Urban Design Brief
200 Centennial Parkway N.,
Hamilton, ON
Zoning By-Law Amendment

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1. BACKGROUND

1.1 Proposal

GSP Group has been retained by Calloway REIT (Stoney Creek) Inc. (referred to as “the Applicant”) to prepare the following Urban Design Brief in support of the Zoning By-law Amendment (“ZBA”) to facilitate the redevelopment on the lands municipally addressed 200 Centennial Parkway N. in the City of Hamilton (referred to as “the Site”).

The purpose of the proposed amendment is to facilitate the redevelopment of the Overall Site for two (2) buildings, consisting of multiple components, which from west to east are described as follows:

• A mixed-use building consisting of two towers with heights of 20, 15, and a 9 storeys mid-rise building atop a 4/6 storey podium; and

• A mixed-use building consisting of two towers with heights of 16, 12, and a 9 storeys mid-rise building a 4/6 storey podium.

The development is proposed to be built in 4 phases as follows: 1A, 1B, 2B, and 2A. For the purpose of this Urban design brief, the ultimate condition of the development with full build out will be assessed.

1.2 Purpose and Outline

A Zoning By-law Amendment (“ZBA”) is required in order to facilitate the Proposed Development on the Site. An Urban Design Brief was identified as a requirement for this application as per the Formal Consultation comments. The City of Hamilton’s Urban Design Brief: General Terms of Reference were referred as a guiding document in preparation of this report.

Accordingly, this Urban Design Brief consists of following sections:

• Section 2 outlines of the site’s existing conditions and attributes;

• Section 3 outlines the site’s contextual relationships with the neighbourhood and surrounding area;

• Section 4 summarizes the applicable design-related policy and guideline documents;

• Section 5 describes the proposed development and how its design responds to the policy and guideline direction;

• Section 6 provides a conclusion of the report’s findings.
2. EXISTING SITE CONDITIONS

2.1 Site Description

The Overall Site consists of a large corner lot located on the east side of Centennial Parkway North and the south side of Barton Street East (see Fig. 2). The area of the Overall Site is ~5.1 hectares. The Overall Site is currently accessed from a total of four (4) accesses; two (2) from Barton Street East and two (2) from Centennial Parkway North.

The Proposed Development Area (the Site) consists of the southern portion of the Overall Site and is ~2.4hectare in area, representing ~47% of the Overall Site. The Site has a frontage of ~100m along Centennial Pkwy. and has a depth of ~240m.

2.2 Existing Buildings and Structures

There are nine (9) existing commercial and retail units with surface parking on the Site. These buildings are proposed to be demolished gradually in multiple phases to facilitate the proposed development.
Fig. 3: Existing commercial building along east end of the property

Fig. 4: Existing commercial building on the property
2.3 Topography and Existing Vegetation

The Site has generally a flat topography with gentle slopes. The Site sits slightly lower (~300mm) than the Centennial Parkway on the West side and Barlake Avenue on East side. Site grades remain generally consistent within the site.

Fig.5: Topographic Survey. Source: Young & Young Surveying Inc.
The Site is largely covered by an asphalt parking lot. There are some grassed areas and small trees planted in islands throughout the parking lot, and immature to mature trees planted on boulevards and in landscaped areas around the perimeter of the Site. As per the tree preservation report, there are a total of 28 trees and one tree polygon on or within 6m of the proposed development area, and removal of 11 trees is recommended to accommodate the proposed development.

Fig.6: Tree Inventory and Preservation Plan. Source: Kuntz Forestry Consulting Inc.
3. SITE AND SURROUNDING CONTEXT

3.1 Immediate Site Context and Land Uses
North: Commercial and light industrial uses are located to the north of the Site across Barton Street East.

East: East side is flanked by a mix of residential uses, including two (2) 7-storey buildings, three (3) high-rise residential buildings ranging from 10-12 storeys, and 3-storey townhouses. St. Charles Adult and Continuing Education – Stoney Creek Campus, Dominic Agostino Riverdale Community Centre and Lake Avenue Elementary School are located approximately 100 m to the east of the Site.
West: Across Centennial Parkway North, on the west side of the street, there are commercial uses which includes automotive dealerships, retail/office plaza, and a hotel.

South: The South side of the Site is flanked by 3-storey townhouse development immediately to the south, further south is a cluster of high-rise residential apartments and several retail plazas along Centennial Parkway North.
3.2 Neighbourhood Context

The Site is located in the Riverdale West Neighbourhood. The neighbourhood is characterized by a mix of residential and commercial uses. The immediate neighbouring residential built form consists of three-storey townhouses, large floor plate mid-rise buildings (7-12 storeys), and slab towers (14-16 storeys). The mid-rise and high-rise buildings are substantially set back from the street and don’t have a defined base or podium that addresses the street. The wider community features several education facilities, commercial amenities, parks, religious facilities and employment lands.

*Fig.16: Surrounding Built Form Context*
3.3 Streetscape context

Centennial Parkway is classified as a Major Arterial Road within the Hamilton Official Plan. It has sidewalks on both sides of the street and carry four (4) lanes of vehicular traffic and a dedicated left turn lane. The sidewalks are buffered from vehicular traffic with a grass strip along the edge of the road. The grass strip also contains street lights and street trees in some areas.

The street is mostly flanked by retail and commercial uses on both sides with building heights ranging from 1 to 4 storeys. The commercial/retail plazas have deep front yard setbacks of approximately 15-17m with surface parking.

The buildings are a mix of old and new with building materials ranging from siding, stucco, aluminum panels, glass and brick. Generally the commercial buildings have flat roof lines and the townhouses immediately south of the Site have pitched roof lines.
4. DESIGN POLICY AND GUIDELINE REFERENCES

4.1 Urban Hamilton Official Plan

The site forms part of the “Secondary Corridor” of Centennial Parkway on Schedule E of the Urban Hamilton Official Plan. Per Section E.2.1, corridors are intended as significant opportunities for creating vibrant pedestrian and transit-oriented places with investments in infrastructure; residential intensification, infill and redevelopment; and quality urban design.

The site has “Mixed Use - High Density” designation. The Mixed Use - High Density designation permits a full range of retail, commercial, entertainment, office and high density residential uses.

Sections B.3.3.2 through 3.3.2.10 identify urban design principles that are applicable for development throughout the city. These principles seek:

• Urban design fostering a sense of community pride and identity (3.3.2.3).
• Development creating quality spaces (3.3.2.4).
• Places that are safe, accessible, connected and easy to navigate (3.3.2.5).
• New development enhancing existing character where compatibility is desirable (3.3.2.6).
• Places that are adaptable in accommodating future change (3.3.2.7).
• Urban design that promotes environmental sustainability (3.3.2.8).

• Community health and well-being enhanced and supported through urban design (3.3.2.9).
• Streets shall be designed also as important public spaces (3.3.2.10).

The Official Plan contains structure policies, general design policies and designation policies. The proposed design references the following sections:

• General residential intensification (B.2.4.1.4).
• Built form design (B.3.3.3).
• Views and Vistas (B.3.3.5).
• Storage, servicing and loading (B.3.3.6).
• Signage and lighting (B.3.3.8).
• Access and circulation (B.3.3.9).
• Parking (B.3.3.10).
• Barrier-free design (B.3.3.11).
• Energy and environmental design (B.3.7).
• Commercial and Mixed Use Designations (E.4.2).
• Pedestrian Focus Streets (E.4.3).
• Mixed Use - High Density Designation (E.4.5)
4.2 Centennial Neighbourhood Secondary Plan

The site is principally within the Centennial Neighbourhood Secondary Plan as part of the Sub Regional Service Node and designated as Mixed-Use High Density, with a pedestrian focus street overlay and Neighbourhood Transition area along southern property line. The Site also fronts on to Centennial Parkway which is designated as streetscape improvement area in the Secondary Plan.

Section 6.7.2 provide direction for accommodating development, promoting compatible intensification, preserving the area’s green spaces and promoting opportunities for active transportation. The following Secondary Plan policies are relevant and referenced as part of the proposed design:

- Urban Design (6.7.3.2).
- General Policies (6.7.4).
- Mixed Use-High Density (6.7.7.4).
- Pedestrian Focus Street (6.7.7.5).
- General Urban Design Policies (6.7.12.1).
- Streetscape Improvement Areas (6.7.12.4).
- Transition Areas (6.7.13).

![Fig.21: Map B.6.7-1: Land Use Plan](image-url)
**Fig. 22: Map B.6.7-3: Transportation and Connections**

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**Fig. 23: Appendix A: Transition Areas**

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4.3 City-Wide Corridor Planning Principles and Design Guidelines

The City-Wide Corridor Planning Principles and Design guidelines provide direction for designated corridors in the city.

These guidelines are applicable for development applications along Centennial Parkway, together with other applicable city design guidelines. Section 4.0 outlines the design guidelines for development along corridors. The following sections of policies are relevant and referred as part of the proposed design:

• Maximum building height (4.3).
• Minimum building height (4.4).
• Landscaping (4.5).
• Parking and loading (4.6).
• Street relationship (4.7).
• Side yards, walls and step-backs (4.8).
• Sidewalks and streetscapes (4.10).
• Land assembly (4.11).
• Shadow Impacts (4.12).

4.4 Tall Building Guidelines

The Downtown Hamilton Tall Building Guidelines implement the design direction for taller buildings in Downtown Hamilton, defined as those over 12 storeys in height. Although the site is not captured within the study area for the Tall Building Guidelines, they have been referred as best practices for tall building design. The Tall Building Guidelines has two core components for the design process.

The first component establishes recommended minimum site dimensions that inform evaluation of a site’s appropriateness for a tall building. This recommended minimum for a hybrid building is an 80m width and 80m depth (Fig.24). The subject site satisfies these minimum recommendations with a frontage of 100 m along Centennial Parkway and 241 m of depth. The site’s frontage on a major arterial road and proximity to higher order transit, additionally lends to site’s suitability for a hybrid tall building as expressed in the guidelines.

The second component provides design guidelines related to contextual considerations, building form and articulation, and public realm relationships in the arrangement and design of tall buildings. These guidelines are meant to offer flexibility and not limit creativity or contextually appropriate designs. The following sections of the Guidelines are relevant and referenced as part of the proposed design:

• Neighbourhood transition (3.2).
• Vibrant streets (3.4).
• Transit proximity (3.5).
• Site organization and building base (4.2).
• Building tower (4.3).
• Streetscape and landscape design (5.1).
4.5 Site Plan Guidelines

The Site Plan Guidelines provide broad design guidance for developments subject to Site Plan Approval. The Guidelines provide guidance concerning contextual considerations (Section 2.0), site design (Section 3.0) and general building design (Section 4.0). Section 6.4 provides more specific design guidance for apartment buildings, the goal of which is to achieve a “high standard of site and building design...to create a quality living environment, contribute to the streetscape, and integrate higher density housing into existing neighbourhoods”.

**Fig.24: Minimum Site Dimension for Tall Buildings**

<table>
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<tr>
<th>RECOMMENDED FRONTAGE</th>
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<td>80m + (min)</td>
<td>80m + (min)</td>
<td>13 + str</td>
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- Sidewalk zone (5.2).
- Pedestrian weather protection (5.3).
5. PROPOSED DESIGN RESPONSE

The development is proposed to be built in 4 phases as follows: 1A, 1B, 2B, and 2A. The following sections will assess each Phase individually unless otherwise specified.

Fig.25: Development Phasing
5.1 Site Access and Circulation

Vehicles

Phase 1A and 1B: There is one vehicular access point to the proposed buildings from the existing private road along North of the property which connects to the Centennial Parkway to the West. The location of the access points is away from the intersection, approx. 73 m, leaving enough room for cars to safely enter/exit from Centennial Parkway. The internal driveway provides access to loading areas, garbage pickup, ramps and is safe, intuitive, creating smooth access into and out of the Site. The parking and servicing areas are located inside of the buildings, and not between the building and public street. The parking areas are screened from view by having active frontage and residential units wrapping around the parking garage.

Phase 2B and 2A: Only one vehicular access point is proposed for this Phase as well from the existing private road along North. The location of the access points is 85 m from the Phase 1A/B garage entrance, leaving enough room for cars to safely enter/exit. Similar to Phase 1A/B, the parking and servicing areas are located inside of the buildings, and are screened from public view by having active frontage and residential units wrapping around the parking garage. There is a vehicular cul-de-sac proposed at the East end of the site for drop off and service access.

Pedestrians

Phase 1A: With the main building entrance fronting the Centennial Parkway, the pedestrians will access the buildings directly from the public sidewalk. The building’s lobby entrance is prominently located and linked to the public realm along Centennial Parkway. There are multiple entrances proposed for the retail area along Northern part of the building as well as Centennial Pkwy., and residential units along the South side with individual entrances connecting directly to the public sidewalk.

Phase 1B and 2B: The main building entrance of these building fronts on the existing private road along North with generous setbacks from the road to break the overall massing, provide for landscaping, and accentuate the entrances. The entrances are connected directly to a pedestrian walkway and framed with landscaping. The ground floor residential units have their individual entrances fronting on wide landscaped corridor with walkways, creating a pedestrian mews between the two buildings. Phase 2A: The main building entrances are fronting on to a vehicular cul-de-sac with pedestrian drop off point. The building entrances are prominently located and are connected to the pedestrian network running through the site. There are multiple entrances proposed for the retail area along Northern part of the building and residential units along South side with individual entrances connecting directly to a pedestrian walkway.

Cyclists

Visitors can easily access the conveniently located short-term bicycle parking near the primary building entrances directly from pedestrian walkways. Residents can easily access the long-term secure indoor bicycle storage room located at ground floor and close to building entrances.
The proposed development has multiple retail entrances, ground floor units with individual entrances, prominent main building entrances and minimal vehicular entrances, promoting active frontage and eyes on the street throughout the development.
The proposed development has multiple retail entrances, ground floor units with individual entrances, prominent main building entrances and minimal vehicular entrances, promoting active frontage and eyes on the street throughout the development.
5.2 Building Height and Scale

The proposed design uses a Hybrid built form as contemplated by the Tall Building Guidelines. The massing respects the different scales of the neighbourhood and the Centennial Parkway corridor. This approach creates a contextually-responsive fit, the scale and form of the building base responds to surrounding character and creates an intimate streetscape.

Centennial Parkway Corridor Scale

The corridor scale is defined by the closer views contained by the width of the Centennial Parkway right-of-way (36.5m). Only the Phase 1A of the proposed development fronts on to the Centennial Pkwy. corridor.

In a typical urban corridor setting, a 1:1 ratio of street width-to-streetwall height for the podium is usually appropriate. This ratio would result in a mid-rise streetwall height of 36 m or 11 storeys for the site.

Phase 1A: To better reflect the lower context scale of existing adjacent apartment and townhouse dwellings, a lesser height podium streetwall was chosen. The proposed building responds to this scale using podium massing that reflects a proportional mid-rise streetwall to the street width with the upper podium height set at 9 storeys and a lower podium height at 6 storeys (Fig.28). To further recognize this built form context, the podium steps back at 5 storeys, descending toward the 3 storey town house development on the South (Fig.29). In this way a hybrid approach to the podium design has been created, mediating between the existing low-rise context and the mid-rise context.
With the podium scaled to the street corridors and also respecting the surrounding lower rise fabric to the South, two towers with heights of 20 and 15 storey, rise from the podium.

The Corridor Design Guidelines reference a 45-degree angular plane from the far side of the street to determine a maximum height and massing along corridors. The stated intent of the angular plane is to create an appropriate scale to the street with a defined streetwall and to minimize shading. In response, the proposed building podium meets the 45-degree angular plane, has an appropriate street width to height scale and the site is appropriately sized for a tall building per the Tall Building Guidelines. Although the South tower pierces the angular plane by 2 storeys and the North tower by 6 storeys, due to their careful placement and orientation, the ~42% of street frontage along Centennial Pkwy (Fig 31) that these faces represent is set back far enough, and would not meaningfully impact the sky views. The shadows cast by the proposed building are acceptable per the Shadow Impact Study prepared by Chamberlain Architects. The proposed design meets the general intent of the Corridor Design Guidelines, as expressed through the remainder of this section, within the context of a taller building per the Tall Building Guidelines.
Phase 2A/B: Similarly to Phase 1A/B, a 4 to 6 storey podium is proposed to better reflect the low-mid rise scale of surrounding buildings. Atop the podium, two towers with heights of 16, 12, and a mid-rise of 9 storeys are proposed.

The overall development is in keeping with the Tall Building Guidelines. Outlined in the following sections, this includes a distinguished tower from the base through massing step-backs and articulation, spacing between the towers, tower spacing and to the shared property lines and a reduced tower top through architectural treatment and additional step-backs.
Neighbourhood Scale

The immediate neighbourhood scale comprises of low rise residential and commercial area to the North and West side of the Site, and prominently mid-high rise (7-16 Storey) apartments to the South and East side of the Site, with 3-Storey Townhouse dwellings along the Southern property boundary (Fig. 33). In this context, the proposed 2-Storey ground floor residential units will compliment the scale of the Townhouses to the South. The 2-storey residential units are emphasized through building design and massing, and each feature individual front doors with walkways in front creating a pedestrian network. The 6 to 9-storey podium along with 12 to 20-storey towers will blend in with the existing housing scale and emulate the mid-high rise housing pattern of the neighbourhood (Fig.32).
Fig. 34: Neighbourhood Context and Scale
5.3 Building Base Design

Positioning and Setbacks

Phase 1A/B: The building is positioned to balance a consistent and intimate street edge. The built form edge occupies virtually the entirety of the abutting public street edge, to provide street presence and enclosure, as suggested by the relevant design guidelines. The building positioning maintains a generous public realm depth of ~11m from the curb to the building along Centennial Parkway and ~4.25m along the North side to provide for adequate space for landscaping and pedestrian walkways. This setback further increases to ~11m near the mid point of the development to provide a break in the overall site massing. Along the south side, the building is setback 20m from the property line to provide a generous landscape buffer to the existing low-rise development. From the East side, the building is positioned so that there is a 25m building separation to the buildings of Phase 2A/B. These generous setbacks from the East and South side help to mitigate any shadowing and overlook impacts (Fig.35).

Phase 2A/B: The building is positioned identical to Phase 1A/B. It maintains a generous ~22m setback from south side, a 25m separation distance from Phase 1 building and continues similar setback along North side of the property. From the East side of the Phase 2A/B property, the building has a setback of 11.5m in order to provide a 25m building separation to the existing residential building.

The above building positioning of both the Phases and resulting setback space is defined with landscaped edges to the streetscape, adding to the pedestrian comfort and public realm of Centennial Parkway. These elements will be discussed further in Landscape plans at the Site Plan stage.

Upper Storey Step-backs

Phase 1A/B: Along Centennial Parkway, the building has a significant step back of 1.5m and 11.5m after 5th and 9th storey of the podium respectively. This is provided for sky view and for the podium to meet the angular plane from Centennial Parkway. Above the 6th storey podium, there is a large rooftop amenity space between the two residential towers. The podium floors have recessed balconies from 2nd floor to 6th floor. Similarly, along the South and East side, the building steps back after the 5th and 9th storey, breaking up the building mass and creating a gradual transition. On the North side, the building steps back after the 3rd storey to reflect the scale of the street.

Phase 2A/B: The building steps are consistent with the step backs of Phase 1A/B. The building steps back after the 5th and 6th storey creating a defined lower podium and creating a visual transition. Above the 6-storey podium, there is a large outdoor amenity area proposed for the residents.
Fig.35: Building Setbacks and Step-backs
Building Entrances

Phase 1A: The residential building’s entrance door is prominently positioned at the centre of the building fronting the Centennial Parkway. The door faces the street and is recessed from the building walls. The proposed design includes a continuous and uninterrupted paved area leading from the public sidewalk to this principal entrance. A deep canopy over the entrance provides a weather-protected area underneath. Two-storey ground floor units on the South and South West side have their own individual entrances connected directly to a pedestrian walkway network. The commercial areas along the North side have multiple entrances located prominently and fronting the internal street on the North side and Centennial Parkway as well.

Phase 1B & 2B: The building’s entrance door is prominently positioned facing the internal street, connected directly to a pedestrian walkway, has a canopy proving weather protection. The ground floor units have their individual entrances connected directly to a pedestrian walkway.

Phase 2A: There are two main building entrances proposed, one in the North side for the North tower and one on the South side for the South tower. Both the entrances are prominently located, fronting a cul-de-sac drop off point. The entrances are connected directly to pedestrian walkways and a deep overhang provides a large weather-protected area underneath.

Ground Floor Design

All Phases: The proposed taller floor-to-floor height of the building (4.5 m) provides the flexibility of use as suggested by the Tall Building Guidelines. This taller ground floor is
suitable to accommodate the proposed commercial and lobby space in the interior which provides for active uses along both Centennial Parkway and internal street facing the existing commercial plaza. The commercial areas are proposed to be recessed from upper floors, creating a continuous, weather protected active frontage. The ground floor building elevations are comprised of significant proportions of transparent glass to provide interaction and surveillance between interior spaces and exterior public realm spaces. These ground floor building elevations significantly exceed the minimum ground floor frontage width suggested in the Tall Building Guidelines in the interest of maximizing built form presence along the public street edges.

Fig. 38: Phase 2A Cul-de-sac and Building Entrance

Fig. 39: Taller Ground Floor Design
Articulation and Detailing

All Phases: The building base is articulated in a distinguishing fashion between the ground floor, lower base (2nd through 5th storey) and the upper base (6th to 9th storey). The ground floor has a taller height and utilizes a lot of glass in the commercial and common areas to enhance the ground floor and public realm interaction (Fig. 40). The ground floor residential units have a post and beam articulation which creates a rhythmic arcade along the ground floor with recessed patio space for the residents (Fig. 41). The main building entrances are recessed with a contrasting canopy over the landing spaces. Glazed windows and doors, overhanging canopy and municipal address signage accentuate the ground floor plane.

The lower base incorporates recessed balconies and frames that spans over two storeys creating a visual impression of reduced height. The projecting portions of the walls bounding the recessed balconies are clad with brick to establish a distinguished lower base and tie the materials into the surrounding neighbourhood fabric. Colour differentiation of the brick and the projected balconies distinguishes the lower base the from upper base. A regular pattern and placement of transparent windows finishes the aesthetic and ties the interior to the exterior.

The upper base is distinguished from the lower base with a complementary and unifying treatment. It features long white bands, projected balconies and white brick inserts distinguishing the building base from the towers above.
5.4 Tower Design

Placement and Separation

Phase 1A: The taller 20-storey tower is consciously placed on the North side and the 15-storey tower on the southern side, to provide transition to the abutting townhouse development to the South. The distance between the North and South towers is 26m. The South tower is set back ~21m from the southerly lot line shared with the townhouses and has a separation distance of ~35m from between the South tower and townhouses.

Phase 2A: Similar to Phase 1A, the 16-storey tower is placed on the North side and the smaller 12-storey tower on the southern side, to provide transition to the abutting low-rise development to the South. The distance between the North and South towers is 26m. The South tower is set back approximately 21m from the southerly lot line with a separation distance of ~21m from the townhouses. Both the towers are setback 12.5m from the Easterly property line.

This positioning and separation satisfies the suggested, 25m separation between towers and the 12.5m tower setback from abutting property line, in the Tall Building Guidelines concerning shadow and privacy considerations on abutting residential properties.

Tower Floor Plate

All Phases: The towers have a articulated floor plate with a mix of juliet, recessed and projected balconies. The floor plate area ranges from ~1030sqm and measuring 21m by 54m. The floor plate area is larger than the 750 sqm referenced by the Tall Building Guidelines; the design guidance does contemplate larger floor plates where the other guidelines
can be satisfied. This is the case for the proposed design considering the demonstrated minimal visual, shadow, and wind impacts; building separation distances; the street-reinforcing podium placement and design; uninterrupted building base line with active frontages; use of lighter material for the tower portion to reduce perceived mass; and the overall quality of the architectural expression.

**Step-backs**

Phase 1A: The towers design incorporates step-backs where they rise above the building base after 9th storey. From Centennial Parkway, the towers recedes from the building base by a generous 11.5m. From the Southern lot line, the tower steps back 1.5m.

Phase 2A: A 1.5m tower step-back is provided above the 5th storey from all sides.

Although, the Southern step-back is less than the recommended 3m in the Tall Building Guidelines, the intent of this guideline is justified as the tower and the building base are setback 19-21m from the Southern lot line, creating a large buffer and transition to the low-rise development to the South. Furthermore, there is a building separation of ~21m from Phase 2A and ~35m from Phase 1A between the townhouses and the proposed towers.

**Articulation and Detailing**

All Phases: The towers articulation is complementary to that of the building base. The towers are clad with a glass skin to create a lighter top volume and distinction from the building base. The window pattern is simple and regular in shape and composition. The towers have a wide notch with dark coloured recessed balcony running through the middle

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Fig.45: Building Setbacks Along Southern Property Line

Fig.46: Phase 2A 16-Storey Tower
of the facade, creating a break in the tower massing. Balcony variety and transparent glass balcony railings contribute to the simple yet refined aesthetic.

**Tower Top**

All Phases: Design of the tower top consists of a distinguishing treatment for the rooftop. A mechanical penthouse encloses all rooftop equipment, situated centrally on the rooftop with setbacks from all four sides to reduce views. The penthouse is clad with dark grey glass material to distinguish from the remainder of the tower and diminish visual perspective from the storeys below.

**Balconies**

All Phases: The towers design includes a combination of juliet, fully recessed and partially recessed balconies integrated as cohesive elements throughout the building’s architecture. The podium has wider balconies, which provides more active communal space facing the public street edge. Juliet balconies are proposed on the tower to reduce the perceived building mass. Projected and recessed balconies are at least 1.5 m deep to be useful outdoor sitting areas in keeping with the minimum suggested in the Tall Building Guidelines.
Fig. 48: Site Elevation - South

Fig. 49: Site Elevation - North
5.5 Materials

All Phases: The material palette for the proposed development consists of varied, durable and high quality finishes. Materials are used consciously to achieve several different architectural effects and contributions. This includes accentuating architectural details, distinguishing the building base from the tower mass and reflecting surrounding context.

The choice of materials moves from heavy to light from the ground to the top floors. Glass is used on the ground floor commercial and common areas to connect the interior of the building with the exterior, expanding the public realm along Centennial Parkway. The podium introduces a combination of solid and transparent elements to mark a distinct expression between tower and lower base. The podium design engages material changes to reflect surrounding scale with appropriate finishes. The upper podium employs lighter materials including window wall and aluminum framing, with white bands. The tower employs transparent components to add lightness to the overall massing.

The combination of solid and light materials is intended to create a distinct design and appropriately reflect tones that are current and of this design era. The podium has a high solid-to-glazing ratio compared to the towers, which further helps to anchor the building base and enhances its street presence.
5.6 Parking

All Phases: The parking is entirely contained in the podium floors, accessed from the internal street running along the north of the property, and away from public street frontages per design policies and guidelines. In total, the garage contains 477 parking spaces for Phase 1A/B and 367 parking spaces for Phase 2A/B. The podium parking garage is wrapped around with active residential uses and is entirely screened from public view.

The building’s ground floor contains a conveniently located and secure indoor bicycle storage room for each phase of the development. These spaces provide longer-term storage for residents, complementing the shorter-term outdoor spaces for visitors surrounding building entrances.

5.7 Service and Loading Areas

All Phases: Service and loading areas are internalized within the enclosed parking garage, away from the public street frontages as desired by the policy and guidelines. The waste storage and management areas are located internally and enclosed as well. Mechanical equipment is contained with service rooms within the parking garage and/or within the mechanical penthouse on the towers roof tops.

5.8 Private Open Spaces

All Phases: In addition to individual unit balconies for most residential units and ground floor common areas, a rooftop terrace sits atop the podium for the use of residents. This space is co-located with an interior amenity rooms within the individual buildings. Although not designed at this time, this outdoor terrace is expected to provide for seating and dining elements as part of a hardscape surface and with supporting planters for landscape accent and screening and overhead structures for shade and weather protection. The terrace’s position allows for sun light, which is suitable for its intended use, and anticipated wind conditions are suitable for sitting throughout the year.
5.9 Potential Impacts and Mitigation

Noise

The Noise Impact Study prepared by Gradient Wind Engineers and Scientists concludes that road noise can be adequately controlled through upgraded wall and window glazing design. Noise screening to outdoor amenity areas is not required.

Wind

The Pedestrian Wind Assessment prepared by Gradient Wind Engineers and Scientists concludes the proposed building form and massing satisfies all wind safety criteria and wind conditions for intended usage on most of the surrounding public sidewalks, surface parking, laneways, landscaped areas and building entrances. Mitigation through addition of 2m vertical wind barriers or landscape barriers are proposed to the design. No areas over the study site were found to experience wind conditions that are considered unsafe.

Shadow

The analysis of potential shadow impacts for the proposed building concludes that the proposed development will have minimal shadow impact on the neighbouring properties.
5.10 Sustainable Design

At the broader city context scale, the site provides sustainability advantages owing to its location. It sits within the Sub-Regional Service Node Boundary of Centennial Neighbourhood Secondary Plan and is surrounded by urban areas that contain workplaces, community and institutional uses, shops and restaurants. These destinations can be easily accessed by walking, cycling or transit, reducing reliance on automobile trips. The site has excellent connections to HSR and GO bus service and GO train services provided at the Confederation GO station just North of the site. Collectively these factors provide opportunities for car-free or car-reduced living and accompanying reductions of greenhouse gas emissions.

At the site design scale, the proposed design provides several sustainability contributions. Parking is contained entirely within a parking garage reducing heat island impacts. Proposed TDM measures include access and convenience for pedestrians and cyclists, parking management strategies, promotion of carpooling, and TDM education/promotion which will assist in reducing reliance on driving. The development also includes short-term and long-term bicycle parking, car parking requirements in line with Hamilton zoning standards and an unbundled parking supply. Permeable paving will be considered at a later stage which can assist with stormwater management.

At the building design scale, the proposed design has a higher solid-to-glazing ratio which helps in reducing the energy requirements for heating and cooling. Detailed plans for the building exterior and interior are not available. Sustainable construction and building operation will be explored at the time of more detailed design, including considerations of energy efficient building envelopes, cladding materials, window design and controls and roof design.
6. SUMMARY

In our opinion, the proposed form, design and character of the proposed development is quality urban design. The proposed design conforms to the policy direction of the Urban Hamilton Official Plan including the Centennial Neighbourhood Secondary Plan and respects and reflects the intent of relevant design guidelines, particularly the Tall Building Guidelines and Corridor Principles and Design Guidelines. We base this statement on the following conclusions:

1. The site is appropriately sized and configured for a hybrid tall building per the general parameters of the Tall Building Guidelines.

2. The proposed development appropriately reflects the height and scale for a Mixed-use High Density designation, the corridor scale of Centennial Parkway North and transitions to abutting low rise development with a large landscape buffer to the South.

3. The scale and articulation of the building base reinforces the corridor scale of the Centennial Parkway and reflecting the abutting 3-storey townhouse buildings.

4. The building base positioning closer to street edge together with a transparent and active frontage facade reinforces an intimate and attractive, pedestrian-friendly public realm while (the podium) meeting the angular plane from Centennial Parkway.

5. The two-storey ground floor unit design with their individual entrances, creatively reflects the character of town house development abutting the southern property line.

6. All four towers positioned to meet the separation guidelines and provide step-backs to distinguish from the building base.

7. The towers have distinct cladding materials and colours from the building base and mechanical penthouse rooms are integrated with the building’s architecture and screen from public view.

8. The tall building form is supported by the shadow and wind studies demonstrating that there are no significant impacts related to shadow impact or pedestrian level wind conditions.

9. With the application of various step-backs, architectural expression, and high quality materials, the proposed buildings will have a positive contribution to the city’s skyline.

10. All parking and servicing facilities are placed in an enclosed parking garage, behind active uses and away from the public streets.
APPENDIX A

Shadow Impact Diagrams
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200 CENTENNIAL PARKWAY

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