

**APPENDIX “A” to EASTGATE SQUARE
Urban Design, Public Realm and Built Form Report**

Urban Design Guidelines (UDG)

The Eastgate Square Urban Design, Public Realm and Built Form Report (the “**Report**”) provides a review of the site context, structuring elements of the master plan, and the design response and intent. The purpose of these urban design guidelines (the “**UDG**”) is to establish site specific architectural and urban design criteria which support and implement the design principles established in the Report and applicable policies and City guidelines. The UDG are intended to provide criteria related to the urban design structuring elements. The UDG is organized in the following manner:

- 1.0 Public Realm Guidelines
- 2.0 Low-Rise Guidelines
- 3.0 Mid-rise Guidelines
- 4.0 High-Rise Guidelines
- 5.0 Non-Residential Guidelines
- 6.0 Sustainability
- 7.0 Implementation

1.0 Public Realm Guidelines

The public realm includes the street network, active transportation, and open space elements.

1.1 Street Network

The street network is made up of a new public road (Street “A”) and private road structured in a grid-like pattern to provide for a fine grain development pattern.

1.1.1 Guidelines For All Streets (Public and Private)

- Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.

- Ensure pedestrian-scaled and energy efficient lighting for all streets.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and sodded (or hard surface) boulevards shall be provided in accordance with City standards. Details regarding the street tree requirements will be addressed through conditions of draft plan approval (for public streets) and site plan approval (private streets).
- Street name signage for all streets shall be incorporated to facilitate orientation and wayfinding.
- On-street parking will occur on public streets, wherever feasible, to reduce vehicle speeds, animate the street and serve as a buffer between pedestrians and moving vehicles. Where feasible, on-street parking will occur on private streets.
- All street elements shall be designed in accordance with City of Hamilton standards.
- Traffic calming measures will be utilized along both public and private streets and especially at locations where streets intersect with parks and open space elements.

1.1.2 Public Streets

- Public Streets will be a minimum of 20.1 metres wide.
- Public sidewalks are to be provided on both sides of the street.
- Driveways and vehicular access to blocks that front onto public streets shall be consolidated and/or directed to private streets in order to reduce curb cuts and interruptions in the street elements.
- Enhanced crossings will be provided where public streets intersect with the entrance of a park or open space. Details of crossings will ensure pedestrian and active transportation safety, to the satisfaction of the City.

1.1.3 Private Streets

- Private streets will be a minimum of 10 metres wide.
- Public sidewalks are to be provided on at least one side of the private street.
- Private streets shall include lighting, landscaping and signage the details of which will be determined at the required site plan control stage.

- Enhanced crossings will be provided where public streets intersect with the entrance of a park or open space. Details of crossings will ensure pedestrian and active transportation safety, to the satisfaction of the City.

1.1.4 Crosswalks

- In high pedestrian traffic areas, a formal pedestrian crosswalk installation shall be provided at every four-way intersection.
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate.
- Intersections shall be designed and constructed in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and may include raised tactile surfaces and accessible pedestrian signals, where appropriate.
- Curb ramps should be provided to facilitate wheelchair and stroller usage in areas of high pedestrian activity, as per accessibility requirements. To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections should consider enhanced intersections with distinctive coloured and/or textured materials or markings. This may include either zebra stripes (using retroreflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt.

1.1.5 Community Mailboxes

- Community mailboxes will be located within public streets, where feasible, and in easily accessible and highly visible locations in the community within walking distance for all residents.
- Community mailboxes are typically located in boulevards along flankage yards or in other centralized areas close to neighbourhood activity nodes.
- Community mailboxes provide opportunities to integrate attractive streetscape features as focal points within neighbourhoods where social interaction may occur.

- Mailboxes shall be located on a level paved surface in accordance with Canada Post's requirements.
- Design, siting and location of community mailboxes shall be in accordance with the requirements of both Canada Post and the City of Hamilton.

1.1.6 Street Furniture

- Street furniture occurs within the public and private streets and typically includes transit shelters, seating/benches, waste receptacles, public signage / sign blades, bicycle racks, rings or posts, etc. Attractive, sturdy, and accessible street furniture is fundamental to the visual appeal and use of streets and public spaces.
- Street furniture will be provided for the safety and convenience of users in high pedestrian traffic areas and key open space areas.
- The colour, material, form, and style of street furniture shall be consistent with and complementary to the established design theme for the community.
- The placement and layout of furnishings shall encourage safe use, maintain all accessibility requirements and be appropriate to the adjacent built form type and function.
- As much as possible, furnishings shall be vandal-resistant and low maintenance, with readily available components.
- Wayfinding elements may be incorporated to provide clear and concise direction to users as well as providing community character in accordance with the City of Hamilton.
- Transit shelters and stops, where contemplated should be located conveniently for pedestrian access.

1.1.7 Utilities

- Above ground utility infrastructure should be located way from highly visible locations within the streetscape and designed to minimize their visual impact on the public and private realm, where feasible.
- Utility boxes should not be located along the frontage of parks and open space blocks, where feasible.
- Utility companies are encouraged to incorporate graffiti maintenance controls for applicable utility boxes.

1.2 Active Transportation and Connections

Eastgate will accommodate all modes of transportation and a seamless integration between all modes is required.

- A comprehensive public walkway system shall be provided that connects public and private streets to transit stations and stops, parks and open spaces, and building entrances.
- Pedestrian connections shall be utilized to break-up large blocks and buildings that are greater than 100 metres in length.
- Active transportation elements such as bicycle lanes and trails are to be established through conditions of draft plan of subdivision and site plan applications.

1.3 Open Space Elements

Open space elements for Eastgate are described in the Report and include a series of public and private spaces.

1.3.1 Public Parks

- Eastgate will include three blocks to be utilized for public park purposes totalling approximately 0.96 hectares.
- Public parks may be stratified where feasible and permitted by the City.
- The public parks are bisected by a private and public street. Access to the parks will be restricted and centralized to ensure safety.
- Development fronting public parks will have active uses at grade, where feasible, in order to ensure passive surveillance.
- Development is to be setback a minimum of 3 metres from the park in order to provide sufficient space for walkways, spill out areas, and landscaping. Underground parking can abut the park.
- Shadow impacts on the park shall allow for a minimum of 50% average sun coverage on March 21st.

1.3.2 Privately-Owned Publicly Accessible Space (POPS)

- A comprehensive POPS system will be established for Eastgate.
- POPS will be established through the required site plan application process. The City will establish requirements for public access to POPS.

2.0 Built Form Guidelines

Eastgate will include a range of built form typologies. The following is intended to inform the built form elements of the development.

2.1 Site Organization and Streetscape Composition for all Built Form Typologies

- Buildings should maximize street-facing conditions to create an active streetscape. At least 50% of the street frontage should be active uses.
- Building setbacks at the street line should be minimized while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- Maximum and minimum street wall heights should be proportionate to adjacent public and private street widths and setbacks to create a sense of enclosure and provide a comfortable pedestrian zone.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Building placement should allow for appropriate spacing and/or consolidation of driveway accesses to the site.
- Vehicular access to development blocks is to be directed to private streets and consolidated access driveways that provide connections to the building entrance and passenger drop-off areas, as well as to parking, servicing, loading and garbage pick-up areas.
- Pedestrian circulation networks should be integrated into the site design to provide well-defined, direct, barrier-free, convenient, predictable, and safe access.
- Main parking areas should be located underground to minimize negative visual impact on the streetscape. Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.

- Surface parking areas should generally be limited to barrier-free parking, visitor parking and drop-off zones for loading/unloading.
- Where provided, surface parking should be located behind or to the side of the building and should be screened from street view through the use of hard and soft landscaping.
- Opportunities for on-street parking in front of buildings should be considered, wherever feasible.
- Driveway access ramps to the underground parking area should be located at the side or rear of the building in an easily identifiable but unobtrusive manner. Ample lighting shall be provided within the parking garage.
- Passenger drop-off areas should be provided close to the building's main entrance.
- Bicycle parking should be provided within the underground parking garage in secure lockers. Visitor bicycle spaces should be located above ground near the main entrance.
- A range of outdoor amenity spaces should be incorporated into the design of the building to enhance quality of life for residents and visitors.
- Private and communal amenity space should be provided for all development parcels that include residential dwellings.
- Common outdoor amenity areas typically provide a focal point within the proposed development that serve as social gathering spaces while providing for passive recreational opportunities. They should be designed to be inviting and inclusive to all groups of people.

3.0 Low-rise Guidelines

- Low-rise buildings include all buildings of up to 4-storeys in height.
- Low-rise buildings are required along the subject site's Kenora Avenue frontage in accordance with the Secondary Plan and Zoning By-law.
- Low-rise buildings should frame Kenora Avenue and its intersection with the new public street to create a gateway into the Eastgate community.
- Vehicular driveway for individual units shall not be permitted along Kenora Avenue of the new public street.

- Low-rise building shall be setback a minimum of 3 metres to public and private streets. Front porches, walkways and stairs are permitted and encouraged to encroach into the front yard setback where it provides direct connections to public walkways.
- Comprehensive pedestrian connections shall be provided from the front of each dwelling unit to public walkways on public and private streets.
- Parking, loading and garbage areas will be consolidated on low-rise development blocks.

4.0 Mid-rise Guidelines

- The City of Hamilton generally defines a mid-rise building as having a height of up to 44 metres, exclusive of the mechanical penthouse level.
- A mid-rise building is generally between 5- and 12-storeys in height.
- All mid-rise buildings will include a base element.
- The base element of a mid-rise building will respond to and be no taller than the width of the public and or private street in which in fronts plus any additional setbacks. In this regard, if the private street is 10 metres wide and includes a setback of 3 metres on either side, the base building can be up to 16 metres in height.
- Upper element of a mid-rise building (above the base element) shall be stepped back a minimum of 1.5 metres from the base and shall provide for sunlight access and sky view onto public and private streets.
- Mid-rise buildings that are longer than 60 metres are to include architectural design elements to break up continuous facades.
- Mid-rise buildings that are longer than 100 metres in length along one street or open space frontage shall include pedestrian connections through the block.

5.0 Tall Building Guidelines

- A Tall building is one that is taller than 12-storeys in height.
- The Downtown Hamilton Tall Building Guidelines will apply to tall buildings on the subject site.

- The base element of a tall building will respond to and be no taller than the width of the public and or private street in which in fronts plus any additional setbacks.
- Along Queenston Road and Centennial Parkway, midrise elements above the base elements are encouraged to respond to the additional width of the street.
- Along open spaces, the base element of a tall building shall be no taller than 6-storeys.

6.0 Non-Residential Guidelines

- Portions of the subject site that are not being redeveloped shall remain as they exist. However, additional landscaping and improved pedestrian infrastructure is encouraged in parking areas where feasible and possible during repaving activities, etc.
- Non-residential mid-rise and tall building shall be subject to the guidelines in sections 4.0 and 5.0.
- The addition of new non-residential low-rise buildings shall be subject to the performance standards in the Zoning By-law and the following:
 - Pedestrian connections shall be provided from the main entrance to public sidewalks.
 - Loading and garbage areas are to be located away from public and private streets, where feasible.
 - Enhanced landscaping shall be provided along building edges and throughout new or modified parking areas.
 - Knee walls and landscape treatments shall be provided between new surface parking areas and public and private streets.

7.0 Implementation

The UDG provides an urban design guideline structure for the development of the subject site. As a condition of draft plan approval, the City will require an update to the Report and UDG that will ensure a comprehensive urban design theme and excellence in design.