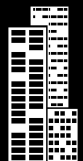


CORKTOWN PLAZA:

COMPARING THE NEW AND OLD PROPOSAL

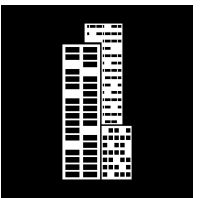


THE UPDATED PROPOSAL



Not as good as the original, but still:

- represents a much better use of land than the existing strip mall;
- takes advantage of excellent transit connectivity;
- fits within the existing and future built context; and
- represents a major increase in downtown dwellings.

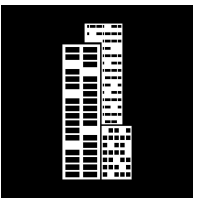


THE PREVIOUS PROPOSAL



Represented a better, more well-rounded proposal, with:

- two point towers of 31 and 34 storeys, above an attractive podium;
- 792 brand new rental units;
- 351 residential parking stalls; and
- 2,157 m² of retail space, which would have allowed for a much-desired local grocery store.



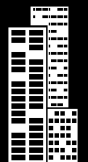
HEIGHT DECREASE



A SIMPLE PRINCIPLE:

When you're modifying any single aspect of a building, you CANNOT expect it to be modified in isolation.

In the case of this proposal, this principle applies to the change in height causing numerous knock-on effects.

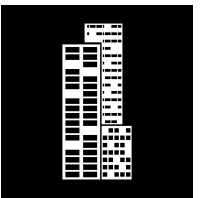


MASSING DOWNGRADE



- Northwest tower replaced by a 14-storey slab building running along John Street.
 - More imposing, less elegant, and more jumbled than the tower.
- Southeast tower floorplate has grown from 808 m² to 1,081 m².
 - Appears heftier, more imposing, and stubbier than the previous plan.

Is this really an improvement over the previous plan?

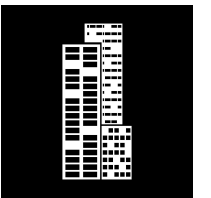


MASSING & 'BREATHING ROOM'



- Units facing west in the tower up to the 14th storey face into the slab, and units in the southern half of the slab which face north face into the tower.
- Inwardly-focused nature results in limited separation distances, as low as 12 metres between the tower and the slab.

Is this really an improvement over the previous plan?

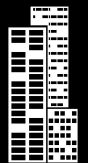


MASSING: JOHN STREET



- Overall design much less cohesive.
- Streetscape much more sterile and plain.
- Tower sensitive to avoiding an overimposing feeling replaced by a large, dark slab.

Is this really an improvement over the previous plan?



FEWER UNITS, SMALLER UNITS

792 → **769**

TOTAL UNITS

22 → **328**

UNITS <50 m²

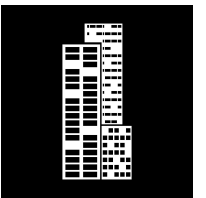
770 → **441**

UNITS >50 m²

Thanks to the height decrease and resulting changes in buildable area:

- Overall unit count has fallen slightly.
- Units under 50 m² in size has gone up nearly 1500%.
- Units over 50 m² have dropped by over 40%.

Is this really an improvement over the previous plan?



INCREASE IN PARKING

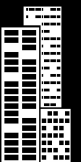
355 → **462**

RESIDENTIAL PARKING SPACES

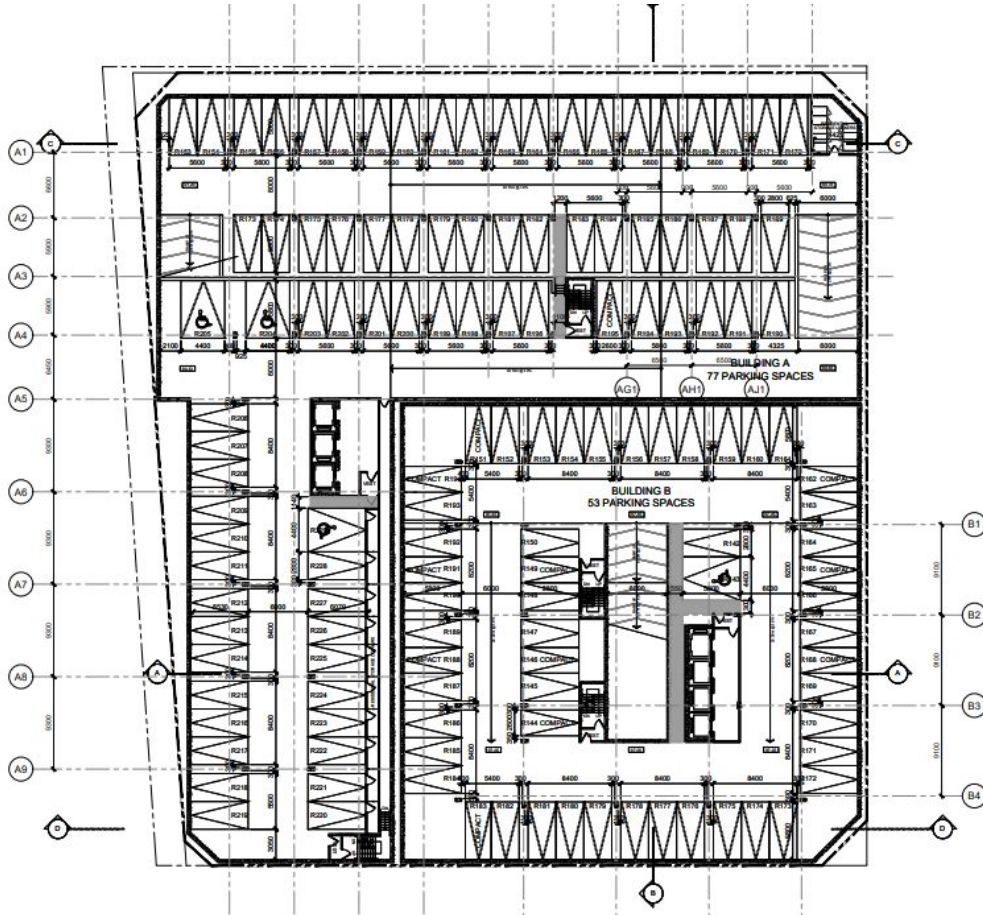
107

SPOT INCREASE

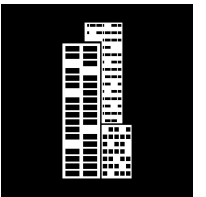
- Future success of the downtown counts on pedestrian friendliness, not vehicular friendliness.
- Current state of the downtown would be not be well served by increasing vehicle traffic.
- The site is supported very well by existing transit.
- Increased parking is counter to the success of the downtown.
- Increased parking is also counter to climate change goals.



THE COST OF PARKING



- Construction costs for a single parking space is in the 10's of thousands.
- Underground parking is the most expensive type to build.
- The end user ends up paying this cost, whether they use the spots or not.
- Research has found that the cost of parking adds hundreds of dollars to monthly rent, above any fee.

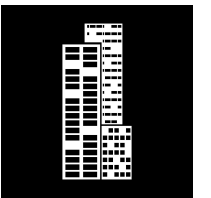


THE WIDENING OF JOHN STREET



- John Street is already wide enough.
- The ability to go through with a road widening is questionable.
- If it were possible, it wouldn't be desirable.

Is this really an improvement over the previous plan?

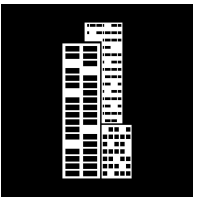


RETAIL SLASHED



- Previously proposed total of 2,100 m² of space, now total of 930 m² of space.
- Largest space in previous proposal was nearly 1,500 m², the new largest space is just 510 m².
- Podium change from east-west to north-south now precludes a grocery store-size space & layout.

Is this really an improvement over the previous plan?

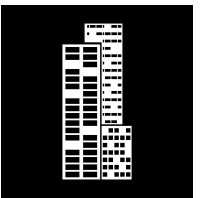


IN SUM: IMPROVED?



- This is still a good, above-average development proposal for Hamilton.
- It is not, however, improved from the original proposal. It is simply not as good as it was.

ASK YOURSELF: are the things we're pushing for, as the City, making projects better or worse?



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HAMILTON'S
CORK T

THANK YOU

EAT HONEST

Eatwell

EAT WELL

I:DA

