

URBAN DESIGN BRIEF

MIXED-USE COMMERCIAL / RESIDENTIAL DEVELOPMENT

1630 Main St. West & 69 Sanders Blvd.
Hamilton, Ontario

June, 2018



ARCHITECTURAL DESIGN INC.
56 Pennsylvania Ave., Unit #1
Concord, Ontario L4K3V9

1.0 BACKGROUND / EXISTING CONDITIONS

1.1 Existing on-site attributes and considerations

The proposed development is located at 1630 Main St. West between W Park Ave. & Westbourne Rd., with a portion stretching to 69 Sanders Blvd. to the north. The proposal consists of a 9-storey mixed-use commercial/residential building containing 154 residential units with retail and amenities at grade, and 2 townblocks consisting of a total 28 units.



Figure 1 – Site location

1.1.1 Existing topography and vegetation

The existing topography on the site is very flat with little grade change both along Main St. W. and in the north-south direction towards Sanders Blvd. There are several existing trees on the site which mostly back on to the rear of the properties along W Park Ave. and Westbourne Rd. The south-west corner of the property is currently asphalt and acts as a parking lot for the existing establishment. The remainder of the site is primarily soft landscape/grass areas.



Figure 2 – Topography and vegetation

1.1.2 Existing buildings and structures

Currently there are two existing structures on site which will both be demolished. On the south-west corner at the intersection of Main St. W & W Park Ave., there is a small restaurant and asphalt parking lot. The restaurant is low one-storey brick building which faces Main St. W. Access to this building is currently off of Main St. W. On the north end of the site along Sanders Blvd. is a student residence building. The building is a one-storey brick building with flat roof. Behind the student residence building is a soft landscape area and driveway which runs out towards Main St. W.

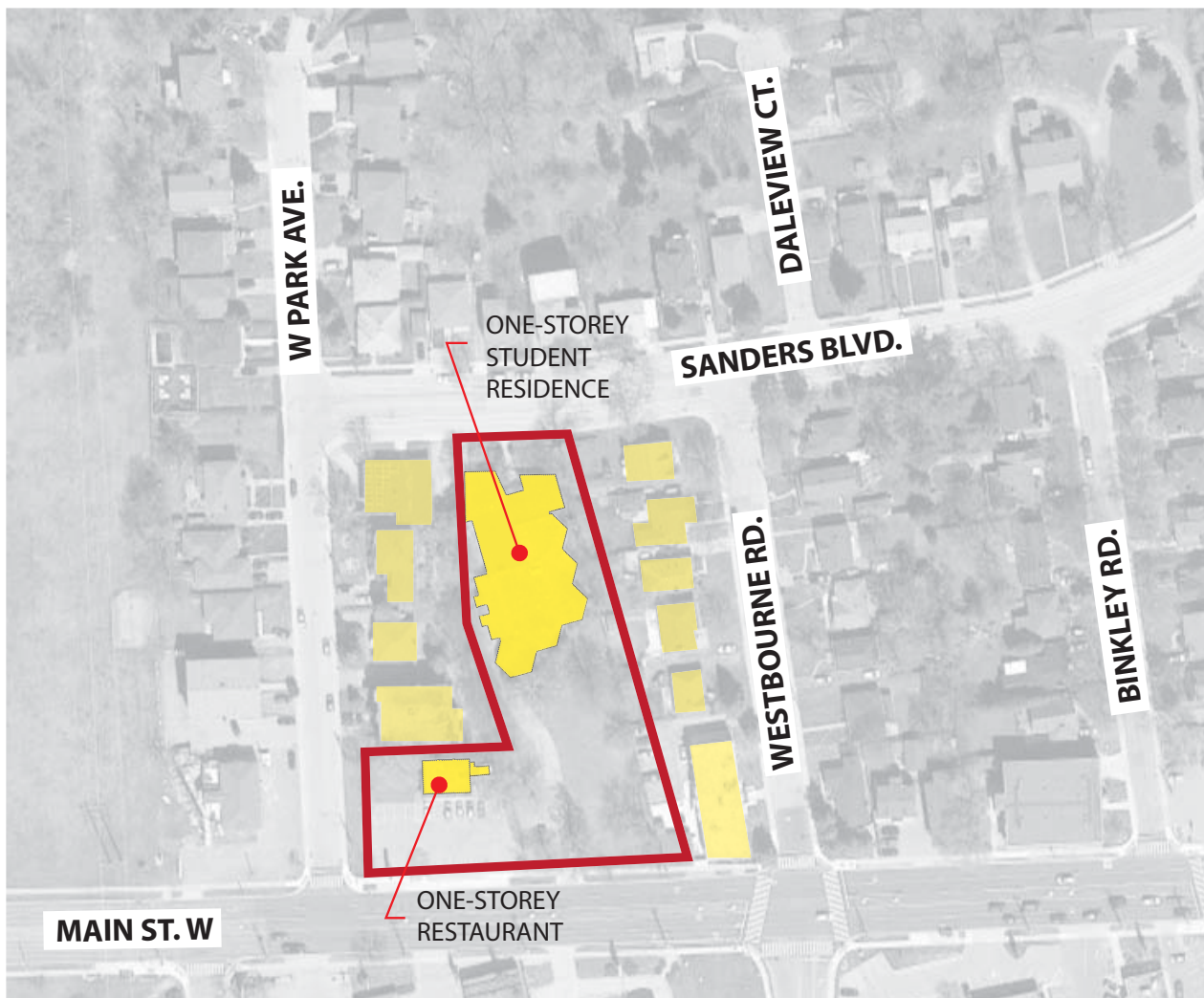


Figure 3 – Existing buildings and structures

1.2 Description and Analysis of Site Context

1.2.1 Community Context

The site is located west of downtown Hamilton, between the major intersections of Main St. W. & Osler Dr., / Main St. W. & Cootes Dr. Key sites in the vicinity of the development are the McMaster University Campus to the northeast and the McMaster Children’s Hospital-Hamilton to the east along Main St. W. There is an existing 9 storey student residence (West Village Suites) located at 1686 Main St W in close proximity to the subject site, with future proposals for increased intensification along the Main St. corridor at 1190 Main St. W (576 future units). The site is accessible by a bus stop immediately in front of the site on the B-Line bus route traveling westbound and eastbound along Main St. W. This location along a main corridor lends the site to great potential for increased density.

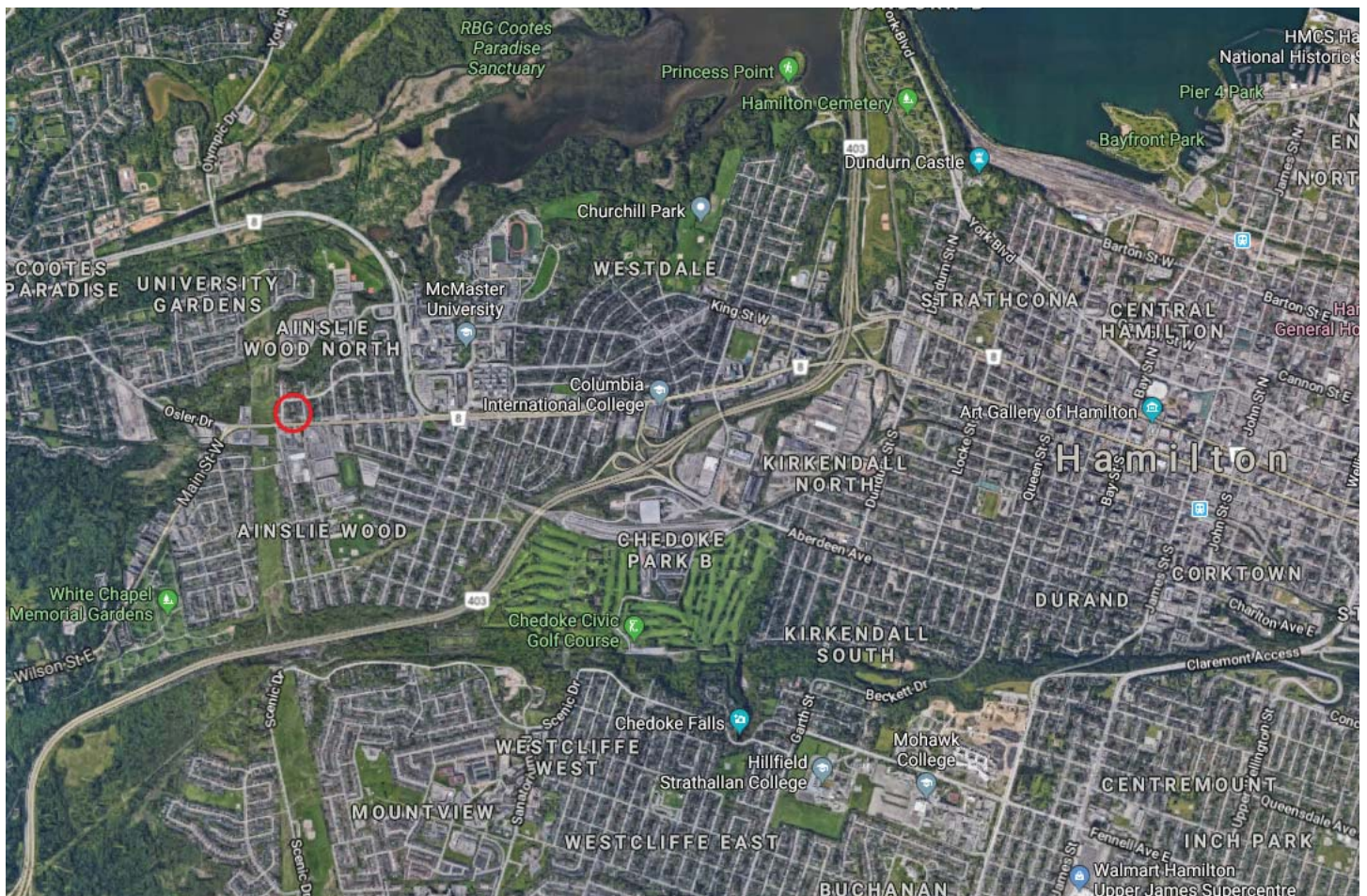


Figure 4 – Community Context

1.2.2 Neighbourhood Context

The surrounding neighbourhood primarily consists of low-rise, single detached dwellings. Across Main St. W. to the south, there is a mix of small industrial / commercial use buildings. The surrounding context is important to the design as it sits on a corner and will be visible when approaching from multiple streets.



View from West looking East along Main St.

Industrial / commercial uses can be seen on the right side of the street, low-rise residential on the left.



View from East looking West along Main St.

Industrial / commercial uses can be seen on the left side, low-rise residential on the right.



View from North looking South along W Park Ave..
Mainly single detached dwellings on both sides of the street with 2 low rise apartment buildings approaching Main St. W.



View from South looking North-West at intersection of Main St. W. and Rifle Range Rd.
Low-rise residential building at the corner of Main St. W. and Westbourne Rd.



View from West looking East along Sanders Blvd.
Single detached residential dwellings on both sides of the street.



View from East looking West along Sanders Blvd.
Single detached residential dwellings on both sides of the street.



View from Main St. W. looking West
Existing 9 storey student residence at 1686 Main St W.

1.2.3 Streetscape Context

Surrounding buildings are generally brick or siding clad buildings ranging from single storey / bungalow detached dwellings to 3-1/2-storey apartment buildings. The proposed development would act as a gateway to the neighbourhood.



View from Main St. W. at development looking East
Existing 2-1/2 storey apartment building at the corner of Main St. W. and Westbourne Rd.



View from W Park Ave. at development looking North
Existing 3-1/2-storey apartment building just north of corner of Main St. W. and W Park Ave.



View from W Park Ave. looking East
Existing detached residential houses.



View from Westbourne Rd. looking West
Existing detached residential houses.



View from Sanders Blvd. looking North
Existing detached residential houses.

1.2.4 Site Context

The site sits within a primarily residential area with multiple dwellings abutting the property. To the northwest of the proposed 9-storey condominium is a 3-1/2-storey brick apartment building. To the west of the property across W Park Ave., is a one storey building being occupied by the WestPark Animal Hospital. Further north up W Park Ave., on both sides of the street (including those backing on portion of development stretching up to Sanders Blvd.) is entirely single family residential houses. Beyond these properties is a hydro corridor where no developments exist. To the North directly across Sanders Blvd., there exists all single family residential houses. Beyond this, there is a ravine where no developments exists. Directly to the east at the corner of Main St. West and Westbourne Rd., exists a 2-1/2 storey residential brick apartment building. North of that property lining both sides of Westbourne Rd. are several single family detached residential houses. Directly across Main St. West to the south, there exists several commercial properties including a Carstar Express, a Money Mart, a Billiards Lounge and a vacant restaurant.

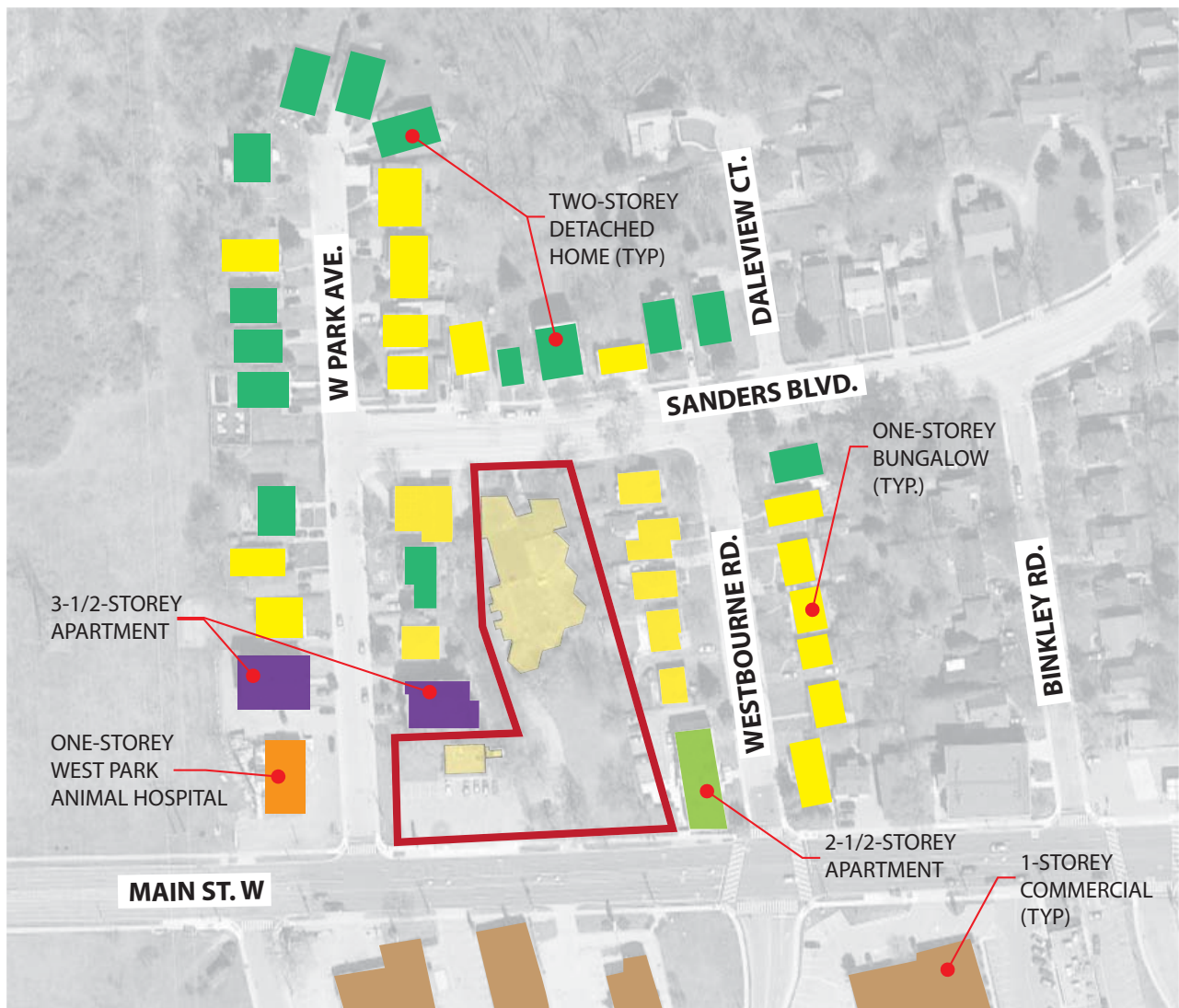


Figure 5 – Site context

Section 1.3 Applicable design requirements

1.3.1 Key policies and guidelines:

Urban Hamilton Official Plan;

The proposed development relates to subsections B.3.3.1.3 – B.3.3.1.6, B.3.3.1.8 and B.3.3.2.3 of the Urban Hamilton Official Plan:

The streetscape along Main Street West and Sanders Boulevard will be safe, accessible, connected and easily navigated. The buildings will be oriented to human scale to allow for a comfortable pedestrian realm. The development is transit supportive as it will have access to Hamilton Street Railway (HSR) bus routes along Main Street West and is located in close proximity to a proposed LRT route. The proposed development will be adaptable and flexible to the future demographic as it will encourage access to sustainable modes of transportation and living in close proximity to employment and educational opportunities. Further, the redevelopment of an existing underutilized site represents a form of intensification that makes appropriate use of a site and is compatible with the character of the existing neighbourhood.

Ainslie Wood Secondary Plan;

The Ainslie Wood Westdale Secondary Plan provides urban design policies under subsection 6.2.13.

The subject lands are designated Mixed Use – Medium Density in the Ainslie Wood Westdale Secondary Plan. The proposed intensification of the site seeks to balance the characteristics of the permitted built form of the Mixed Use – Medium Density designation and the location of the site along a corridor. The multiple dwelling has been terraced on the north side and a significant setback from the multiple dwelling to the property line abutting the property on West Park Ave is proposed to provide for an appropriate transition in height to the maisonette dwellings and existing low rise buildings to the north and east of the subject lands, and to minimize adverse impacts resulting from shadowing and overlook. As the Shadow Study prepared by Architectural Design Inc. dated May 2018 demonstrates, the proposed development will not have significant adverse shadow impacts on public spaces and/or private outdoor amenity spaces. The ground floor commercial area and cantilevered upper levels of the multiple dwelling will provide a sense of continuity and articulation at the pedestrian scale, creating a comfortable pedestrian environment along Main Street West. Moreover, landscaping, building articulation and other design features will be detailed at the site plan stage to ensure an attractive public realm.

Council Approved Site Plan Guidelines;

The City of Hamilton Site Plan Guidelines dated September 2003, and revised as recently as February 14, 2008, provide guidelines under Section 2.2 Built Form, Public Realm and Streetscape. This section has been evaluated against the proposed development.

The proposed development will reinforce the character of the surrounding neighbourhood by connecting the multiple dwelling and maisonette dwelling units to the street. Further, the development will be oriented to the street to animate the streetscape and minimize walking distance from the proposed buildings to the public sidewalk. The proposed development will create an attractive environment for pedestrians and contribute positively to the public realm overall.

Community Urban Design Guidelines;

Community Urban Design Guidelines have not been prepared for the Ainslie Wood Secondary Plan; however, the following General Urban Design Policies under the Hamilton Secondary Plans section of the Urban Hamilton Official Plan (Volume 2, Section B.6.0) may apply to the subject lands:

Volume 2, Section B.6.1.7.9 a): Achieving a comfortable and intimate pedestrian environment;

The site will exhibit extensive pedestrian connectivity with pedestrian entrances from West Park Avenue, Main Street West and Sanders Boulevard. Sidewalks of sufficient width are located throughout the site, connecting to Sanders Boulevard, West Park Avenue and Main Street West; as well as to the visitor parking area, stairwells and the bicycle parking area. The proposed bicycle parking area is located near the internal sidewalk network which connects to Main Street West, West Park Avenue, and Sanders Boulevard which features a cycling route.

Volume 2, Section B.6.1.7.9 b): Ensuring that new development is compatible with existing adjacent structures and streetscapes in terms of design, scale, massing, setbacks, height, integration with the built form and use;

The development is compatible with the design, scale and massing of the surrounding existing built form. The development will consist of maisonette dwellings in the central and northern portions of the property which provides an appropriate transition from the existing surrounding single detached dwellings along Sanders Boulevard. The southern portion is proposed to be developed with a multiple dwelling which will be consistent with the existing medium density building along Main Street West.

Volume 2, Section B.6.1.7.9 c): Eliminating street level parking lots and vacant properties along major streets;

The proposed design optimizes the land coverage and enhances the streetscape by limiting the amount of surface parking and by locating surface parking behind the proposed multiple dwelling, away from the street.

Council Approved Transit Oriented Development Guidelines for Hamilton; and,

The Transit Oriented Development Guidelines for Hamilton, Volume 1 adopted by Council August 2010, provides direction under Section 3.0 TOD Principles.

The proposed high density, compact mixed use development has been designed to make efficient use of the developable land and encourage a walkable and transit friendly community. The subject lands are along the major B-Line bus route traveling westbound and eastbound, along with connections to other minor bus routes such as the 5-Delaware towards east Hamilton and west to Dundas. The building has been oriented to the public street and the arrangement of buildings and pedestrian connections allow for easy and accessible connections to transit.

Council Approved City Wide Corridor Planning Principles and Design Guidelines;

Main Street West is identified as a Secondary Corridor in Schedule E of the Urban Hamilton Official Plan, as indicated in Figure 1 below. Therefore, the proposed development has been evaluated against the City Wide Corridor Planning Principles and Design Guidelines.



*Figure 6 – Neighbourhoods and Secondary Corridor Designations, Schedule E
– Urban Structure*

The design of the subject lands seeks to define the Secondary Corridor with an attractive and safe pedestrian experience while achieving an appropriate level of intensification that is compatible with the existing built form. The degree of intensification is supported by existing transit routes along Main Street West and the planned LRT route. Effects of shading will be minimal, as demonstrated by

the Shadow Study prepared by Architectural Design Inc. and submitted in support of the proposal. Stepbacks are employed on the north side of the multiple dwelling to achieve an appropriate transition in height from the nine (9) storey building to the surrounding low rise buildings and to minimize overlook on adjacent private amenity spaces. Overall, the proposed development contributes to a diversity of built forms, is compatible with the character of the neighbourhood, and supports the function of Main Street West as a corridor.

2.0 SITE DESIGN

2.1 Introduction

The proposal for this site consists of building three new structures including a 9-storey mixed-use commercial condominium containing 154 residential units with retail and amenities at grade, and 2 townblocks (3 & 3-1/2 storeys) consisting of 18 units.

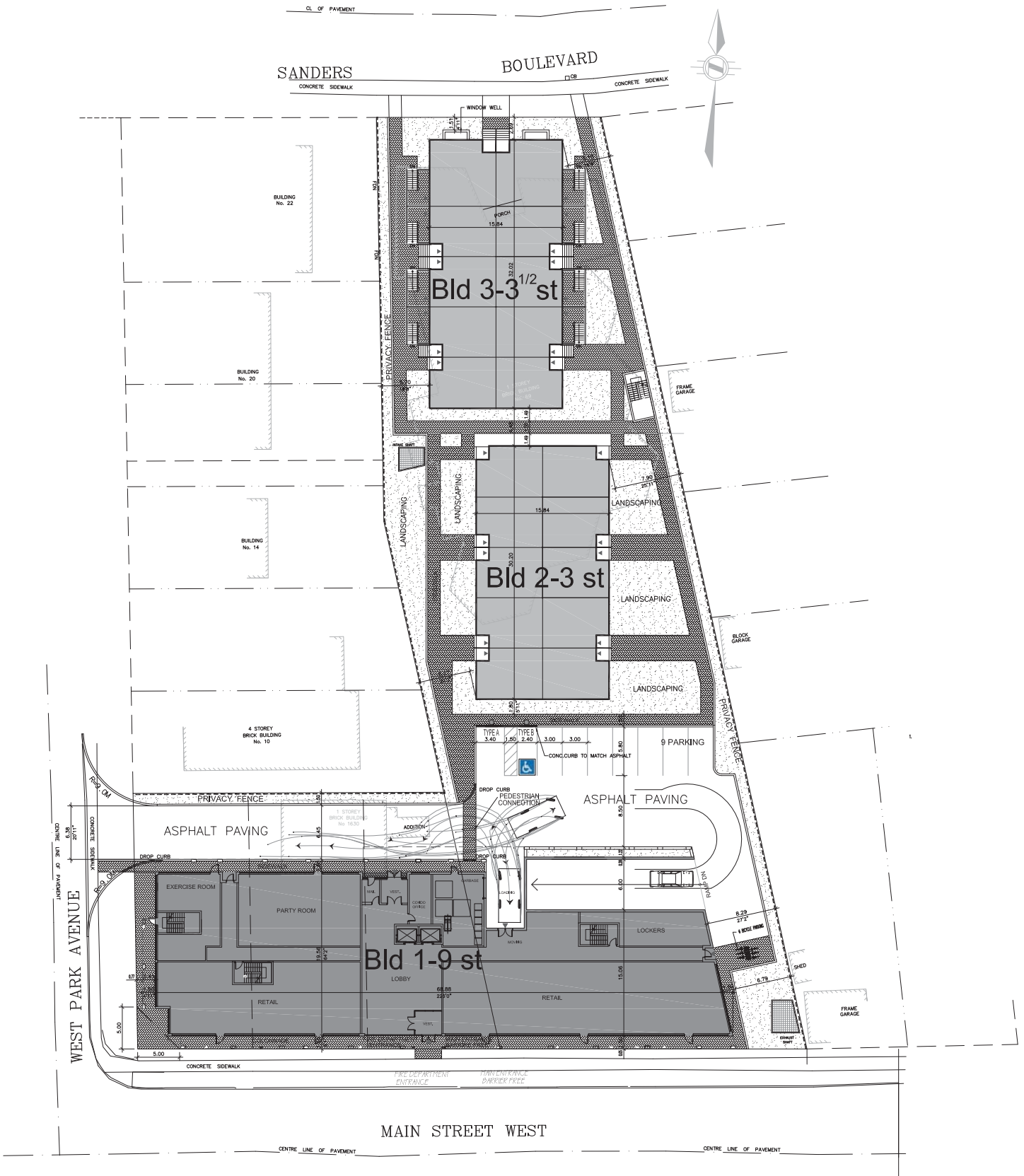
2.1.1 Site Design

The 9-storey condominium will occupy the portion of land along Main St. W. at the corner of W Park Ave. The ground floor will consist mostly of commercial/retail unit space along Main St. W. and the corner of W Park Ave. with the main entry to the residences on Main St. W. The commercial/retail facade is set back from the property line with a colonnade that will provide a covered walkway and entry for both the retail occupants and residents along the entirety of Main St. W. The remainder of the ground floor will be designated for lobby and amenity space for the residents. Driveway access to the site is off of W Park Ave. with a privacy fence to screen incoming/exiting cars from the property to the north. Ground level parking will be provided behind the building with pedestrian access to a secondary rear entrance. The basement level which occupies approximately half of the site, will be used for underground parking that will be accessed from a ramp located internally on the east portion of the site. The second to sixth floor levels of the building will be stepped back along Main St. W with further terracing on the seventh to ninth floors on the north side to minimize the impacts on the properties to the north.

On the north portion of the site towards Sanders Blvd., the two townblocks have been situated. Both buildings are set in from the property lines to provide separation and minimize impact to the neighbouring properties to the east and west. Large landscape areas with pedestrian connections provide a buffer on both sides. The buildings are 3 to 3-1/2 storeys in height so there is little shadowing cast on adjacent properties. Units are accessed from the north, east and west sides of the buildings.

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2.1.2 Building Design

The main concept behind the design was to create a presence along Main St. W. with a 9-storey condominium, while also blending in with the residential neighbourhood to the north through the placement of 3 to 3-1/2 storey townblock units. The buildings are arranged to have the least amount of impact on the properties to the north, east and west of the site which are low lying residential homes.

The sites location along the Main Street Corridor offered the opportunity to strengthen both the aesthetics of the street along Main Street, as well create a vibrant pedestrian friendly streetscape by way of a walkway / colonnade along the 67m length of building face at grade for retail use.

The 9-storey building also takes into consideration the transition in height of the adjacent residential neighborhood. By staggering the levels at the seventh and eighth storeys, the building form reduces the impact created by shadowing on the neighbouring properties. The buildings footprint is also staggered with balconies in order to reduce the impact of the facade.

In order to fit harmoniously within the existing street and neighbourhood context, the building's ground level colonnade was kept to a more human scale in order to respect the proportions of the adjacent neighbourhood which is mostly one or two storey buildings in height.

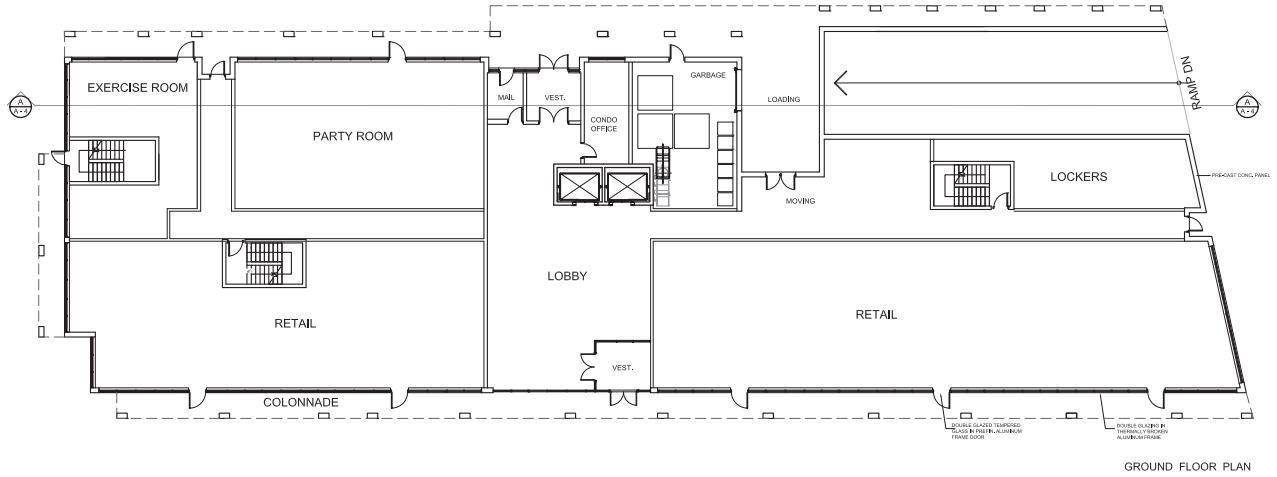
The building will be clad with precast and glass, with different colour accents to break the facade. The material was chosen both for durability and to not create a significant juxtaposition with the surrounding context.

The two townhouse blocks are designed at 3 to 3-1/2 storeys in order to blend in with the surrounding context. Materials chosen were predominately brick in order to match the homes in the area, with accents of stucco to provide some modern aesthetics.

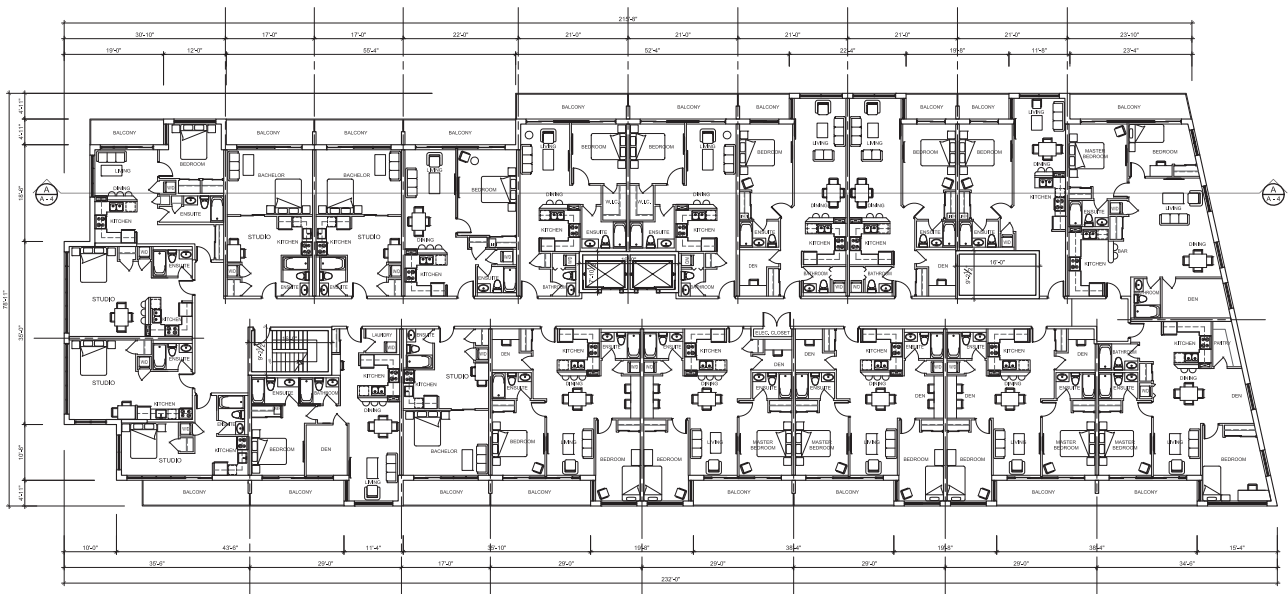


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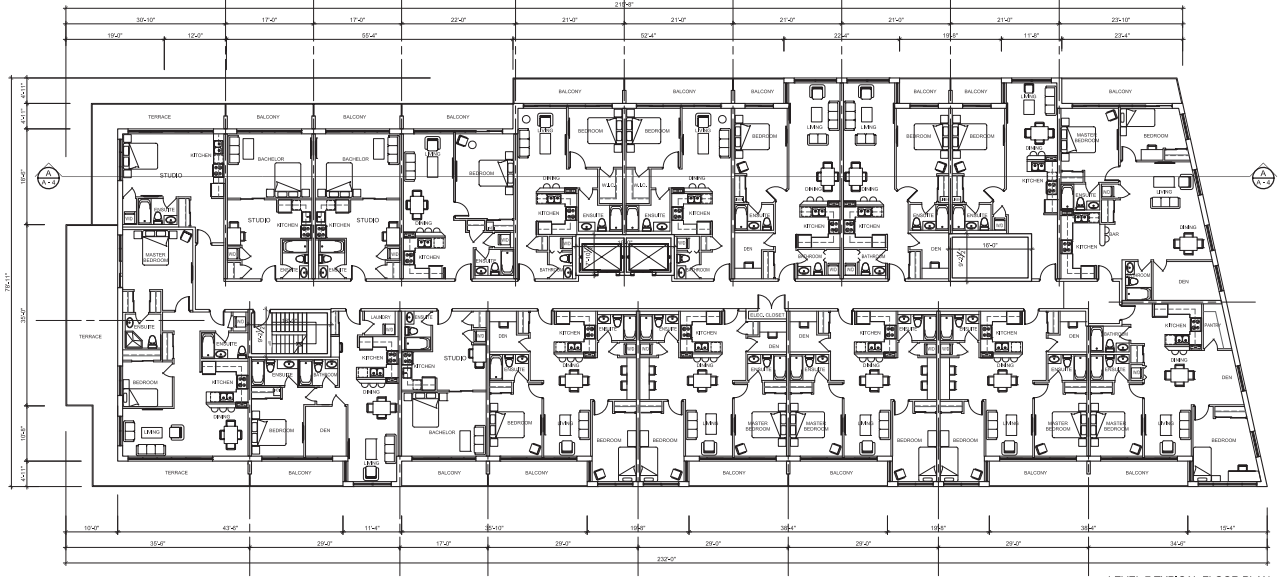
GROUND FLOOR PLAN



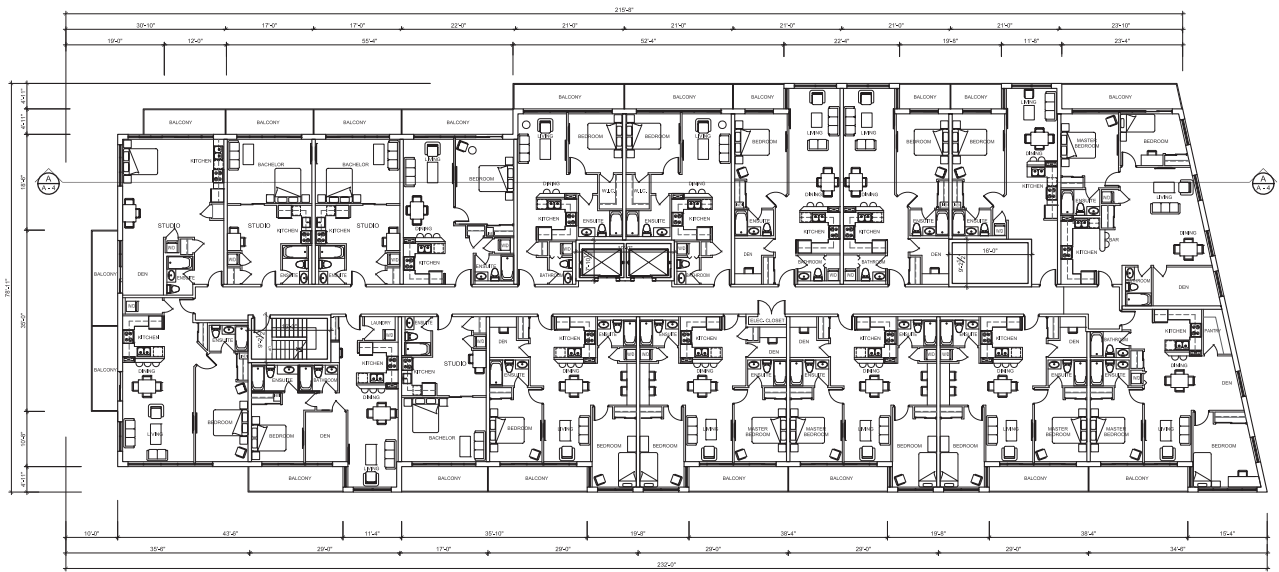
LEVEL 2-6 TYPICAL FLOOR PLAN

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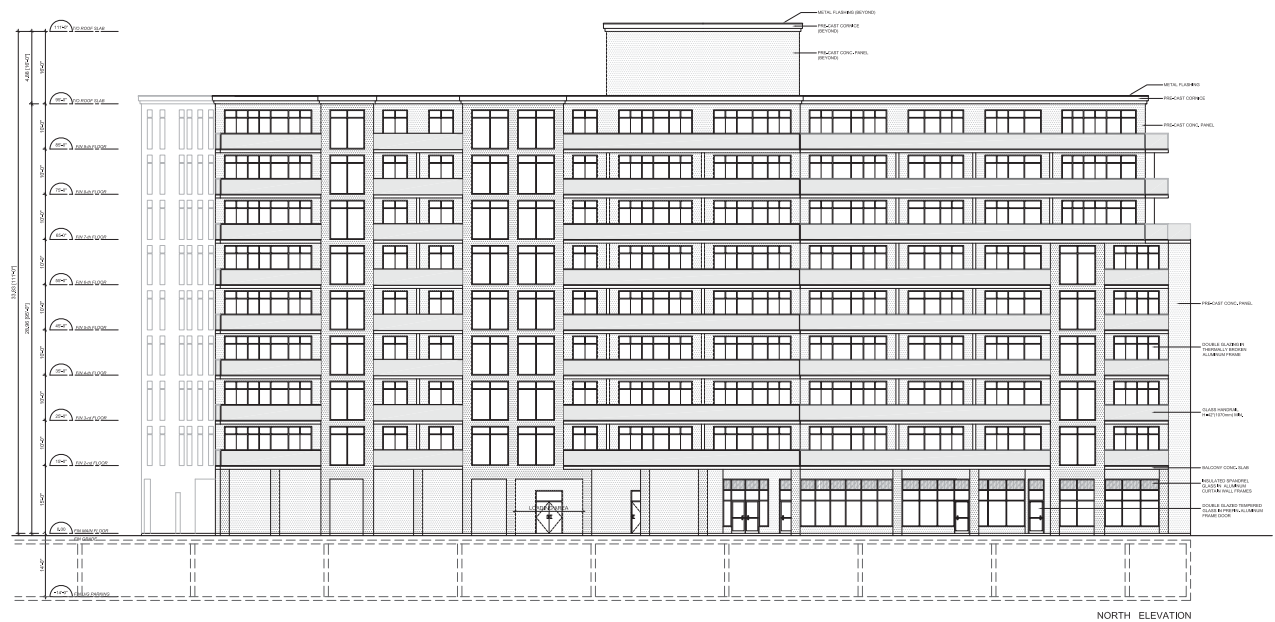
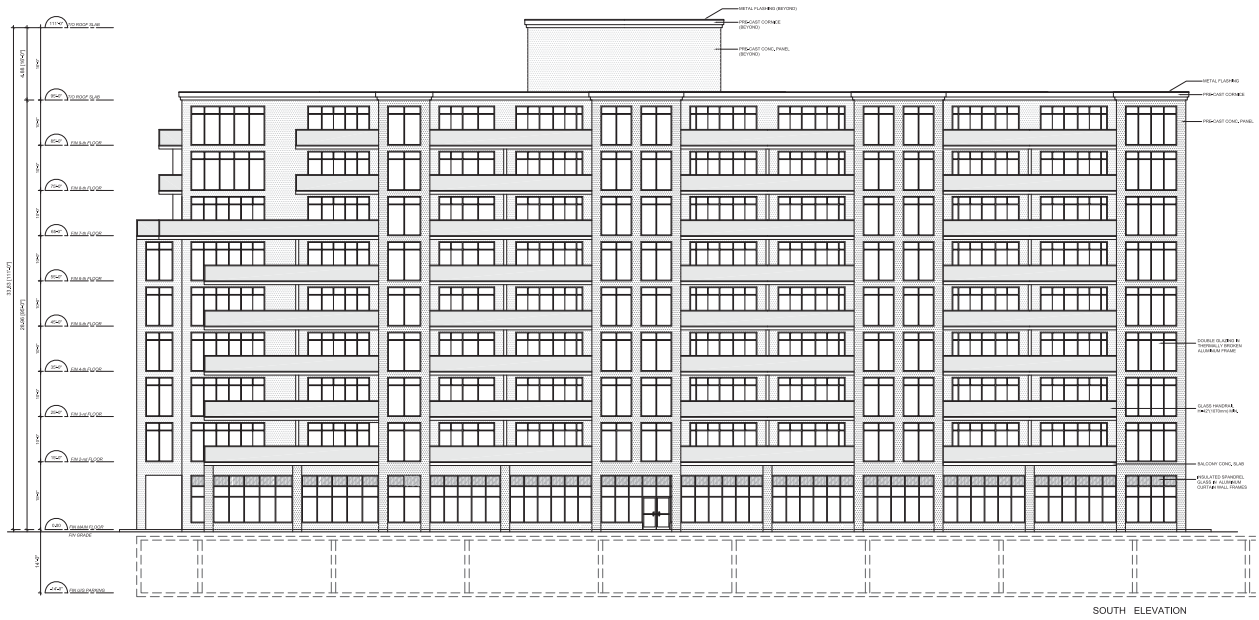


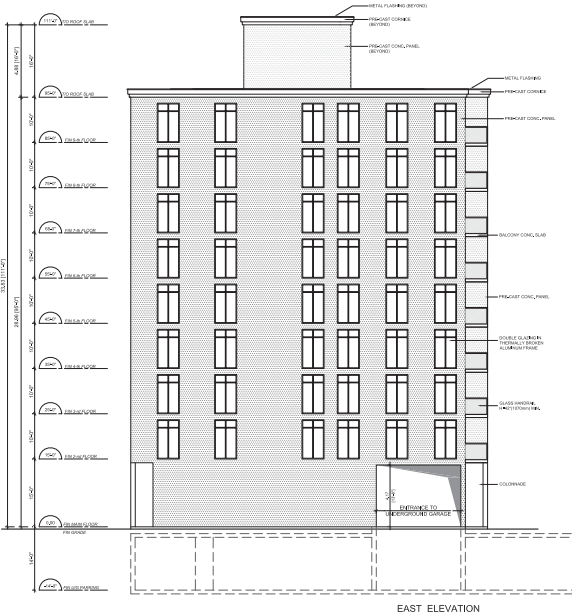
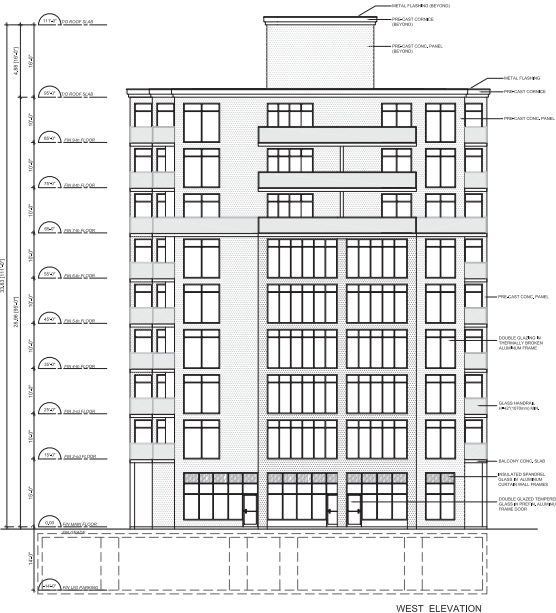
LEVEL 7 TYPICAL FLOOR PLAN



LEVEL 8-9 TYPICAL FLOOR PLAN

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2.1.3 Landscape Design

Attention was paid to incorporating as much landscape into the site as much as possible given the area available. By situating the townblocks in the middle of the development, landscape areas were allotted around the townblocks which act as a buffer to the adjacent homes, as well as amenity space for the residents. Pedestrian connections are provided throughout to create a comfortable pedestrian environment. Due to the limited space available along Main St. W., the opportunity to provide street trees was not feasible.

Further detail will be reviewed at the Site Plan stage.

3.0 CONCLUSION

The proposed development at 1630 Main St. W and 69 Sanders Blvd. satisfies the intention of the Urban Design requirements due to the following:

- Shadowing will not have significant adverse shadow impacts on public spaces and/or private outdoor amenity spaces.
- The buildings are designed with human scale in mind to allow for a comfortable pedestrian feel that is accessible, connected, and easily navigated throughout the development.
- The development provides a form of intensification to an underutilized site, and does so by making appropriate use of a site while still blending in with the character of the existing neighbourhood.
- The building material and scale fit in with the existing neighbourhood
- Development is oriented to the street to animate the streetscape and create an attractive environment for pedestrians and contribute positively to the public realm overall.