



Lavita Estates Urban Design Brief

Lavita Estates
313 Stone Church Road East
City of Hamilton, Ontario

December 2020



Prepared for:

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Prepared by:



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SECTION 1

Background /
Existing Conditions

1.1 Introduction

This Urban Design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of DiCenzo Construction Company Limited, the registered owner of the lands municipally known as 311-313 Stone Church Road East in the City of Hamilton (referred to as “subject site”)

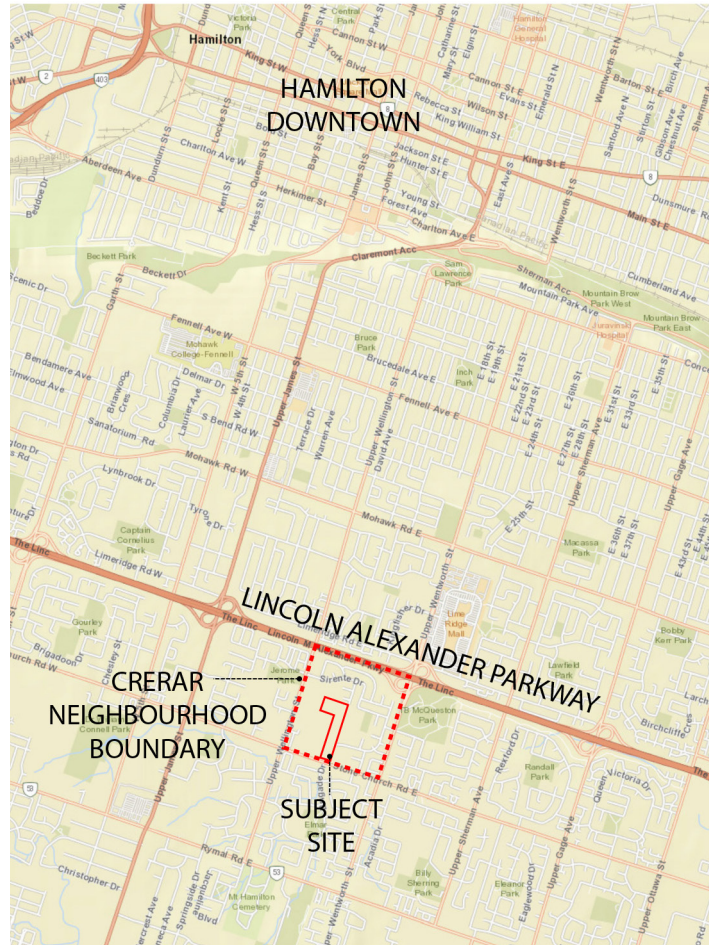
The subject site is 6.12 hectares (15.12 acres) with proposed access from the extension of Crerar Drive, as well as access from Cyprus Drive. There is an existing woodlot on site, which is currently being proposed as a natural heritage park (1.15 ha, 2.84 ac). The net development area is 4.97 hectares (12.28 acres).

The proposed development is comprised of 221 residential units: twelve (12) single detached dwellings that front onto the private internal road off Cyprus Drive, five (5) single detached dwellings, five (5) street townhouses that front onto the extension of Crerar Drive, and seven (7) street townhouses that front onto ‘Street A’. In addition, 192 units are proposed as a standard condominium comprising of 112 block townhouses and 80 back-to-back townhouses.

1.2 City Context

The Subject Site is located south of the downtown core, in the “Crerar” neighbourhood, bounded generally by Upper Wellington St. to the west, Stone Church Rd E. to the south, Upper Wentworth St. to the east, and the Lincoln Alexander Parkway to the north. The Lincoln Alexander Parkway is a major highway and significant automobile corridor. As the Crerar neighbourhood is mostly characterized by low density residential uses, proximity to the highway provides the neighbourhood with easy access to the greater City of Hamilton.

Figure 1 - City of Hamilton Street Network Map



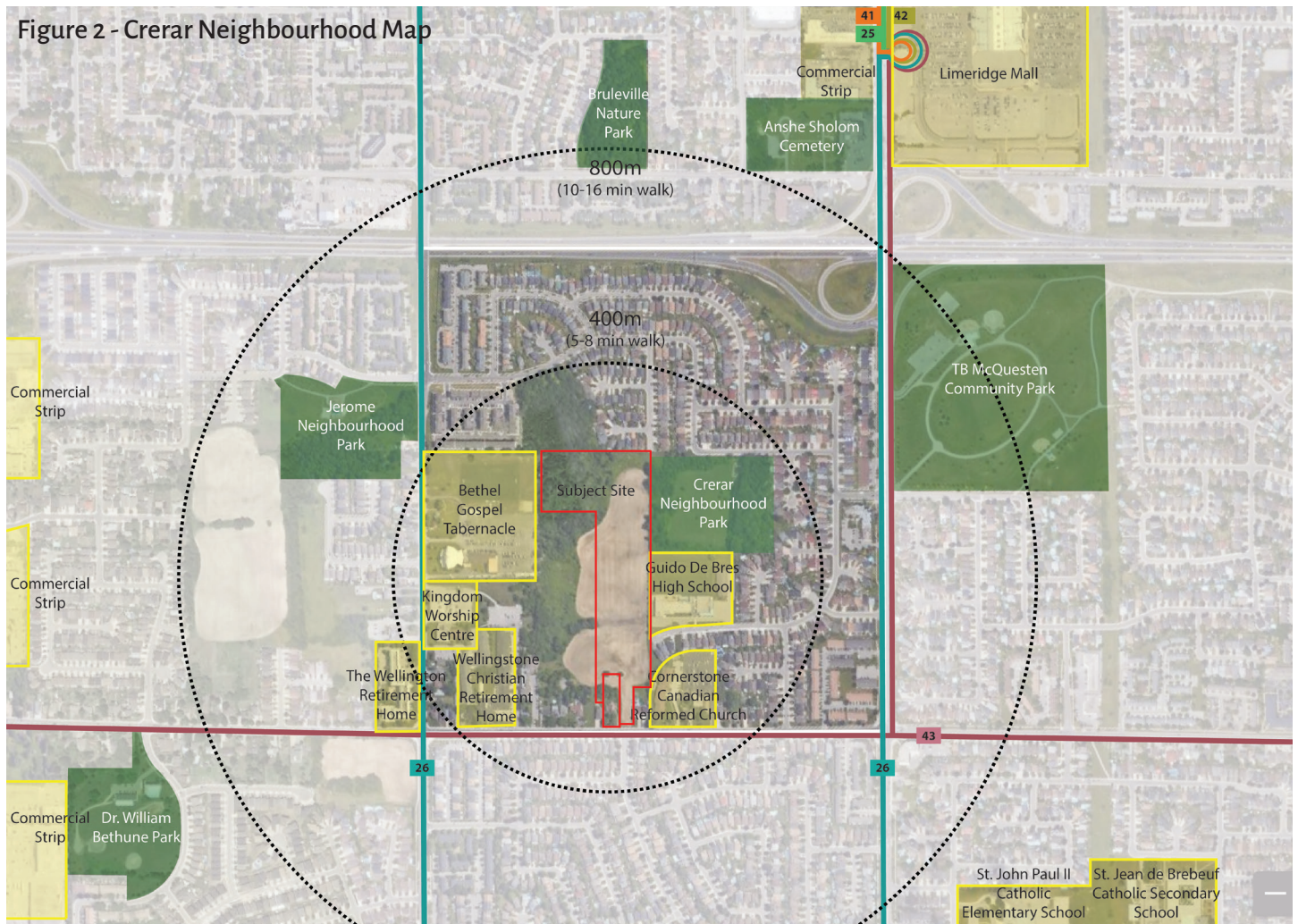
1.3 Neighbourhood Context

The Crerar neighbourhood is largely residential in character, surrounded by a variety of uses, including parks, schools, and commercial uses. There are several churches within close proximity of the proposed development, including Bethel Gospel Tabernacle, Kingdom Worship Centre, and Cornerstone Canadian Reformed Church. The community is also well served by a variety of parks and open spaces, as shown in figure 2.

The Crerar community is well serviced by bus routes. The 43 Bus Route runs along the south of the subject site, as shown in figure 2. There is also a bus transit hub at the nearby Limeridge Mall, which is a popular destination for residents from all over the City.

There are two commercial strips within proximity of the site, as show in figure 2. Adjacent to Limeridge Mall, Upper Wentworth Street is clustered with commercial shops and services, including restaurants, banks, pharmacies, and more. There is a second cluster of commercial uses along Upper James Street, including a variety of restaurants, auto shops, and a grocery store.

There are many schools within close proximity of the proposed development, including Guido De Bres High School, St. John Paul II Catholic Elementary School, and St. Jean de Brebeuf Catholic Secondary School.



The Crerar neighbourhood is mostly characterized by low density residential. It is surrounded by Bruleville to the north, Rushdale to the east, Jerome to the west, and Barnstow to the south. As shown in Figure 3, these surrounding neighbourhoods are also low density residential in character.

Figure 3 - Surrounding Neighbourhoods



1.4 Streetscape Context

North: The area north of the subject site is fully developed as a low-density residential subdivision, mostly filled with single-detached housing. The subdivision is filled with classic two-car garage single family homes with cross gable roofs and brick facades. The subdivision is accessed from Sirente Drive on the west side and Pescara Avenue on the east side. The Lincoln Alexander Parkway runs along the north side of the block. The subdivision road network is curved and winding, lined with grass strips, sidewalks, young street trees, and planting adjacent to the building face.

View from Sirente Drive



East: The area to the east of the subject site is a continuation of the low-density residential subdivision to the north, and transitions to low-mid density residential along Upper Wentworth Street. There is a high school (Guido De Bres Christian High School) and a neighbourhood park (Crerar Neighbourhood Park) immediately adjacent to the subject site along Crerar Drive, which is a notable corridor within the subdivision that connects the access points at Sirente Drive and Pescara Avenue. Crerar Drive currently terminates at the subject site. Upper Wentworth Street, which runs along the east of the block, is lined with townhouses, single detached residential units, an apartment building, and a large community park at the northeast corner (TB McQuesten Community Park). Upper Wentworth St. is a multi-lane arterial street lined with grass strips, sidewalks, and street trees along both sides of the street. It also contains long segments of wood privacy fencing along the street from residential units that back onto the street.

Guido De Bres Christian High School



Crerar Neighbourhood Park



View from Upper Wentworth Street



TB McQuesten Community Park



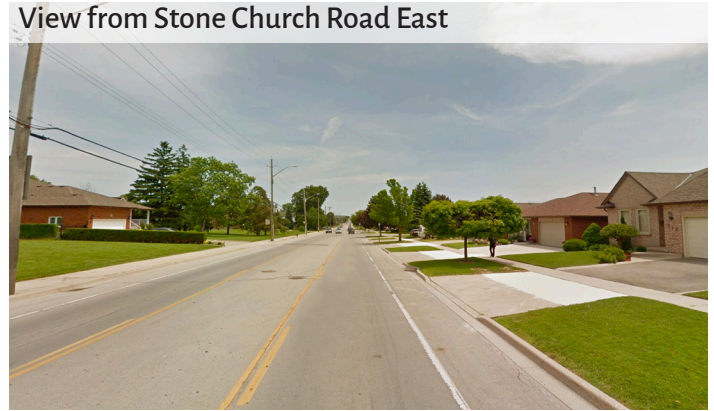
West: The western portion of the block is currently a mixture of the following: low-mid density townhouses at northwest corner (Upper Wellington St. and Lincoln Alexander Pkwy), single-detached residential fronting onto part of Upper Wellington St, as well as a mixture of community/institutional uses. This area is also a religious hub for the Crerar neighbourhood, with buildings such as the Bethel Gospel Tabernacle, Kingdom Worship Centre, Wellington Christian Home, and the Cornerstone Canadian Reformed Church further southeast down the block. Upper Wellington Street is two-lane street with intermittent sidewalks and street trees. Many segments of walkways are made of aggregate or asphalt. The character of the street looks less formal and less developed compared to surrounding streets.

South: The southern portion of the block, where site access is proposed for the subject site, is a mostly low-density residential street surrounded by single-detached housing. Most residential units along Stone Church Rd E also front onto Stone Church Rd E, creating the look and feel of a residential neighbourhood along a thoroughfare. The neighbourhood south of Stone Church Rd E is fully developed with low-density residential subdivisions, all of which are similar in character to the existing residential subdivisions located north and east of the site. Stone Church Rd E. is a multi-lane street with the character of a residential road. It is lined with grass strips, sidewalks, and street trees, as well as driveways along the residential lots that front onto the street.

View from Upper Wellington Street



View from Stone Church Road East



Kingdom Worship Centre



View from Brigade Drive Looking Towards Site



1.5 Site Attributes

Site Description and Location:

The subject site is 6.12ha (15.12 acres) in size, with an irregular property line that follows the property boundaries of neighbouring lots. The length along the north south boundary of the site is 503m, and the length along the east west boundary is 276.8m. There is an existing 1.7ha (4.20 acre) woodlot along the northwest corner of the site.

Existing Topography and Vegetation:

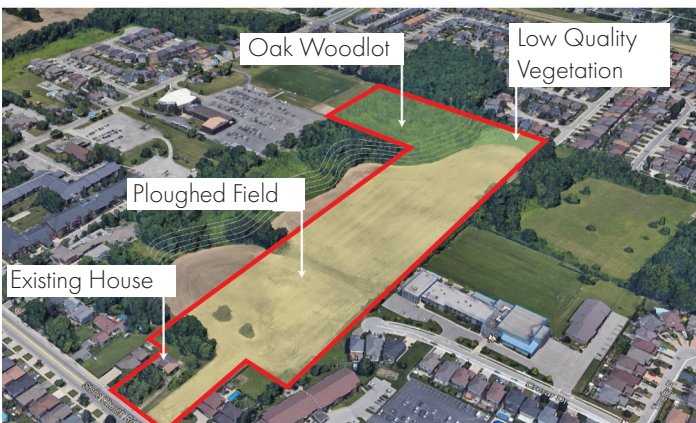
The highest point of the site is located at the northwest woodlot. There is a 1-hectare ridge along the transition

point between the woodlot and the rest of the undeveloped field. The steepness of the ridge varies between dramatic drops and gentler topographic changes along the northeast corner of the property. Aside from the ridge, the site is flat with a slight downwards slope towards the south of the site.

The majority of the site is ploughed farming field. The vegetation along the eastern and northern borders of the site consists of low-quality tree species such as Acer negundo. The woodlot is primarily composed of mature oaks and has a ground cover of golden rod. Within this woodlot there are numerous foot trails that lead to the ploughed farming field.

There is an existing 2-storey house on the property that is no longer in use.

Aerial View of Site



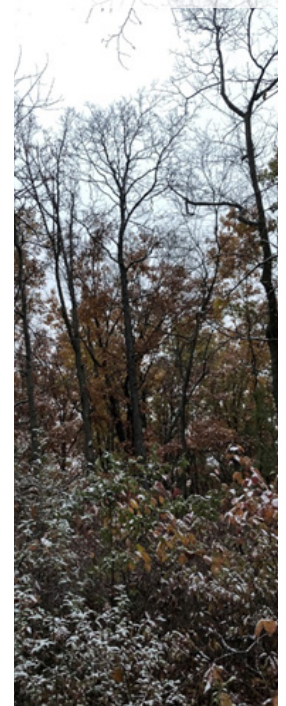
Existing Field



Existing House



Existing Woodlot



SECTION 2

Municipal Policy Review

2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- enhancing the character of the existing environment; and
- enhancing and supporting community health and wellbeing.

Urban Design Policies for Site Organization, Circulation, and Relation to Context:

Urban design policies in Section B.3.3 applicable to **compatibility with surrounding context** accomplish the above principles through:

- respecting existing character, development patterns, built form, and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric; and
- conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities.

Urban design policies in Section B.3.3 applicable to **site organization** accomplish the above principles through:

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- defining the street through consistent setbacks and building elevations;
- locating surface parking to the sides or rear of sites or building, where appropriate; and
- using design techniques, such as building step-

backs, to maximize sunlight to pedestrian areas.

Urban design policies in Section B.3.3 applicable to **circulation** accomplish the above principles through:

- creating streets as public spaces that are accessible to all; and
- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways.

Urban Design Policies for Landscape Design:

Urban design policies in Section B.3.3 applicable to **Landscape Design** accomplish the above principles through:

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;
- creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;
- providing landscaped walkways along buildings, connected to other pedestrian routes and entry points; and
- landscaping perimeters of surface parking lots with appropriate materials that allow visibility from the public realm to the interior of the parking area.

Urban Design Policies for Architectural Design:

Urban design policies in Section B.3.3 applicable to **Architectural Design** accomplish the above principles through:

- using materials that are consistent and compatible with the surrounding context in the design of new buildings; and
- complementing the existing massing patterns, rhythm, character, colour, and surrounding context.

2.2 The Urban Hamilton Official Plan (UHOP)

Section E.3 - Neighbourhoods Designation

The Site is designated “Neighbourhoods” in the Urban Hamilton Official Plan’s Urban Structure and Urban Land Use Plan. According to Section E.3.2.1, areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities, as well as supporting uses intended to serve the local residents. The following policies are applicable to the proposed development:

E.3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained;

E.3.2.7 The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

- a) New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a safe and attractive public realm.
- b) Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.
- c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.
- d) Development shall improve existing

landscape features and overall landscape character of the surrounding area.

- e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

E.3.2.8 Proposals for supporting uses, except local commercial uses, within the Neighbourhoods designation shall be evaluated on the following criteria:

- a) compatibility with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking, and landscaping;
- b) access to a collector or major or minor arterial road shall be preferred;
- c) provision of adequate off-street parking with appropriate buffering and landscaping from residential uses;
- d) compliance with Section B.3.3 – Urban Design Policies and B.3.5 – Community Facilities/Services Policies; and,
- e) adjacency and integration with parks to provide an attractive extension of parks and maximize the use of parkland facilities.

E.3.4.3 Uses permitted in low density residential areas include single-detached, semi-detached, duplex, triplex, and street townhouse dwellings.

E.3.4.6 Development in areas dominated by low density residential uses shall be designed in accordance with the following criteria:

- a) Direct access from lots to adjacent to major or minor arterial roads shall be discouraged;
- b) Backlotting along public streets and in front of parks shall be discouraged;
- c) A mix of lot widths and sizes compatible with streetscape character; and a mix of dwelling unit types and sizes compatible in exterior design, including character, scale, appearance and design features; shall be encouraged; and

- d) Development, including the creation of infill lots involving the creation of new public streets or extensions, shall generally proceed by way of plan of subdivision. Such plans shall achieve the logical and sequential extension of streets and municipal services and an efficient lotting pattern.

E.3.5.9 Development within the medium density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may gain access to the collector or major or minor arterial roads from a local road only if a small number of low density residential dwellings are located on that portion of the local road.
- b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.
- c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.
- d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.

E.3.7.1 New greenfield communities shall be designed with a unique and cohesive character. Buildings, streetscapes, street patterns, landscaping, open spaces, and infrastructure shall be designed to contribute to this character.

E.3.7.5 New residential development in greenfield areas

shall generally be designed and planned to:

- a) minimize changes to existing topography;
- b) preserve existing trees and natural features; and,
- c) be compatible with, and maintain public views and vistas to prominent City features and landmarks

E.3.7.6 New development or redevelopment adjacent to open spaces shall:

- a) minimize the impacts on natural heritage features;
- b) maintain or enhance public access to trails, bikeways, and parks within these features;
- c) preserve or enhance public views to these features; and,
- d) use native plant material adjacent to these features.

2.3 Crerar Neighbourhood Plan

The Crerar Neighbourhood Plan is applicable to the subject lands and contains specific policies to guide the future development of this area. The subject lands are designated as Single and Double Residential, as shown in Figure 5. The proposed development incorporates site design elements from the neighbourhood plan, while retaining the natural heritage features on site.

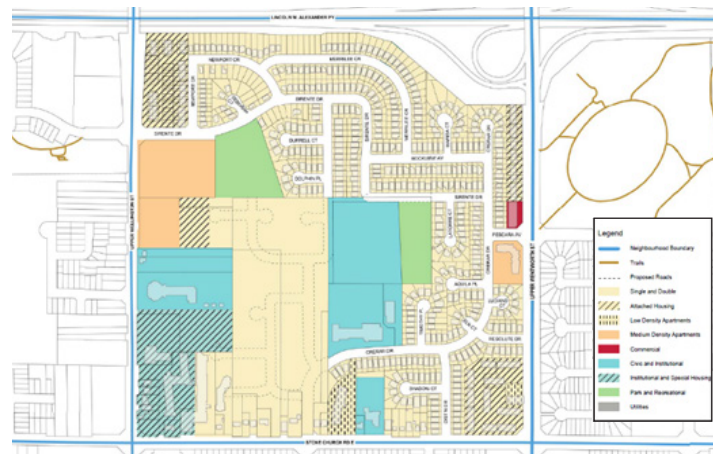


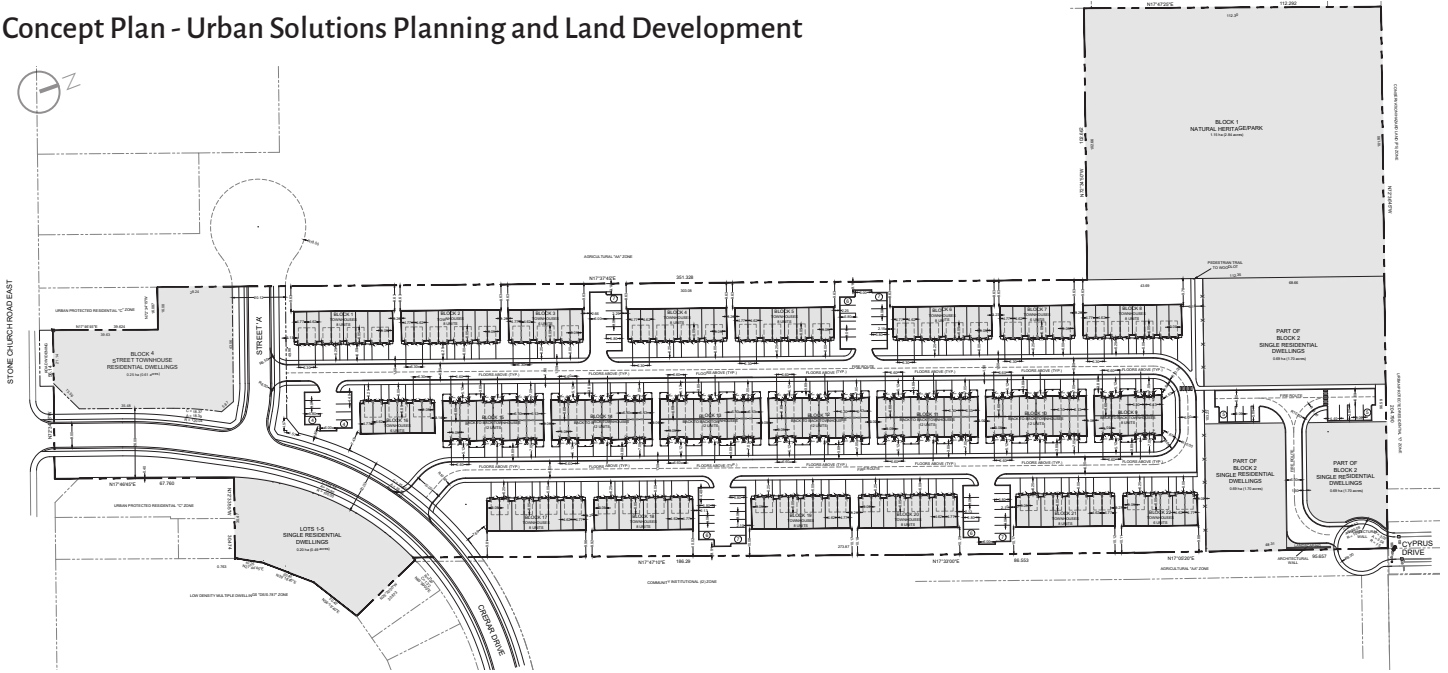
Figure 5 - Hamilton Map 7510 - Crerar Approved Plan

SECTION 3

DESIGN PROPOSAL

3.1 Site Organization, Relation to Context, and Circulation

Concept Plan - Urban Solutions Planning and Land Development



Site Organization and Relation to Context:

The Urban Hamilton Official Plan encourages new developments to provide a mix of dwelling unit types and sizes, as well as provide appropriate transitions in scale to the existing context. The proposed development is comprised of a mix of low-density residential units at varying densities, including single detached dwellings, street townhouses, block townhouses, and back-to-back townhouses.

There are five single detached units proposed along the proposed Crerar Drive extension, providing a seamless continuation of the existing urban form. There are also twelve single detached dwelling units located at the back of the property near the existing woodlot, along the private internal road off Cyprus Drive. These units also seamlessly integrate with the adjacent low-density residential cul-de-sacs, and closely matches the road network proposed by the Crerar Approved Neighbourhood Plan (See figure 6).

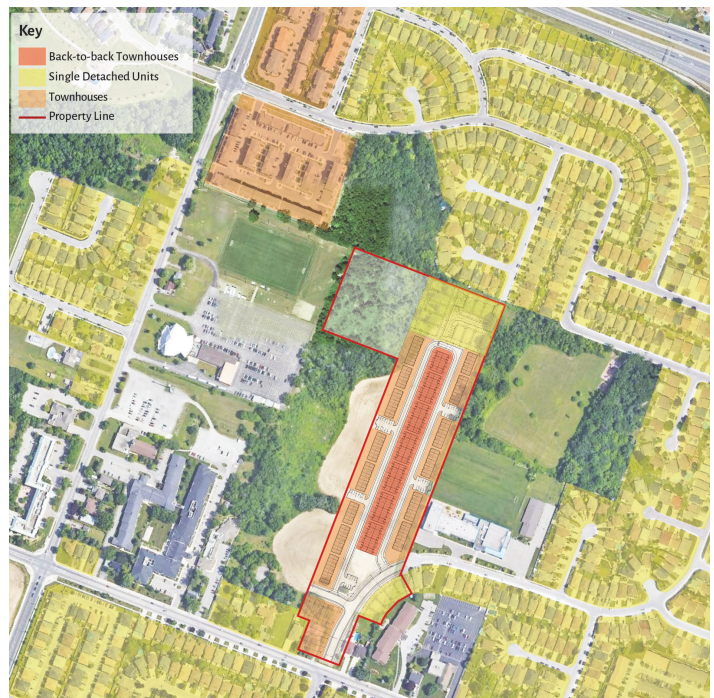


Figure 6 - Block Density

The density of the proposed units slowly increases as the site transitions from the context to the internal blocks, as show in Figure 6 and 7. There are twelve street townhouse units located where the Crerar Drive extension meets Stone Church Road East. The higher density townhouse units act as an anchor at the gateway intersection of the proposed subdivision.

The internal blocks of the proposed development provide another transitional increase in density: from single detached, to street townhouses, to block townhouses, to back-to-back townhouses. The block townhouses are broken up every 25-38m to avoid monotony in the facade. The proposed development fulfills multiple planning and urban design objectives—it offers a variety of unit types and densities in a mostly low-density residential subdivision, provides choice for residents of diverse age groups and income levels, and provides a context-sensitive transition to the proposed built form.

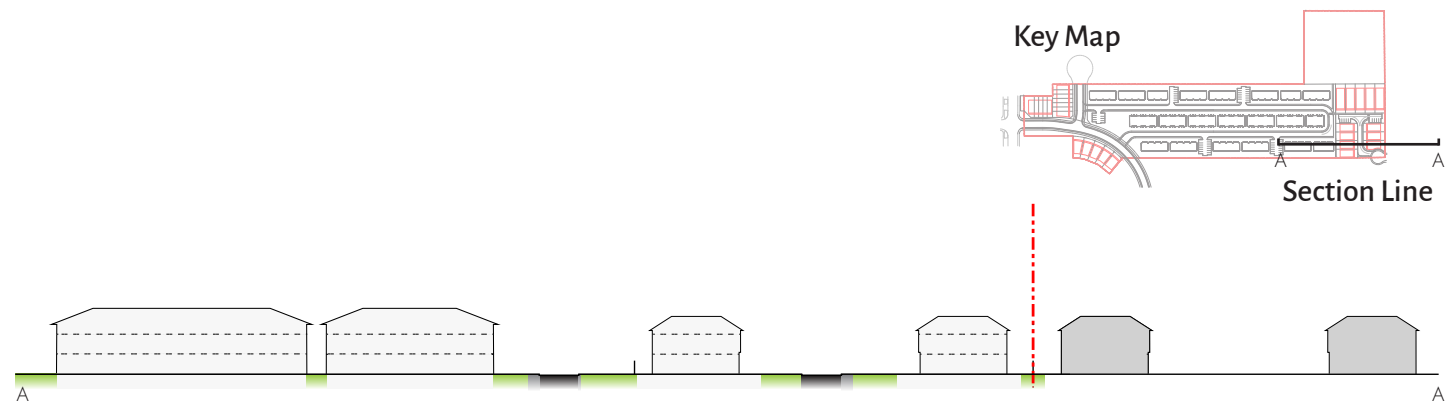
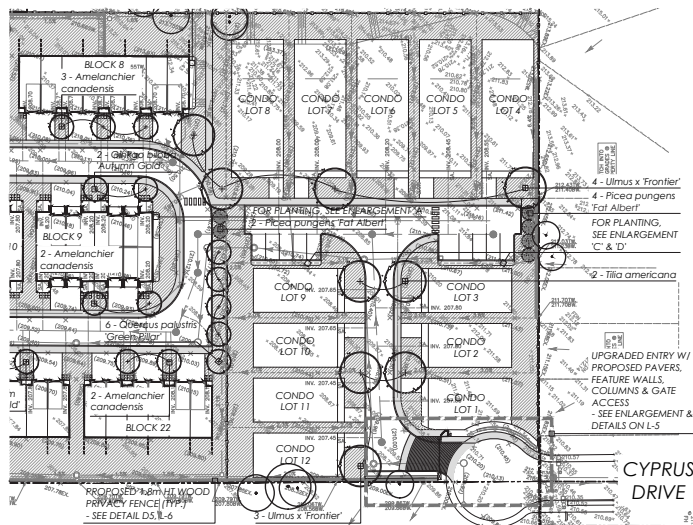


Figure 7 - Transition from Context

POTL Lots – Residential Enclave:

There are twelve (12) single detached dwelling lots proposed along the internal road off Cyprus Drive, which are “Parcel(s) of Tied Land (POTL)” to be sold for 2-storey single family residential dwellings. This creates a residential enclave that, despite being within the overall development, has distinctive characteristics that offer residents of the community a sense of luxury. Features include a dedicated internal road, professionally designed entrance feature, beautiful landscaping, and a gateway. These features come together to create a grand sense of entry, enclosure, and community (See Figure 8, 9, and 10).

Landscape Plan



These lots will be individually sold in the future for custom homes. Residential communities with a mix of distinctive yet complementary architectural styles can create communities with a unique character and strong sense of place.

Regulations of the proposed “C/S-Urban Protected Residential” zone, combined with guidelines from the plan of subdivision will ensure that the built form of the future homes will be compatible with the existing community.

Ancaster Legacy Project Private Condominium Road Aerial View

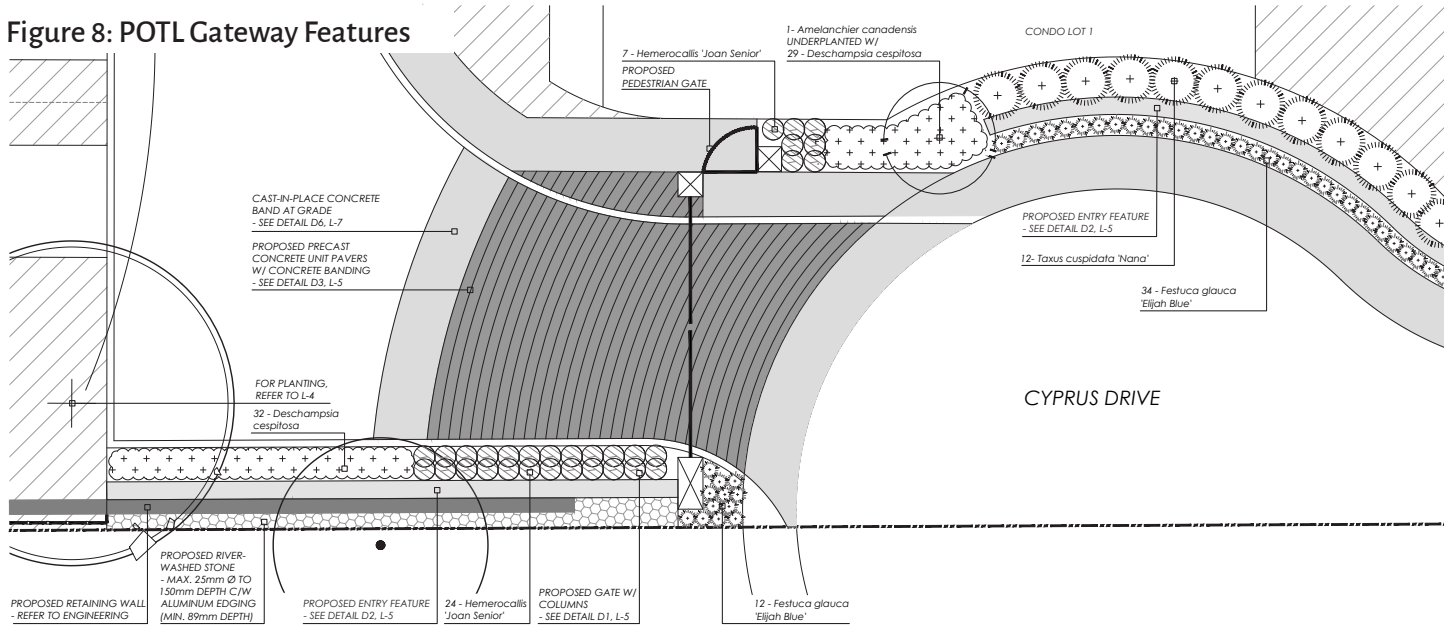


Legacy Lane Street View



As noted in the Planning Justification Report prepared by Urban Solutions Planning and Land Development, the proposed condominium road and entry features will be subject to Site Plan approval. An example of this can be found at the Legacy Project in Ancaster, where good urban form was achieved through guidelines that were initiated in the plan of subdivision and associated zoning (see above photos).

Figure 8: POTL Gateway Features



Residents are greeted with a grand gateway feature as they enter the enclave. The entrance is marked with beautiful brick columns and wrought iron gates, surrounded by ornamental grasses and perennials. The entrance is also articulated with concrete unit paving, which highlights pedestrian flows and emphasizes the portal into the site. The decorative brick wall follows the curve of the sidewalk, guiding pedestrians towards the site. These features combine to create a special nook full of beauty and character.

Figure 9: Decorative Wall Entry Feature

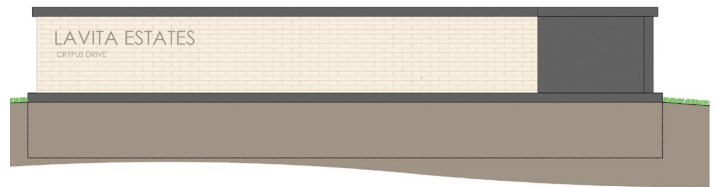
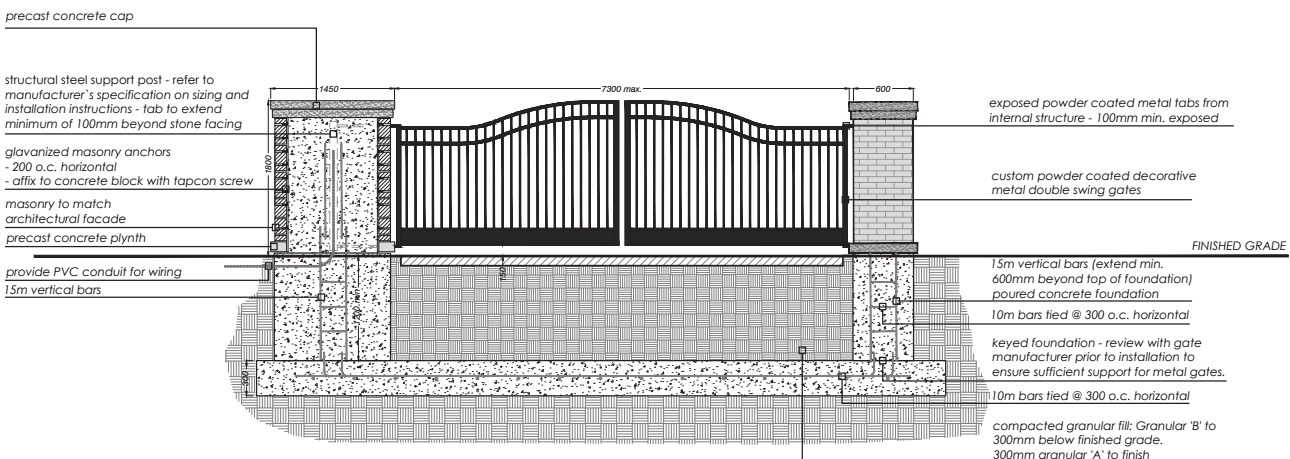


Figure 10: Column and Gates



Circulation:

Circulation is an important consideration in site design. Good connectivity creates vibrant, walkable neighbourhoods, as well as ease of access for all modes of transportation. The proposed site design consists of the following new circulation networks: The extension of Crerar Drive, the private internal road off Cyprus Drive, the proposed future cul-de-sac currently named “Street A”, and the circulation loop that runs through the block, accessed via Crerar Drive. The cul-de-sac will serve to facilitate a future connection to the adjacent development.

The proposed site circulation smoothly organizes both automobile and pedestrian circulation on site. More importantly, the proposed circulation network solves larger connectivity issues within the block, acting as missing pieces that complete the overall picture.

As shown in figure 12, Crerar Drive is an important corridor for the subdivisions within the block, connecting access points from Upper Wellington St. and Upper Wentworth St. The extension connects Crerar Drive to Stone Church Road E, completing the circulation loop while also providing connectivity to the neighbouring subdivision.

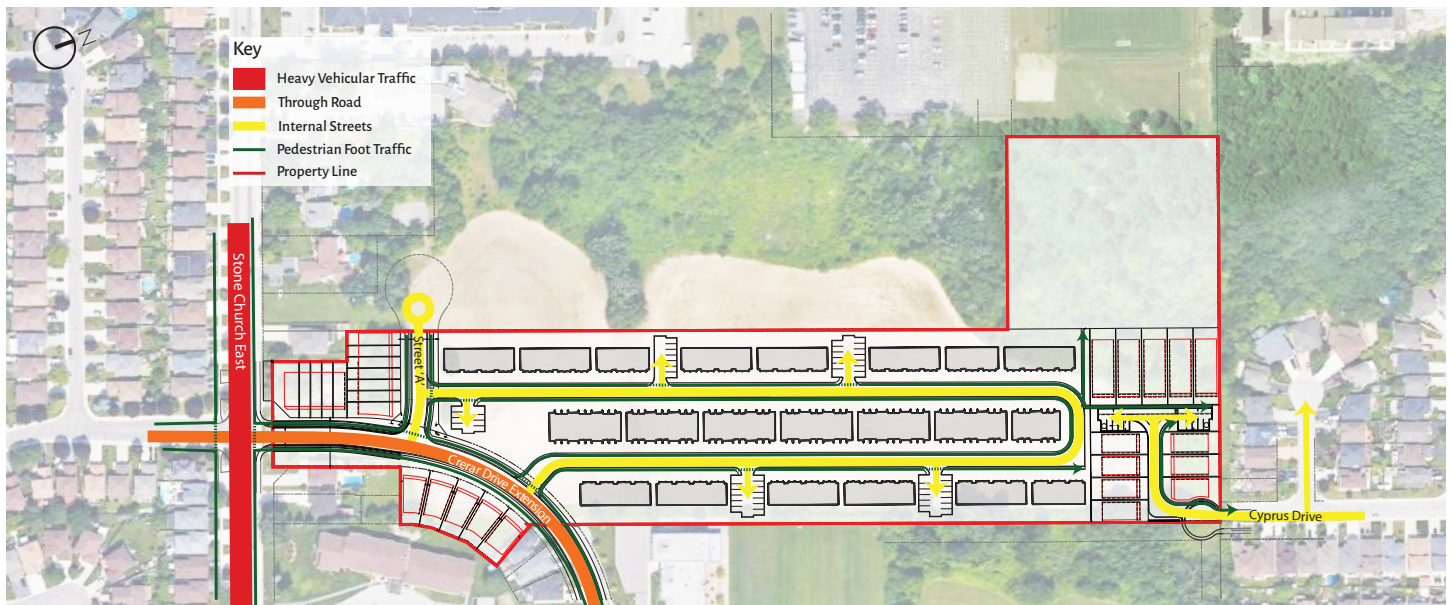


Figure 11 - Site Circulation

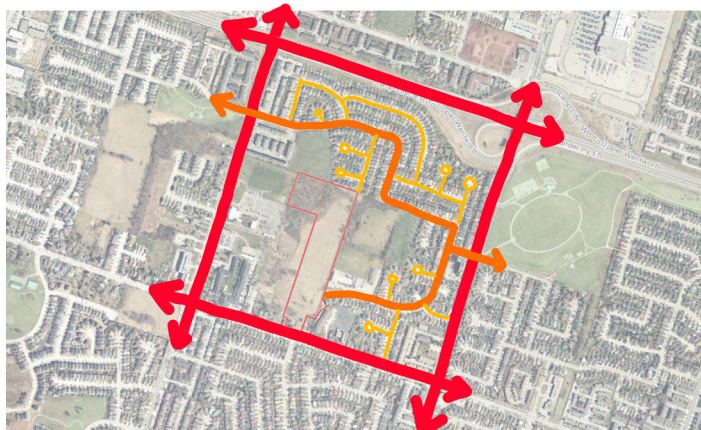


Figure 12 - Automobile Circulation Before

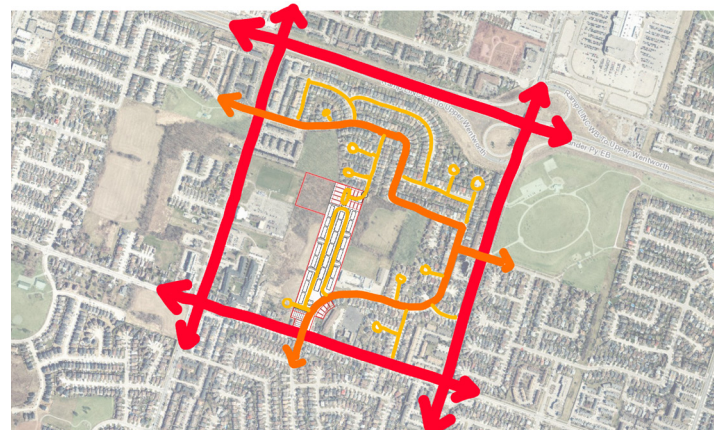


Figure 12 - Automobile Circulation After

The proposed pedestrian circulation also provides an important north-south corridor for the block, which connects the proposed development with the existing community and improves the walkability of the neighbourhood. This corridor is especially important because it brings Guido De Bres Christian High School within walking distance to community members both north and south of the block.

Furthermore, the proposed development preserves the existing woodlot on site, and designates it as a natural heritage park. A pedestrian walkway is provided into the park, allowing community members formal access to an important amenity that was previously inaccessible.

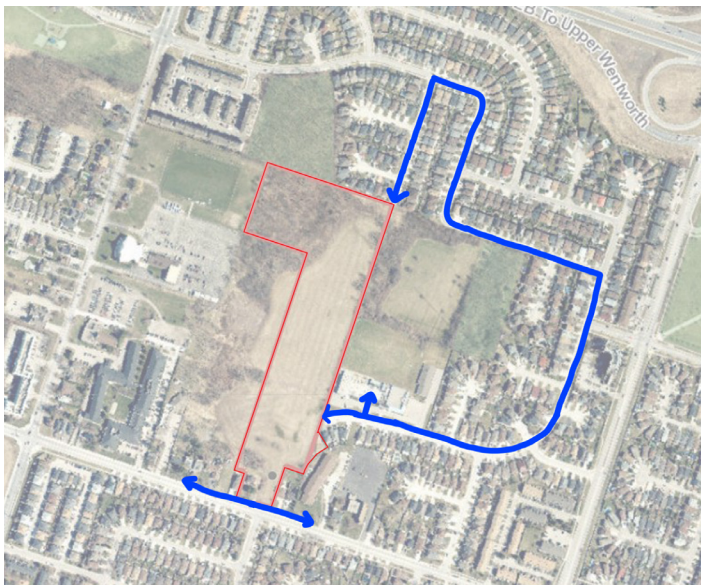


Figure 13 - Pedestrian Circulation Before

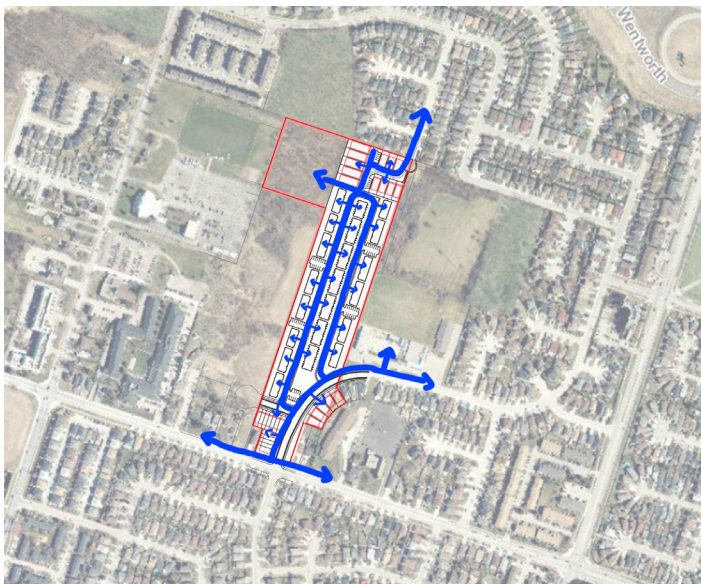
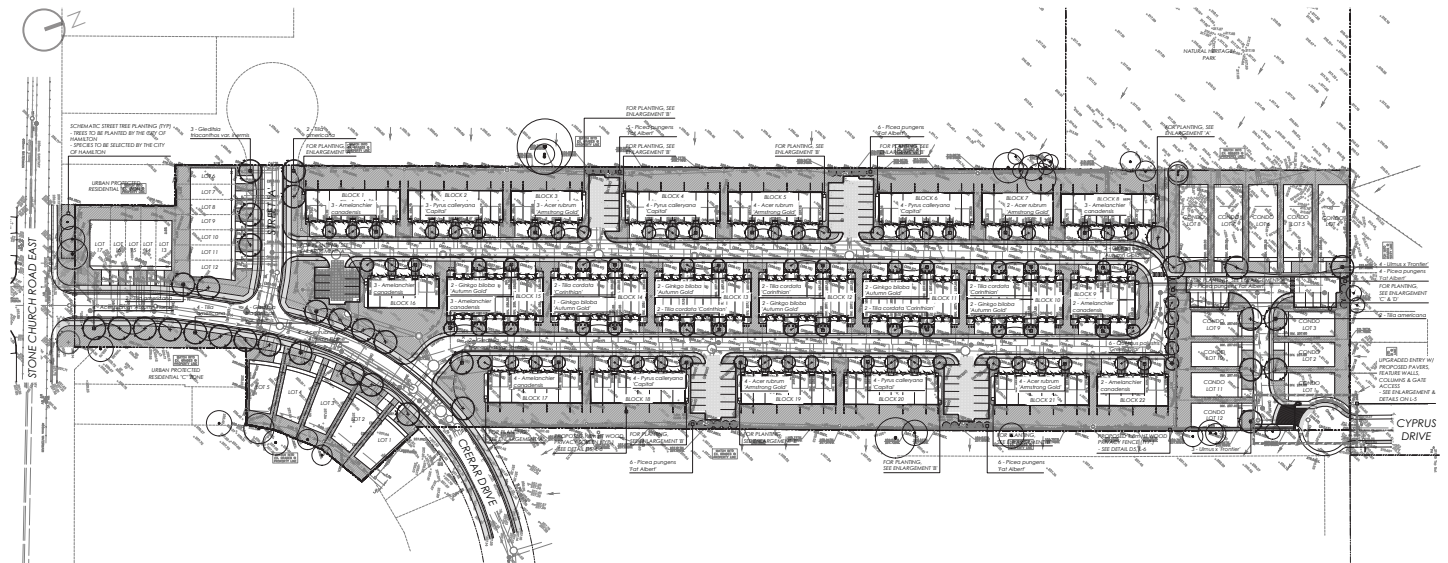


Figure 13 - Pedestrian Circulation After

Existing Woodlot / Proposed Natural Heritage Park

3.2 Landscape Design

Landscape Plan - Adesso Design Inc.



Site Vegetation:

The landscape plan proposes a variety of deciduous and coniferous shrubs and trees, including maples, oaks, elms, serviceberry, spuce trees, and more. The vibrant variety of trees creates a healthy and diverse landscape environment. The trees on site provide seasonal interest and texture, with screening in the wintertime and shade in the summer.

Landscape screening is also provided with evergreen shrubs at the perimeters of surface parking lots that allow visibility from the public realm. Site vegetation includes a variety of shrubs, perennials, and ornamental grasses, upgraded at entry locations to provide beautified gateways into the site. This creates a landscape character with colors and textures that evolve with the changing seasons.

Streetscape:

The streetscape in a residential neighbourhood should be designed to be comfortable, inviting environments that encourage walkability and allow communities to connect with each other. The streetscape of the proposed development is designed with continuous sidewalks, landscape strips, and street trees, as shown in the Landscape Plan. An annotated cross section of the streetscape is shown in Figure 14.

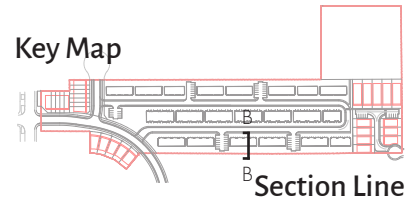
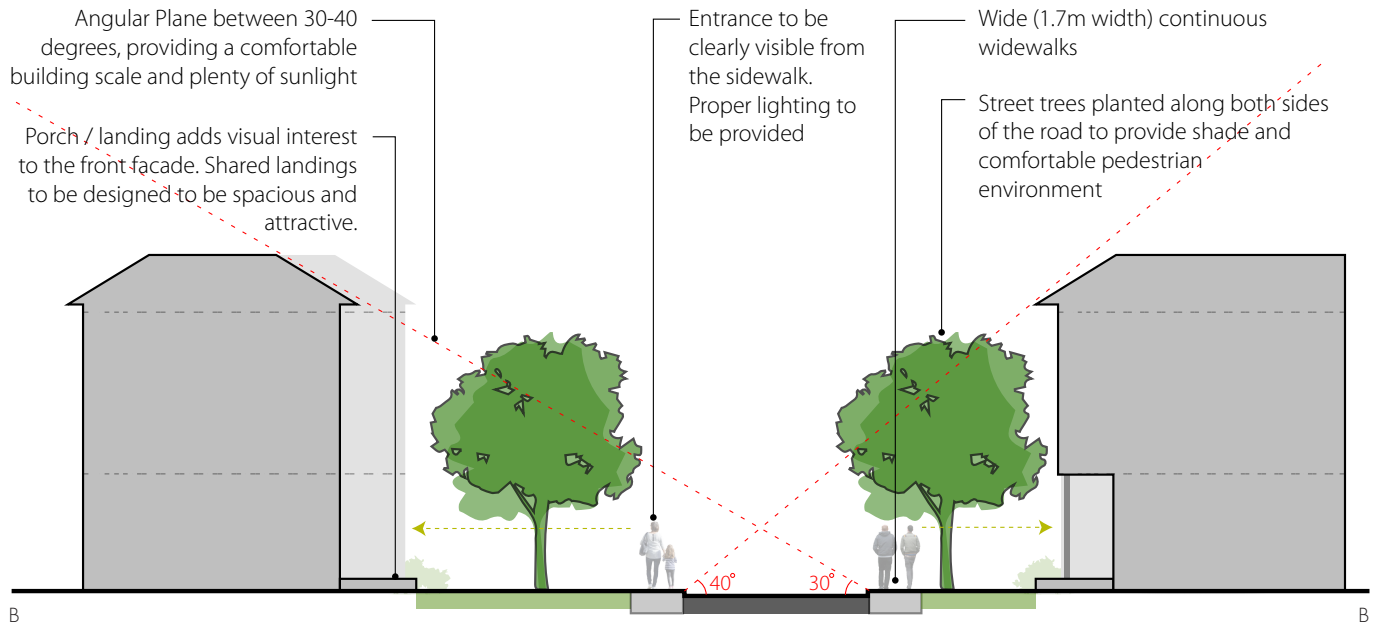


Figure 14 - Annotated Streetscape Section



3.3 Architectural Design

Back-to-Back Townhouse Elevations - KNYMH Inc.



The architectural style of the proposed development is a beautiful mix of traditional form and contemporary elements. The architectural form creates a seamless transition from the surrounding community, and the finer details of the design creates distinctive character.

The back-to-back townhouses (above) and walk-up townhouses (below) both share many design elements with adjacent communities. The proposed homes are topped with traditional pitched roofs and partially clad with brick and stucco, picking up on neighbourhood aesthetics.

The proposed architectural design also creates unique styles and visual interest using the articulation of high quality materials - stone, brick, and wood. These materials unify the design using repetition throughout multiple

units, and create rhythm and distinction by varying the way the materials are distributed. There is also special attention given to important architectural elements such as balconies and front entrances, which enhance the overall quality of the design.

The balance between unity and rhythm creates a beautiful public realm that is cohesive and avoids monotony.

Walk-up Townhouse Elevations - KNYMH Inc.



SECTION 4

ANALYSIS AND CONCLUSION

4.1 Analysis of Proposal

Design Theme: Compatibility with Surrounding Context

Policy / Guideline References	Design Response & Contributions
Urban Hamilton Official Plan B.3.3.2.3 a) b) e), B.3.3.2.4 b)	The proposed development respects the existing built form of the neighbourhood and provides gentle transitions in scale from the surrounding context. It retains the existing woodlot on site and designates it as a natural heritage park that is formally accessible by members of the neighbourhood.

Design Theme: Site Organization

Policy / Guideline References	Design Response & Contributions
Urban Hamilton Official Plan B.3.3.2.4, B.3.3.3.4, B.3.3.3.5 d) e)	The proposed development organizes the site in a logical manner that creates easy accessibility and connectivity. It defines the street with consistent setbacks and elevations, locates surface parking to sides of buildings, and maximizes sunlight to pedestrian areas with building setbacks.

Design Theme: Circulation

Policy / Guideline References	Design Response & Contributions
Urban Hamilton Official Plan B.3.3.2.4 d), B.3.3.2.5 a)	The proposed development creates a network of streets that is safe, efficient, intuitive, and connects the site with its surrounding neighbourhood. It provides the area with a much-needed corridor that completes the circulation network of the block.

Design Theme: Landscape Design

Policy / Guideline References	Design Response & Contributions
Urban Hamilton Official Plan B.3.3.2.3 g), B.3.3.2.4 f), B.3.3.2.6 b), B.3.3.2.9 a), B.3.3.9.4, B.3.3.10.6	The proposed landscaping creates an attractive, safe, and inviting streetscape that contributes to the character of the community and encourages physical activity. It creates transitional areas between public and private spaces and provides landscape buffers where needed.

Design Theme: Architectural Design

Policy / Guideline References	Design Response & Contributions
Urban Hamilton Official Plan B.3.3.2.4 c), B.3.3.2.6 a) c) d)	The proposed architecture complements the existing community and creates both unity and distinction in its design. It picks up on the mass, form, and materials of the surrounding neighbourhood, and fulfills the architecture objectives of the Official Plan.

4.2 Recommendation and Conclusion

From an urban design perspective, the proposed development complies in all regards with policies in the Urban Hamilton Official Plan. The project creates a context-sensitive residential community that contributes to the overall connectivity of the neighbourhood. The landscape design creates safe, attractive, inviting streetscapes, while providing seasonal interest and buffering where needed. The proposed development also respects the existing woodlot on site and designates it as a natural heritage park for the community to access. The architectural design complements the design of the surrounding neighbourhood, while creating a unique and attractive new rhythm to the neighbourhood. Through the full Site Plan Review process, the details of the project design will be finalized, ensuring the full implementation of the urban design policies in the Urban Hamilton Official Plan.