

July 23, 2021

368-20

Via Email & Delivered

Joe Buordolone
Urban Designer & DRP Coordinator

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

Dear Mr. Buordolone,

**RE: 1842 King Street East, Hamilton
Design Review Panel Submission
UHOPA-21-009/ZAC-21-21**

UrbanSolutions Planning & Land Development Consultants Inc. has been retained as the authorized planning consultant acting on behalf of 1842 King St. E Inc. (Owner). We are pleased to submit the enclosed Design Review Panel application on their behalf.

In support of this application, please find enclosed the following:

- One (1) copy of the completed Applicant Project Summary Sheet;
- One (1) copy of the Site Plan prepared by Graziani + Corazza Architects;
- One (1) copy of the Architectural Package prepared by Graziani + Corazza Architects;
- One (1) copy of the Architectural Elevations prepared by Graziani + Corazza Architects;
- One (1) copy of the Detailed Perspectives prepared by Graziani + Corazza Architects;
- One (1) copy of the Landscape Plan prepared by Whitehouse Urban Design; and,
- One (1) copy of the Urban Design Brief prepared by Whitehouse Urban Design.

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

Regards,
UrbanSolutions

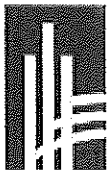


Matt Johnston, MCIP, RPP
Principal



Scott Beedie, BURPI
Planner

CC: New Horizon Development Group
Ms. Le'Ann Seeley, Whitehouse Urban Design Inc. (via email)
Mr. Berardo Graziani, Graziani + Corazza Architects (via email)



City of Hamilton – Design Review Panel Applicant Project Summary Sheet

Applicant Name:	1842 King St. E Inc. c/o UrbanSolutions Planning & Land Development Consultants Inc.
Panel Meeting Date:	August 12, 2021
Project Address:	1842 King Street East, Hamilton
Date of Panel Pre-Consult [if applicable]:	December 16, 2020 (FC-20-129)

Project Data

Application Type [e.g. Site Plan, Re-zoning]:	Official Plan & Zoning By-law Amendment
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Proposed Use, Description of Project and Brief description of adjacent uses: [e.g. Office, Residential]:

The proposed development consists of four (4) 12-storey multi-residential buildings and four (4) 4-storey stacked townhouses containing 10 units each. In total, the development consists of 1407 units and 1688 parking spaces provided in a three-level underground parking garage. Abutting the subject lands to the north, across King Street East, is a predominant mix of 1.5 and 2-storey single detached dwellings in addition to several churches which have frontage on King Street East. East of the subject lands is Rosedale Avenue, where a commercial plaza containing a Metro grocery store and a Shoppers Drug Mart have frontage, along with 1.5 and 2 storey single detach dwellings. Further east, there are several multi-dwelling buildings which front on King Street East and Cochrane Road which range between 6 and 11+ storeys. Abutting the subject lands to the south, across Lawrence Road, are several single detached 1.5 and 2 storey dwellings in addition to several 4 to 7-storey multi-dwelling apartments. West of the subject lands, there are several commercial buildings ranging between 2 and 4 storeys including a garden centre, funeral home, veterinary clinic and an office space.

Policy and guideline documents examined in preparing proposal [please list specific guidelines examined]:

Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Urban Hamilton Official Plan, Bartonville Neighbourhood Plan, City of Hamilton Zoning By-law No. 05-200, Former City of Hamilton Zoning By-law No. 6593.

Existing zoning:	Major Institutional (I3) Zone in City of Hamilton Zoning By-law No. 05-200
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Zoning/Site Plan Details [complete relevant sections]

Permitted height and/or permitted density:

Permitted Height: 26.0 m
 Permitted Density: 200 Units/ha

Proposed height and/or proposed density:

Proposed Height: 12 storeys (45.0 m)
 Proposed Density: 525 Units/ha

Permitted Setbacks	Front Yard	N/A
	Side Yard	6.0 metres
	Rear Yard	6.0 metres

Proposed Setbacks	Front Yard	Please refer to Draft Zoning By-law
	Side Yard	
	Rear Yard	

Permitted Parking [please provide ratio and total e.g. 0.5/unit – 60 spaces]

1.25 resident spaces/unit, 0.25 visitor spaces/unit
 Total: 2110 parking spaces

Proposed Parking [please provide ratio and total e.g. 0.5/unit – 60 spaces]

1.0 resident spaces/unit, 0.20 visitor spaces/unit
 Total: 1688 parking spaces provided

If certain zoning provisions cannot be met, please explain why:

Amendments are required to accommodate the site-specific characteristics of the proposed development including density, height and parking. These are to be addressed through the amending Zoning By-law.

Disclosure of Information

Consent of Owner to the Disclosure of Application Information and Supporting Documentation

Application information is collected under the authority of the *Planning Act*, R.S.O. 1990, c. P.13. In accordance with that Act, it is the policy of the City of Hamilton to provide public access to all Design Review Panel applications and supporting documentation submitted to the City.

1842 King St. E Inc.

c/o Jason Garland _____, the Owner, hereby agree and acknowledge that the information
(Print Name of Owner)

contained in this application and any documentation, including reports, studies and drawings, provided in support of the application, by myself, my agents, consultants and solicitors, constitutes public information and will become part of the public record. As such, and in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M. 56, I hereby consent to the City of Hamilton making this application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.

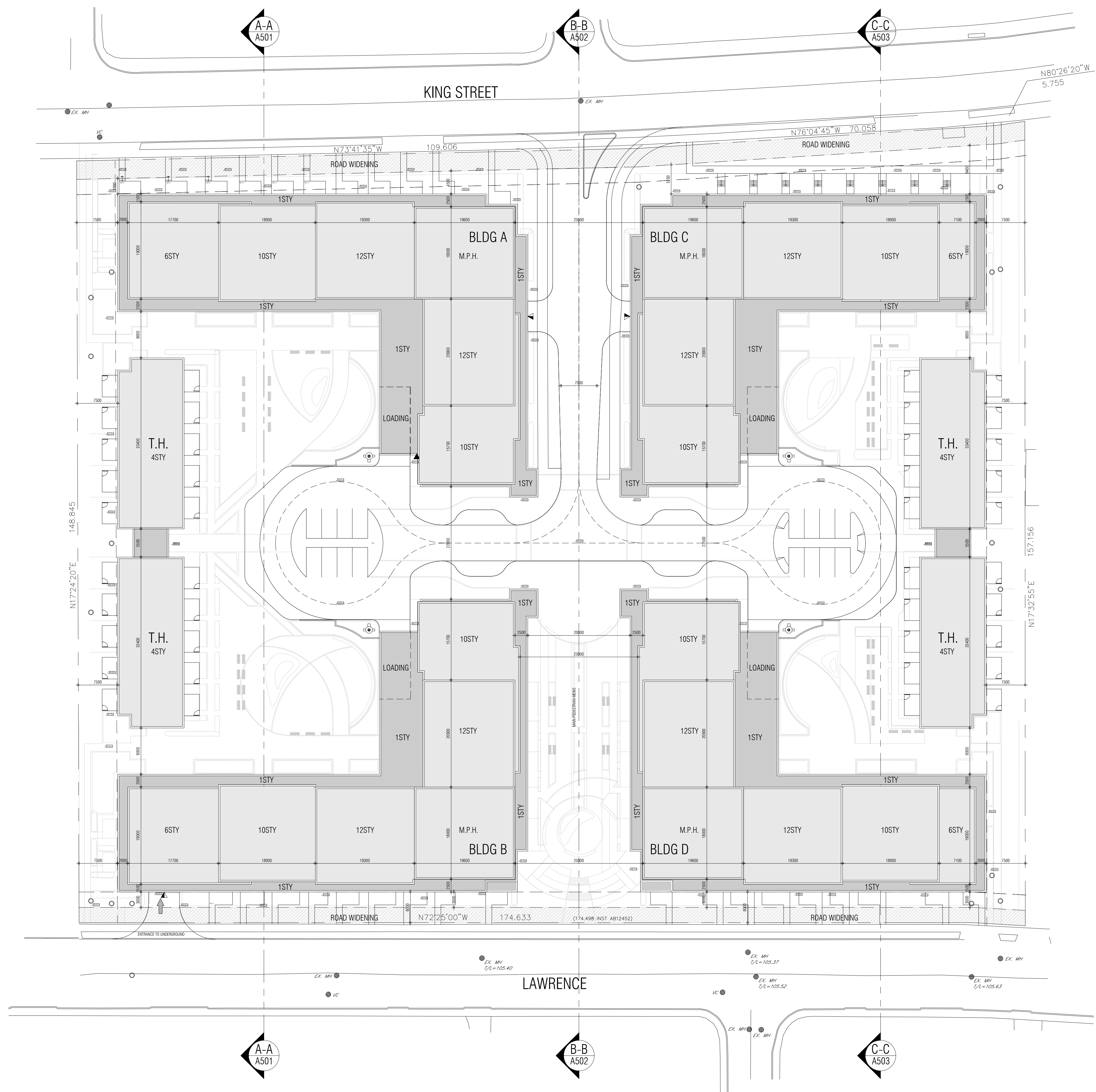
07.23.2021

 Date

 Signature of Owner

NOTE 1: Where owner or applicant is a corporation, the full name of the Corporation with name and title of signing officer must be set out.

NOTE 2: Design Review Panel meetings are public.



PROJECT STATISTICS

JOB No. 1804.20, 1842 KING STREET
DATE: APR.09.2021

01. SITE AREA		(m ²)	(sq)	(ac)	(ha)
		25825.47	2.68	286746.68	6.63

02. G.C.A. (m ²)		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
BELOW GRADE		0	1355.4	853	1064.6	938.1	4211.3
ABOVE GRADE		5295.2	21188.4	21188.4	13006.9	13006.9	87586.8
TOTAL		5295.2	22543.8	22041.4	23971.7	20945	91777.1

03. F.S.I		PROPOSED
		3.42

04. SETBACKS * (m)		PROPOSED
BELOW GRADE		NORTH: 0.00, EAST: 7.50, SOUTH: 0.00, WEST: 7.50
ABOVE GRADE		NORTH: 3.00, EAST: 7.50, SOUTH: 3.00, WEST: 7.50

05. UNIT BREAKDOWN		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
RESIDENTIAL UNITS		Studio	0	0	0	0	0
		1 Bedroom	0	292	291	254	261
		2 Bedroom	80	37	39	42	45
		3 Bedroom	0	7	5	6	6
TOTAL		80	336	335	302	312	1365

05. B.F. UNIT BREAKDOWN **		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
RESIDENTIAL UNITS		Studio	0	0	0	0	0
		1 Bedroom	0	44	44	38	39
		2 Bedroom	12	6	6	7	36
		3 Bedroom	0	1	1	1	4
TOTAL		12	50	50	45	47	205

06. PARKING		PROPOSED
RESIDENTIAL		Studio: 0, 1 Bedroom: 1,018, 2 Bedroom: 1,389
NON RESIDENTIAL/VISITOR		0.222, 303
TOTAL		1692

07. BIKE PARKING		PROPOSED
SHORT TERM		0.5, 68
LONG TERM		0.05, 662
TOTAL		750

08. STORAGE LOCKERS		PROPOSED
		T.B.D.

09. ESTABLISHED GRADE		PROPOSED

10. BUILDING HEIGHT (m)		PROPOSED
TO MAIN ROOF SLAB		4 STY: 12.51Y, 12 STY: 12.51Y, 12 STY: 12.51Y
TO MECH. PENTHOUSE		

11. AMENITY (m ²)		PROPOSED
INDOOR		0, 711, 726, 728, 653, 2638
OUTDOOR		0, 3428, 3428, 3153, 3153, 13982
TOTAL		0, 4140, 4157, 3881, 3756, 15888

NOTES:
* setbacks to main building face
** actual unit count may vary depending on market demand

LIST OF DRAWINGS

A.100 - Context Plan	A.307 - 7th Floor Plan
A.101 - Site Plan & Stats	A.308 - 8th-9th Floor Plan
A.201 - P3 Underground Floor Plan	A.309 - 10th Floor Plan
A.202 - P2 Underground Floor Plan	A.310 - 11th Floor Plan
A.203 - P1 Underground Floor Plan	A.311 - 12th Floor Plan
A.301 - Ground Floor Plan	A.312 - Mechanical Penthouse Plan
A.302 - 2nd Floor Plan	A.401 - South and West Elevations
A.303 - 3rd Floor Plan	A.402 - North and East Elevations
A.304 - 4th Floor Plan	A.501 - Section A
A.305 - 5th Floor Plan	A.502 - Section B
A.306 - 6th Floor Plan	A.503 - Section C

G.F.A. DEFINITION

"Gross Floor Area" with reference to the maximum permissible floor area of a building or structure in relation to the area of the lot on which it is situated means the aggregate of the areas of the building or structure at each storey, including mezzanine floors and a basement but not a cellar or sub-cellar;

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1. APR.13.2021 ISSUED FOR COORDINATION B.G.



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1842 KING ST E

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ASSISTANT DESIGNER: R.L.
DRAWN BY: R.L.
CHECKED BY: D.B.
PLOT DATE: APR.13.2021
JOB #: 1804.20

SITE PLAN

1:400 A101

TITLEBLOCK SIZE: 610 x 900

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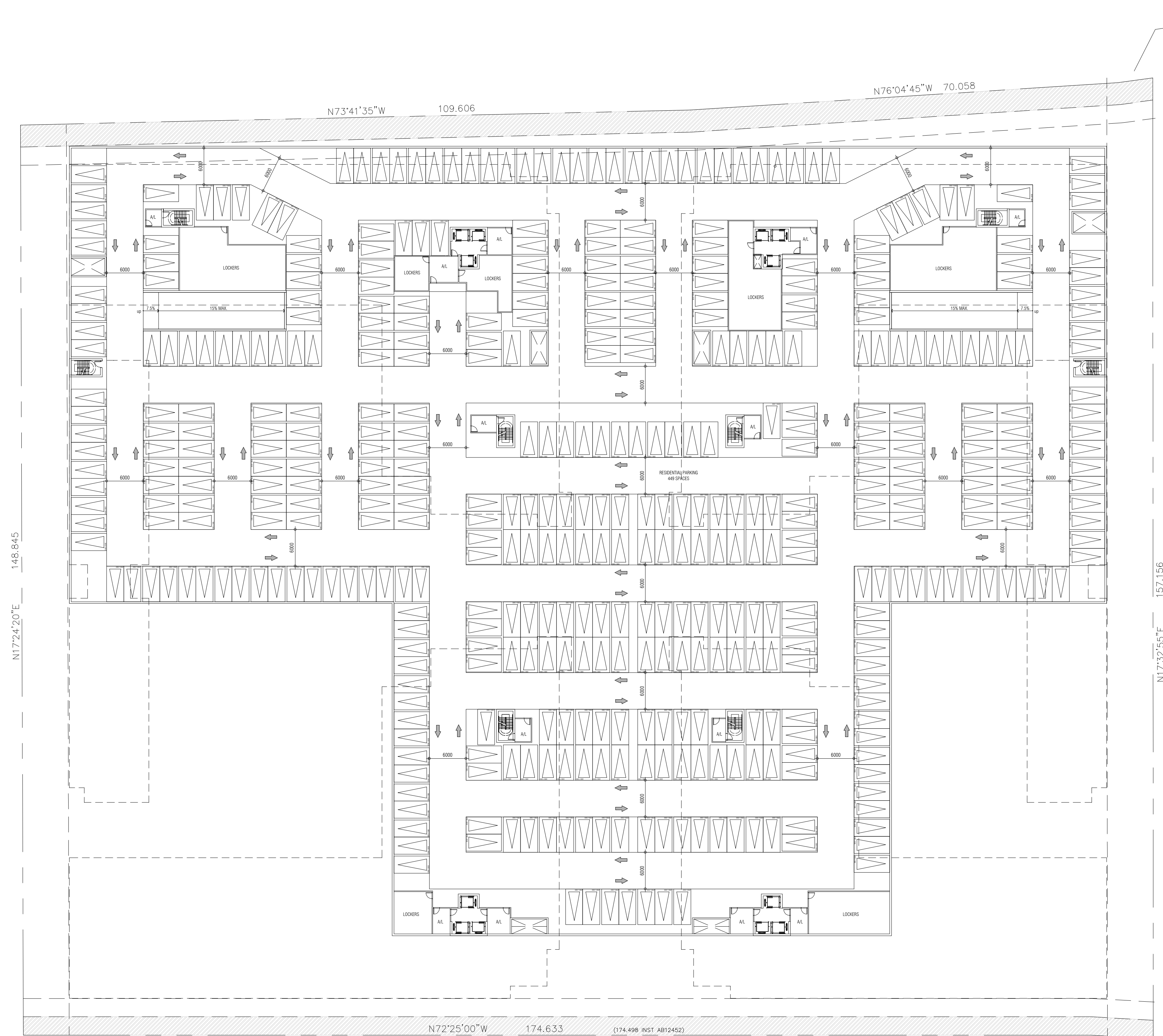
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PARKING LEGEND

LEVEL	VIS.	RES.	TOTAL
GF	16		16 CARS
P1	287	256	543 CARS
P2		684	684 CARS
P3		449	449 CARS
TOTAL	303	1389	1692 CARS



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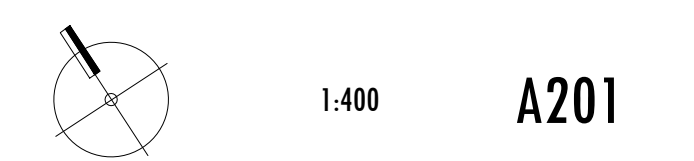


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UNDERGROUND P3



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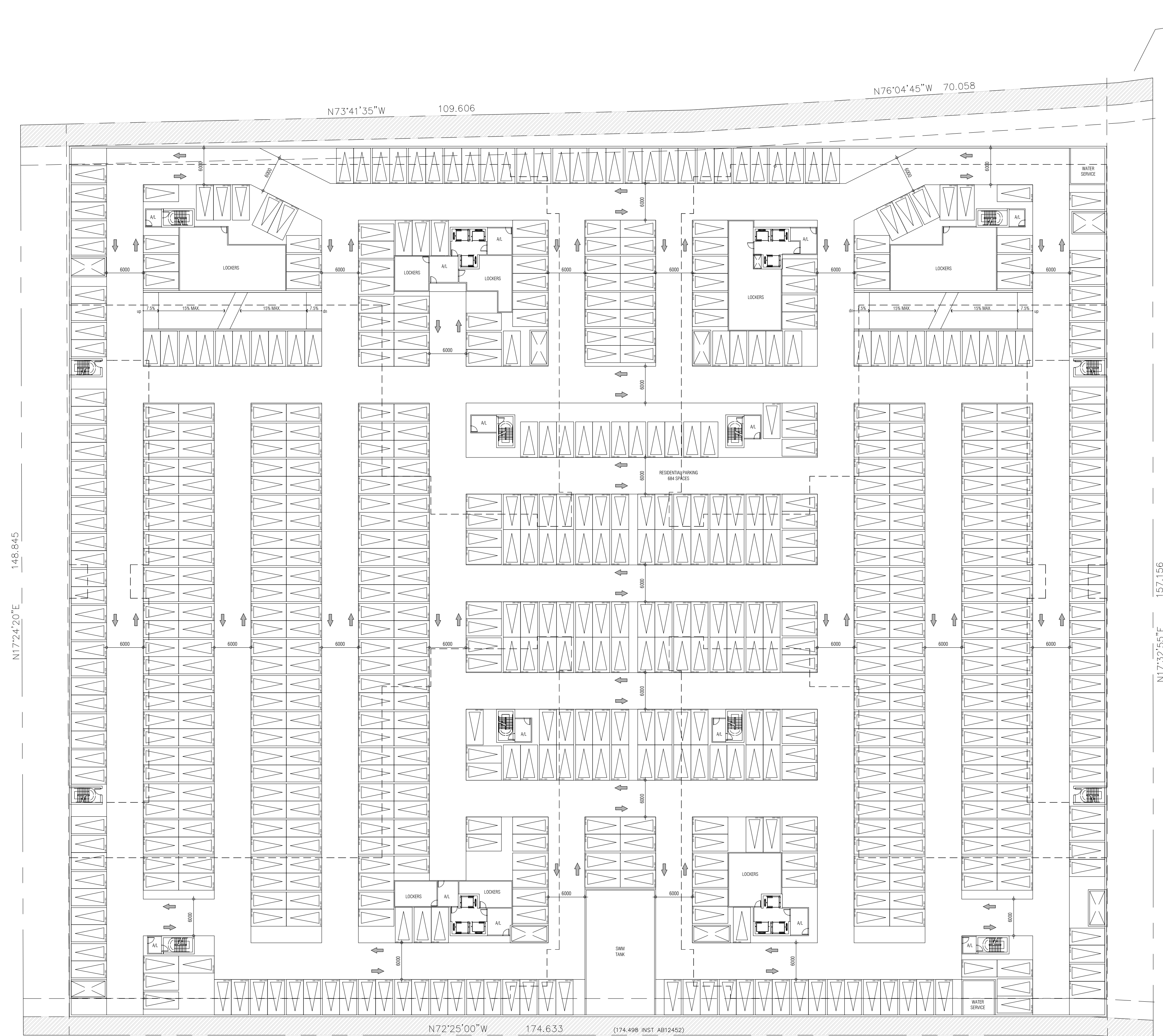
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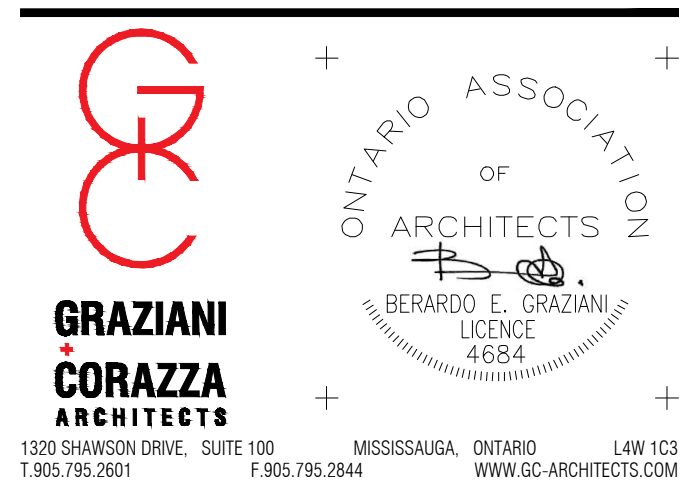


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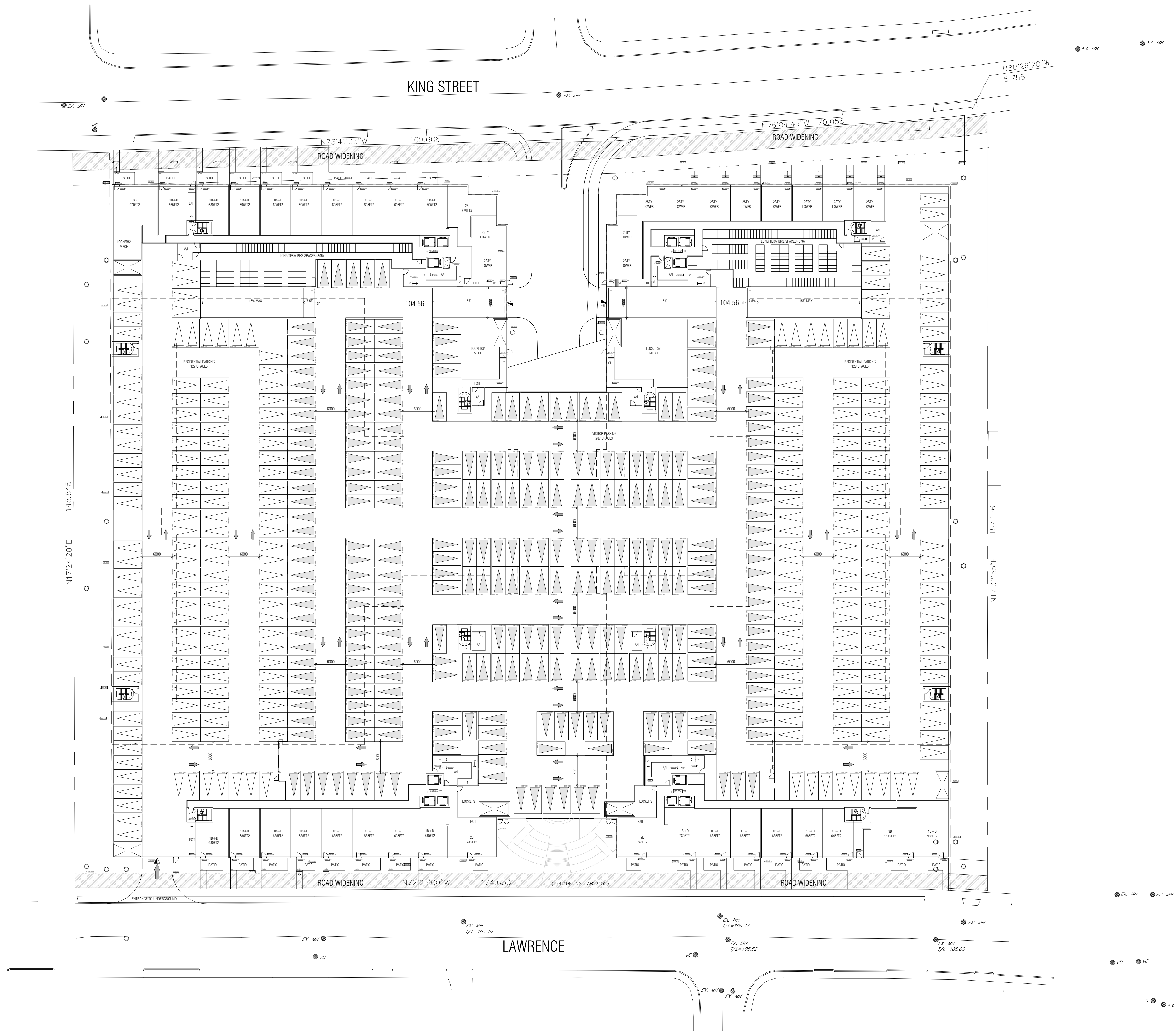
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UNDERGROUND P2



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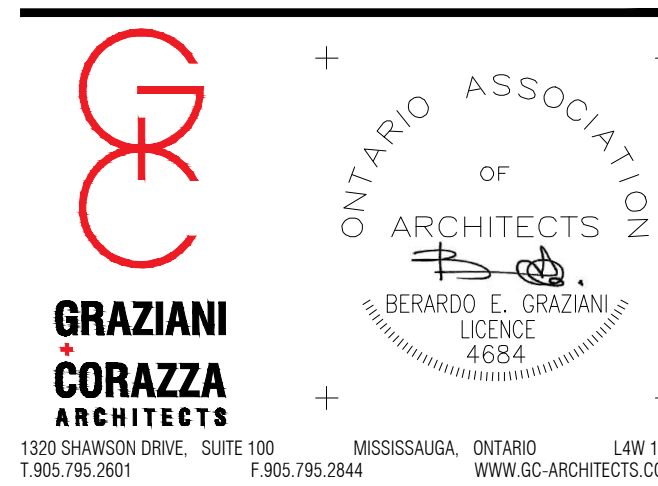
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PARKING LEGEND

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P3		449	449 CARS
TOTAL	303	1389	1692 CARS



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UNDERGROUND P1

1:400 **A203**

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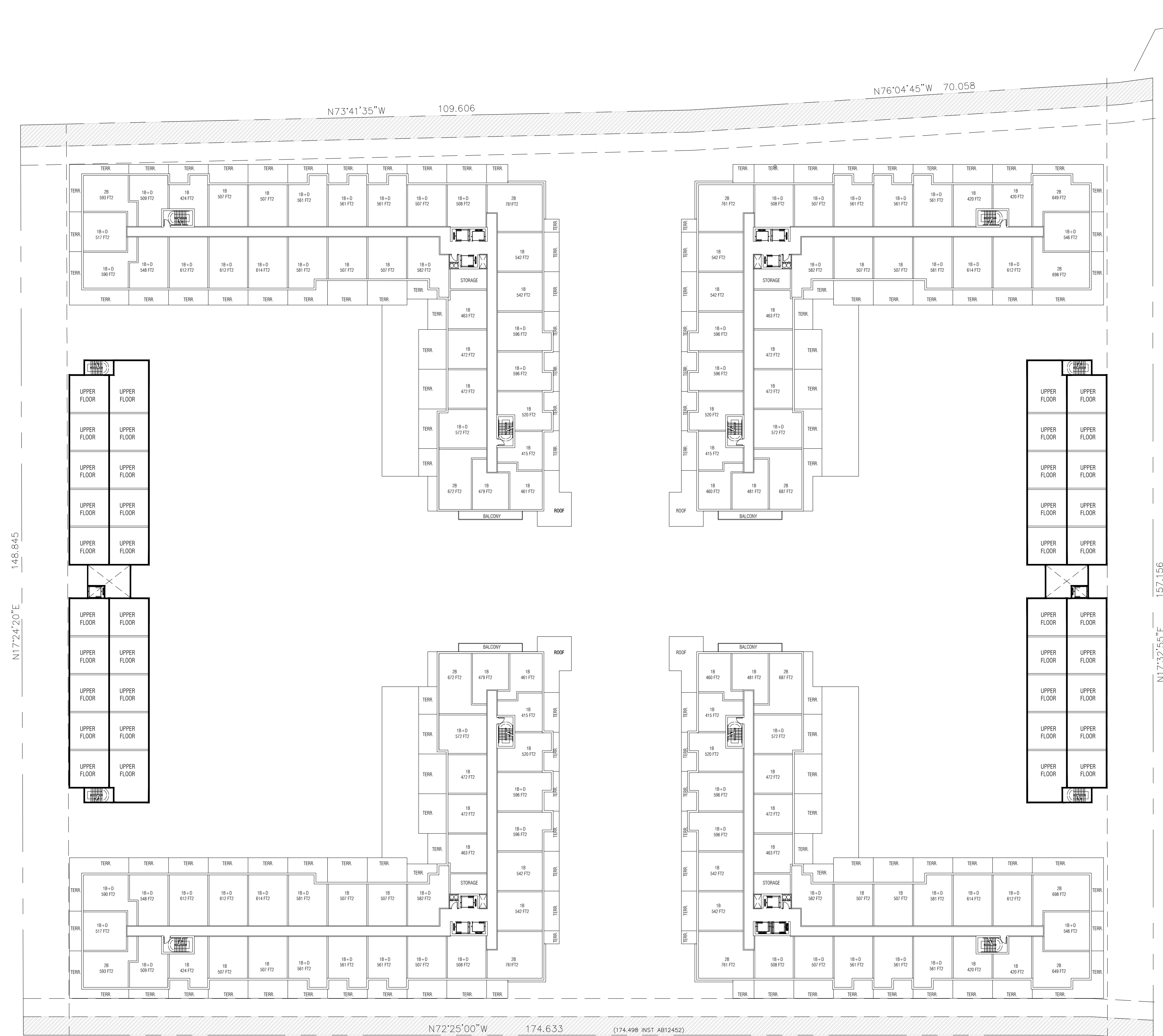
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2ND FLOOR PLAN

1:400 **A302**

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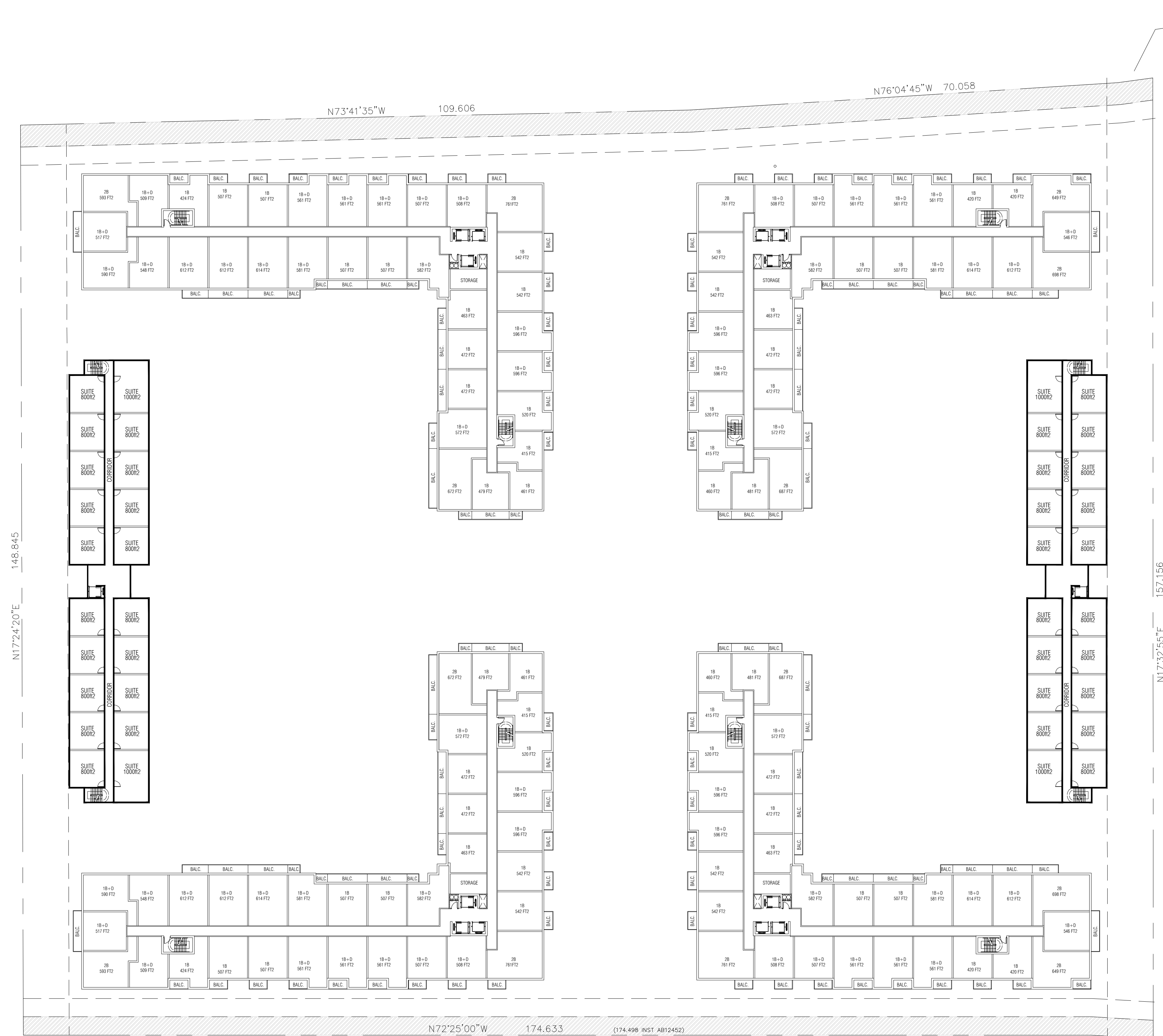
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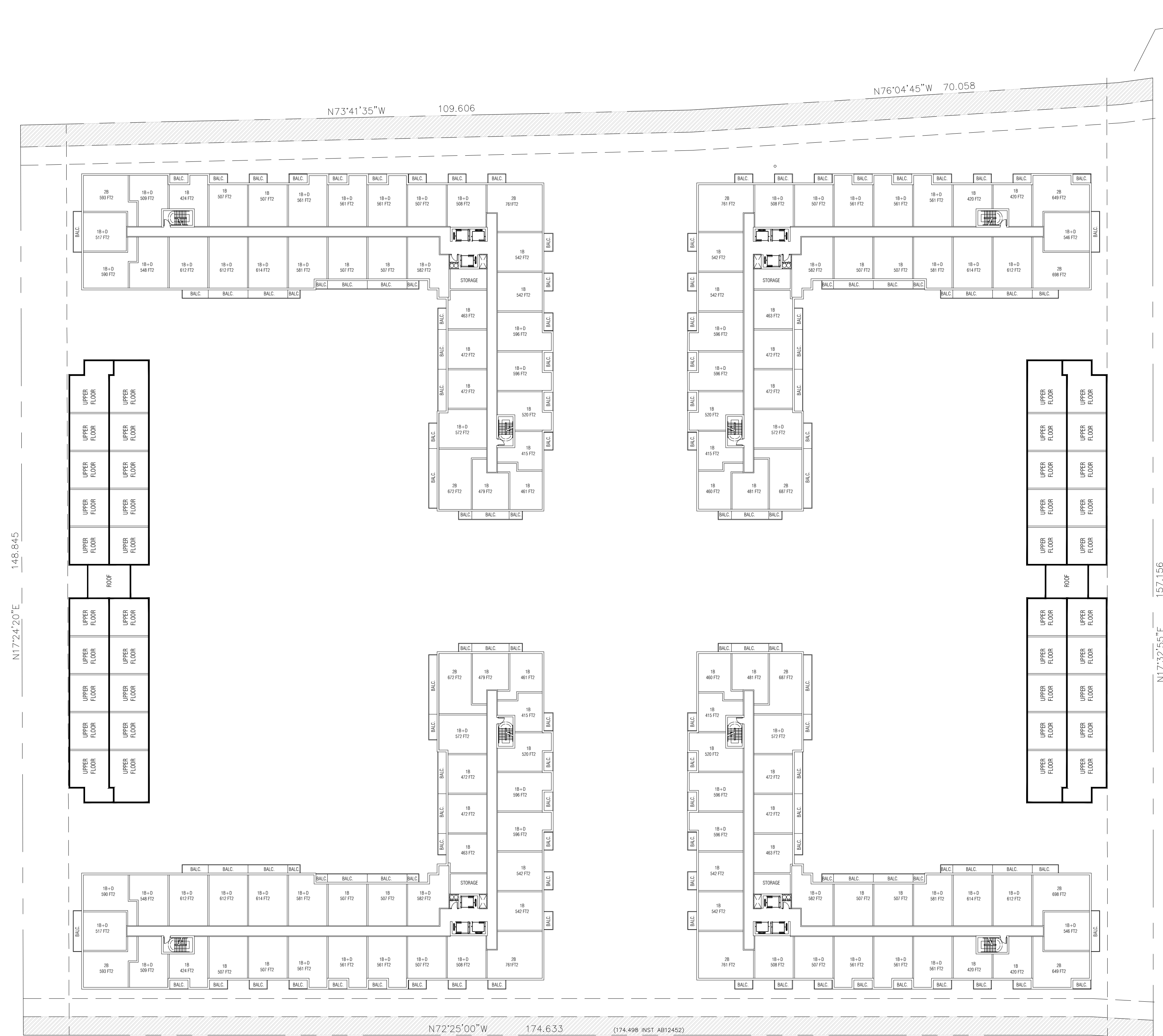
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 JOB #: 1804.20

3RD FLOOR PLAN





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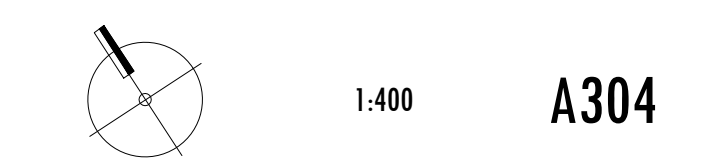


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4TH FLOOR PLAN



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5TH FLOOR PLAN

1:400 **A305**

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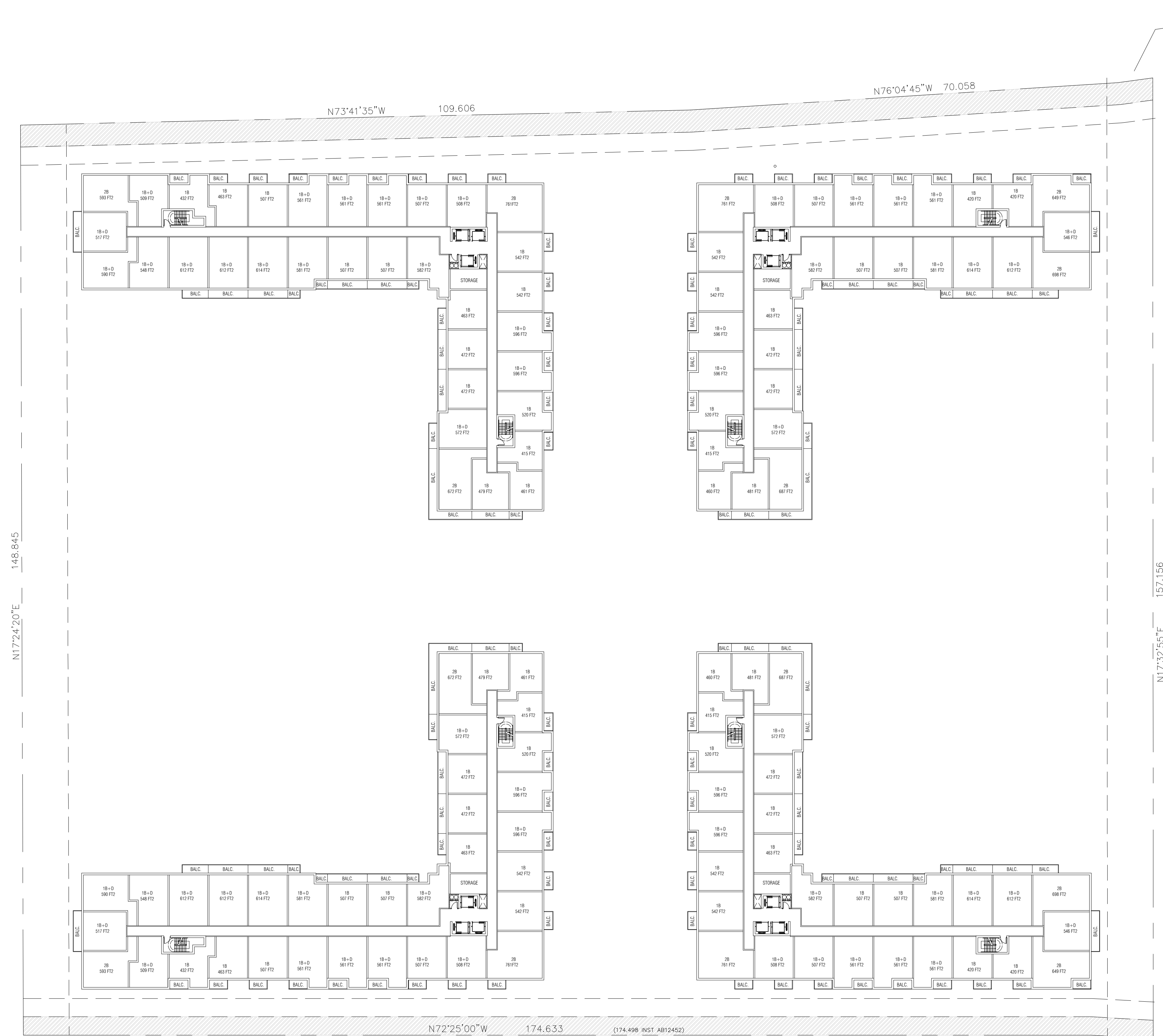
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6TH FLOOR PLAN



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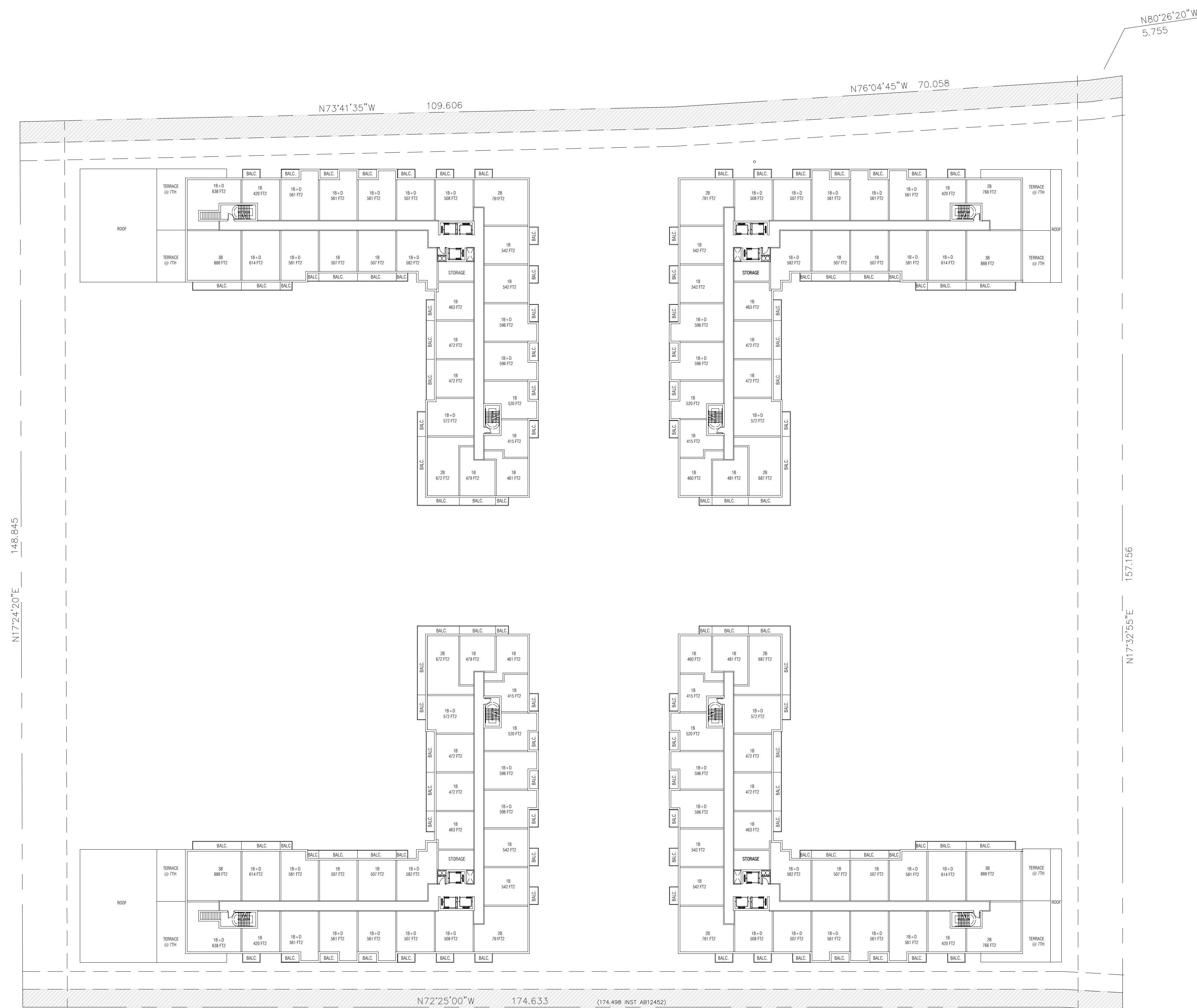
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7TH FLOOR PLAN



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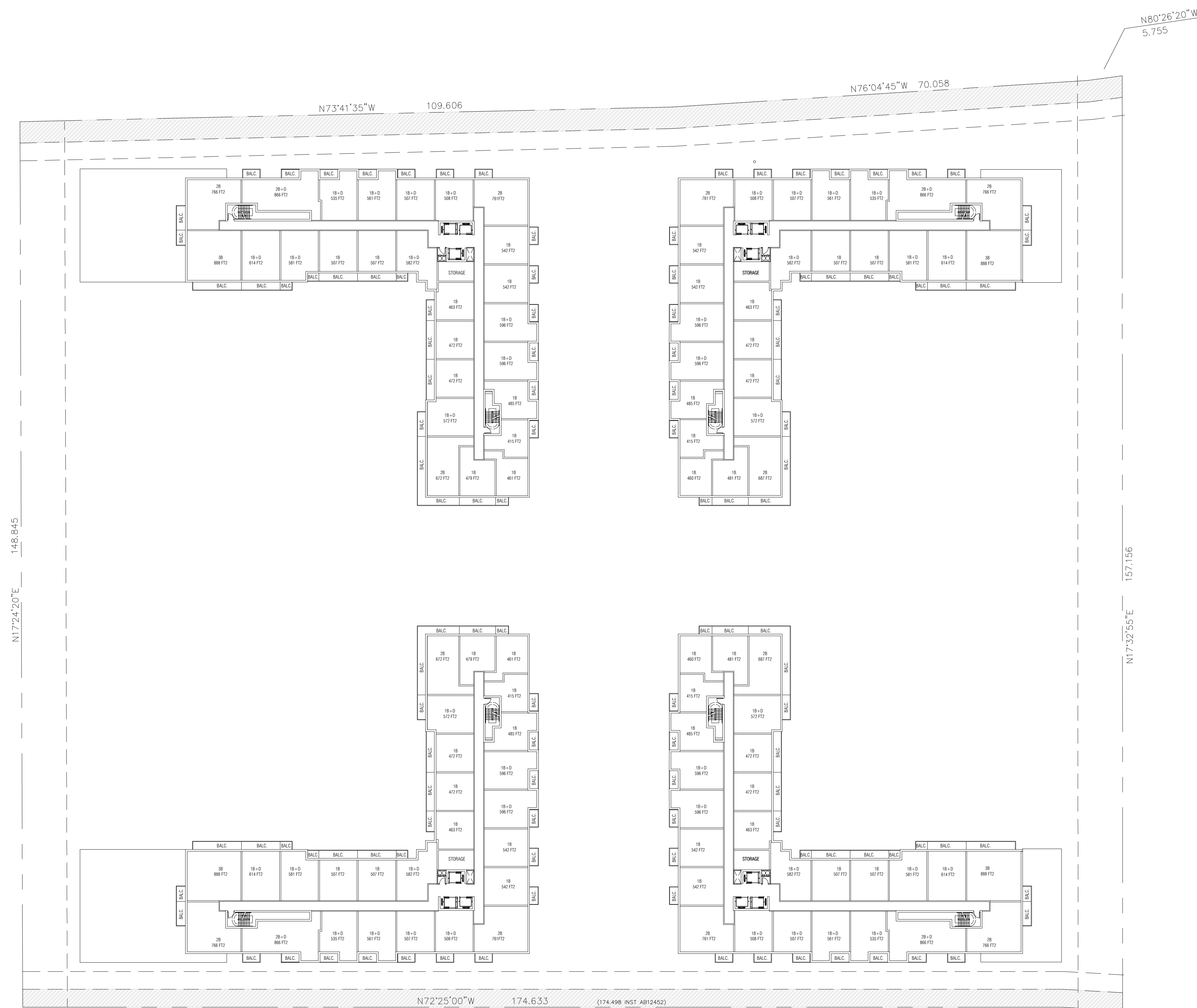
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10TH FLOOR PLAN



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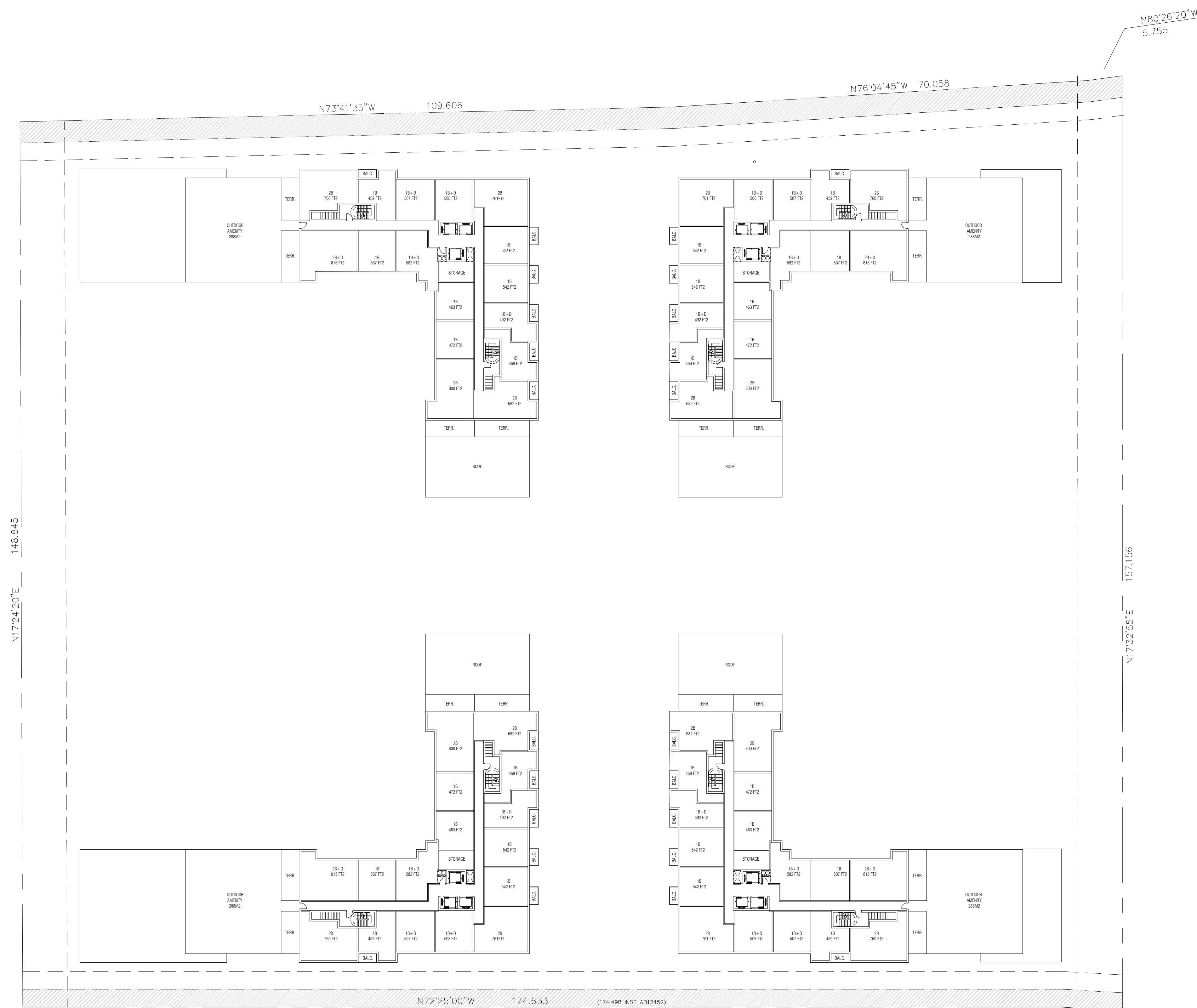
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11TH FLOOR PLAN



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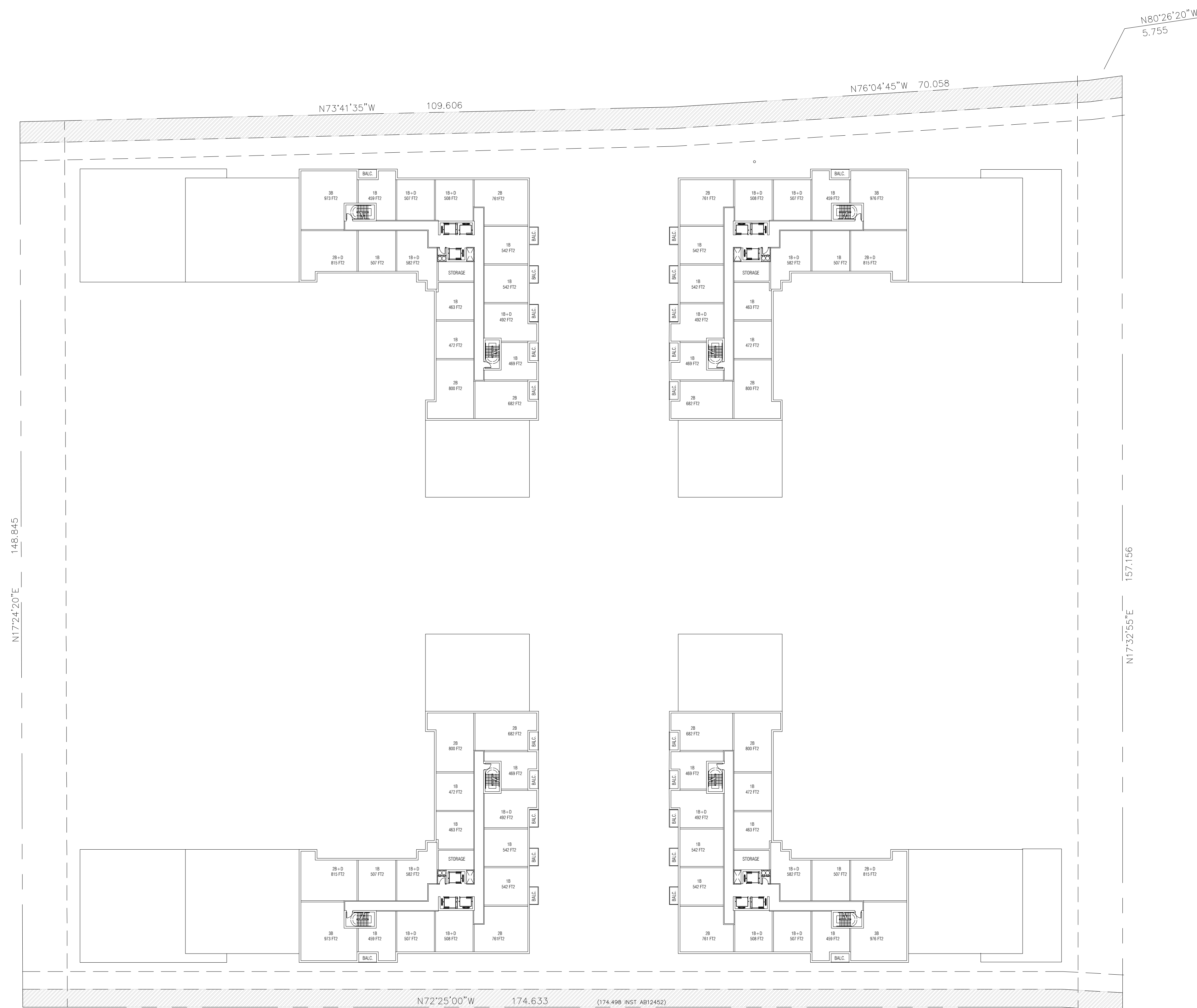
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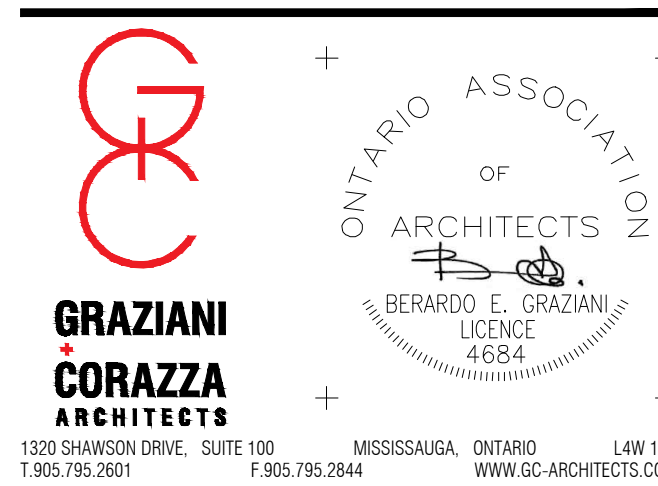
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12TH FLOOR PLAN



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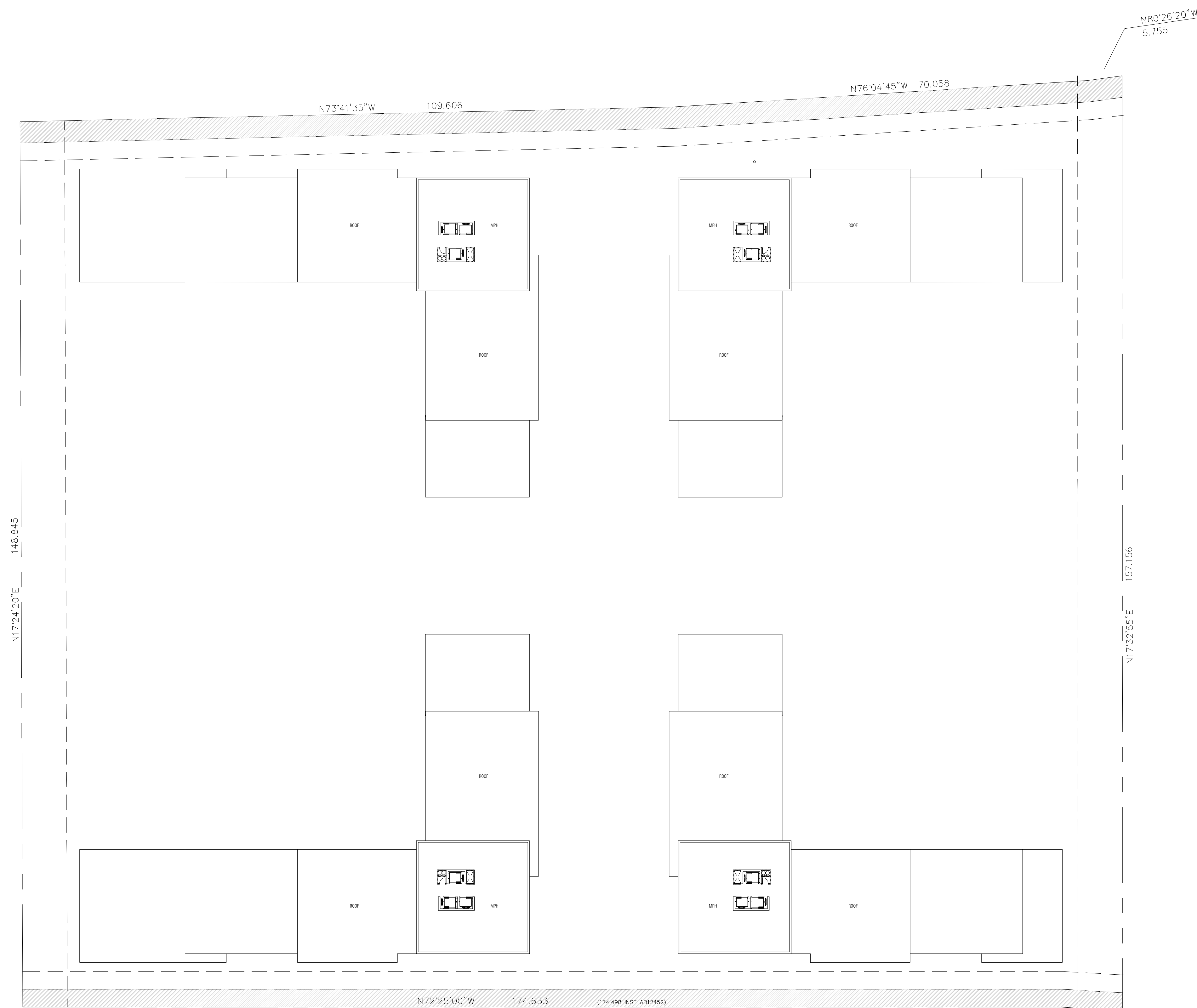
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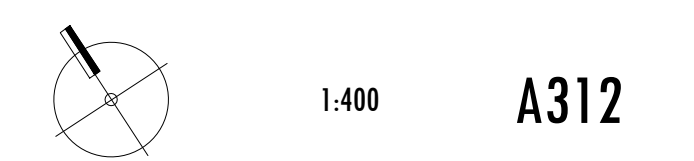
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MECHANICAL PENTHOUSE



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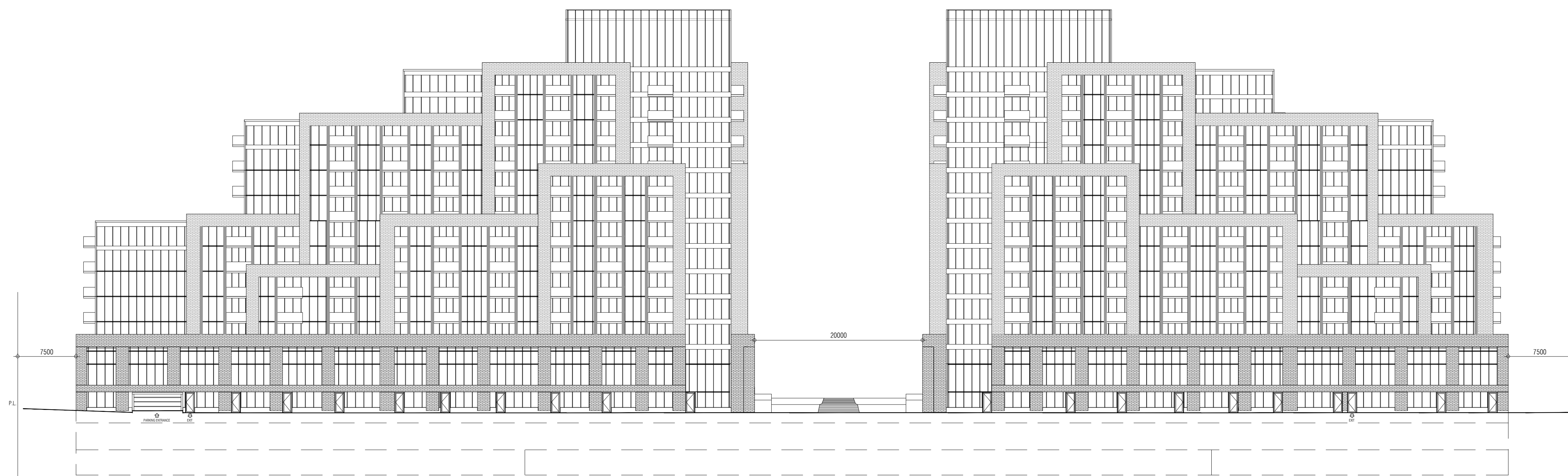
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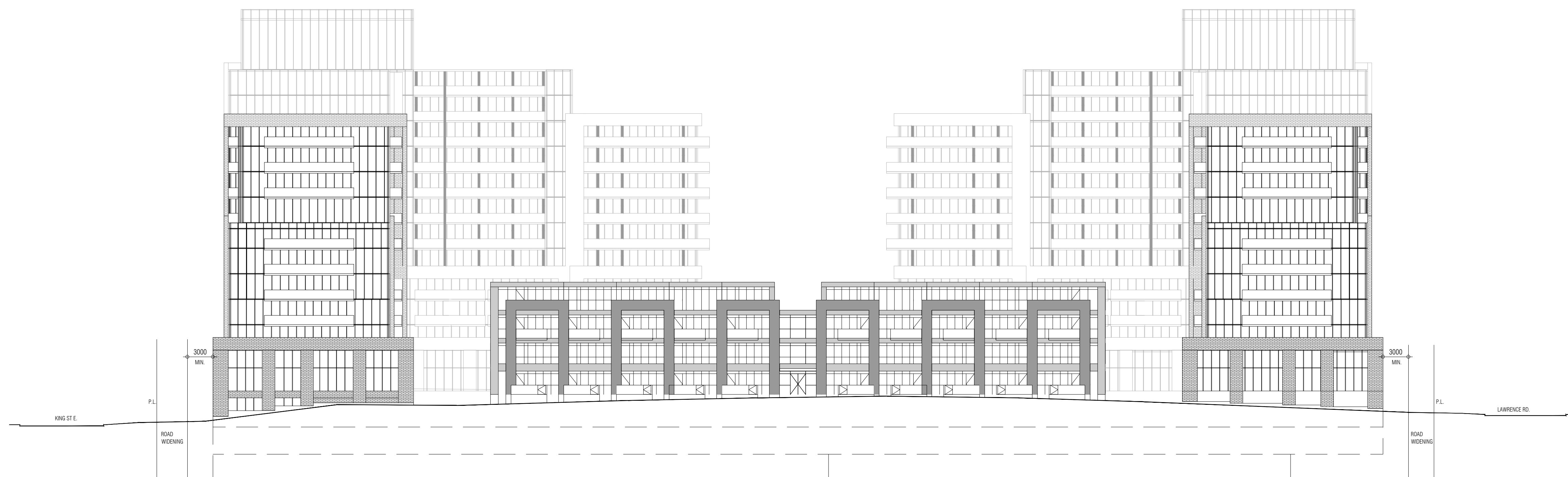
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SOUTH ELEVATION



WEST ELEVATION



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SOUTH AND WEST ELEVATIONS

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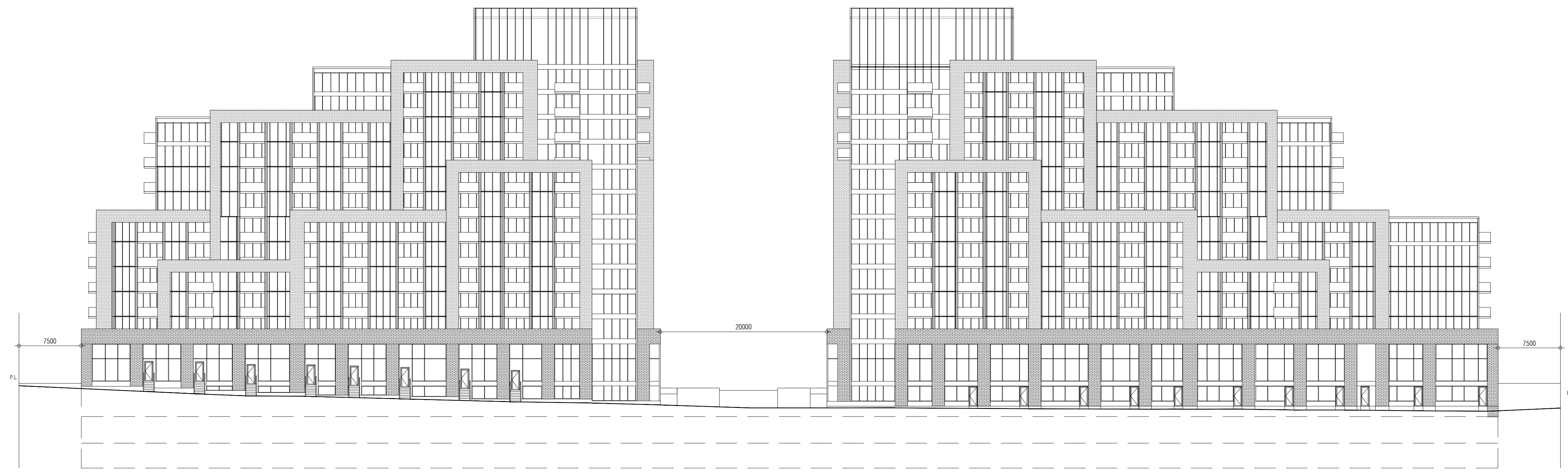
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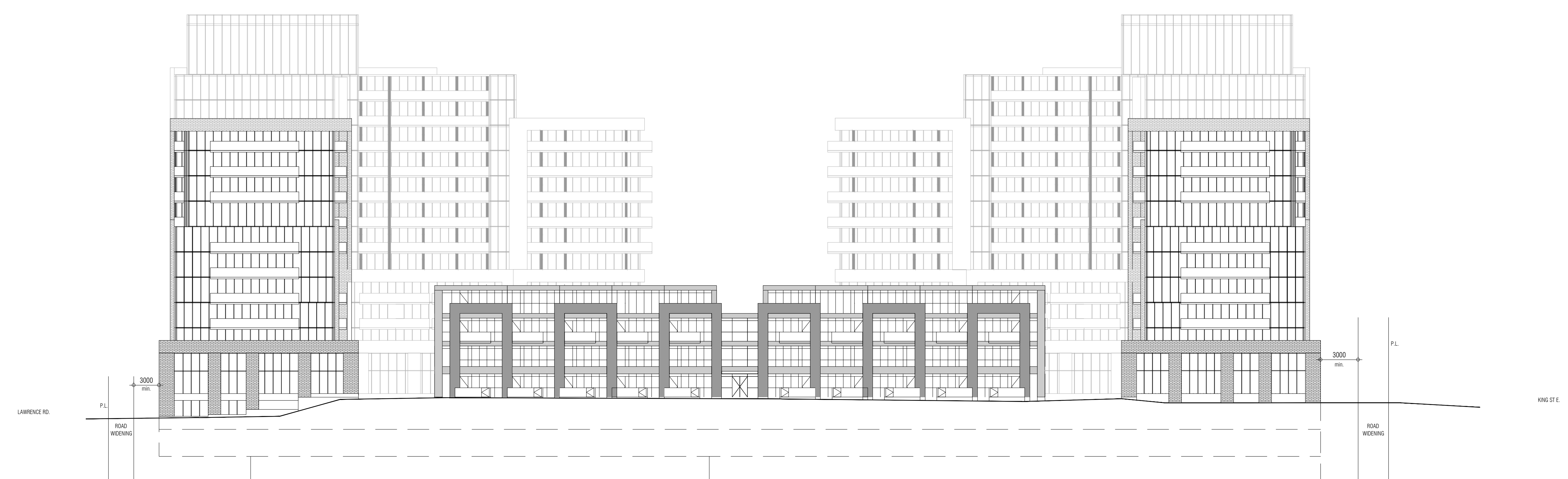
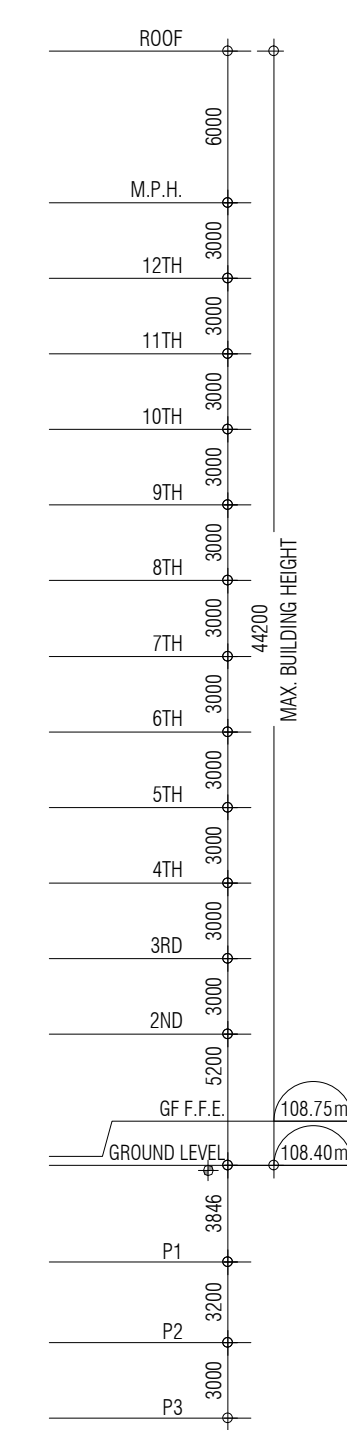
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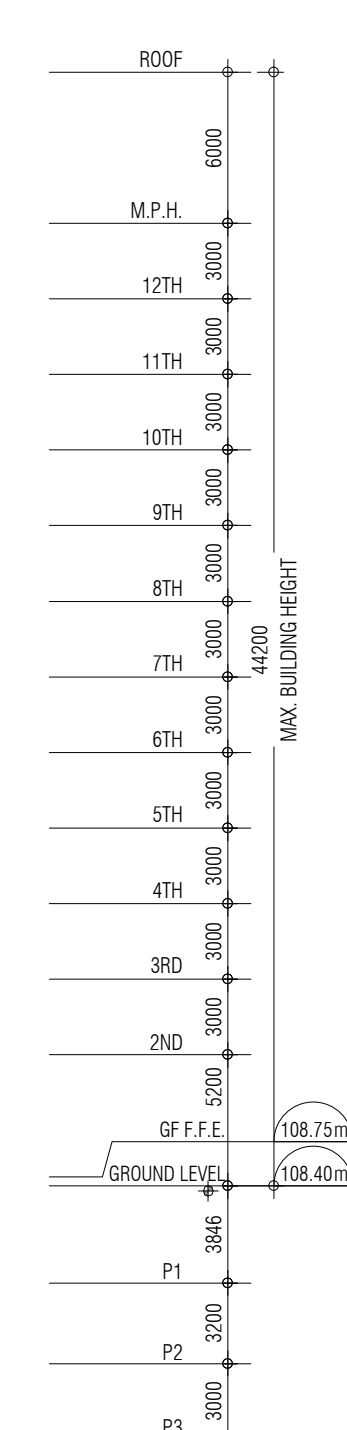
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NORTH ELEVATION



EAST ELEVATION



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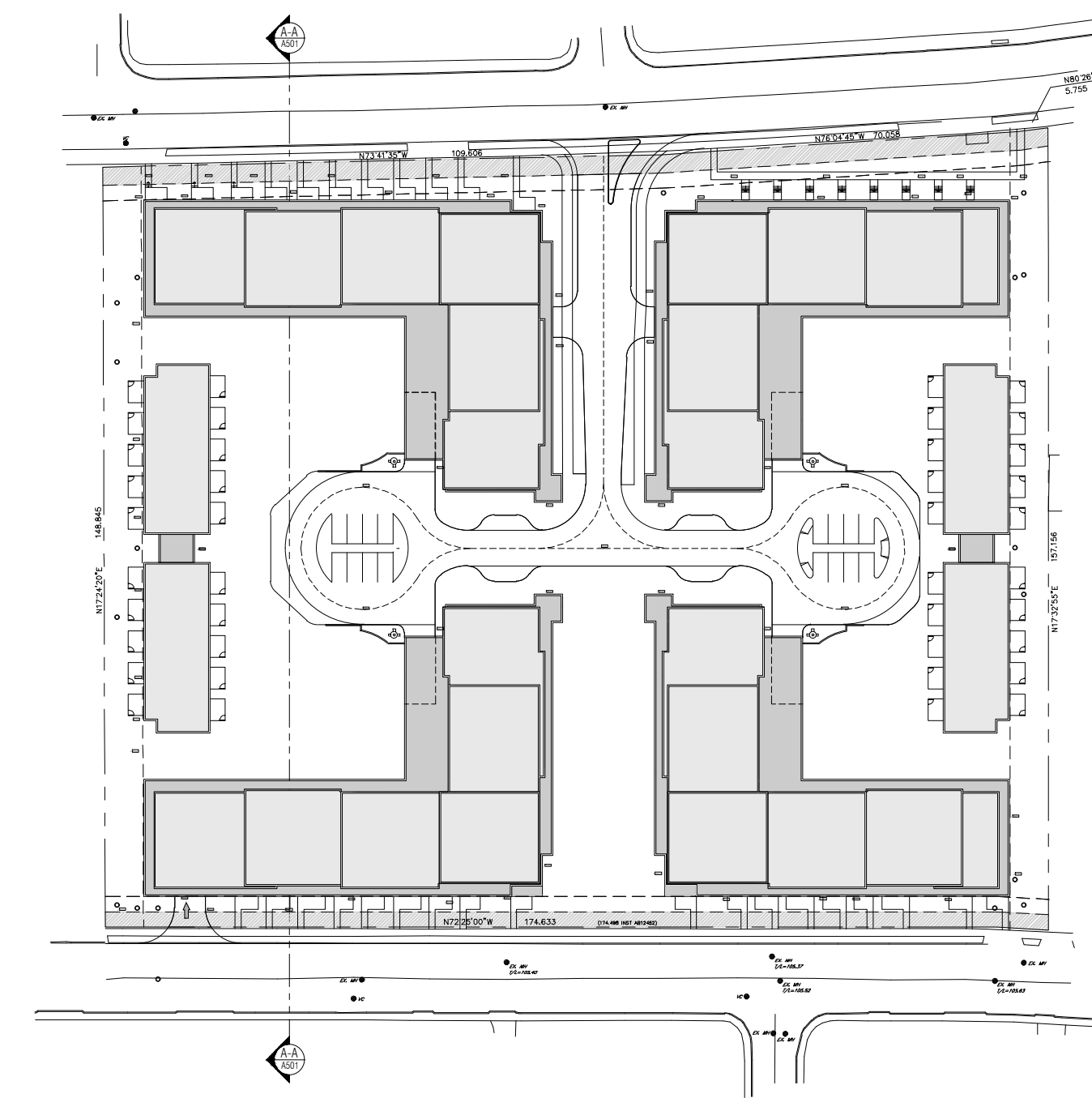
RESIDENTIAL
1842 KING ST E

HAMILTON ONT

PROJECT ARCHITECT: B.G.
ASSISTANT DESIGNER: R.L.
DRAWN BY: R.L.
CHECKED BY: D.B.
PLOT DATE: APR.13.2021
JOB #: 1804.20

NORTH AND EAST ELEVATIONS

1:300 A402



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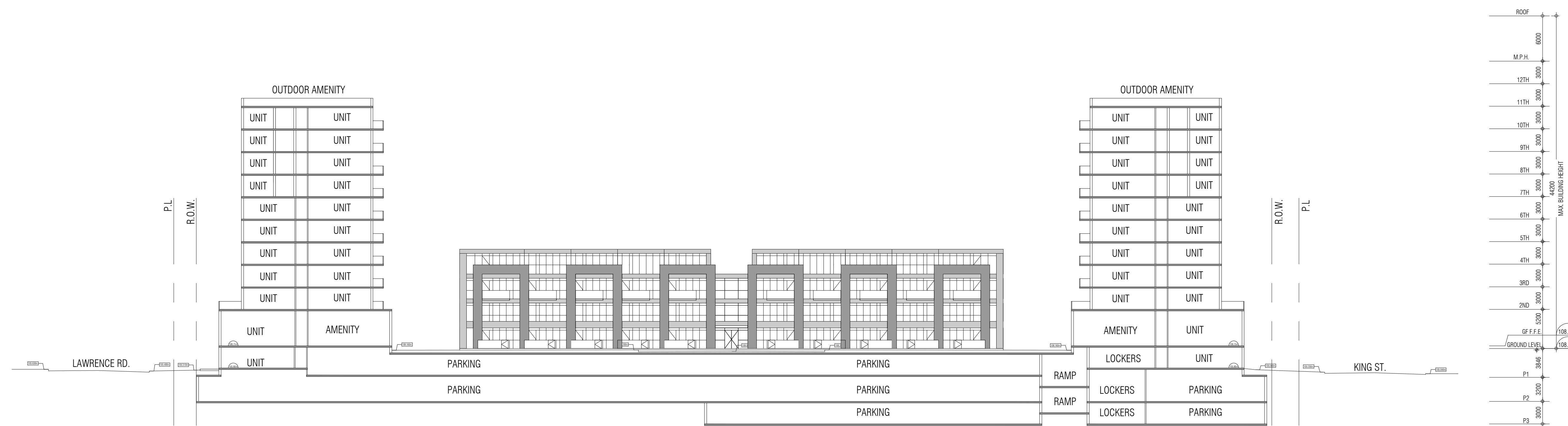
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1. APR.13.2021 ISSUED FOR COORDINATION 60



NEW HORIZON
DEVELOPMENT GROUP

issued for revisions

ONTARIO ASSOCIATION
OF
ARCHITECTS

GRAZIANI
CORAZZA
ARCHITECTS

BERARDO E. GRAZIANI
LUCENCE
4684

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HAMILTON ONT

PROJECT ARCHITECT: B.G

ASSISTANT DESIGNER: R.L

DRAWN BY: R.L

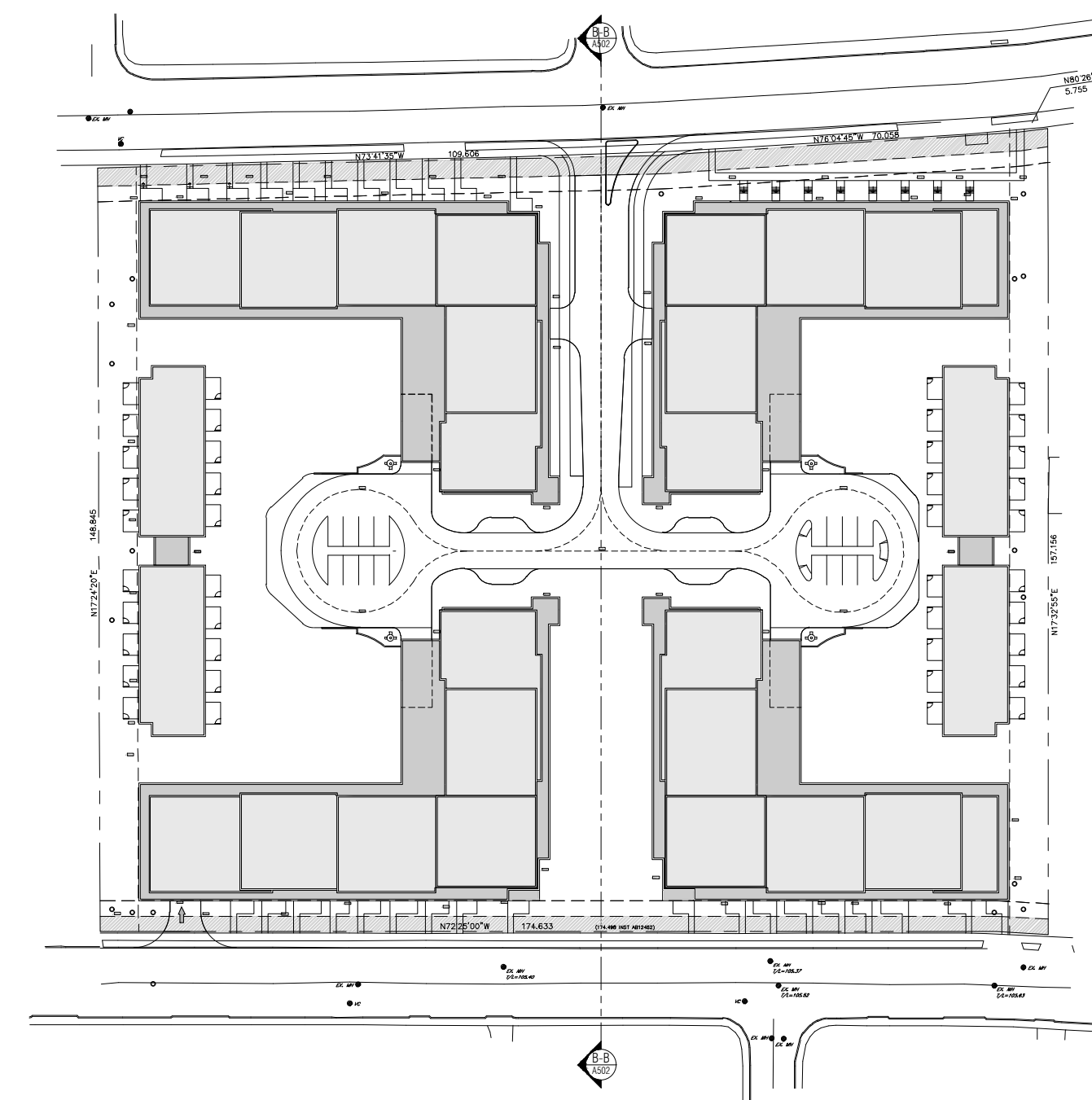
CHECKED BY: D.B

PLOT DATE: APR.13.2021

JOB #: 1804.20

SECTIONS A-A

1:300 A501



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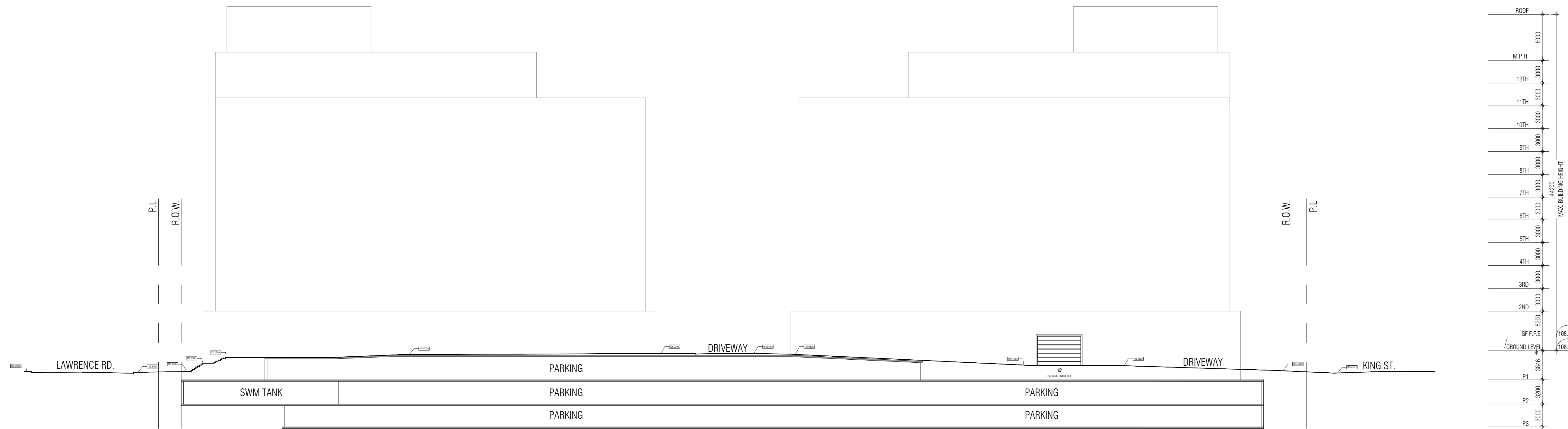
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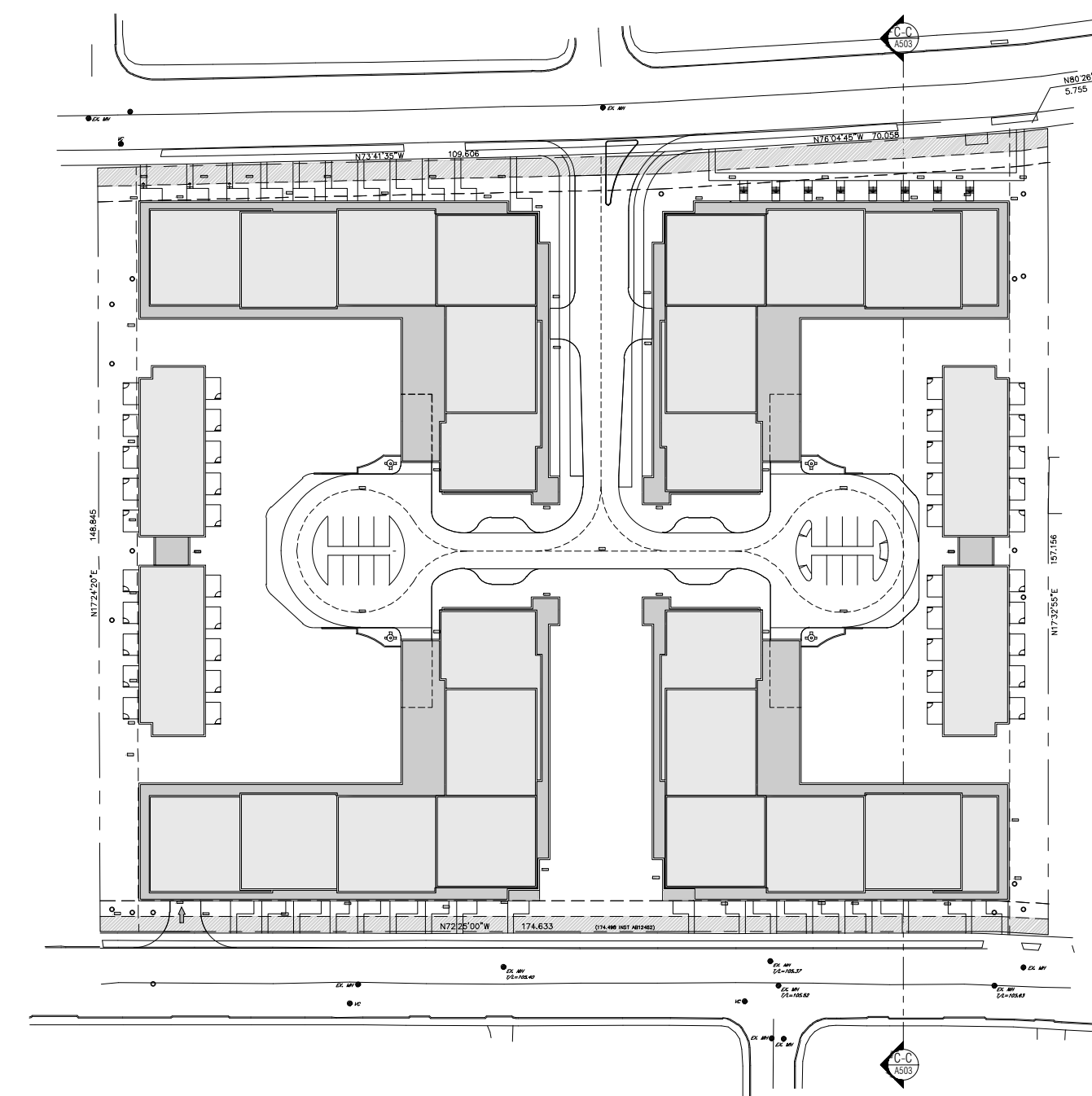
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1842 KING ST E

HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
DRAWN BY:	R.L
CHECKED BY:	D.B
PLOT DATE:	APR.13.2021
JOB #	1804.20

SECTIONS B-B

1:300 A502



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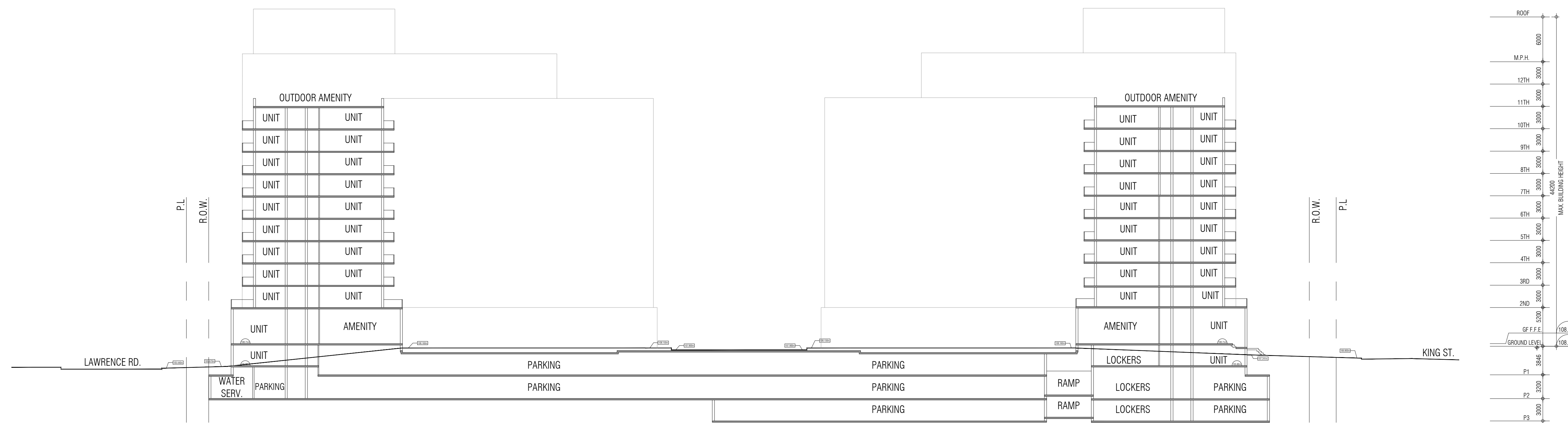
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HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
DRAWN BY:	R.L
CHECKED BY:	D.B
PLOT DATE:	APR.13.2021
JOB #	1804.20

SECTIONS C-C

1:300 A503

TITLEBLOCK SIZE: 610 x 900

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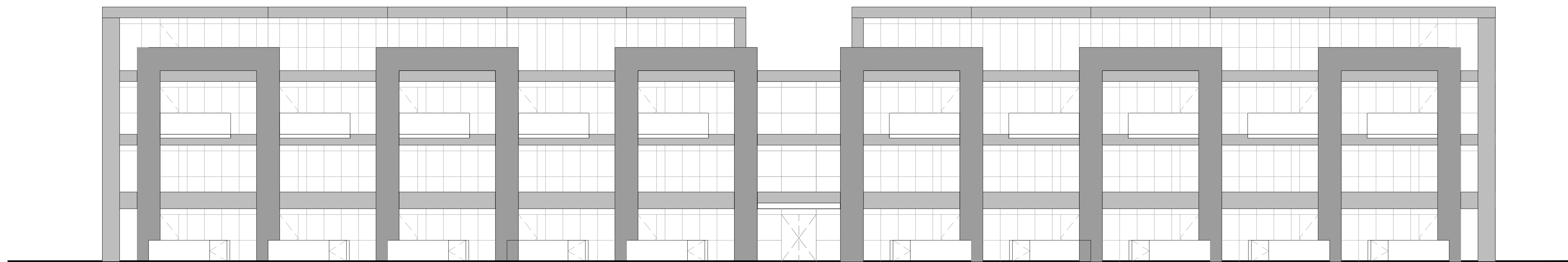
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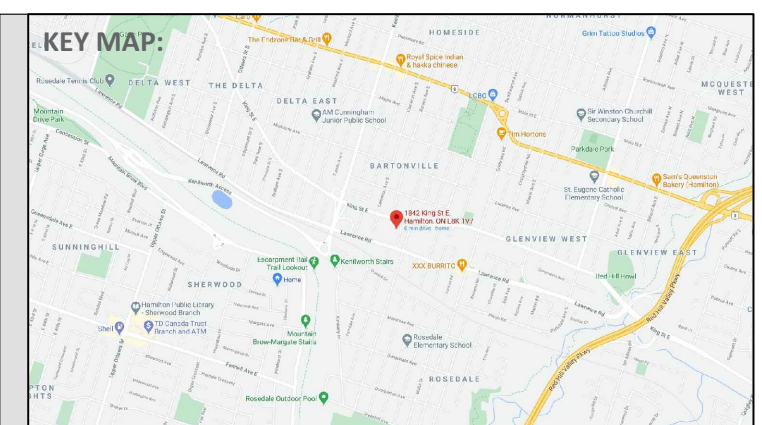
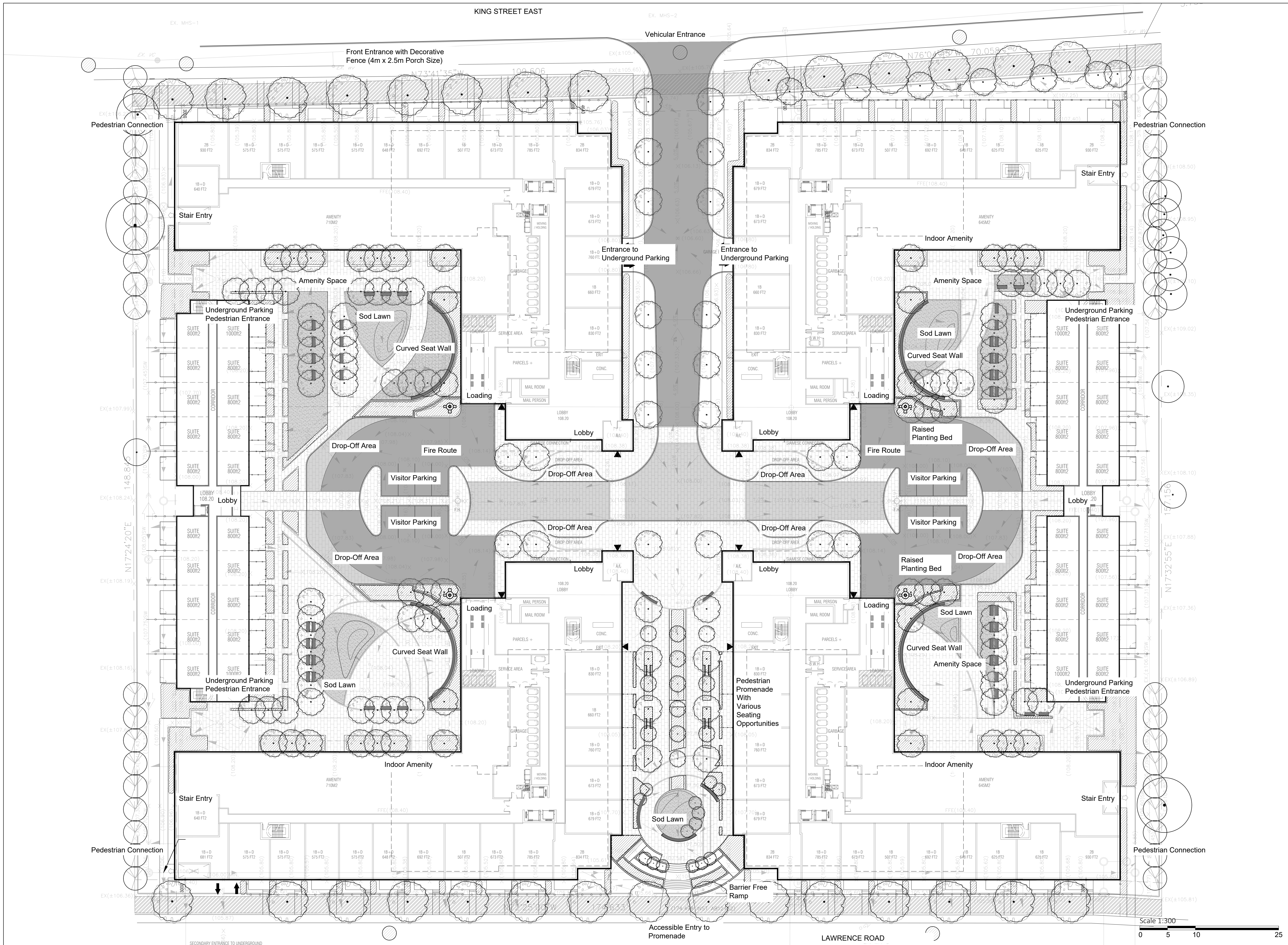
1842 BROCK STREET

HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
DRAWN BY:	R.L
CHECKED BY:	D.B
PLOT DATE:	APR.07.2021
JOB #	1804.20

TOWNHOUSE PLANS

1:200 **A310**

TITLEBLOCK SIZE: 610 x 900



- LEGEND:**
- Paving
 - Sod
 - Planting Bed
 - Decorative Fencing
 - Existing Tree
 - Future Public Street Tree
 - (116.90) Proposed Elevation

- Landscape Notes**
1. Dimensions are shown in meters unless noted otherwise. Do not scale drawings.
 2. Contractor to review layout on site with Landscape Architect prior to commencing work.
 3. Contractor to verify grades and identify discrepancies prior to initiating work. Report any changes, discrepancies, or substitutions to the Landscape Architect for review prior to work.
 4. It is the contractor's responsibility to locate and verify all existing utilities and services prior to construction.
 5. Plant material support systems must be removed by the contractor at time of final acceptance. No extras will be paid to complete this work.
 6. Contractor to provide minimum one (1) year warranty from date accepted on all work unless otherwise specified.
 7. Grading and servicing shown is for information purposes. For grading and servicing information refer to engineering drawings.
 8. For lighting information and power distribution refer to the electrical drawings.
 9. Drawings are for construction only if Landscape Architects stamp is signed and dated by the Landscape Architect, and plans are approved by the Municipality.
 10. Tree planting within the municipal right-of-way to be undertaken by the Municipality unless noted otherwise.
 11. Unless otherwise specified all landscaped areas are to be sodded.
 12. Unless otherwise specified, all undeveloped areas shall be undisturbed and kept free and clear of debris.
 13. The Owner is to be aware of the Migratory Birds Convention Act, 1994. This Act is implemented by Environment Canada and the Owner is to make every effort to avoid removal of vegetation from the period of March 31st to August 31st.



REVISIONS / SUBMISSIONS

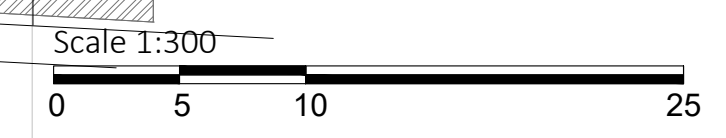
NO.	DESCRIPTION	DATE:
2	For Zoning By-law Amendment	2021-04-08
1	For Client Review	2021-03-08

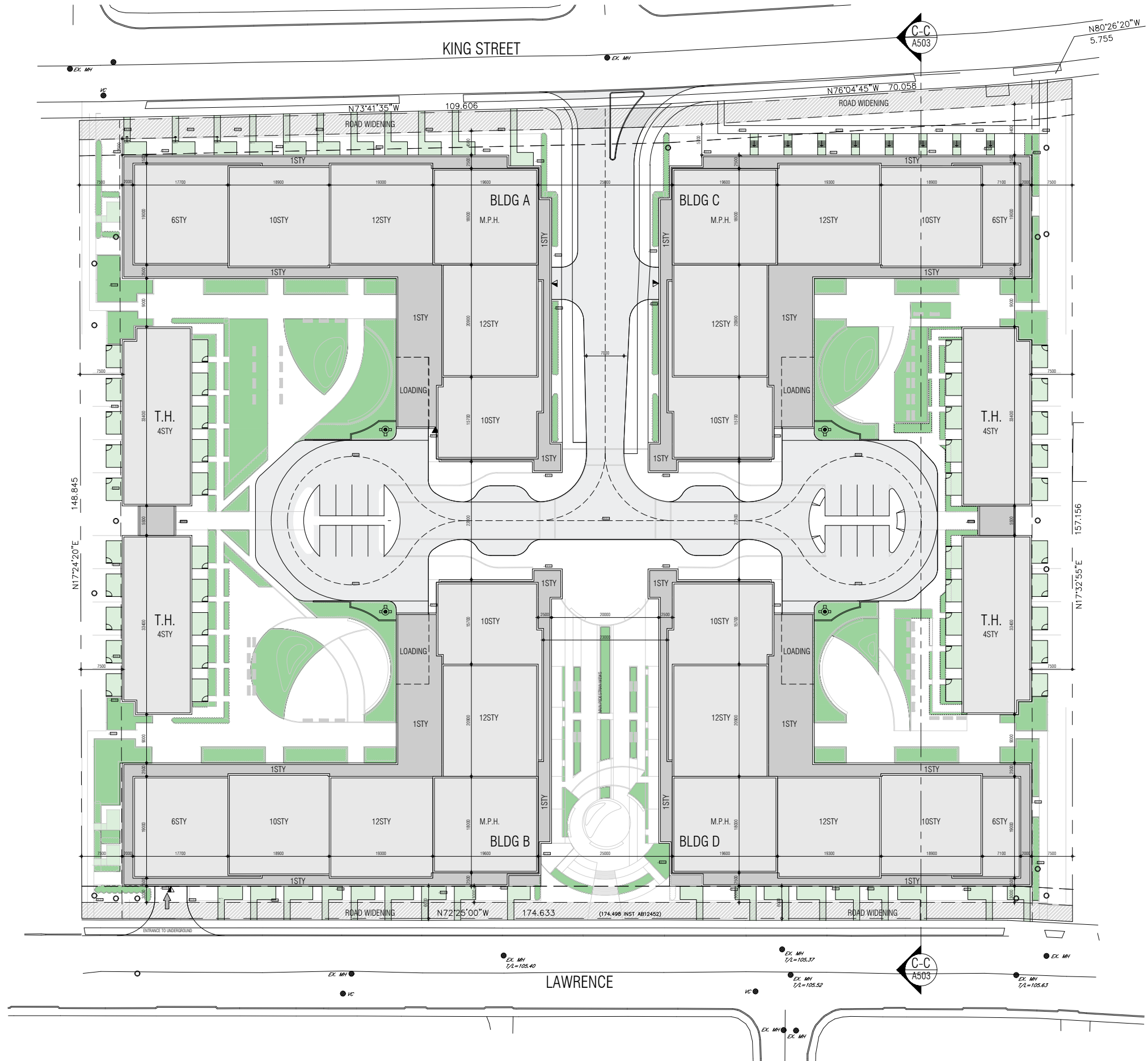
CLIENT:
New Horizon Development Group

PROJECT TITLE:
1842 King Street East
Municipal File: FC-20-129

SHEET TITLE:
Preliminary Landscape Plan

DWG No. L1 **DRAWN BY:** KZ
SHEET No. 1 of 1 **DESIGN BY:** LWS and KZ
PROJECT No: 008-20 **CHECKED BY:** LWS
SCALE: As shown **NORTH ARROW:**

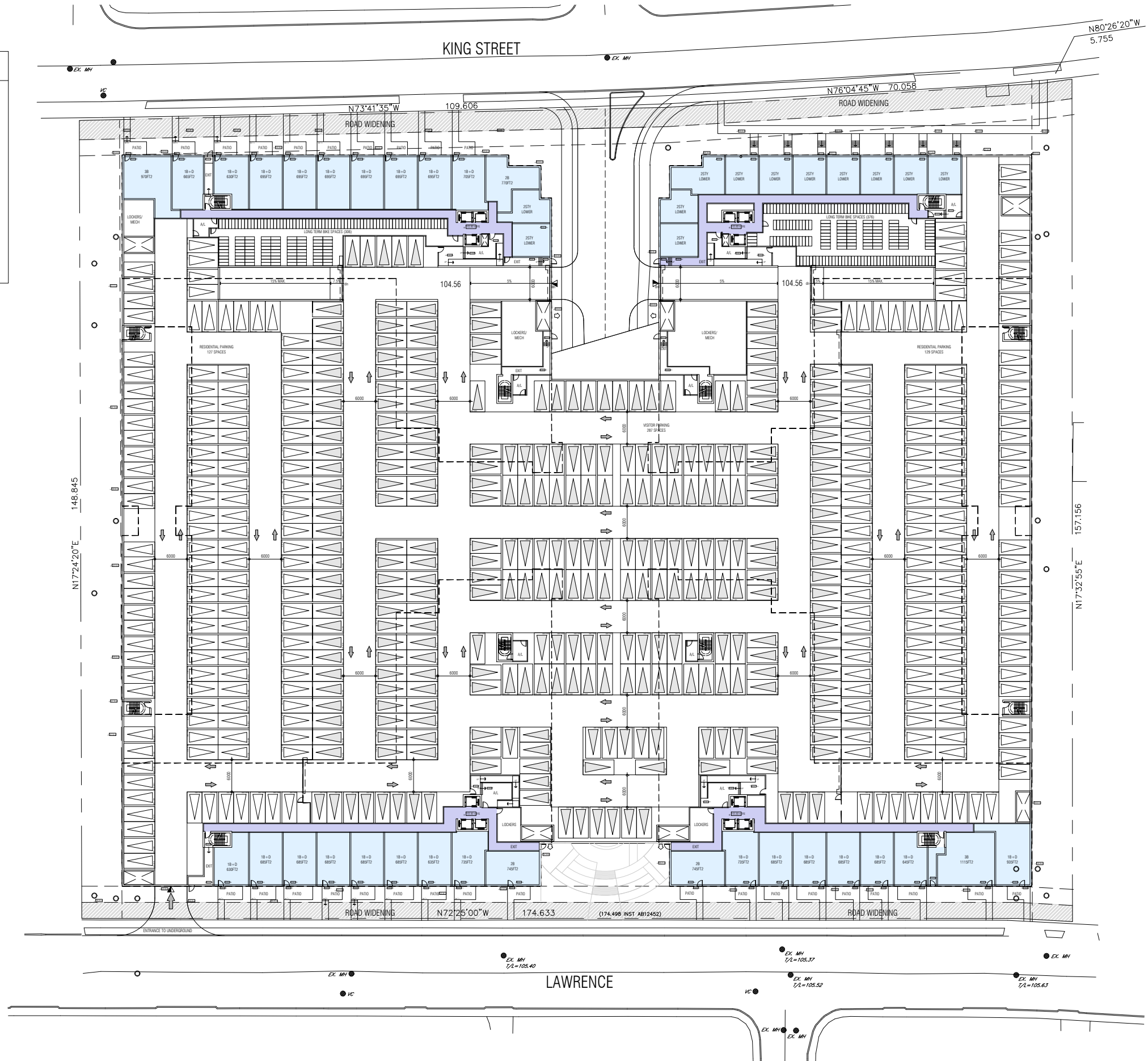




Site Plan
1842 King Street East, Hamilton

LEGEND

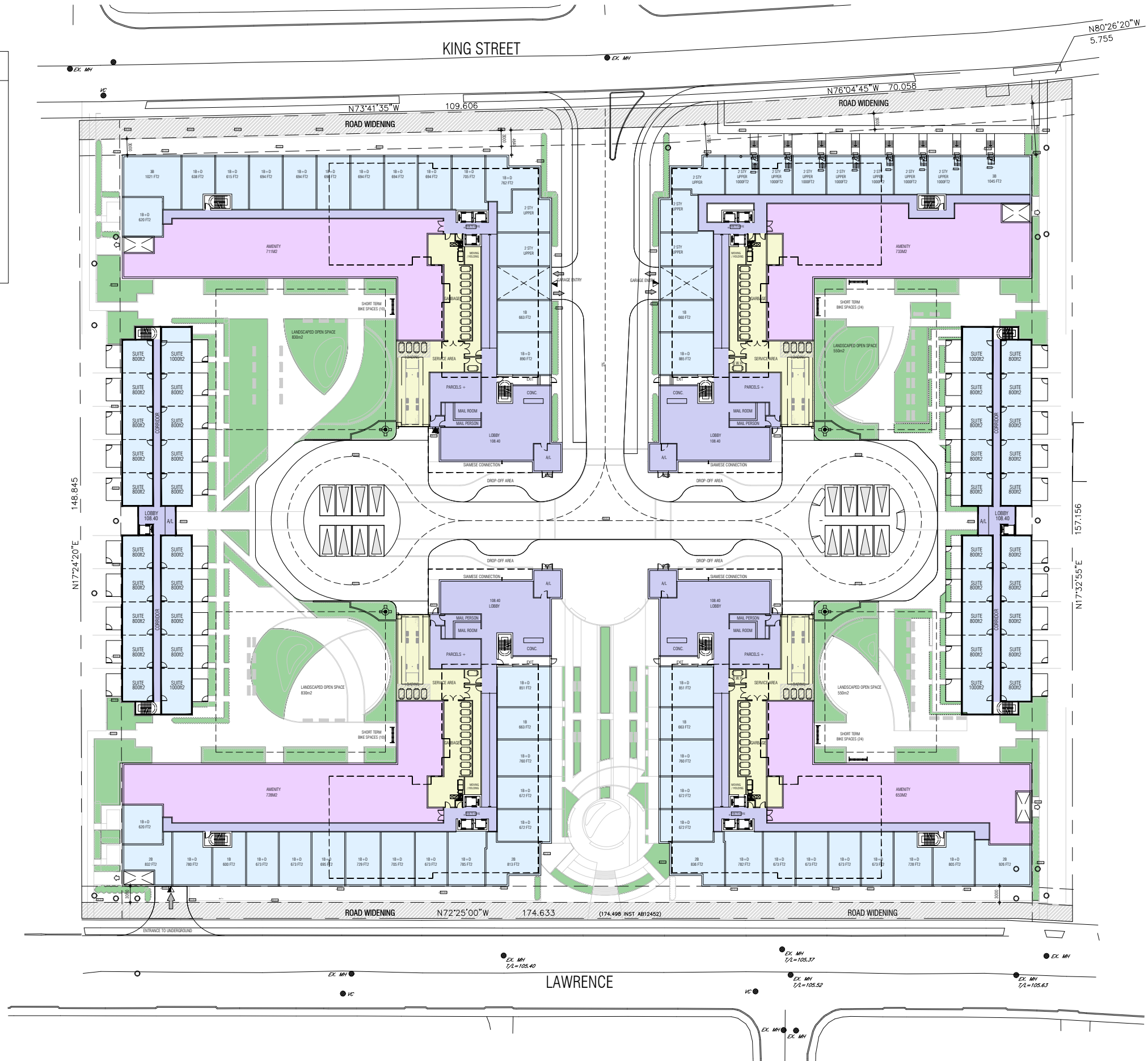
- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



Level P1
1842 King Street East, Hamilton

LEGEND

- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



LEGEND

- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



2nd-4th Floor Plan
1842 King Street East, Hamilton

LEGEND

- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



7th Floor Plan
1842 King Street East, Hamilton

LEGEND

- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



8th-10th Floor Plan
1842 King Street East, Hamilton

LEGEND

- RESIDENTIAL UNITS
- RESIDENTIAL LOBBY / CORRIDORS
- AMENITY
- OUTDOOR AMENITY
- SERVICE AREAS
- TERRACE



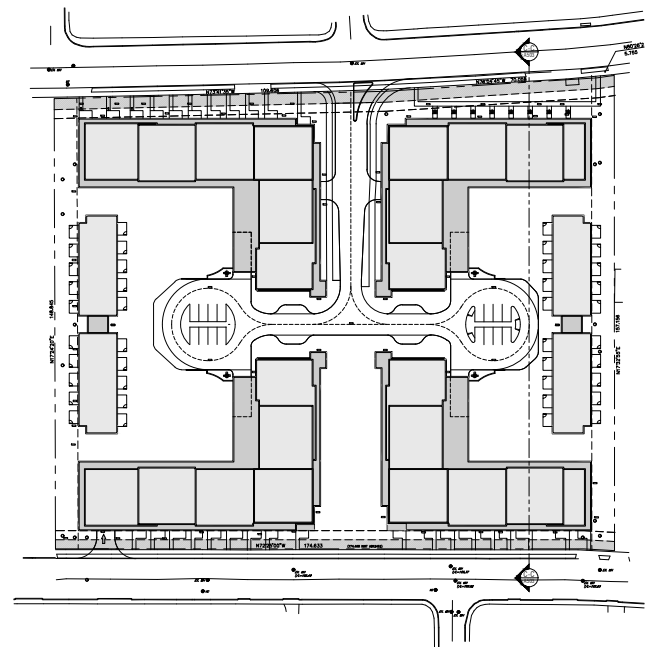
11th-12th Floor Plan
1842 King Street East, Hamilton



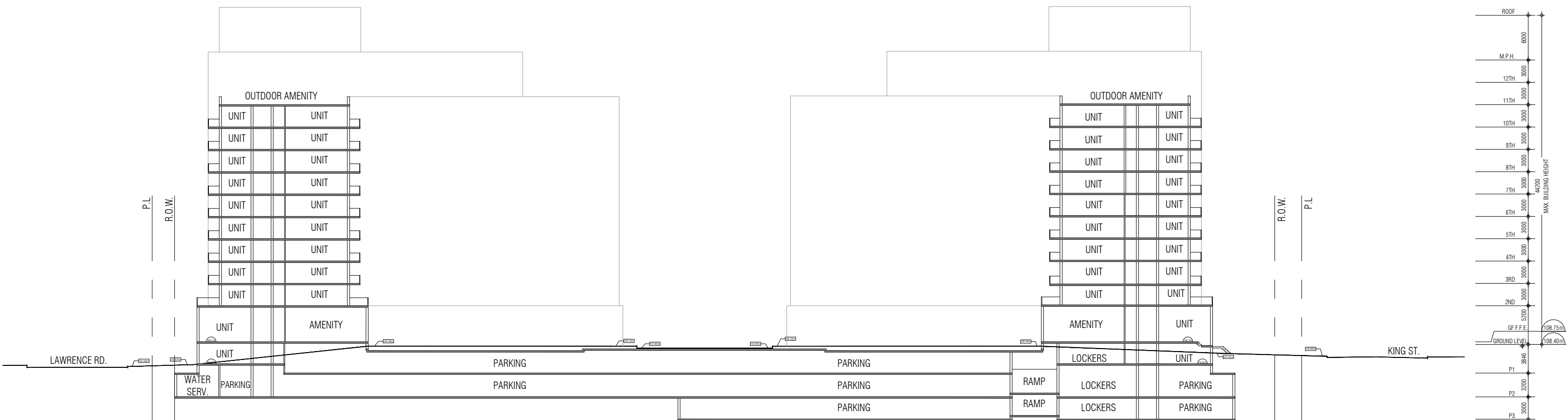
North Elevation



South Elevation



KEY PLAN

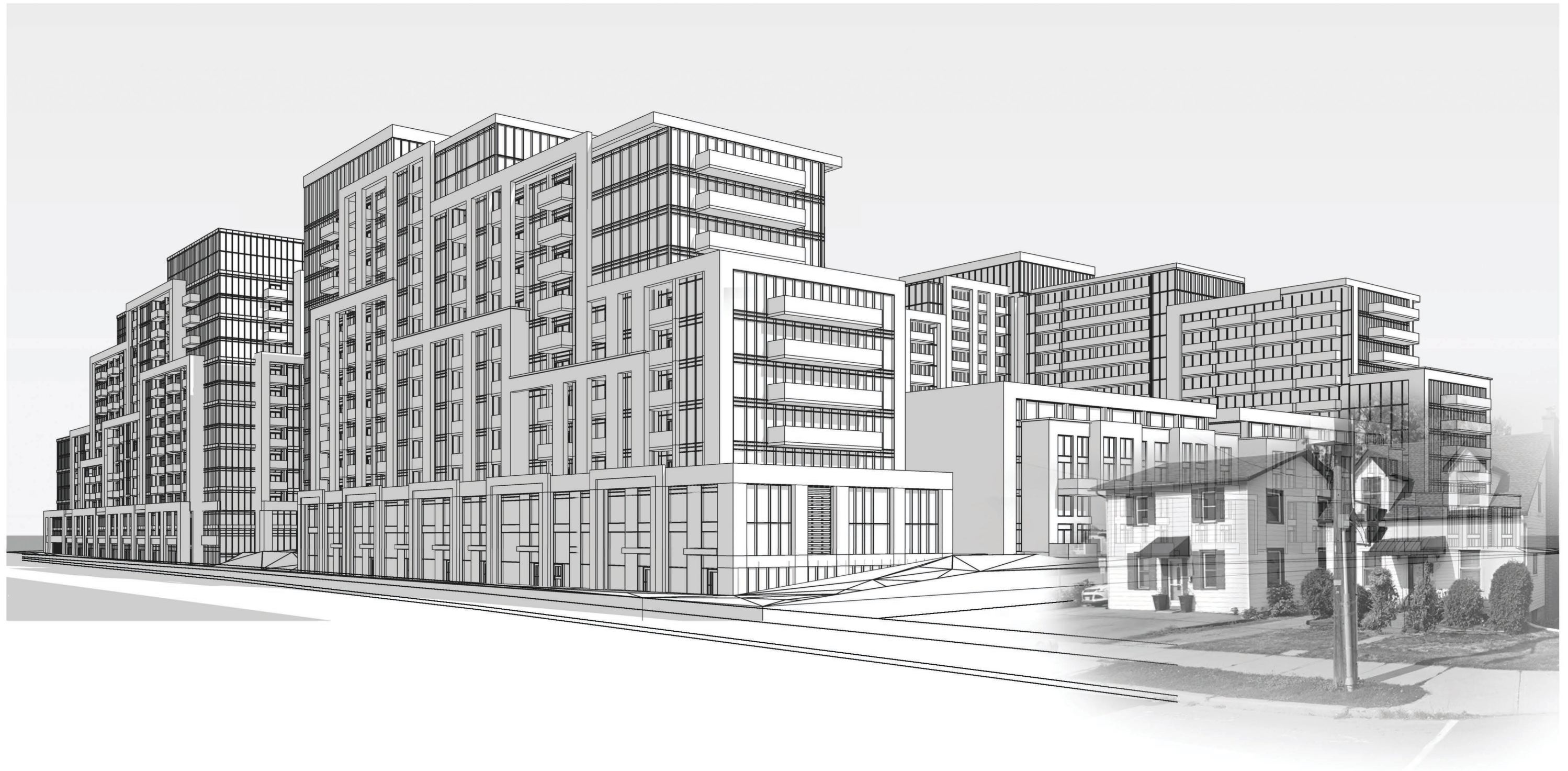




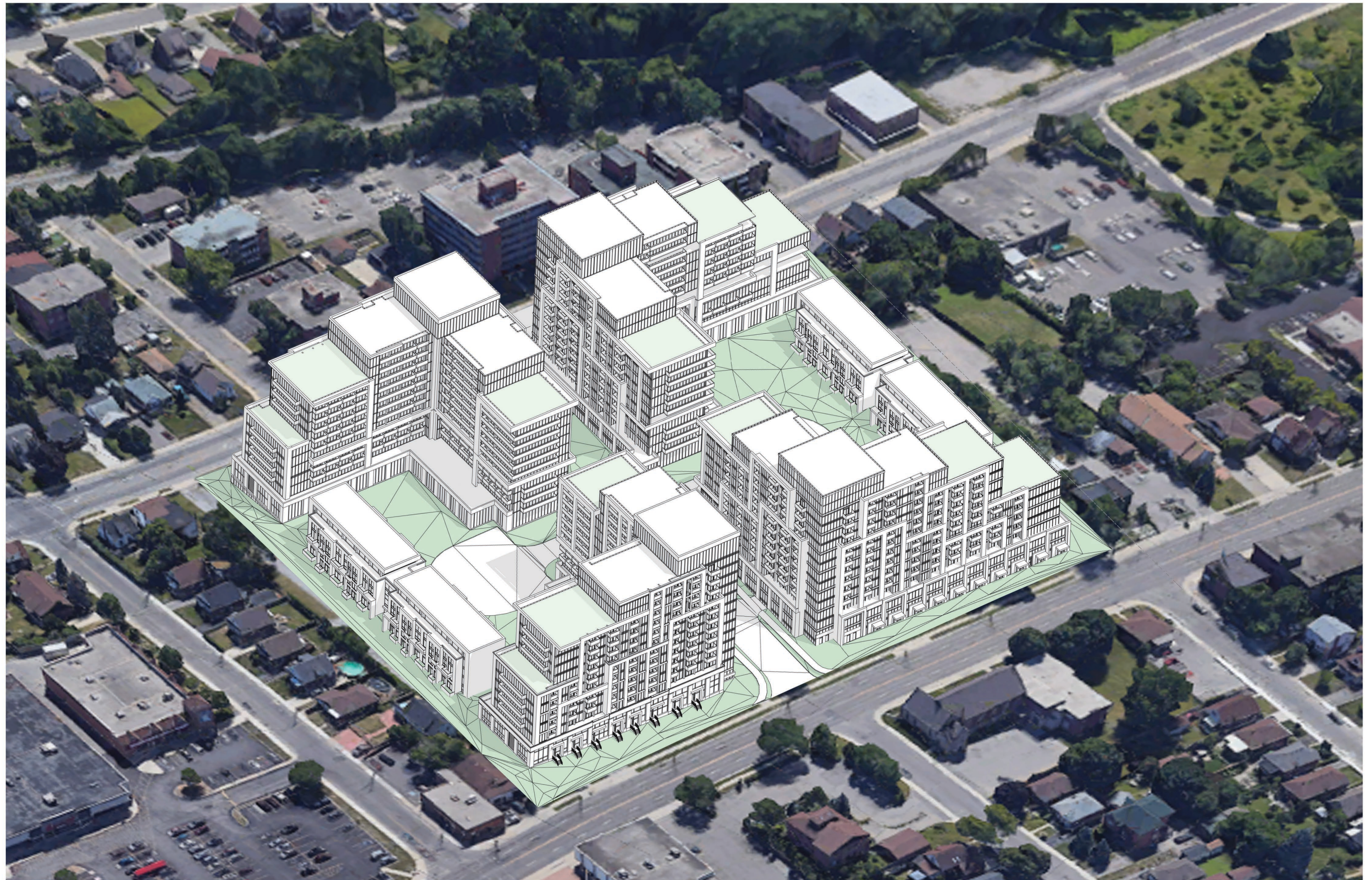
View Looking Southwest From King Street
1842 King Street East, Hamilton



View Looking South From King Street
1842 King Street East, Hamilton



View Looking West From Lawrence
1842 King Street East, Hamilton



Overall View Looking Southwest From King Street
1842 King Street East, Hamilton

PROJECT STATISTICS
 JOB No: 1804.20. 1842 KING STREET
 DATE: APR.09.2021

01. SITE AREA	(m2)	(ha)	(ft2)	(ac)
	26825.47	2.68	288746.68	6.63

02. G.C.A. (m2)		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
BELOW GRADE		0	1355.4	853	1064.8	938.1	4211.3
ABOVE GRADE		5295.2	21198.4	21198.4	19906.9	19906.9	87505.8
TOTAL		5295.2	22553.8	22051.4	20971.7	20845	91717.1

03. F.S.I	PROPOSED
	3.42

04. SETBACKS * (m)		PROPOSED	
BELOW GRADE	NORTH	0.00	
	EAST	7.50	
	SOUTH	0.00	
	WEST	7.50	
ABOVE GRADE	NORTH	3.00	
	EAST	7.50	
	SOUTH	3.00	
	WEST	7.50	

05. UNIT BREAKDOWN		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
RESIDENTIAL UNITS	Studio	0	0	0	0	0	0
	1 Bedroom	0	292	291	254	261	1098
	2 Bedroom	80	37	39	42	45	243
	3 Bedroom	0	7	5	6	6	24
TOTAL		80	336	335	302	312	1365

05. B.F UNIT BREAKDOWN **		LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL	
RESIDENTIAL UNITS	Studio	0	0	0	0	0	0	15%
	1 Bedroom	0	44	44	38	39	165	15%
	2 Bedroom	12	6	6	6	7	36	15%
	3 Bedroom	0	1	1	1	1	4	15%
TOTAL		12	50	50	45	47	205	

06. PARKING		PROPOSED	
RESIDENTIAL	Studio		
	1 Bedroom	1.018	1389
	2 Bedroom		
	3 Bedroom		
NON RESIDENTIAL/VISITOR	0.222	303	
TOTAL		1692	

07. BIKE PARKING		PROPOSED	
SHORT TERM		0.5	68
LONG TERM		0.05	682
TOTAL		750	

08. STORAGE LOCKERS	
PROPOSED	T.B.D.

09. ESTABLISHED GRADE	

10. BUILDING HEIGHT (m)		PROPOSED				
	LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	
TO MAIN ROOF SLAB	4 STY	12 STY	12 STY	12 STY	12 STY	
TO MECH. PENTHOUSE						

11. AMENITY (m2)		PROPOSED				
	LOWRISE	BLDG A	BLDG B	BLDG C	BLDG D	TOTAL
INDOOR	0	711	728	733	653	2826
OUTDOOR	0	3428	3428	3103	3103	13062
TOTAL	0	4140	4157	3836	3756	15888

NOTES:
 * setbacks to main building face
 ** actual unit count may vary depending on market demand



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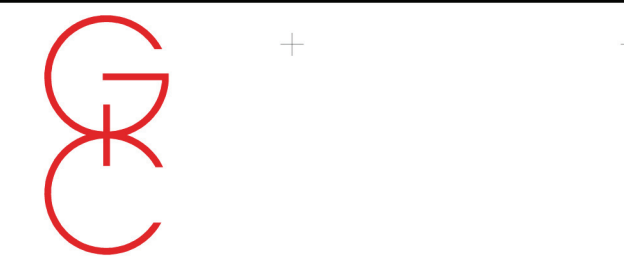
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RESIDENTIAL

1842 KING ST E

HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
DRAWN BY:	R.L
CHECKED BY:	D.B
PLOT DATE:	MAR.15.2021
JOB #	1804.20



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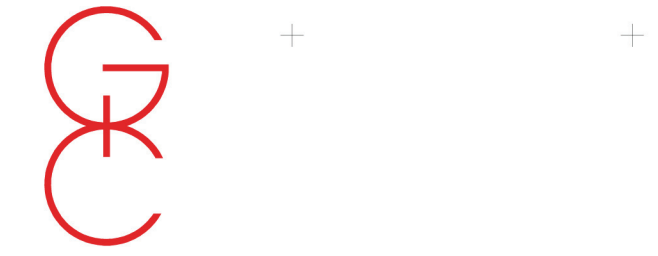
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1842 KING ST E

HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
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**GRAZIANI
CORAZZA**
ARCHITECTS

1320 SHAWSON DRIVE, SUITE 100 MISSISSAUGA, ONTARIO L4W 1C3
T.905.795.2844 F.905.795.2844 WWW.GC-ARCHITECTS.COM

RESIDENTIAL

1842 KING ST E

HAMILTON	ONT
PROJECT ARCHITECT:	B.G
ASSISTANT DESIGNER:	R.L
DRAWN BY:	R.L
CHECKED BY:	D.B
PLOT DATE:	MAR. 15. 2021
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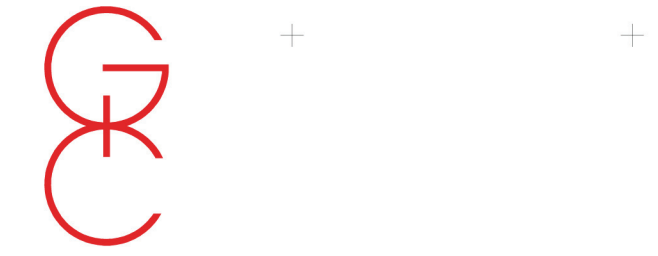
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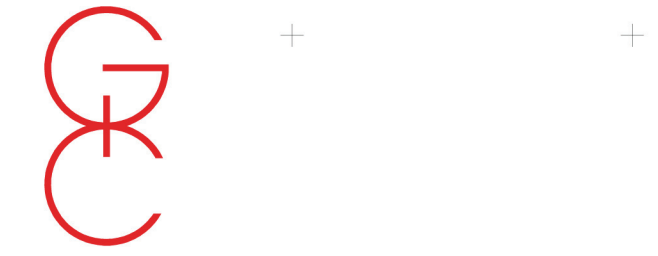
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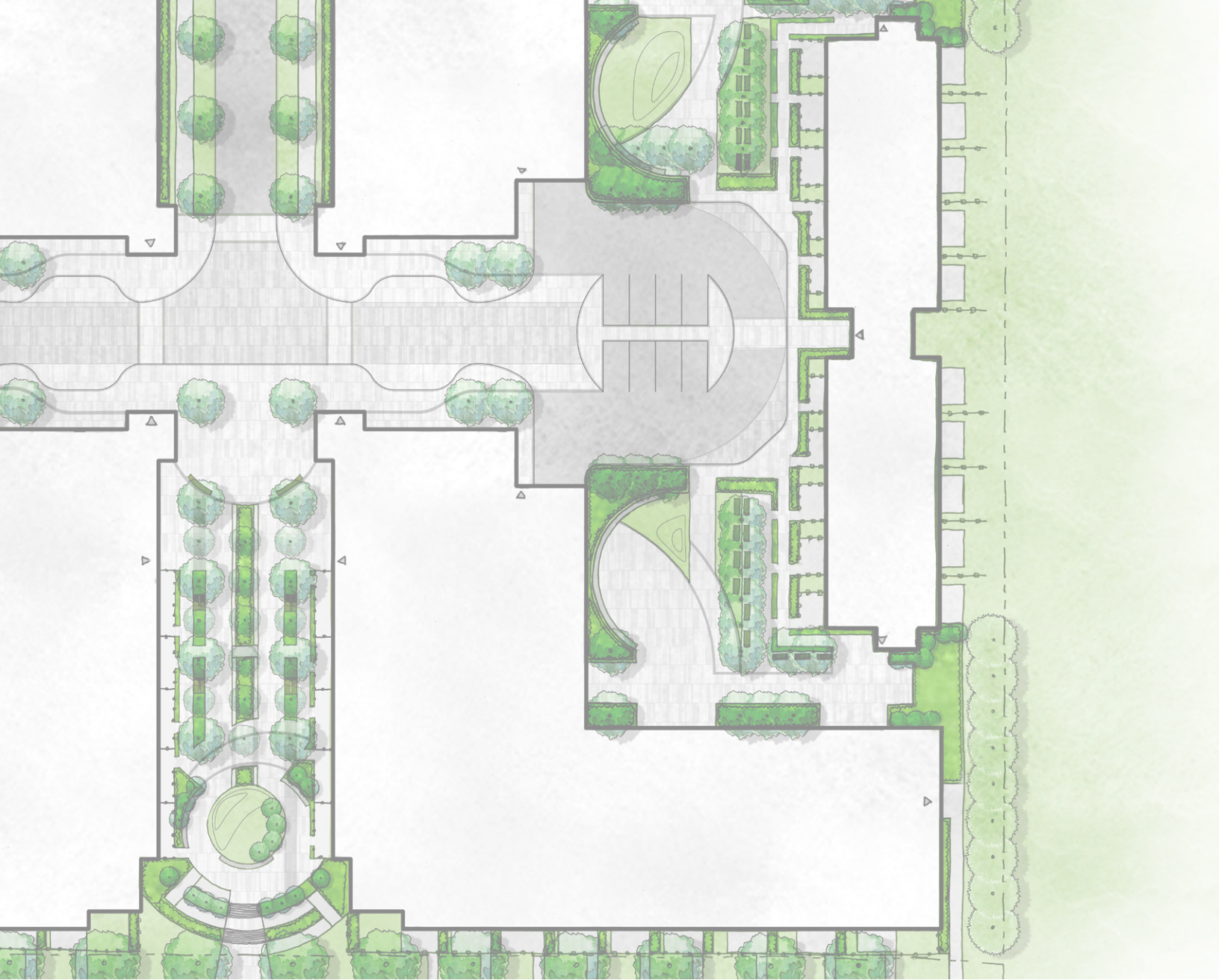


**GRAZIANI
CORAZZA**
ARCHITECTS
 1320 SHARON DRIVE, SUITE 100 MISSISSAUGA, ONTARIO L4W 1C3
 T.905.795.2801 F.905.795.2844 WWW.GC-ARCHITECTS.COM

RESIDENTIAL

1842 KING ST E

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Urban Design Brief: 1842 King

1842 King Street East
Hamilton, Ontario

April 2021


NEW HORIZON
DEVELOPMENT GROUP


WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

Prepared for:



Prepared by:



3 Studebaker Place, Unit 1,
Hamilton, ON L8L 0C8
T (905) 546-1087

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SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This Urban Design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of New Horizon Development Group, the owner of the lands municipally known as 1842 King Street East in the City of Hamilton (referred to as “subject site”)

The subject site is approximately 2.81 hectares (6.95 acres) with frontage on King Street East and Lawrence Road. The former Brock University Hamilton Campus currently exists on site, and is proposed to be redeveloped as a beautiful mid-rise residential community.

The Mid-rise Concept consists of four (4) 12-storey multi-residential buildings containing between 319 to 345 units each and four (4) 4-storey stacked townhouse blocks. In total, the proposed development consists of 1407 units and 1688 parking spaces provided in a three-level underground parking garage.

1.2 Site Context

The subject site is situated on the southern border of the Bartonville Neighbourhood, an established neighbourhood that was mainly developed in the 1960s. As shown in **Figure 1**, the subject site is also surrounded by the Rosedale and Delta East neighbourhoods, and is in close proximity to the Niagara Escarpment.

Although mainly residential in character, Bartonville has commercial hubs along its northern and southern boundaries: Main Street East and King Street East (See Figure 2). Bartonville is also bound by residential corridors to the east and west: Cochrane Road and Kenilworth Avenue. There are several churches within proximity of the proposed development, including the Church of the Nativity, Holy Cross Croatian Parish of the Roman Catholic Diocese of Hamilton, and Pioneer Memorial United Church.

Figure 1 - Neighbourhoods Map

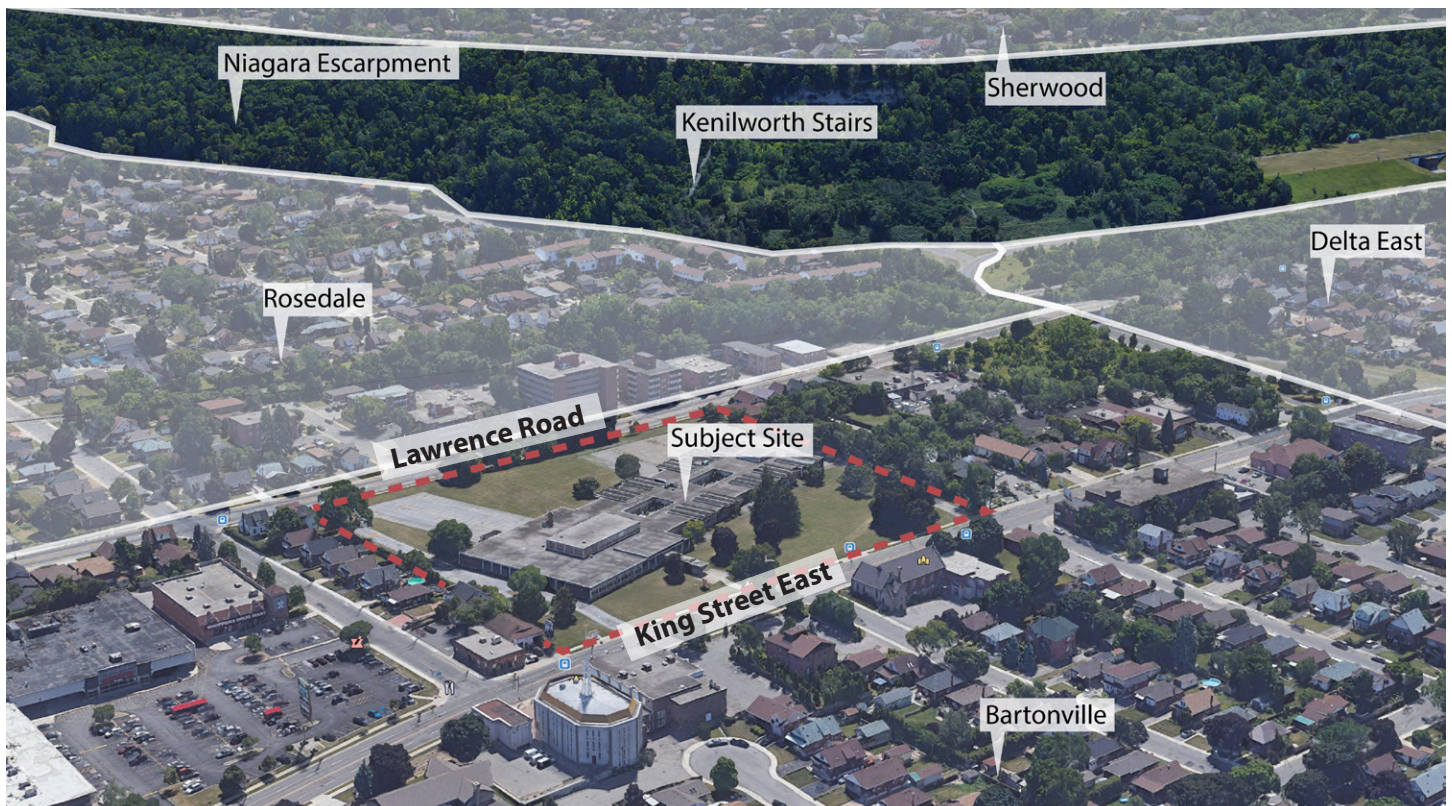
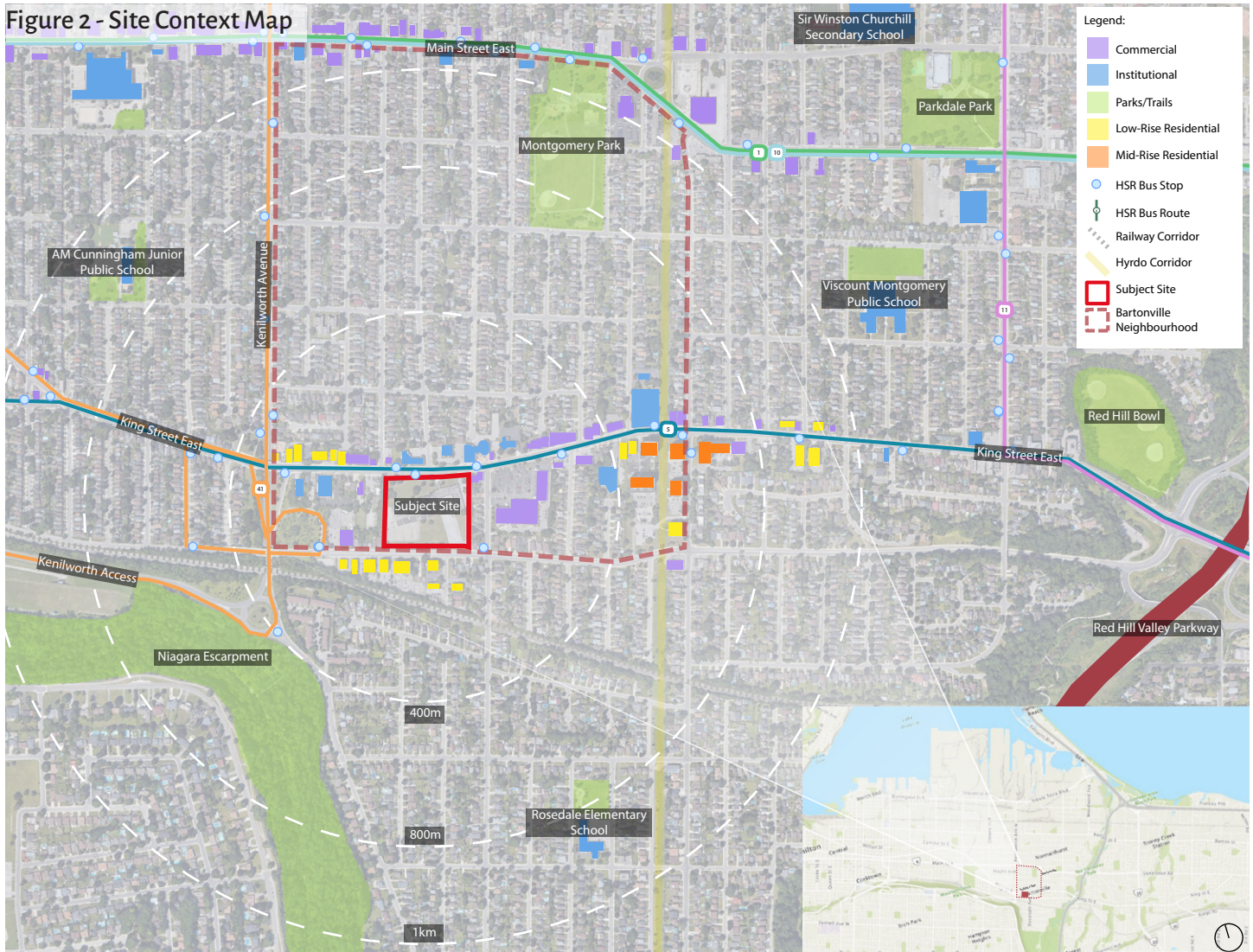


Figure 2 - Site Context Map



The Bartonville Community is well serviced by bus routes (see Figure 2). The #5 Bus Route runs along the northern boundary of the subject site (King Street East), as shown in blue above. To the west of the subject site, the #41 bus route connects the subject site to the north and south of the city, as shown in orange. The #10 express route running along Main Street East (shown in turquoise) is also a major route that connects the subject site to the downtown core.

Within the neighbourhood, there is a deficiency in public parkland, with Montgomery Park being the only public

park in Bartonville. However, the Niagara Escarpment is located within a kilometer to the proposed development and provides access to valuable natural open space, as well as connections to various other green spaces through the Bruce and Rail Trail.

There are three elementary schools within a one-kilometer radius: AM Cunningham Junior Public School, Viscount Montgomery Public School and Rosedale Elementary School. Further from the site, approximately two kilometers away, is Sir Winston Churchill Secondary School.

The subject site is located less than 1km away from future rapid transit that could potentially transform and intensify the King Street corridor. There is opportunity for the proposed development to become part of this revitalization. The Main Street East and King Street East transportation corridors will continue to be recognized as among the most important transportation corridors in the City.

Figure 3 - Potential Future Rapid Transit Line



1.3 Streetscape Context

King Street East: King Street East runs along the northern boundary of the Site. It is designated as a Minor Arterial in the Urban Hamilton Official Plan and is currently a four lane, two-way road. It is a major transit corridor because it connects to both the Kenilworth Access and to the Red Hill Valley Parkway.

King Street East contains a mix of commercial and residential uses in the immediate vicinity, ranging from low

rise apartments and single storey commercial to mid-rise apartment buildings. There are many religious buildings on King Street East directly adjacent to the subject site. Some offer interesting architecture not typically found in Ontario like the Croatian Holy Cross Church. The buildings are generally setback from the street line with parking and landscape buffers between. The pedestrian realm is made up of concrete sidewalks with concrete boulevards and few street trees.

View Facing Along King Street East

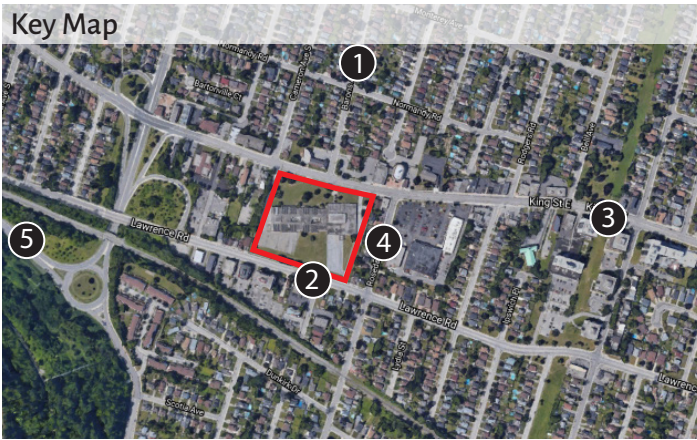


Lawrence Road: Lawrence Road runs along the southern boundary of the site. It is a two-way road with three lanes (interior turning lane). Lawrence road has direct egress from the Kenilworth Access. The road mainly contains

single-detached dwellings with some low to mid-rise residential uses and few commercial uses. The buildings are predominantly characterized by flat roofing and red brick facades, varying between 2 and 7 storeys.

View Facing Along Lawrence Road





North: The King Street East corridor is located north of the site. Continuing to the north from King Street East, there are five blocks of single-detached residential development, characterized by Victory-style architecture and small front lawns that occasionally accommodates a single tree. These blocks of homes are bound to the north by Main Street East, an arterial corridor similar in character to King Street East.

1. Typical Housing Character to the North



South: Lawrence Road runs along the south of the site, composed of mainly residential uses. There is a row of medium density apartment buildings across the street from the subject site, ranging between 3 and 7 storeys. A railway line stretching along the east-west axis is located just behind the residential buildings on Lawrence Road. The community south of the railway line is mainly composed of single-detached, Victory-style residential homes. There is a cluster of townhouses located at the intersection of the railway and Kimberley Drive, near the

Kenilworth Access. Along the base of the escarpment, there are strips of single-detached suburban dwellings on larger lots with various architectural styles.

2. View from Lawrence Road Facing West



East: The subject site is bound to the east by a row of single detached houses along Rosedale Avenue. The block immediately east of the site is developed as a commercial plaza. Along the eastern direction of the King Street East corridor, scattered between commercial uses, there are higher density mid-rise residential buildings varying between 3 and 11 storeys. There is also a sodded hydro corridor approximately 30m wide, that runs on a north-south axis. Much of the land use to the east of the subject site is composed of single detached residential dwellings. The lot sizes to the east are comparatively larger and there is more architectural diversity.

3. View from King Street East Facing South



4. View from Rosedale Avenue Facing South



West: Continuing to the west of the site is the Kenilworth Access, which is a major arterial road that connects Central East Hamilton to Upper Hamilton, traversing the treed Niagara Escarpment. Running parallel to the Kenilworth Access is the Bruce and Rail Trail within the Escarpment. The Delta East neighbourhood located to the west of the subject site is characterized by single-detached, Victory-style residential homes.

5. View from Kenilworth Access Facing West



1.4 Site Attributes

Site Description and Location:

The Site is located in the Bartonville neighbourhood, in the central east area of Hamilton. It is bordered by King Street East along the north and Lawrence Road along the south. The site is 2.8ha in size and has an approximate lot frontage of 185m along King Street East and Lawrence Road.

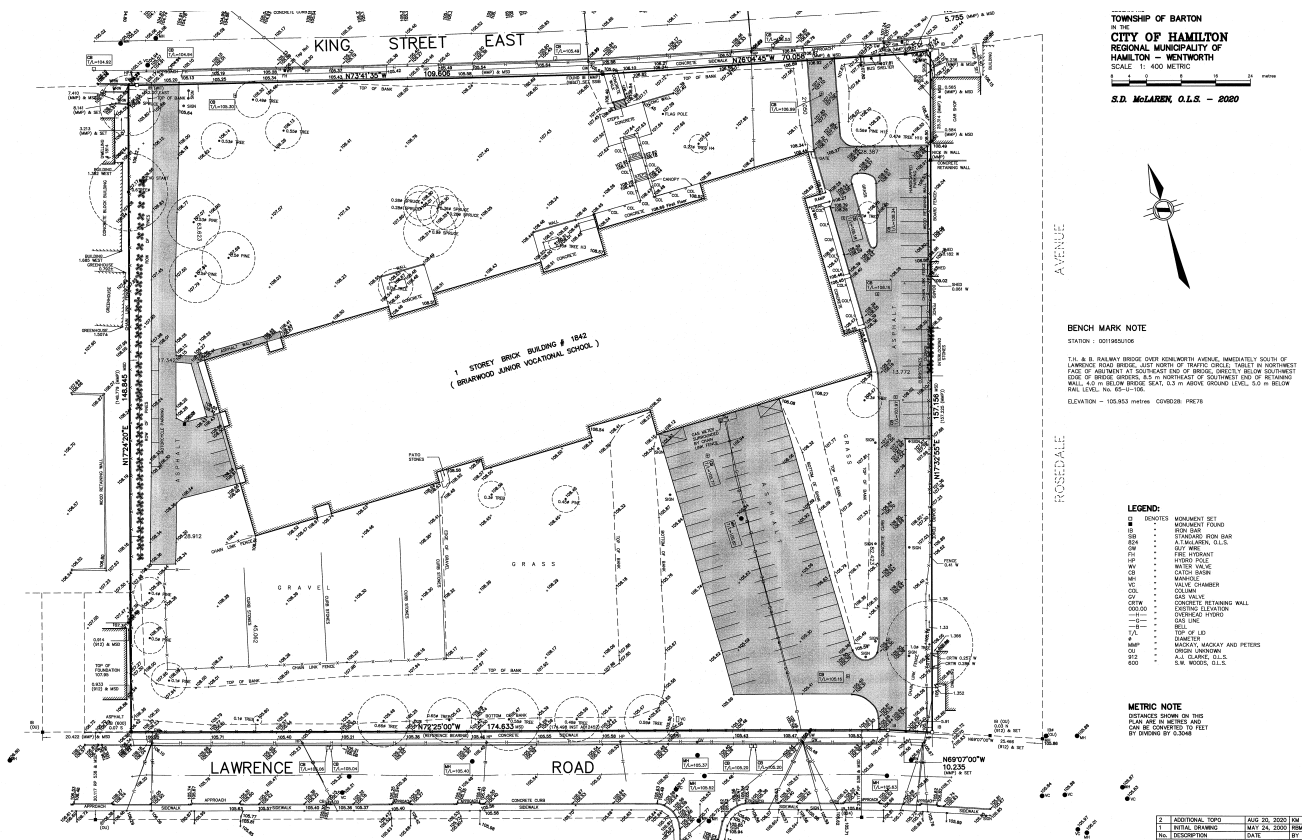
Existing Topography and Vegetation:

There are notable grade changes from the Brock University building to the four corners of the site. The building is elevated from the northeast corner by approximately 1m and elevated from the southwest corner by approximately 2.5 to 3m. The southwest parking lot sits on top of the large berm and includes an extended 0.2 ha. gravel parking area. The southeast asphalt parking lot sits below the berm and connects Lawrence Road to a servicing entrance at the south of the building.

The northern portion of the site is sodded and includes trees scattered throughout the lawn. The southern boundary has five trees lining the street and coniferous trees planted on the berms. Along the west of the site, a coniferous tree line acts as a barrier to the paved parking lot and the adjacent residential properties. A rusted chain-link fence marks the property lines on the east, south and west. A locked chain-link gate allows for access when needed through the southern vehicular entrance.

Additional information on the existing trees can be found on the Tree Preservation Plan prepared by Whitehouse Urban Design Inc.

Topographic Survey by A.T. McLaren Limited



1.5 Site Constraints

Existing Buildings and Structures:

The former Brock University Hamilton Campus is the only building on site. The building is a 1-storey back split with a long rectangular profile. It was built in 1963 as an elementary school, designed with the Modernist architectural style. The façade is composed of yellow brick and beige stucco that has been stained over the years from the metal parapet flashing above (see Image 1 and 2).

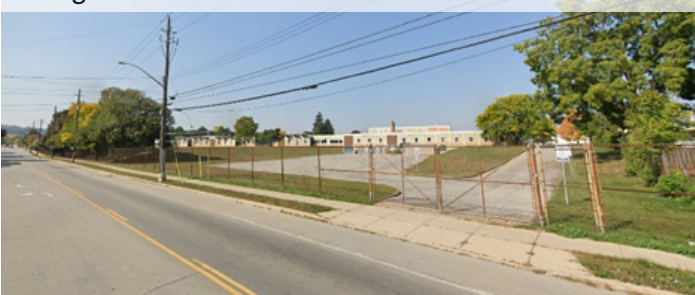
There are no significant constraints for the Site's design:

- **Shape:** The Site is a regular shape with frontage on two minor arterial roads.
- **Topography:** The Site has topographical constraints related to the elevation changes on site. The proposed development will be designed to work with the topographic changes through accessible slopes and ramps.
- **Vegetation:** Due to the construction of underground parking, a majority of the trees in the internal portion of the site will require removal.
- **Heritage:** The subject site is not identified as Culturally Significant by the City of Hamilton.

Image 1 - Existing Building: View from King Street East facing southwest



Image 2 - Existing Building : View from Lawrence Road facing west



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;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

Urban Design Policies for Circulation, Site Organization, and Compatibility with Surrounding Context:

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

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways;
- providing connections and access to all users regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and
- Providing landscaped walkways that connect to pedestrian routes on site, particularly in areas with high levels of pedestrian traffic.

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;
- creating places and spaces that are publicly visible and safe;
- complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities;
- defining the street through consistent setbacks and building elevations;
- locating surface parking to the sides or rear of sites or building, where appropriate;
- using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas;
- locating servicing and loading areas away from streets and screening them from view; and
- locating parking underground.

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

- relating to its role in the overall urban structure;
- respecting existing character, development patterns, built form, and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- creating a continuous animated street edge in urban environments; and
- achieving compact development and resulting built forms.

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;
- incorporating public art installations as an integral part of urban design;
- creating streets as public spaces that are accessible

to all;

- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;
- ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use;
- creating a streetscape environment that provides: adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, on street parking, public art, and gathering spaces; and
- including a quality landscape edge along frontages where buildings are set back from the street.

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;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways; and
- creating ample glazing on ground floors to create visibility to and from the public sidewalk.

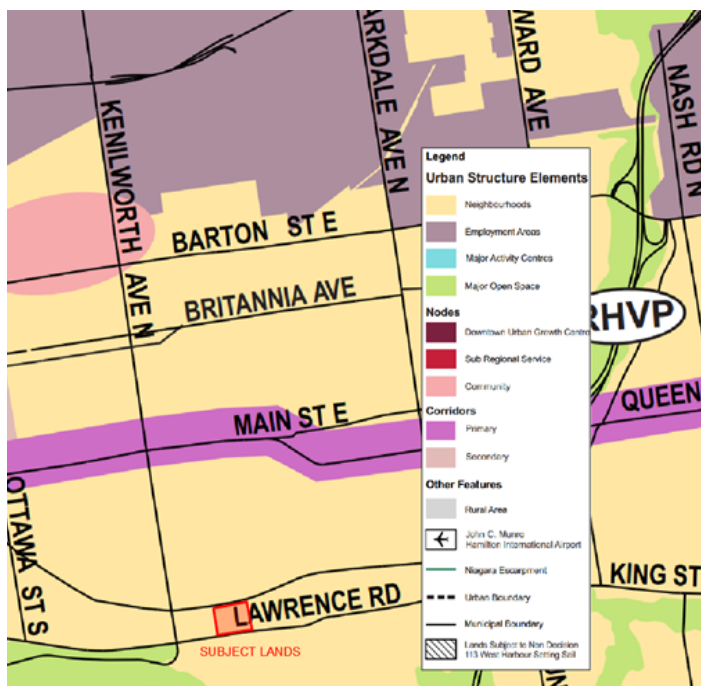
2.2 The Urban Hamilton Official Plan (UHOP) Section E.3 - Neighbourhoods Designation

The Site is designated “Neighbourhoods” in the Urban Hamilton Official Plan’s Urban Structure and Urban Land Use Plan (See Figure 4). 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.

E.3.1 The following goals apply to the Neighbourhoods land use designation:

- **E.3.1.1** Develop compact, mixed use, transit supportive, and active transportation friendly neighbourhoods;
- **E.3.1.3** Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs; and
- **E.3.1.5** Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.

Figure 4 - Urban Hamilton Official Plan Schedule E Urban Structure

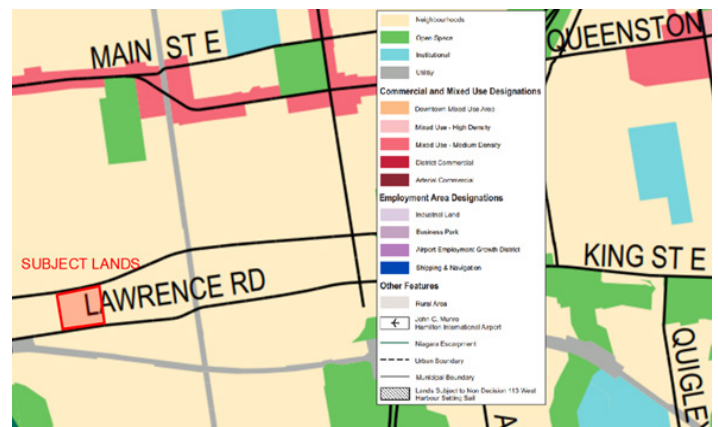


E.3.2.4 Residential intensification shall enhance and be compatible with the scale and character of the existing neighbourhood;

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.

Figure 5 - Urban Hamilton Official Plan Schedule E-1 Urban Land Use



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.3.5.9 Medium density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. 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.
- 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.3.6.7 High density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the high 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.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.
- c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.
- d) Development shall:
 - provide adequate landscaping, amenity features, on-site parking, and buffering where required;
 - be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and
 - provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.
- e) In accordance with the policies of Section B.3.3 - Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements

from the abutting public streets (excluding public alleys):

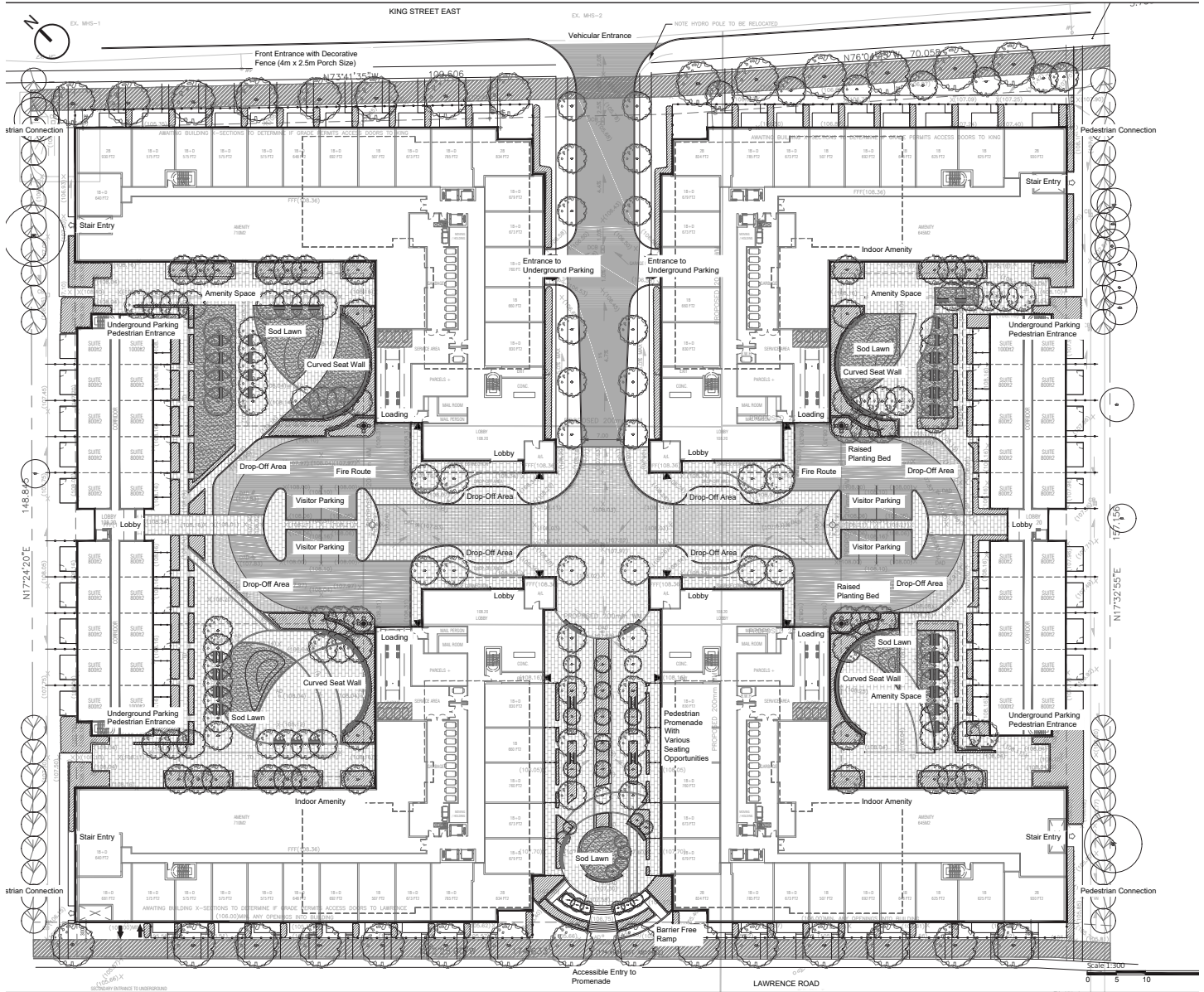
- surface parking areas;
 - parking structures;
 - utility and service structures such as garbage enclosures; and
 - expanses of blank walls.
- f)** The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.
- g)** The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.

SECTION 3

Design Proposal

3.1 Site Organization and Circulation

Preliminary Site Plan - Graziani + Corazza Architects and Whitehouse Urban Design Inc.



The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives through smooth site organization that prioritizes the pedestrian experience.

The proposed development is comprised of four 12-story midrise buildings, as well as four blocks of 2-story on 2-story back-to-back townhouses, as shown in **Figure 17**. The mid-rise buildings are 'L-shaped' and front onto minor arterial roads along the north and south of the site (King Street E and Lawrence Road). The midrise buildings also front along the prominent internal corridor that runs

north-south through the centre of the site. The central corridor includes a vehicular road into the site from King Street East and reaches a central mid-point where vehicles may turn left or right to reach surface parking and a drop-off loop. From the central mid-point to Lawrence, the corridor is a pedestrian-only promenade. Vehicles that do not turn into the underground parking ramp located a quarter of the way into the site will instead be directed to the drop-off loops and/or surface parking located internal to the site.

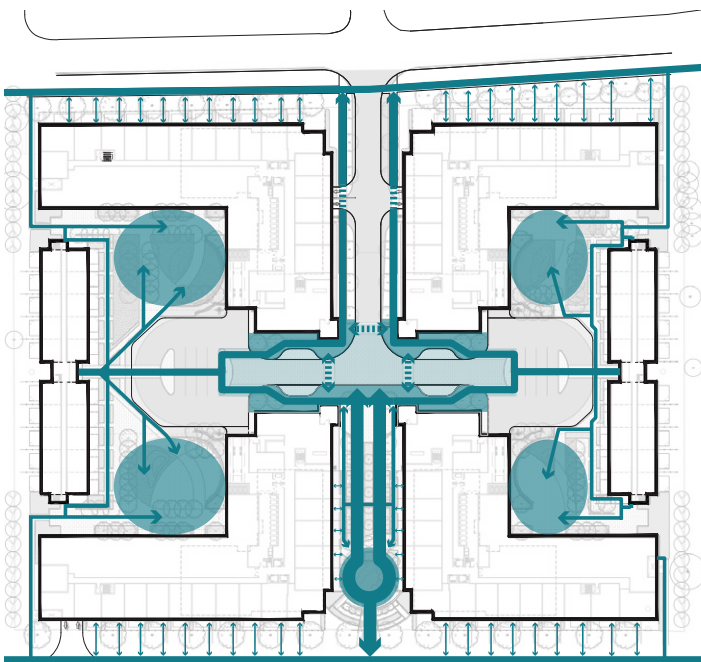
Ground floor residential units that front onto King Street East, Lawrence Road, and the pedestrian promenade are designed as grade-related units with individual walk-outs to the sidewalk or walkway. The townhouse blocks also incorporate ground floor walk-outs to a walkway internal to the site.

3.1.1 Pedestrian Circulation

The orientation of the 'L shaped' midrise buildings create a strong pedestrian north-south axis by creating a continuous building facade along the central entry corridor. The entry corridors converge at a central nexus point, where pedestrians are also directed in an east-west axis towards the stacked townhouse blocks and shared amenity spaces (See Figure 6).

These primary pedestrian connections meet at a central plaza which provides a forecourt to the lobby entrances. Paving material at the central plaza becomes unit pavers (compared to asphalted road-way) to indicate to drivers that they have entered a shared space where there may be pedestrians. This change in material also serves to create a sense of place where the lobbies of the four midrise buildings are located. Moving from north to south of the site, the central corridor transitions from a traditional right-of-way with pedestrian and vehicular access to a grand, fully pedestrian promenade.

Figure 6 - Pedestrian Circulation



The pedestrian circulation on site is designed to be a safe, efficient network that provides intuitive connections to buildings, spaces, and the external neighbourhood. Convenient linkages to public transit and cycling infrastructure are promoted, and internal vehicular movement is both efficient and limited to centralized routes. This arrangement provides comfortable spaces and routes for pedestrians within the site, where the need to cross traffic is kept to a minimum. Connections and access is available to all users regardless of age and physical ability.

There is a hierarchy of pedestrian pathways on site, as shown in Figure 6. The most public and high-traffic pedestrian pathways are visually emphasized using rows of trees, unit pavers, and paving patterns. In addition to the primary pathways along the north-south and east-west axis, there are secondary pedestrian pathways throughout the site that create a greater sense of privacy for the residents living on site. The townhouse blocks provide porch walk-outs to a semi-private walkway that extends to the public sidewalks on King Street East and Lawrence Road. There are also porch walk-outs at the pedestrian promenade that first connect to a semi-public walkway buffered with street trees and vegetation, before leading to the public promenade.

There is a bus stop at the north east corner of the site, which is serviced by the number 5 bus route. The bus stop is well connected by pedestrian pathways to the rest of the site.

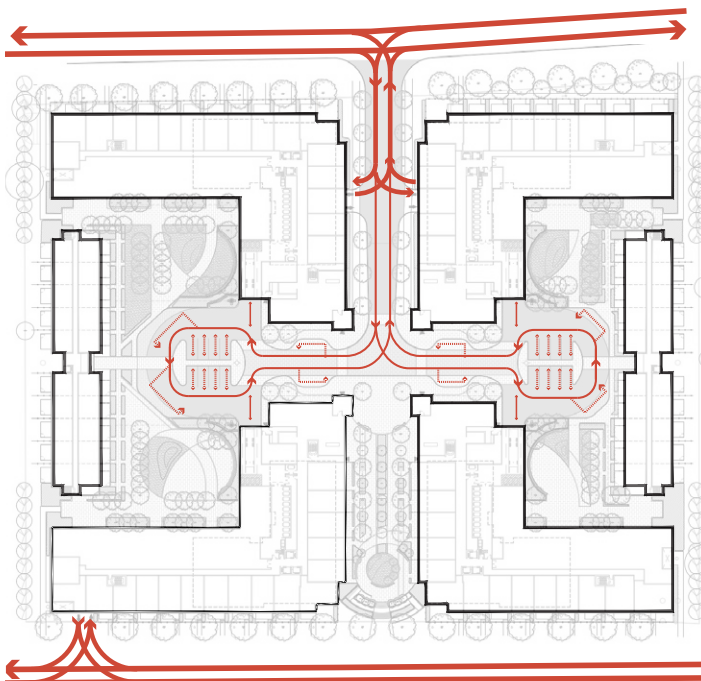
3.1.2 Vehicular Circulation

The primary car access into the site is located off King Street East, between the two midrise buildings. There is an underground parking entry located along this primary access, as shown in **Figure 7**. There is also direct underground parking access from Lawrence Road. The majority of the residential traffic flow will be directed into and out of the underground parking entrances.

to accommodate the parking needs of the residents, which allows for much of the ground level to be used as green space and amenity areas.

A relatively small volume of vehicular traffic will continue past the underground parking ramps to reach one of two drop off loops, lobby drop off and surface parking. The drop off loops also provide access to a loading area for each building. These parking areas accommodate 13m turning radii to provide smooth circulation for drop off and turnaround, with consideration to truck traffic. The loading area is located inside the building and hidden from sight. Parking and drop off areas are conveniently located near the entrances to the stacked townhouses and midrise buildings. There are three levels of underground parking

Figure 7 - Vehicle Circulation



3.1.3 Site Organization

The site design is elegantly integrated with the internal functions of the buildings. The lobbies of the four buildings are oriented at the centre of the site (See Figure 8). This central location is demarcated with unit pavers for both automobiles and pedestrians to accent its importance as the central gateway into the residential community. The unit pavers also subconsciously hint to drivers to slow down and watch for pedestrian activity. This central plaza is a gateway into the pedestrian promenade, which draws pedestrians into the space with beautiful landscaping and public art peeking through in the distance.

The indoor amenity space for each building is immediately adjacent to the outdoor amenity space (See Figure 9). These nooks are nested between the midrise buildings and the stacked townhouse blocks, which creates privacy and a sense of enclosure. This location also provides convenient access for the residents from both the midrise buildings and stacked townhouses.

3.1.4 Open Space

The site provides a range of open spaces for flexible programming and year-round use, including a pedestrian forecourt, intimate amenity spaces, as well as the grand pedestrian promenade. The site is organized with corridors and open spaces that feel public (such as the entry corridor and promenade), as well as more intimate areas that feel private to the residents (such as the private shared amenity areas). In addition to the larger shared spaces, there are smaller areas, or nooks, where residents of the mid-rise buildings or townhouses can be separate from activity while also feeling near-by or part of a community. The circular park at the entrance of the promenade creates an attractive focal point and animates the gateway at Lawrence Road.

Residents of this community have excellent access to nearby public open space and public recreation. They are, however, not dependent on it, given that this proposal provides its residents with ample provision

of shared outdoor amenity space. This development is also, therefore, not a burden on existing neighbourhood parkland. The shared amenity spaces proposed within the site are described in greater detail in Section 3.4 - Landscape Design.

Figure 8 - Lobby Entrance Node

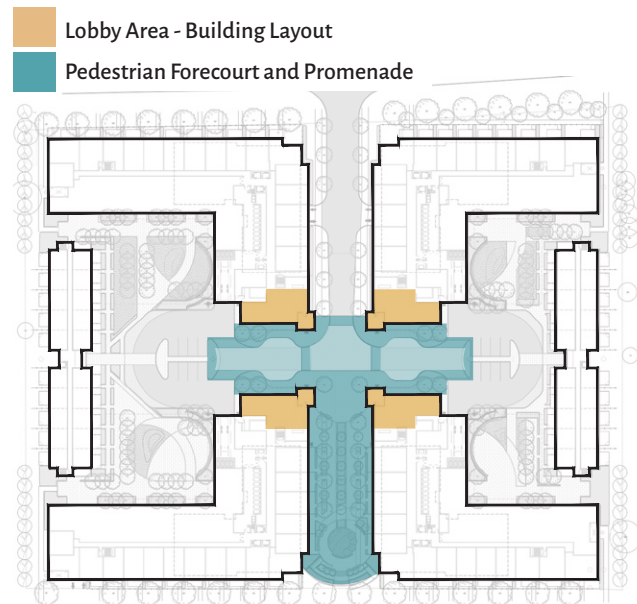
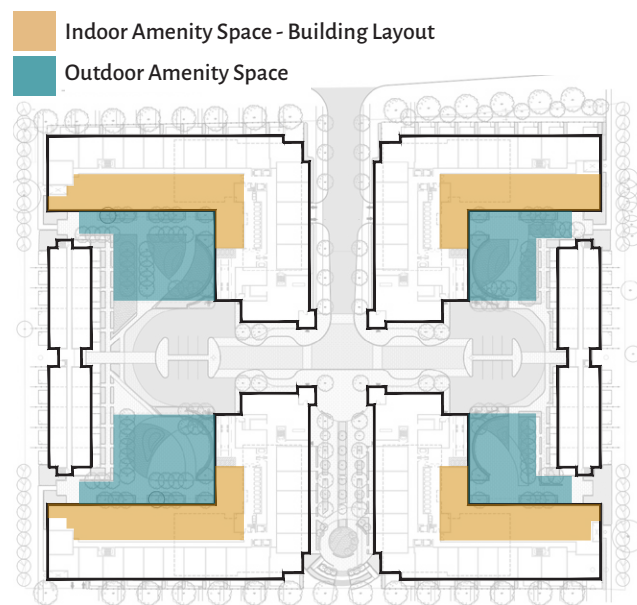


Figure 9 - Amenity Spaces



3.2 Massing and Relationship to Context

3.2.1 Transition in Scale

City of Hamilton Urban Design policies encourage development to be massed in a way that relates to its role in the overall urban structure and respects the existing built form in the surrounding context. The proposed development relates to the urban structure by aligning higher densities along arterial roads and providing transitional densities to surrounding residential homes. The 12-storey midrise buildings are situated along King Street East and Lawrence Road, and wrap toward the centre of the site, providing distance from existing low-density housing. The 4-storey townhouse blocks provide a smooth transition in scale from the adjacent residential uses (see Figure 10 and 11).

The midrise buildings are massed with a 1-storey base building along the street frontage, with a step back above the base ranging between 1.5 to 4.5m. The 1-storey base is aligned with the height and setback of the surrounding residential dwellings, providing consistency in the built form along the streetscape (See Figure 12).

The mid-rise buildings have been designed with stepped down built form that includes lower scale transitional massing, such as punctuated building cap profiles to avoid overbearing massing. (See Figure 12).

Figure 10 - North South Section

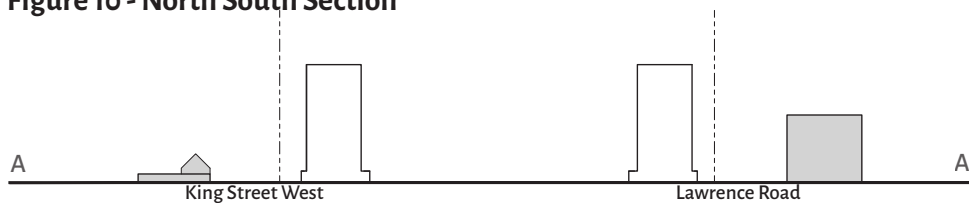


Figure 11 - East West Section

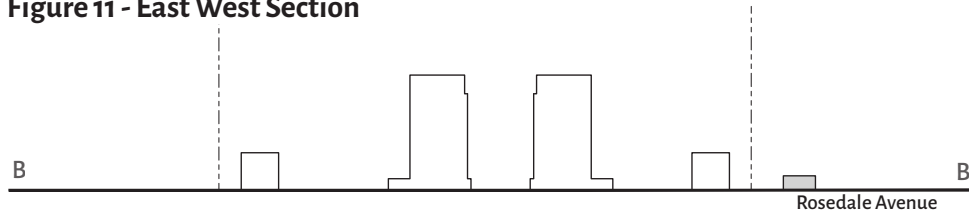
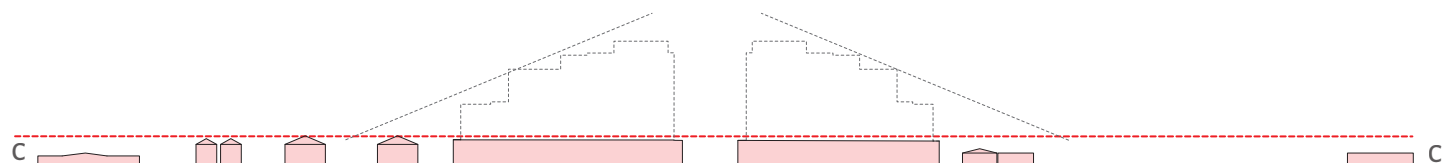
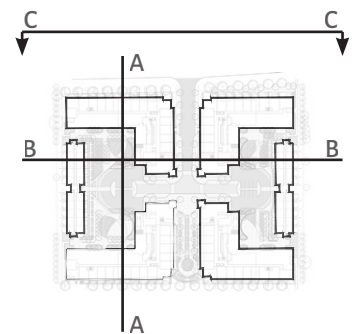


Figure 12 - Elevation Along King Street East



Key Map and Section Lines



3.2.2 Surrounding Densities

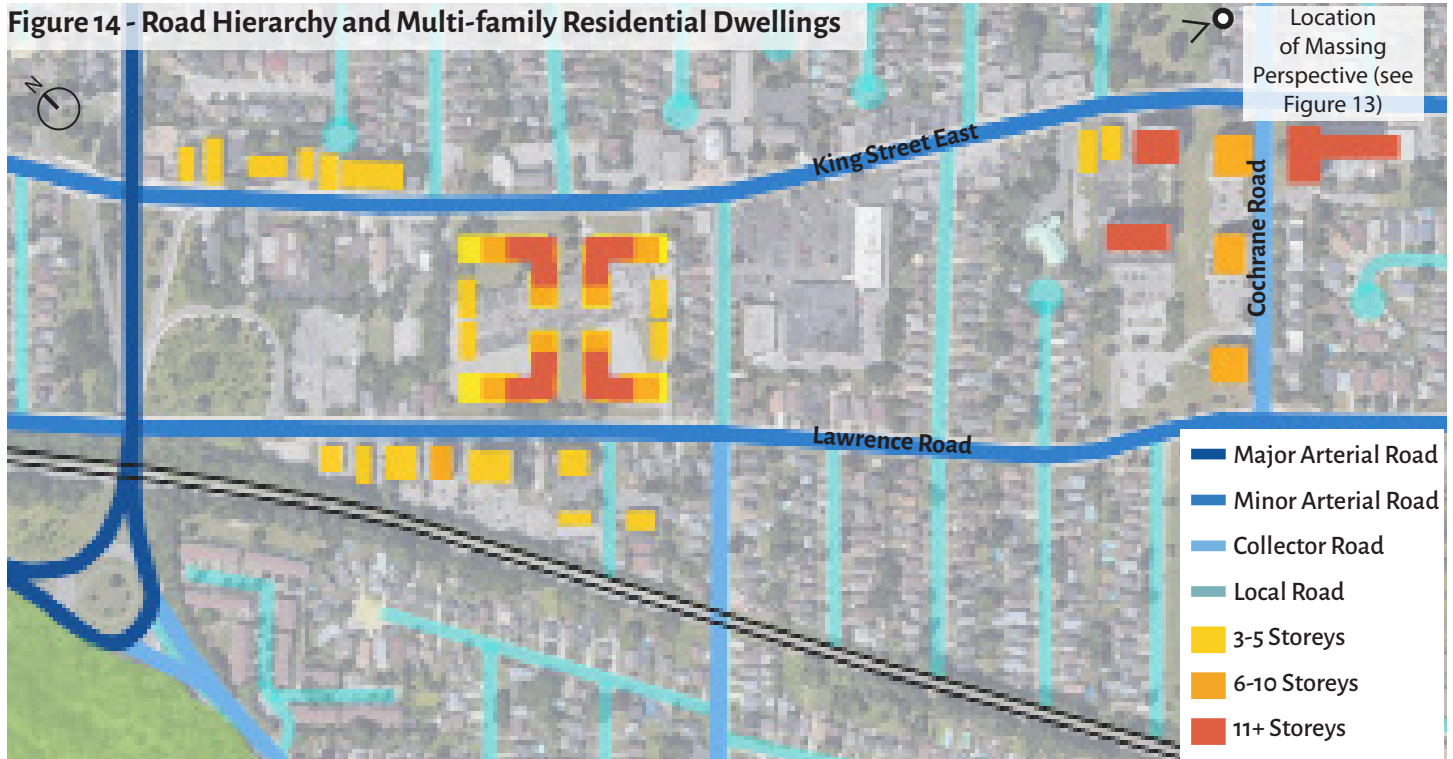
There are existing Multi-family Residential buildings located near the subject site, as shown in **Figure 14**. There is a row of midrise residential buildings ranging between 3 and 7 storeys fronting onto Lawrence Road, across the street from the subject site. There is another cluster of higher density midrise buildings located approximately

two blocks to the east of the site, at the intersection of King Street East and Cochrane Road. These midrise buildings range between 7 and 13 storeys. The densities proposed for the subject site are familiar to this neighbourhood and would be a good contextual fit, as shown in **Figure 13 and 14**.

Figure 13 - Site Massing within Context



Figure 14 - Road Hierarchy and Multi-family Residential Dwellings



3.3 Architectural Design

The proposed mid-rise buildings are designed in an elegant and contemporary style with classic undertones that pick up on neighbourhood aesthetics. The mid-rise buildings are visually articulated with setbacks that create a visual transition in scale to the surrounding residential neighbourhood. High quality materials provide an additional level of detailing along the building facade, creating variation and interest in the design. In addition to the step down in density provided in the tower form, the facade articulation creates extra dimension in the transitional layering effect, creating a building profile with depth and interest.

The base podium of the mid-rise is one storey, which matches the built form of the immediately adjacent residential neighbourhood. The ground floor is designed with grade-related walk-out units, and ample glazing to provide clear views into and out from ground floor uses facing the public realm. This promotes a safe and animated streetscape.

The tower of the building is well articulated, with glazing and transparency on all building facades. Balconies are provided as amenity for residents, but do not overwhelm

the building profile. The staggered setbacks and heights of the tower creates visual interest in the skyline.

The mid-rise apartment buildings facing King Street East and Lawrence Avenue incorporate a layer of articulation to their façade architecture, colours, and materiality that serve to coordinate with the existing neighbourhood, while at the same time enhancing visual interest of these new additions to the streetscape. Red brick facades are a ubiquitous feature within the neighbourhood, as shown in **Image 3 and 4**, located across the street from the subject site. Internal to the site, there is a coordinated approach to the materials-palette and architecture of this multi-building complex that serves to create a sense of place as one would enter and move through the site.

Mid-rise Building Perspective View - Graziani and Corazza Architects Inc.



Image 3 - Architecture on King Street East



Image 4 - Architecture on Lawrence Road



Figure 15 - Midrise South Elevation



Figure 16 - Midrise West Elevation

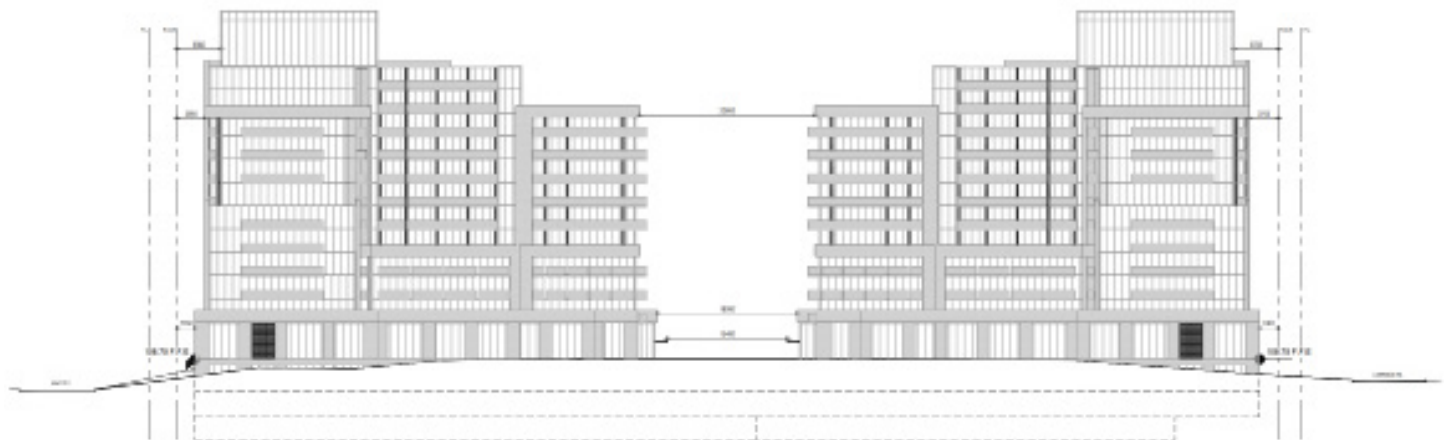
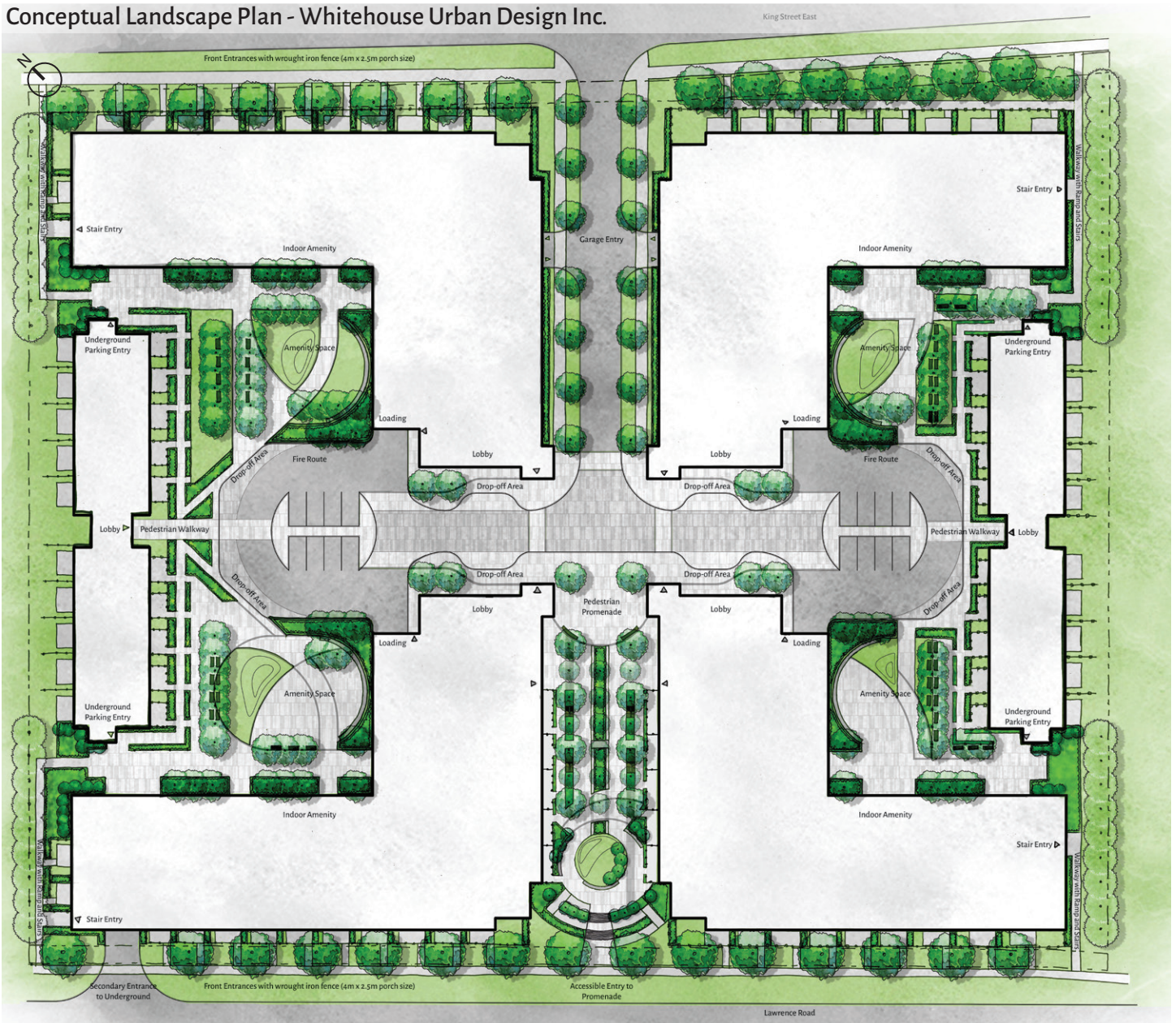


Figure 17 - Townhouse Elevation



3.4 Landscape Design

Conceptual Landscape Plan - Whitehouse Urban Design Inc.



The landscape has been designed to curate an inviting pedestrian experience, from the grade-related front yards along the streetscape, to the internal landscape amenities, to the central promenade. These spaces fulfill the Urban Design objectives of the City of Hamilton Official Plan by contributing to the character and ambiance of the community through appropriate design of streetscapes

and amenity areas, and creating high quality spaces that encourage physical activity yet are accessible to all.

Figure 18 - Individual Walk-Out Units (King St E)



Figure 19 - Individual Walk-Out Units (Lawrence Road)

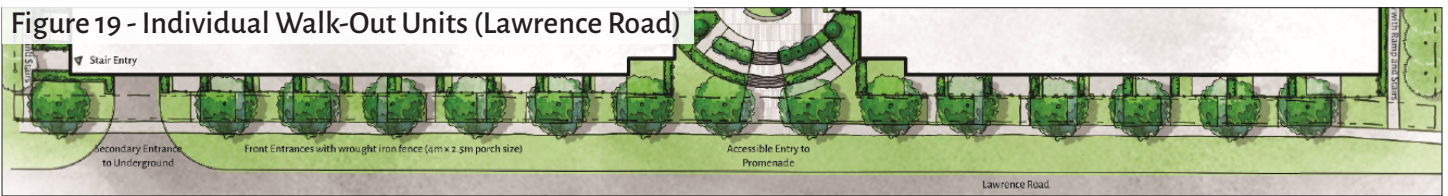


Figure 20 - Streetscape Section (King Street East)



Image 5 - Example of grade-related walk-out units



3.4.1 Streetscape

The ground floor units of the proposed midrise buildings have individual entrances along the King Street East and Lawrence Road streetscapes, which creates opportunities for front patios (2.5x4m) with decorative fencing and ornamental planting (**see Figure 18 and 19**). These features create visual interest and activity at the street level, which animates the streetscape and enhances the pedestrian experience. They also delineate private space from shared space while maintaining some visibility, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). The Lawrence Road streetscape is similarly lined with street trees and planting strips. **Image 5** shows an example of how grade-related residential units can look and feel.

Along King Street East, the deeper lot frontage provides an opportunity to create an internal walkway that provides an east west connection to the municipal sidewalk for residents. This also creates more space for tree planting between the right-of-way and the building facade, creating a beautiful semi-public zone (**see Figure 20**).

3.4.2 Lobby Forecourt / Central Plaza

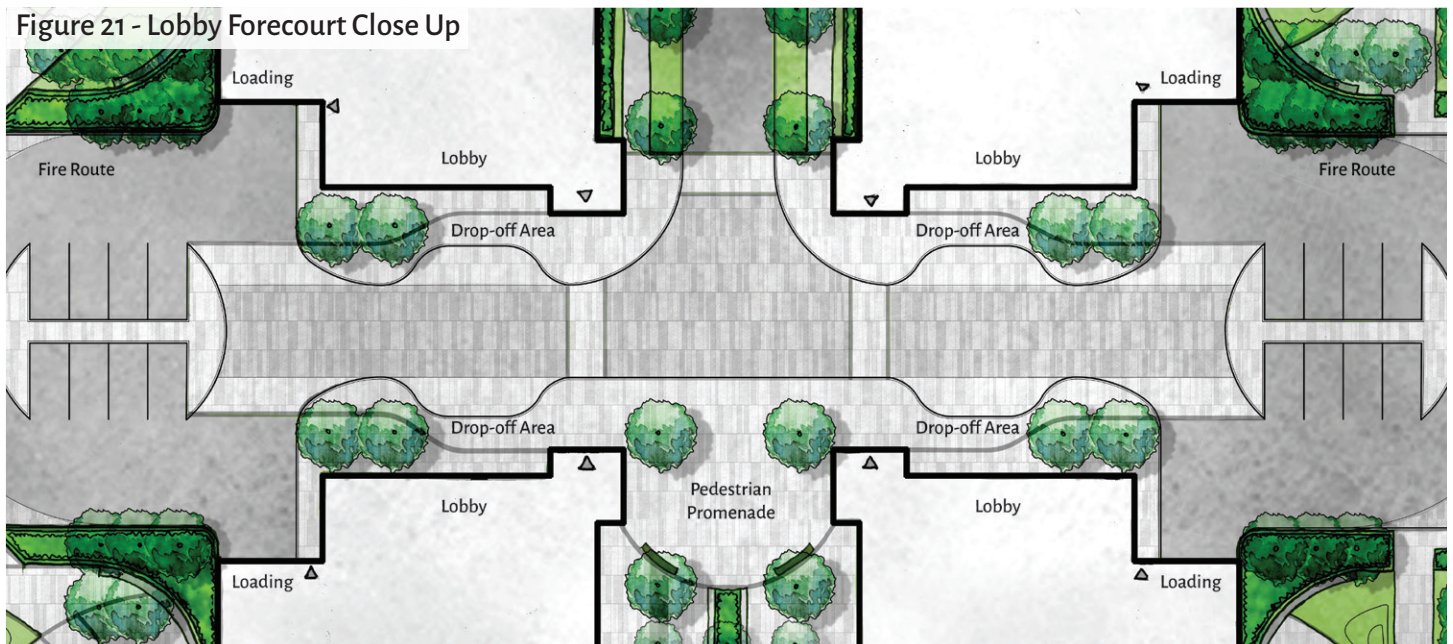
As drivers and pedestrians enter through the central corridor, the public realm transitions from a traditional tree-lined sidewalk to a grand forecourt (see Figure 21). This is also the location of the main lobby entrances for the midrise buildings. Visitors are immediately greeted with a sense of arrival through the use of unit pavers, street trees, and circular gateway into the promenade. Drivers in this zone will see and feel a change, and sense that they are crossing a threshold into a space that's different than a roadway. In addition to unit pavers marking this area as a pedestrian-dominated zone, there will be a slight lift in the elevation to signify the transition.

The lobby forecourt area is modeled after the Dutch “woonerf” model, which is a living street designed predominantly for pedestrians. A woonerf typically has a zone of shared vehicular and pedestrian use, as shown in Images 6 to 8. Shared vehicular and pedestrian zones will be marked with a darker tone to create visual separation from the pedestrian-only zones. Pedestrian circulation is guided using a combination of lighter tones and articulations in the paving patterns. This zone also marks the gateway into the pedestrian promenade.

Images 6 to 8 - Examples of Woonerfs



Figure 21 - Lobby Forecourt Close Up



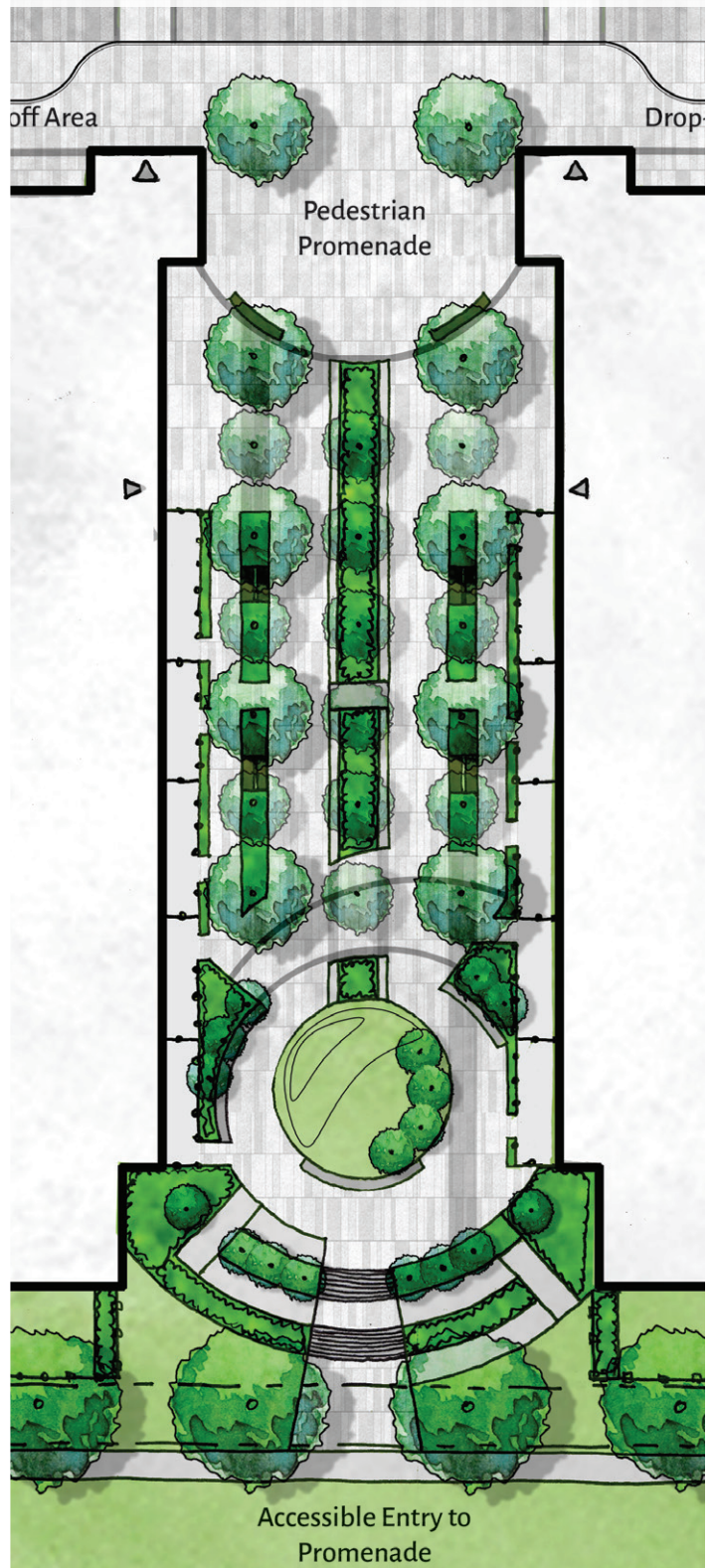
3.4.3 Pedestrian Promenade

The pedestrian promenade is the focal point of the central corridor that runs through the site. The promenade is lined with large “street” trees interspersed with smaller ornamental trees, creating a lush, vegetated pedestrian environment. The central bioswale/trench drain in the promenade is both a beautiful design feature and a stormwater management tool. Surface water is directed to the softscape area, which helps with managing storm water while also promoting tree health. An example of a similar project can be seen in **Image 9**, which showcases the bioswale at the heart of Arizona State University’s Orange Mall redevelopment.

The promenade is separated into two types of walkways: the public central walkway that caters to the majority of pedestrian traffic, and a semi-private walkway that caters to the residents living at the ground floor (see **Figure 22 and 23**). The two precedent projects shown in **Images 11 and 12** show how vegetated buffer areas can create walkways with varying feelings of privacy. There are grade-related patios and walk-outs at the ground floor that connect directly to the semi-private walkway. The vegetated buffer that separates the two pathways creates a sense of comfort and privacy and serves as comfortable locations for seating.

There is a ramp at Lawrence Road that allows for accessible entry into and out of the promenade. The curved ramp and vegetated slope create attractive features built into the approximately 2-meter grade change. The curved ramp is also a design feature that is integrated with a beautiful circular parkette, complete with seating areas and a mounded central lawn. An example of a similar project, Uptown Normal, is shown in **Image 10**.

Figure 22 - Pedestrian Promenade



Precedent Projects

Image 9 - ASU Orange Mall



Image 10 - Uptown Normal Circle



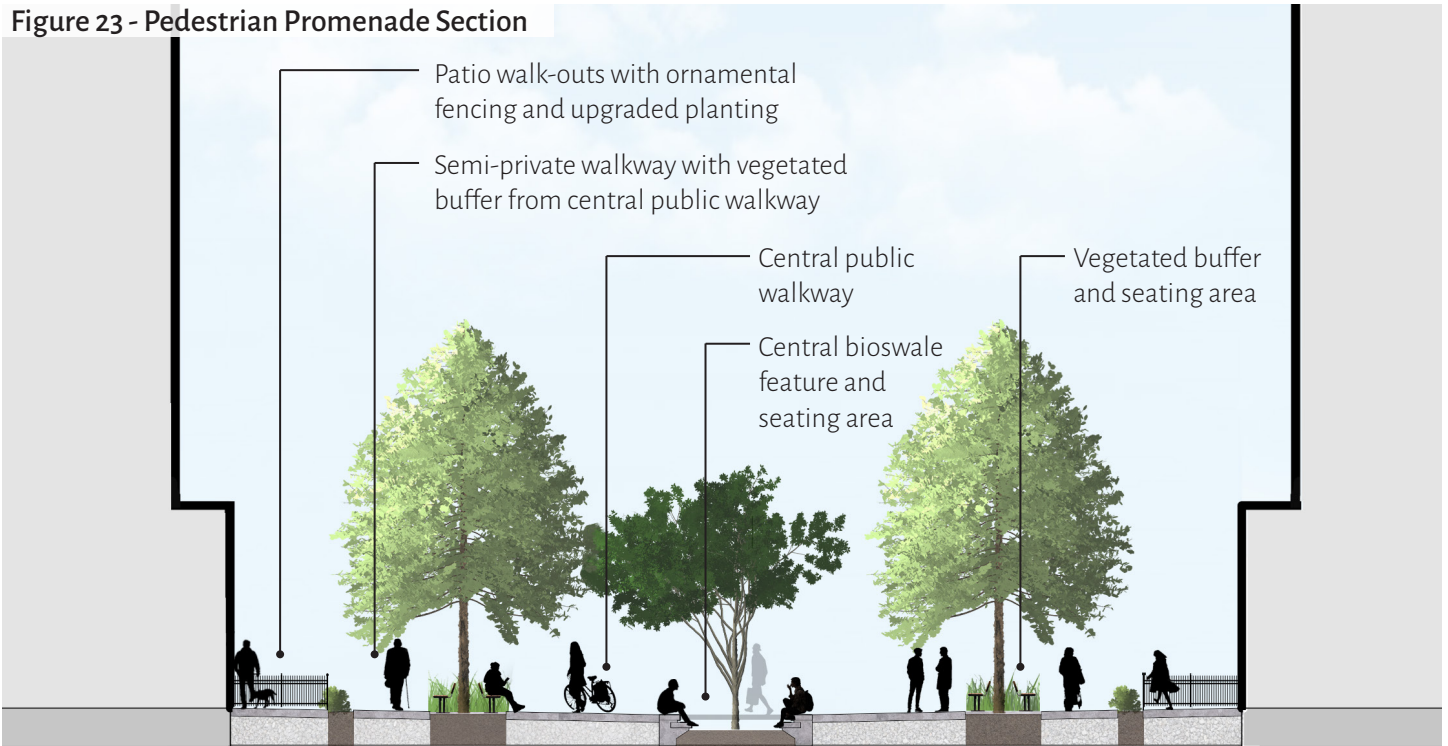
Image 11 - Hamilton Gore Pedestrianization Initiative



Image 12 - Yi Ou Lai Shanghai Shopping Village



Figure 23 - Pedestrian Promenade Section



3.4.4 Amenity Spaces

There are four amenity spaces on site nestled at each midrise building, situated to be sheltered from public rights-of-ways and pedestrian corridors (see Figure 24). These spaces are designed to look similar and cohesive, but also feel individually distinctive in character, providing a unique sense of place. Outdoor rooms are created through the use of surface material, paving articulation, vegetation, seating, and raised and flush planting areas. Space is provided that can be used for both active and passive leisure. There are opportunities within each amenity space to be alone or with a group.

There is a mounded lawn in each amenity space, which acts as both a design feature and a space where children can play. Image 13 shows a sculpture of a lounging cow, to show an example of how sculpture can be incorporated into the mounded play spaces to add fun and whimsy to a space for children, as well as visual interest for adults when children are not at play.

Figure 24 - Key Map for Amenity Spaces (Below)

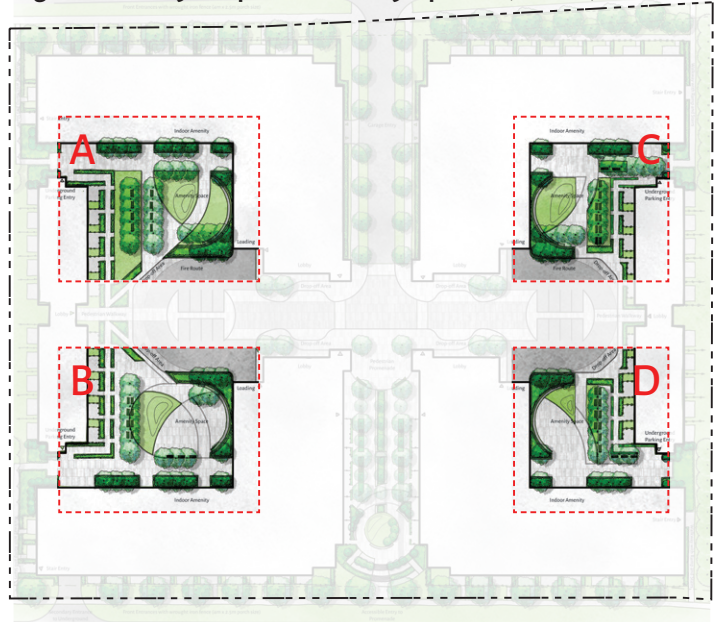
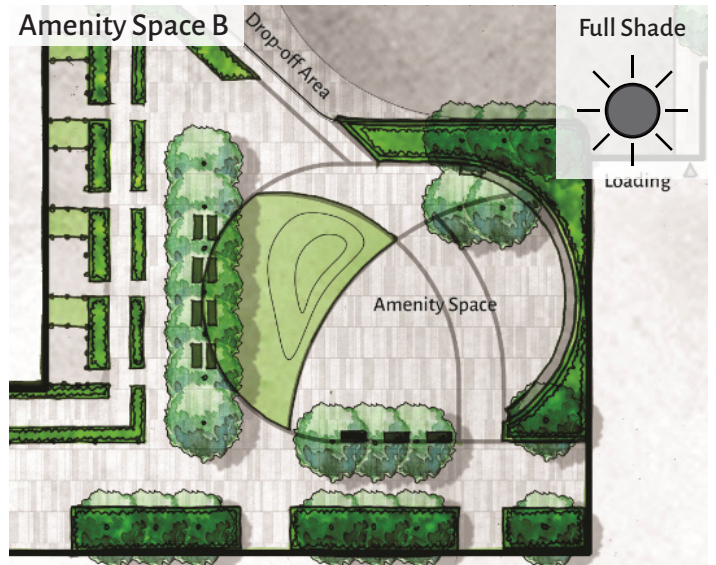
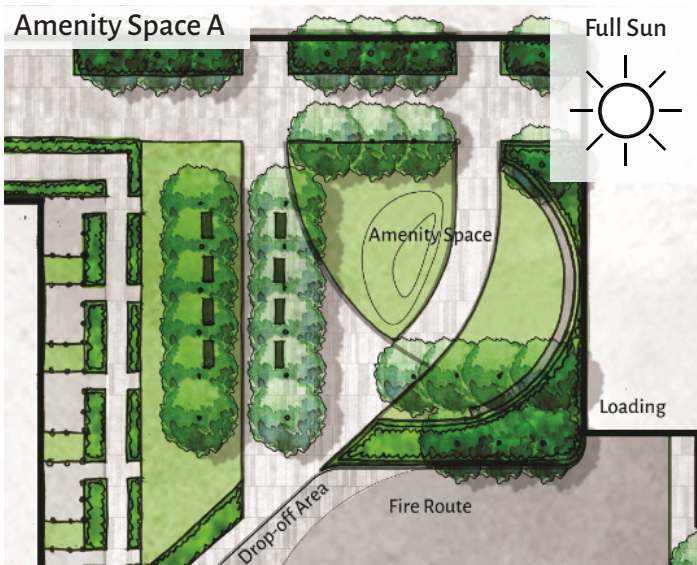


Image 13 - Sculpture Opportunity at Amenity Spaces



A strategically placed raised planting bed adjacent to each loading area access point serves to prevent pedestrians from attempting to walk across the loading driveway, while also creating a safe and comfortable space within the amenity area (see Figure 25).

Each space is composed in a geometrically similar design, with a different balance of hard and soft surface. The close-up images of the amenity spaces below show how the soft and hard surface balance of each space addresses the amount of sunlight that will be expected in each space. The sunniest quadrant has the most vegetation and soft space for shade and cooling, and the shadiest quadrant has the most hardscape for a more durable, flexible space.

The 4-storey townhouse blocks also feature individual patio walk-outs onto a semi-private walkway (see Figure 26). This walkway becomes an interface between the shared amenity spaces and the private patios, allowing both ease of access and privacy.

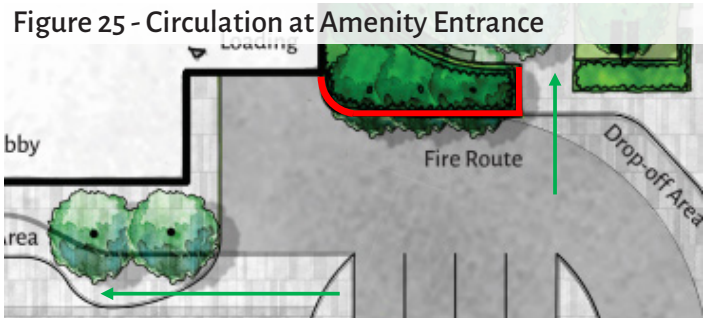
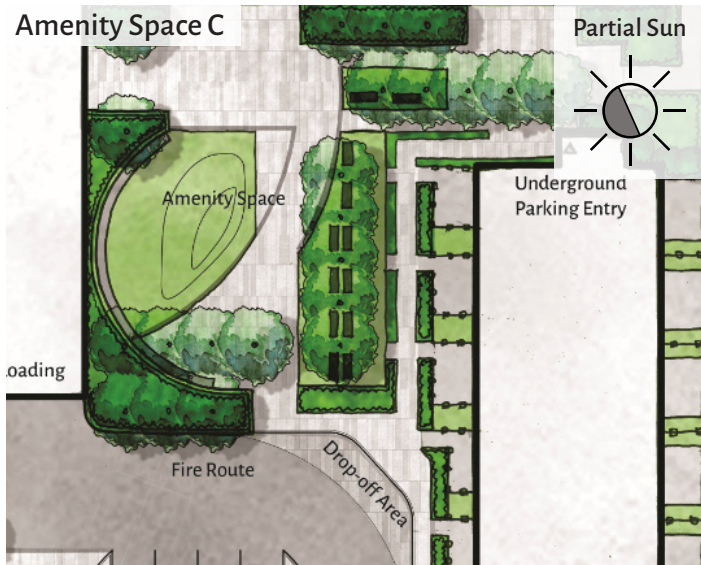
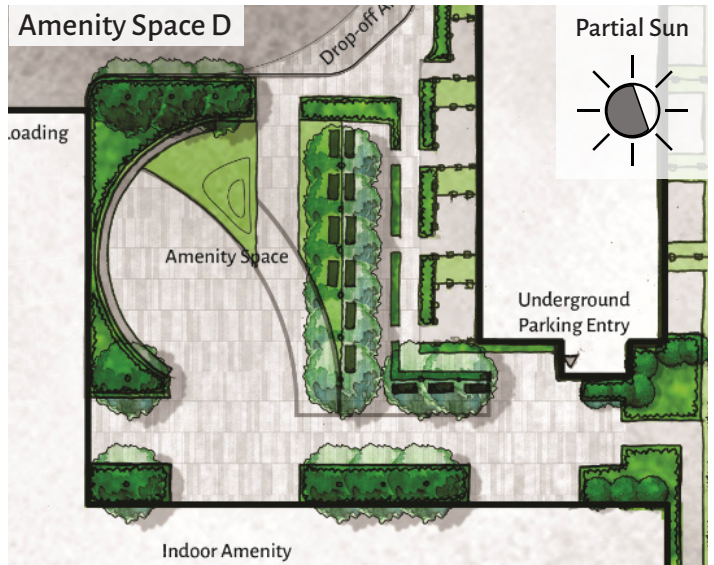
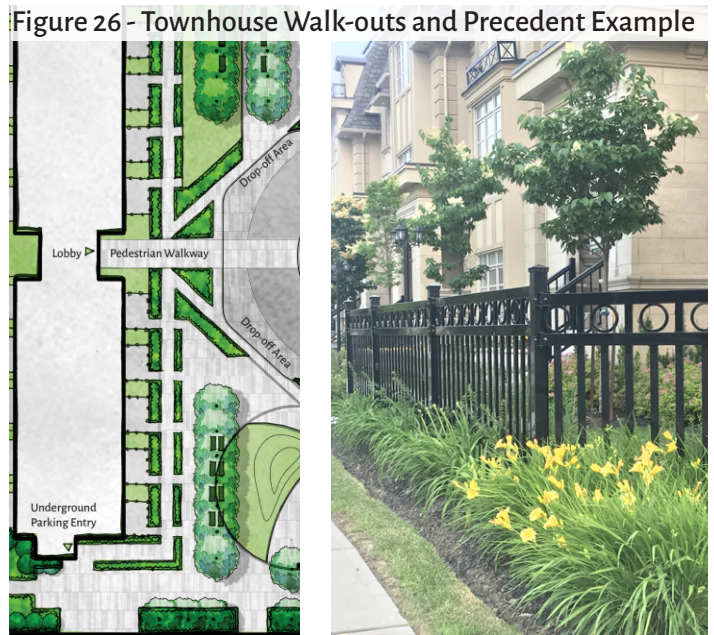


Figure 25 - Circulation at Amenity Entrance



SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

4.1.1 Design Theme: Circulation

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways.

The proposed development creates a hierarchy of pedestrian circulation that visually emphasizes areas with the highest pedestrian traffic, but also creates flexibility and privacy with secondary circulation routes. Automobile circulation is both efficient and limited to centralized routes. The majority of residential traffic is directed in and out of underground parking entrances, with the rest of the traffic circulating smoothly to accessible drop offs, servicing routes, and surface parking.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through providing connections and access to all users regardless of age and physical ability

All visitors and residents can access the site regardless of age and physical ability. An AODA compliant accessible ramp is provided at the Lawrence Road entry into the pedestrian promenade to address the approximate 2m grade change into the site.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through integrating conveniently located public transit and cycling infrastructure with existing and new development

The number 5 bus route is located at the northeast corner of the property, connected to the site with pathways that provide residents with easy access to transit. The network of pathways on site is interconnected and bicycle friendly.

UHOP B.3.3.9.4 Landscaped walkways shall be provided along buildings, particularly in areas with high level of pedestrian traffic. Walkways shall be connected to other pedestrian routes on the site and linked to pedestrian entry points at the street, and where appropriate to adjacent developments.

There is a network of pedestrian pathways on site that are safe, intuitive, interconnected, and accessible to all. The hierarchy of pedestrian circulation visually emphasizes areas with the highest pedestrian traffic through the use of trees and unit pavers, while also creating flexibility and privacy with secondary circulation routes.

4.1.2 Design Theme: Site Organization

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping.

The proposed development organizes the space in a way that smoothly integrates site elements such as pedestrian and vehicle circulation, indoor-outdoor relationships, and public/private open space. These elements come together harmoniously to provide smooth and flexible public spaces that encourage active transportation and create strong connections between the public and private realms.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by creating places and spaces which are publicly visible and safe.

The proposed midrise buildings provide clear and unobstructed views into and out from ground floor uses facing the public realm. The grade-related walk-out units also include landscape features that delineate private space from shared space, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED).

UHOP B.3.3.2.6 New development and redevelopment should enhance the character of the existing environment by complementing and animating existing surroundings through design and placement of buildings and pedestrian amenities.

The proposed midrise buildings activate the public realm through grade-related walk-out units and a beautifully designed streetscape. The pedestrian promenade also provides an attractive focal point that animates the gateway at Lawrence Road.

UHOP B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations.

The proposed development provides grade-related walk-out units from a podium and setback that matches the height and setback of the surrounding built form.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by locating surface parking to the sides or rear of sites or buildings, where appropriate

Surface parking areas are located out of view from the King Street and Lawrence Avenue streetscapes, within the interior drop-off loop.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by using design techniques, such as building step backs, to maximize sunlight to pedestrian areas.

The built form of this proposal promotes pedestrian comfort through the implementation of many design techniques, notably building setbacks, access to sunlight and shade, and careful consideration of materiality.

UHOP B.3.3.7.1 Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way.

Servicing and loading areas are located inside the building accessible from within the site.

UHOP B.3.3.10.1 To create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

There are three levels of underground parking proposed for this development. The majority of parking is located underground, which maximizes the area available for amenity space above ground for residents and visitors.

4.1.3 Design Theme: Compatibility with Surrounding Context

UHOP B.3.3.2.1 The physical design of a site shall relate to its role in the overall urban structure of the city.

The proposed development relates to its role in the urban context by locating the midrise buildings along main arterial roads in a community with a variety of nearby commercial uses and similar residential densities.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by respecting existing character, development patterns, built form, and landscape.

The proposed development respects the existing character and built form of the community by providing grade-related walk-out units from a podium and setback that matches the height and setback of the surrounding built form. Transitions in scale are also provided from the height of the towers, providing a visual step-down to the surrounding context.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by promoting quality design consistent with locale and surrounding environment.

The buildings, landscape, and overall layout of the proposed development are designed to high standards with quality materials and techniques, which complement and elevate the surrounding community.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by creating a continuous animated street edge in urban environments.

The proposed development provides grade related walk-out units with upgrades to the streetscape that include landscape strips, street trees, and ornamental fencing and planting.

UHOP B.3.3.2.8 Urban design should promote environmental sustainability by achieving compact development and resulting built forms.

The proposed development is compact in its provision of a multi-unit residential community within a neighbourhood expressing demand for such housing.

Environmental sustainability is also addressed through the creative management of surface water within the pedestrian promenade.

4.1.4 Design Theme: Architectural Design

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.

The proposed building design picks up on the red brick material of surrounding buildings on both King Street East and Lawrence Avenue.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by ensuring building entrances are visible from the street and promoting shelter at entrance ways.

The proposed building design features grade-related walk out units at the ground floor that are visible from the street and provide ample glazing. Overhangs are also provided at these residential entrances for sun and weather protection, as well as at the main lobby entrances.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by including ample glazing on ground floors to create visibility to and from the public sidewalk.

The proposed building design provides ample glazing on the ground floors, creating visibility to and from the public sidewalk.

4.1.5 Design Theme: Landscape Design

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.

The proposed development features high quality streetscapes with grade-related pedestrian walk-out units, street trees, ornamental fencing, and planting. There is also a publicly accessible pedestrian promenade with an attractive focal point that animates the gateway at Lawrence Road. These spaces beautifully contribute to the character and ambiance of the community.

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by incorporating public art installations as an integral part of urban design.

Public art installations are proposed for the outdoor amenity spaces of the proposed development, and are a consideration within the pedestrian promenade.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by creating streets as public spaces that are accessible to all.

The streets and pathways on site are designed to be attractive, tree-lined pedestrian spaces. The pedestrian promenade is also a beautifully designed public space that acts as a connective corridor to guide pedestrians through the site. The lobby forecourt/central plaza creates a pedestrian-oriented gateway for cars and visitors. These spaces can be accessed through a ramp provided at Lawrence Road, which addresses the grade change into the site.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs.

The proposed development features many grade-related residential uses that transition to a semi-private zone before fully transitioning to the public realm. These units provide porches and walkouts, as well as ornamental fencing, landscaping, and street trees. The feeling of privacy and transition is also created through vegetated buffers and secondary pathways, located adjacent to primary circulation routes.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation

The proposed development creates a network of high-quality pedestrian-oriented streets, corridors, and amenity spaces. These networks of spaces encourage residents and visitors to participate in physical activity and active transportation by providing connectivity through beautiful amenity spaces designed for passive and active recreational use.

UHOP B.3.3.2.9 Community health and well-being shall be enhanced and supported through ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use

The proposed development features four shared amenity spaces, a lobby forecourt/central plaza, and a grand pedestrian promenade with a circular park at the entry of Lawrence Road. There are opportunities in each of these spaces for both active and passive recreational use.

UHOP B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, on street parking, public art, and gathering spaces.

The proposed development features different types of streetscapes: traditional rights-of-ways, semi-private secondary walkways buffered from primary circulation, and a grand pedestrian promenade. These streetscapes each provide multi-modal opportunities, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, and gathering spaces. Public art is proposed at the amenity areas. There are also many opportunities for parking and pedestrian drop-offs located conveniently on site.

UHOP 3.3.3.5 Built form shall create comfortable pedestrian environments by including a quality landscape edge along frontages where buildings are set back from the street.

The design proposes a consistent landscaped edge along the frontages of King Street and Lawrence Road. At the north east corner of the site, the building is relatively set back from the streetscape. However, the landscape treatment remains consistent to create a pleasing pedestrian-scale edge. There are also grade-related residential units located at the ground floor with porches, walk-outs, and ornamental landscaping and fencing within the site.

4.2 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The project relates to its role in the urban context by locating four beautifully designed midrise buildings along two arterial roads, and providing transitional heights to the surrounding neighbourhood. The public realm is integrated with the surrounding community through grade-related walk-out units and new outdoor amenity spaces. The site is designed to be pedestrian-oriented, with flexible circulation and streets that act as promenades, forecourts, and plazas. The architecture enhances the public realm through elegant design that picks up on building materials used in the surrounding 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. Please also refer to the Planning Justification Report prepared by Urban Solutions Planning and Land Development Consultants.