BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

BDP. Quadrangle

Eastgate Square

Architectural & Urban Design Guidelines

Eastgate Square
City of Hamilton

Prepared For
Hammer GP LP and Hammer GP Services Corporation

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BDP.
Quadrangle

Job Number 21229

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The Eastgate Square Architectural and Urban Design Guidelines outline the character, form and pattern of development of the Eastgate Square lands. The development area is approximately 17.68 hectares in size and is generally bounded by Kenora Avenue to the west, Delawana Drive to the north, Centennial Parkway North to the east and Queenston Road to the south and is located at 75 Centennial Parkway North in the City of Hamilton.

1.0

Introduction

This document has been prepared by Bousfields Inc. and BDP Quadrangle with input from DTAH, LEA, and Lithos, and based on input from the City of Hamilton.

The Eastgate Square Architectural and Urban Design Guidelines (the “Guidelines”) outline the character, form and pattern of development of the Eastgate Square lands. The development area is approximately 17.68 hectare (43.6 acres) in size and is generally bounded by Kenora Avenue to the west, Delawana Drive to the north, Centennial Parkway North to the east and Queenston Road to the south and is located at 75 Centennial Parkway North in the City of Hamilton (the “Subject Lands”).

The Guidelines will describe the general design principles and guidelines for the public realm and built form that include guidance on the open space system, the design concept of the new public street, streetscape standards, and design excellence in architecture and landscape design. Together with the City’s existing Zoning Bylaw (05-200) which regulates building heights, setbacks, stepbacks, land uses, and parking and loading, the Guidelines set a framework for the design and development of the Eastgate Square lands.

Proposal Rendering - Aerial View of Eastgate Square (Provided by BDP Quadrangle)

Figure 1 - Aerial Photo - Immediate Context

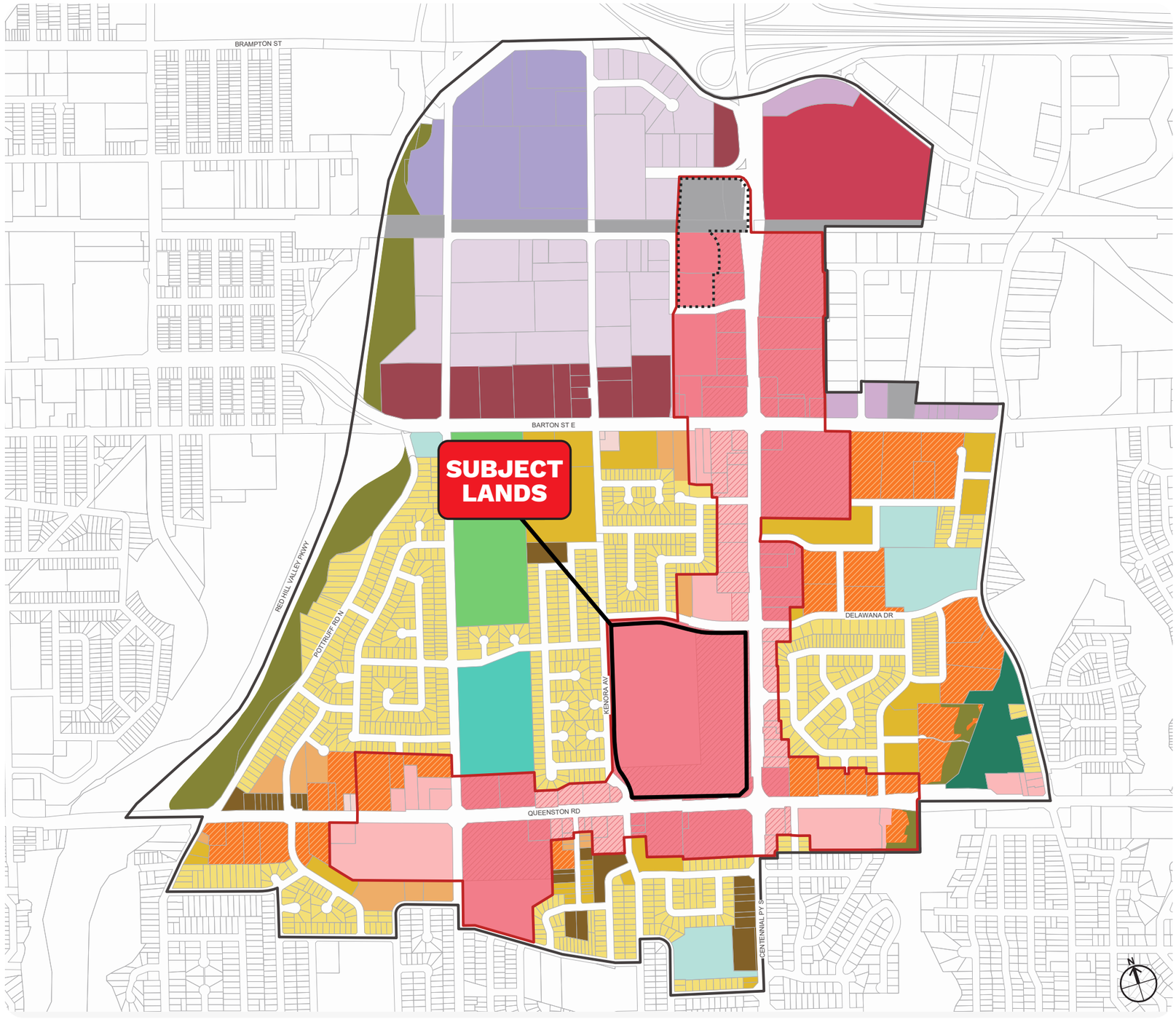
1.1 Community Context

The Subject Lands are planned as a diverse, mixed-use community made up of residential, commercial, and community uses complemented by an open space system of Privately-Owned Public Accessible Spaces ("POPS"), forecourts and plazas along with new public and private roads and an upgraded and integrated bus terminal. The Subject Lands will implement the vision, as established in the Centennial Neighbourhood Secondary Plan (the "Secondary Plan"), as a mixed-use area with transit-supportive densities around a higher order transit station area.

The Subject Lands are located at the border of the former City of Hamilton and the former City of Stoney Creek which were separate municipalities prior to the 2001 amalgamation. The Subject Lands are located in the Kentley neighbourhood as per the City's Neighbourhood Planning Units. This neighbourhood is generally bounded by the Red Hill Valley Parkway to the west, Barton Street to the north, Centennial Parkway North to the east, and Queenston Road to the south.

The Secondary Plan includes the neighbourhoods of Nashdale, Lakeley, Kentley, Riverdale West, and Greenford. This Secondary Plan Area can be characterized as a mixed-use area generally in single use buildings and areas. For example, the area to the north (north of Barton to Queen Elizabeth Way and east of the Red Hill Valley Parkway) contains existing industrial uses, while the lands fronting on both sides of Centennial Parkway North accommodates existing commercial uses generally in low-rise buildings. There are also low-rise residential areas along Kenora Avenue, Riverdale Drive, and Greenford Drive. The Secondary Plan Area also includes clusters of mid- and tall buildings, including purpose-built rentals along Queenston Road, Lake Avenue, Delawana Drive, and Barton Street (to the north east of the Subject Lands).

There are also existing community services and facilities in the Secondary Plan Area, including schools, parks, libraries, etc. Within this context, Eastgate Square is an important activity node that provides important commercial amenities including a grocery store and enclosed mall with retail and service commercial uses. It also accommodates the existing Eastgate bus transit station, which provides transit connections across the City with stops at key locations including Downtown and the City's GO stations. Eastgate Station is additionally planned to be the eastern terminus station of the future Hamilton LRT, which will run through Hamilton's downtown core and connect to McMaster University.



Legend

Residential Designations

- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2
- Medium Density Residential 3
- High Density Residential 1

Commercial and Mixed Use Designations

- Local Commercial
- Mixed Use - Medium Density
- Mixed Use - High Density
- District Commercial
- Arterial Commercial

Industrial Designations

- Light Industrial
- General Industrial
- Business Park

Parks and Open Space Designations

- Neighbourhood Park
- Community Park
- General Open Space
- Natural Open Space

Other Designations

- Institutional
- Utilities

Other Features

- Pedestrian Focus Street
- Railways
- Commuter Bus and Rail Station
- Sub-Regional Service Node Boundary
- Secondary Plan Boundary

Figure 2 - Centennial Neighbourhood Secondary Plan - Map B.6.7-1 Centennial Neighbourhood

1.2 Subject Lands Description and Analysis

As noted above, the Subject Lands are located at the northwest corner of Queenston Road and Centennial Parkway North and is generally rectangular in shape with an area of approximately 17.68 hectares (43.6 acres). The Subject Lands has approximately 432 metres of frontage on Centennial Parkway North, 320 metres on Queenston Road, 500 metres on Kenora Avenue, and approximately 390 metres of frontage on Delawana Drive. Eastgate Terminal, a Hamilton Street Railway ("HSR") bus loop is also located on the Subject Lands along Queenston Road.

The Subject Lands are currently occupied by a commercial shopping centre known as Eastgate Square which contains approximately 102 retail stores and services. Eastgate Square is a large indoor shopping centre that was built in April 1973. Some of the major tenants of the mall include Fortinos located at the northwest corner of the Subject Lands, Winners, and Sport Chek located along the eastern central part of the centre, HomeSense located at the north end, and Shoppers Drug Mart located along the western central park of the mall.

The mall is located towards the centre of the Subject Lands, with extensive surface parking located around the Subject Lands's peripheries along with minimal landscaping. A free-standing LCBO is located at the northeast corner of the Subject Lands, and a free-standing Beer Store is in the southeast corner.

On Centennial Parkway N looking northwest towards the existing LCBO and Jack Astor's Restaurant

On Centennital Parkway N looking southwest towards the southeast corner of Eastgate Square and the existing Beer Store located at the southeast corner of subject lands

Regarding vehicular access, there are two existing driveway connections on Centennial Parkway North, one traffic-light controlled intersection on Queenston Road associated with the HSR bus terminal in addition to another non-signalized driveway for busses only along Queenston Road, one driveway from Kenora Avenue, and one driveway from Delawana Drive. Loading and waste collection vehicles currently access the Subject Lands from Centennial Parkway North and Delawana Drive.

With respect to grading, the Subject Lands are generally flat, containing extensive surface parking areas with some landscaping berms located along Delawana Drive.

On Kenora Avenue looking southeast towards the west side of the existing Eastgate Square

On Delawana Drive looking south towards the north end of Eastgate Square, Fortinos Grocery Store, and associated surface parking area

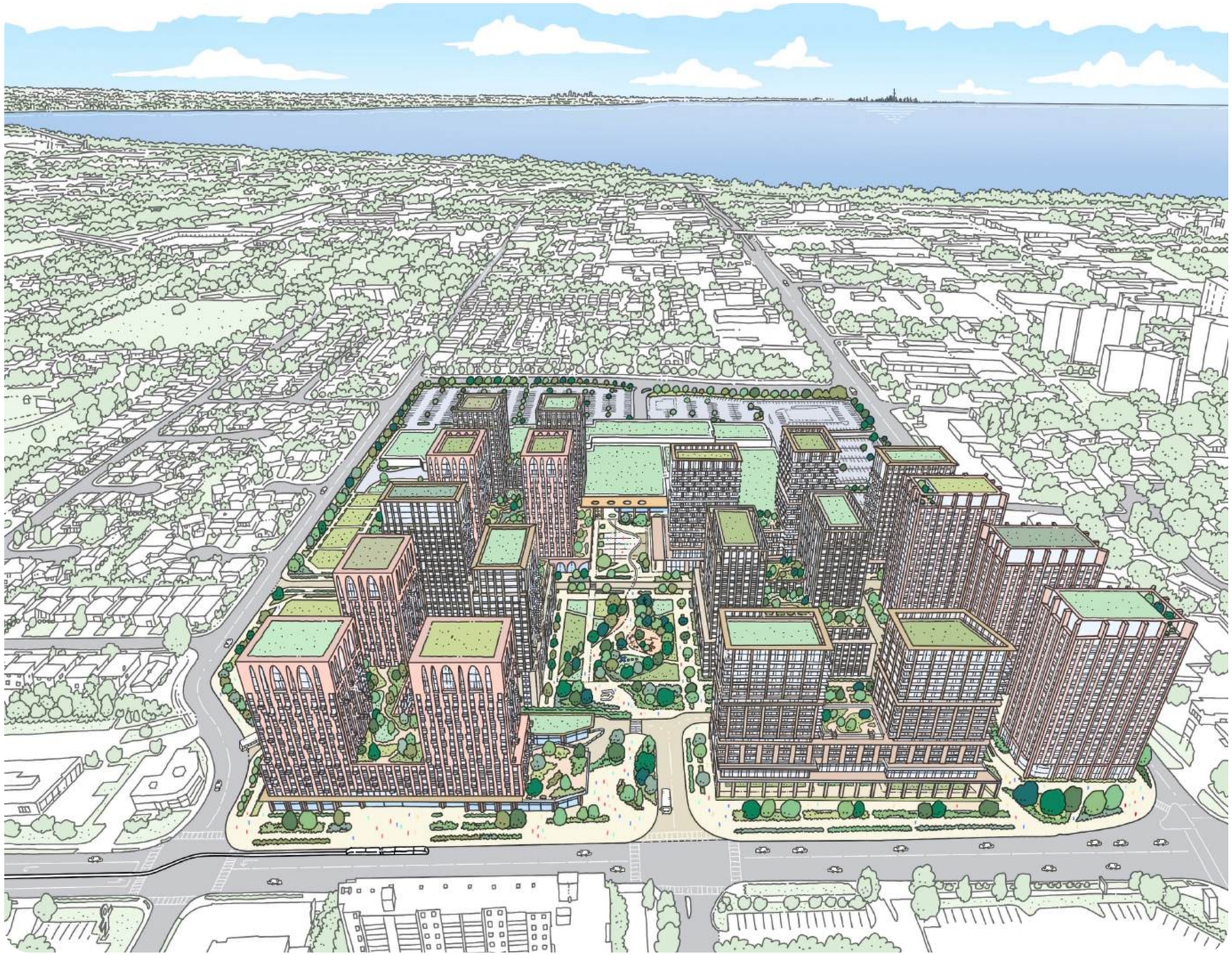
On Delawana Drive looking northeast towards the intersection of Delawana Drive and Centennial Parkway N

2.0

Eastgate Square Vision & Guiding Principles

2.1 Eastgate Square Vision & Guiding Principles

The vision for Eastgate Square is to create “an inclusive, welcoming new mixed-use community that will set a new bar for the sensitive redevelopment of a large Subject Lands, embracing transit, walkability, environmental sustainability and excellence in architectural and landscape design.”



Concept Aerial of Proposed Eastgate Square (Provided by BDP Quadrangle)

The following guiding principles will help support the vision of Eastgate Square as a Master Planned community:

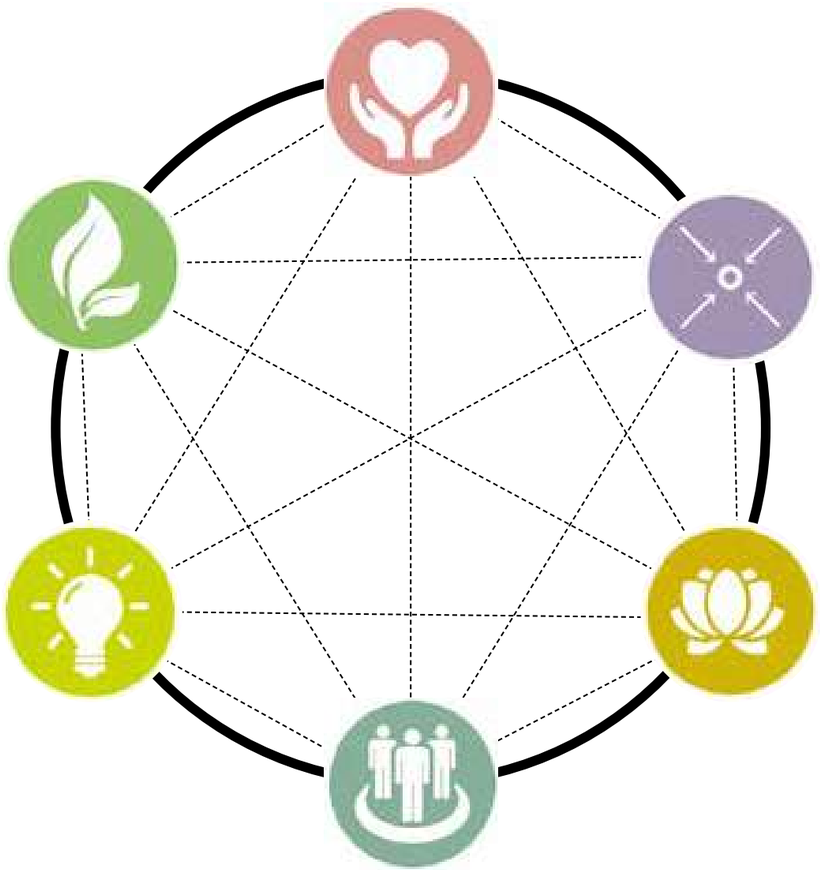


Figure 3 - Design Principles Scheme (Provided by BDP Quadrangle)

Inclusive landscape

Create a green blue infrastructure that fosters biodiverse ecological landscapes. Include sustainable approaches to water management and heat stress.

Health & wellbeing

Create access to quality landscapes and public spaces that encourage people of all ages and backgrounds to pause, play, and interact. Include safety considerations for pedestrians.

Community & social value

Create public places that promote social interaction. Include spaces for events and activities the enhance the atmosphere of the place and help to define a community identity.

Mixed use development

Integrate different uses and activities to encourage interaction and use of the entire Subject Lands throughout various times of day. An active environment contributes to social safety, community identity, and economic stability.

Transit oriented development

Consider and prepare for future transit ambitions of the City. Ensure multiple modes of transportation are accessible to residents and visitors.

Future planning & resilience

Create a design that functions not only in the short term, but also in the long term. A resilient design will make a lasting impact on the community development for years to come.

3.0

Defining Structuring Elements

3.1 Defining Structuring Elements

The Subject Lands will seek to achieve a balance between expanding the open space network throughout while introducing residential and commercial infill in a development-led setting, that is respectful of and complementary to the character of the surrounding context. A carefully considered development framework has been crafted to advance this vision consisting of an integrated network of public streets, cycling and pedestrian connections, parks, open spaces, and sensitively placed buildings.

From a built form perspective, buildings will be organized to frame new open space elements in a way that helps to define view corridors and reinforce pedestrian connections.

Figure 4 - Structure Plan

3.2 Phasing

Development of Eastgate Square is anticipated to occur over five (5) phases. A breakdown of the phasing strategy as it relates to built form, open spaces, transportation, servicing and stormwater management as well as the continued functionality of the commercial shopping centre is outlined below. This phasing is conceptual and subject to change based on market conditions.

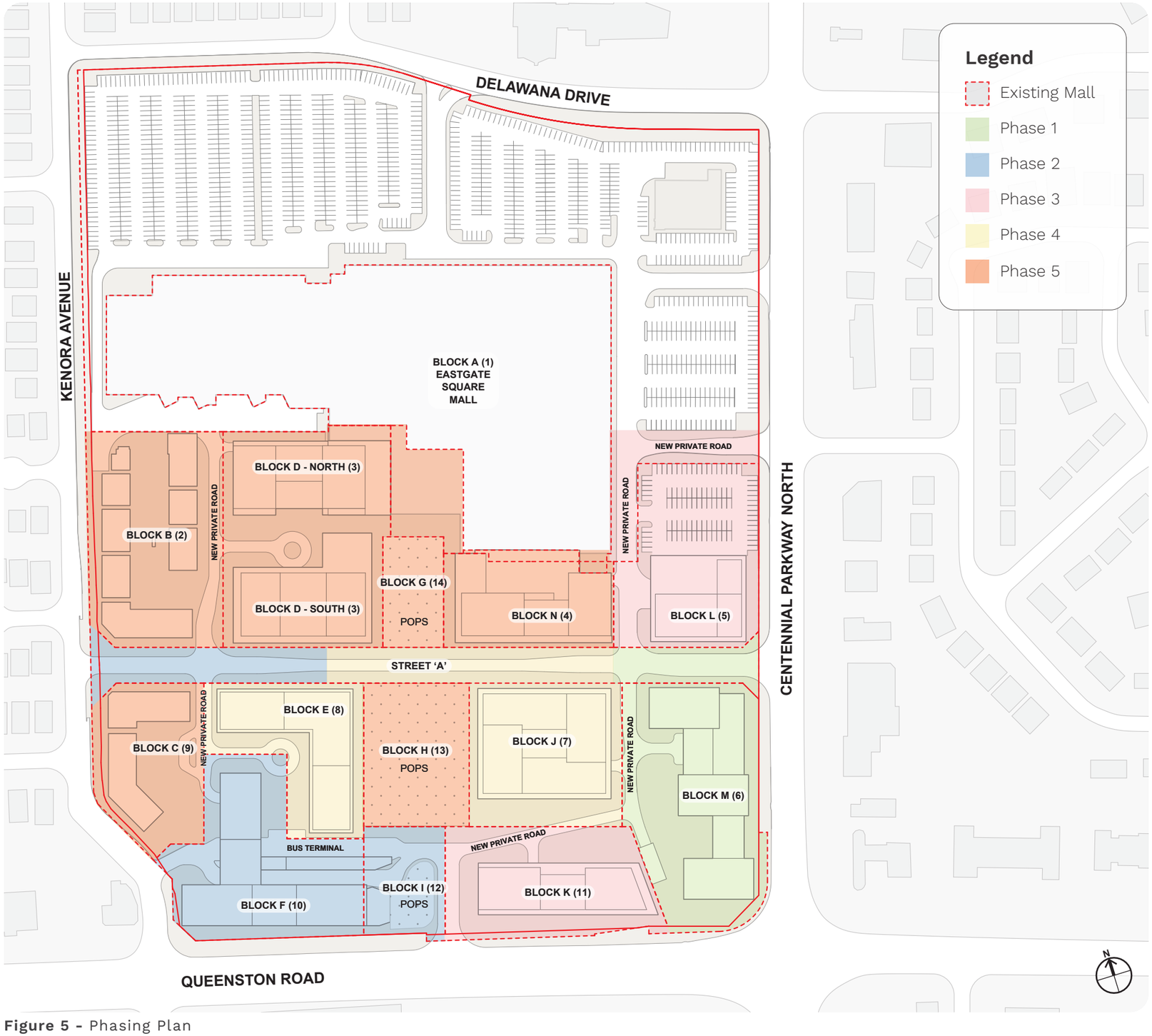


Figure 5 - Phasing Plan

Phase 1

Located in the southeast portion of the Subject Lands, the first phase will include three tall buildings with an overall height of 20 storeys located atop a shared podium element (Block 6/M) that will front Queenston Road to the south, Centennial Parkway to the east, and Public Street ‘A’ to the north. Included in this phase will be the two plazas, referred to as a “Pedestrian Plaza” and a “Pick-Up Drop-Off Plaza”. The eastern portion Public Street ‘A’ that fronts Block M/6 will also be included in this phase. In the first Phase, Public Steet ‘A’ will end in a temporary turnaround circle until future phases are developed.

Phase 2

Located in the southwest portion of the Subject Lands, the second phase will include the transit terminal located in the base of a shared podium element with three tall buildings with an overall height of 20 storeys (Block 10/F) that will front Queenston Road to the south and Kenora Avenue to the west. Additionally, a formalized privately-owned publicly accessible spaces (“POPS”), referred to as the “Gateway POPS” (Block 12/I) fronting Queenston Road to the south. Also included in this phase will be the western portion of Public Street ‘A’, which will end in a temporary turnaround circle until future phases are developed.

Phase 3

The third phase will include two blocks (Blocks 11/K and 5/L), where Block 11/K will front Queenston Road to the south and will include two tall buildings with an overall height of 20 storeys located atop a shared podium element, in the southeast portion of the Subject Lands. Block 5/L will front Public Street ‘A’ to the south and Centennial Parkway to the east and will include one tall building located atop a podium element, in the east portion of the Subject Lands. The parking lot to the north of Block 5/L will have a revised parking lot, walkway, and signification intersection to the north.

Phase 4

Located in the central portion of the Subject Lands, the fourth phase will include two blocks (Blocks 8/E and 7/J). Block 8/E fronts Public Street ‘A’ to the north and the HSR Bus Terminal to the south, and will include two tall buildings with an overall height of 20 storeys located atop a shared podium element. Block 7/J will front Public Street ‘A’ to the north and will include two tall buildings with an overall height of 20 storeys located atop a shared podium element. Block 7/J will also include a plaza referred to as the “Central Plaza”. Public Street ‘A’ will be completed in this phase.

Phase 5

Located in the western and central portion of the Subject Lands, the fifth phase include five blocks (Blocks 2/B, 9/C, 3/D, 13/H, 4/N, and 14/G). Block 2/B will front Kenora Avenue to the west and Public Street ‘A’ to the north and will include 3 storey towns and a “Courtyard”. Block 9/C will front Kenora Avenue to the west and Public Street ‘A’ to the south and will include 3 storey towns and a “Courtyard”. Block 3/D has a north and south portion, where Block 3/D south fronts Public Street ‘A’ to the south and will include two tall buildings with an overall height of 20 storeys located atop a shared podium element. Block 3/Dnorth interfaces with Eastgate Square Mall to the north through possibly integrating a core and garbage room with the service area of the retail spaces within the mall. Block 3/D will include two tall buildings with an overall height of 20 storeys located atop a shared podium element. Between Block 3/D north and south will be the “Pick-Up Drop-Off Plaza”. Block 4/N will front Public Street ‘A’ to the south and interfaces with Eastgate Square Mall to the north through possibly integrating its loading areas with the existing mall. Block 4/N include two tall buildings with an overall height of 20 storeys located atop a shared podium element. Block 13/H will be a formalized POPS referred to as the “Central POPS” fronting Public Street ‘A’ to the north. And finally, Block 14/G will be formalized POPS referred to as the “Town Square POPS”.

4.0

Public Realm Design Guidelines

The public realm is made up of the streets and a variety of open spaces which provide structure for development on the Eastgate Square lands.

Redevelopment presents an opportunity to build on the existing public realm and character, organizing the area to support a growing community and creating a more appropriate environment for pedestrians and cyclists. Improvements to the public realm will enhance the existing and planned network of connected and landscaped streets and open spaces; creating inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move through the Eastgate Square lands.

Future development will provide a public realm response that will support the achievement of a high quality, attractive and sustainable public realm that will encourage a safe, accessible, and active pedestrian environment. Some of the key elements of the pedestrian environment will include:

- A centrally located new east-west public road that will provide access to the development, connecting through the Subject Lands from Kenora Avenue to Centennial Parkway North.
- A formalized POPS, acting as a centrally located green spine connecting the HSR Bus Terminal and new LRT station in the south to the Eastgate Square mall in the north.
- Landscape elements in the public realm selected from an appropriate palette of materials and plants, unifying the pedestrian environment by creating consistent character throughout the Subject Lands.
- Landscape buffer zones, screening any future new residential from that existing mall loading areas.
- Primary building entrances to new residential lobbies that serve as an extension of the pedestrian environment and are accessible and visible from the sidewalks.
- Primary building entrances that should be marked by forecourts, awnings, canopies or overhangs which also functions as pedestrian weather protection and wayfinding.

Figure 6 - Landscape Concept Plan (Provided by DTAH)

4.1 Streetscape Design

The goal of the streetscape design for Eastgate Square is to create an inviting neighbourhood where people of all ages, abilities and backgrounds feel safe and welcome. By creating legible and accessible routes with clear sightlines that integrate the Subject Lands into the surrounding area, the neighbourhood will be connected, and dead ends will be eliminated. Active uses at the ground floor of buildings will animate public spaces and provide more 'eyes on the street'. 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, the development proposal should encourage walking, cycling, transit uses and low levels of private automobile use to improve safety, promote environmental sustainability, and establish neighbourhood character.

Elements of the street are to be generally in accordance, where applicable, as outlined in the City of Hamilton Complete Streets Design Guidelines. Street elements will vary depending on the street hierarchy.

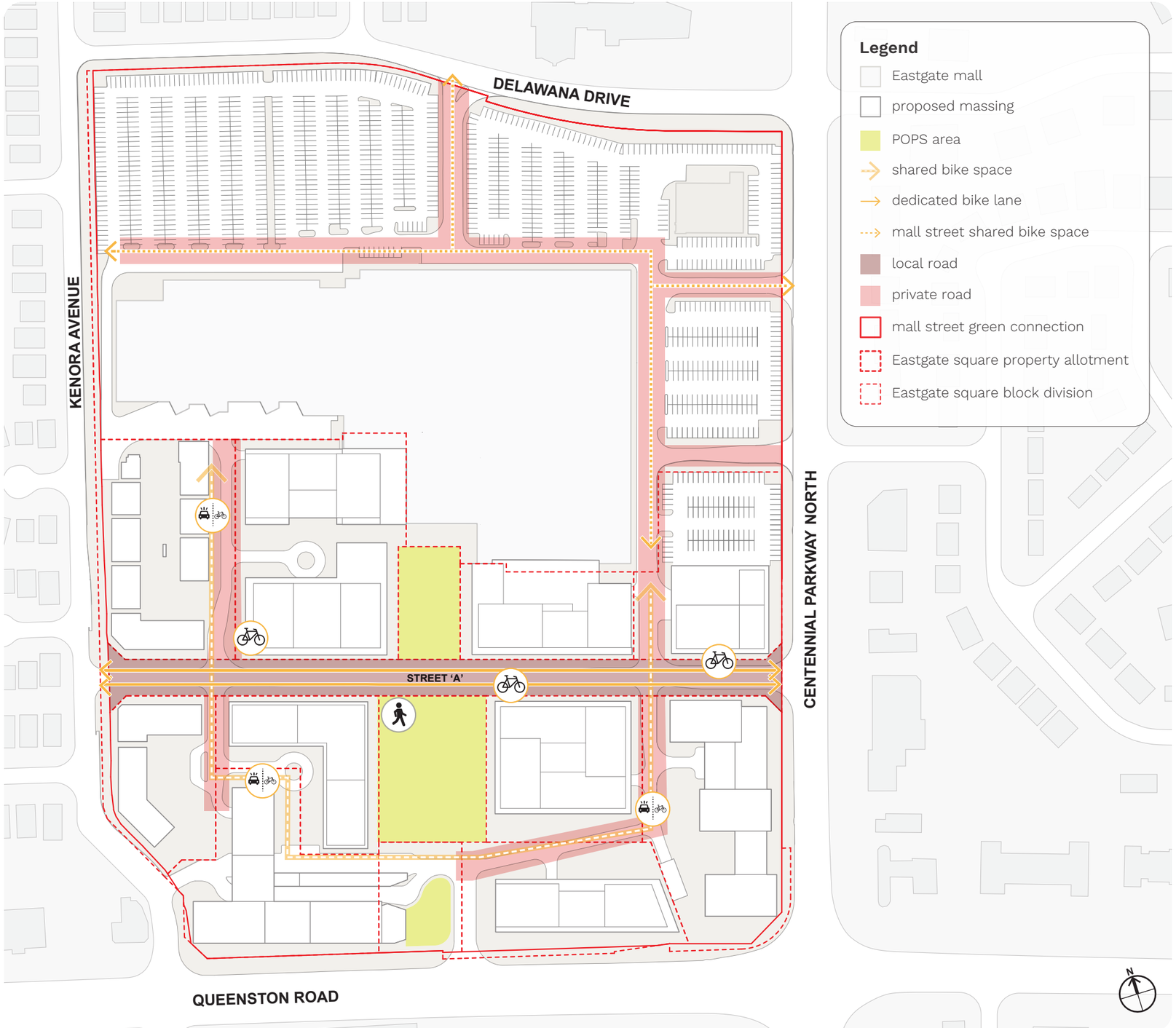


Figure 7 - Street Design Plan

4.1.1 Public Streets

The Urban Hamilton Official Plan ("UHOP") *Schedule C – Functional Road Classification* identifies Centennial Parkway North and Queenston Road as a Major Arterial Road, while *Schedule C-2 – Future Right-of-Way Dedications* identifies future right-of-way widths for both streets of 36.576 metres. The Centennial Parkway North and Queenston Road frontage will feature enhanced tree planting and serve as a continuation of the treed landscape. This will include pedestrian paths, entry forecourts, and seating. No changes are proposed on Delawana Drive.

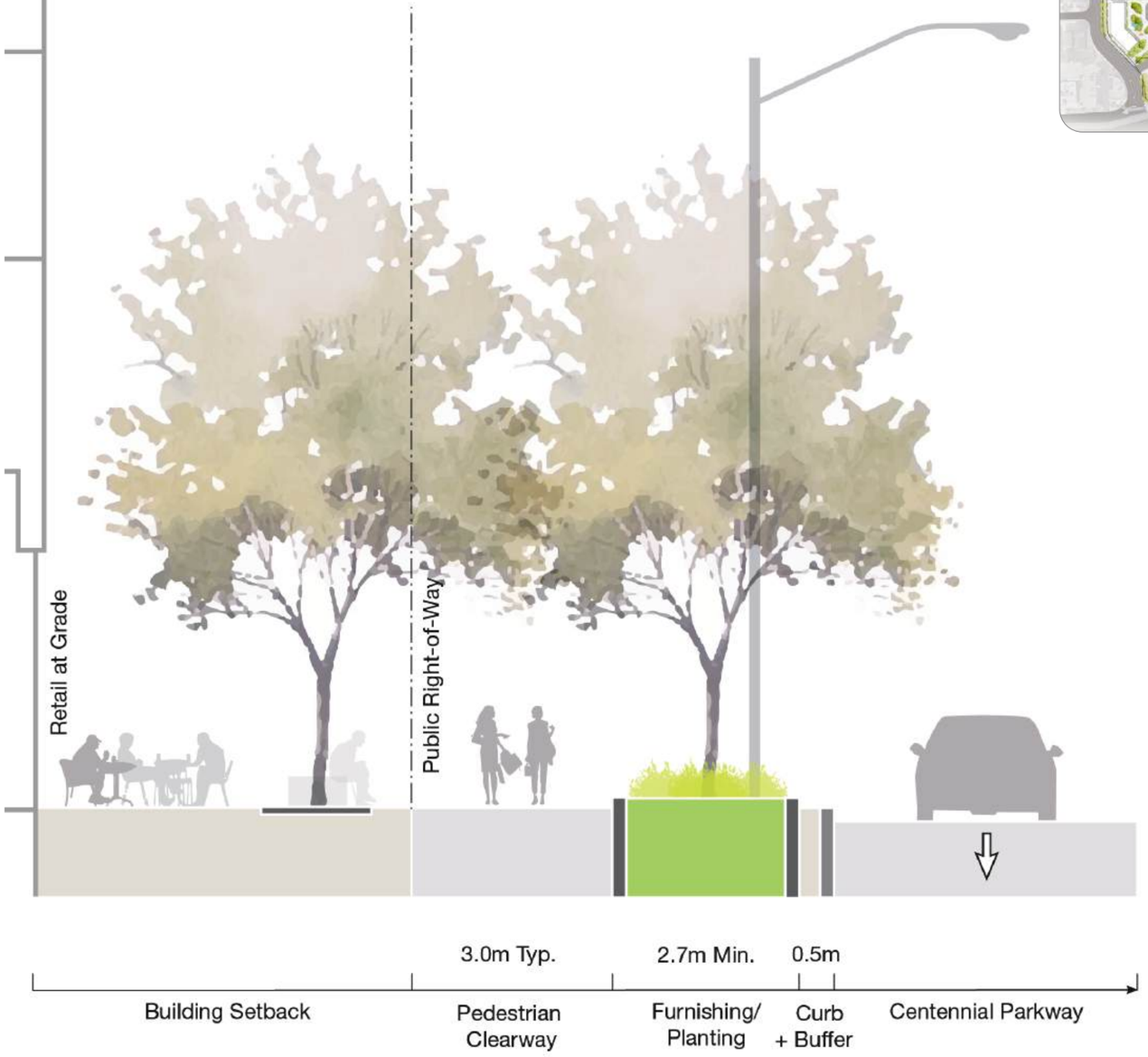


Figure 8 - Centennial Parkway North Section (Provided by DTAH)

Figure 9 - Queenston Road Section - West Side (Provided by DTAH)

Figure 10 - Queenston Road Section - East Side (Provided by DTAH)

The UHOP *Schedule C-2 – Future Right-of-Way Dedications* identifies Delawana Drive and Kenora Avenue as a Collector Road with *Section 4.5* of the UHOP identifying an ultimate right-of-way width of 26.2 metres.

The proposed Public Street 'A' is identified as a Local Road and is to have a minimum right-of-way of 20.1 metres. The new street will be located centrally within the Subject Lands running in an east-west direction and connect Kenora Avenue to Centennial Parkway. The Public Street 'A' will be developed generally in accordance with the *Hamilton Complete Streets Design Guidelines (2022)* and will potentially feature cycling lanes, pedestrian-oriented sidewalks complete with clear pathways, coordinated furnishings, building lighting, street trees, and landscaping. The sidewalk elements, planting and sitting areas of this complete street will encourage walking, cycling and lingering within the public realm.

It should be noted that alternate cross sections can be proposed. However, it must be demonstrated that it is a safe and well connected network through private development blocks.

Figure 11 - Kenora Avenue Section (Provided by DTAH)

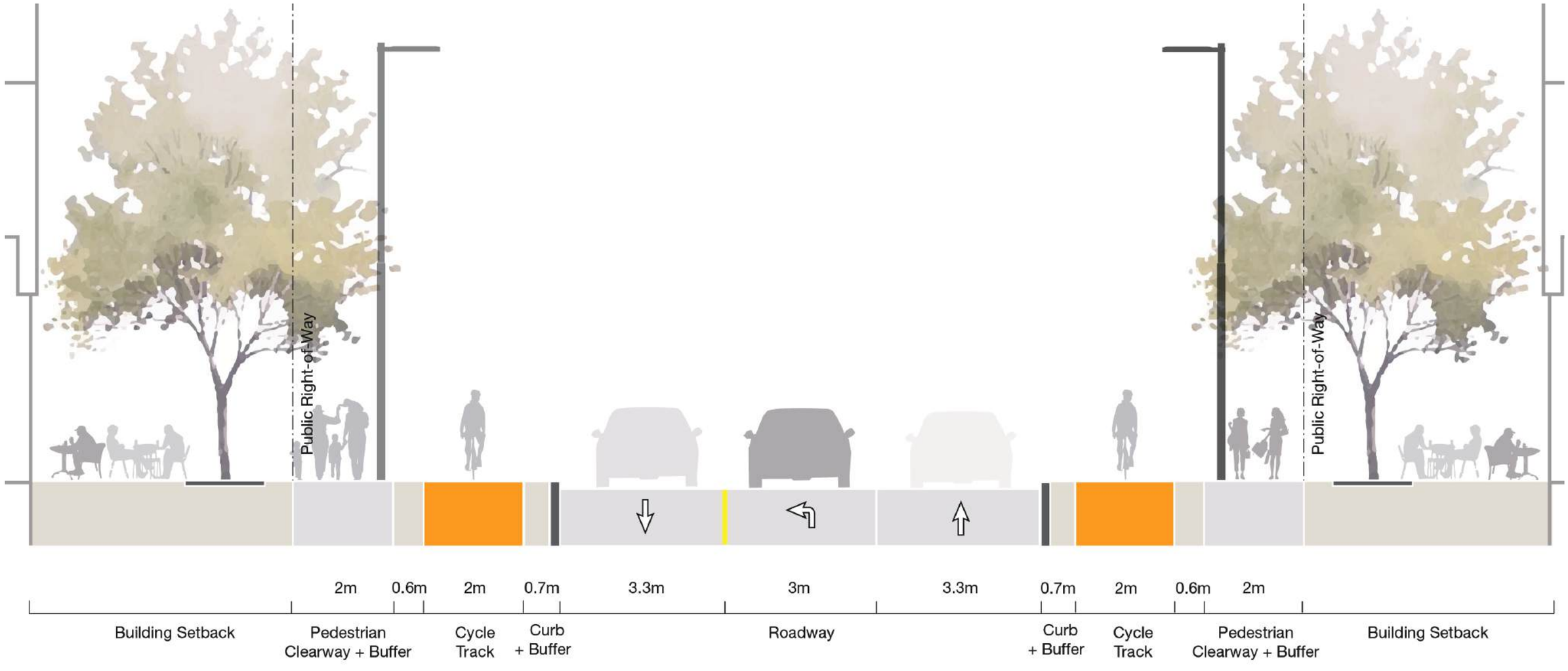


Figure 12 - Typical Potential Public Street Section - Public Street A (Provided by DTAH)

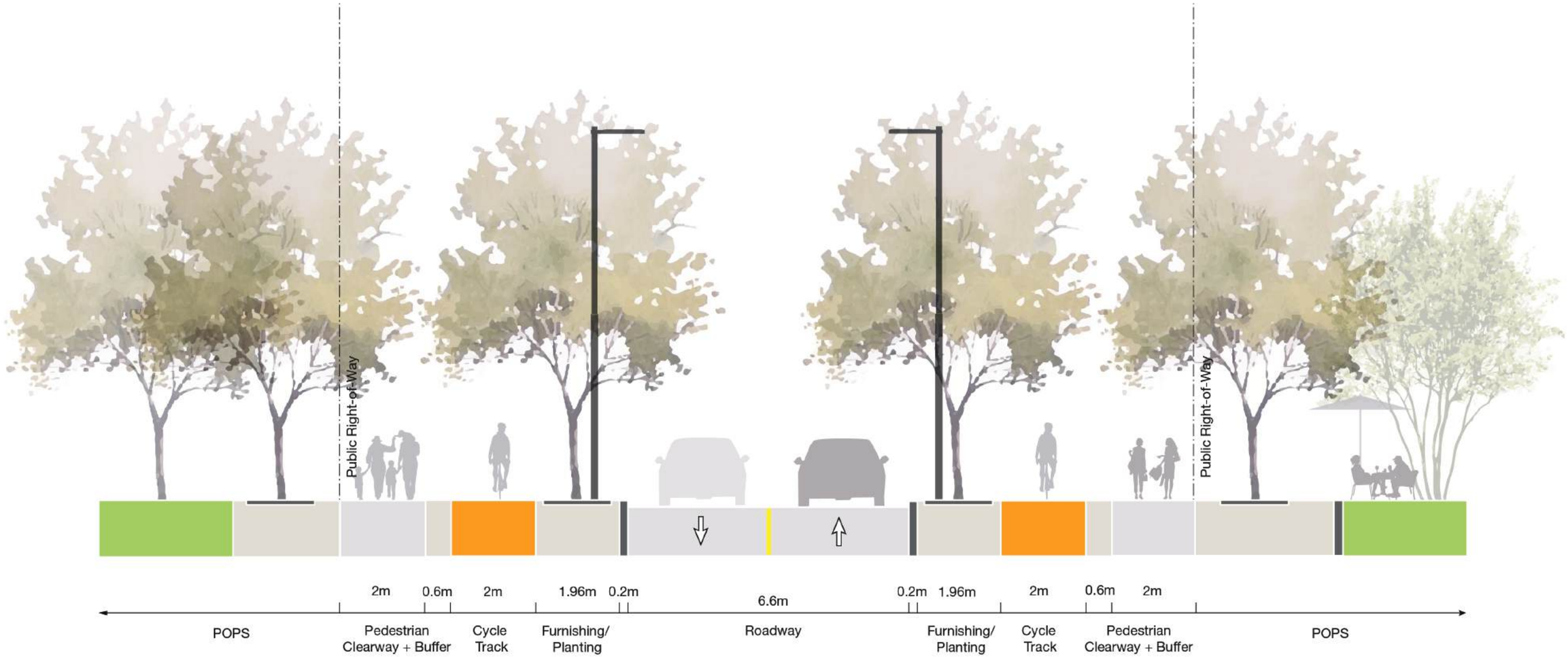


Figure 13 - Typical Potential Public Street Section - Park (Provided by DTAH)

4.1.2 Private Roads

The internal private road network will be designed to accommodate the functional requirements of each development block, including pedestrian walkways, fire routes, HSR buses, garbage, and retail loading. Along with a 6 metre wide roadway, the private rods will feature a typical 2.5 metre furnishing/planting width along with a typical 2.5 metre sidewalk width on both sides of the roadway. Furthermore, raised planting beds in certain locations along with generous frontage zones will be provided.

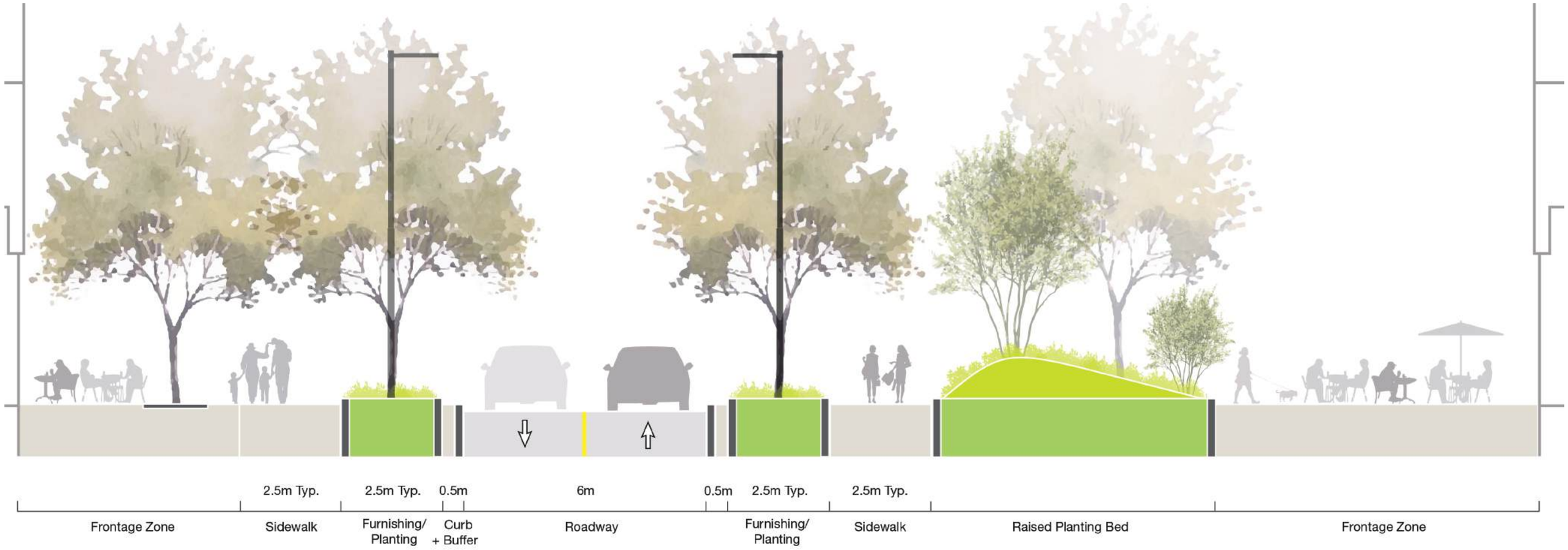


Figure 14 - Private Road Section (Provided by DTAH)

4.2 Open Space Network

The proposed open space system will facilitate a formal open space network that is to include places for urban nature, gathering places and areas for active and passive recreation. In order to achieve this, the following open space elements will be included in the plan:

- **Gateway/Central/Town Square POPS:** Three new formalized POPS,located sequentially in the central area of the Subject Lands with the Gateway POPs fronting Queenston Road and the Central and Town Square POPS fronting the Public Street 'A'.
- **Central/Pedestrian/Pick-Up Drop-Off Plazas & Courtyards:** Three plazas where the Central Plaza is located east and west of the Central POPS, the Pedestrian Plaza is located at the southeast corner of the Subject Lands, and three Pick-Up Drop-Off Plazas are located at the southeast, southwest, and northwest areas of the lower portion of the Subject Lands. There will be two courtyards associated with the new residential towns located within Blocks 2/B and C/9 of the Subject Lands.
- **Private Amenity Areas:** In addition to the provision of as many green roofs as possible, outdoor amenity areas will be provided to serve the residents of the proposed building.

All of the outdoor elements described above are intended to create a generally continuous flow of open space across the entire Subject Lands. From that perspective, open space functions as a place-making device. It gives the Subject Lands structure, provides direction for movement of pedestrians, cyclists and vehicles, maintains and enhances views, and influences siting of buildings.

Figure 15 - Open Space Diagram

4.2.1 Privately-Owned Publicly Accessible Spaces (“POPS”)

The Gateway/Central/Town Square will be formalized as a POPS located directly south of the mall and front Queenston Road and the proposed Public Street ‘A’, respectively. The POPS will supplement and connect to the City’s public realm network and be located and designed to be accessible and visible while servicing the local population as part of a larger network.

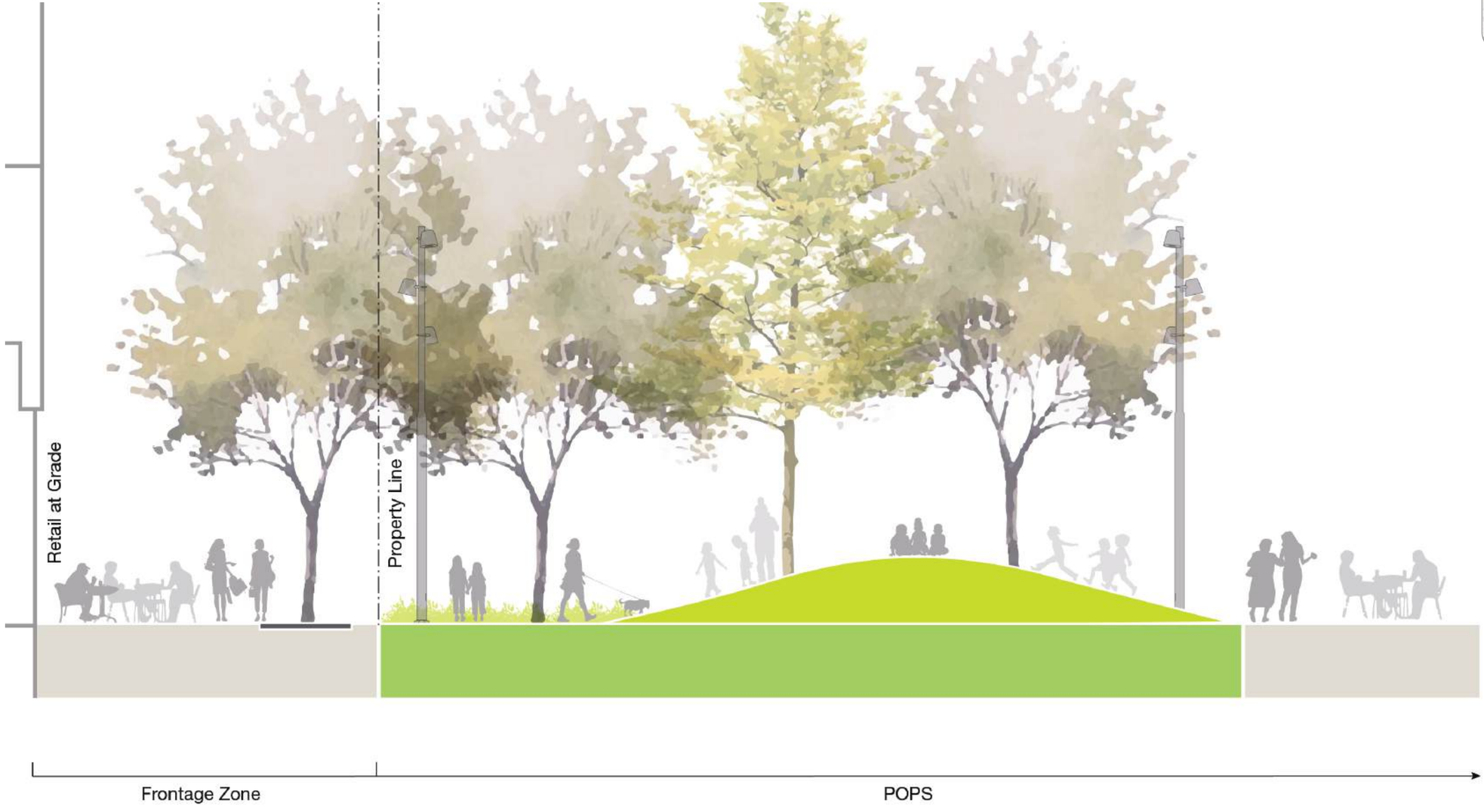


Figure 16 - Central POPS Section (Provided by DTAH)

This will be achieved by:

- Well-defined activity zones that ensure that the open spaces are well utilized within each POPS.
- Walkways/Crossings that are clearly marked using elements such as varying pavers, landscaping, or decorative elements.
- 24-hour access with no physical barriers and seamlessly integrated within the public realm.
- Maximizing flexibility in their design to allow for a wide range of potential programming options.
- Ensuring ground floor building uses and scales complement the programming within the POPS areas and vice -versa. Furthermore:
  - Where the mall faces the Town Square POPS, setbacks between the two should include features such as patios, landscaping, and common walkways along the edges of the open space to allow for a transition between the two spaces.
- Where the HSR bus terminal faces the Gateway POPS, landscape setbacks should be generous and include tree plantings, bicycle parking, and seating where possible.

Figure 17 - POPS Precedent Images

Figure 18 - POPS Precedent Images

4.2.2 Plazas & Courtyards

Plazas and Courtyards help to connect the proposed development with the surrounding context through widening views along the existing and proposed streets, and through setbacks that provide additional high-quality open spaces. These open spaces mark the primary building entrances and provide opportunities for people to gather at various scales, from intimate to large events.

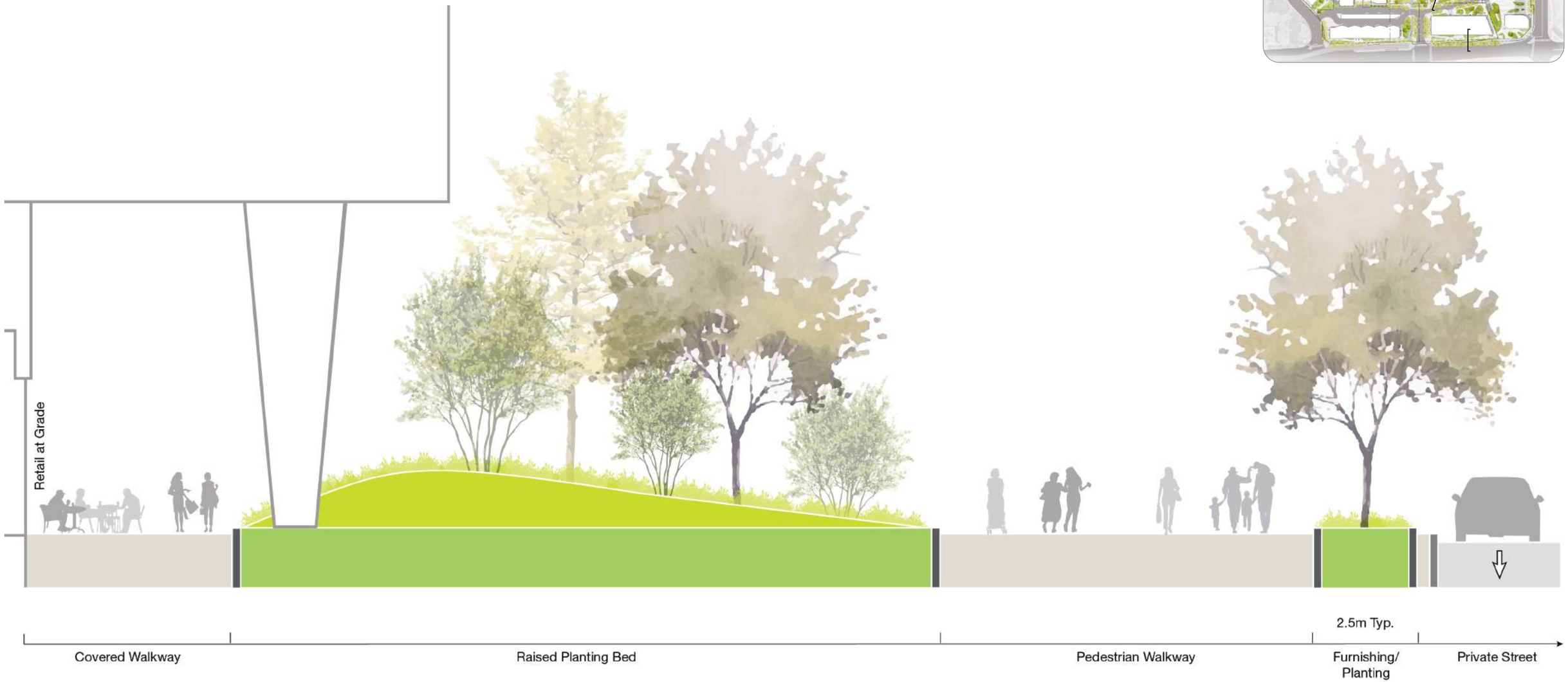


Figure 19 - Central Plaza Section (Provided by DTAH)

The following are the different types of plazas and courtyard that can be located in the proposed development:

- **Central Plaza:** a high-quality landscaped open space that is provided through setbacks to the residential area, connecting the proposal with the Central POPS and widen views from and to the HSR bus terminal.
- **Pedestrian Plaza:** envisioned to flank the intersection of Queenston Road and Centennial Parkway North and be used for inviting pedestrians into the Subject Lands and the interior development.
- **Pick-Up Drop-Off Plaza:** These spaces serve a more utilitarian function; they incorporate access to loading and servicing as well as passenger drop-off/pick-up. The servicing plazas will consist of hard and soft-scape elements to help create a sense of arrival and should be visually accessible, with no fences/barriers.
- **Courtyard:** located within Blocks 2/B and C/9 of the Subject Lands, the courtyard will serve the new residential towns. This courtyard will support informal gatherings, contemplation, a space to meet up with your neighbours, and passive programming.

Figure 20 - Plazas & Courtyards Precedent Images

4.2.3 Private Amenity Areas

The development proposal will provide private amenity areas for residents. These include indoor and outdoor amenity areas that are located primarily on the rooftops of the podiums and towers.

The following guidelines apply to private outdoor amenities:

- Provide the outdoor amenity space in a central location within the development;
- Locate the outdoor amenity space with direct visual and physical access to an interior common area for safety and security;
- Ensure a balance of sun and shade exposure, and provide protection barriers as required;
- Provide barrier-free access to the outdoor amenity space; and
- Provide gates and fencing, as required.

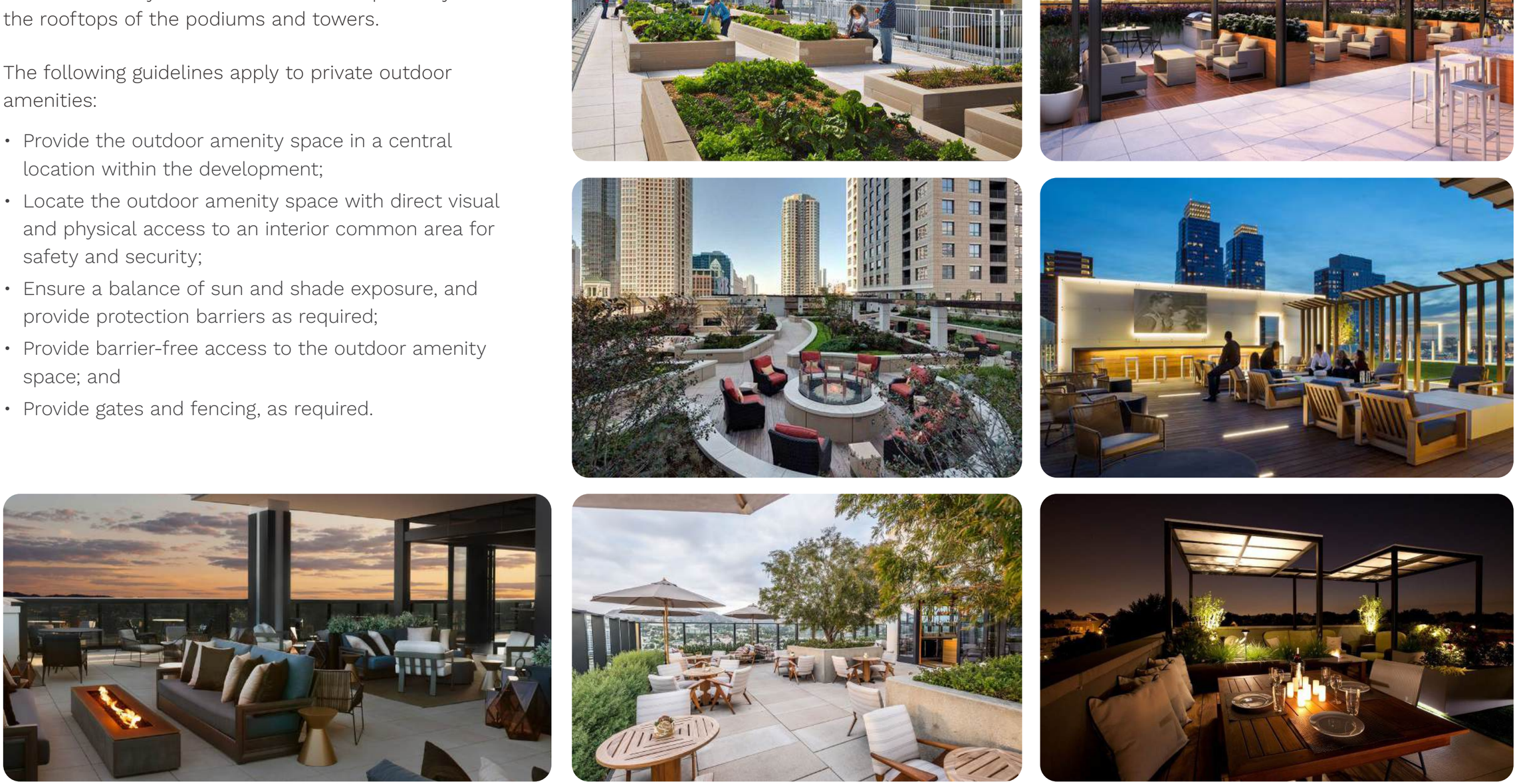


Figure 21 - Private Amenity Areas Precedent Images

4.3 Circulation Network

The mobility strategy for the Subject Lands are to develop a fine-grained infrastructure network that connects all the Subject Lands's amenities, facilitating flexible and efficient movement for pedestrians, cyclists, and motorists. Furthermore, buildings will be organized to frame new open space elements in a way that helps to define view corridors and reinforce pedestrian connections on the Subject Lands.

4.3.1 Street Hierarchy

The City's *Road Classification System* identifies Queenston Road and Centennial Parkway North as Major Arterial Roads with a future right-of-way width of 36.576 metres adjacent to the Subject Lands. Pedestrian sidewalks are on both sides of the road and on-street parking is prohibited.

Delawana Drive and Kenora Avenue, which abut the Subject Lands to the south and west respectively, are both Collector Roads with minimum right-of-way widths of 26.2 metres. Pedestrian sidewalks are on both sides of the road and on-street parking is prohibited during peak hours.

Public Street 'A' which intersects the Subject Lands in an east-west manner will be a Local Road with a minimum right-of-way width of 20.1 metres. Pedestrian sidewalks are on both sides of the road and with no restrictions or restriction on one side only for on-street parking during peak hours.

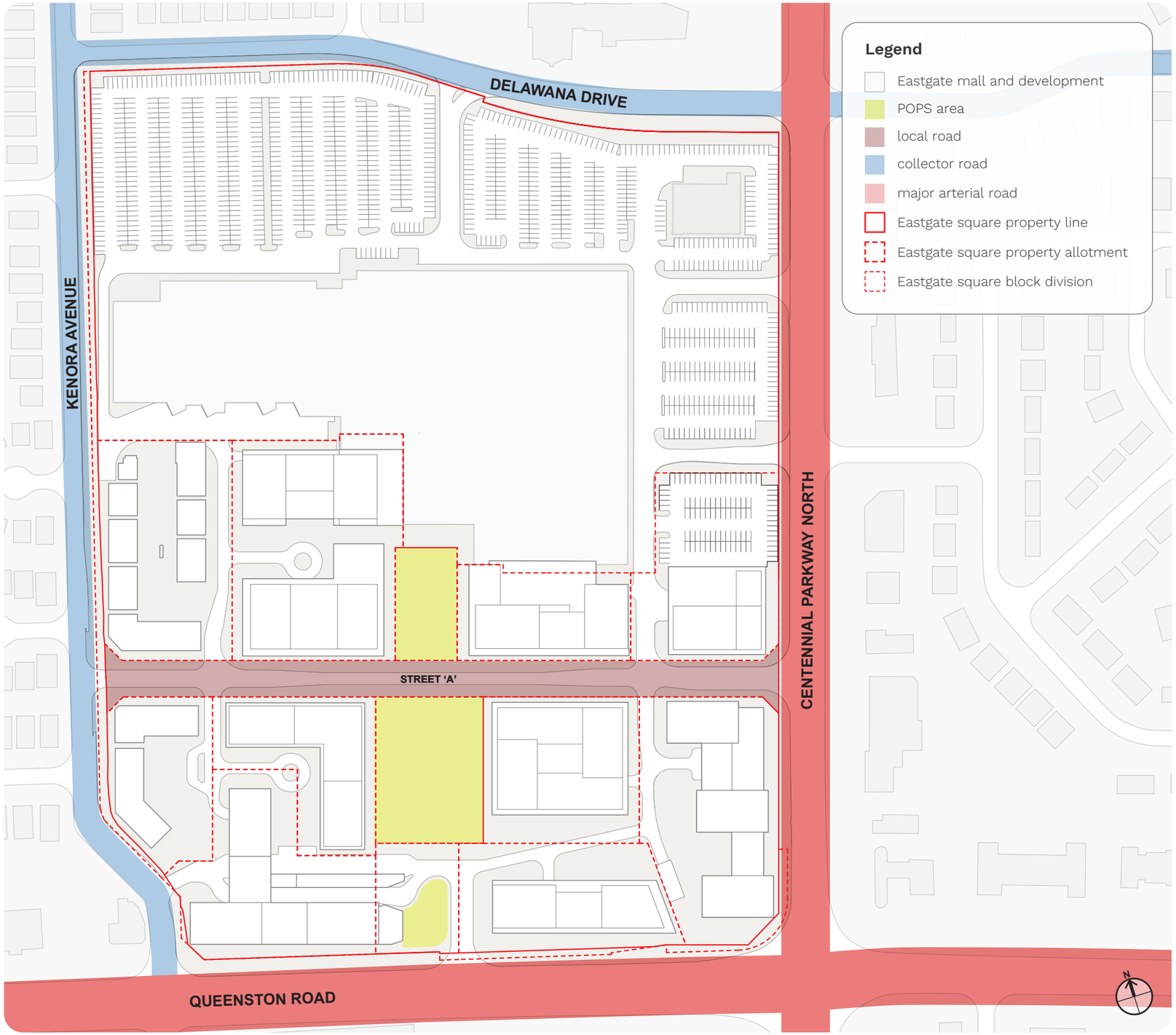


Figure 22 - Road Classification Plan

4.3.2 Pedestrian & Cycling Circulation

A primary objective for the redevelopment of the Subject Lands is to improve the pedestrian and cycling environment by making it easier, safer, and more comfortable to walk between buildings, public sidewalks, transit stops, open spaces and adjacent properties. Therefore, Eastgate Square is based upon a strong focus on pedestrian integration at ground level.

The diverse mix of uses on the Subject Lands encourages the creation of a walkable neighbourhood where pedestrians are prioritized, and mid-block connections are created to allow for more direct pedestrian access throughout the Subject Lands. Within Eastgate Square, a system of pedestrian walkways and linkages with sidewalks along building frontages and through blocks will be established. The sidewalks along the new development blocks will provide permeability throughout the Subject Lands and the POPS spaces will act as markers to signify gateways for pedestrians.

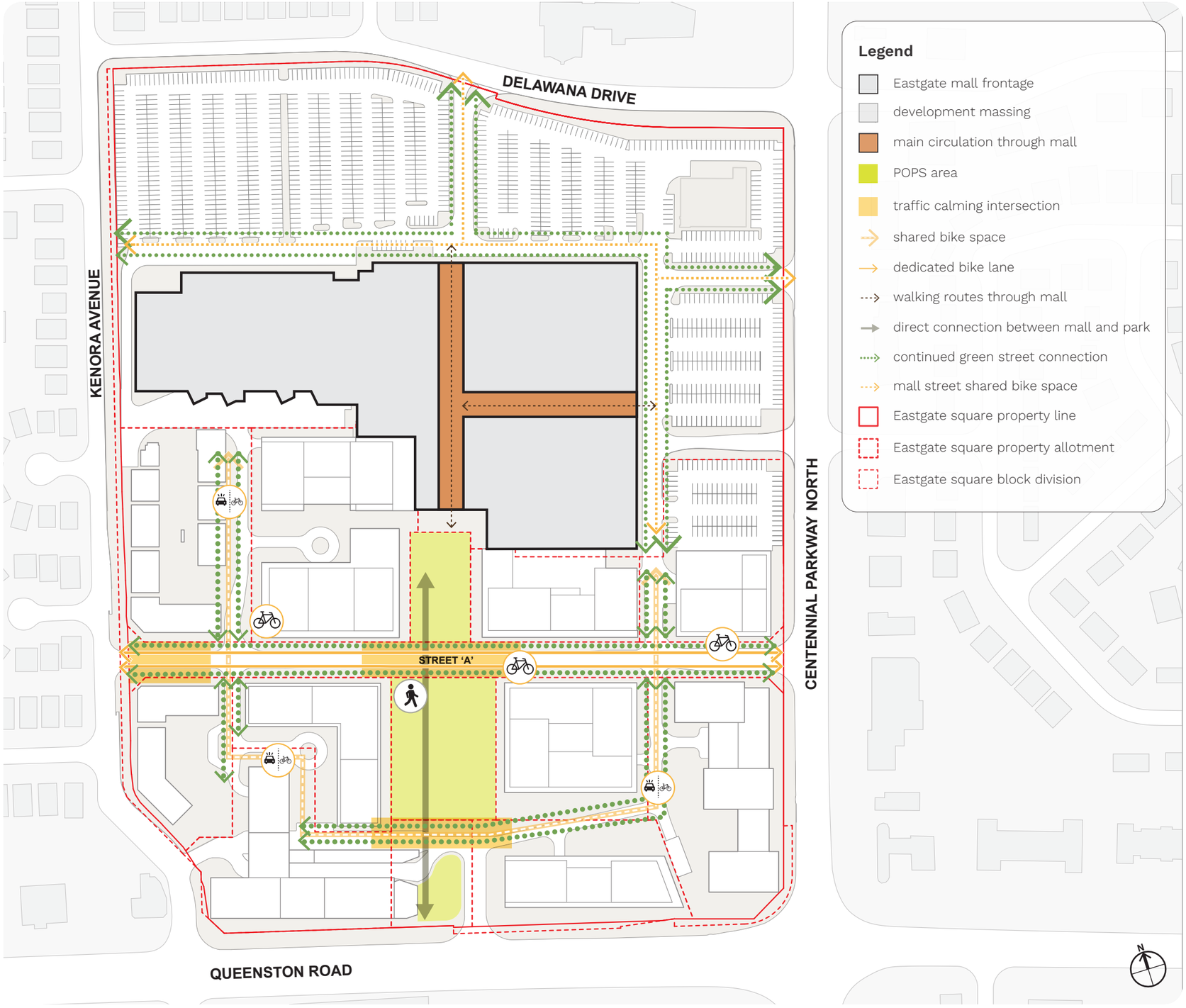


Figure 23 - Circulation Plan

Cycling connections are also integrated into the street network and public realm through dedicated space along Public Street ‘A’ through the inclusion of bike lanes, as well as comfortable shared space elsewhere. Additional cycling infrastructure, such as highly visible and easily identifiable grade-related bike parking, will make it easier for visitors to access the Subject Lands using active transportation and will support new residents in choosing to cycle more frequently instead of relying on personal car use.

To make these pedestrian and cycling connections more inviting and to further encourage their use, the public realm will be enhanced with trees, landscaping, street furnishings, lighting, and appropriate infrastructure.

The following guidelines will apply when considering the design of pedestrian and cycling networks throughout the Subject Lands:

- Design new streets to accommodate shared mobility and on-street parking, where appropriate, with enhanced streetscape and/or landscape features.
- Create mid-block pedestrian connections through development blocks that are clearly visible, identifiable, well-lit and provide a level of comfort and safety for pedestrians.
- Avoid conflicts between pedestrian/cycling connections and servicing/loading areas.
- Ensure safety and high visibility at major intersections, reducing crossing distances where possible to further improve pedestrian safety.
- Locate bicycle parking in highly visible areas, near to building entrances and open space areas. To that end, bicycle rings should be selected to be consistent with and complementary to other Subject Lands furnishings.

4.3.3 Circulation in Relation to Pedestrian Destinations

The Subject Lands will be anchored by the new HSR bus terminal to the south and the existing mall to the north. The two anchoring destinations will be connected through a series of centrally located POPS, plazas, courtyards, and retail.

Pedestrian destinations shall be designed to provide a sense of place where plantings, street furniture, wayfinding signage and/or public art can be used to mark its significant locations.

These important pedestrian destinations within the Subject Lands will be complemented with appropriately scaled landscape features and built form elements that mark a sense of arrival into the Subject Lands and will establish the character and identity of the redeveloped mall Subject Lands/HSR bus terminal while creating a sense of entry from the public streets surrounding the Subject Lands.

The following guidelines are for pedestrian destinations:

- Provide enhanced landscape treatments such as water features, planting beds and/or street trees at identified destinations.
- Provide distinct lighting, signage, upgraded sidewalk treatment and/or street furniture at destinations.
- Bicycle and pedestrian paths should have clearly marked routes. Signage should be posted for ease of orientation at entry points from adjacent roads.

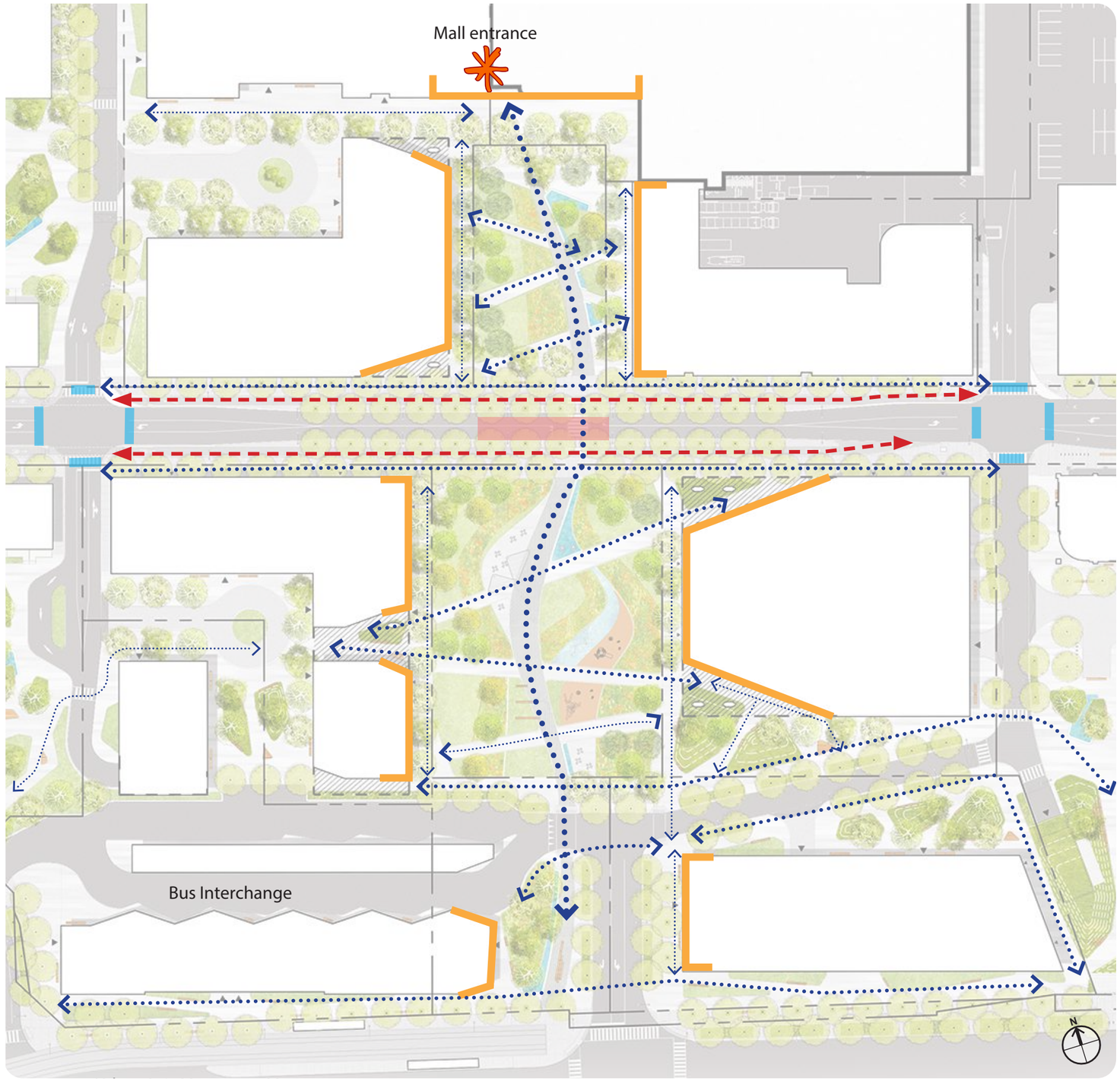


Figure 24 - Pedestrian Destinations Plan

4.3.4 Servicing/Loading & Parking

While the public realm should prioritize pedestrian and non-vehicular movements and the creation of active open spaces that define the organization of the Subject Lands, it is recognized that vehicles will need to travel through the Subject Lands and enter the blocks. The following guidelines apply for parking and servicing/ loading entrances:

- All servicing/loading and parking entrances will be located off the private roads to contain vehicular traffic and will generally ensure the openings to the loading areas do not face the public streets.
- Parking spaces will be located within the underground garages of their respective blocks.
- Servicing and loading access points should be designed and located within the private roads and shared circulation areas connecting to the proposed Public Street 'A'. The private roads and shared circulation areas may also be integrated into the local network of pedestrian and cycling movement with direct access from the public sidewalk and clear wayfinding within.

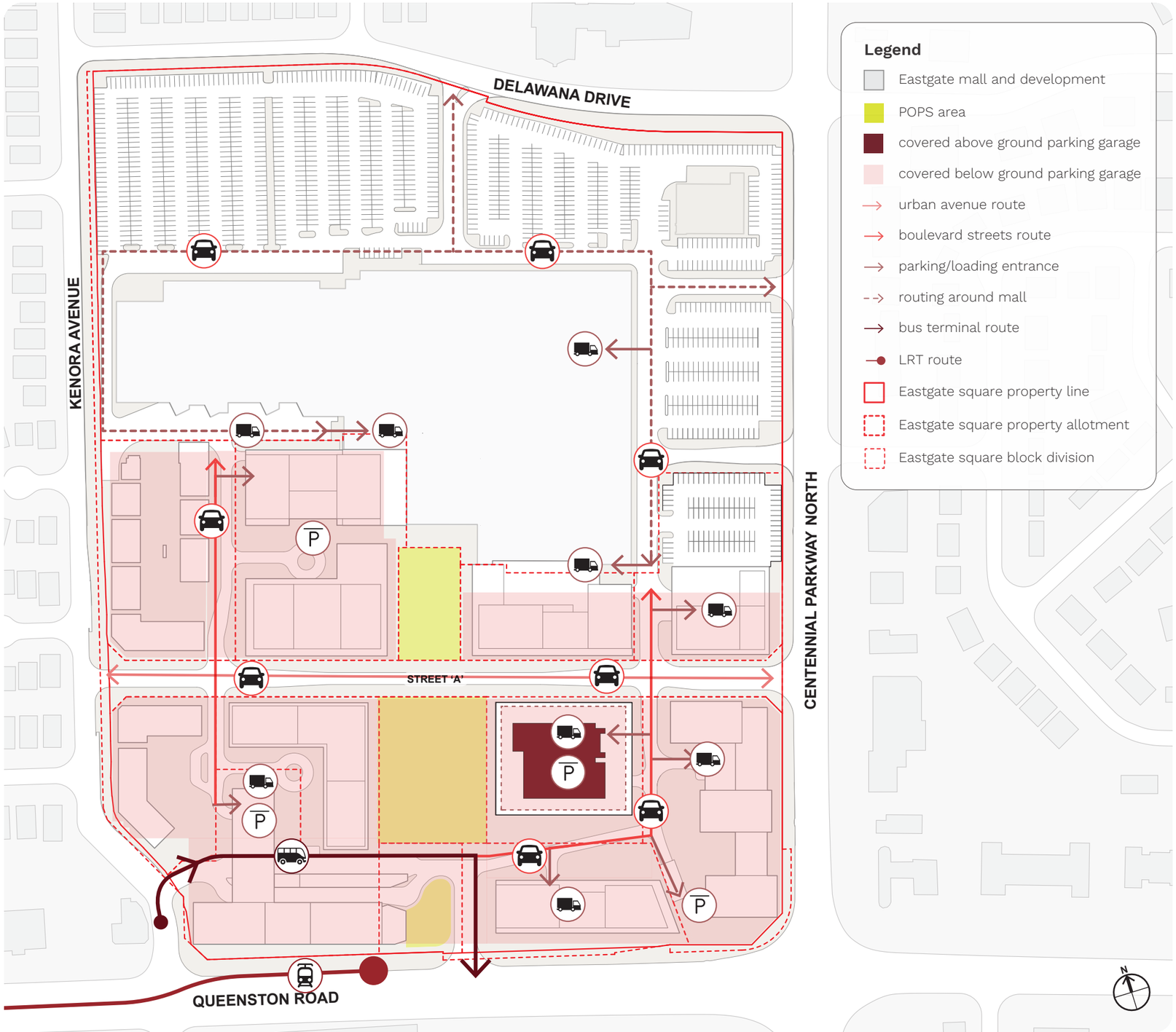


Figure 25 - Servicing/Loading and Parking

4.4 Streetscape Enhancements & Amenities

4.4.1 Tree Planting

Street tree planting are to follow the City of Hamilton Forestry Department's requirements for species diversity, caliper size and will be planted, where appropriate, in continuous soil trenches, to meet the requirements for soil volume. Similarly, where tree planting occurs over structure, the roof slab will be lowered to provide sufficient depth to achieve the required soil volume.

Where possible, trees will be planted in open planters to provide improved air and water exchange, reduce paved and impervious surfaces, and increase biodiversity with native shrub and understorey plantings. Open planters can also serve as bioretention cells and contribute to the stormwater management on Subject Lands.

In constrained conditions, trees will be planted in pavement with flush tree grates and supported by soil cells.

Street trees in the public right-of-way, and trees along the private streets will generally be drought and salt-tolerant deciduous shade trees, planted at 8-10m on centre. Trees on private property, plazas, courtyards and POPS will also focus on planting a diversity of native tree and shrub species that are tolerant of urban conditions.

Figure 26 - Tree Planting Precedent Images

4.4.2 Lighting

A variety of lighting conditions will contribute to an animated public realm and should be considered in the design of the public and private realm throughout the Subject Lands. Lighting fixtures should be chosen and located to provide quality performance and illumination.

Pedestrian scale lighting should serve to reinforce the identity of various parts of each development phase and to provide illumination along important routes. Larger scale fixtures should be used to illuminate large open spaces for gathering, such as public parks and POPS spaces, and other high traffic pedestrian areas. Multi-modal spaces should incorporate a variety of scales of lighting and function to ensure adequate illumination.

For Eastgate Square, in tandem with the street lighting, a variety of ambient and accent lighting options should be considered along walkways to provide a uniform level of illumination and to contribute to visibility and safety within such spaces. Feature lighting should be considered at primary building entrances, as well as at grade-related residential units to illuminate walkways to such areas.

The design and finish of lighting fixtures shall be coordinated. Subject Lands lighting used in subsequent stages of the development should be complementary to Subject Lands lighting used for the redevelopment of the Eastgate Square lands.

Finally, the lighting strategy for the Subject Lands should aim to reduce light pollution, and all lighting details should follow the detailed design provisions in the City of Hamilton's Bird Friendly City Guidelines.

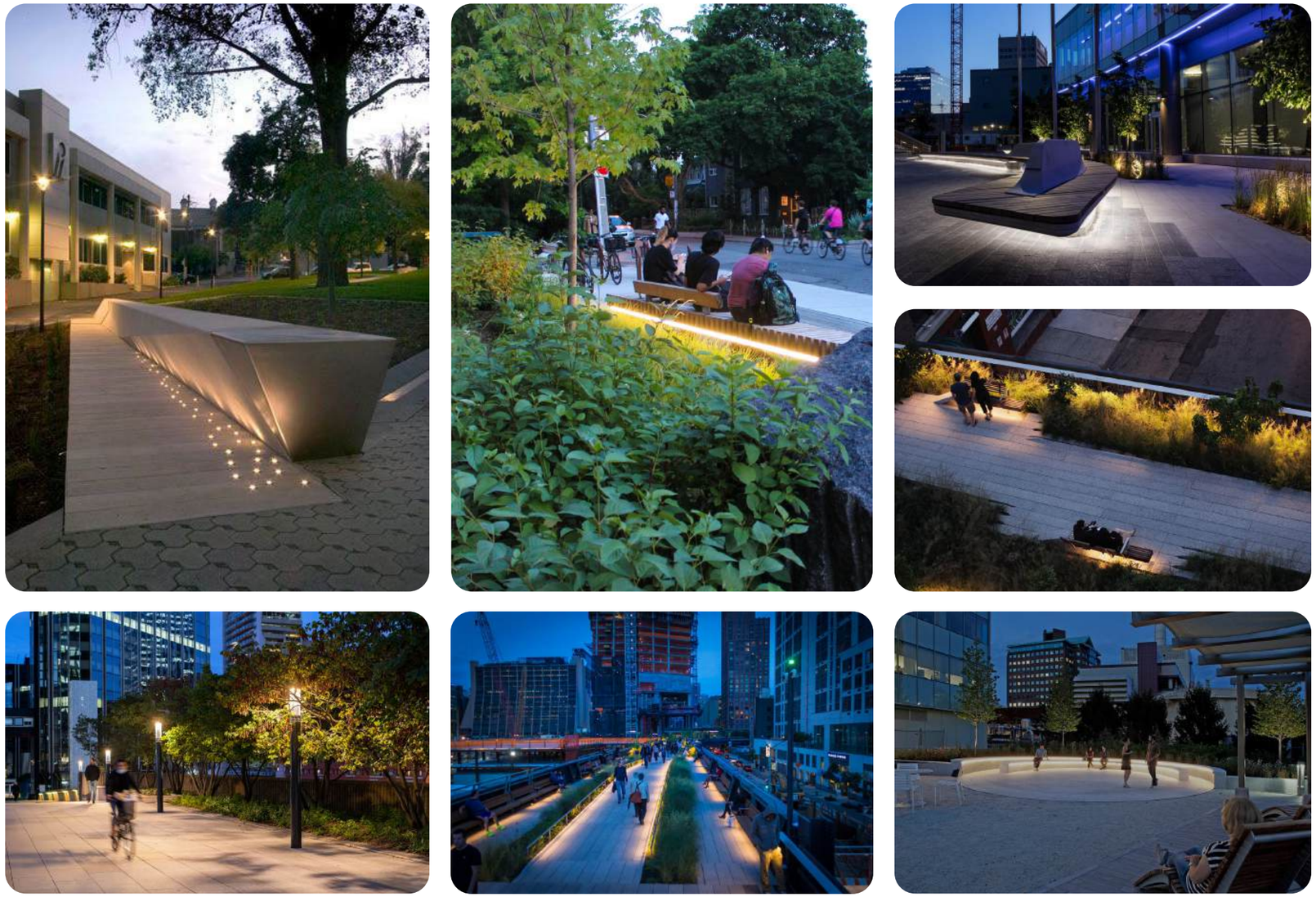


Figure 27 - Lighting Precedent Images

4.4.3 Crime Prevention Through Environmental Design (“CPTED”)

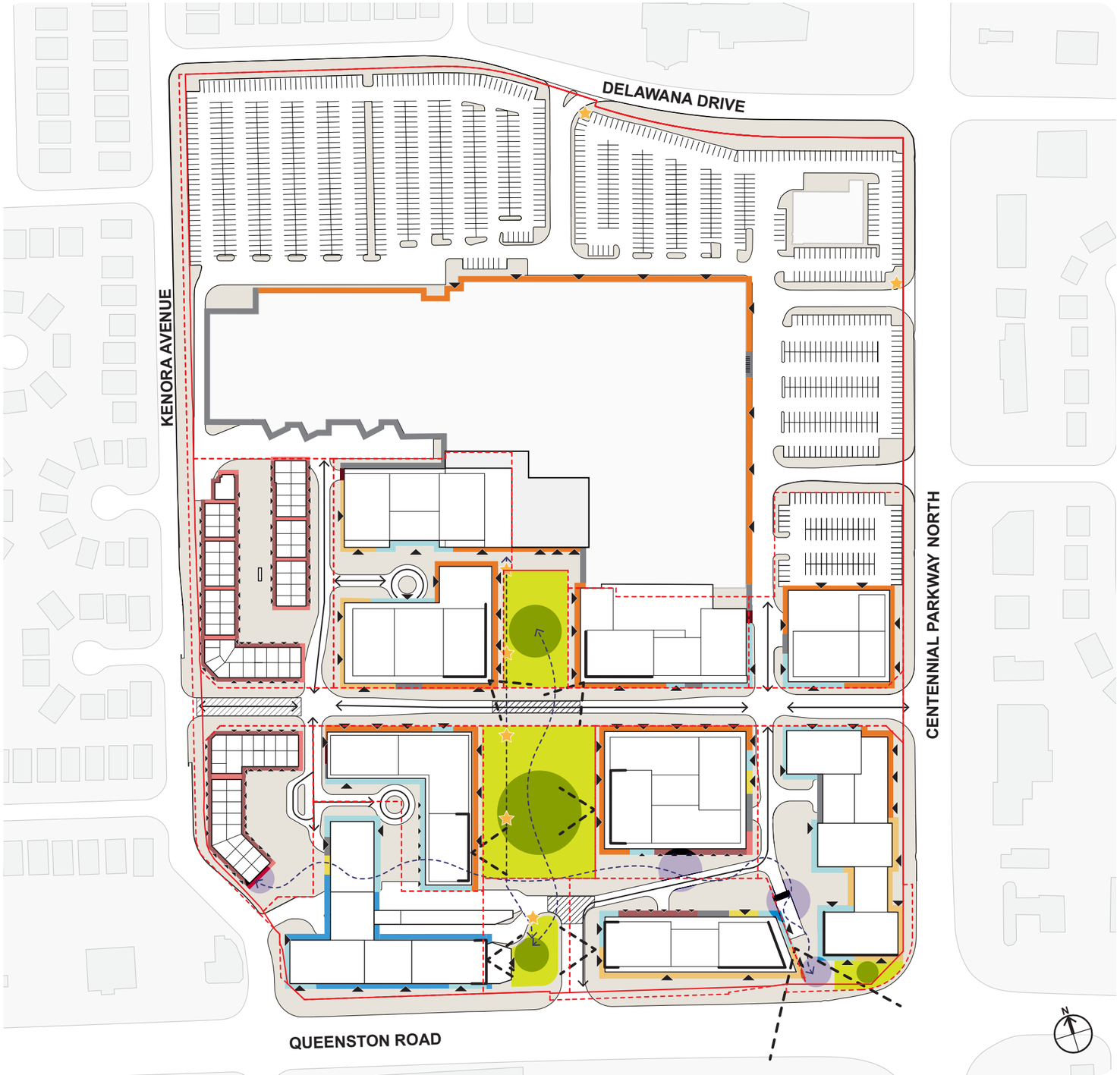
With regards to ensuring more ‘eyes on the street’ to increase passive surveillance and a sense of safety, the following guidelines apply:

- Incorporate the main principles of Crime Prevention Through Environmental Design (“CPTED”) by using elements of the environment for: natural surveillance, access control, territorial reinforcement, and space management through:
  - More active frontages and animating the public realm throughout the day. New buildings should be organized to better define the primary routes and residential street.
  - New active uses creating open and animated frontages at the ground level.
  - Ensuring safety and a sense of security on the journey from the street to the front door is critical and this should be achieved through creating clear sightlines and eliminating ‘hidden’ corners.
  - Ensuring sightlines from the street to open spaces.
  - Clearly distinguishing between public and private spaces.
  - Recognizing that residential communal spaces should ensure safety, views, natural light, and the social aspect of sharing space.
  - Privacy and security are key considerations with respect to clear sightlines and well-lit spaces. Spacious and inviting residential entrances, lobbies and circulation spaces should foster a community built on trust, respect and a shared sense of pride and ownership. Robust and beautiful materials, clear wayfinding and appropriate amenities simplifying everyday life – cycle/stroller and bin storage, seating areas and call systems – to ensure lobbies are well used and cared for.

4.4.4 Wayfinding Signage Strategies

Effective wayfinding signage strategies should combine clear, consistent design with placement at decision points to reduce user stress and guide movement. The following guidelines for wayfinding signage strategies apply:

- Directional signage should be selected from a similar design style to reinforce the community’s distinct character.
- Directional signage should indicate walkway entrances, parking locations, main building entrances, etc.
- Signage should be incorporated into building facades. Free-standing directory signs should reflect the architecture of the buildings and be consistent in the use of lettering.
- The size of fascia signs will be proportional to the building façade.
- Pylon signs and large portable message board signs will not be permitted.



Legend

- Eastgate mall
- POPS area
- development massing
- entrance
- townhome façade side
- townhome façade front
- residential façade
- commercial and retail façade
- community/amenity façade
- parking entrance façade
- biking entrance façade
- bus depot façade
- back of house façade
- tower focal point
- tower view
- traffic calming
- route blocked for through traffic
- car and truck routes
- bus routes
- secondary wayfinding route
- primary wayfinding route
- landscape marker - art sculpture
- Eastgate square property line
- Eastgate square property allotment
- Eastgate square block division

Figure 28 - Community Design Diagram

5.0

Built Form Guidelines

The intent of this guideline is to ensure that built form contributes to the achievement of well-designed built form that is 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 by:

- Designing built form which is harmonious with the character of the existing stable low-rise Neighbourhoods to the west, northwest, and east of the Subject Lands.
- Placing buildings parallel to streets with direct access provided from the public sidewalks and set back from the street edges to accommodate generous sidewalk zones.
- Providing strong built form relationships to the new and adjacent streets that are compatible with the existing and planned built form pattern.
- Locating and designing buildings such that they define and frame the public realm and influence the Subject Lands design and function.
- Considering the placement of retail elements and grade-related uses that provide a relationship to the public realm.
- Siting and articulating buildings to limit built form impacts such as shadowing and winds on the streets, sidewalks and surrounding open spaces.
- Designing architecturally interesting buildings and create a cohesive design composition through their orientation, proportion, scale, massing, use of materials and architectural character.
- Design high-rise towers to feature a well-defined base buildings that will frame the street with good proportion and emphasize the human scale of a pedestrian-oriented streetscape.

Figure 29 - Concept View Looking North At Eastgate Mall through Central POPS (Provided by BDP Quadrangle)

5.1 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.

5.1.1 Balconies & Terraces

Balconies and terraces should be designed with consideration for:

- Privacy
- Safety
- Shadow Impacts
- Being integral with the building façade and form part of the articulation of the façade, rather than “add ons”
- Being designed and articulated differently to express the varying architectural conditions of street walls
- Avoiding continuous and wrap around balconies that will increase the perception of the tower floorplate sizes.

Figure 30 - Concept Aerial Looking South through POPS corridor (Provided by BDP Quadrangle)

5.2 Building Typologies

The vision for the Subject 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 Subject Lands and to provide high quality homes with excellent access to daylight and views.

Furthermore, the location of the neighbourhoods surrounding the Subject Lands should influence the siting for the buildings and allocation of height on the Subject Lands to provide appropriate transition and mitigation of potential impacts. Given the broader context, the overall size of the Subject Lands in relation to the level of development proposed and configuration of existing buildings and open space elements, the proposed building typologies includes the following guidelines:

- Providing a low-rise typology along the west side of the Subject Lands along Kenora Avenue to provide transition and limit impacts to the Neighbourhoods to the west.
- The existing Eastgate Mall and HSR Bus Terminal could potentially be a landmark structure and act as a prominent view terminus.
- Providing tall buildings throughout the Subject Lands with the maximum height of 20 storeys, as permitted.

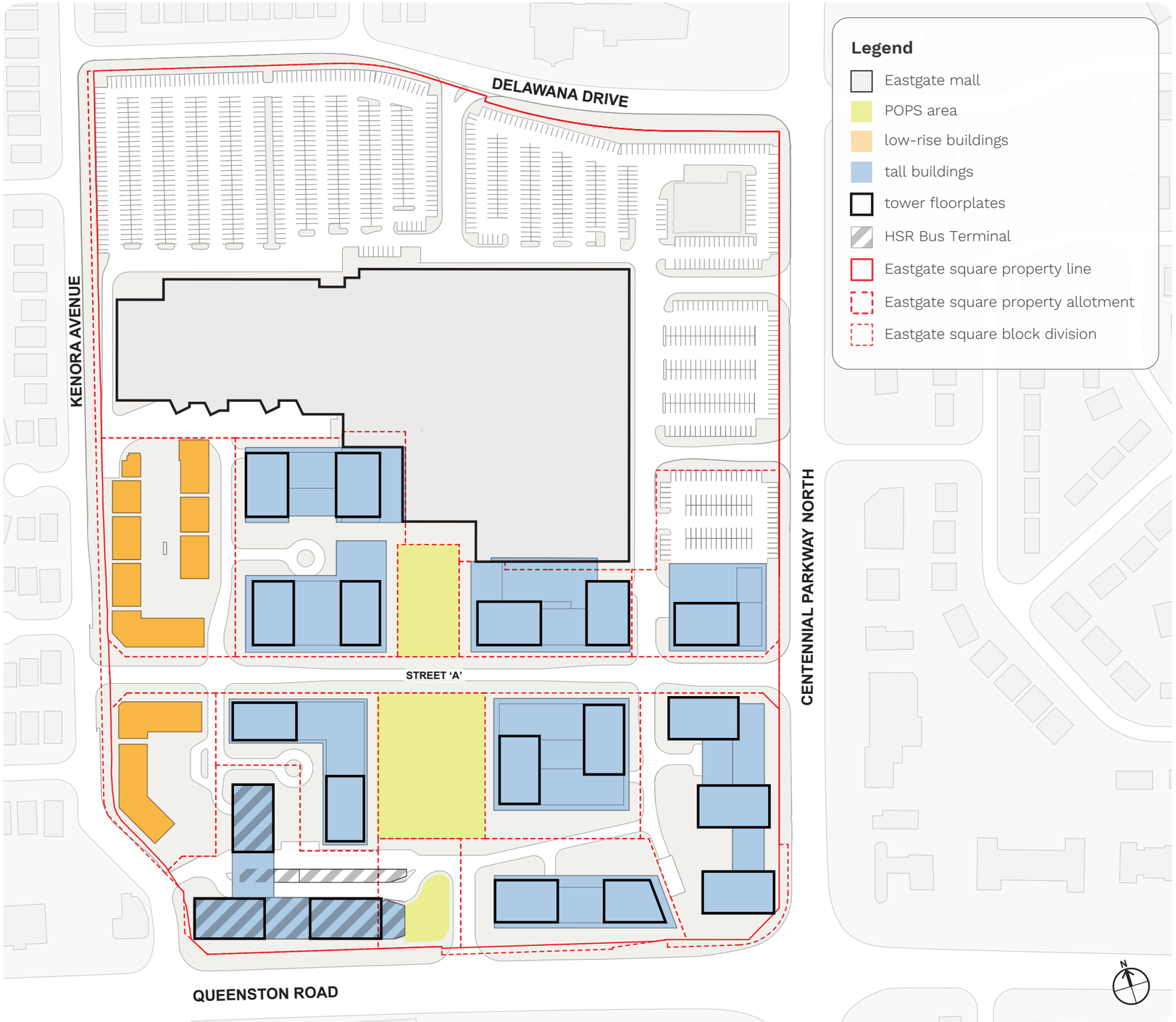


Figure 31 - Building Typoligies Plan

5.3 Height & Built Form

The overall height and built form strategy for Eastgate Square is to build upon and enhance the character of the area, ensure compatibility with the surrounding context, and mitigate any potential built form impacts. From that perspective, the proposed development will consist of predominantly tall buildings, around the proposed series of POPS located in the centre of the Subject Lands. The following guidelines will help achieve these objectives:

5.3.1 Mid-Rise & Tall Buildings

- As stated in the Secondary Plan, building heights for tall buildings will have a maximum permitted height of 20 storeys with permissions up to 25-storeys subject to separate planning applications;
- Tower floor plates size for towers (generally above 12 storeys), will generally be a maximum of 800 square metres (to be calculated using the tower's Gross Floor Area ("GFA"), as defined in Zoning By-law 05-200);
- Tower floor plates should be shaped and sculpted to ensure adequate sunlight within the *Neighbourhoods* areas further to the north, east, and west and to ensure that sunlight reaches the open space areas; and
- Built form should consider the potential visual and physical impacts, such as wind, on the surrounding public realm and properties.

5.3.2 Low-Rise Buildings

- As stated in the Secondary Plan, building heights for along Kenora Avenue are to have a maximum height of 3 storeys.
- Massing within the blocks along Kenora Avenue 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, to create an attractive rhythm of building elements.
- End conditions 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.
- Main entrances to units should be located as close to grade level as possible, to minimize the number of steps up to the front doors.
- Visual dominance of parking should be reduced, by locating parking in the rear garages accessed by a laneway, locating parking underground, or minimizing the width of integrated garages within the front façade.
- Rooftop amenity spaces are encouraged as usable common amenity space.

5.4 Building Setbacks & Separation Distance

5.4.1 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. Furthermore, building setbacks are important for creating openness and transparency to non-residential, commercial units. The nature of residential setbacks should rely on creating the character of a place and should depend on the character of the street. To that end, the following guidelines apply for building setbacks:

- All base buildings and street walls should be parallel to streets and open spaces to create well-defined edges and views to prominent destinations.
- Primary entrances to all buildings should be clearly visible and directly accessible.
- Mixed-Use buildings should be located as close to the street line as possible. However, a greater setback may be permitted to provide for articulation in building facades, forecourts, public realm improvements such as landscaping, and opportunities for outdoor amenity spaces such as patios.
- 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.

5.4.2 Separation Distances

- Provide generous 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.
- Separation between towers on the same site and to interior lot lines should be in accordance with the City of Hamilton Tall Building Guidelines which includes a minimum tower separation of 25 metres and a tower setback of 12.5 metres to interior property lines.

5.5 Base Buildings & Street Walls

One of the guiding principles for the urban design vision for the Subject Lands are street-related built form. The intent of this urban design strategy 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 Subject Lands are developed in an appropriate manner to frame and support adjacent streets and fit harmoniously with the existing and planned context.

To 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, the following guidelines apply:

- Well defined edge conditions along streets and open spaces.
- 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 5.1 Architecture Character* on the treatment of base buildings.

5.5.1 Stepbacks

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 can include stepbacks or cantilevers above the streetwall which occurs above the height of 6 storeys for towers.

5.6 Building Siting & Views

The placement of new buildings will be carefully considered with respect to the location and orientation of the existing mall and new HSR bus terminal. The location of existing *Neighbourhoods* around the Subject Lands influenced the siting of buildings and allocation of height on the Subject Lands to ensure transition and mitigation of any potential impacts. Given the broader context, the overall size of the Subject 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:

- Recognize that the Subject Lands are highly visible from the public realm and plays a key role in establishing and maintaining view corridors along the street frontages.
- Provide views to a prominent destination such as the mall, HSR bus terminal, and areas with high pedestrian volumes through the provision of open spaces.
- 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.

Figure 32 - Concept View Looking North At Eastgate Mall from Queenston Road (Provided by BDP Quadrangle)

Figure 33 - Concept View of Proposed Eastgate Bus Terminal Looking East from Kenora Avenue (Provided by BDP Quadrangle)

Figure 34 - Concept View of Proposed Eastgate Bus Terminal Looking West from Gateway POPS (Provided by BDP Quadrangle)

6.0

Sustainable Design Features

6.1 Sustainable Design Features

Eastgate Square will 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 will also ensure the comfort and safety of the residents of Eastgate Square.

6.1.1 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.

7.0

Implementation

The Eastgate Square Architectural and Urban Design Guidelines is a document that will be implemented through the City's Site Plan Control processes. These guidelines and associated figures are not meant to be prescriptive and their interpretation by the City of Hamilton and the Control Architect is not intended to discourage design creativity and innovation.

7.1 Design Review Process

This document is to be used as a guide to inform City of Hamilton planning and urban design staff's review of Site Plan Control applications and will form the basis of a privately administered design review process by the Control Architect to ensure site planning, architecture, and landscape design are coordinated and meet the stated goals and objectives of this document. Where the Control Architect is not the architect preparing the Site Plan Control submission materials, this privately-administered design review process will be required as a condition of Site Plan approval, to be addressed prior to the issuance of above-grade building permits. No additional review, beyond what is reasonable during the course of the City's typical Site Plan Control application process, is required where the Control Architect has prepared the materials for a Site Plan Control application.

The urban design and architectural control review and approval process by the Control Architect will be as follows:

- The City will circulate the Site Plan drawing for preliminary review and comment by the Control Architect during the Formal Consultation process, where applicable. This step is voluntary and the circulation of the material to the Control Architect is the responsibility of the City.
- The City will circulate the architectural and landscape submission materials to the Control Architect during the Site Plan Control application stage. This step is voluntary and the circulation of the material to the Control Architect is the responsibility of the City.
- Following conditional Site Plan Approval and prior to the issuance of an above-grade building permit, final approval and sign-off from the Control Architect on the Site Plan and Elevation drawings is required. The applicant is required to submit the required drawings directly to the Control Architect and received approval. The approval, in the form of stamped drawings and a letter, will then be forwarded to the City to clear the special condition of Site Plan Control approval.
- The Control Architect will conduct periodic site reviews following the issuance of building permits to monitor conformity with the approved building design.

Approvals by the Control Architect do not release the applicant from complying with all other municipal requirements (i.e., municipal zoning, development engineering standards, Ontario Building Code, etc.).

7.2 Architectural Control

Circulation and review of the architectural and landscape materials during the Formal Consultation and Site Plan Control application submission process is voluntary and will be coordinated by City staff by circulating the submitted materials to the Control Architect. Following the issuance of conditional Site Plan Approval by the City, a special condition will require the applicant to receive formal approval from the Control Architect. To commence the required review process to clear the condition of Site Plan Control approval, the applicant is required to provide the following items to the Control Architect (all drawings are to be prepared in accordance with the City's typical requirements as outlined in their Terms of Reference which are updated periodically):

- Site Plan Drawing;
- Coloured Building Elevation Drawings showing colour and materiality; and
- Landscape Plan (not stamped/approved by the Control Architect, but reviewed for coordination purposes).

The applicant will be responsible for covering the cost of the Control Architect's review. Upon receipt of the preliminary drawings, the Control Architect will prepare a Letter of Effort indicating the scope of review and the required fee, which will be on a cost-recovery basis for the review. Payment of the required fee is required prior to the commencement of the Control Architect's review.

7.2.1 Control Architect

The Control Architect will also be responsible for resolving disputes with applicants relating to the interpretation of the guidelines. If matters cannot be resolved, a letter to the Planning Division of the City from the Control shall be issued informing the City of the dispute. The Planning Division of the City will work to provide a resolution and provide guidance and opinion on a dispute.

The Control Architect is:

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7.3 Revisions to Approved Drawings & Periodic Review

Where revisions to drawings previously approved by the Control Architect are required that relate to substantial modifications to building setbacks, the public realm, and materiality, among other things (i.e., Site Plan Control amendment applications), approval of the revised drawings is required from the Control Architect.

Given the redevelopment of Eastgate Square is expected to take place over several years and in multiple phases, it may be appropriate for these guidelines to be updated periodically. Any updates to these guidelines is required to be done collaboratively between the Control Architect and the City and at the City's expense.

7.4 Advisory Notes

This document contains images and sketches which are intended to indicate the vision of this plan and are for illustrative purposes only. They are not intended for construction and therefore may not reflect the final product constructed. These guidelines are also not meant to add restrictions beyond applicable law (i.e., as-of-right zoning permissions).

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