



Urban Design Brief: 2900 King

2900 King Street East
Hamilton, Ontario

November 2021

Prepared for:
Camarro Developments

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SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This Urban Design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of Camarro Developments, the registered owner of the lands municipally known as 2900 King Street East in the City of Hamilton (referred to as “subject site”).

The subject site is approximately 0.58 hectares (1.4 acres) with frontage on King Street East and Centennial Parkway South. The site is currently vacant and is proposed to be a high-rise residential development with commercial frontage along King Street East.

The proposed development consists of two (2) towers with phase one (North Tower) standing at 20 storeys and phase two (South Tower) at 18 storeys. In total, the proposed development consists of 564 Units, 302 units in the first phase and 262 in the second phase. 356 m² on the ground level will be used for retail. There will be a total of 418 parking spaces, resulting in a ratio of 1 per residential unit and 0.15 for visitors parking.

1.2 Site Context

The subject site is situated at the north east corner of the Gershome neighbourhood. As shown in figure 1, the subject site is bordered by the battlefield neighbourhood.

The Gershome neighbourhood is primarily low density residential with some commercial opportunities located along King Street East. The eastern edge of this neighbourhood abutting Centennial Parkway South contains large sections of undeveloped greenfields and sparsely developed residential lots. The Southern and Western edges of the neighbourhood are bound by ravines and natural features: The Niagara Escarpment to the South and the Red Hill Creek to the West.

The Gershome neighbourhood is well serviced by bus routes (See Figure 2). The #5 and #52 run along the northern boundary of the subject site (King Street East) and connects the site west towards downtown. To the east of the subject site the #44 connects the Hamilton escarpment to Confederation GO Station. Route #58 connects the subject site to the east, terminating in a loop at the intersection of King Street East and Highway 8. Eastgate Square is a shopping mall located approximately 1km north of the subject site, and acts as a hub for multiple bus routes (See Figure 2).

Figure 1 - Neighbourhoods Map



Figure 2 - Bus Map

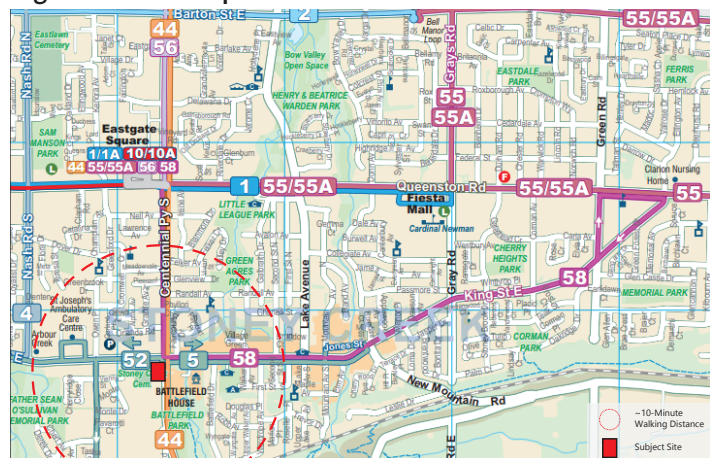


Figure 3 - Site Context Map



There is a substantial amount of public greenspace within proximity of the site. Within 1km of the subject site, there is access to nature trails along the Red Hill Creek and Niagara Escarpment as well as public parks such as the Greenhill Water Reservoir Park and Green Acres Park. Within 800m, parks include: Sisters of St. Joseph's Park, Dover Park, Hopkins Park, Stoney Creek Recreation Park, Faircourt Park, and Father Sean O' Sullivan Memorial Park. Battlefield House Museum and Park National Historic Site is located directly east of the subject site. The Battle of Stoney Creek was fought on the grounds of this National Historic Site during the War of 1812.

Within an 800m radius there are two elementary schools: Sir Isaac Brock Jr. Public School and St. David Catholic

Elementary School. Within 2km from the subject site there are two secondary schools: Glendale Secondary School and Cardinal Newman Secondary School.

The subject site is located on the gateway to Downtown Stoney Creek (See Figure 3) which features a commercial corridor comprised of small office, restaurant, and retail businesses along King Street West. Eastgate Square Mall is another notable commercial hub occupying a large parcel approximately 1km north of the subject site at the Centennial Parkway North/Highway 8 intersection. Within 2km of the subject site to the north, additional commercial uses are located along Centennial Parkway North and Queenston Road/Highway 8.

The subject site is located 1km away from future rapid transit that could potentially transform and intensify the King Street corridor. There is opportunity for the proposed development to become part of this revitalization. The Main Street East and King Street East transportation corridors will continue to be recognized as among the most important transportation corridors in the City.

Figure 4 - Potential Future Rapid Transit Line



1.3 Streetscape Context

King Street East: King Street East runs along the northern boundary of the Site. It is designated as a minor arterial in the Urban Hamilton Official Plan and is currently a five lane, two-way road with a turning lane along the subject site. It is a major transit corridor as it connects to the Red Hill Valley Parkway (2km away from Subject Site).

King Street East contains a mix of commercial and residential uses in the immediate vicinity, ranging from low rise apartments and single storey commercial to mid-rise apartment buildings. The buildings are generally setback from the street line with parking and landscape buffers between. The pedestrian realm is made up of concrete sidewalks with concrete boulevards and few street trees.

View Facing Along King Street East



Centennial Parkway South: Centennial Parkway South runs along the eastern boundary of the Site. It is designated as a major arterial in the Urban Hamilton Official Plan and is currently a four lane, two-way road that increases to 70km/h as it moves up the Niagara Escarpment.

Battlefield Park is located directly east of the site, across from Centennial Pkwy S. South of the site, Centennial Pkwy S. branches into a local road (Webster Road) that runs south and dead-ends at the foot of the railway. The houses located along Webster Road are sparsely scattered along large lots that back onto Centennial Pkwy S. North of the site, Centennial is a residential corridor with a few mid-rise apartments and commercial uses.

View Facing Along Centennial Parkway South



North: The block to the north of the subject site consists primarily of low density residential housing. Centennial Pkwy S., running along the eastern edge of the block, is also characterized by larger single-detached and mid-rise residential homes. Queenston Road is a major commercial corridor located along the north of the block. Eastgate Square Mall is located along this commercial corridor, approximately 1km north of the subject site.



Housing character in the block to the North



Character along Queenston Road

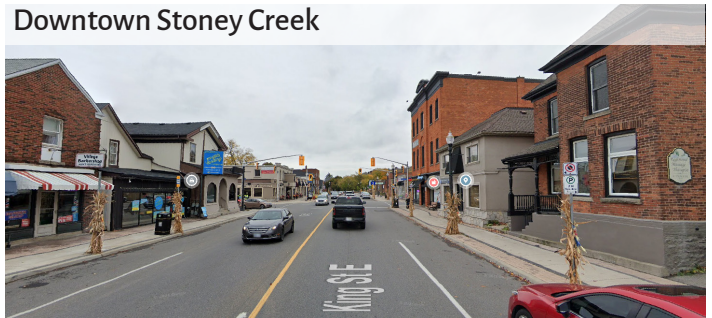
East: Battlefield Park is located directly east of the site, across the street from Centennial Pkwy S. Moving east along King Street West, there are many residential and commercial buildings with densities ranging between 3-9 storeys.



Battlefield Park



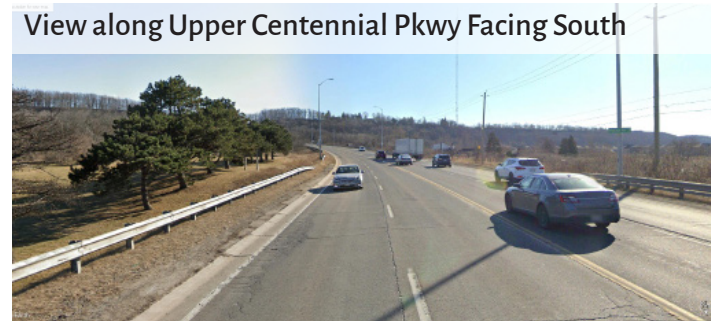
View along King Street West Facing East



Downtown Stoney Creek

Downtown Stoney Creek is also located within 1km east of the subject site, a commercial shopping district with a classic, historic, “Main Street” character.

South: Between the Site and the Niagara Escarpment, there is a rail road track that runs along the bottom of the escarpment. The land in this area is primarily private with large homes on significant swathes of land.



View along Upper Centennial Pkwy Facing South

West: Stoney Creek Cemetery is located directly west of the subject site. Between the cemetery and the Red Hill Valley Parkway, the primarily residential block transitions in density from townhomes, to bungalows, to large homes constructed at the base of the escarpment in typical subdivision fashion.



View from King Street East Facing West

1.4 Site Attributes

Site Description and Location:

The site is located in the Gershome neighbourhood, in the east end of Hamilton, just west of Stoney Creek. Its northern boundary on King Street East is approximately 73m long and its eastern boundary is approximately 74m long on Centennial Parkway South. Its southern boundary along adjacent vacant land is 67m and its western border along Stoney Creek Cemetery is 86m.

Existing Topography and Vegetation:

The subject site is relatively flat with a slope downwards towards the northeast of 3.4%. The site is partially sodded. The majority of the site has been cleared for an existing parking lot which is in weathered state. The parking lot

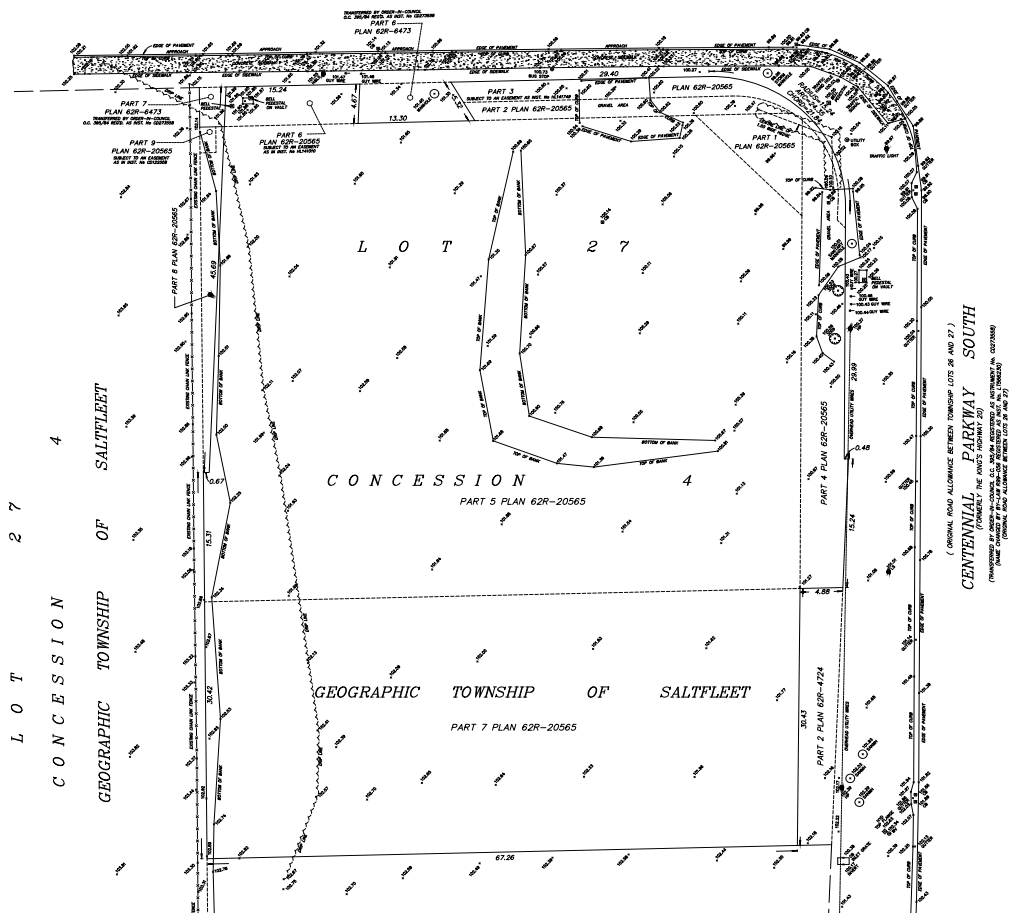
drops 1m in elevation from the existing right-of-way and is flanked by small deciduous trees on its south and east borders. There are few trees on the north east edge of the boundary of the site. Along the west of the site, a chain link fence and a dense row of deciduous trees separates the site from the adjacent cemetery plot.

Additional information on the existing trees can be found on the Tree Preservation Plan prepared by Whitehouse Urban Design Inc.

Existing Buildings and Structures:

There are no existing buildings or structures on site.

Topographic Survey by A.T. McLaren Limited



1.5 Historical Context

Stoney Creek Cemetery: During the battle of Stoney Creek in 1813, this cemetery belonged to the Episcopal Methodist chapel. It also served as barracks during the battle and many of the casualties were buried here. Following the removal of the church, it is now a municipal burial cemetery.

Battlefield Park: Elements of historic importance and heritage value of this site include the battlefield, the Stoney Creek Cemetery, the Gage House, and Smith's Knoll. The Gage house is a two-storey massing with a log and timber construction. The Stoney Creek Monument is a symbolic piece of architecture that commemorates the battle of Stoney Creek.

Smith's Knoll: During the Battle of Stoney Creek, the American artillery was positioned on a rise of land located north-east of the Gage homestead. Historical records indicate that following the battle some of the soldiers were buried here in a mass grave. In 1899, Allan Smith, while ploughing on this rise of land, uncovered human remains and bits of cloth with the insignia of both British and American regiments. The area became known in the community as Smith's Knoll.

Battle of Stoney Creek: The famous battle of Stoney Creek saw American forces marching from Niagara on June 5, 1813, to set up camp at the Gage family homestead. Unbeknownst to the Americans, 700 British troops marched from Burlington Heights in the early hours of June 6th and defeated 3,000 American soldiers under the cover of darkness. The Battle is considered a turning point in the War of 1812 as the Americans, who occupied Fort George at the time, never penetrated as far into the Niagara Peninsula again.

1.6 Site Constraints

There are no significant constraints for the Site's design:

- **Shape:** The Site is a regular shape with frontage on 2 arterial roads.
- **Topography:** The Site has minor topographical constraints related to the elevation changes on site with respect to the remnant parking lot. However, overall grade changes are easily accommodated in the building design.
- **Vegetation:** Due to the construction of underground parking, a majority of the trees in the internal portion of the site will require removal.
- **Heritage:** The site is located across the street from Battlefield House Museum and Park National Historic Site. The site is also adjacent to Stoney Creek Municipal Cemetery, which was opened in 1811 and inventoried in Volume 6 of the City of Hamilton's Inventory of Cemeteries and Burial Grounds.

SECTION 2

Municipal Policy Review

2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

Urban Design Policies for Circulation, Site Organization, and Compatibility with Surrounding Context:

Urban Design Policies in Section B.3.3 applicable to **Circulation** accomplish the above principles through:

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, sidewalks, and pathways;
- locating principal facades and primary building entrances parallel to and as close to the street as possible;
- providing bicycle parking facilities as close as possible to the entry points of the building catered to both employees and visitors;
- Providing landscaped walkways that connect to pedestrian routes on site, particularly in areas with high levels of pedestrian traffic; and,
- providing connections and access to all buildings and places for all users, regardless of age and physical ability.

Urban design policies in Section B.3.3 applicable to **site organization** accomplish the above principles through:

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities;
- locating surface parking to the sides or rear of sites or building, where appropriate;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways;
- locating servicing and loading areas away from streets and screening them from view; and
- locating parking below grade or in parking structures.

Urban design policies in Section B.3.3 applicable to **compatibility with surrounding context** accomplish the above principles through:

- relating to its role in the overall urban structure;
- respecting existing character, development patterns, built form, and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- creating a continuous animated street edge in urban environments; and
- achieving compact development and resulting built forms.

Urban Design Policies for Landscape Design:

Urban design policies in Section B.3.3 applicable to **Landscape Design** accomplish the above principles through:

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches,

- canopies, and/or stairs;
- creating a streetscape environment that provides: adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards;
- ensuring pedestrian walkways shall differ in material and appearance from driving surfaces, promoting safety and emphasizing pedestrian priority over vehicular traffic;
- designing streets with pedestrian amenities, on street parking, public art, and gathering spaces; and
- including a quality landscape edge along frontages where buildings are set back from the street.

Urban Design Policies for Architectural Design:

Urban design policies in Section B.3.3 applicable to **Architectural Design** accomplish the above principles through:

- creating ample glazing on ground floors to create visibility to and from the public sidewalk;
- using materials that are consistent and compatible with the surrounding context in the design of new buildings;
- complementing the existing massing patterns, rhythm, character, colour, and surrounding context;
- achieving compact development and resulting built forms; and,
- ensuring building entrances are visible from the street and promoting shelter at entrance ways.

2.2 The Urban Hamilton Official Plan (UHOP) Section E.3 - Neighbourhoods Designation

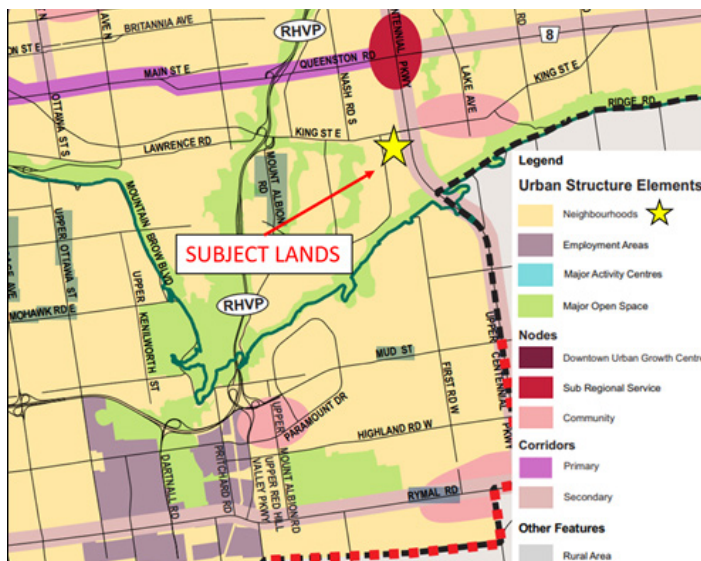
The Site is designated “Neighbourhoods” in the Urban Hamilton Official Plan’s Urban Structure and Urban Land Use Plan (See Figure 4). According to Section E.3.2.1, areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities, as well as supporting uses intended to serve the local residents.

E.3.1 The following goals apply to the Neighbourhoods land use designation:

- **E.3.1.1** Develop compact, mixed use, transit supportive, and active transportation friendly neighbourhoods;
- **E.3.1.3** Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs; and
- **E.3.1.5** Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.

E.3.2.4 Residential intensification shall enhance and be compatible with the scale and character of the existing neighbourhood;

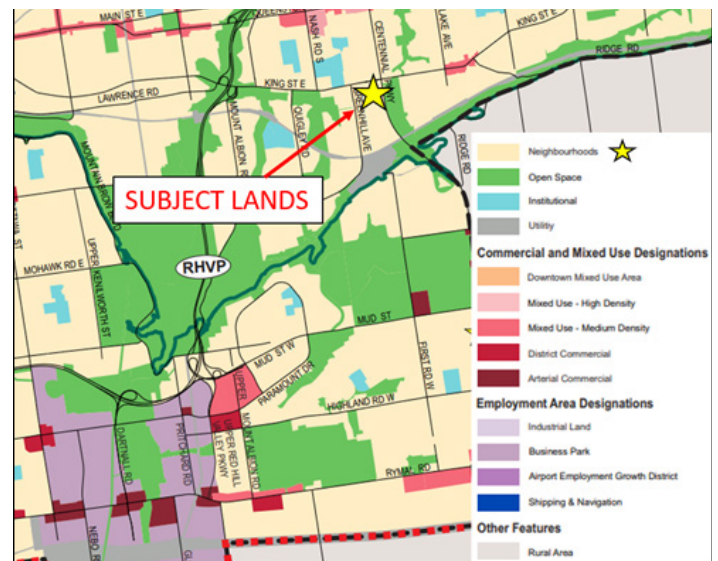
Figure 4 - Urban Hamilton Official Plan Schedule E Urban Structure



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

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

Figure 5 - Urban Hamilton Official Plan Schedule E-1 Urban Land Use



E.3.2.8 Proposals for supporting uses, except local commercial uses, within the Neighbourhoods designation shall be evaluated on the following criteria:

- a) compatibility with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking, and landscaping;
- b) access to a collector or major or minor arterial road shall be preferred;
- c) provision of adequate off-street parking with appropriate buffering and landscaping from residential uses;
- d) compliance with Section B.3.3 – Urban Design Policies and B.3.5 – Community Facilities/Services Policies; and
- e) adjacency and integration with parks to provide an attractive extension of parks and maximize the use of parkland facilities.

E.3.5.9 Medium density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the medium density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.
- c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.
- d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.

E.3.6.7 High density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.
- c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.
- d) Development shall:
 - provide adequate landscaping, amenity features, on-site parking, and buffering where required;
 - be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and
 - provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.
- e) In accordance with the policies of Section B.3.3 - Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements

from the abutting public streets (excluding public alleys):

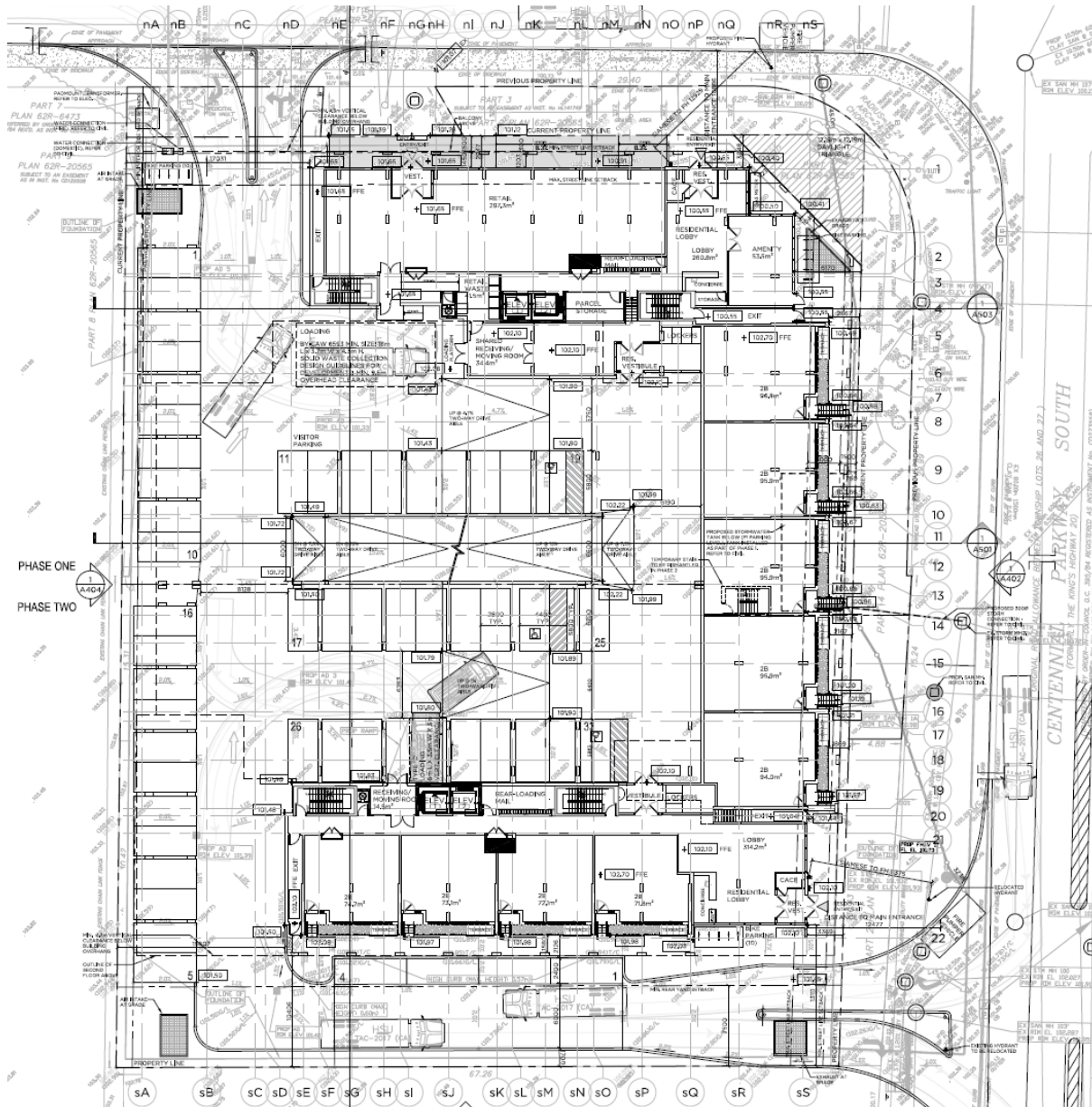
- surface parking areas;
 - parking structures;
 - utility and service structures such as garbage enclosures; and
 - expanses of blank walls.
- f)** The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.
- g)** The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.

SECTION 3

Design Proposal

3.1 Site Design

Ground Floor Plan - RAW Design



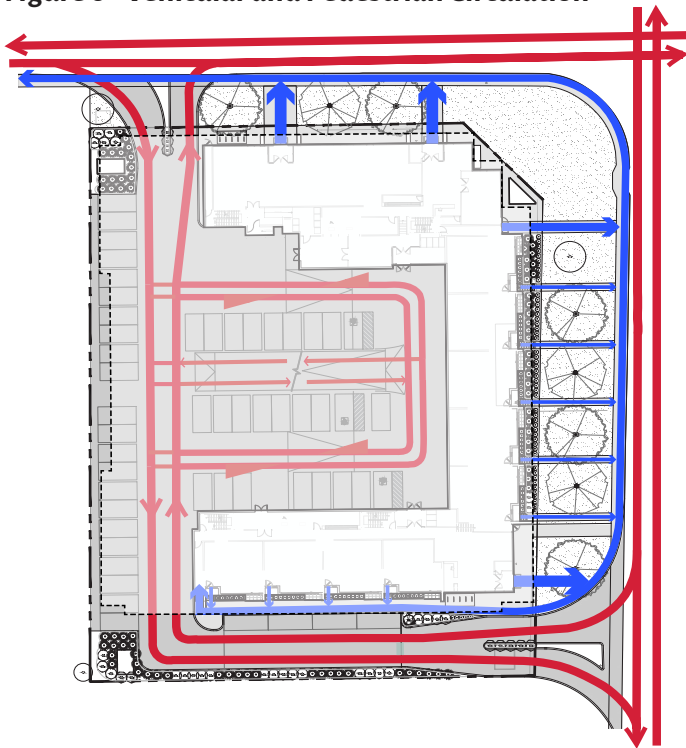
The Urban Hamilton Official Plan encourages new developments to provide compatible intensification that is transit supportive, activates the public realm, is adaptable to changing demographics, and provides safe, intuitive pedestrian connections. The proposed development accomplishes these objectives by proposing a beautiful new mixed-use development that provides active frontage on two major streets - King Street East and

Centennial Parkway South. It provides connections to the existing pedestrian network and easy access to nearby transit stations, while keeping surface parking out of sight.

The proposed development is comprised of two towers (302 units and 262 units respectively) set upon a mid-rise podium base with parking opportunities at grade, underground, and above ground. There is a ground floor

retail space located along the streetscape of King Street East. Two prominent walkways are proposed along King Street East that connect the public sidewalk to the retail storefront and lobby areas. There is a second residential lobby located at the vehicular entryway on Centennial Parkway South, at the southeast corner of the site. There are two major vehicular entry and exit points located along Centennial Parkway and King Street East (See figure 6). Parking is located internal to the site and hidden from the streetscape. Ground floor residential units that front onto Centennial Parkway are designed as grade-related units with individual walkouts to the sidewalk.

Figure 6 - Vehicular and Pedestrian Circulation



3.1.1 Pedestrian Circulation

Pedestrian circulation on the ground floor is primarily focused towards the relationship between the ground floor and the public realm. Direct connections are provided between public sidewalks and ground floor uses. Residential walkouts along Centennial Parkway South and retail storefronts along King Street East serve to animate the streetscape and provide “eyes on the street” for pedestrians walking along public sidewalks. There are five bus stops located in a 200m radius of the site, well connected to the city networks.

3.1.2 Vehicular Circulation

As shown in figure 6, the vehicular accesses into the site are located along Centennial Parkway South and King Street East. The vehicular ingress and egress through the site is directed along the boundary of the parking lot, which allows vehicles to move through the site with minimum interruption. There is a secondary circulation loop that provides access to the interior of the parking lot and connects back to the primary access route. The upper and lower levels of the parking structure can be accessed through ramps located at the centre of the parking lot. Additionally, there are two loading areas located in the internal parking area, visually hidden from the public realm.

3.1.3 Site Organization

The proposed building on site is organized with a traditional tower-podium design, which creates a mid-rise streetwall along King Street East and Centennial Parkway South. There is active retail frontage proposed along King Street West, an important corridor that transitions into Downtown Stoney Creek less than 1km east of the site. Residential walk-outs also activate the streetscape along Centennial Parkway South, which is located across the street from Battlefield Park.

A unique feature of this building is how the parking is hidden from sight but integrated with the residential units (See Figure 7 and 8). There is a central parking ramp that takes residents to upper and lower levels of the building. Residents can have direct access to their unit from the upper levels of the parking structure.

The design of the building also features a grand 4th floor amenity space on top of the parking structure, with residential balconies overlooking the space (See figure 8). This creates ample outdoor amenity space, generates attractive views, breaks up the massing of the building, and effectively utilizes the rooftop of the parking structure.

Floors 7-20 of the building feature two towers that are farther set back from the street, allowing the massing of the mid-rise podium to feature more prominently along the streetscape.

Figure 7 - Ground Floor Use

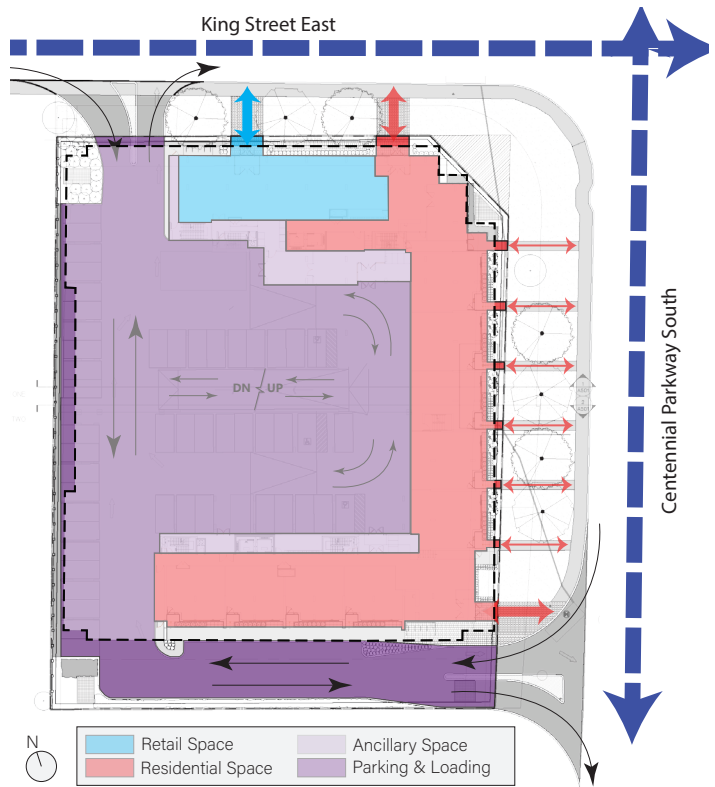


Figure 8 - Upper Level Use

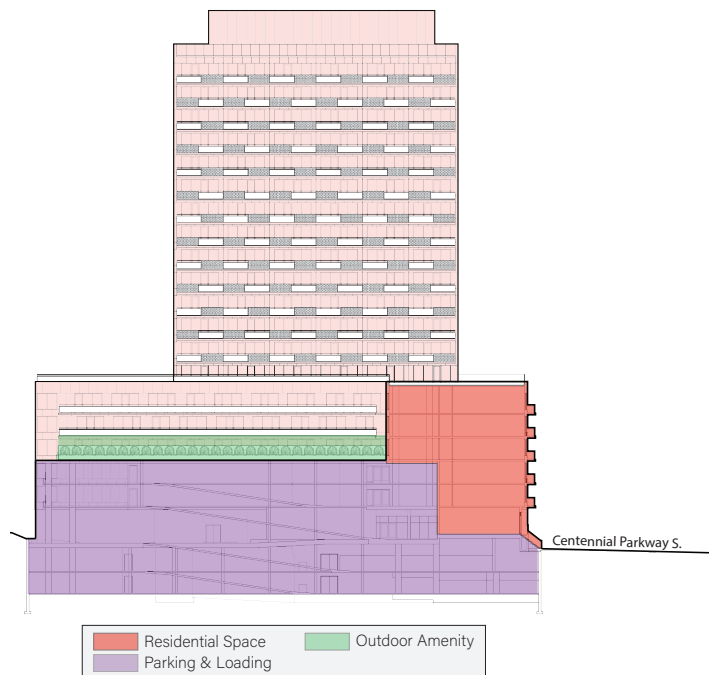
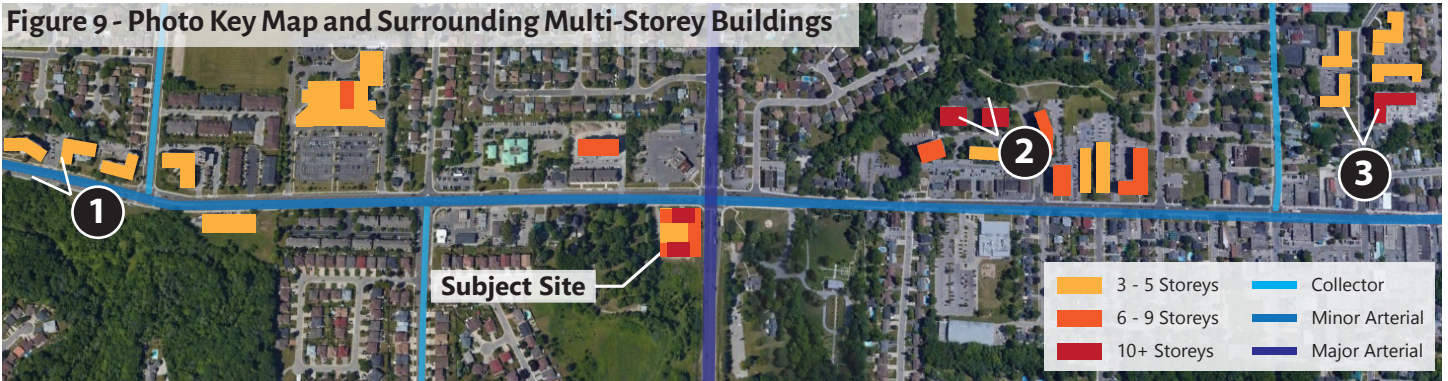


Figure 9 - Photo Key Map and Surrounding Multi-Storey Buildings

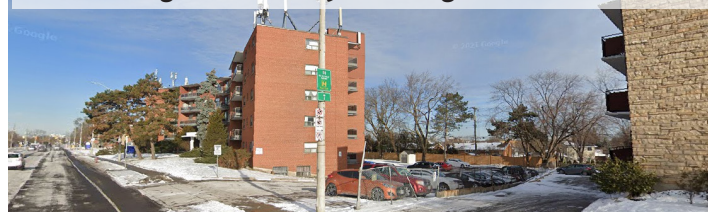


3.1.4 Massing and Relationship to Context

The City of Hamilton encourages development to aid intensification targets in delineated built-up areas. Figure 9 shows that by 2051, the City of Hamilton is forecasting a population of 820,000. The proposed development advances these intensification targets while maintaining compatibility with the existing context.

The proposed development relates to the urban structure by aligning higher densities along arterial roads and providing transitional densities to surrounding residential homes. The podium is set back from the sidewalk by 8.5-9m on along King Street East and 13-14m on Centennial Parkway South, ensuring ample distance between the public and private realm, as well as a smooth transition in scale between neighbouring properties and the high-rise. The tower is set back by 23-30m from the east sidewalk and 12.5-20m on the west property line. This results in a lighter massing, minimizes shadowing, and lessens the impact on privacy of surrounding properties.

Surrounding Multi-Storey Buildings - View 1



Surrounding Multi-Storey Buildings - View 2



Surrounding Multi-Storey Buildings - View 3

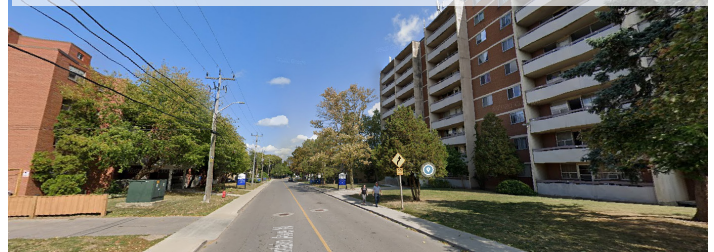


Figure 10 - City of Hamilton Historic and Forecast Population

Components of Population	2001	2011	2021	2031	2041	2051
Total Population (with undercount)	510,140	535,000	584,000	652,000	733,000	820,000
Growth last 20 years (2001-2021)			73,860			
Growth next 20 years (2021-2041)					149,000	
Growth next 30 years (2021-2051)						236,000

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and 2041 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (the "Hemson forecast report", August 2020). Figures include the Census undercount: i.e. those people that are missed in the Census, or counted twice, or otherwise should not have been counted.

The built form of the proposed development provides intensification along an important corridor. The appearance of massing is reduced because focus is drawn to the midrise podium streetwall while the towers are thinner and set back from sensitive uses.

Figures 11 and 12 show 45-degree angular planes applied at 80% of the right-of-way. There is a slight but negligible encroachment to the angular plane taken along Centennial Parkway South, as shown in figure 11. The degree of this encroachment will not negatively effect the park located across the street from the subject site.

Although there is a larger encroachment of the angular plane along King Street East, as shown in figure 12, this encroachment will not negatively impact surrounding uses. The gas station located on the adjacent property is significantly set back from King Street East, will not be affected by shadow impacts, and is not considered a sensitive use.

Figure 11 - Section 1 Angular Plane from Centennial Pkwy S.

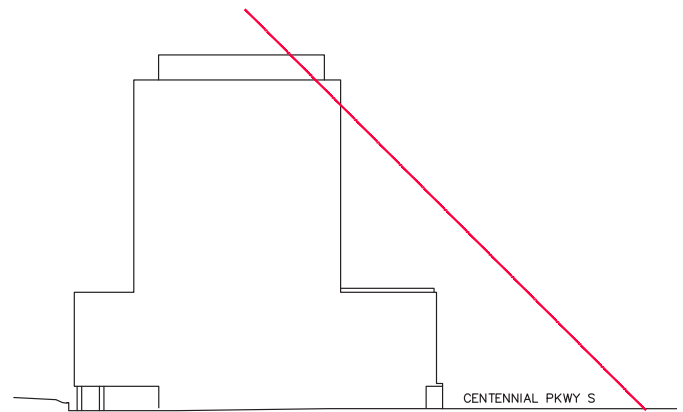


Figure 12 - Section 2 Angular Plane from King Street E.

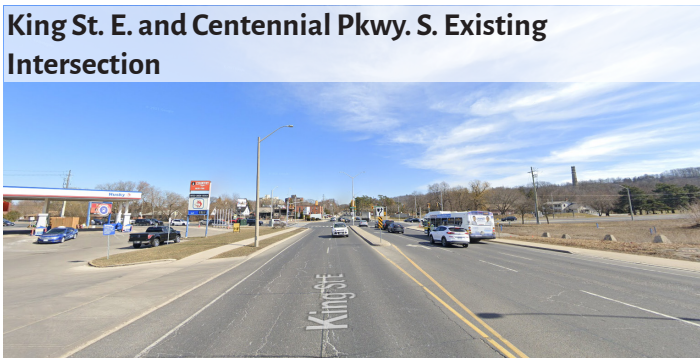
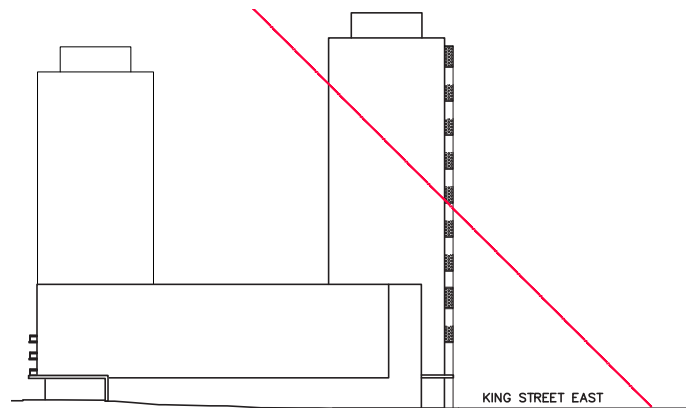
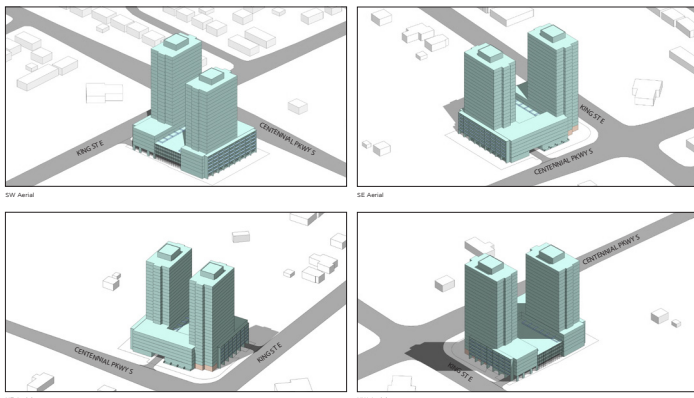
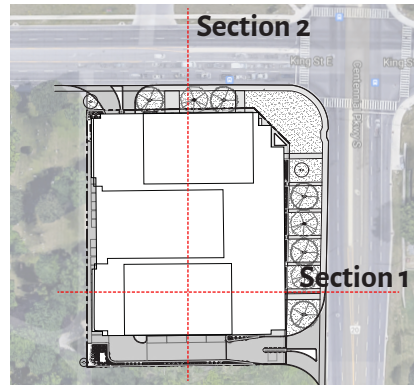


Figure 13 - Shadow Impacts



Key Map



3.2 Architectural Design

The proposed building is designed in an elegant and contemporary style with classic undertones. It is visually articulated with red brick and glass, which picks up on the aesthetics of the surrounding neighbourhood (see below photos). The facade consists of significant glazing, transparency, and alternating glass facades to create repetitive stylisation. The lighter tones of the tower facades creates the visual illusion of lighter massing. The finishing materials are extended to all sides of the buildings, including building projections and mechanical penthouses.

The mid-rise podium of the building is 6 storeys, creating a continuous active streetwall along King Street West and Centennial Parkway South. The ground floor is designed with grade-related walk-out units, and ample glazing to provide clear views into and out from ground floor uses facing the public realm. This promotes a safe and animated streetscape. Colored metal panels demarcate the retail units and the entrance to the residential lobbies, adding to the character of the building.

Perspective Rendering 1 - RAW Design



Perspective Rendering 2 - RAW Design



Commercial Plaza Near Subject Site



Highrises Along King Street East



Downtown Stoney Creek



Perspective Rendering 3 - RAW Design



Figure 14 - East Elevation

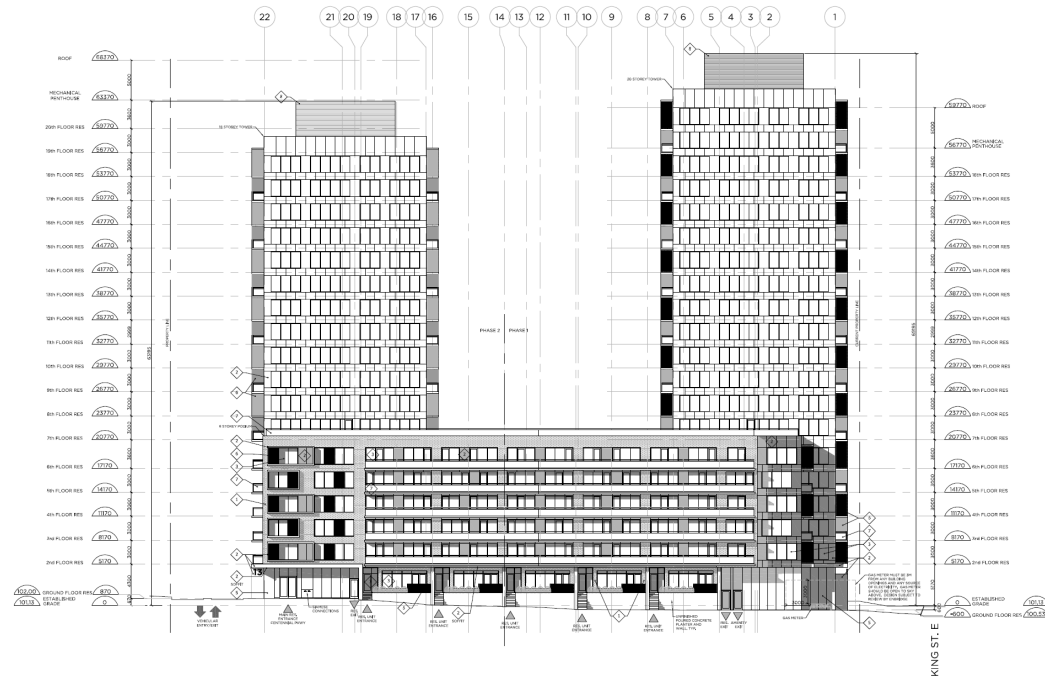
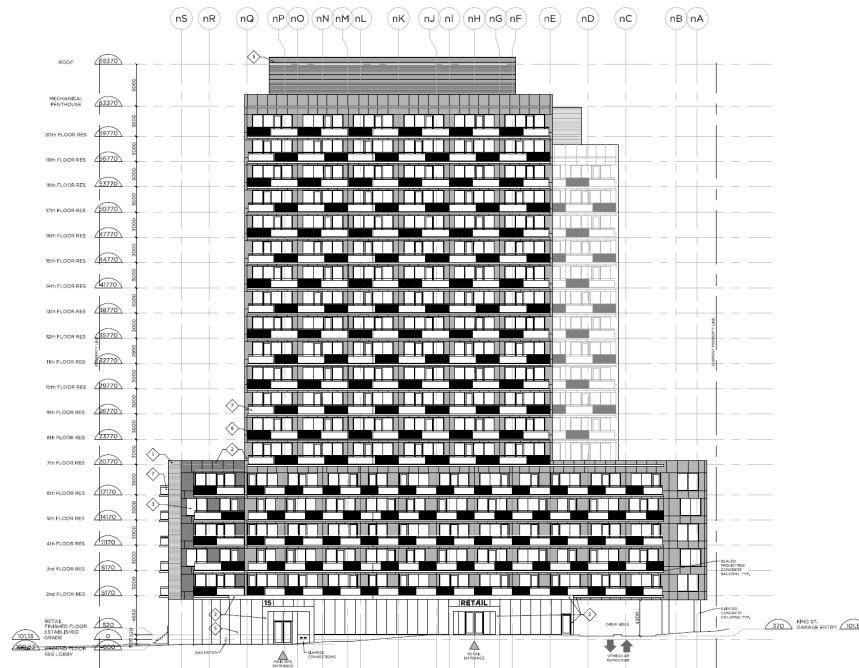
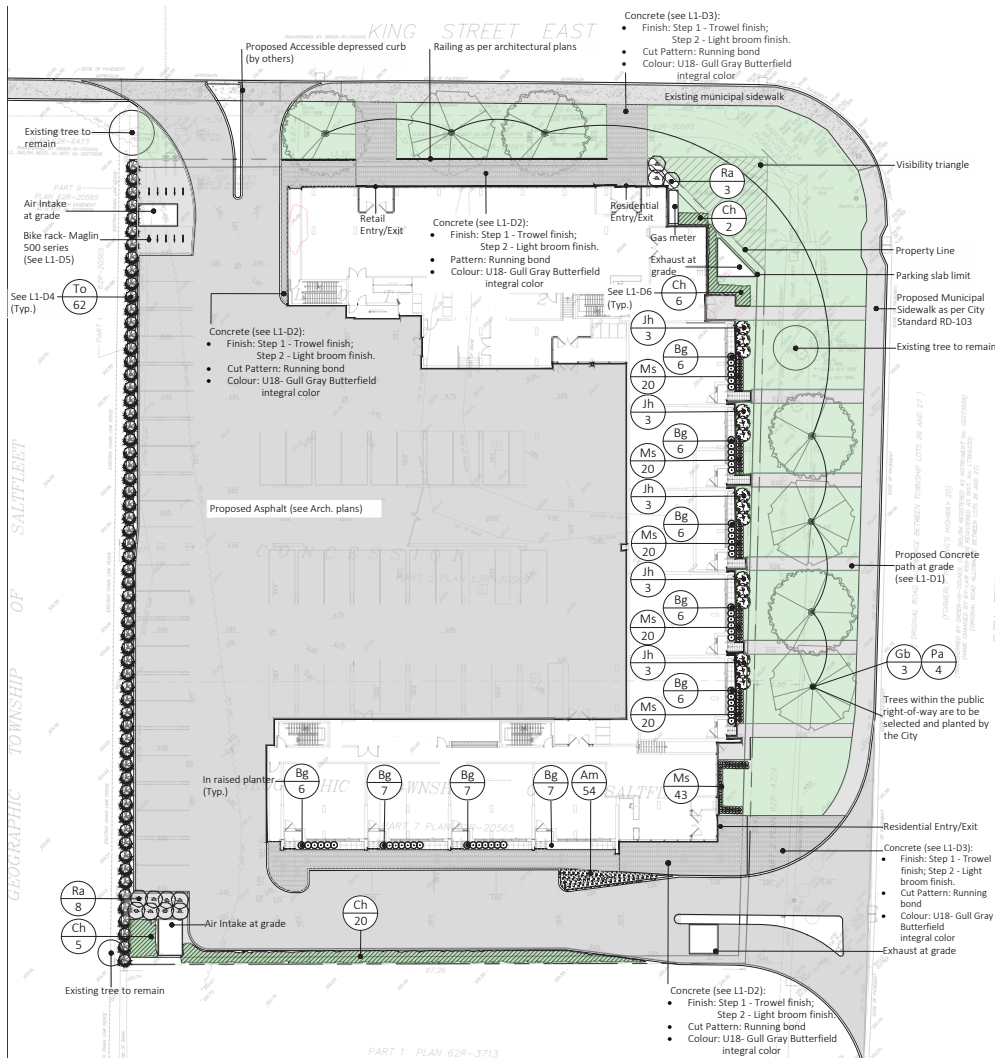


Figure 15 - North Elevation



3.3 Landscape Design

Landscape Plan - Whitehouse Urban Design



The proposed Landscape Plan is designed to encourage pedestrian connectivity to the public realm and create emphasis at the commercial and lobby entrances. The planting plan includes a variety of coniferous and deciduous perennials and shrubs, which create diverse and colorful textures year-round. The street trees provide shade in the summertime.

The streetscape planting along the residential walk-out units delineates private space from shared space while maintaining some visibility, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). The ornamental planting creates visual interest at the street level, which enhances the pedestrian experience.

Buffer landscape elements are an important component of this site due to the adjacent Stoney Creek cemetery. A wood privacy fence and a row of emerald cedars are proposed at the west property line for an attractive green visual buffer between the two properties.

Figure 16 - Streetscape Section at Centennial Parkway South



The streetscape is designed with continuous sidewalks, landscape strips and street trees, as shown in figure 16. The sidewalks are 2m wide and clearly visible from the building entrances. The porches, planters, and various shrubs and perennials add visual interest to the front facade.

SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

Design Theme: Compatibility with Surrounding Context

Policy / Guideline References

Urban Hamilton Official Plan
B.3.3.2.1 a), B.3.3.2.3 a),
B.3.3.2.3 b), B.3.3.2.4 e),
B.3.3.2.8 a),

Design Response and Contributions:

The proposed development relates to its role in the urban structure by animating King Street East and Centennial Parkway South. The development proposes active mixed uses along a midrise street wall, with residential towers set back from sensitive uses. It respects the existing built form of the neighborhood and picks up on surrounding aesthetics in a cohesive, yet modern capacity.

Design Theme: Site Organization

Policy / Guideline References

Urban Hamilton Official Plan
B.3.3.2.4 a), B.3.3.2.6 a),
B.3.3.3.5 d), 3.3.2.5 c), 3.3.7.1,
3.3.10.1

Design Response and Contributions:

The proposed development organizes the site in a logical manner that creates easy accessibility and connectivity. Entrances are emphasized from the street and parking areas are screened from view. The placement of the commercial ground floor use and pedestrian walkouts serve to complement and animate the surrounding environment.

Design Theme: Circulation

Policy / Guideline References

Urban Hamilton Official Plan
B.3.3.2.5 a) b), B.3.3.3.5 a),
B.3.3.10.10, 3.3.9.4, 3.3.2.5

Design Response and Contributions:

The proposed development provides multiple means of connection to the public realm through an efficient, intuitive, and safe network of pedestrian and vehicular pathways. The design features walkouts for ground floor residential units as well as upgraded walkways for lobby and retail entrances. Bicycle parking is provided on site.

Design Theme: Landscape Design

Policy / Guideline References

Urban Hamilton Official Plan
B.3.3.2.3 g), 3.3.2.4 f), 3.3.2.10,
3.3.9.3, 3.3.3.5 c)

Design Response and Contributions:

The proposed development provides an enhanced pedestrian experience through landscape design. The landscaping clearly demarcates the public from private realm and creates an attractive streetscape with year-round interest.

Design Theme: Architectural Design

Policy / Guideline References

Urban Hamilton Official Plan
B.3.3.3.5 b), 3.3.2.4, 3.3.2.6,
3.3.2.8 a), 3.3.2.5 c)

Design Response and Contributions:

The proposed architecture complements the existing community and creates both unity and distinction in its design. The tone and materials used are consistent with the historic character and unique sense of place present in the existing context.

4.2 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The project relates to its role in the urban context by proposing a beautiful mixed-use development that activates the streetscape at King Street East and Centennial Parkway South. The development creates connections to the public realm with walkways and grade-related active uses at the ground floor. The architecture enhances the public realm through elegant design that picks up on building materials used in the surrounding neighbourhood.

Through the full Site Plan Review process, the details of the project design will be finalized, ensuring the full implementation of the urban design policies in the Urban Hamilton Official Plan. Please also refer to the Planning Justification Report prepared by Urban Solutions Planning and Land Development Consultants.