

Revised Urban Design Brief

570 Upper Ottawa Street

Official Plan Amendment
Zoning By-Law Amendment
City of Hamilton

June, 2022



Prepared for:

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Upper Ottawa Street

Fennell Ave

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1. BACKGROUND

1.1 Proposal

GSP Group Inc. has been retained by Elite Developments (the “Applicant”) for property located at 570 Upper Ottawa Street, Hamilton, Ontario (the “Site”).

The Urban Design Brief has been prepared in support of an application for amendments to the Urban Hamilton Official Plan (UHOP) and Hamilton Zoning By-law 05-200 to facilitate the Proposed Development.

The complete applications for the Official Plan Amendment and Zoning By-law Amendment were originally submitted in July 2021. The development plan for the applications was a 14-storey (44.85 metres tall) mixed-use building with 1,700 square metres of ground floor commercial, 358 residential units above, a two-storey podium with rooftop amenity space, and four four-storey stacked townhouse dwellings containing 28 units each, with 379 underground, 127 enclosed above ground and 51 surface parking spaces (“**the Original Development Plan**”).

Following the public consultation process, the resulting revised building design is a 12-storey (38.25 metres tall) mixed-use multiple dwelling containing 2,070 square metres of ground floor commercial with 386 residential units above, a two-storey podium with rooftop amenity space, and four three-storey stacked townhouse dwellings containing 21 units each, with a site-wide total of 470 dwelling units. The parking of this development consists of 379 underground, 108 enclosed above ground and 51 surface parking spaces (“**the Revised Development Plan**”).

1.2 Purpose and Outline

This revised Urban Design Report is being submitted in support of the Revised Development Plan and implementing an Official Plan Amendment (“OPA”) and a Zoning By-law Amendment (“ZBA”). An Urban Design Brief was identified as a requirement of these applications as part of the original applications per the Formal Consultation Document dated February 3, 2021. Given the changes in building height and massing proposed the Revised Development Plan, an updated Urban Design Report was warranted.

The City of Hamilton’s Guidelines for Urban Design Briefs provides a terms of reference for the preparation of such briefs. Urban Design Briefs are meant to *“provide urban design rationale for the urban designs components of the development...it cannot simply be a reflection of, or argument for a preferred development scheme...but instead should explain why the proposed development represents the optimum design solution”*.

Accordingly, this Urban Design Brief provides:

- A description of the Site’s location and physical conditions (Section 2);
- A description and characterization of the site’s surrounding community and neighbourhood context (Section 3);
- A summary of the relevant design policies and guidelines affecting the Site’s development and proposed form (Section 4);
- A description of the design components of the Proposed Development (Section 5);
- An assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 6); and
- A summary of the findings (Section 7).

2. EXISTING SITE CONDITIONS

2.1 Site Description

The Site is located on the northwest corner of Upper Ottawa Street and Fennell Avenue, municipally addressed as 570 Upper Ottawa Street, Hamilton. The Site is approximately 1.47 hectares (3.63 acres) in area and generally rectangular in shape. The Site has a frontage of approximately 144.44 metres along Fennell Avenue East and 104.29 metres along Upper Ottawa Street.

2.2 Existing Buildings and Structures

The Site is currently developed with a one-storey commercial building that consists of retail establishments and a former bowling centre (Sherwood Centre). The Site is currently accessed by Upper Ottawa Street and Fennell Avenue East and has parking along the north and west sides of the building. The existing building is proposed to be removed to facilitate the Proposed Development.

2.3 Existing Vegetation and Topography

The Site is generally flat with vegetation limited to the perimeter of the Site, recognizing the extent of the building footprints, surface parking area and driveway.





View of existing building (the "Site") looking from Fennell Avenue East and Upper Ottawa Street intersection.

3. SITE AND SURROUNDING CONTEXT

3.1 Immediate Site Context and Land Uses



NORTH:

Immediately abutting the northern property line, there are two-storey detached dwellings (one flanking and seven backing) with varying lot widths and rear yards. There is privacy fencing with large mature trees along the edge of the property line.



EAST:

Directly across Upper Ottawa Street to the east are one-storey commercial buildings with surface parking lots fronting Upper Ottawa Street and Fennell Avenue East. Further east, there are mid-rise residential buildings with frontages along Fennell Avenue East.



SOUTH:

Directly across Fennell Avenue East is a gas station and two-storey commercial building closer to the intersection of Fennell Avenue East and Upper Ottawa Street, and low-rise residential area comprising primarily of two-storey detached dwellings with frontages along Fennell Avenue East.



WEST:

There are eight two-storey detached dwellings with rear yards backing the Site, along the western property line. There are 24 trees along the edge of the property line.

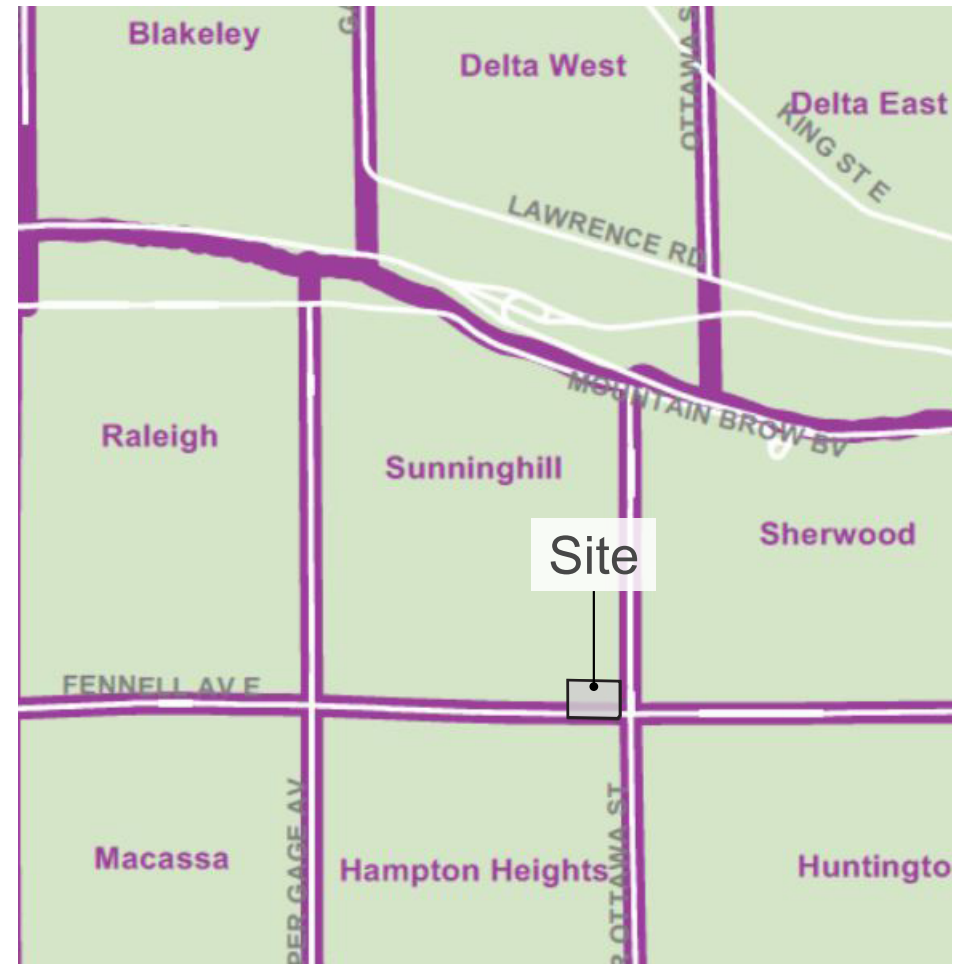
3.2 Neighbourhood Context

The Site is located on the southern edge of the Sunninghill neighbourhood in east Hamilton, between the Niagara Escarpment, Upper Ottawa Street, and Fennell Avenue and Upper Gage. It is located approximately 600m (10-minute walk) to Highview Public School and Highview Park, to the west of Ottawa Street and near Sherwood Secondary School, to the east of Upper Ottawa Street. The Site is situated at the corner of Upper Ottawa Street and Fennell Avenue East, a major and a minor arterial road, respectively.

Upper Ottawa Street predominantly consists of low-rise residential dwellings with houses fronting the street, while Fennell Avenue E consist of a mix of built form and land uses like commercial and retail stores and, mid to high rise apartment buildings and low-rise detached dwellings. The mid-rise apartment buildings, ranging from four to eight storeys high, sited and massed intimately along Fennell Avenue E. A 21-storey stand-alone high rise building is located at corner of Upper Gage Avenue and Fennell Avenue East. The commercial/retail plazas along Fennell Avenue East have parking lots that front onto the street.

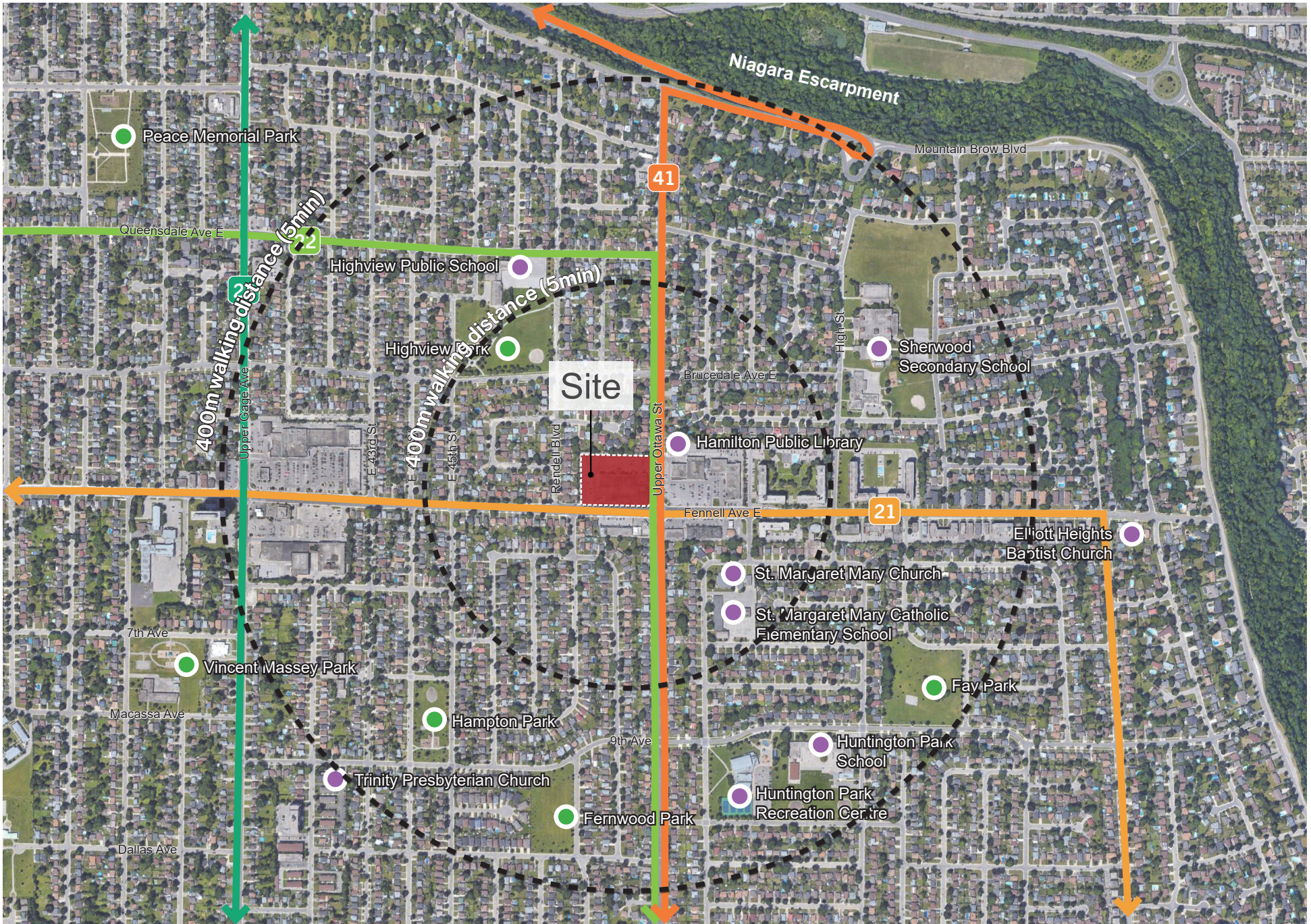
The single detached dwellings abutting the Site to the west side have similar building footprints/coverage of those lots and some of the dwellings have garages while others have carports or driveways that extend to the side or front of the dwelling. Each property contains a landscaped front yard with a minimum of one street tree and a sidewalk.

The detached dwellings abutting the Site to the north, are positioned around a cul-de-sac with varying front yards and rear yards. There are seven detached dwellings abutting the Site to the north and three of these dwellings have relatively shorter rear yards. There are numerous mature trees with large canopies located within those rear yards that serve as landscape buffers.



Neighbourhood Map. Source: City of Hamilton

The building materials predominantly used are brick and siding, with colour palette of red, white and beige and brown tones with white accents (window frames, front porch railings). The buildings have varying rooflines in this area.



Surrounding Context

4. DESIGN POLICY AND GUIDELINE REFERENCES

4.1 Urban Hamilton Official Plan

The Site is designated “Neighbourhoods” on Schedule E in the Urban Structure map and designated “District Commercial” on Schedule E-1 in the Urban Land Use Designation map of the Urban Hamilton Official Plan (UHOP). The Site is at the intersection of a major arterial (Upper Ottawa Street) and a minor arterial (Fennell Avenue), as per Schedule C – “Functional Road Classification” of the Urban Hamilton Official Plan (UHOP).

The UHOP describes Neighbourhoods as “living areas” where people live, learn, plan and socialize daily. One of the goals of this land use designation is to promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods (Policy E.3.1.5). Permitted uses include a full range of residential dwelling types, open space and parks, local community facilities and services, and local commercial uses intended to serve the residents (Policy E.3.2.3). The Plan further states that *“Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood”* in accordance with the Residential Intensification policies of the Plan (Policy E 3.2.4).

In order to facilitate the Proposed Development on the Site, an Official Plan Amendment will be required. Design-related policies of the following sections of the UHOP are relevant:

- Vol. 1 B.2.4 – Residential Intensification
- Vol. 1 B.3.3 – General Urban Design Policies
- Vol. 1 E.3.5 – Medium Density Residential (applicable to stacked townhouse)
- Vol. 1 E.3.6 – High Density Residential (applicable to mixed-use high rise)

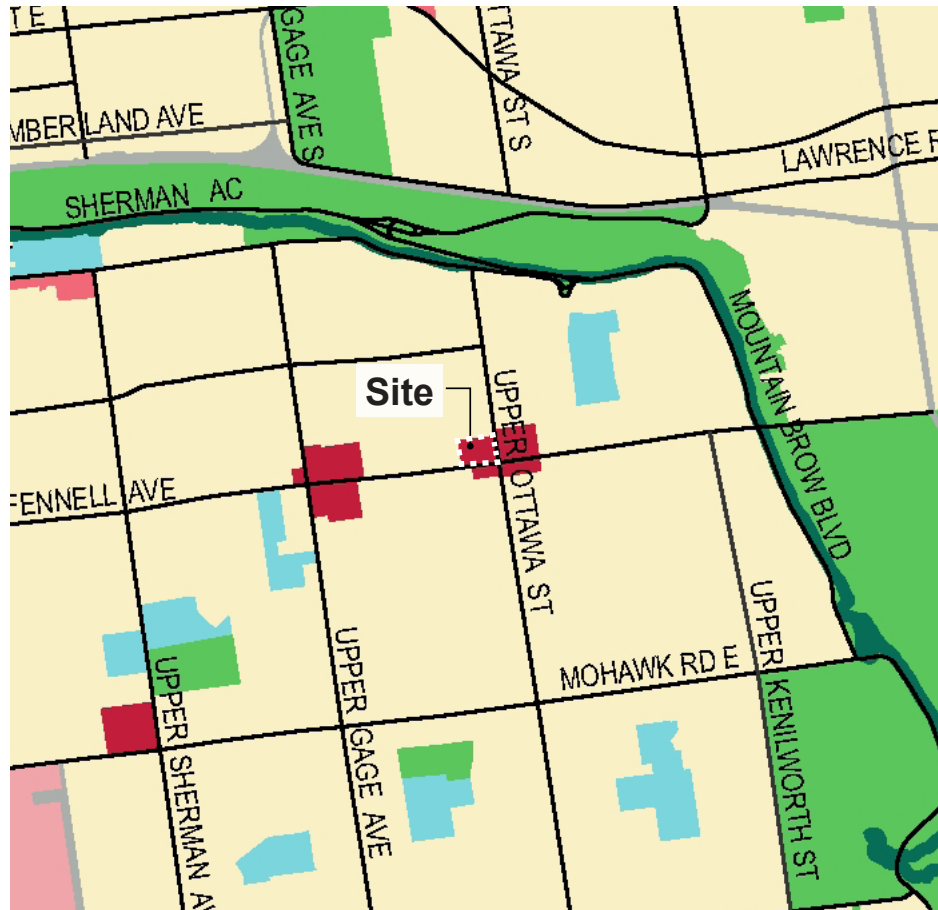
4.2 City-Wide Corridor Planning and Design Guidelines

The purpose of the City-Wide Corridor Planning Principles and Design Guidelines (“CDG”) is to guide Site and building design for properties along Primary and Secondary Corridors in the City of Hamilton. Although the Site is not located on along either a Primary or Secondary Corridor within the UHOP, the CDG have been considered relative to Fennell Avenue East. The CDG strive to guide the development of mixed-use urban development that support transit and active transportation as well as promote and support development which enhances and respects the character of existing neighbourhoods. The guidelines provide specific direction in terms of angular plane requirements for new buildings, building orientation, vehicle access location, landscaping, and streetscapes.

4.3 Site Plan Guidelines

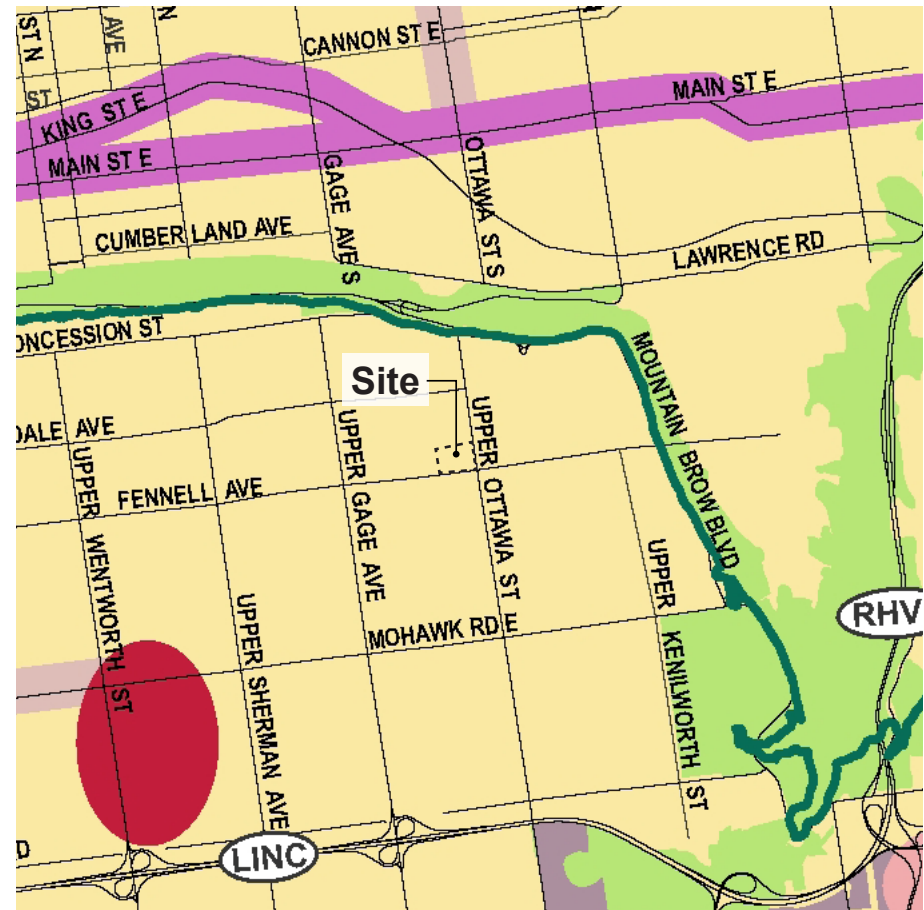
Hamilton’s Site Plan Guidelines are intended to provide guidance to development projects that are subject to site plan approval. These guidelines convey the City’s preferences and expectations for site and building development. There is flexibility in the use of these guidelines and the City recognizes the need to co-operatively achieve both municipal objectives and private development requirements. Although a Site Plan Approval application has not yet been submitted for this Site, we have included the sections and guidelines that speak to general building location, massing, height, stepbacks, streetscaping and conceptual landscaping as additional references.

Land Use Structure in Urban Hamilton



- | | | |
|----------------|----------------------------|------------------------------------|
| Neighbourhoods | Downtown Mixed-Use Area | Industrial Land |
| Open Space | Mixed-Use - High Density | Business Park |
| Institutional | Mixed-Use - Medium Density | Airport Employment Growth District |
| Utility | District Commercial | Shipping & Navigation |
| | Arterial Commercial | |

Urban Structure in Urban Hamilton Official Plan



- | Urban Structure Elements | Nodes | Corridors |
|--------------------------|------------------------------|-----------|
| Neighbourhoods | Downtown Urban Growth Centre | Primary |
| Employment Areas | Sub Regional Service | Secondary |
| Major Activity Centres | Community | |
| Major Open Space | | |

5. PROPOSED DEVELOPMENT

The Revised Development Plan maintains the general building placement and site configurations as originally proposed. The revisions principally relate to the building height and massing on the Site. The proposed building height in the Revised Development has been reduced to 12 storeys from the originally proposed 14 storeys, representing a reduction of 6.6 metres for the mixed use multiple dwelling. The stacked townhouse dwellings has also been reduced to 3-storeys from the originally proposed 4-storeys with 21 units for each block (previous version with 28 units each).

The following summarizes the functional aspects of the Revised Development Plan:

Access: vehicular access is maintained from Upper Ottawa Street and Fennell Avenue East, connecting to the surface parking area and parking garage via ramp.

Commercial Uses: the proposed building's ground floor now has 2,070 square metres of commercial floor space which includes an area for a bowling alley (1,393 square metres and a retail space (677 square metres).

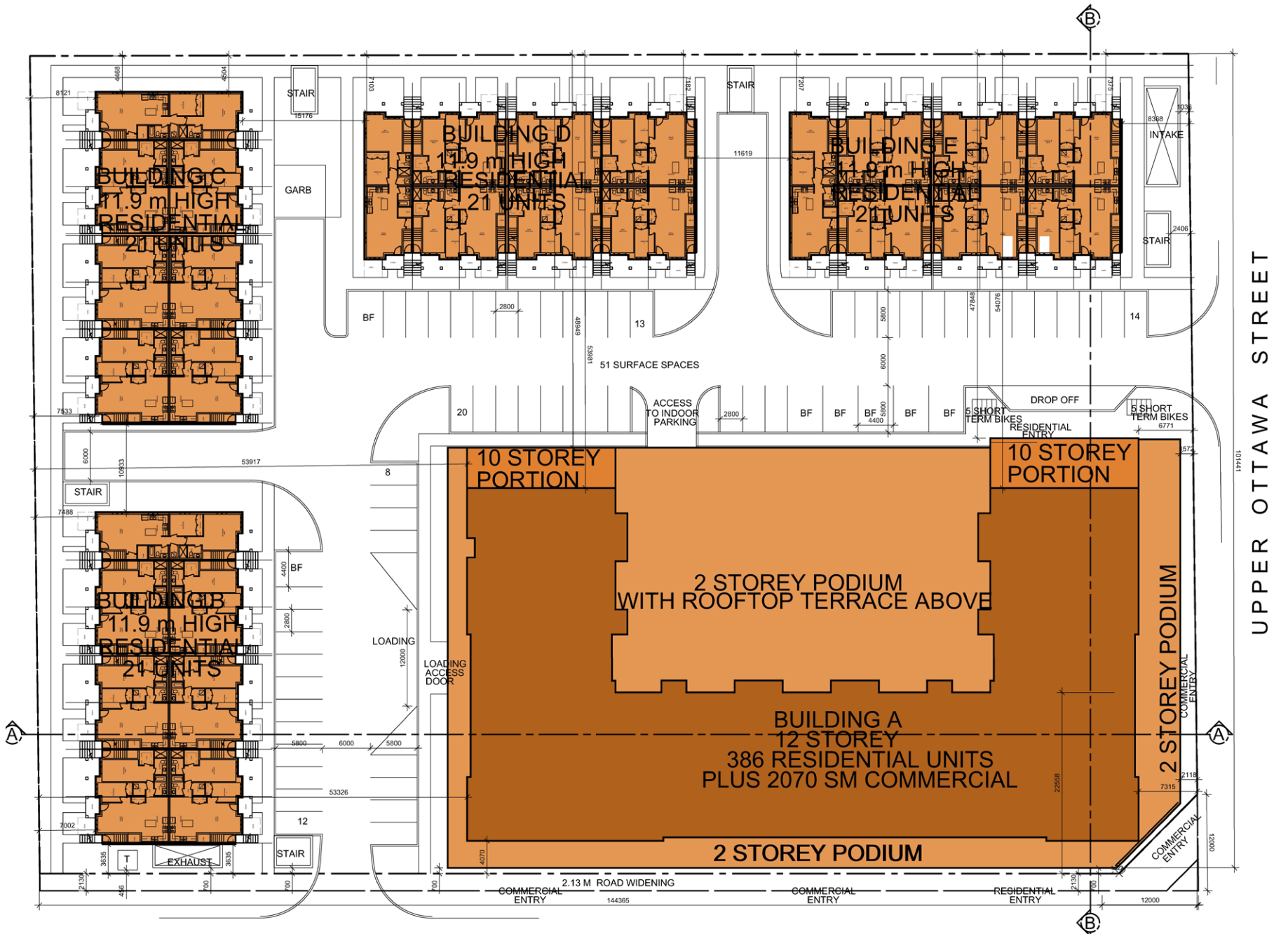
Residential Uses: the upper floors for mixed use multiple dwelling (3rd through 12th storeys) has 386 residential units (originally 358 residential units) with a mix of one-, two- and three-bedroom units. The stacked townhouse dwellings reduced to 3-storeys (11.00 metres tall) with one unit stacked on top of a two-storey unit with a total of 21 units each.

Car Parking: car parking continues to be below grade, at grade, and on two levels of the podium. The total parking supply has decreased to 19 parking spaces (from 557 to 538 parking spaces), now

comprised of 379 underground parking spaces, 108 parking spaces enclosed above ground and 51 surface parking spaces.

Bicycle Parking: the bicycle parking spaces now include 509 total bicycle spaces comprising of 28 short-term bike spaces on the first floor, 379 long-term bike spaces located underground and ten short-term outdoor bike racks provided internal to the Site, near the mixed-use building entrance.

Service Areas: the garbage and loading functions are internalized with emergency service vehicles accommodated through the internal driveway.



Revised Development Plan, prepared by KNYMH Architects

Site Layout

The Site is arranged such that the 12-storey mixed-use building is oriented towards the corner of Upper Ottawa Street and Fennel Avenue East while the stacked towns are provided as a transitional use between the taller building and the adjacent low-rise residential properties to the west and north. The 12-storey mixed-use building is positioned with minimal setbacks from the street lines, while the stacked townhouses are positioned approximately 7-8 metres from the western property line and approximately 4.5-7.4 metres from the northern property line. Access and circulation are provided interior to the Site, between the 12-storey building and the stacked townhouses.

The proposed 12-storey building is positioned and massed to maintain a 45-degree angular plane from the northern and western property lines. The proposed 12-storey building has a separation distance of 47.84 metres from the two-storey podium's edge to the northern property line and a separation distance of 54.07 metres from building tower's edge to the northern property line. From the western property line, the building setback 53.32 metres from building tower's edge to the property line.

Transitions in building height are proposed with stepbacks on the building's third and twelfth floor with the majority of the tower located away from the abutting low-rise residential properties. The stacked towns are sited and oriented internal to the Site to serve as a transition in scale from the 12-storey building to the abutting low-rise residential properties to the north and west sides of the Site.

Access and Circulation

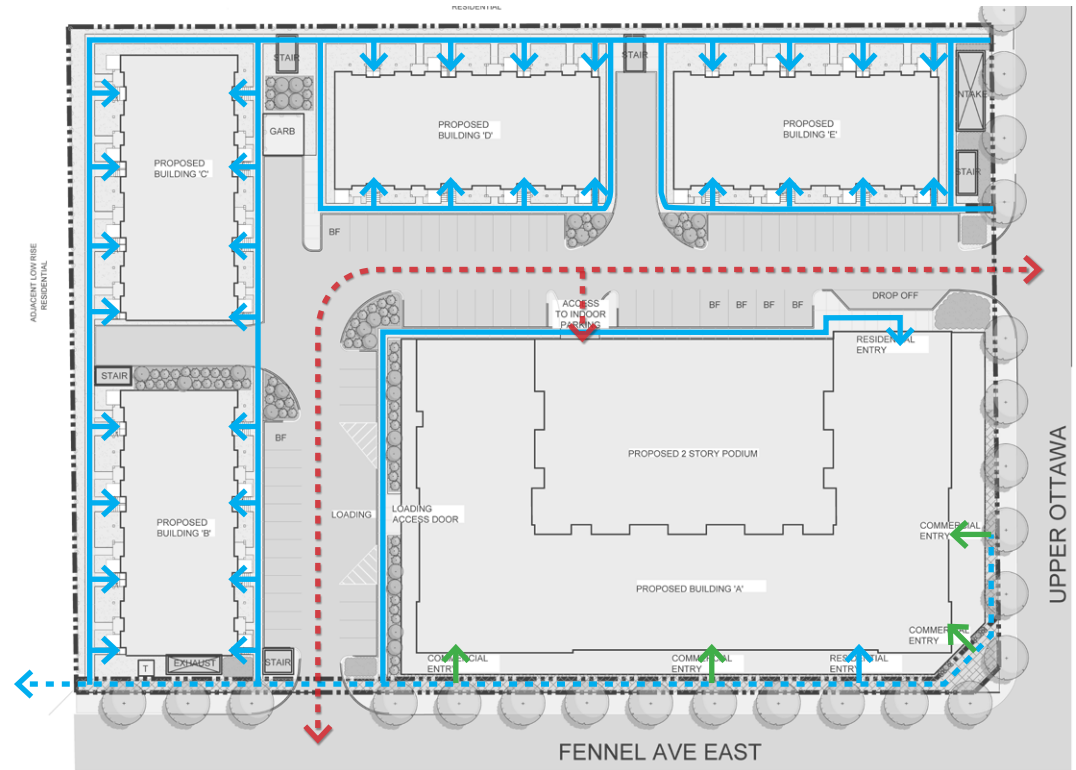
There are two vehicular access points to the Site, one from the east from Upper Ottawa Street, the other from the south from Fennell Avenue East. The location of the driveway on the Site is generally similar to the existing location. The internal private driveway will provide access to the underground parking, surface parking, services for waste pick-up, and double as a fire route. Access to the parking garage for the 12-storey mixed-use multiple dwelling is located interior to the Site on the north side of the building.

Commercial entrances are provided along Upper Ottawa Street and Fennell Avenue East frontages, with commercial spaces wrapping the corner of these two streets. The residential lobby entrances for the multiple dwelling are accessible from Fennell Avenue East and interior to the Site, facing the parking area. Barrier-free pedestrian walkways are proposed to provide access to the building entrances. Stacked townhouses each have direct access to separate walkways to connect to the parking areas, linking the buildings, and connecting to the sidewalks on Upper Ottawa Street and Fennell Avenue East.

Parking

A total of 538 parking spaces are proposed on the Site. The proposed parking spaces consist of 379 parking spaces underground, 108 parking spaces enclosed above ground and 51 surface parking spaces, inclusive of 6 barrier-free spaces provided near the main residential entrances.

There will be 471 long-term residential bicycle parking spaces provided in a secure indoor bicycle storage room located in the underground parking garage and ten short-term bicycle parking spaces are provided in close proximity



Pedestrian and Vehicular circulation through the Site

to the building entrances for convenience use by visitors. An additional 28 short-term indoor bicycle parking spaces will be available on the first floor near the parking garage entrance.

Servicing, Loading, and Waste Collection

Loading and garbage collection areas are located interior to the Site. A loading area is located on the west side of the mixed-use multiple dwelling, facing the internal driveway, while the garbage collection area for the stacked townhouses is located between Building C and Building D, easily accessible by internal driveway. An internal garbage room for the mixed-use multiple dwelling is located on the basement level. Emergency service vehicles are accommodated through the internal driveway.

Building Design

Mixed-Use Multiple Dwelling

The 12-storey mixed-use multiple dwelling has a two-storey (7.75 metre high) podium and overall height of 38.25 metres. The building is positioned to continuously line both the Upper Ottawa Street and Fennell Avenue East frontages. The ground floor has 2,070 square metres of commercial with 4.75 metres floor-to-ceiling height. The commercial units' entrances are provided along Upper Ottawa Street and Fennell Avenue East, while the residential lobby entrances are provided along Fennell Avenue East and internally on the Site. The residential entrance along Fennell Avenue East is clearly differentiated from the commercial entrances through architectural detail such as a vestibule, recessed entrance, and double doors. The corner commercial unit features enhanced architectural details and materials to define the intersection at Upper Ottawa Street and Fennell Avenue East.

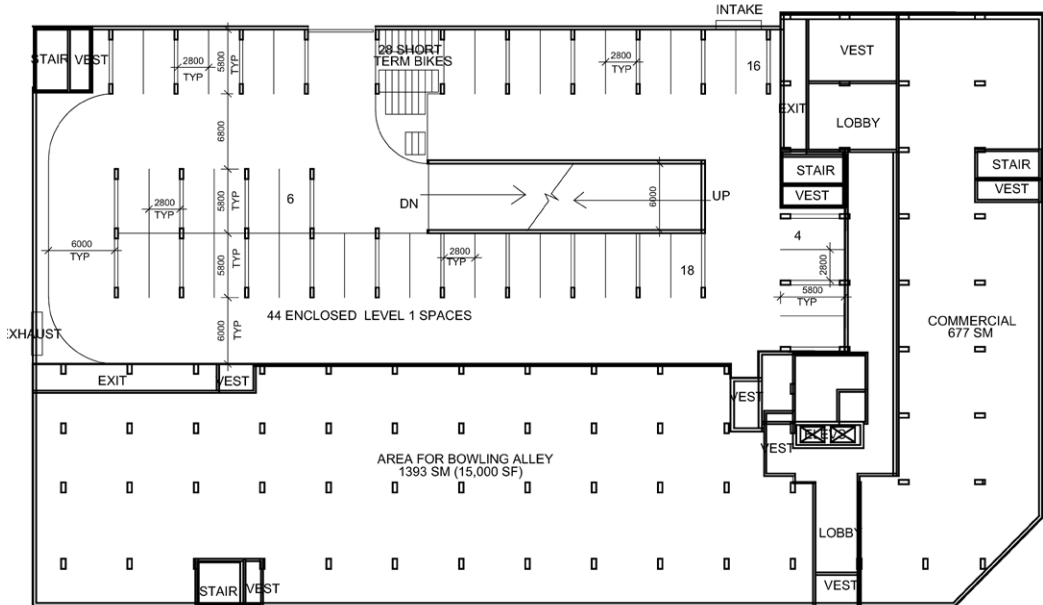
The two-storey building base (7.75 metres height) is highly transparent along both street frontages with window walls and doors. An indoor amenity area of 506 square metres and locker rooms for the residents are provided on the second floor. Additional indoor amenity rooms (media room, party room, fitness and games) are provided on the third floor which leads directly to an outdoor rooftop amenity area of 1,276 square metres. This is meant to complement and round out the recreation opportunities.

The building has a well-defined base, middle and top sections. The podium defines the base of the building. The upper storeys step back from the two-storey podium approximately 3.37 metres from Fennell Avenue East, approximately 5.20 metres from Upper Ottawa Street and approximately 2.43 metres from west side of the building. The north side of the building (facing the stacked townhouses) further step back approximately 5-6 metres on both ends of the U-shaped tower at the twelfth storey. The top and roofline are defined with a mechanical penthouse, stepped back again from the edges of the building.

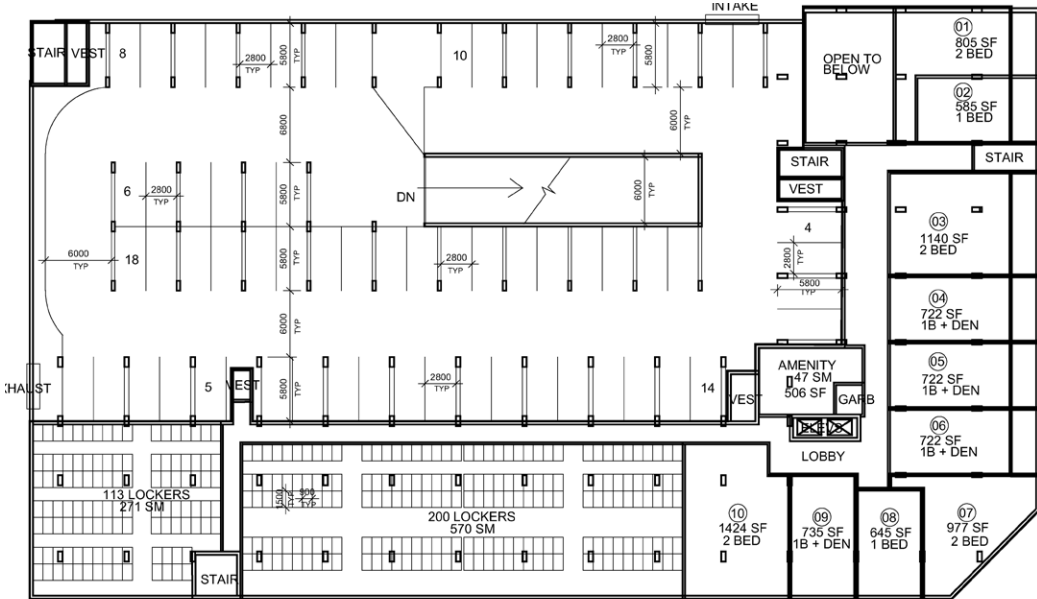
Individual residential units within the building have balconies on all sides of the building. The street-facing elevations have projecting paired balconies with balcony bays grouped and encased with vertical bands as an articulation measure, providing vertical definition to the building. There are comparatively fewer balconies on the closest north and west elevations facing the stacked townhouses. The inner portion of the U-shaped tower have recessed balconies to increase privacy and reduce overlook.



Mixed-Use Multiple Building



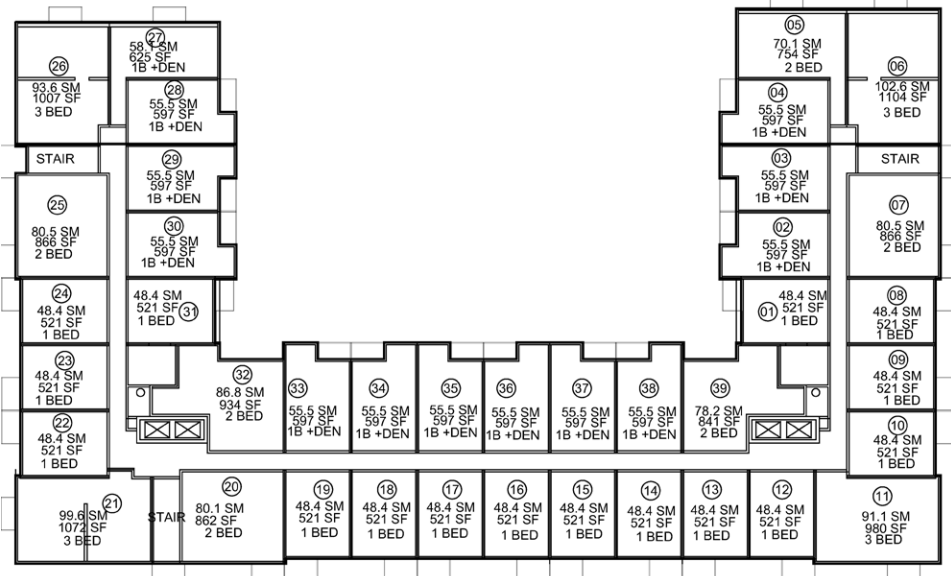
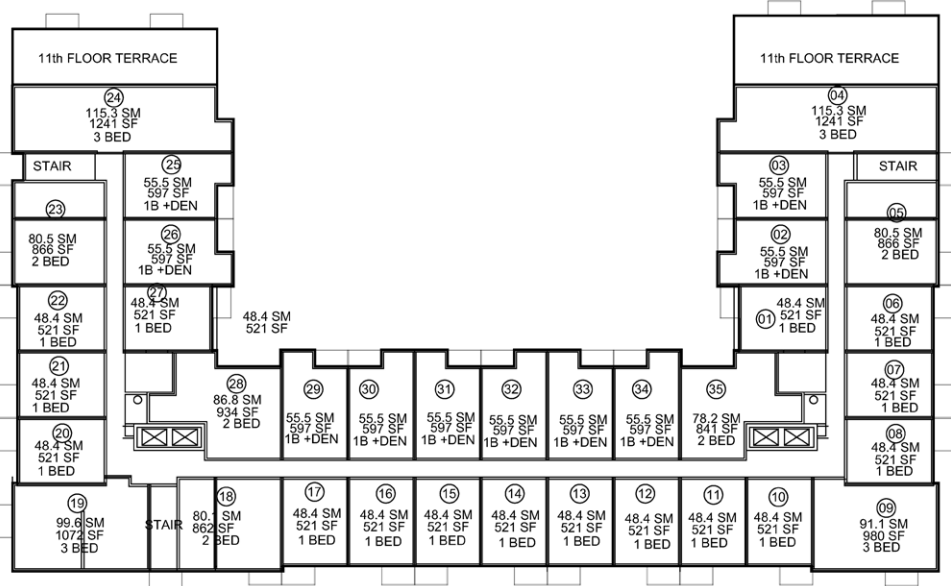
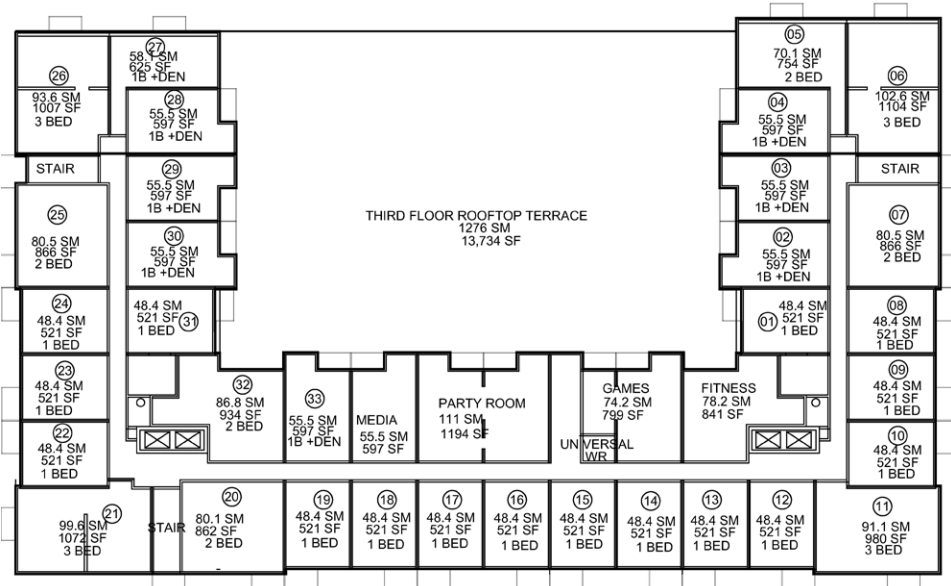
1ST FLOOR PLAN



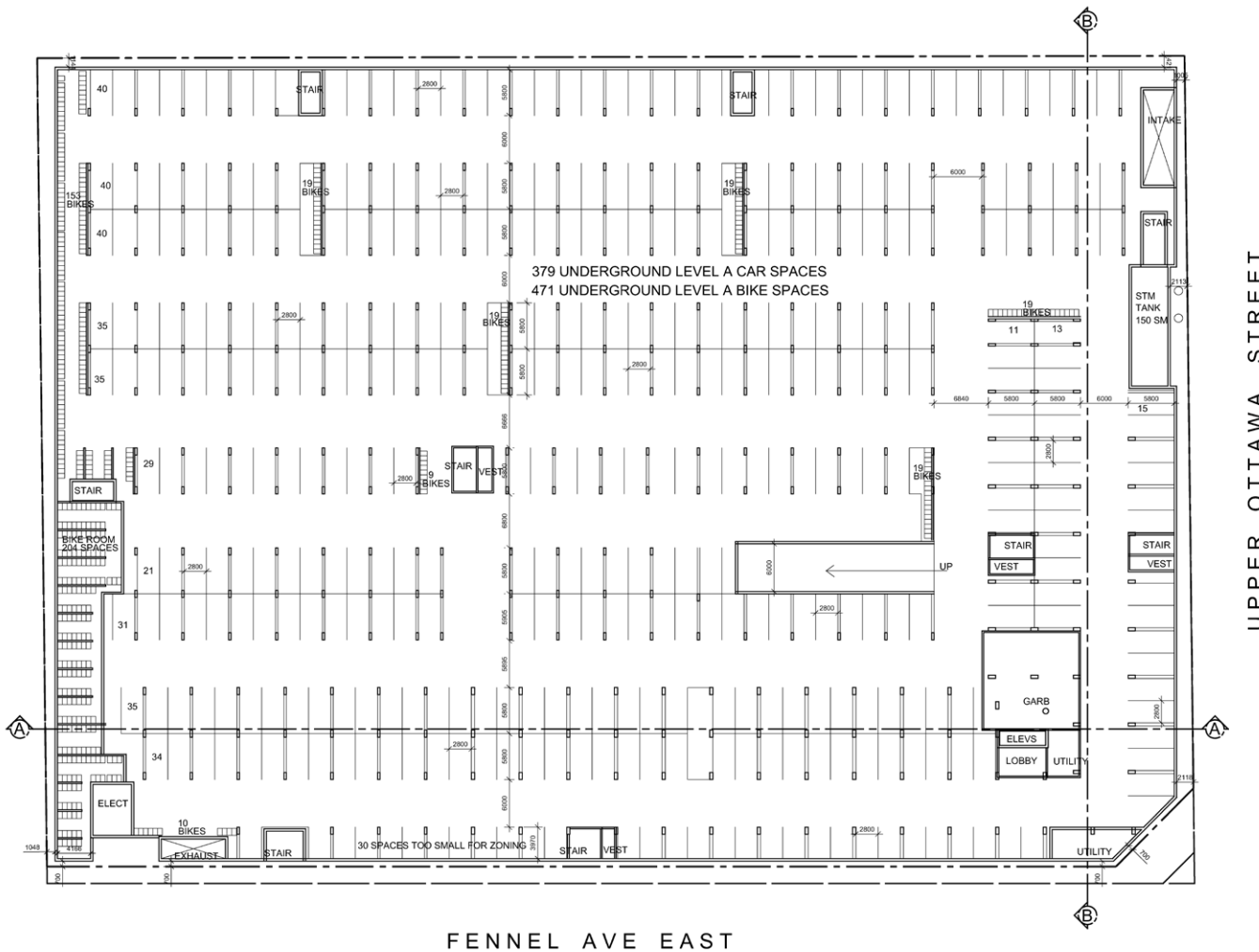
2ND FLOOR PLAN

Floor Plans, prepared by KNYMH Architects

Mixed-Use Multiple Building



Floor Plans, prepared by KNYMH Architects



1 UNDERGROUND
UGA SCALE: 1:250

UNDERGROUND FLOOR PLAN

Stacked Towns

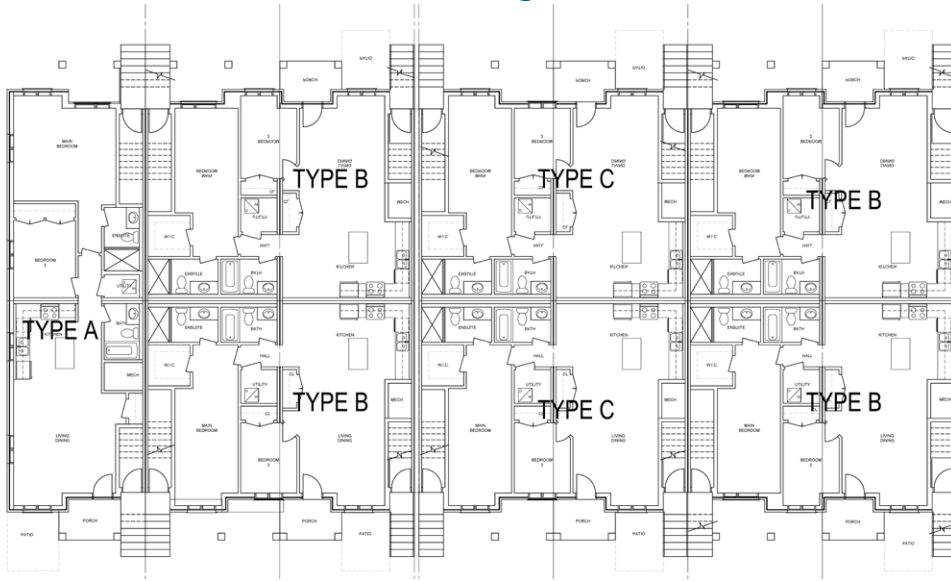
The four three-storey stacked townhouses are 11.00 metres in height (to the roofline). They are organized around the internal private driveway, oriented parallel to the northern and western property lines. The three-storey stacked townhouse blocks will consist of one-storey unit stacked on top of a two-storey unit. The stacked townhouses have two active frontages, with units sharing a rear wall. Each block has 21 residential units and direct access to the individual units are provided at-grade with a shared entrance pathway. The entrance to the units is recessed and includes a raised platform projected from the building face, and a garden patio. This will serve as transitional space between the walkway and the building interior to provide privacy. Between the pairings of stacked townhouses are hardscaped common amenity courtyards.

Private amenity spaces are provided in the form of porches and balconies. The ground unit has a front porch and the upper unit contains a balcony at the second floor.

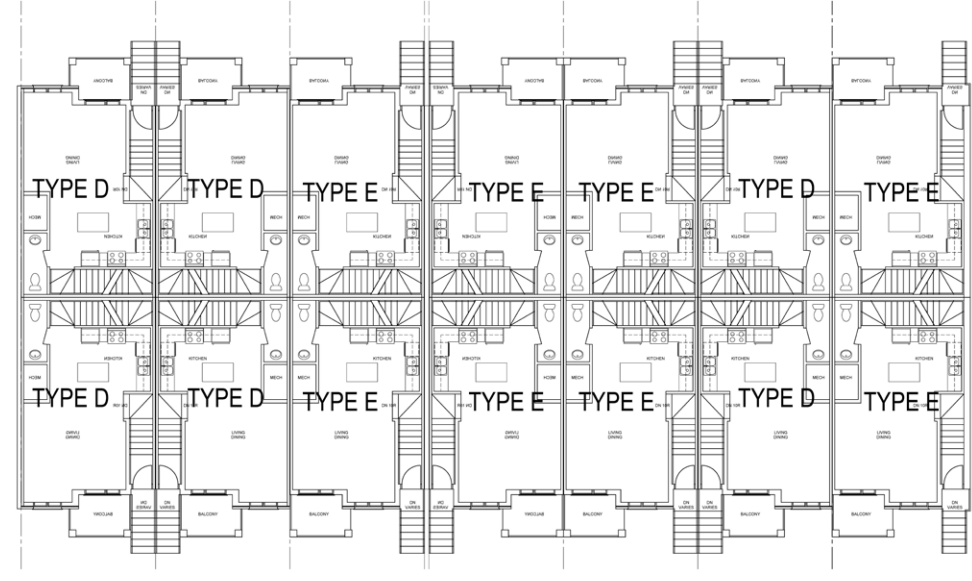
Access from the underground parking garage will be via stairs. There are three stairs located between the stacked townhouses and one each near the vehicular access points at Upper Ottawa Street and Fennell Avenue East. Paved walkways along the edge of the stacked townhouses connect the residential entrances to the sidewalks.



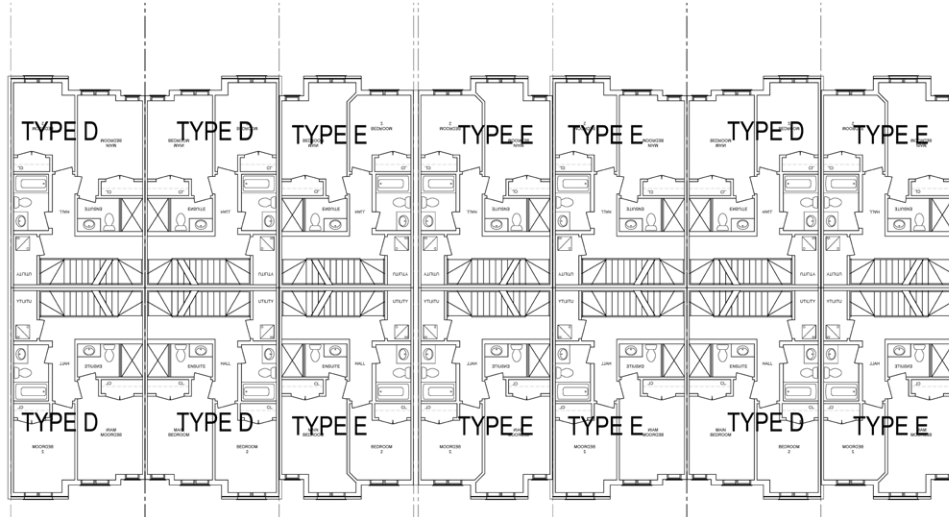
Stacked Townhouses - Building B and C



FIRST FLOOR



SECOND FLOOR



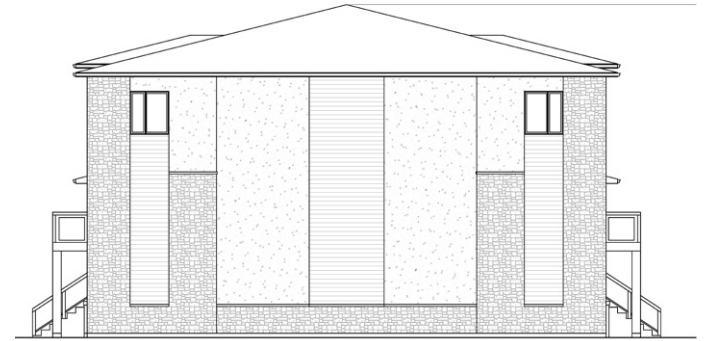
THIRD FLOOR

Floor Plans, prepared by KNYMH Architects

Stacked Townhouses - Buildings B, C, D & E



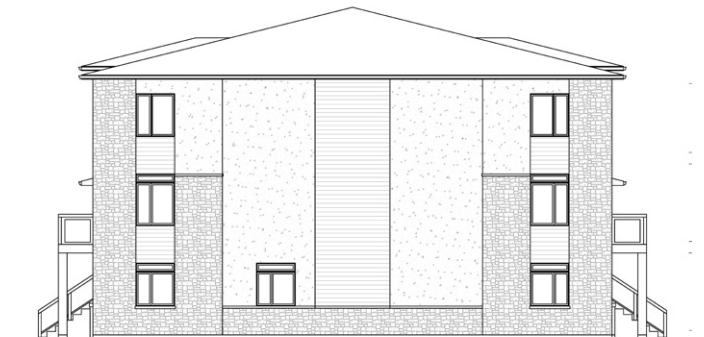
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

Elevations, prepared by KNYMH Architects

Stacked Townhouses - Building D and E



WEST ELEVATION



EAST ELEVATION

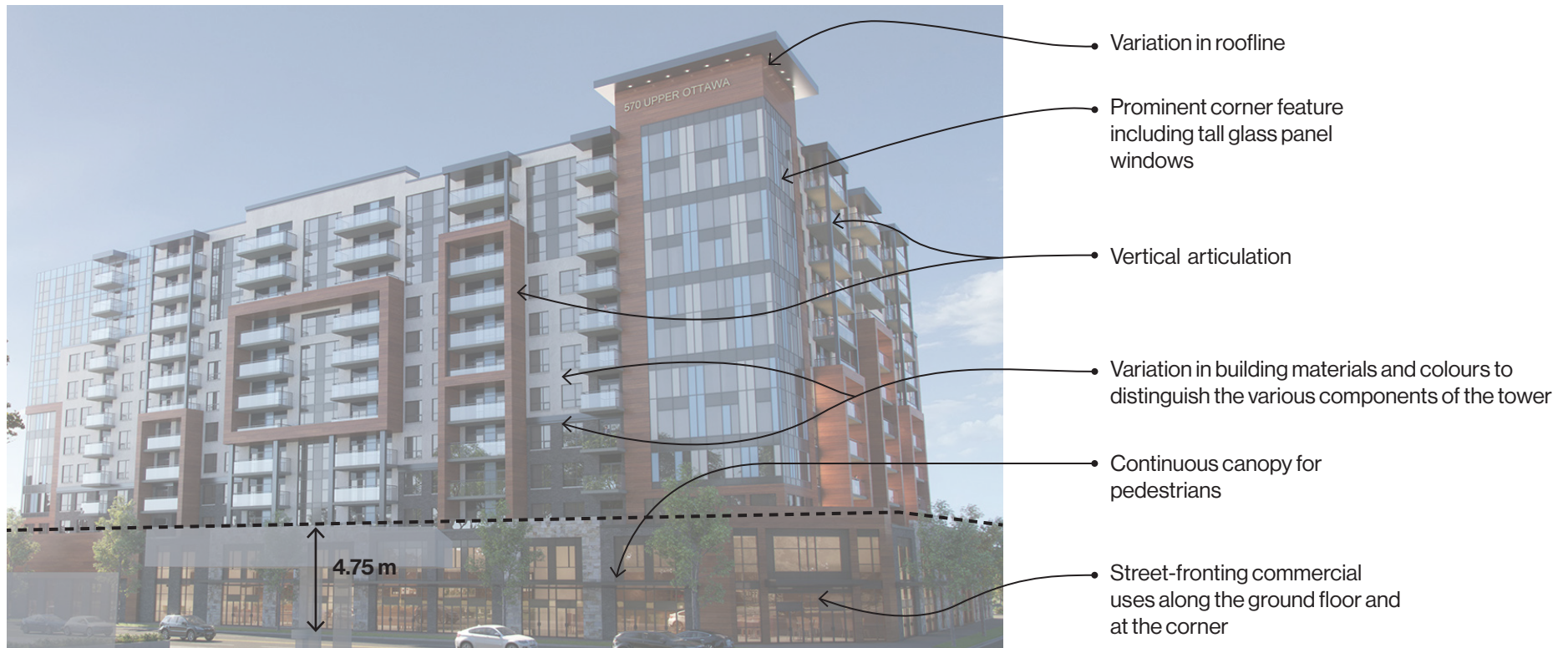
Elevations, prepared by KNYMH Architects

Multiple Dwelling

The proposed massing of the mixed-use multiple dwelling has a strongly defined building base with highly transparent walls (on south and east facing elevations) and multiple entrances along the street edges to encourage pedestrian interaction. Tall, glazed screens are used all around the commercial spaces to maximize daylight, views in and out and to create active frontages. The commercial unit at the corner is chamfered and addresses both frontages and features enhanced architectural designs such as prefinished wood grain aluminium siding to frame the corner, wrap-around corner windows, lighting, a canopied entrance supported by a signage with decorative pavement and planters at the corner entryway. The principal entrance to the residential uses above from Fennell Avenue E, is clearly distinguished from those of the commercial units at-grade through architectural details such as a vestibule and double doors. Weather protection

for pedestrians is provided at points of entry to the residential lobby and commercial spaces at-grade with a continuous canopy lining the pedestrian-oriented street wall frontages. The residential entrance located at the rear of the building, adjacent to the drop-off area is emphasized with architectural detailing and materiality such as prefinished wood grain aluminium siding for the extended canopy, double doors and landscaping.

The upper portions of the building are clearly distinguished from the building base through the use of stepbacks, materials and colours. Each building elevation has varied treatment that complements the overall building design while responding to the conditions of the abutting interface. There are no blank facades along street facing elevations; all elevations are detailed with glazing, articulation, and a mix of materials.



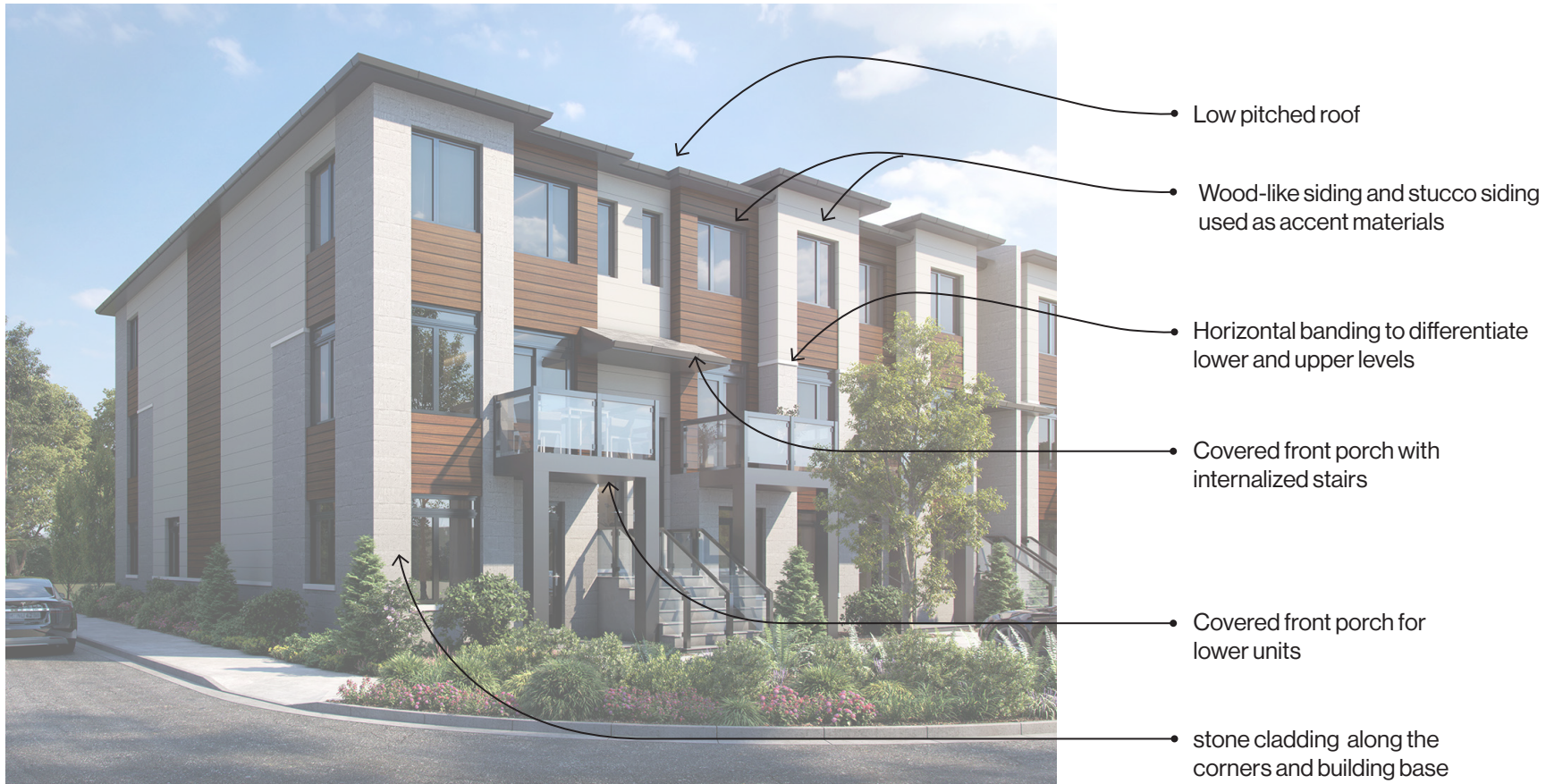
Architectural elements and expressions such as balconies, windows, and recesses and projections are used to highlight individual units and reinforce a variety of scales and textures. Windows and openings are regularly spaced on all elevations. Balconies are proposed for all units in the building. The paired balconies are spaced at regular intervals along the street facing elevations with some balcony bays that are grouped and encased with vertical bands in prefinished wood grain aluminium siding, contributing to vertical articulation of the building.

Horizontal articulation includes differentiation of materials between the ground floor and upper storeys. The ground floor is highly transparent with glazed window walls and prefinished wood grain aluminium siding with dark grey coloured masonry cladding, intending to anchor the building, while upper storeys are differentiated with white coloured masonry cladding which adds prominence to prefinished wood grain aluminium siding to the balcony bays and corner of the building.

Stacked Towns

All elevations are detailed with ample fenestration and a mix of materials. The exterior cladding of the stacked towns uses durable and high-quality materials such as stone cladding, wood-look and stucco siding. With the subtle use of the materials and architectural details, the lower two-storey unit can be differentiated from the upper unit. Stone cladding is used along the projected portion of the building and the building base. Horizontal banding has been incorporated to provide visual breaks atop of first floor level. Wood-look and stucco sidings are used as accent materials and variation in colours for the upper levels.

The entrances to the residential units include weather protection, and raised platform projected along the entrance clearly distinguishes between the public and private realm. The longer side of the stacked town consists of plenty of windows and openings at regular intervals to enhance the buildings' appearance and to promote "eyes on the street". The shorter side of the stacked town has fewer windows facing the streets, abutting residential properties and adjacent stacked town, for privacy and noise control. The windows, doors and sliding doors have transparent windows with black frames and glass balcony guard rails provided with metal posts. Asphalt shingles are used for the roof.



Landscape Design

A preliminary landscape concept plan has been prepared by OMC Landscape Architecture. The concept plan proposes sodded landscape strips between walkways and the stacked townhouses. Planting beds are proposed where space permits interior to the Site to soften the parking area and hardscaping. Decorative pavements are proposed along the street-facing edges and between Building C and D, and Building D and E, to differentiate from internal driveway. This space between the stacked towns will serve the dual function as a courtyard and an emergency access for the fire trucks.

Along the street frontages decorative paving is proposed at the base of the mixed-use building. At the corner where the streets intersect, decorative pavement and planter beds are proposed to enhance the streetscape. Tree plantings are proposed along the street-facing edges.

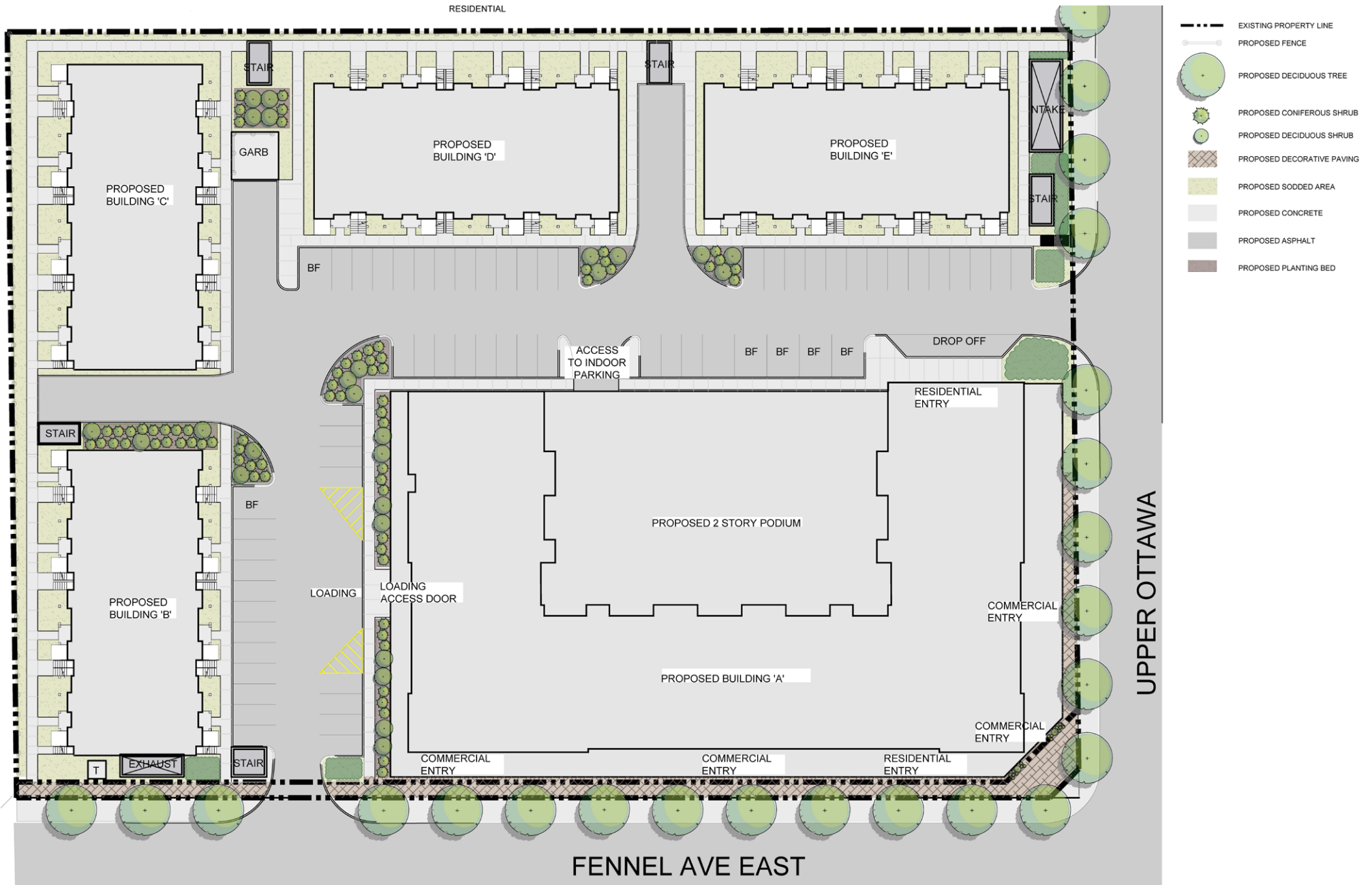
A communal rooftop terrace is provided on the third floor of the mixed-use building. Although preliminary designs have not been completed yet for this outdoor terrace, the design intent is principally a hard surface treatment for durability and ease of maintenance. Soft landscape treatments may be added through raised massed planted beds and moveable seating.

Privacy fencing will be provided along the north and west property lines.

Shadow Impact Analysis

KNYMH Architects prepared the Shadow Impact Analysis for the Revised Development Plan.

Similar to the original development plan and applications, analysis of the shadow impact graphics concludes that the Revised Development Plan will meet or exceed the guidelines set for shadow impact analysis by the City of Hamilton on nearby established residential neighbourhoods and the public realm. The building form and orientation of the Revised Development Plan ensures that sun shading impact is minimal upon the neighbouring residential properties.



Landscape Concept Plan, prepared by OMC Landscape Architecture

6. DESIGN CONSIDERATIONS AND ANALYSIS

This section provides a detailed response as to how the proposed development's design is informed by and responds to the applicable design policies and guidelines. The responses are broken down into general design themes that capture the corresponding policy and guidelines, followed by a description of the design response and contribution. Policies and guidelines from each applicable document are highlighted in the colours and acronyms below:

Urban Hamilton Official Plan (UHOP)

City-Wide Corridor Planning Principles and Design Guidelines (CDG)

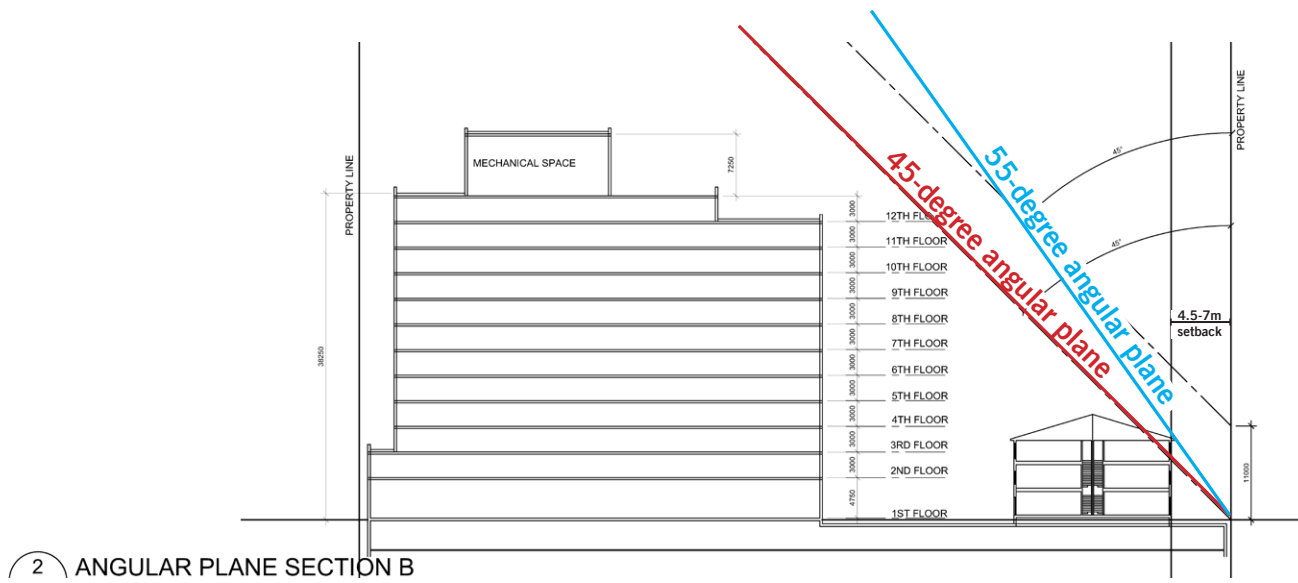
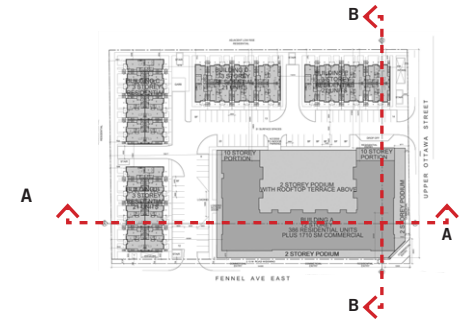
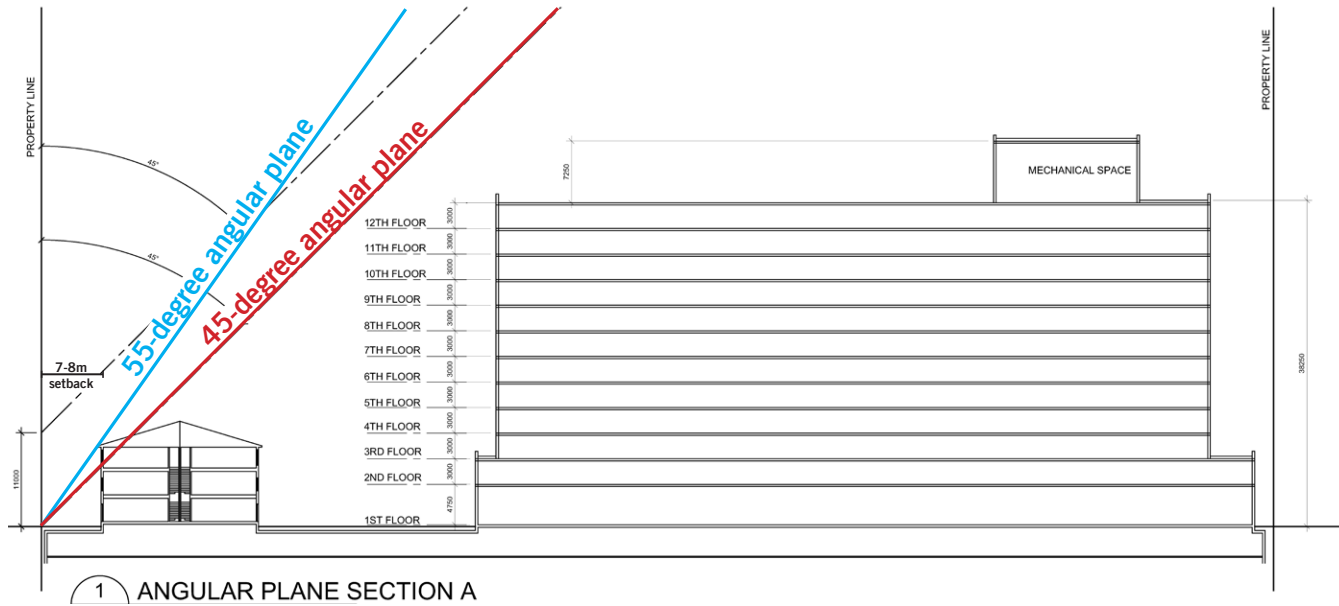
Site Plan Guidelines (SPG)

Site Context

Policy / Guideline Reference	Design Response and Contribution
Urban Design Policies UHOP (Vol.1): B. 3.3.1.8, B.3.3.2.1, B.3.3.2.3.a), B.3.3.2.4.a-f), B.3.3.3.1, B.3.3.3.5.b), B.3.3.10.10	The Site is located in an area with existing community uses such as schools and parks in close proximity and direct access to bus routes are provided along Upper Ottawa Street and Fennell Avenue East. The Site's location allows for walkability and convenient bicycle parking within the Proposed Development encourages alternative options, to the use of private automobiles.
Medium Density Residential UHOP (Vol.1): E.3.5.1, E.3.5.5	The Proposed Development consists of at-grade commercial spaces that provide service and destination, while the residential dwellings above provide alternative housing options and intensification to strengthen the neighbourhood. The two-storey building podium with highly transparent at-grade commercial activities provide a more active pedestrian realm and enhances the urban streetscape along Upper Ottawa Street and Fennell Avenue East. Stepbacks, colour/material differentiation and architectural detailing, and at-grade uses help the building relate to the human scale. A high degree of transparency and balconies provide conditions for natural surveillance ('eyes on the street').
High Density Residential UHOP (Vol.1): E.3.5.1, E.3.6.1, E.3.6.3, E.3.6.4	

Building Height and Scale

Policy / Guideline Reference	Design Response and Contribution
<p>Urban Design Policies UHOP (Vol.1): B.3.3.3.2, B.3.3.3.3, B.3.3.3.5.a)-b),e)</p> <p>Residential Intensification UHOP (Vol.1): B.2.4.1.4.b)-d), B.2.4.2.2.b)-d), E.3.2.4</p> <p>Medium Density Residential UHOP (Vol.1): E.3.5.1, E.3.5.6, E.3.5.8</p> <p>High Density Residential UHOP (Vol.1): E.3.6.1, E.3.6.7.b), E.3.6.7d).ii), E.3.6.7.e)</p>	<p>The proposed 12-storey mixed-use multiple dwelling is comprised of a well-defined base (podium), middle section, and top (rooftop mechanical). It includes at-grade commercial spaces (2,070 square metres in area) within a two-storey podium. The proposed ground floor has a 4.75 metres floor-to-ceiling height with at-grade commercial spaces provided, with direct accesses to the sidewalks. The Revised Development Plan is sited and oriented to reinforce and animate the corner, and maintains continuity along both street-facing edges.</p> <p>The Revised Development incorporates façade articulation and the use of high-quality materials to provide a sense of scale and create visual interest. Each building façade has varied treatment that complements the overall building design while responding to the conditions of the corresponding interface. There are no blank facades along street facing elevations; the south and east building elevations are detailed with glazing, articulation, and a mix of materials. Where the ends of the stacked townhouse buildings face the interior property lines blank facades are provided as a privacy measure.</p>
<p>Maximum & Minimum Building Height CDG: 4.3.1 ,4.3.2, ,4.4, 4.8.3, 4.9</p>	<p>The proposed 12-storey building’s massing, with stepbacks at the third and twelfth floors, maintains a 45-degree angular plane from the northern and western property lines at an overall height of 38.25 metres. A 55-degree angular plane is measured from the western property line to the top of the revised 3-storey stacked townhouse. The intent of the policy was considered in the design of the building and while it does not meet the 45-degree angular plane exactly, the proposed design positively responds to the general intent. The 45-degree angular plane exists to protect against particular potential adverse impacts, most notably shadowing and overlook. A small portion of the third level is not contained within the angular plane. The first and second floors are the most used spaces of the dwelling with balcony situated on the second floor and contained well within the angular plane. With regards to overlook, the size of window openings varies on the uppermost level and some are recessed further from the main building façade, ensuring further separation from the adjacent properties. In addition to that, the revised 3-storey stacked townhouse dwellings setback has been increased to provide greater separation distance of 7-8 metres from the western property line and 4.5-7 metres setback from the northern property line, ensuring any impacts related to overlook is little to no impacts.</p>
<p>SPG: 2.2, 4.4, 6.4</p>	



Angular Plane Diagram, prepared by KNYMH Architects

Building Height and Scale

Policy / Guideline Reference

Design Response and Contribution

The four three-storey stacked towns are sited and oriented internal to the Site to serve as a transition in scale from the 12-storey multiple dwelling to the abutting low-rise residential properties to the north and west sides of the Site. As demonstrated in the Shadow Impact Analysis, the massing arrangement on the Site ensures adequate sunlight on neighbouring properties. Siting the taller building at a greater distance from the adjacent properties also mitigates the potential for privacy impacts from this building. These siting and massing measures provide transition of built form and mitigate potential shadow/privacy impacts to neighbouring properties and the abutting public sidewalks.

The proposed 12-storey building provides a two-storey podium base to relate to human scale proportion along both street edges. The 12-storey building is sited toward the corner, near the street edges to define the streets. The Revised Development incorporates a reduction in the building height from 14-storey to 12-storey (38.25 metres) and architectural measures such as inclusion of stepbacks in the podium level and upper storeys and the use of lighter coloured materials on upper floors and horizontal breaks in materials have been proposed in the south building elevation to reduce the apparent scale of the building to respect the planned street proportion, along Fennell Avenue East.

The length of the south portion of the 12-storey building exceeds the maximum recommended length of buildings in the CDG. The guideline is intended to reduce the potential for a canyon effect and shadows on the sidewalks over long periods of time. The Shadow Impact Analysis demonstrates that there are not anticipated shadow impacts on the sidewalks on either Fennell Avenue or Upper Ottawa Street. The architectural detailing and vertical articulation of the Fennell Avenue elevation breaks down the apparent scale of the long facade.

Streetscape and Public Realm

Policy / Guideline Reference

Urban Design Policies UHOP (Vol.1): B.2.4.2.2.g) B.3.3.1.3-4, B.3.3.2.3.g), B.3.3.2.4.d)-g), B.3.3.2.5.a), B.3.3.2.9, B.3.3.2.10, B.3.3.3.4, B.3.3.3.5 a)-c), E.3.2.7a)

Residential Intensification UHOP (Vol.1): B.2.4.2.2.g)

Pedestrian Focus Area
CDG: 4.7.1

Sidewalks and Streetscapes
CDG: 4.10.2

SPG: 2.2, 2.5, 6.4

Design Response and Contribution

The 12-storey mixed-use multiple dwelling is sited with consistent setbacks and is oriented to provide built edges that frame and provide activity and interest along both street edges. Commercial uses at-grade with 4.75 metres ceiling height, building articulation, a high degree of glazing and ample building openings along the ground floor of both the Upper Ottawa Street and Fennell Avenue East facades will contribute to animation and visual interest of these streetscapes. The sidewalks along the street frontages directly connect the points of entry to the residential lobbies and commercial spaces. Upper storeys have balconies on both street-facing elevations, adding to the natural surveillance over the public sidewalks. Street tree planting is proposed along the public street frontages to enhance the pedestrian experience.

Compatibility with Existing and Planned Community

Policy / Guideline Reference

Design Response and Contribution

Urban Design Policies
UHOP (Vol.1): B.3.3.1.5,
B.3.3.1.8, B.3.3.2.3.a)-b) and f),
B.3.3.2.6, E.3.2.8.a), B.3.3.3.2,
B.3.3.3.3, E.3.6.7.d).ii)

Residential Intensification
UHOP (Vol.1): B.2.4.1.4.d),
B.2.4.2.2.b)-d), B.2.4.2.2.g)-h)

High Density Residential UHOP
(Vol.1): E.3.6.7.d).ii)

The Proposed Development will maintain a continuous streetwall, and uninterrupted and barrier-free pedestrian movement along the proposed at-grade commercial uses. Human-scaled proportion is achieved by a two-storey podium with a ground floor height of 4.75 metres, highly transparent at-grade commercial activities, and prominent building entrances defined by canopies.

The use of appropriate transitioning downward in building height is proposed from the south to the north of the Site and east to the west of the Site to concentrate the highest building form at the intersection of Upper Ottawa Street and Fennell Avenue. Transitions in building height are proposed with three-storey townhouses as an intervening use between adjacent low rise residential and the proposed 12-storey building. The 12-storey building is setback 47.84 - 54.07 metres from the northern property line and 53.32 metres from the western property line and incorporates setbacks on the building's second and twelfth storeys from the abutting low-rise residential which facilitates an appropriate transition and mitigates potential for shadow and privacy impacts. Each building façade has varied treatment that complements the overall building design while responding to the conditions of the corresponding interfaces. Balconies and openings on the nearest elevations facing the properties to the north and west are comparatively fewer and/or recessed to reduce potential overlook/privacy impacts. Fencing is proposed along the north and west property lines providing privacy screening and limiting the potential for light trespass to abutting properties. As demonstrated in the Shadow Impact Analysis, the massing arrangement on the Site ensures adequate sunlight on neighbouring properties.

This portion of Fennell Avenue East is already developed with range of higher density built forms. These include mid to high rise buildings which are massed intimately with the street edge, such as 4-5-storey apartments (1170, 1234, 1266 and 1296 Fennell Ave E), two L-shaped 8-storey apartments (1165 and 1195 Fennell Ave E) and; 21-storey high rise apartments (950 Fennell Ave E). The multi-storey buildings frame the street edge, similar to the setbacks proposed by the Proposed Development.

With the implementation of pedestrian-friendly streetscapes, high quality materials, fenestration and architectural details, the Proposed Development can not only co-exist, but also enhance the existing character of the streetscapes along Upper Ottawa Street and Fennell Avenue East.

Policy / Guideline Reference

Urban Design Policies
UHOP (Vol 1.): B.3.3.2.4.c),
B.3.3.2.5.c)

Design Response and Contribution

The material palette for the 12-storey mixed-used building predominantly consists of bricks, masonry, metal panels, and assorted variations in glazing. A high degree of transparency is achieved by providing transparent windows and glazed balcony guards along all building elevations, with a particular emphasis on the ground floor plane and street elevations. The building's base is defined by highly transparent glazing windows with prefinished wood grain aluminium siding that frame around the building base. Storefront access has been provided on both street fronts. Direct pedestrian accesses to at-grade commercial spaces and residential lobby are provided along Upper Ottawa Street and Fennell Avenue East. Increased visual connection into the building, as well as weather protection for pedestrians are provided at points of entry to the residential lobbies and commercial spaces at grade with a continuous canopy lining the pedestrian-oriented street wall frontages.

The upper portions of the building consist of white and grey coloured masonry cladding with paired balconies spaced at regular intervals along the street facing elevations, and some balcony bays are grouped and encased with vertical bands in prefinished wood grain aluminium siding which adds prominence to the balcony bays, stair well and corner of the building.

The exterior cladding of the stacked townhouses uses durable and high-quality materials such as stone cladding, wood-look and stucco siding. Variation in materiality and colours (within the same tone) are used to avoid monotony and to differentiate between lower unit and upper unit. The recessed entrances to the residential units provide weather protection, and raised platform projected along the entrance clearly distinguishes between the public and private realm. Stone cladding is used along the projected portion of the building and the building base. Horizontal banding has been incorporated to provide visual breaks atop of first floor level. Wood-look and stucco sidings are used as accent materials and variation in colours for the upper levels.

The massing and site-specific design of the Proposed Development maintains continuity and harmony in architectural style with transitions in material to reinforce existing reference lines along both the streets and mitigate perceived discrepancies in building massing. The proposed materials palette for the Site as a whole is harmonious, high-quality materials that correlate to and/or complement one another and the surrounding context.

Site Access, Parking and Servicing/Loading

Policy / Guideline Reference	Design Response and Contribution
<p>Urban Design Policies UHOP (Vol. 1): 3.3.1.4, 3.3.2.5.b)-d), 3.3.3.5.d), B.3.3.7.1, B.3.3.9.2-5, B.3.3.10.1, B.3.3.10.4-5, B.3.3.10.10, B.3.3.11, E.3.2.7.b), E3.2.7.c), 3.6.7.a), 3.6.7d).iii), 3.6.7e)</p> <p>Medium Density Residential : E.3.5.9.c)-d)</p> <p>High Density Residential: E3.6.7.d).i) and iii), E.3.6.7e)</p>	<p>Vehicular access is proposed from Upper Ottawa Street and from Fennell Avenue, connecting to the rear surface parking area and underground parking garage via ramp. Commercial entrances are provided along Upper Ottawa Street and Fennell Avenue East frontages, with commercial spaces wrapping the corner of these two streets. The residential lobby entrances for the multiple dwelling are accessible from Fennell Avenue East and interior to the Site, facing the parking area. Barrier-free pedestrian walkways are proposed to provide access to the building entrances. Stacked townhouses each have direct access to separate walkways to connect to the parking areas, linking the buildings, and connecting to the sidewalks on Upper Ottawa Street and Fennell Avenue East.</p>
<p>Parking and Loading CDG: 4.6.1, 4.6.2, 4.6.3, 4.6.4, 4.6.6</p>	<p>The proposed 538 parking spaces consist of 379 parking spaces underground, 108 parking spaces enclosed above ground and 51 surface parking spaces, inclusive of 6 barrier-free spaces provided near the main residential entrances. Access to the surface parking areas is proposed interior to the Site in the interests of maintaining continuous street edges and minimal disruption of abutting pedestrian sidewalks. Within the underground parking garage, there is a secure indoor bicycle storage room for the buildings' occupants. Bicycle racks are provided in close proximity to the building entrances for convenience use by visitors.</p>
<p>SPG: 2.5, 2.6, 3.2, 3.4, 3.5, 6.4</p>	<p>Loading and garbage collection areas are located interior to the Site. Loading area is located on the west side of the building, facing the internal driveway, while garbage collection area for Stacked townhouses is located between Building C and Building D, easily accessible by internal driveway. An internal garbage room for multiple dwelling is located on the basement level. Emergency service vehicles are accommodated through the internal driveway.</p>

Private Amenity Space

Policy / Guideline Reference

Urban Design Policies
UHOP (Vol. 1): B.2.4.2.2.f,
B.3.3.2.9.b)

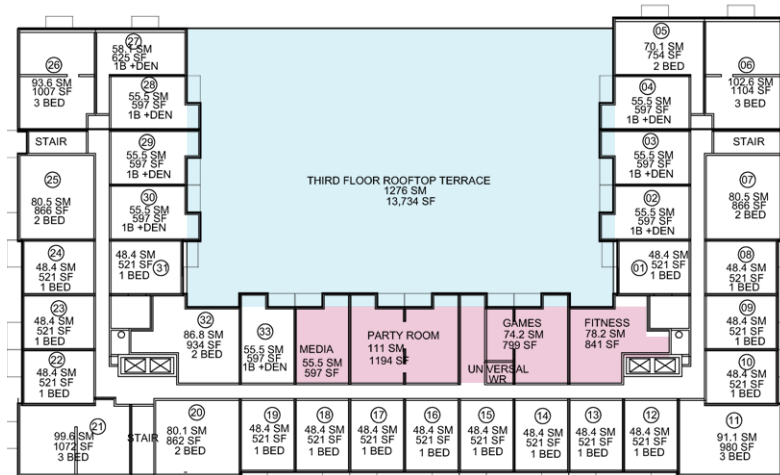
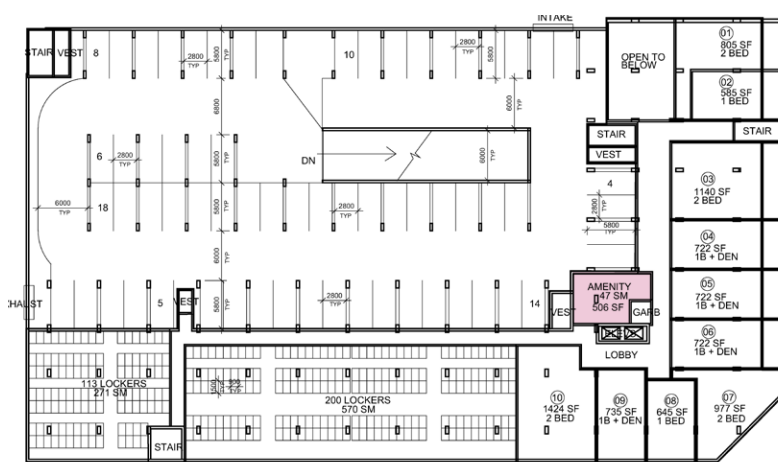
High Density Residential
UHOP (Vol.1): E.3.6.7.d)i)

SPG: 2.5, 3.3

Design Response and Contribution

A communal rooftop terrace is provided on the third floor of the 12-storey mixed-use building. Although preliminary designs have not been completed yet for this outdoor terrace, it is expected the design intent is principally a hard surface treatment for durability and ease of maintenance. Soft landscape treatments may be added through raised massed planted beds and moveable seating. Private individual balconies are provided overlooking the public streets and within the interior of the Site. Indoor amenity areas are provided on the second and third floors, these areas will be used as media room, fitness, party and games room. Indoor and outdoor amenity spaces will provide a well rounded recreational opportunities for the residents of the building.

The lower unit of the stacked town contains a garden terrace at-grade and the upper unit of the stacked town contains balcony on the second floor. Between the pairings of stacked townhouses are hardscaped common amenity courtyards. The arrangement of these spaces interior to the site allow for natural surveillance of these spaces.



Outdoor Amenity Space
Indoor Amenity Space

Floor plans of 12-storey mixed-use building showing indoor and outdoor amenity spaces.

Landscaping

Policy / Guideline Reference

Urban Design Policies
UHOP (Vol. 1): B.3.3.2.8.b),
B.3.3.2.10.c), E3.2.7.d),
E3.2.8.a)

High Density Residential
UHOP (Vol.1): E.3.6.7.d)i)

UHOP (Vol 2): Chapter B
2.5.6.1.a), b)

Landscaping
CDG: 4.5.1, 4.10.2

SPG: 3.3, 6.4

Design Response and Contribution

The proposed landscape design consists of :

- Landscaped strips between walkways and stacked towns;
- Decorative pavements along the street-facing edges and between stacked townhouse buildings;
- Enhanced landscape treatment at the street corner with decorative pavements and planter beds;
- Street tree plantings in both public rights-of-way; and
- Privacy fencing along the north and west property lines.

The 12-storey building includes a rooftop communal terrace on the third floor. A detailed landscape design plan for the rooftop terrace has not been explored at this time. Conceptually, this terrace design is principally a hard surface treatment of deck pavers for durability and ease of maintenance. Soft landscape treatments may be added through raised massed planted beds, including deciduous canopy trees within the beds and standalone, together with movable planters around the perimeter of the terrace.

7. SUMMARY

Based on the review contained in this report, it is our opinion that the Revised Development Plan for 12-storey mixed-use building and three-storey stacked towns respects and appropriately responds to the applicable urban design policies and guidelines contained within the City of Hamilton's Urban Hamilton Official Plan, the City-Wide Corridor Planning Principles and Design Guidelines and the City of Hamilton Site Plan Guidelines. In summary, the Revised Development Plan represents good design as it:

- Provides a pedestrian-friendly environment through the human-scaled two-storey building base and continuity of streetwall along Upper Ottawa Street and Fennell Avenue East as well as through the proposed ground-floor commercial uses and residential lobby entrances animating the public realm.
- Provides appropriate built form that is sensitive to the scale of the surrounding neighbourhood and mitigates potential shadow impacts to adjacent properties and the public realm through building siting and a thoughtful transition of building height, scale and stepbacks.
- Integrates a continuous internal site walkway system leading from building entrances through the site to the public sidewalks.
- Places all parking, loading and servicing facilities, behind the proposed building, away from the public streets.
- Incorporates architectural detailing, such as balconies and vertical and horizontal articulation to break down the apparent scale of the building and add visual interest.
- Uses a palette of building materials that add definition to the building elevations, create unity in the Site between buildings and fit within the local context.