



January 16, 2019

262-17

Via Delivered

Mark Kehler
Planner II, Planning, Heritage and Design

City of Hamilton
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5

Dear Mr. Kehler,

**RE: 1630 Main Street West & 69 Sanders Boulevard
UHOPA-18-014/ZAC-18-035**

Following our June 13, 2018 submission of the subject applications, UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has received comments from the municipal departments and external agencies regarding the applications. In response to these comments, please find the following documents enclosed:

- Five (5) copies of the revised Concept Plan prepared by UrbanSolutions;
- Five (5) copies of the revised Urban Design Brief including updated elevations and Shadow Study prepared by Architectural Design Inc.;
- Five (5) copies of the revised Shadow Study prepared by Architectural Design Inc.;
- Five (5) copies of the revised draft Zoning By-law and draft Official Plan Amendment prepared by UrbanSolutions;
- Five (5) copies of the Angular Plane Sketch prepared by UrbanSolutions; and,
- Five (5) copies of the Phase Two Environmental Site Assessment prepared by Candec Engineering Consultations Inc.

Notable changes to the Concept Plan include the following:

- The townhouse blocks have been reoriented and broken into three (3) blocks with 22 units, whereas the initial proposal included two (2) blocks with 28 units. The revised concept eliminates basement units and therefore has the characteristics of a traditional block townhouse. The total unit count has decreased from 182 units originally proposed (361 uph) to 176 units (349 uph). The draft Official Plan Amendment has been revised to reflect the decrease in density.
- The revised built form allows for the townhouse building entrances be contained north and south of the townhouse blocks to improve the relationship with the adjacent single-detached dwellings

to the east and west of the subject lands. Occupants of the townhouse dwellings will also have access to the indoor amenity area within the nine (9) storey building.

- An additional staircase has been added to the underground parking garage to improve accessibility for occupants of the townhouse dwellings.
- The proposed parking ratio has increased to 0.6 spaces/unit from 0.5 spaces/unit.
- The façade of the nine (9) storey building has been enhanced to help create a streetscape of interest and mitigate the impact of the proposed building length on the pedestrian realm.

UrbanSolutions has prepared the enclosed Angular Plane Sketch to demonstrate that the proposed development provides for an appropriate transition in scale to the adjacent low rise built form and implements the intent of the City's Corridor Design Guidelines. The proposed nine (9) storey building along Main Street West complies to the 45 degree angular build to plane at the southern property line of the single-detached dwelling at 14 West Park Ave. This building has a 53 degree build to plane at 80% of the Main Street West right of way width; however, only a small portion of the building exceeds the standard. The intent of the guideline is maintained as the 45 degree build to plane is provided to the pedestrian sidewalk on the south side of Main Street West. Therefore, the proposed building on Main Street West implements the intent of the Corridor Design Guidelines, and is in keeping with the built form of the existing nine (9) storey building located nearby at 1686 Main Street West, as shown on the enclosed Sketch.

To answer Staff's question, the proposed townhouse dwellings have angular build to planes of approximately 70 degrees at the common property lines of the adjacent single-detached dwellings to the east and west. While this exceeds the 45 degree plane, the proposed built form results in a more appropriate build to plane than if the proposal were to implement the height and setbacks permitted in an Urban Protected Residential "C" District. For example, a building with a height of 11.0 metres and side yard setbacks of 1.2 metres would result in angular build to planes of 84 degrees. Therefore, the proposal provides a more appropriate transition in scale to the adjacent low rise buildings than if the proposal were to implement the as-of-right zoning permissions that are applicable to the area immediately surrounding the subject lands. Irrespective of this evaluation, it is our opinion, the 45 degree angular build to plane is not intended to be applied to low rise forms of development such as the proposed townhouse dwellings.

Email correspondence dated September 20, 2018 requested that the applicant demonstrate how the new infill development is comparable to existing housing styles on the same block. Policy B.6.4.5.3 c) of the Ainslie Wood Westdale Secondary Plan states that infill development shall reflect similar housing styles, massing, height, setbacks and other elements of style as the adjacent homes on the same block and street. With no adverse impacts, the proposed townhouse dwellings are compatible with surrounding existing development as the proposed setbacks are similar to those of the surrounding buildings, and the proposed height and massing provides for an appropriate transition to the existing buildings along West Park Ave, Sanders Boulevard and Westbourne Ave. Moreover, building materials will be decided at the Site Plan stage to ensure the townhouse dwellings are in keeping with the character of the area.

Policy B.6.2.5.3 d) of the Secondary Plan states that infill developments shall be compatible with the various housing styles on that street where there is no consistent style of homes on a street. The area of Main Street West where the proposed multiple dwelling is located is predominantly commercial, characterized by variation, and there is no consistent housing style. However, the proposed building height and massing is similar to that of the existing nine (9) storey building located at 1686 Main Street West.


In response to your comments related to parking – the proposed reduced parking stall size for some spaces at 2.6 metres by 5.5 metres is appropriate as it is in accordance with By-law No. 17-240 which allows for up to 10% of the number of required parking spaces to be 'small car' size. The balance of the parking spaces within the underground garage on the revised Concept Plan are 2.8 metres wide by 5.8 metres long (excluding the parallel parking spaces). Surface parking spaces are also appropriately sized at 3.0 metres wide by 5.8 metres long, per By-law No. 17-240. Moreover, a reduction to the total number of units from 182 originally proposed to 176 results in an increase to the proposed parking ratio at 0.6 spaces/unit. This reduced parking ratio is appropriate given the proposed use of a student residence, proximity to McMaster University, and access to diverse land uses.

We trust the enclosed is in order; however, please feel free to contact the undersigned with any questions.

Regards,
UrbanSolutions



Matt Johnston, MCIP, RPP
Principal



Amber Lindsay, MES
Planner

Encl.

cc: Mr. Selva Chelliah, Sanders Garden Inc.
Ms. Shannon McKie, City of Hamilton, via email