specially regulated and restricted for non-commercial vehicles.
- 2) Bus stops, (especially if there is extra room) should have better paving treatment. Similar treatment as shown above should be utilized on King Street at Post Office.
- 3) McMurray and Foundry Streets should retain their one-way traffic character since they have limited right-of-ways and should help to accommodate as much on-street parking as possible. This concept may be implemented as public-private initiative between Hatt and King Streets, especially if development scheme with new mixed-use building becomes a reality (see Urban Design Vision, or Hatt Street Precinct 3 map). 60 or 90-degree on-street parking will accommodate more parking spaces and create more interesting opportunities for landscaping in front of the proposed mixed-use building.

SIDEWALK ALTERNATIVES 1 & 2

ALTERNATIVE 1

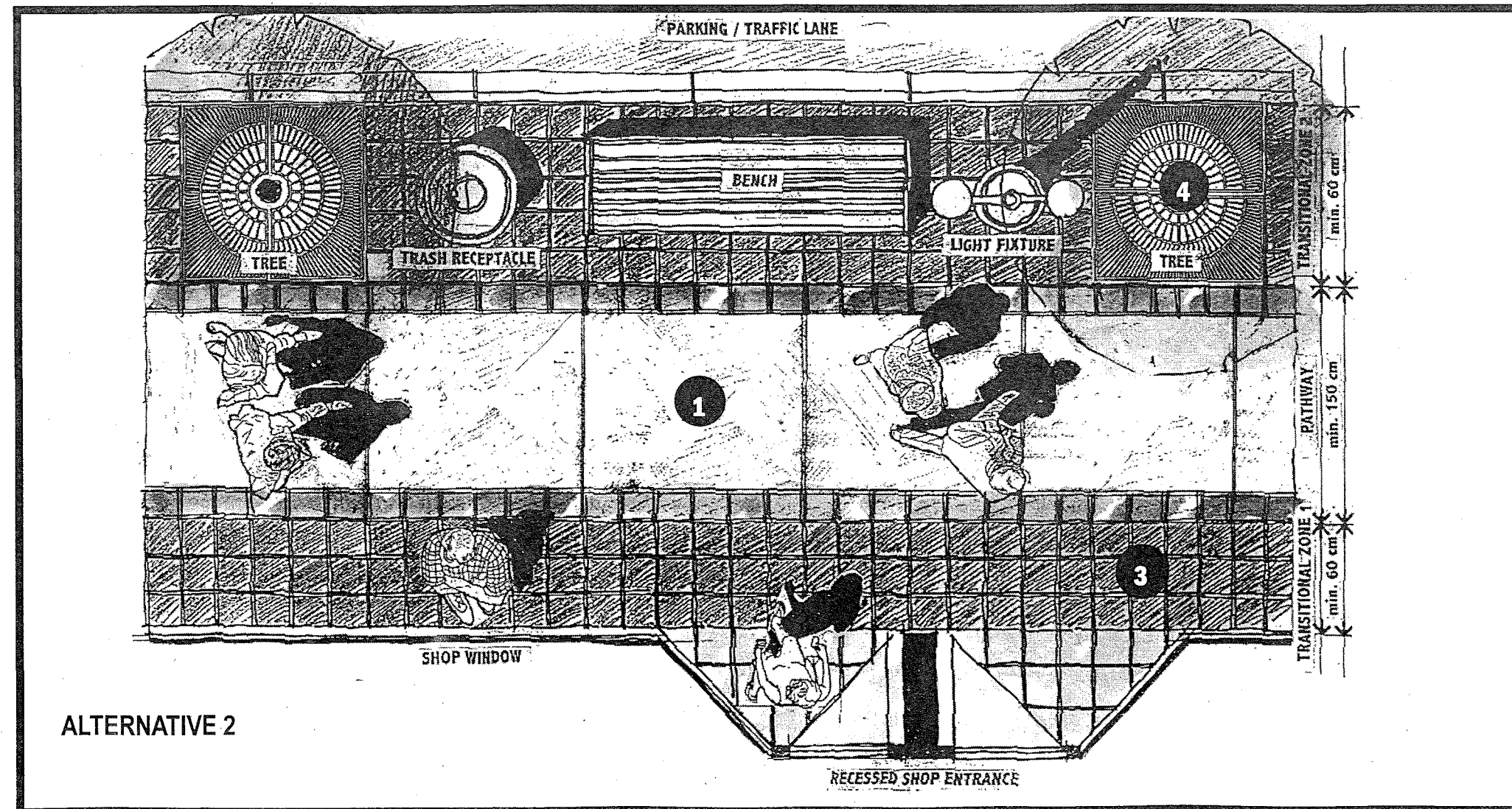
Represents minimum sidewalk standard acceptable in Dundas Downtown. This alternative may be used where existing sub-standard sidewalks exist (King-Precinct 1 and Hatt-Precinct 1). For these, additional safety features like bollards and splash guards may added.



ALTERNATIVE 1

ALTERNATIVE 2

This is optimum sidewalk width for the most of Downtown streets. Clear pathway varies from 1.5 to 2.0 m and transitional zones should have min. width of 60 cm. Transitional zones may be also treated with special pavers, or they may have same material as clear pathway (brushed concrete). Transitional zone 2 should be always used for location of trees, streetlights, and other street furniture

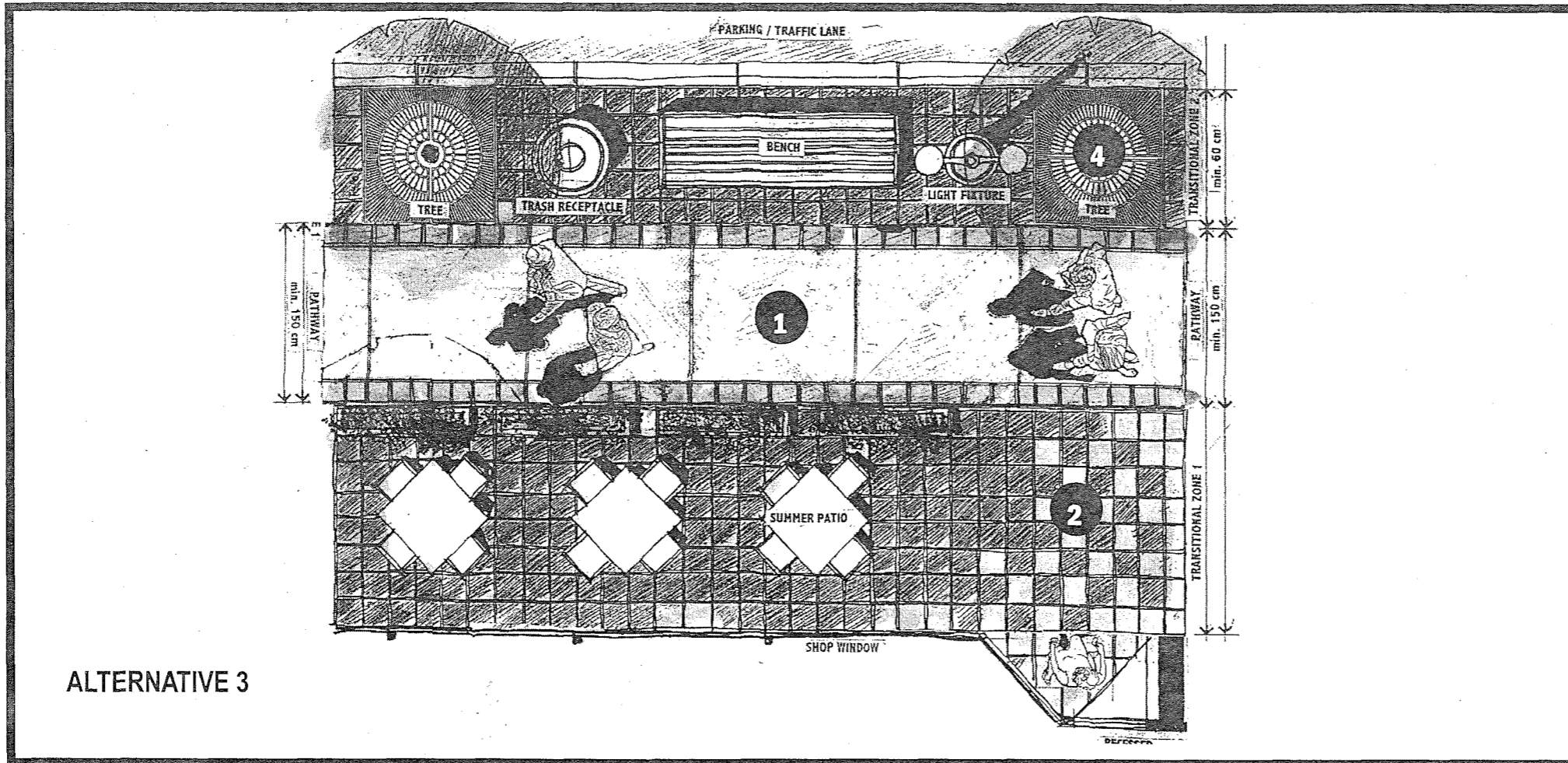


ALTERNATIVE 2

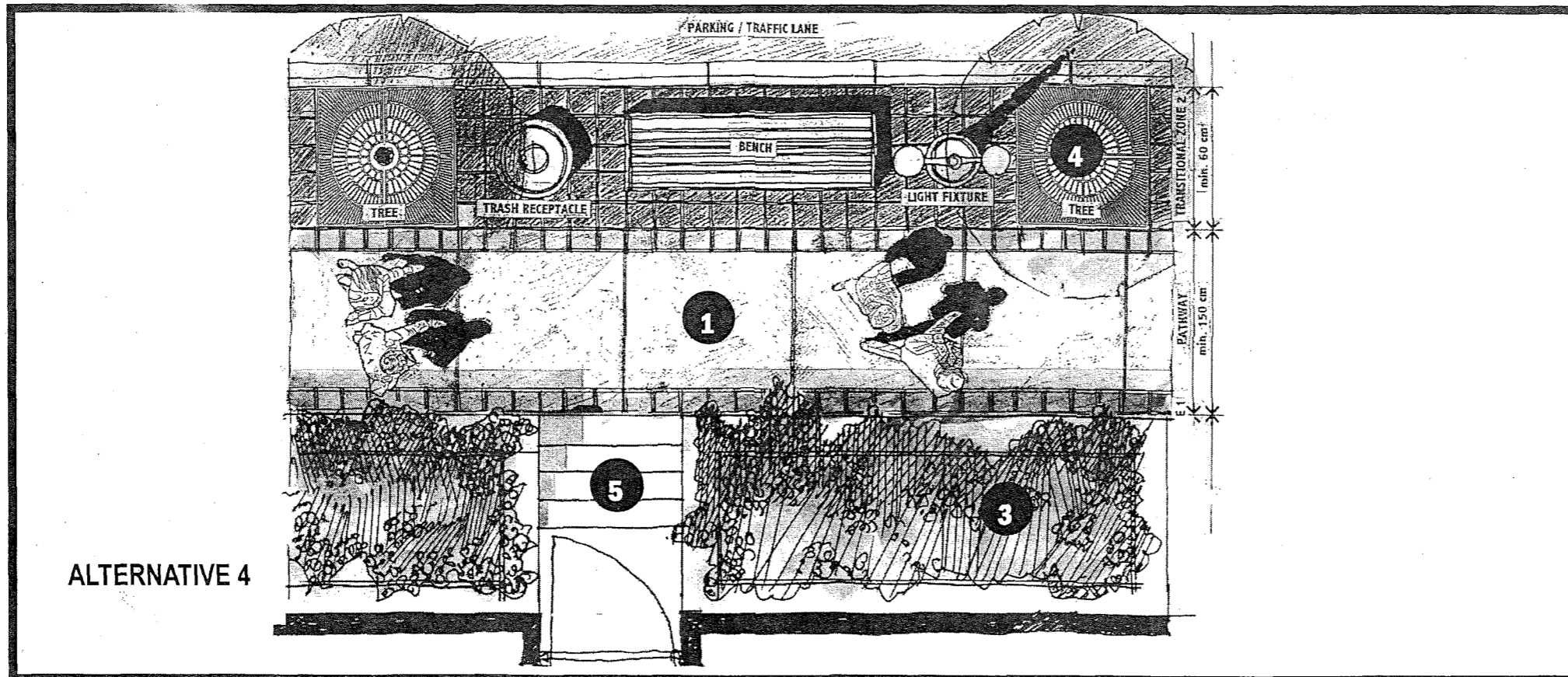
- 1) Sidewalk-clear pathway, min. 1.5 m
- 2) Bollards or splash-guards
- 3) Transitional zone 1 (shop windows)
- 4) Transitional zone 2 (street furniture)

SIDEWALK ALTERNATIVES 3 & 4

30



ALTERNATIVE 3



ALTERNATIVE 4

ALTERNATIVE 3

May be used where buildings have larger setbacks (1.5 min.) It will allow for summer patios with customized protective fences. For Urban Braille details for patios, please read guidelines under Urban Braille chapter (pg.34)

ALTERNATIVE 4

Alternative 4 should be utilized primarily on Hatt Street where new mixed use and residential medium-density development may occur. This concept is pedestrian friendly and utilizes minimum setbacks of 3 m to the maximum benefit for the street aesthetics, as well as provides necessary visual buffer to the raised ground apartments.

- 1) Sidewalk-clear path 1.5 min.
- 2) Transitional Zone 1- restaurant summer patio
- 3) Transitional Zone 1- raised planter/privacy landscaped buffer
- 4) Transitional zone 2—street furniture
- 5) Raised Unit entrance

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DEFINITION

Urban Braille is a leading edge, user driven approach to planning and design of public spaces. It is a system of tactile information serving the needs of the visually impaired. By utilizing both colour and texture contrast it provides warning signals and clues related to orientation.

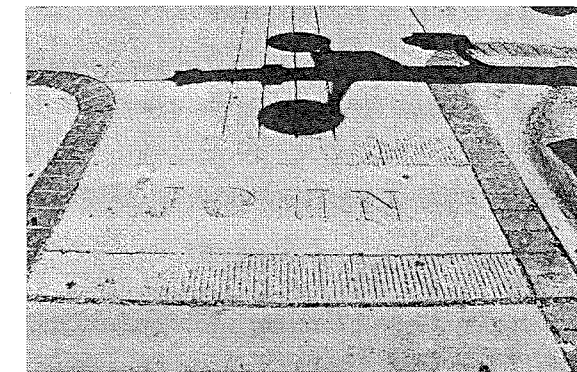
ACCESSIBLE OR BARRIER-FREE PUBLIC SPACES

Although great progress has been achieved regarding accessibility and barrier-free design of buildings, open spaces i.e. spaces between buildings, are still not sufficiently controlled to ensure free movement, safety and comfort for people with special needs. Unfortunately, public open spaces are still left to ad-hoc initiatives.

Public spaces are living rooms of our communities. They are expensive to construct and maintain. The current practice-design is for one season (summer) only and predominantly designed for young and healthy segment of population. This practice is expensive, unsustainable and illegal. (note: The Federal and Provincial Human rights legislation is designed to bring persons with disabilities into the social and economic mainstream of Canadian life).

In order to make public spaces truly accessible, these spaces must be designed according to the following performance standards:

- To plan and design in harmony with



URBAN BRAILLE GUIDELINES

General design guidelines for Barrier-free environment

The Urban Braille design system for the creation of sensitive barrier-free environments incorporates features that utilize the sense of touch, sound and sight to assist all members of the public to navigate along King Street and Downtown. Techniques such as embedding street names into sidewalk materials at intersections has been successfully used in other Canadian locations to assist the visually and physically challenged in moving through the core area. Consideration of such a system should be given when street re-development initiatives occur.

Sidewalks

Sidewalks are interface between built form and open space / other circulation systems. They represent one of the most important elements of urban space "theatre" with functional, aesthetic and social roles in daily lives of the residents.

Sidewalk width in Dundas Downtown, and especially on King and Hatt Streets should have enough capacities to accommodate established or projected pedestrian traffic activities.

Sidewalks and other pedestrian surfaces should be slip-resistant, leveled and free from the number of usual streetscape obstructions;

All sidewalks on King Street should have clearly delineated zones consisted of clear pathways on sidewalks which should not be constructed with large paving joints, corrugated textures, loose gravel or cobblestones, but such surfaces can, however, be used as warning or cuing surfaces as they are easily detectable (warning tiles, paving bricks, imprinted concrete strips, etc).

Street and sidewalk grades must be designed on the way not to obstruct pedestrian movement of healthy individuals as well as of special user groups (physically and mentally challenged, elders, children, pregnant women, infirm...) Any grade over 5 % becomes a ramp and the required specifications should be more stringent; At any location where a ramp becomes necessary, an alternate means of level change, stairs, should be provided to complement the ramping device;

Where sidewalks are narrow, wheelchair turning and passing areas should occur at appropriate intervals, depending on slope, length of walk, visibility, adjacent surfaces, and purpose of sidewalk; When narrow sidewalks are adjacent to traffic lanes, the design should include location of protective bollards or adequate decorative metal fence;

URBAN BRAILLE GUIDELINES

Gratings and manhole covers should be eliminated from the pathway area whenever possible. Maximum space between bars should be 13 mm which will prevent crutches, canes or wheels from falling between the bars. The long dimension of the grates must be perpendicular to the route of the travel to prevent wheels from being stuck in the grooves;

Linear coloured, detectable strips should define the edges of the Major and minor pathways. This helps people who are visually impaired to orient themselves and to know where the road is. Detectable strips are also useful to indicate approaching hazards such as steps or traffic lanes (where there are no cut curbs or ramps).

Detectable strips, to provide information on potential hazards, should extend for the full width of the hazard and be at least 30 cm in depth, as well as extend at least 120 cm from the hazard.

When sidewalks are interrupted by an intersection, they should be constructed in way to continue after the interruption in the same pattern of alignment.;

In areas where senior citizens are expected to be primary users, full range of street furniture should be provided.

Wherever possible, sidewalks should have elements for weather protection (permanent or seasonal porticos or arcades, fixed or removable hanging canopies, permanent or temporary awnings) .

Paving

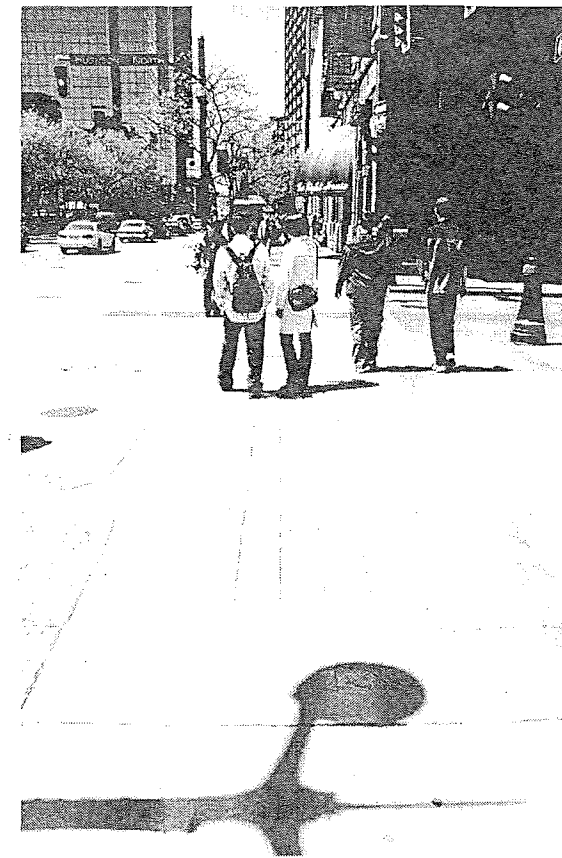
Usually, the design of sidewalks/ paving reinforces the Town's image, identity and strives to be complementary to other streetscape elements .

Sidewalk design should always explore opportunities for the creation of sense of place through utilization of special materials, patterns, colours or use of sidewalks as information environment (having incorporated / imprinted street names, valuable historical or cultural data in form of concrete pavers, metal or durable ceramic reliefs).

Depending on the chosen design themes, sidewalk zones used as walking areas (pathways of min. width 1,5 m), should be preferably made of brushed concrete with smooth, even joints.

Other sidewalk areas (TRANSITIONAL ZONES 1 and 2) may use other textures and colour patterns and materials (i.e. imprinted concrete, brick, concrete pavers, natural stone, artificial fluorescent materials)

The proportion of concrete to other decorative materials should vary



local climate-four season design, with respect to annual weather variation, utilizing direct and reflected sun, shade control, wind control, wind screens, protection against weather elements, construction sun pits, resting oasis...)

- To ensure that public spaces are safe and inviting during the day and night (diurnal variation, night-scaping,...)
- To ensure freedom of movement of all people, which require a number of special design features to accommodate needs of the infirm, the disabled and the senior citizens

HISTORY OF HAMILTON'S URBAN BRAILLE SYSTEM

The "Made in Hamilton" Urban Braille system was developed through a collaborative effort between the former City of Hamilton (Planning and Public Works Departments), the former City's Pathway Committee and the Canadian National Institute for the Blind. The City's urban designers worked with citizens, politicians, transportation engineers and social/health experts to create a simple and effective system for accessible sidewalks and other public spaces;

- Hamilton is one of the North-American most accessible cities and well known world-wide for its efforts to improve accessibility for all citizens. The Urban Braille principles have been presented at international conferences and generated significant interest from the planning / urban design professional community. The principles

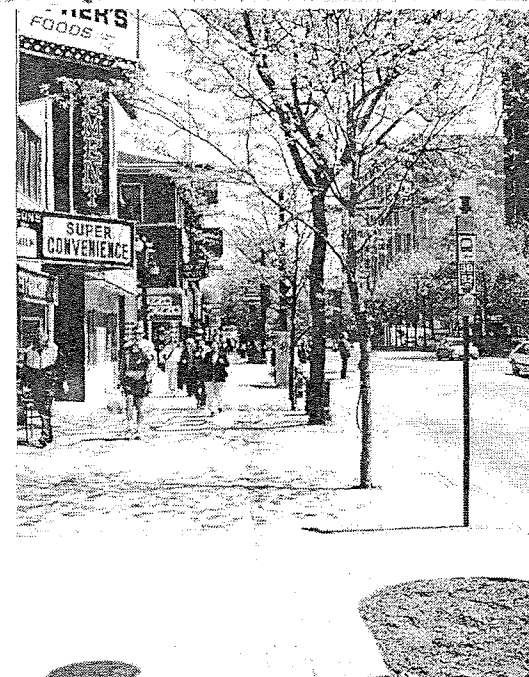
were further supported by the "Pedestrian Pathways Obstruction Report" (1996) prepared by the Pathways Committee.

- The Urban Braille system concept was introduced with the "GO Area Urban Design Study" (1994) and physically implemented during the re-construction of Parkdale Street in Hamilton (1996). A revised and simplified version was installed during recent re-construction of King Street East / Gore Park and part of King William Street in Hamilton Downtown (1997-2002), as well as during the implementation of the new Stoney Creek Town Square (2001).

URBAN BRAILLE OBJECTIVES

The Urban Braille system is primarily intended for urban areas with higher pedestrian traffic – such as the "downtowns" across the City. The system is also appropriate for special public spaces or special character areas where seasonal events may attract large numbers of pedestrians (e.g. waterfront, special commemorative places with monuments). The System allows the identified user groups to navigate through the urban environment as easily and conveniently as the rest of the population. The quality and maintenance of horizontal surfaces plays an important role in obtaining this objective.

- The System primarily designed for use by the severely visually impaired, the elderly or infirm and by users of variety of mobility devices (wheelchairs and . The system ad-



URBAN BRAILLE GUIDELINES

according to the intensity of use established in the site plan. Generally, the more important the area (such as pedestrian squares), the greater percentage of other supporting materials or patterns can be considered.

Paved sidewalk surfaces should be expanded or contracted in some areas depending upon the importance or adjacent use of the particular location. This is particularly desirable in special places such as focal points and gateways (where this is implementable without causing interference with traffic flow requirements), as well as other open public spaces where there are significant concentrations of commercial, cultural, hospitality or other similar uses along the streets.

Sidewalk designs in Downtown should use common colours and styles to blend together the various paved areas into a visually unified streetscape. Selections and paving combinations at any particular location should use adjacent building materials, details and colours as reference.

Specifically, there are three types of opportunities for the introduction of better sidewalk / paving materials and designs in Downtown. These are as follows:

1) **King Street—Precinct 1 (York to Cross Streets) and Hatt Street—Precinct 1** where existing substandard sidewalks cannot be significantly changed due to existing setbacks and narrow right-of-ways. During streetscape re-development, minor changes may be introduced entailing common Urban Braille features -tactile warning signs, additional safety features such as bollards, fences, as well as other useful wayfinding features. Major change of the sidewalk width in those zones should consider limited elimination of on-street parking lanes and widening of sidewalk to minimum standard width.

2) **King Street—Precinct 2 (Cross to Albert Streets) and Hatt Street—Precinct 2** where major re-design and reconstruction is recommended due to heaviest pedestrian traffic. Those sidewalks should incorporate full urban Braille vocabulary in addition to historical or other appropriate thematic design and public art features into horizontal surfaces.

- **Option 1** - Redesign sidewalks within existing right-of-way layout
- **Option 2** - Re-design sidewalks with new curb-cuts using Chicane layout when status of the street changes, establish proper functional zones, paving patterns, and full Urban Braille standard.

3) **King Street—Precinct 3 (Albert to Matilda Streets) and Hatt Street (Precinct 3 & 4)** modest re-design of sidewalks with more attractive, wider pathways (minimum 2.0 m) in the areas of higher commercial, hospitality or office uses. Paving patterns may utilize contemporary abstract themes, patterns, materials and colours.

URBAN BRAILLE GUIDELINES

The proportion of concrete to other decorative materials should vary according to the intensity of use established in the site plan. Generally, the more important the area (such as pedestrian squares), the greater percentage of other supporting materials or patterns can be considered.

Paved sidewalk surfaces should be expanded or contracted in some areas depending upon the importance or adjacent use of the particular location. This is particularly desirable in special places such as focal points and gateways (where this is implementable without causing interference with traffic flow requirements), as well as other open public spaces where there are significant concentrations of commercial, cultural, hospitality or other similar uses along the streets.

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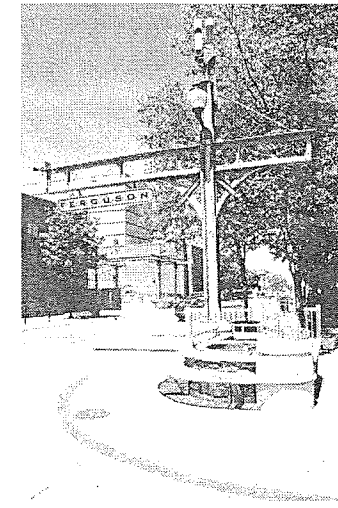
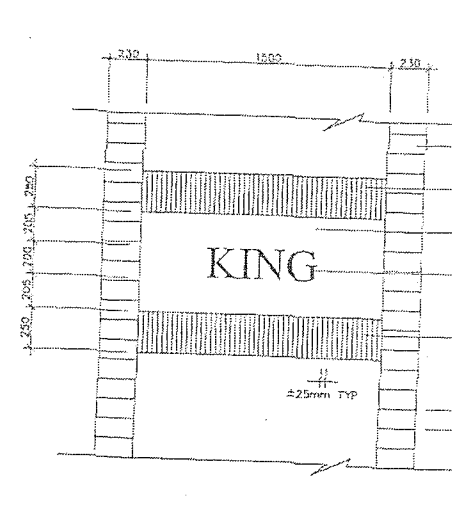
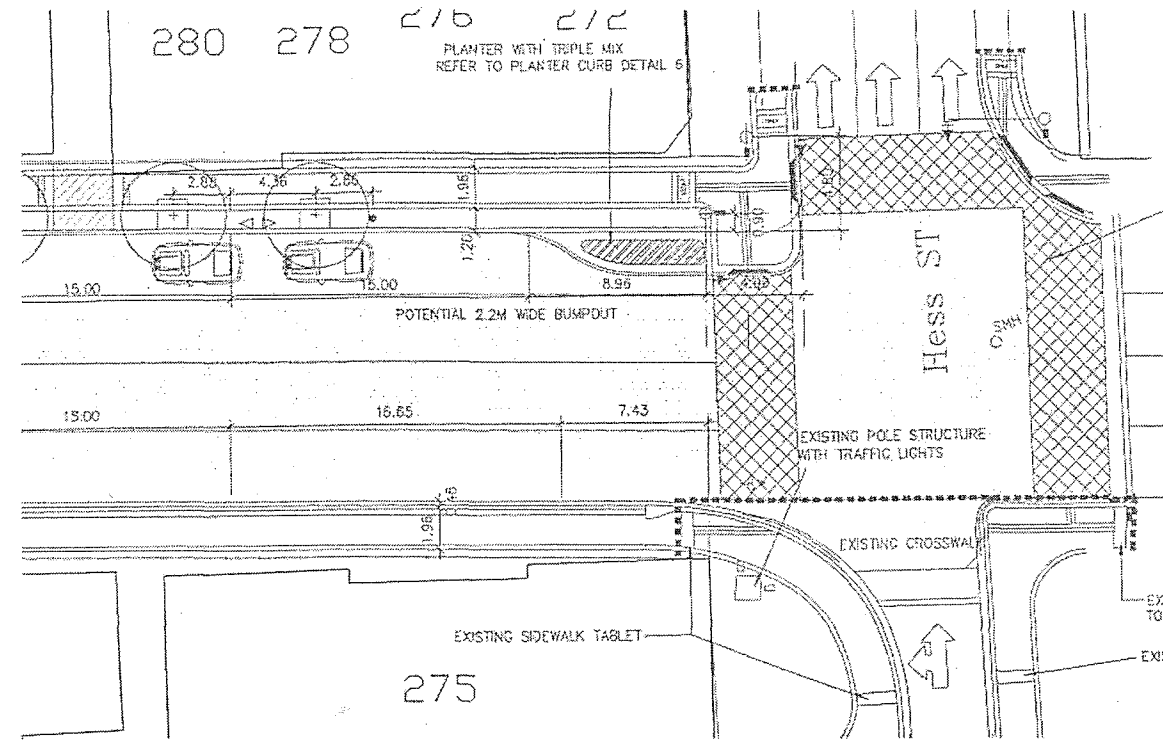
Specifically, there are three types of opportunities for the introduction of better sidewalk / paving materials and designs in Downtwon. These are as follows:

1) **King Street—Precinct 1 (York to Cross Streets) and Hatt Street—Precinct 1** where existing substandard sidewalks cannot be significantly changed due to existing setbacks and narrow right-of-ways. During streetscape re-development, minor changes may be introduced entailing common Urban Braille features -tactile warning signs, additional safety features such as bollards, fences, as well as other useful wayfinding features. Major change of the sidewalk width in those zones should consider limited elimination of on-street parking lanes and widening of sidewalk to minimum standard width.

2) **King Street—Precinct 2 (Cross to Albert Streets) and Hatt Street—Precinct 2)** where major re-design and reconstruction is recommended due to heaviest pedestrian traffic. Those sidewalks should incorporate full urban Braille vocabulary in addition to historical or other appropriate thematic design and public art features into horizontal surfaces.

- **Option 1** - Redesign sidewalks within existing right-of-way layout
- **Option 2** - Re-design sidewalks with new curb-cuts using Chicane layout when status of the street changes, establish proper functional zones, paving patterns, and full Urban Braille standard.

3) **King Street—Precinct 3 (Albert to Matilda Streets) and Hatt Street (Precinct 3 & 4)** modest re-design of sidewalks with more attractive, wider pathways (minimum 2.0 m) in the areas of higher



dresses sidewalk design, ramp design and road crossings.

SYSTEM ELEMENTS Sensory Channels

The visual channel is blocked for the blind and visually impaired. An alternate sensory channel which can be delivered is the tactile (sense of touch) channel. Tactile information can be located within a 1.5 metre wide wheel-chair path (W-path) with handrails where possible. Any street furniture should be located outside the W-path.

Tactile Information System

The blind and/or visually impaired can distinguish 4-5 materials and a variety of textures with the hand or cane (extension of the hand). Limiting ourselves to two (smooth and grooved) textures can therefore produce up to 10 distinct clues or "letter of urban Braille located on sidewalks and other horizontal surfaces.

Orientation Aids

The following information is communicated through the Urban Braille system:

- Directional Change (compass N.S. E.W.)
- Hierarchy of pathways (major path vs. minor path);
- Entrance to buildings
- Sidewalk/road boundaries;
- Ramps vs. raised pedestrian crossings/intersections;
- Other / additional information by Urban Braille (Underpasses, Social activities, building information, address, business info, etc).

Sidewalks are one of the most important street elements. They provide safe, easy and pedestrian direct access to buildings, shops and public spaces.

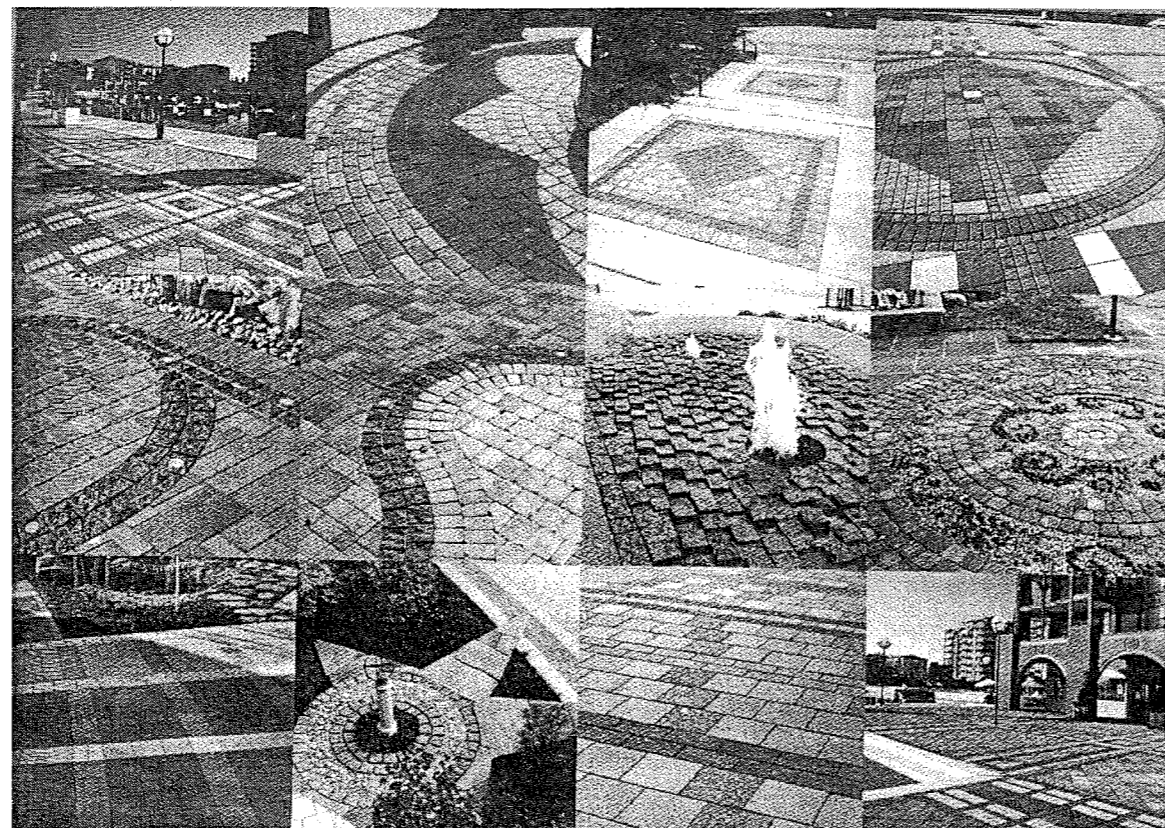
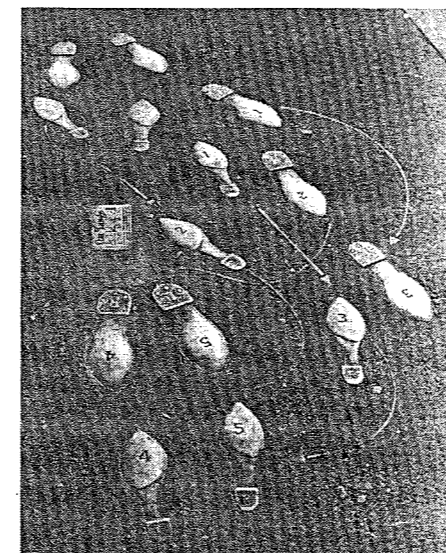
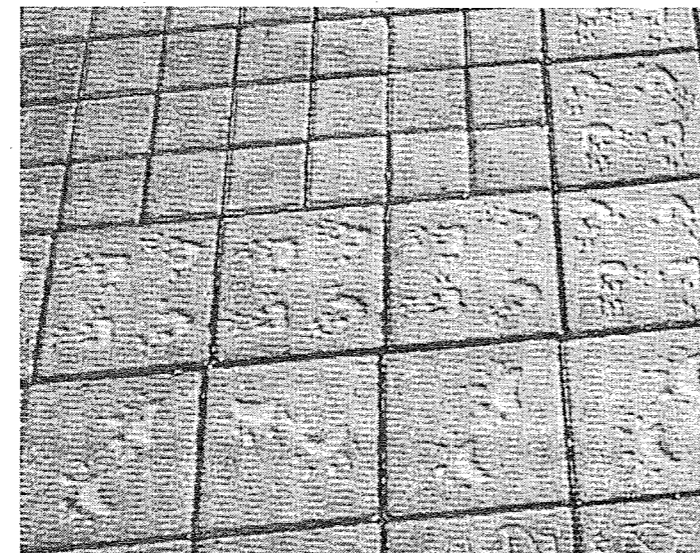
As explained in previous chapter, Hamilton has high quality standards for sidewalks and that standard should be utilized all over Dundas Downtown when re-construction approved.

Sidewalks have great potential to additionally animate public realm if incorporate range of public art features or techniques. Sidewalk theming will depend on overall street theme and will greatly animate the street.

This study proposes that King Street celebrate Dundas' rich local history (special events, personalities and significant dates in the community evolution through bronze inserts or special patterns embedded during the construction. Alternatively, a poetic text embedded into sidewalk may start at York Street and be finalized at Matilda Street and vice-versa. This kind of feature will provide an additional interest and has numerous didactic advantages (to teach children, new residents and visitors about the history of the place) and provide poetic approach to our reality.

Hatt Street sidewalks should have similar approach but specifically celebrate its industrial past, significant products, personalities and events.

Both approaches have opportunity for creation of special fundraising campaigns involving Dundas citizens and businesses. This kind of public participation always brings positive attitudes toward the community.



POETRY OF SIDEWALKS

commercial, hospitality or office uses. Paving patterns may utilize contemporary abstract themes, patterns, materials and colours.

Crosswalks

Crosswalks in Dundas Downtown should be highly identifiable by combining the concrete surface with other coloured / patterned paving materials in preference to the street asphalt at the intersections. Crosswalks should be minimum 3.0 m wide, with visible edge bands (co-ordinate in detail and colour with Urban Braille features) to identify them as a continuation of the pedestrian surface.

In certain locations, such as the intersection of King and Market Street - (Community Centre), King-Sydenham Streets, Hatt and Sydenham Streets, crosswalks may be raised for easier access for seniors and children, as well as to serve as a special traffic calming measure.

All sidewalk elements in Downtown should consider opportunities for similar design approach with standardized Urban Braille elements, but that does not mean that their design may not explore different design themes.



STREET FURNITURE

The quality of the pedestrian realm is often measured by the provision of different street furniture. The type of furniture depends on the character of the street, the size of the sidewalks and specific need for features.

All sidewalk elements in Dundas Downtown should consider opportunities for different design themes, meaning that their design will depend on the surrounding environment.

The Town of Dundas has previously selected a Victorian streetscape design theme and it is our opinion that this theme should be carried on in the future. New sidewalk furnishings (i.e. benches, lamp standards, waste receptacles, bollards, etc.) should be of compatible design forms, colours and materials.

Street furniture should be standardized and affordable to allow for the continued acquisition or repair of same elements.

In addition to being visually attractive all street furniture should be durable and sufficiently robust to minimize maintenance and resist weather damage, as well as potential vandalism.

Streetlights

King Street is presently perceived as a very safe place and should continue to be so in the future. The lighting of public buildings, landmarks (post office), historic buildings and street corners should contribute to the attractiveness of the streetscape through the use of special lighting effects.

Where buildings are built to the edge of the sidewalk and there is no space for the location of fixtures on sidewalks (York Street to Cross Street), fixtures may be mounted directly on the buildings providing that this placement is satisfactory to all building owners.

Light standards should be placed regularly between sidewalk and curb cuts, (Transitional Zone 2) to allow unobstructed pedestrian movement. Placement should not impede the opening of car doors from on-street parking. Minimum distance from curb should be 0.3 m (1 ft.).

The spacing of light standards should vary according to the intensity of pedestrian use and the Town's standards for various street types. Typical spacing for King Street will be approximately 10-12 m.

The spacing of light standards should be coordinated with patterns / rhythms of other sidewalk features such as paving patterns, street trees, the placing of benches and trash receptacles, etc.

It is recommended that sidewalks on King Street (Cross to Matilda

Streets) as well as public spaces (squares) and on Hatt Street (from York to Matilda Streets) should have unified lighting standard design. It is recommended that future light standards (either heritage or contemporary design) be selected to accommodate banners or hanging plants.

The scale of light fixtures should relate to building massing and pedestrians. It is therefore recommended that new fixtures be the same as existing light poles on King Street. An average luminaire mounting height should be 3.6 m.

Benches

Sidewalk seating as well as seating in other open public spaces should be comfortable, and encourage social interaction.

The arrangement and placement of benches must relate to specific site conditions. Whenever possible, benches should be grouped to create opportunities for social interaction.

Ideal seating areas should be located and arranged with a careful mixture of sunny and shady, private and public, busy and quiet environments to provide users with an array of opportunities to suit their personal moods.

In addition to benches, seating may be provided by edge features such as low walls, specially designed planters etc.

Whenever possible benches should be combined with planters, trash receptacles and light fixtures in order to complement and define the entire seating area.

More complex seating arrangements should be restricted to special areas, such as urban squares, where there is sufficient room as well as demand (office and commercial nodes);

Benches should also be provided at all bus stops.

Tree planters and flower pots

Tree-planters and flower pots are not overly aesthetic or functional, and should only be considered if other landscaping techniques (flower beds, shrubs) are unavailable or impractical. They can be used to help spatially define sidewalk areas, as well as contribute to the visual attractiveness of sidewalks.

In no instance should tree-planters obstruct pedestrian flow on sidewalks. They should be placed on the Transitional Zone 2 between sidewalk and traffic lanes.

Tree-planters and flower pots should be considered as a temporary rather than long-term measure.

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Construction material for tree planters should be durable so as to be able to withstand occasional removal by Town staff or vandalism.

Planters and flower pots should allow for proper maintenance (watering, and percolation).

Kiosks

Kiosks can be attractive street furniture elements providing an opportunity to consolidate the public display of directories, posters, notices and flyers, or serve as wayfinding features.

They may be used for commercial (food vendors, newspaper sales) or public uses, where appropriate.

In Dundas Downtown kiosks should be situated at strategically important locations visible to passing pedestrians.

Kiosks should be designed according to the selected streetscape theme (i.e. Victorian) using attractive materials, scale and detailing.

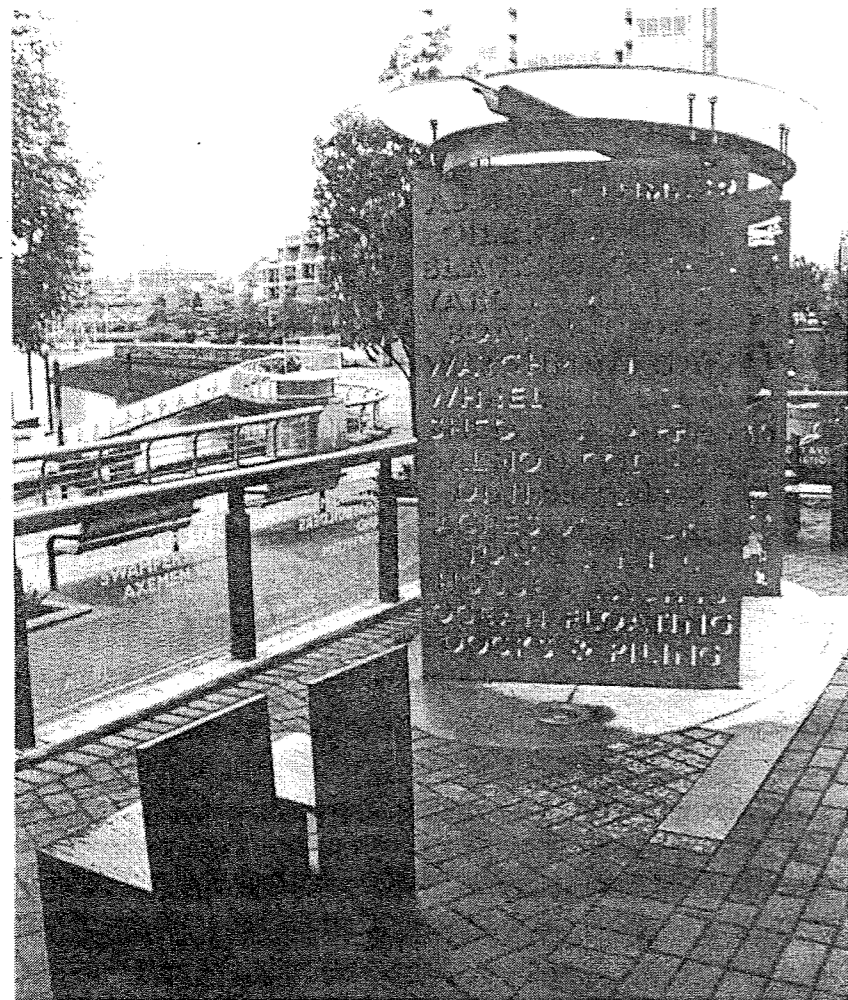
In a limited number of situations (Town squares without restaurants or coffee shops in close proximity), attractively designed kiosks may be used for tourist information (wayfinding) or the sale of convenience foods.

Bus shelters

Bus shelters are very important and desirable elements in Dundas Downtown. At present, they serve primarily as shelter from adverse weather conditions. However, in the future, they may have a multifunctional role as communication centres (phone, radio, miscellaneous information, special safety features) and have public art features.

The location of bus shelters should not impede pedestrian traffic and should be within "Transitional Zone 2".

Bus shelters should be designed for weather protection of weather elements, as well as being visually attractive according to the chosen design theme.



Construction should be sufficiently robust to withstand vandalism.

The more sophisticated versions of bus shelters may entail heating as well as safety buttons and telephone boot attached to it. Panel elements for advertisement may be included providing that safety of waiting passenger is not in jeopardy.

Clocks

Public clocks are very picturesque streetscape objects. On King Street there is public clock on the Post Office tower.

In future, additional public clocks may be located wherever feasible and appropriate (corner buildings, urban squares, future towers, or as part of other street furniture or public art features).

Clocks may reflect historical (Victorian) design theme or may be multicoloured, with highly visible moving gears.

Clocks should be of robust construction to withstand vandalism.

A clock should be located as a landmark feature on the proposed Memorial Square.

Parking meters

In most towns and cities, parking meters are an unpopular streetscape elements. Very often they make unnecessary cluttering of the sidewalks.

Although parking meters are of standard utilitarian design, possibly colour co-ordination with other streetscape elements is desired.

In order to avoid unnecessary cluttering, It is advisable to cluster two meters on one pole.

Parking meters should be located a minimum of 0.3 m from the street curb so as not to impede the opening of doors from on-street parked cars.

Mail Boxes

In the past mail boxes were very important street furniture elements. Contemporary mail boxes are very utilitarian, and there are many opportunities for better design.

Mail boxes should be placed discretely where they will not impede pedestrian traffic or viewlines (Transitional Zone 2);

STREET FURNITURE

Newspaper boxes

Newspaper boxes should be located on King Street where they will neither impede pedestrian traffic nor produce visual clutter.

Standardized box sizes would allow them to be grouped under one common shell improving their visual quality.

The best placement of newspaper boxes is along blank walls in widened sidewalk areas or in areas with concentrated activities.

Telephone booths

Telephone booths should be located outside of the main pedestrian thoroughfares on widened section of sidewalks, and in other acceptable locations such as bus shelters and other public spaces.

It is recognized that the Town of Dundas does not control the design of telephone booths, attempts should be made to coordinate booth design with other streetscape elements and the selected design theme. King Street should consider having an appropriately historic design for telephone booths. Toward this end, the Town should try to acquire original British telephone booths, or possibly design its own for local manufacture.

Drinking fountains

Drinking fountains should be designed to be accessible for everyone, including the physically challenged.

Drinking fountains should always be placed at focal points (civic squares, street corners).

On King Street we recommend replicas of Victorian drinking fountains which were standard street elements at the turn of the century. Otherwise, contemporary designs should be used, such as, one on Memorial square.

Waste receptacles

Waste receptacles are an important part of the streetscape and should be designed to sufficiently conceal litter from pedestrian view, as well as from the weather. The existing standard of receptacles on King Street is very satisfactory, and reflects the street's Victorian theme. Consideration should be given to having more of them near sitting areas, as well as co-ordinating their colour scheme with other streetscape elements

PARKING

Introduction

Spaces for loading docks, parking areas, ramps to underground parking, vents, transformers and garbage storage are essential to the efficient function of any new development. The best locations for such services areas are below grade, behind or beside a building next to the servicing of neighbouring properties with access from a laneway or shared easement.

Minimum parking standards for Downtown Dundas should be based on a full assessment of the requirements. Consideration should be given not only to target market, but also to the proximity and availability of public transit, planned trip-reduction measures, shared off-peak parking and pedestrian and bicycle linkages from the Downtown to adjacent neighbourhoods.

On-street parking

Using on-street parking spaces to accommodate overall parking requirements helps to reduce the amount of land devoted to parking. On-street parking also helps to urbanize the street for pedestrians by creating a safety buffer between moving cars and the sidewalk. However, there is also the negative visual impact of streetscapes cluttered with parked cars.

- On-street parking should be provided on most Downtown streets to increase parking opportunities and to serve as a traffic-calming measure.
- On-street parking should be prohibited in locations near intersections, focal points, driveways or bus stops. These areas should, instead be attractively landscaped.
- Parallel parking spaces should be sufficiently wide to include the opened car door in order to further reduce risk of accidents, especially when bicyclists are allowed on the right-of-way; Ideally, parking space width should be 280 cm; Parking spaces on King Street are presently 240 cm wide.
- Short-term "dropp-off and pick-up" parking and loading areas should be provided where possible for residential, commercial and recreational uses.

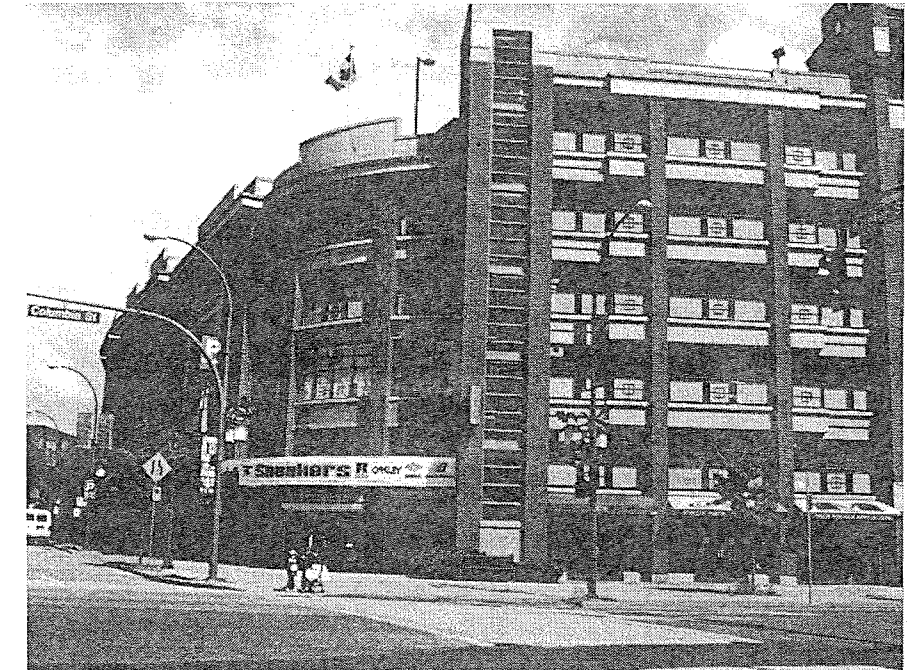
Off-street parking

- Where there is no choice but to place parking areas adjacent to the street, these parking areas should be integrated into the design and façade of the building to minimize their physical, visual and noise impact to the street. Surface parking lots at the street edge do not provide usually for interesting, attractive and animated streetscapes.
- Open parking lots should not dominate the frontages of King and Hatt Streets. The ideal location for parking is behind the

buildings or in the interior of the urban block or below the grade. Structured parking should be encouraged where density of use is sufficient to support it.

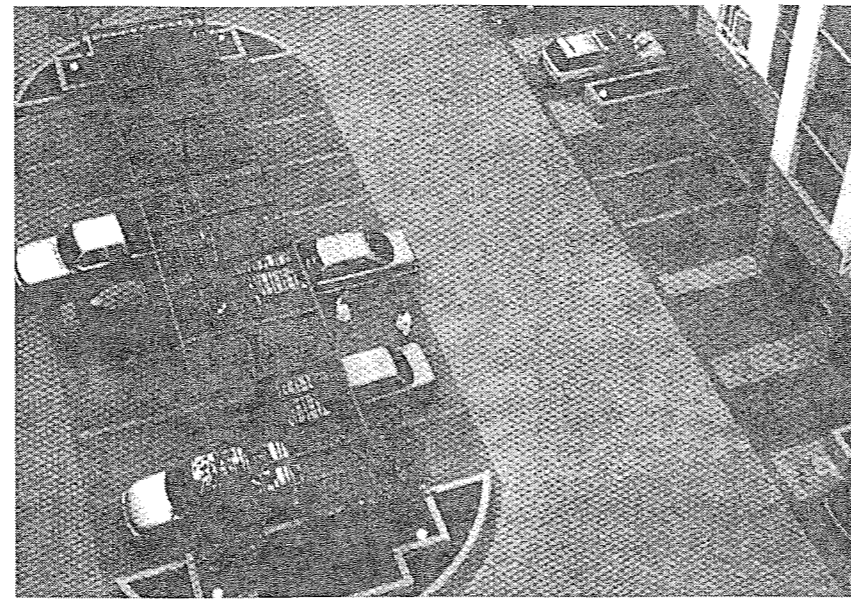
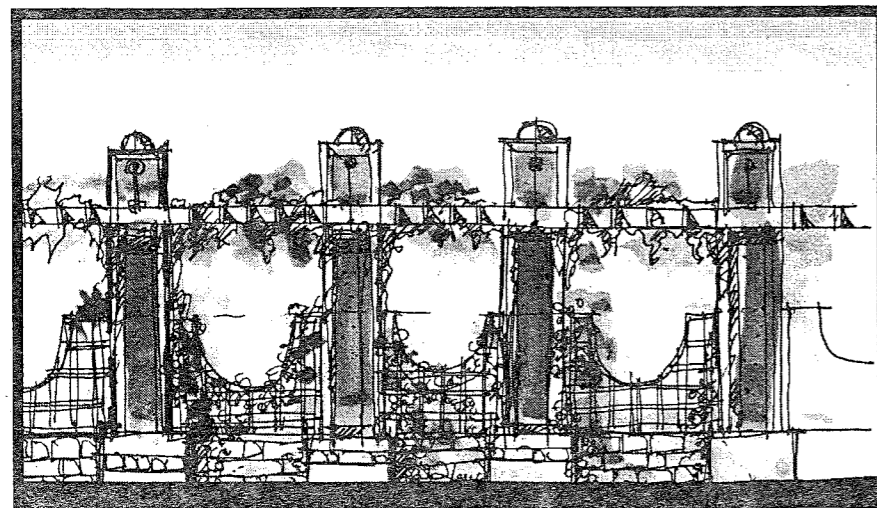
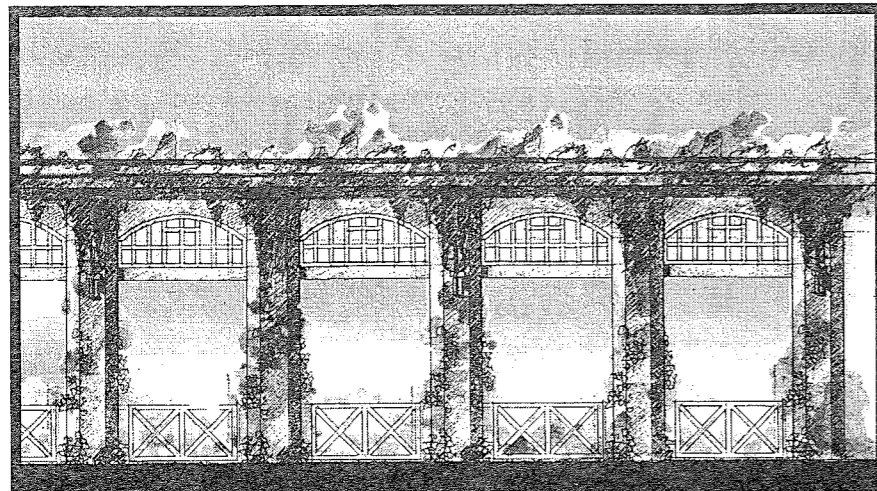
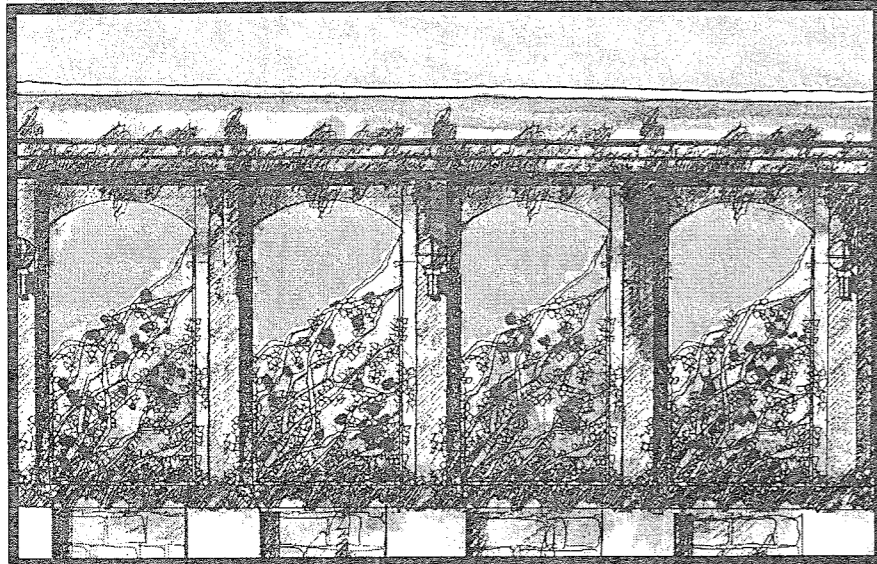
- Good parking should not detract from the attractiveness of the surrounding area. It should harmonize with adjacent land developments through special architectural features (colonnades) or good landscaping.
- Parking lot usage (directions, methods of payment) should be easily comprehensible, to attract customers. In lots offering self-parking, parking spaces should be comfortably large, clearly marked and easily accessible.
- Grading of parking lots should provide good drainage in order to encourage use.
- All parking lots should provide an adequate number (approximately 1%) of handicapped parking spaces situated as close as possible to adjacent buildings, main commercial or public entrances and walkways leading to King Street and Hatt Street; These spaces should have direct access to sidewalks with curb cuts and ramps.
- Generally, internal driveways and driving aisles should be designed as internal roads to provide clearly defined and organized on-site circulation. These roads should have sufficient sidewalks and consistent rich landscape treatment with deciduous trees.
- Between parking lots on King Street or Hatt Street (where most of the parking lots for King Street are located) landscaped buffers of a minimum 4.0 m width should be provided.
- Between two adjacent parking lots, landscaped buffer of a minimum 3.0 m width should be provided.
- Between a parking lot and adjoining residential use, landscaped buffers of minimum 3.0 m width should be provided ;
- In order to reduce the frequency of individual parking entrances, the integration and sharing of parking lots shall be encouraged among adjoining developments, especially on the north side of King Street where parking lots are smaller and shared by many businesses.
- Whenever possible, parking spaces and driving aisles should be provided in King Street rear yards. Rear yard parking, such as that between King and Hatt Streets should be integrated and connected with adjoining sites to promote accessibility and safety. Pedestrian access to King Street from rear parking lots should employ passages, walkways or direct access to rear entrances of buildings / stores.
- Off-street parking lots should be visually screened from surrounding streets, and from upper residential units where they occur, with trees, trellises and other landscaping and architectural devices.
- Additional off-site parking fronting onto King Street should be avoided. During the transitional period, existing front parking areas should be screened with plantings or hard features such as transparent architectural screens and colonnades.

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Parking structures

- Land designated to surface parking lots should be maintained and carefully expanded through future redevelopment and, if feasible, through construction of structured parking facilities.
- These opportunities should be pursued only where supported by sufficient development of other uses. 2 major parking structures are planned for Hatt Street infill projects.
- Parking garages without retail uses on ground floor and special architectural articulation of the upper floors should not be built on King Street and Hatt Streets. They should provide for active, pedestrian-oriented uses at grade level, such as retail and service.
- Parking garages should be architecturally integrated in an appropriate manner into the context in which they are located.
- Parking garages should be designed to ensure public safety (CPTED principles).
- Location of Parking garages should be located so as to minimize the unnecessary intrusion of large numbers of cars into the site.
- Integrate garage ramps and service entrances into the building façade in a manner that reduces the impact of their appearance and scale.
- Do not locate garage and service entrances at the terminating walls of the street.

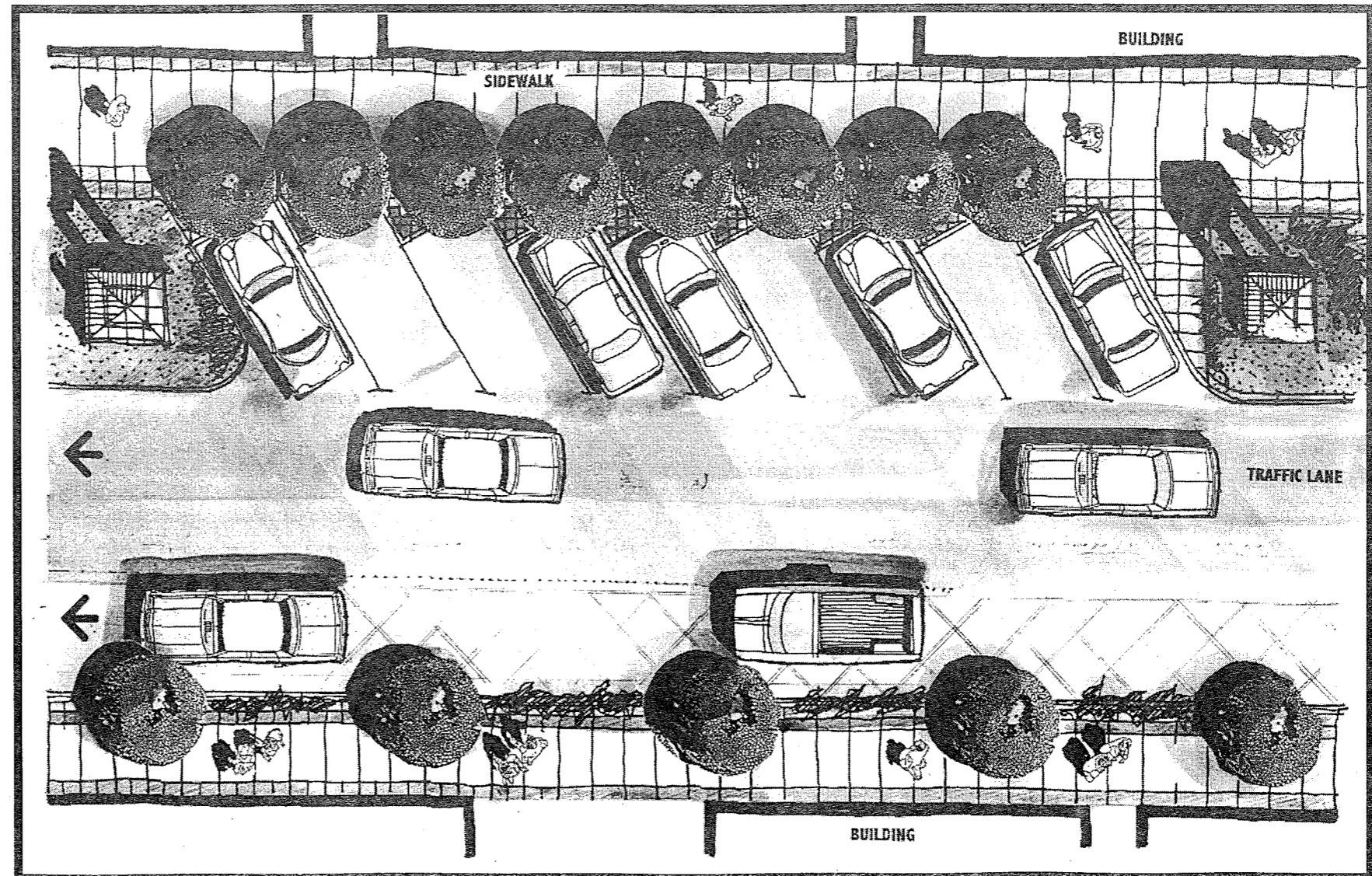


LEFT: Few design solutions for the edge landscape treatment of the large off-street parking lots on Hatt Street.
ABOVE: High quality design and materials for off street parking lots
BELLOW: Every opportunity for increase of on-street parking should be explored. Alternative parking standards should be included (60,90 degree parking).

PARKING

Parking structures / continued from previous page:

- Arcades, loggias and landscaped setbacks should create some visual interest where long garage facades or multiple driveways cannot be avoided.



Introduction

The built form design guidelines for Downtwon Dundas are intended to provide a framework for future development and to define the desired visual character for the area. The guidelines serve as flexible tool for Planning Staff, developers, Architects, Landscape Architects and other development proponents.

Through the use of these guidelines, City of Hamilton will be able to direct designs in a positive direction, helping stakeholders to work with municipality to creation of a vibrant, well organized and visually attractive Downtown. Urban Design guidelines should provide direction for resolution of issues of how should built form respond to:

- the overall architectural context of the Dundas's Downtown;
- to the need for solar access to both buildings and open spaces for livability and energy efficiency;
- to internal livability issues such as noise, privacy and private views;
- How new urban blocks along Hatt Street be divided into sub-components to ensure an appropriate degree of comfort, identity, safety and security for residents;
- Building heights which will help integrate new built form successfully with surrounding downtown neighbourhoods;
- The newest standards and practices related to "green building", environmentally friendly design to visibly demonstrate Downtown's unique "green" characteristics; (for example, roof gardens should be conceived of as part of the Downtown's eco-system. They should be designed to offer green space for recreation, to accommodate urban agriculture, to provide habitat for native species and to reduce runoff).

Objectives

The objectives of these guidelines are to establish design standards for built form that will promote:

- a consistent quality of built form within Downtown;
- variety of building types, design sensibilities and living choices;
- preservation and rehabilitation of heritage buildings;
- a sense of enclosure through careful consideration of building massing and building siting;
- pedestrian comfort and safety;
- preservation and enhancement of significant views and vistas to heritage buildings;
- a focus on identifiable focal points and landmarks including public spaces; and
- an establishment of clear guidelines for the design of commercial storefronts and public signage.

Guidelines for treatment of existing buildings

Due to very diverse qualities of built form, their historical significance and real-estate and retail market forces on King and Hatt Streets in Dundas, there is and will be the need to consider opportunities for enhancement of existing buildings. These enhancements should ideally be guided through Design Guidelines because they may take various forms, from simple painting of the front and back facade, brick cleaning of upper facades, to re-design of storefronts, replacement of old signage and major front or rear additions to the building.

Since the format of this Study does not allow in-depth analysis, we prepared a very simple and useful evaluation criteria for existing built form within Study Area. These criteria are reduced to a few main elements such as architectural style of the buildings, their aesthetic qualities, used construction materials and methods, and level of craftsmanship. In addition, we suggest a more detailed study on this particular issue.

This flexible rating will help to set criteria for rehabilitation / reconstruction techniques when such need exist. Generally, we recommend following rating for Dundas Downtown:

Landmark (or Designated) Buildings

Buildings of primary importance and landmark qualities which form the basis for historical King and Hatt Streets. These are: former Town Hall on Hatt Street; Art Gallery (former Carnegie Library) 10 King Street W., Post Office building, former Music Hall building (98-102 King Street W.), Laing Apartments (13-17 King Street W.), Collins Hotel (33 King St. W.), Picone's Food Market (34 King Street W.), Booth's Furniture (49 King Street W.), 155-57 King Street W., 207-209 King Street W., Armoury building,

For any change of facades, restoration of exterior architectural elements and details, and possible additions of historical buildings, owners or City of Hamilton should retain qualified architectural or heritage consultants and contractors.

Treatment

Treatment of these buildings includes: partial restoration (cleaning of facades - brick, stone, details) or full restoration (return of authentic architectural features which have been removed or covered).

Contributory Buildings

Buildings which play a strong architectural role on King and Hatt Streets. They are not landmark buildings, but highly contribute to special Dundas' downtown character. Those are most of the buildings on both sides of the King Street between Cross-Main Streets and McMurray - Albert Streets e.g. 1-3 King St. W (Strawberry Fields Store), 2 King St. E (Thirsty Cactus Restaurant), 11-2 King St. W. (Taylor's Tea room and takeaway), 19 King Street W (Heirlooms Bridal Shoppe), 21 King Street W. 59-63 King Street W. (Coiffure de Paris), Bertram Place and former Skating Rink on Hatt Street etc.

Treatment

Treatment of these buildings may include simple enhancements such as new storefronts sympathetic to historic styles, signage, awnings, colour schemes as well as restoration of original look (if photos or technical documentation exists) or appropriate interpretation of the original look by adding new elements which are inspired by the original design (brick walls, restoration of top cornices, new slope roofs, traditional windows, historical colour schemes, sashes / wooden storefronts, etc.) Additions on this type of buildings should be carefully designed to achieve balance on the facade through use of similar materials, colour schemes, or fenestration. Enhancements and additions should conform to Built Form Design Guidelines.

Buildings with ambient qualities

Are very modest one, two or three-storey structures built at the end of 19th or in the first quarter of the 20th Century. They are characterized with modest architectural look, with fewer details, often significantly and inappropriately treated in the last half of the 20th century, but which are significantly represented on the King Street.

Those may be found on both sides of the King Street E. and W. such as: 10-12 King St. E., 3-5-7 King Street E, 5-11 King Street W. (Freewheel Cycle), 25-29 King Street W. (Valley Bean & Brew Restaurant), 51-55 King Street W. (De Luxe Restaurant), etc.

This group is represented on majority of residential buildings on Hatt Street between McMurray and Matilda Street.

Treatment

Since there are no significant architectural qualities, treatment of these buildings may give more design freedom. Treatments may include simple enhancements such as new storefront sympathetic to historic

styles, signage, awnings, colour schemes as well as restoration of the original look (if photos or technical documentation exists) or appropriate interpretation of original look by adding new elements which are inspired by the original design (brick walls, restoration of top cornices, new slope roofs, traditional windows, historical colour schemes, sashes / wooden storefronts, etc.)

Residential buildings on Hatt Street may include front façade improvements with sympathetic materials and features such as porches, architectural details etc. Additions to those buildings are allowed only in the rear of the original building. Additions should retain existing massing and roof forms, as well as materials.

There are already a few excellent examples how such types of the buildings can be restored and embellished. We highly recommend design approach found on the following buildings:

71-73 King Street W. (Wishing Well store), 65-69 King Street W. (Cruikshanks fashion store), 58-60 King Street W., 66-68 King Street W. (Curry, Elkin & Kelly Insurance). Residential examples on Hatt St. include 70 Hatt and cottage on John Street.

Contemporary (non-conforming) buildings

These are buildings which are not architecturally significant or compatible with the special character of the Dundas Downtown but they are either structurally sound or relatively new and may strongly contribute to the economic life of the Downtown.

They are characterized by the insensitive, eclectic architectural design, use of modern facade materials (concrete, metal), inconsistent set-back lines, and inappropriate treatment of ground level facades (blank walls - Shoppers Drug Mart, Cashway).

In addition, architectural incompatibility includes:

- 1) **Inappropriate architectural styles** - most of them are built after 1970's: 105-111 King Street W. (Shoppers Drug Mart), 153 King Street W (The Verandah), 70-78 King Street W (Royal Bank), 77-81 King Street W. (Montreal Bank);
- 2) **Massing** (apartment buildings at 24-36 King Street E, 40-58 King Street E, 33-47 King Street E, 150 King Street W.); Apartment building on John Street.

- 3) **Height** (7-storey mixed - apartment and commercial at ground floor-see also "Massing", as well as 17 King Street E. - 6 storeys, 150 King Street W.- 7 storeys); Apartment building on John Street

Suburban Commercial buildings

one-storey buildings such as 16 King Street E - (Dairy Queen), 121 King Street W. (Eccless Auto Service), 133-137 King Street W. (Cashway lumber yard), 116 King Street W (Dave Pittaway Auto Repairs); buildings located at intersections Hatt-McMurray St. and Hatt-Foundry St.

Because of their prominent locations / siting in this group of buildings we may also include existing Municipal buildings (Fire Hall). Although presently they are not architecturally compatible, are not historically significant, expected growth of the Town will bring new opportunities for more formal architectural treatment / re-design or re-building of these buildings which will significantly contribute to aesthetic qualities of the study area. Their existence will depend on use, as well as future need for expansion, reconstruction, additions or infill. Treatment of these buildings should make them more sympathetic to the surrounding historic architecture. However, a more modern approach in styling, use of materials and massing is recommended conforming to Built form Design Guidelines.

Best example of successful re-use and re-design of such type of the building is Architectural Office at the corner of Hatt and Foundry St.

Guidelines for treatment of new buildings

In the future, for many reasons (existing empty lots, structurally unsound buildings, fires, acquisition of adjacent properties, etc.) building owners within the Study area will have the need to replace their buildings with new ones.

Depending on the location, size of the lot, length of the frontage, adjacent buildings and public space - a new infill building should follow the Built Form Design guidelines in order to contribute to quality of Downtown's urban environment.

Architectural style

These design guidelines can not favour or prescribe a particular architectural style. They are designed to anticipate future changes of architectural style, public taste, as well as leave room for individual architectural impression, yet still achieve of sense of architectural continuity within the Study Area.

- The guidelines advocate careful layering of public realm through use of different styles through the time; as well as strong development control in particularly historically sensitive areas of the street.

BUILT FORM GUIDELINES

- Urban design guidelines advise the use of contemporary styles which are sensitive and sympathetic to adjacent historical structures. This means that new infill buildings should respect massing, heights, fenestration (window styles), use of local materials and roofing patterns to successfully blend into the existing streetscape.

Building Character

High quality building design should produce a unique character of the building. Uniqueness, achieved through creative use of forms, details and colours should enhance pedestrian enjoyment along the street and to create a strong building edge to define the urban space.

- New buildings which are going to be built in the future should strive to catch King and Hatt Streets' character, including transitional zones toward historic residential areas.
- Character should be achieved through creative and sensitive architectural design utilizing:
 - Building silhouette;
 - Spacing between buildings;
 - Setbacks from street property line;
 - Massing of building form;
 - Location and treatment of entrances;
 - Surface materials, textures and finishes;
 - Shadow patterns from massing and decorative features;
 - Style of architecture; and,
 - Landscaping on the site.

- Through the use of enclosed or semi-enclosed forms for urban blocks between King Street and Hatt Street, as well as King Street and Cross Street, future mixed-use urban blocks should establish an urban character of old Dundas. These buildings should utilize modern design highly sympathetic to the historic part of Downtown through creative use of brick, earth-tone facades and roof forms.

Building Orientation and entrances

The orientation of buildings in relation to the street is critical to create a successful urban space. If there is no consistency in orientation, urban space does not have coherence, it can not form proper street enclosure, and generate pedestrian activities which in turn, make street livable. For example, the Cashway building represents a 100 metres of blank wall in otherwise relatively vibrant part of the street. Building is not oriented toward the street and this fact contributes greatly to the fragmentation of streetscape, and promotes the use of cars as opposed to encouraging pedestrian travel.

- Orientation of main building facades should be always toward the public streets.

BUILT FORM GUIDELINES

- Future buildings should have facades with sufficient glazing along the street to provide casual surveillance and break up visually the building mass. A target of 25-40% of the building frontage for windows should be encouraged.
- The use of reflective glass should be prohibited in order to allow better visual contact between interior and exterior. Situations present on 105-111 King Street W. (Shoppers Drug Mart) should be discouraged.
- Entrances should be highlighted through architectural elements such as entrance canopies, railings, lighting or similar.
- Differentiate architecturally between the residential entrances and commercial entrances in mixed use buildings.
- Entrances to be located so as to avoid conflict with driveways and other servicing functions to minimize potential conflicts between pedestrians and vehicles.
- If building entrances are set back from the public sidewalk, maintain clear sight lines to the entrance from the public sidewalk.

Building Setbacks

Creation of building frontages which properly define private and public spaces is of strategic importance. Constant setbacks provide pedestrian interest and comfort at ground level. The vision of the future Downtown design includes the re-creation of continuous building lines to define its streets. Best examples on King Street are urban blocks between Cross / Main Streets and Sydenham Street.

- Set-backs should enhance the streetscape if they denote an important / public building or should create well-defined public realm which is highly usable and pedestrian friendly (very good examples are Post Office and Dundas Hydro buildings).
- Primary facades of the buildings should be parallel to the street and front property line.
- Where consistent setbacks exist on the urban block, that setback should be respected with new development which can not project over the setback or create a gap in the established building line.
- Where the setbacks of existing buildings on both sides of the new development have different setbacks, the difference should be resolved by the design of the new building by staggered massing.
- On King and Hatt Streets new development may be set back to provide additional space for pedestrian activities. Provision of protection for these spaces with building overhangs or canopies, particularly where there are transit stops and at corner locations where pedestrian congestion occurs (see built form precedents)

Treatment of Corner buildings

The design of the street corners is one of the most difficult design tasks. Successful designs usually represent landmark points which allow better understanding of the urban space. Unfortunately, King Street does have lack of good examples for corner buildings. Although not exemplary, good examples of the corner buildings on King Street are 10 King Street W. (Carnegie Gallery at the corner of the King St. and Ogilvie St.) and 2 King Street E (Thirsty Cactus at the corner of King and Main Streets) and to some extent 83 King Street W. (C.I.B.C. Bank at the corner of King St. and Sydenham St.)

- Corner buildings should terminate vistas. Special attention should be given to siting, massing and detailing. Corners should be marked with subtle changes in the massing, geometry and fenestration.
- Definition of corner Hatt-Ogilvie Streets will be of primary importance for the creation of Downtown urban environment. Setbacks should allow for the creation of small corner plaza, and massing and architectural detailing of the corner should create landmark qualities. Enclosure of prominent intersections on King Street (such as south-west corner of Millers Lane, south-west corner of McMurray, east corner of Albert Street, west corner of Church Street, south-east corner of Market St. south west corner of Matilda St.) or focal points should be achieved by locating new buildings or other structures closer to the street and defining the intersection space.
- Main building entrances of corner buildings should be always on the corner or close to the corner.
- On corner buildings, consideration should be given to amount of glazing and hard surfaces. Generally, more glazing is preferable on corners.
- Corners should be accentuated by developing to the maximum height limits (with prominent features such as towers, clocks, special poles, etc.) or with the positioning of main entrances. Pastiche elements such as non-functional turrets are to be avoided. Wide open corners are to be avoided.

Architectural Detailing

Architectural details add significantly to the character of the buildings. They are more likely to occur on front facades which represent taste of its builders and original owners. Architectural details articulate and emphasize the composition and proportion of the building.

- Few buildings on the King Street have above average qualities of the architectural detailing (13-21 King Street W., 90-96 King Street W., 116 King Street W.) Most of them may be restored to the original by utilizing details remained on facades.
- Architectural details should be determined after examining the general character of the area. In any case, new architecture should acknowledge positive aspects of its surroundings.

- On new buildings, it is not feasible nor advisable to directly replicate historical or period architectural details, our belief is that it is possible to design a modern building with design elements that creatively respond to historical environment.
- Wall detailing should consider type of materials, its texture, colour schemes and window types as well.
- Local historical/ designated buildings on King and Hatt Streets have, for the most part, facades with vertically oriented windows and wide variety of wall detailing from brick soldier coursing, bending and arches of same or contrasting colour, ground arches, stone or metal lintels, wood detailing etc. To some extent, these pattern should be used on creative way as reference in the design of new buildings.
- Door lintels, window lintels and sills, window shutters, horizontal bands and cornices, different types of decorations (tiles or sculptural elements), light lamps, fences or balustrades are some of the elements which should be taken into consideration during architectural design of new buildings within the Study area.
- Good example of recently completed renovation of Community Centre shows how modern interpretation and use of traditional detailing can be successfully achieved.

Building Heights

Building heights are regulated in the Official Plan and reference should be made to that document to determine maximum heights. For new infill / redevelopment on King Street height limits are restricted to maximum height of three storeys. According to Official plan, an additional height up to four storeys may be permitted by zoning amendment, according to Section 5.7 " Bonus Zoning, provided that the proposal meets the provisions of this section and section 2.5 Urban Design. Within these restrictions, the following guidelines should be considered:

Buildings should be generally of uniform height that does not vary more than 25 % from each other. The more the heights are uniform, the easier it becomes to define co-relations to the invisible street ceiling.

In good urban design, building heights on King Street depend on:

- 1) The width of the street, (approx. 20 m)

- 2) Microclimate and related performance criteria for public urban space (to have at least one side of the street sunlit for min. period of 4 hours during the shortest day of the year (Dec.21).
 - 3) Orientation of the street (East-West for the most of the Street)
 - 4) Prominence of the location within the street (termination of vistas, corner locations, etc)
- Infill buildings abutting existing structures (especially those who are of Landmark or Contributory qualities) at the building line should approximately match the adjacent building height, or provide a clear offset in height so as to maintain the visual integrity of the existing structure.
 - Buildings abutting lower scale buildings should have a design which ensures a transition scale. The location of windows, horizontal lines and cornices, gables and roofs can be used to scale and proportion buildings and create transitions.
 - The height of planned buildings should comply with the permitted number of stories allowed by Official Plan. Since we encourage commercial activities at ground level and office or residential activities above, it is advised that the approximate maximum allowed heights per individual story should be as shown below:
- a) for commercial ground floors: 4.0 m (14 ft.) max.
 - b) for office use second floors: 3.6. m (12 ft) max.
 - c) for standard residential floors: 3.3 m (11 ft) max.
 - d) for non-standard residential lofts (mansards, attics): 3.6. m (12 ft.) max, although all above mentioned heights may be doubled if architectural concept proposes loft-type space
- Buildings with attic spaces under peaked / sloped roofs may be slightly higher (cca 25%) than the recommended maximum height, as long as livable areas within the roof structure are limited to one-storey.
 - Mechanical penthouses, clock towers or similar architectural features shall not be subject to these height restrictions, but their massing and proportions should be in direct relation to the building.
 - Building heights should be also used as a tool for assuring sunlit public realm. Building envelope and height should be derived from the sun angle (at the shortest day in the year - Dec.21) desired for

particular part of the street. This rule is especially important for future design considerations on the southern side of the King and Hatt streets.

- Building height should be also utilized in conjunction with setback control in order to establish proper sun radiation of the public space (bigger setback will allow more height of the adjacent building);
- Exceptionally, additional building heights may be obtained through zoning incentives providing that other design criteria for achieving a wide variety of objectives in addition to sunlight control are met. (it can be tied to parking requirements, or achievement of particular high-quality image of the building). This flexibility should be based on the performance criteria particularly created for subject location (single property or urban block).
- For future development applications we recommend a mandatory study of shadow impact in order to minimize potential negative effects on public space. In order to maintain and create a pleasant urban environment on King Street it is advisable to retain the scale and perception of fine spatial enclosure that currently exists on Grafton Square, as well as allow building height up to maximum 3 storeys (4 if allowed by bonus) for key redevelopment/ infill areas such as location of existing Cashway Buildings.
- Future infill development along King Street, allows maximum heights of 3 storeys (on both sides of the street) and on Hatt Street 6 storeys. We generally recommend and encourage to retain a max. 3 storey height at the front building line with additional recessed storeys above on south side of the Hatt street and allow 4 (with provision of bonus incentives) storey buildings on northern side of the street..

Sense of enclosure

Directly in relation with building height is sense of enclosure. Street wall height to width ratio is the essential first step in defining street space. If the heights of street buildings are inadequate, good spatial definition becomes extremely difficult if not impossible to achieve.

An excellent sense of enclosure is historically achieved on King street (Precinct 2) by having almost an ideal ratio 1:2 (height to width of the street) from Cross / Main Streets to Sydenham Street) where we can find fine examples of scale, massing and architectural treatment of the buildings. Within that portion of the street visitor feels all urban and heritage qualities of Dundas's Downtown .

Relatively good sense of enclosure (ratio close to 1:1) is also achieved on King Street from Sydenham to McMurray Streets (Precinct 2). Few prominent buildings (98-102 King St. W. - Music Hall, 90-96 King St. W. as well as 97 King Street W. and 89 King St. W across the street) create relatively desirable urban space, although deprived of sun exposure for longer period of the day.

BUILT FORM GUIDELINES

The worst sense of enclosure is achieved on two ends of the Study area, but significantly on different way:

- a) Part of the King Street from York Street to Cross / Main Street (Precinct 1) has few 7- storey apartment buildings which significantly influence ratio (almost 2:1) and contribute to tunnel effect, claustrofobic urban space with substandard sidewalk widths.
- b) Part of the King Street from McMurray to Matilda streets (Precinct 3) has ratio 1:3 or more which contribute to the feeling of suburban environment where architecture is undermined with stronger landscaping component.

Building Massing

As the height of a low building with a wide base increases above that of its neighbours, the nature and impact of that building is significantly changed. The impact of massing should be mitigated through utilization of different architectural techniques in order to achieve an agreeable contextual fit.

- An important element of the urban design are the spatial relationships between height, width and depth of building components (i.e. facades to roofs, facades to projected or recessed balconies, etc) and the percentage of openings and their relative proportions).
- Where height limits are taller than the prevailing street proportion and adjacent historical context, massing should include a building-base at the street portion. Building designs shall make a visually distinctive base, middle and top of the building. Buildings should be broken into 2-storey base and 2-4 setback upper storeys in order to create pedestrian friendly street environment. The taller the building in relationship to the base, the larger the step back to reduce the negative impact on the street.
- Horizontality of base mass and upper storeys mass of the buildings should be broken with vertical rhythm of secondary architectural elements (protrusions, balconies, loggias, columns, vertical fenestration of the storefronts, roof lines, gables). (See Hatt Street Built Form precedents).
- Future residential, retail, entertainment, office or mixed use buildings should avoid boxy (such as mixed use building on Grafton Square) or slab-like massing. Instead, they should be designed to give the impression of smaller blocks / buildings which respect the historical pattern and proportion of neighbouring forms. For example, if retained for longer period of time on the streetscape, the existing Cashway building should contemplate the creation of smaller facade units which will provide additional visual interest for pedestrians (utilization of ratio 1:3).
- Depending on market demand and demographic trends, there is a long-term possibility that some of the existing buildings along King and Hatt Streets will be replaced with new mixed-use

developments in form of new housing/commercial developments. The massing of these should be broken down with series of walkways or passageways, so that a single monotonous elevation is not created. Rooflines, colours, chimneys, window bays, changes in material and other elements can be utilized to achieve these objectives.

Building Scale

Building scale is one of the most important design features which controls the overall appearance and friendliness of the built structure to the urban setting. Small scale buildings on King Street reflect varied activities, needs and styles and project image of the variety and diversity of local life culture. The scale of the buildings should take in account dynamic nature of street experience (changes of angles, perceived rhythm of the buildings and their elements).

- It was noted under chapter Massing that building design must consider the use of the base, middle and top of the building. In order to visually keep the scale down, buildings should be broken into horizontally oriented 2 storey base and 2-4 upper storeys in order to create pedestrian friendly street environment. Protruding glass canopies, belt courses, cornices, and other design devices should work to help define scale, especially where there is enough traditionally designed buildings which will serve as references to create a coherent architectural pattern.
- New commercial developments must incorporate human scale design principles in the first two storeys of development so that they relate to the street and enhance the pedestrian environment. Features such as entryways, windows, balconies and awnings all can be used to achieve this guideline.
- Adjacent buildings should create appropriately scaled development that does not overwhelm or otherwise diminish the significance of the original building, especially if original one has significant architectural qualities.
- An appropriate building scale always generates better interaction between the exterior and interior. For this reason, the best scale for buildings along King Street is up to 3 stories, with exceptions for Focal points and corner situations (with additional heights for towers or similar features). For example, a building height of three stories (approx. 9.9 m = 33 ft.) and building front width of approx. 10,8 m = 36 ft, with approximate street width of 21,60 m = 72 ft. are target dimensions for a building of human scale.

Building Materials

Building materials are one of the predominant factors which determine character and quality of the building exterior. Careful considerations of materials, especially with respect to colour and texture and make significant contribution to the overall streetscape.

Extensive mixtures of different materials evident on some buildings along King Street (51-55 King Street W., 1-3 King Street E.) which mix brick with concrete, aluminum siding, or wood with concrete and metal should be discouraged. Exterior materials should be limited to no more than two complimentary materials, to avoid cluttering or an overly complex appearance.

- Due to existing built form materials on the street, acceptable exterior / facade materials are: solid brick, cut limestone, stucco, wood siding, glass, ceramic tiles or tasteful combinations of them. Bigger office, or mixed use buildings may also utilize limited coloured aluminum materials.
- Use of building materials should complement each other and complement traditional materials used in Dundas's historical core. Although, there are many new materials on the market, on King Street, more natural, traditional materials are encouraged (brick, stone, wood...).
- Contemporary materials, such as aluminum, steel panels, coloured glass, ceramic tiles, etc. may be considered for use in future developments in conjunction with traditional materials. They should be used as accents for no more than 30 % of front facades.

Roof profile treatment

Where the streetscape presents clear patterns of roof forms and building massing, roof designs should be consistent with the surrounding condition. However, there is no need for direct copying of forms. Ridge orientations, roof slopes, complexity of roof form, colour, and roof materials are some of the elements which a designer should meaningfully use to create successful contextual design.

- Design of residential rooftops should have some identifiable shape. Square, boxy or flat rooftops are not desirable option, but may be considered if properly designed. Since, there are considerable number of buildings with mansard roofs on King Street, new building structures are encouraged to have similar roofs which could be used as an attractive penthouse apartments or office spaces. They may have appropriately scaled dormers and gables. Mansard roofs can be interpreted in contemporary way with curvy shaped roofs.
- If and when flat roofs are designed, front parapet walls should be used to screen rooftop / mechanical equipment; Rooftop and screening should be compatible with other materials and colors used on the building.
- Re-construction or renovations should preserve heritage character and characteristic roof features of the buildings on the street.

Sun access (building solar envelopes)

- The daily sun path provides urban designers with a multitude of

BUILT FORM GUIDELINES

opportunities to direct light into desired areas of urban space. However, in designing new buildings consideration must, perhaps more importantly, consider the shaded and cold areas created by the low winter sun cast.

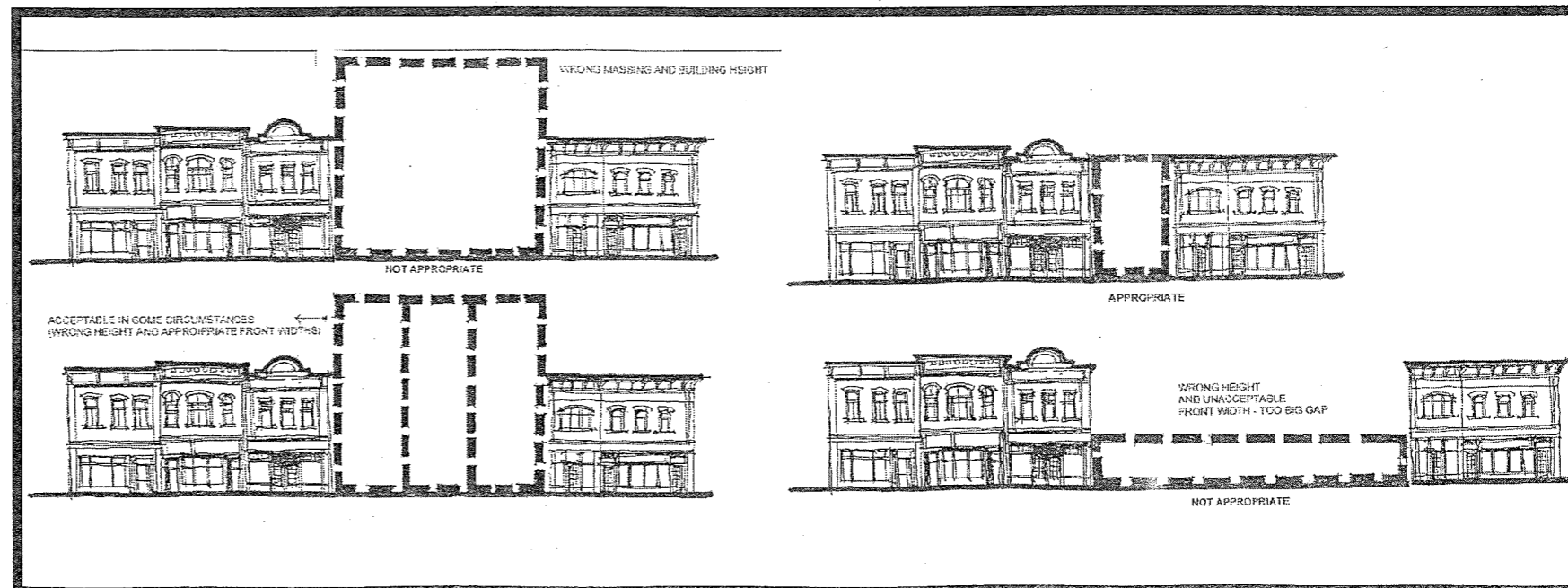
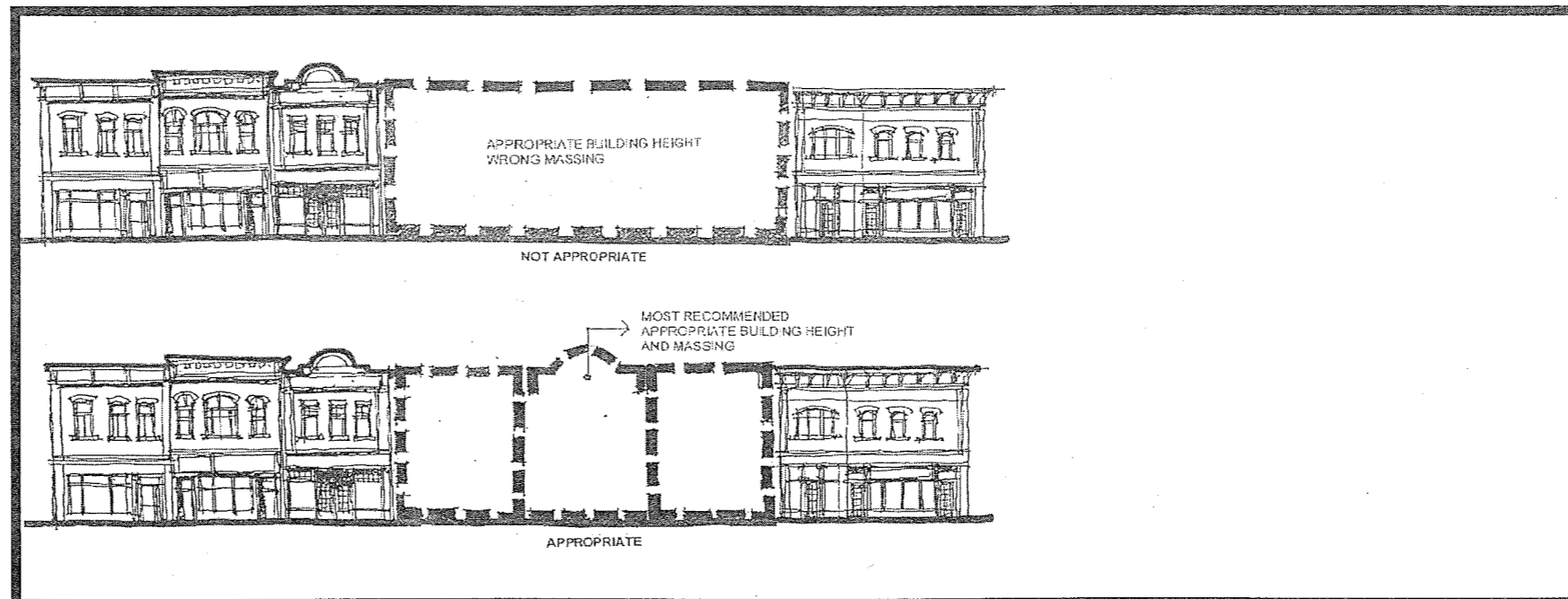
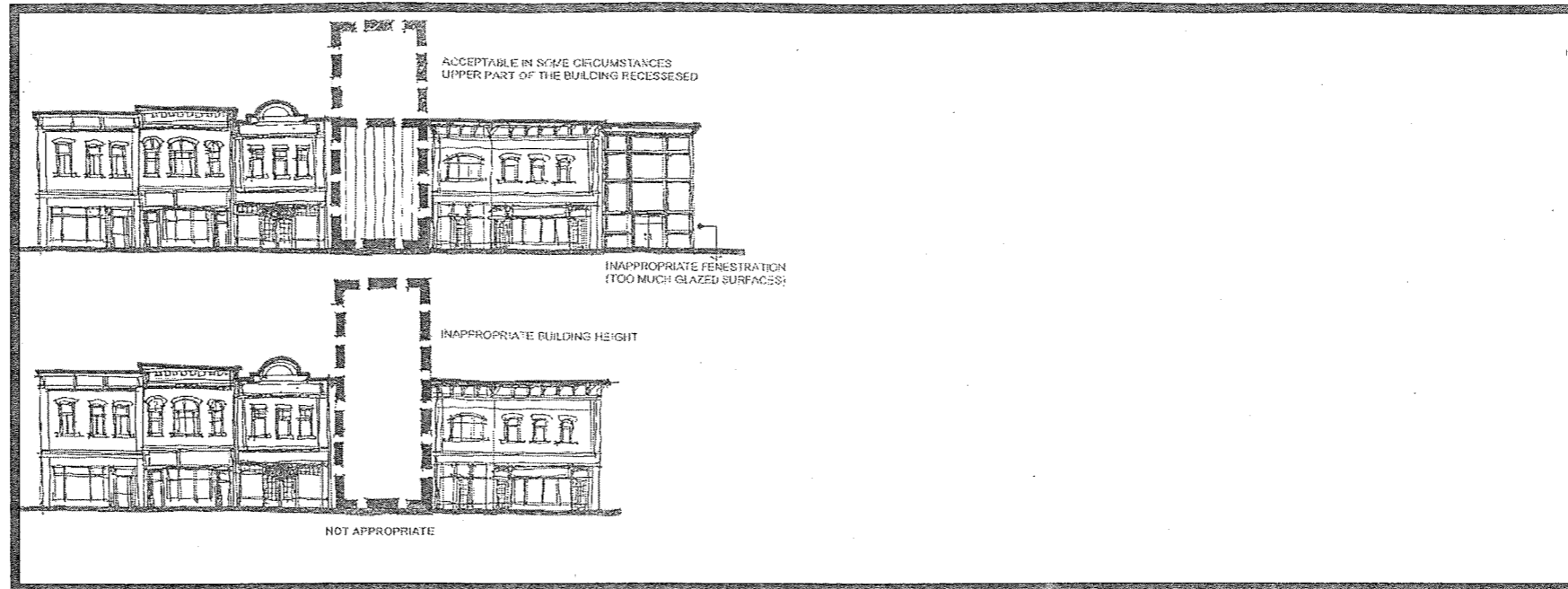
- Generally, we encourage performance criteria for King and Hatt Streets which allow on December 21 (the shortest day in the year) direct sun penetration for minimum 4 hours. Such criteria will be sufficient to establish design requirements for building and adjacent public space.
- Location of new buildings should consider the potential negative impact of shadow casting onto existing public spaces.
- Designs that use reflective building material and features can use the low angles of the winter sun to compensate for a lack of direct solar radiation. Reflected sunlight on King and Hatt Streets (facades on northern side) can be harnessed to brighten the shaded areas on south side of the street. However, designs must consider potential negative impact of reflected light on traffic and other safety.

Location and treatment of entrances

Main entrances are the transitional zone between exterior and interior spaces and should always have prominent position on the main facade. Entrances should be visually accentuated with different types of canopies (glass is preferable) and other similar treatments, as well as to provide effective weather protection.

- Every building should have architecturally accentuated main entrance.
- Every building should have as many doors and windows from as many individual units as possible facing directly onto the streets;
- For interim treatment of existing industrial / commercial buildings (such as Cashway on King or Dundas Valley on Hatt, buildings should incorporate windows which display the service or product of the business. There should be strong sense of entry. Windows should be large and include displays.

INFILL GUIDELINES



HERITAGE & ADAPTIVE RE-USE

Built Heritage

Dundas's rich architectural heritage should be celebrated and enhanced where possible, by preserving and re-using existing industrial and historic buildings, and by reflecting the heritage character in the design of the built form and of the public open spaces.

The retention of privately owned, economically viable buildings with heritage merit should be encouraged. The City of Hamilton should explore methods to achieve this by supporting a mixture of use, including live-work, work-live and by considering building code relaxations and other incentives for preservation.

Preserving the character of old downtown area and buildings is a paramount concern of the most residents in Dundas. The increasing demand for residential and commercial development in hand with natural deterioration of older structures within the community, has raised questions concerning the importance of preserving areas and buildings. There are many reasons for preservation, but they may be expressed through three main headings: *cultural memory, environmental diversity, and economic gain.*

The specific patterns of existing built form (if architecturally, culturally or historically valuable) should serve as the design vocabulary upon which new development is based. The future designs should be derived (but not literally copied) from the immediate context of adjacent sites and contribute to the sensitive transition of buildings along the street.

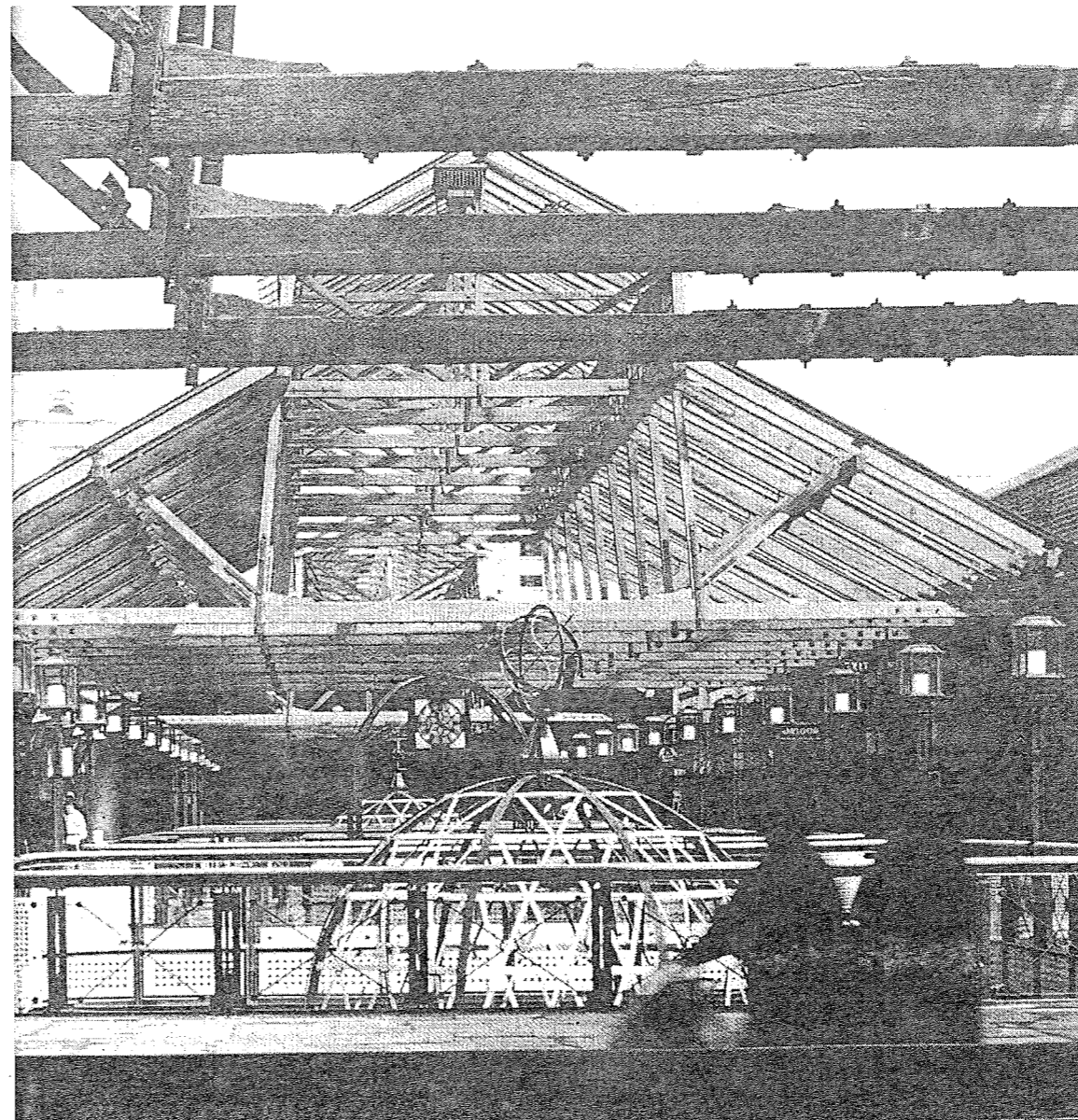
New buildings should not dominate, rather they should be carefully blended into historic environment. Large buildings should be separated into smaller elements to humanize the scale, give a gentle skyline and enhance the picturesque quality of the existing streetscape.

When building additions to the existing historic buildings, an attempt should be made to harmonize the design of an addition through the use of similar forms, massing, details, colours and materials.

Use of Contrast restoration method is not generally desirable, but it may be used occasionally as a method for buildings of some public significance or importance. Doing that, we should have in mind that usually only one aspect should be contrasted, such as scale or size, while others such as materials or window spacing should be maintained.

Fully mirrored-glass buildings, which reflect its surroundings and makes less visual impact itself on the street are not acceptable in Dundas Downtown. They belong to the suburbia.

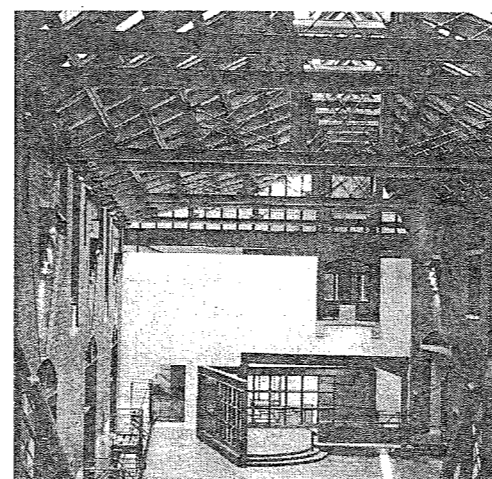
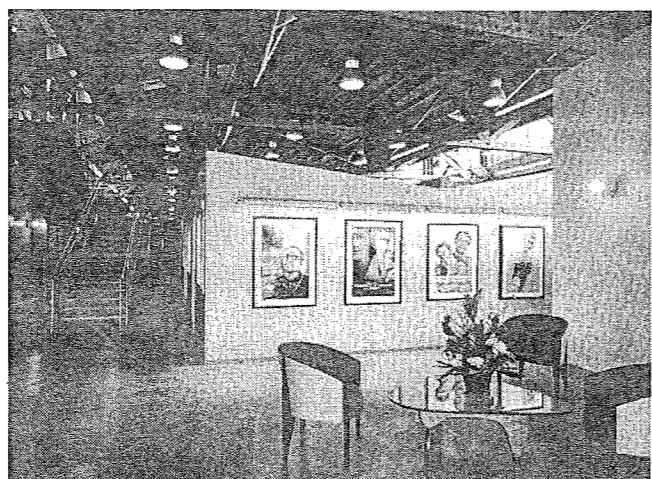
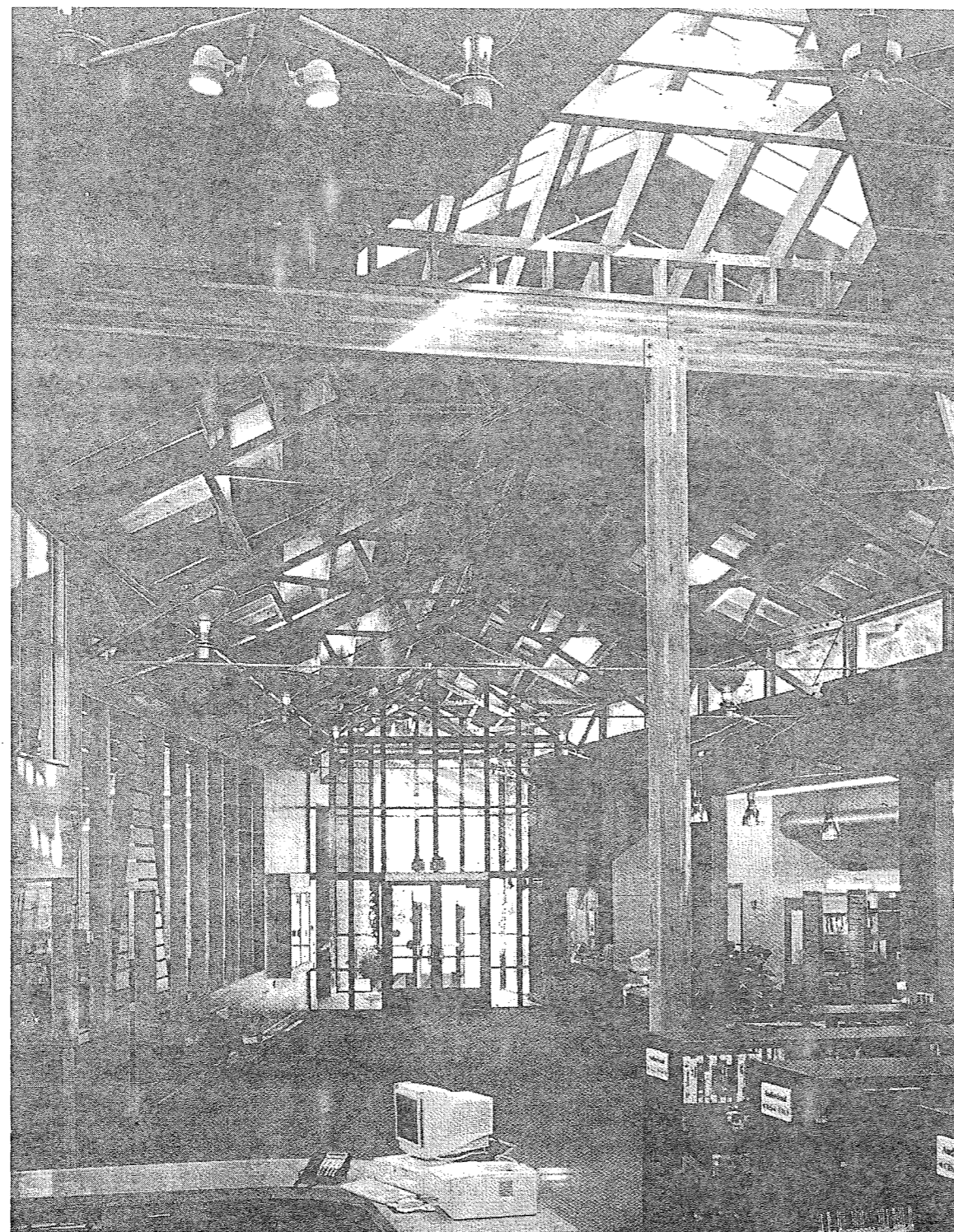
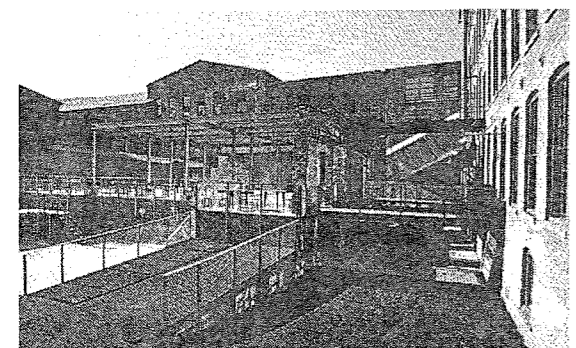
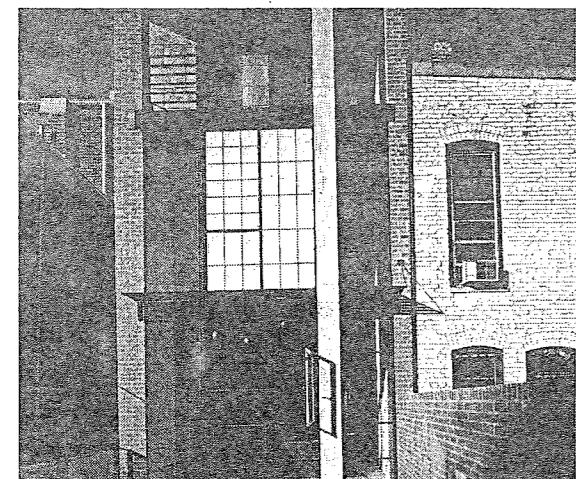
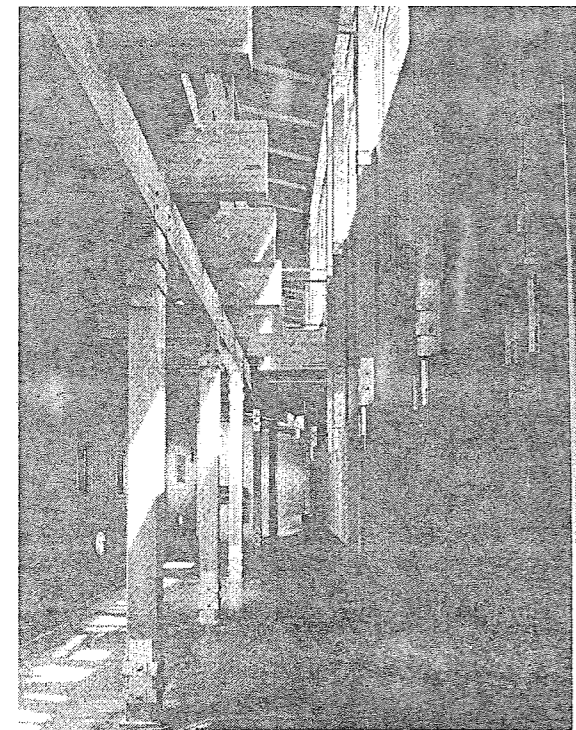
Heritage and Urban Design Section of the Planning and Development Department should comment on each significant development proposal in the study area.



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What we need is continuity... historic preservation is not sentimentality but a psychological necessity. We must learn to cherish history and to preserve worthy old buildings...we must learn how to preserve them, not as pathetic museum pieces, but by giving them new uses..."

Ada Louise Huxtable
Lessons in Healing the City's Scars



HERITAGE & ADAPTIVE RE-USE

Adaptive Re-use

Change is inevitable part of human and urban life and it should be positively perceived rather than regretted. Old structures should be renovated to fulfill their original or new functions by contemporary standards in order to provide exceptional and stimulating environments for uses unheard of at the original time of construction.

Adaptive re-use not only provides sense of continuity of urban fabric, identity and scale, but also provides an enormous social impact and integrates the community's hopes, needs and visions.

There are several heritage / industrial buildings who are already restored and given new use in Dundas Downtown. There are long-term opportunities to preserve existing industrial buildings and warehouses as described earlier in this Study.

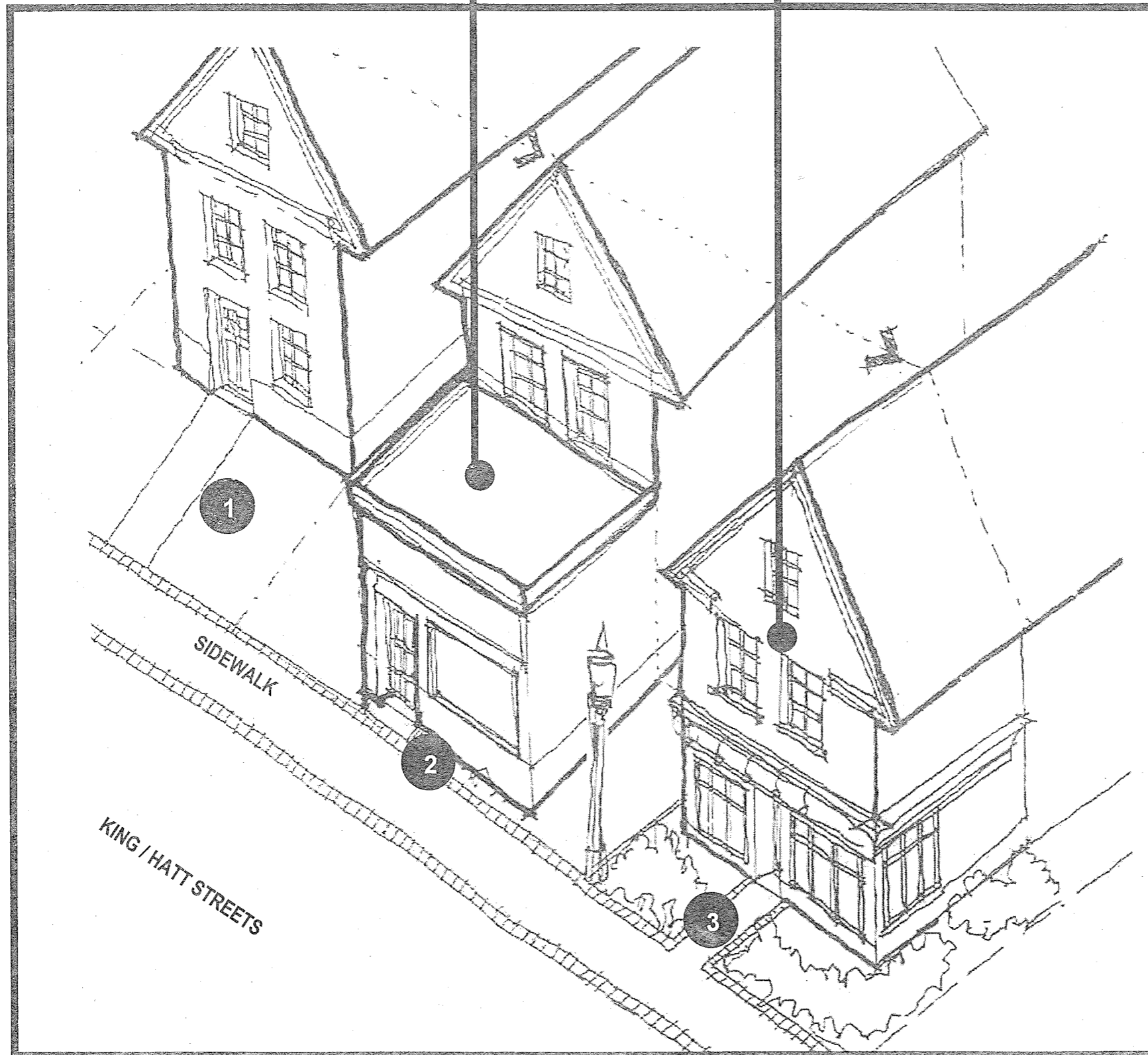
Preservation and revitalization of these buildings should follow Provincial and City policies related to heritage preservation, as well as these Urban Design guidelines for Built form, historic storefronts and signage.



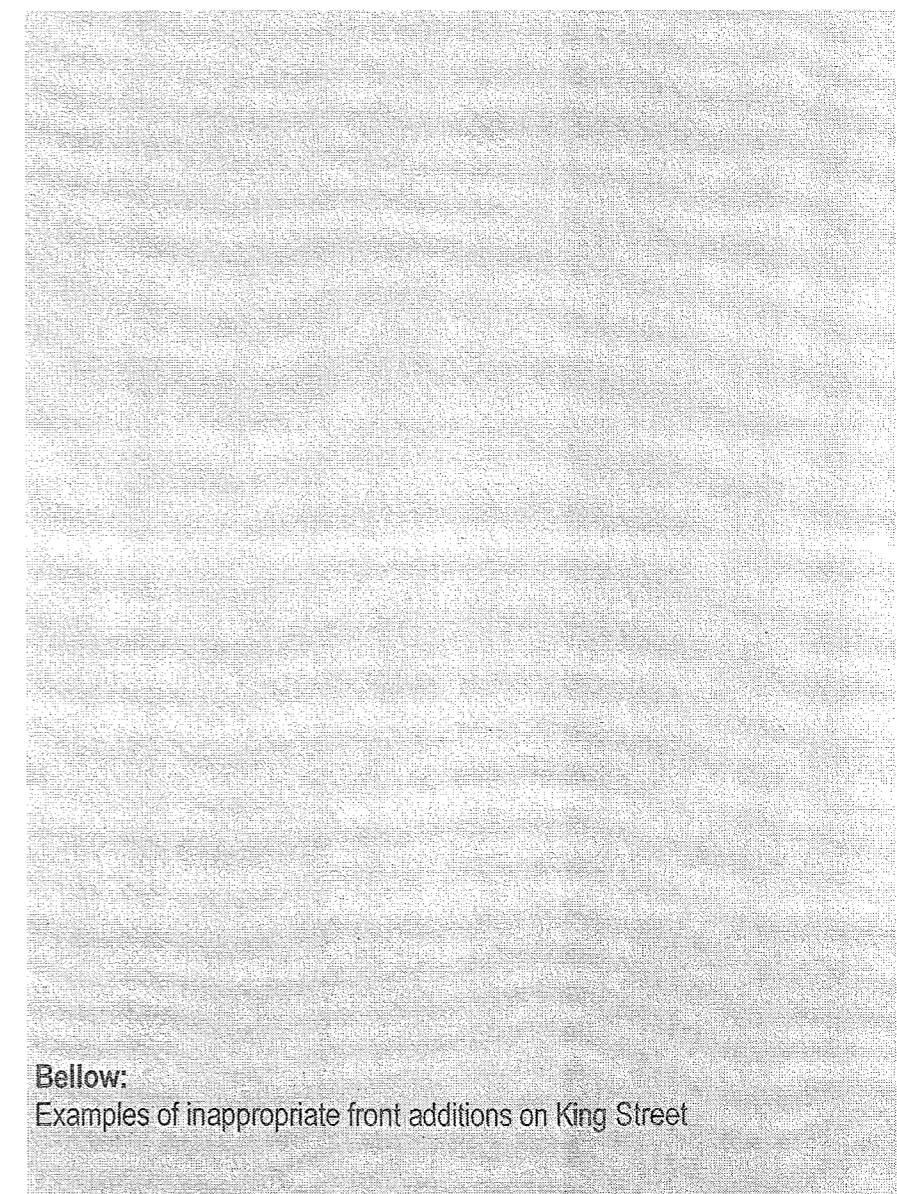
NOT ACCEPTABLE-PARTIAL FRONT ADDITION
(GROUND FLOOR ONLY) WITH GENERIC
STOREFRONT DESIGN
"0" SETBACK WITHOUT LANDSCAPING

ACCEPTABLE—FULL ADDITION (GROUND AND UPPER
STOREYS) RESPECTING EXISTING HOUSE MASSING AND
DETAILING. STOREFRONT MORE SYMPATHETIC TO
ARCHITECTURAL / VERNACULAR QUALITIES AND BETTER
FRONT LANDSCAPING

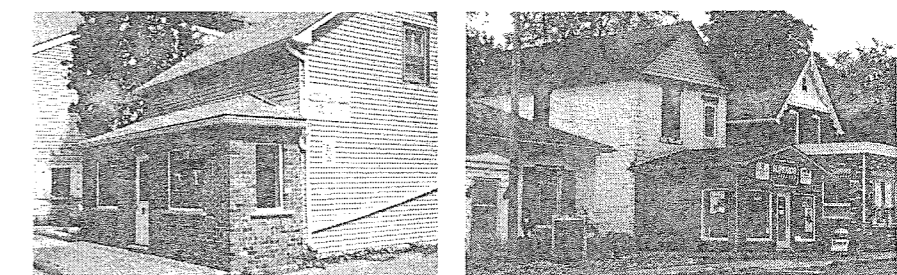
ORIGINAL HOUSE



HERITAGE-INFILL GUIDELINES



Bellow:
Examples of inappropriate front additions on King Street



HERITAGE- INFILL GUIDELINES

Infill and rear additions

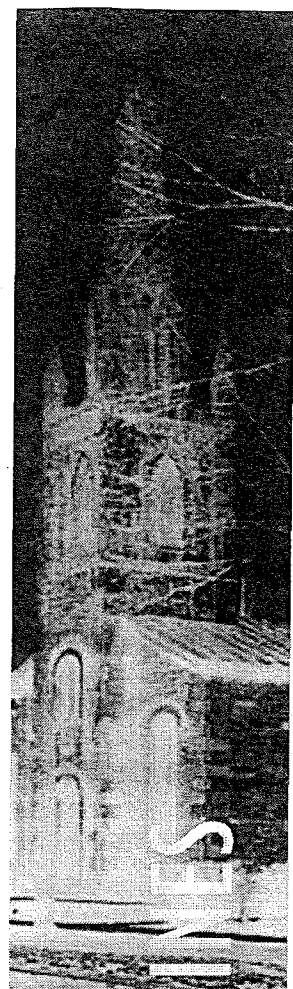
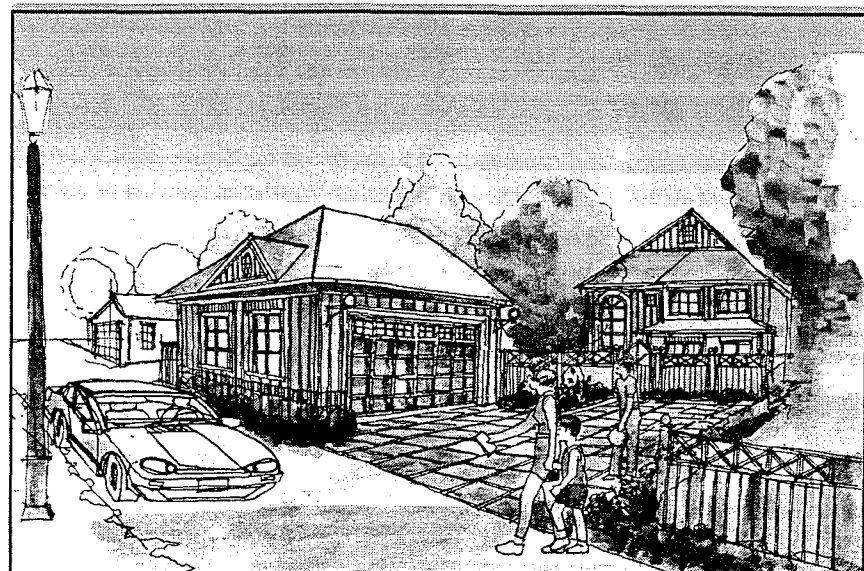
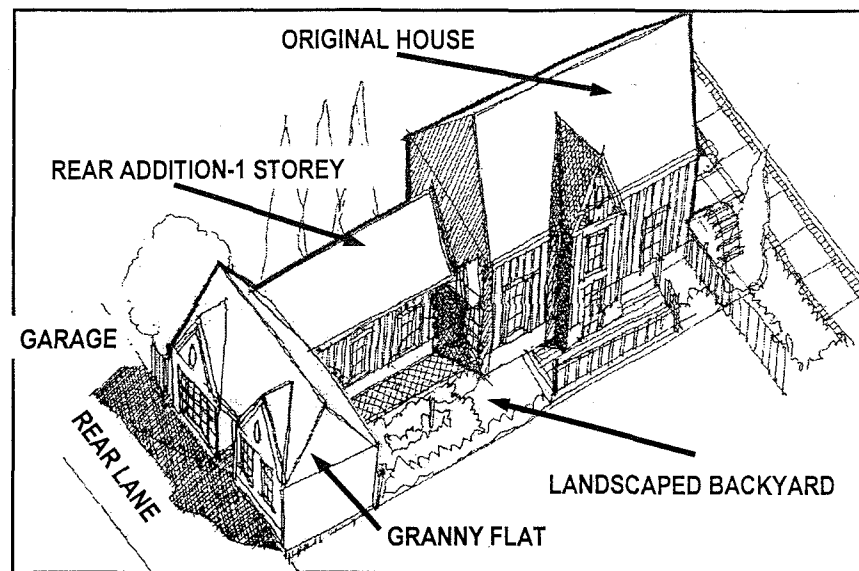
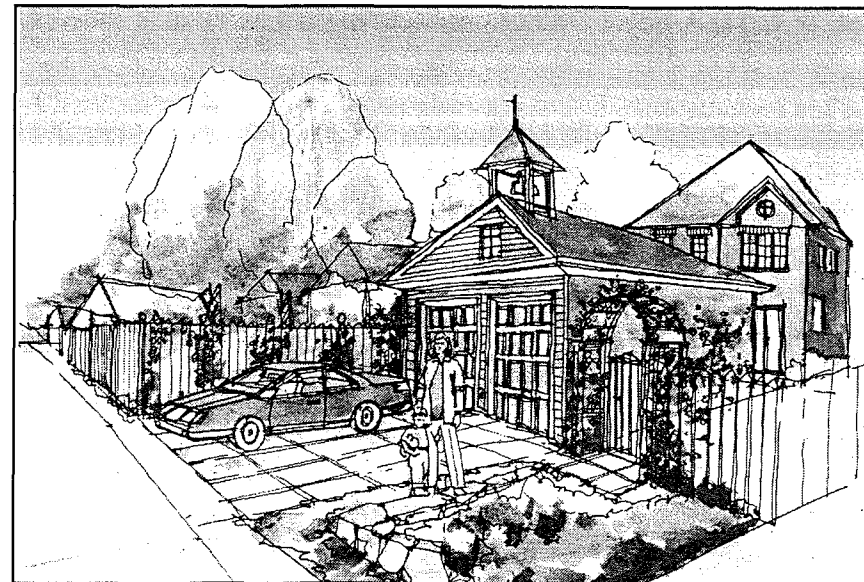
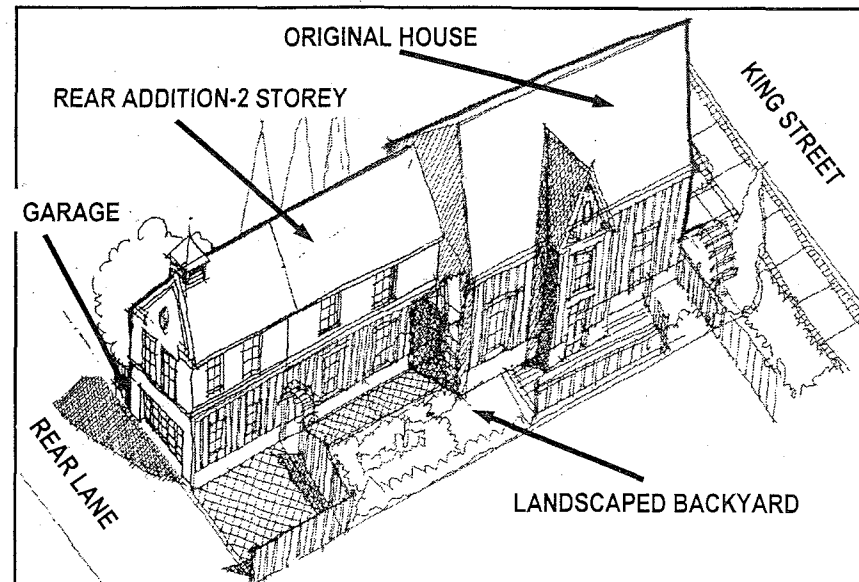
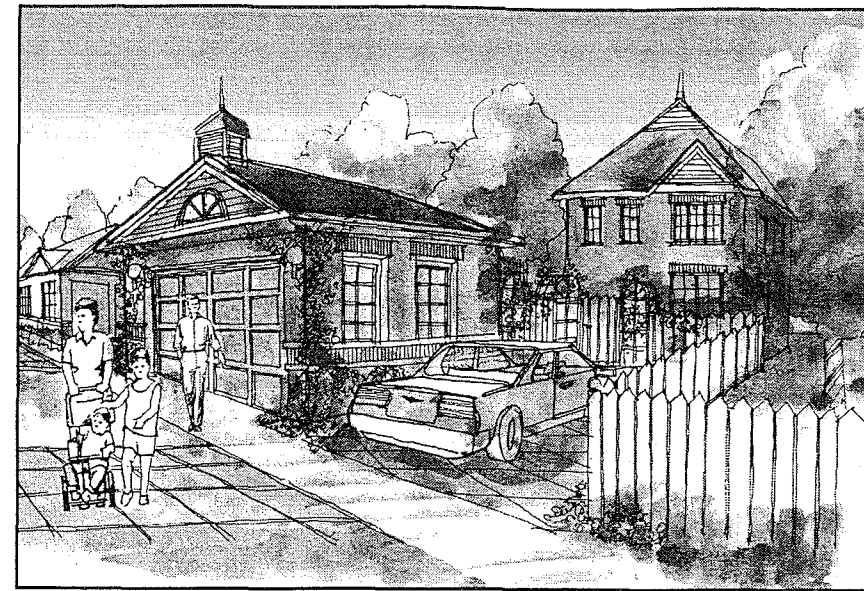
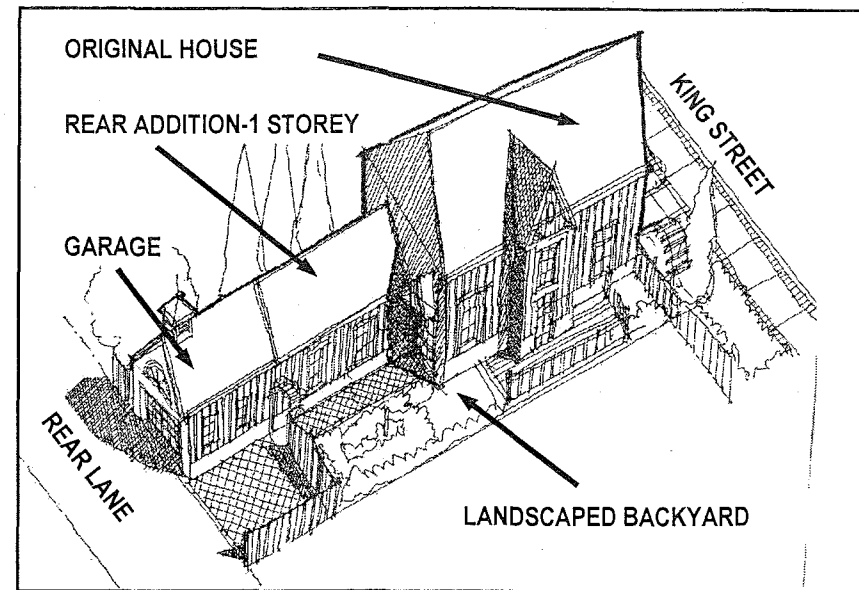
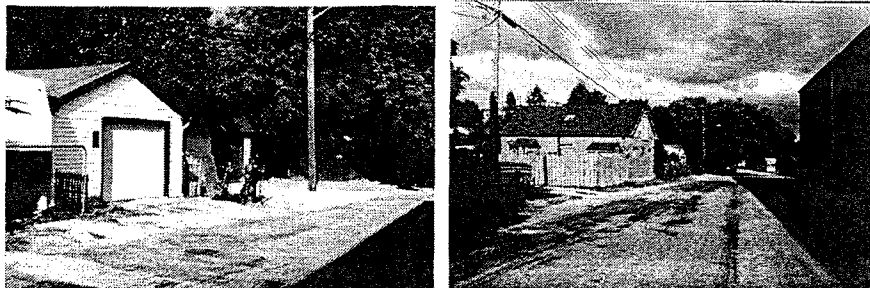
Some of existing properties on Hatt Street (south side between John and Market Street) face Dundas Arena and its parking lot. Rear elevations are defined by garages and run-down fences (see photos below). They are highly visible and in most cases unsightly and unsafe during the night time.

Owners should use any opportunity for restoration, upgrade of the elevations, re-construction or infill/additions. Additions should be located in the rear part of the property. Additions should comply to the architectural style, massing, heights, materials and roof lines of the prime (original) structure. Careful consideration should be given to the architectural details in order to achieve consistent architectural language.

Garages may face the rear lane and may have different configurations (see perspective drawings), but should always promote active orientation and use along the rear lane (parking, gardens). Ideally, garages may be built as 2-storey structures where second storey may be used as "Granny Flats"-complementary residential spaces which will provide "eyes on the rear lanes" (safety).

Bellow:
Existing rear lane facing Dundas Arena

Right:
Design concepts for Infill / rear additions and treatment of garages



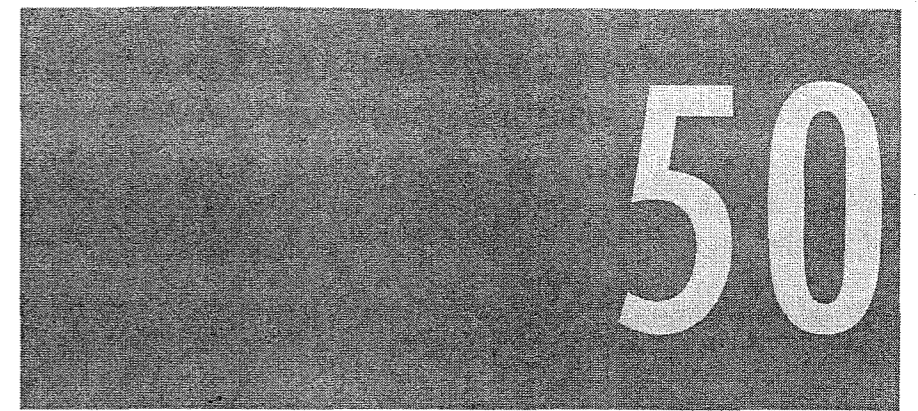
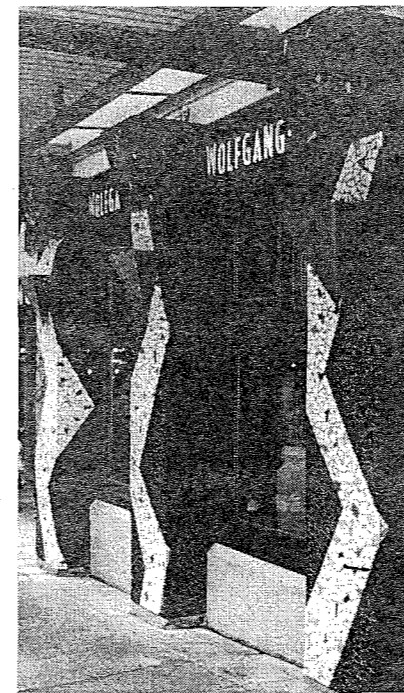
In most cases, traditional shopfronts on King Street have been replaced by insensitive aluminum shop fronts with garish plastic signs. New shop fronts should employ contemporary design using traditional shopfront elements carefully related to the building and street scene.

The storefronts have the most important role to play in the building facades, both socially and visually. It is the public art of the commercial building and, as such, its primary function is to invite shoppers to enter.

The typical storefront traditionally has three horizontal divisions: base (panels); middle (usually shop windows); and top (fascia board for signage and cornice). Usually there are added attractions such as awnings, signs, banners, etc. The most important element in terms of streetscape linkage is the top fascia board and cornice line which provides a continuous and unifying horizontal band at the first storey level.

Because the design of storefronts is closely linked to the latest fashions in architectural / interior design and merchandising, they are continually subject to updating. In average, they may be updated every 25-30 years. If they possess qualities adequate to qualities of particular building architectural style or period, they should be preserved and maintained on regular basis.

In order to have a highest possible aesthetic and visual effect, it is crucial that storefront design and appearance should be visually co-ordinated between different businesses who may operate in a single building. That means that overall storefront design should :



STOREFRONT DESIGN

The following basic principles of storefront design are based on the Ministry of Municipal affairs publication Commercial facade improvements:

1) Designs should maintain alignment of storefront with neighbouring storefronts or with those prevalent on the street, especially in terms of overall height. (Northern side of the street from Cross Street to Sydenham St. has several good examples - e.g. Cruikshanks, Wishing Well, Booth Furniture...

2) Designs should maintain the stronger horizontal lines (cornice, awning, etc.) As the primary feature, and the less frequent vertical lines (piers, columns, etc) as secondary in the storefront.

3) Designs should maintain alignment of key vertical storefront parts (such as entrances, piers, pilasters, etc.) With the location of similar parts in the upper facade.

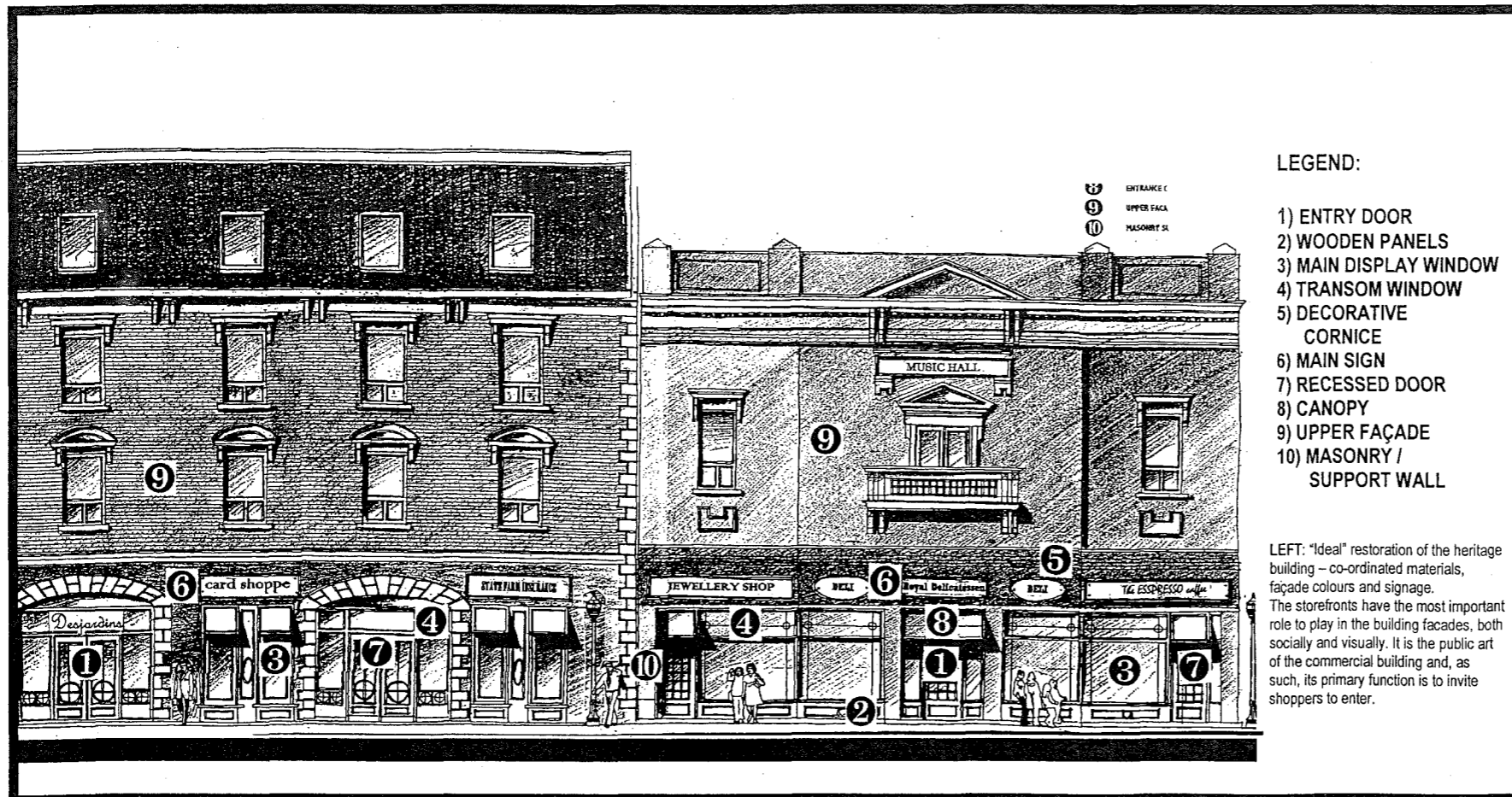
4) Maintain horizontal division of base, middle and top of the traditional storefront design (Good example are storefronts on the new apartment building on Grafton Square).

5) If original storefront features are still in place, then maintain, wherever possible:

- * original baseboards;
- * continuity of large display windows;
- * original window frames and transom windows;
- * original columns and entrances;
- * exterior flooring and secondary doors

6) Use storefront awnings, where appropriate, locating them below the storefront cornice or signboard, with a height no less than 2,4 m (8 feet) at the bottom. Design and regular maintenance should be co-ordinated according to type of the awning.

- a) be of consistent architectural style (same or very similar);
- b) made of same materials;
- c) may differ just in minor details (colour schemes, different hardware, type or design of an additional lighting), and
- d) space for signage should be balanced equally (harmoniously depending on size of the storefront) as well as have co-ordination in terms of signage type, style and used materials.



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COMMERCIAL SIGNAGE

In most cases, communities lack proper community identification which usually increases civic pride and awareness of the community. Such identification provides direction to visitors and through traffic and provides basic information on local history and architectural heritage. The Town of Dundas has a rich and diverse cultural heritage which should be enhanced by good signage. These guidelines encourage signs which will be compatible in size, style, colour, shape, and used material with historical buildings and streetscapes, legible and provide good quality graphic design; Street signs are of very good quality. There are few excellent examples for commercial signage in the Study area (Cruikshanks, Lee & Lee Law Office, Booth Furniture, Filedelphia bookstore, Curry, Elkin & Kelly Insurance) to name a few.

Signs which obscure architectural elements on heritage buildings should not be permitted (such example exist at 3 King Street W, where we have very good sign per se, but with wrong positioning and treatment of building cornice).

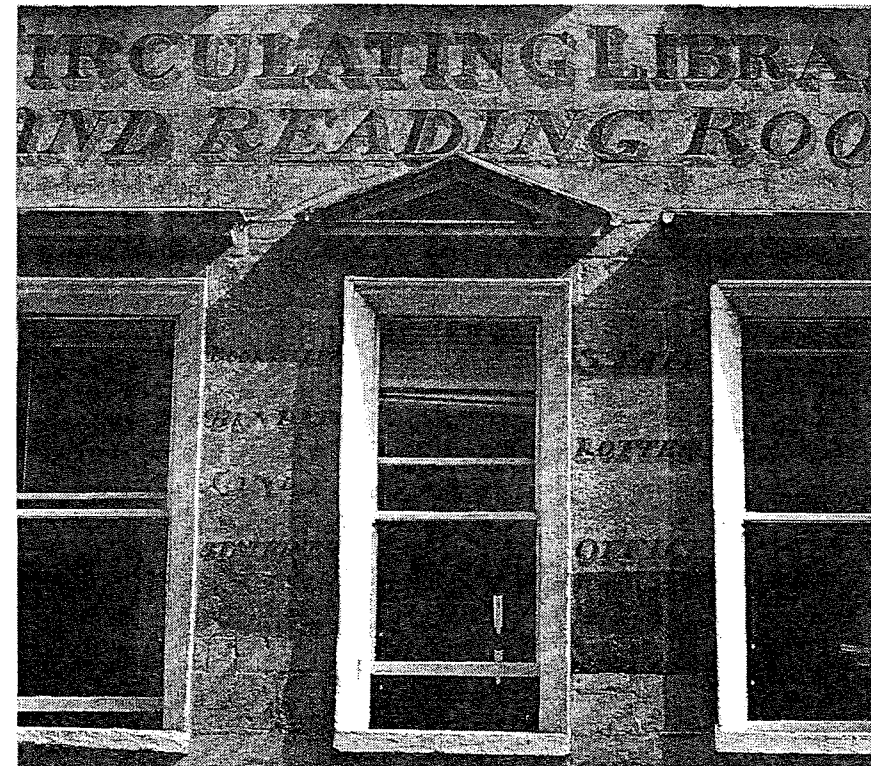
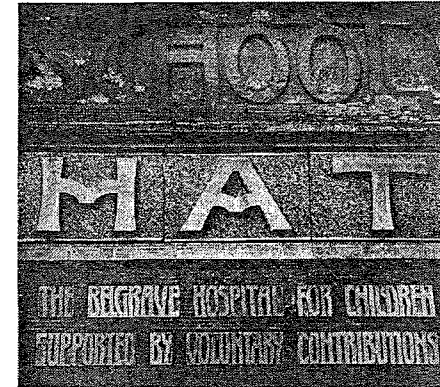
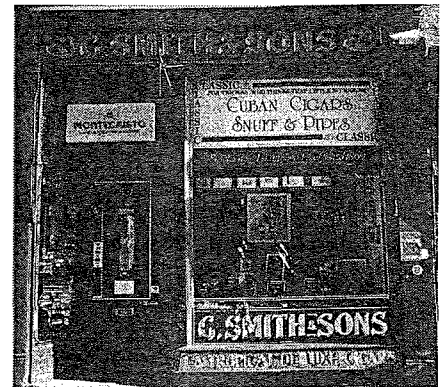
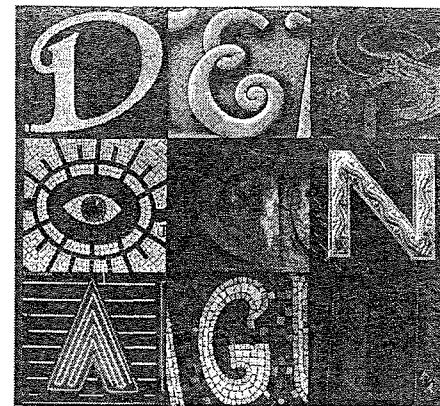
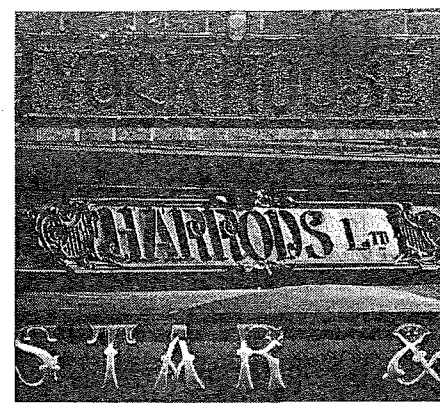
Traditional materials such as wood, brass, bronze or likely are the most appropriate materials for signage on King Street. Some of modern materials may be considered if they blend with the material of built structure upon which the sign is to be located;

Utilization of symbols, and historic lettering is encouraged; Corporate logos (size and location) should be subject to Signage By-Law and an additional detailed analysis.

In Downtown, in general, building is permitted one ground sign, canopy sign, one projecting sign, one soffit sign, one wall sign and few smaller window signs.

In a case where there are more storefronts in one building, unified signboards in size and materials should be considered for each of the original storefronts

Pedestrian scale signs (window, hanging, awning signs) should be small and positioned to interfere as little as possible with neighbouring signs; One of the best, original examples is projecting sign at Freewheel Cycle store. Within the Study area, animated, portable or roof signs should not be permitted (example: roof sign on 116 King Street W), as well as



billboards, internally illuminated signs, reversed graphic signs or second story signs.

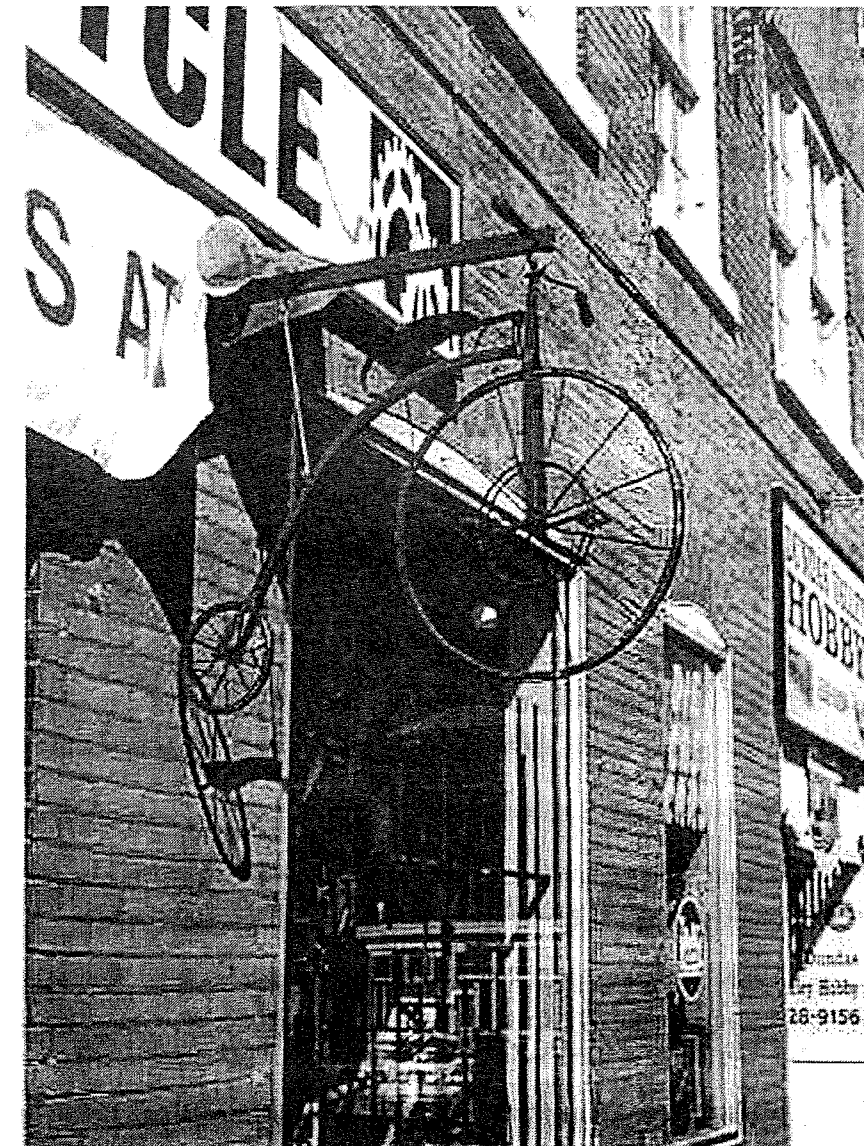
Temporary signs such as banners may be allowed on lighting features or on facades if aesthetically designed and mounted ; Amount of information on the sign should be limited - the shortest message has the greatest impact;

Historical photographs may be used to establish the styles and types of sign appropriate to a building during the era of its construction and early life and use these models as inspiration for contemporary signs;

Special care should be taken that usual corporate signage, including those of service station, chain-restaurants and other commercial establishments do not dominate and standardize the streetscape and diminish its potential for a special identity.

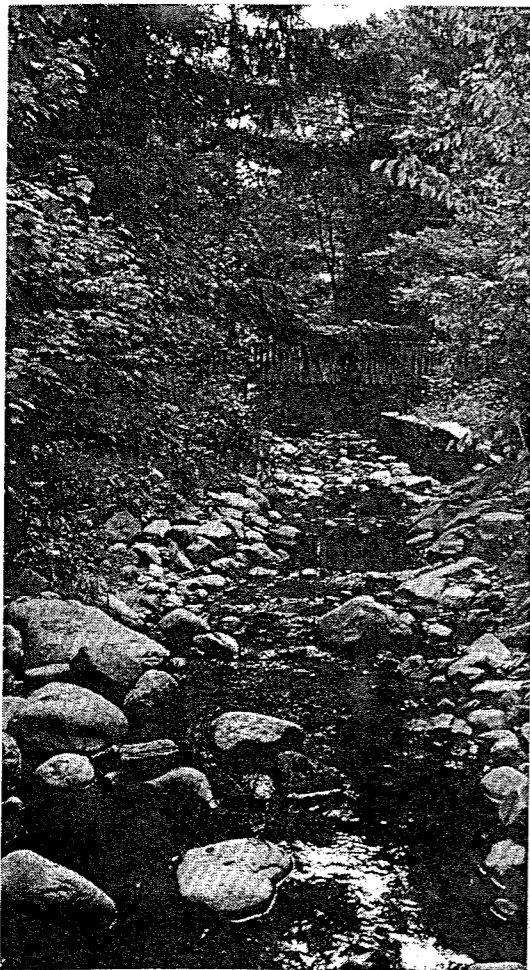
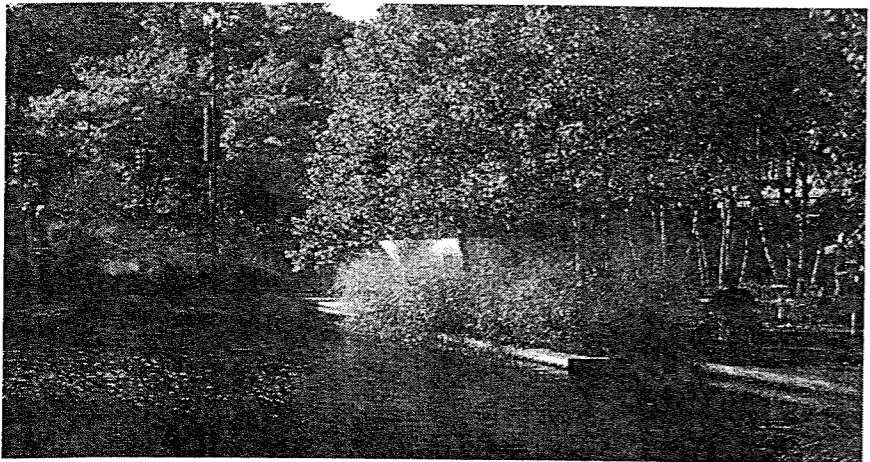
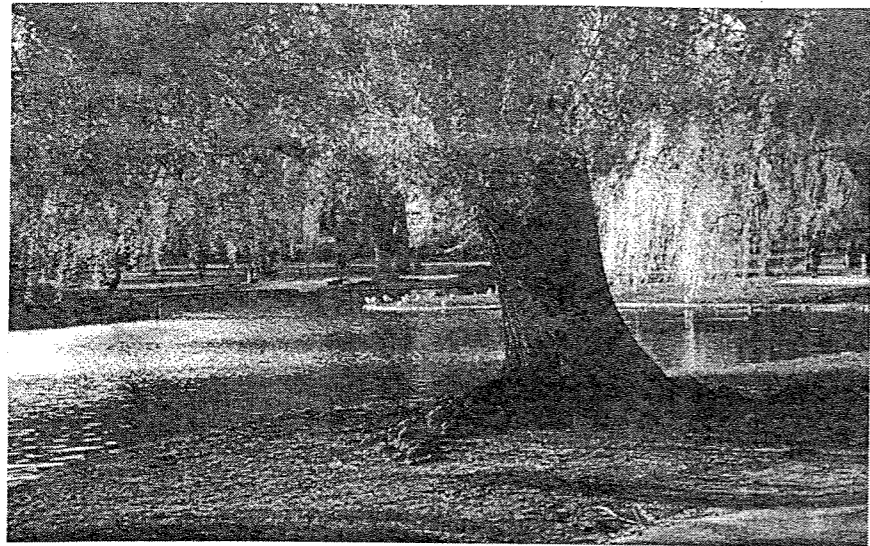
Commercial signage should not be dominant feature of the gateway such as signage pylon at the North-west corner of the intersection King St. and York Street.

Street numbering should be clear and visible to vehicles passing along the street. To assist emergency services.

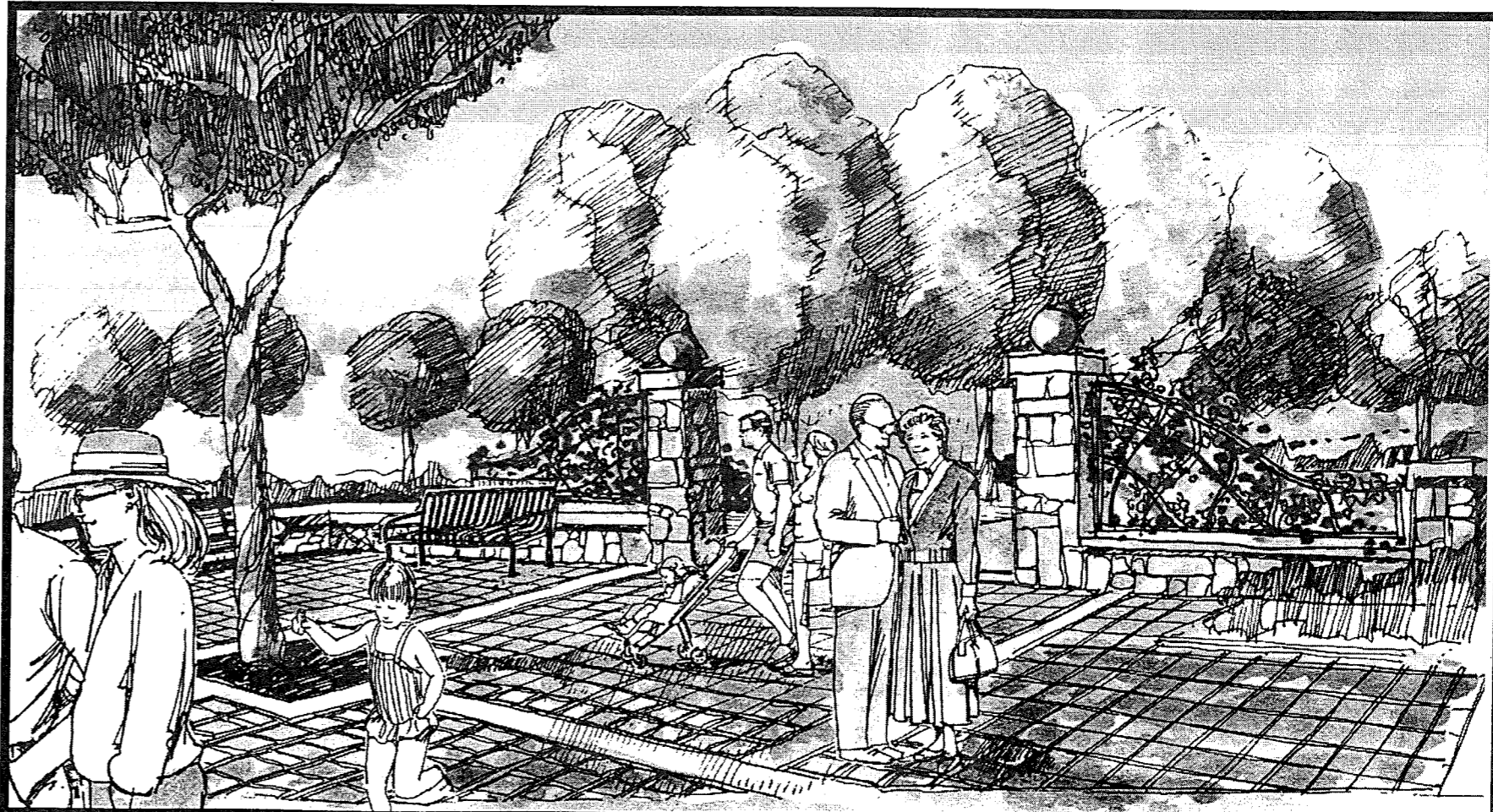
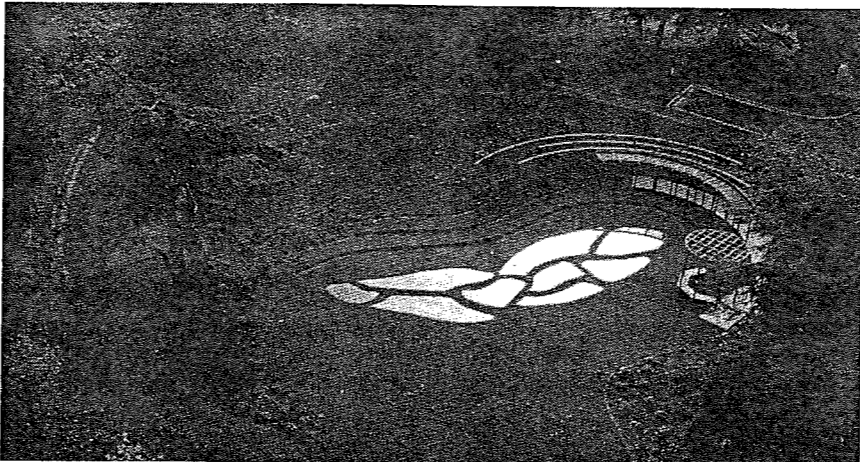
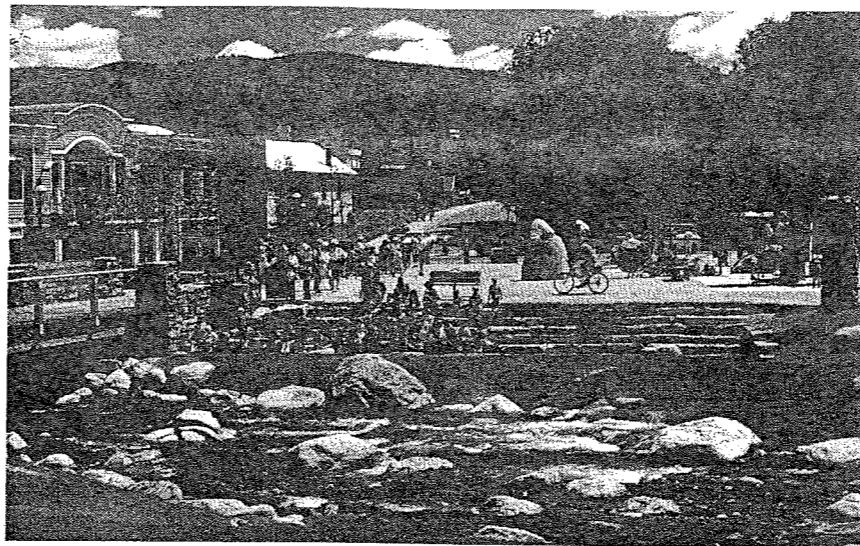


DUNDAS DOWNTOWN URBAN DESIGN STUDY

COMMERCIAL SIGNAGE



The Spencer creek shoreline should be incrementally re-naturalized (by removal of concrete walls where possible). The creek's edge, where feasible, should be planned and designed to increase the biodiversity, health and productivity of natural habitat. This may entail establishing naturalized areas, an estuary and marsh where space permits.



SPENCER CREEK PROMENADE

Objectives for the Spencer Creek promenade initiatives are to promote health and good quality of life for downtown residents as well as visitors by providing an attractive pedestrian promenade, promoting diversity of ecological and recreational needs, both passive and active, associated with a sustainable urban downtown.

The integrity of the Creek ecosystem should be protected through best management practices and ecological design solutions.

Spencer Creek promenade will provide the downtown with a resilient ecological infrastructure, including space for urban agriculture, wildlife habitat and surface water management, in a such way as to require little or no fossil fuels, potable water or chemicals during regular

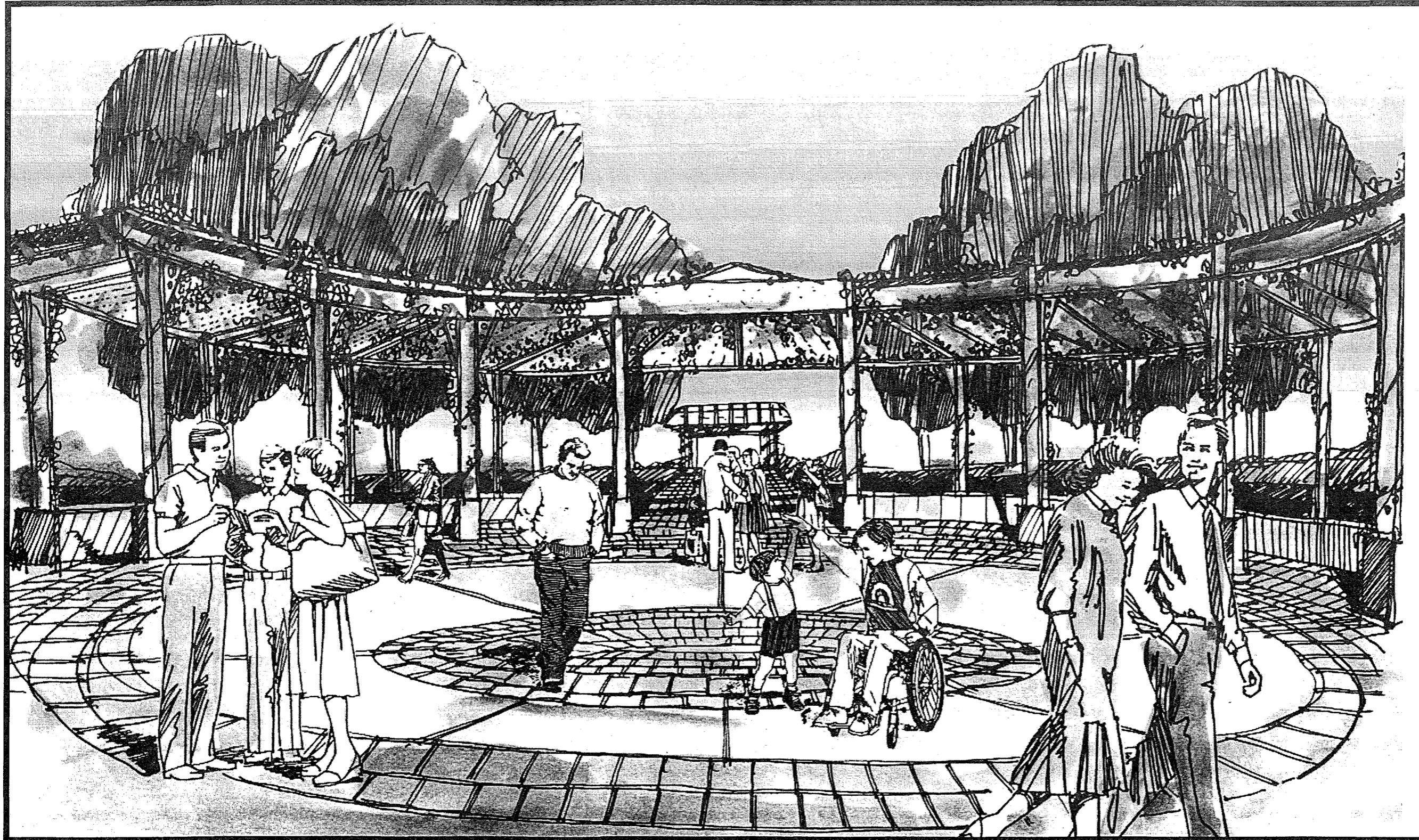
maintenance.

Spencer Creek promenade is to connect Downtwon with surrounding neighbourhoods and it will be part of network of trails, parks and open space in surrounding neighbourhoods and nearby greenways.

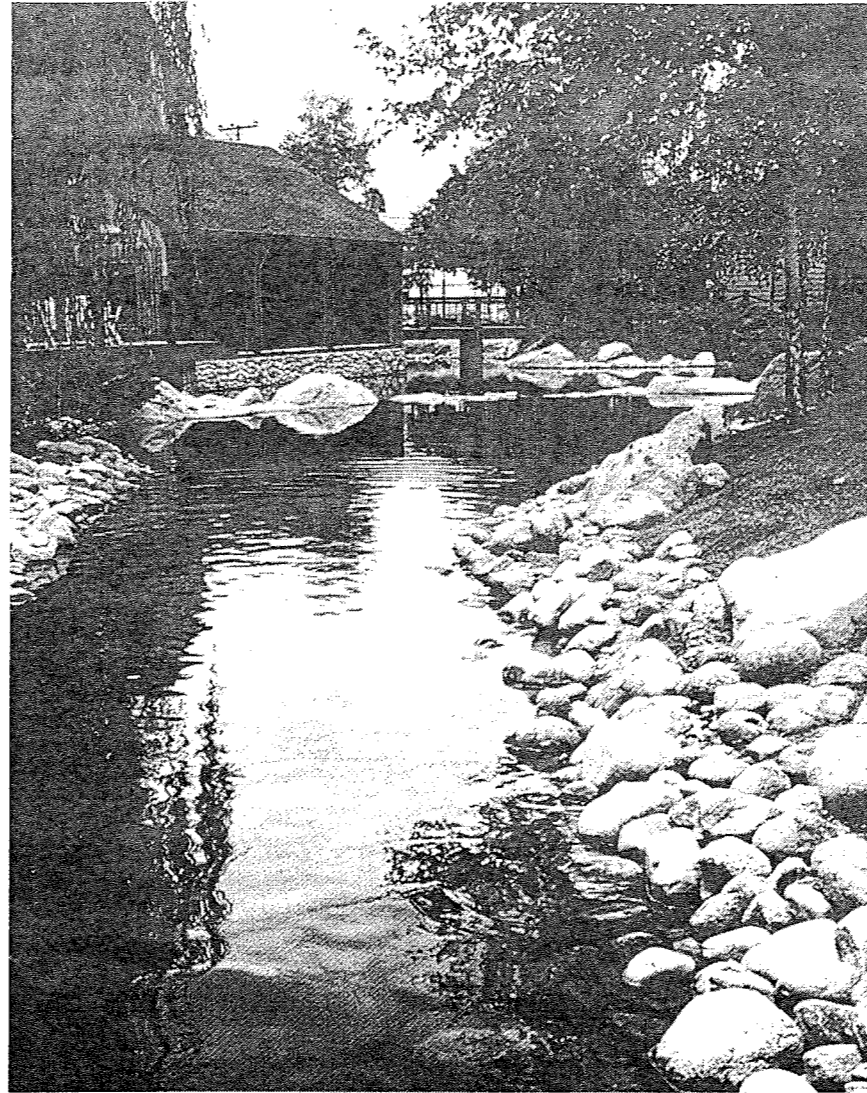
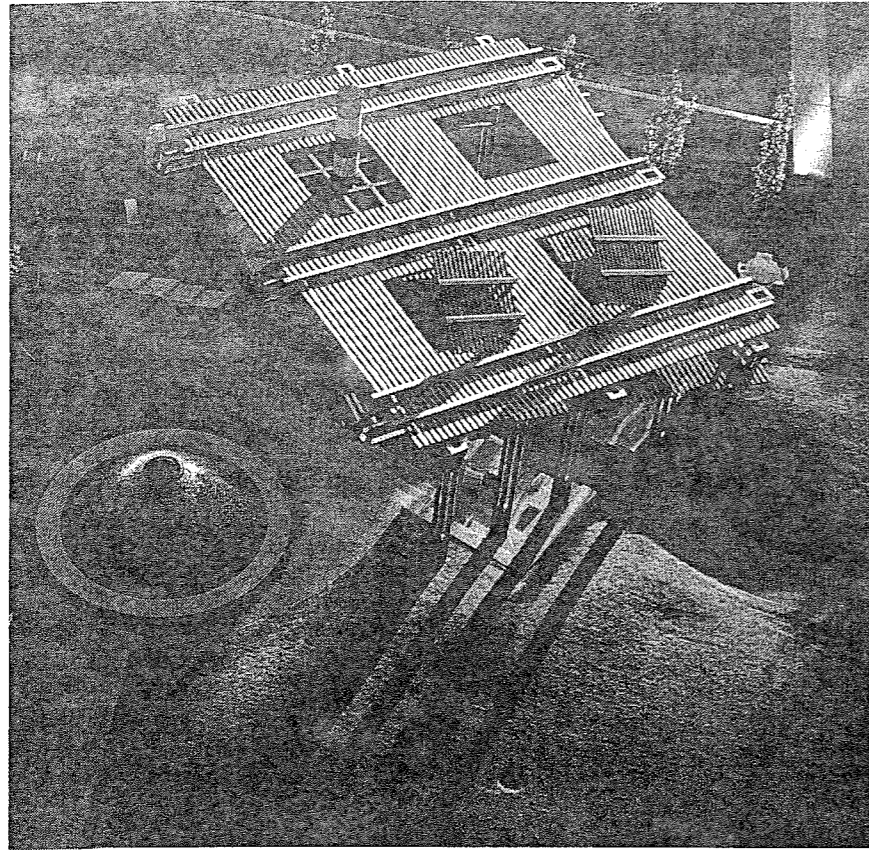
Spencer Creek promenade should be designed to celebrate Dundas's industrial heritage (The Creek was the most important source of energy for first industries), to provide cultural and artistic uses, and to ensure

that all spaces and amenities are fully accessible and promote safety for its users. The heritage value should be highlighted in its design, including past industrial uses and the original location of long-gone industries.

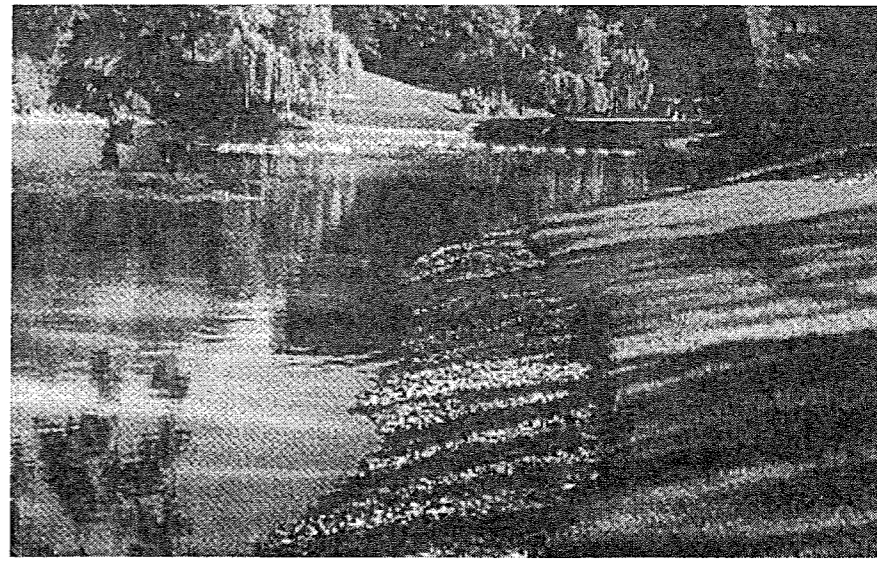
A sense of publicness should be enhanced by establishing numerous pedestrian connections from Hatt Street and adjacent neighbourhoods. Those connections should have highest landscaping qualities including lighting.



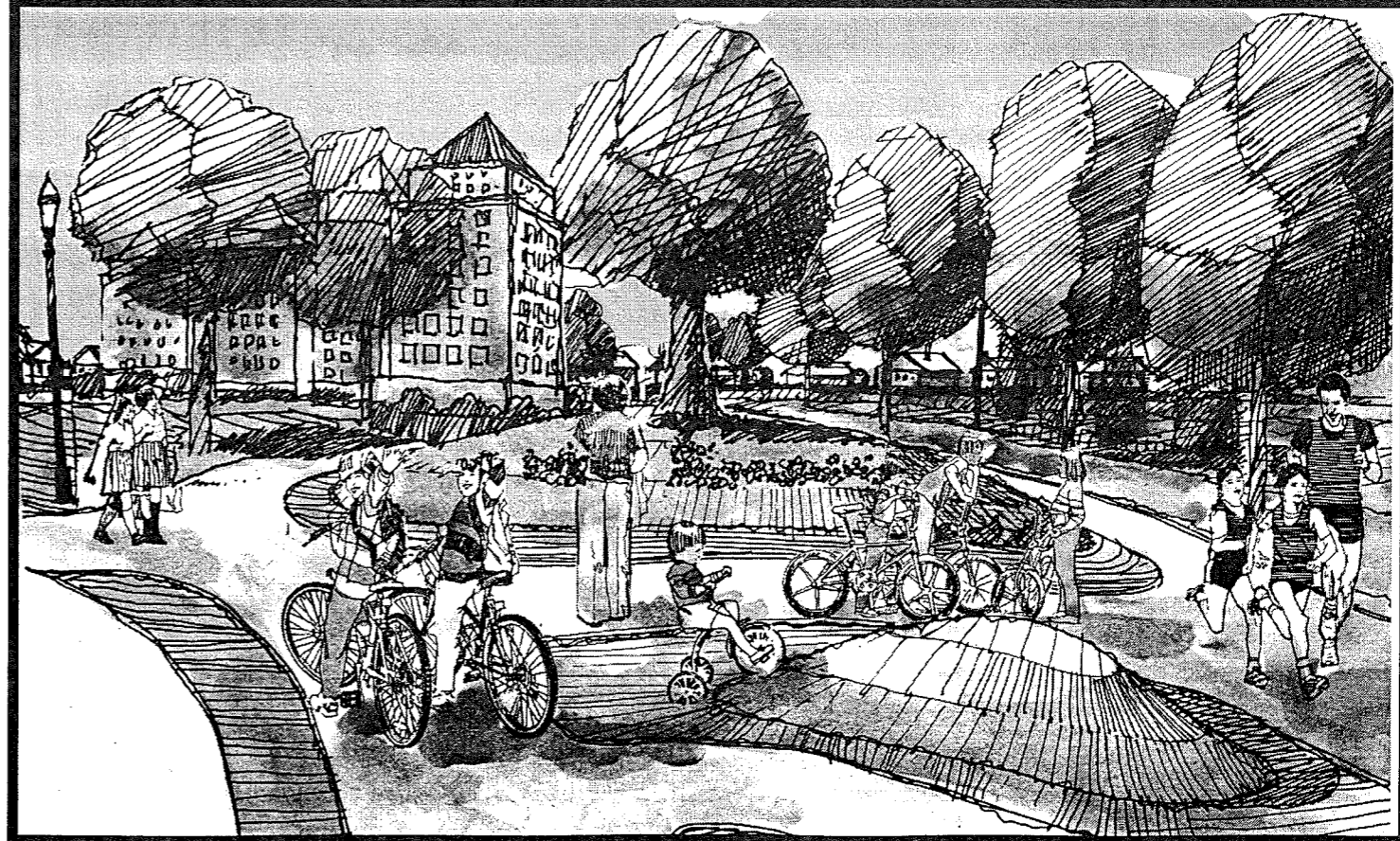
SPENCER CREEK PROMENADE



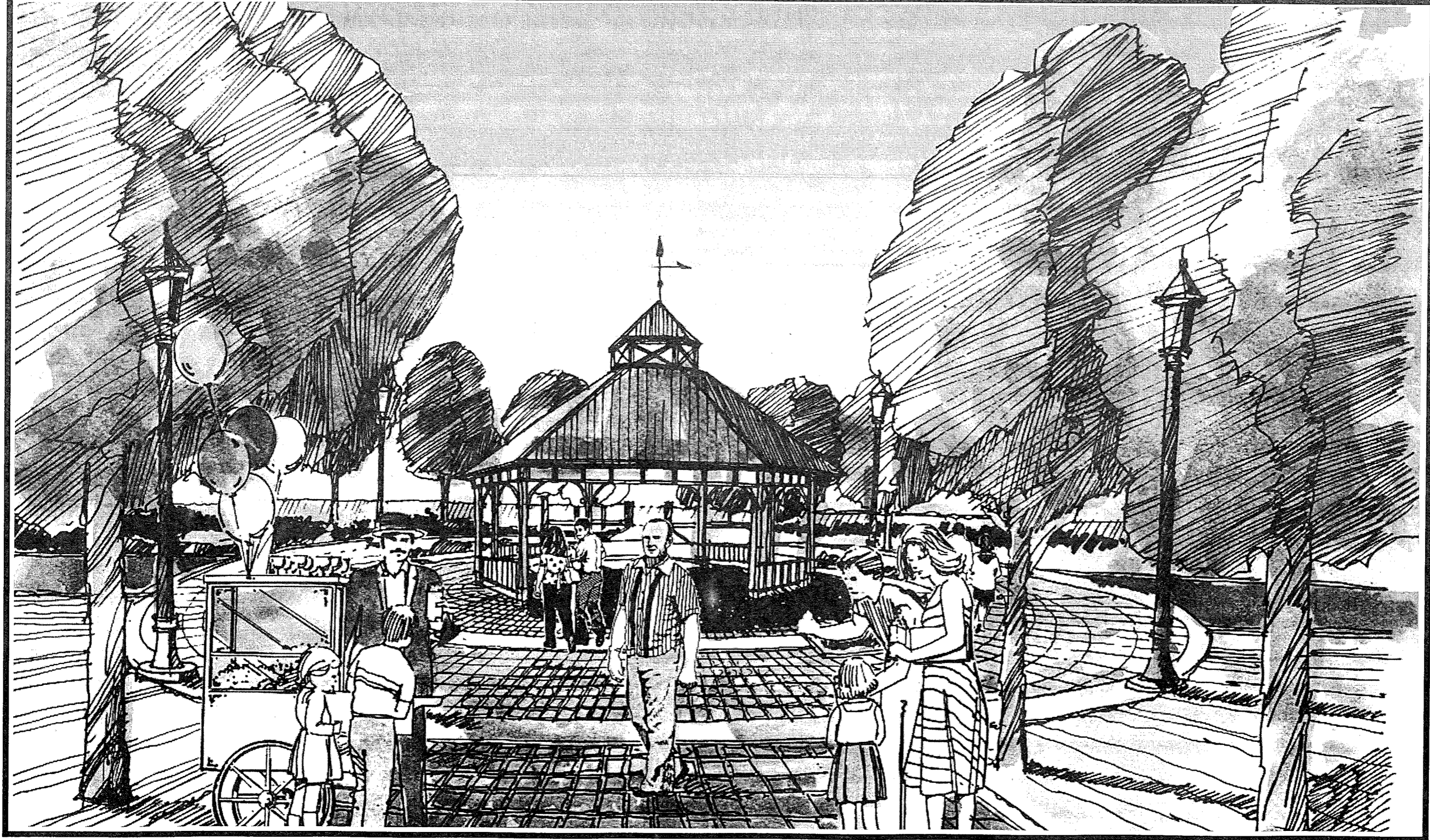
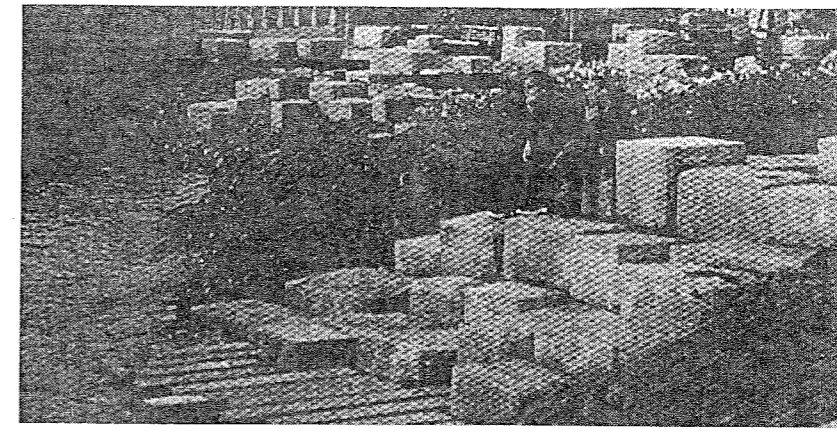
SPENCER CREEK PROMENADE



Carefully designed vista points should provide opportunities for quiet reflection and spiritual rejuvenation; Vista points should also provide opportunities for integration of public art into the design of the promenade.

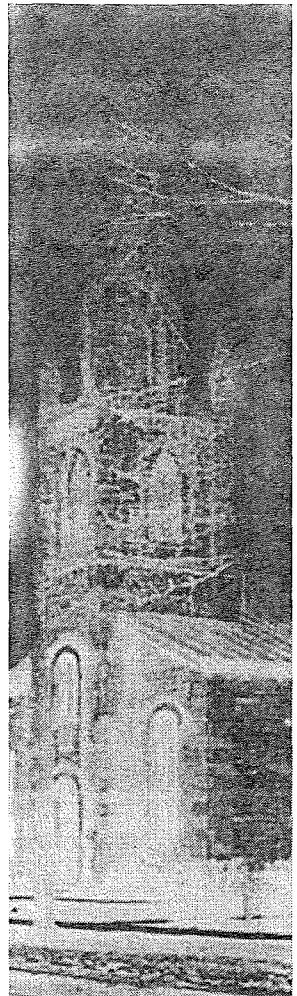


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DUNDAS DOWNTOWN URBAN DESIGN STUDY

SPENCER CREEK PROMENADE



PUBLIC ART

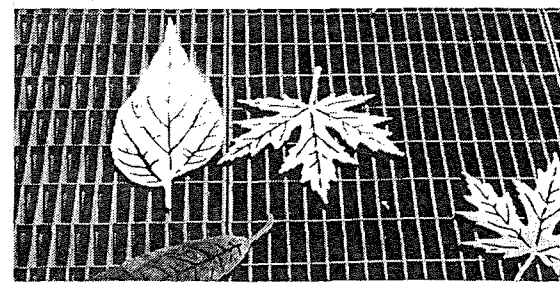
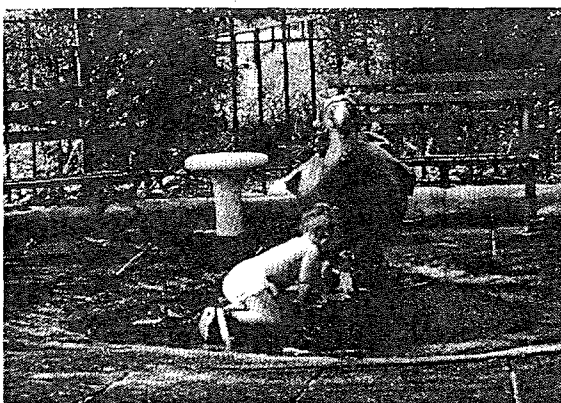
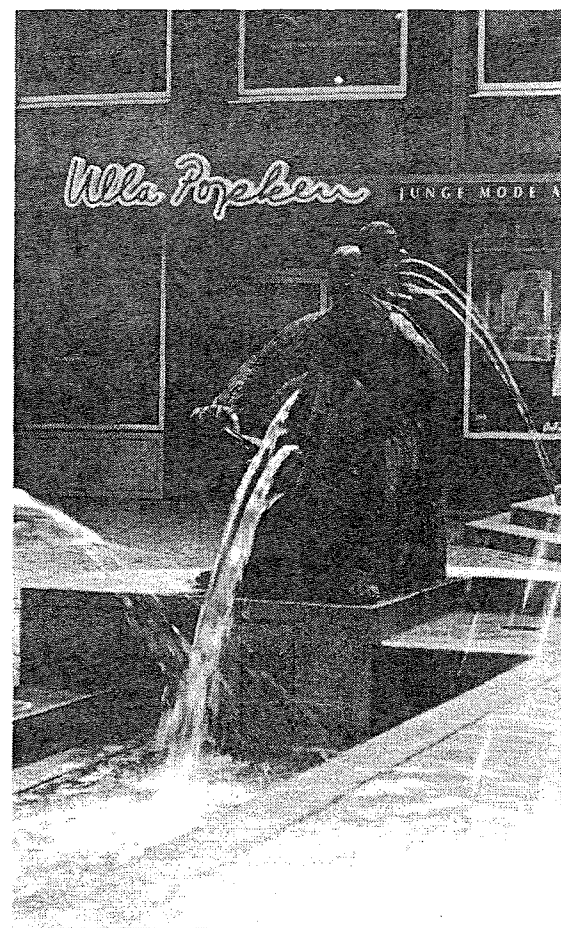
The purpose of public art features on King and Hatt Streets is to contribute to a healthy, vibrant sense of place, a feeling of prestige and identity, providing citizens with a means for dialogue through public involvement in the process, rekindling the historic precedent of collaboration between artists, architects and city planners in a meaningful way.

Public art in Downtown should help to establish the uniqueness of the street, Dundas Downtown and the community in general. It should also establish cognitive linkages within the Town, town parks, other public and quasi-public spaces, transportation and entertainment nodes, as well as retail and civic institutions.

The City of Hamilton should investigate public funding alternatives for public art.. Private sector (individuals, corporations and foundations) may be involved through funding vehicles such as percentage for art, acquisitions, donations ,etc).

The character of the public art in Dundas Downtown may take an abstract or representational (realistic) form :

- **SCULPTURE** (free-standing, wall-supported, suspended, kinetic or electronic; (primarily on Town Hall Square, Memorial Square, Grafton Square, and Community Square)
- **MURALS OR PORTABLE PAINTINGS** (on facades of Fire Hall, blank side walls on municipal parkings, walkways and passages connecting King Street with rear parking areas)
- **MOSAICS** (walls and floors)
- **PHOTOGRAPHIC IMAGES** (street banners, historic displays on kiosks),
- **HYBRIDS OF ANY MEDIA, FILM, SOUND** (during special events)
- **STANDARDIZED FIXTURES** (such as fountains, gateway entries, fences, streetlights, bus-stops, signage)
- **MILITARY EQUIPMENT** (historic cannons, tanks, aircrafts (new Community Centre)
- **STANDARD HERITAGE PLAQUES** (designated buildings)
- **ARCHITECTURAL BUILDINGS - DETAILS** (gargoyles, medallions, ceramic tiles, reliefs)

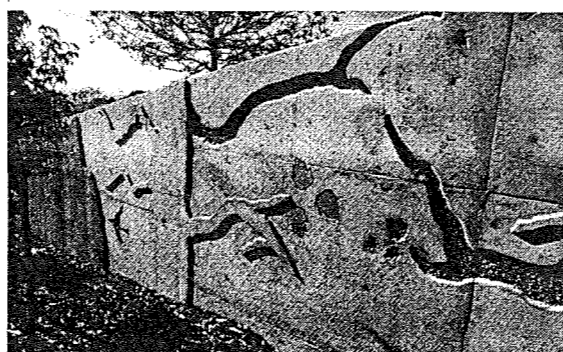
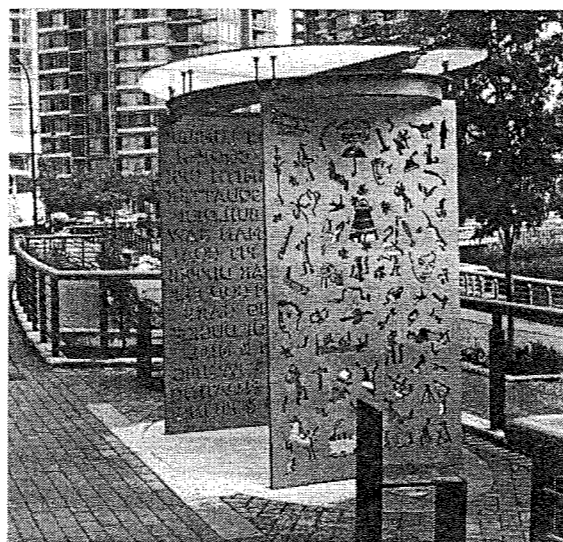
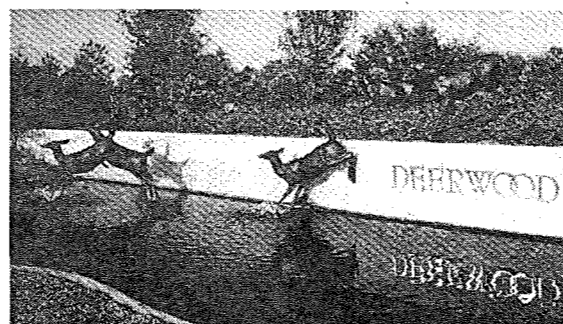
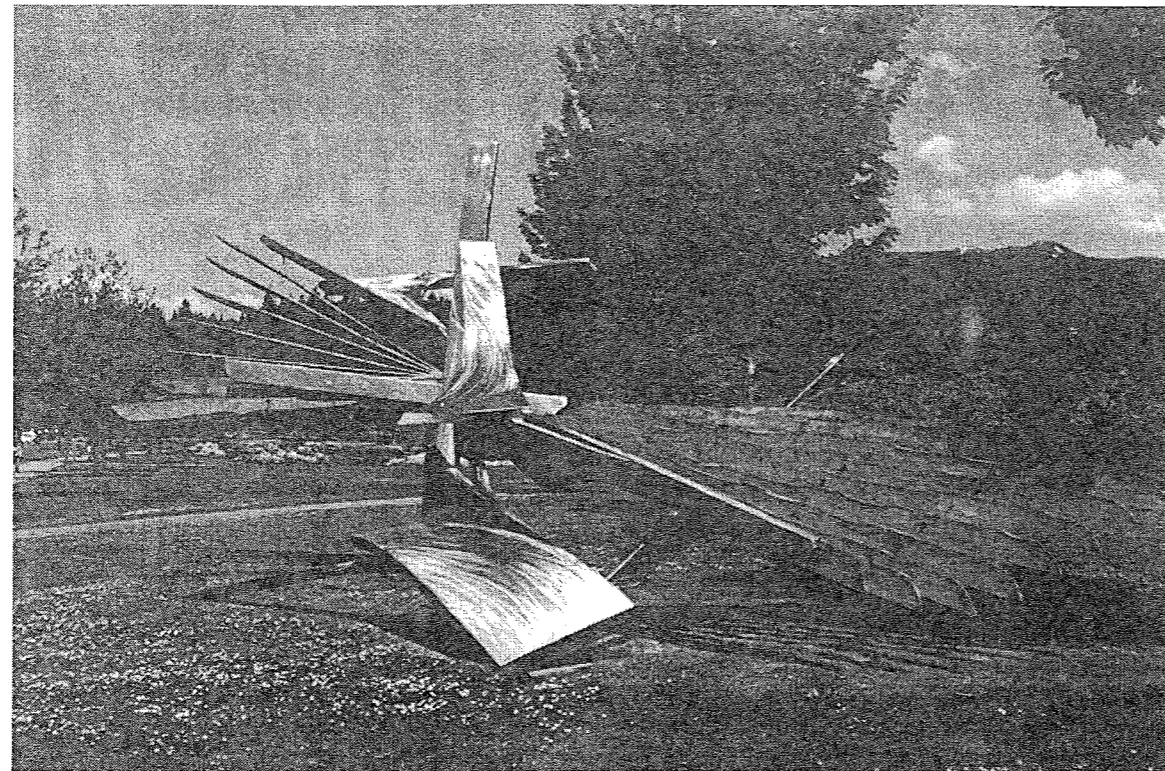


LEFT: examples of successfully integrated public art into urban public spaces. Animated sculptures, often parts of fountains, create dynamic and lovely urban experiences for all user groups.

Public art features may be placed in various locations such as :

- **PUBLIC PROPERTIES** (proposed Town squares, government properties- Carnegie Gallery, Post office, Dundas Hydro buildings, sidewalks, etc.);
- **PRIVATE PROPERTIES** (lobbies, courtyards, patios);
- **BUILDING INTEGRATED ART** (gates, water fountains, tile and surface materials, doors, gates, clocks, lighting fixtures, railings, signage);
- **EVENT OR TIME LIMITED PROJECTS** (performance-oriented events and multi-disciplinary presentations such as works using video, sound, real artifacts of downtown, ice, sand, rocks...)

Public art features can be integrated on numerous ways into public realm. Abstract or realistic, they can be part of wall, bus shelter design, parks and streets celebrating universal qualities of humanity and nature.



PUBLIC ART

Criteria for evaluating public art for King Street art should be:

- Art piece makes a positive contribution to the life of the Street and Town, and to the well-being of its inhabitants. It should create for the public a positive benefit such as delight, amenity, fantasy, joy, wonder at the life of the Town, sociability, or in a word, a sense of well-being.
- Stimulates play, creativity and imagination by drawing on legend, metaphor, mythology, or history and/or by creating a form that can be manipulated, sat on, or walked under. Sculptures or fountains that intrigue children generally also intrigue adults.
- Promote contact and communication between residents, workers and visitors to King Street and Downtown Dundas. A sculpture or fountain that is highly visible and near well-traveled paths may encourage people to stop, perhaps to sit nearby or strike up a conversation.
- Provide comfort and amenity by incorporating steps, ledges or railings for sitting or leaning within or close to the work of art. Sensory experiences - the texture of touch me sculpture, the sound and feel of a fountain-may offer brief but pleasing encounters. Art making use of or drawing attention to natural phenomena (e.g. fog, wind, rain, fire) tends to be a natural attractor.
- Artwork should encourage interaction and cast people as actors, rather than as audience.
- A public work of art may be expected to fulfill any or all of the above criteria. In addition, it should be expected to speak profoundly to a large percentage of the population who will inevitably use the public space in which it is located.
- Dundas's local artistic community should be actively involved in selection process although not to the exclusion of any outsider artistic source.
- The role of future public art features within Dundas's Downtown should be aesthetic (the resolution of challenging aesthetic problems), didactic (work must instruct or inform), functional (artwork should serve a useful purpose) and symbolic (artwork should celebrate an individual, historic event, or collective aspiration of Dundas's residents).



URBAN DESIGN & ENVIRONMENT

Downtown Community Gardens

City of Hamilton should promote urban agriculture in form of Community gardens. The use of urban agriculture and community gardens in Dundas Downtown would greatly assist in meeting various social, environmental and economic objectives. These gardens should be part of Spencer Creek promenade wherever Municipality owes the land. Gardens should be an integral part of green space within the Downtown. Urban agriculture may have many positive impacts on a neighbourhood including improving soil quality, increasing social interaction, decreasing some of the energy consumed and pollution produced in mass agricultural processes, and increasing learning about nature in the city environment. Gardening opportunities should be provided on private lands, on rooftops, and Spencer Creek promenade area.

Roof gardens

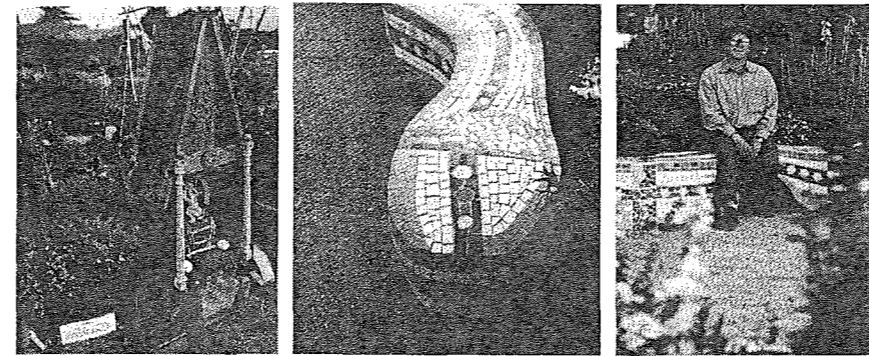
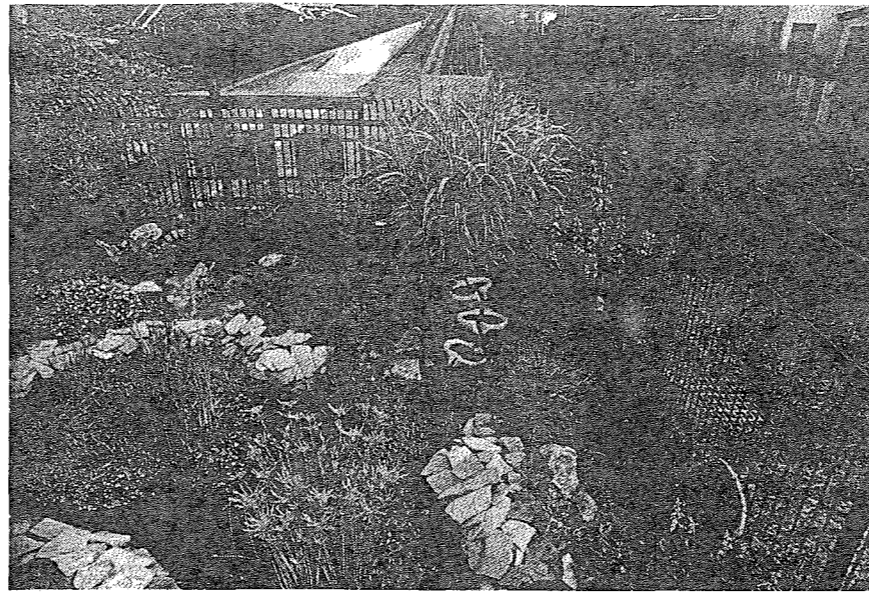
Roof gardens provide great opportunity for greening Downtown. Green roofs reduce air temperatures in urban environments by mitigating the "heat island effect" caused by large paved areas. Green roofs also provide improved storm-water management, smog reduction, energy efficiency, cost savings and above all, an attractive amenity space and psychological and social benefits for building occupants. Future redesign and re-use of municipally and private owned buildings, as well as new building designs may include roof gardens as part of the buildings.

Energy use

Urban Design, Architectural and Landscape design in Downtown should promote energy-efficient built form and environmentally friendly open spaces. The aim is to utilize a range of strategies to significantly increase energy efficiency in new and existing buildings, infrastructure, transportation and open space.

City of Hamilton is in forefront of environmental planning compared with other Canadian cities. This include advanced brownfield development policies, new co-generation plant in Hamilton Downtown and other green initiatives. The City must further explore and demonstrate in conjunction with Hamilton Hydro and other stakeholders, innovative and renewable, non-fossil energy technologies which may have applications in Dundas Downtown..

Landscaping and built form design should promote use of new, more energy efficient construction materials, carefully deliberate orientation of living spaces, allow for sufficient sun access and protection of residents from natural elements.



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Water management

New development in Downtown should investigate and possibly implement, technologies and strategies which do not significantly raise costs or diminish quality of life, but which reduce use of potable water in all types of land use.

The City, in consultation with future developers and appropriate agencies should develop strategies which will address how to improve Landscape irrigation, reduce potable water consumption, control surface runoff within the catchment area, promote efficiency of technology in new buildings and provide other incentives.

Waste management

The objectives are to create urban design policies for significant reductions of the solid waste. Landscape and architectural design should promote strategies for salvaging and recycling of construction and demolition waste, for organization of centralized or de-centralized composting systems for households, landscape and organic waste, strategies for encouragement to use recycled and salvaged building materials where feasible, including materials from the deconstruction of existing buildings in the Downtown.

Air quality

With proposed urban design concept and guidelines Dundas Downtown has great opportunity to become first class, environmentally friendly, compact urban form, where proximity of living area to working and entertainment areas would enable residents to walk, rather than drive to amenities.

Pedestrian friendly connections, treatment of sidewalks, landscaping and interesting built form will contribute to liveliness and make life in the downtown more pleasurable. This will significantly reduce need for use of the car and adequately minimize negative contributions to greenhouse gases and air pollution.

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HATT STREET IDEA CHARRETTE

Hatt Street Idea Charrette was held on September 14, 2001 in the old Dundas Town Hall. About 60 local residents participated in the full-day event which created a number of ideas what should be done on Hatt Street to improve heritage properties, landscaping, built form and traffic safety.

The event was part of public participation process organized for Hatt Street portion of the study. King Street Urban Design Study was created in 1999.

The following are the findings of the Hatt Street idea Charrette:

HERITAGE

Facilitators: Mary Ellen Scanlon and David Cuming

GROUP 1

This group included the owner of a designated structure, a restoration specialist, and a representative from the Dundas Valley School of Art in addition to residential property owners. Their big message was that Hatt Street was a unique street with distinct precincts.

- Heritage important-but let's not have another Niagara-on-the-Lake. Town is growing-need to be able to develop "spirit" through architectural design and techniques;
- Dundas's heritage is as a "working town". The factories/industry are important. Some buildings are gone, but Hatt Street should be a celebration of industry. King Street is the downtown "commercial core", Hatt Street is utilitarian. Architectural office good example of re-use.
- Along Hatt Street you experience a transition from industrial to residential to community to theatre.
- The theatre is hidden, no real access to it.
- Industrial legacy should be celebrated;
- Heritage homeowner-haven't seen support for restoration work by private property owners;

- Wideness of Hatt Street detracts from feel of place. Good community-but street not pleasant; there is a lot of traffic because Hatt is the preferred route to by-pass King Street.
- No reason to walk along Hatt-pavement is narrow in places, it is not pleasant.
- Area is unique.

- Improvements to the streetscape and pedestrian systems will draw people and its services;
- People will improve private properties if the public spaces are improved;
- Diversity of older buildings adds character to street;
- Sidewalks must be widened in a manner consistent with sequence of activities that occur along the street;
- Town hall is a landmark and really needs to be "something"-its prominence must be emphasized;
- Connection to Spencer Creek is critical;
- We need to identify/interpret presence of lost buildings/features through interpretive panels, pavement treatment, etc...
- Newly built structures need to be in keeping with historic theme;
- Need to regulate design of redevelopment;
- Increased residential population nearby will generate demand for commercial space;
- Double check 6 Hatt Street-it was built in the 1830's but is not shown on the heritage map as being on inventory.

GROUP 2

- This group had a strong representation of property owners on Hatt (residential and commercial).
- The diversity-character, history and mix of uses along Hatt must be maintained;
- Concerns about new development (Bertram);
- Dundas museum must maintain heritage look, stone and brick need to be carried through, we need to have guidelines;
- That 4 precincts differently-design and streetscape guidelines could be different for each different area.
- Need to designate/preserve curling rink (Valley City);
- Valley City-what happens when (if) it relocates (possible uses include shops, hotel, indoor market);
- Street is unique because workers could live up the street and walk to work-signs needed to discuss this aspect of history;
- Anything built along Hatt should reflect heritage;
- Need for interpretative panels, plaques, commemorating what is and what was;
- "Piece of track" in the street would be one way to commemorate the railway that was there in the past;
- Support for special area designation such as heritage district;
- "Foot on the street" around Town Square/Town Hall needs attention;
- Need to mark entrance to Hatt Street at south end;
- Overhead wires should be buried. Street lighting could tie in other areas of town but maintain distinct heritage character.

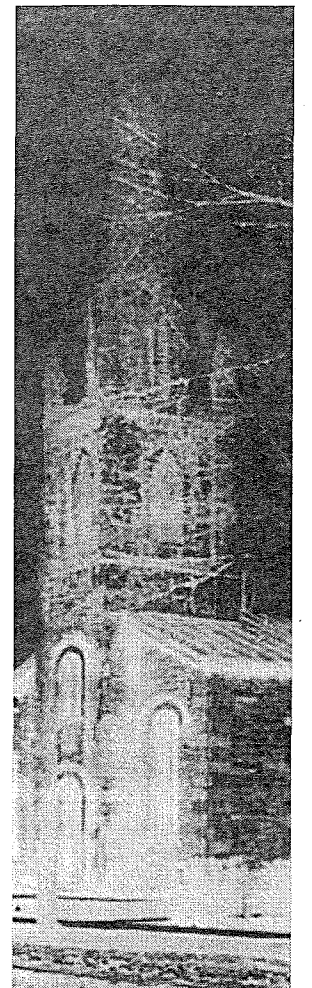
- Old transformer site at John and Hatt-could it be a playground for children?
- Design guidelines should encourage "genuine not pseudo-Victorian" heritage;
- Unse infrastructure (streetlights) to link areas of town together;
- The aroma of flowers was missing around Town Hall this year-need to consider all the senses;
- Interesting that you find on Hatt Street the cluster of mixed uses that they try to recreate in shopping centres like Limeridge.

GROUP 3

- Hatt Street is unique because it is unusual to have working class area preserved;
- Previous attempt at heritage designation need to be reconsidered designation-on the other hand may not be appropriate;
- Want to maintain working class character and buildings and the related community spirit;
- New development opportunity to enhance design;
- Must consider whether a heritage building is worth keeping-not all are;
- "Create a mood" along streetscape through lighting, benches, pavement features;
- Need for assistance to owners who don't have the resources to conserve heritage buildings-faced with choice as to whether redevelopment might be their only option;
- Support for heritage as principle theme for street;
- Challenge of returning heritage characteristics using modern methods;
- Preserve history.

GROUP 4

- Dundas is not a bedroom community, it needs employment-getting rid of operating factories not a good thing-keep Valley City;
- Wish to see Hatt more closely tied to King Street=don't want to suck commercial activities off King but there is inter-relationship between the two.
- Hatt compliments King.
- Empty nester/senior oriented development-requires special consideration in design and planning.
- Redevelopment creates an opportunity to use different architectural styles, materials;
- Railway heritage provides a design theme;
- Modest workers homes are well suited to empty nesters;
- Baby-boomers are generating a market for urban housing in communities with heritage character and access to services. Big potential for Dundas.





BUILT FORM

Facilitators: Sinisa (Sonny) Tomich and Ron Marini

1) DESIGN THEME

- Design theme to be built on Industrial History/Heritage;
- Hatt Street should have Working Class Street Designation (one of the last preserved in Ontario); Design theme to emphasize historic feel.

2) ARCHITECTURAL STYLES

- Built form to reflect surrounding Downtown architecture / Victorian Style (1st group)
- Built form should creatively respond to the Industrial Heritage – Use Contemporary style/ expression rather than creating fake Victorian look, especially in the Precincts 2 and 3; (2nd group)
- Create Loft-type built form to support live-work conditions.
- Existing A&P grocery store-when renovated, should have more heritage flavour;

3) BUILT FORM-LAND USES

- New built form should be mixed-use;
- Create Live-Work spaces (Dundas has the largest Art Community per capita in South Ontario);

4) SETBACKS-ORIENTATION TO THE STREET

- This is an urban environment – setbacks should be tighter;
- New buildings should be street oriented to create strong street edge;
- Various options for the treatment of ground floor should be explored: use of colonnades with office/retail space, recessed colonnades or front landscaped gardens for residential use on ground floor;
- Make sure to incorporate green boulevards where possible
- Parking areas should be located at the rear or screened with generous landscaping. Buildings should be always at the front of the properties;

5) MATERIALS

- New built form should use traditional materials from Hatt Street – predominantly stone and brick; This will bring character no matter which architectural style will be used;
- Use warm colours, red brick, rusty, earth-toned colours;

6) INFILL AND RE-USE ISSUES

- Infill sites should consider carefully treatment of corners;
- Be careful with scale; create stepped built form if heights are 4-6 storeys (2-storey base-stepped back upper floors with

- gardens;
- if possible, preserve/re-design Curling Rink and re-use for commercial or Institutional use; Existing Dundas Valley Industrial buildings should be re-used, not demolished.

7) TREATMENT OF BLANK WALLS

- Do not allow creation of new built form with blank walls on ground floor especially; animate ground floor with various uses;
- Existing buildings with blank walls should utilize public art (murals) to mitigate negative effect on the streetscape-engage local artists.

8) RE-DEVELOPMENT VS. HERITAGE PROTECTION

- Resolve potential conflict: protection vs. re-development. Existing residential buildings with Heritage status/designation – there is desire to re-develop smaller sites, or assemble 2-3 lots and re-develop;
- Some owners do not see reason to invest into restoration / “it is not feasible”;
- “Establish Restoration Grant Programme or allow re-development/change”

TRANSPORTATION

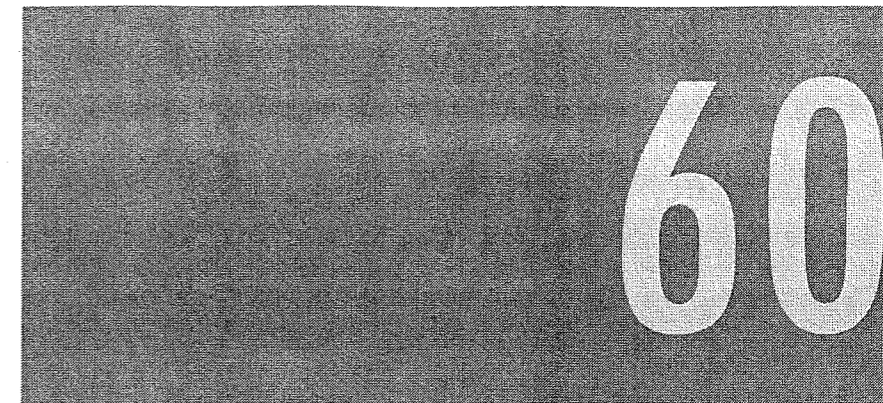
Facilitators: Rob Shames

GROUP 1

- Truck traffic along Hatt-enforcement lacking;
- People stopping at corner of Hatt and Ogilvie to drop kids off at Art School;
- Bus-type drop-off lane at art school?
- Stopping zone so parents can drop kids off? Unloading zone?
- Lack of stops or lights on Hatt make it an attractive alternative to King
- Further traffic calming is needed;
- Street needs to be more pedestrian friendly;
- Bike lanes and trucks do not mix;
- Lots of runners-bike and running routes off street?
- Nobody stops at Market/Hatt stop sign
- Need parking-don't take on-street parking away for bike lanes;
- Ample parking behind arena, but not well used because it is not safe;
- Need landscaped, better lit parking lots;

GROUP 2

- Concerned about traffic related to Iron Horse development;
- Traffic calming should be developed, similar to Barton Street;
- Needs to be more pedestrian friendly;
- Needs to be senior friendly;



HATT STREET IDEA CHARRETTE

- Textured pedestrian crossings so drivers can see them more easily;
- Need drop-off and pick-up points for seniors;
- Concern about trucks coming down the hill on to King Street. Need to have alternate route, or stop them totally;
- Development needs to improve the sight-line at Ogilvie;
- Concern over traffic line-ups along Governor's Rd.;
- By-law enforcement for trucks, and times of truck travel;
- Classification of King Street as a heritage Street?
- No one-way street for Hatt;
- Need free parking downtown. People park at A&P and walk to downtown;
- Access to trail system from Hatt suggested ;
- Needs additional street features-trees;
- Integrate rail heritage along Hatt;
- Widen sidewalks;
- Better bike routes;
- Bike lane along centre esplanade?
- Don't want it to be a highway.

GROUP 3

- Heavy traffic (including trucks) along Hatt and Market;
- Noise from people leaving bars;
- Market/Hatt intersection improved with 4-way stop, but still lots of accidents;
- Too much speeding on Hatt. Lower limit?
- Hatt used as a drag strip;
- Bike lanes inappropriately placed on outside of parking spaces;
- Street is too wide, people pass slower cars;
- Traffic calming needed;
- Sidewalks should be widened to narrow street;
- Landscaped buffers to narrow street
- Lots of children;
- People using John Street as a shortcut to arena and pool;
- Stop sign needed at John/Hatt intersection;
- Too many big trucks;
- Houses with small setbacks-extend the front boulevard to narrow the road;

HATT STREET IDEA CHARRETTE

- Parking at a premium;
- Hatt as a detour during King Street closure needs to be kept in mind;
- Parking lot behind library used for carnival during Cactus festival. This increases traffic and parking demand elsewhere;
- Noisy, dangerous. Need to put people first

GROUP 4

- "Iron Horse" residents will need a safe place to cross the street;
- Traffic circle at Hatt/Memorial Square that slows traffic and acts as a focal point;
- Bike routes unsafe with all the emergency vehicle and truck traffic;
- Slower traffic needed. Concerns about pedestrians walking to downtown;
- Traffic calming via landscaping;
- Parking problem between Market and John. Some houses do not have parking and share with businesses and arena;
- Parkin unsafe in alleys and at arena;
- Concern about increased traffic from new developments;
- Some against traffic circles;
- Foundry and McMurray should be 2-way streets again.

OPEN SPACE

Facilitators: Rob Norman and Mark Kosiuk

Theme:

Produce a historic railway theme to unify Hatt Street with historic interpretation kiosks. Provide industrial art in public spaces or at intersections to compliment the theme.

- Hatt Street should be narrowed to lower speeds with bump-outs at intersections. The bump-outs would facilitate pedestrian crossing of streets and provide nodal areas for site furniture.
- Sidewalks should be widened to increase safety for pedestrians.
- Define Pedestrian Crossings at intersections with contrasting materials or colour, (one participant did not agree)

- Strengthen delineation of the bicycle route on Hatt Street.
- Hydro should be located underground.
- Add pedestrian scale lighting of street.

Gateway:

- The City Hall structure performed the function of a gateway feature.

Public Square:

- Potential locations for a public square included City Hall site, Memorial Square and John Street.

Linkages:

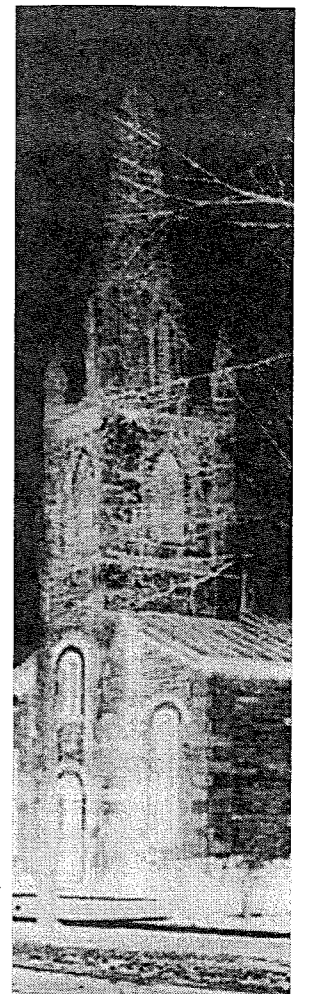
- John Street and McMurray Street are important connections of King and Hatt Streets to Spencer Creek.
- Spencer Creek provides connections to the RBG Trail, Industrial Trail and the Bruce Trail.

Spencer Creek Trail:

- Improve trail surface and width of trail. Improve sight lines of trail and lighting. Investigate adding interpretive stations.

Need for a Natural Park:

- The groups said it was important to add a natural park setting to the downtown area in Dundas, preferably associated with Spencer Creek



A dream for core of Dundas

Planners envision Hatt Street with townhouses, a public square and parking lots hidden from view

By CORINNE AESCHELMANN
Special to The Hamilton Spectator
DUNDAS

Don Betzner stares intently at the drawings on display at the old Dundas Town Hall.

Every minute or so he points something out, some detail that doesn't sit quite right with him.

"There should be benches there for people to sit," he says, pointing to a view of Memorial Square as it might appear sometime in the future.

Betzner has a right to scrutinize. The drawings are plans for renewing a stretch of Hatt Street in the heart of downtown Dundas where Betzner was born more than 70 years ago.

A team of city planners and designers has been working on a plan to re-vamp the street between York Street and Matilda Street since last September when they asked residents and business owners to share their ideas and suggestions.

Yesterday, the team unveiled a "visual expression" of those suggestions at an open house at which they invited attendees to give more feedback before a master plan is created.

Urban design consultant. Sonny Tomic stressed the plan is a long-term "vision" of what the street could look like 10 or 20 years from now.

"It's a possible scenario, not a definite scenario," he said. "It isn't carved in stone."

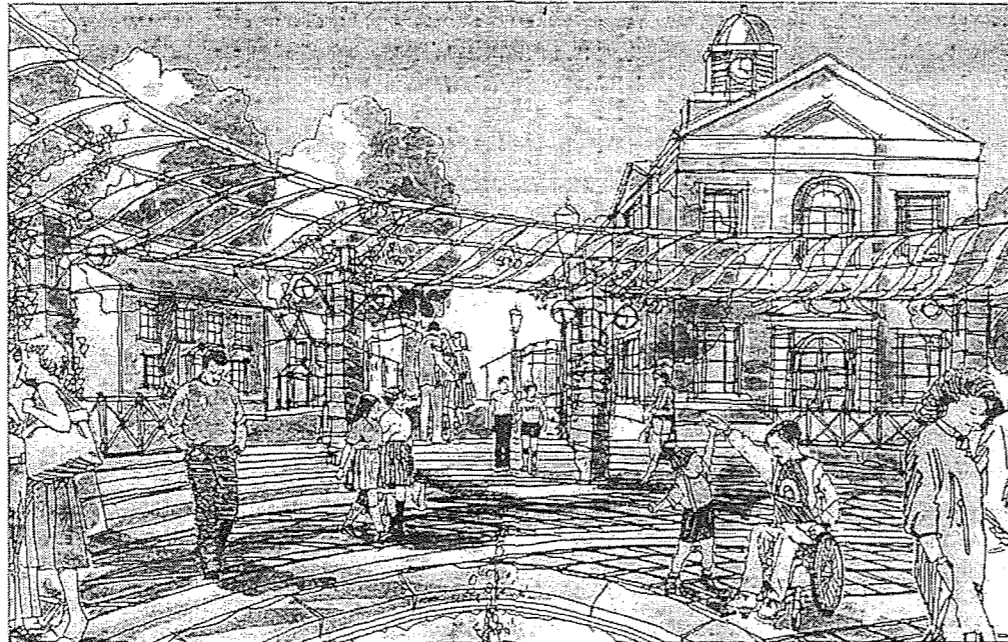
Many who dropped by for a peek were impressed with what they saw. "I would like to see just about all of this happen," said Patricia Gill, 76, who's lived on Hatt Street for two and a-half years. "It's lovely."

Gill said she appreciates being consulted. "It's very nice to be shown all this ahead of time instead of (the city) just coming out with it."

Others expressed concern the plan might increase traffic flow along the already busy street or threaten the free street parking many residents depend on. Because of the age of homes in the area, many don't have driveways.

But Tomic's proposal preserves much of the street parking, although it does propose that all business parking lots be placed behind buildings.

As for the transportation issue, Peter Minkiewicz, a planner with downtown renewal, noted it would be addressed



as the plan progresses to the next stage.

Sometime after March, a refined proposal will be brought before the council's committee of the whole.

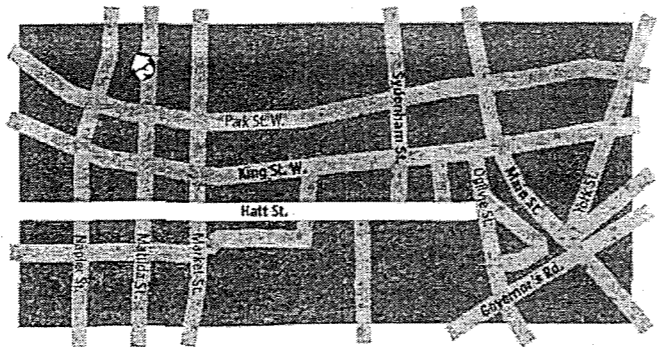
Ron Marini, Hamilton's director of downtown renewal, said the proposal aims to "tie the whole street together" visually and addresses both architectural and transportation issues.

He stressed that preserving the heritage of the neighbourhood — which was an important industrial area in the 19th century — is key to the design.

"People want the spirit of Hatt Street to be respected," he said, adding that the design also pays homage to the street's railway heritage. Until the 1980s, the old Toronto-Hamilton-Buffalo railway tracks still ran through the middle of the street, forcing cars to travel along either side.

"History is very, very critical in the plans. You don't ignore history. You build on history," Marini said.

Hatt is a mixed residential and commercial street characterized by a range of architectural styles including several heritage buildings. The idea to renew the strip grew out of a similar



"master plan" proposal for nearby King Street in Dundas, created in 1999.

As planners contemplated transportation issues for the King Street plan, they "realized you very clearly have to think about parallel streets as well," said Russ Powers, councillor for the area.

"From there, (they) seized the opportunity to take a look at land uses on Hatt Street."

The project officially began in May

2001 and is just one of many similar renewals planned for streets in Hamilton, including Bay Street, Hunter Street, James and John Streets, as well as proposed additional improvements to Ferguson Avenue.

Some of the changes outlined in the Hatt Street proposal include:

- More open spaces such as a small public square in front of the old town hall, complete with a fountain.
- The eventual adaptation and re-

use of certain heritage value buildings, such as the Valley City Manufacturing storage building (formerly a rink), which could become a green market.

■ Conversion of a municipal parking lot on the street to a mixed-use residential and commercial building.

■ Unifying the height of buildings and filling in the many empty spaces with townhomes that conform to a heritage style.

■ Eventually having all parking lots placed behind buildings, to avoid disrupting the visual unity. However, this would have to be gradual as business owners could not be compelled to move their lots.

"There is also a keen interest on the part of the community to have a new park along Spencer Creek," Tomic added. His drawings depict many connections from the street to the creek.

On Hatt Street reactions were mixed. One long-time resident doesn't see any need for a change.

"I don't know why they're doing anything quite frankly. If it ain't broke, don't fix it," the woman said.

Robert Dantuma, owner of Dundas Auto Service, said he was concerned about the suggestion that all parking lots be behind buildings.

"I don't have a problem if they try to beautify the street," he said, but noted he would be "pretty upset" if the plans compromise the parking lot in front of his business.

But others said they were happy, including Richard Leibtag, the developer behind the \$50-million Spencer Creek Village condominium project.

"It's hopefully going to be fantastic. Hatt Street right now is underutilized and needs to become much more friendly," he said.

Charles Long, who owns an interior design business on the street, agreed the plan sounds good.

"I'm all for keeping it looking like an older style," the long-time Dundas resident said.

He reminisced about a television movie that was filmed in the area some years ago.

"They completely built over the facades (of buildings) ... they made the town look really old. It was fantastic," he said.

You can contact Corinne Aeschelmann by telephone at 905-526-2468.

MEDIA COVERAGE

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Council plans to spruce up historic Hatt St.

Former town hall area may be community square with fountain

By Corinne Aeschelmann
Special to The Hamilton Spectator

Dundas' former town hall area eventually will be transformed into a public square, says the city's urban design consultant, Sonny Tomic. The plan, unveiled yesterday, shows a mix of historic and modern buildings, people walking, a person on a bicycle, and a streetcar. The drawing is detailed, showing architectural features like windows, doors, and street furniture.

The idea is to create a public square in front of the old town hall, complete with a fountain. The project officially began in May 2001 and is just one of many similar renewals planned for streets in Hamilton, including Bay Street, Hunter Street, James and John Streets, as well as proposed additional improvements to Ferguson Avenue.

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Family Services offers counselling through DCS

Former town hall area may be community square with fountain

By Corinne Aeschelmann
Special to The Hamilton Spectator

Family Services of Hamilton, Westward's offering of wrap-around and counselling services to the Dundas community, set for a start in 2001. The service is for individuals, couples, and all types of families for the range of personal problems such as: financial, property, custody, inheritance, and more. The service is available to anyone with a valid Ontario driver's licence, a valid Ontario health card, a valid Ontario tax card, and a valid Ontario identification card. The service is available to anyone with a valid Ontario driver's licence, a valid Ontario health card, a valid Ontario tax card, and a valid Ontario identification card.

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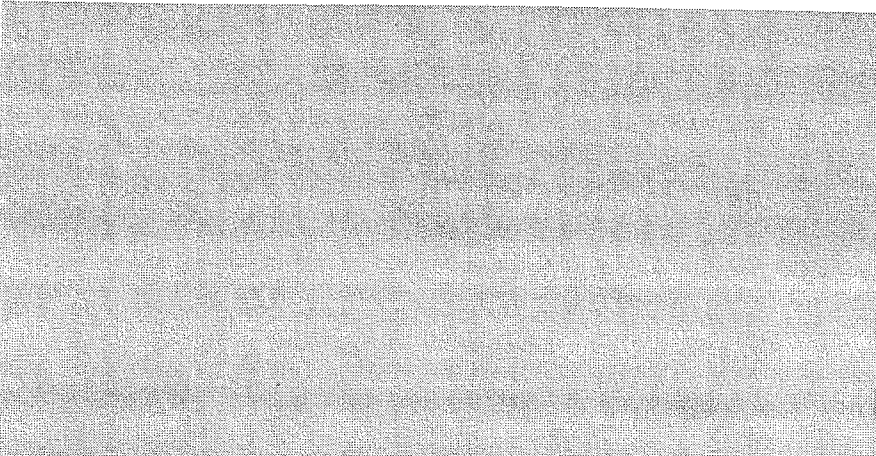
CHAMBER NOMINATIONS

Nominate great citizens for youth, adult awards

Who will be the 2001 Dundas Citizen of the Year and Youth Volunteer of the Year? The Dundas Chamber of Commerce is now accepting nominations for these prestigious awards. The awards will be presented by the Dundas Chamber of Commerce, 555 Bay St. N. Hamilton. The awards will be presented at a banquet on April 19 at the Dundas Valley Golf and Curling Club.

DUNDAS DOWNTOWN URBAN DESIGN STUDY
APPENDIX 2

MEDIA COVERAGE



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Blueprint for downtown renewal

Study offers vision for renewal of 'lived' downtown streetscape

By Richard Laitner

Presented in consultation earlier this month, a 10-month study is intended to act as a guide for future development on the King Street corridor between York and Main Streets, providing standards on everything from the height of buildings to the design of public spaces to the placement of parking spaces on how to make the area more pedestrian friendly.

Consultant Sonny Tomich found much to like about the existing streetscape, including a strong cohesive core, commercial core between Cross and St. Lawrence streets, and a good stock of landmark buildings like the Cactus Valley Post Office, former Mack Hotel, Collins Hotel, Douglas House Memorial Community Centre and King Apartments.

At the north-west corner of Cross Street, the study proposes a new public square, a new public square at the intersection of King Street and Cross Street, and a new public square at the intersection of King Street and St. Lawrence Street.

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Other key recommendations include: a new Memorial Square by the intersection of King Street and Cross Street; a new public square at the intersection of King Street and St. Lawrence Street; and a new public square at the intersection of King Street and Cross Street.

While there are a number of visually handsome heritage structures, many more commercial buildings are in need of repair and renovation. The streetscape suffers from relatively narrow sidewalks and has a cluttered, tired appearance.

newer buildings, including the one at Gordon Square, designed with the help of a citizens advisory committee. Besides being too "boxy," the buildings

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BIA plans a touch of Europe

Idea of urban marketplace fits perfectly with consultant's vision for 'history and heritage' concept

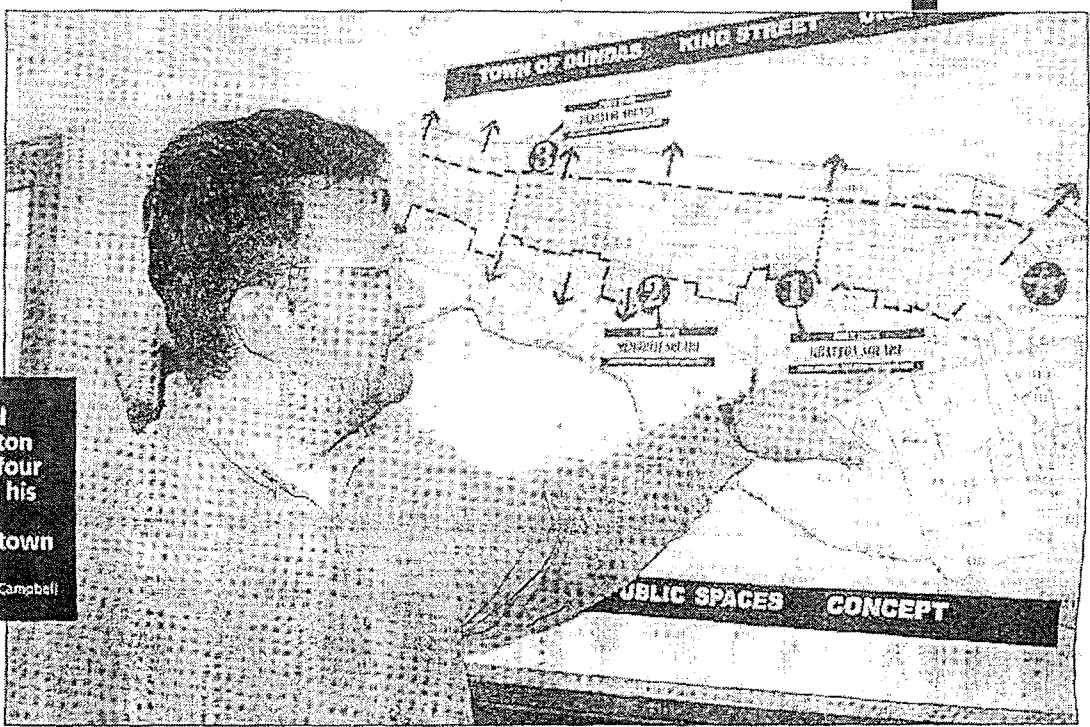
By Craig Campbell
 Special to The News

Bob Litzen, chair of the Dundas Downtown Business Improvement Area, walked right into a great idea while on vacation in Palm Springs, Fla.

A downtown street was closed to traffic, and the area was full of people walking through the urban market. Mr. Litzen found out that the weekly event had been taking place for three years and was the community's most successful endeavor ever.

"These market days are one of the coolest things," said Vince Hoffman of Freewheel Cycle, who chairs the BIA promotions committee. "They do it in a lot of European cities. Sometimes they do it for the entire day."

Now Mr. Hoffman and the BIA want to bring market days to Dundas on Thursday nights this summer.



SONNY TOMICH points out Grafton Square, one of four public spaces in his concept for downtown Dundas.
 Photo by Craig Campbell

"We're not talking about beer tents and hotdogs," he said. "But something more sophisticated, a community thing that helps the downtown core."

The BIA has decided to hold the event on Thursday night's — between Buskingfest and the Cactus Festival — so that Dundas residents who go away for the weekend can attend.

"It's for our community first. If outside people come too, that's great," Mr. Hoffman said.

The BIA isn't setting out to compete with other tourist attractions, he added. Members just want to get something going for their own community. Any BIA members who can set something up on the street will be welcome to. Mr. Hoffman would also like to see representatives from service groups, arts and crafts vendors and live acoustic music.

It's all expected to take place between 6 and 10 p.m. each Thursday.

"The amazing thing about these markets is that they're up and running within 30 minutes and within 15 minutes they're gone," Mr. Hoffman said.

He figures it's a pretty big public relations project. While he doesn't really expect to sell any bikes or equipment on Thursday nights, he hopes to show Dundas residents that downtown is a better place to be than a mall or a superstore.

"The town's consultant came to us and suggested it after we'd started talking about it," Mr. Hoffman said. "It's a perfect fit."

Sonny Tomich is an urban design consultant to the Town of Dundas. He's coming up with plans and ideas to improve the downtown core, and encouraging pedestrian traffic is a big part of that.

"There is one rule — people bring people," Mr. Tomich said.

Mr. Tomich worked as an architect and urban design-

er in a municipal planning department in his native Yugoslavia. He believes Dundas needs a permanent public square and public market areas. The BIA's plan for a weekly market night is a great first step, he said.

"Thursday night is good," he said. "People are preparing for the weekend, but they're not out of town. It's a perfect time."

Mr. Tomich's plans include a focus on creating four main public squares or spaces. He's used to seeing public spaces that attract thousands of people every night of the week, and figures it should be able to work in Canada.

A friend of Mr. Tomich's brought him to the Dundas Cactus Festival back in 1992, when he'd only been in the country for about two weeks. He was impressed by the little bit of Europe he saw on the town's main street.

Unsure if he would be able to find a job as an urban planner in Canada, Mr. Tomich volunteered his services in Stoney Creek and the City of Hamilton for six months.

The centre of his plan for Dundas is the present Memorial Square across from the Dundas fire station. "Memorial Square is a crucial link between new development on Hatt Street and downtown," Mr. Tomich said. "It's the nucleus of life downtown."

Mr. Tomich said there is also plenty of parking around the downtown area.

"It is a long-term plan. There will be obstacles in implementation, but this is a great opportunity for the town," Mr. Tomich said.

As part of an "urban marketplace," all the stores downtown should have consistent facades and architecture, according to Mr. Tomich.

"Existing stores will be unified and attract more customers than would normally come individually to each shop," he said. "The urban marketplace provides more than everyday shopping. It provides the friendly greeting, the neighbourly contact, the little encounters that help give stability to a community."

Mr. Tomich plans to hold an open house at the end of April to introduce his concepts and ideas for downtown Dundas.

History and heritage play a big part in his concept.

Mr. Tomich said he's reading six books on the history of Dundas and will incorporate that into his plans.

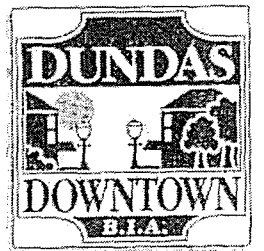
And it's public spaces that will play the biggest role.

"You can't have a vibrant downtown if you don't allow people to gather to appreciate natural beauty and historic architecture."

All that's needed for the BIA to really get moving with the Thursday night market idea is town permission to close part of King Street to traffic for four hours.

Mr. Hoffman figures King Street might be closed where it meets Cross and Main Streets, up to Market Street, but that hasn't been decided on yet.

"We're not looking for a whole bunch of tax dollars," he said. "We'd need the town to put up the barricades and maybe look after garbage. The rest we would look after."



DUNDAS DOWNTOWN URBAN DESIGN STUDY
APPENDIX 2