

242sm STREET FRONT COMMERCIAL
136 RESIDENTIAL UNITS
13 AT-GRADE PARKING SPACES
52 UNDERGROUND PARKING SPACES



DESIGN REVIEW PANEL PRESENTATION
James & Barton

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CORE URBAN DESIGN PROPOSAL



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CORE URBAN COMPLETED PROJECTS



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CORE URBAN COMPLETED PROJECTS
53-61 King Street East, Hamilton ON.



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**CORE URBAN PROJECTS
UNDER CONSTRUCTION**
165 James Street South, Hamilton
26 Augusta Street, Hamilton



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SITE CONTEXT WITHIN DOWNTOWN

D2 ZONE

The D2 Zone applies along King Street, James Street and portions of Hess Village and King William Street. These streets have been acknowledged as vibrant streets with active street level uses and pedestrian oriented built form. To maintain the character of these streets the D2 Zone requires that commercial uses be located at the street level and allows for residential uses above the ground floor. The intent of the D2 Zone is to provide a range of uses and built form that creates an inviting pedestrian experience.





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CONTEXT IMAGE POINTS





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CONTEXT IMAGE 1
SOUTH-EAST CORNER OF JAMES & BARTON
LOOKING NORTH-WEST



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CONTEXT IMAGE 2
JAMES STREET NORTH
LOOKING SOUTH



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CONTEXT IMAGE 3
BARTON STREET WEST
LOOKING EAST TOWARD JAMES STREET NORTH



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CONTEXT IMAGE 4
JAMES STREET LOOKING NORTH

Site Description and Location

The site is located on the west side of James Street North at the corner of Barton Street West and fronts both streets. The site is currently home to a 3-story brick building which serves as the current home for Mission Services men's day shelter (As part of the redevelopment of the site, Mission Services is relocating to a purpose built shelter facility providing more emergency shelter beds and now transitional housing beds. The site is relatively flat in elevation, sloping slightly from the south-west corner to the north-east corner of the site.

Site Context

The site's immediate James Street frontage context is characterized by mostly two-storey brick buildings housing a mixture of locally operated small businesses including a barber, a florist, a pharmacy and a laundromat. On the south-east corner of this intersection, there is a 3-storey mixed use building with ground floor retail and two residential storeys above. To the south, there is a single storey brick building housing a travel agency. To the south-west is a 1920's church and rectory. Adjacent to the subject property, immediately to the west, are one and two-storey single family dwellings.

Streetscape Context in the Area of the Site

James Street North and Barton Street West are both a "Minor Arterial Road" on Schedule C of the Urban Hamilton Official Plan. James Street is a 3-lane road with treed sidewalks on both sides of the street (Buildings along this stretch of James Street have little setback and are typically two storey brick buildings with some one and three storey buildings).

Buildings on Barton Street west of James street are primarily one and two storey single family dwellings which are set back from the sidewalk. Barton Street West is a 2-lane road with a single lane in each direction allowing for two-way traffic. Minimal vegetation is found along this section of the street in the form of private lawns and gardens within the front yards of the single family dwellings.

Site Design

The proposed development offers two at-grade commercial spaces with a combined area of 2,700sf. Access to the new common parking will be from Barton Street, with some at grade parking and two levels of underground parking. The ramp to the underground parking level is 6.0 m wide to provide two-way access. Whereas the underground parking will be intended for residents only, the at-grade parking spaces will service the ground floor commercial spaces.

Pedestrian access to the building will be directly from the sidewalks on James Street North and Barton Street West.

The proposed building is positioned close to the front lot line in-keeping with the existing building set-backs.

Design Brief

The site of James and Barton is a currently the home of Mission Services, which is relocating to a redeveloped, larger facility. The proposed design for this location will be a mixed-use mid-rise building.

James Street North is a busy two-way arterial road that has a lively streetscape with pedestrian bump-outs, art installations, and decorative lighting. The west side of the street is lined with two and three-storey buildings, while the east side of the street has a mixture of buildings, ranging in height. The buildings are well detailed with unique facades and varied in character. Recent developments have included renovations and extensions to existing buildings, including the 8-storey Acclamation further South, which amalgamated an existing building and filled a gap tooth lot.

The James and Barton building will be an anchor, and a new way finding marker on the street. Having the mixture of residential and commercial space will not only induce density to James Street North but also a vibrancy through added investment into an already active small business community. The location of the building will also spill over onto the Barton Street corridor and catalyst the continued growth of the Central neighbourhood through foot traffic and pedestrian activity. This building will also be instrumental in promoting multi-modal transportation, as it is not only located in a highly walkable neighbourhood, but also within proximity to primary modes of public transit, such as HSR routes, the West Harbour GO Station, and the City of Hamilton's growing bike lane infrastructure.

The governing policy document with respect to urban design for this development is the Urban Hamilton Official Plan (UHOP). Under that document the site is designated as "Downtown Mixed Use Area". The plan states it is intended to have a full range of retail, service commercial, institutional, cultural, entertainment, and office uses as well as a range of residential uses.

The Downtown Mixed Use area shall be designed as a pedestrian focused area with a high level of pedestrian comfort and amenities. Buildings shall generally be situated close to and oriented to the street. Retail buildings shall have storefronts and other active uses opening onto the sidewalk. On the pedestrian predominant streets, new development shall enhance pedestrian comfort and street activity, and where possible increase the built block face.

Reduced parking requirements shall be considered in recognition of the high level of transit service to the area designated Downtown Mixed Use.

There are a range of design-related policies in the UHOP that are applicable to the subject lands and proposed development, including the following:

3.3.1 Urban Design Goals

The following goals shall apply in the urban area:

3.3.1.1 Enhance the sense of community pride and identification by creating and maintaining unique places.

3.3.1.5 Ensure that new development is compatible with and enhances the character of the existing environment and locale.

Principals

3.3.2.3 Urban design should foster a sense of community pride and identity by:

- a) respecting existing character, development patterns, built form, and landscape;
- b) promoting quality design consistent with the locale and surrounding environments;
- c) recognizing and protecting the cultural history of the City and its communities;
- d) conserving and respecting the existing built heritage features of the City and its communities;

3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

- b) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,

3.3.3 Built Form

Built form shapes the visual qualities of streets and open spaces but also affects how the public spaces around buildings are used, experienced, and perceived. Built form plays a large role in defining the character of an area. New development shall serve to maintain and support existing character, or create and promote the evolution of the character in areas where transformations are appropriate and planned.

3.3.3.2 *New development* shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) creating transitions in scale to neighbouring buildings;
- b) ensuring adequate privacy and sunlight to neighbouring properties; and,
- c) minimizing the impacts of shadows and wind conditions.

3.3.3.5 Built form shall create comfortable pedestrian environments by:

- a) locating principal facades and primary building entrances parallel to and as close to the street as possible;
- b) including ample glazing on ground floors to create visibility to and from the public sidewalk;

Policy E.4.6.7 “Lands designated Mixed Use – Medium Density shall contain a range of densities and building heights to a maximum of six storeys, which shall be set out in the Chapter E – Urban Designations E.4 14 of 20 Urban Hamilton Official Plan November 2022 implementing zoning by-law. The specific permitted heights and densities shall depend on the area and be established through secondary plans where one exists and the zoning by-law.” (OPA 142)

Policy E.4.6.8 “Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:

- a) The development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; (OPA 167)
- b) The development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and/or recycled materials, water conservation and energy efficient techniques and low impact development approaches: (OPA 167)
- c) There are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;
- d) Buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,
- e) Buildings are stepped back from the street to minimize the height appearance from the street, where necessary.”

The site and building design also should be guided by the City of Hamilton Site Plan Guidelines. That document states:

- Development should achieve street enclosure through building placement, massing and height, and through landscaping along the street
- All or 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
- Built heritage properties comprise a variety of features and include a wide array of structural types such as dwellings, churches, town halls, mills, railway stations and bridges.
The primary conservation strategies in the site planning process are typically concerned with the following design issues:
 - New development that is adjacent to, but not on the same site, as heritage feature(s).

New Development Adjacent to Heritage Building and Sites

- 1) Façades 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.

Building Design

- 1) 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.
- 2) 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.

Zoning

The governing zoning document is 05-200. The site is zoned Downtown Prime Retail Streets (D2). This zoning permits a wide variety of commercial and residential uses, including retail, office, restaurant and multiple dwelling. The applicable regulations are:

6.3.3 Regulations

- a) Maximum Building Setback from a Street Line
 - i) 2.0 metres for the first storey, except where a visibility triangle shall be provided for a driveway access;
 - ii) 0.5 metres for the second and third storeys;
 - iii) 6.0 metres for that portion of the building providing an access driveway to a garage
- b) Building Height
 - i) Minimum 7.5 metres façade height, for any portion of a building along a street line;
 - ii) Maximum building height shall be in accordance with reference to the lot location and applicable building height maximum indicated on Figure “1” or Schedule “F” – Special Figures.

Figure 1 identifies a maximum building height of 22 metres for this site.

Figure 15 identifies a maximum base façade height of 16 metres.

- c) Built Form for New Developments
 - i) Rooftop mechanical equipment shall be located and/or screened from view of any abutting street;
 - ii) The minimum width of the ground floor façade shall be equal to 75% or more of the measurement of the front lot line;
- d) Parking
 - In accordance with the requirements of section 5 of the By-Law.

For office use in a downtown zone, 1 space is required for each 50 square metres of gross floor area in excess of 450 square metres, which accommodates such use.

For residential uses schedule 5.6 applies. In that schedule the number of required spaces is determined by unit size and quantity.

Proposed Building Design

The proposed building is a 12-storey mixed-use building. The ground floor is designed for commercial use, while the remaining floors will consist of 136 residential units. In keeping with the surrounding streetscape, the building footprint has been maximized on the site, resulting in little setback at lower podium level.

The additional 8-storey podium transition has a setback on the west side from the front and cantilevered design to minimize shadows and respect the surrounding neighbours to the West. There will be 13 residential parking spaces at grade with an additional 52 residential parking spaces below grade.

Consistent with the goals of the UHOP and Site Plan Guidelines, the building is proposed to respect the vertical articulation and horizontal expression of the neighbourhood, with the podium in-keeping with the scale of the street, and the design reflecting new infill development within the rhythm of the streetscape. These goals are proposed to be achieved through the use of modern materials so James and Barton adds a modern yet historical expression to the neighbourhood, while also respecting the characteristics of the built heritage on James Street North.

Contextually, the design reflects the eclectic character of the neighbourhood while also adding dialogue. With a tripartite facade, the building will have a visually appealing element from the streetscape.

The podium will be composed of a traditional brick facade, with corbeled columns for texture, and sash windows, vertically book-ended with stone accents. The upper 8-storey volume is stepped and setback from the podium to minimize impact at neighbourhood level and will be clad with glazing, mullions, horizontal and vertical concrete bands, and balconies all tied together with a continuous glass curtain wall and materials that connect both volumes in the same design language.

Landscape Concept

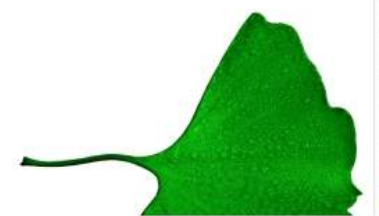
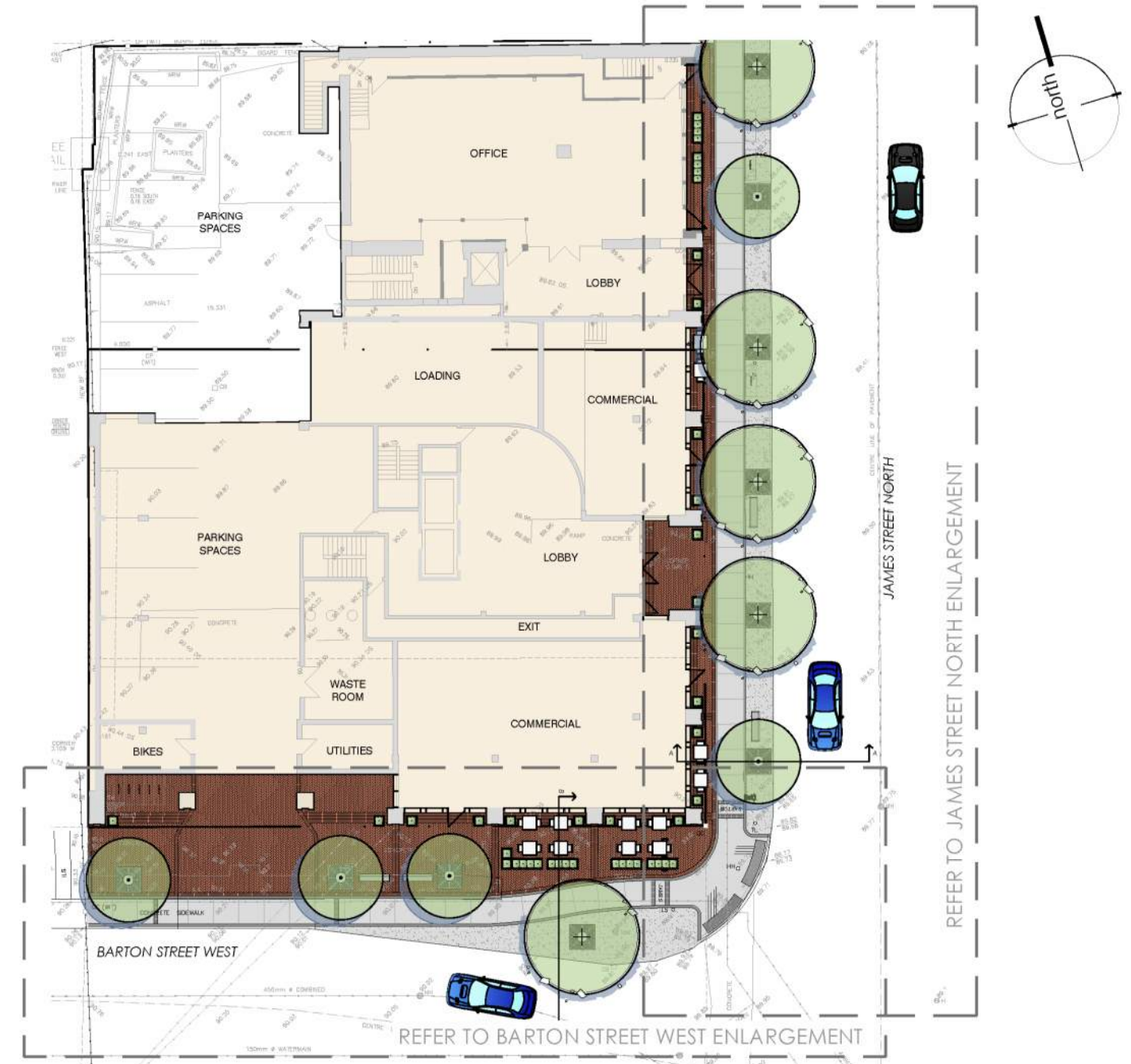
The primary objective of the proposed landscape design is to enhance the quality of the outdoor environment along James Street North and Barton Street West. The design combines existing and proposed street trees, unique feature paving that highlights and compliments the building facade, outdoor seating and short-term bicycle parking. The raised planters highlight the building entrances and allow for additional vegetation on site.

The streetscape provides a transitional area between private and public space with a generous sidewalk and an enhanced boulevard including street trees and site furnishings. The design will adhere to the Urban Braille and Street Furniture Guidelines for the City of Hamilton.

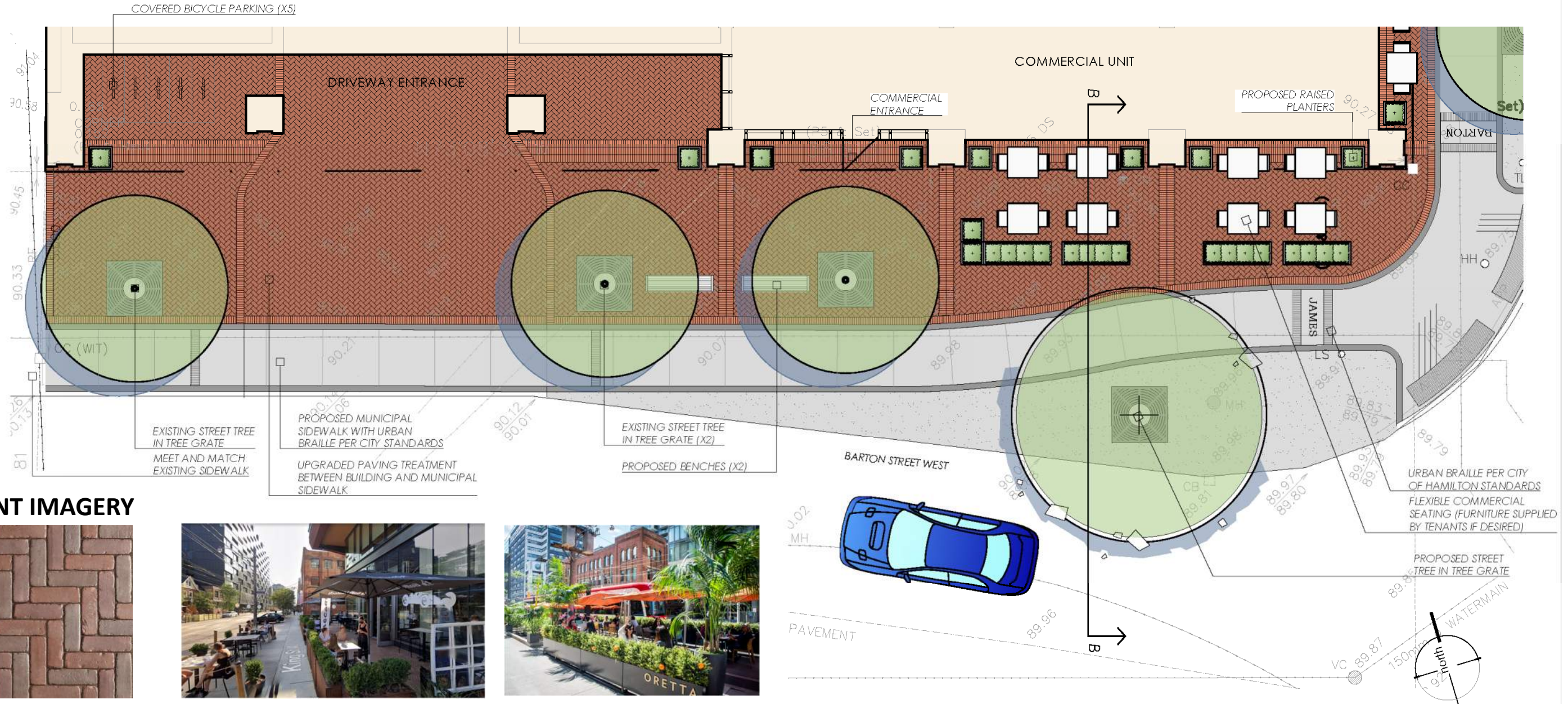
High quality benches, bike racks and flexible patio spaces create an inviting and attractive streetscape. The paving pattern provides visual interest that is modern, elegant and timeless. Appropriate lighting will animate the building and streetscape alike.

The proposed street tree planting on site will be narrow high canopy trees. The planter boxes will be filled with broadleaf evergreens to provide interest year-round.

KEY PLAN



BARTON STREET WEST ENLARGEMENT



PRECEDENT IMAGERY



UPGRADED PAVING TREATMENT TO COMPLIMENT BUILDING FACADE IN HERRINGBONE AND STACKED PATTERN



OPPORTUNITY FOR SMALL COMMERCIAL PATIO AT CORNER FOR BARTON/JAMES



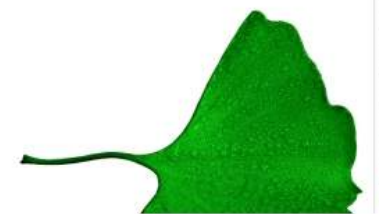
RAISED PLANTERS WITH EVERGREEN FOLIAGE FOR YEAR-ROUND INTEREST

DESIGN REVIEW PANEL PRESENTATION

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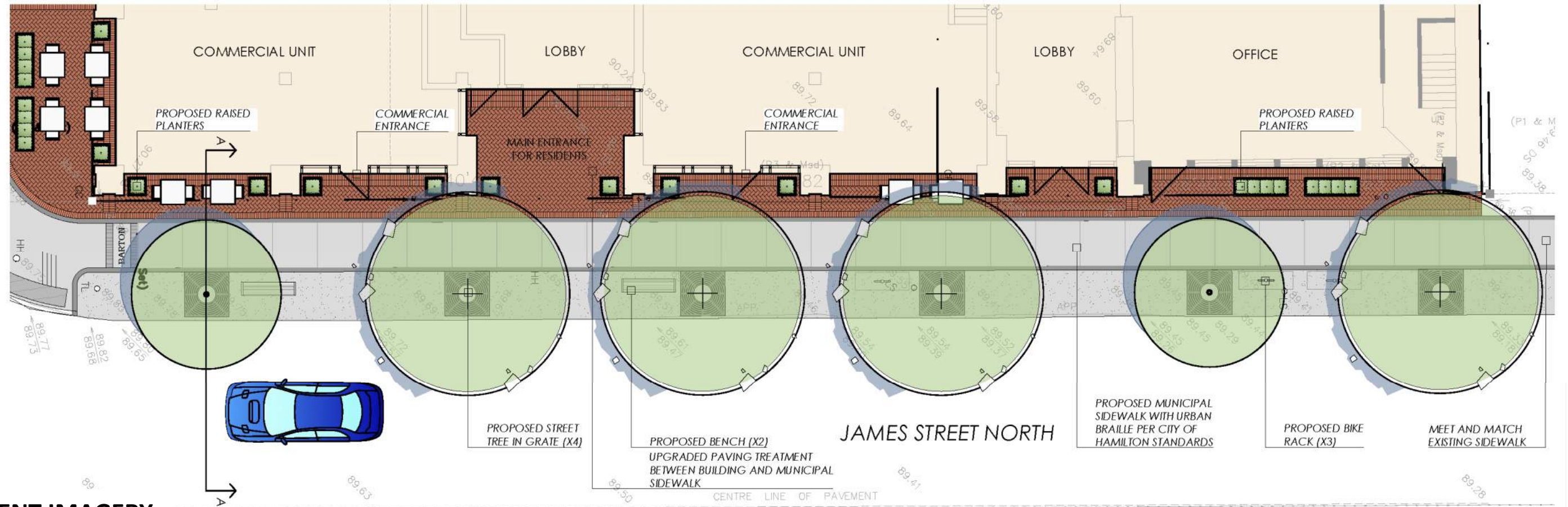
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LANDSCAPE DESIGN



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JAMES STREET NORTH ENLARGEMENT



PRECEDENT IMAGERY



RAISED PLANTERS



BIKE RACKS



TREE GRATE



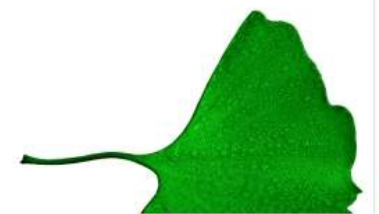
UPGRADED PAVING TREATMENT TO COMPLIMENT BUILDING FAÇADE IN HERRINGBONE AND STACKED PATTERN

DESIGN REVIEW PANEL PRESENTATION

James & Barton

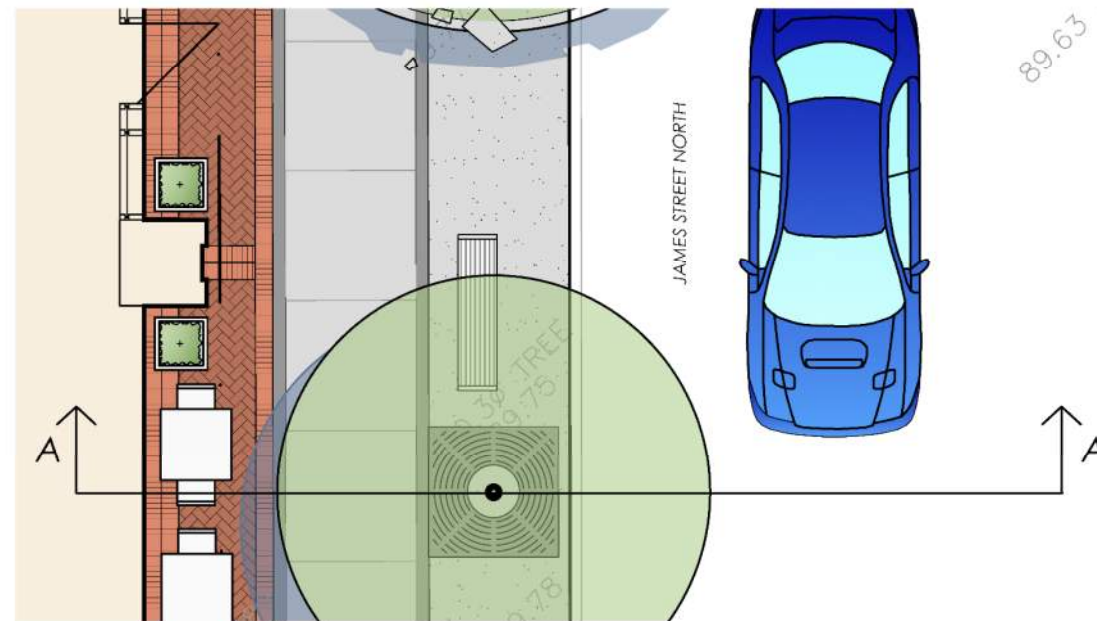
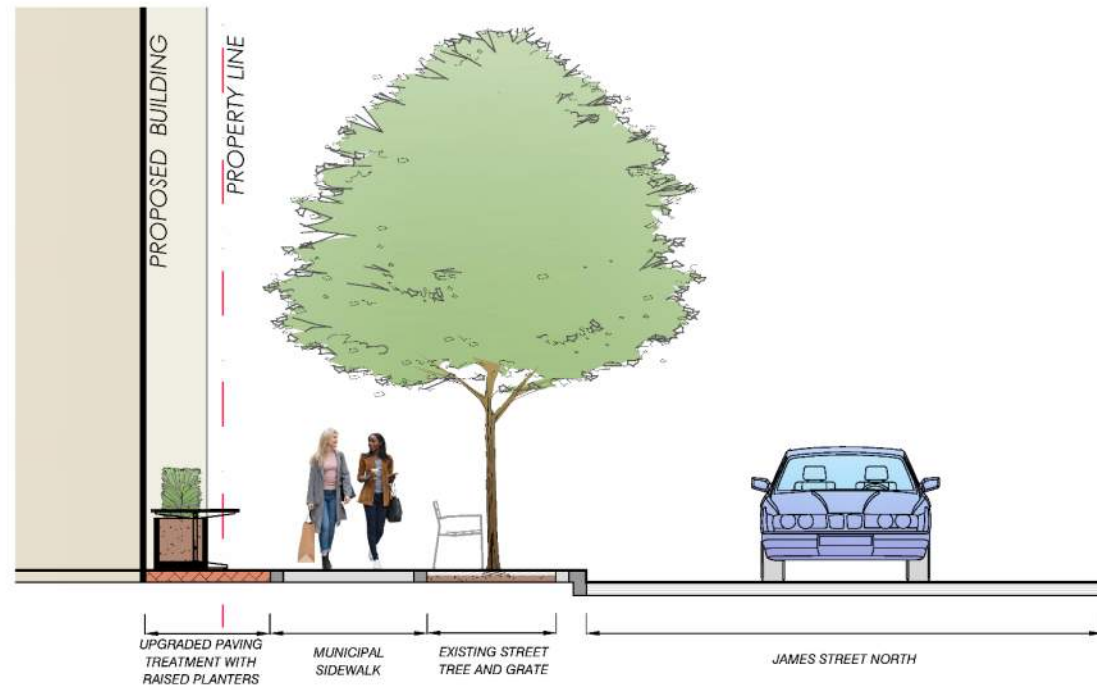
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INCORPORATED

LANDSCAPE DESIGN

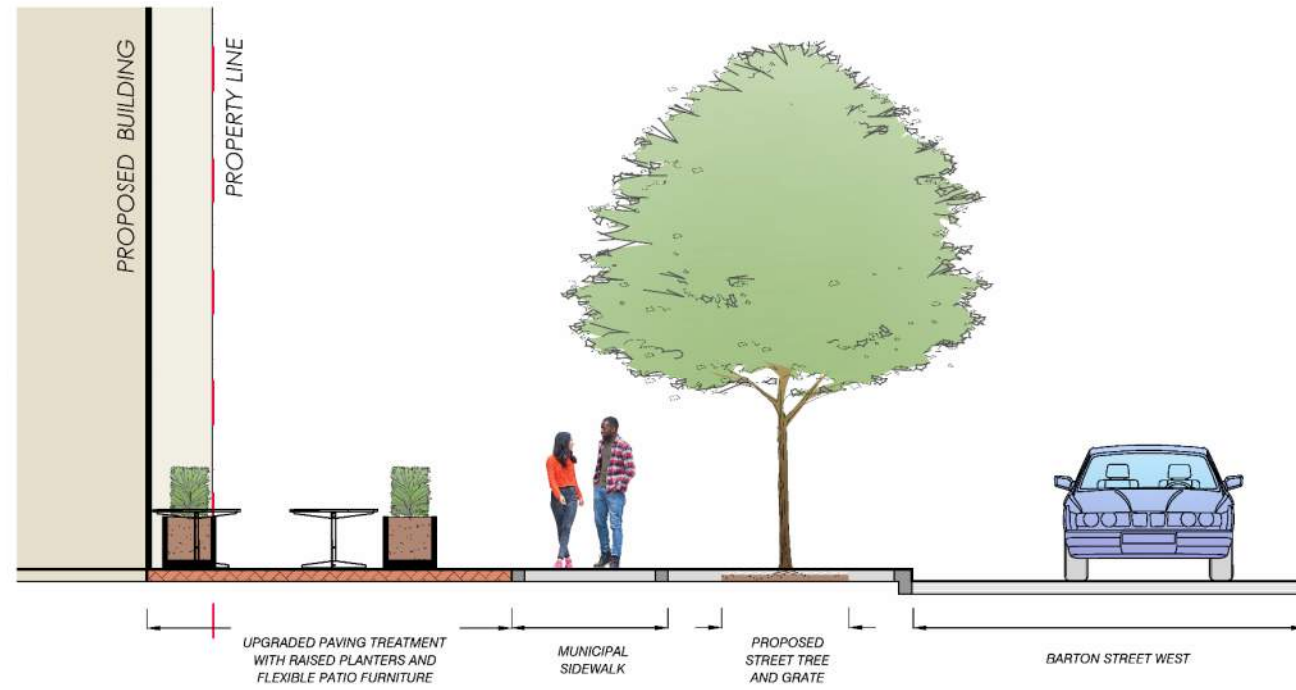


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landscape architecture

JAMES STREET NORTH CROSS SECTION



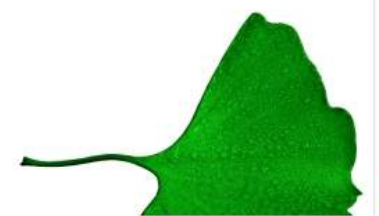
BARTON STREET CROSS SECTION



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LANDSCAPE DESIGN



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PRECEDENT
TEMPLAR FLATS
KING WILLIAM STREET



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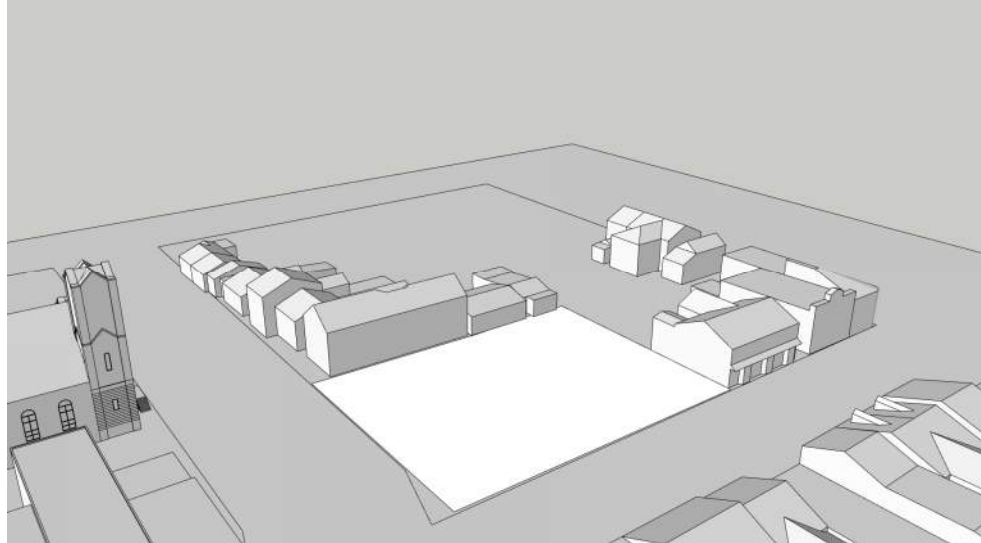
PRECEDENT
FIRTH BUILDING
HUGHSON STREET NORTH



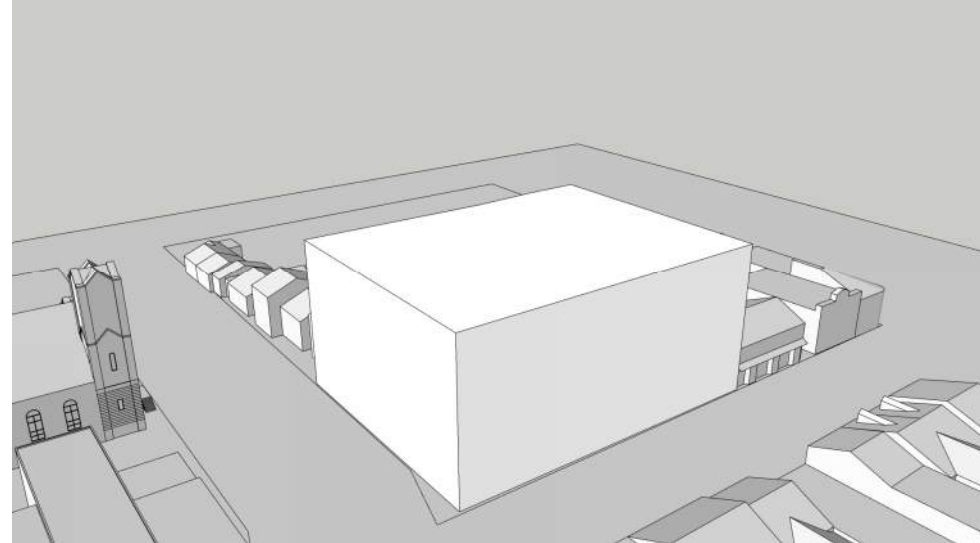
DESIGN REVIEW PANEL PRESENTATION
James & Barton

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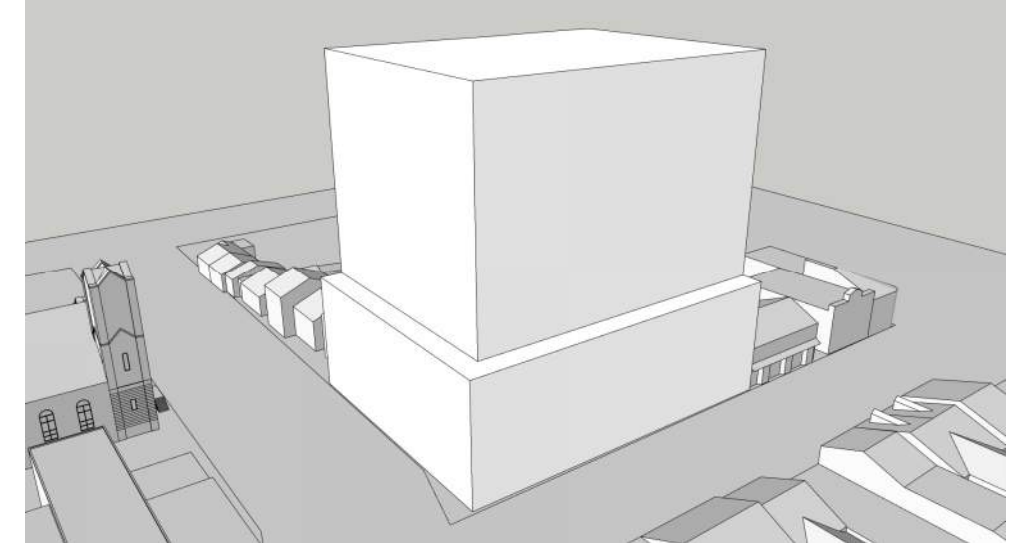
PRECEDENT
QUEEN WEST & BATHURST, TORONTO



1. SITE DEVELOPABLE AREA



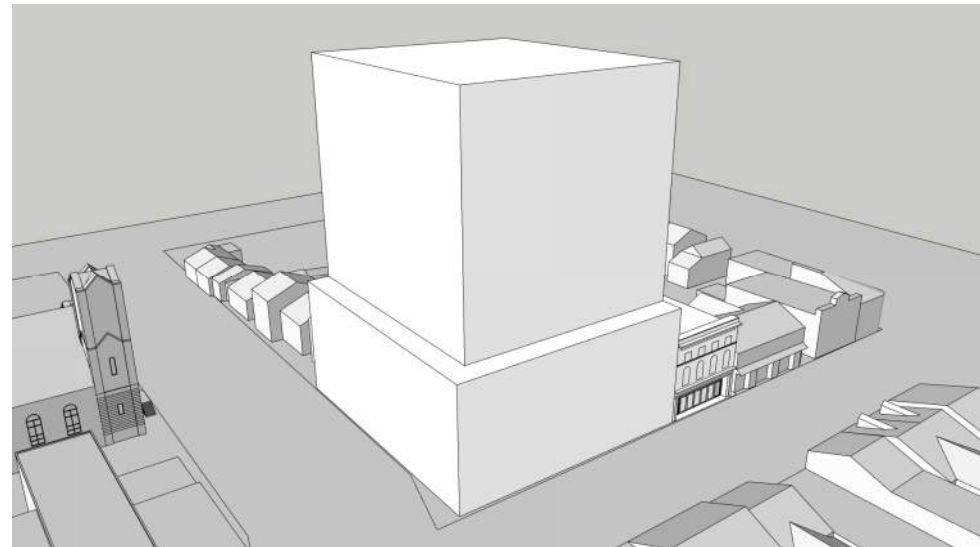
2. MAXIMUM BUILDING ENVELOPE PERMITTED BY EXISTING ZONING



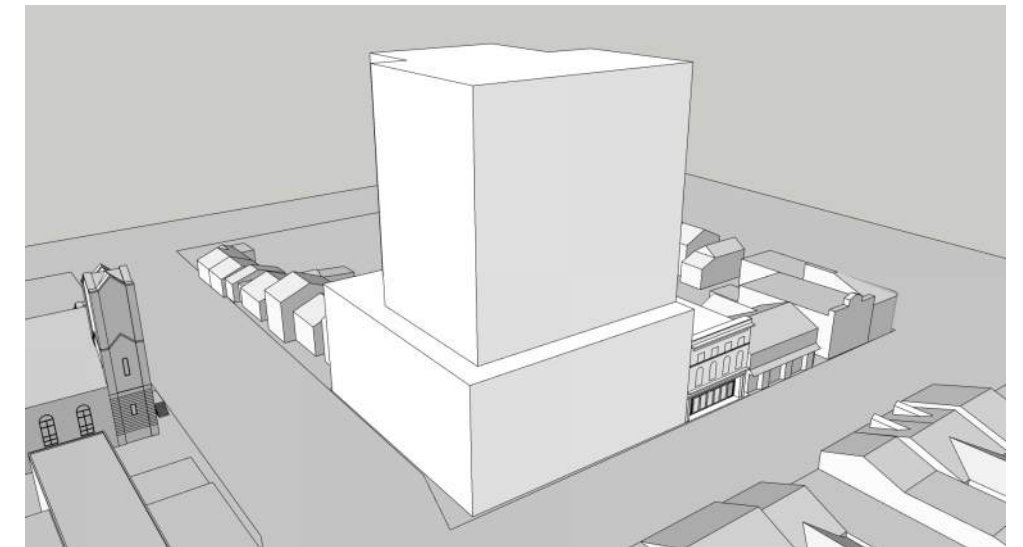
3. INCREASED HEIGHT CONDITIONALLY PERMISSABLE BY URBAN HAMILTON OFFICIAL PLAN



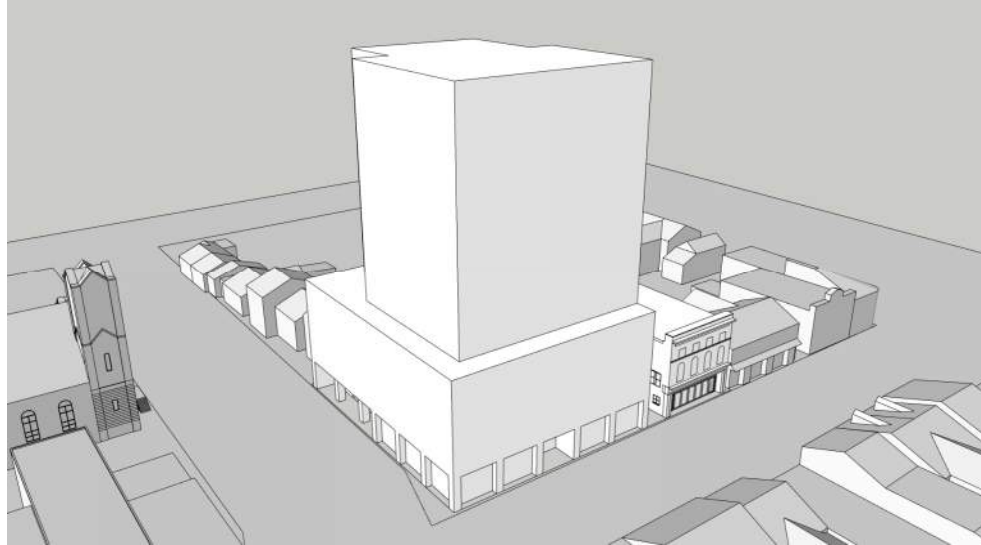
4. EXISTING BUILDING TO BE RETAINED



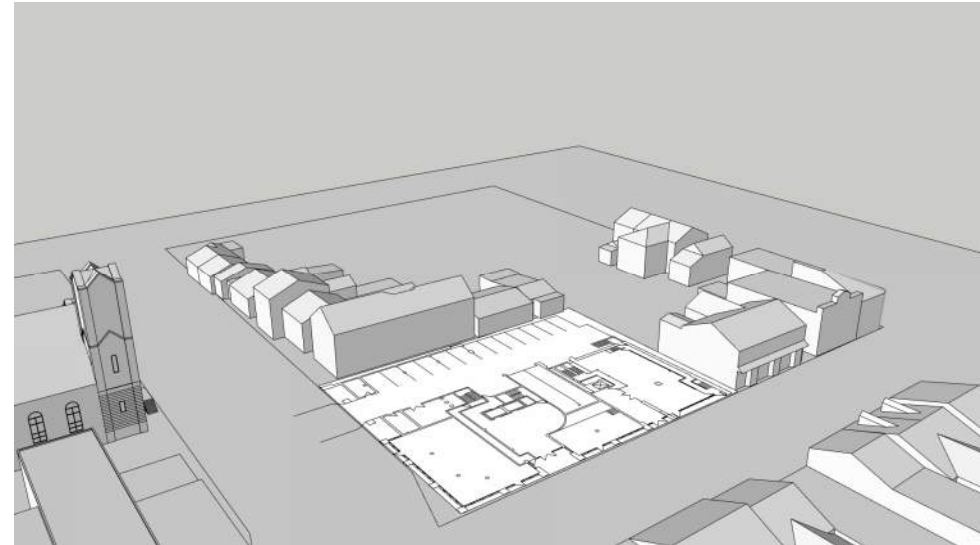
5. RESULTANT REDUCED FOOTPRINT OF NEW BUILDING REDUCES SHADOW IMPACT AND PROVIDES TRANSITION IN HEIGHT TO THE NORTH



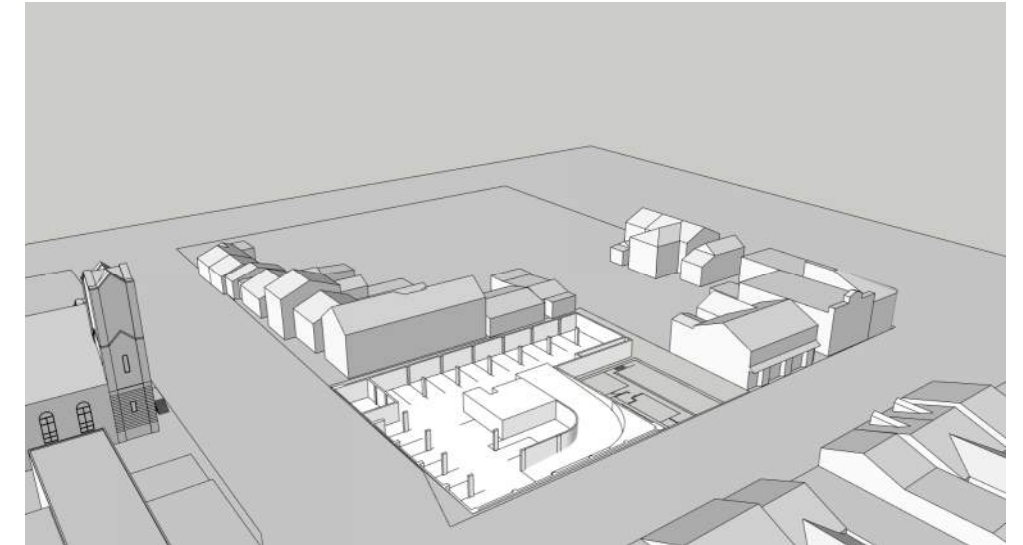
6. TOWER FOOTPRINT SETBACK ON WEST SIDE FROM FRONT ADJACENT TO HOUSES TO THE WEST



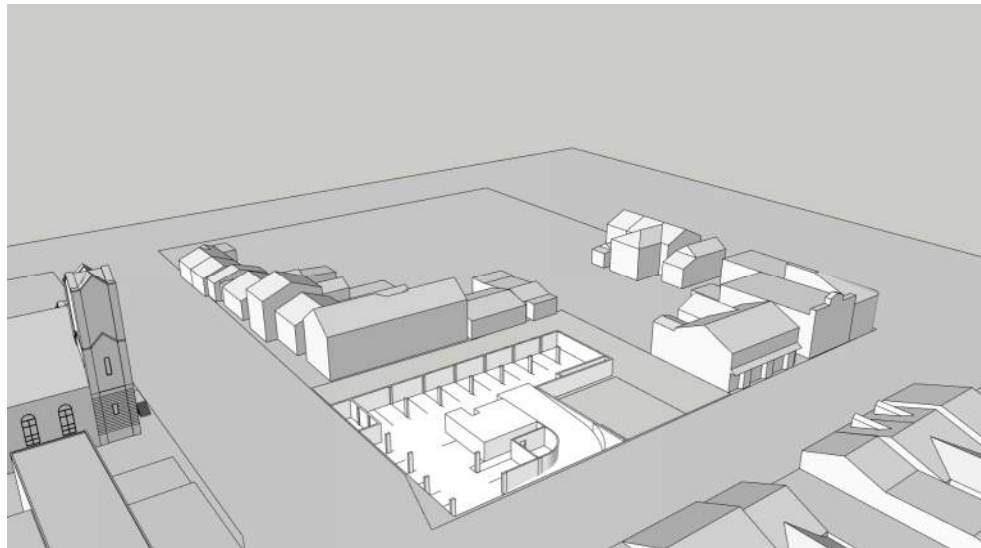
7. STREET LEVEL ENTRANCES



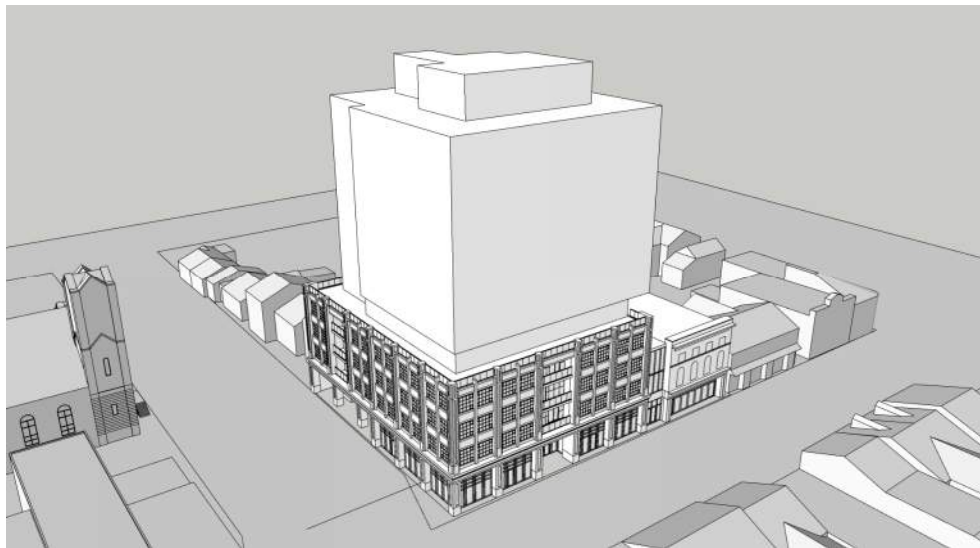
8. GRADE LEVEL PLAN



9. LEVEL -1



10. LEVEL -2



11. PODIUM LEVEL ARTICULATED. VEHICLE ENTRANCES AND RESIDENTIAL ENTRANCES EMPHASIZED IN UPPER FLOOR FACADE

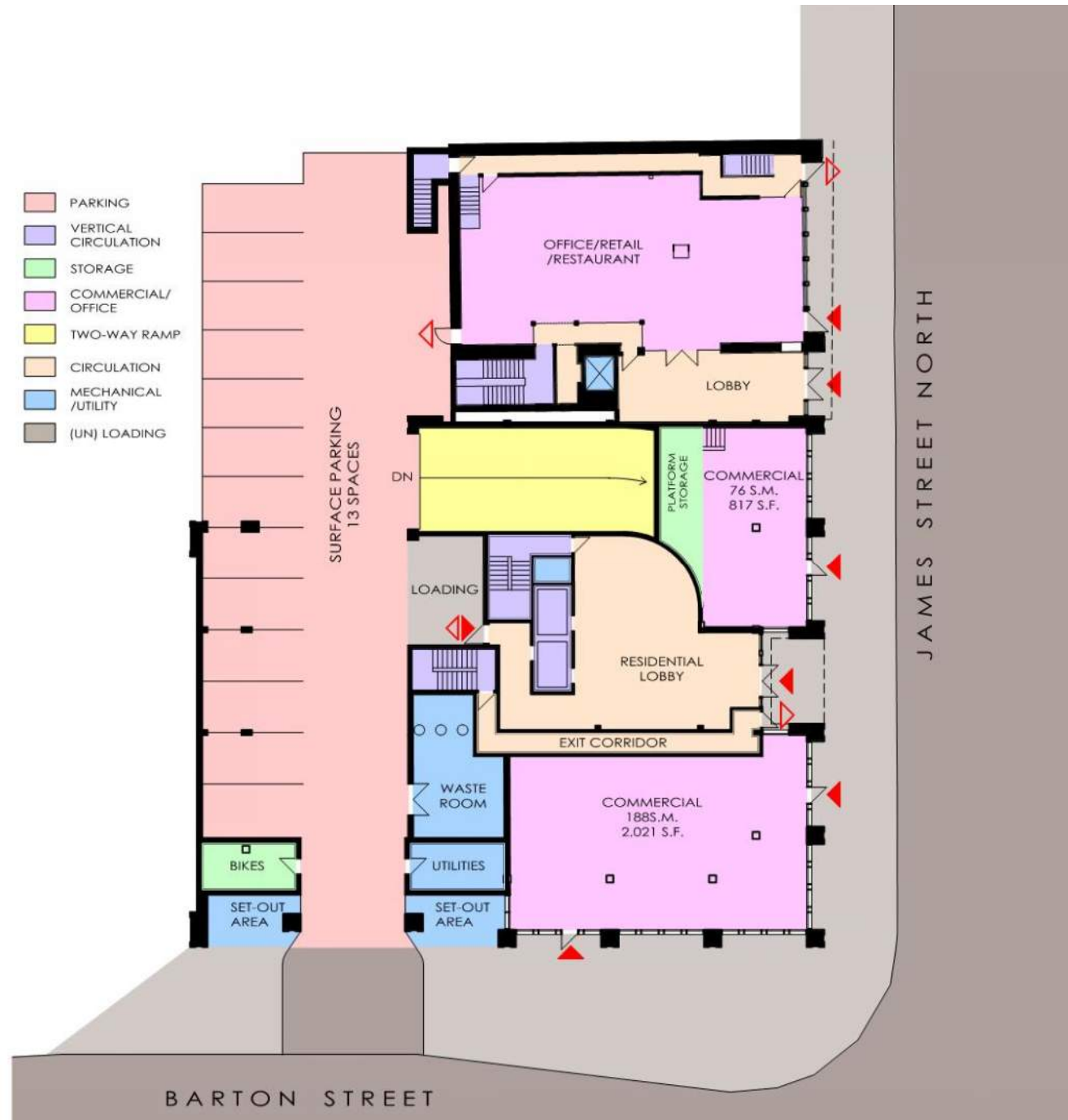


12. TOWER LEVEL ARTICULATED. VERTICAL EMPHASIS AT CORNER OF JAMES & BARTON AND HORIZONTAL EMPHASIS ADJACENT TO RESIDENTIAL NEIGHBOURHOOD TO THE WEST

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MASSING ILLUSTRATIONS

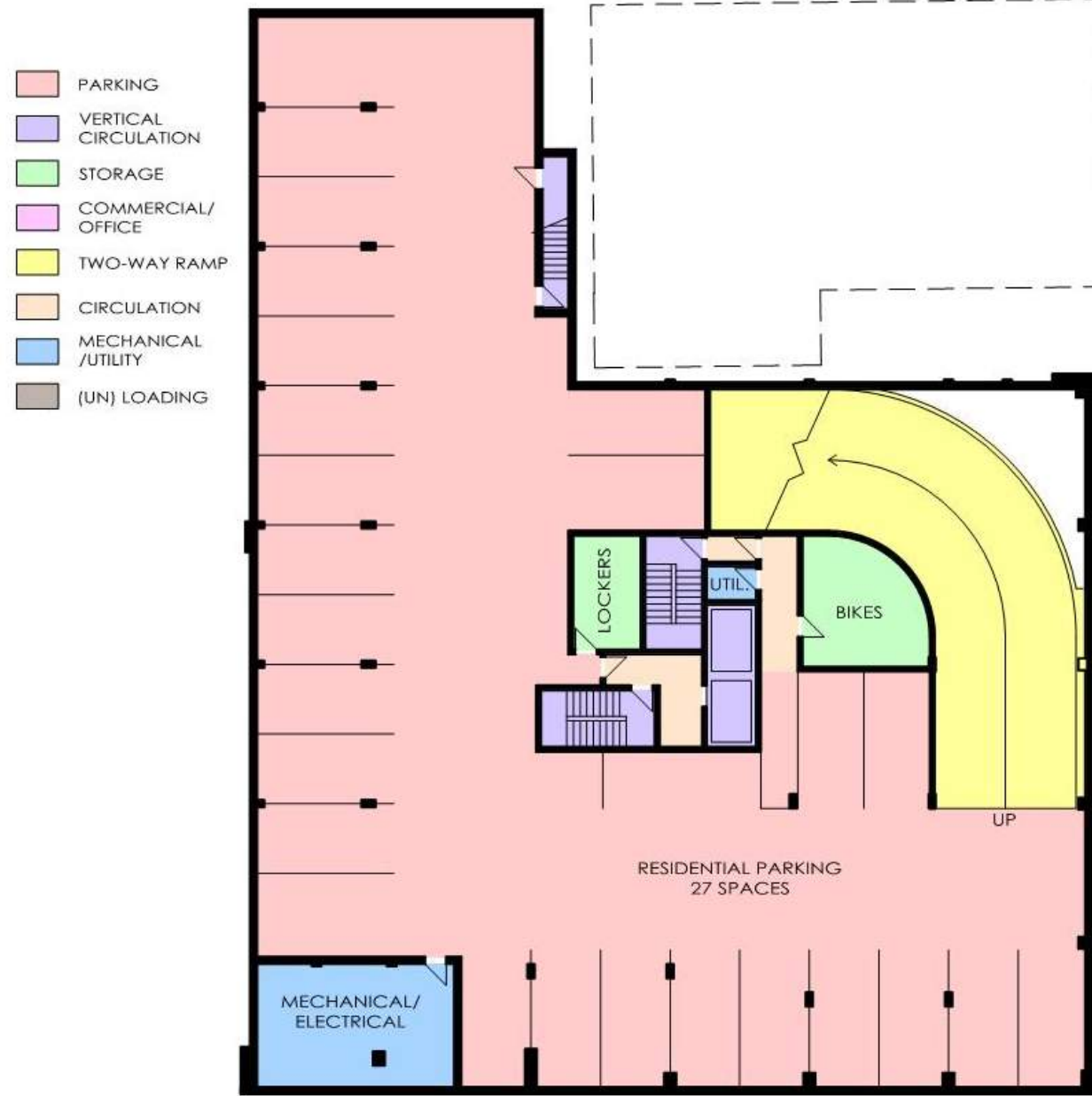


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GROUND & SITE PLAN





- BALCONY
- 1 BEDROOM
- VERTICAL CIRCULATION
- 2 BEDROOM
- COMMERCIAL/OFFICE
- CIRCULATION
- MECHANICAL /UTILITY

12 UNITS/FLOOR
X 3 FLOORS =
36 UNITS

1 BED = 11/FLOOR
2 BED = 1/FLOOR

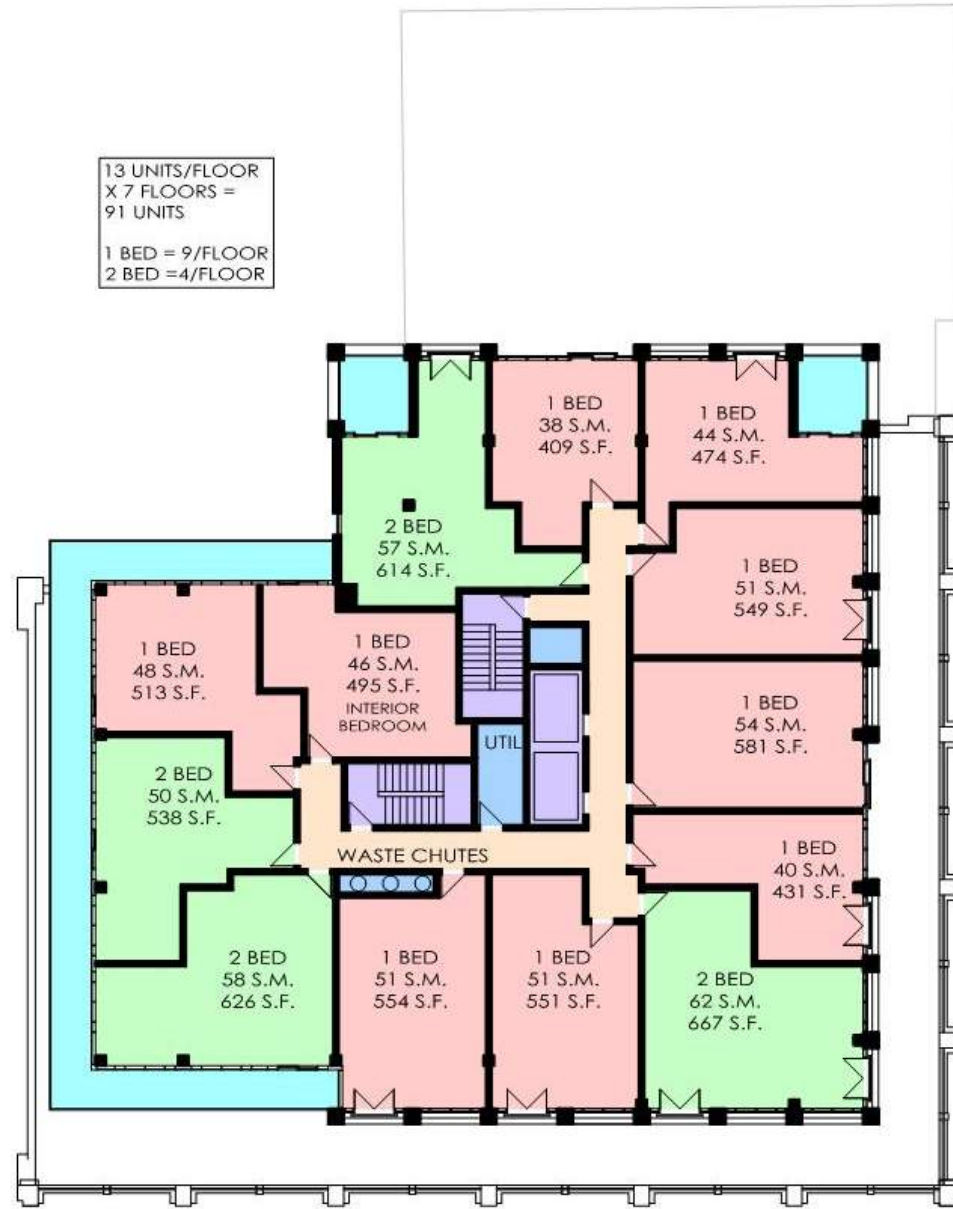




- BALCONY
- 1 BEDROOM
- VERTICAL CIRCULATION
- 2 BEDROOM
- CIRCULATION
- MECHANICAL /UTILITY

13 UNITS/FLOOR
X 7 FLOORS =
91 UNITS

1 BED = 9/FLOOR
2 BED = 4/FLOOR

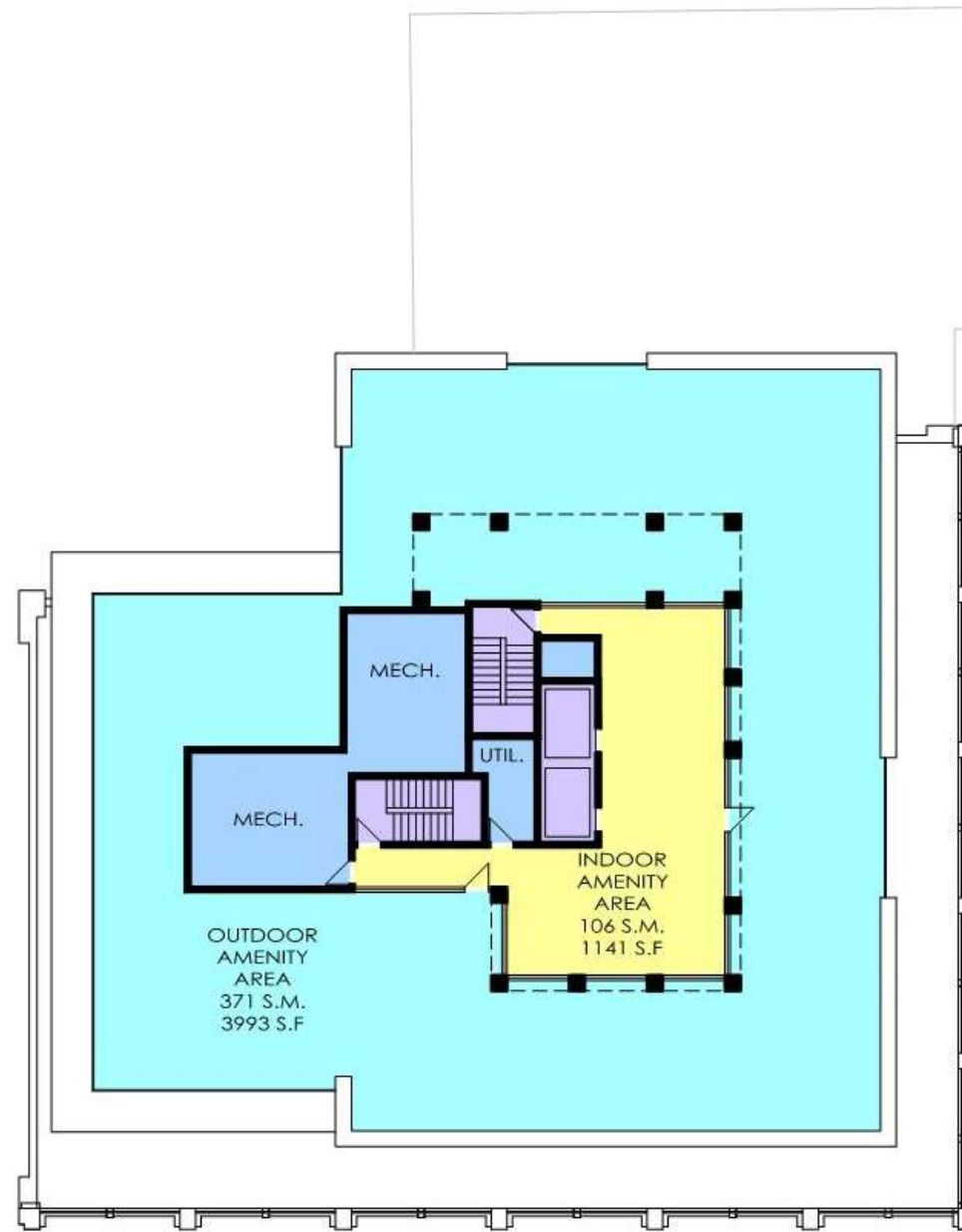


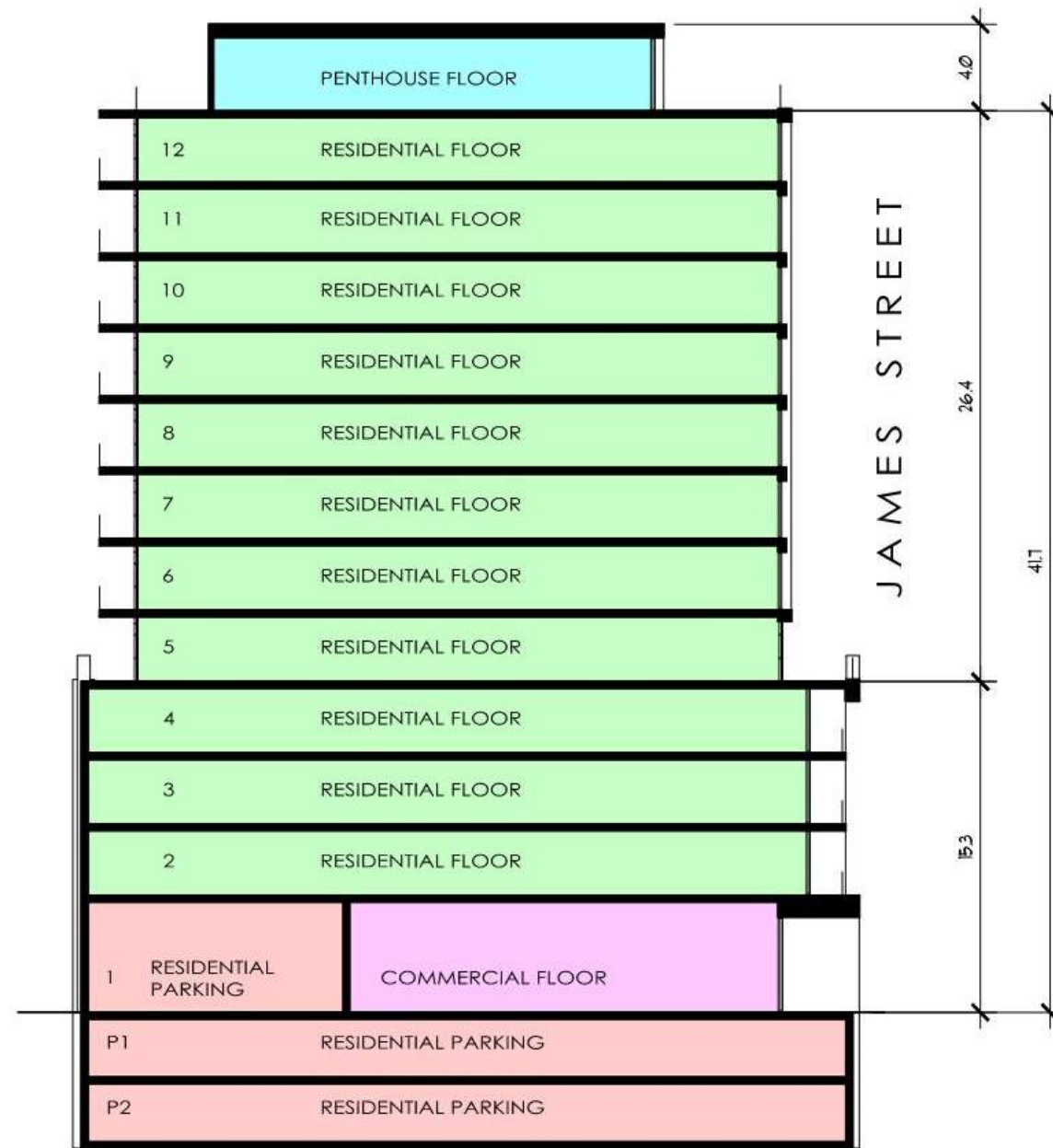
EVEN FLOORS

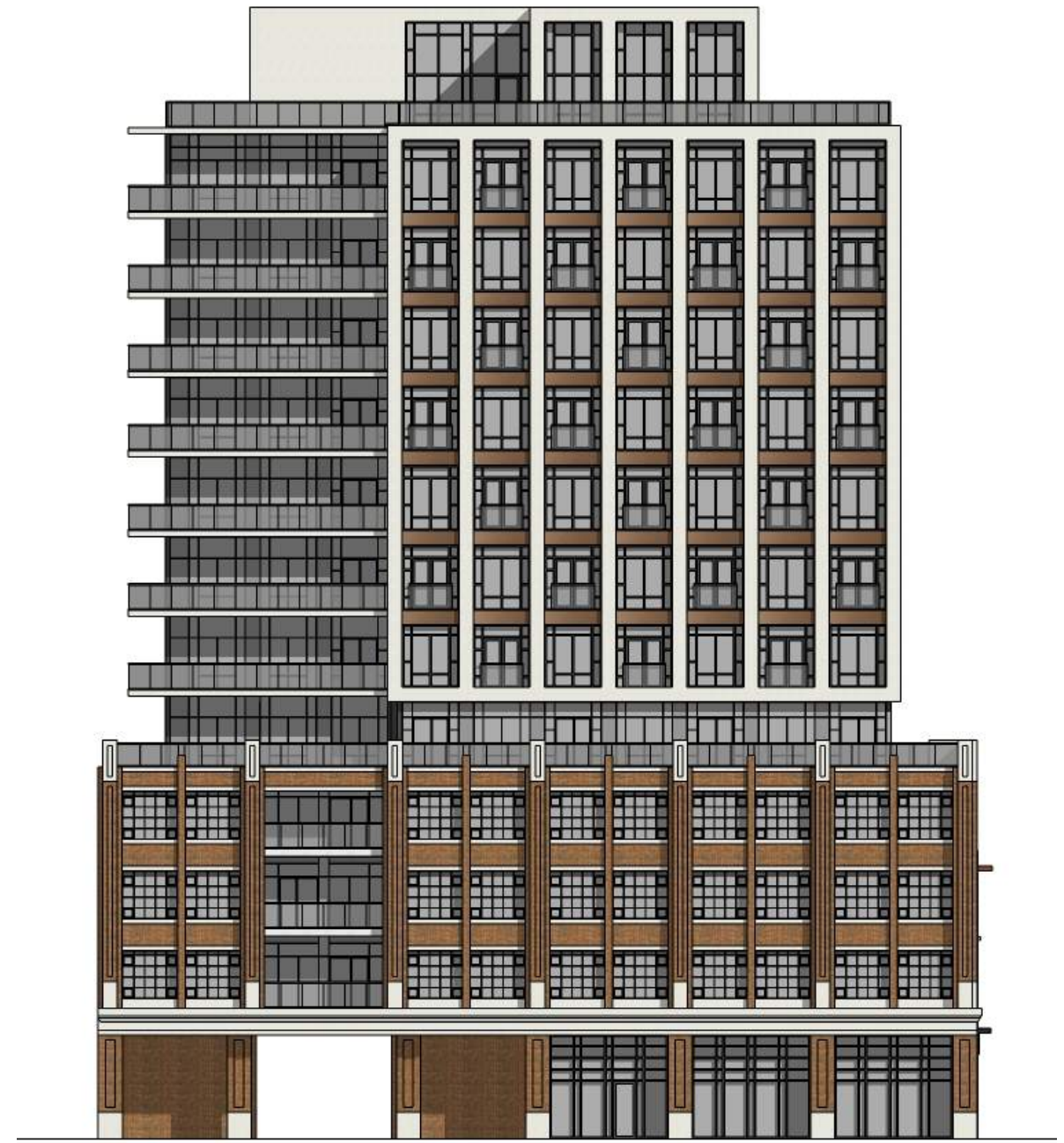


ODD FLOORS

- BALCONY
- 1 BEDROOM
- VERTICAL CIRCULATION
- 2 BEDROOM
- CIRCULATION
- MECHANICAL /UTILITY
- INDOOR AMENITY







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EAST AND SOUTH ELEVATIONS



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WEST AND NORTH ELEVATIONS



DESIGN REVIEW PANEL PRESENTATION

Augusta Block
Buildings 2 & 3

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AERIAL PERSPECTIVE
VIEWED SOUTH-EAST FROM JAMES ST NORTH



DESIGN REVIEW PANEL PRESENTATION
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AERIAL PERSPECTIVE
VIEWED FROM NORTH-EAST



DESIGN REVIEW PANEL PRESENTATION
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STREET PERSPECTIVE
VIEW SOUTH-WEST FROM JAMES ST NORTH



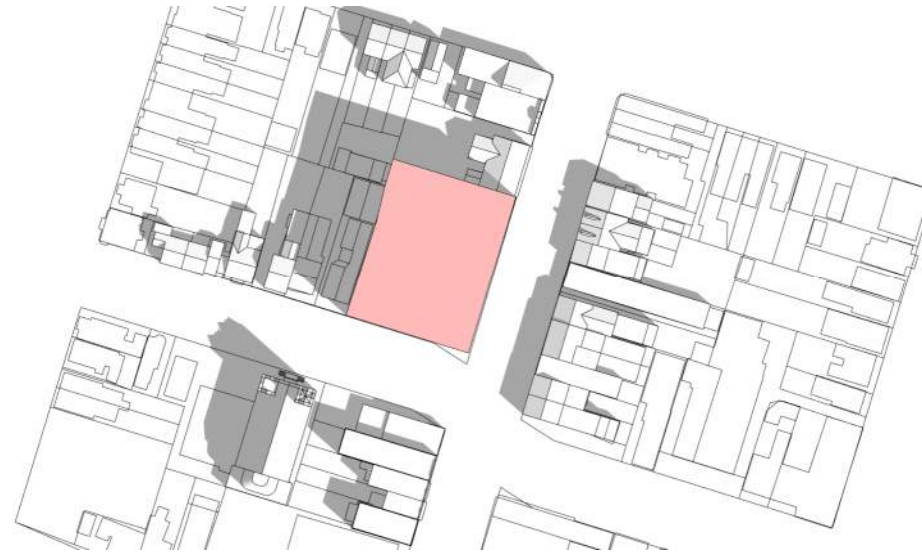
DESIGN REVIEW PANEL PRESENTATION
James & Barton

LINTACK ARCHITECTS
INCORPORATED

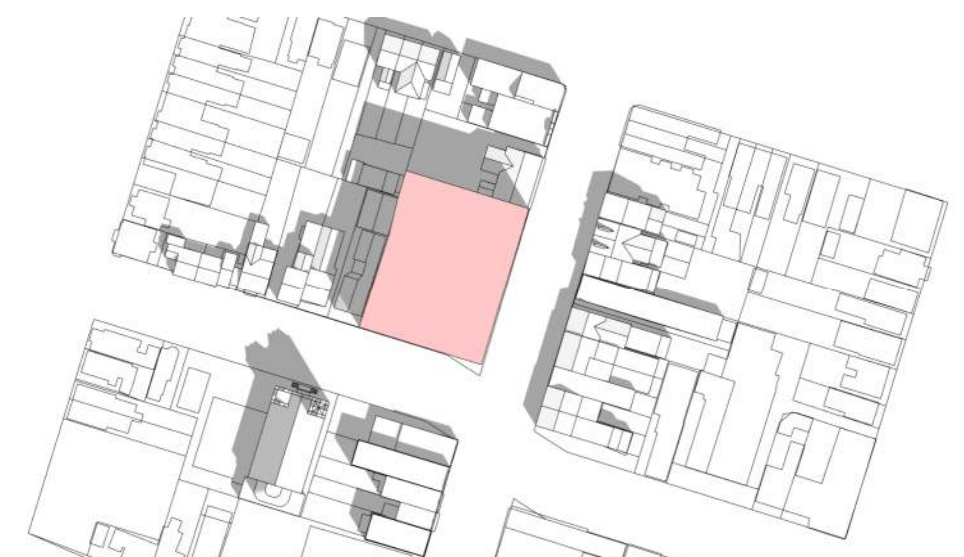
STREET PERSPECTIVE
VIEW NORTH-EAST FROM BARTON STREET WEST



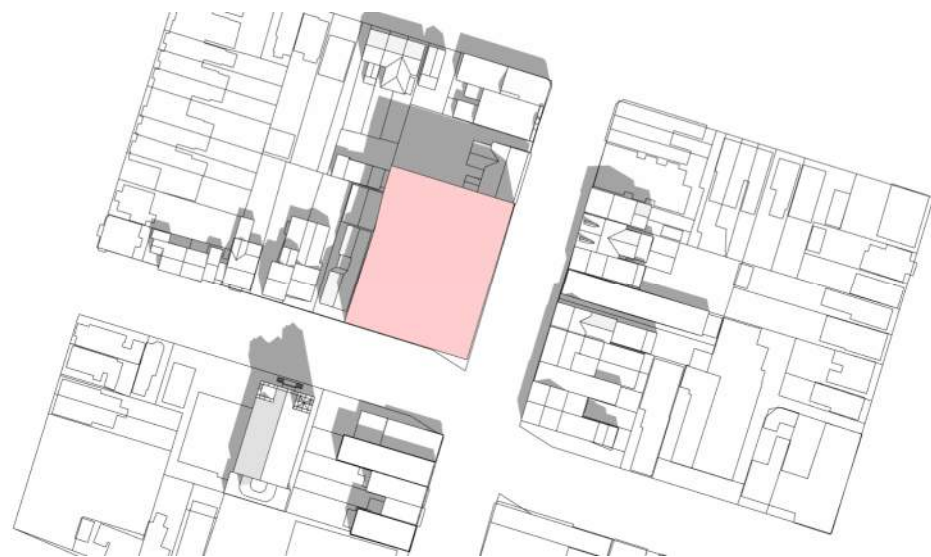
Mar.21 @ 8:52am
Sunrise + 1.5hrs



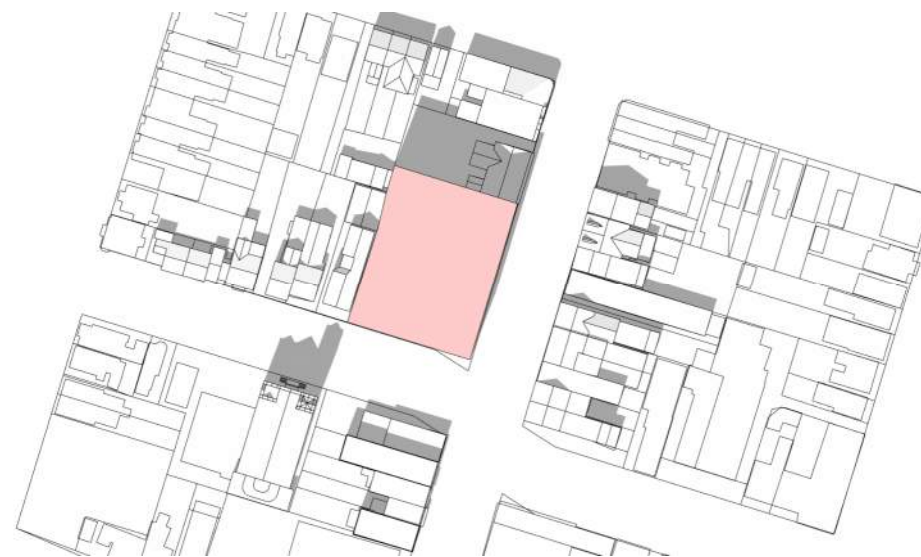
Mar.21 @ 10am



Mar.21 @ 11am



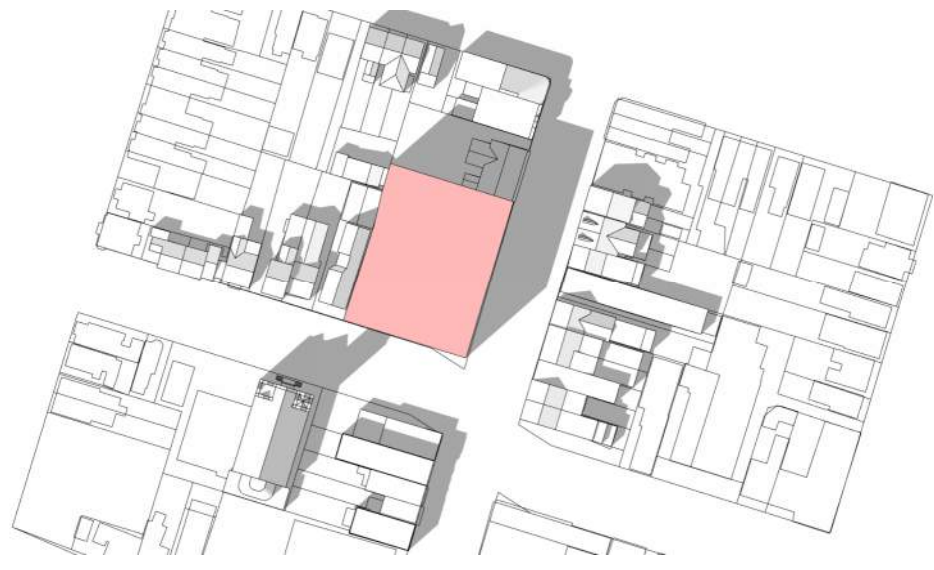
Mar.21 @ 12pm



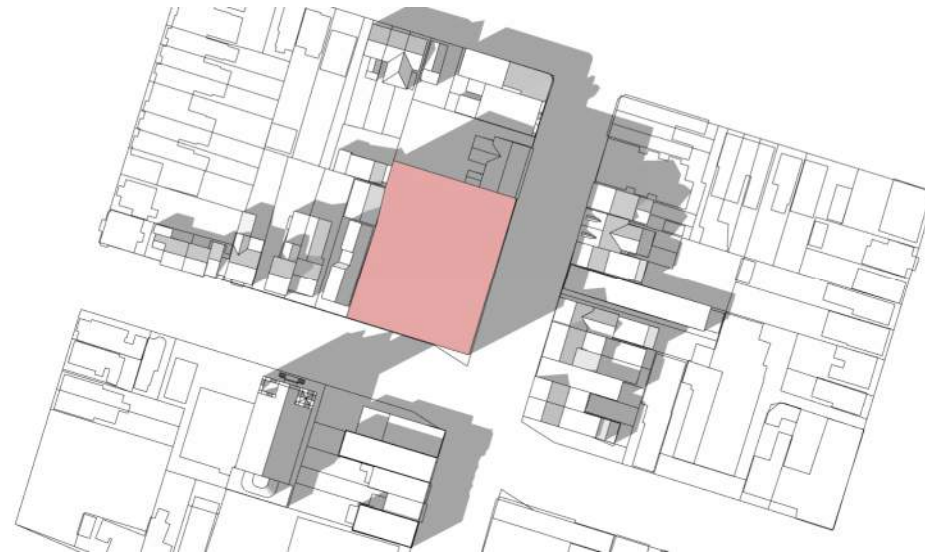
Mar.21 @ 1:27pm
Solar Noon



Mar.21 @ 2pm



Mar.21 @ 3pm



Mar.21 @ 4pm



Mar.21 @ 5pm



Mar.21 @ 6:03pm
Sunset – 1.5hrs



Sep.21 @ 8:36am
Sunrise + 1.5hrs



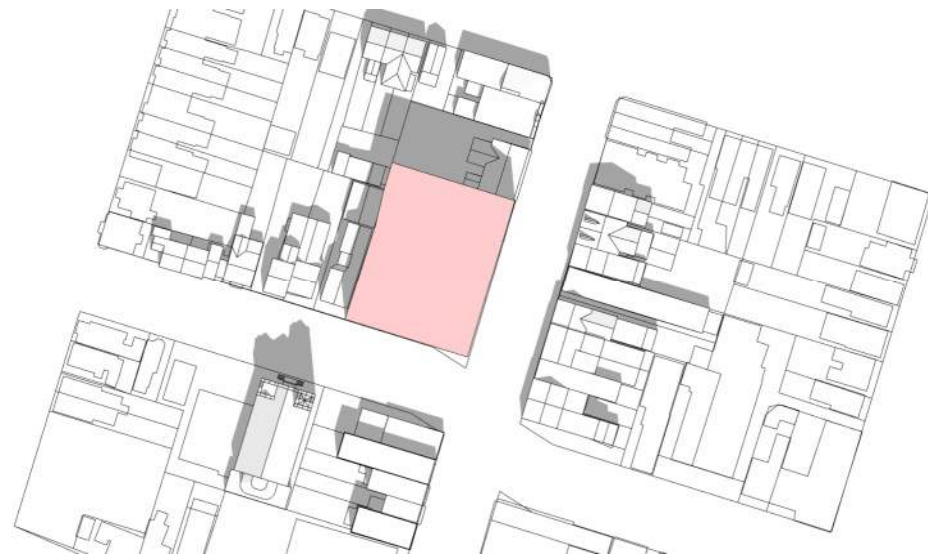
Sep.21 @ 9am



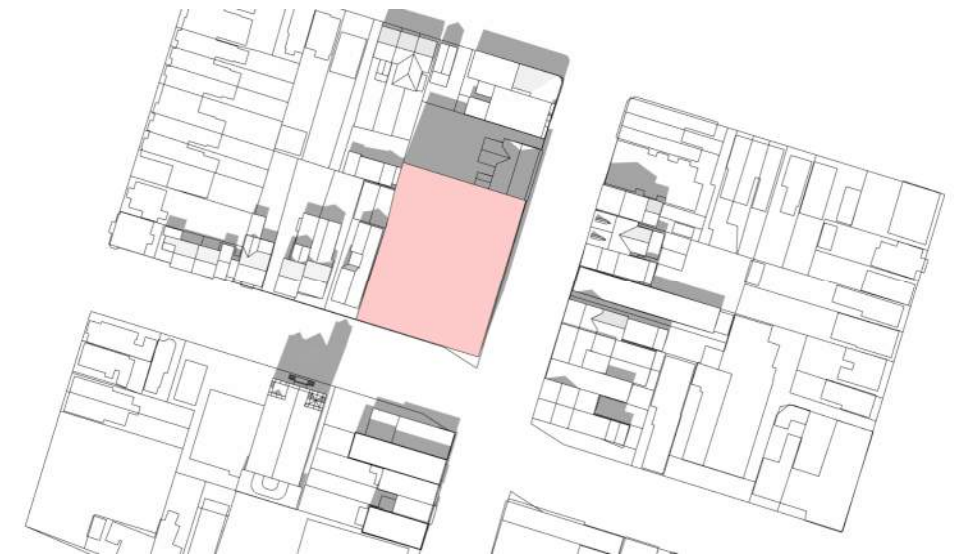
Sep.21 @ 10am



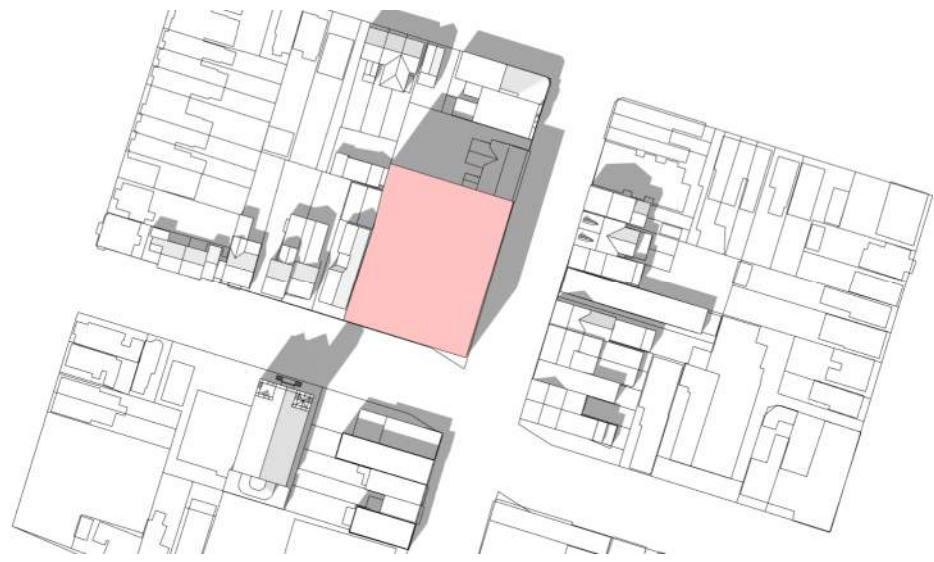
Sep.21 @ 11am



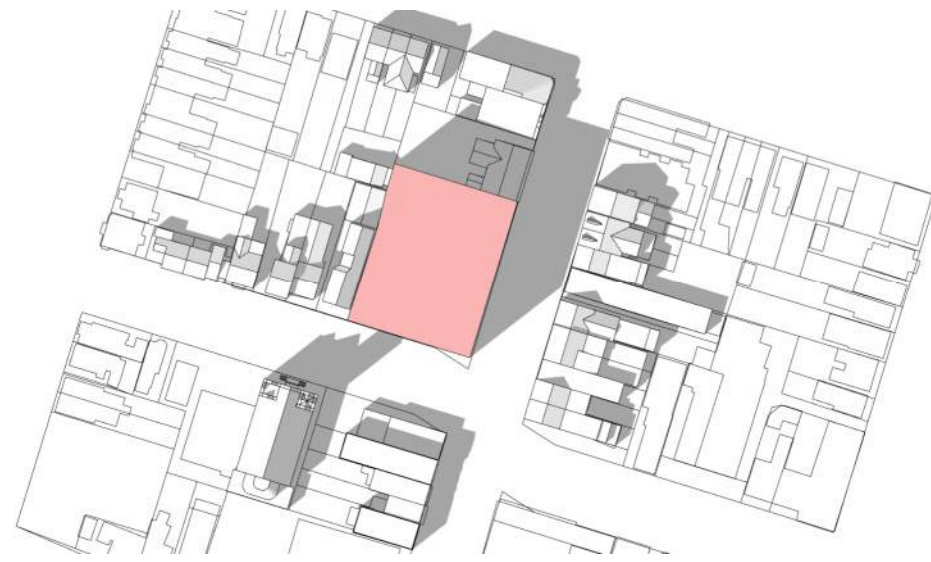
Sep.21 @ 12pm



Sep.21 @ 1:13pm
Solar Noon



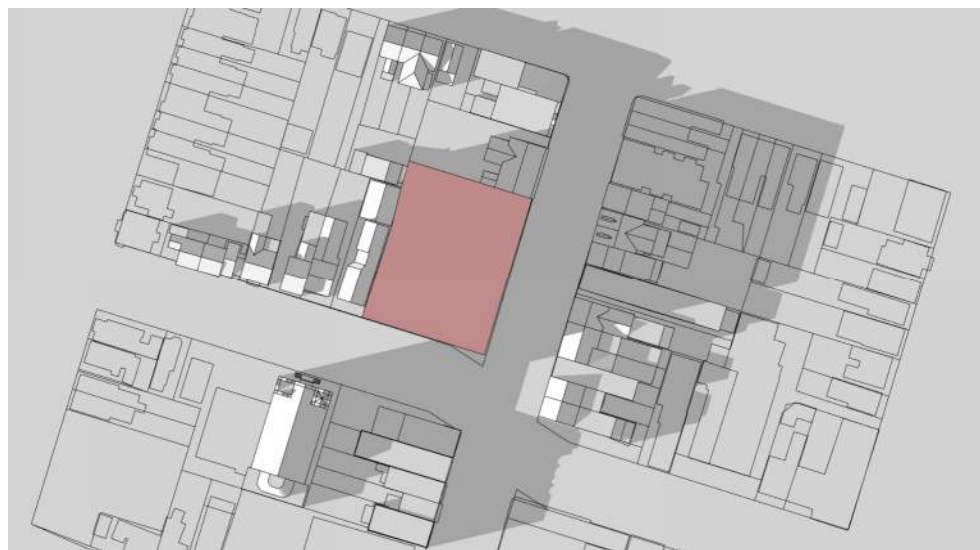
Sep.21 @ 2pm



Sep.21 @ 3pm



Sep.21 @ 4pm



Sep.21 @ 5pm



Sep.21 @ 5.50pm



Mar.21 @ 8:52am
Sunrise + 1.5hrs



Mar.21 @ 10am



Mar.21 @ 11am



Mar.21 @ 12pm



Mar.21 @ 1:27pm
Solar Noon

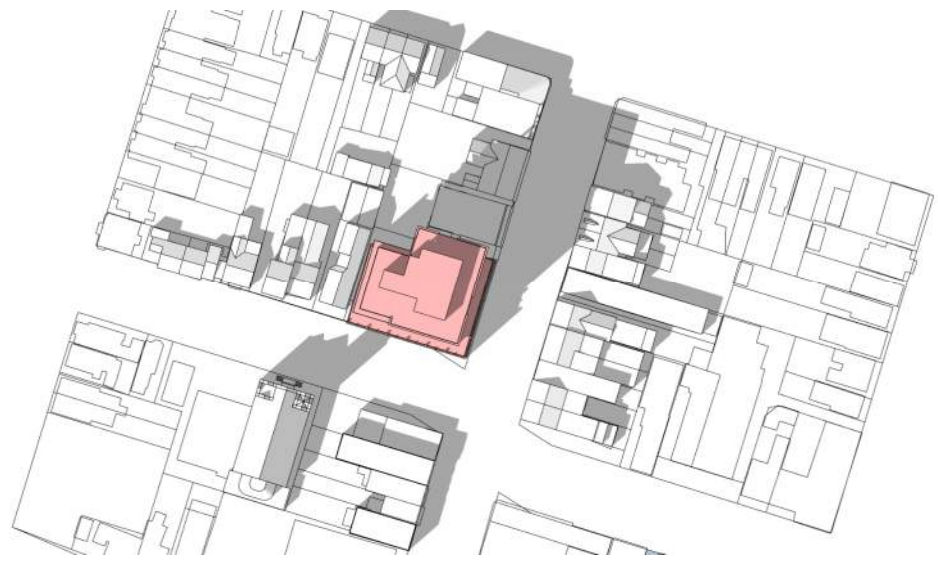


Mar.21 @ 2pm

DESIGN REVIEW PANEL PRESENTATION
James & Barton

LINTACK ARCHITECTS
INCORPORATED

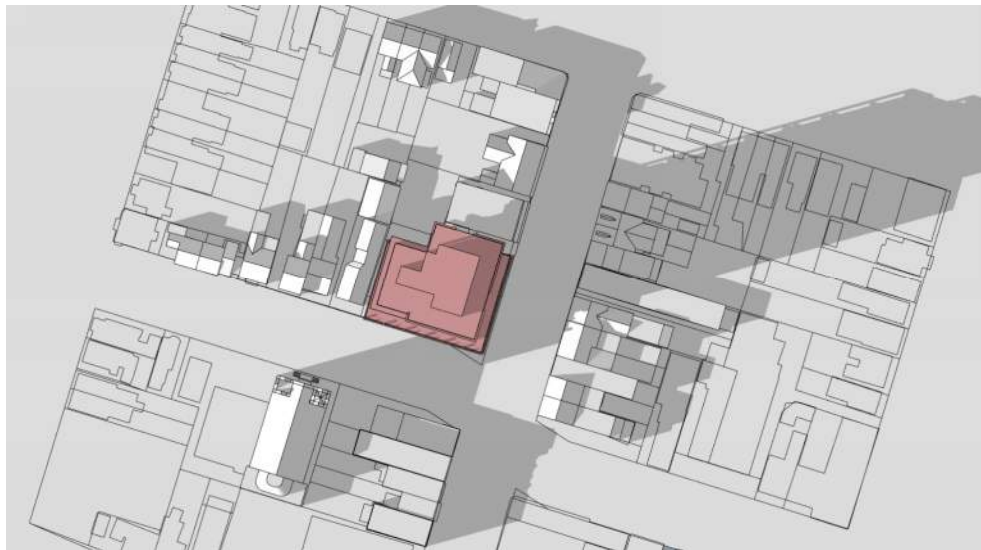
SHADOW STUDY
March 21st
Proposed 12-Storeys



Mar.21 @ 3pm



Mar.21 @ 4pm



Mar.21 @ 5pm



Mar.21 @ 6:03pm
Sunset – 1.5hrs



Sep.21 @ 8:36am
Sunrise + 1.5hrs



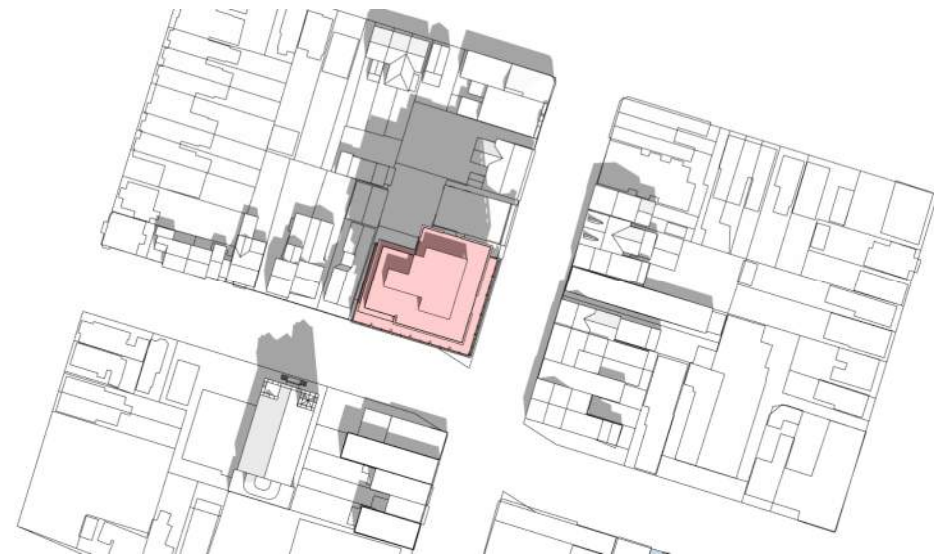
Sep.21 @ 9am



Sep.21 @ 10am



Sep.21 @ 11am



Sep.21 @ 12pm



Sep.21 @ 1:13pm
Solar Noon

DESIGN REVIEW PANEL PRESENTATION
James & Barton

LINTACK ARCHITECTS
INCORPORATED

SHADOW STUDY
September 21st
Proposed 12-Storeys



Sep.21 @ 2pm



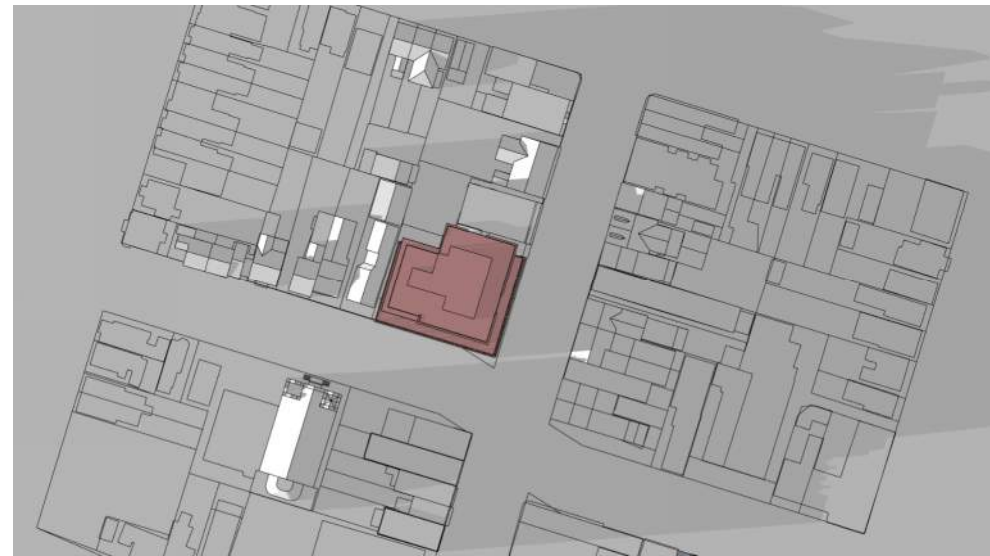
Sep.21 @ 3pm



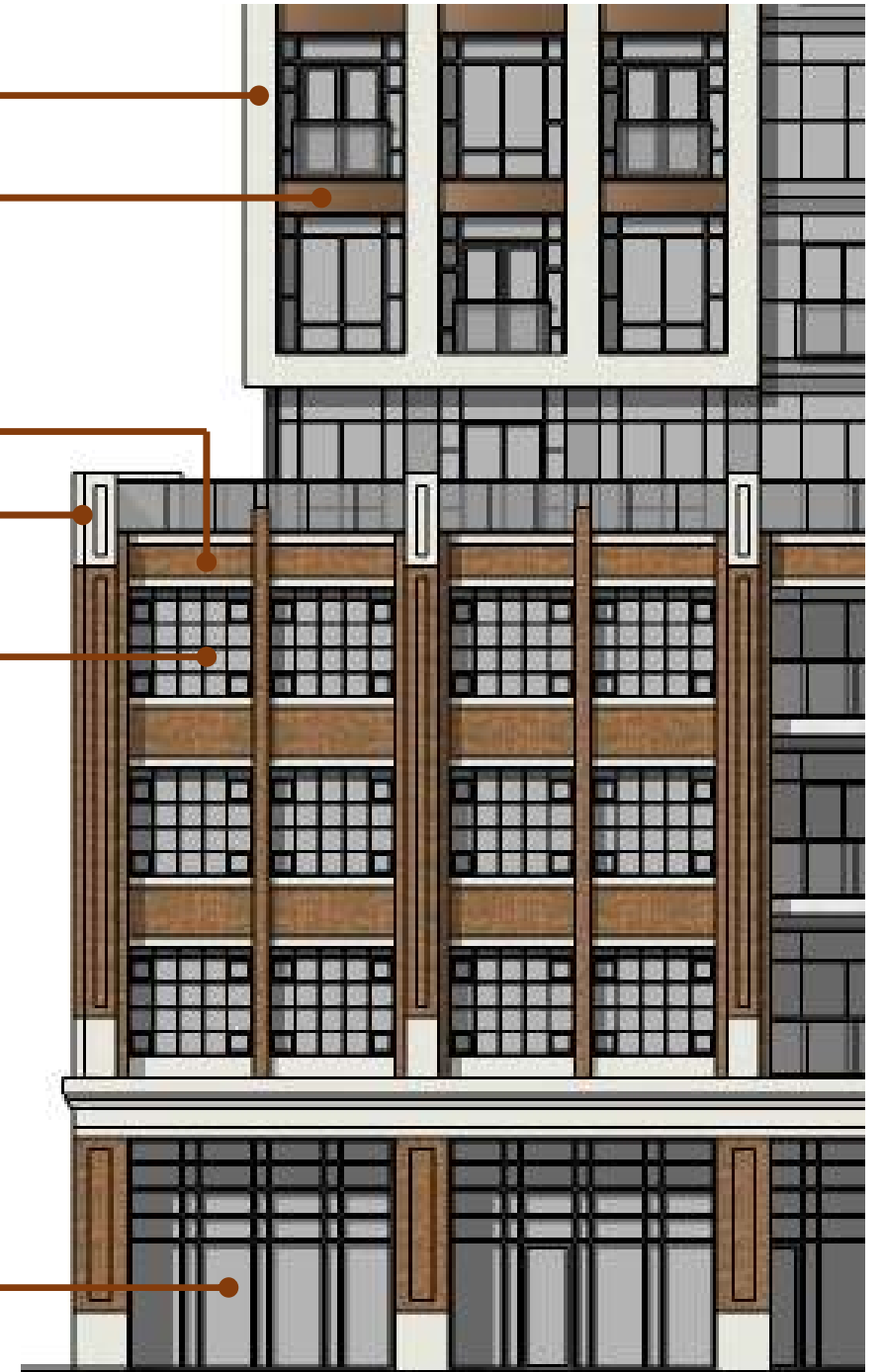
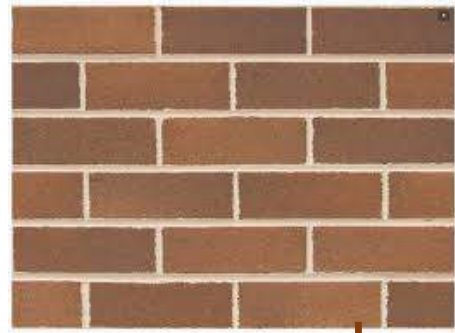
Sep.21 @ 4pm



Sep.21 @ 5pm



Sep.21 @ 5.50pm



BRICK
 PRECAST
 ALUCABOND
 MULLIONS
 GLAZING PODIUM,
 CURTAINWALL
 GLAZING TOWER

BROWN TONE
 WHITE TONE
 BRONZE METALLIC
 BLACK
 THIN MULLION, BLACK
 CURTAINWALL, BLACK



PROPOSED

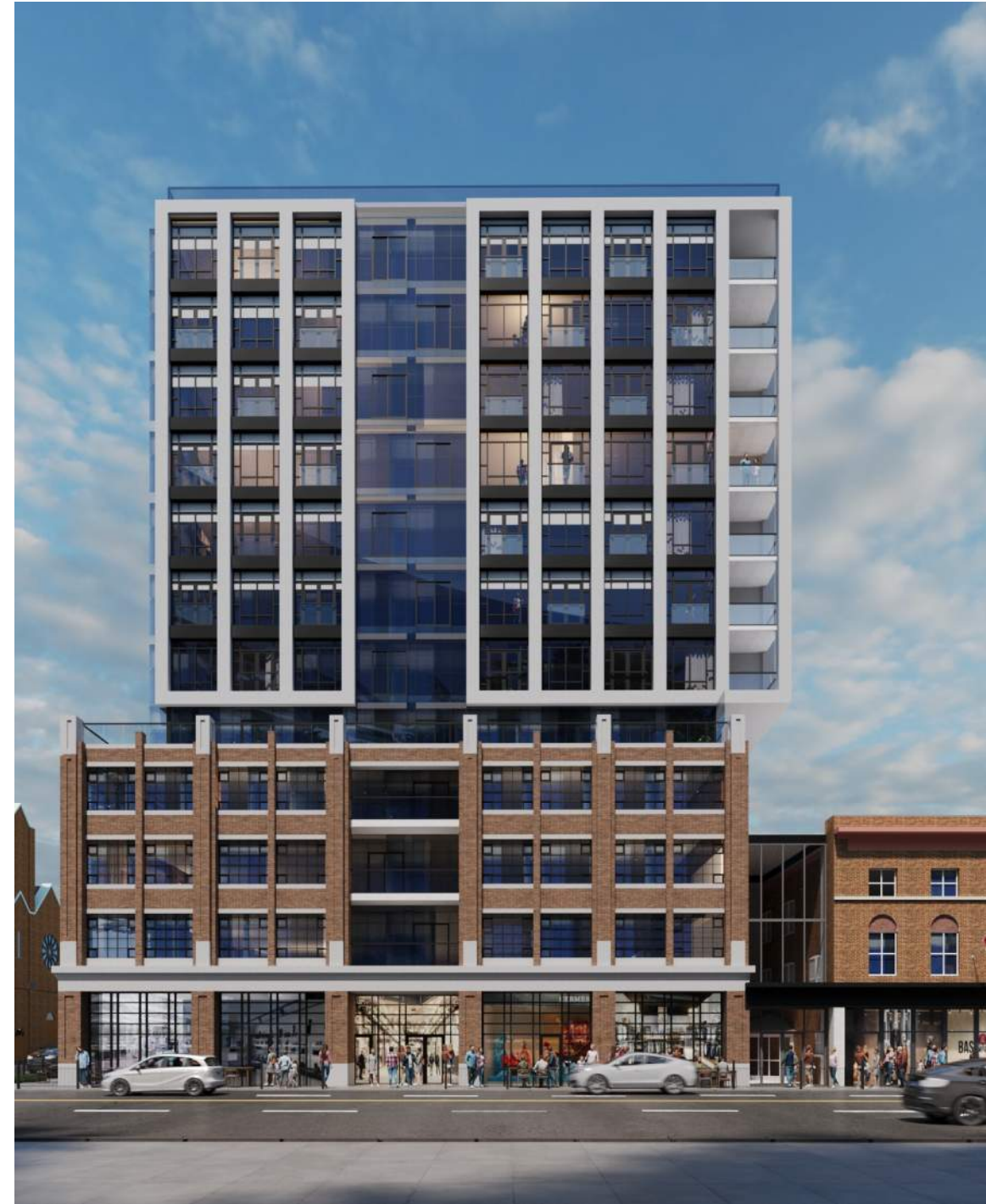


ALTERNATE

DESIGN REVIEW PANEL PRESENTATION
James & Barton

LINTACK ARCHITECTS
INCORPORATED

MATERIAL PALLETE



DESIGN REVIEW PANEL PRESENTATION
James & Barton

LINTACK ARCHITECTS
INCORPORATED

MATERIAL PALLETE
ALTERNATE