



Urban Design Brief: 499 Mohawk

499 Mohawk Road East
Hamilton, Ontario

September 2022


NEW HORIZON
DEVELOPMENT GROUP


WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

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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 the New Horizon Development Group, the registered owner of the lands municipally known as 499 Mohawk Road in the City of Hamilton (referred to as “subject site”).

The subject site is approximately 3.95 hectares (9.79 acres) with frontage on Mohawk Road East and Upper Sherman Avenue. The site currently exists as a vacant commercial strip and a large parking lot proposed to be redeveloped as a high-density residential community.

The proposed development consists of two (2) 25-storey multiple dwellings, one (1) 20-storey multiple dwelling, two (2) 15-storey multiple dwellings, one (1) 13-storey multiple dwelling, two (2) 8-storey multiple dwellings and seven (7) 3-storey townhouse dwellings. In total, the proposed development consists of 1995 units and 1995 underground parking spaces.

1.2 Site Context

The subject property is situated on the southeast corner of the Burkholme neighbourhood, bordered by Upper Wentworth Street to the west, Fennell Avenue East to the north, Mohawk Road East to the south, and Upper Sherman Avenue to the east. The subject property is surrounded by a variety of uses, including commercial uses, parks, schools, and community centres.

The Burkholme neighbourhood is mostly low density residential in character. There are also a number of mid to high density residential buildings located along Mohawk Road East within vicinity of the subject site, including across the street from the Subject Site (**see image 1**). The Lime Ridge mall commercial and transit hub is also located within 1km of the subject site (**see image 2**). This hub is identified as a “Sub Regional Service” node within the Urban Hamilton Official Plan, highlighting its significance to the urban structure of the City. Lime Ridge mall is a popular destination for residents from all over the City. There is also a commercial corridor that runs along Upper James Street, west of the subject site (**see image 3**).

Figure 1 - Neighbourhoods Map



Image 1



Image 2



Image 3



Figure 2 - Site Context Map



There are many parks, elementary schools, secondary schools, and community amenities within vicinity of the subject site (**see figure 2**). Macassa Park and Burkholder Park are within a short walk from the proposed development. Hill Park Recreation Centre and Lawfield Area are both within 1km of the subject site. Other notable parks in the area include Sackville Hill Park and TB McQuesten Community Park. There are three schools within a one-kilometer radius; Franklin Road Primary School, Timothy Christian Elementary School, and Our Lady of Lourdes Catholic Elementary School.

The subject site is well serviced by bus routes. The #41A, #41, #42 run along the southern boundary of the subject site (Mohawk Rd East) and #24 runs along the eastern boundary of the site (Upper Sherman Ave), as shown in **figure 2 and 3**. There is also a transit hub at the nearby Lime Ridge mall. The Lincoln Alexander Parkway is located within 1km of the subject site, connecting commuters living within the subject site to the Greater Hamilton Area.

Figure 3 - HSR Route Map



North: The north area of the subject site is fully developed as a low-density residential subdivision, including 1-2 storey single detached dwellings and two elementary schools. The subdivision is filled with victory style homes with brick facades and small front yards.

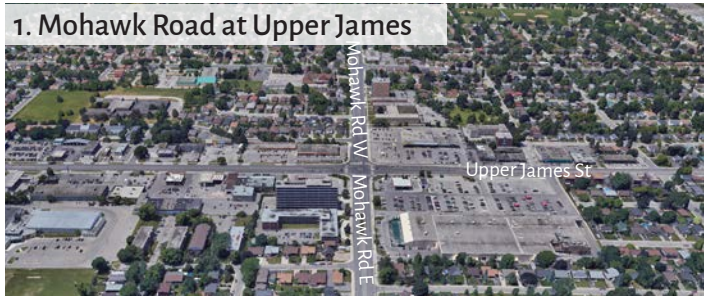
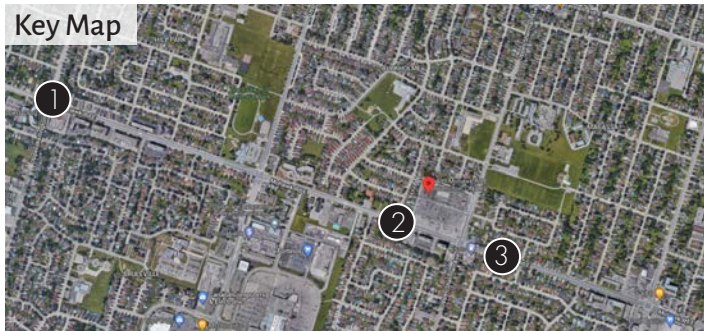
South: Thorner neighbourhood is a mixture of the following: low-mid density subdivision and a mixture of community/commercial areas. Directly across Mohawk Road East, south of the subject site, there is a group of apartment buildings ranging from 6 – 12 storeys. Lime Ridge mall is located within this neighbourhood and is a major destination for the members of the community.

East: The area to the east of the subject site is mostly a mix of 1 and 2-storey single and semi-detached dwellings, with small commercial plazas at major intersections. The lot sizes are slightly larger and offer more architectural diversity. There is a small commercial plaza across the street to the east of the subject site.

West: The areas to the west of the subject site contain continuations of fully developed low density residential subdivisions and transitions to mid-high density apartment buildings along Mohawk Road. There is a row of single detached dwellings that back onto the western boundary of the site.

1.3 Streetscape Context

Mohawk Road East: Mohawk Road East runs along the southern 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. Mohawk Road East is fronted by predominantly a mixture of low-rise, mid-rise, and high-rise residential dwellings, with scattered commercial and institutional uses throughout. Abutting the southern boundary of the subject site, there exists a cluster of high-rise apartment buildings (**see image 2**). Further west, at the intersection of Mohawk Road East and Upper James St, there is a commercial strip that continues along the north and south of Upper James Street.



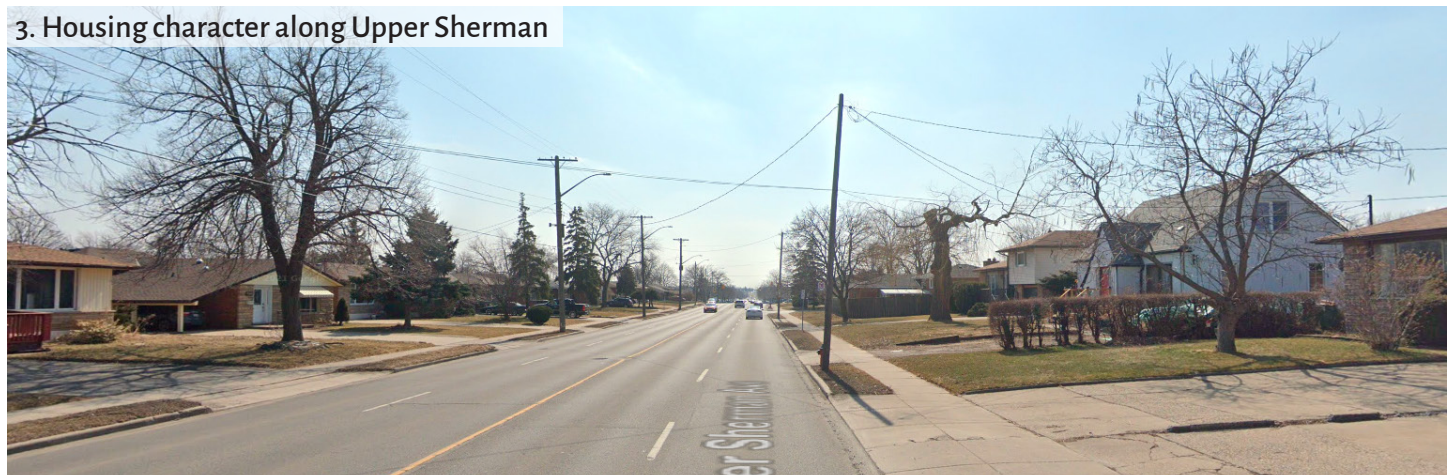
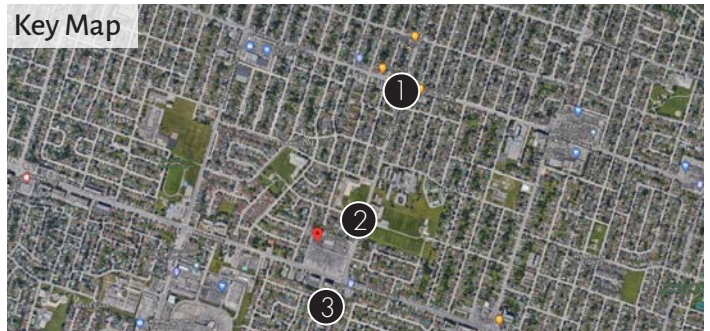
2. High-rise apartments adjacent to Site



3. Low-density dwellings along Mohawk



Upper Sherman Avenue: Upper Sherman Ave runs along the eastern boundary of the site and is designated as a Minor Arterial Road by the City of Hamilton. It is a two-way, four-lane road that starts north of Concession street at Mountain Park Avenue and extends southward where it ends at Rymal Road. The character of the road near the subject site mainly contains single-detached dwellings, with some institutional uses such as Macassa Park and Franklin Road Elementary School. There is a cluster of commercial uses at Fennel Avenue East (**see image 1**).



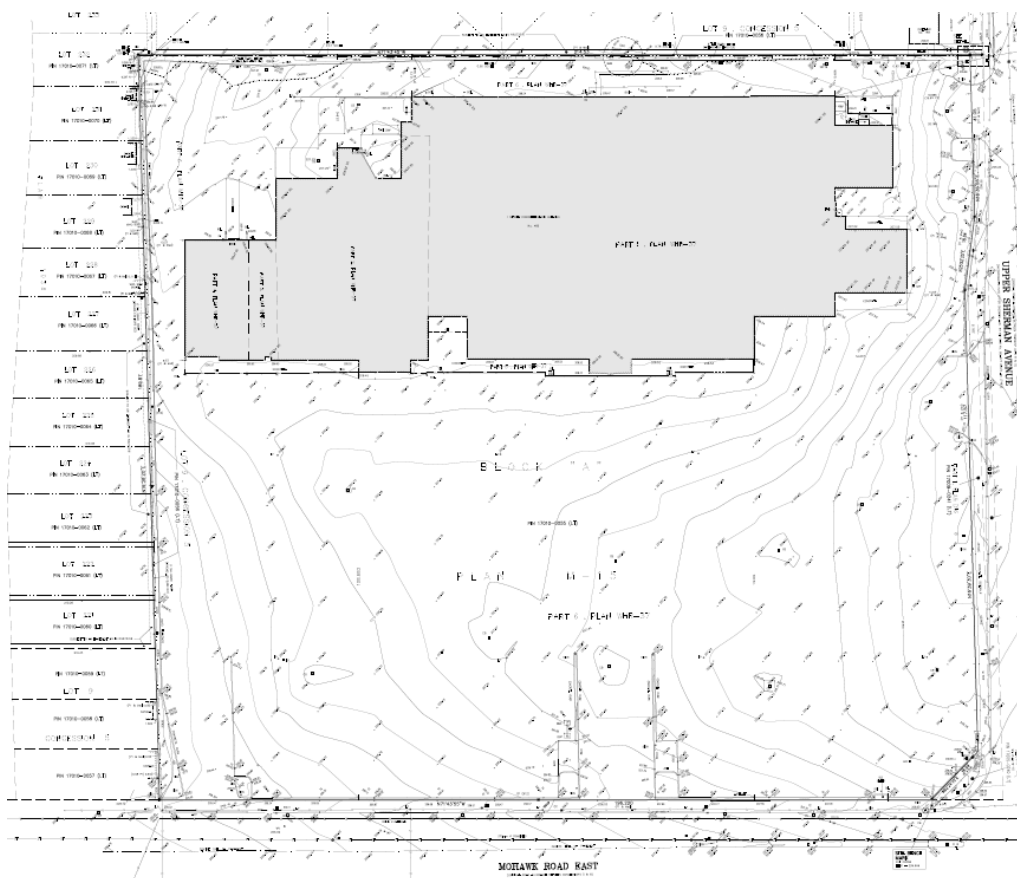
1.4 Site Attributes

The subject site is approximately 3.95ha (9.77ac) in size and has a lot frontage of 390m along Mohawk Road East and Upper Sherman Avenue.

The site is relative flat, with little to no vegetation within the property boundary. There is a large, single-storey commercial building which covers approximately 1/3rd of the lot. The building is currently vacant, but has formerly housed commercial uses such as a Walmart, Beer Store, Nail salon, and an auto-shop. The remainder of the property is covered by the existing asphalt parking lot. There is a wood privacy fence that surrounds the north and west boundaries of the property. This fence separates the subject property from the single-detached residential properties that back onto the subject site.



Topographic Survey - A.T. McLaren Limited



1.5 Site Constraints

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

- **Shape:** The Site is a regular shape with frontage on a major and minor arterial road.
- **Topography:** The Site has no topographical constraints related to the elevation.
- **Vegetation:** There is little to no vegetation that currently exists on site.
- **Heritage:** The subject site is not identified as Culturally Significant.

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, lanes, sidewalks, and pathways;
- providing connections and access to all users regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and
- Providing landscaped walkways that connect to pedestrian routes on site, particularly in areas with high levels of pedestrian traffic.

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;

- creating places and spaces that are publicly visible and safe;
- complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities;
- defining the street through consistent setbacks and building elevations;
- locating surface parking to the sides or rear of sites or building, where appropriate;
- using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas;
- locating servicing and loading areas away from streets and screening them from view; and
- locating parking underground.

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;
- incorporating public art installations as an integral part of urban design;
- creating streets as public spaces that are accessible to all;

- 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 high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;
- ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use;
- creating a streetscape environment that provides: adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, 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:

- using materials that are consistent and compatible with the surrounding context in the design of new buildings;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways; and
- creating ample glazing on ground floors to create visibility to and from the public sidewalk.

2.2 The Urban Hamilton Official Plan (UHOP) - Sub Regional Service Nodes and Neighbourhoods Designation

The Site is designated “*Neighbourhoods*” in Schedule E of the Urban Hamilton Official Plan, adjacent to a “*Sub Regional Service Node*”. The function of a Sub Regional Service Node is as follows:

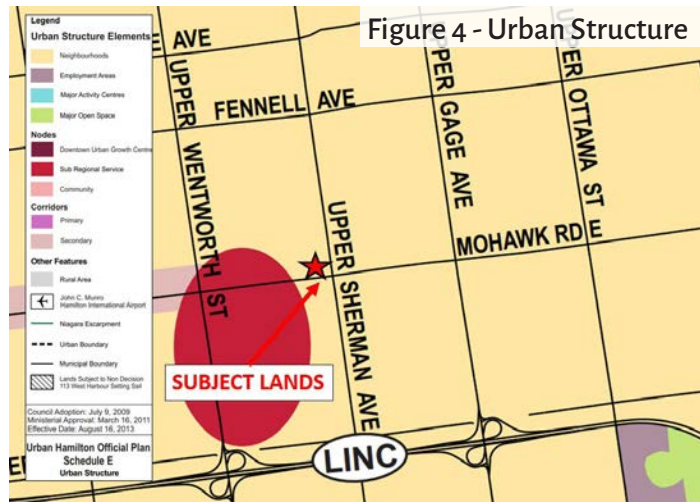
E.2.3.2.2 Sub-Regional Service Nodes shall provide a range of uses that allow for access to housing, jobs, services, and recreation in close proximity to each other and may be accessible by higher order transit.

E.2.3.2.3 Sub-Regional Service Nodes shall provide a regional retail function by providing retail stores and services to serve the needs of residents across the City and surrounding area as well as serving the weekly and daily shopping needs of residents within the Node and in surrounding neighbourhoods.

E.2.3.2.4 Sub-Regional Service Nodes shall function as employment centres providing a range of employment largely in population serving offices, retail, personal services, and local institutions.

E.2.3.2.5 Sub-Regional Service Nodes shall function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing and housing with supports, shall be encouraged. The predominant form of new housing shall be in medium and high density buildings.

E.2.3.2.6 Sub-Regional Service Nodes play an important role in the future transit network in the City. Sub-Regional Service Nodes will contain major transit stations. The Nodes shall be designed to accommodate an increasing number of residents, visitors, and employees arriving via transit and other modes of transportation.



Although the subject site is not designated as a *Sub Regional Service Node*, it is an important adjacency to consider within the context of Urban Design and Land Use Planning. The function of the “*Neighbourhood*” designation apply to the subject site as follows:

E.2.6.2 Neighbourhoods shall primarily consist of residential uses and complementary facilities and services intended to serve the residents. These facilities and services may include parks, schools, trails, recreation centres, places of worship, small retail stores, offices, restaurants, and personal and government services.

E.2.6.3 The Neighbourhood element of the urban structure shall be implemented through land use designations shown on Schedule E-1 – Urban Land Use Designations.

E.2.6.4 The Neighbourhoods element of the urban structure shall permit and provide the opportunity for a full range of housing forms, types and tenure, including affordable housing and housing with supports.

E.2.6.5 The Neighbourhoods element of the urban structure shall permit a range of commercial uses including retail stores and services. These commercial uses may be clustered into plaza forms or in main street configurations. Over time, some of these commercial areas may evolve into

a mixed use form, where appropriate. Commercial uses that cater to a broader regional market shall be directed to appropriate Urban Nodes. The Neighbourhoods element of the urban structure permits a broader range of commercial areas than the Neighbourhoods Designation. The different types of commercial areas are designated on Schedule E-1 – Land Use Designations. The policies of Section E.4.0 – Commercial and Mixed Use Designations, Section E.3.0 – Neighbourhoods Designation, and applicable secondary plans of Volume 2 shall provide specific direction on the scale of commercial uses in the various commercial and mixed use designations.

E.2.6.6 The Neighbourhoods element of the urban structure shall permit arterial commercial type uses in appropriate locations through specific land use designations as specified in Section E.4.0 – Commercial and Mixed Use Designations and where designated on Schedule E-1 – Urban Land Use Designations. These uses include services catering to the traveling or drive-by consumer as well as retail stores, which are land extensive, require outdoor storage, or have a warehouse-type character, and cannot be appropriately accommodated in the Urban Nodes.

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;

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:

- a) 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.
- b) 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.
- c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.
- d) Development shall improve existing landscape features and overall landscape character of the surrounding area.
- e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

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.

2.3 The Urban Hamilton Official Plan (UHOP) - District Commercial Designation

The Site is designated “**District Commercial**” in Schedule E-1 of the Urban Hamilton Official Plan. The function of the ‘District Commercial’ designation is as follows:

E.4.7.1 The range of retail uses are intended to serve the daily and weekly shopping needs of residents in the surrounding neighbourhoods. The District Commercial areas shall also serve as a focus for the adjacent neighbourhood(s) by creating a sense of place.

E.4.7.2 The following uses shall be permitted on lands designated District Commercial on Schedule E-1 – Urban Land Use Designations:

- a) commercial uses including retail stores, personal services, financial establishments, live work units, restaurants, including gas bars, car washes, and service stations;
- b) medical clinics and offices provided they are located above the first storey;
- c) residential uses provided they are located above the first storey of a mixed use building; and,
- d) accessory uses.

E.4.7.3 Notwithstanding Policy E.4.7.2, the following uses shall be prohibited on lands designated District Commercial on Schedule E-1 – Urban Land Use Designations:

- a) vehicle dealerships;
- b) garden centres as a primary use; and,
- c) a single use over 10,000 square metres in floor area.

E.4.7.4 The specific permitted heights and densities shall depend on the area and may be further refined through detailed secondary plans or the Zoning By-law.

E.4.7.5 The built form may include stand-alone stores, multiple unit commercial buildings or live-work buildings.

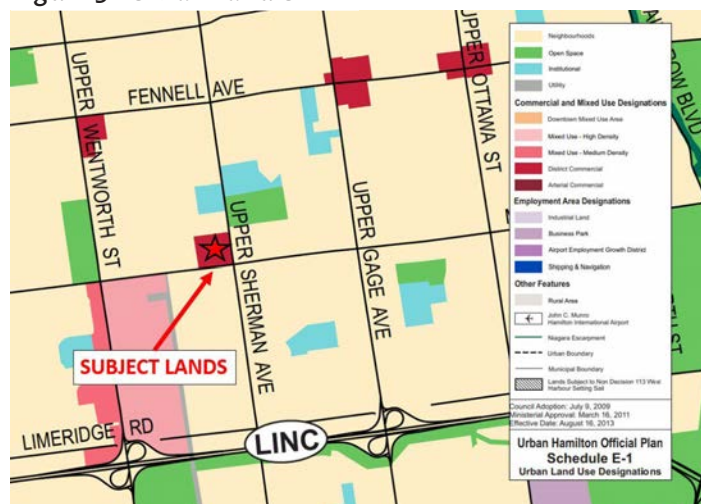
E.4.7.6 The preferred location of a new District Commercial designated area is at the intersection of a collector road and a major or minor arterial road.

E.4.7.7 The maximum amount of retail and service commercial floor space permitted in an area designated District Commercial shall be 25,000 square metres.

E.4.7.8 Office uses on the same lot, shall not exceed 2,000 square metres.

E.4.7.9 Although residential development is permitted and encouraged, it is not the intent of the Plan for the District Commercial designated areas to lose the planned retail and service commercial function set out in this Plan.

Figure 5 - Urban Land Use

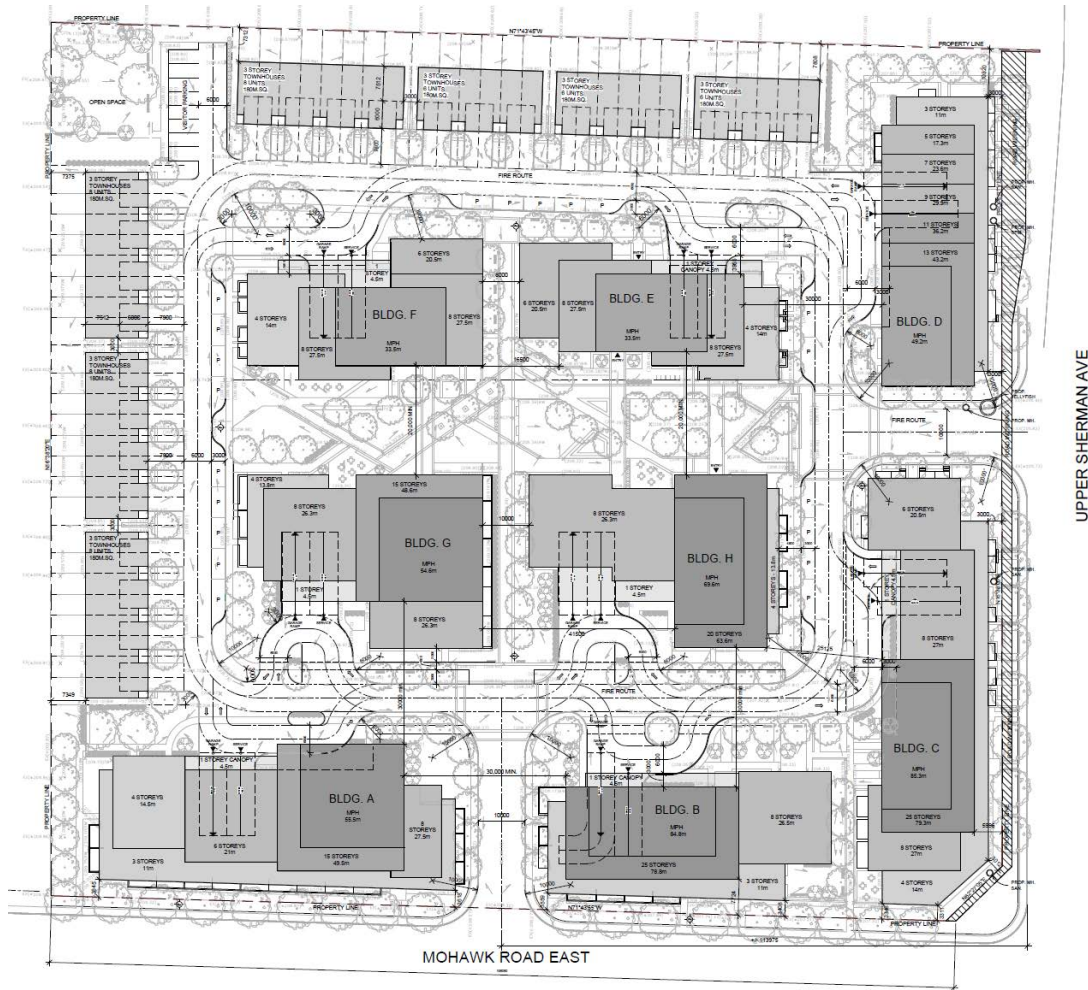


SECTION 3

Design Proposal

3.1 Design Proposal and Site Organization

Site Plan - Graziani and Corazza Architects



The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives and more through the creation of a compact development that enhances the public realm and creates a beautiful, walkable, pedestrian-oriented community.

The proposed development is comprised of a mixture of low-rise, mid-rise, and high rise residential buildings. The low rise buildings comprise of 3-storey townhouses that abut the north and west boundaries of the subject site. The mid to high-rise buildings are located with frontage

along the Mohawk Road East and Upper Sherman Avenue streetscapes, as well as within the center portion of the subject site. There is also a large linear park that runs east-west at the center of the site, with strong direct pedestrian connections to Mohawk Road East and Upper Sherman Avenue. Four of the eight proposed towers have direct frontage onto the central park and promenade, allowing pedestrians immediate access to this large open space.

The residential community can be accessed through an internal ring road with entries along Mohawk Road East and Upper Sherman Avenue. There are four levels of underground parking proposed, as the majority of surface parking is dedicated to driveways serving the townhouses.

3.1.1 Pedestrian Circulation

The proposed development is located within a large block at the intersection of Upper Sherman Ave and Mohawk Road East. A ring road divides this site into inner and outer blocks. Pedestrian pathways further subdivide these blocks into a walkable network. Standard walkways are proposed along the perimeter of the inner block and out to the public streetscape, providing connectivity for residents of the site **(see Figure 6)**.

The centrally-located linear park acts as an anchoring amenity feature as well as a primary pedestrian corridor. This park and corridor is highly integrated with primary and secondary walkways, which makes this central feature

spatially prominent and easy to access for pedestrians anywhere along the site.

The entry zones to the central promenade have been upgraded with entry plazas and wide tree-lined pathways, visually drawing residents into the area. The linear park also provides a variety of pedestrian routes that provide users the flexibility to meander through the space or use it as a throughway if needed. The pathways within the linear park lead pedestrians to areas of interest such as internal lobby entrances. The central amenity space provides pedestrian enjoyment of the area and encourages its use as an intergenerational social hub.

Figure 6 - Pedestrian Circulation



3.1.2 Vehicular Circulation

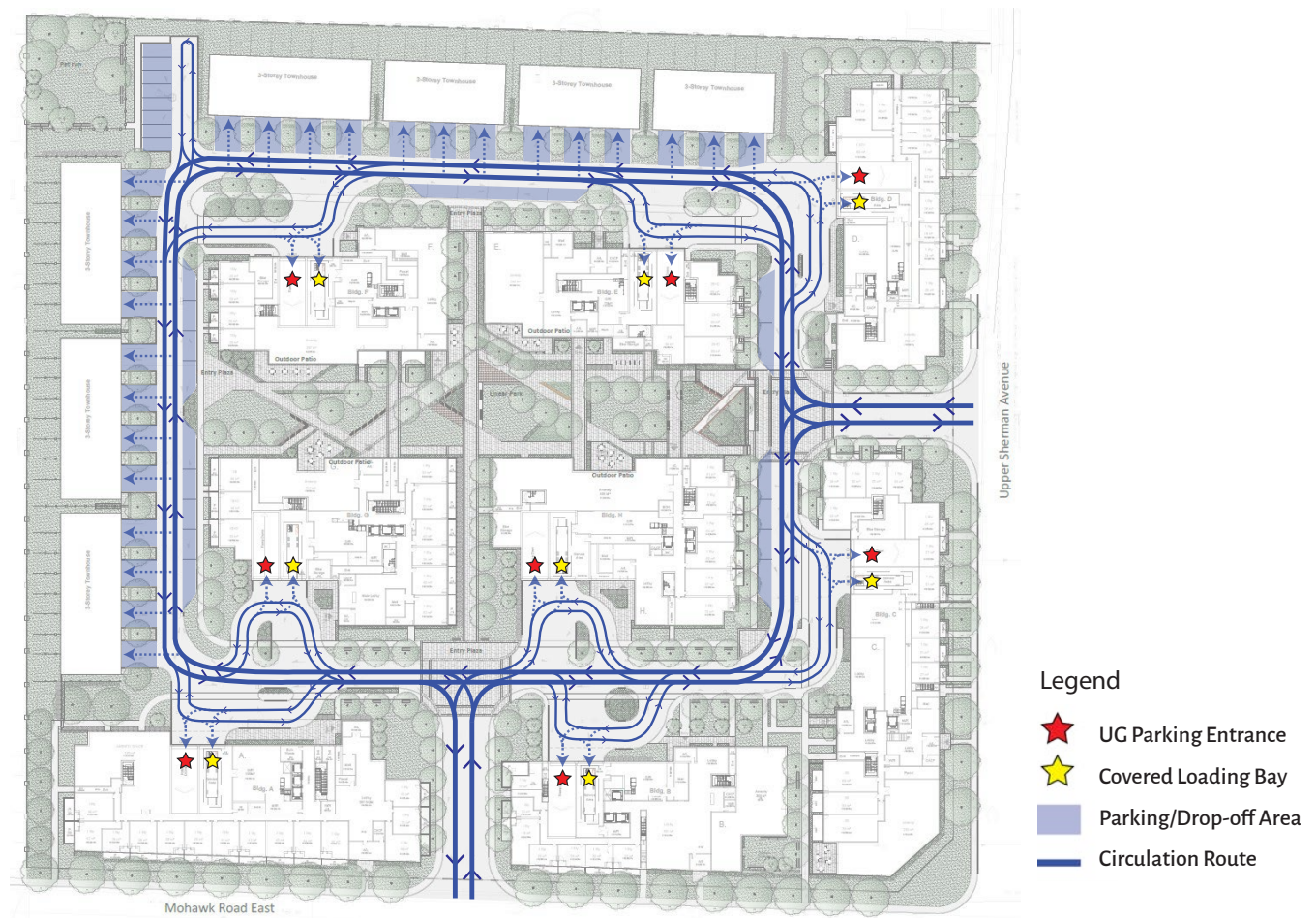
Vehicular traffic enters and exits the subject development along both Mohawk Road East and Upper Sherman Avenue. The entryways merge with the internal ring road, which becomes the primary connective framework for vehicular circulation. This loop provides a simple, intuitive way for vehicles to enter/exit the site. The residential buildings proposed within the development have frontage along this internal loop, which allows easy access into each building through individual drop-off loops.

Underground parking can be accessed through eight different parking ramps, each one being located in one of eight towers on site. This provides opportunities for an

attractive public realm because it allows for much of the ground level to be used for green space and amenity areas. The majority of traffic flow will be directed into and out of the underground parking lot. There are eight visitor parking spaces aboveground in the northwestern corner of the site, and 21 parallel parking spaces along the ring road.

The site's unique layout provides internal loading/garbage areas within each of the high-rise and mid-rise buildings. Each building contains one loading bay secured behind overhead doors which are large enough to accommodate on-site garbage pick-up and other loading/unloading activity as necessary.

Figure 7 - Vehicular Circulation



3.1.3 Relationship to Context

The subject site is located along the intersection of a major and minor arterial road. It is also located within proximity to a “Sub-Regional Service Node”, which is intended for major commercial and mixed-use functions that serve the local community and city at large.

Along Mohawk Road East, there are concentrations of medium-high density residential clusters along the intersections of major and minor arterial roads. As shown in **figure 8**, this pattern of development emerges along the length of the street. Urban planning principles encourage

clustering higher densities along nodes and corridors to allow for efficient use of infrastructure, which facilitates opportunities for public transit, local services, and shorter commute times. From an urban design perspective, these intersection nodes serve to reinforce street corners and frame focal points within the local community. The proposed development continues the existing pattern of intensification along this corridor by proposing a medium to high density residential community along the major intersection of Mohawk Road East and Upper Sherman Avenue.

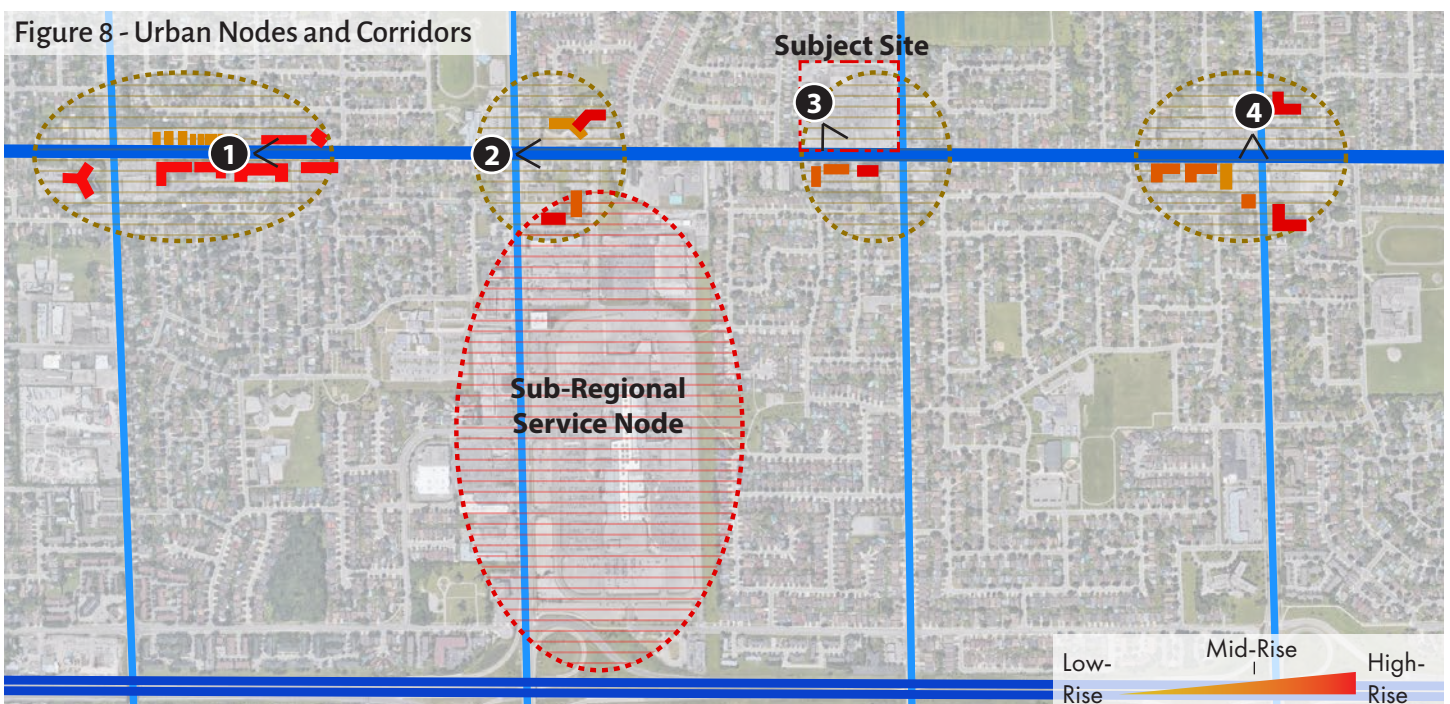


Figure 9 - City of Hamilton Historic and Forecast Population

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.

Furthermore, the subject site is located within 1km of the Lime Ridge Mall "Sub-Regional Service Node", a major commercial destination within the City. Increasing the density of people in proximity to hubs of activity creates opportunity for people to live, work and play in the same area. This in turn drives economic activity and supports the abundant public transit opportunities in the surrounding context. Residential intensification enhances the function of commercial and mixed-use nodes as "people places" filled with day and night activity.

The City of Hamilton encourages development to aid intensification targets in delineated built-up areas. By 2051, the City of Hamilton is forecasting a population of 820,000 (see **figure 9**). The proposed development advances these intensification targets while maintaining compatibility with the existing context.

3.1.4 Massing

The proposed development creates a podium and tower residential streetwall along Mohawk Road East and Upper Sherman Avenue. The towers along the streetscape are set back from a three-storey podium along Mohawk Road, and a four-storey podium along Upper Sherman. The appearance of massing is reduced because focus is drawn to the midrise podium streetwall using a combination of architectural articulation, stepbacks, and material changes along the building facades.

The proposed development aligns higher densities along arterial roads and provides transitional densities to surrounding residential homes. The buildings are designed with massing that steps down through varying height profiles, as shown in **figure 10**. Furthermore, **figure 11** shows that locating residential towers at this intersection matches the built form of the area, as evidenced by the apartment buildings located across the street from the subject site.

Figure 12 shows a 45-degree angular plane applied from the north and west property lines, as well as across the street from Mohawk Road East and Upper Sherman Avenue at 80% of the right-of-way.

At the property lines abutting existing residential uses, the proposed development fully complies with angular plane provisions, ensuring minimal disturbance to the existing community. Although the development encroaches into

the angular plane at Upper Sherman Avenue and Mohawk Road East, this performance standard was introduced to ensure that there is at least 5 hours of sunlight on public sidewalks from March 21st to September 21st. As per the Sun Shadow Study completed by R. Bouwmeester and Associates, the proposed development will exceed this performance standard, due to the fact that the shadow impacts are mostly contained within the site. Furthermore, the taller buildings are clustered at the corner of the intersection, designed with consistent setbacks and varied building profiles that lessen the perception of height for pedestrians on the sidewalk.

Figure 10- Massing Model

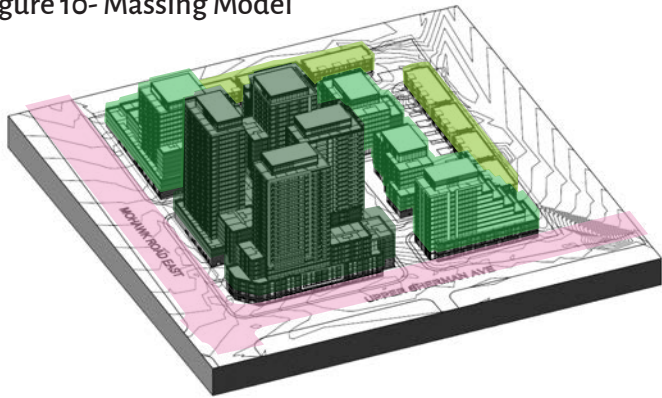
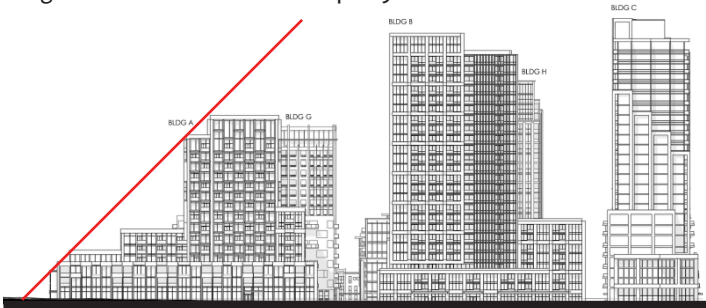


Figure 11 - Adjacent Residential Towers

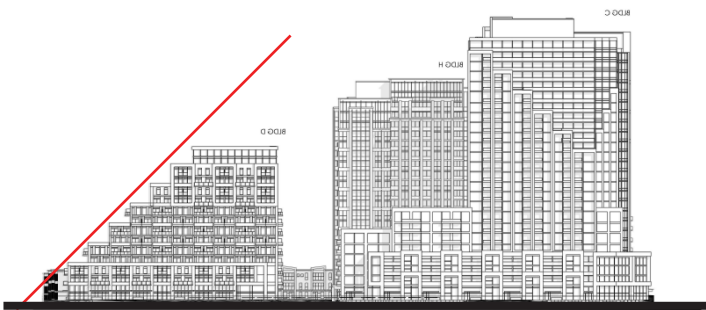


Figure 12 - Angular Plane Diagrams

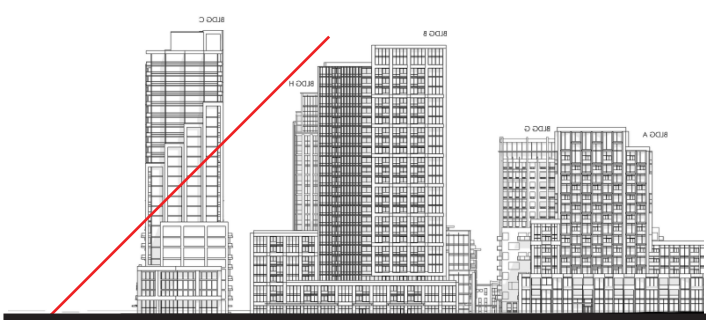
Angular Plane from West Property Line



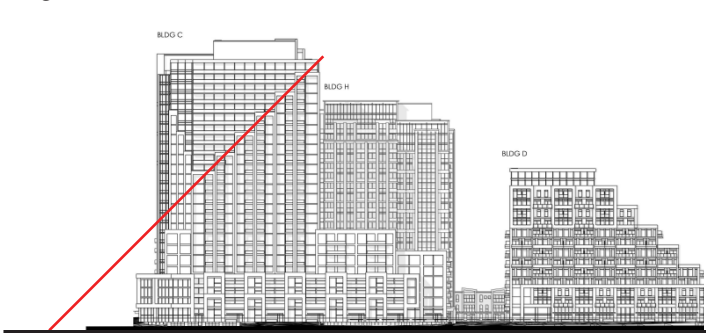
Angular Plane from North Property Line



Angular Plane across Upper Sherman Avenue



Angular Plane across Mohawk Road East



3.2 Architectural Design

The proposed mid-high rise buildings and townhouses are designed in an elegant and contemporary style that reinforces the intersection of two important transportation corridors. The architecture of the site incorporates two distinct design themes, with Mohawk Road and Upper Sherman Avenue each having their own unique facade materials, massing, and character. The perceived massing of the development is kept lighter as a result of the mid-rise podiums of which the towers are set atop, and the use of different articulations in the material and depth of the podium provides continuous interest along the streetwall.

The stepbacks that gradually occur along the site facilitate a smooth transition in scale from the surrounding land uses, and beautifully frames the apex of the development on the corner of Mohawk and Upper Sherman. The low-rise townhomes along the periphery of the site help to reinforce this transition in scale and provide an additional buffer to the higher-order land uses while also remaining complimentary to the land uses they fall between.

The facades along the exterior public and interior private roads are intricately detailed with glazing along the streetscapes as well as up along the buildings' heights. The proposal features walk-out units and pathways which are directly connected to the landscape features in this design.

The townhouses, mid-rise, and high-rise buildings proposed on site use materials that reflect both the City of Hamilton's historic and contemporary character. The variety of material used in this development also creates a distinct sense of place and develops an aesthetic within the community that is full of rhythm and distinction.

Architectural Rendering 1



Architectural Rendering 2



Architectural Rendering 3



Architectural Rendering 4



Site Elevations

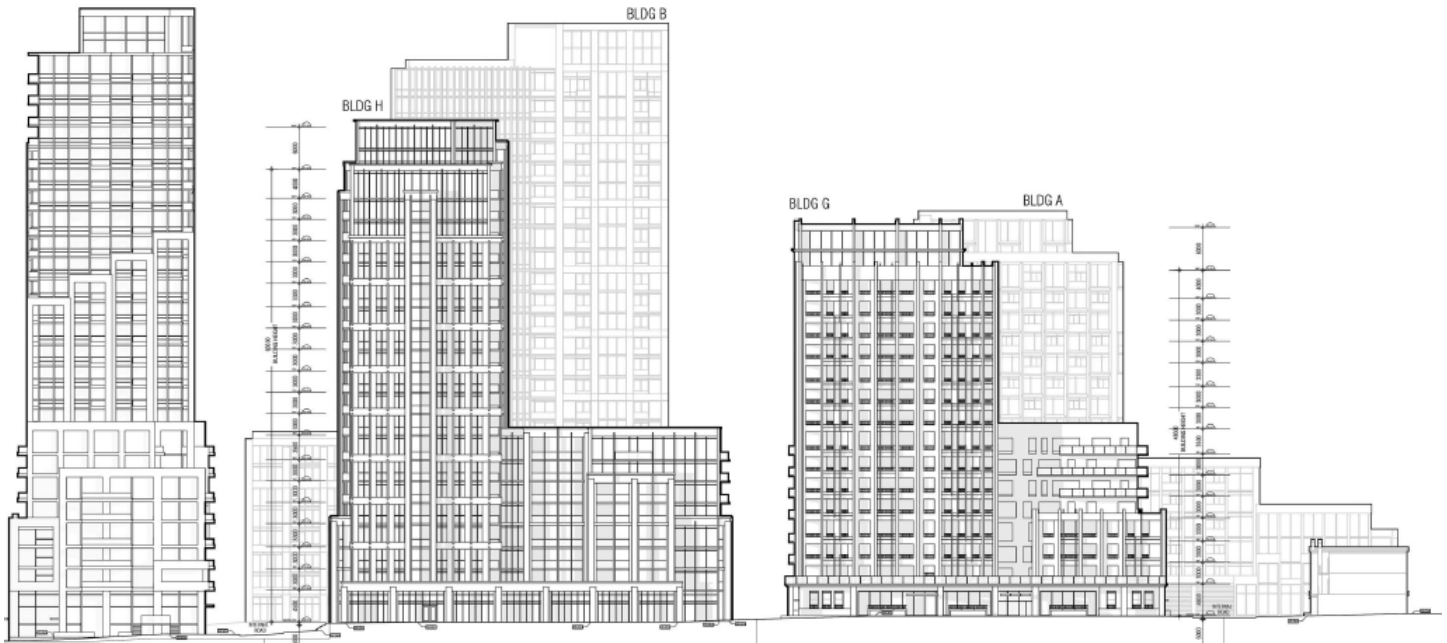


Figure 13 - Interior Site View Looking South



Figure 14 - Interior Site View Looking North

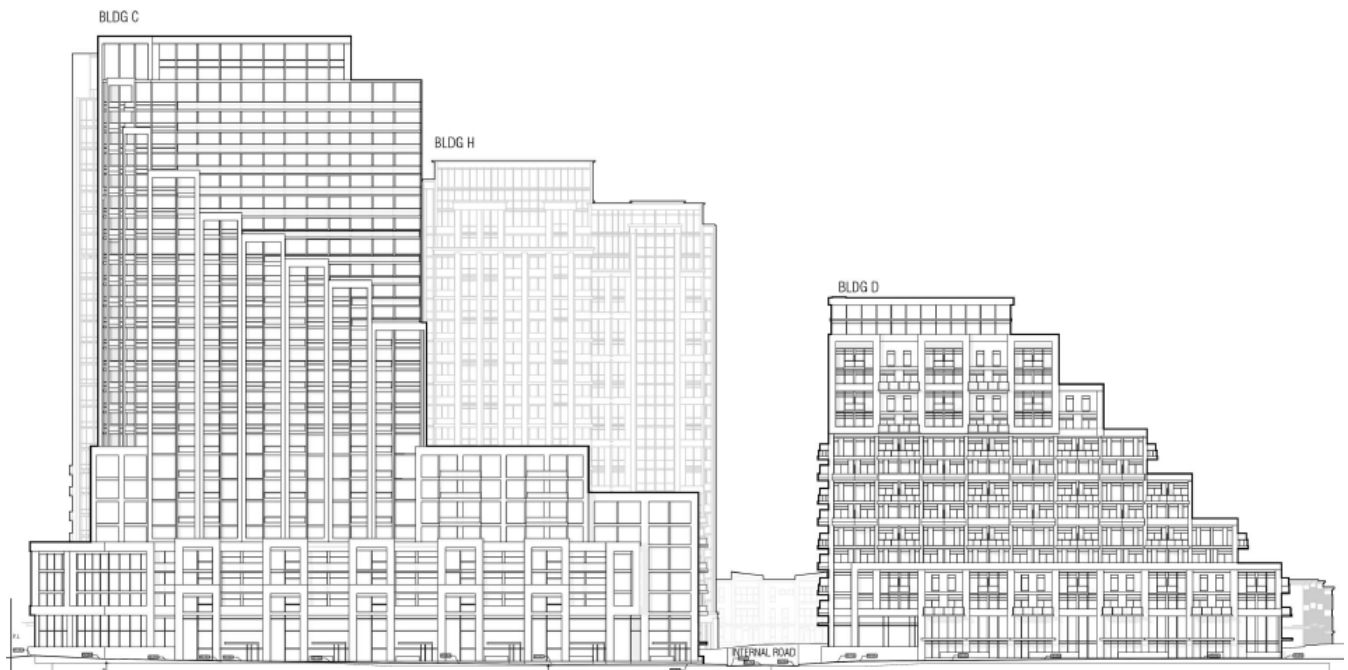


Figure 15 - Upper Sherman Avenue Streetscape

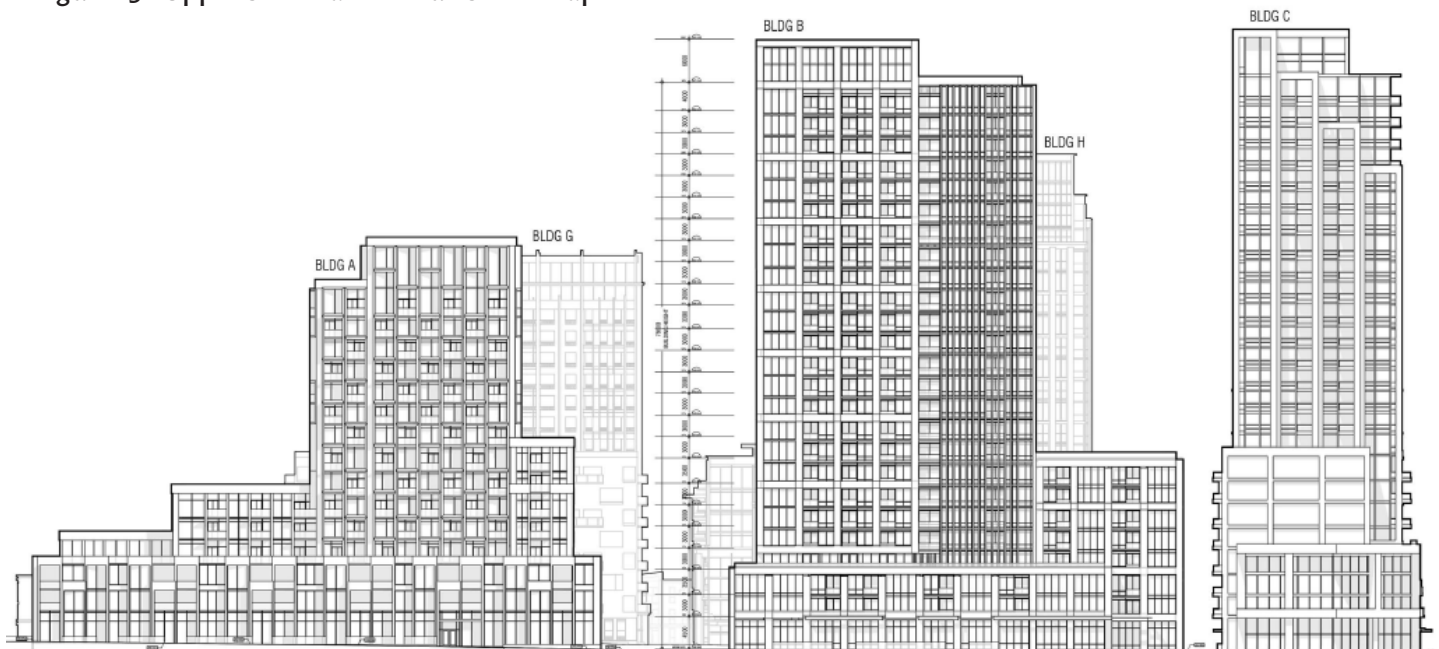
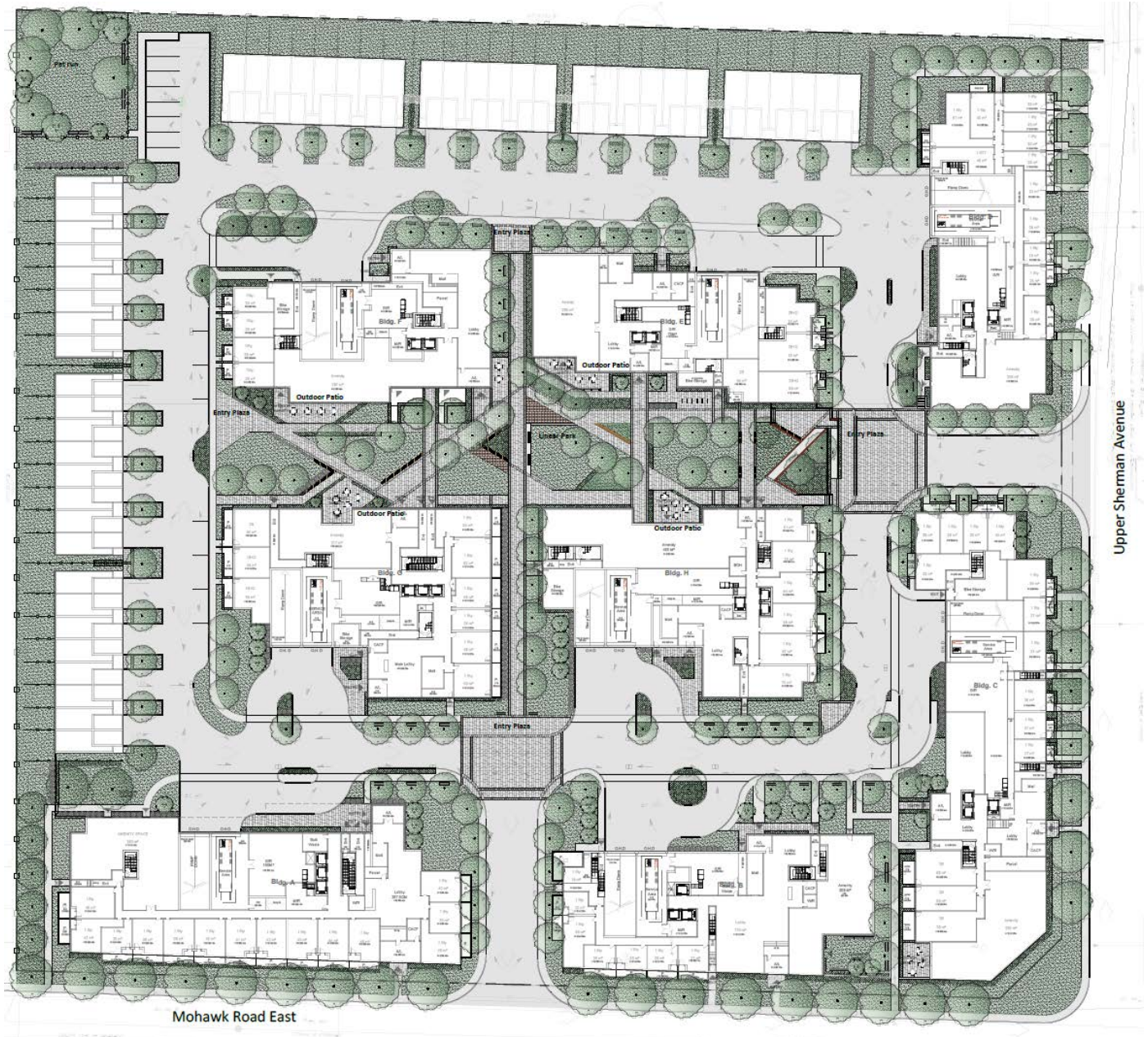


Figure 16 - Mohawk Road East Streetscape

3.3 Landscape Design

Landscape Concept - Whitehouse Urban Design Inc.



The landscape has been designed to curate an inviting pedestrian experience, from the extensive network of walkways that lead pedestrians to points of interest, to the central linear park that bisects the site. These spaces fulfill the Urban Design objectives of the City of Hamilton Official Plan by contributing to the character and ambiance of the

community through appropriate design of streetscapes and amenity areas, and creating high quality spaces that encourage physical activity yet are accessible to all.

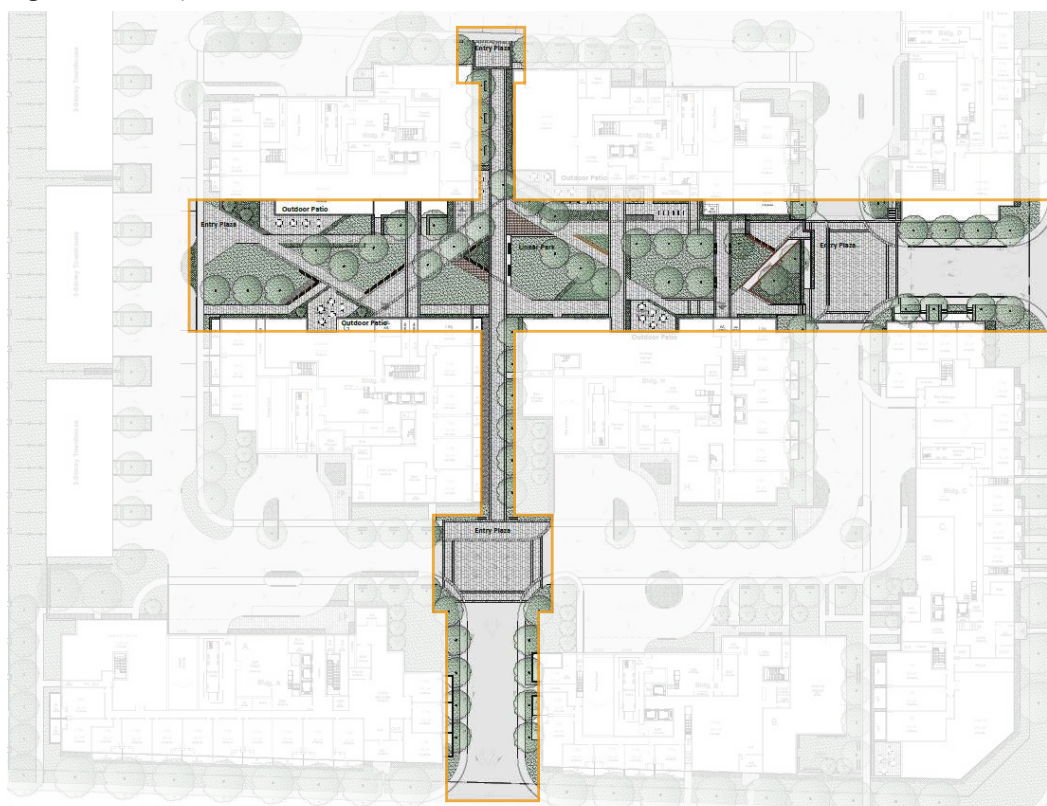
3.3.1 Streetscape

The ground floor residential units proposed along Mohawk Road East and Upper Sherman Avenue feature front patios, ornamental planting, street trees, and individual walkouts where grading permits. These features create visual interest and activity at the street level, which animates the streetscape and enhances the pedestrian experience. They also delineate private space from shared space while maintaining visibility, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED).

3.3.2 Entry Plazas and Pedestrian Corridors

As drivers and pedestrians enter through the main entryways along Mohawk Street East and Upper Sherman Avenue, the public realm transitions from a traditional tree-lined sidewalk to entry plazas, which act as gateways into the linear park (**see figure 17**). Visitors are greeted with a sense of arrival through the use of widened walkways, unit pavers, and street trees. The treatment at the intersection signals to drivers in this zone that they are crossing a threshold into a pedestrian dominated space. The upgraded treatment of these nodes and corridors visually guide pedestrians into a grand linear park, which acts as a central gathering area for residents and visitors alike. This park becomes the destination at the centre of the pedestrian network on site.

Figure 17 - Entry Plazas and Pedestrian Corridors



3.3.3 Linear Park

Figure 18 - Linear Park



The linear park that runs through the center of the site introduces a grand new destination that will attract residents and animate the space for years to come. It features large pockets of softscape combined with plazas, pathways, and patios that weave through these spaces and guide pedestrians to points of interest.

Figure 19 shows how the design of the linear park is informed by its context. The park offers many pathways of travel that provide pedestrians an option to use it as a throughway, or be guided by meandering pathways to lobbies, patios, and different landscaped amenity pockets on site. These spaces can feel open or intimate depending on where you are on site. The larger lawn and hardscape areas can accommodate larger gatherings, and the mounded vegetated spaces create more intimate shady or sunny spaces to gather with friends. The patios are strategically placed to create direct linkage to the proposed amenity spaces within the building. **Images 1 to 4** provide examples of similar projects that inspired the design of this park.

Precedent Images

Image 1

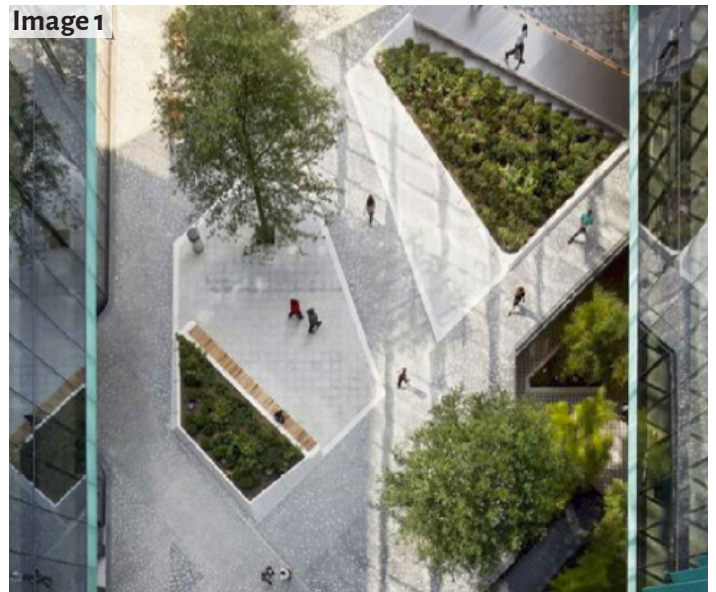
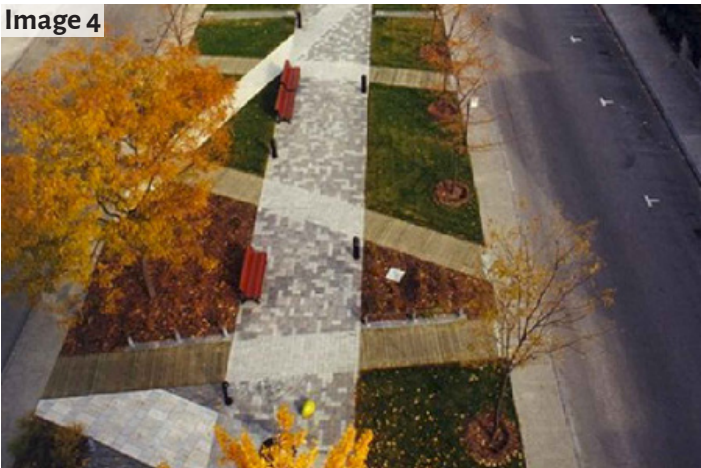
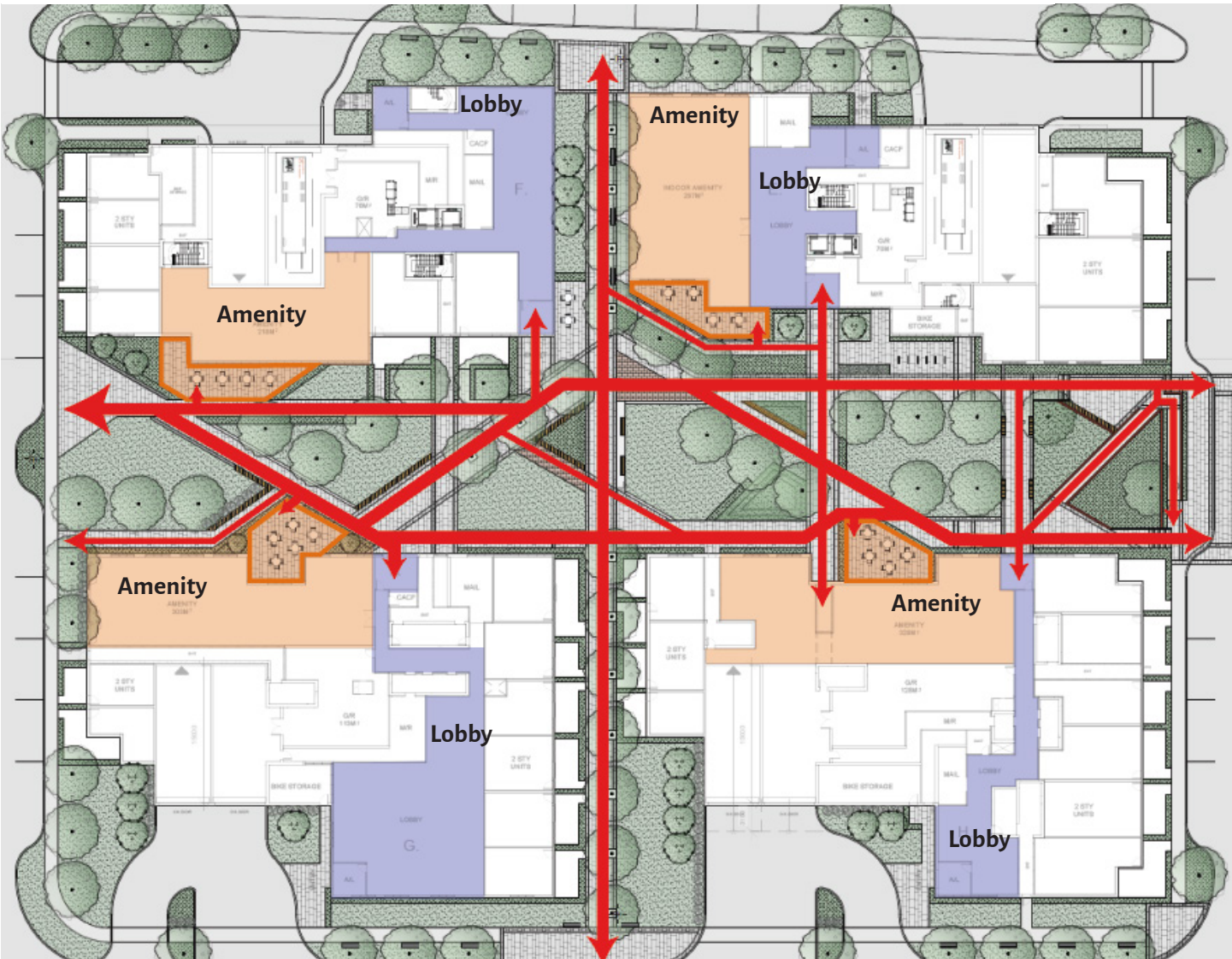


Image 2



Figure 19 - Linear Park Pedestrian Flow and Ground Floor Architectural



SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

4.1.1 Design Theme: Circulation

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways.

The proposed development creates a hierarchy of pedestrian circulation that visually emphasizes areas with the highest pedestrian traffic, but also creates flexibility and privacy with secondary circulation routes. There is a ring road provided for efficient Vehicular circulation, with loops to access internal residences. The majority of residential traffic is to be directed in and out of underground parking entrances, with the rest of the traffic circulating smoothly to accessible drop offs, servicing routes, and a limited amount of surface parking.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through providing connections and access to all users regardless of age and physical ability

All visitors and residents can access the site regardless of age and physical ability. An AODA compliant ramp is provided at the east entrance of the linear park to provide barrier-free access.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through integrating conveniently located public transit and cycling infrastructure with existing and new development

The number 41, 41A, 42, and 24 bus routes are located along Upper Sherman Avenue and Mohawk Road East, providing a great amount of access to public transit to the site with pathways that provide residents with easy access to said transit network. The network of pathways on site is interconnected and bicycle friendly.

UHOP B.3.3.9.4 Landscaped walkways shall be provided along buildings, particularly in areas with high level of pedestrian traffic. Walkways shall be connected to other pedestrian routes on the site and linked to pedestrian entry points at the street, and where appropriate to adjacent developments.

There is a network of pedestrian pathways on site that are safe, intuitive, interconnected, and accessible to all. The hierarchy of pedestrian circulation visually emphasizes areas with the highest pedestrian traffic through the use of trees and unit pavers, while also creating flexibility and privacy with secondary circulation routes.

4.1.2 Design Theme: Site Organization

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping.

The proposed development organizes the space in a way that smoothly integrates site elements such as pedestrian and vehicular circulation, indoor-outdoor relationships, and public/private open space. These elements come together harmoniously to provide smooth and flexible public spaces that encourage active transportation and create strong connections between the public and private realms.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be formed by creating places and spaces which are publicly visible and safe.

The proposed townhouses and mid to high-rise buildings provide clear and unobstructed views into and out from the open spaces around the site providing “eyes on the street”. Additionally, the residential units at grade also include landscape features that delineate private space from shared space, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). Individual walk-outs to the public sidewalk are provided where grading permits, along Upper Sherman Avenue.

UHOP B.3.3.2.6 New development and redevelopment should enhance the character of the existing environment by complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities.

The proposed mid to high-rise buildings activate the surrounding landscape amenities and walkways through strategic design and placement. The central linear park also provides an attractive focal point that animates the gateway at Upper Sherman Avenue and Mohawk Road East.

UHOP B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations.

The proposed development provides the most height at the corner of Mohawk Road East and Upper Sherman Avenue, framing the importance of the intersection and creating a gateway into the site. Building heights decrease as the site approaches the northern and western property lines, and building stepbacks from the street line help to define the junction of two major transportation corridors while providing adequate sunlight. Buildings with frontage along the public Right-of-Ways have uniform setbacks from the property line.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by locating surface parking to the sides or rear of sites or buildings, where appropriate

Surface parking is located in limited areas around the site, including the northwest corner and some parallel parking opportunities along the interior ring road. The vast majority of parking will be accommodated underground, accessible via covered ramps provided in each midrise and highrise building, protecting the pedestrian realm.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by using design techniques, such as building step backs, to maximize sunlight to pedestrian areas.

The built form of this proposal promotes pedestrian comfort through the implementation of many design techniques, notably building stepbacks, access to sunlight and shade, and careful consideration of the organization of the site, especially in high-traffic pedestrian areas.

4.1.3 Design Theme: Compatibility with Surrounding Context

UHOP B.3.3.7.1 Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way.

Servicing and loading areas are located inside of the midrise and highrise buildings accessible from the ring road within the site.

UHOP B.3.3.10.1 To create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

There are four levels of underground parking proposed for this development. The vast majority of parking offered on the site is located underground, which maximizes the area available for amenity space aboveground for residents and visitors. Surface parking is limited to a small quantity of parallel parking spaces along the ring road, and a small visitor lot comprised of eight parking spaces in the northwest corner of the site.

UHOP B.3.3.2.1 The physical design of a site shall relate to its role in the overall urban structure of the city.

The proposed development relates to its role in the overall urban structure of the City by implementing high density residential uses adjacent to a Sub-Regional Centre, a major node for retail activity. The mid to high density character of the proposed development is complimentary to the major intersection and commercial node that the site lies adjacent to.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by respecting existing character, development patterns, built form, and landscape.

The proposed development provides transitions in scale from the height of the towers, providing a visual step-down to surrounding sensitive residential uses while providing the most height at the intersection and closer to adjacent mid-rise buildings. Additionally, the proposal aims to help the community reach its goal of 150 people and jobs per hectare.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by promoting quality design consistent with locale and surrounding environment.

The buildings, landscape, and overall layout of the proposed development are designed to high standards with quality materials and techniques, which complement and elevate the surrounding community. The site will be a landmark of the community and notably contribute to the community's city-wide identity.

4.1.4 Design Theme: Architectural Design

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by creating a continuous animated street edge in urban environments.

The proposed development provides grade related walk-out units along Upper Sherman Avenue where grading permits, and provides upgrades to the streetscape that include landscape strips, street trees, and ornamental planting. The placement of buildings and landscaping along the eastern and southern property lines contribute to a continuous streetwall along both Upper Sherman Avenue and Mohawk Road East.

UHOP B.3.3.2.8 Urban design should promote environmental sustainability by achieving compact development and resulting built forms.

The proposed development is compact in its provision of a multi-unit residential community which helps meet the City's density targets of 150 people and jobs per hectare.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.

The proposed architectural design uses materials and colors consistent with the existing context along Upper Sherman Avenue and Mohawk Road East.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by ensuring building entrances are visible from the street and promoting shelter at entrance ways.

The proposed architectural design features an extensive network of pathways that are visible from the internal ring road and linear park, and provide ample glazing. Through the use pathways extending from the internal and external sidewalks, building entrances fronting onto the public Right-of-Way will be clearly visible. Entryways feature upgraded landscape treatment and architectural overhangs on upper storeys to promote shelter at entrance ways.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by including ample glazing on ground floors to create visibility to and from the public sidewalk.

The proposed architectural design provides ample glazing on the ground floors, creating visibility to and from the public sidewalk.

4.1.5 Design Theme: Landscape Design

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.

The proposed development features high-quality streetscapes with street trees and ornamental planting. There is also an accessible linear park which acts as an attractive focal point that animates the gateways at Upper Sherman Avenue and Mohawk Road East. The central linear park creates a grand, accessible destination for residents and visitors alike.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by creating streets as public spaces that are accessible to all.

The internal ring road and pathways on site are designed to be attractive, tree-lined, and pedestrian-oriented spaces. The linear park is also a beautifully designed public space that acts as a connective corridor to guide pedestrians through the site while providing accessible open space to residents of the community. Ramps are provided where needed.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs.

The proposed development features ground floor residential uses that transition to a semi-private zone before fully transitioning to the public realm. These units provide porches and walkouts (where grading permits) that front directly onto primary or secondary pedestrian pathways. The feeling of privacy and transition is also created through vegetated buffers and street trees.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation

The proposed development creates a network of high-quality pedestrian-oriented streets, corridors, and amenity spaces. These networks of spaces encourage residents and visitors to participate in physical activity and active transportation by providing connectivity through beautiful amenity spaces designed for passive and active recreational use.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use

The proposed development features landscaped pathways and open spaces throughout the site, and a grand linear park at the center of the site. There are opportunities throughout these spaces for both active and passive recreational use.

UHOP B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, on street parking, public art, and gathering spaces.

The proposed development features different types of streetscapes: traditional right-of-ways, upgraded widened walkways, and a grand linear park. These streetscapes each provide multi-modal opportunities, continuous walkways, street trees, landscaped boulevards, pedestrian amenities, and gathering spaces. Public art can also be included within the amenity areas. There are opportunities for surface parking and pedestrian drop-offs located conveniently along the internal ring road.

UHOP 3.3.3.5 Built form shall create comfortable pedestrian environments by including a quality landscape edge along frontages where buildings are set back from the street.

The design proposes a consistent landscaped edge along the frontages of Upper Sherman Avenue and Mohawk Road East. Building setbacks from the public Right-of-Ways also remain relatively consistent along the frontage of the proposal. The height of buildings gradually increase as the property approaches the street corner. There are also private residential units located at the ground floor with porches, ornamental landscaping, and walkouts where grading permits.

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 locating a range of residential built forms and densities along two arterial roads adjacent to a major retail node, and providing transitional heights to the surrounding neighbourhood. The public realm is enhanced through a continuous streetwall and street trees, as well as a grand new publicly accessible linear park being proposed at the heart of the site. The proposal also provides an extensive network of pathways that guide residents and visitors to points of interest within the site. The architecture enhances the public realm through attractive, contemporary design that provides articulation and rhythm in every area of the site. The landscape design ties the various components of the proposal together.

Through the full Site Plan Review process, the details of the project design will be finalized, ensuring 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, which discusses how the designation change from “District Commercial” to “Mixed Use Medium Density” will align with the overall Planning directives of the City.