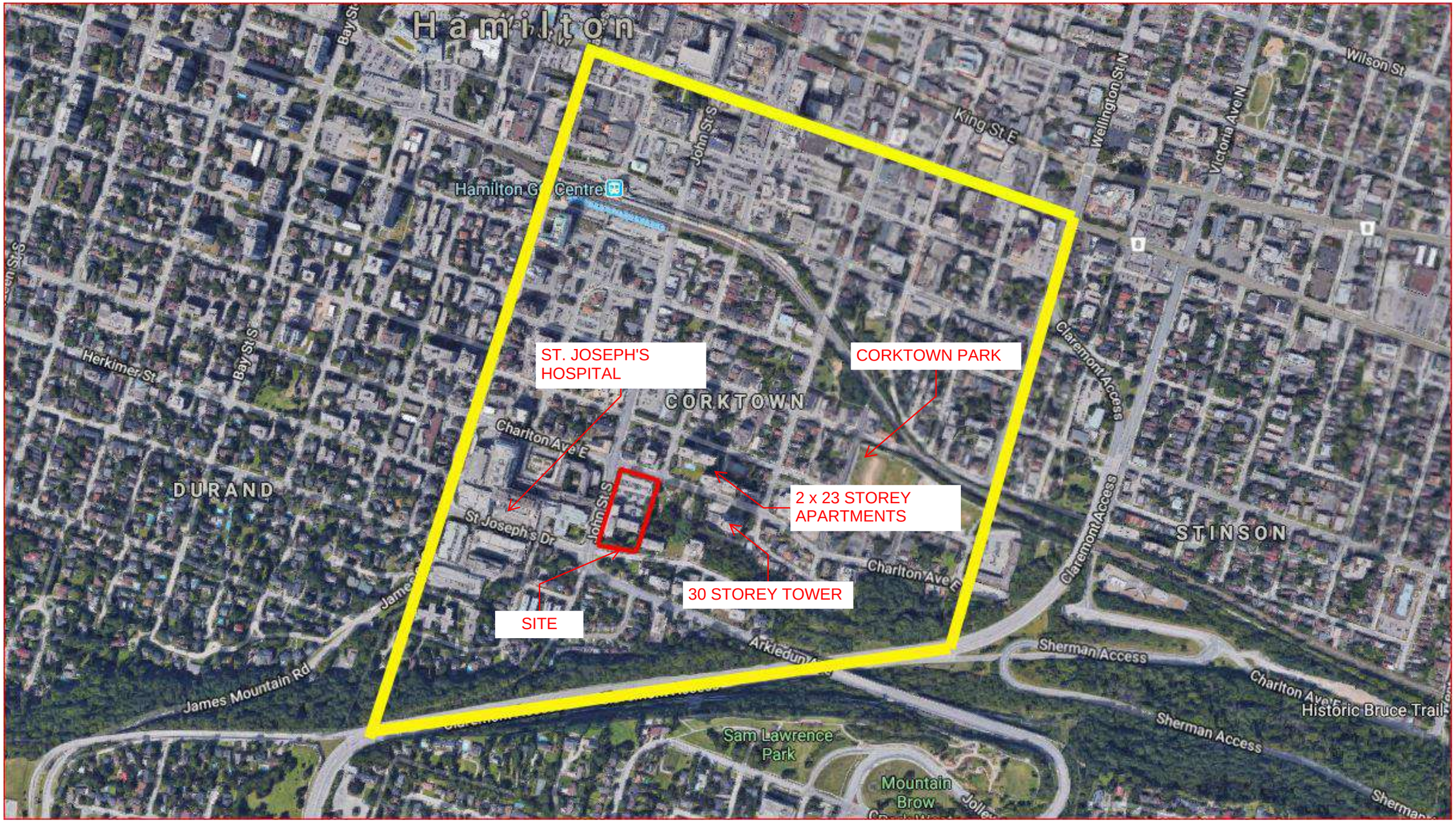
DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

MIXED-USE RESIDENTIAL DEVELOPMENT
CORKTOWN, HAMILTON ONTARIO



DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

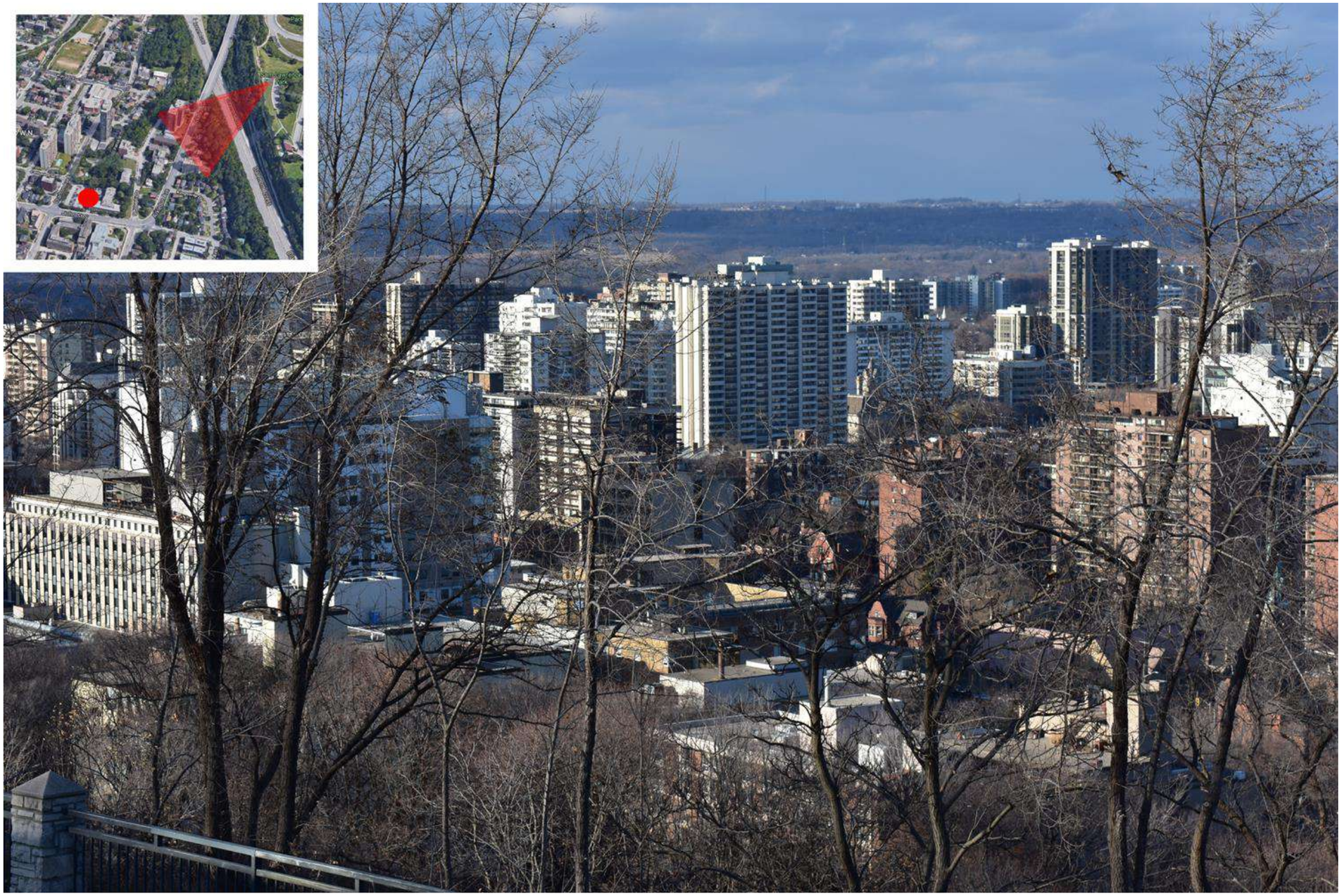
CONTEXT PLAN & CORKTOWN BOUNDARY

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

LOCALIZED CONTEXT PLAN



DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM SAM LAWRENCE
PARK LOOKING WEST

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM JOHN ST. SOUTH &
ROCKWOOD PLACE LOOKING NORTH

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM JOHN ST. SOUTH &
AUGUSTA ST. LOOKING SOUTH

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM JAMES ST. & ST. JOSEPH'S DRIVE LOOKING EAST

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM CHARLTON AVE. EAST &
WALNUT ST. SOUTH LOOKING WEST

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

VIEW FROM ARKEDUN AVE. LOOKING WEST

Existing Site & Architecture

Spallacci & Sons Ltd. propose to establish a mixed-use residential complex consisting of two 22 storey and one 23 storey towers with a split three and four-level common podium to create 700 residential units, 1,587.2m2 of at-grade commercial space, underground parking for 704 vehicles on six levels and 447 combination storage & bicycle lockers. The intensification of residential densities nearby or adjacent to major transit routes has been established as a development principle in Hamilton and is supported in this specific location by the assembly of the lots herein known as the subject lands.

The architectural approach is distinctly contemporary with a combination of curtain wall glazing and punched window glazing in pre-cast concrete panels. Glazed and pre-cast balcony details define the facades with a simple yet elegant interplay of materials and colours.

The lands are legally described as Plan of Survey of: The Sam Ryckman Lot, Misc. Lot 71/100 Acre, E/S John Street (Cottage Lot), Part of Misc. Lot 30 3/100 Acre, Part of Misc. Lot 1 18/100 Acre, N & S of Jolley Cut/Arkledun Avenue, R.J. Hamilton Survey, Registered Plan 1431, in the City of Hamilton.

The subject property is of a generally rectangular shape and is approximately 0.85 hectares in size. The subject lands are currently developed with a five-storey multiple unit building and a privately-owned surface parking lot. The subject property is steeply sloping, from the northeast corner of Charlton Avenue East to the corner with John Street and then up John Street to the corner with St Josephs' Drive.

Surrounding uses include St Josephs' Hospital to the west, existing residential uses to the north, a municipal park to the east and a low-rise residential neighbourhood to the south.

Site Analysis

The site presents a myriad of opportunities and constraints that are fully exploited in the current proposal, the most obvious of which are the extreme grading conditions. By the establishment of a podium level at the highest point of the site from which the residential towers extrude upwards, with underground parking and grade-related commercial at the streetscapes, the proposed development works with the site to take full advantage of the grades.

The site comprises two current uses, surface parking lot and a residential building on an existing underground parking structure. The two lots will allow for a phased development, creating less disruption for the surrounding neighbourhood.

The commercial component of the proposal will be focused on the busy intersection of John Street and Charlton Avenue East where public transportation exists. Continuing up John Street, the commercial units will serve the new residents of the development as well as local residents and staff from the adjacent St Josephs' Hospital. Two vehicle access points, at the highest and lowest points of the site will mitigate the traffic impact of the development. Refer to the Traffic Impact Analysis for further details.

Neighbourhood Context

The subject lands are located in the Corktown area, within the City of Hamilton. Bound by Wellington Street South on the east to James Street South on the west and from Main Street East on the north to the Niagara Escarpment on the south, Corktown is one of the original four Hamilton neighbourhoods. Home to the Hamilton GO Station, St. Joseph's Hospital, and the pub district of Augusta and Young Streets, Corktown is a true downtown community. Multi-floor dwellings of the neighbourhood are responsible for much of Hamilton's skyline; however, among these high rises are Victorian era residences that help Corktown retain its old-world nuances, serving as a reminder of Hamilton's early Irish settlers that lived here and worked on the Toronto, Hamilton & Buffalo Railway.

The Corktown area has an eclectic range of residential architectural styles and building types, in addition to institutional, commercial and retail uses. It is punctuated by a range of high-rise developments, 60's and 70's rental apartment buildings, many of which have been converted to ownership buildings. The nearest high-rise development is the Olympia Condo, directly across Woolverton Park from the subject property.

The Olympia Condo development is the closest high -rise neighbour at 33 storeys tall. It sets a precedent for tall residential buildings near the Escarpment and together with the proposed development, book-end Woolverton Park.

Landscape Design

A fully detailed Landscape Masterplan will be developed at the appropriate juncture in the design and approval process. This will include, but not be limited to private and public landscaping on the podium terrace and hard and soft public landscaping along the 3 principal street frontages.

Building Materials

White Precast Concrete Tower & Podium

Black Curtain Glazing Tower & Podium

Clear Curtain Glazing Tower & Podium

Aluminum & Black mullions

SCOPED HERITAGE IMPACT ASSESSMENT

299-307 John Street South & 97 St. Joseph's Drive
Hamilton, Ontario

Prepared for:

Urban Solutions
Planning & Land Development Consultants Inc.
105 Main Street E, Suite 501
Hamilton, ON L8N 1G6

20 Dec 2017

MEGAN HOBSON
M.A. DIPL. HERITAGE CONSERVATION
Built Heritage Consultant
45 James Street, Dundas, ON L9H 2J5
(905) 975-7080
mhobson@bell.net

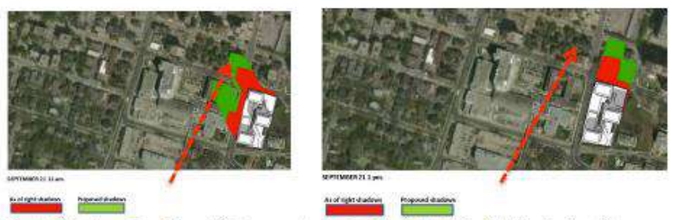
5.0 POTENTIAL IMPACTS ON ADJACENT CULTURAL HERITAGE RESOURCES

IMPACT 1: Shadow Impacts on the Church of the Ascension

The *Shadow Study* indicates that the proposed towers will cast shadows on the Church of the Ascension and may impact heritage features including the outdoor courtyard and stained glass windows that illuminate the nave of the church.

Interior of the Church of the Ascension

Church of the Ascension outdoor courtyard



Church of the Ascension will be subject to some shadowing in the fall but this will last for less than 2 hours. [SRN Architects, Sun & Shadow Study - Sept 21 at 11 am & 1 pm)

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

5.0 POTENTIAL IMPACTS ON ADJACENT CULTURAL HERITAGE RESOURCES

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Interior of the Church of the Ascension

Church of the Ascension outdoor courtyard

Church of the Ascension will be subject to some shadowing in the fall but this will last for less than 2 hours. [SRN Architects, Sun & Shadow Study - Sept 21 at 11 am & 1 pm)

IMPACT 2: Visual Impacts on the John Street South Streetscape

The large scale of the proposed development contrasts with the small-scale of the adjacent low-rise heritage properties on John Street South. These impacts have been reduced by varying the height of the podium across the site and providing landscape elements at grade along the John Street South frontage.

The tower located at the northwest corner of the site at John street South and Charlton Street East is situated close to the corner of John Street South and Charlton Street West. Adjacent heritage properties are located across the street so this provides adequate separation from the low-rise heritage properties to the proposed tower.

The northwest tower is closest to the small-scale heritage properties located across the street on John Street South.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

6.0 RECOMMENDATIONS TO MITIGATE ADVERSE IMPACTS

RECCOMENDATION 1:

The Shadow Studies indicate that shadow impacts on The Church of the Ascension will be less than 2 hours and are therefore not considered to be excessive. Consider consulting with the congregation to determine if the shadow impacts will have adverse effects on their use of the site.

RECCOMENDATION 2:

Adjacent heritage properties are located across the road from the proposed development. This provides an adequate separation distance. Consider using design measures to further soften this transition and respect the height of the heritage buildings, such as changes in material between the podium and the tower.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

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ENVIRONMENTAL
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Guelph, ON, N1G 4T2
226.706.8080 | www.novusenv.com

LICENSED PROFESSIONAL ENGINEER
T.B. LOVLIN
10056279
19/12/17
PROVINCE OF ONTARIO

Date: December 19, 2017

To: Spallacci and Sons Limited
1 James St S - 8th Floor
Hamilton, Ontario L8P 4R5

Re: **Pedestrian Wind Assessment**
299-307 John Street South
Hamilton, Ontario
Novus Project #17-0165

Novus Team:

Jenny Vesely, P.Eng. Senior Engineer
Tahrana Lovlin, MAES, P.Eng. Specialist

Credit: SRN Architects Inc.

1.2 Proposed Development

The proposed development includes three towers:

- Tower A, at the corner of John Street South and Charlton Street East is 26 storeys in height (94.3m plus a mechanical penthouse)
- Tower B is 30 storeys in height (106.8m plus a mechanical penthouse)
- Tower C, at the south edge of the property, is 36 storeys in height (112.6m plus a mechanical penthouse).

All towers are located on a shared podium, which due to the slope of the site, ranges from eight-storeys in height at the north end to one-storey tall at the south end. The podium includes parking, commercial, and residential spaces, with residential units in the towers above. Due to the slope of the site, the top floor of the podium is also referred to as 'Tower Level 1'. A rendering of the proposed development is shown in **Figure 3**.

1.3 Areas of Interest

Areas of interest for pedestrian wind conditions include those areas which pedestrians are expected to use on a frequent basis. Typically these include sidewalks, main entrances, transit stops, plazas and parks. There is one nearby transit stop on John Street, in front of the proposed Tower A.

The main entrances to each of the towers is located on Tower Level 1, and are shown in **Figure 4**. Tower A also has an entrance on Charlton Street, on Parking Level 4. Along John Street South there will be several entrances to retail space. There are three outdoor amenity spaces associated with the development, located on Tower Levels 1, 3 and 5 (as shown in **Figure 4**).

Figure 3: Rendering of Proposed Development
Credit SRN Architects Inc.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

DESIGN REVIEW PANEL PRESENTATION
299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

PEDESTRIAN WIND STUDY 1

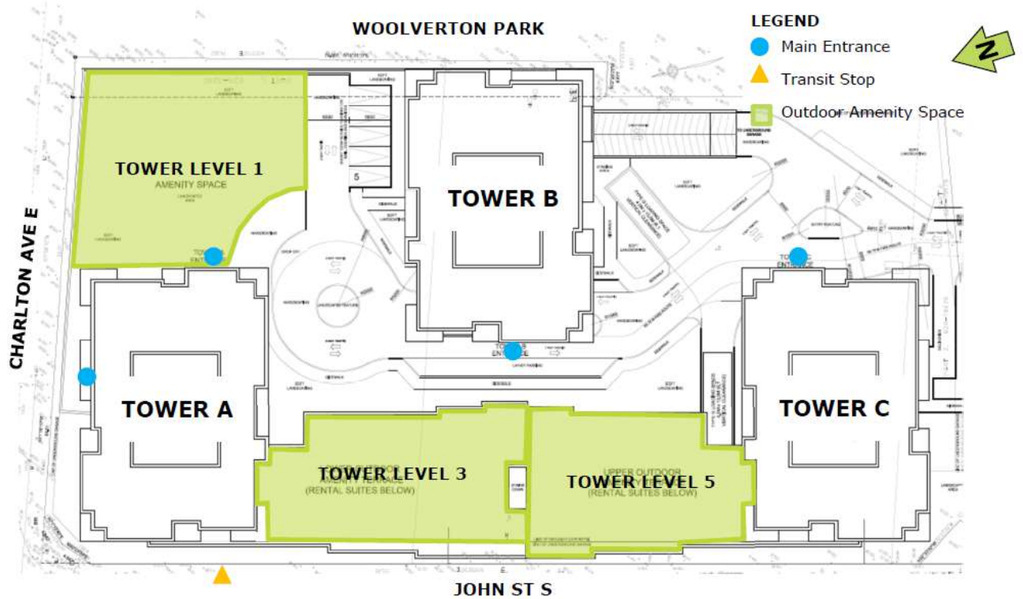


Figure 4: Areas of Interest

4.0 RESULTS

Figures 7a through **10b** present graphical images of the wind comfort conditions for the summer and winter months around the proposed development. These represent the seasonal extremes of best and worst case. **Appendix A** presents the wind comfort conditions for spring and autumn. The "comfort zones" shown are based on an integration of wind speed and frequency for all 16 wind directions tested with the seasonal wind climate model. The assessment does not account for the presence of mature trees, thus wind comfort conditions for months when foliage is present could be better than those predicted.

There are generally accepted wind comfort levels that are desired for various pedestrian uses. For example, for public sidewalks, wind comfort suitable for **leisurely walking** would be desirable year-round. For main entrances and transit stops, wind conditions conducive to **standing** would be preferred throughout the year, but can be difficult to achieve in regions where winter winds are inherently harsh. For amenity spaces, wind conditions suitable for **sitting** and/or **standing** are generally desirable during the summer months. The most stringent category of **sitting** is considered appropriate for cafes and dedicated seating areas, while for public parks **sitting** and/or **standing** would be appropriate in the summer.

4.1 Existing Wind Conditions

In the Existing Configuration, wind conditions on the proposed site are comfortable for sitting throughout the year (**Figures 7a** and **8a**). On the sidewalks surrounding the proposed site, including John Street South, Charlton Avenue East, St Josephs Drive and Arkledun Avenue, wind conditions are comfortable for sitting or standing throughout the year. At the transit stop on John Street South, wind conditions are comfortable for sitting throughout the year (**Figures 7a** and **8a**). In Woolverton Park, wind conditions are also comfortable for sitting throughout the year.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

4.2 Building Entrances & Walkways

The main entrances to each of the towers are located on Tower Level 1, on top of the main podium. At each of these main entrances, wind conditions are comfortable for sitting throughout the year (**Figures 9a** and **9b**). The secondary entrance to Tower A, along Charlton Avenue East is located beneath the building overhang, and also has wind conditions comfortable for sitting throughout the year. Along John Street South, where multiple retail entrances are proposed, wind conditions are comfortable for sitting throughout the year as well (**Figures 7b** and **8b**). These wind conditions are considered ideal.

In the amenity space on Tower Level 1, east of Tower A, wind conditions are comfortable for sitting in the summer, while in the winter wind conditions are suitable for sitting or standing (**Figures 9a** and **9b**). These wind conditions are considered suitable for the intended usage.

Surrounding the proposed towers, wind conditions are generally suitable for sitting or standing throughout the year on Tower Level 1. At the southeast corner of Tower C, wind conditions are suitable for leisurely walking in the winter season.

Overall, wind conditions on the site are suitable for the intended usage.

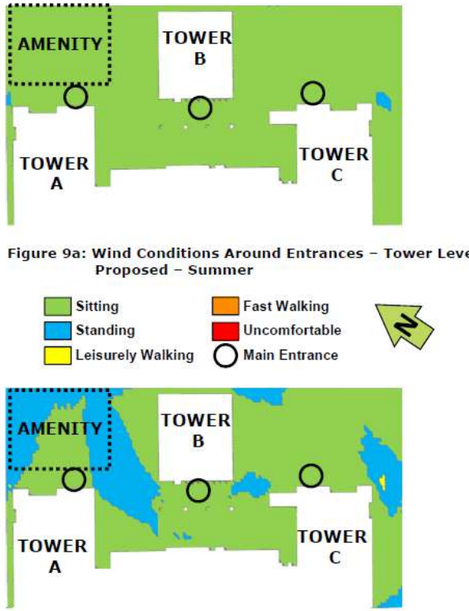


Figure 9a: Wind Conditions Around Entrances – Tower Level 1 Proposed – Summer

Figure 9b: Wind Conditions Around Entrances – Tower Level 1 Proposed – Winter

4.3 Amenity Terraces

Both the Tower Level 3 and Tower Level 5 amenity spaces are partially sheltered from the prevailing winds. On these terraces, wind conditions are comfortable for sitting in the summer, while in the winter wind conditions are conducive to sitting or standing (**Figures 10a** and **10b**). These wind conditions are considered suitable for the intended usage.

4.4 Surrounding Sidewalks

On the surrounding sidewalks, including John Street South, Charlton Street East, St Josephs Street and Arkledun Avenue, wind conditions are similar to the Existing Configuration and remain comfortable for sitting or standing throughout the year (**Figures 7b** and **8b**). At the transit stop on John Street South, wind conditions remain comfortable for sitting throughout the year. In Woolverton Park, wind conditions are also suitable for sitting throughout the year (**Figures 7b** and **8b**).

Wind conditions surrounding the site are considered suitable for the intended usage.

4.5 Wind Safety

The wind safety criterion is met in all areas in both the Existing and Proposed Configurations.

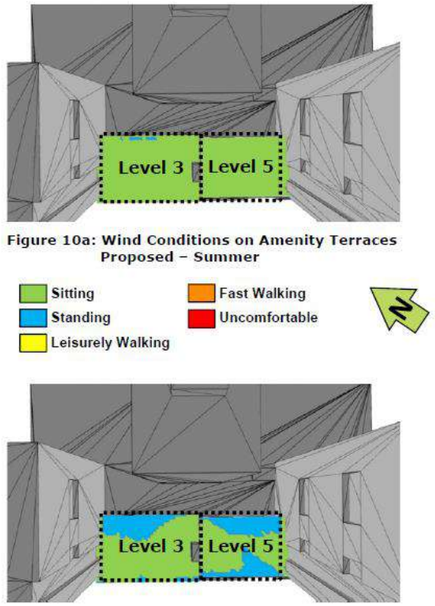


Figure 10a: Wind Conditions on Amenity Terraces Proposed – Summer

Figure 10b: Wind Conditions on Amenity Terraces Proposed – Winter

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

5.0 CONCLUSIONS & RECOMMENDATIONS

The pedestrian wind conditions predicted for the proposed development at 299-307 John Street South in Hamilton have been assessed through numerical modeling techniques. Based on the results of our assessment, the following conclusions have been reached:

- The wind safety criterion is met in all areas in both the Existing and Proposed Configurations.
- Wind conditions at all entrances to the proposed development are considered suitable for the intended usage throughout the year.
- In the proposed amenity areas, wind conditions are considered suitable for the intended usage throughout the year.
- Wind conditions on the surrounding sidewalks are similar between the Existing and Proposed Configurations and suitable for the intended usage in both the summer and winter seasons.

6.0 ASSESSMENT APPLICABILITY

This assessment is based on computer modeling techniques and provides a qualitative overview of the pedestrian wind comfort conditions on and surrounding the proposed development site. Any subsequent alterations to the design may influence these findings, possibly requiring further review by Novus.

Should you have any questions or concerns, please do not hesitate to contact the undersigned.

Sincerely,
Novus Environmental Inc.

Jenny Vesely, P. Eng.
Engineer – Microclimate

Tahrana Lovlin, MAES, P.Eng.
Specialist - Microclimate

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

VISUAL ASSESMENT STUDY

Prepared for Spallacci Homes

December 21, 2017

Proposed Residential Development John Street, Hamilton

1.0 BACKGROUND/EXISTING CONDITIONS

1.1 Study Area

Spallacci Homes propose to develop a mixed-use complex consisting of three 26, 30 and 36 storey residential towers with a common podium to create 923 units and underground parking for 934 vehicles.

The subject property is steeply sloping, from the northeast corner of Charlton Avenue East to the corner with John Street and then up John Street to the corner with St Josephs' Drive.

The subject property is of a generally rectangular shape and is approximately 0.85 hectares in size. The subject lands are currently developed with a five-storey multiple unit building and a privately-owned surface parking lot.

Figure 1- Subject lands

Surrounding uses include St Josephs' Hospital to the west, existing residential uses to the north, a municipal park to the east and a low-rise residential neighbourhood to the south.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

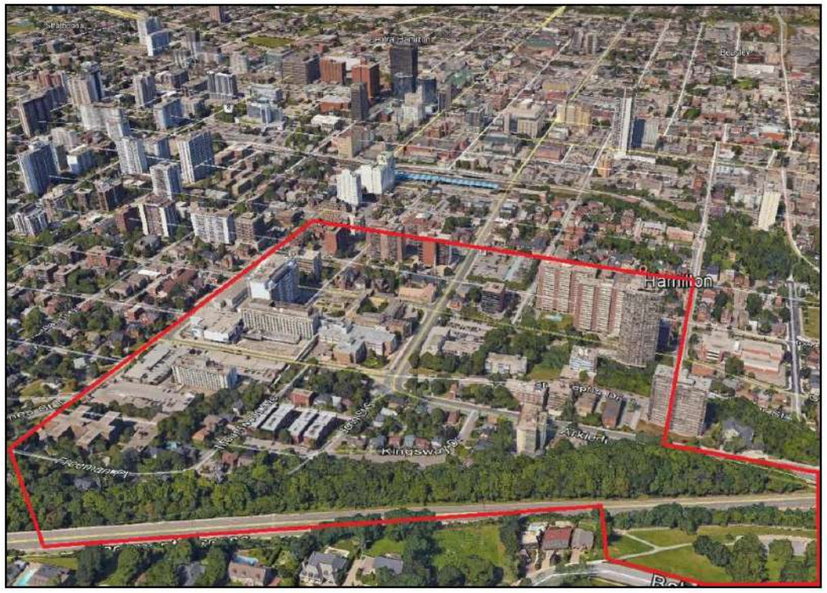


Figure 2- Study Area as defined by the Niagara Escarpment Commission

1.2 Existing Views of the Site

Figure 3- The site looking west along Charlton Avenue East.

Figure 4-Looking south up John Street, towards the Escarpment.

Figure 5- The site looking down John Street.

Figure 6- The site looking north from St Josephs' Drive

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

1.3 Methodology

As prescribed by the Niagara Escarpment Commission the following Methodology has been employed in this visual assessment study.

1. Establish a baseline for the existing conditions. This step examines the views to the Niagara Escarpment slopes and brow documenting the views and viewshed (all or in part) that exist from the roads, trails and public lands within a prescribed area in and around the proposed development.
2. Photographs including panoramic images where appropriate (i.e. views from Sam Lawrence Park) that show the whole of the viewshed are a requirement. To meet NEC standards photographs are to be taken with an SLR or DSLR 50-52mm lens as this produces an image close to that of the human eye. Images from Google Street View, smart phones and similar cameras do not meet the NEC standards. Steps:
    a. Photographic inventory, GPS positon, locate each viewpoint on a key map;
    b. On the photos utilizing an icon (arrow) identify where in the view /viewshed the proposed built form is located;
    c. Analysis of the impact of the development on the views in the inventory;
    d. Recommend views /viewshed for further investigation.
3. For those viewpoints where further investigation is required identify in an accurate and replicable manner the proposed physical changes to the views that would result from the proposed built form. Photographic simulations are considered the best method for this investigation. See Guideline and supplemental information attached.
4. Assess the impact of the proposed changes on the scenic resources of the Escarpment (see NEP policies, Guideline & Landscape Evaluation Study); and
5. Propose measures to mitigate including such matters as changes to proposed setbacks, reductions in height and configuration of the proposed buildings.

2.0 NEC POLICIES AND DOCUMENTS

The Niagara Escarpment Commission has established a series of Guidelines to outline the standards for the preparation of the Visual Assessment Study.

The Visual Assessment Study process sets out initially to establish a baseline for the existing conditions and then identify the physical changes in an accurate and objective manner. With a baseline and an accurate identification of the physical changes, an assessment of the impact of change on the Escarpment visual, landscape and scenic resources, in keeping with the NEPDA and NEP, can be conducted.

The steps and methods identified in Section 1.3 (Methodology) set out a standard protocol that was employed in the production of this document.

The next step in the Study seeks to assess the impact of change on the Escarpment landscape caused by the proposed development. With a baseline and an accurate identification of the physical changes, an assessment of the impact on the visual, landscape and scenic resources of the Escarpment

Figure 7- The proposed View Corridors

environment, in keeping with the NEPDA and NEP, as well approved Policy Papers, is demonstrated in the next Section (4).

The Niagara Escarpment Commission has provided specific view corridors to be assessed in this study and they are described in Figure 7.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

3.0 PROPOSED DEVELOPMENT

3.1 Project Description

The development comprises a multi-level, mixed use podium ranging from 1-5 storeys to accommodate the drop in grade from St Josephs' Drive to Charlton Avenue East. Residential and commercial uses screen the above ground resident and visitor parking levels. Underground parking levels complete the base building. Vehicle access to the parking areas is from both St Josephs' Drive to Charlton Avenue East via ramps screened by the built form. From the podium level, 3 residential towers emerge and achieve 26, 30 and 36 storeys respectively. The towers are staggered on the podium to take full advantage of view to the City and Escarpment and Lake Ontario beyond.

Figure 8- The proposed development.

4,0 VIEWS TO BE ASSESSED (Before and After)

4.1 John and Augusta looking South

The view south on John Street shows the gradual incline and John Street moves towards the Escarpment. The Escarpment is in clear view with multiple dwellings obvious on the ridge. Trees on the Escarpment are in view, summer and winter,

The proposed development clearly obscures the view to the Escarpment on John Street.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

4.2 Charlton and Walnut looking West

The view west on Charlton Avenue does not currently provide view of the Escarpment. The view shows the main building of St Josephs' Hospital.

The proposed development with Woolverton Park in the foreground.

4.3 St Joseph and James looking East

The view east on St Josephs' Avenue, which is partially on the Escarpment, shows the 33-storey Olympia Tower Condo with hospital buildings in the foreground.

The proposed development obscures the view of the Olympia Tower however has no effect on other Escarpment views.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

4.4 John and Arkledun looking North

The view north, looking down John Street from Arkledun shows the skyline of the Downton Core. There are no current views of the Escarpment from this location

The proposed development obscures some of the view of the Downtown Core however has no effect on other Escarpment views.

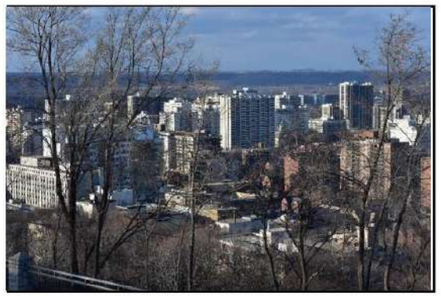
4.5 Arkledun Avenue looking Northwest

The view northwest, looking from the walkway on the ridge of the Escarpment shows the two existing tower buildings, one of which is built on the Escarpment slope. Views of the Escarpment in the background are punctuated by the existing buildings.

The proposed development is show in context with the existing buildings and the escarpment in the background.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

4.6 Sam Lawerence Park looking Northwest



The view northwest from Sam Lawerence Park, on the Escarpment displays the Hamilton skyline. Views of the Escarpment in the background are visible.

The proposed development is show in context with the existing buildings and the escarpment in the background.

4.0 -Conclusion

The proposed development is obviously a significant addition to the City of Hamilton skyline. It is worth noting that there are a number of proposals, of similar scale and density, currently in the approval process that will bring new residents to the Downtown area. Although, as the images in Section 4 indicate, some grade related views of the Escarpment will be affected by the proposed development however new and spectacular views of the Escarpment, Lake Ontario, the Hamilton and Toronto skylines will be realized from the residences of the Metro Condominiums.

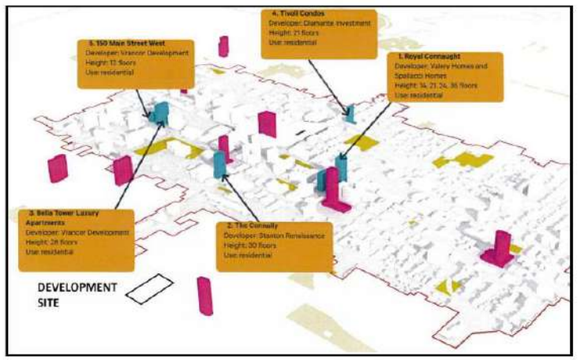
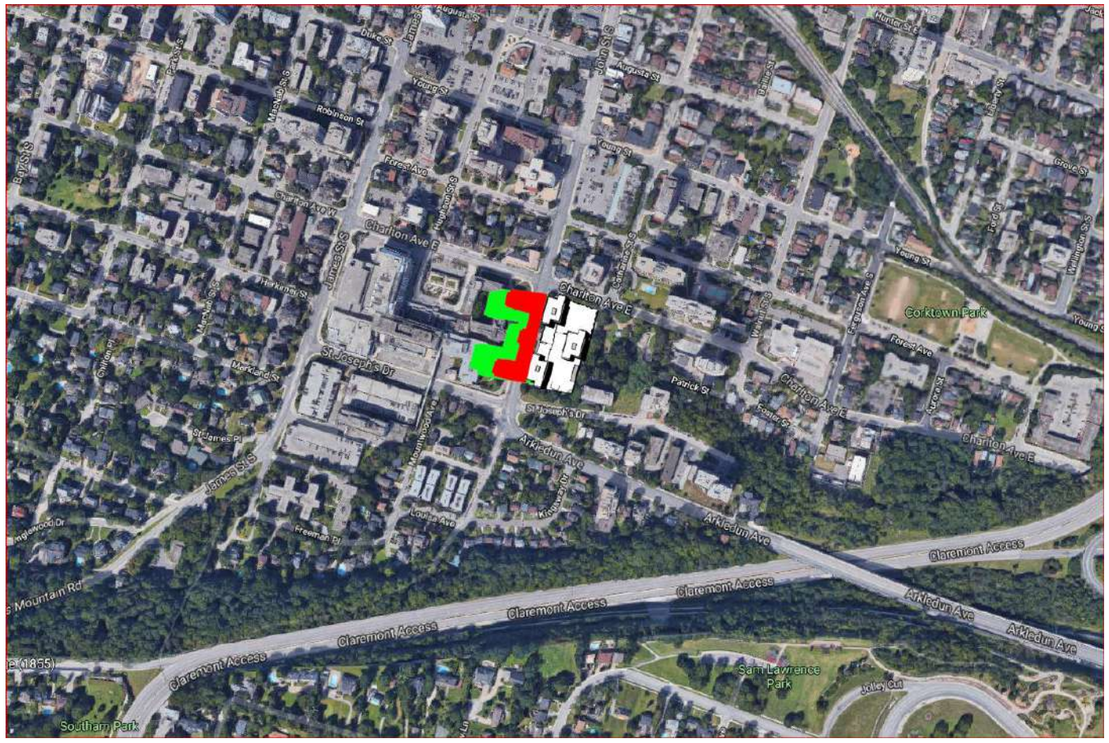


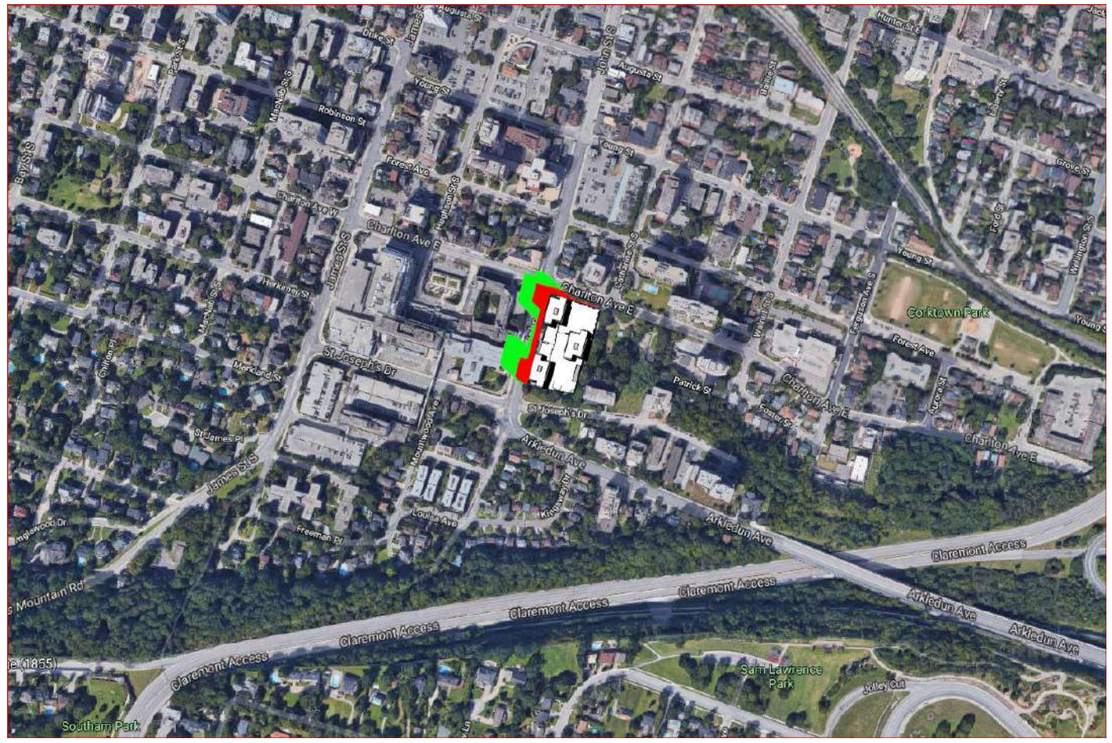
Figure 9- Existing and Proposed Developments in Hamilton.

*NOTE: THIS REPORT WAS PREPARED FOR A PREVIOUS VERSION OF THE PROPOSAL

JUNE 21



June 21, 9:00 a.m.



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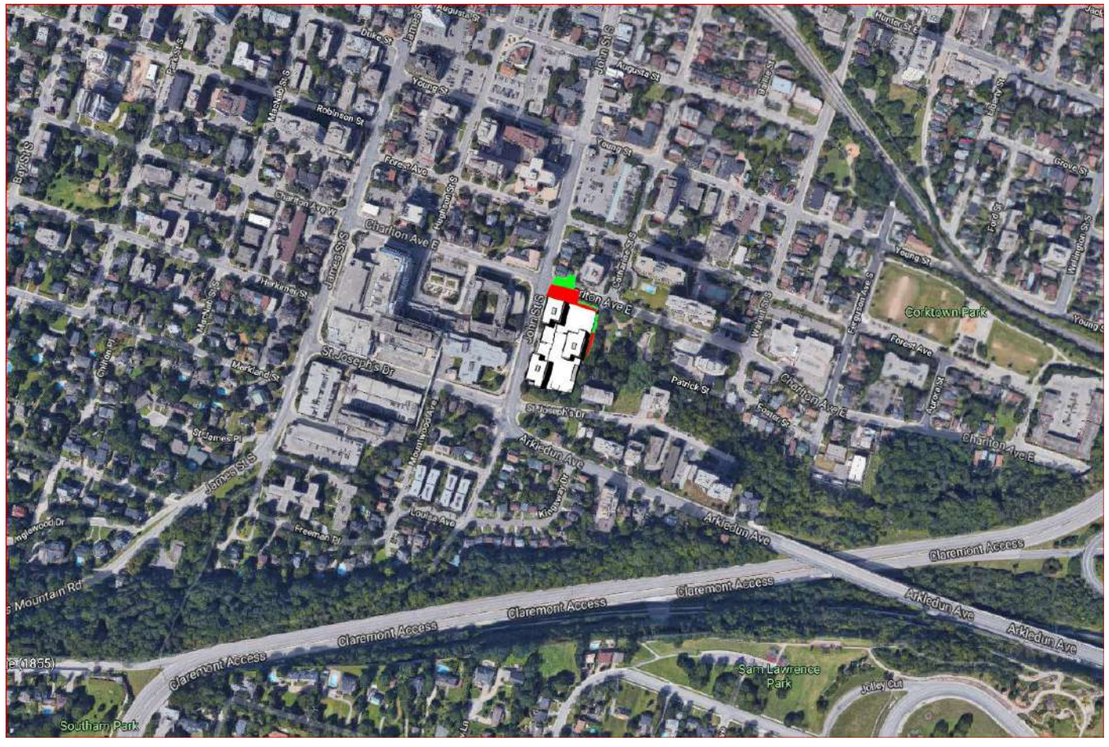
Legend

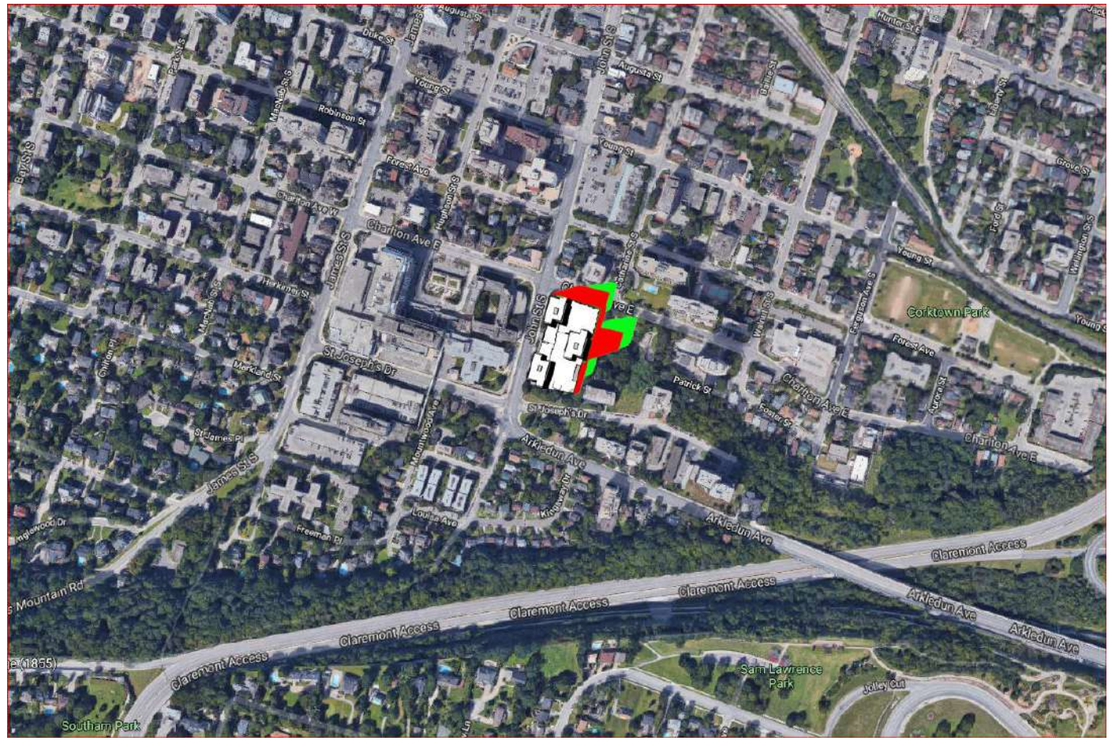
As of Right (Height) Shadows:

Proposed Height Shadows:

JUNE 21

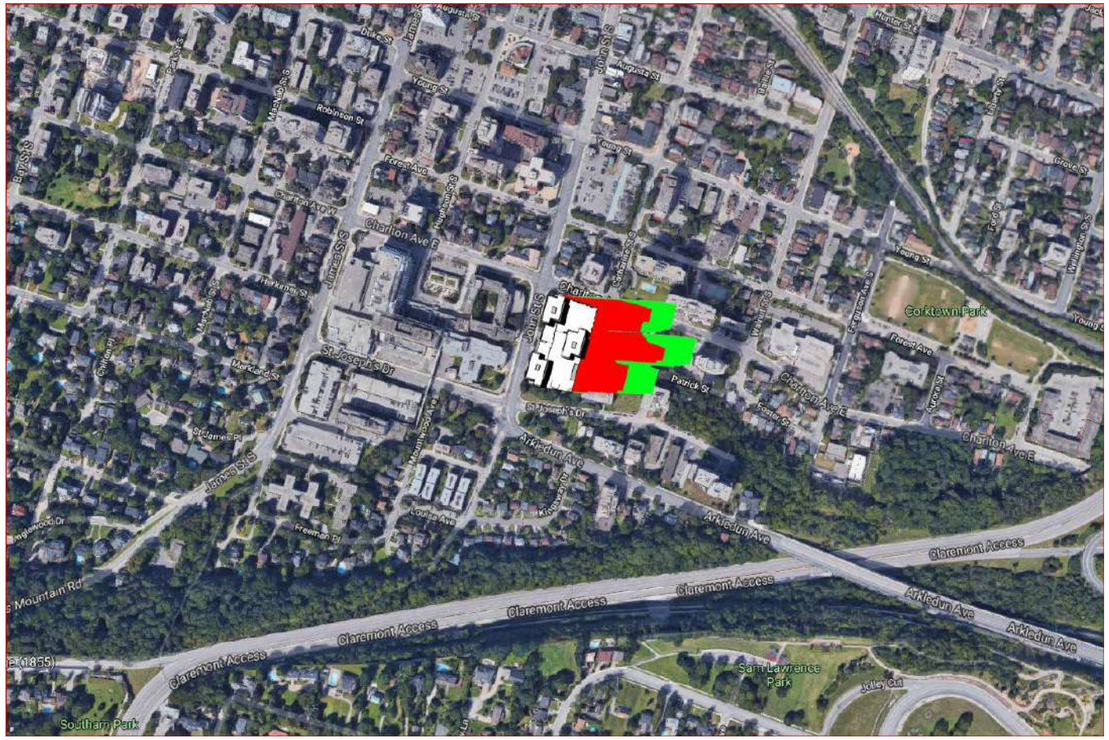


June 21, 1:00 p.m.



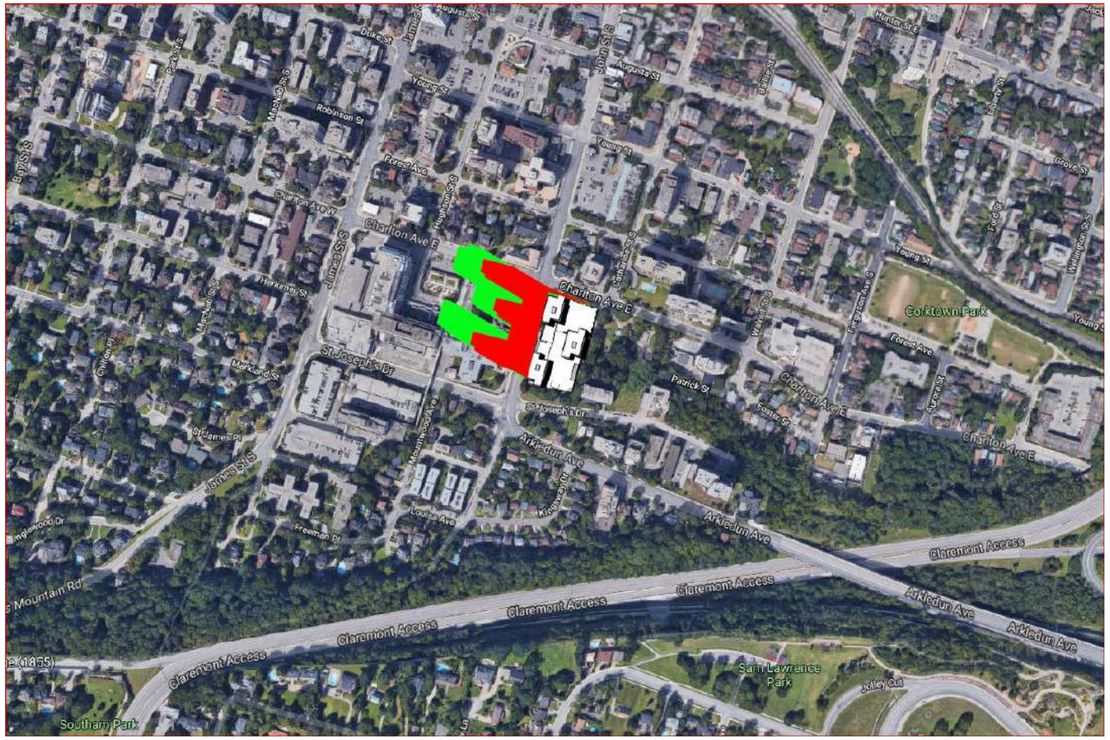
June 21, 3:00 p.m.

JUNE 21



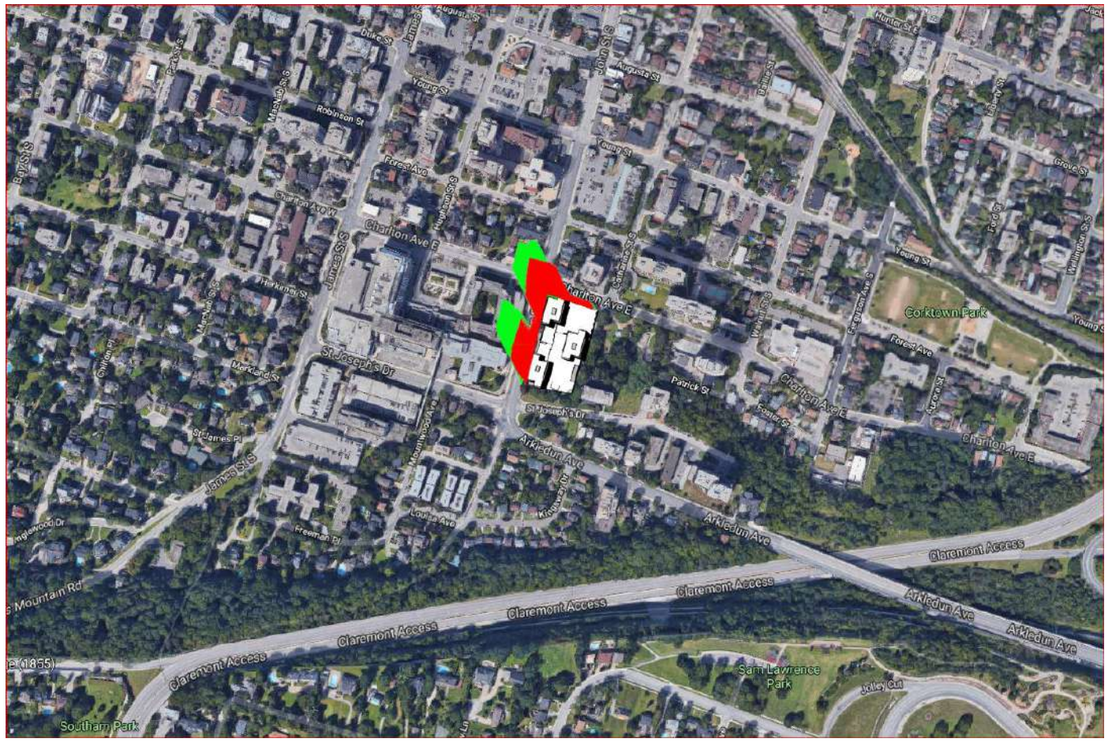
June 21, 5:00 p.m.

SEPTEMBER 21

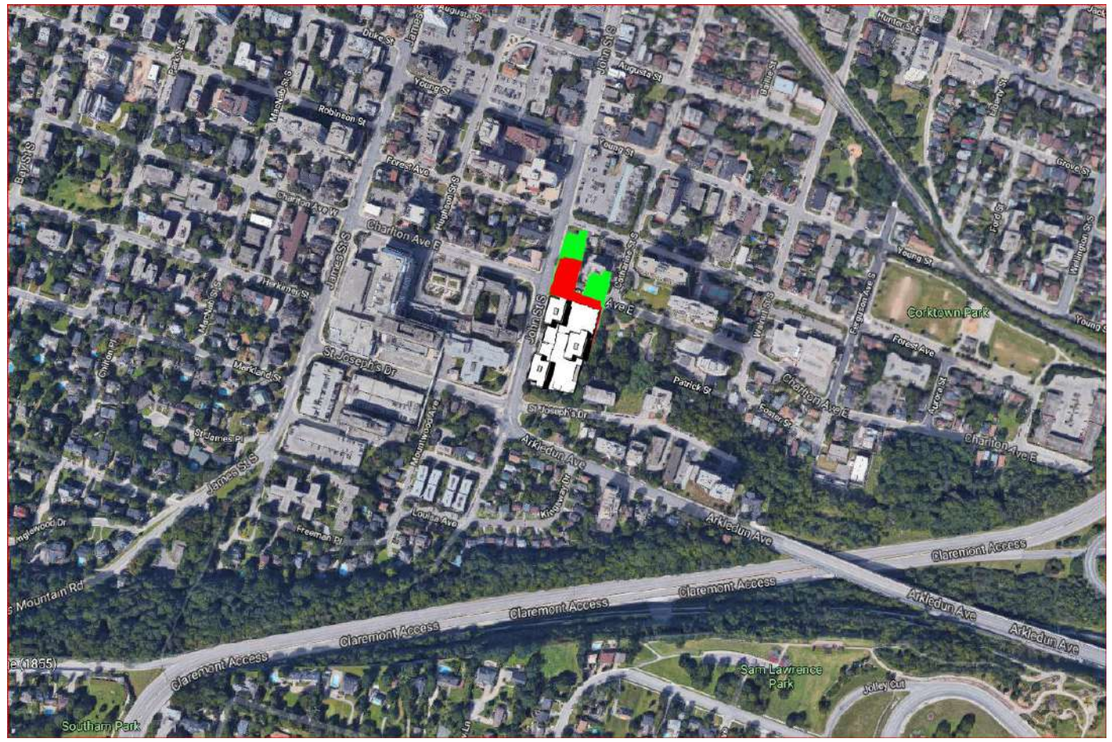


September 21, 9:00 a.m.

SEPTEMBER 21

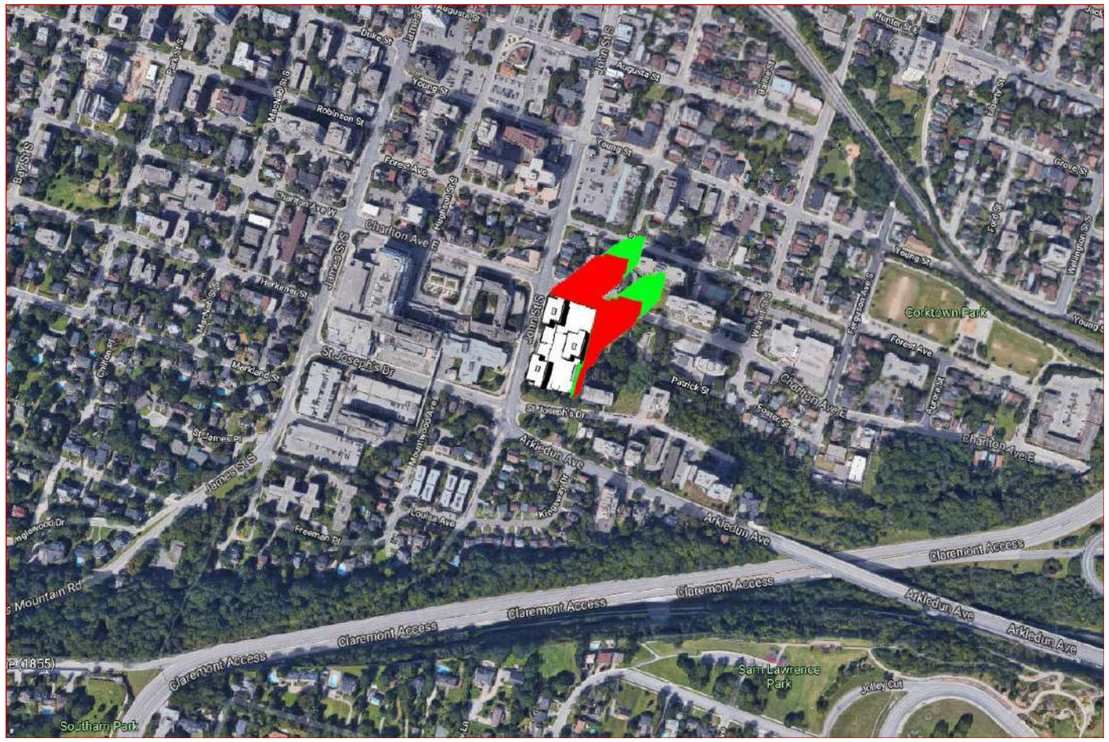


September 21, 11:00 a.m.



September 21, 1:00 p.m.

SEPTEMBER 21



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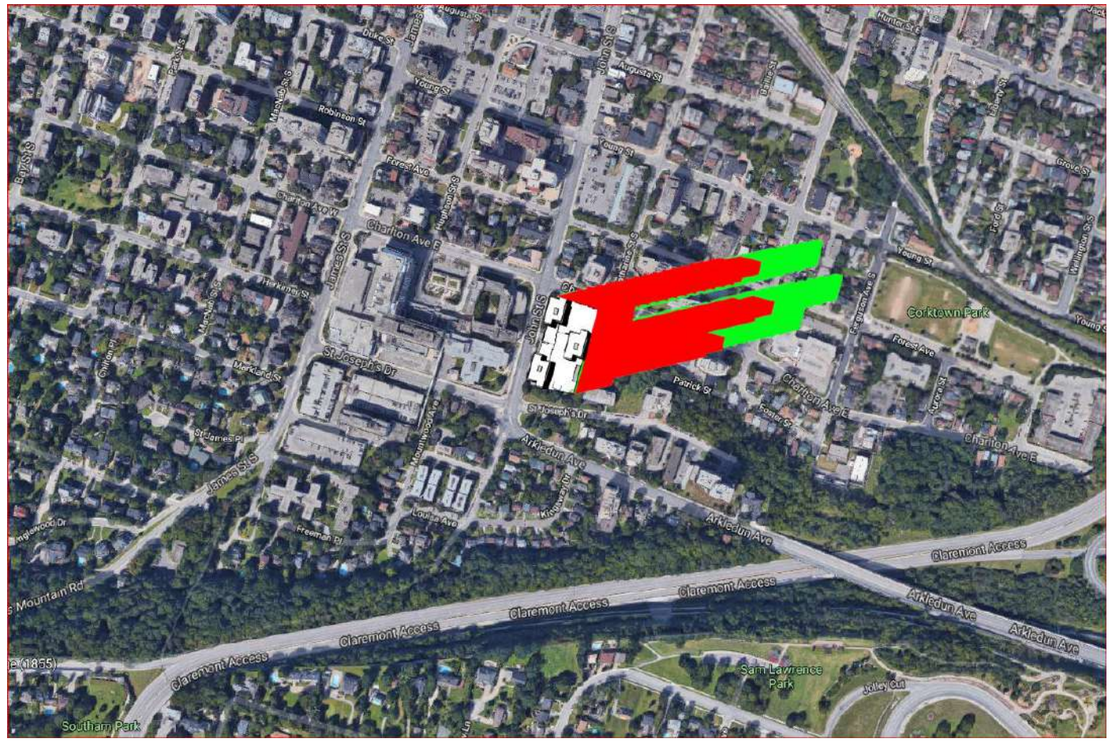
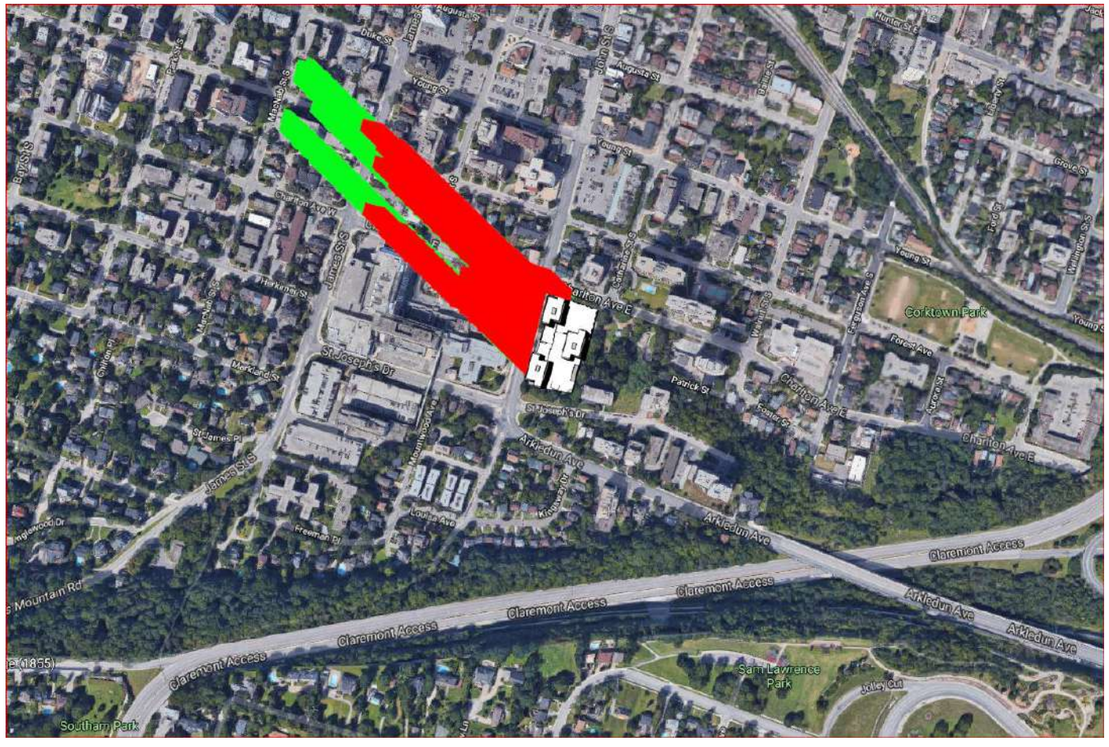
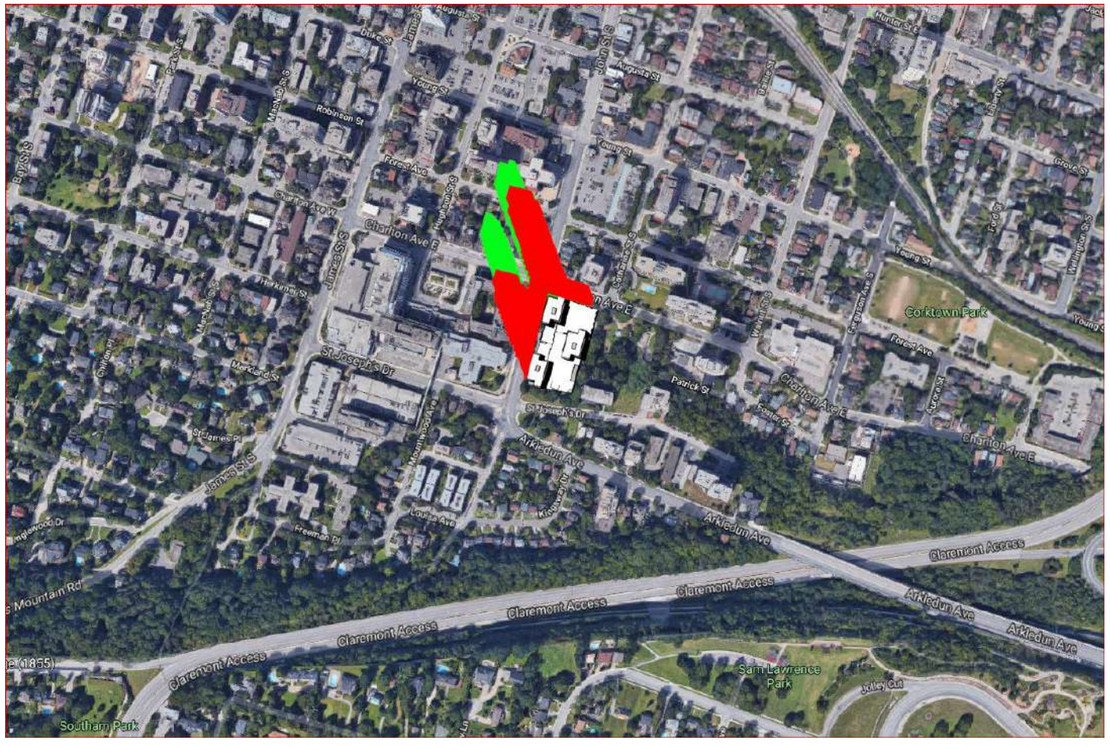


September 21, 5:00 p.m.

DECEMBER 21

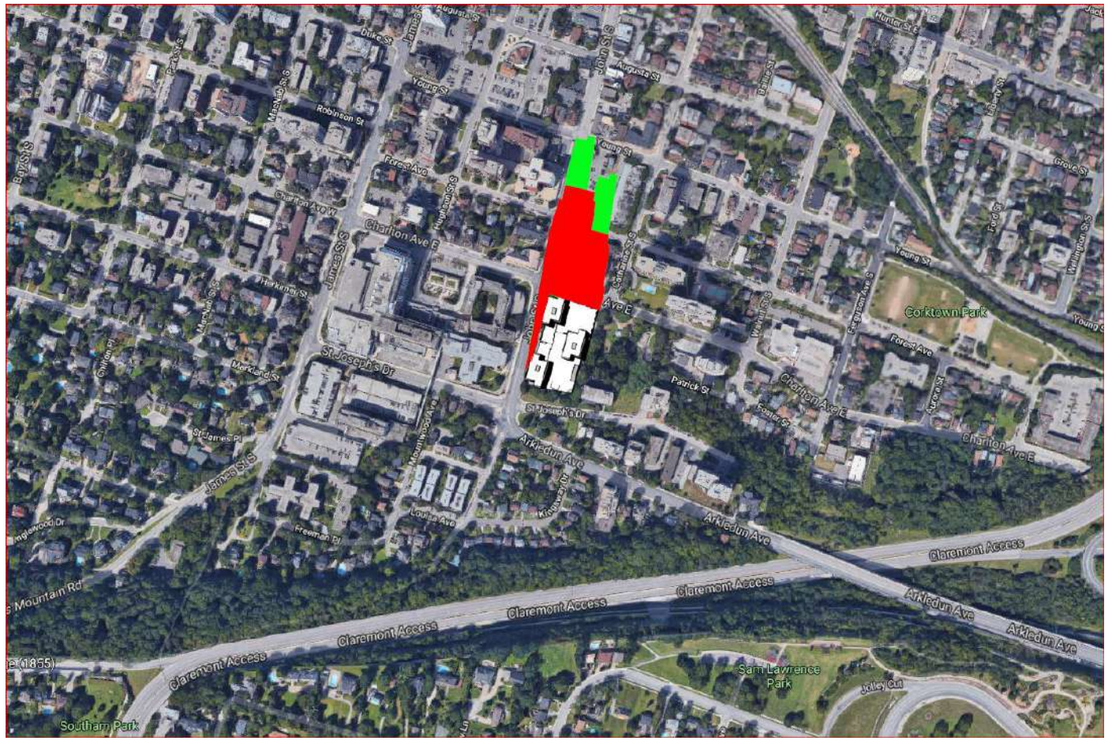


December 21, 9:00 a.m.

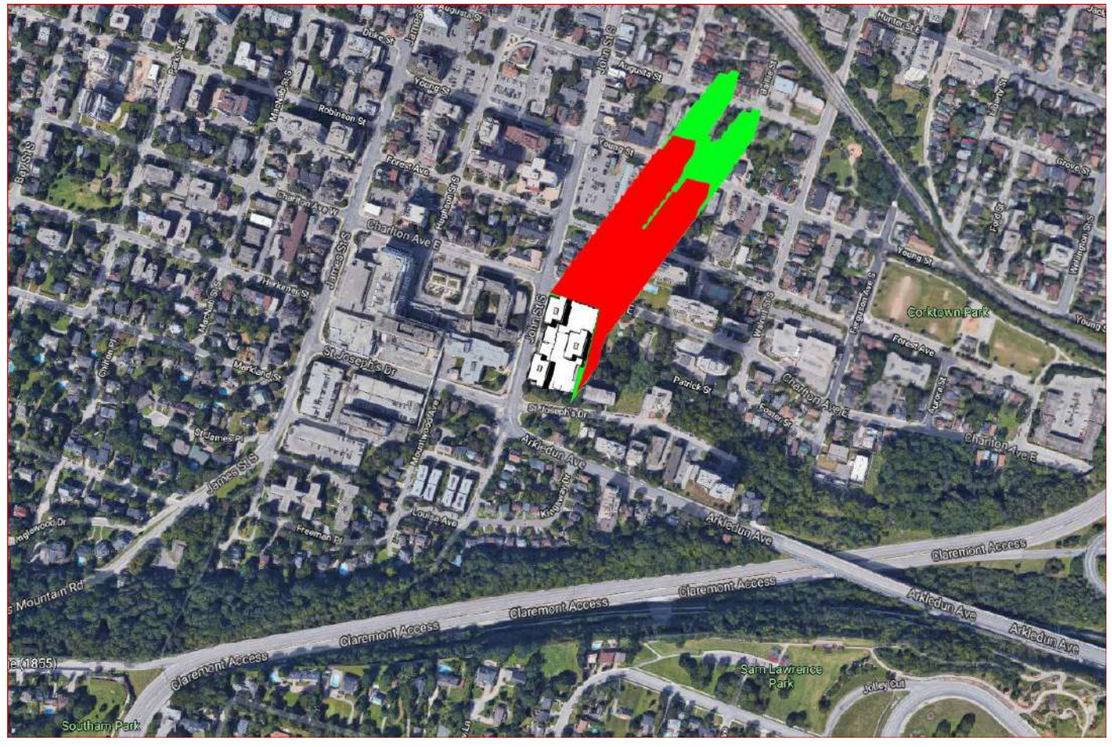


December 21, 11:00 a.m.

DECEMBER 21

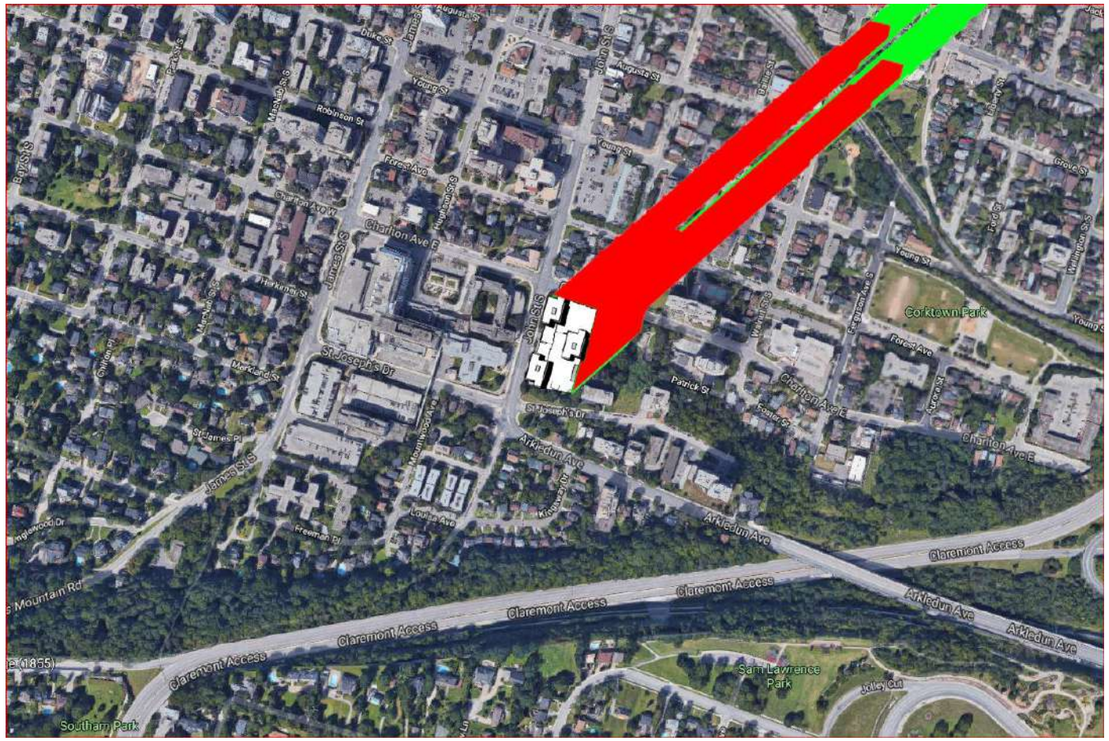


December 21, 1:00 p.m.



December 21, 3:00 p.m.

DECEMBER 21



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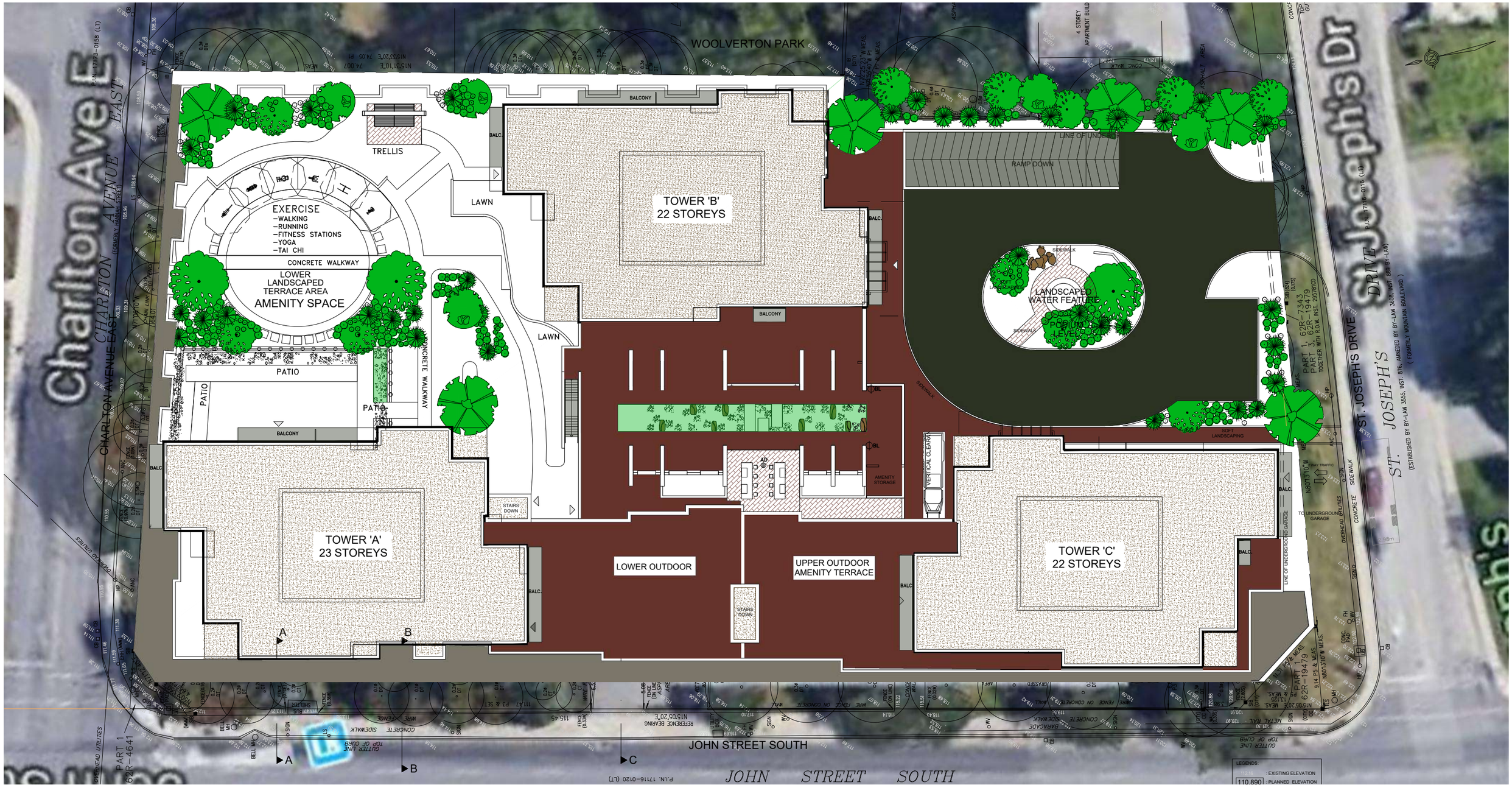


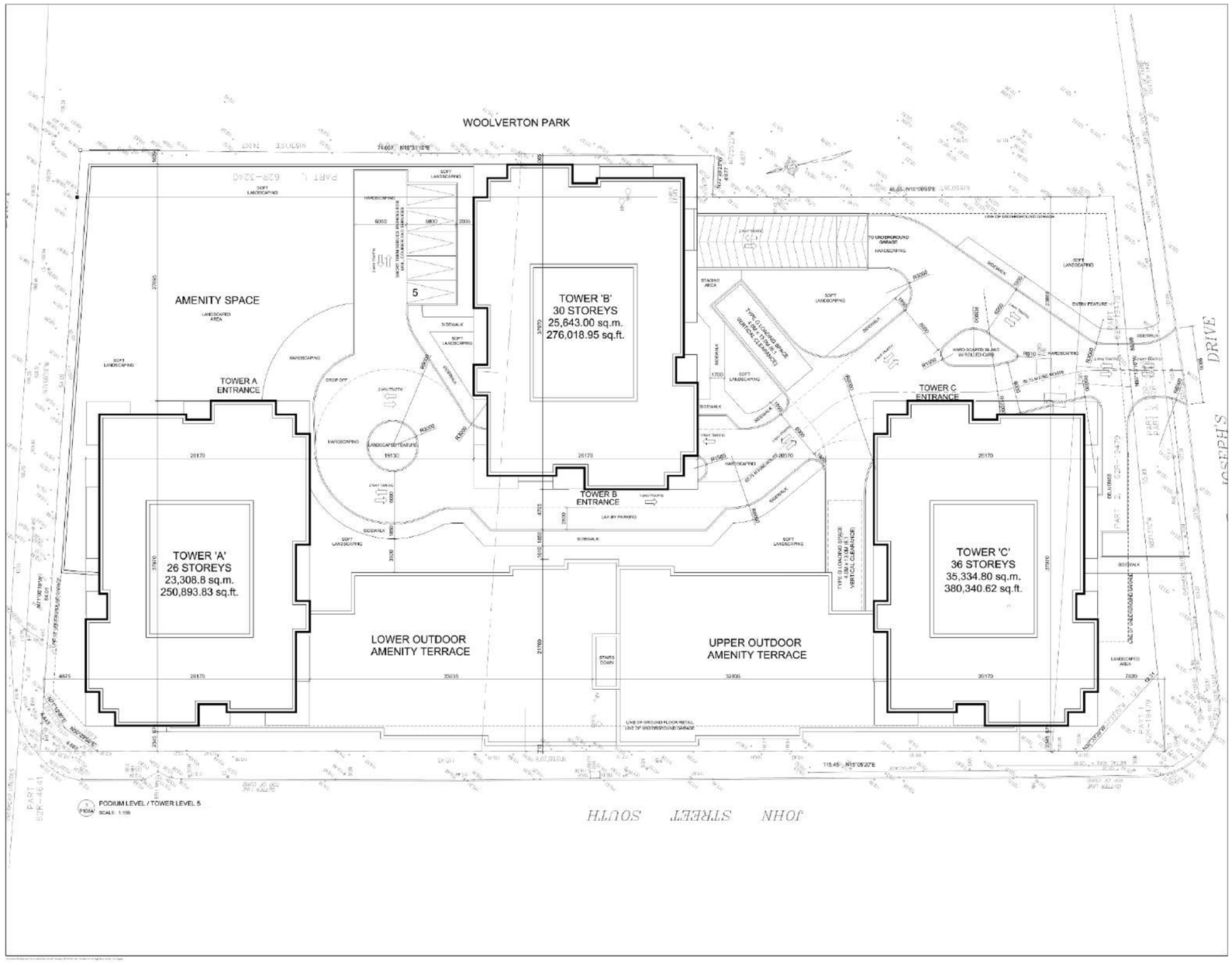
COLOURED SITE PLAN

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

SITE PLAN



DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

PREVIOUSLY PROPOSED SITE PLAN CONCEPT

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

SITE CONTEXT LANDSCAPE PLAN

DESIGN REVIEW PANEL PRESENTATION

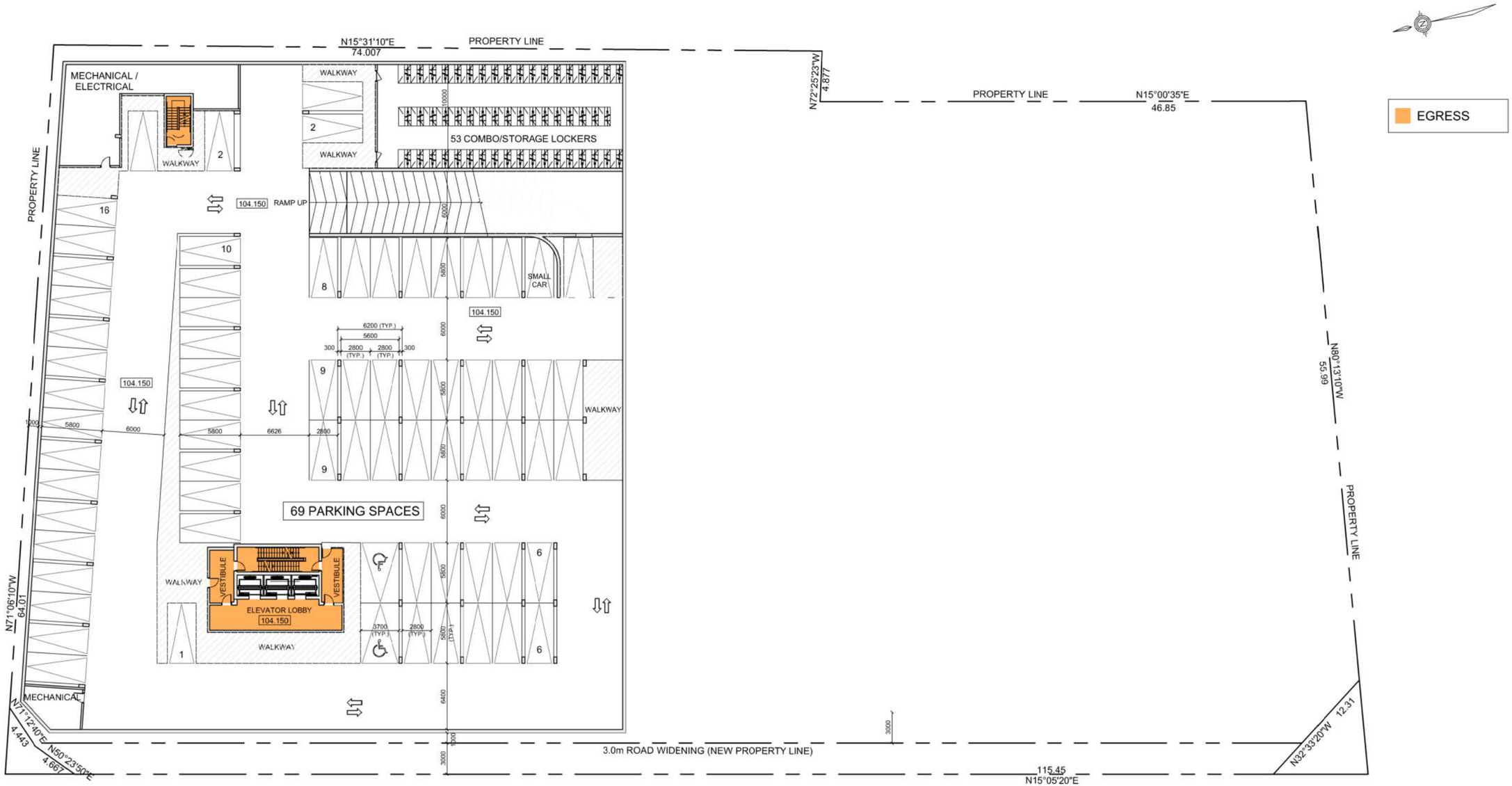
299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

SITE CONTEXT MACRO WITH ACCESS POINTS

				RESIDENTIAL AREA SQ.M. (SQ.FT)			NUMBER OF UNITS				NUMBER OF PARKING SPACES (PER FLOOR)		
	TOTAL FLOOR AREA SQ.M. (SQ.FT)	PARKING AREA SQ.M. (SQ.FT)	COMMERCIAL AREA SQ.M. (SQ.FT)	TOWER A (23 STOREYS)	TOWER B (22 STOREYS)	TOWER C (22 STOREYS)		TOWER A	TOWER B	TOWER C	PHASE 1	PHASE 2	TOTAL (PHASE 1 & 2)
LEVEL 20 TO 22 (3 FLOORS)	6,588.0 SQ.M. (70,913 SQ.FT.)	-	-	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	1 BR	89	66	62	-	-	-
LEVEL 12 TO 19 (8 FLOORS)	18,840.0 SQ.M. (202,792 SQ.FT.)	-	-	6,280.0 SQ.M. (8 X 785.0 SQ.M.)	6,280.0 SQ.M. (8 X 785.0 SQ.M.)	6,280.0 SQ.M. (8 X 785.0 SQ.M.)	1 BR+DEN	68	76	66	-	-	-
LEVEL 9 TO 11 (3 FLOORS)	6,588.0 SQ.M. (70,913 SQ.FT.)	-	-	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	2,196.0 SQ.M. (3 X 732.0 SQ.M.)	2 BR	73	66	66	-	-	-
LEVEL 3 TO 8 (6 FLOORS)	14,130.0 SQ.M. (152,094 SQ.FT.)	-	-	4,710.0 SQ.M. (6 X 785.0 SQ.M.)	4,710.0 SQ.M. (6 X 785.0 SQ.M.)	4,710.0 SQ.M. (6 X 785.0 SQ.M.)	2 BR+DEN	25	23	20	-	-	-
LEVEL 2	2,445.0 SQ.M. (26,318 SQ.FT.)	-	-	785.0 SQ.M.	665.0 SQ.M.	995 SQ.M.	TOTAL	255	231	214	-	-	-
LEVEL 1	3,095.4 SQ.M. (33,319 SQ.FT.)	-	-	1,155.2 SQ.M.	785.0 SQ.M.	1,155.2 SQ.M.					SURFACE		4 SPACES
LEVEL 0 / LOWER PODIUM ROOF	5,636.1 SQ.M. (60,666 SQ.FT.)	3,342.3 SQ.M. (35,976 SQ.FT.)	512.3 SQ.M. (5,514 SQ.FT.)	1,781.5 SQ.M. (19,176 SQ.FT.)							-	-	86 SPACES
LEVEL -1 / PODIUM 3	7,433.0 SQ.M. (80,008 SQ.FT.)	5,378.9 SQ.M. (57,898 SQ.FT.)	226.1 SQ.M. (2,434 SQ.FT.)	1,828.0 SQ.M. (19,676 SQ.FT.)							-	-	136 SPACES
LEVEL -2 / PODIUM 2	7,404.6 SQ.M. (79,702 SQ.FT.)	5,576.3 SQ.M. (60,023 SQ.FT.)	519.2 SQ.M. (5,589 SQ.FT.)	1,309.1 SQ.M. (14,091 SQ.FT.)							-	-	144 SPACES
LEVEL -3 / PODIUM 1	7,163.2 SQ.M. (77,104 SQ.FT.)	6,517.5 SQ.M. (70,154 SQ.FT.)	329.6 SQ.M. (3,548 SQ.FT.)	316.1 SQ.M. (3,402 SQ.FT.)							-	-	138 SPACES
LEVEL -4 / PARKING LEVEL 1	5,520.4 SQ.M. (59,421 SQ.FT.)	5,520.4 SQ.M. (59,421 SQ.FT.)	-	-							-	-	127 SPACES
LEVEL -5 / PARKING LEVEL 2	3,641.4 SQ.M. (39,196 SQ.FT.)	3,641.4 SQ.M. (39,196 SQ.FT.)	-	-							-	-	69 SPACES
													704 SPACES (+1 TANDEM) (16 H/C INCLUDED)
GROSS FLOOR AREA (GFA)	88,485.1 SQ.M. (952,446 SQ.FT.) TOTAL GFA	29,976.8 SQ.M. (322,668 SQ.FT.) PARKING GFA	1,587.2 SQ.M. (17,084 SQ.FT.) COMMERCIAL GFA	56,921.1 SQ.M. (612,694 SQ.FT.) RESIDENTIAL GFA			GRAND TOTAL	700 UNITS			704 PARKING SPACES FOR 700 UNITS = 1.0 SPACES PER UNIT (1.0 RESIDENTIAL PLUS 0.01 VISITOR)		

NUMBER OF STORAGE LOCKERS NOTE: BICYCLE STORAGE WILL BE PROVIDED			
LEVEL	COMBO LOCKERS	STORAGE LOCKERS	TOTAL (A, B & C)
LEVEL 0 / LOWER PODIUM ROOF	57	15	72
LEVEL -1 / PODIUM 3	33	8	41
LEVEL -2 / PODIUM 2	5	8	13
LEVEL -3 / PODIUM 1	-	138	138
LEVEL -4 / P1	-	130	130
LEVEL -5 / P2	53	-	53
TOTAL	148	299	447



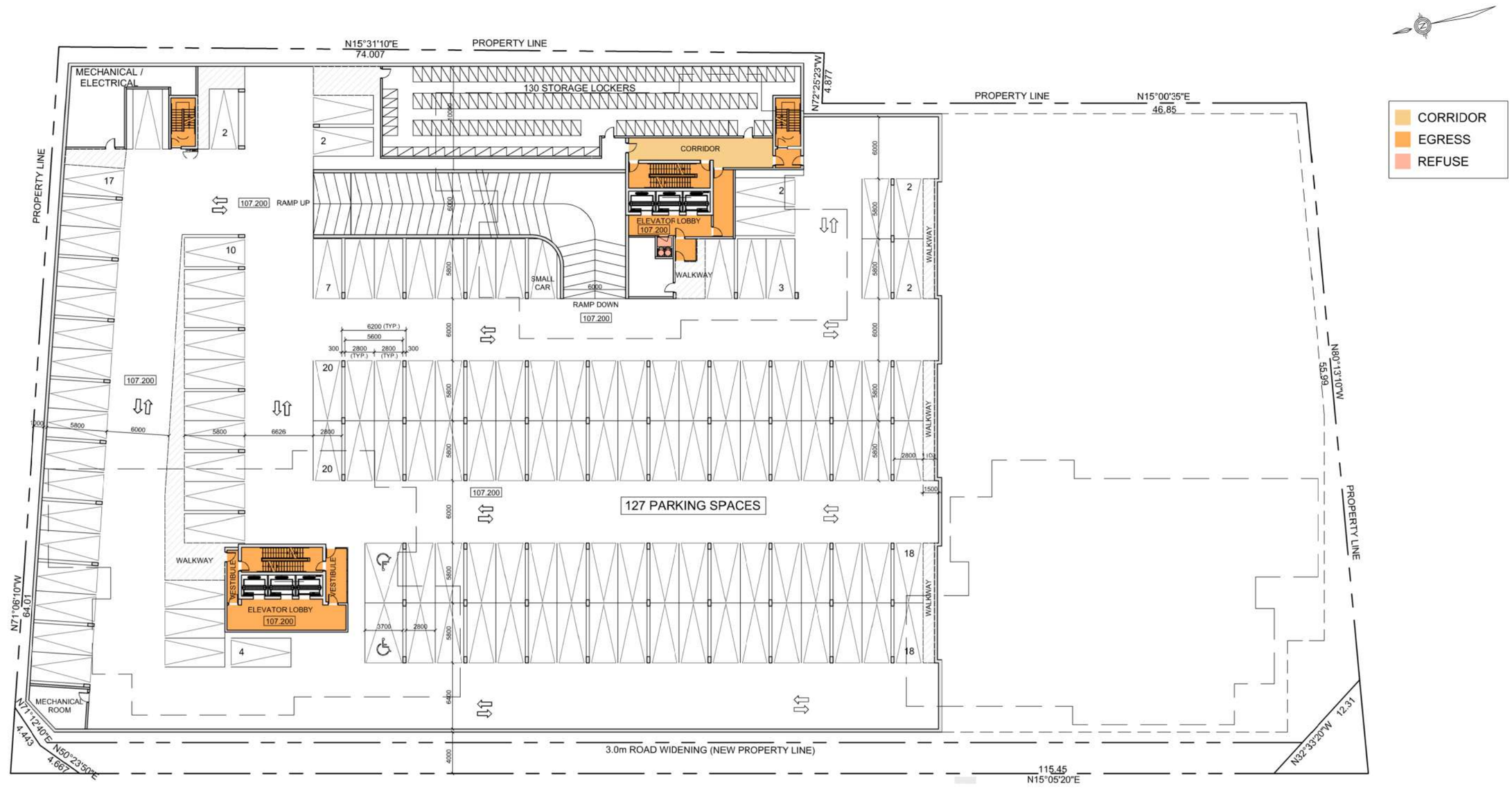
LEVEL -5 / PARKING LEVEL 2

DESIGN REVIEW PANEL PRESENTATION

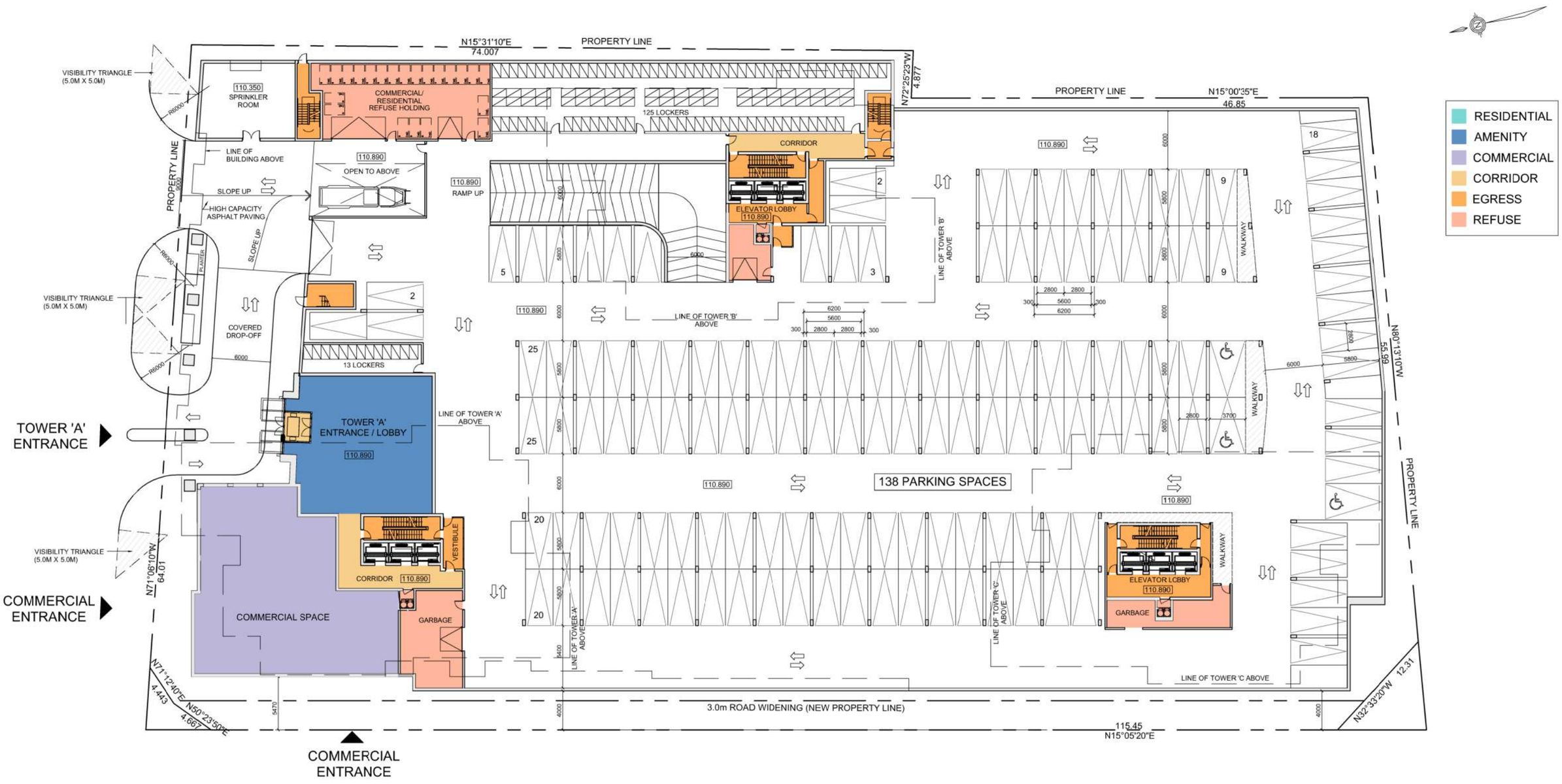
299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

FLOOR PLANS



LEVEL - 4 / PARKING LEVEL 1



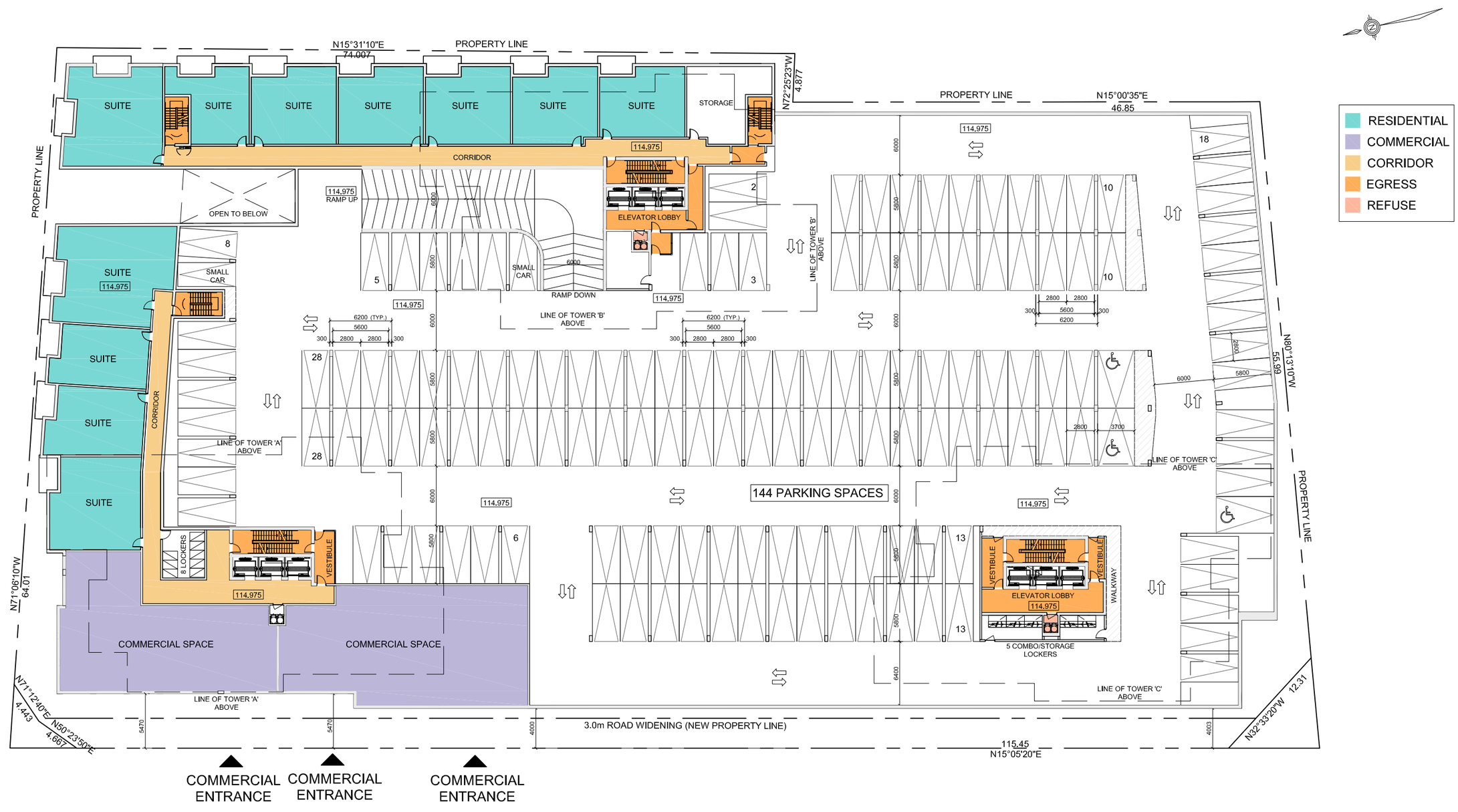
LEVEL - 3 / PODIUM 1

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

FLOOR PLANS



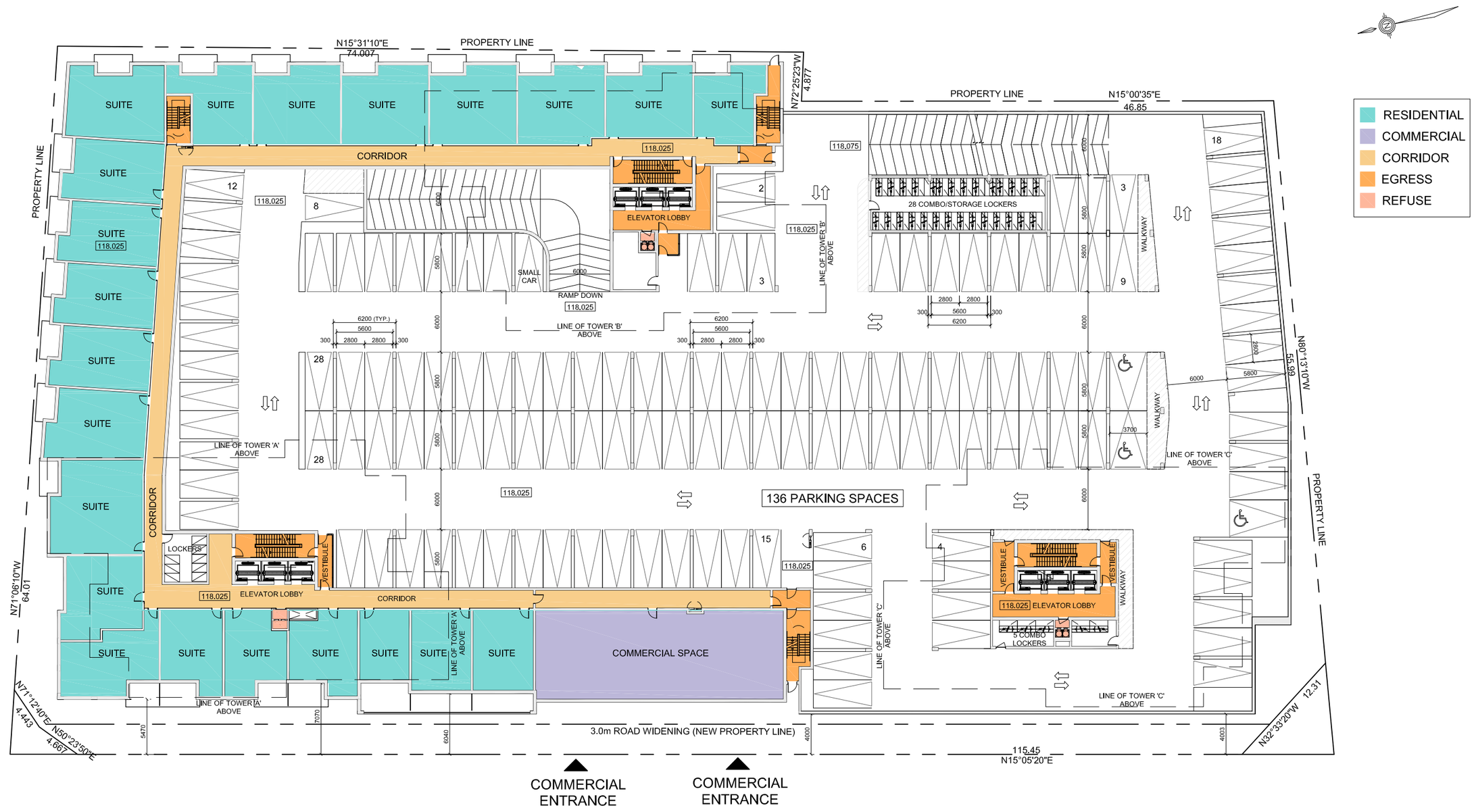
LEVEL - 2 / PODIUM 2

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

FLOOR PLANS



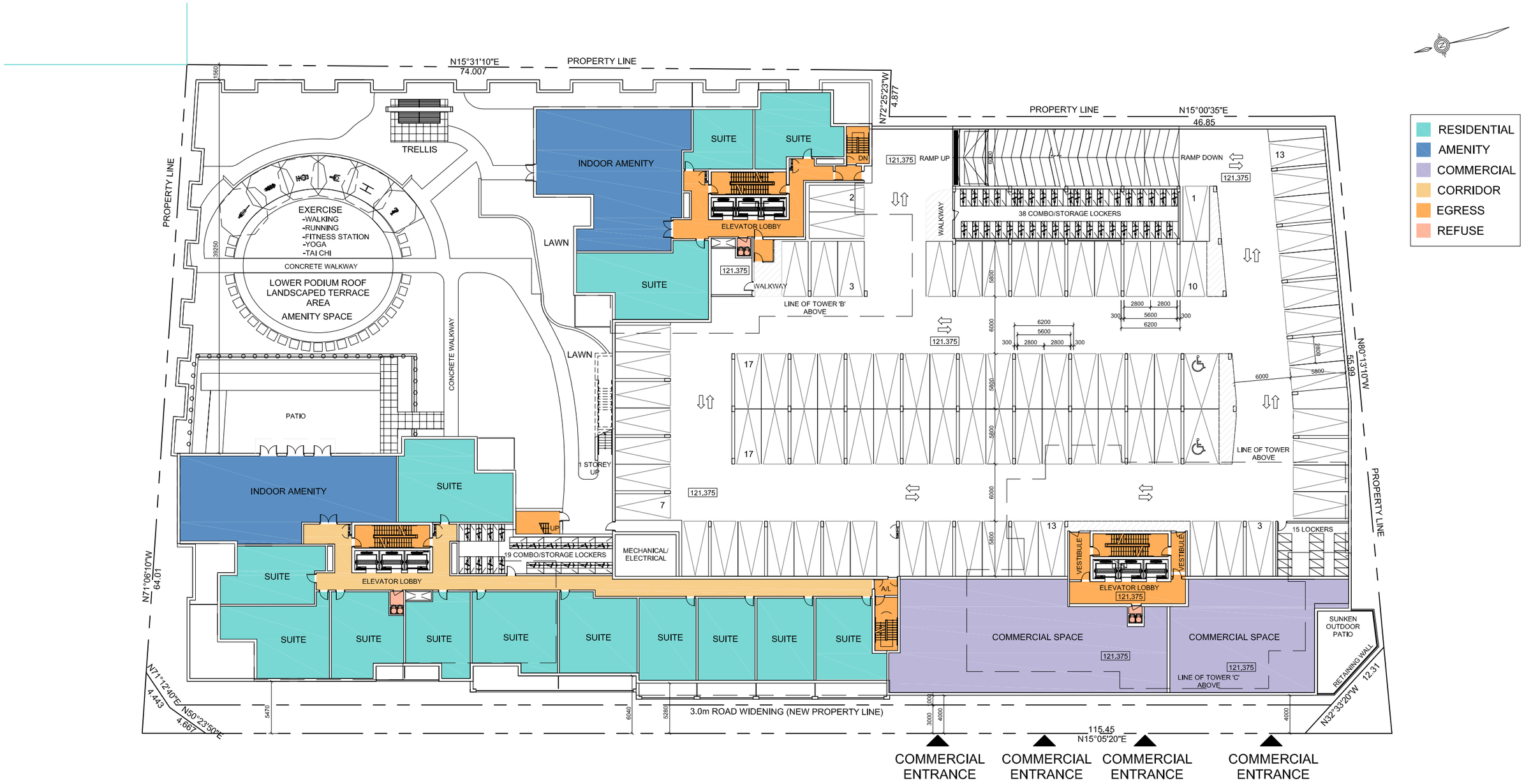
LEVEL -1 / PODIUM 3

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

FLOOR PLANS



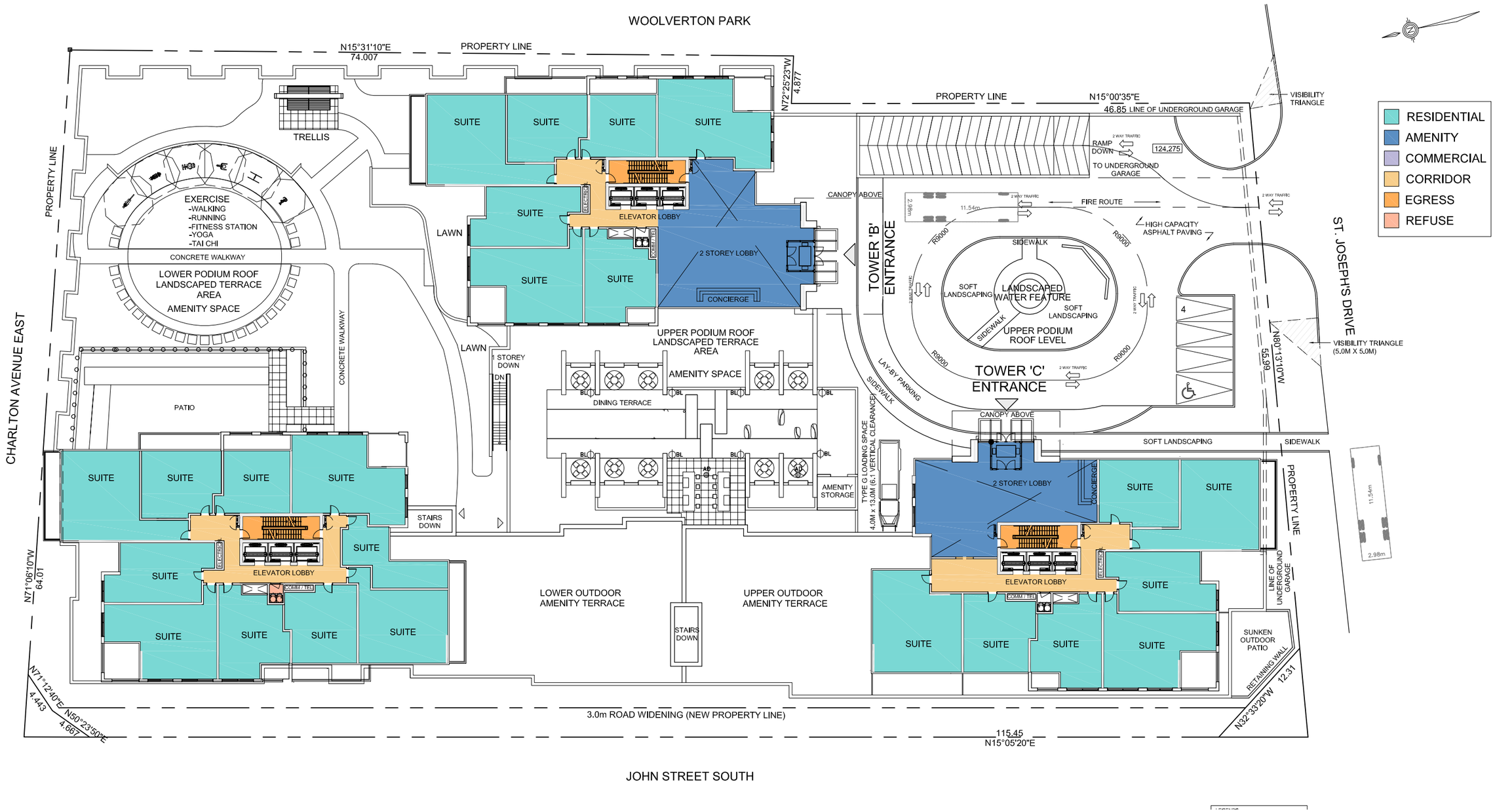
LEVEL 0 / LOWER PODIUM ROOF

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

FLOOR PLANS



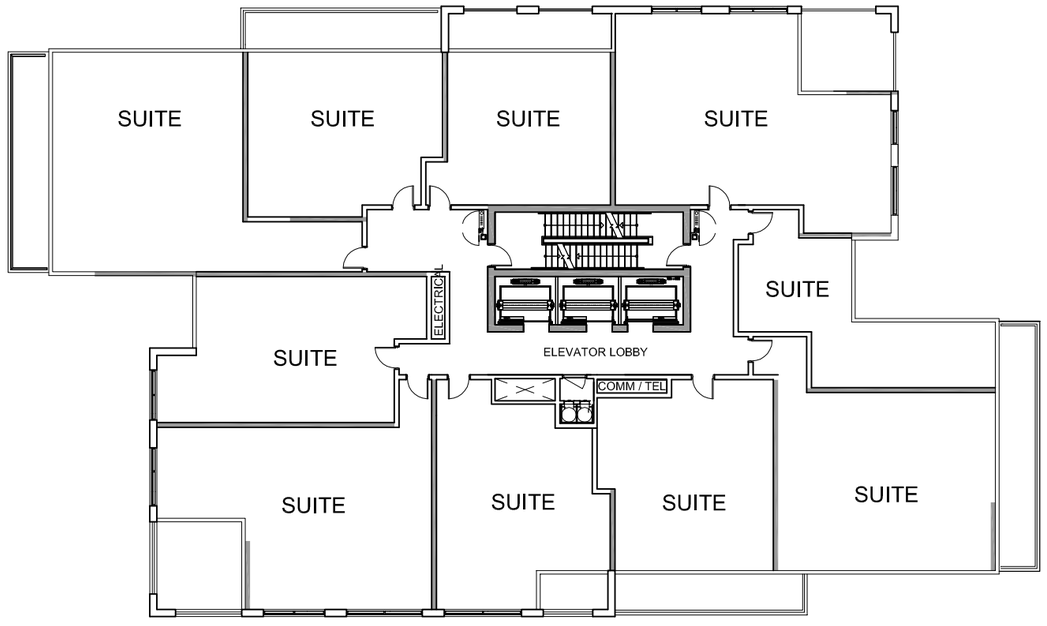
UPPER PODIUM LEVEL SITE PLAN

DESIGN REVIEW PANEL PRESENTATION

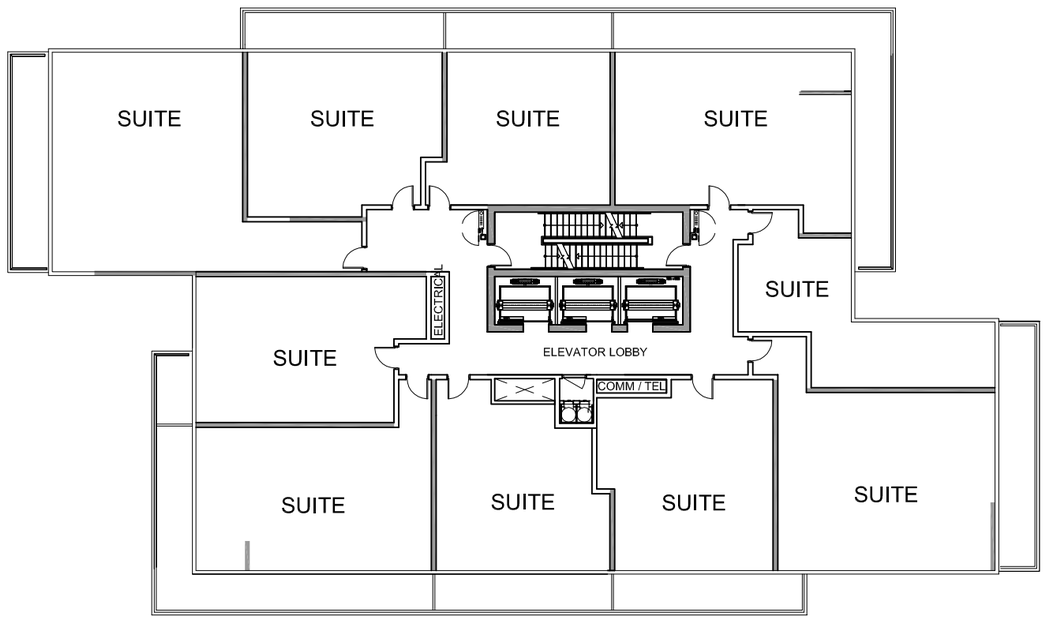
299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

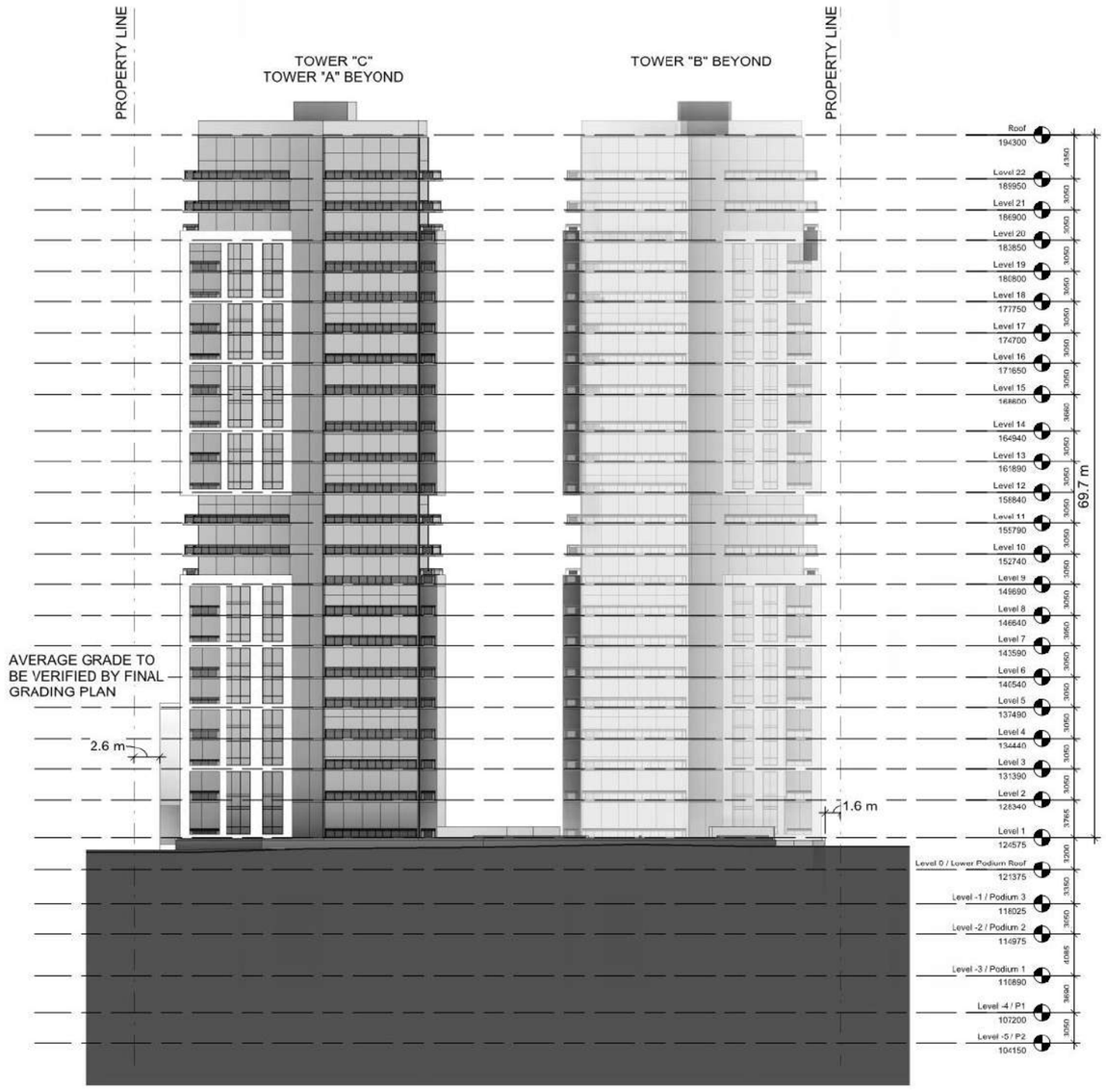
UPPER PODIUM SITE PLAN



TOWER A & B - PRECAST CONCRETE TYPICAL FLOOR
(TOWER C - MIRRORED IMAGE) LEVEL 3 TO 8, LEVEL 12 TO 19



TOWER A & B - GLASS TYPICAL FLOOR
(TOWER C - MIRRORED IMAGE) LEVEL 9 TO 11, LEVEL 20 TO 22

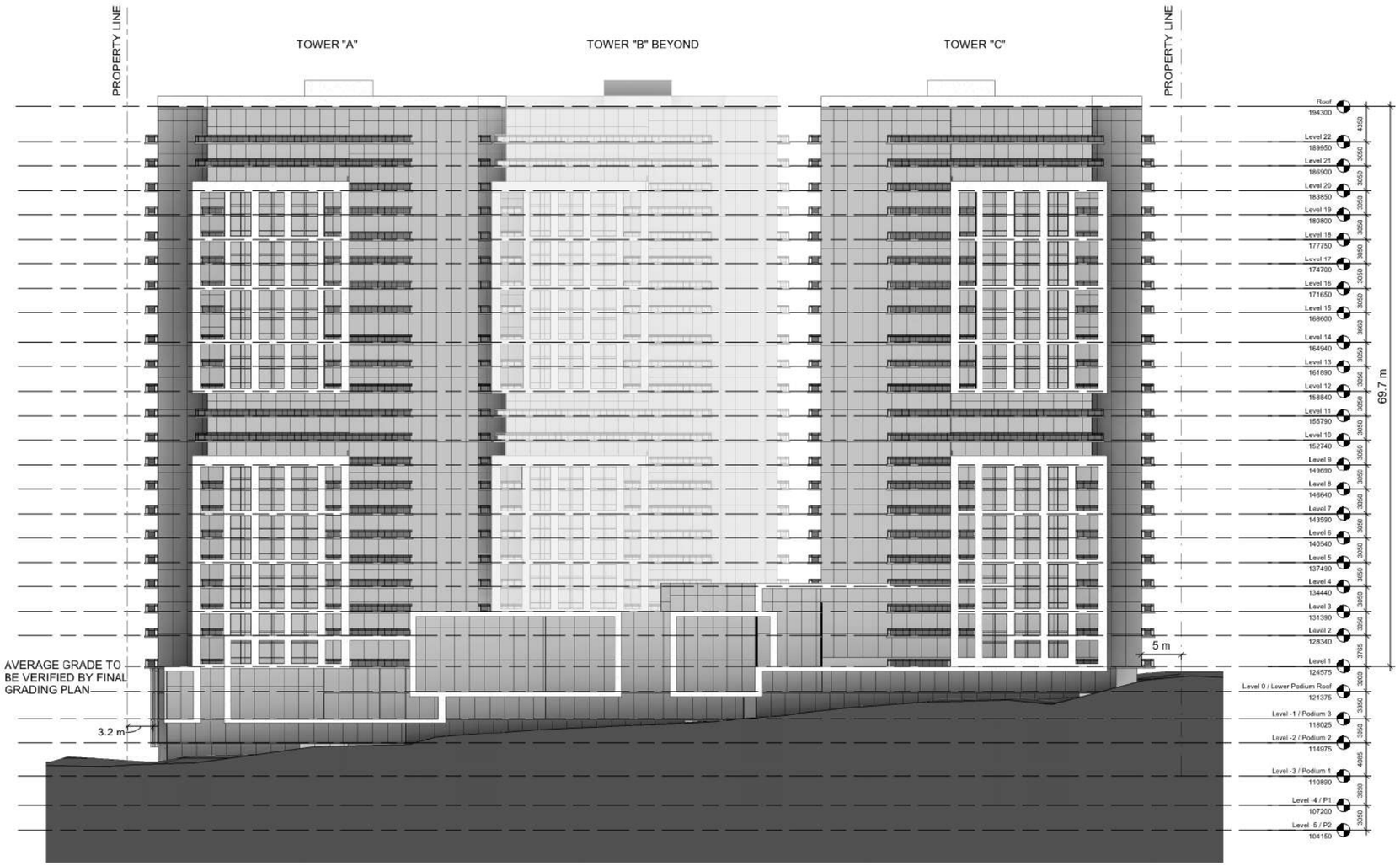


DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

ST. JOSEPH'S DRIVE – SOUTH ELEVATION

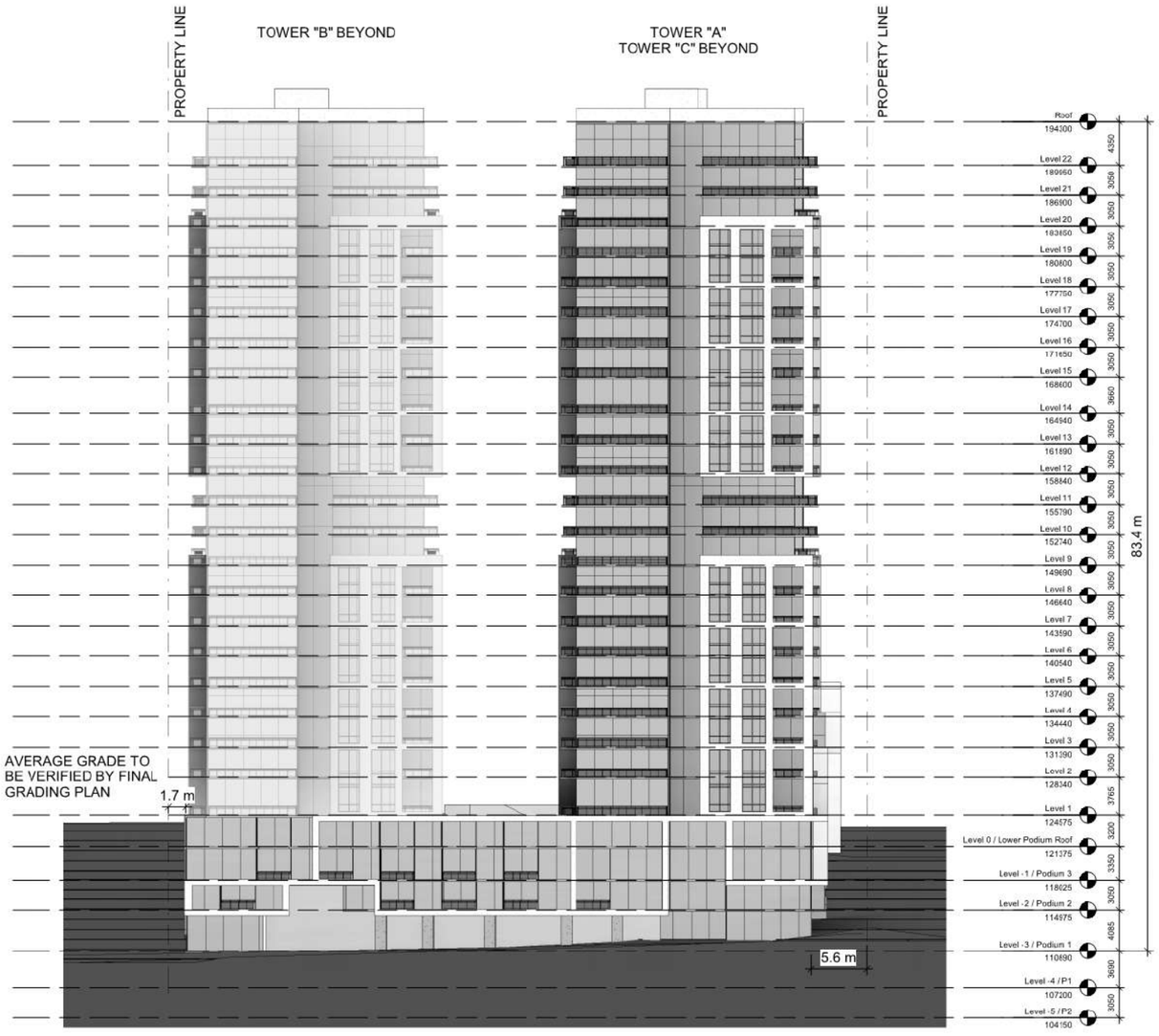


DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

JOHN STREET SOUTH – WEST ELEVATION


PROPERTY LINE
TOWER "B" BEYOND
TOWER "A"
TOWER "C" BEYOND
PROPERTY LINE
AVERAGE GRADE TO BE VERIFIED BY FINAL GRADING PLAN
1.7 m
5.6 m
83.4 m
Roof 194300
Level 22 189950
Level 21 186900
Level 20 183850
Level 19 180800
Level 18 177750
Level 17 174700
Level 16 171650
Level 15 168600
Level 14 164940
Level 13 161890
Level 12 158840
Level 11 155790
Level 10 152740
Level 9 149690
Level 8 146640
Level 7 143590
Level 6 140540
Level 5 137490
Level 4 134440
Level 3 131390
Level 2 128340
Level 1 124575
Level 0 / Lower Podium Roof 121375
Level -1 / Podium 3 118025
Level -2 / Podium 2 114975
Level -3 / Podium 1 110890
Level -4 / P1 107200
Level -5 / P2 104150
4350
3059
3050
3050
3050
3050
3050
3050
3660
3050
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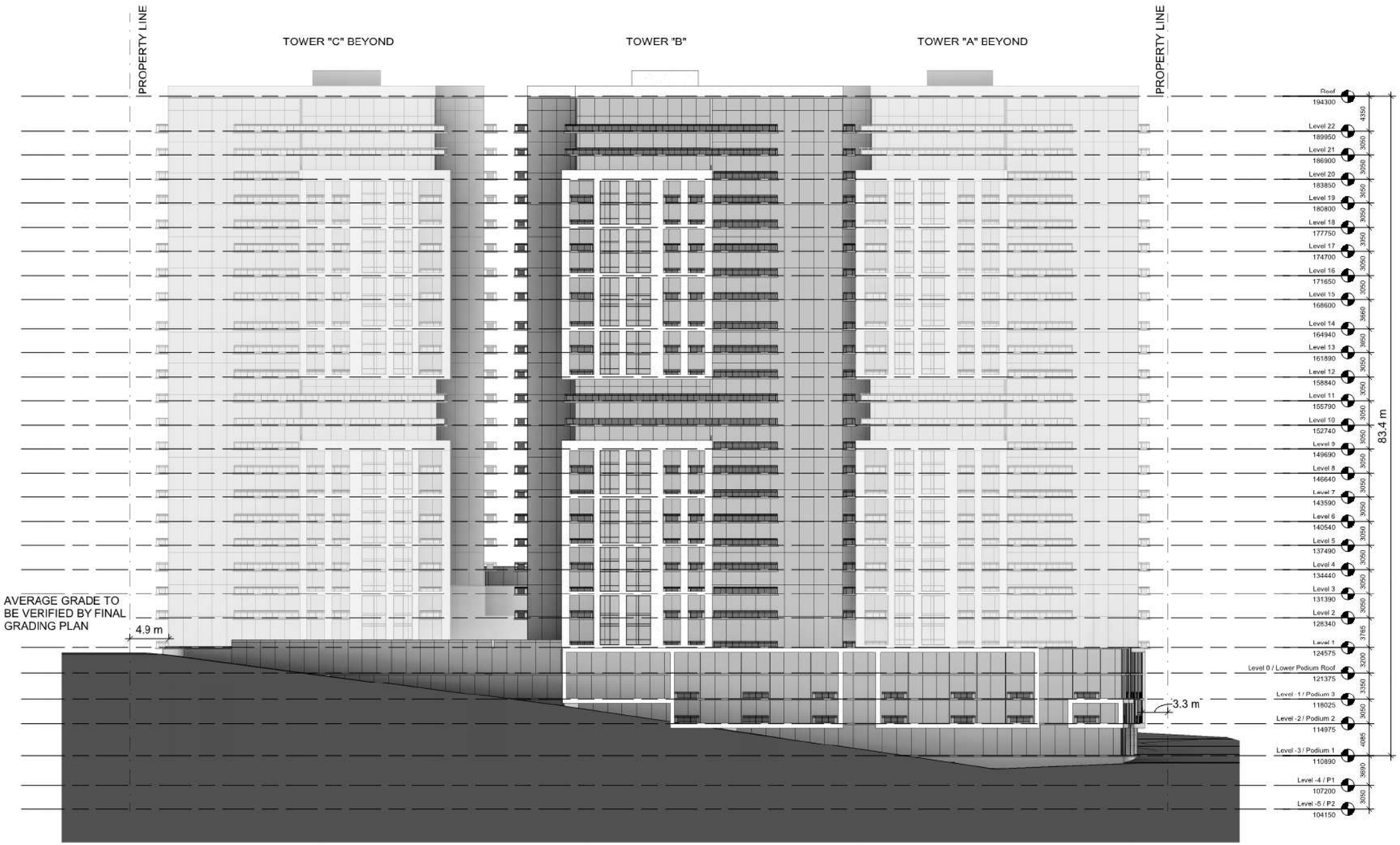
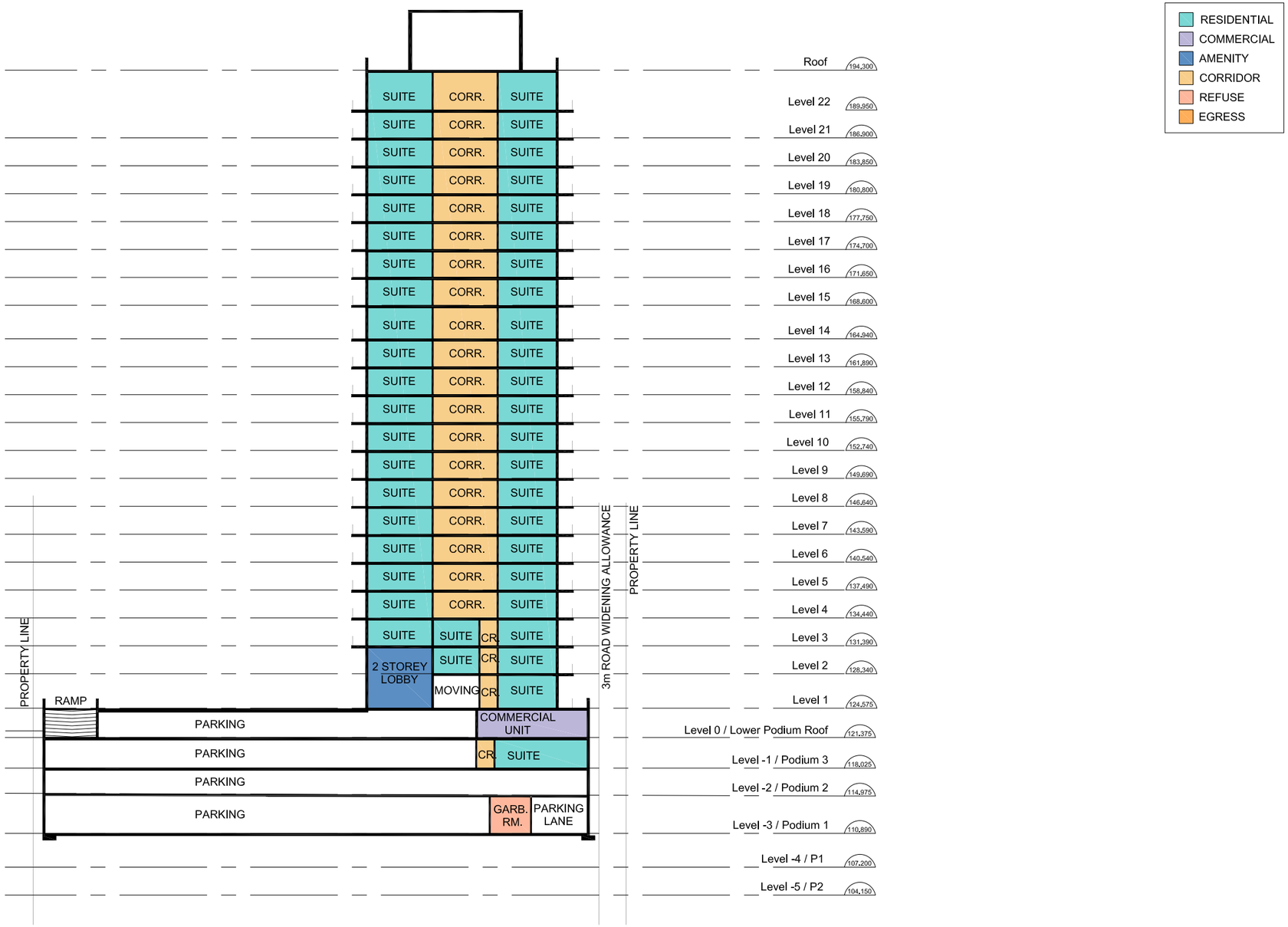


DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

WOOLVERTON PARK – EAST ELEVATION

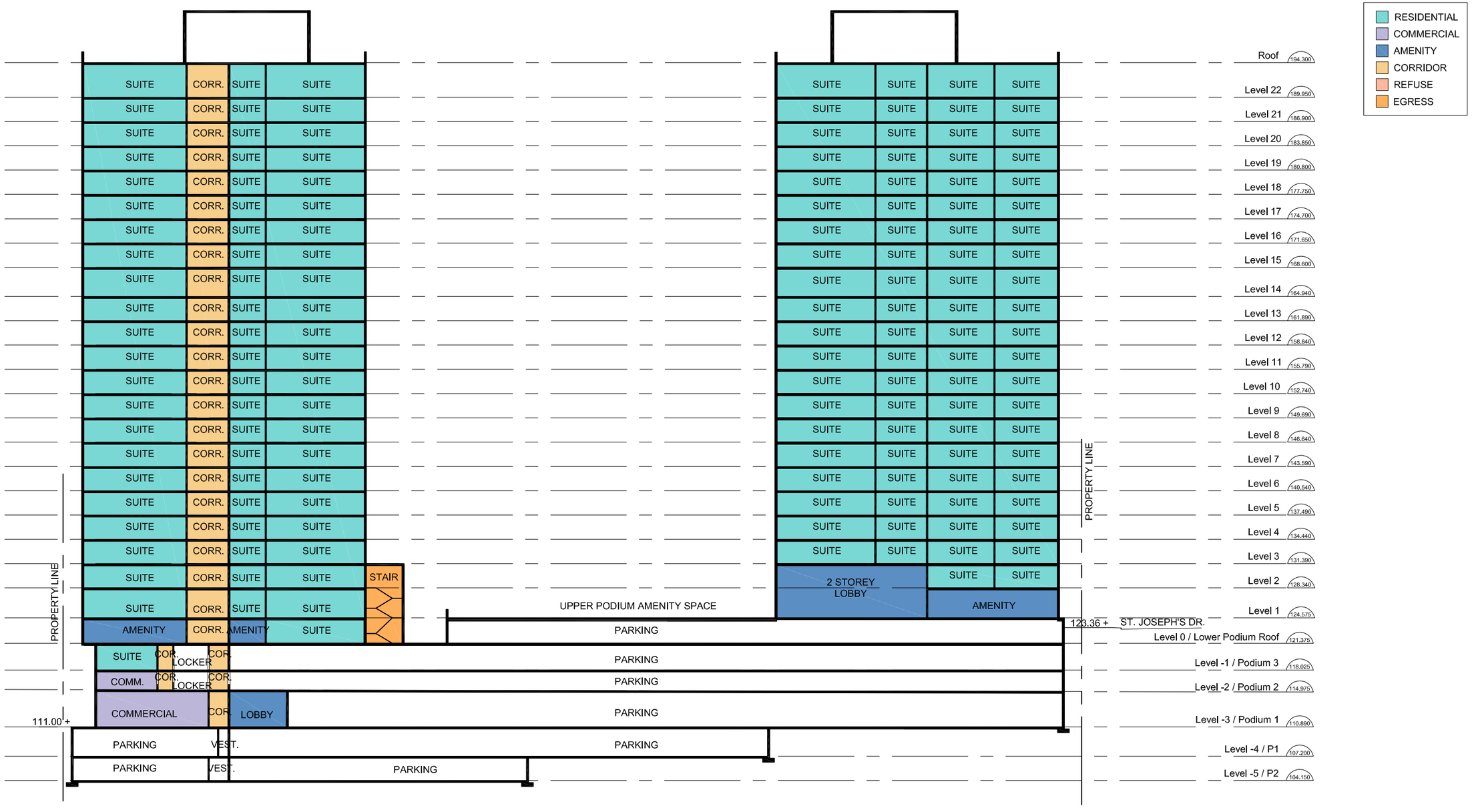


DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

BUILDING SECTION

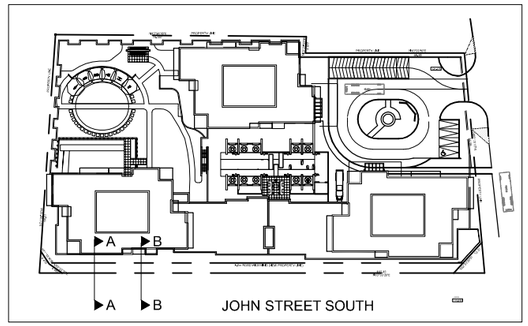


DESIGN REVIEW PANEL PRESENTATION

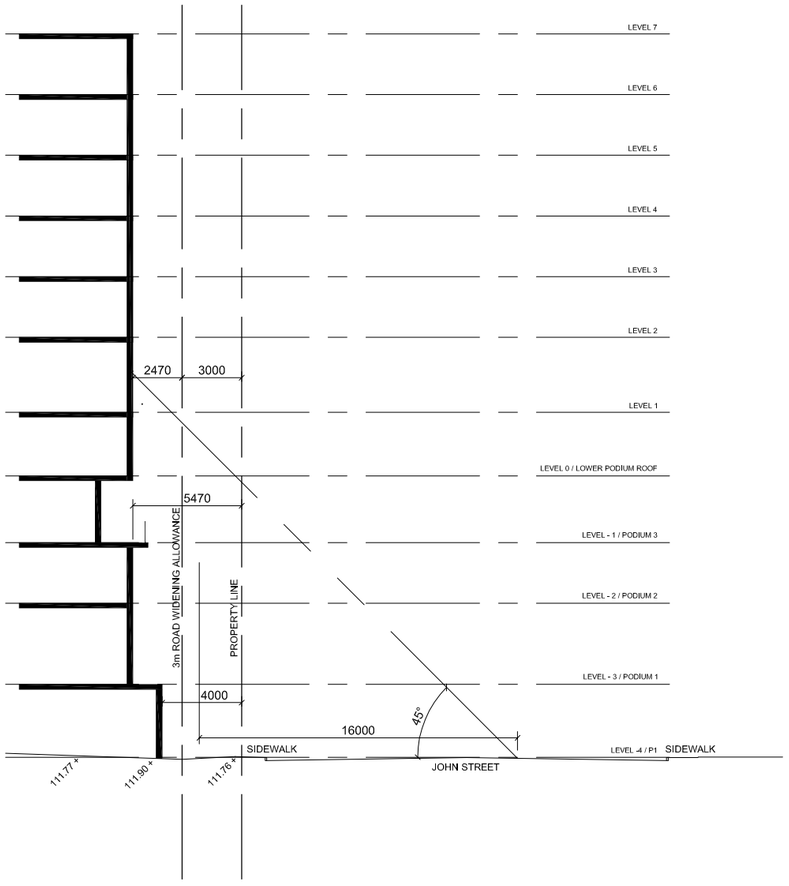
299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

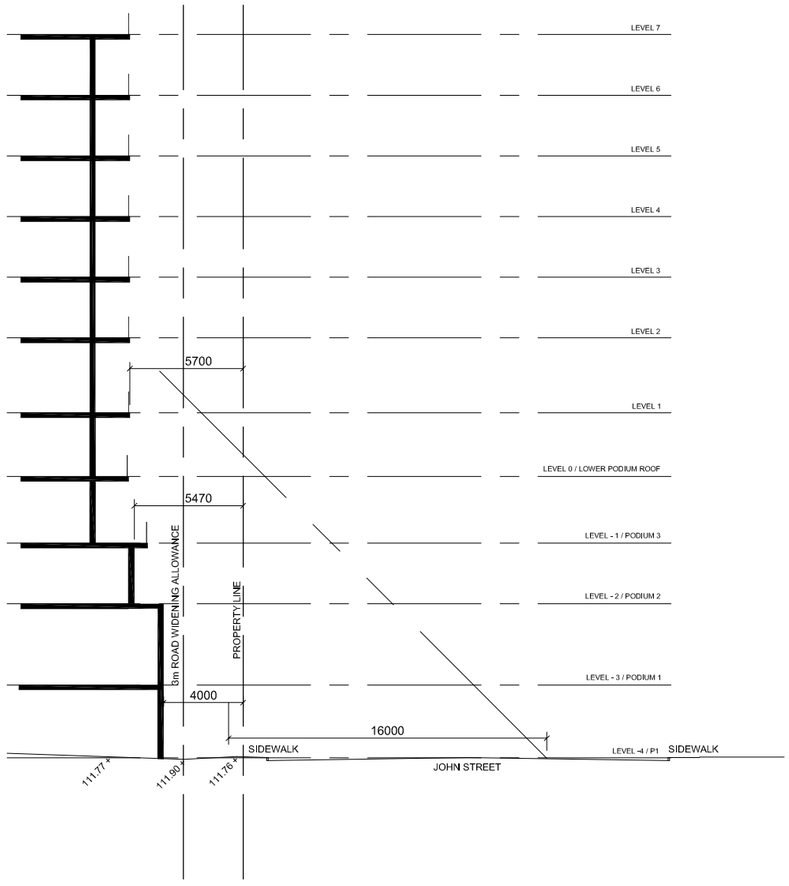
BUILDING SECTION



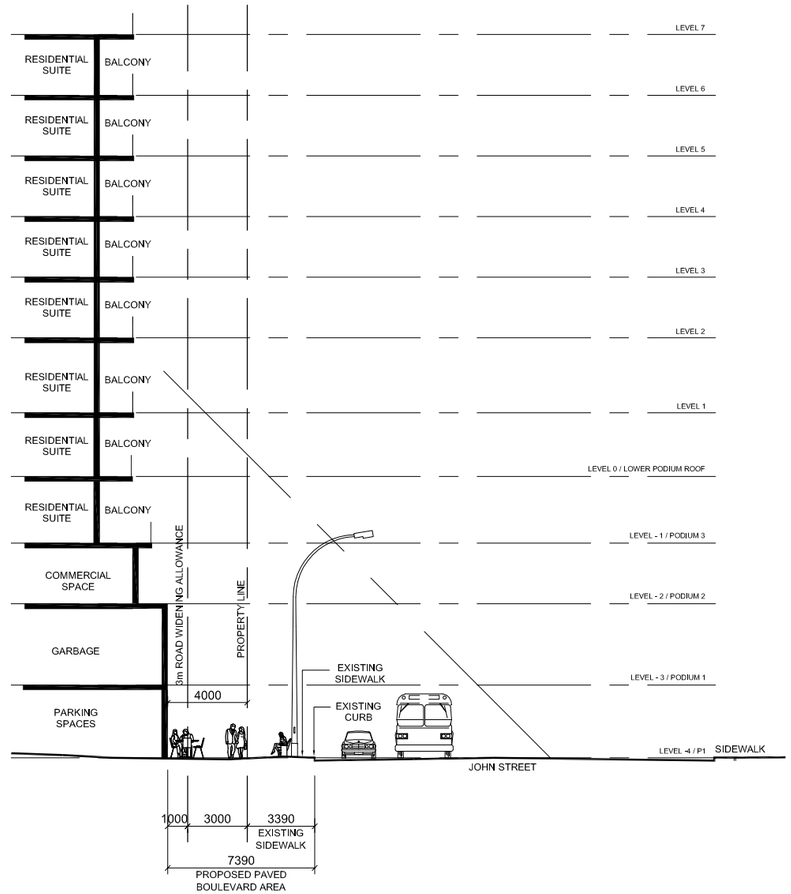
KEY PLAN



SECTION A-A WITH 3M ROAD WIDNING



SECTION B-B WITH 3M ROAD WIDNING



SECTION B-B WITH 3M ROAD WIDNING

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

WALL SECTIONS WITH 3M ROAD WIDENING

VIEW LOOKING SOUTH FROM JOHN & CHARLTON

VIEW LOOKING NORTH FROM JOHN & ST. JOSEPH'S

VIEW LOOKING SOUTH FROM WOOLVERTON PARK & CHARLTON

VIEW LOOKING NORTH FROM ST. JOSEPH'S DRIVE & WOOLVERTON PARK

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

CONTEXTUAL RENDERINGS
LOOKING NORTH DOWN JOHN ST. SOUTH

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

CONTEXTUAL RENDERINGS
LOOKING SOUTH UP JOHN ST. SOUTH

DESIGN REVIEW PANEL PRESENTATION

299-307 JOHN STREET - HIGH RISE RESIDENTIAL

SRN ARCHITECTS

CONTEXTUAL RENDERINGS
LOOKING SOUTH UP JOHN ST. S. FROM AUGUSTA ST.