

Please be advised that the following report was originally formatted as a book. For the purposes of this document and in order to create a document that was cohesive, blank pages from the report have been omitted and as a result some of the page numbers are missing. No data was removed.

Thank you.

NASH NEIGHBOURHOOD

BACKGROUND AND ISSUES REPORT



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

April 2005

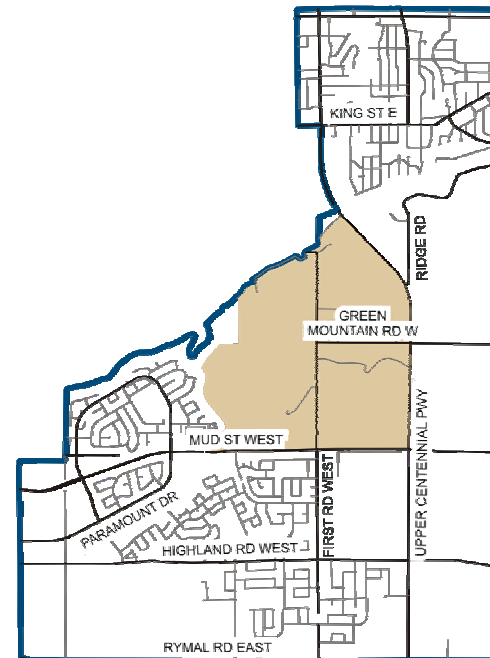


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1.0 NASH NEIGHBOURHOOD SECONDARY PLAN STUDY

The City of Hamilton is undertaking a Secondary Planning Process for the Nash Neighbourhood within the former City of Stoney Creek.

This chapter provides an overview of the study area, the history and context of the Nash Neighbourhood and the purpose of this report.

1.1 STUDY AREA

Map 1 shows the lands affected by the Nash Neighbourhood Secondary Plan study area. The lands are situated east of Felker Creek, south of the Niagara Escarpment, west of Highway No. 20 South, and north of Mud Street, within the former City of Stoney Creek.

The study area consists of approximately 319 hectares of land. It is noted that certain areas of this neighbourhood are already approved. These lands include the Community Park north of Mud Street (part of Amendment No. 23) and the lands at the north east corner of Mud Street and First Road West (Amendment No. 35). This amendment will cover the balance of the lands within Nash Neighbourhood as indicated on Map 1.

The lands covered by the secondary plan study area contain the West Quarry Landfill Site (the City is constructing a community park on lands located just north of the capped landfill), the East Quarry Landfill Site (currently being landfilled as the quarry operation has been completed), farmland, a telecommunication tower and antenna, an 8.9 hectare woodlot and four rural residential dwellings.

The east boundary of the Nash Neighbourhood is Highway 20, or Centennial Parkway, the primary north south artery in Stoney Creek. This major road also accesses major shopping areas at King Street/Highway 20 and at Queenston Road/Highway 20 (Eastgate Square).

The lands located to the east of Highway 20 are predominantly designated Agricultural in the Official Plan, with some areas designated as being part of the Niagara Escarpment Plan Area.

The closest existing residential areas to the lands are found to the south west, west of Felker Creek, on the north side of Mud Street West, accessed primarily by Paramount Drive. This area is the Albion Neighbourhood and consists of a mix of suburban residential development including: detached homes, townhouses and low-rise walk-up apartments. This area is only connected to Nash Neighbourhood via foot trail. Other residential neighbourhoods are located south of Mud Street West, with new development areas extending down south to Rymal Road. These lands represent the area where most new home activity is occurring in Stoney Creek.

These current new development areas and the other residential areas described above are all part of the wider Heritage Green Neighbourhood Plan. The Nash Neighbourhood is in the north east part of Heritage Green and is designated Special Policy Area 'B'.

1.2 HISTORY AND CONTEXT

In May of 1988, a Secondary Plan for the Heritage Green Community Extension was submitted on behalf of Taro Aggregates. This plan covered lands outside of the area owned by Taro Aggregates therefore City staff took an active role in the formulation of the plan to ensure the overall interests of the community were considered.

Originally, the area covered by the plan only included half of Nash Neighbourhood (the lands east of Felker's Creek, west of First Road West, north of Mud Street to the Niagara Escarpment) rather than the entire balance of the West Mountain Planning District not covered by the Heritage Green Secondary Plan (Amendment No. 23).

The First draft of the plan was circulated to 22 agencies and was complete by October of 1988. Based on the review of this initial circulation, it was concluded that there were a number of problems with the proposal and that the amendment was weak in terms of policy direction.

In 1998, the former City of Stoney Creek Planning Department prepared a revised secondary plan for the Nash Neighbourhood based on “new urbanism” principals. A Community Liaison Committee was established to provide input into the preparation of the plans. On September 30, 1998, the formal public meeting under the *Planning Act* was held for the secondary plan. Soon after the public meeting, questions were raised regarding the type of material being placed into the East Quarry/Landfill.

In November 1998, the Planning Committee placed the Nash Secondary Plan under Council’s “Unfinished Business” agenda. The matter was to be reconsidered by the Planning and Development Committee upon completion of the following:

1. A final decision being made by Council on the location of the Leachate Treatment Facility on the Taro lands, and;
2. A final report issued by the Ministry of the Environment regarding the investigation into potential hazardous waste at the Taro East Quarry/Landfill.

To date the Secondary Plan has not been approved, however, the above two conditions have now been addressed. The City and Taro have an agreement to deal with the effluent from the landfill and the M.O.E. has issued a letter stating that a comprehensive investigation into the matter was conducted and it has been concluded that the waste handling procedures in question were not in violation of Regulation 347.

1.3 REPORT PURPOSE

This report is designed to build a collective understanding of the community, the study area, and the issues and opportunities that will impact the urban development of the Nash Neighbourhood and the development of its Secondary Plan.

2.0 PLANNING POLICY FRAMEWORK

2.1 EXISTING POLICIES

2.1.1 Provincial Policy

In respect of the exercise of any authority that affects a planning matter, Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The list of provincial interests in the *Planning Act* includes:

- The protection of ecological systems, including natural areas, features and functions;
- The protection of the agricultural resources of the Province;
- The conservation and management of natural resources and the mineral resource base;
- The conservation of features of significant architectural, cultural, historical, archeologically or scientific interest;
- The supply, efficient use and conservation of energy and water;
- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The minimization of waste;
- The orderly development of safe and healthy communities;

- The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- The adequate provision of a full range of housing;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well being of the Province and its municipalities;
- The co-ordination of planning activities of public bodies;
- The resolution of planning conflicts involving public and private interests;
- The protection of public health and safety; and,
- The appropriate location of growth and development.

2.1.2 Hamilton-Wentworth Official Plan 1995

The Hamilton-Wentworth Official Plan (OP) designates the Nash Neighbourhood as Urban. The policies of the Regional OP promote the principles of sustainable development which are designed to provide for development which meets the needs of both current and future generations. The Urban designation in the OP permits a variety of land uses; however, the land use strategy of the OP is to promote compact urban form for all urban land uses. The policy directions that are most relevant include the following:

- The management of natural areas and resources in a manner which respects ecological processes and sustainability;

- Providing for housing which meets the needs of the diversity of households in the Region;
- Providing for an integrated transportation system which stresses easy pedestrian, transit, bicycle, and vehicular access to all basic needs; and,
- Compact urban areas and higher densities.

2.1.3 City of Stoney Creek Official Plan

The former City of Stoney Creek Official Plan designates the lands covered by the study area as Special Policy Area “B”. Policy A.12.2.1 states that Special Policy area “B” is ultimately intended for urban uses in accordance with the provisions of the Regional Official Plan. However, until such time as appropriate studies are completed to identify a detailed secondary plan (incorporated into the Official Plan as an amendment), the relevant agricultural policies and other associated policies of the Official Plan are in effect. (Map 2).

2.1.4 City of Stoney Creek Zoning By-law

Currently, the majority of lands north of Green Mountain Road are zoned Neighbourhood Development “ND” Zone. There are also some properties which are zoned Single Residential “R1” Zone and Highway Commercial “HC”.

South of Green Mountain Road large tracts of land are zoned Extractive Industrial “ME-1”, Intensive Recreation “IR-2” and Neighbourhood Development “ND”. Other properties are zoned General Commercial “GC-4”, Highway Commercial “HC”, Multiple Residential RM4-3(H) and Single Residential “R1”. (Map 3).

Some of the lands in the Nash Neighbourhood will have to be rezoned to reflect the secondary planning policies.

2.1.5 VISION 2020

VISION 2020 is a strategic vision document adopted by the City of Hamilton to guide the City in the development of a Sustainable Community. Hamilton's VISION contains a number of objectives based on sustainable development principles designed to provide a sustainable focus for community initiatives and new development. Objectives relevant to the secondary planning process include:

- To encourage development with makes efficient and economical use of infrastructure and services.
- To minimize the environmental, social and financial cists of new development to residents of Hamilton.
- To develop an integrated sustainable transportation system which is environmentally friendly, affordable, efficient, convenient, safe and accessible.
- To ensure public activities and decisions at all levels of government are coordinated, effective and easily accessible to all citizens.
- Incorporate principles of sustainable development and good community design into development standards and regulations.

When applied to urban development projects such as Nash Neighbourhood, these objectives provide a framework for the development of more sustainable neighbourhoods.

2.2 PLANNING POLICY INITIATIVES

The Provincial ministries have a number of on-going land use planning related initiatives which will impact urban planning both generally, and as it related to Nash Neighbourhood. In some cases, the responsible ministries are waiting direction from the new government in relation to the Province's land use planning agenda.

2.2.1 Provincial Policy Statement (2005)

This Provincial Policy Statement was issued under Section 3 of the *Planning Act* and came into effect on March 1, 2005. It replaces the Provincial Policy Statement issued May 22, 1996, and amended February 1, 1997.

2.2.2 Strategic Directions for a Central Ontario Smart Growth Strategy

As part of the Provincial government's Smart Growth initiative, five Smart Growth Panels were established to review the unique issues of five distinctive geographical area. The City of Hamilton is located in the geographic area being studied by the Ontario Smart Growth Panel.

Through a process of consensus building among key stakeholders, the Central Ontario Smart Growth Panel has developed a vision for the Central Ontario zone as well as a set of five strategic directions for the promotion and management of future growth in the Central zone. The strategic directions include:

1. Reshaping how and where we live;
2. Protecting the environment;
3. Unlocking gridlock;
4. Rethinking how we manage waster; and,

5. Optimizing other infrastructure.

The strategic directions are all divided into recommendations designed to address various facets of the larger strategic direction. The details recommendations are designed to support or implement the strategic directions.

Several recommendations of relevance to the Nash Neighbourhood Secondary Planning process include:

- The priority action is to attract and direct balanced growth (a balance of jobs and people) within existing urban and settlement areas, to support compact development, and optimize existing infrastructure;
- Urban expansions should conform to the Smart Growth strategic directions, including but not limited to supporting and enhancing the growth concept of nodes and corridors, optimizing infrastructure and having carefully planned servicing, and not opening prematurely so as to result in “leap-frog” settlement; and
- Target public investment to lead the development of mixed use, higher density urban nodes linked by corridors of efficient transit/transportation service and supportive land uses.

More detail on the visions, strategic directions and recommendations for Central Ontario can be found in the *Shape the Future: Central Ontario Smart Growth Panel Final Report, April 2003*, produced by Ontario Smart Growth.

3.0 BACKGROUND REVIEW AND ISSUES IDENTIFICATION

3.1 PLANNING ISSUES

3.1.1 Archaeological Resources

The Provincial Policy Statement (PPS) includes a section on Archaeological Resources, which states that:

- Development and site alteration may be permitted on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site will be permitted.

There is a long chronology of continuous Native and historic occupation in the area encompassed by the Nash Neighbourhood Secondary Plan area. Prehistoric Native cultures in this area include Paleo-Indian, Archaic and Woodland, dating back from approximately twelve-thousand years before present to historic Native and EuroCanadian occupations. The Nash Neighbourhood area has been a popular location for human settlement for much the same reasons over this span, including proximity to water, temperate climate, and diverse local environment, with plentiful subsistence resources and rich soils.

Seven registered archaeological sites are identified within and immediately adjacent to the neighbourhood, along with unregistered but confirmed sites. The Native occupations range from campsites to villages across the area. EuroCanadian sites are early pioneer farmsteads, churches and schools, with the historic heritage of Nash Neighbourhood comprising a ribbon of 19th Century settlement along early transportation corridors, focussed on what is now Mud Street between the settlements of Mount Albion and

Tapleystown, and along what is now Highway 20, a historic access down the escarpment. Surrounding areas have been subject to more intensive development in the mid to late-20th century, while the study area itself remains relatively undeveloped. Felker Creek and seasonal tributaries influence both prehistoric and historic settlement patterns, as does the historic headwater immediately adjacent to the north of the study area.

As a result, the Neighbourhood encompasses an area of significantly high prehistoric archaeological potential, including a broad span of Native cultural horizons. In addition, early historic settlement within this area means archaeological resources related to the pioneer occupation are present. As a result, there is high potential for both pre and post-contact archaeology throughout this area. (Map 4).

Issue: Archaeological sites and areas of archaeological potential should be addressed in the Nash Neighbourhood Secondary Plan. For example, archaeological assessments may be referenced and required in support of most applications under the Planning Act including subdivision applications.

3.1.2 Cultural Heritage Resources

The Provincial Policy Statement (PPS) provides policy direction on Cultural Heritage Resources, which states that:

- Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.
- Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

The lands constituting the Nash Neighbourhood Secondary Plan area have several built heritage resources and an overall cultural heritage landscape that reflects the former rural character of the former Saltfleet Township. The former City of Stoney Creek Planning Department had identified one site for potential designation.

Saltfleet, as laid out in 1791, consisted of 8 Concessions (spanning from the lake to the Binbrook town line) and 34 lots (commencing in the east at the Grimsby town line and continuing west to Barton Township). The Crown Patentees of the property within the Nash Neighbourhood Secondary Plan included prominent United Empire Loyalists: Adam Green (Conc 5, Lots 24 to 26); Jeremiah London (Conc 5, Lots 27 and 28); William Gage (Conc 6, Lots 26 to 28); and, Benjamin Smith (Conc 6, Lots 24 and 25). Acquiring the land around the turn of the nineteenth century, these early settlers in Upper Canada either established farms or subdivided the one-hundred acre lots and sold the land to other Loyalists.

Adam Green, who arrived in Upper Canada in 1787, owned 300 acres of land – that area constituting the north-east quadrant of the Nash Neighbourhood Secondary Plan area. A prominent family, the crossroads at the current Green Mountain Road and Highway 20 were known in the 1850s as Green's Corners. The property remained in the Green family well into the twentieth century. The 1875 Illustrated Historical Atlas (Map 5) shows a number of buildings on the Green property. The building depicted at the centre of Lot 26 on this 1875 map is likely the existing Ontario farmhouse located at 430 First Road West. The building depicted in the 1875 atlas that is set in from the north-west corner of Green Mount Road West and Highway 20 is likely that property consisting of a farm complex at 22 Green Mountain Road.

The property at Concession 5, Lots 27 and 28, originally owned by Jeremiah London, was soon subdivided and a portion (Lot 28) was sold to John Williamson. Williamson was a Councillor of Saltfleet Township in 1850 and held the prominent position of postmaster from 1853 to 1856. The 1875 Illustrated Historical Atlas depicts a building on the property, located close to the edge of the escarpment. This is most likely the stone building at 2 Glover Mountain Road. Although the building has a number of later additions, the original structure dates to the third-quarter of the nineteenth century.

A large portion of the area within the Nash Neighbourhood Secondary Plan (Concession 6, Lots 26 to 28—the southwest quadrant of the subject area) was originally owned by William Gage Sr. William Gage immigrated to Upper Canada circa 1789. His daughter, Susanna, married into the prominent Nash family in 1810. The property owned by William Gage was, by the mid-nineteenth century, sold to J. Olmstead. The Olmstead family was in possession of the property until the late-nineteenth century. By 1875 Lots 27 and 28 were owned by Moss I. Olmstead, who was Deputy Reeve of Saltfleet in 1867. Two buildings existed on the Olmstead property in 1875, one on lot 27 and another on lot 26—neither of which exists today, the latter being on the location of the former quarry.

By the turn of the twentieth century, the patterns of land division in the area remained consistent with the original 100 acre lots except for the lands adjacent to the road currently known as Highway 20. The lots along this transportation route were subdivided into a number of irregular lots.

Issue: The incorporation of identified heritage resources and remnant cultural heritage landscape features should be considered in the design of the Neighbourhood Secondary Plan.

Issue: The Nash Neighbourhood Secondary Plan area contains three potential heritage properties that should be considered for retention and incorporation into the neighbourhood plan. These are the stone house at 2 Glover Mountain Road, the Gothic-Revival farmhouse at 430 First Road West, and the farm complex at 22 Green Mountain Road (Map 6).

Issue: Remnant features of the former agricultural landscape, such as tree lines, should be incorporated into the newly developing landscape wherever appropriate.

3.1.3 Parks, Recreation and Open Space

The City of Hamilton By-law No. 03-199, in keeping with the *Planning Act*, required as a condition of development or redevelopment an amount not exceeding 5% of the subject lands for residential purposes, or 2% for lands to be developed or redeveloped for commercial or industrial purposes that is to be conveyed to the City for park purposes or other public recreational purposes. Alternatively, for densities of 20 to 75 units per hectares a requirement of one hectare per 300 dwelling units proposed can be applied, and for densities in excess of 75 units per hectare a requirement of 0.6 hectares per 300 units can be applied. By-law 03-199 also permits the payment of cash-in-lieu of parkland dedication at a rate equal to the value of the appropriate amount of land. The City of Hamilton is in the process of establishing new Park and Open Space policies as part of the Official Plan review process.

The integrated open space system established in Heritage Green is to be extended into this area to provide for additional public access to escarpment natural areas and link existing and proposed parks.

The City is presently developing a community park on the lands north of Mud Street and west of First Road West. The development of these lands has already been approved and will include 8 soccer pitches, 6 baseball diamonds as well as a splash pad, parking and community facility.

Issue: Should combine the location of parks with other existing green spaces (Escarpment and school).

Issue: Although there is a large scale community park in this neighbourhood, there should also be a smaller scale neighbourhood park that will provide neighbourhood functions (i.e. playground etc.)

Issue: ESA's, Escarpment and Woodlots should be preserved.

3.1.4 Schools

Initially, to serve the proposed population, both the Hamilton Wentworth District School Board and the Hamilton-Wentworth Catholic District School board have approved a jointly shared elementary school site if two elementary schools are necessary. In order to achieve a rationalization of the school site, identified as both park and school site, the School Boards and the City shall jointly fund and develop an overall master plan in the form of a site plan for the site to establish building, parking, tarmac, open spaces and recreational activities. Said master plan shall be developed and approved by both school boards and the City prior to any development on the site. This plan will be initiated once any of the identified agencies identifies a need to proceed. In the case where one of the school boards decides that a school will not be required in the Nash Neighbourhood, the size of the site reserved for school and park area may be reviewed.

The school boards view the development of a joint public/catholic school site seen as a positive approach to the need for educational facilities in growing residential areas. The jointly funded master plan will be contingent on the availability of funds and subsequent approval of the Board. In the event that one board elects to release their portion of the designated site, the remaining board must be given the opportunity to determine the needed area for the building envelope and land space (parking, playing fields, etc).

On August 31, 2004, the Hamilton Wentworth Catholic District School Board indicated that they do not require the site in the Nash Neighbourhood for a school, however, the Public School Board still requires the site.

3.1.5 Environmental Impact Statement

The Environmental Impact Statement for the Nash Woodlot (*Green Road Planning and Research, May, 1998*) assessed the proposed woodlot that was dedicated to the City. As well, an assessment of the development on the surrounding ESA (Felker Creek and Niagara Escarpment) was undertaken. There were 14 recommendations given with the primary recommendation affecting the development adjacent to the ESA's which require

a 10 meter setback with vegetative buffering. It is noted that initially the 10 meters was proposed to be included as part of the private land holdings however, it has been requested in comments from the Hamilton Conservation Authority on February 20, 2004, that the buffer area must be included as part of the ESA and in public ownership.

It is also noted that a detailed environmental impact statement should be conducted for any development proposals adjacent to the Nash woodlot. The EIS also mentions that pedestrian traffic in the woodlot should be kept to a minimum. The construction of a trail system may be beneficial in directing traffic away from the most sensitive areas and minimizing potential damage. Further study would be necessary to determine where the trail system should be placed.

Wildlife crossing management should be managed between the escarpment and the woodlot. The understory vegetation should be preserved close to both sides of any roads proposed in this area in order to provide cover for animal species. In some cases land bridges and culverts also provide safe crossing opportunities.

Issue: A 10 meter setback from the ESA boundary with vegetative buffering included as part of the ESA and in public ownership should be included for development immediately adjacent to ESA's.

Issue: A detailed environmental impact statement should be conducted for any development proposals adjacent to the Nash woodlot.

Issue: Pedestrian traffic in the woodlot should be kept to a minimum.

Issue: Wildlife crossing management should be implemented if roads sever the woodlot from the Niagara Escarpment.

3.1.6 Noise

Valcoustics Inc. (February 1998), conducted a noise assessment on the future development in this area. The main noise sources were identified as Highway No. 20

and the quarrying/landfill operations. It is noted that the quarry was probably identified as potentially the most intrusive however the quarry is no longer in operation as it was closed in the year 2000. Noise emanating from Highway No. 20 can be addressed by way of standard construction techniques (i.e. noise wall, etc.).

Issue: Standard construction techniques should be required to address noise from Centennial Parkway.

Issue: Should determine if any additional noise studies are required for this area.

3.1.7 Marketing

In September 1997 a market analysis study was conducted (by *Proof Positive Real Estate Research*) and identified a number of recommendations for the Nash Neighbourhood. The recommendations include providing a flexible form of zoning to allow various forms of housing to identifying that the grid-style plan would allow for a new urbanism form of development.

3.1.8 Hydrogeology

Conestoga Rovers reviewed the potential for any effects on gas migration and ground water flows in this neighbourhood. They identified that the potential for negative effects were those identified at the time of the Environmental Assessment and the conditions of the EA approval and EPA approval would have to address any potential of future problems associated with the quarry and landfill sites. It is noted in the Environmental Assessment that there was a leachate plume identified that flowed beyond the intersection of Green Mountain Road and First Road West in a north-easterly pattern and to the west of the West Quarry as of 1993. Conestoga Rovers has advised that with remediation the plume should be reduced as was indicated as post of the environmental approval process. Subsequently, the hydrogeologist for Phillip Services Inc. (Gartner Lee), June 1998, advised that remediation measures have been taken.

3.1.9 Watershed Studies

The former Region of Hamilton-Wentworth established a number of goals relating to community sustainability within the VISION 2020 Action Plan, particularly focusing on managing the impacts of land use change on important features like the Red Hill Creek Watershed (RHCW). Committed to assessing the impacts of development on the Red Hill Creek system, a process was initiated by the Region in 1997 to prepare a watershed plan.

The watershed plan identified numerous subwatershed units. The Davis Creek Subwatershed, one of the largest in the RHCW, was recommended for further study due to numerous physical and ecological concerns prevalent within its drainage system. The subwatershed characterization for Davis Creek (Phase 1) has identified the subwatershed functions and established the sensitivity of each function and feature to the overall subwatershed. Subwatershed constraints and issues have been determined and the relevant potential opportunities developed. The second phase of the subwatershed study is under way and its intent is to establish:

- (i) *How will the subwatershed functions and resources be affected by proposed development?*
- (ii) *What should be done to mitigate and/or avoid negative impacts?*
- (iii) *How can these resources be enhanced and/or protected in the most practical and economic way?*

The timeline for completion of the subwatershed study should be 2005 year end.

Issue: Timing of the subwatershed study is crucial for the Nash Secondary Plan Process as it will determine the location and size of the storm water ponds. It is difficult to proceed without this information.

3.2 NATURAL HERITAGE RESOURCES

3.2.1 Natural Heritage

Nash Neighbourhood is located within the Davis Creek and Battlefield Creek Subwatersheds. A tributary of Davis Creek crosses the west side and Battlefield Creek crosses the east side. The Niagara Escarpment and Nash Woodlot are major natural features and there are a number of hedgerows. As part of this study a storm water management study and Nash Woodlot-Scoped Environmental Impact Statement (EIS) were completed.

The Davis Creek Subwatershed Study has begun since the last time the plan for Nash Neighbourhood was reviewed. Approval of the neighbourhood plan may limit the development of solutions to address sub-watershed issues and it has been suggested by the Conservation Authority that the City consider waiting for the results of the study to incorporate any recommendations rather than approving this amendment at this time.

The Davis Creek tributary is considered a moderate fishery constraint, and an opportunity has been identified to improve water quality in the watercourse in the preliminary work for the Subwatershed Study. The neighbourhood plan should indicate if the watercourse would be preserved as an open channel. Also, water quality control should be implemented for the drainage area, which may require modification to the storm system and pond. Related to this, any extension of Heritage Green Drive will likely fragment Nash Woodlot from the Niagara Escarpment, a dry land bridge is recommended as a mitigative measure.

Issue: Approval of the neighbourhood plan may limit the development of solutions to address sub-watershed issues therefore the City should consider coordinating with the results of the Davis Creek Subwatershed Study to incorporate any recommendations rather than approving this amendment beforehand.

Issue: Water quality control should be implemented for the drainage area.

3.2.2 Environmentally Significant Areas

Approximately 22 acres of an Environmentally Significant Area (ESA #53), the Felker's Falls Escarpment (Hami-72, Natural Areas Inventory), abuts the planning area (Map 8). The Felker's Falls Escarpment study area includes a 4 km section of the Niagara Escarpment between Mount Albion Road and Centennial Parkway. The study area also includes Felker's Falls, a waterfall and plunge pool created by Davis Creek as it crosses the escarpment. The ESA is considered a significant natural area because it serves as an important ecological function, provides habitat for significant species, and includes a significant earth science feature.

There is another ESA just outside the area known as Devil's Punch Bowl, ESA #54 (Devil's Punch Bowl Escarpment - STCK 76). The Devil's Punch Bowl Escarpment consists of a 10 km section of the Niagara Escarpment extending eastward from Highway 20 (Map 8).

Felker's Falls is a densely wooded area and is linked to the Red Hill Creek valley via the Escarpment.

Issue: ESA's, Escarpment and Woodlots should be preserved.

3.2.3 Niagara Escarpment Area

The forested slopes of the Niagara Escarpment support a number of rare flora and fauna species and form a relatively continuous primary linkage system that is of regional and provincial significance. The Niagara Escarpment provides a dramatic climate boundary. Lands north of the escarpment are frost sheltered and have longer, warmer and slightly wetter agricultural growing seasons than the lands south of the escarpment. This area has also been accorded global status by UNESCO as a Biosphere Reserve.

Issue: A 30 meter setback from the escarpment brow should be included for development.

3.2.4 Significant Woodlands

Significant Woodlands are identified based on criteria such as the size of the woodlot, presence of interior forest, rare species, or old growth characteristics. There are two woodlots within the study area that the Stoney Creek Open Space Natural Environment Study (SCONES) has identified. Both woodlots are located just north of Green Mountain Road, west of First Road West and east of Heritage Green Drive (Formerly Isaac Brock Road). Although there are no policies in the Official Plan for Significant Woodlands, the Stoney Creek Open Spaces and Natural Environment System (SCONES) policies for Core Areas would apply (Subsection B.1, Stoney Creek Official Plan). East of these woodlots is a hedgerow and an overgrown shrub thicket.

Issue: There are so few woodlots of any size remaining in the study area, it is important to preserve and enhance those that remain, particularly the two areas identified as Significant Woodlands.

Issue: The Stoney Creek Open Spaces and Natural Environment System (SCONES) policies for Core Areas should be applied (Subsection B.1, Stoney Creek Official Plan).

3.2.4.1 Nash Woodlot Scoped Environmental Impact Statement (EIS)

The Nash woodlot is part of Felker's Falls ESA. It is an under 100-year old, 22 acre, Carolinian woodlot. The ESA is one of the few remaining woodlots in the area and serves an important ecological function and provides habitat for significant species.

Issue: If one option is to extend Heritage Green Drive north it will likely fragment Nash Woodlot from the Niagara Escarpment and while a dry land bridge is recommended as a mitigative measure there is no indication that this will be implemented or discarded. The remaining recommended mitigative measures will provide minimal alleviation on the effects of fragmentation given standard road maintenance practices. A road realignment should be reconsidered and maintenance of an open channel.

3.3 URBAN DESIGN

Good urban design is essential if the City is to produce attractive communities in which people will want to live, work and play. Urban design is a key to creating sustainable communities, the conditions for flourishing economies, for the prudent use of natural resources and for social progress. Innovative and creative urban design results in lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale; places that inspire and develop the imagination and sensitivity toward the living environment.

More precisely, urban design is concerned with the relationship between and amongst buildings; the relationship between buildings and the streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of all these parts and places with one another; and the patterns of movement and activity which are thereby established; in short, urban design is concerned with the complex relationships between all the elements of built and natural environment.

3.3.1 Context

The Nash neighbourhood Secondary Plan Study Area is bounded by Felker Creek to the west, Highway 20 (Centennial Parkway) to the east, Mud Street to the south, and the Niagara Escarpment to the north. As a primary north south artery road in Stoney Creek, Highway 20 provides access to shopping areas in Downtown Stoney Creek (King Street /Highway 20) and Eastgate Shopping Centre (Centennial Road/Highway 20).

The study area, with its northern edge close to the Niagara Escarpment, comprises the West Quarry landfill site (north of which is the location of a City community park, currently under construction), the East Quarry landfill site, farmlands, a telecommunication tower, a woodlot and four rural residential dwellings.

In 1998, the former City of Stoney Creek prepared a revised secondary plan for the Nash Neighbourhood based on “new urbanism” principles. “New Urbanism” is an approach to community design which promotes the creation of diverse, walkable, compact, vibrant, mixed-use communities, assembled in an integrated fashion in the form of complete communities. This approach to community building embodies the objectives stated in Vision 2020, a strategic vision document adopted by the City of Hamilton to provide guidance in the development of a Sustainable Community.

For the purpose of urban design, the study area’s existing condition provides few clues in regards to built character and cultural heritage, since there had been little history of urban development. However, the neighbourhood’s proximity and accessibility to the Niagara Escarpment provide a unique opportunity for the creation of a new community which can benefit from this favourable natural setting.

3.3.2 Opportunities in Urban Design

Much of good urban design is also concerned with “place making”, creating new environments in which people can live, work, and play. The following sections describe the character, opportunities, and urban design principles for “place making” of the future Nash Neighbourhood.

3.3.2.1 Places for Walking

Healthy and successful neighbourhoods require that residents have balanced opportunities for different modes of movement such as vehicle, transit and walking. Many newly developed neighbourhoods do not encourage walking or transit use. The Nash Neighbourhood offers a unique opportunity to provide for both. The inhabited area proposed for the Nash neighbourhood is compact, and is isolated from major streets. The size of the neighbourhood would permit a resident to walk from its perimeter to its centre in 5 to 10 minutes. As a pedestrian friendly community, the approach to the designs of streets and buildings should emphasize pedestrian enjoyment, safety, and accessibility through the provision of a system of interconnected trails, pathways and streets.

3.3.2.2 Places for Connectivity

Aside from the collector roads, the Nash community would benefit from an interconnected street grid network that disperses traffic and eases walking within the neighbourhood. A hierarchy of narrow streets, boulevards, and alleys can be the basis of a high quality pedestrian network. Well designed public spaces such as streets and parks can make walking pleasurable. A successful community balances the needs of all mode of transportation, especially important is the interchange between vehicular and pedestrian use. As a safety measure, it is preferable to avoid individual front access driveways on collector streets. By placing parking garage in the rear of private properties via an alley or laneway, it allows for greater opportunity for social exchange between residents.

3.3.2.3 Places to View

The northern edge of the study area is defined by the top of the Niagara Escarpment. This unique geographic feature provides numerous viewing opportunities of the city below, the lake beyond, and of near by natural features such as Felker's Falls. These view points should be identified in the Secondary Plan and designated as publicly accessible open space to ensure access for the community. Moreover, the designation of the neighbourhood's entire northern edge as open space would provide pedestrian amenity and ensure public access to the natural trails of the Escarpment. The open space and street system should be designed to maximize views from within the neighbourhood to this edge condition.

3.3.2.4 Places for Natural Features

The site has natural features and environmentally sensitive areas such as the Nash woodlot, numerous existing hedgerows, streams and the Niagara Escarpment that must be protected. Opportunities exist to provide a system of natural connections to link these areas through the neighbourhood via open space with trails, and streets with enhanced sidewalks and plantings. These natural areas also provide an opportunity to

link the neighbourhood into the existing trail systems along the Escarpment and at Felker's creek.

3.3.2.5 Places for Vehicles

Existing access to the inhabited area of the neighbourhood is by way of three main collector streets that traverse open space, have limited opportunity for access points, and are relatively straight. These characteristics encourage speeding. Traffic calming should therefore be considered in the form of traffic circles, reduction of road width at crossing and/or boulevards, especially at the gateway locations where these artery roads enter the inhabited area and intersect pedestrian routes.

3.3.2.6 Places to Gather

Most successful and well designed communities have a centre or core area that provides both structure and a focus for commerce and public gathering. A commercial node or village core centrally located in the neighbourhood, with easy access to near-by collector roads, can be a discernable centre as in a traditional neighbourhood structure. This gathering place may take on a variety of forms such as a cross road configuration, a main street, or an area surrounding a public plaza; and generally comprises good quality urban spaces such as a distinctive streetscape and urban parkette.

Other component to the making of a vibrant commercial node include street front stores and buildings that engage pedestrians both in terms of physical access and visual designs. Often interesting places exude a sense of place by offering a variety of spatial experience. Besides a public plaza, consistent building walls along a street can offer a sense of enclosure, and provide a more intimate setting for social exchange in human scale.

3.3.2.7 Places to Live

Principles of the Smart Growth policies provide new guidance to community development. One of the principles is to encourage a mix of housing types such as town homes, stacked town homes, and apartment buildings to allow for higher density.

Vibrant communities generally benefit from diversity in building forms and demography. The locations of high density housing within the neighbourhood need to be carefully considered to avoid creating excess vehicular traffic. It is also important to maximize pedestrian amenity while minimizing blocked views, shadow, and overview of other properties. The higher density buildings are better located along collector streets, at the central commercial amenity area of the neighbourhood, as well as at the eastern edge of the neighbourhood bordering Highway 20.

Issue: The development of the Nash Neighbourhood provides considerable opportunities for community-building based upon new urbanism principles and a sense of distinctive place-making. The Secondary Plan will be prepared in a manner that clearly enunciate these principles.

Issue: The designs of streets and buildings should emphasize pedestrian enjoyment, safety, and accessibility through the provision of a system of interconnected trails, pathways and streets.

Issue: The Nash community would benefit from an interconnected street grid network that disperses traffic and eases walking within the neighbourhood. A hierarchy of narrow streets, boulevards, and alleys can be the basis of a high quality pedestrian network.

Issue: The open space and street system should be designed to maximize views from within the neighbourhood to the Niagara Escarpment.

Issue: The site has natural features and environmentally sensitive areas (Nash woodlot, existing hedgerows, streams and the Niagara Escarpment) that must be protected. Opportunities exist to provide a system of natural connections to link these areas through the neighbourhood via open space with trails, and streets with enhanced sidewalks and plantings. These natural areas also provide an opportunity to link the neighbourhood into the existing trail systems along the Escarpment and at Felker's creek.

Issue: Traffic calming should be considered in the form of traffic circles, reduction of road width at crossing and/or boulevards, especially at the gateway locations where these artery roads enter the inhabited area and intersect pedestrian routes.

Issue: A mix of housing types such as town homes, stacked town homes, and apartment building, should be encouraged to allow for higher density.

3.4 NASH NEIGHBOURHOOD SECONDARY PLAN

The total area covered by the secondary plan is approximately 319 hectares.

3.4.1 Municipal Services

The Nash Neighbourhood will be fully serviced to urban standards.

3.4.1.1 Water

There is an existing large diameter trunk watermain (1200mm) which runs along Mistywood Drive, crosses under Felker Creek to the Second Road West unopened road allowance, and northerly on the Second Road unopened road allowance to approximately 400 meters north of the unopened road allowance of Green Mountain Road. The watermain then runs easterly via easements through the proposed Stormwater Management Pond block and turns northerly over the escarpment to the Greenhill Reservoir (Pumping Station HD01A). If Second Road West is realigned the watermain route will not encompass any road allowances thus, a 20 meter easement will be required over the entire length of the pipe. At this time, it is not determined if a vertical conflict will exist between any proposed pond in the Stormwater Management Pond block and the existing trunk watermain. This watermain is essential to supplying the Mountain area. It would not be feasible to take this main out of service for any extended period of time.

A future second large diameter trunk watermain has been proposed through the Nash Neighbourhood to convey potable water from pumping station HD04B/05A located at the Greenhill Reservoir to the south mountain area. Provision was made for the second trunk watermain to connect to the existing trunk at the escarpment. It would then go easterly to First Road West and follow First Road West from approximately 100 meters south Ridgeview Drive to Mud Street West.

Servicing of Commercial properties fronting Centennial Parkway and Mud Street West must be from the back property line. Watermain and sewer installation on Centennial

Parkway to service the proposed commercial blocks will be problematic to construct and maintain as it is under Ministry of Transportation (MTO) jurisdiction, which usually prohibits pipes under pavement and has stringent requirements for maintenance access. There is an existing watermain on Mud Street providing service to the properties on the south side of the street. It would not be efficient or desirable to have a second main on the street to service the north side. It is recommended that a 20 meter service roadway corridor be established to the rear of the commercial blocks, where water and sewer services could be installed, and from which the commercial properties could be serviced.

Issue: It must be determined if a vertical conflict will exist between any proposed pond in the Stormwater Management Pond block and the existing trunk watermain.

Issue: Servicing of Commercial properties fronting Centennial Parkway and Mud Street West must be from the back property line.

3.4.1.2 Wastewater

Wastewater from a large portion of the identified neighbourhood is to be discharged to an existing sub trunk sanitary sewer, located below the escarpment near the Greenhill Reservoir. A sanitary sewer is required on First Road West, from Ridgeview Drive to Green Mountain Road. A utility corridor will be required to the west of First Road West and Ridgeview Drive (existing road allowance block) to facilitate the construction of a sewer from the vicinity of Greenhill Reservoir located below the escarpment to the lands above.

Servicing of Commercial properties fronting Centennial Parkway and Mud Street West will be from the back property line. Wastewater from these properties would drain to the vicinity of the High Density and Commercial blocks at Mud Street West and First Road West. Wastewater from these blocks as well as the Commercial properties fronting Centennial Parkway and Mud Street West would require pumping to a sanitary sewer on Second Road West, North of Green Mountain Road. Land will be required north of

Mud Street West and First Road West for the construction of a pumping station (30m x 30m).

The Felker Sub Trunk sanitary sewer is located on the east side of Felker Creek. Should the sanitary sewer not be located within a proposed road allowance, 12 meter wide easement would be required for the trunk sewer which lies within the plan.

An existing private drain traverses the neighbourhood and connects to an existing sanitary sewer on Mistywood Drive for the discharge of leachate from the existing landfill. This discharge will need to be maintained.

Issue: Wastewater from Centennial and Mud Street will drain to the vicinity of the High Density and Commercial blocks at Mud Street West and First Road West. Wastewater from these blocks as well as the Commercial properties fronting Centennial Parkway and Mud Street West will require pumping to a sanitary sewer on Second Road West, North of Green Mountain Road. Land will be required north of Mud Street West and First Road West for the construction of a pumping station (30m x 30m).

Issue: Leachate drain north of Mud Street and east of Heritage Green Drive must be maintained.

3.4.1.3 Stormwater Management

On June 18, 1998, Phillips Engineering conducted an intensive study on the drainage patterns and stormwater management in the Nash Neighbourhood in order to identify locations for stormwater management ponds. The assessment identified drainage areas and the need for three stormwater ponds. Two of the three ponds are located close to the Niagara Escarpment. The third is located to the east portion of the plan and utilizes an existing water feature.

The establishment of new stormwater detention ponds are also subject to the Municipal Engineers Association Municipal Class Environmental Assessment (June 2000). Stormwater ponds may be considered Schedule 'A' projects (e.g. pre-approved) if

required as a condition of a site plan, consent, plan of subdivision or plan of condominium under the *Planning Act*. However, it should be noted that, if a stormwater detention pond is constructed outside of a draft plan of subdivision (or other *Planning Act* application) than a Schedule 'B' Class EA process would be required.

The City is presently undertaking a Subwatershed Planning Study for Davis Creek. The Davis Creek Subwatershed is one of the largest in the Red Hill Creek Watershed and was recommended for further study due to numerous physical and ecological concerns prevalent within its drainage system. The Subwatershed Plan will provide specific guidance on the preferred means to protect, restore and rehabilitate water dependent resources. A portion of the Nash Neighbourhood falls within the boundaries of the Davis Creek Subwatershed study area. It is not anticipated that the stormwater management facilities in the Nash area would change, however, the findings of the watershed study are not yet known and there could be implications for the locations and sizes of the stormwater management facilities. There may also be Class Environmental Assessment (EA) requirements for the implementation of stormwater management measures to be implemented as a result of the study.

Issue: Direction is required from the Davis Creek Subwatershed study in terms of stormwater management facilities for the area and the preferred location and size of stormwater management ponds.

Issue: Direction is required from Public Works Department with regards to the Municipal Class EA requirements for storm water management in the Nash Neighbourhood.

3.5 TRANSPORTATION

The City of Hamilton is undertaking a City-wide Transportation Master Plan to develop policies and strategies for its transportation network over the next 30 years. This network includes roads, transit, cycling and pedestrian facilities, public parking and the City's connections to marine and aviation facilities. Results of the Transportation Master Plan will serve as a support document for the City's capital budgeting and its long-range strategic planning study called the Growth Related Integrated Development Strategy or GRIDS.

The Nash Neighbourhood Secondary Plan should provide connections to adjacent land uses, ensuring connectivity of public walkways and trails within and between neighbourhoods, and implement community designs that integrate the Nash Neighbourhood with the existing community.

3.5.1 Roads

Major road improvements are required to establish a collector road system designed to carry local traffic from the Neighbourhood to Mud Street and Highway No. 20.

Further, certain intersection improvements are also required to implement this Plan. In this regard, the realignment of First Road West intersection with Mud Street remains a requirement. In addition, the Green Mountain Road intersection with Highway No. 20 may need to be realigned to the south to provide better sight lines for turning. The improvement of this intersection is intended to serve the east quarry landfilling operation so as to separate the trucking operations from the residential traffic.

The establishment of new roads are subject to the Municipal Engineers Association Municipal Class Environmental Assessment (June 2000). The local roads may be considered Schedule 'A' projects (e.g. pre-approved) if required as a condition of a site plan, consent, plan of subdivision or plan of condominium under the *Planning Act*. However, it should be noted that construction of collector or arterial roads requires a Schedule 'B' or 'C' Class EA planning process. In addition, the realignment of existing

roads may require Class EA approval. The installation of traffic calming features on existing roads may also require Class EA approval.

Issue: The intersection of Green Mountain Road at Upper Centennial is intended to be realigned to the south. There was previous discussion that Upper Centennial Parkway requires a vertical realignment to establish the accepted grades at signalized intersections. This matter should be reviewed prior to the approval of the OPA and Secondary Plan. The realignment of Green Mountain Road on the west side requires the realignment on the east side of Upper Centennial as well and this has not been addressed.

Issue: A realignment of First Road West intersection with Mud Street remains an issue..

Issue: Direction is required from Public Works Department with regards to the Municipal Class EA requirements for traffic calming and road realignments in the Nash Neighbourhood.

3.5.2 Transit

The Transit (HSR) Department has noted that given the various constraints presented by the previous land uses and the surrounding topography, the secondary plan should provide a good mix of land use and employ a grid street pattern to improve directness of travel for pedestrians. The majority of the neighbourhood is beyond a 400 meter walking distance of existing bus routes.

Issue: Medium Density uses should be located on arterial and collector streets to take full advantage of future public transit service that Council may wish to choose to provide.

3.5.3 Traffic

Parker Consultants conducted a review of the initial draft neighbourhood plan (*March 1998*) with respect to traffic calming techniques as well as the grid road pattern. As a second component of that study, they also assessed the future of Highway No. 20 from Mud Street northerly to the Niagara Escarpment. They advised that the traffic calming techniques and the grid pattern of roads is an acceptable road design.

Issue: With respect to the future of Highway No. 20, they have recommended that consideration be given to a boulevard form of treatment in this area; a minimum access separation of 130 meters; and an interconnection circulation road. They note that this may require a mid-point intersection with traffic lights between Mid Street and Ridge Road in this area.

4.0 CONCLUSIONS / OPPORTUNITIES

Planning for the Nash Neighbourhood should focus on building on the existing natural qualities of the site to create a distinct community with a cohesive open space and pedestrian framework. The following opportunities will assist in fulfilling this goal:

- 1. Envision a unique streetscape and hierarch character as an integral component of the pedestrian network. In addition, integrate cycling into the transportation framework of the community.***

Along First Road West, north of Green Mountain Road, a “Gateway Road” concept could be developed. This “Gateway” would reinforce the unique character of this community. This road could integrate both recreational trails for pedestrians as well as bicycles into the transportation framework of the community.

- 2. Linkages to adjacent neighbourhoods.***

The possibility exists for various connections to the existing subdivision directly south of the study area.

- 3. Creation of a distinct and cohesive pedestrian environment and community framework.***

The opportunity exists to create new pedestrian linkages throughout the new community exists. The pedestrian network will be a series of linked walkways, recreational trails and pathways throughout the community that will act as a cohesive element for the community.

- 4. Placement of new parks and open spaces to integrate with existing natural spaces and provide new passive recreation resources and destinations.***

New parks in the community should be located such that they act as linkages to serve to reinforce the network of open spaces. These natural amenities act as generators for

the open space linkages. That is, the location of proposed open spaces within the new community connect and integrate with the existing natural amenities to create an interconnected system of parks and open space. The interconnectivity of these passive spaces allow users to fully participate within the site and contribute to the development and integration of these natural resources as destinations within the community.

5. Create a unique quality and character to the community by reinforcing and enriching its historical reference and heritage qualities.

Where feasible, the heritage elements that remain on site should be considered for integration into the community. These elements would add to the unique character and quality of the new community as a relic representative of the area.

6. Views and vistas

There are several areas within the site that provide good short and long panoramic views to the Niagara Escarpment. The layout and design of the community should also take into account the preservation and integration of the vistas and views to areas of visual interest. The location and placement of park/open space blocks should take full advantage and enhance these “good view” opportunities. There are several areas within the site where the natural topography provides obvious vantage points from within the suite. The opportunity that these high points present should be fully explored.

7. Street network should assist in the preservation of views and vistas.

Where feasible, the streetscape should assist in the preservation of good views through the new community, and should frame and highlight key elements within the community. The street pattern should compliment rather than hinder or obliterate “good view” opportunities.