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Elfrida Lands

Urban Design Guidelines

Elfrida Lands
City of Hamilton

Prepared For
Elfrida Community Builders Group Inc.

April 2026

BOUSFIELDS INC.

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www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

416.947.9744

Hamilton Office

1 James Street South, 9th Floor
Hamilton, ON
L8P 4R5

905.549.3005

Bousfields Inc.

www.bousfields.ca

Urban Planning
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Agricultural Consultant

Parcel

www.parceleconomics.com

Economics Consultant

SLR

www.slrconsulting.com

Land Use Compatability Consultant

Note

This document has been prepared by a Registered Architect, Landscape Architect, and Planner.

Caroline Kim
OAA, LEED AP, MUD, B.Arch

Tom Kasprzak
MCIP, RPP, MRAIC, LEED AP

Disclaimer

This document contains images, concepts, and sketches which are intended to indicate the vision of the plan and are for illustrative purposes only. They are not intended for construction and, therefore maybe not reflect the final product constructed.

Table of Contents

The Elfrida Urban Design Guidelines outline the objectives for the character, form, and pattern of development for the Elfrida Lands, a greenfield site in the City of Hamilton. Elfrida is envisioned as a diverse, mixed-use community made up of residential, commercial, and institutional uses, among others, complemented by an open space system of natural areas and public parks and are part of the application for the expansion of the City's Urban Boundary to accommodate the City's planned growth.

1.0

Introduction

1.1 Purpose of the Elfrida Urban Design Guidelines

The Elfrida Urban Design Guidelines (the “Guidelines”) will help implement the urban design vision established in the Elfrida Secondary Plan. These Guidelines outline the objectives for the character, form, and pattern of development for the Elfrida Lands (the “Lands” or “Elfrida”), a greenfield site in the City of Hamilton. The Lands are envisioned as a diverse, mixed-use community made up of residential, commercial, and institutional uses, among others, complemented by an open space system of natural areas and public parks and are part of the application for the expansion of the City’s Urban Boundary to accommodate the City’s planned growth.

In accordance with City of Hamilton’s detailed Term of Reference, the purpose of these Guidelines for the Elfrida Secondary Plan is to:

- Illustrate the design intent of the Secondary Plan.
- Design a thriving community that is vibrant and pedestrian friendly.
- Represent a built form and public realm that is compatible with the existing scale, character and unique traits of the community.
- Address other design elements related to buildings, sites, streetscapes and public spaces.

In this regard, these Guidelines for the Elfrida Secondary Plan address the following:

- Describe the existing context and planned land uses shown in the Secondary Plan.
- Describe the structuring elements within the community, including roads, trails, parks and open spaces.
- Define the appropriate built form and typologies for each land use.
- Provide general recommendations and design guidance for architectural and landscape architectural design.
- Communicate best practices with respect to urban design, sustainability, revitalization, vibrancy, mobility and walkability.
- Provide detailed design guidelines for site design, building design, public realm and streetscapes.

1.2 Structure of the Guidelines

This guideline document is structured as follows:

1. Introduction

2. Community Vision & Structure

3. Urban Design Guidelines

4. Guidelines for Sustainable Development

5. Implementation of the Urban Design Guidelines

1.3 Use of the Guidelines

These guidelines are intended to be used when future development applications are initiated, where each will be reviewed to determine suitability based on the application of the design principles in the Guidelines. This approach to future development will ensure continuity and strengthen the functional and aesthetic qualities within the Lands. Implementation of these Guidelines is expanded on in Section 5.0.

1.4 Community Context

The Lands are generally bound by Upper Centennial Parkway, Mud Street East, Second Road East and Hendershot Road, Golf Club Road, Trinity Church Road, and a hydro corridor. The site is generally “L” shaped, wrapping around the southeast corner of the City of Hamilton’s existing urban area in Upper Stoney Creek. The Lands consists of a total land area of approximately 1,200 hectares and are approximately 5.3 kilometres wide in an east-west direction and 4 kilometres long in a north south direction, at its deepest. The Lands are generally aligned with the historic concession road grid established by the original plans of surveys for the Geographic Townships of Binbrook and Saltfleet, which are located south and north of former Highway 20, respectively. The site specifically consists of 7 such ‘lots’, with 3 larger ‘lots’ along the southern half of the site within the geographic Township of Binbrook and the northern portion of the site, within the Geographic Township of Saltfleet, having four smaller ‘lots’.

The Lands are located adjacent to the southeast of the City of Hamilton’s previous Urban Boundary. The southeast corner of the Urban Boundary is designated Community Node, Secondary Corridor (along Rymal and Upper Centennial) and Neighbourhoods and primarily consists of low-rise residential neighbourhoods with commercial uses along some of the major arterials. To the west, west of Trinity Church Road is a large area designated Employment Areas. Much of that area is currently undeveloped but with the fulness of time is likely to contain a variety of employment type uses.

To the north, east, and south are rural lands punctuated by small clusters of rural residential uses and are generally located within the Greenbelt Plan area. Most of the existing building stock consists of single detached dwellings and accessory structures situated along the principal roads. Also within this rural area are limited rural industrial uses.

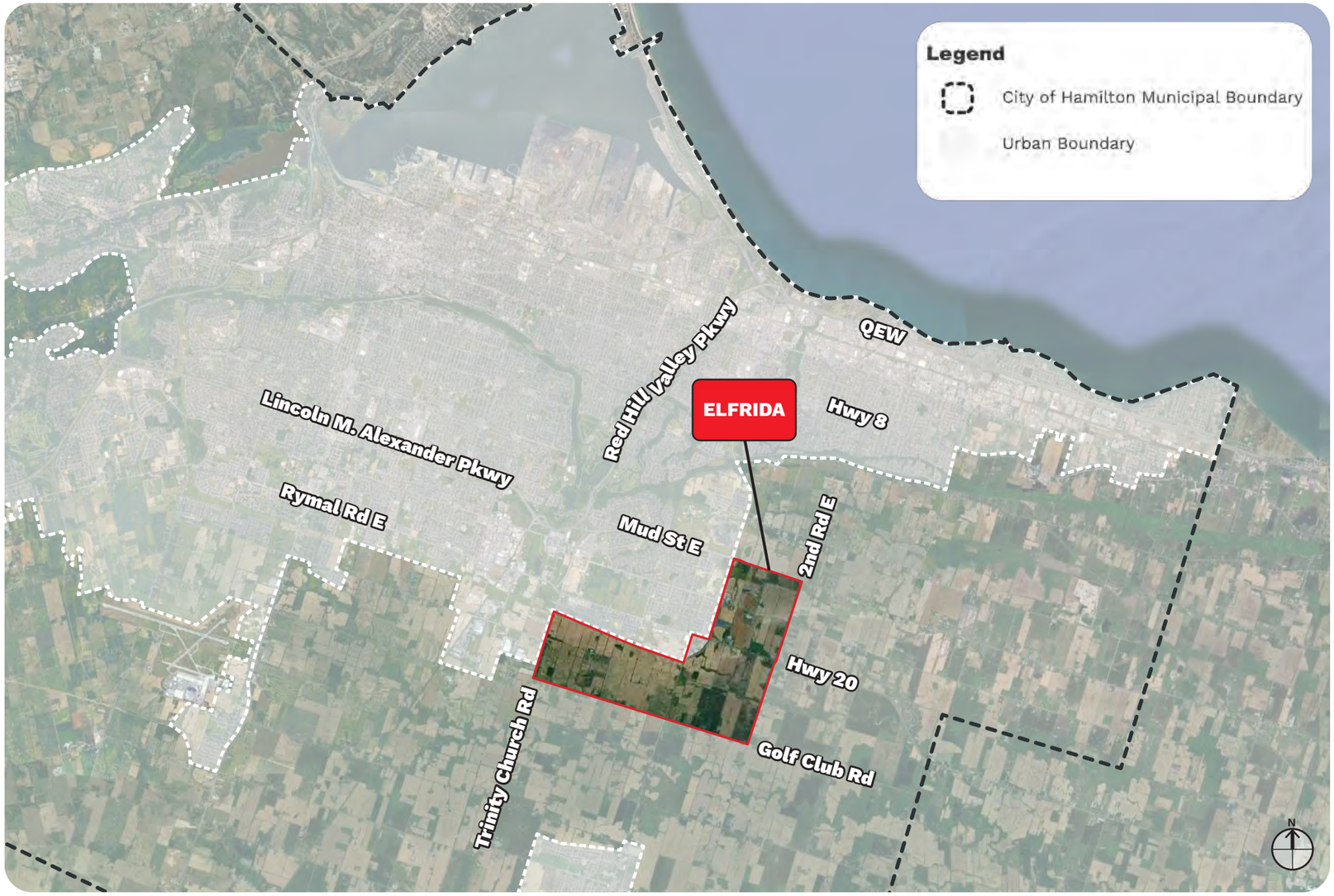


Figure 1 - Aerial Photo - City-Wide Context

1.5 Site Description and Analysis

As noted above, the Lands are approximately 1,200 hectares of area in an 'L'-shaped configuration. The Lands wrap the southeast corner of the City's existing Urban Boundary in upper Stoney Creek. The boundaries of the Lands align with the existing concession road grid resulting in a generally rectangular configuration that allows for the creation of appropriately scaled development blocks while maintaining the existing natural and heritage features scattered throughout the area. A 120 metre wide hydro corridor traverses the Lands in an east-west direction between Trinity Church Road and Hendershot Road. The natural heritage elements include woodlots and wetlands with the most significant feature intersecting the hydro corridor more centrally within the Lands creating an opportunity for an open space feature.

The Lands are mostly vacant except for a number of house form buildings, sheds, and institutional uses such as churches typically situated along the existing public roads in Elfrida. There are also a number of small commercial and industrial establishments with accessory buildings for storage, as well as a triangular area of dry industrial and commercial lands at the intersection of Rymal Road East and Swayze Road.

As noted above, the pattern of streets is based on the existing grid of concession roads. These roads connect the Lands into the existing urban fabric to the west along Mud Street West, Highland Road West, Rymal Road East and Twenty Road East. There are also several existing north-south streets that bisect the Lands contributing to establishing a grid network of streets and blocks.

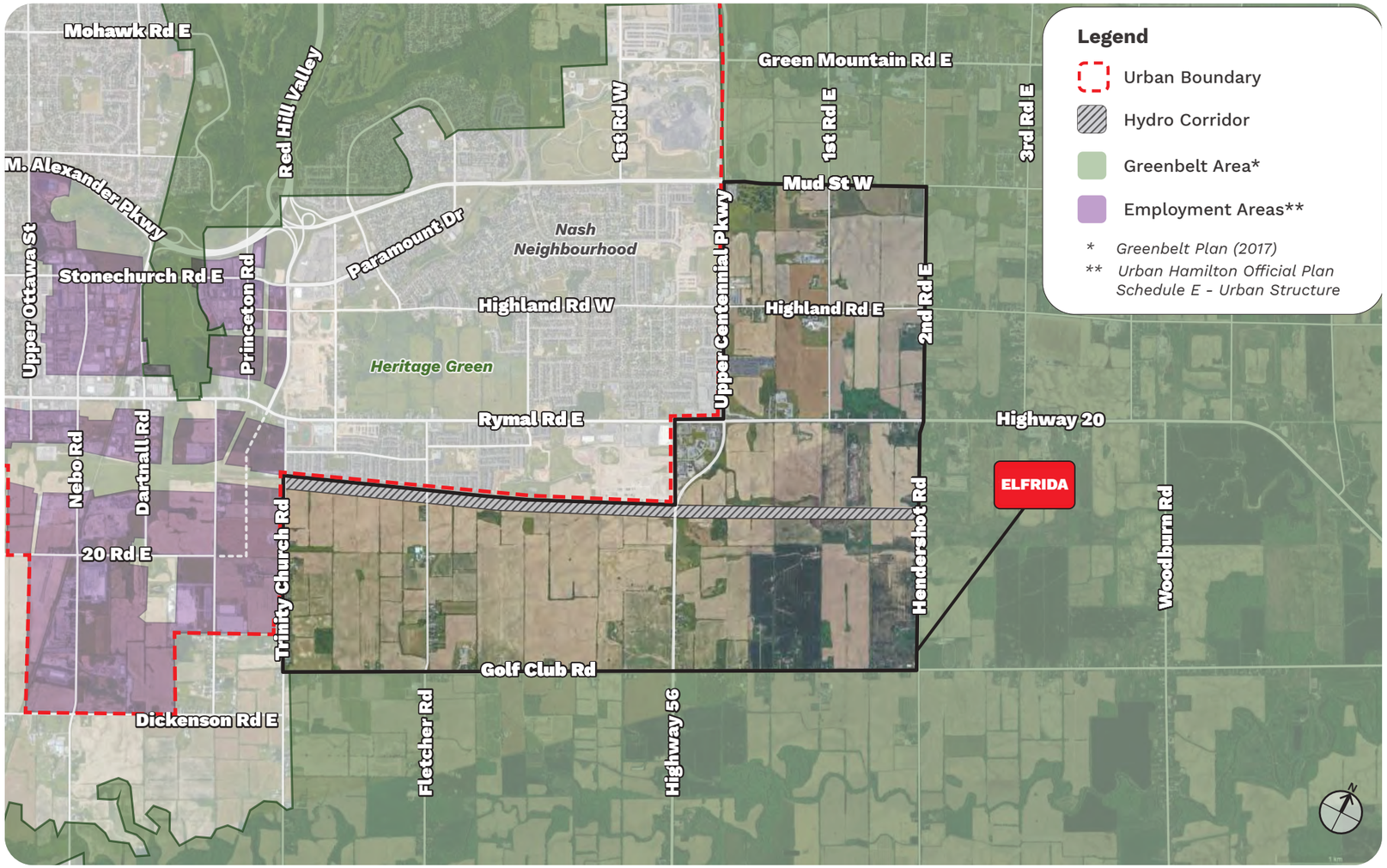


Figure 2 - Aerial Photo - Immediate Context

2.0

Community Vision & Structure

2.1 Community Vision and Design Principles

Elfrida shall be a healthy, safe, comfortable, accessible community that promotes a high quality of life. It will provide a variety of neighbourhoods designed as walkable communities with access to parks, schools and local serving commercial uses. A community core will serve as a gateway to the community and destination for residents from Elfrida and beyond.

The following urban design guiding principles will help support the vision for the Lands as a Master Planned community:

- Create community identity by establishing a high-quality public realm, integrating place-making opportunities and providing a high standard of urban design.

- Provide interfaces of integrated and complementary land uses along the Elfrida edges to promote compatibility between land uses and between adjacent differing land uses to provide appropriate transition.

- Develop pedestrian scaled neighbourhoods within Elfrida to promote social interaction, active streetscapes and walkable neighbourhoods.

- Create focal points and corridors to establish an identifiable community structure, including gateways to Elfrida.

- Design streetscapes with an enhanced and coordinated approach to landscaping, street tree planting, sidewalks, bike facilities, lighting, and utilities to ensure an active street life, where appropriate

2.2 Land Use Plan

Land uses are set out in Map B.7.8-1 of the Secondary Plan. The overall vision for Elfrida is a residential community with a mix of land uses that support a vibrant and complete community. The community structure expands on the City's Urban Structure, as outlined on Schedule E of the Urban Hamilton Official Plan (the "UHOP"), by completing the *Community Node* at the intersection of Upper Centennial and Rymal and reinforcing the *Secondary Corridor* along the east side of Upper Centennial. In addition, new local Intensification Corridors are established that will deliver Medium and High Density Residential uses and new retail amenities to expand the range of housing options and service the residential uses throughout the plan. Low Density Residential uses are planned for the remainder of the community and supporting public service facilities (i.e. schools and parks) and infrastructure elements (i.e. stormwater management facilities, etc.).

The Community Node ("Node") is generally centred around the intersection of Rymal Road and Upper Centennial Parkway and functions as the principal transit node and Node for Elfrida. It's the confluence of Arterial Roads in close proximity to a variety of open space elements that provide amenity for residents and visitors alike. The Node corresponds with the Mixed Use Area designations extending along the east side of Upper Centennial Parkway between Highland Road East and south of Regional Road 20. Intensification Corridors extend along the Major Collector Roads that are also potential transit routes and are intended to accommodate a mix of residential, commercial and institutional uses to create smaller nodes of activity and focal points at intersections with other Major and Minor Collector Roads on Map B.7.8-1 of the Secondary Plan. The distribution of planned land uses will contribute to a fine grained, compact form of development with a pedestrian focus.

The Low-Density Residential designation permits a wide variety of built forms ranging from single detached dwellings to all forms of townhouses. The Medium Density Residential designation permits all forms of townhouses as well as mid-rise form buildings of 4 to 8 storeys. The Mixed Use-Medium Density designation also permits all forms of townhouses as well as midrise buildings of 4 to 12 storeys, as well as a wide range of commercial and retail uses. Along with commercial and retail uses, all forms of townhouses, mid-rise buildings and towers (up to a maximum height of 20 storeys) are permitted within the Mixed Use – High Density designation. Institutional buildings and other public service facilities are permitted within all land use designations.

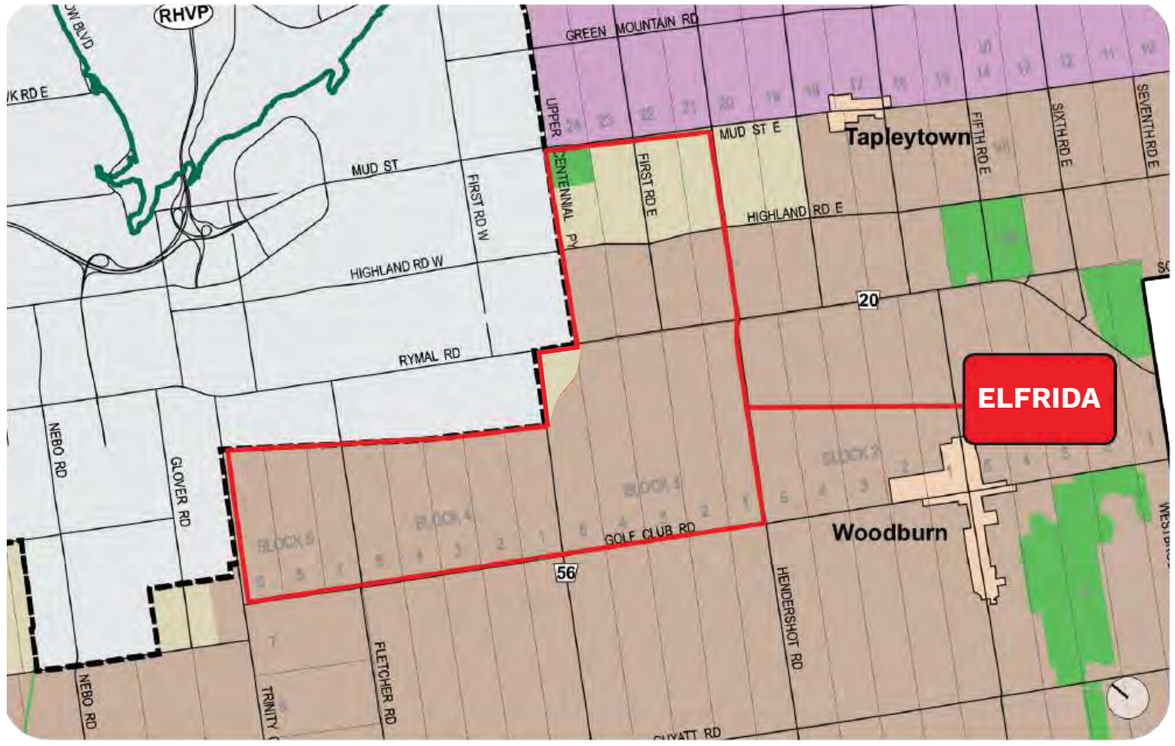


Figure 3 - Rural Hamilton Official Plan - Schedule D - Rural Land Use Designations

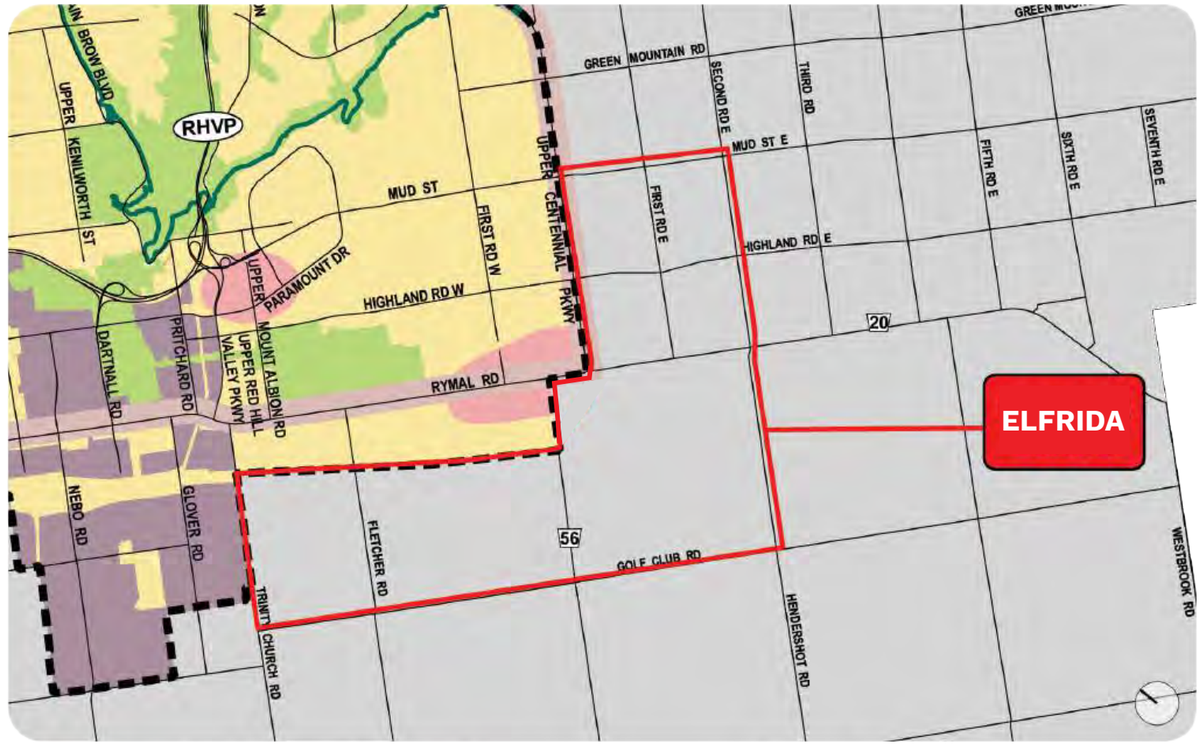


Figure 4 - Urban Hamilton Official Plan - Schedule E - Urban Structure

Legend

Rural Land Use Designation

- Agriculture
- Specialty Crop
- Open Space
- Rural

Other Features

- Rural Settlement Areas
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Legend

Urban Structure Elements

- Neighbourhood
- Employment Areas
- Major Open Space

Nodes

- Community

Corridors

- Primary
- Secondary

Other Features

- Rural Areas
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

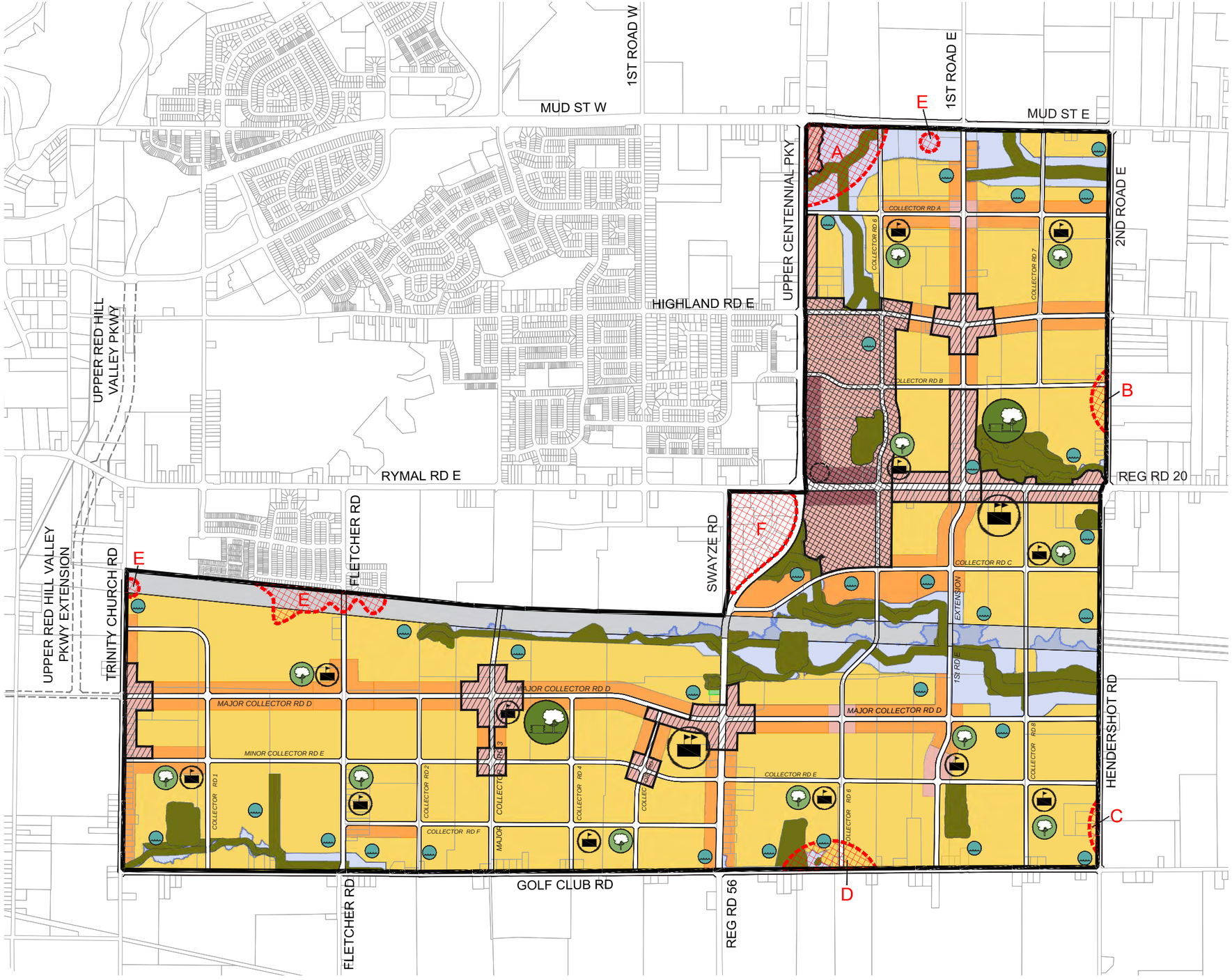


Figure 5 - Proposed Land Use Plan

Legend

Residential Designations

- Low Density Residential
- Medium Density Residential

Commercial and Mixed Use Designations

- Mixed Use - Medium Density
- Mixed Use - High Density
- Local Retail Node Overlay
- Community Retail Node Overlay

Parks and Open Space Designations

- Community Park
- Neighbourhood Park
- General Open Space

Natural Heritage System & Floodplain

- Natural Heritage System (Including Buffers and VPZ)
- Proposed Floodplain (Including Buffers)

Other Designations

- Utility
- Elementary School
- Secondary School
- Storm Water Management

Other Features

- Area or Site Specific Policy
- Elfrida Gateway Station
- Secondary Plan Boundary

2.3 Transit-Oriented Development

One of the key structuring elements of Elfrida is the planned rapid transit hub (i.e. the planned Elfrida Gateway Station) and associated transit services and facilities, around which the Node is centred. Accordingly, development patterns and corresponding densities proposed in the Secondary Plan are intended to contribute to the creation of a transit-supportive community. In the fullness of time Elfrida will contribute to the ongoing expansion of transit routes into the neighbourhood.

A key element of the vision for Elfrida is the creation of a complete community that is based on efficient land use patterns offering a range of unit types, amenities and transportation modes to residents. Key features of Elfrida that support efficient land use patterns include:

- Unit types such as apartments, stacked townhouses, and townhouses are located in proximity to transit, while semi-detached and single detached dwellings are generally located further from transit.

- Amenities such as schools, community parks and shopping areas are located to generate focal points, centred and accessible to each neighbourhood area. The intent is to reduce reliance on automobile transportation for as many local trips as possible and foster the use of transit for longer trips.

- High schools and district parks are generally located in proximity to Arterial Roads and major collectors as well as in vicinity of the Node.

- Area around the planned Node will accommodate a range of institutional, office, retail and residential development, in order to create a complete community.

Transit-Oriented Development Precedent - Mount Pleasant Village, (Brampton, ON)

Transit-Oriented Development Precedent - Viva Transitway, (Markham, ON)

As illustrated on the Land Use Plan, higher densities are distributed in accordance with proximity to higher order transit along with a mix of uses. Development in close proximity to transit will contain a variety of unit types, such as apartment buildings in towers or mid-rises, stacked townhouses, and townhouses. The highest building forms, such as towers, are located at the intersection of Rymal Road East/Regional Road 20 and Upper Centennial/Regional Road 56 (both identified as future transit corridors). The areas around stations are also focal points that will accommodate a mix of uses, such as residential, retail and institutional.

Greater density of development would also be focused along the planned Intensification Corridors along existing Collector and Arterial roads, and proposed minor and Major Collector Roads, gradually transitioning to lower built forms internal to the development blocks. These Intensification Corridors are located along potential future transit corridors and be developed in a manner that is walkable and with a range of uses that support transit usage.

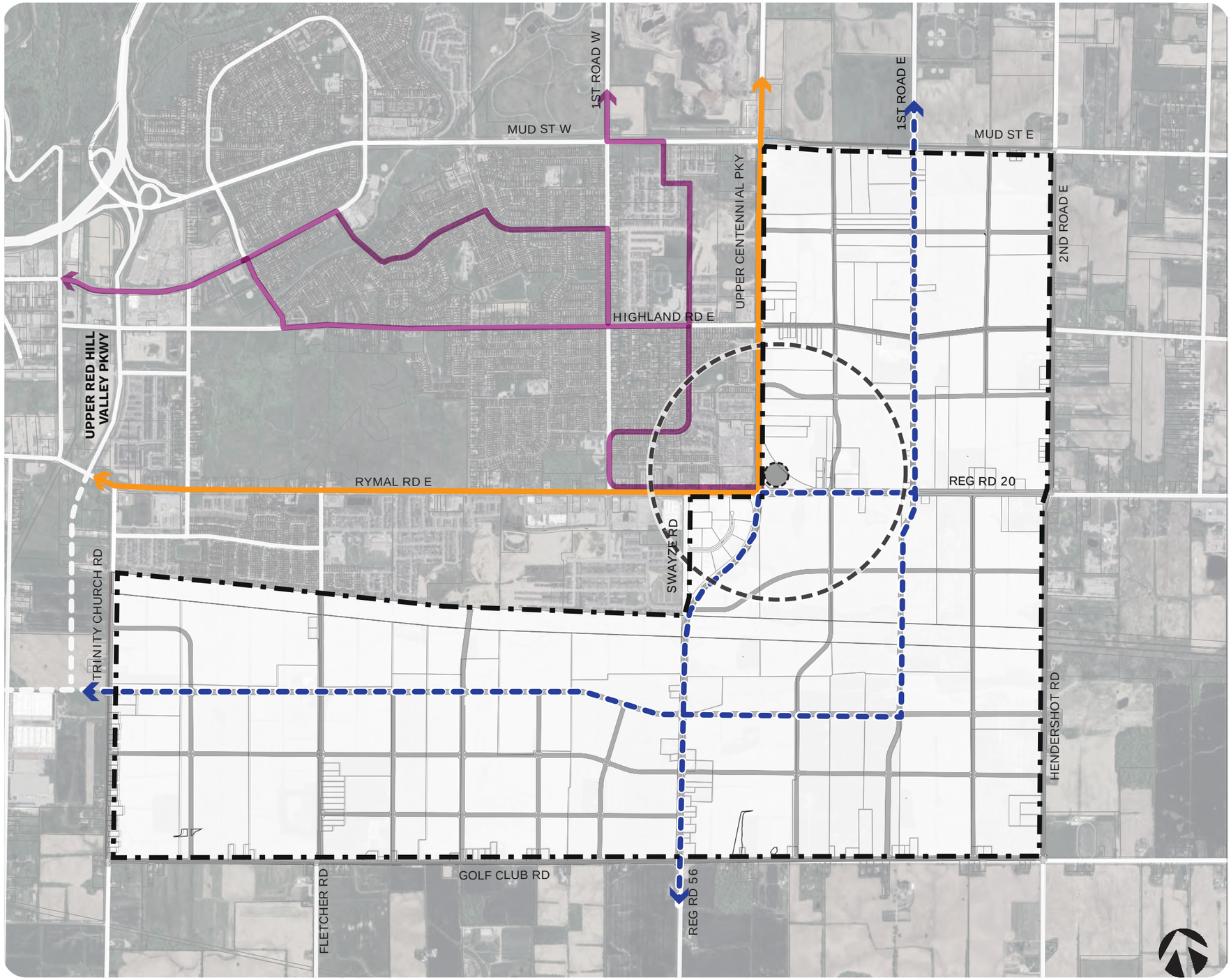


Figure 6 - Transit Network Plan

2.4 Road Hierarchy

Improvements to the existing road network, within and external to Elfrida, necessary to support the planned development are set out in the Transportation Management Study and Transportation Assessment dated April 2026 prepared by C. F. Crozier Consulting Engineers in support of the secondary plan.

The road network for Elfrida is based on a grid of east-west and north-south Arterial and Collector Roads. The axis for the community's road system is the two existing Arterial Roads, Rymal Road East and Regional Road 56 which intersect at the planned transit hub. New roads will continue to maintain a rectilinear configuration. The road hierarchy includes Arterial and Major Collector Roads as well as Minor Collector Roads. Local Roads will be developed as part of future draft plan of subdivision applications.

Arterial Road Precedent - Hamilton, ON

Arterial Road Precedent - Mississauga, ON

Arterial Road Precedent - Vaughan, ON

Major Collector Road Precedent - Markham, ON

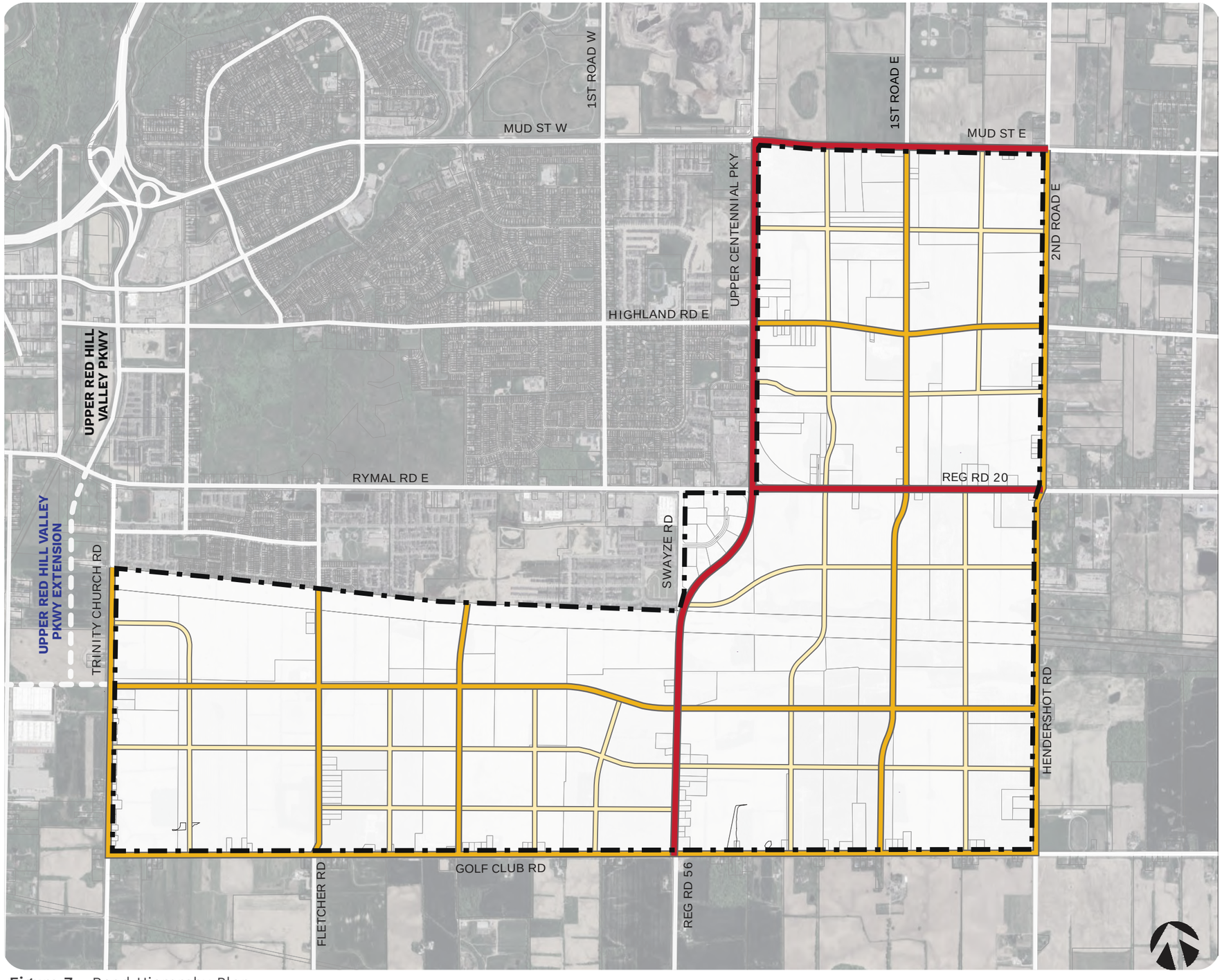
Major Collector Road Precedent - Oakville, ON

Minor Collector Road Precedent - Brampton, ON

Minor Collector Road Precedent - Oakville, ON

Arterial roads serving Elfrida are Rymal Road/Regional Road 20 and Upper Centennial Parkway/Regional Road 56 which, as noted above, intersect at a major transit station location as well as Mud Street, which ultimately connects to the Redhill Valley Parkway to the west. Major Collector Roads should function as the community's principal streets connecting links to the broader arterial road and transit system. A grid of mostly regularly spaced collector roads will help disperse traffic, reducing the need for high-capacity roads that contribute to poor urban environments. Major Collectors will help accommodate much of the area's development including creating opportunities for a mix of uses at important intersections.

Minor Collector Roads constitute a significant proportion of the public space, providing access to dwellings and local amenities. Road design standards that support intensification while providing safe pedestrian, cycling and driving conditions are encouraged.



Legend

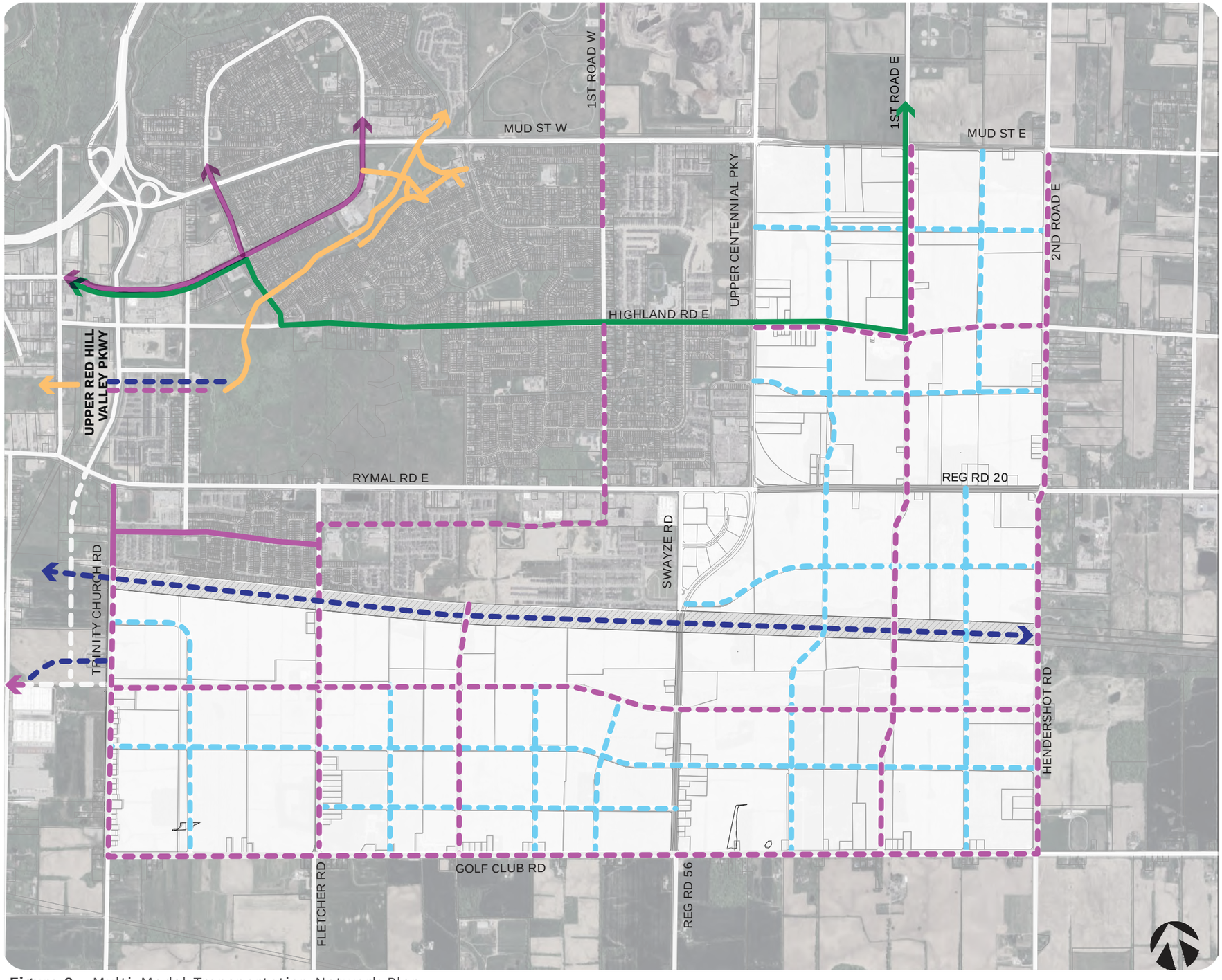
- Secondary Plan Boundary
- Arterial Roads
- Major Collector Roads *(26.0-26.5m ROW)*
- Minor Collector Roads *(22.0m ROW)*

Figure 7 - Road Hierarchy Plan

2.5 Multi-Modal Transportation Network

The primary goal of a functioning multi-modal transportation network will be to balance vehicular traffic flow with transit connectivity, pedestrian and cyclist safety, and vibrant, attractive streetscapes. Existing and new streets will form a connected network and should be designed to accommodate shared mobility and on-street parking, where appropriate, with enhanced streetscape or landscape features.

New development should avoid conflicts between service/loading areas and pedestrian/cycling connections to ensure safety including providing high visibility at intersections. Where feasible, combine pedestrian paths with bicycle facilities and locate bicycle parking in highly visible areas, near transit, and open space areas.



Legend

- Secondary Plan Boundary
- Hydro Corridor
- Existing Greenbelt Route
- Existing On-Road Bike Route
- Existing Multi-Use Recreational Trail
- Proposed On-Road Bike Route
- Proposed Multi-Use Recreational Trail
- Proposed Multi-Use Path

Figure 8 - Multi-Modal Transportation Network Plan

2.6 Natural Areas, Open Space, and Parks System Network

The open space system is offered in a range of scale and function to foster a variety of active and passive recreational uses and builds upon a number of existing elements including the hydro corridor and natural heritage system. It also provides linkages between natural features and parks, stormwater management ponds and other open spaces. Interconnected linkages in the form of multi-use recreational trails and streets are key to the public's access and enjoyment of the open spaces.

Hydro Corridor

The existing Hydro Corridor which is approx. 120 m wide extends the entire east-west length of Elfrida and is one of the key structuring elements for the area. As it traverses the community it intersects with existing natural heritage system creating opportunities to create pedestrian connections. As such, it has the ability to function as a potential linear greenway connecting pedestrians and cyclists with the surrounding area.

Parks

Parks will be distributed throughout the community in a manner that facilitates access by all residents. A hierarchy of public parks is the basis for a network of open space to be enjoyed by pedestrians and cyclists. Elfrida will have two Community Parks, several Neighbourhood Parks, and Public Squares in the Node.

Community Parks are the largest in terms of area (i.e. a minimum 7 ha each) and will offer active and passive opportunities including facilities for sports and events. They are centrally located on either side of the Hydro Corridor along Major Collector Roads to increase accessibility. Neighbourhood Parks are intended to be smaller (i.e. a minimum of approx. 2.0 ha each) and are distributed throughout the neighbourhood in locations that are typically adjacent to schools. They are meant to supplement the broader open space system and located to provide amenity within walking distance of residents in the community.

Public Squares of approx. 0.5 ha are located within the *Community Node* near the Planned Elfrida Gateway Station and within the Node to improve pedestrian circulation and an open space destination.

The ultimate design of Community and Neighbourhood Parks and of Public Squares will be established in coordination with the City of Hamilton.

Natural Areas, Open Space, & Parks System Network Precedents

Natural Heritage

Natural features such as woodlots, streams and wetlands are an integral component of the open space system. They are situated throughout Elfrida and contribute to the overall amenity of the area.

Stormwater Management Ponds

Stormwater management ponds are community amenity features that add recreational, ecological and aesthetic value to development. They are situated throughout Elfrida and encouraged to be collocated with the natural heritage system and parks where possible.

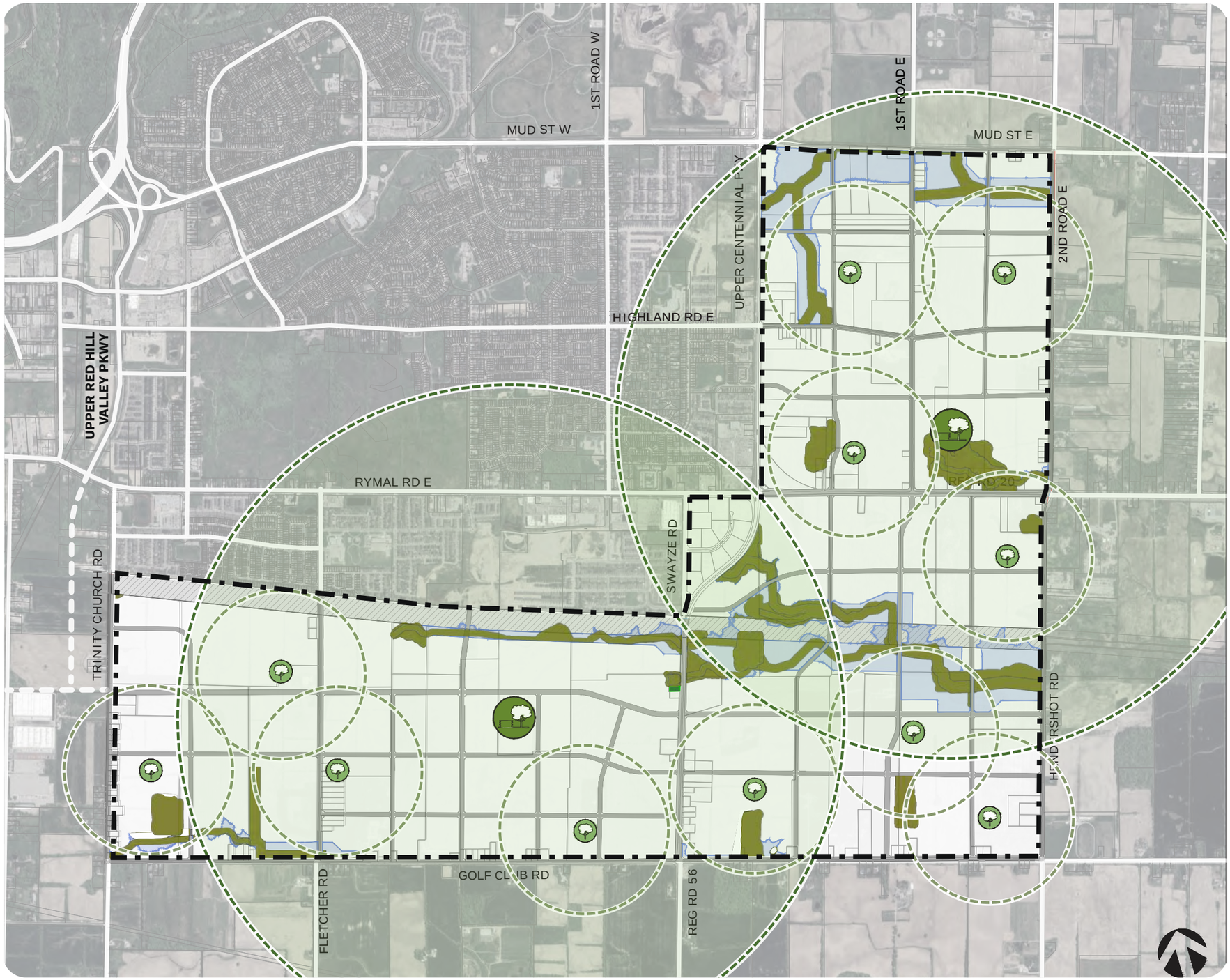


Figure 9 - Parks & Open Space Plan

2.7 Community Retail Node and Intensification Corridors

Elfrida's Node and Intensification Corridors play an important role in terms of establishing a mix of uses and allocation of densities in strategic locations within the neighbourhood. The Node is situated at the Planned Elfrida Gateway Station which is also the location of the intersection of the area's two arterial roads and along a Planned Higher Order Transit corridor. This area is envisioned as a mixed-use node with tallest building heights and a mix of open space elements at the edge of the existing urban boundary where it can complete the Node element of the City's Urban Structure.

There are two Intensification Corridors within Elfrida. One of the corridors runs along Street D in an east-west direction and then turns north along First Road East, the other runs along Upper Centennial Parkway/Regional Road 56. Higher forms of intensification are anticipated including Medium Density Residential and Mixed Use - Medium Density designated areas at intersections to establish smaller neighbourhood nodes. This approach will help create a more pedestrian friendly environment and a more continuous streetscape condition that contributes to a more cohesive neighbourhood look and feel.

Node & Intensification Corridors Precedents - Markham, ON

3.0

Urban Design Guidelines

3.1 Community Design Guidelines

As stated in the Introduction, the Guidelines form an important part of the Elfrida Secondary Plan and should be read in conjunction with the Secondary Plan to guide the implementation of the policy framework established in the Secondary Plan. These Guidelines outline the objectives for the character, form, and pattern of development for the Elfrida Lands and aim to create a vibrant, pedestrian-friendly community. These Guidelines will focus on high-quality building design, public realm improvements, sustainable greening, and safe, integrated transportation options.

3.1.1 Community Design and Identity

A cohesive community character within Elfrida can be achieved through consistent treatment of the public realm including streetscape and landscape features. The public realm should be viewed in the context of the uses of the adjacent buildings and their location in a wider network of public and private spaces. These elements along with built form, architectural expression and other considerations contribute to the creation of an identity for the community.

Guidelines:

a) Elements facing the public realm along street frontages such as street lights, signage, transit amenities and community gateway features should provide a similar design style to reinforce the community's distinct character.

b) The Node's distinct identity should be reinforced with a design theme based on street furnishings, gateway features, landscaping and signage.

3.1.2 Gateways

Gateway sites are the entries into the community. Subject to establishment of a City-wide policy on gateways, these features will primarily be located on private land but may also be incorporated into public lands at intersections, schools, parks, stormwater management ponds, and other public uses (emergency services, community centres, libraries, etc.). Fig.X – Gateways, illustrates a number of potential gateway locations along the perimeter of the community including at the Elfrida Gateway Station.

Guidelines:

a) Gateway sites are typically located at the intersection of Arterial Roads and Major Collector Roads. Sufficient area should be provided within the right-of-way to allow for enhanced streetscaping.

b) Gateways should be highlighted by special streetscape treatments such as low decorative walls, identity features including signage, and distinct lighting and planting, as well as by the architecture of buildings, where appropriate.

Gateway Precedents

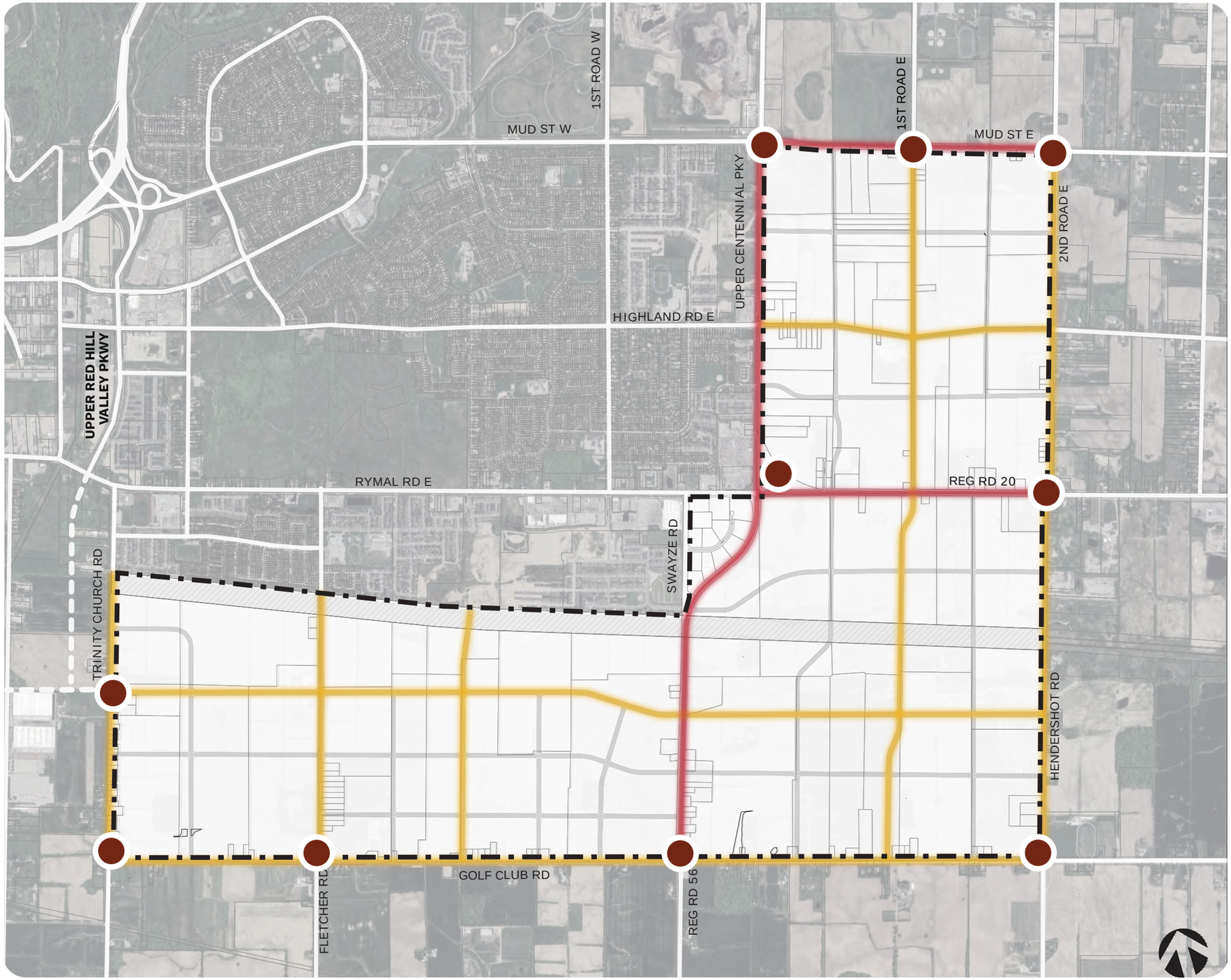


Figure 10 - Gateways Plan

3.1.3 Streets and Block Pattern

To provide opportunities for residents to walk within neighbourhoods, including to local amenities, retail or to transit, blocks should be designed to limit walking distances, offer alternative routes and ease of orientation. In this way, the blocks and local streets in Elfrida should be laid out in a modified grid pattern with regard for natural heritage and other open space elements that may provide alternative connections.

Guidelines:

a) Blocks and local street patterns should be designed with walkable block lengths that are used to facilitate access within the neighbourhoods including to schools, retail, parks and transit stops.

b) A modified grid pattern with curvilinear elements to adapt to natural and topographical features and/or to create variety in views and vistas can be utilized to facilitate connections to existing roads within the surrounding context.

c) Block orientation in areas adjacent to open spaces should be used to create view corridors that terminate at the open space

d) Generally, public roads should create openings to natural features, such as the valley lands and woodlots, to allow public access and views into the features. Single-loaded roads, crescents and cul-de sacs can also be used wit openings to the features along these types of streets. These openings should be designed for casual observation into natural areas, increasing security.

3.1.4 Community Edges (Development Adjacencies)

The edges of the Elfrida community are varied including portions adjacent to lands within the provincially designated Greenbelt Plan area and portions of the edges adjacent to lands designated Employment Area. The design of development in Elfrida along these edges requires an appropriate interface to ensure compatibility. The Greenbelt Plan area adjacent to Elfrida extends along the entirety of the south, east and north edges whereas the Employment Area is situated to the west, on the west side of Trinity Church Road. In both circumstances these adjacent uses are separated from Elfrida by a public road.

Edges along Arterial and Major Collector Roads will be treated to present the larger community with the identity and character of Elfrida neighbourhoods. Edge treatment will allow views into the community and will be landscaped where appropriate to reinforce an overall community identity and to provide an appropriate interface with the immediate context.

Guidelines:

a) Encourage the layout of blocks and streets along the edges of the community to relate to adjacent rural and agricultural uses in the Greenbelt Plan area.

b) Individual driveways and back lotting onto edge streets facing the Greenbelt and Employment Areas is generally discouraged.

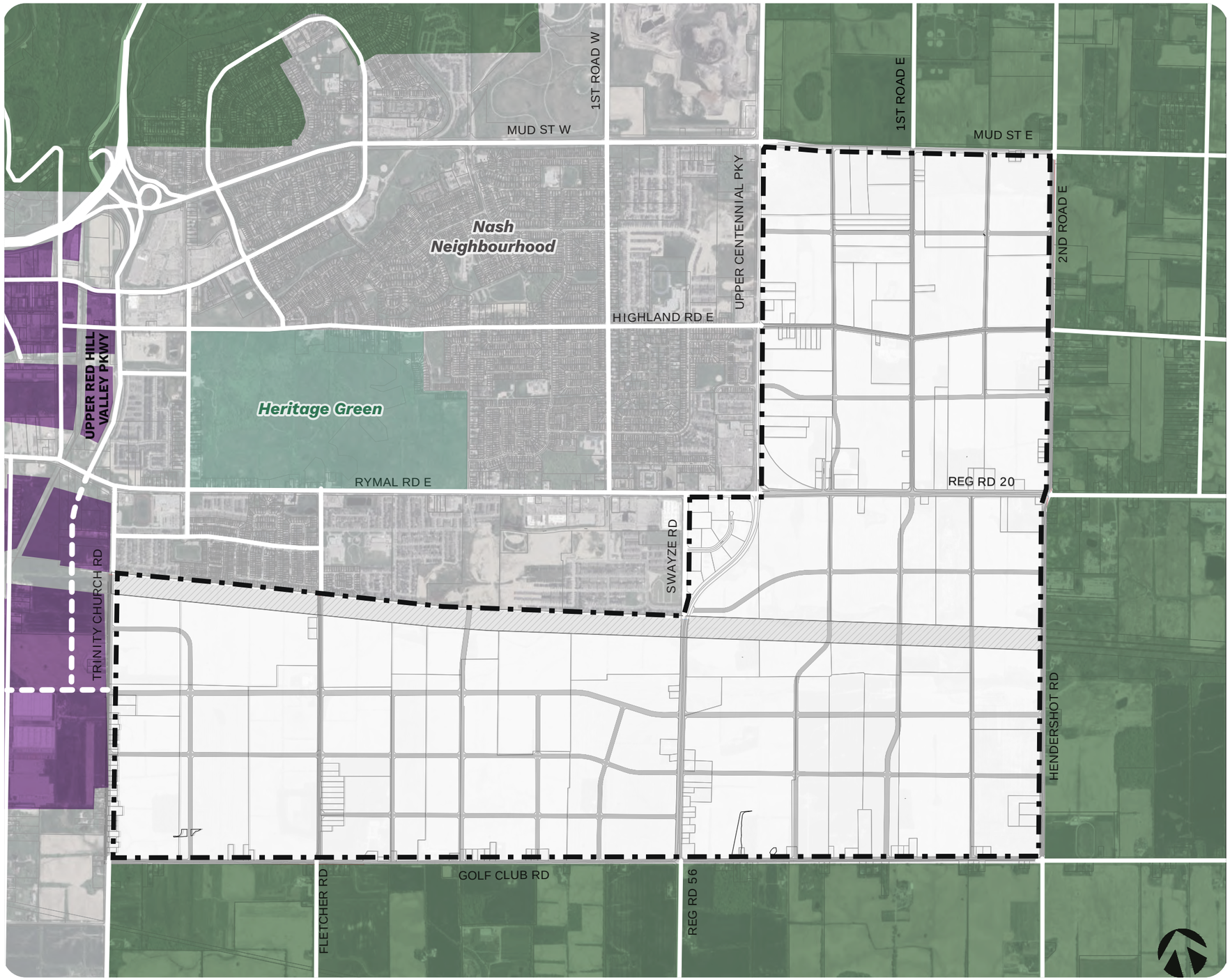
c) Buildings should be scaled down along the edges of the community adjacent to the Greenbelt Plan area to create a transition of scale to the rural and agricultural lands, with exception to intersections with Arterial and Major and Minor Collector Roads.

Community Egde Precedent - Hamilton, ON

Community Egde Precedent - Vaughan, ON

Community Egde Precedent - Vaughan, ON

Community Egde Precedent - Hamilton, ON



Legend

- Secondary Plan Boundary
- Greenbelt Area*
- Employment Area**

* *Greenbelt Plan (2017)*

** *Urban Hamilton Official Plan Schedule E - Urban Structure*

Figure 11 - Community Edge Plan

3.1.5 Focal Areas, Landmarks, Focal Points, and View Termini

Focal areas, such as schools, parks, transit stations and institutional uses, serve as reference points and as community activity areas; landmarks, such as natural features, , significant buildings and public spaces, serve to orient and give character to a community; and focal points are single elements such as architectural features, park entry features and natural vegetation.

Guidelines:

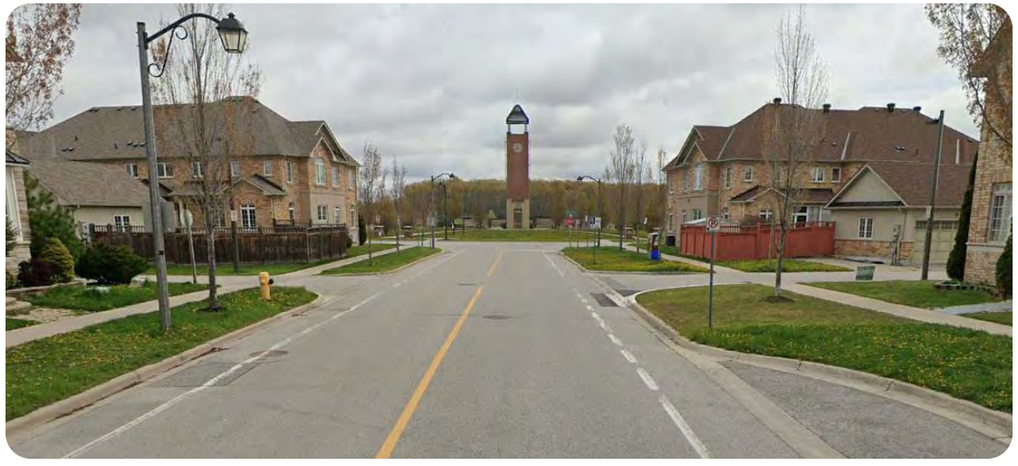
a) Focal Areas are reinforced through street orientation. Site layout and special landscaping may also be used to enhance their location.

b) Community buildings, such as places of worship, libraries and community centres, should be sited so as to terminate a street view, wherever possible. A high standard of architectural and landscaping treatment will be required for such civic buildings in recognition of their contribution to the community's character.

c) Landmarks may be located at the end of view corridors or at significant intersections.

d) Focal Points should be located at the end of view corridors, important intersections, or significant public spaces, where they enhance the streetscape and enhance a sense of place.

e) Parks and other open spaces should incorporate focal points such as a specially landscaped path intersection.



Focal Points & View Termini Precedents

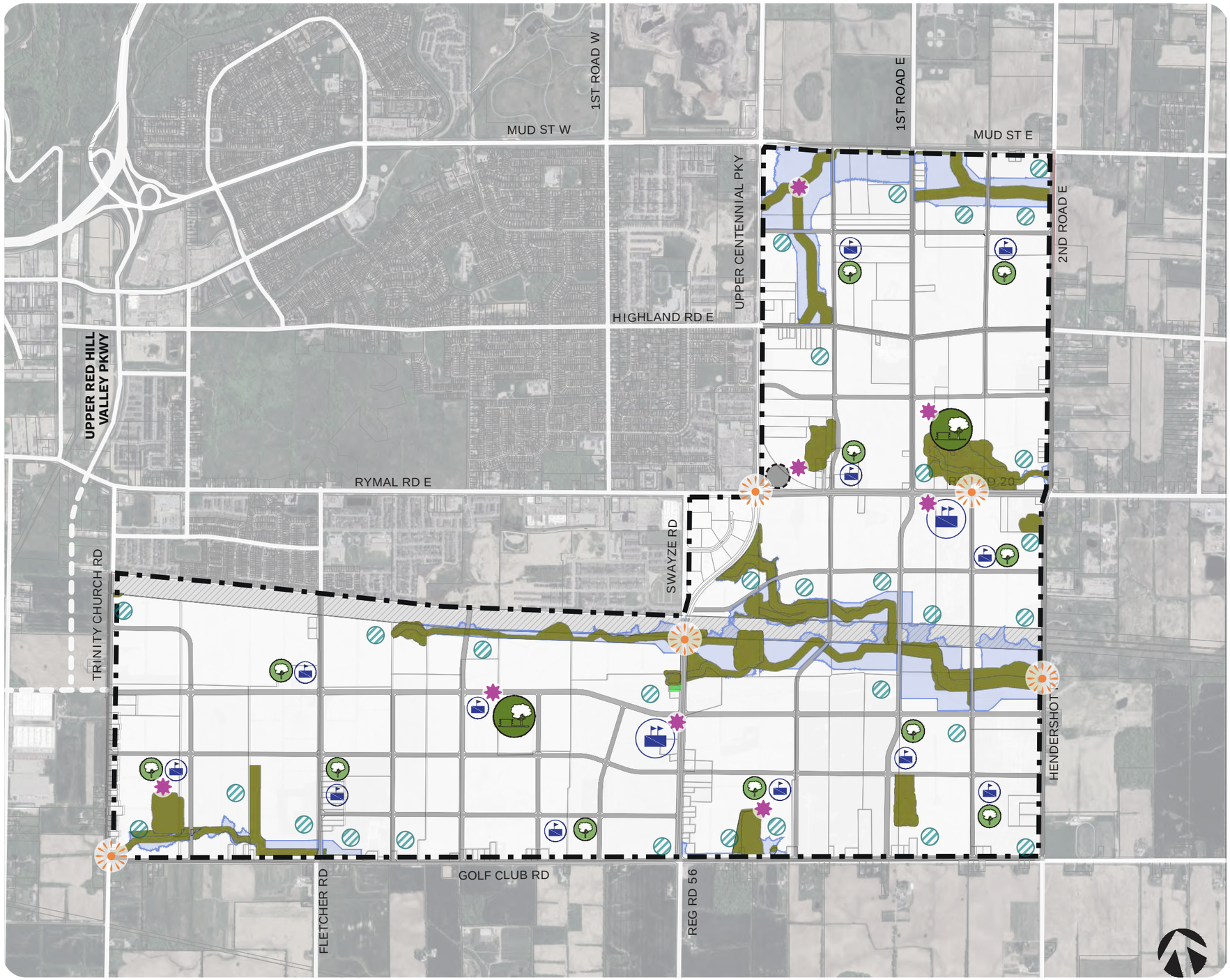


Figure 12 - Focal Points & View Termini Plan

3.2 Streetscape Design Guidelines

The goal of the streetscape design for Elfrida is to create an inviting community where people of all ages, abilities and backgrounds feel safe and welcome. By creating legible and accessible routes with clear sightlines that integrate the community into the surrounding area, Elfrida will be connected for the future. Improving street design and reducing vehicle speeds will encourage people to walk and cycle, increasing the number of people moving through public spaces and creating more activity and vibrancy in the public realm. Thus, future development should encourage walking, cycling, transit uses and reduced private automobile use to improve safety, promote environmental sustainability, and establish neighbourhood character.

3.2.1 Building-to-Street Relationship

Generally, streetscape elements should provide enclosure to the roadway by locating buildings with a desirable separation distance across the street from each other and locating light poles, trees and other features at a consistent distance from the curb.

The fronts of buildings should, wherever possible, be oriented to the street, be articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features, such as functional porches and recessed garage design.

3.2.2 Road Typologies (Arterial, Major Collector, Minor Collector, Local Roads)

Streets provide the public with a general “experience of place”. Streets are enclosed by buildings or landscape features and are defined by public spaces, such as boulevards and parks. Thus, the relationship between private and public spaces is important in generating streetscapes that are interesting and give a community its identity.

The character of a street is structured by the roadway and its elements, such as width of the pavement, size of boulevard, and type of trees and light poles, as well as front yards and location of building façades and/or open spaces. These components of the streetscape and the building-to-street relationship will vary according to the function of the street.

For all typical ROW cross sections for Arterial Roads, Major and Minor Collectors, refer to street sections prepared by Crozier in the Transportation Management Study and Transportation Assessment dated April 2026.

Major Arterial Roads

Major Arterial Roads serve different purposes, depending on the adjacent land use designation and the modes of transportation they accommodate. Five main land use conditions can be identified along arterials in Elfrida, which include: residential, retail/commercial, mixed-use, institutional, and open space. Additionally, transportation modes may include high order transit (i.e. Elfrida Gateway Station), bus transit, private vehicles, bicycles and pedestrians.

Guidelines:

a) Sidewalks should be provided on both sides of the street.

b) Where possible, pedestrian-scale lighting should be provided at intersections and be co-ordinated in location and design with bus shelters, seating and other street furnishings such as waste receptacles.

c) Where a bicycle trail follows an arterial, the right-of-way should incorporate bicycle tracks.

Major Collectors

Major Collector roads establish the basic framework of streets and blocks within Elfrida and connect the community with the surrounding area. They are the primary connectors and corridors for public transit and mixed-use type development. Major Collectors should be vibrant streets enjoyed by pedestrians and cyclists alike with improved streetscape elements.

Guidelines:

a) Within Elfrida, the boulevard should include sidewalks on both sides of the street along with planting zones.

b) Where cycle tracks are provided, they should be separated from the pedestrian zones.

Minor Collectors

Minor Collectors act mainly as links within the community to local destinations and as links to the wider Arterial/Major Collector Road network. As such, pedestrian and cycling movements are an important consideration in their design. Minor Collectors will include Multi Use Pathways (MUPs) on both sides of the street and a planting zone for street trees and other elements (such as benches, bicycle parking, etc.).

3.3 Built Form Guidelines

Built form plays an important role in creating a well-designed, pedestrian oriented public realm through height, massing, scale and siting of buildings. In that regard, buildings should be massed and designed with consideration for the adjacent and surrounding existing context and will assist in the creation of a livable, functional and attractive environment.

Guidelines:

a) Placing buildings generally parallel to streets with direct access provided from the public sidewalks and set back from the street edges to accommodate generous streetscape and sidewalk zones, where appropriate.

b) Providing strong built form relationships to the new and adjacent streets that are compatible with the existing and planned built form pattern.

c) Locating and designing buildings such that they define and frame the public realm and influence the site design and function.

d) Considering the placement of retail elements and grade-related uses that provide a relationship to the public realm.

e) Siting and articulating buildings of 4 or more storeys to limit built form impacts such as shadowing and winds on the streets, sidewalks and surrounding open spaces.

f) Designing architecturally interesting buildings and creating a cohesive design composition through their orientation, proportion, scale, massing, use of materials and architectural character.

g) Design high-rise towers and mid-rise buildings to feature a well-defined base building that will frame the street with good proportion and emphasize the human scale of a pedestrian-oriented streetscape.

3.3.1 Architectural Character

High quality materials and facade articulation should ensure that the new buildings age well for generations to come. A crafted approach to detailing and sensitivity to order, scale, and proximity should be taken. Special consideration should be given to the ground floor design to add character and individuality creating welcoming spaces for residents and visitors.

The new buildings should consider providing a strong character and legibility to the elevations. The new buildings may have depth and detail in the façades and human scale to break down the massing of the taller buildings. Furthermore, diverse architectural treatments of buildings are encouraged throughout the development.

Architectural Character Precedents

3.3.2 Building Typologies

The vision for the Lands should be carefully considered in the context of the surroundings and at the same time optimizing the layout, orientation and organization of buildings and open spaces to maximize development potential of the Lands and to provide high quality homes with excellent access to daylight and views.

Guidelines:

a) Locate the tallest buildings and highest densities of development closest to the planned higher order transit and other public transit lines. Higher density uses should also be located adjacent to existing employment areas and fronting on or adjacent to Arterial Roads.

b) Locate lower heights and densities of development internal to and fronting on local streets. Single detached dwellings shall not be located along Arterial Roads.

c) The edges of Elfrida should influence the siting for the buildings and allocation of height on the Lands to provide appropriate transition and mitigation of potential impacts.

Building Typology Precedents

3.3.3 Mid-Rise Buildings (Residential and Mixed-Use)

Height and Built Form

Mid-rise Buildings are buildings that are typically taller than 4 storeys and are oriented along street frontages to create a more continuous street wall condition along Elfrida's Intensification Corridors and other transit related locations.

Guidelines:

a) Building heights for mid-rise buildings will be between 4 to 12 storeys.

b) Upper portions should be shaped and sculpted to ensure adequate sunlight within the Low Density Residential designated areas further to the northwest and to ensure that sunlight reaches the open space areas.

c) Built form should consider the potential visual and physical impacts, such as wind, on the surrounding public realm and properties.

Base Buildings and Street Walls

One of the guiding principles for the urban design vision for the Lands is street-related built form. The intent of these Guidelines is to achieve a well-defined street wall condition that will establish a pedestrian-scaled environment. Street wall heights, stepbacks and setbacks will be designed to create a comfortable human scale and public realm, allow sunlight on sidewalks, and mitigate any uncomfortable wind conditions. These elements will provide for an appropriate scale and massing having regard for the surrounding context.

Buildings should be massed and designed to ensure that the Lands are developed in an appropriate manner to frame and support adjacent streets and fit harmoniously with the existing and planned context. Ensure the height and scale of the buildings allows for appropriate enclosure of the street, relative to both the corresponding rights-of way and functions, as well as access to sunlight and sky view from the public realm.

Guidelines:

d) Well defined edge conditions along streets and open spaces.

e) The expression of the base buildings should provide architectural interest from the public realm and frame the street with good proportion. The base buildings should strive to provide a relatively consistent and contiguous street edge that defines and gives a strong identity to the adjacent public and private streets. Refer to Section 4.5.1 Architecture Character on the treatment of base buildings.

Building Setbacks

Building setbacks from the property lines are designed to accommodate a range of functions and are organized to frame the streets and the open spaces with an appropriate street wall condition.

Guidelines:

f) All base buildings and street walls should be parallel to streets to create well-defined edges and views to prominent destinations.

g) Primary entrances to all buildings should be clearly visible and directly accessible.

h) For mixed-use buildings, buildings should be located as close to the street line as possible. However, a greater setback may be permitted along minor sections of the building façade to provide for articulation in building facades, forecourts, and opportunities for outdoor amenity spaces such as patios.

i) Where residential buildings front the street, buildings will be located close to the street line. Setbacks should be used, in combination with grade relationships, to achieve satisfactory privacy for residential units. Greater setbacks may be permitted along minor sections of the building façade to provide for recessed garages and articulation of building facades.

Residential Mid-Rise Building Precedent - 90 Carling St., Hamilton, ON

Residential Mid-Rise Building Precedent - 427 Aberdeen Ave., Hamilton, ON

Mixed-Use Mid-Rise Building Precedent - 101 Locke St S., Hamilton, ON

Mixed-Use Mid-Rise Building Precedent - 18 Augusta St., Hamilton, ON

Separation Distances

Guideline:

j) Provide appropriate separation distances between buildings to allow for views into the open spaces, safety, and to provide space for vehicles, pedestrians, landscaping along with light and views between buildings and access to individual units.

Stepbacks

Guideline:

k) There are many ways in achieving street wall conditions that have well-defined edges such as providing a well articulated façade and the use of diverse materials. This should include a stepback above the street wall for all medium and high-density buildings for both mixed and residential uses.

3.3.4 Townhouses

Elfrida will accommodate a wide variety of townhouse forms, including street, block, rear-lane, full floor stacked, back-to-back, and back-to-back stacked.

Height and Built Form

Guidelines:

a) Massing of townhouse units within a block should result in a visually cohesive configuration. Differing roof lines, building elevations, and building materials should be used judiciously for individual units within a grouping, in order to create an attractive rhythm of building elements.

b) End units facing a street, walkway, or a public open space should be designed with windows and entrances in the side elevations, blank walls should be avoided.

c) Main entrances to units should be located as close to grade level as possible, in order to minimize the number of steps up to the front doors.

d) Rooftop amenity spaces are encouraged as usable common amenity space.

Building Setbacks

Guidelines:

e) Buildings within a block should be at a consistent distance from the street line. However, variation of unit entry setback within a townhouse building is acceptable to produce a façade interest.

f) Setbacks from the main wall of dwellings (or porches) to the street line should achieve satisfactory privacy for residential units and adequate front yard landscaping. Generally, setbacks from the street line should be minimized to maintain a strong built form relationship to the street.

g) On corner lots, integral garages should not be located along the flankage.

Townhouse Precedent - 85 Poulette St., Hamilton, ON

Townhouse Precedent - 276 Dunsmure Rd., Hamilton, ON

3.3.5 Detached Dwellings, Semi-Detached Dwellings, Duplex, Triplex, and Fourplex

Height and Built Form

Guidelines:

a) The massing of units within a block will be co-ordinated to create a unified street edge and enclosure. Elements such as roof heights and pitch should be compatible.

b) Roof pitches should be co-ordinated between adjacent dwellings, however, identical roof massing or configuration is discouraged.

Building Setbacks

Guidelines:

c) Consistent front yard setbacks are desirable in order to produce a defined street edge. Where blocks are long and straight (i.e. over 150m in length), variation in front yard setback to a group of units at mid-block can be used to break up a monotonous streetscape.

d) Setbacks from the main wall of dwellings (or porches) to the street line should achieve satisfactory privacy for residential units and adequate front yard landscaping. Generally, setbacks from the street line should be minimized to maintain a strong built form relationship to the street.

Detached Dwelling Precedent - Hamilton, ON

Detached Dwelling Precedent

Semi-Detached Dwelling Precedent -
27 Ashley St., Hamilton, ON

Semi-Detached Dwelling Precedent -
25 Kingfisher Dr., Hamilton, ON

Duplex & Triplex Precedent -
137 George St., Hamilton, ON

Fourplex Precedent -
Mississauga, ON

3.3.6 Institutional Buildings

Institutional Buildings include schools, churches, and community centres.

Height and Built Form

Guidelines:

a) Building heights for institutional buildings should be between 1 and 3 storeys.

b) Institutional building envelopes often act as landmarks in the community and should be designed to contribute to the public realm and to stand out from other buildings, while respecting the scale and character of the surrounding neighbourhood.

Institutional Building Precedent - 430 Cannon St E., Hamilton, ON


Institutional Building Precedent - Sudbury, ON


Institutional Building Precedent - Halton, ON


Institutional Building Precedent - 876 Cannon St E., Hamilton, ON

3.3.7 Building Siting and Views

The location of existing Urban Areas, Neighbourhoods, Greenbelt, and Employment Areas around the Lands influenced the siting of buildings and allocation of height on Elfrida to ensure transition and mitigation of any potential impacts. Given the broader context, the overall size of the Lands in relation to the level of development proposed and configuration of existing buildings and open space elements, the proposed building siting and views includes the following considerations:

a) Recognize that the Lands is highly visible from the public realm and plays a key role in establishing and maintaining view corridors along the street frontages.

b) Siting the buildings in a parallel and perpendicular orientation along public streets to create edges along the street and open space elements in addition to continuing the character of the existing streets.

3.4 Open Space Network Guidelines

A clear hierarchy of public parks is the basis of a network of open space to be enjoyed by pedestrians and cyclists. The components of the open space system include: community and neighbourhood parks, public squares, natural heritage features, multi-use paths, multi-use recreational trails, as well as stormwater management ponds and corridors. These elements together, contribute to the creation of a community that is well connected and focused on delivering passive and active recreation opportunities for all residents.

3.4.1 Parks (Community and Neighbourhood Parks)

Community Parks

Two Community Parks will offer intensive recreation facilities such as sports fields, and recreational and community centres (as determined by the City). These may include both indoor and outdoor community recreational facilities. The community parks are centrally located on either side of the Linear Greenway which bisects Elfrida to service the community, with frontage on at least one major collector to ensure good transportation access.

The average size for community parks will be a minimum of 7.0 hectares in accordance with Policy 3.5.3.4c of the UHOP. Community parks may be located adjacent to schools to combine open space opportunities in each neighbourhood. The programming and maintenance of sports fields will require co-ordination between the City and the various school boards.

Guidelines:

a) Where possible, the design of abutting school/park blocks will be co-ordinated. Landscape elements such as trees, fencing, park furniture and pathways should provide visual continuity from one block to another.

b) To optimize site layout, overlap of sports fields between park and school blocks will be considered.

c) Pathways should connect to sidewalks at intersections and other pedestrian crossings.

d) Natural features should be protected by: locating high activity play in locations away from the natural features, carefully planning pathways, and providing transitional planting areas.

e) Groups of trees should be planted to provide opportunities for shade and to reduce ultraviolet ray exposure.

f) Crime Prevention Through Environmental Design (CPTED) principles should be applied to site layout, lighting and plant selection; vegetation should not restrict visibility into the park, and active park uses should be located within view of passive areas.

g) If night lighting is provided for sports fields, it should be directed away from nearby residential areas.

h) Park entries should be defined with enhanced planting, landscape features such as pergolas and gazebos, special paving, and directional signage.

i) Where community mailboxes are located in parks, these should be incorporated into a feature such as a pergola. Pedestrian lighting, benches and waste receptacles should be placed in these areas.

j) Seating and children's play areas should be planned taking into consideration shaded areas through trees located in proximity to the play area and opportunities for overview from nearby residences and/or adjacent streets.

k) Focal areas within the park should be provided e.g. a circular 'green' space with seating and trees.

l) Landscaping should be used to enhance parking areas, while allowing views of cars for safety.

m) Community Service Facility Buildings should be directed to Major Collector Roads, where feasible, to improve accessibility.

Neighbourhood Park Precedents

Community Park Precedents

Neighbourhood Parks

These local parks supplement the broader open space system by being located to provide open space amenity within convenient walking distance (approximately 500 m) of residences in the community. Neighbourhood parks should be a minimum of 2.0 hectares in size. Most community parks should be located adjacent to schools to combine open space opportunities in each neighbourhood.

Guidelines:

a) Provide open frontage on at least one street surrounding the park, with adjacent development oriented toward the park.

b) Apply CPTED principles to site layout and plant selection/vegetation should not restrict visibility into the park, and active park uses should be located within view of passive areas.

c) Reflect the community identity in lighting, site furnishings, landscape details and planting.

d) Plan seating and children's play locations taking into consideration shaded areas and opportunities for overview.

3.4.2 Open Spaces (Linear Greenway)

The Linear Greenway runs within the hydro corridor and extends the entire length of Elfrida in an east-west direction and is one of its defining features. As it traverses the community, it connects with other open space elements including natural heritage and stormwater management ponds. It also intersects with a number of major and Minor Collector Roads increasing pedestrian permeability.

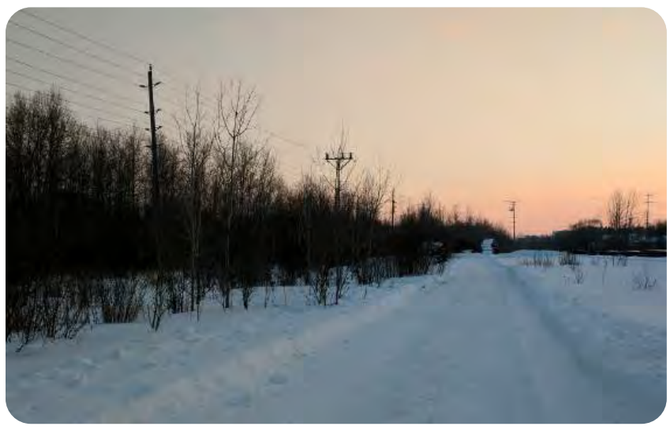
Guidelines:

a) Provide a multi-use recreational trail that extends the entire length of the Greenway to expand pedestrian connections throughout the area. Create rest areas along the trail.

b) Abutting development should provide public access to the Linear Greenway generally at 250 metre intervals.

c) Maintain existing vegetation including trees wherever possible.

d) Ensure appropriate access and clearance at all electrical infrastructure for safety.



Open Space (Linear Park) Prededents

3.4.3 Natural Areas and Floodplains

Natural Areas consist of woodlands, significant woodlands, locally significant wetlands, provincially significant wetlands, Eramosa Karst Provincial Earth Science Areas of Natural and Scientific Interest, watercourses, headwater drainage features and, where appropriate, their vegetation protection zones. A number of proposed floodplains have also been identified in part by Conservation Authority regulated Drainage Features, which are subject to refinement through future study. As the planning process proceeds and subsequent site-specific development applications are made, additional field work and more detailed mapping will occur to identify and confirm the limits of these features and their associated buffers. Other minor woodlots throughout the community may be integrated into larger parks.

Guidelines:

a) Indigenous tree species should be used for tree planting on lots adjacent to woodlots to reduce windthrow and introduction of alien species in the woodlot.

b) An appropriate transition in distance and grade change between the natural features and urban development should be considered.

c) Subject to an arborist report/forestry management plan, access restrictions may be required to protect trees from damage where woodlots are adjacent to park areas and residences.

Natural Areas & Flood Plains Precedents

3.4.4 Stormwater Management ("SWM") Ponds

SWM ponds can function as community amenity features that add recreational, ecological and aesthetic value to development. They are situated throughout Elfrida and encouraged to be collocated with the natural heritage system and parks where possible.

Guidelines:

a) Pond design should integrate safeguards to ensure public safety while allowing access where considered ap-propriate.

b) Naturalized design of SWM corridors should be used, including variable side slopes, sinuous contours, and low maintenance post-construction activities and materials.

c) Where possible, pond landscaping should reflect the character of nearby treed areas.

d) Retain existing vegetation where possible and use native flood-tolerant species to stabilize banks.

e) Opportunities for pathways and integration into the recreational trail system will be undertaken at the detailed design stage of the SWM facility.

f) Fencing should be avoided where possible unless required to ensure public safety.

g) Where feasible, SWM ponds should be located with at least one open frontage on an abutting road, with homes and other buildings facing/addressing the pond.

Stormwater Management Pond Precedents

3.4.5 Bicycle and Pedestrian Trails System

Recreational cycling and pedestrian pathways will add to a sense of community by linking neighbourhoods, parks, natural features, community facilities, schools, and retail destinations. The Open Space System Plan **(Figure 9)** identifies the primary on-street and off-street routes. Some of these routes incorporate and connect to those identified on schedules in the City of Hamilton Recreation Trails Master Plan (2022). Homes will be connected to the pathway/cycling routes via neighbourhood streets.

A multi-use recreational trail will be incorporated into the Linear Greenway. On-street multi-use paths will be provided along all Minor Collector Roads.

Guidelines:

a) Where a cycling route extends beyond the park and open space system into the street network, the route will be located within the defined right-of-way.

b) Cycling routes should be designed to use the perimeter of natural areas to minimize disruption of features and functions within the natural areas.

c) All routes should be mapped, designed and signed as pathways/cycling routes.

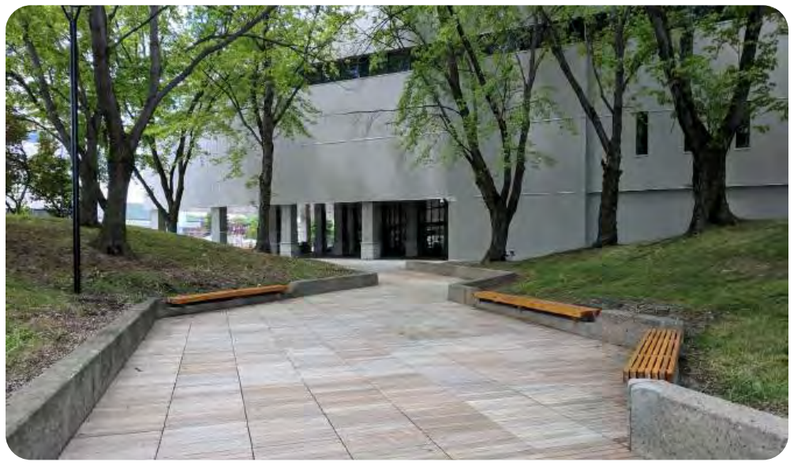
d) Seating and shaded areas should be provided along pathways.

e) High-use pathways and open space entries will be designed where required in accordance with CPTED principles including consideration of lighting.

f) Routes should be planned for scenic interest and ease of linkage between open spaces.

g) Routes should have universal accessibility.

h) Street crossings should be clearly indicated and high-lighted through special pavement treatment.



Bicycle & Pedestrian Trail Prededents

3.5 Design Guidelines for Community Node and Intensification Corridors

The Node plays an important role in creating a more urban environment around a transit station and providing for a mix of uses in a compact form of development. Intensification Corridors provide a framework of streets and blocks for Elfrida connecting all of its neighbourhoods. They will accommodate a mix of uses in a more intense form of development creating a pedestrian friendly environment.

3.5.1 Site Plan Guidelines (Street and Block Pattern, Parking Areas, Walkways)

Block configuration will allow intensification as the Node matures over time to create a grid that is in keeping with traditional city blocks. **Figure 7** shows a road grid network comprised of a hierarchy of primary roads (for example, Arterial and Major Collector Roads) and secondary roads (including Minor Collectors), in addition to the existing Arterial Roads (i.e. Regional Road 56 and Rymal Road East).

Primary roads are to be constructed as public streets with a high level of pedestrian amenity as part of the initial phase of development on adjacent lands. Local roads will be shown as blocks on plans of subdivision to provide for the construction of a public road in the future at the time of significant intensification or redevelopment. Loading, garbage storage and service facilities will be oriented to secondary roads (i.e. minor collectors or future local roads).

Guideline:

a) A typical block size to support a pedestrian-scale grid should have a maximum length of approximately 300 m. It is expected that some block lengths in the initial stages of development may be greater, but that these blocks will be further subdivided in the future as internal driveways are converted to public streets as part of the process of full build-out.

Parking requirements in the Node should reflect the transit-oriented development approach. Reduced minimum and maximum parking ratios for retail, office commercial and residential will be implemented at the time of zoning in accordance with the City of Hamilton Zoning By-law for lands within the Node.

Parking areas are expected to evolve as blocks develop and transit becomes fully functional. Driveways within large blocks that provide through access at mid-block will be designed so that they can eventually form part of the public street grid. As blocks become fully developed over time, and the Node matures as an urban area, surface parking areas could be re-developed for buildings and required parking could be consolidated into structures. Surface parking areas for commercial uses along Intensification Corridors should be located at the rear and screened from residential uses.

Guidelines:

b) Main parking areas will generally be located within the interior of blocks.

c) Large surface parking areas will be broken into smaller areas by landscaped aisles and/or medians.

d) Tree planting within medians and other planting areas should be provided in parking lots.

e) Pedestrian circulation will be clearly marked as pathways within parking areas. Pedestrian pathways will connect to building entries, walkways and/or sidewalks.

f) Access points for adjacent commercial and retail developments will be consolidated to reduce the number of driveways connecting to the public road system.

g) Comprehensive design of parking areas for each block will co-ordinate driving aisles, driveway entries and, where appropriate, landscaped buffers between separate ownerships.

h) Where parking abuts the street, a landscape buffer will be required to partially screen parking areas. A combination of low manicured hedges, planters, decorative fences or walls and/or change in grade through a low retaining wall may be used.

i) Parking structures will be designed to integrate into the street elevation by using similar materials, colours, floor heights and apparent window lines as adjacent buildings.

j) Frontages of parking structures along public streets will be occupied by active uses at grade such as retail and service commercial.

k) Parking areas will be lit in accordance with CPTED principles for pedestrian safety and comfort.

l) Parking lot lighting will be directed away from adjacent residential areas and/or dwelling units located above ground floor commercial uses.

m) Loading and garbage storage areas should not be located between the building and the street line along Arterial and Major Collector Roads.

Pedestrian movement throughout the Node and along Intensification Corridors will be facilitated by walkways that connect parking and other public areas to public street sidewalks. A "Pedestrian Circulation Plan" **(Figure 8)** has been developed to ensure connectivity and access to key destinations from parking areas and transit stops.

Guidelines:

o) On retail/office sites, walkways will be well lit and wide enough to allow ease of movement and overview from street. Niches and other possible hiding places should not be used along the walkways. Directional signage should indicate walkway entrances, parking locations, main building entrances, etc.

p) Wide sidewalks should be included on both sides of all public streets within the Node and along Intensification Corridors.

3.5.2 Distribution of Uses

The distribution of uses within the Node and Intensification Corridors is intended to provide for a mix inclusive of residential, commercial, institutional and open space uses in a manner that reinforces the intended function of the streets, and that reflects the convenience of access to transit. Within the Node an activity hub around the transit station is intended to become a focal point with public spaces, institutional or civic buildings, and mixed retail/residential buildings in addition any transit station buildings. District Commercial uses are to be located near or at the transit station along with taller buildings including towers. To complement the civic function of the Node, public squares and institutional buildings should be located in proximity of the station.

Along Intensification Corridors, Local Commercial uses are intended at the intersections with Arterial and Major Collector Roads creating nodes of activity. Buildings along Intensification Corridors should contain a mix of commercial/residential uses with retail and service commercial uses at grade.

3.5.3 Open Space System (Public Squares, Parks)

Public squares will be located in the High and Medium Density Mixed Use areas near the intersection of Rymal Road East and Upper Centennial Parkway. Design of the squares should reflect their relevance as gathering spaces and improve pedestrian access to transit where appropriate.

Guidelines:

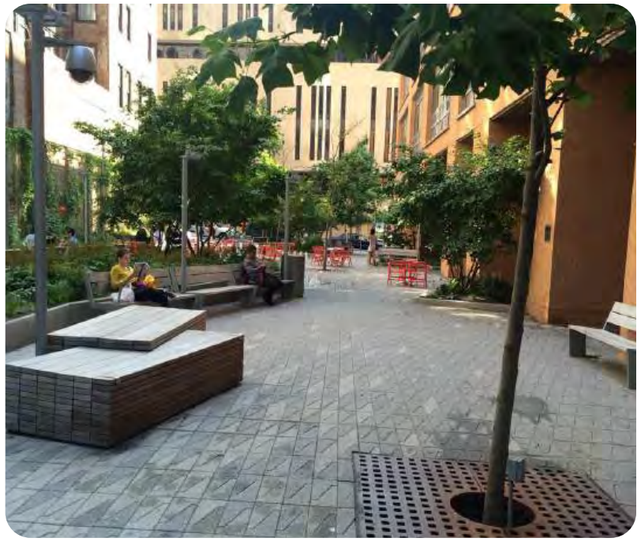
a) Squares should be designed to incorporate a focal area and focal point(s) such as kiosks, water fountains, art display areas, etc.

b) Opportunities for gathering should be provided in open areas, where activities such as a farmers' market or festivals can take place.

c) Public squares should incorporate hard surfaced areas, trees and may also include sodded/planted areas.

d) Walkways provide opportunities for continuous stroll, and for connections to street sidewalks and building entrances (where buildings front onto the square).

Private plazas, patios and forecourts play an important role in contributing to the open space system within the Node and along Corridors. Spaces such as patios and building forecourts offer informal gathering spaces, opportunities for rest, add character and contribute to the overall amenity of the community.



Open Space System Precedents

3.5.4 Retail

Retail is intended to be provided in the ground level of mixed use buildings or in stand alone buildings within the mixed use areas including local and community retail nodes. Commercial buildings should establish a more continuous streetwall condition to help animate the public realm. Building setbacks should provide for wider boulevards to create a marketing zone along retail frontages. Ground floors should utilize glazing to provide “eyes on the street” and enhance the pedestrian experience.

Guidelines:

a) Mixed use buildings with retail uses at grade and stand alone retail buildings should be sited along street frontages with active frontages wherever feasible.

b) Surface parking should be situated internally within the block or at the rear and be screened from the public realm.

c) A marketing zone is encouraged along all retail street frontages.

d) Patios and outdoor retail areas should be permitted in all community and local retail areas.

Retail Precedents

3.5.5 Built Form (Frontage, Setbacks, Building Heights)

The Node is envisioned as the urban centre for Elfrida to be constructed in a compact form of development consisting of low, mid and high-rise form buildings. In addition to a mix of uses and open space elements it is also where more consistent building frontage and setbacks are anticipated. Along the Intensification Corridors, low to mid-rise scale buildings are planned to create a more continuous built form condition.

Guidelines:

a) Buildings should be placed to maximize continuity of frontages.

b) Gaps in the street frontage should be defined through the use of low walls and/or other landscape elements (to screen surface parking or service/ loading areas).

Mixed use buildings with at grade retail or stand along retail buildings should be located close to the street line but allow some spill over space for patios and landscaping where appropriate. Greater setbacks are permitted along Intensification Corridors to provide for articulation in building facades, forecourts and opportunities for outdoor amenity spaces.

Guidelines:

c) Where residential buildings front the street, buildings should be located to allow for a landscape buffer, patio or porch space. Setbacks should be used in combination with grade relationship to achieve adequate privacy for residential units.

d) Greater setbacks may be permitted to provide deep porches and articulation of building façade.

A wide range of building heights is anticipated with the tallest buildings within the Node near the transit station.

Guidelines:

e) Single storey commercial buildings should have the appearance of two storeys.

f) Within Medium Density Mixed Use Areas and Medium Density Residential, mid-rise buildings should have a height of 4 to 12 storeys whereas townhouses will have a height of 2 to 4 storeys.

g) Towers will generally be buildings that are more than 12 storeys in height.

h) Within Hight Density Mixed Use Areas towers should be comprised of three principal elements: a podium to establish a pedestrian scale at grade, a middle that allows for adequate setbacks and separation distance from other towers and an integrated mechanical top.

i) Adjacent buildings should have complementary architectural features.

Built Form Precedents

4.0

Sustainable Development

Sustainability can be a core objective for the Lands which may be realized and implemented through various methods including but not limited to, the Clean & Green Hamilton Strategy and Hamilton's Climate Action Strategy, In addition, the provision of a mix of land uses in compact built forms may efficiently utilize existing and planned infrastructure thereby contributing to a more sustainable community. Sustainability will be further supplemented from a transportation perspective through a cohesive transportation network that accommodates pedestrians, cyclists and vehicles.

4.1 Sustainable Design Features

Elfrida may strive to implement high standards of sustainable development and contribute positively to the City of Hamilton's climate change commitments. Many of the guidelines will not only decrease emissions and improve building performance, they can also ensure the comfort and safety of the residents of Elfrida.

City of Hamilton's Green Building Standards

The City's Draft Green Building Standards ("GBS") is intended to be comprised of Hamilton's green building development requirements for Part 3 and Part 9 buildings and are intended, once approved, to be applied to all development applications within the urban area. The energy efficiency requirements of GBS are aligned with the City of Hamilton's 2050 Greenhouse Gas ("GHG ") emission reduction targets, ensuring that low-carbon design principles are integrated into new developments.

To achieve the energy performance targets of the GBS Tier 1, building design is encouraged to include a combination of best practice measures, envelope upgrades, and mechanical system upgrades. Additional modelling will be encouraged as the design progresses to ensure continued alignment with these targets.

5.0

Implementation of the Urban Design Guidelines

The Guidelines have been prepared to illustrate the design intent of the Secondary Plan as a thriving community that is vibrant and pedestrian friendly. They provide recommendations for built form and a public realm that is compatible with the existing scale, character and unique traits of the community, as well as other design elements related to buildings, sites, streetscapes and public spaces.

To ensure development within the new Elfrida community is suitable for its planned context, the City shall use these Guidelines, in conjunction with the policies of the Elfrida Secondary Plan, as a part of the development review process for future development applications (including applications for Zoning By-law Amendment, Draft Plan of Subdivision and, where appropriate, applications for Site Plan approval for larger development blocks). In doing so, each application will be reviewed to determine its suitability based on the application of the applicable design principles. This approach to future development will ensure continuity and strengthen the functional and aesthetic qualities within the Lands.

To ensure that new development is consistent with the Guidelines, the City may require the submission of an Urban Design Report or Brief with a development application, where appropriate.

When implementing the Guidelines, it is important to recognize that site specific exceptions may be warranted, provided the proposal achieves the intent and vision of the Guidelines and Secondary Plan policies. Where a site specific exception is identified, it is the responsibility of the applicant to demonstrate to the City that the intent of the Guidelines and Secondary Plan policies is being achieved and that the design is appropriate. [It is at the discretion of the City to support any requested exemptions. Where the City requires further review of applications, a Peer Review process may be considered]

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