



Urban Design Brief

Barton - Wellington

December 2019

mcCallumSather

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executive summary

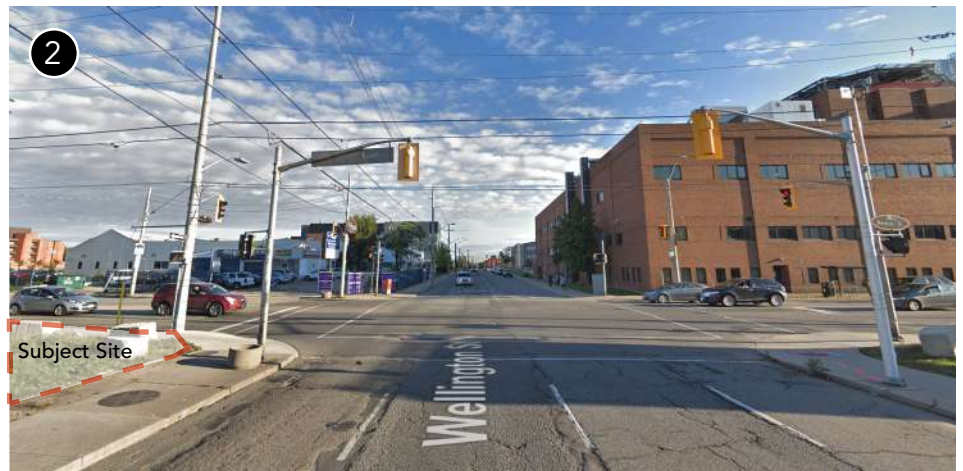
The attached urban design brief describes the development of a new condominium at the intersection of Barton St. E and Wellington St. N, on the lands municipally known as 222, 226 and 228 Barton Street East and 255, 257, 261, 263 and 265 Wellington Street North, in the City of Hamilton, Ontario (subject lands). Based on the City of Hamilton (Jan 2015) terms of reference, the report is intended to support the applications for Official Plan Amendment and Zoning By-law Amendment required to permit the development.

A review of the site's geographical and social context supports the proposal to develop a 7 storey mixed use building on a currently under utilized site with 79 residential units, with 855.7 m² of commercial retail space, 748.2 m² of office space. Additionally, there will be 239 m² of private amenity area for the residential units and 97 parking spaces located at grade behind the building and within the underground parking structure. The attractive, efficient housing opportunities in the proposal respond to market demand driven by appropriate intensification within the emerging Beasley Neighbourhood directly on public transit routes.

mcCallumSather prepared the report with the collaboration of Urban Solutions in order to demonstrate conformity with the City of Hamilton's urban design policies and guidelines. The proposed design is in keeping with the local character of the neighbourhood and enhances the pedestrian experience of the community. The proposed building will not negatively impact existing view corridors, but will enhance the local fabric, support the existing GO and HSR transit routes and offers a greater variety of housing options in a growing neighbourhood. The design illustrates the positive urban design principles valued by the City and, as such, warrants the support of staff and approval of council.

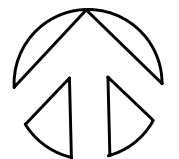


1 Facing southwest is the subject site on the corner of Barton St. E and Wellington St. N.



2 North facing view on Wellington St. N, with Hamilton General Hospital to the right and T&R Auto Service Inc. to the Left, both located north of Barton St. E.

Location Map





Partial view of the subject site: facing west are the two previously existing buildings located on the south corner of the subject site, now demolished.



Partial view of the subject site: facing south is the surface parking lot.

1.1 existing site attributes and considerations

1.1.1 EXISTING TOPOGRAPHY AND VEGETATION

The Subject Site is to be amalgamated from eight properties, municipally known as 222, 226, 228 Barton Street East and 255, 257, 261, 263 and 265 Wellington Street North. The site is located on the east side of Wellington Street N and lies directly south of Barton Street E. On the North East corner of this intersection lies Hamilton General Hospital. The site is relatively flat with minimal existing vegetation including one tree and one bush on the Barton Street property, and five (5) small tree located north of the residential properties on Wellington Street N. There is an existing driveway access on Barton Street (224-228) where there used to be a Tim Horton's coffee shop and parking lot, and a driveway access on Wellington Street.

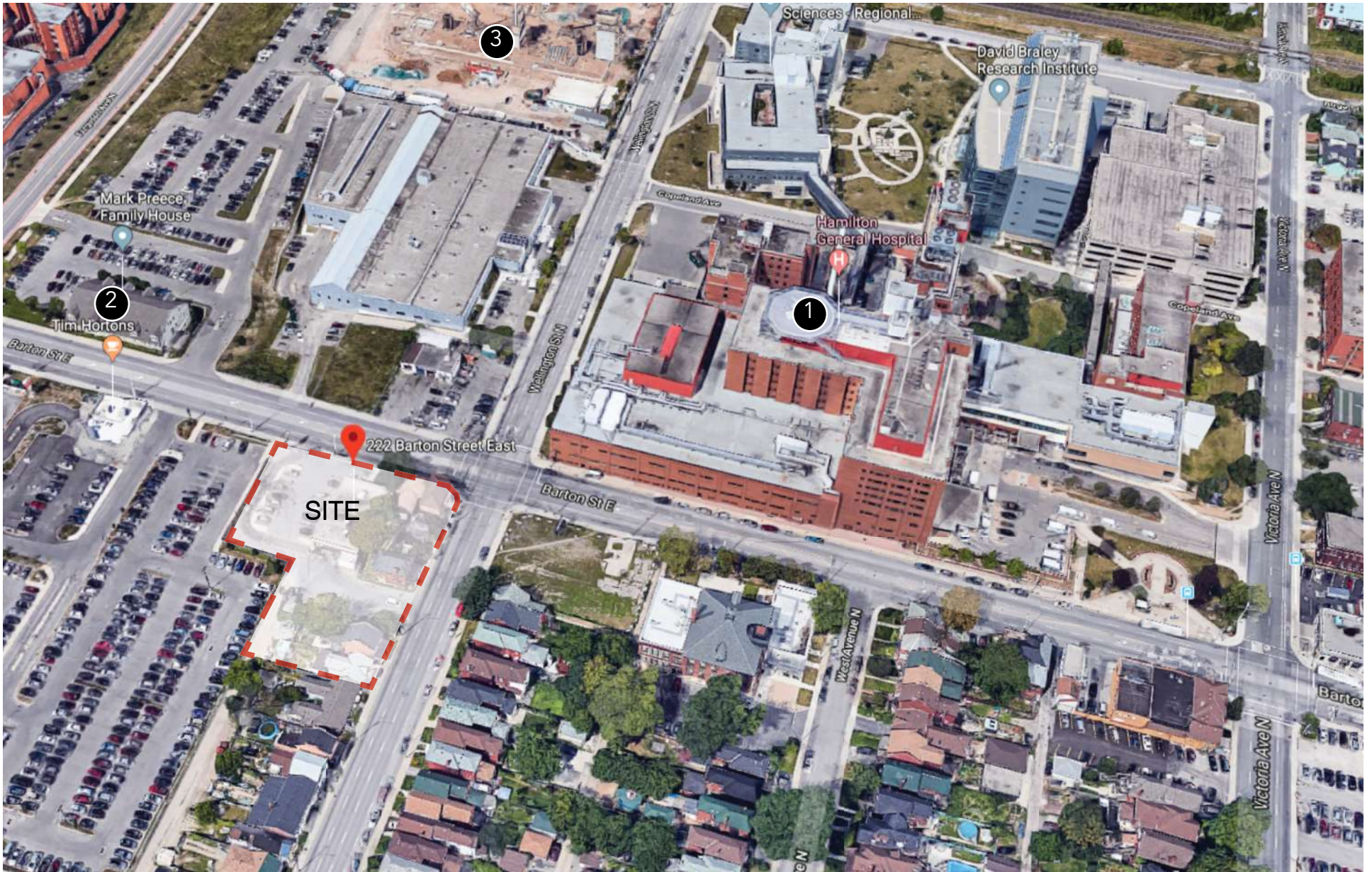
1.1.2 EXISTING BUILDINGS

The property contains:

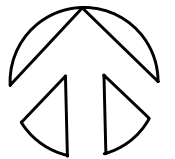
- one (1) surface parking lot (formerly a Tim Horton's site which has since been demolished)
- one (1) two storey brick house with a partially covered porch (demolished)

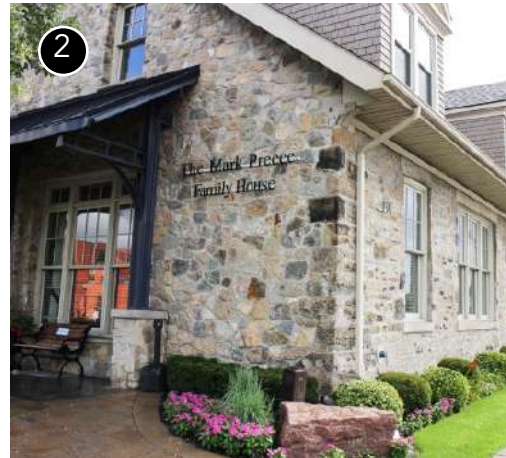
- one (1) one storey stucco house (demolished)

The two houses currently on the site are in poor condition and are typical for the area. There are no character defining features that would prevent their demolition from a heritage point of view.



Context Map





1.2 description and analysis of site context

1.2.1 COMMUNITY CONTEXT

The Subject Site is within the Beasley neighbourhood in the Lower City area of Hamilton. It is located 1.7km to the north east of the city centre at the intersection of Barton Street E, and Wellington Street N.

The site is currently vacant but was the location of a drive through restaurant and car park along this strip of low density developments on Barton Street E.

Both streets are major arteries; Barton Street is the longest street in the city (21km) and runs east west through a number of different and varied communities in the city. Wellington Street provides a direct link to the centre of Hamilton and beyond from the North End and Industrial Sectors. It is also at the junction of different types and densities of development along this part of Barton Street E, including residential, institutional and commercial. The site is at the west end of a community along Barton Street E in the adjoining Lansdale neighbourhood which has identified itself as 'Barton Village'. Given the location at a point where very different physical, commercial and cultural aspects of the local environment meet, the proposed design can respond to the challenge and opportunity of

making this location a desirable destination which integrates with the surrounding activity.

2.2 NEIGHBOURHOOD CONTEXT

When viewed in the satellite map image, it can be seen that this vacant site and the vacant neighbouring site once had commercial developments on the low density strip along this part of Barton Street E. As a vacant site, it is now a gap in this strip which currently negatively emphasizes the already low density but highly 'vehicular intense' nature of the sites and commerce on this side of the street. The site is a gateway to Beasley neighbourhood where Barton Street E crosses the boundary of Wellington Street from Lansdale. Although Wellington Street is a neighbourhood boundary, the existing residences along the Beasley side extending south of the site give the street a homogenous character and they read as integral to the adjoining community. Development of the site would fill the present gap in this corner of this residential zone and would provide a gateway to Wellington Street and emphasis to the corner of this residential community.

1.2.3 STREETScape CONTEXT

Barton Street E and Wellington Street N are major arteries; Barton Street is the longest street in the city (21km) and runs east west through a number of different and varied communities in the city and Wellington Street provides a direct link to the centre of Hamilton and beyond from the North End and Industrial Sectors. Barton street itself is parallel to the railway which forms the southern edge of Hamilton's Industrial Sectors, and in the zone between are highly contrasting types and densities of institutional, commercial and residential development. The most visually prominent of these looking from the site along Barton Street E are Hamilton Health Sciences (HHS), and the Wentworth Detention Centre. The former includes the Ron Joyce Children's Health Centre, which can be seen immediately to the north of the site, and the Hamilton General Hospital (HGH) on the north west corner diagonally opposite the site. The HGH is the most dominant feature in vistas along this section of Barton Street E; this large rectangular building is eight storeys with high floor to floor heights typical of a large hospital and is sited right on the edge of the plot on the Barton Street E sidewalk. Power lines, poles and street lighting are also prominent features along the south side of Barton Street. The strip of residences running south of the site along the neighbourhood boundary of Wellington Street on the east are similar in density to those on the other side of the street in the adjoining, mainly residential, neighbourhood of Lansdale, so although the street is a boundary the character is maintained on both sides. In contrast the remainder of the block to the south and west up to Ferguson Street is used entirely for grade level car parking, part of which serves a Tim Hortons and an A&W Canada restaurant further west on Barton Street E. and Beer store. The next block west up to Elgin Street similarly consists

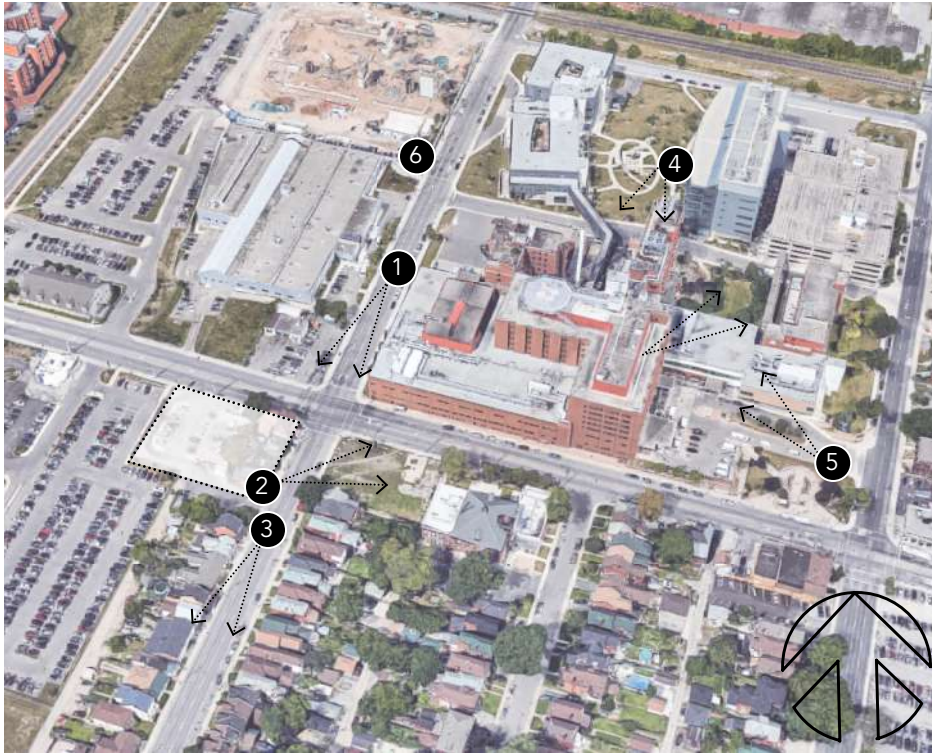
of grade level car parking serving low density commercial developments comprising a vehicle rental, a Beer Store and a food outlet.

1.2.4 SITE CONTEXT

The Site is within the Beasley neighbourhood in the Lower City area of Hamilton.

To the north of Beasley is North End, to the west are West Harbour and Central Hamilton, to the south is Corktown and to the east is Lansdale. The neighbourhood is bounded in the north by the Canadian Railway tracks just north of Barton Street E, to the west by James Street, to the east by Wellington Street and to the south by Main Street and contains a variety of types and density development.

The site itself is located to the north east of the neighbourhood, on the busy Barton Street E corridor on the south west corner of the junction with Wellington Street. Further south and west on Ferguson Street development is more varied with multi storey apartments, warehousing including a food bank and turning onto Cannon Street is a wine wholesalers, auto traders, and on Wellington Street N a retail outlet and a car wash which adjoins the residences south of the site. Views to the south are terminated by the Niagara Escarpment preceded by some high rise apartments while to the south west the taller buildings of the downtown are visible.



Wellington St N looking south toward the subject site coming over the level crossing from the North End. Hamilton General Hospital is to the left and the HHS Well Health Centre is on the right with building beyond.



Wellington St N looking west, across the street from the subject site. On Wellington there are several 1-2 1/2 storey single family homes with approximately 6 m setbacks. Hamilton General Hospital on Barton St can be seen beyond is 4 to 8 storeys tall.



Wellington St N looking south. A thru-way street with the site immediately to the right. The street has some mature trees and continuous sidewalks but the character is not consistent throughout.

1.3 municipal policy review

BACKGROUND

Provincial Policy Statement, 2014

The PPS sets a number of policies to be considered in reviewing and determining the appropriateness of the proposed redevelopment of the Site.

Housing

Section 1.4 of the PPS promotes housing and states that planning authorities are to “provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area”. This includes permitting and facilitating all forms of housing. In order to be consistent with these policies, consideration of the City’s housing supply will be required along with an analysis of the availability of infrastructure, public service facilities, public transit and residential intensification standards.

Long-term Economic Prosperity

Section 1.7 of the PPS discusses how communities may support long-term economic prosperity within their settlement areas. In particular, Policy 1.7.1c states that long-term economic prosperity should be supported by “maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets.” As well, Policy 1.7.1.d encourages “a sense of place, by promoting well-designed built form and cultural planning, and by conserving, features that help define character, including built heritage resources and cultural heritage landscapes.”

Density, Aging Place and Affordability

Section 1.6.7 of the PPS discusses Transportation Systems and encourages land use patterns and densities that promote a reduction in the length and number of vehicle trips. It supports current and future use of transit and active transportation.

Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan directs growth to occur in existing urban areas and promotes intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields.

The proposed development carries forward many of the principles and policies of the PPS, relating to landuse. The proposed intensification satisfies the Growth Plan by focusing development within an existing settlement area.

Section 2.2.1 of the Growth Plan provides policy direction as to where and how the municipality should grow. It requires that a housing strategy be developed by each municipality, which will provide official plan policies that incorporate affordable housing targets (both ownership and rental) and include plans for a range of densities and housing types to assist in achieving the density and intensification targets of the Proposed Growth Plan, directing growth to settlement areas within delineated built boundaries, and strategic growth areas.

Section 2.2.2 of the Growth Plan encourages intensification within the existing built up areas and it states that a minimum of 60 percent of all residential development occurring annually within each sinter-tier municipality will be within the delineated built up area.

Subject Lands



Interactive Zoning Map

1.3.1 CITY POLICIES AND GUIDELINES

The policies of the City of Hamilton Official Plan remain applicable to the subject lands as the lands are part of Non-decision No.113 and therefore excluded from the Urban Hamilton Official Plan. The subject lands are designated therein as " Central policy Area" (Figure 8) in Schedule A.

Policy direction for the urban design of Central Policy Areas is provided through the following sections:

- a) Section A.2.8.9
- b) Section C.73

The West Harbour - Setting Sail Secondary Plan also provides general urban design policy direction in the following sections:

- a) Subsection A.6.3.3.4
- d) Subsection A.6.3.6.4.1

The Council approved Site Plan Guidelines, the Council Approved Transit Oriented Development Guidelines for Hamilton and the Council Approved City Wide Corridor Planning Principles and Design Guidelines (2012) also provide urban design direction and are discussed in this report.

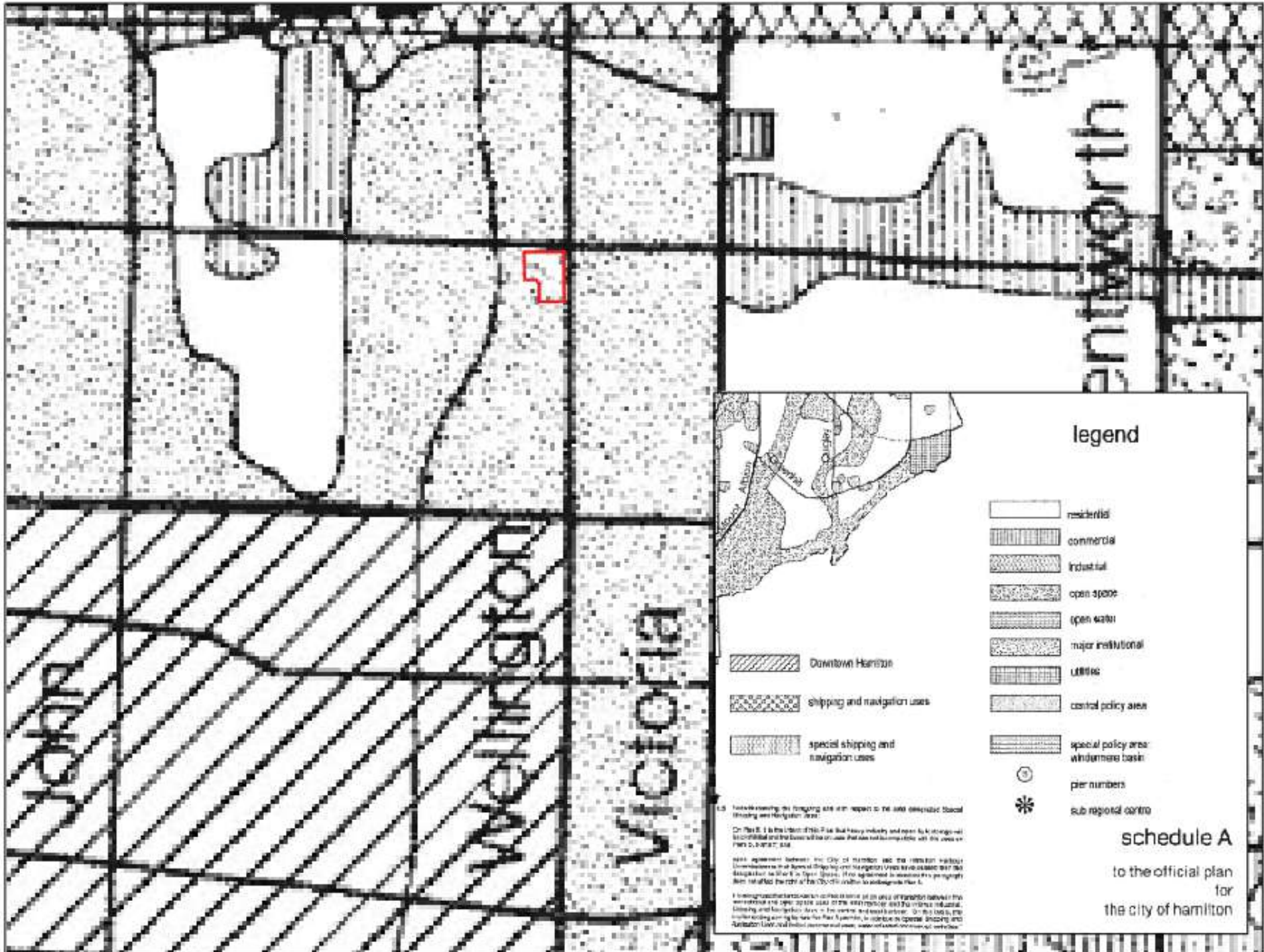
Hamilton-Wentworth Official Plan

The subjects lands are part of the Non-Decision No. 113, making the policies of the regional Hamilton-Wentworth Official Plan (HWOP) remain applicable. Therefore the lands are excluded from UHOP. The subject lands are designated Urban Area. Refer to the Planning Justification Report for visuals.

1.3.2 CITY OF HAMILTON OFFICIAL PLAN

SECTION A.2.8.9

- 2.8.9 *It is the intent of Council that the character and function of the CENTRAL POLICY AREA be enhanced. Specifically, Council will:*
- ii) *Establish building envelopes consisting of setback, height and light angles adequate to ensure acceptable shadow cast to, and light access for, adjacent properties;*
 - v) *Encourage proponents of development or redevelopment, including the infilling of vacant lots, to ensure sensitive integration of the proposal with the scale and character of adjacent structures. Accordingly, Council will encourage the compatibility of building height, setback, material and building lines with adjacent structures; and,*
 - vi) *Endeavour to improve the streetscape in the CENTRAL POLICY AREA and, accordingly, will consider such actions as, but not limited to, the following:*
 - a) *improvements to pedestrian and street lighting;*
 - b) *provisions and maintenance of street furniture, rest areas, kiosks, information booths, landscaping and tree planting; and,*
 - c) *regulation of signage.*



Design Response:

The proposed development minimizes the shadows cast on other properties utilizing recommended mitigation measures as listed in the City's criteria for impact of sun shadow studies. While there are some minimal impacts on sidewalks, buildings and commercial properties, there are no shadows cast on adjacent residential properties, no private outdoor amenity spaces such as patios, siting areas and other similar programs will be negatively impacted. The proposal is an infill development that fits into the context by implementing a range of design strategies, including massing set backs and stepbacks and material selection and datum lines that relate to the surrounding contributing context. Lighting and landscape design will be considered such that they improved the streetscape. Signage for the commercial spaces will comply with City policy.

SECTION C.7.3

Section C.7.3 provides policies for the urban design of residential uses as follows:

- 7.3 Council will encourage a RESIDENTIAL ENVIRONMENT of an adequate physical condition that contains a variety of housing forms that will meet the needs of present and future residents. Accordingly, Council will:
- iii) Support RESIDENTIAL development such as infilling, redevelopment and the conversion of non-residential structures that makes more efficient use of the existing building stock and/or physical infrastructure that recognize and enhance the scale and character of the existing residential area by having regard to natural vegetation, lot frontages and areas, building height,

- v) coverage, mass, setbacks, privacy and overview;
Encourage new RESIDENTIAL development that provides a range of dwelling types at densities and scales that recognize and enhance the scale and character of the existing residential area by having regard to natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview;

Design Response:

The proposed design introduces a mixed use mid-rise form that complements the existing and planned urban form of the neighbourhood. The two (2) storey streetwall establishes low-mid rise massing, while the upper floors are stepped back to promote a human scale built form and providing for an appropriate transition to the low-rise residential dwellings to the south. Concentrating the height and massing at the corner of the site will ensure that issues with privacy and overlook to existing residential uses surrounding the site are minimized. In addition, the proposed building setback along Wellington Street North is consistent with the streetwall created by the existing dwellings. Building materials will also be used to establish a distinction between the 'tower' component of the building and the podium. The use of masonry is proposed for the podium levels to achieve a complementary character with the surrounding neighbourhood.

The proposal represents a form of intensification that makes appropriate use of an underutilized and currently vacant, site. The degree of intensification is sensitive to the existing low rise context and will not result in any adverse scale, shadow or character impacts. The project as designed will contribute to the evolution of the community as a more complete community within a compact urban form, while promoting a pedestrian friendly environment and enhancing the streetscape.

The compact, higher-density mixed use development provides for a high quality public realm. In addition, features including lighting and signage will be detailed at the Site Plan stage to ensure the development of a positive streetscape environment.

1.3.3 WEST HARBOUR - SETTING SAIL SECONDARY PLAN

The subject lands are designated Local Commercial, Low Density Residential and Mixed Use in the West Harbour- Setting Sail Secondary Plan.

The West Harbour-Setting Sail Secondary Plan provides general urban design policies under subsection A.6.3.3.4.

SUBSECTION A.6.3.3.4

A.6.3.3.4.1 New development, redevelopment and alterations to existing buildings in West Harbour shall respect, complement and enhance the best attributes of West Harbour and shall adhere to the following urban design principles:

- i) Create a comfortable and interesting pedestrian environment;*
- ii) Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;*
- iii) Generally locate surface parking at the rear or side of buildings;*
- iv) Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level; and,*
- v) Ensure barrier-free access from grade level in commercial mixed use developments.*

Design Response:

The public realm component of the proposed development entails a 3.124 metre streetline setback at minimum along the Barton Street East facade, and a 3.16 metre minimum set back along the east facade, which will consist of high quality hard landscaping and new street trees. The planned intensification of the site seeks to balance the characteristics of the permitted built form of the proposed Mixed Use – Medium Density designation while maintaining the residential character of the neighbourhood to the south.

SUBSECTION A.6.3.6.4.1

Section A.6.3.6.4.1 provides direction for development along the identified Barton Street Corridor, on which the subject lands have frontage, as follows:

A.6.3.6.4.1 Redevelopment and improvements in the Barton Street Corridor shall seek to reinforce its role as a retail street; better connect the residential areas to the north and south; create a safe and inviting pedestrian environment; and enhance the mixed-use character of the street.

Design Response:

The building massing has been designed to set back the podium away from the residential area located south of the subject lands to provide an appropriate transition in scale. The mixed-use character of the street will be enhanced through the provision of commercial and office space on the lower levels, and residential units above. The built form and massing will provide a sense of continuity and articulation at the street level, creating a comfortable pedestrian environment along Barton Street East. Moreover,

landscaping, building articulation and other design features will be detailed at the site plan stage to ensure an attractive public realm.

1.3.4 JAMES STREET NORTH MOBILITY HUB

The James St. North station area has been identified by Metrolinx as a Mobility Hub. The James St. North Mobility Hub focuses on 10 guiding principles, in section 3.2 "Guiding Principles", of which some apply to urban design in particular. The applicable extracts of the principles are enumerated below and a response provided for each.

Guiding principle #3: Walkable and Inviting Streets and Open Spaces (extract):

- *Walkable and inviting streets with open spaces*
- *They will be framed by animated building edges with wide sidewalks, weather protection, lighting and way-finding*

Design Response: The proposal will include a landscape strategy that will create a walkable and inviting street with ample sidewalk widths, tree plantings and high quality paving materials. The facade design includes ample glazing balanced with high quality cladding materials arranged in a composition that is pedestrian friendly in scale and creates an animated facade.

Guiding principle #4: Protect Existing Neighbourhoods (extract):

- *Taller buildings will be designed and located to minimize shadowing, overlook and other adverse impacts.*

Design Response: The proposed design has implemented mitigative strategies to minimize shadow impact with successful results as shown in the sunshadow study. Overlook situations have been avoided with the stepping back of the building floor plates providing a generous distance

between the proposed residential unit windows and balconies and the adjacent properties.

Guiding principle #5: Develop at an Appropriate Scale, Form and Density (extract)

- *Intensification will be encouraged, where appropriate, through low impact density and within close proximity to transit*

Design Response: The proposed mixed- use development is located along transit routes.

Guiding principle #6

- *New buildings and public spaces are to be designed with the highest built form standards*
- *New development will not mimic existing building materials and style but will maintain the rhythm and scale of the neighbourhood and integrate existing built, natural and heritage elements.*

Design Response: The built form articulated in the proposal has maximized site efficiency while keeping the shadow impacts at minimum and within acceptable levels in conformance with the City's criteria. Moreover, the design is distinct from other styles found in the vicinity, while at the same time showing a deference in scale and composition making it a good neighbour to the adjacent built form and varied architectural styles found in the vicinity.

Guiding principle #7

- *Development within the Mobility Hub aims to create a vibrant mixed-use community that supports existing and new transit infrastructure.*

Design Response: The proposal supports this guiding principle by introducing both residential and commercial uses to this corner of the neighbourhood.

1.3.5 COUNCIL APPROVED SITE PLAN GUIDELINES

The following sections reflect an analysis of the applicable guidelines from the document "City of Hamilton Site Plan Guidelines, September 2003." The subtitles below refer to these applicable sections of said document. An explanation of how the proposed design responds to the guidelines is provided under each section.

2.2 BUILT FORM, PUBLIC REALM AND STREETScape – GUIDELINES

The proposed development will reinforce the character of the surrounding neighbourhood by adding commercial units as a function to define the street edge of public and private space. Further, the development will be oriented to the street to animate the streetscape and minimize walking distance from the proposed building to the public sidewalk and to encourage active transportation. The proposed development will create an attractive environment for pedestrians and contribute positively to the public realm overall.

1. Development should acknowledge and incorporate existing and historical patterns of built form and streetscape.

Design Response:

The building is located in an area with a mix of streetscapes and building typologies, including, semi detached and detached single family dwellings, multi storey hospital, one storey commercial with and without drive thru, and mid rise multi-residential buildings. The proposal fits within this varied context as a mid rise multi-residential building.

2. Consideration should be given to both the built form and the space it defines to ensure their integration and the creation of positive, functional open space.

Design Response:

The built form and surrounding proposed landscape complement each other. The L-shaped mid-rise building, with a modest 7 storey tower, is composed so that the massing maximizes sunlight into the residential units and amenity spaces, while balancing the street front presence and limiting shadow impact onto the public open spaces.

3. Within urban areas, spatial enclosure of streets is encouraged by orienting building mass towards the street. All or a part of the main building mass should be located close to the street to maximize the amount of building façade and activity along the street to enclose and animate the street space. Where buildings are discontinuous along the street, the street edge should be defined through the use of such elements as street trees, walls, fences, trellises or planting to extend the building plane along the street.

Design Response:

The street edge is defined by the building facade is located close to the street, maximizing the amount of animated commercial frontage, and ground floor access directly to the street. The building edge is continuous and complemented by the landscape design.

4. Development along local and collector roads should be front lotted to create visually interesting streetscapes and pedestrian oriented streets.

Design Response:

The building has a façade articulated towards the two street frontages.

5. Development along arterial roads should be oriented to the street.

Reverse lotting on arterial roads should be avoided, if possible.

Design alternatives to reverse lotting include:

- *Siting less noise sensitive activity along the arterial road;*

- *Single loaded local roads or cul-de-sac bulbs abutting the arterial road;*
- *Maximizing collector road connections with the arterial road and orienting corner lot development to the collector road; and,*
- *Using rear lanes to service development fronting onto the arterial road.*

Design Response:

The development is oriented toward the streets.

6. Significant views and vistas should be preserved where possible. In the design of new development, consideration will also be given to the creation of new vistas, including views to public and private buildings, open spaces, natural features, landmarks and skylines.

Design Response:

The proposed development creates new views of the Hamilton skyline to the south from the new units.

7. Opportunities should be considered to create community landmarks through road alignments, relationships with natural features and the siting of new buildings to provide visual reference points.

Design Response:

The proposed design creates a visual reference at this prominent corner by the design of the building. In particular, the building highlights the corner by articulating the base of the building by a stepped back area at the corner and placement of the tower at the corner of the site.

8. Special street sections and unique streetscapes should be created by the City and developers in areas of high pedestrian activity, entrances to neighbourhoods or special character areas.

Design Response:

This guideline is not applicable.

9. Minimum front yard setbacks, front porches, window bays and maximum glazing in the front elevation of buildings should be used to create social interaction on the street and enhance safety and security of the neighbourhood through informal surveillance.

Design Response:

Informal surveillance is provided from the glazed areas in all elevations.

10. Safe, visible and direct connections should be provided from the public street to building entrances.

Design Response:

Safe visible and direct pedestrian paths are provided from the public street to the building and commercial space entrances.

11. Parking lots adjacent to public streets should be screened with low level fences, walls or shrub planting. The screening treatment should be low to maintain some visibility to promote safety.

Design Response:

An interior parking garage area within the ground level and underground parking are provided.

12. Hydro service and other utilities should be located underground, if possible, to minimize streetscape clutter. Where above ground services are required, consideration should be given to the location and design of structures.

Design Response:

Utilities will be installed underground. However, if electrical transformation is required, a transformer will be provided within the landscaped terrace and screened from view with plantings.

2.3 NATURAL ENVIRONMENT

According to the Appendix 6 of the city's site plan guidelines, the subject lands are located within the area under the jurisdiction of the Hamilton Region Conservation Authority. The lands are not identified as environmentally sensitive lands in this schedule.

2.4 HERITAGE RESOURCES

According to the City's Inventory of Heritage Resources, there are no heritage resources on the subject lands. The property is located adjacent (across the street) to the properties located at 237 Barton Street East and 276 Wellington Street North. Both properties are included in the City of Hamilton Inventory, and are not protected under the Ontario Heritage Act, either as registered or designated. The property at 276 Wellington Street North is presently a vacant lot and 237 Barton Street North is occupied by the Hamilton General Hospital. Nonetheless, given that they are included in the inventory, the following three guidelines are applicable, and the design response are noted below.

1. New development adjacent to heritage resources should ensure that parking areas, outbuildings, garages and utilities (i.e. utility boxes, storage devices, heat pumps, and satellite dishes) are sited away from heritage buildings and structures.

Design Response:

The proposed design includes mechanical penthouse screening which will hide any mechanical devices. All parking is located within the proposed building and not visible from the street or impacting the heritage resources.

2. Facades of new buildings adjacent to heritage buildings should respect the vertical articulation and horizontal expression of the older building. The rhythm of the older building design and streetscape should be continued.

Design Response:

The proposed design includes a compatible yet improved pedestrian scale with respect to the three storey brick massing of the hospital across the street. In the proposal, articulation and definition of the ground floor level and second level lines together with the amount of windows and commercial units accessible from the street, improve on the permeability and promote a pedestrian friendly corner.

3. Appropriate landscape treatments should be used to mitigate any adverse effects of new development.

Design Response:

The proposed design contributes to completing the corner now vacant and creating an animated streetscape, providing a permeable and active pedestrian friendly street edge. Hard landscaping and new trees are proposed to complement the architectural design of the building.

2.5 SAFETY AND SECURITY

Guidelines

1. Opportunities for natural surveillance around public spaces should be maximized. Where possible, active uses such as restaurants are encouraged to locate along the street to animate public spaces and provide increased opportunities for informal surveillance.

Design Response:

Informal surveillance will occur from the unit windows throughout the facades.

2. Public outdoor spaces should be designed to provide a clear definition of the purpose of the space and distinguish it from private areas. Landscaping, walls, fences and grade changes can be used to delineate private and public spaces.

Design Response:

The Landscape design strategy will include paving design that will delineate public from private outdoor spaces.

3. Clear sight lines should be created to allow people to see and be seen and avoid blind corners, bends, grade changes and other elements which may obscure clear views.

Design Response:

Clear sight lines have been respected and daylight triangle has been provided and visibility triangles provided where required.

4. Locate all public open spaces and recreational facilities to maximize natural surveillance from buildings, public roads and walkways.

Design Response:

This guideline is not applicable.

5. Public telephones and call boxes should be provided in highly accessible and well-lit areas of publicly accessible buildings. Panic stations should be considered in central locations of large parking lots and parking structures.

Design Response:

Panic stations will be considered in central locations of the parking areas.

Paths

1. Pathways should be planned to be direct, follow natural desire lines and avoid unobstructed sight lines. Pathways should be located close to buildings and away from schoolyards, woodlots and other open spaces.

Design Response:

A clearly signalized and demarked pedestrian pathway is included in the

design connecting the Barton Street sidewalk to the surface parking on the site.

2. Pathways and entrances should have good border definition to define public and private space.

Design Response:

Proposed entrances are easily visible and defined along the building facades making a clear definition between public and private space.

Buildings and Building Design

1. Buildings and sites should be designed to ensure potential areas of entrapment are not created. These areas could be at recessed doorways, loading bays, stairwells and other spaces that which are bounded on three sides by walls, planting or fences.

Design Response:

Careful consideration has been taken to avoid potential areas of entrapment by eliminating conditions at recessed doorways, loading bays, etc, avoiding spaces bounded on three sides.

2. Cluster buildings around a common parking lot or open space to facilitate monitoring of the space.

Design Response: The parking is provided inside the ground floor of the building and underground. There is no proposed surface parking.

3. All building entrances should be well lit, well defined, and visible from the street or parking areas.

Design Response: Lighting is provided at all building entrances, and the main entrance is well defined by a canopy, distinct ample glazing and well lit.

4. *Doors should not obstruct the circulation path. Where doorways are recessed into the building façade, angle the corners to improve visibility.*

Design Response:

The design does not have doors obstructing the circulation paths.

5. *All buildings and residential units should be clearly identified by street address numbers that are well lit at night. Building address should be at least 5" minimum in height.*

Design Response:

The building address is prominently displayed above the main entrance.

6. *Building placement and window location should be considered to maximize informal surveillance opportunities by building users, especially with regard to common areas, entrances and laneways. For residential and commercial projects, add windows on all facades to provide visibility outside.*

Design Response:

All facades have maximized the window locations and number to provide maximum informal surveillance possible.

Parking

1. *Orient parking spaces so that they are easily visible from adjacent windows, doorways and walkways.*

Design Response:

Parking is provided underground.

2. *Avoid remote parking areas that are not observable from the road or adjacent buildings.*

Design Response:

Parking is provided underground and is well lit.

3. *Use parking lot islands and internal walkways to accommodate pedestrian movement through parking lots. Mark pedestrian crossings on interior roads and parking islands.*

Design Response:

Parking is provided underground.

4. *Locate bicycle parking areas in highly visible areas near building entrances and well lit areas.*

Design Response:

There are two bicycle parking areas in the proposed building. They are located at the ground level parking and the underground level parking, at the south west corner of the building. This is a well attended area, particularly on the ground level, and well lit. The east wall will be fully glazed, maximizing the visibility from outside the room.

5. *Transparent materials should be used in parking garages, stairwells and other isolated areas wherever possible to improve visibility and reduce fear.*

Design Response:

Glazing will be used as much as possible in areas where the fire rating requirements allow. The partition walls between the locker areas and the rest of the ground level and underground garage will include glazing to provide as much visibility as possible.

Lighting

1. *Lighting levels which are appropriate for nighttime visibility should be provided. Only areas which need to be illuminated should be lit in order to avoid creating a false sense of security. Metal halide lighting is recommended, and low pressure sodium lighting should be avoided.*

Design Response:

Metal halide lighting will be considered. Lighting levels will be provided based on the building code requirements.

2. Place lighting fixtures to provide broad horizontal lighting to reduce hiding places.

Design Response:

Lighting will be designed to reduce hiding places.

3. Illuminate all sides of the building where activity is anticipated.

Design Response:

A lighting plan will be provided in accordance with the building code.

4. Adequate illumination should be provided outside waste collection and storage facilities, and to the primary routes to/from the adjacent building(s).

Design Response:

A lighting plan will be provided in accordance with the building code, including adequate illumination to the exterior of the building within the subject property.

Landscaping and Fencing

1. Landscape screening objectives should be balanced with views to spaces and buildings so as to not create potential hiding areas. In some instances, the use of taller shrubs may be used to screen service utility areas.

Design Response:

The building is proposed to be set back approximately 3.0 metres from the property line. Given the urban setting a high quality hard landscape

design will be developed for the perimeter of the building, including the planting of new trees, to animate and provide shading to pedestrians.

2. Landscape parking lots so that users may be seen from different vantage points such as building entrances, windows, and sidewalks.

Design Response:

The parking lot proposed at grade is buffered from view from the public right of way by a fence in order to delineate it as private space. The users may be seen from the lobby, the pedestrian path and from the windows at the residential units.

3. Use landscaped planting strips and fencing to buffer residential properties from commercial areas and discourage trespassing. Avoid using solid fences where visibility is desired.

Design Response:

The proposed ground floor is set back from the south property line abutting the neighbouring residential buildings by over fourteen (14) metres and a fence is proposed along that property line providing a buffer to discourage trespassing. The building podium also extends to the west property line with no setback to the adjacent commercial property.

2.6 BARRIER-FREE DESIGN AND URBAN BRAILLE

General Barrier Free Design – Guidelines

1. Sidewalks should have a minimum 1.5 metre unobstructed width to allow for people in wheelchairs to move easily and for snow accumulation in winter months. Where two-way wheelchair traffic may occur, a minimum sidewalk width of 1.8 metres should be used.

Design Response:

Sidewalks are existing in the right of way and not within the subject property.

2. Site furnishings, including benches, trash receptacles, drinking fountains, telephone booths, tree plantings, bus shelters, kiosks or information signs, should be located adjacent to, or along pedestrian routes, in a manner that does not impeded pedestrian traffic.

Design Response:

The pedestrian paths are not impeded by any furnishings or articles listed above.

3. Pedestrian routes should be level and have non-slip and non-glare textured surfaces. It is preferable to have grades on pedestrian routes between 1% and 3%.

Design Response:

Non-slip and non-glare textured surfaces will be considered as part of the Landscape design.

4. Pedestrian crossings should be flush with the adjoining sidewalk and marked with bright white lines or made with contrasting materials and colours.

Design Response:

Pedestrian crossing along the driveway is within ROW, outside the subject property.

5. Ramped curbs and ramped building entrances should be avoided and minimized through attention to grade changes in site design.

Design Response:

There are no ramped curbs or ramped building entrances proposed.

6. Ramps should be provided to Ontario Building Code requirements where grade changes cannot be avoided. A clear pathway should be provided with handrails and a non-slip surface.

Design Response: See response to point 5 above.

Parking and Drop Off Areas

1. Barrier-free parking spaces should be located as close as possible to main doors, and within 30 metres. These parking spaces should be located so that the user does not have to cross traffic, aisles or travel behind parked cars.

Design Response:

The barrier free parking spaces have been located in close proximity to the elevator vestibule minimizing the required distance of travel.

2. Barrier-free parking spaces should be clearly identified through signage, and may include universal symbols on the parking space. Signage requirements are discussed in the Standards Section.

Design Response:

Barrier-free parking spaces have been clearly identified with signage including a universal symbol on the parking space.

3. A continuous barrier-free path should be provided from the parking spaces to the building entrances.

Design Response:

A continuous barrier free path has been allowed for from the parking spaces to the building entrances.

4. The supply of designated parking spaces should be distributed to ensure barrier-free parking is available at the main entrances to multi-entrance buildings such as shopping centres.

Design Response:

Barrier-free parking spaces have been provided in close proximity to the vestibule.

5. A drop off area for passengers arriving in paratransit vehicles should be provided as close as possible to the main entrance of public buildings.

Design Response:

Barton Street East is on the Hamilton Street Railway System Map (HSR) with bus stops at the Barton Street East and Wellington Street North intersection. The proposal is for a multi-residential building with commercial at grade with direct accessible access to the sidewalk.

6. Parking lot stormwater management systems should be designed to avoid ponding on pedestrian routes through the parking lot.

Design Response:

The stormwater management design will be completed by a Civil Engineer.

1. Barrier free parking space dimensions (Zoning By-law requirements):

Design Response:

The barrier free minimum size provided is 4.4 m x 5.8 m.

2. Barrier free signage Appendix 10 (Provincial Standards):

- Each handicapped stall is to be signed with a metal post and handicapped symbol sign to Provincial standards as provided by the City of Hamilton. Signs are to be installed to a non-moveable structure at a minimum height of 2m to a maximum height of 3m, measured from ground level to the bottom of the sign.
- The sign background may be of a standard white material. Reflective material may be used.
- Pavement markings are optional.

Design Response:

Signage will be installed in accordance with Provincial Standards.

Requirements

1. Barrier free design requires that buildings be accessible to disabled persons and shall conform to the Ontario Building Code.

Design Response:

The design complies with the Ontario Building Code.

2. The Zoning By-law regulates the number of barrier free parking spaces required for each type of development.

Design Response:

The zoning by-law requires two (2) barrier free parking stalls, and two have been provided.

3. The minimum number of signs is regulated in the City of Hamilton By-law 01-220.

Design Response:

The design will conform with the provisions of the by-law.

4.0 BUILDING DESIGN

4.1 INTRODUCTION

4.2 SITING BUILDINGS IN A NEIGHBOURHOOD

Guidelines

1. Buildings should be sited to frame streets and terminate vistas. Attention should be placed on the massing of the building and the building detailing to create a landmark structure.

Design Response:

The building elevations are close to parallel to the street alignment and the Northeast corner at the Barton Street East and Wellington Street North has been designed as a distinct visual gateway to the Barton Street East

community, in particular for pedestrians travelling along Wellington Street North, the building massing, articulation and materiality, complements the highly visible Hamilton Central Hospital building across the street.

2. Buildings that are located on prominent sites should receive special design attention and be designed with appropriately scaled exterior public space near the building entrances.

Design Response:

The proposal includes an accessible hard landscaped area in the interface buffer area created by the approximately 3.0 metre setback along the street edge of the building.

3. Prominent intersections should be enclosed by locating buildings close to the street.

Design Response:

The building has been placed as close to the street as possible, while allowing for appropriate landscaped space to define the private space from public with an attractive hard landscaping design ensuring the accessibility and pedestrian friendly building edge.

4. Corner buildings should be designed so that each street façade of the building is compatible with one another.

Design Response:

The proposed building is located in a corner. The elevations have been designed so that they are compatible and consistent with each other, in rhythm and composition of architectural elements, such as fenestration, base body and cap datum lines and cladding material composition.

5. Entrances to corner buildings should be close to or at the corner.

Design Response:

The proposed main entrance is located very close to the corner of the building. Entrances to corner commercial units is located close to the corner as well.

4.3 MICROCLIMATE DESIGN

Guidelines

1. Sheltered pedestrian spaces should be provided at all major building entrances.

Design Response:

The main building entrance is provided with a vestibule for pedestrians.

2. Buildings and outdoor spaces should be oriented to maximize sunlight to pedestrian areas during the cooler months of the spring and fall. Buildings should be oriented in an east-west direction to maximize solar gain.

Design Response:

The building is located in a corner with most of its ground and second storey façade areas facing East and North. However, starting on level 3, the massing is distributed such that sun exposure is maximized to the west, South and East. In order to achieve maximum sun exposure, the floor plate at level three (3) is arranged in an L-shape roughly following the shape of the lot, and is set back at a minimum of 10 metres from the lot lines. The massing of the residential tower rising to seven storeys and has an almost square plan, again maximizing view as and natural light for the residential units starting on level four (4).

3. Building should be sited and massed to avoid undesirable wind conditions at grade for pedestrians.

Design Response:

No wind study was required for this proposal.

4. *Building should be designed so that shadows cast onto public and private outdoor spaces located on adjacent properties are minimized. The intent is to provide for the use and enjoyment of outdoor spaces during summer afternoons and evenings.*

Design Response: A sun shadow study is included in the appendix to this report. While the proposed development shadows some public streets and adjacent buildings (commercial and institutional) we find that no private amenity spaces such as patios, siting areas and other similar programs will be negatively affected. Further, no public plazas, parks and open spaces, school yards and playgrounds are being affected by the shadows.

5. *Pedestrian areas and exposed building surfaces should have some shading during the warmest summer months. This can be achieved by using building elements or by creating a landscaped environment of drought tolerant native species.*

Design Response:

The landscape design includes trees along the set back from the street along the perimeter of the building, which will provide shade along the pedestrian areas and exposed building surfaces.

Requirements

1. *Shadow, snow deposition and wind conditions studies may be required by the City in support of site plan approval or zoning by-law amendment applications where adverse microclimate conditions may be created given building siting, height, massing and adjacent activities. Shadow studies should assess the impact of building height, mass and location on shadows cast on adjacent residential amenity areas, public open space, public sidewalks, and the face of residential buildings.*

Design Response:

A sun shadow study has been completed for the development and impacts have been minimized with the design approach. Please refer to section 2.2 of this report and appendix 1.

2. *Shadow studies should be generated for December 21st and June 21st at 10:00 am, 12:00pm, 2:00pm and 4:00pm conditions.*

Design Response:

A sun shadow study has been completed for the development and impacts have been minimized with the design approach. Please refer to section 2.2 of this report and appendix 1.

4.4 MASSING AND BUILDING DESIGN

Guidelines

1. *The principal building facades should be oriented toward the public street and not the parking lots or other areas.*

Design Response:

The principal buildings facades are oriented toward the public street.

2. *Building designs should typically incorporate the concept of base, middle and cap to create visual interest at grade and reduce the scale of taller buildings. The architectural style and scale of the building should be considered and appropriate design strategies created.*

Design Response:

The design implements the concept of base, middle and cap, while maintaining a contemporary design aesthetic, as illustrated in the elevations. The base is clad in brick, the middle is clad in light colour finish for the cladding and the top (mechanical penthouse) is articulated by its cladding in a white metal panel finish.

3. *The main facades should have sufficient translucent glazing to provide casual surveillance of outdoor areas.*

Design Response:

The facades have punched windows throughout and at every bay interval, providing the opportunity for casual surveillance of the outdoor areas.

4. *The main entrances to a building should be emphasized through the use of canopies and other treatments that will provide both visual identification as well as weather protection for pedestrians.*

Design Response:

The main entrance area of the façade composition is identified near the corner of the building by the entrance to the vestibule and signage with the address of the property easily visible from the street.

5. *Tall buildings located close to the street should have their upper floors stepback beyond the base floors to allow sunlight to reach the street, minimize shadow impacts and reduce the scale of the building as perceived along the street.*

Design Response:

This guideline is not applicable since this is a medium-rise development. Nonetheless, the building has been set back a minimum of over 3.0 metres from the property line and the upper stories, starting on the third, has been set back approximately a further 2 metres.

6. *Building design should break up large building facades at street level and avoid flat or blank walls. Where large sections of blank wall are unavoidable, architectural techniques such as modulation, display windows, textures and colour changes can be used to enhance the elevation.*

Design Response:

The design has a generous amount of glazed areas and no blank walls are proposed facing the street.

7. *In urban neighbourhoods with buildings close to lot lines, buildings that abut lower or higher scale buildings should be designed to ensure a transition of scale. Building size and the location of elements such as windows, cornices and roofs can be used to scale and proportion buildings that transition with adjacent structures.*

Design Response:

The building has been designed to transition to the lower scale of adjacent residential buildings to the south by stepping down to three and two storeys, as the building mass approaches the south abutting properties.

8. *In urban neighbourhoods, designs that compliment the more elaborate existing buildings in the degree of complexity and detailing are encouraged.*

Design Response:

The proposed design is of a contemporary architectural language, showing a deference in scale, articulation and material to the existing buildings.

4.5 SKYLINE AND ROOFTOPS

Guidelines

1. *Roof tops should be designed to have some identifiable form. Square or flat roof tops should generally be avoided unless it is appropriate for architectural style or use of rooftop decks and stormwater management is proposed. Partial roofs can be used to hide large flat roofs.*

Design Response:

The proposed flat roof is appropriate to the contemporary aesthetic of the building.

2. For apartment buildings, portions of the roofs should be considered for decks or patio space.

Design Response:

The fourth floor units have access onto a balcony on the roof area.

3. Roof top mechanical equipment should be enclosed or screened to compliment the overall building shape and form and to reduce noise transferred to adjacent properties. The design of the screening should be integrated with the building design.

Design Response:

The roof top mechanical penthouse is screened to compliment the overall building design in its shape, form, setback and cladding materials.

4.6 DESIGN OF BUILDINGS ON INFILL SITES

Guidelines

1. New building design should complement established neighbourhood character through consideration of the following:

- new buildings should be scaled to existing adjacent structures;
- existing setbacks and building heights should be respected in determining an appropriate setback and height of new buildings;
- the proportions and elements of existing buildings should be used where possible to determine an appropriate relationship for new buildings;
- roof profiles, windows, entrances and porches that are predominant within the streetscape should be considered in the design of new buildings; and,
- where possible, materials of new construction should be selected from the variety of materials found within the existing neighbourhood.

Design Response:

The building is proposed in an area with a variety of typologies within the adjacent context, including single family homes, commercial plaza developments and institutional buildings. The proposed multi-residential building responds well to the varied context through a contemporary design that breaks up its mass and façade composition, through the material palette choices and step backs, and has a lower height at the south massing, which is the area of the development closest to an adjacent single family house.

SECTION 5.0 AREAS OF SPECIAL CHARACTER

This section of the urban design guidelines provides encourages designers to discuss projects with City staff and provides a list of reference documents. Of the list provided, this development is subject only to the West Harbour Secondary plan. Compliance with this plan is discussed in the preceding sections of this report.

6.0 SPECIFIC BUILDING TYPES

6.4 MULTIPLE UNIT – RESIDENTIAL

Apartment Guidelines: Site Design

1. Apartment buildings should be oriented to the street to define the street space and promote a pedestrian oriented streetscape.

Design Response:

The proposed building has a main front entrance to the residential areas and the entrances to the commercial units oriented to the street. In addition, the units have been designed to be oriented towards the street, so that casual oversight of the public spaces is enabled.

2. Apartment towers should be sited to minimize shadowing and view/privacy impacts on adjacent housing. Where possible, tower buildings should be oriented in a north-south direction to minimize shadowing on adjacent streets.

Design Response:

The proposed 7 storey tower is oriented as much as possible in a north-south direction, with a compact floor plate to minimize shadowing on adjacent streets. It is sited with a generous setback from adjacent residential uses to minimize overlook conditions.

3. Site design should consider building orientation, facing distances and separation to promote privacy and mitigate overlooks between the residential windows and balconies of one building and the windows and yards of adjacent residential properties.

Design Response:

The proposed design minimizes the possibility of overlook onto the immediately adjacent residential property on Wellington Street North by setting back the building massing over ten (10) metres at minimum from the south property line.

Landscaping and Open Space

1. Site design and landscaping should make a clear distinction between public and private space. This can be achieved by providing a visual buffer of plant material, privacy walls or patios between the exterior building walls, sidewalks and common open spaces.

Design Response:

The landscape design will provide a visual distinction of private and public space by selecting a high quality paving material and detailing to complement the contemporary architecture of the proposed building.

2. Ground floor apartment units should have private garden space directly accessible from living spaces.

Design Response:

There are no ground floor apartment units proposed.

3. Pedestrian walkways should create a sense of arrival through the use of plazas and landscape treatments at intersections.

Design Response:

At the corner of Barton Street East and Wellington Street North, the hard landscaping and proposed planting design will highlight the corner as a place of respite to pedestrians.

4. Private open space should be provided with each development. This space can take the form of balconies, courtyards, terraces and roof top gardens.

Design Response:

Private open space have been provided in the 4th floor terrace.

5. Outdoor play space for children should be provided for apartment development containing more than 20 units. The play area must be barrier-free accessible. This guideline will be considered in the context of other publicly accessible facilities which may eliminate the need to provide on-site facilities.

Design Response: A play area has not been provided due to the site's location in close proximity to the Jackie Washington Rotary Park.

Building Design

1. The composition of the façade should clearly define a base, middle and top with well balanced vertical and horizontal proportions if a traditional architectural style is being used.

Design Response:

Even though the building is of a contemporary architectural style, the composition clearly defines a base, middle and top. This helps the design composition relate to the surrounding existing context.

2. *The built form should, where appropriate for the architectural style, incorporate a base element of one to four storeys in height, depending on the building height and design, to reinforce a pedestrian scale. The base should be distinguished through stepping back the buildings, changing building materials and/or adding architectural details such as a cornice.*

Design Response:

See response above.

3. *Apartment buildings should have at least one common entrance or foyer at street level facing the street. Building entries should be clearly articulated, and the foyer should be visible from the street to ensure security.*

Design Response:

The building's front entrance is clearly articulated by signage and the glazed entrance design. The foyer is visible from the street maximizing casual surveillance opportunities.

4. *Windows should be sited to maximize surveillance of public and private outdoor spaces.*

Design Response:

All elevations have a significant amount of windows sited to maximize surveillance opportunities of public and private outdoor spaces.

Parking and Service Areas

1. *The main vehicular access should be to a collector road or a local street rather than an arterial road, where practical.*

Design Response:

Barton Street East is classified as a minor arterial road and Wellington Street North is a major arterial road in the Urban Hamilton Official Plan

Schedule C. There are two vehicular access points, one on each road. It is not possible to provide vehicular access to a collector road due to the location of the property fronting only on these two roads.

2. *Parking, whether in parking structures, below grade or surface lots, should have clearly marked entrances and generally be screened from public view.*

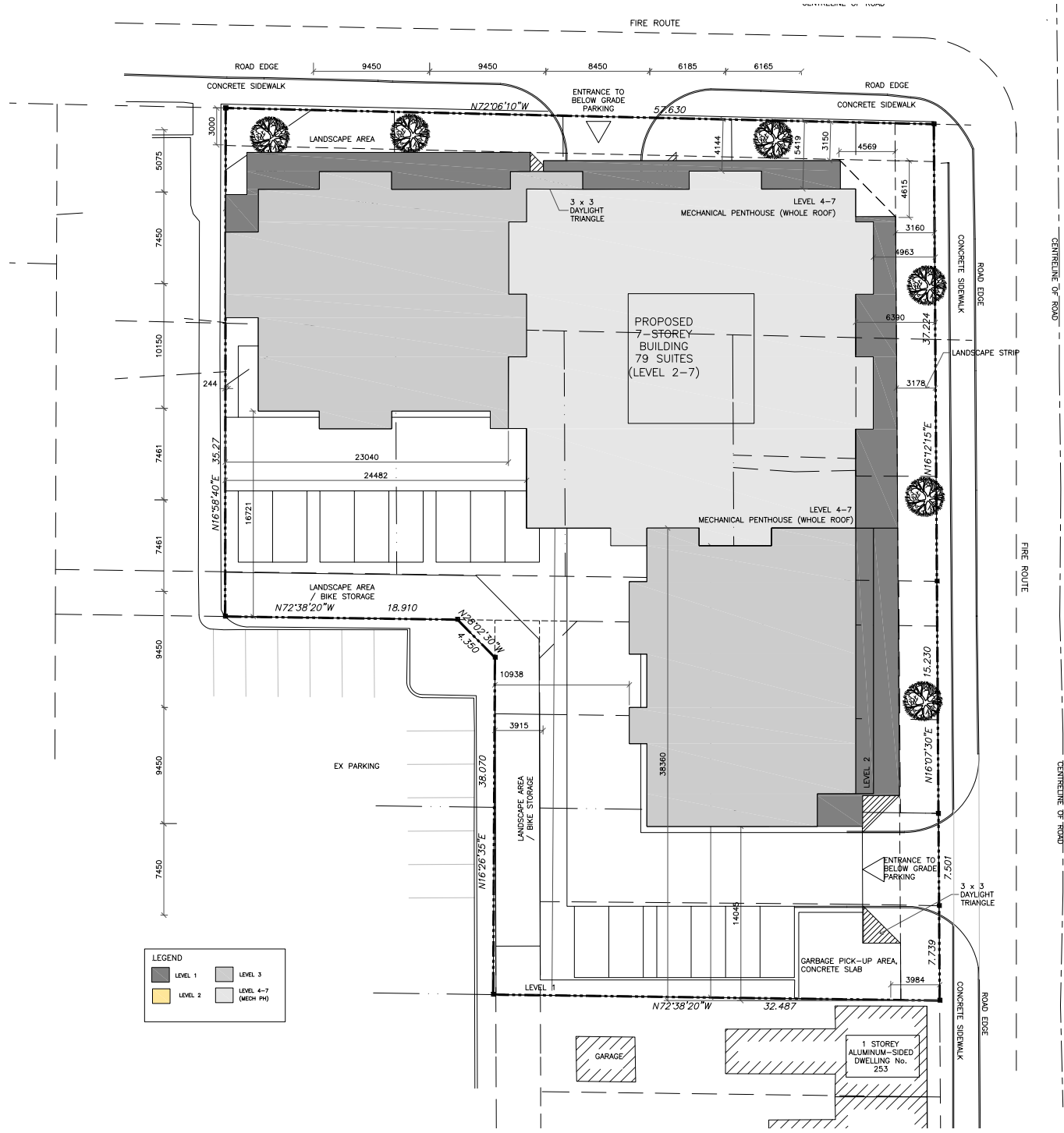
Design Response:

Parking is not visible from the street as they are located in the interior and rear of the building. The two parking levels (ground and underground) are accessed via a driveway. Both garage entrances are recessed from the property line in accordance with zoning by-laws and both entrances are clearly marked and signalized.

3. *Visitor parking should be located near the main entrances and clearly marked.*

Design Response:

Visitor parking will be provided as required by the zoning by-law.



LEGEND

[Grey Box]	LEVEL 1	[Light Grey Box]	LEVEL 3
[Yellow Box]	LEVEL 2	[Lightest Grey Box]	LEVEL 4-7 (MECH FH)

site plan

WELLINGTON STREET NORTH

PROJECT STATISTICS

Residential Units (L2-L7): 79 Units

Commercial Retail Proposed GFA: 855.7 m2

Commercial Office Proposed GFA: 748.2 m2

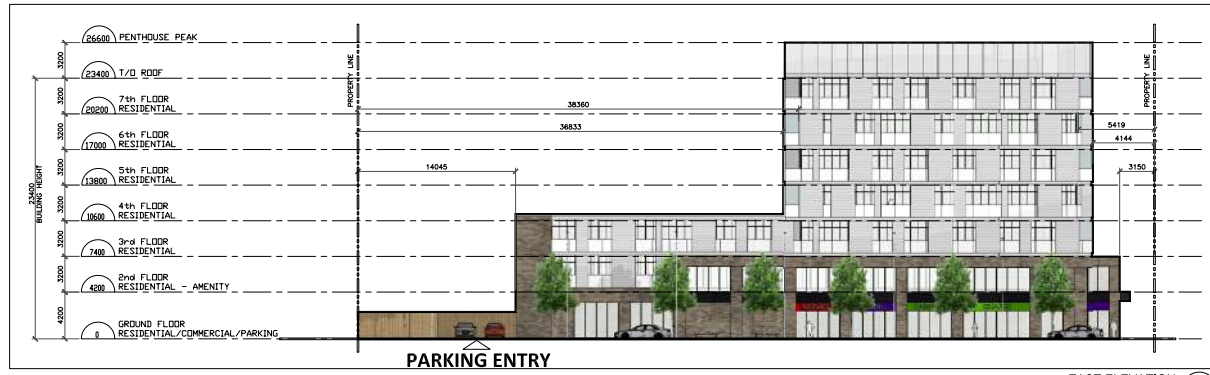
Parking Proposed: 97 Spaces

2.1 proposed design

2.1.1 SITE DESIGN

Situated along the Barton Street bus route and 1.0 km south east of the West Harbour Go Station, the area of the proposed development is well positioned to take advantage of multiple modes of transportation through connections to train, bus, and bicycle. These existing opportunities present an ideal situation to create a new pedestrian zone and animated streetscape starting from the subject site and connecting to the growing residential and commercial areas of the Beasley neighbourhood. Vehicular to underground parking has been kept to one entrance on the north side of the building along Barton Street. **Private, above grade parking is available in the rear of the lot.**

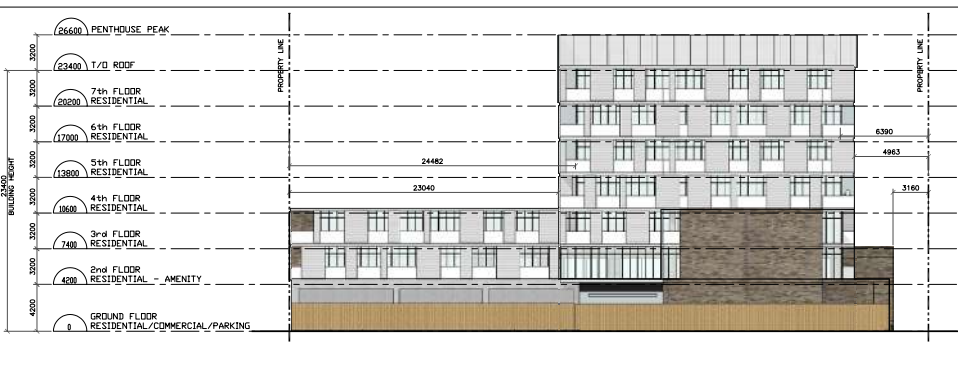
The urban quality of the site provides pedestrian access to the Hamilton health district, as well a variety of storefronts along Barton St. These nearby destinations enrich the site by providing connections to retail, office, restaurants and institutional use. Public transit, as mentioned above connects to further amenities and places of interest such as downtown Hamilton (via bicycle or bus), and destinations on Lakeshore West such as Burlington, Mississauga and Downtown Toronto.



EAST ELEVATION
1:200 A4002



WEST ELEVATION
1:200 A4002



SOUTH ELEVATION
1:200 A4002



NORTH ELEVATION
1:200 A4002

elevations

2.1.2 BUILDING DESIGN

The proposed building programme is developed as a seven (7) storey tower comprised of five (6) storeys of multiple dwelling units, including 3 level podium with retail at grade, commercial and residential units on the second level, at grade parking in the rear, one (1) level of underground parking. There is a bicycle program and back of house (facilities, garbage room, service). A typical floor plate of average ten (10) units per floor is proposed including some smaller units (less than 50 m²) and larger two bedroom units at the corners.

Ninety-seven (97) parking spaces have been provided in the ground floor and underground parking areas with a parking access on the north and east sides of the building facing Wellington Street North and Barton Street East. The proposed parking supply is appropriate given the property's proximity to urban amenities, transit and the target young professional demographic.

Building Massing and Articulation

The primary approach to the building on the corner of Wellington Street North and Barton Street East is a glazed entrance with a canopy and signage which activates the pedestrian streetscape with access to other amenities on Level 2. Providing a degree of transparency to the built form at the podium level is an opportunity for urban engagement, while the podium massing frames the street and enhances the connection to the retail opportunities on Barton Street.

The floor plate is noted to allow balconies on all sides of the structure that help articulate the façade and provide clear demarcations of materials between brick, metal panel, glazing and shading details. The

upper storeys of the building employ a dynamic configuration of inset balconies, allowing the basic form of the building to establish privacy and shelter while establishing appealing facades on the Hamilton skyline. The balconies also offer all residents impressive vistas of the city surroundings.

Design Excellence

A sensitive approach to design ensures the success of the development for both the inhabitants and the community at large. The architectural design responds to the urban densification of Hamilton while respecting the unique qualities of the site and its surroundings. Brick veneer, generous glazing, lighting and signage look to the future of this site responding to developing transit networks and retail expansion of the Beasley neighbourhood.

The design of any new residential facility should reflect the lifestyle of its inhabitants. A modern aesthetic is the natural result of the evolution of contemporary living, while also incorporating an approach which enhances indoor environmental quality and sustainability. This project embraces a fresh, layered facade that features natural palette of materials including glass, brick, and metal with warm details in the screens. The strategy will be carried through to the building's interior, expressed in light, airy spaces with clean detailing and authentic finishes.

The visual separation of the different functions of a building's levels ensures resident and community interaction. The difference in material, orientation and shape between the commercial and residential levels of the design depict their separate functions. The additional signage aids in accurately representing the functionality of the commercial levels and promotes further engagement.

2.1.3 LANDSCAPE DESIGN

A detailed landscape plan has not been prepared, yet landscape concepts and general intentions have been established. The Barton Street East and Wellington Street North frontage have been identified as a primary landscape and streetscape zone. It will establish the public perception of this development as an active and vibrant pedestrian place.

2.1.4 CONSTRAINTS

In considering the maximum desirable height for the proposed buildings, shadow impacts became a constraint. The design's massing and form have been strategically designed to minimize shadows. Please refer to attached sunshadow study. Although some shadows are cast on sidewalks, buildings and commercial spaces, the City criteria have been substantially met in that no private amenity areas, and no public plazas, open spaces, school yards and playgrounds are being negatively impacted. As designed, the seven (7) storey tower does not cast shadows during the spring and fall equinoxes on any residential properties.

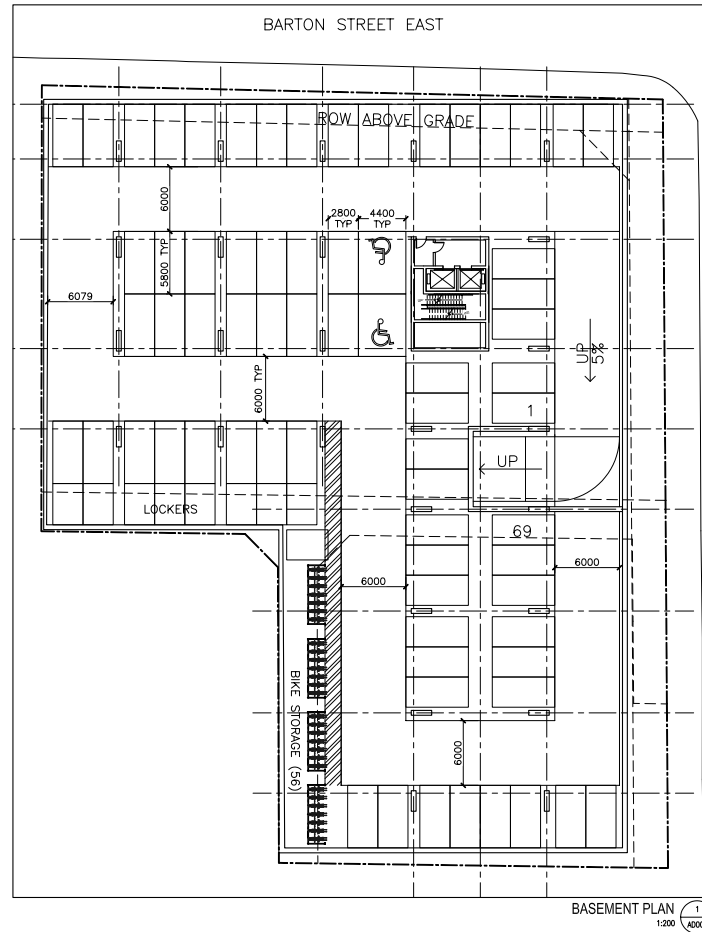
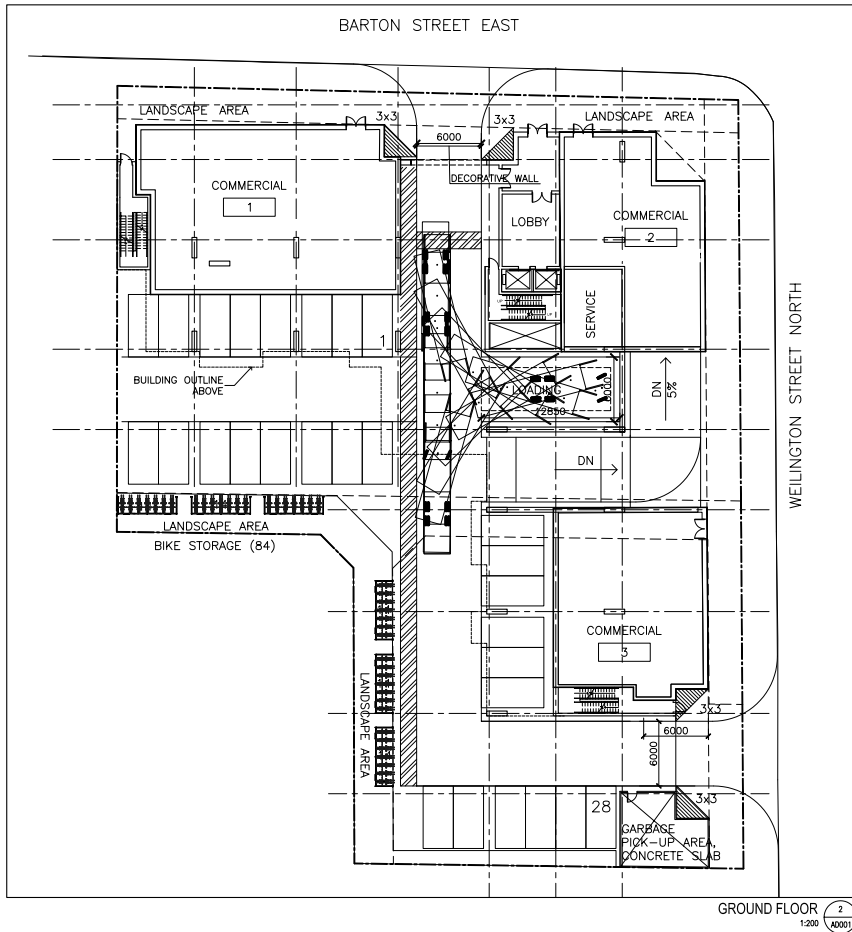
A preliminary Noise Feasibility Study was completed by RWDI and provides the following recommendations:

- Windows will meet or exceed a STC32 rating

A preliminary Traffic Demand Study has been completed by Nextrans Consulting Engineers and provides the following recommendations which have been considered in the design:

- Provide long-term and short term bicycle parking spaces/storage for residential use

- Provide short-term bicycle racks for commercial use
- Reduce parking supply for the proposed development and use some extra parking spaces for short-term bicycle parking spaces
- Make provision after future expansion of short-term and long-term bike parking based on usage monitoring



2.2 analysis of proposal and recommendations

2.2.1 APPROACH

The customized response to this unique site will create a memorable and supportive project that positively contributes to the Beasley Neighbourhood bringing a vibrant mix of uses, commercial and residential, to this prominent corner of the neighbourhood. The mix of uses and residential density, will add housing options in this prime area, in such close proximity to the hospital. The location urban location of Barton and Wellington also ensures the new residents and visitors are well connected with public transportation routes at their doorstep. The approach sensitively responds to the growing needs for residential uses in the Hamilton and also provides a compelling vision for sustainable urban living.

2.2.2 CONTEXT FIT

The siting responds to the primary context of the Beaseley neighbourhood in the immediate vicinity of the Hamilton General Hospital complex. It is also compatible with other existing mid-rise residential buildings in the neighbourhood, transitions well to the low rise adjacent residential uses and onto the commercial strip on Barton Street. The site as formed becomes a good infill project, completing the streetscape where the urban fabric and pedestrian experience is currently lacking.

2.2.3 BUILDING DESIGN

A building typology of podium and tower has been custom tailored to this context. In conjunction with a palette of high quality materials and traditional building design strategies, the project will establish a high quality tone that will energize these sections of Barton Street and Wellington Street as vibrant and active for pedestrians, residents and visitors. To achieve the degree of desired intensification a point tower strategy has been employed. The combination of these two (2)

building strategies results in a building design that fits the context while portending the appropriate evolution of Barton Street East and Wellington Street North's development in the future.

2.2.4 LANDSCAPE DESIGN

Through the Site Plan Approval process, there will be development in the design to support the role of landscape, in particular along the streetscape. In conjunction with a municipal planting along Barton Street East, a comprehensive streetscape plan including furniture, pavement designs, banner, lighting and other pedestrian amenities will be developed to the community's satisfaction.

2.2.5 SHADOW IMPACTS

The design's massing and form have been strategically designed to minimize shadows. Please refer to attached sunshadow study. Although some shadows are cast on sidewalks, buildings and commercial spaces, the City criteria have been substantially met in that no private amenity areas, and no public plazas, open spaces, school yards and playgrounds are being negatively impacted. As designed, the seven (7) storey tower does not cast shadows during the spring and fall equinoxes in any residential properties.

2.2.6 PROFESSIONAL RECOMMENDATIONS

From an urban design perspective, the project as configured complies in all regards with the intent of the urban design related policies in the Official Plan, Secondary Plan and Site Plan Guidelines. The project has the potential to demonstrate positive intensification strategies at a key highly visible location within the Beasley Neighbourhood and along the neighbourhood's arterial roads. It should be strongly supported through the approval processes to advance the vision set out for Hamilton's future development.



3.1 community benefit

The efficient use of this prominent land parcel to create an increased range of accommodation and use within the Beasley Neighbourhood on Barton and Wellington Street will allow for a more vibrant and safer pedestrian environment at this corner. The degree of intensification is sensitive to the existing low rise context, it completes a section of the street that is in need of pedestrian oriented commercial space, and density to support and complement the surrounding existing mix of uses. The proposal will therefore have a positive impact to the Beasley neighbourhood. The project as designed will contribute to the evolution of this area within Hamilton as a more complete community, offering more convenient housing and amenity options within a compact urban form.

Summary of Development

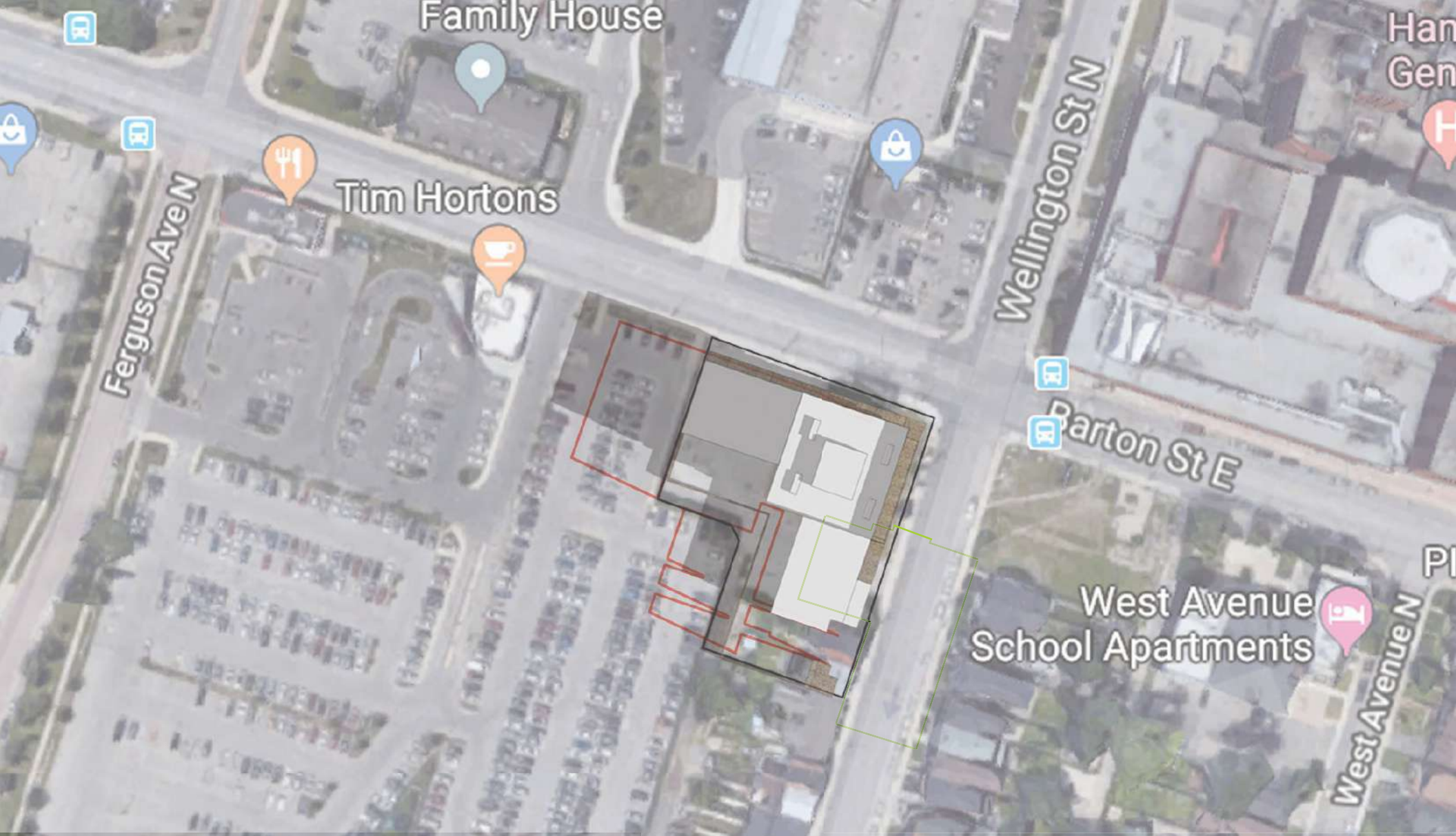
A review of the project site's geographical and social context supports the proposal of a medium rise building that provides shared amenity space above pedestrian oriented commercial space and parking structure. The design proposes 7,189 m² of gross floor area above grade, with a mixed use combination of commercial and residential units. These areas are served by a ninety seven (97) interior ground level and underground parking spots including 2 accessible parking spaces.

Setbacks: The Tower is set back from the podium providing a greater separation on the south and west with the north and east positioned closer to the property line enhancing the street presence. The building sets back twice at the south side - at the second floor and the fourth floor- and steps back at the second floor along the Barton Street East elevation, and partially along the Wellington Street elevation. This creates a dynamic massing that utilizes various materials in response to the street edge, adjacent buildings and includes a heavier material at the base, to emphasize and articulate the podium of the building.

Heights: The proposed building rises to a height of 23.4 m, with seven (7) storeys, plus mechanical penthouse.

A Human Scale: Maintaining a human scale as the site evolves is important in ensuring a comfortable pedestrian experience along Barton Street East and Wellington Street North, as well as generating an overall sense of well-being and belonging in building users. The inclusion of the residential on the site suggests that walkability throughout the site and to the nearby city amenities and park space will be valuable to the inhabitants. Urban furniture, signage, lighting, landscaping and the configuration of the outdoor spaces will encourage this human-scaled use of the site. Additionally, the selection of tactile, familiar materials such as brick, metal and screens creates a relatable environment. Lighting and signage will be designed to help people orient themselves within the space. The building is also a good neighbour, minimizing shadows cast onto other properties.

This report was prepared by mCallumSather, with the collaboration of Urban Solutions, in order to demonstrate conformity with the City of Hamilton's urban design policies and guidelines. The proposed design is in keeping with the local character of the neighbourhood and enhances the pedestrian experience of the community. The proposed buildings will improve the local fabric, support the existing GO and HSR transit routes and offers a greater variety of housing options in a growing neighbourhood. The design illustrates the positive urban design principles valued the city and, as such, warrants the support of staff and approval of council.



Sun Shadow Analysis

Barton Street East &
Wellington Street North

December 2019

mcCallumSather

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- Purpose
- Method
- Assessment Criteria
- Analysis
- Mitigation Measures
- Conclusions

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1.17

PART 2 • FALL EQUINOX

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SUN SHADOW IMPACT STUDY

Purpose

The City of Hamilton's Terms of Reference: Shadow Impact Study for Downtown Hamilton describes that "the objective of the study is to "maintain quality, comfortable and inviting public spaces and pedestrian environments by demonstrating that a development will not cause undue shade on the subject lands and on surrounding context..." A 23.4 metre tower plus mechanical penthouse for a total height of 26.6 m, seven storey (7) tower is proposed on the subject site. The massing is articulated as a two storey podium that rises to three storeys to the north of the subject property. As outlined in the preceding urban design report and planning justification report, the project will require an Official Plan Amendment to the Downtown Hamilton Secondary Plan and Zoning Amendment application. The following analysis demonstrates how the location and height of the proposed building will cast shadow and what, if any, undue shade may result on the subject lands, and on surrounding urban context.

Method

The Sun Shadow Assessment is comprised of computer-generated modeling and assessment of outputs based on the direction of City documents and best practices. The computer-generated model illustrated the following dates and representative times, based on direction from the City of Hamilton's Terms of Reference: Shadow Impact Study for Downtown Hamilton:

- i. Spring Equinox | **March 21st** at 1.5 hour intervals between sunrise and sunset (8:50AM, 10:20AM, 11:50AM, 1:20PM, 2:50PM, 4:20PM and 5:50PM)
- ii. Fall Equinox | **September 21st** at 1.5 hour intervals between sunrise and sunset (8:36AM, 10:06AM, 11:36AM 1:06PM, 2:36PM, 4:06PM and 5:36PM)

The City's Terms of Reference for Shadow Impact Studies for Downtown Hamilton are applied to this study per the Urban Design comments dated August 10, 2018 received during the Formal Consultation process. Therefore, the analysis is based upon the following requirements:

- i. Latitude | N 43° 14' 30"
- ii. Longitude | W 79° 51' 00"
- iii. Time Zone: Eastern
- iv. Standard Time: UT - 5 hours (UT denotes Universal Time)
- v. Base Plan: Google maps (north as per Google maps)

The model incorporates consideration of two simulated conditions. First, it establishes an existing condition. Second, it establishes the proposed condition based on the height of 26.6 metres (including the mechanical penthouse).

Assessment Criteria

The City's Terms of Reference for Shadow Impact Study for Downtown Hamilton Section 8.0 provides a description of the Shadow Impact Criteria that is required to be applied in the analysis as follows:

- i. Shadows from proposed development shall allow for a minimum of 3 hours of sun coverage between 10:00am and 4:00pm as measured from March 21st to September 21st on public sidewalks and public and private outdoor amenity space such as patios, siting areas, and other similar programs;
- ii. Shadows from the proposed development shall allow for a minimum of 50% sun coverage at all times of the day as measured from March 21st to September 21st on public plazas, parks and open spaces, school yards, and playgrounds;
- iii. Downtown Hamilton contains a number of primary gathering spaces where civic life occurs. The quality, image, and amenity of these spaces strongly affect how people perceive the Downtown. Development shall not cast any new net shadow between 10:00 a.m. and 4:00 p.m. as measured from March 21st to September 21st on the following parks, squares, plazas and open spaces areas that serve as Downtown's key civic gathering spaces:

- a) Gore Park;
- b) Prince's Square (50 Main Street East);
- c) City Hall Forecourt (71 Main Street West);
- d) Whitehern Museum (41 Jackson Street West); and,
- e) Ferguson Station (244, 248 King Street East).

Sun / Shadow Description

The following analysis presents the shade impact of the proposed seven (7) storey development on the adjacent public and private realms.

Spring and Fall Shadows (Equinoxes)

The spring and fall equinoxes cast similar shadows and accordingly, this description will jointly speak to the findings of these shoulder seasons. The graphic modeling comprehensively indicates the full impact of both Spring and Fall and a written analysis compared to the required shadow impact criteria, a quantification and assessment of impacted areas that do not meet the shadow impact criteria, and a summary outlining how the shadow impact criteria is provided below.

Analysis

The proposed building in-fills the entire site, with the tower located at the north corner of the site, and the rest of the building stepping down to a three storey podium. Due to the L-shape of the site, the tower sits close to the Barton and Wellington property lines at the corner of the development, casting most of its shadows towards the north east. Directly across the street to the North, there are commercial properties, and the Hamilton Hospital is across the street located to the Northeast. There is a vacant site and low rise residential properties directly across Wellington Street to the east. Applying the Shadow Impact Criteria as per the applicable City's terms of reference, the following are the findings:

Impact Criteria 1: Min 3 hrs of sun between 10:00am and 4:00pm on public sidewalks and public and private outdoor amenity space such as patios, siting areas, and other similar programs.

Analysis/Quantification and Assessment: While the public sidewalk along the north facade of the development (south side of Barton Street) will be in the shade, the sidewalks across the street to the north, north east and east will have minimum 3 hrs of sun between 10:00am and 4:00pm. There are no private outdoor amenity spaces such as patios, siting areas and other similar programs that will be negatively affected applying this criteria.

Impact Criteria 2: Allow for a minimum of 50% sun coverage at all times of the day on public plazas, parks and open spaces, school yards, and playgrounds.

Analysis/Quantification and Assessment: There are no public plazas, parks and open spaces, school yards and playgrounds being affected by the shadows.

Impact Criteria 3: Shadows on Gore Park, Prince's Square (50 Main Street East), City Hall Forecourt (71 Main Street West), Whitehern Museum (41 Jackson Street West), Ferguson Station (244, 248 King Street East).

Analysis/Quantification and Assessment: The proposed development does not cast any net shadows on any of the spaces listed in the criteria. The spaces listed in the criteria are located at a great distance to the south west of the subject site where no shadows are cast by the proposed.

Mitigation Measures

The proposed building is setback on the upper four floors to reduce the overall bulk of the building and a tower is designed to reduce the impact of the casting shadows on adjacent properties. The tower design results in a smaller floor plate for the upper floors, resulting in less shadows than the as-of-right massing on adjacent residential properties and on the Wellington Street sidewalk along the subject property line. The proposal includes lot consolidation as part of the strategy with the incorporation of adjacent parcels to result in an efficient use of land and mitigate impacts. Due to the site's location at the Northeast corner of a City Block, the location and orientation of the tower at the Northeast corner of the lot is the location that will have the least impact on adjacent sidewalks.

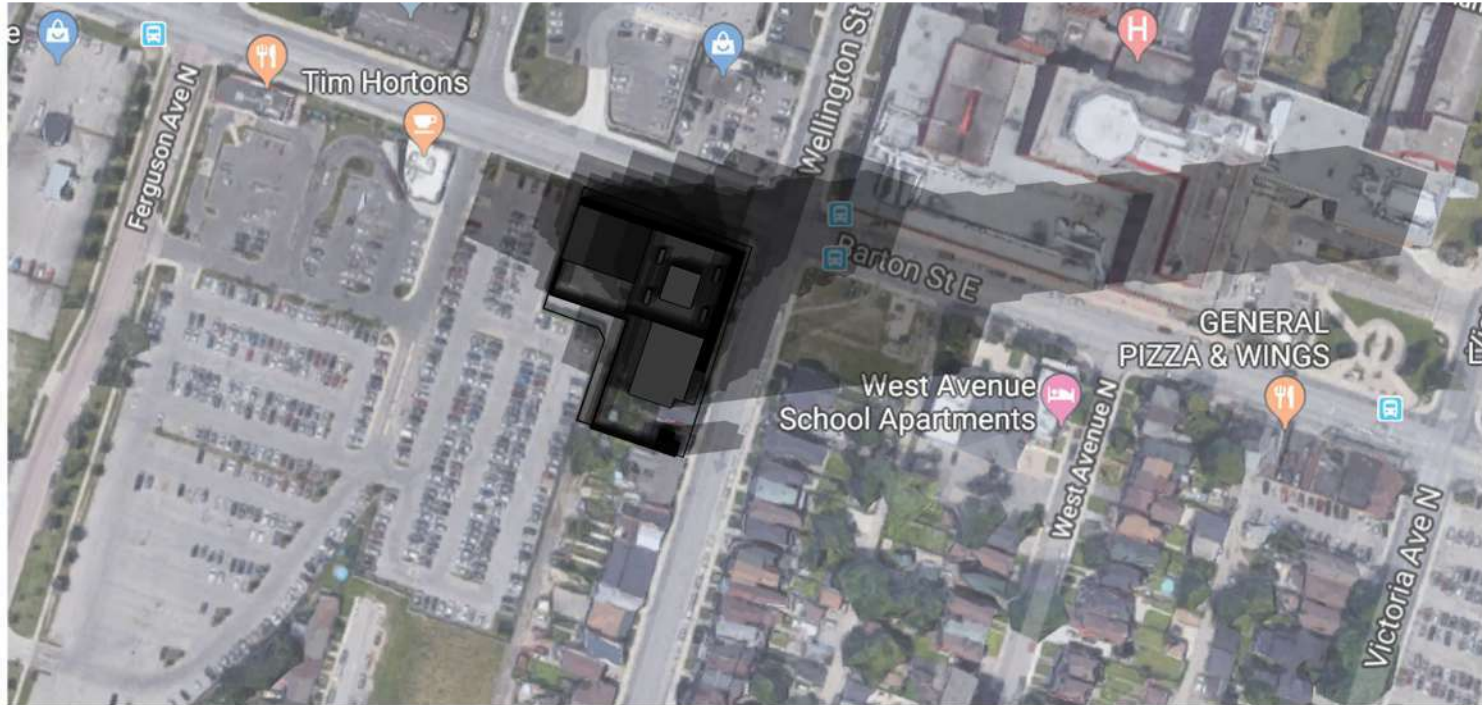
Conclusions

While the proposed development shadows some sidewalks and buildings as well as private commercial property we find that no private outdoor amenity spaces such as patios, sitting areas and other similar programs that will be negatively impacted. Further no public plazas, parks and open spaces, school yards and playgrounds being affected by the shadows, and none of the listed spaces in the criteria will be impacted. In conclusion, the proposed building has a minimal impact on sidewalks and has implemented most of the mitigation methods applicable on the site and there fore it is recommended that mitigation measures have been satisfactorily applied for the once instance that the criteria is not met. The City's Impact Criteria is met in all other respects.

PART 1

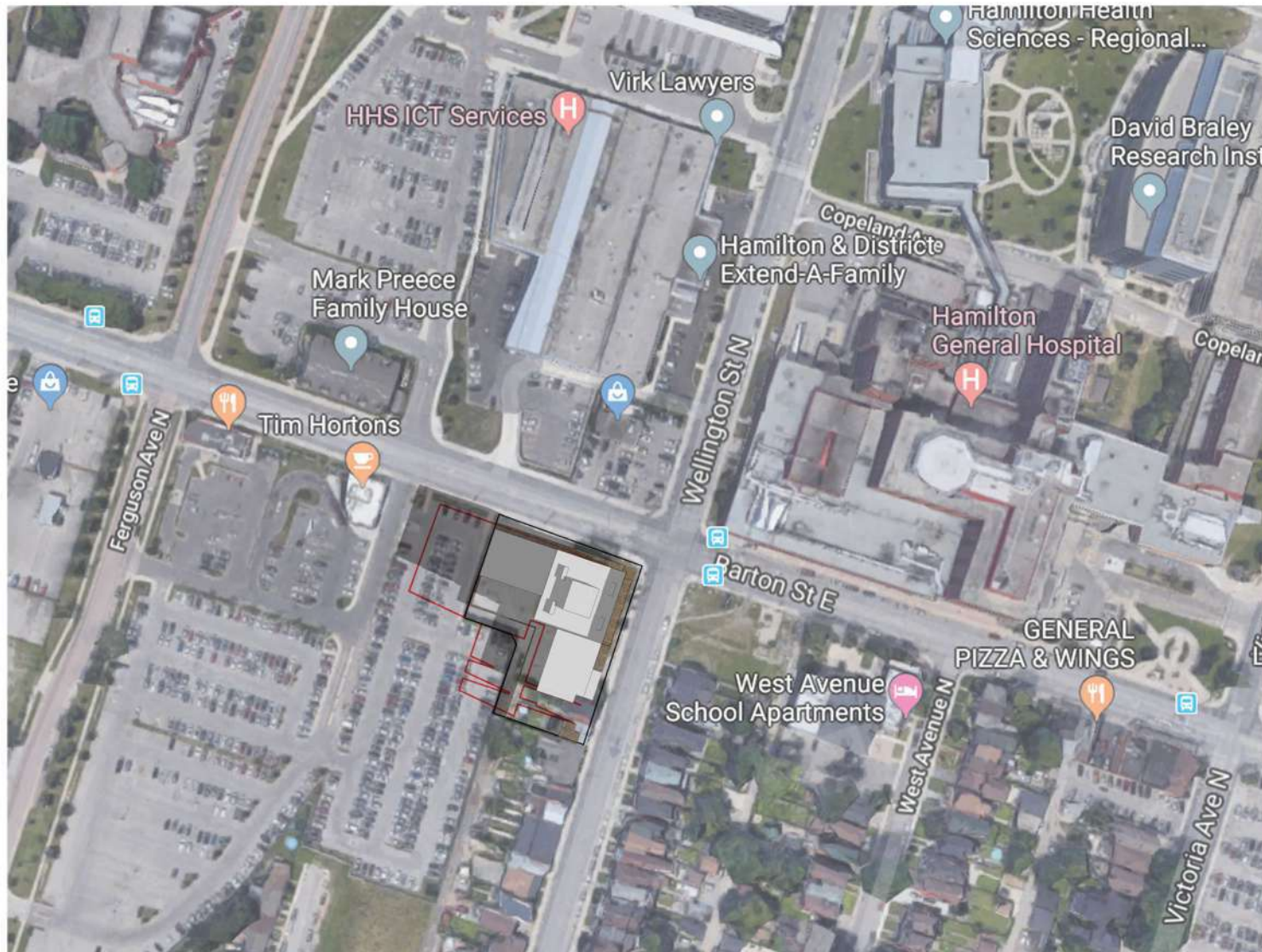
SPRING EQUINOX | MARCH 21st
PROPOSED DEVELOPMENT

- Sunrise Time: 7:30 am
- Sunset Time: 7:33 pm
- Solar Noon: 1:26 pm



ALL SHADOWS



Spring Equinox

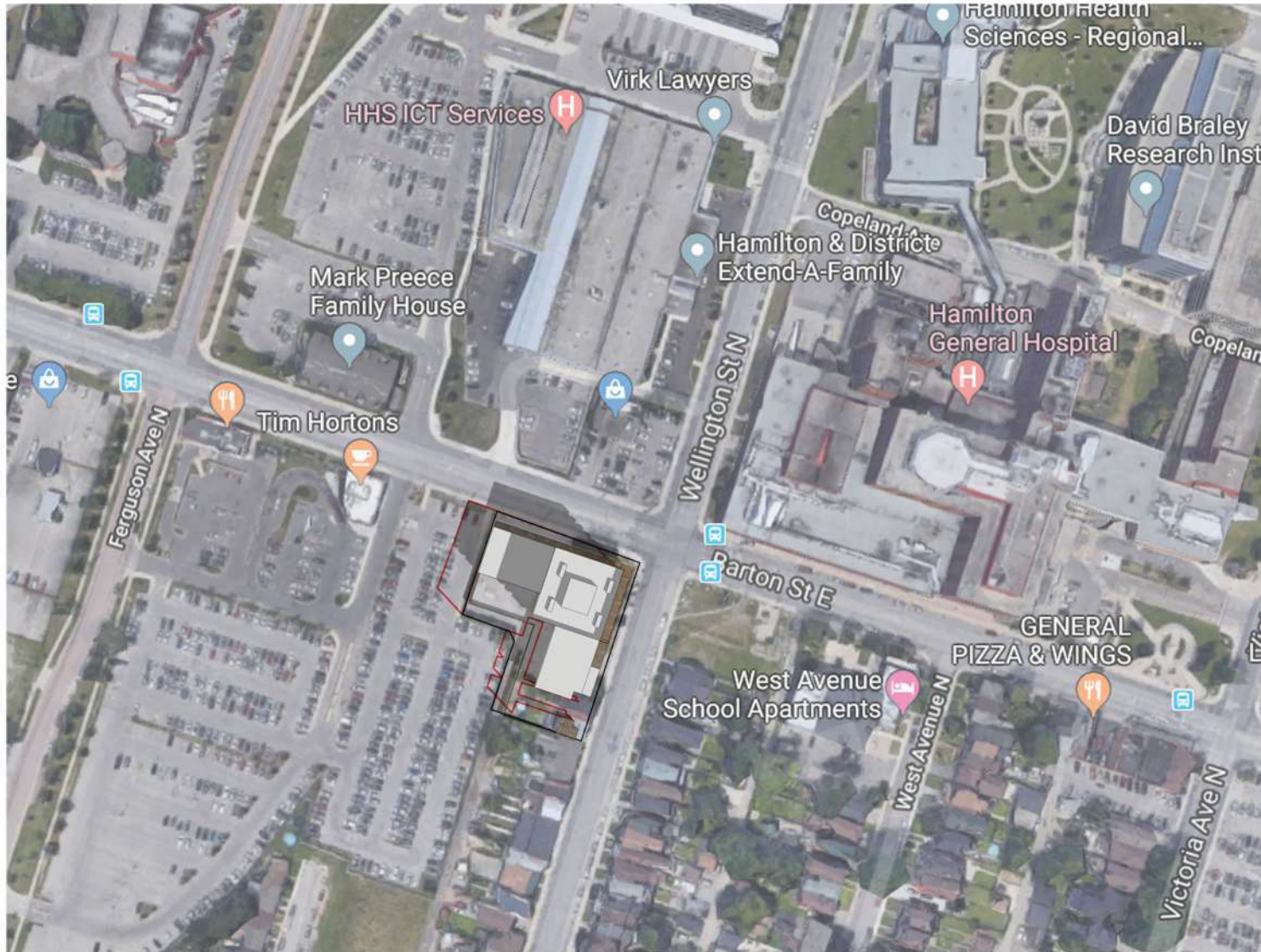


8:50AM

Spring Equinox

L E G E N D


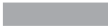
-  As-of-right shadow outline
-  Proposed shadow

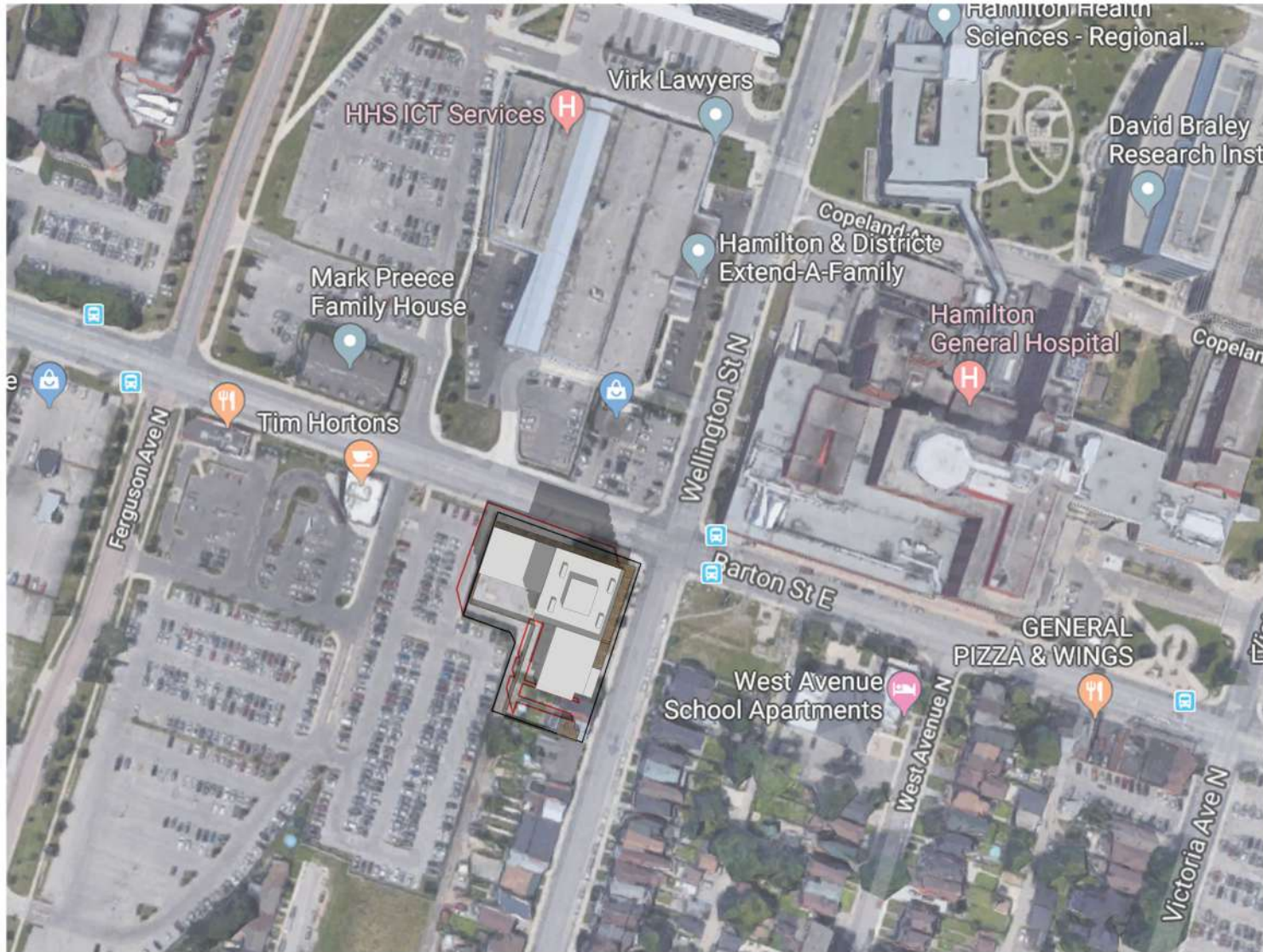


10:20AM

Spring Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow

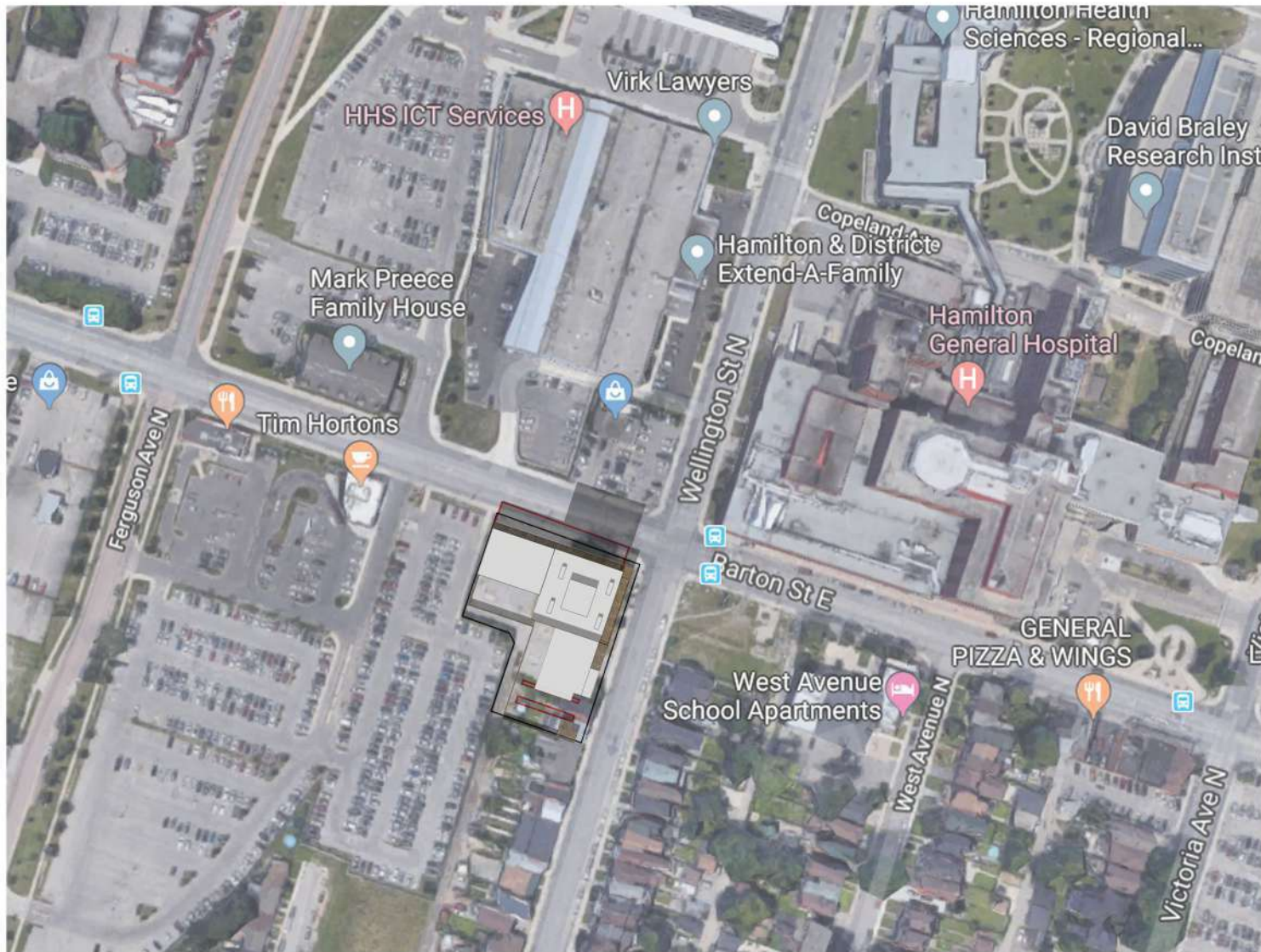


11:50AM

Spring Equinox

L E G E N D


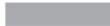
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- Proposed shadow

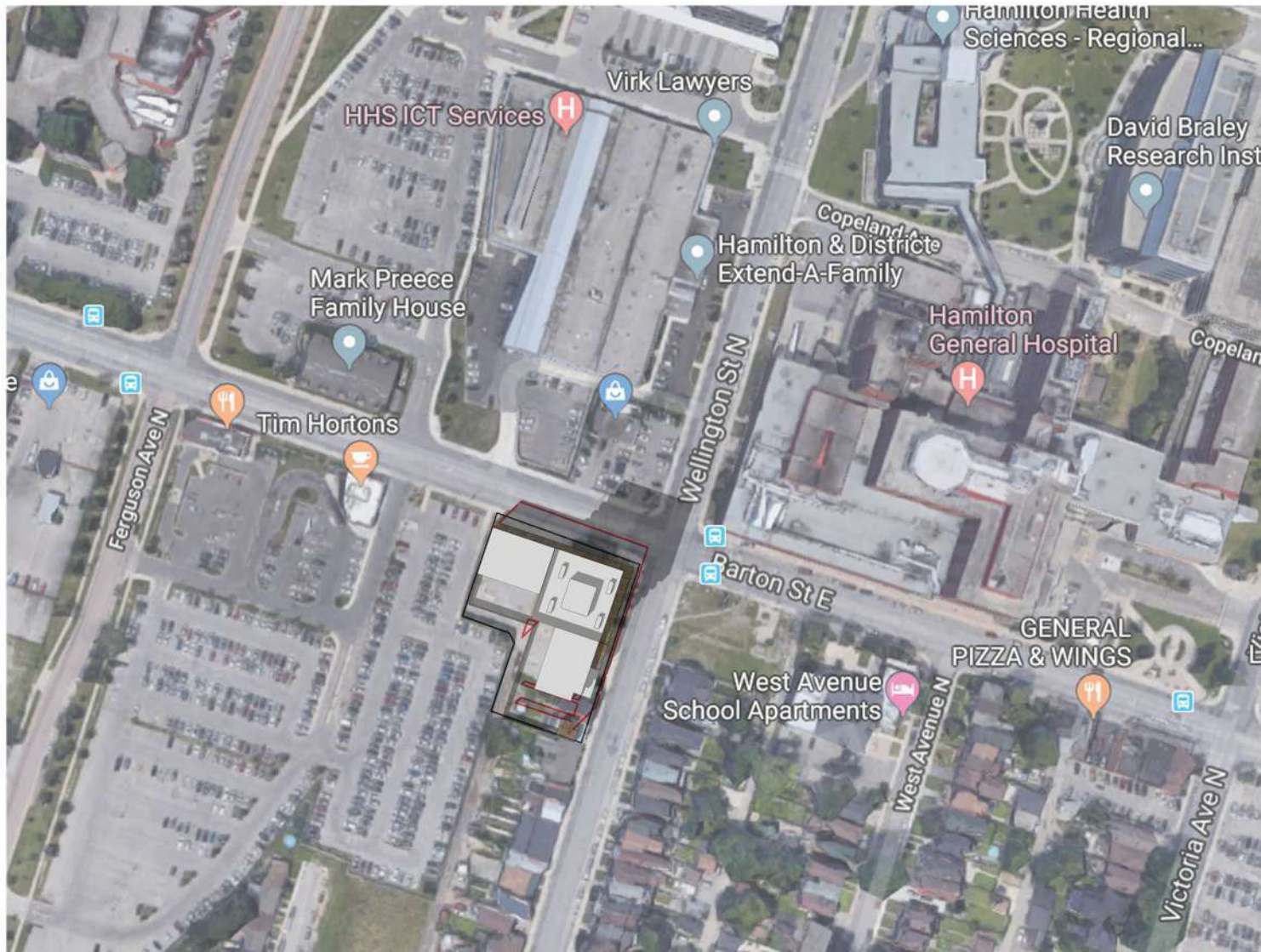


1:20PM

Spring Equinox

L E G E N D


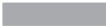
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-  Proposed shadow

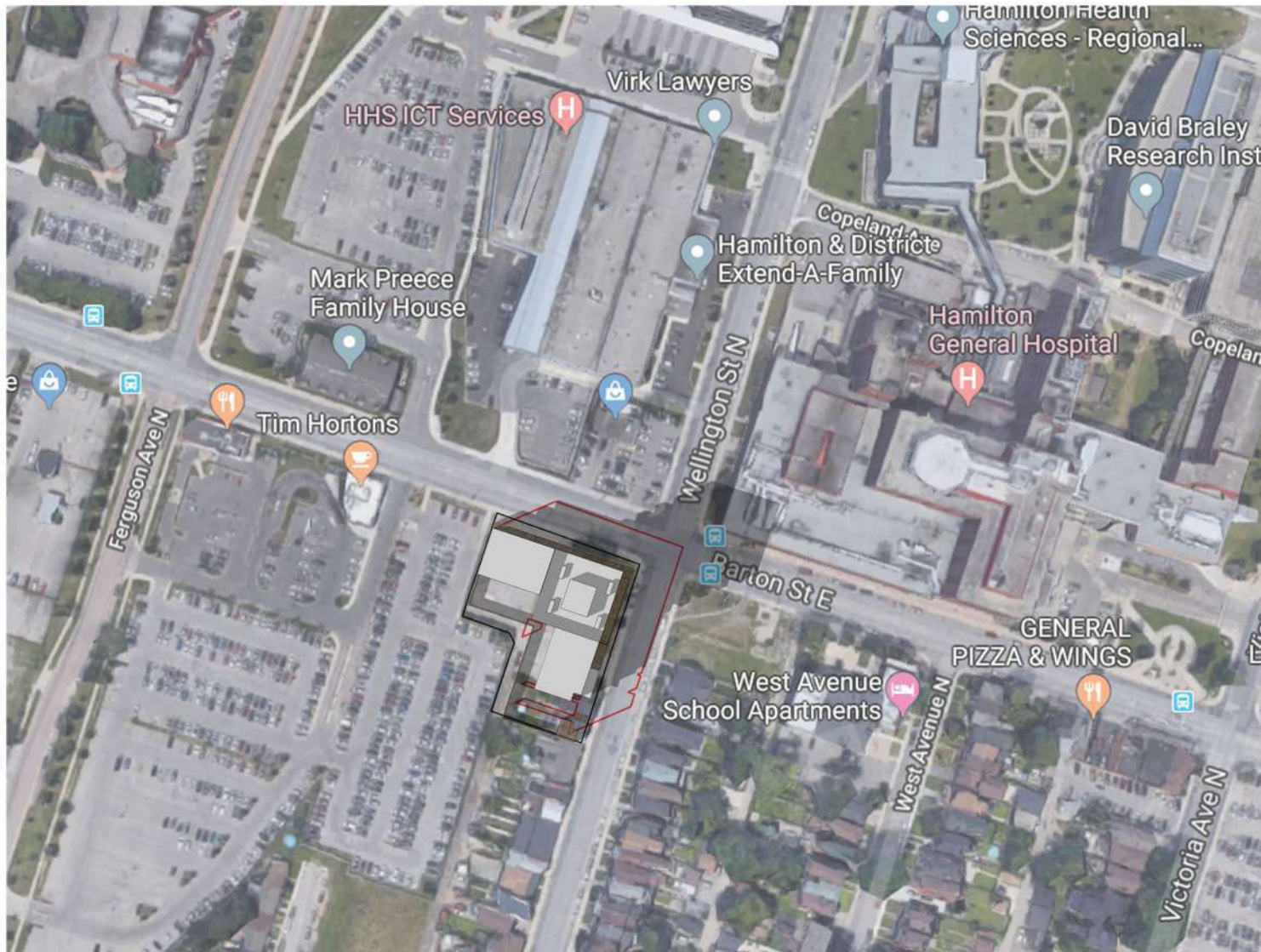


2:50PM

Spring Equinox

L E G E N D


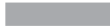
-  As-of-right shadow outline
-  Proposed shadow

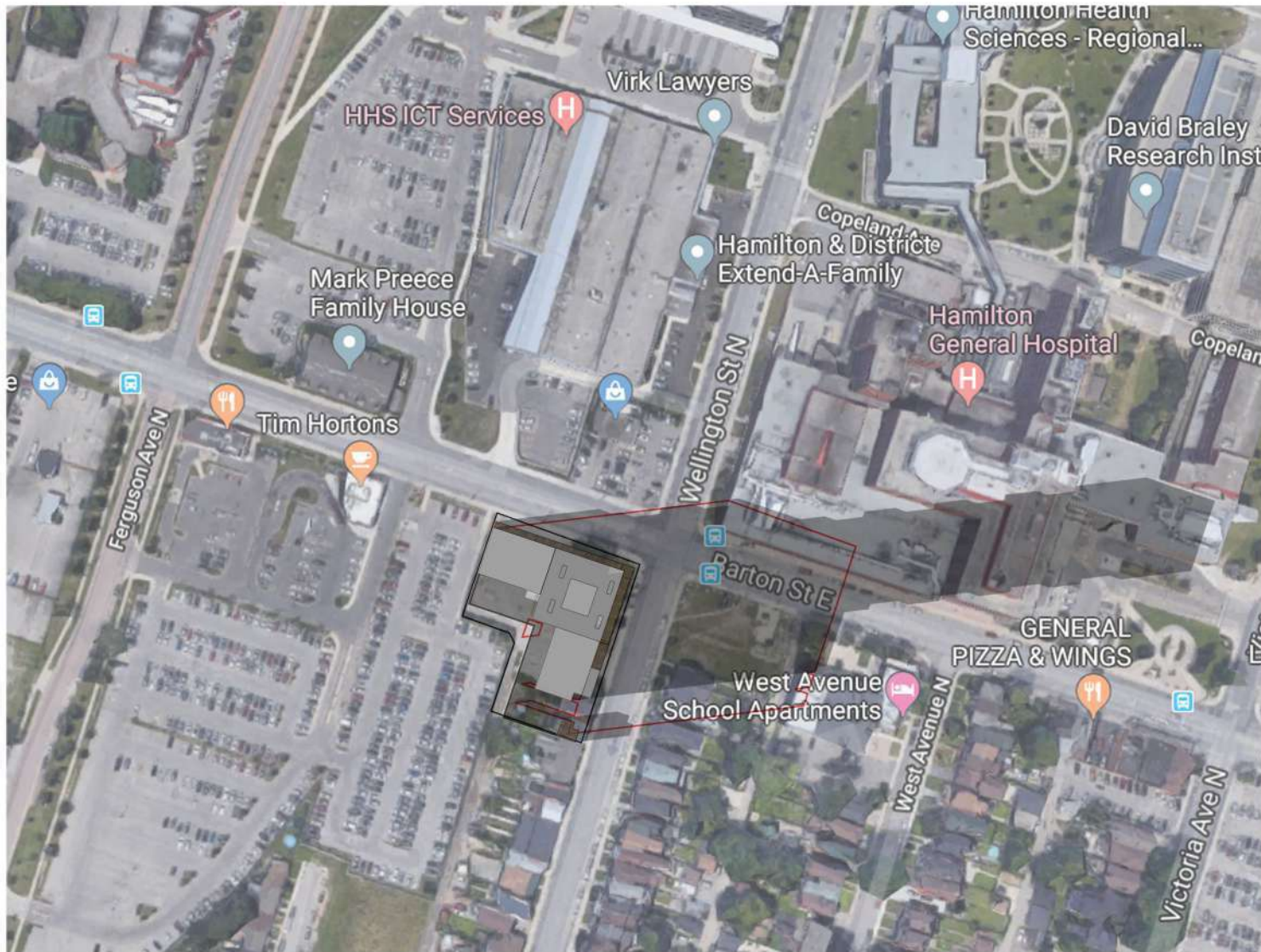


4:20PM

Spring Equinox

L E G E N D


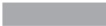
-  As-of-right shadow outline
-  Proposed shadow

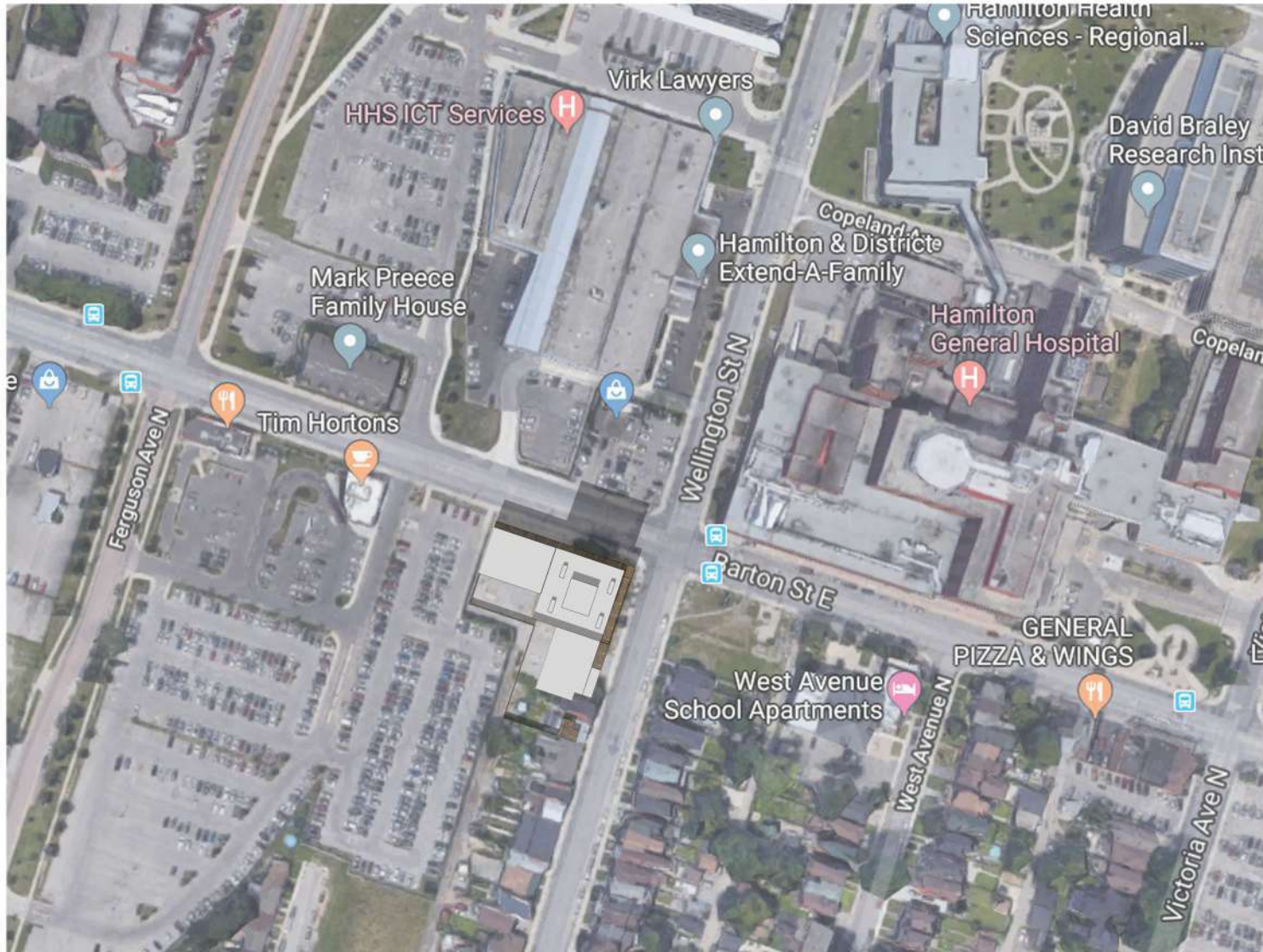


5:50PM

Spring Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow



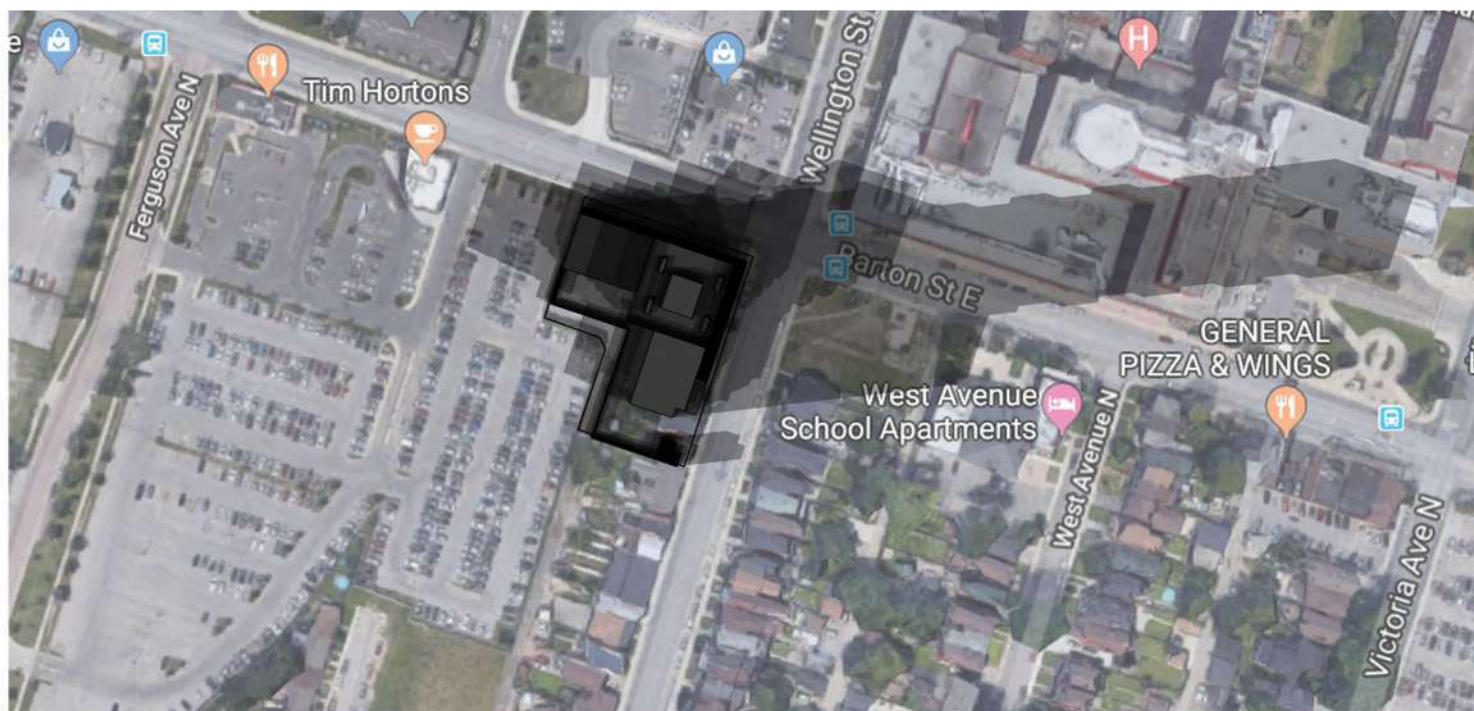
SOLAR NOON

Spring Equinox

PART 2

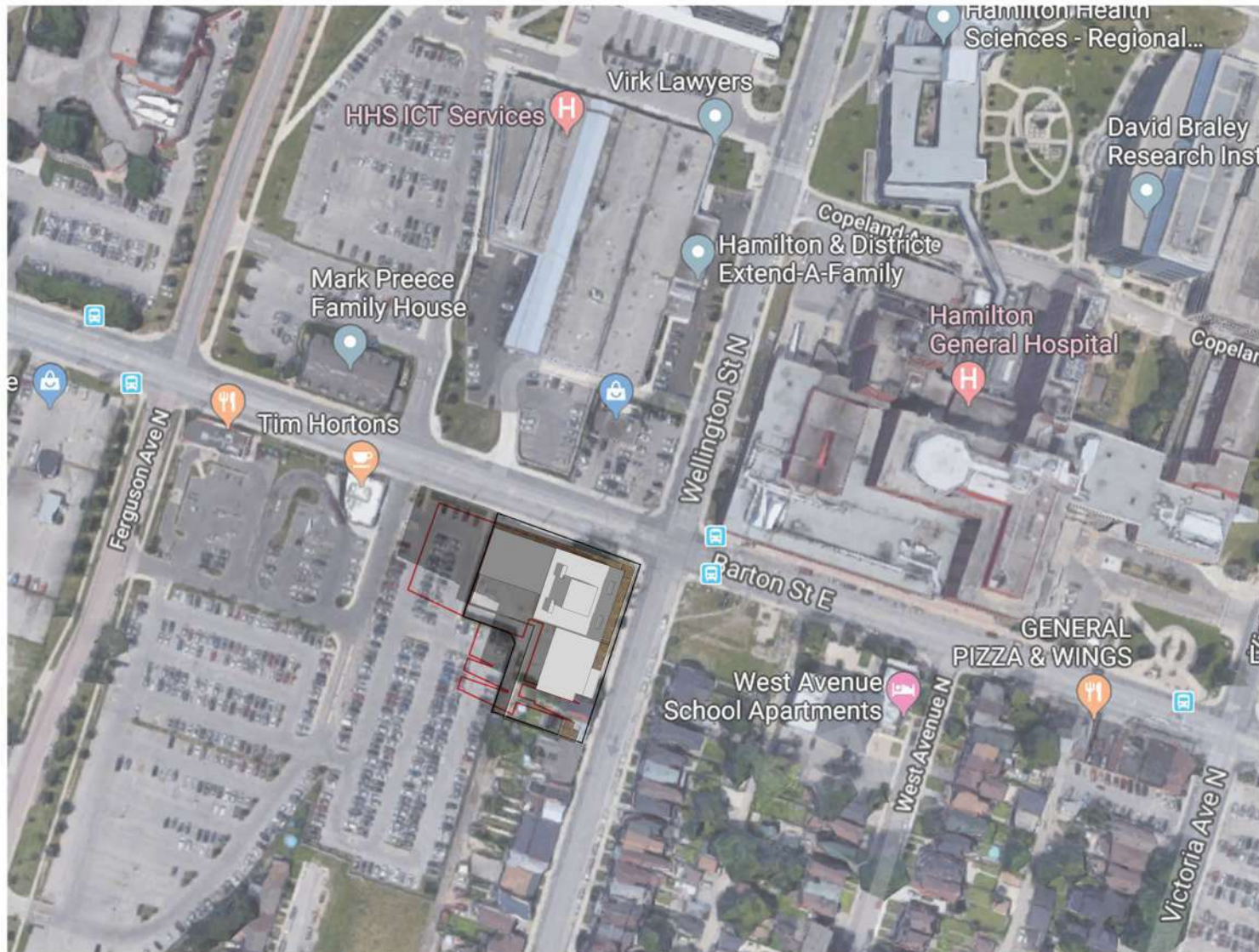
FALL EQUINOX | SEPTEMBER 21st
PROPOSED DEVELOPMENT

- Sunrise Time: 7:06 am
- Sunset Time: 7:17 pm
- Solar Noon: 1:12 pm



ALL SHADOWS


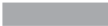
Fall Equinox



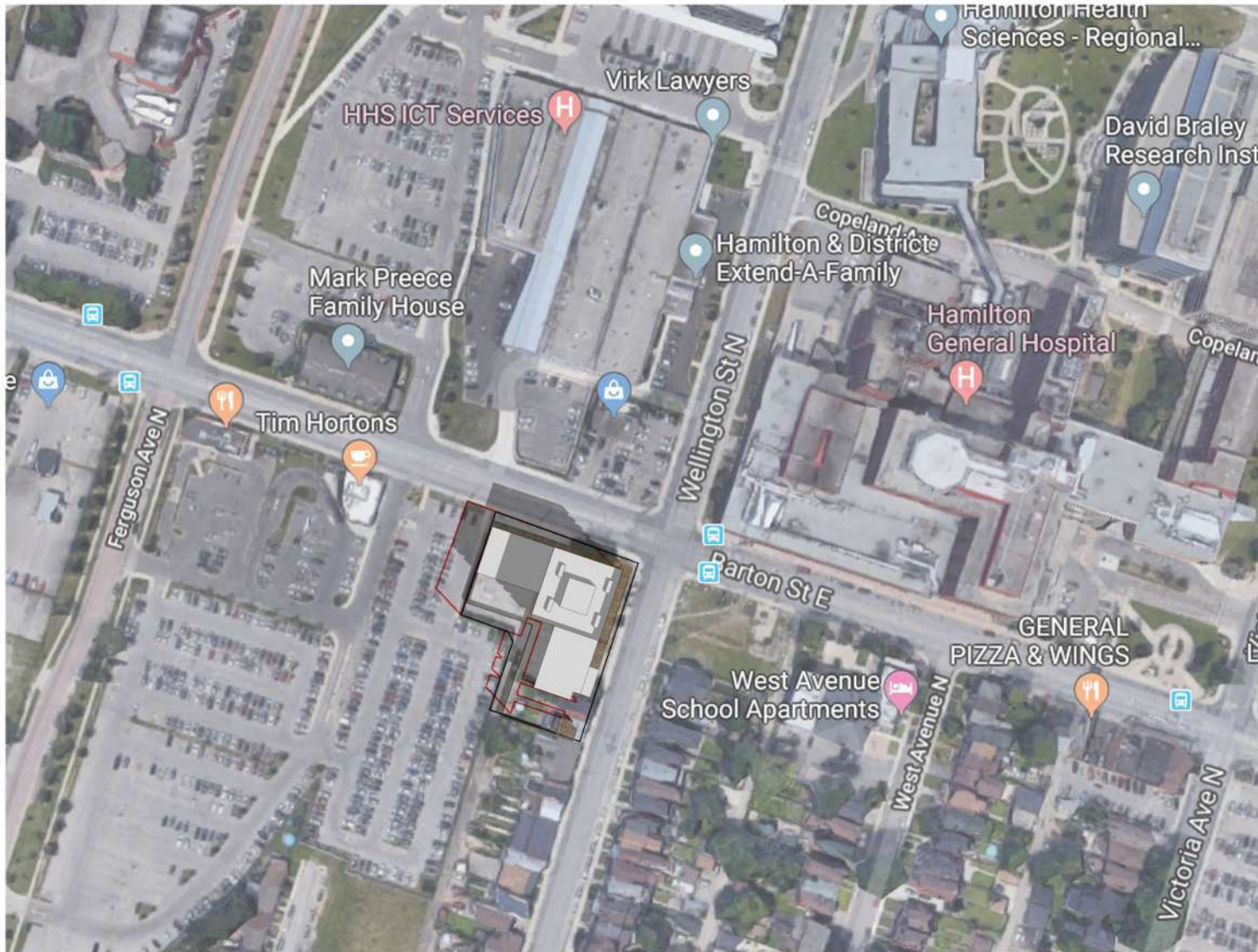
8:36AM

Fall Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow

Barton & Wellington | Sun - Shadow Analysis



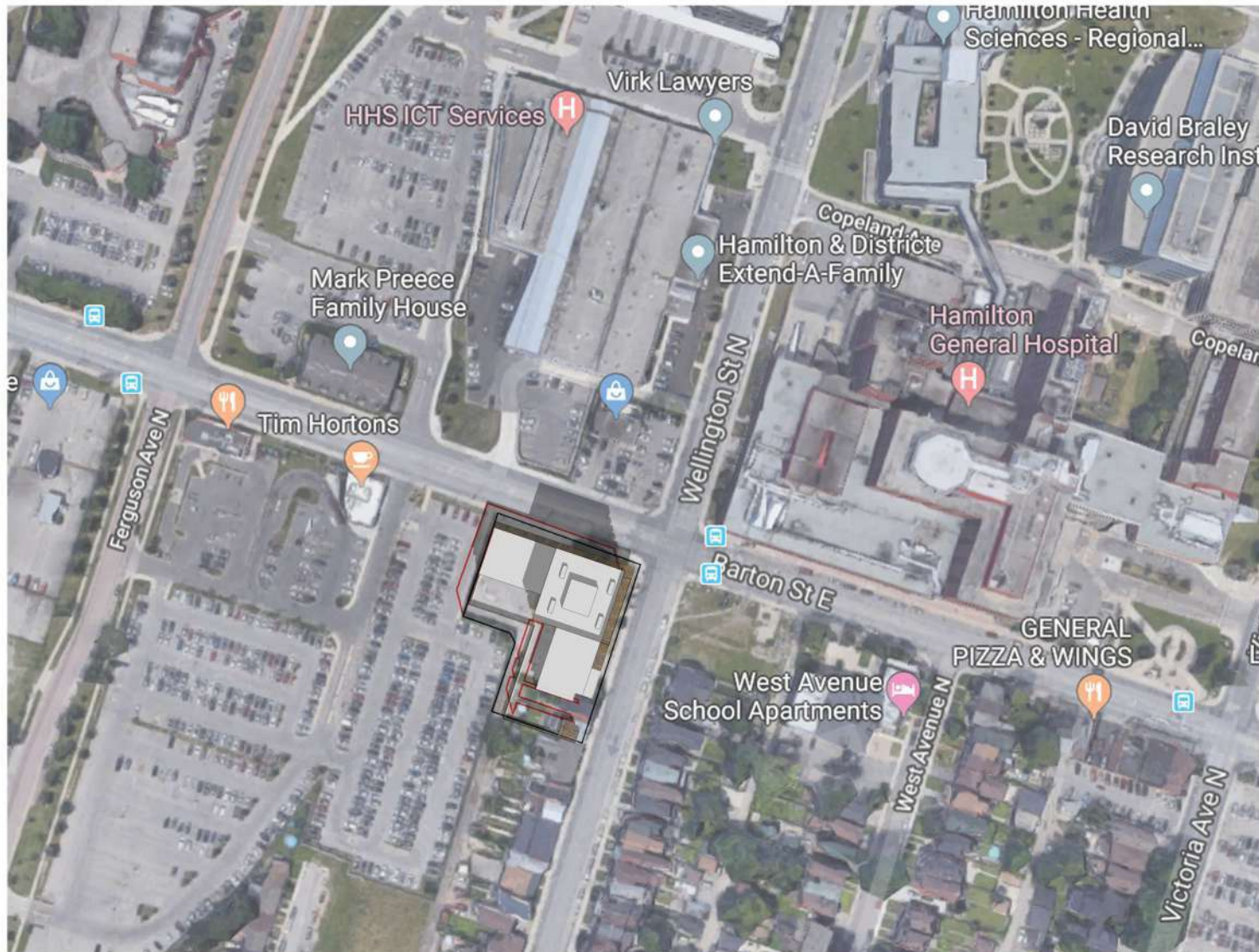
10:06AM

Fall Equinox

L E G E N D

As-of-right shadow outline


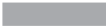
Proposed shadow

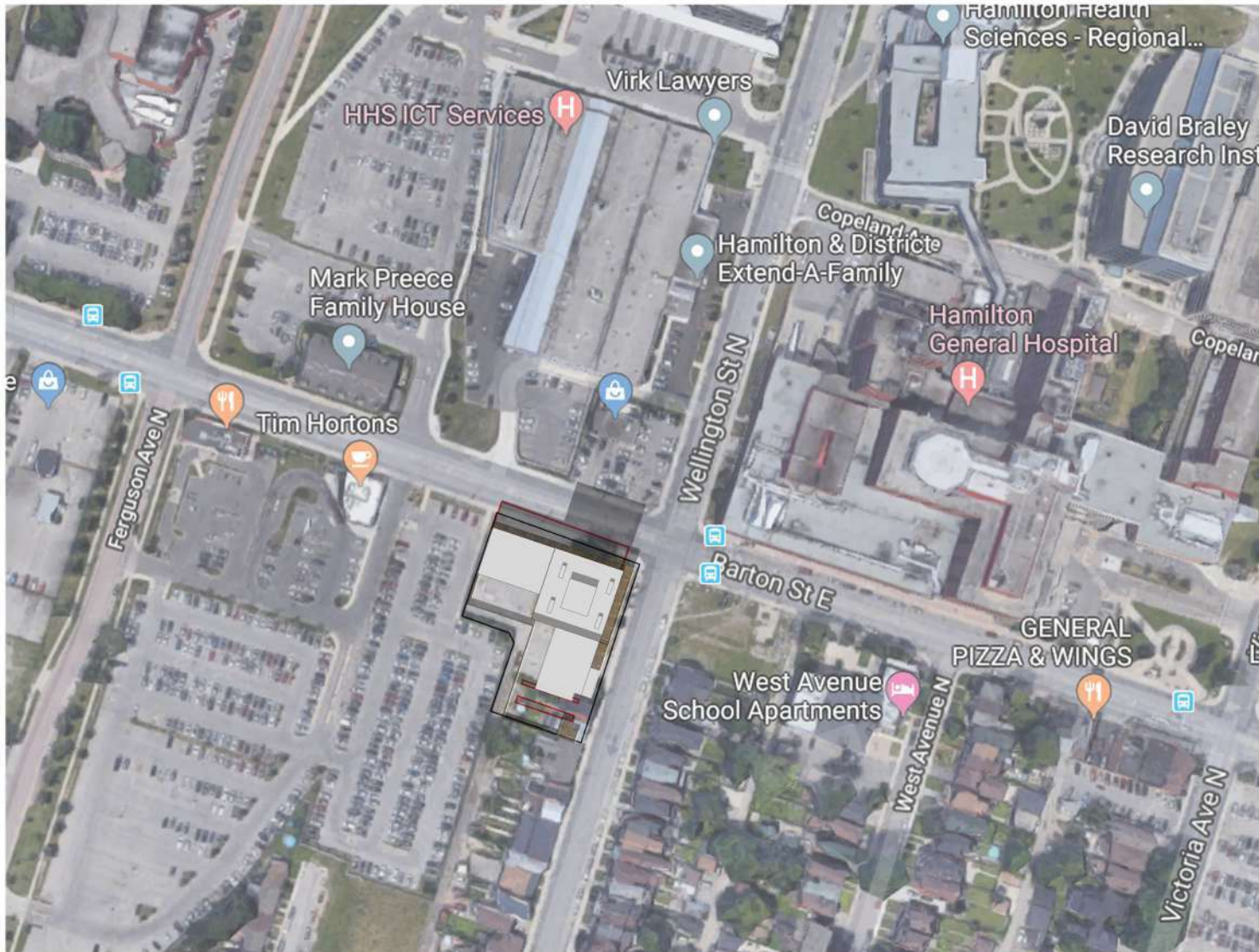


11:36AM

Fall Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow



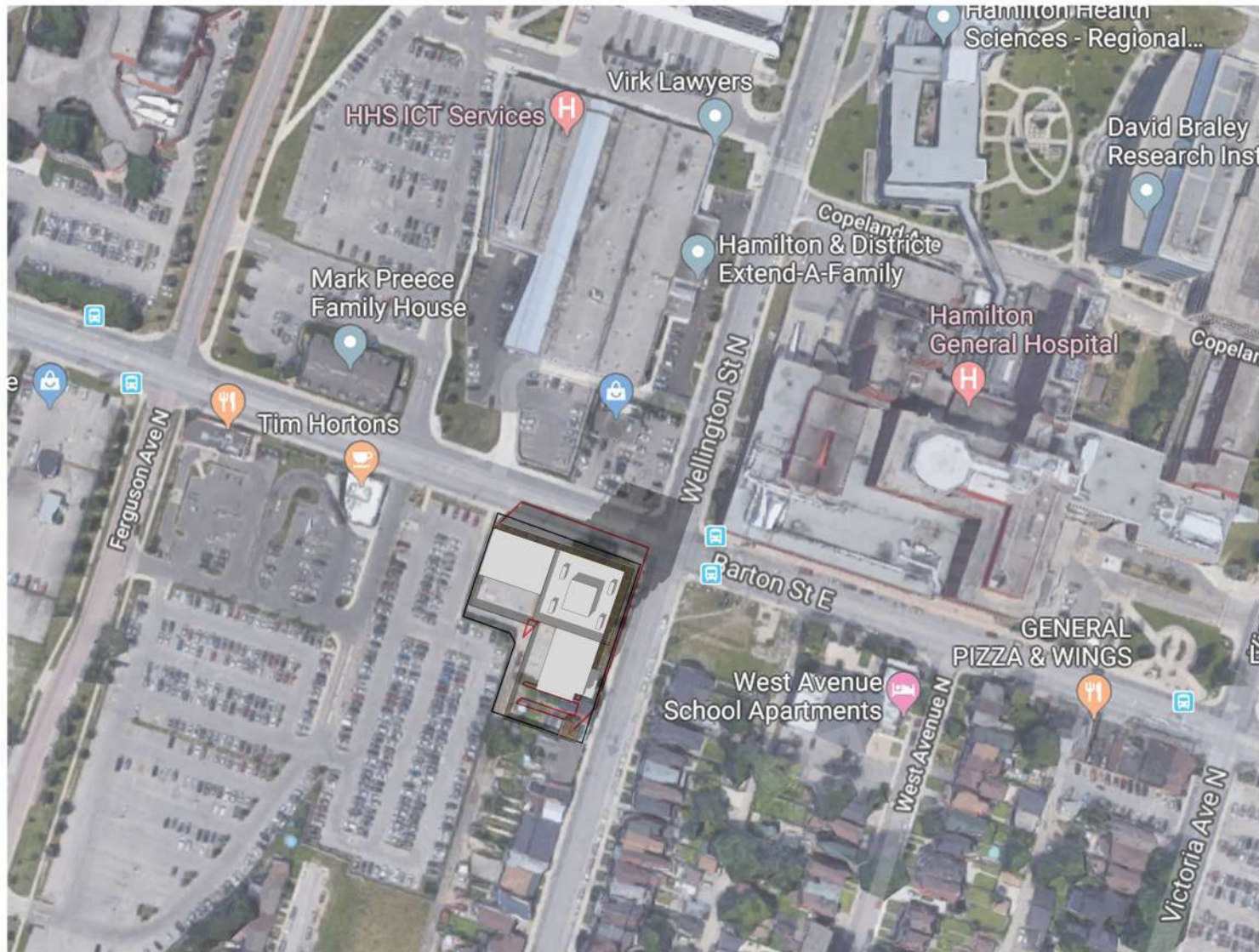
1:06PM

Fall Equinox

L E G E N D

 As-of-right shadow outline


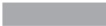
 Proposed shadow

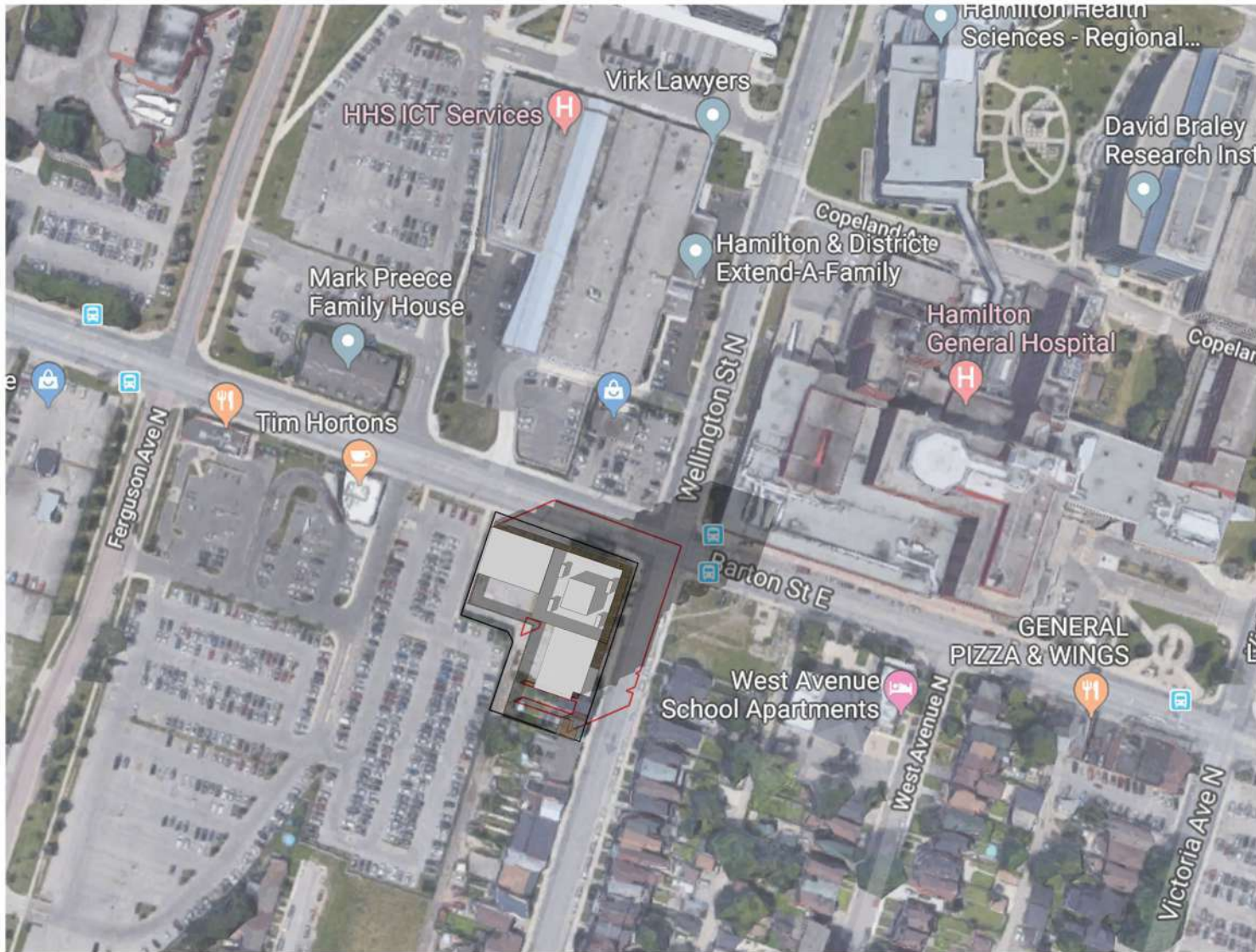


2:36PM

Fall Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow



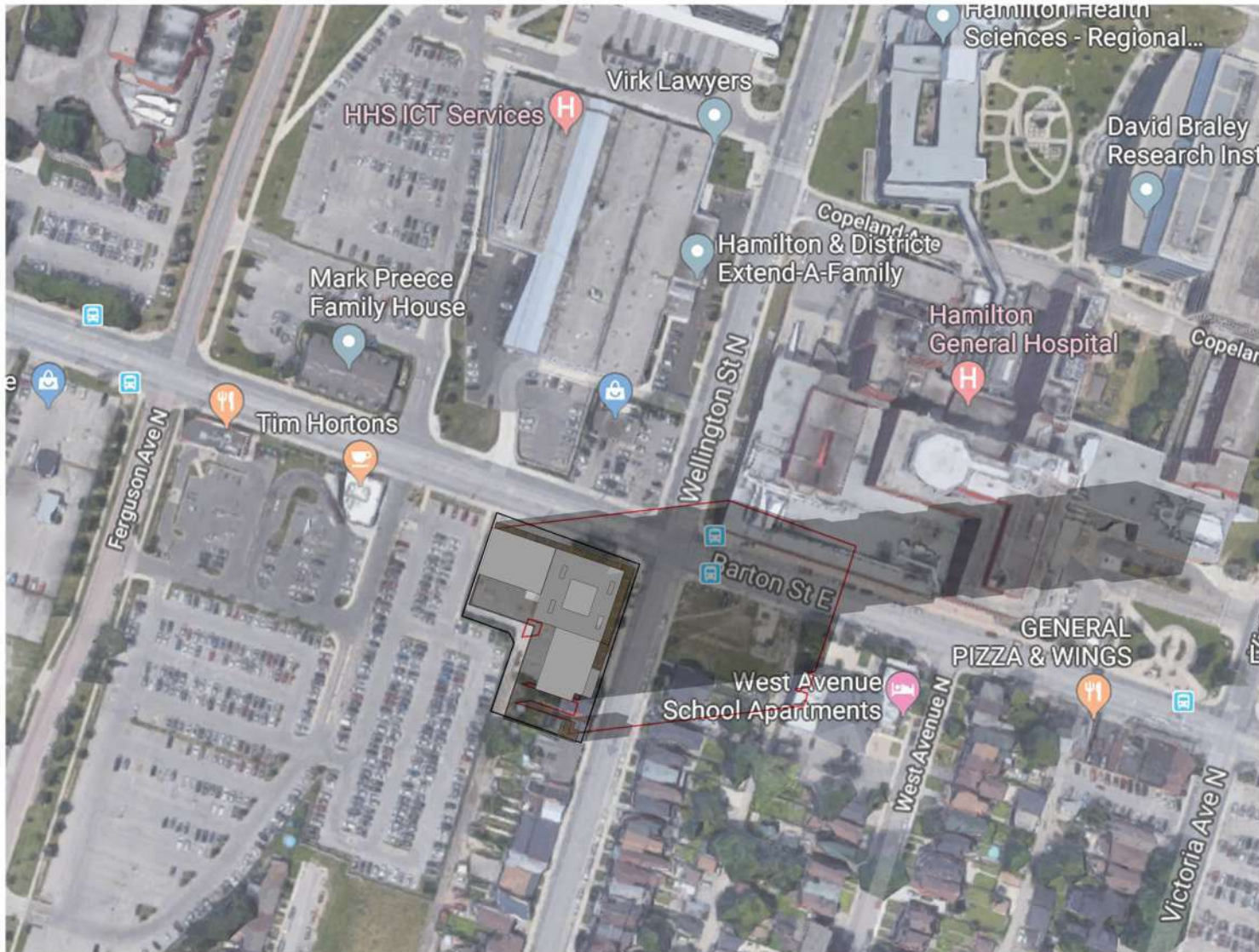
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Fall Equinox

L E G E N D

As-of-right shadow outline



Proposed shadow

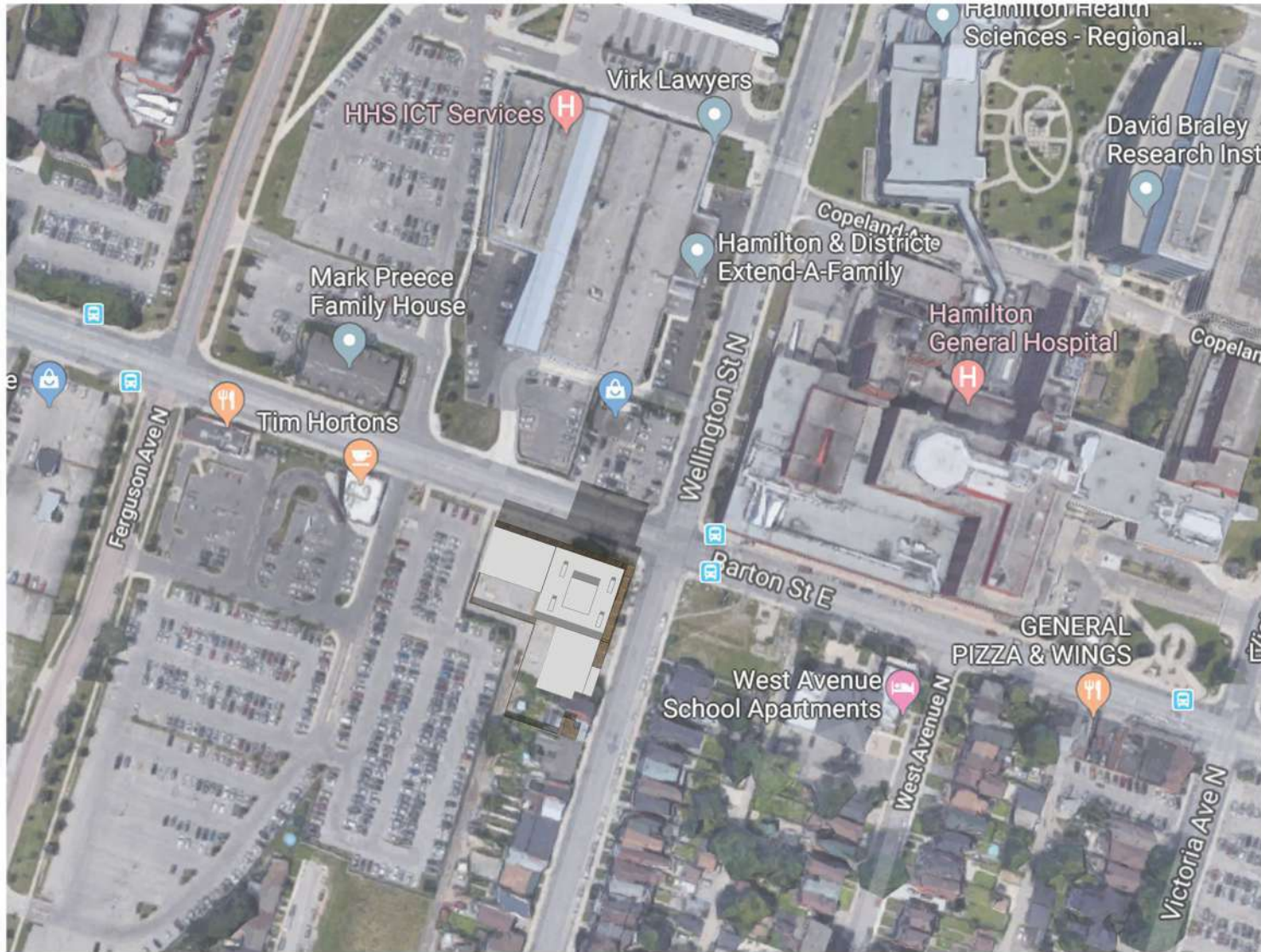


5:36PM

Fall Equinox

L E G E N D

-  As-of-right shadow outline
-  Proposed shadow



SOLAR NOON

.....
Fall Equinox