



# Urban Design Brief:

## 175 John Street North

175 John Street North  
Hamilton, Ontario

December, 2022

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# SECTION 1

Introduction

## 1.1 Purpose of the Urban Design Brief

This Urban Design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of Darpel Investments Limited., the registered owner of the lands municipally known as 175 John Street North in the City of Hamilton (referred to as “subject site”).

The Subject Site is a 0.18-hectare parcel with street frontage on John Street North. The lands are currently occupied by a bakery. The subject site is proposed to include a new mid-high density residential development including a podium with parking available on 3 levels.

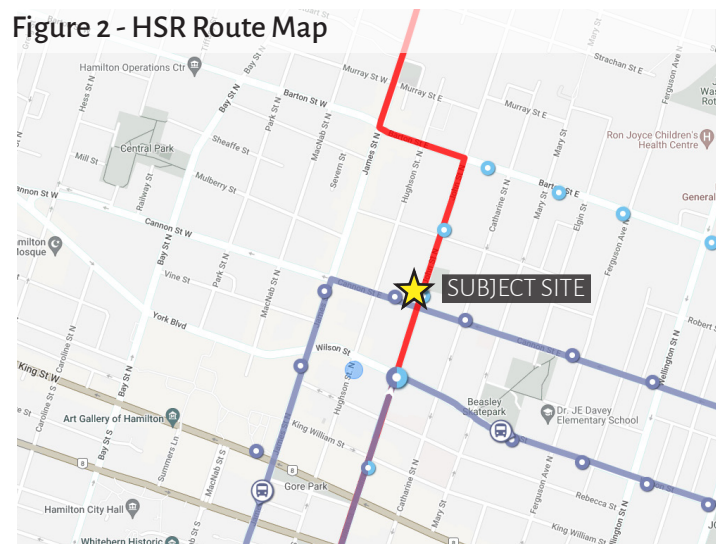
The proposed development features a 19-storey tower with 132 new residential units proposed on site. Both parking underground, at grade, and on the second level are proposed on site with a total of 79 parking spaces for residents. Along with vehicular parking spaces, the proposed development includes 70 bicycle parking spaces located underground and on the second floor of the building.

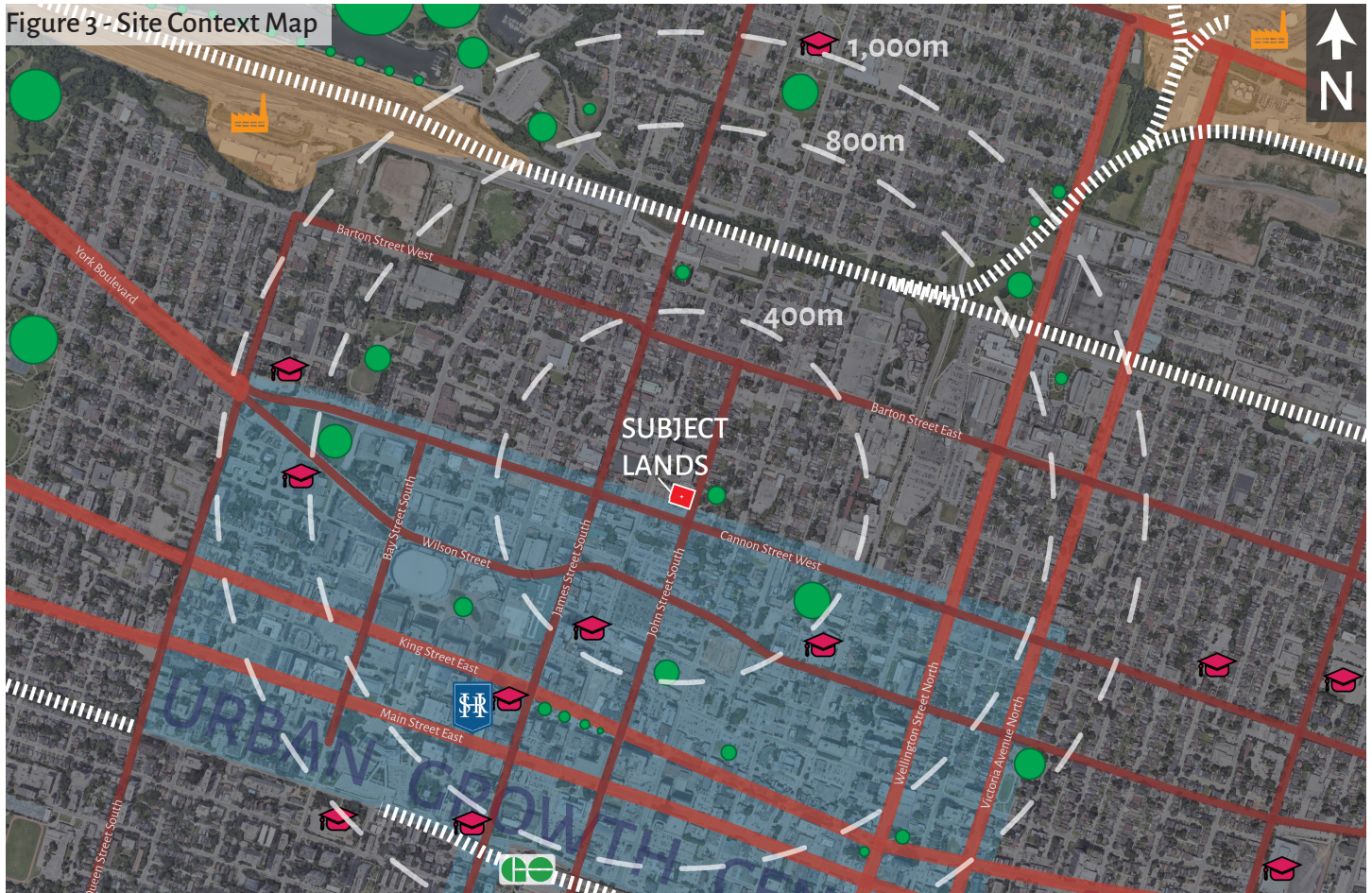
## 1.2 Site Context

The subject site is located within the central-west area of the Beasley neighborhood. As shown in Figure 1, the subject site is directly adjacent to the neighborhoods of North End East, Landsdale, Corktown, and Central.

The Beasley neighborhood is comprised of a range of uses and built forms. The southern boundary of Beasley runs along Main Street East and being in the downtown core, features many medium-to-high density developments, such as the tallest building in the City of Hamilton; Landmark Place. Main street East, which borders Corktown neighborhood, is classified as the Urban growth Center of downtown Hamilton. The eastern edge of Beasley extends to Wellington Street North and includes predominantly mixed-use low-to-medium density buildings, single detached dwellings and Institutional buildings, such as the Hamilton General Hospital. The northern edge of Beasley extends to the Canadian National Railway tracks and is primarily mixed-use low-to-medium density buildings and single detached dwellings. The western edge of Beasley abuts predominantly low-to-medium density buildings, with the highest densities typically found along James Street North consisting primarily of mixed-use medium density buildings.

The Beasley neighborhood is well serviced by bus routes given its location within the downtown core (see **Figure**





2). There are 4 bus stops conveniently located within 150 meters of the site. The O2 Barton Eastbound line has 2 stops within 150 meters of the site and runs along John Street North and then extends east on Barton Street East. The O3 Cannon westbound has 2 stops within 150 meters and extends west on James Street North. The 20-A Line Express north and southbound has 4 bus stops within 200 meters of the site and services John Street North and James Street North.

A notable landmark within 1km of the Subject Site is the Hamilton GO Centre. The GO Centre fronts onto Hunter Street East and provides connection to both regional rail and regional busses. It is south of the subject site and is approximately a 15-minute walk, or a 5-minute bike ride. Due to the site's proximity to the Downtown Urban Growth Centre, services and amenities are very accessible by means

of public transit and active transportation.

There are eight educational institutions and many green spaces within a 1km radius of the subject site. Directly across John Street North from the site is McLaren Park, featuring a playground for children which includes a slide, spring rider, trampoline, and swings. In the summer months, a splash pad, soccer field and a small paved ball hockey area are available. The park also includes water fountains and picnic tables to promote leisure activity.

Three of these green spaces are within an approximate 5-minute walk from the subject site and nine are within an approximate 10 to 12-minute walk, resulting in ample open space for future residents of the proposed development. Five educational institutions are within an approximate 10-minute walk from the subject site.

## 1.3 Streetscape Context

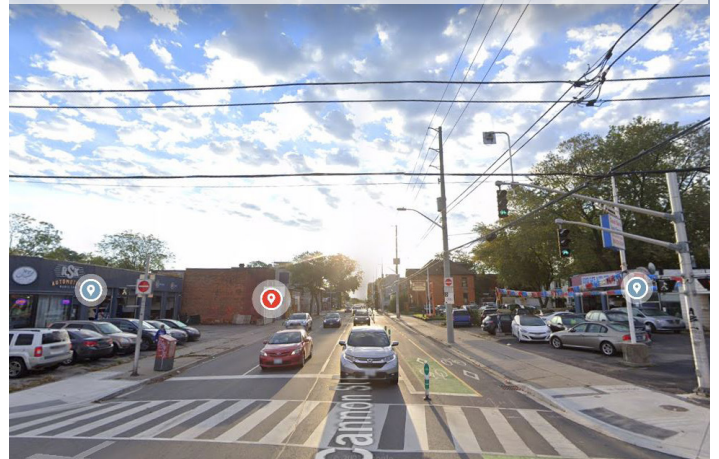
**Cannon Street East:** Cannon Street East runs parallel to the southern boundary of the site and is a one-way, minor arterial road which runs east-west, and provides on-street parking opportunities along the north side of the street. Cannon Street East is primarily mixed-use with low-medium density buildings of commercial and residential uses and single detached dwellings.

Some institutional and commercial uses front onto Cannon Street with greater densities closer to James Street North. The pedestrian realm is made up of concrete sidewalks, sodded boulevards, and street trees.

View towards the west on Cannon Street East



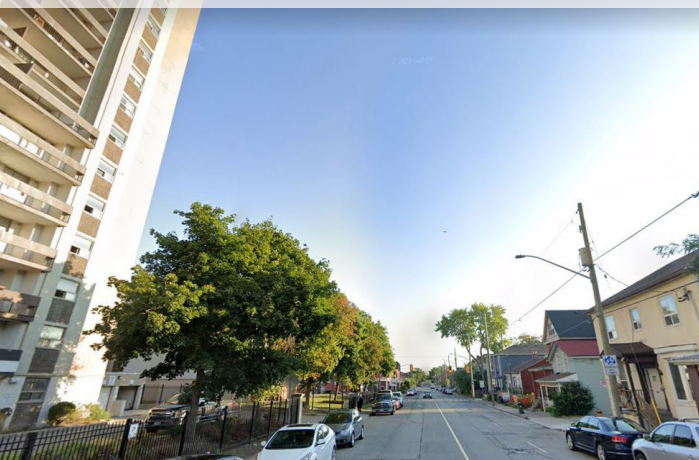
View towards the east on Cannon Street East



**John Street North:** John Street North borders the eastern side of the site and is a two-way, minor arterial road running north-south, with two lanes of traffic on either side and one lane on each side solely dedicated to parking. John street North is composed of various building types such as mixed use low-medium residential

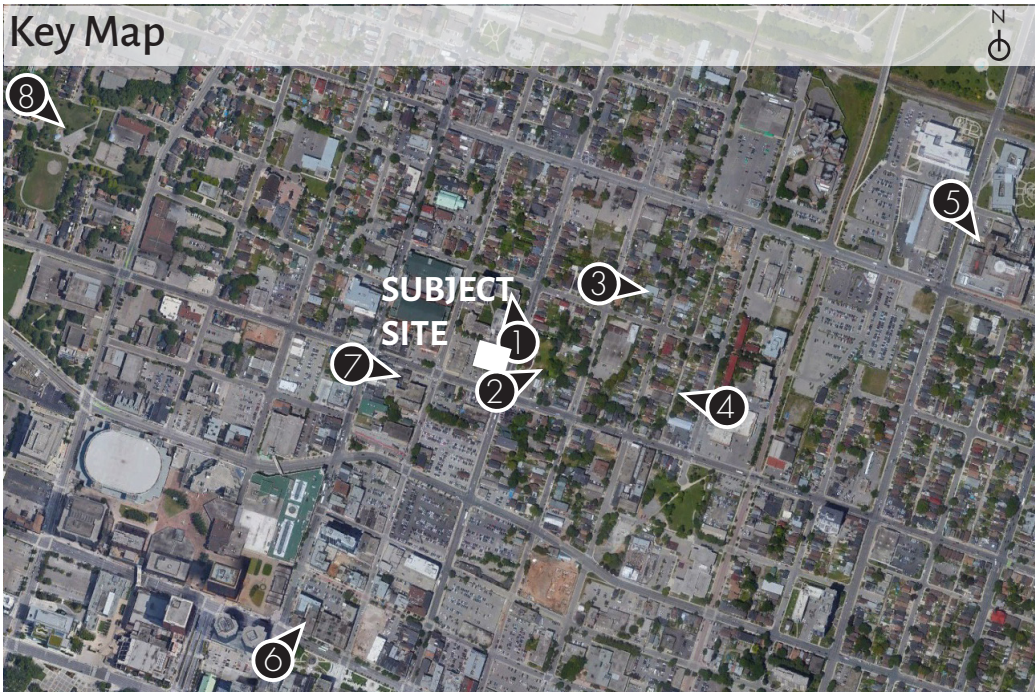
and commercial density buildings and single-detached dwellings. The pedestrian realm is made up of concrete sidewalks, sodded boulevards, and street trees.

View towards the north on John Street North



View towards the south on John Street North

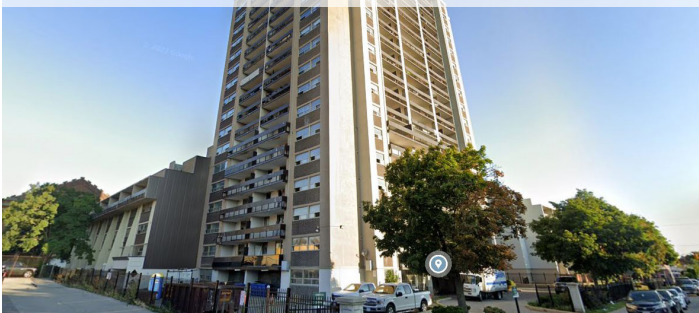




**North:** The area north of the subject site is made up of a variety of uses and built-forms such as low-rise and mid-rise mixed-use residential and commercial buildings and single detached dwellings. Abutting the site's northern boundary are two 18-storey residential multiple-dwelling with underground parking entrances on both John Street North and Hughson Street North.

**East:** The area east of the subject site has a range of housing types including single-detached dwellings, townhouses, and mixed-use commercial and residential properties. However, the predominant built form of the lands east of the site are townhouses, semi-detached dwellings, and single detached dwellings. Two public parks are located east of the site, including McLaren Park and Beasley skate park. The Hamilton General and Ron Joyce Children's hospital are both located in the north-east area of the Beasley neighborhood.

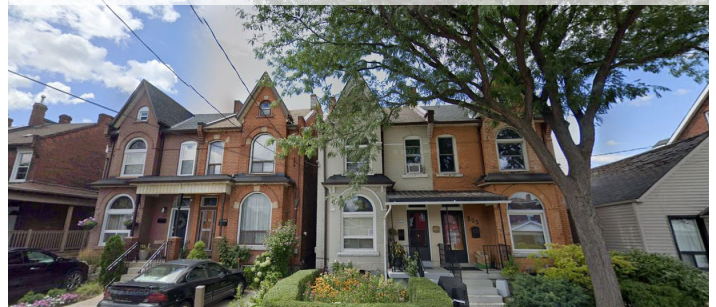
1. High rise building abutting the site to the north



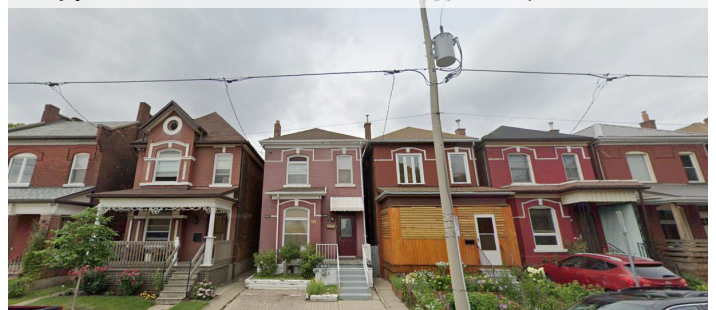
2. McLaren Park directly across from the subject site



3. Typical built form to the north of the subject site



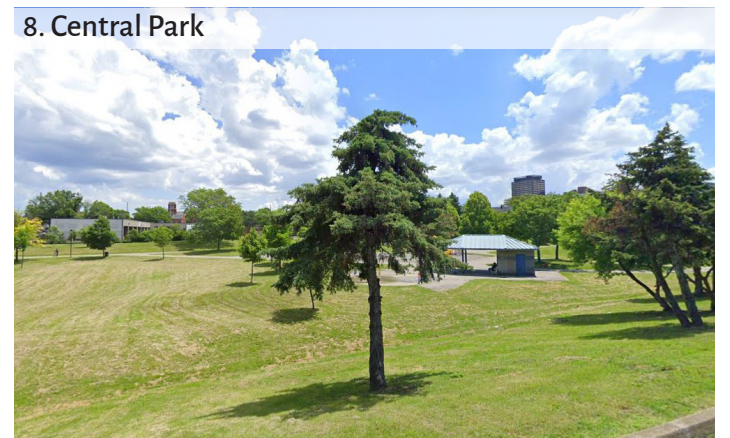
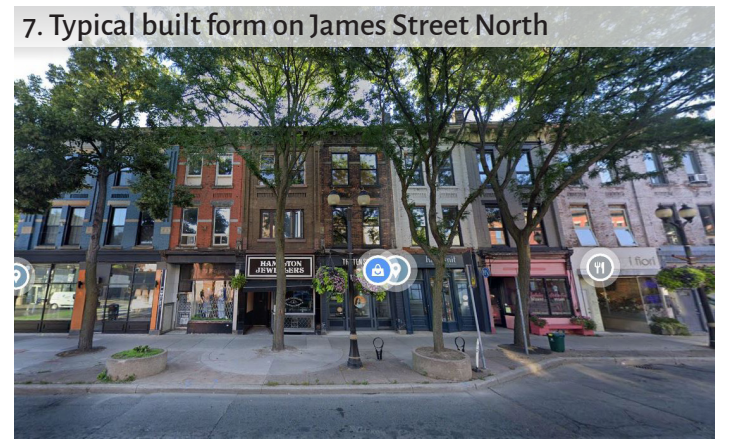
4. Typical built form to the east of the subject site





**South:** The lands south of the subject site are fully developed and are a part of the downtown Hamilton Urban Growth Centre. A variety of uses and built-forms exist to the south of the site, including the most notable building in Hamilton's skyline, Landmark Place, which fronts onto Catharine Street and Main Street. The downtown Urban Growth Centre provides many amenities for residents within the area.

**West:** Continuing to the area west of the site is James Street North which includes high density mixed-use and commercial buildings within the downtown Hamilton Area. There are two public parks to the west of the site such as central park, which includes a newly updated playground and soccer field.



## 1.4 Site Attributes & Limitations

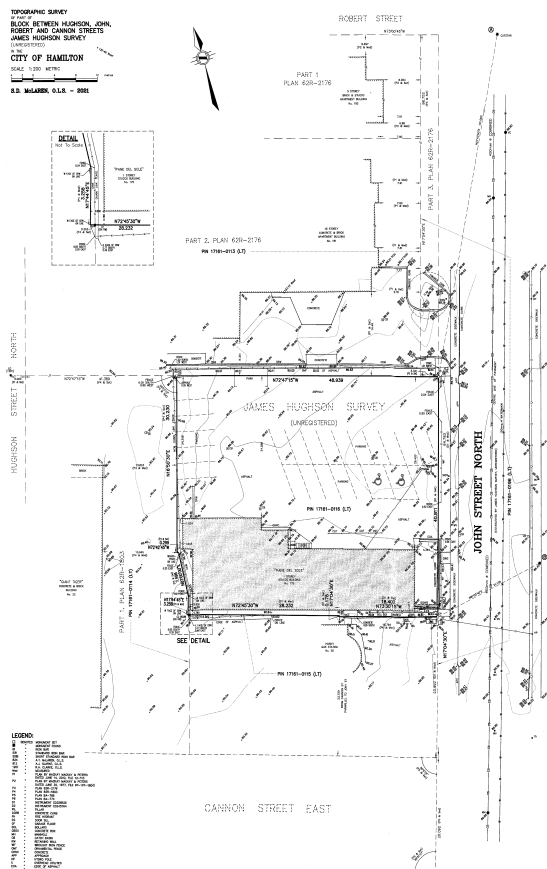
### Site Description and Location:

The site is in the Beasley neighbourhood, in the central-western area of lower Hamilton. Beasley is bordered by James Street North to the west, the Canadian National Railways to the north, Wellington Street North to the east, and Main Street East to the south. The Subject Site is a generally square shaped, 0.18 ha parcel with 40 m of frontage on John Street North.

### Existing Topography and Vegetation:

The site contains a gradual slope from the streetline to the rear property line gradually increasing in elevation near the most south-western point on site. The difference in elevation from the streetline to the highest point on site is approximately 1.4m. The only vegetation on site is within a fenced-in outdoor patio of the Bakery, fronting John Street North and includes mostly low-to-medium deciduous shrubs.

### Topographic Survey by A.T. McLaren Limited



### Existing Buildings and Structures:

The southern portion of the +/- 0.49-acre (+/- 2,001 m<sup>2</sup>) site is currently developed with a two-storey commercial building occupied by Pane Del Sole Bakery. The buildings footprint is rectangular in shape with its main entrance to the Bakery off John Street North and a parking lot entrance facing John Street North.

The land slated to house the proposed development is currently occupied by the existing bakery and surface parking. The vacant land is also being partially used as a waste storage area for the existing building. A rusted chain link fence in poor condition runs along the west side of the site and a wrought iron fence surrounds the perimeter of the vacant property and the outdoor patio located in the front of the Bakery along John Street North.

There is also an existing sign for the Bakery on site, that includes a concrete base and Bollards located within the central-east area of the site.

**Limited Developable Area:** At an area of roughly 0.18 hectares, the small size of the parcel restricts the developability of the lands. However, this is combated through a design which makes the most efficient use of the parcel's shape and size.

**Limited Parking:** With limited area to develop on the site, parking has been accommodated both underground and in the 2-storey podium of the development concept. A reduction in required parking spaces is to be facilitated through the Zoning By-Law Amendment.

# SECTION 2

Municipal Policy Review

## 2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

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

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

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, sidewalks, and pathways;
- providing connections and access to all buildings and places for all users, regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development;
- encouraging design that accommodates the changing physical needs of people and their lifestyles through all stages of their lives;
- connecting sidewalks to transit stops and shelters;
- locating transit stops and principal building

entrances in close proximity to each other, where appropriate;

- locating service and storage areas away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes, and screened as necessary from views from the public right-of-way;

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

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- creating places and spaces which are publicly visible and safe;
- locating surface parking to the sides or rear of sites or buildings, where appropriate; and
- service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way;
- to create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

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

- respecting existing character, development patterns, built form and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- conserving and respecting the existing built heritage

- features of the City and its communities;
- demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
- recognizing that every new building or structure is part of a greater whole that contributed to the overall appearance and visual cohesiveness of the urban fabric;
- respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics; and,
- encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses.

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

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- adequate and accessible space for pedestrians, bicycles, as well as transit, other vehicles, and utilities;
- landscaping such as street trees and landscaped boulevards;
- service and loading areas shall be buffered to reduce visual and noise impacts, particularly when located adjacent to residential areas. Buffering methods should include berms, tree and shrub plantings, noise walls, fences, and/or the use of quality construction materials and methods;

- including a quality landscape edge along frontages where buildings are set back from the street;
- ensuring pedestrian walkways shall differ in material and appearance from driving surfaces, promoting safety and emphasizing pedestrian priority over vehicular traffic; and,
- providing landscaped walkways along buildings, particularly in areas with high levels of pedestrian traffic, and connecting walkways to other pedestrian routes on the site and links to pedestrian entry points at the street, and where appropriate to adjacent developments.

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

- ensuring building entrances are visible from the street and promoting shelter at entrance ways;
- creating transitions in scale to neighbouring buildings;
- including ample glazing on ground floors to create visibility to and from the public sidewalk;
- using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas;
- achieving compact development and resulting built forms;
- using materials that are consistent and compatible with the existing surrounding context in the design of new buildings;
- encouraging innovative design of built forms and public spaces;

## 2.2 The Urban Hamilton Official Plan (UHOP)

### Section E.3 - Neighbourhoods Designation

The Site is designated “Neighbourhoods” in the Urban Hamilton Official Plan’s Urban Structure and Urban Land Use Plan (See **Figures 4 & 5**). According to Section E.3.2.1, areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities, as well as supporting uses intended to serve the local residents. E.3.1 The following goals apply to the Neighbourhoods land use designation:

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

**E.3.1.1** Develop compact, mixed use, transit supportive, and active transportation friendly neighbourhoods;

**E.3.1.4** Promote and support design which enhances and respects the character of existing neighbourhoods while at the same time allowing their ongoing evolution; and,

**E.3.1.5** Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.

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

**E.3.2.7** The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

**a)** New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a safe and attractive public realm.

**b)** Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.

**c)** Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.

**d)** Development shall improve existing landscape features and overall landscape character of the surrounding area.

**e)** Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

**E.3.2.8** Proposals for supporting uses, except local commercial uses, within the Neighbourhoods designation shall be evaluated on the following criteria:

**a)** compatibility with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking, and landscaping.

**b)** access to a collector or major or minor arterial road shall be preferred.

**c)** provision of adequate off-street parking with appropriate buffering and landscaping from residential uses.

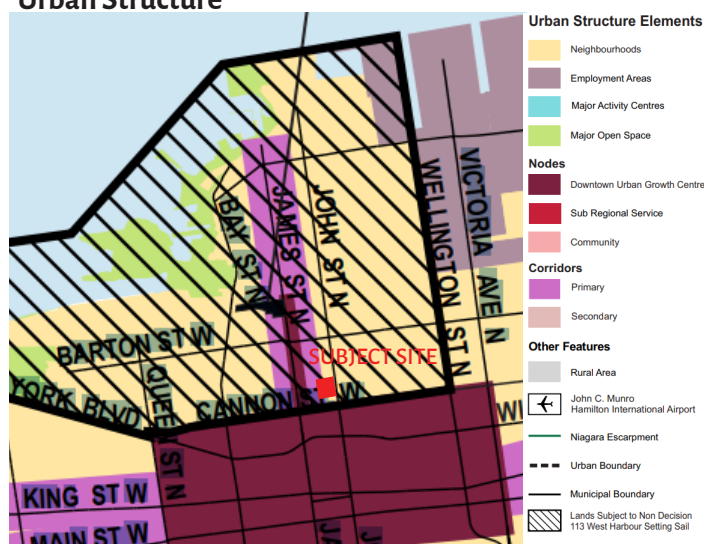
**d)** compliance with Section B.3.3 – Urban Design Policies and B.3.5 – Community Facilities/Services Policies.

**e)** adjacency and integration with parks to provide an attractive extension of parks and maximize the use of parkland facilities.

**E.3.6.1** High density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads.

**E.3.6.4** High density residential uses shall be located

**Figure 4 - Urban Hamilton Official Plan Schedule E Urban Structure**



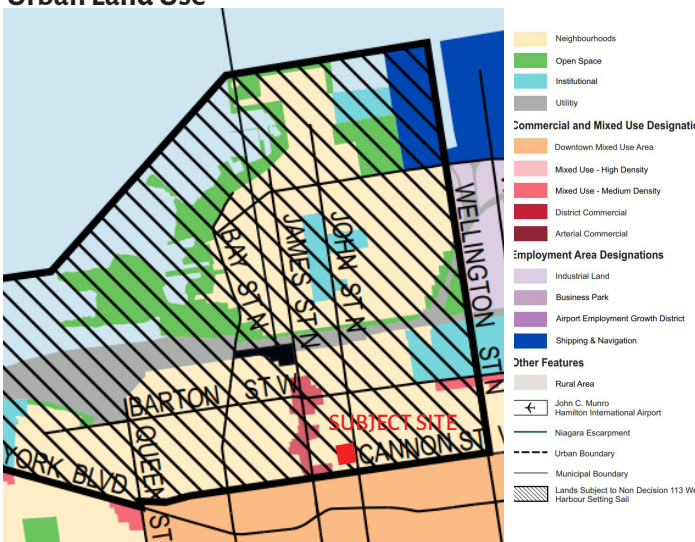
within safe and convenient walking distance of existing or planned community facilities/services, including public transit, schools, and active or passive recreational facilities.

**E.3.6.5** Proximity to the Downtown Urban Growth Centre, Sub-Regional Nodes or Community Nodes, and designated Employment Areas shall be considered desirable for high density residential uses.

**E.3.6.7** High density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.

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



c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.

d) Development shall:

- provide adequate landscaping, amenity features, on site parking, and buffering where required;
- be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and
- provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.

e) In accordance with the policies of Section B.3.3 - Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):

- surface parking areas;
- parking structures;
- utility and service structures such as garbage enclosures; and
- expanses of blank walls.

f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.

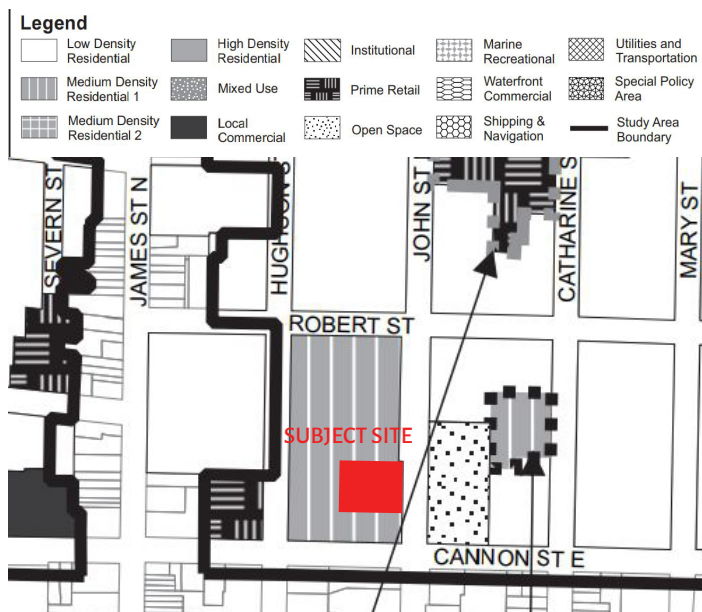
g) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.

## 2.3 The West Harbour “Setting Sail” Secondary Plan - Medium Density Residential Designation

The Site is designated “Medium Density Residential 1” in the Setting Sail Secondary Plan’s General Land Use Plan (See **Figure 6**). According to the Secondary Plan Section A.6.3.3.1.13, the following policies apply to areas designated Medium Density Residential 1:

- i)** multiple dwellings are permitted;
- ii)** the density of development shall be in the range of 60–150 units per gross hectare;
- iii)** the height of buildings shall range from 3 to 5 storeys;
- iv)** existing grid patterns of streets, blocks and open spaces, and/or those proposed by this plan, shall be respected;
- v)** front yard setbacks shall be generally consistent with the setbacks of adjacent buildings;
- vi)** for streets where a road allowance widening is required, the setback under the zoning by-law must be taken from the widened road allowance;
- vii)** parking areas generally shall be provided at the rear of sites or underground, with access from public streets or laneways;
- viii)** direct driveway access to individual units, garages fronting public streets and front yard parking shall not be permitted;
- ix)** the main entrances to buildings shall face public streets;
- x)** private amenity space shall be provided on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors;
- xi)** common amenity space shall be consolidated on the site to create useable spaces;
- xii)** the design and massing of buildings shall minimize shadow and wind impacts on the public realm;
- xiii)** the design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas; and,
- xiv)** approval of rezonings for new residential development within the Zone of Noise Influence, as delineated on Schedule “M-3”, shall be contingent on submission of a “Noise and Vibration Study” to the satisfaction of City staff and the Ministry of the Environment and agreement by the proponent to implement the recommendations of the study.

**Figure 6 - West Harbour Secondary Plan Schedule M-2 General Land Use**





# SECTION 3

Design Proposal

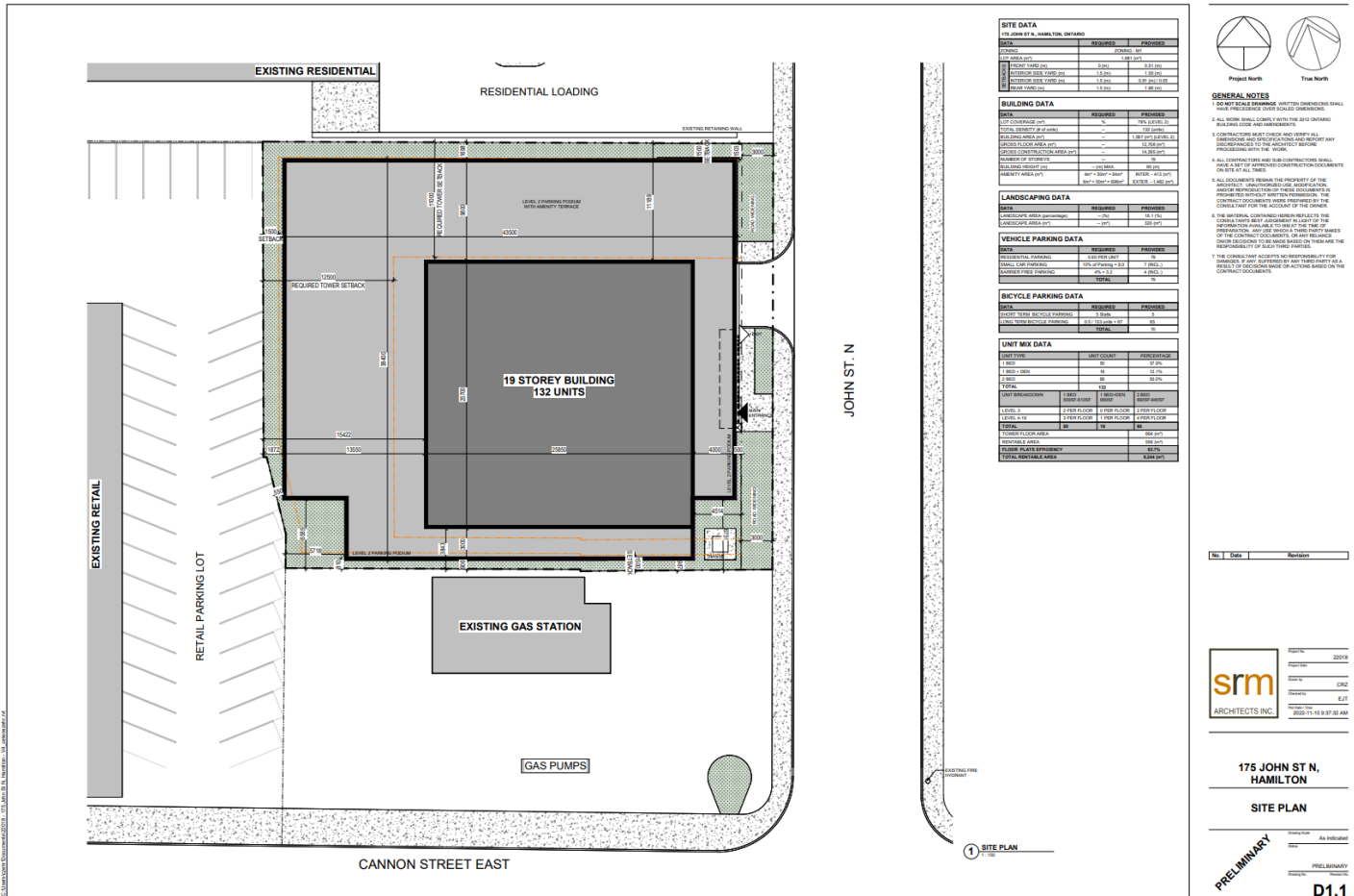
# 3.1 Site Organization and Circulation

## 3.1.1 Site Organization

The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives and more through intuitive site organization that seeks to accommodate both pedestrian and automobile circulation. The proposed development consists of a 19-storey tower with a 2-storey podium containing above-ground parking opportunities, and a generally square-shaped footprint.

The 19-storey tower sits atop a 2-storey podium and is positioned centrally in the site. The footprint of the overall structure maximizes the buildable area within the parcel and contains aboveground and underground parking proposed for the site. Specifically, 2-storeys of aboveground parking and 1 level of underground parking is to be provided for a total count of 79. The proposal primarily consists of residential condominium units and features amenity space at-grade within the southeastern portion of the tower.

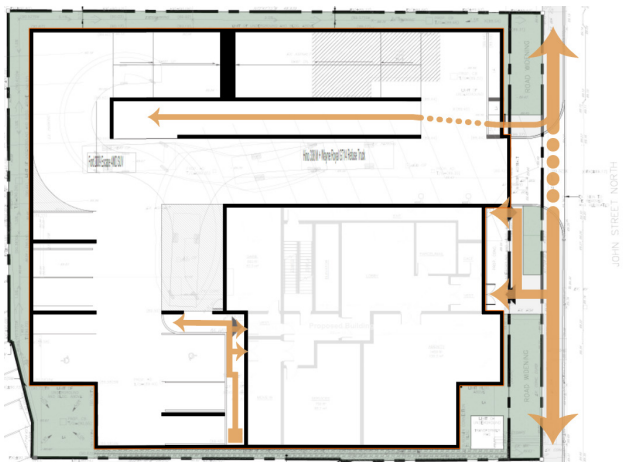
Site Plan - SRM Architects Inc.



### 3.1.2 Pedestrian Circulation

As a result of the design making efficient use of the parcel and maximizing the use of the building envelope, pedestrian circulation is straightforward and sensible. Access into the parking lot at-grade is facilitated by a sidewalk connecting to the public realm along John Street and is also facilitated at the rear of the base of the tower which keeps pedestrians away from the busier driving aisle entry. As illustrated below, the majority of pedestrian traffic has direct access into the first floor lobby of the tower through two front doors, with the route clearly demarcated through use of distinct pavers.

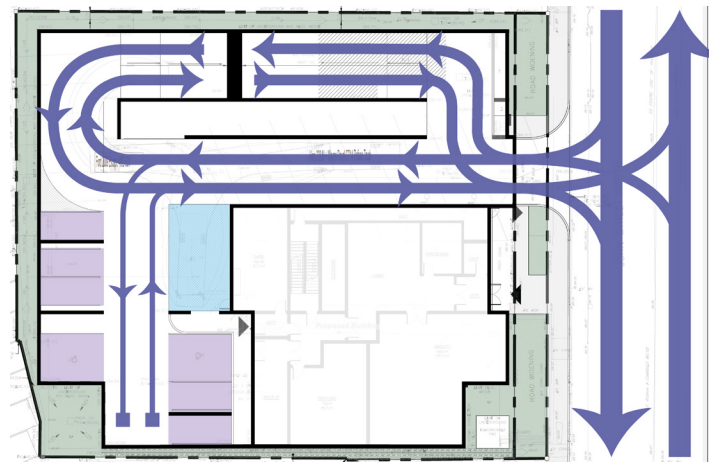
Figure 7 - Pedestrian



### 3.1.3 Vehicular Circulation

The majority of vehicular traffic entering the site is to be directed along a central driving aisle which will provide access to each proposed level of parking. The greatest volumes of vehicles are to be directed to the upper and lower levels, and a small portion of the traffic is to be directed into the parking spaces at-grade. A loading area is accessible at-grade from the central drive aisle and is located to facilitate easier entry and exit for loading vehicles, providing them with ample maneuvering and parking space. Two barrier-free parking spaces are provided at-grade and nearby the rear exit of the tower's first floor.

Figure 8 - Vehicular Circulation



## 3.2 Massing and Relationship to Context

### 3.2.1 Massing

The massing of the proposed development has been designed in a way to address the intersection of two important Minor Arterial roads of Cannon Street and John Street North, while providing step-backs on upper stories to convey lighter massing and a visual transition to surrounding uses. The scale of the proposal is in keeping with the surrounding context, as two 19-story buildings currently exist on the abutting lot to the north of the subject lands. Additionally, the subject lands straddle the Urban Growth Boundary to the south which is the City's primary location of growth, infill, and intensification, and as such, features the largest proportion of mid and high-rise buildings of any other area in the City.

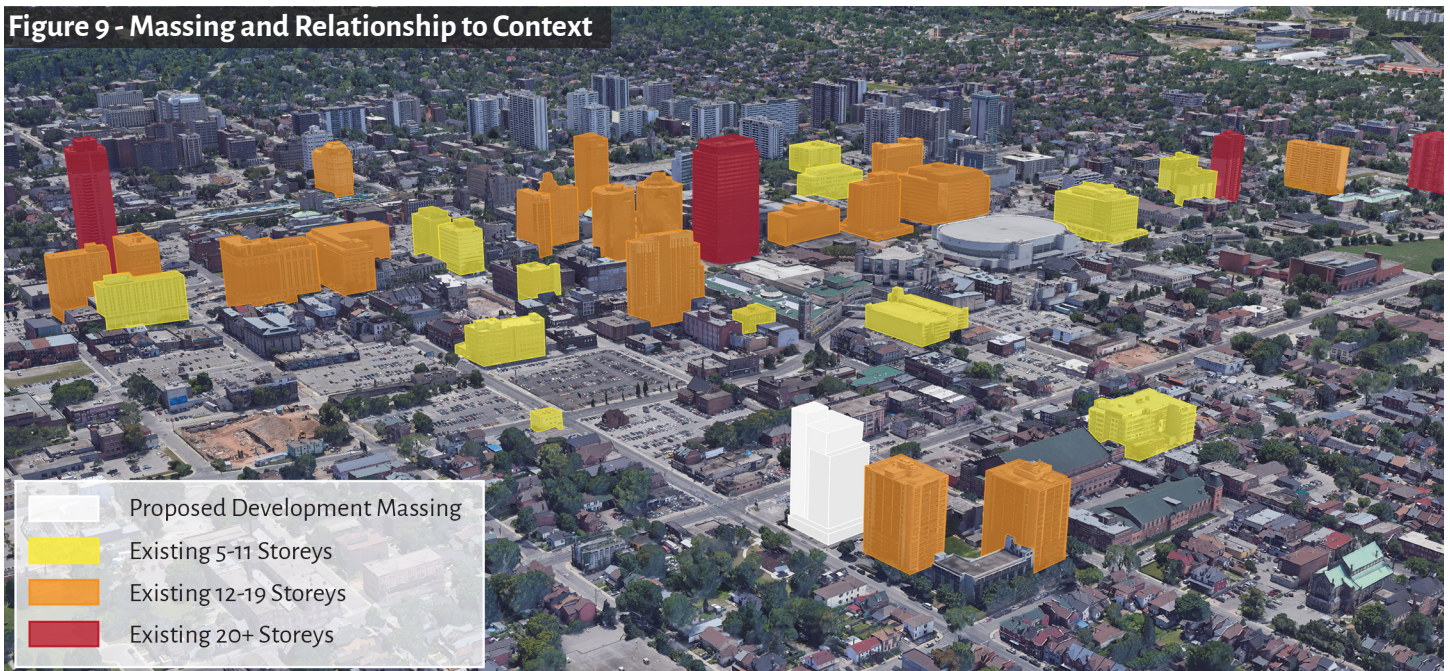
The proposal reaches a maximum floor height of 19 storeys (60 metres) at the tower's southeasternmost extent, and gently steps back at the 15th and 2nd storey. The step backs aid in ensuring that the proposal has a minimal impact on sunlight reaching the pedestrian realm. The implementation of different colours and materials within the architecture also help break up the massing and seamlessly integrate the entirety of the proposal into the surrounding area.

### 3.2.2 Compatibility with Surrounding Land Uses

In keeping with the character of the surrounding land uses, the proposed development seeks to introduce a mid-to-high rise building in a location within close proximity to the downtown Hamilton Urban Growth Boundary and adjacent to various high-rise towers. As shown in **figure 3**, the site is less than 400 metres from the downtown Hamilton Urban Growth Boundary.

The development is both consistent and compatible with the existing neighbourhood through the organization of site components and architectural treatments such as building stepbacks which mitigate negative impacts to the pedestrian realm. It provides additional density in a suitable area of the city, facilitated through the draft Official Plan and Zoning By-law Amendments prepared by UrbanSolutions. The site is very close to a wide variety of commercial and institutional services, and makes efficient use of vacant land in an existing high-density node within the City of Hamilton.

**Figure 9 - Massing and Relationship to Context**



### 3.3 Architectural Design

The proposed building is designed in a contemporary style that incorporates materiality found in neighbouring architecture. It is visually articulated with high quality materials such as brick, stone, metal, and glass along the building facade, creating variation in the design.

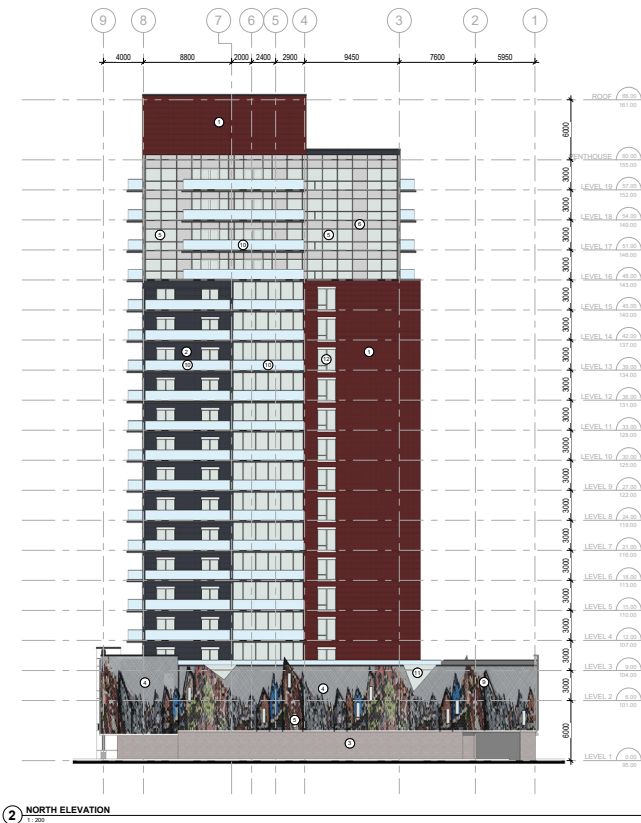
The building's perceived massing is reduced through the allocation of colours and cladding materials along the façade. The lower 2 storeys are comprised of a kinetic façade that is prevalent along all faces of the building and incorporates colours found within the existing architecture of the neighbourhood (see **Figure 10**).

The distribution of colours within the kinetic façade draws the eyes towards the lower storeys of the building and creates a more comfortable and inviting pedestrian

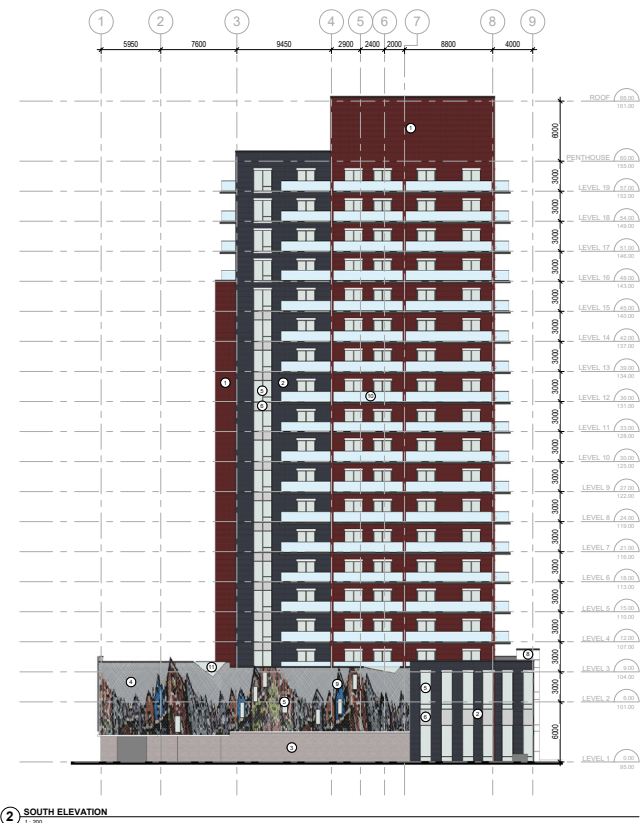
experience along the building's frontage. Glazing is prevalent throughout all 4 sides of the building, and glazing at grade creates a visual emphasis around the buildings primary pedestrian entrance.

Upper storeys use red and grey brick to incorporate the architectural design of existing buildings into a modern look that promotes innovative design of built forms. The building facade prioritizes architectural interest while still ensuring the residential units are provided with ample sunlight and outdoor space.

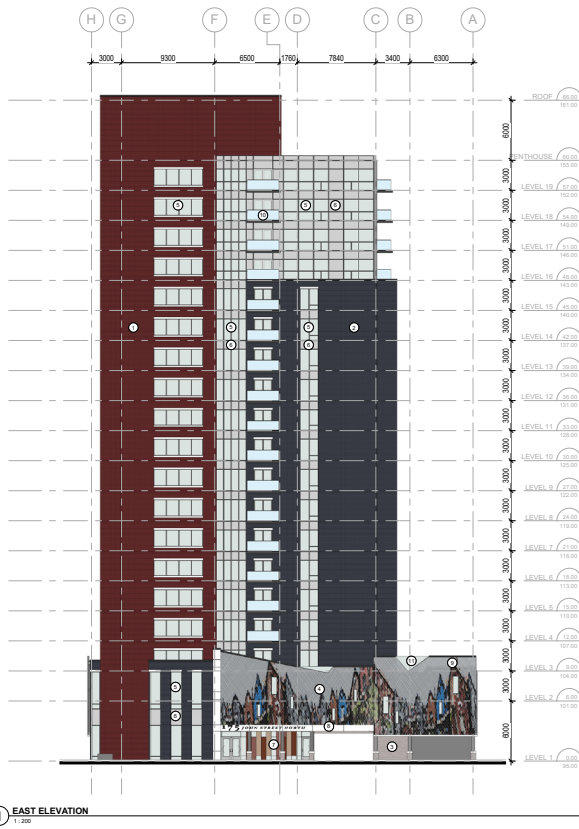
#### Northern Elevation



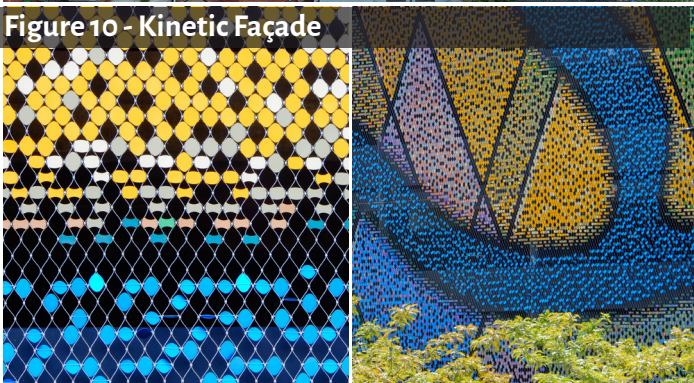
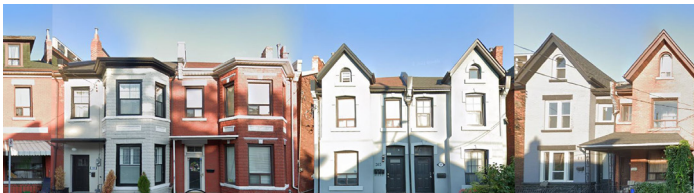
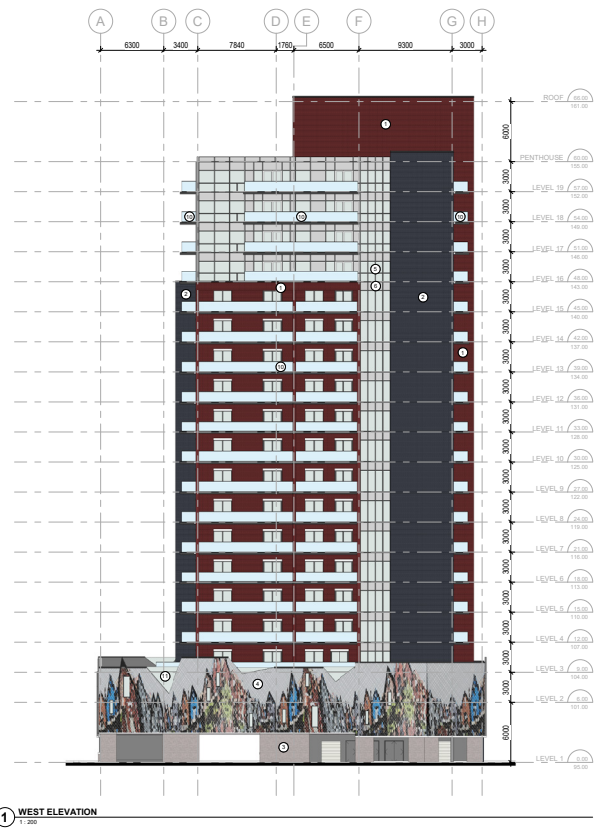
#### Southern Elevation



## Eastern Elevation



## Western Elevation

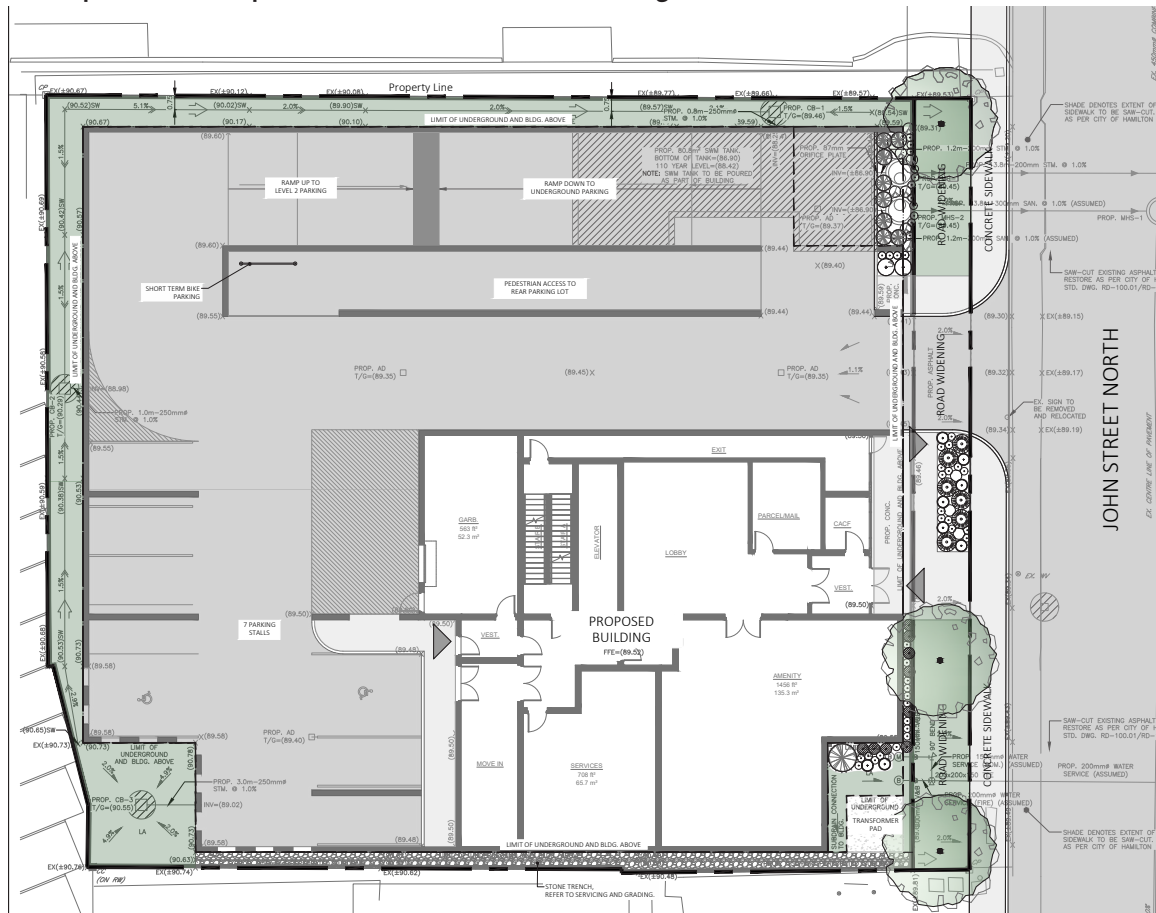


### 3.4 Landscape Design

The landscape of the proposed development is designed to encourage pedestrian connectivity at the public realm, promote accessibility, and direct pedestrians to and from the site safely. The proposed planting introduces a variety of coniferous and deciduous perennials, shrubs, and grasses which create diverse and colorful textures year-round. The street trees provide shade in the summertime.

The streetscape planting along the north-east side of the building utilizes tall coniferous shrubs to limit wind flow directly into the ground floor parking level. Perennials are planted along both the north-east and south-east side of the building to add colour and variety within the planting palette for all seasons. Small-to-Medium shrubs and ornamental grasses are planted against the building at the south-east side to maximize sun exposure into the building where there is proposed floor-to-ceiling glazing.

Conceptual Landscape Plan - Whitehouse Urban Design Inc.



# SECTION 4

Analysis and Conclusion



## 4.1 Analysis of Proposal: Policy Reference and Design Response

### 4.1.1 Design Theme: Circulation

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

The main pedestrian entrance to the building directly connects to an existing sidewalk that abuts the east side of the property on John Street North and extends south to Cannon Street East. The main pedestrian entrance is located on the eastern side of the building where the sidewalk is located to provide a sense of organization and safety across the pedestrian realm and create strong connections between the public and private areas.

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

All visitors and residents can access the site regardless of age and physical ability. Ramps on site are to be AODA compliant to provide barrier-free access, and 2 accessible parking spaces are provided at-grade, nearest to the ground floor lobby.

**UHOP B.3.3.9.6 Transit access shall be enhanced by connecting sidewalks to transit stops and shelters;**

The subject site directly connects to an existing sidewalk that runs along the frontage of the building where the main entrance is and extends along cannon street to bus stops servicing the Hamilton area. Bus stops and bike share terminals are located within 100 meters of the site.

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

Service areas are located directly behind the building to minimize interference of public roads and pedestrian routes. Service and garbage areas are also hidden from the street-front to minimize disruption of the public realm. The loading area is located directly off of the main drive aisle and easily accessible for service vehicles.

## 4.1.2 Design Theme: Site Organization

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

The proposed development organizes the space in a way that integrates site elements such as pedestrian and vehicular circulation, limited surface parking, and landscaped open space. These elements come together harmoniously to provide a sense of organization and safety across the pedestrian realm and create strong connections between the public and private realms.

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

The proposed site design provides clear and unobstructed views into and out of the building and where the main building entrance is open and fully visible to the street, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED).

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

7 parking spaces are to be located at-grade at the rear of the building and majority of the parking is to be located underground or on the second level to minimize disruption of pedestrian circulation at ground level.

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

Surface parking is limited for the proposed building providing 7 parking stalls to the rear of the parking garage and contained only at the rear of the site. Surface parking is screened from view of the street by the proposed parking garage and limited parking is provided behind the building at grade and away from the street front. Street parking is provided along John Street North and will remain after the site has been developed. The majority of the parking for the site is to be accommodated underground and on the second level.

### 4.1.3 Design Theme: Compatibility with Surrounding Context

#### **UHOP B.3.3.2.3 respecting existing character, development patterns, built form and landscape;**

The overall design of the building incorporates characteristics of the surrounding environment to maintain built form and unity within the neighbourhood by using similar materials, planting styles and colours.

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

The buildings, landscape, and overall layout of the proposed development are designed to high standards with quality materials and techniques, which complement and elevate the surrounding community. The site will be a modern node of the community and notably contribute to the community's identity city-wide.

#### **UHOP B.3.3.2.4 Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by recognizing that every new building or structure is part of a greater whole that contributed to the overall appearance and visual cohesiveness of the urban fabric;**

The buildings, landscape, and overall layout of the proposed development are consistent with the surrounding built form which consists primarily of mid and high-rise residential towers of various shapes and heights. The design's understanding of the community's character allows for it to be seamlessly integrated with minimal shortcomings.

#### **UHOP B.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 respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics; and,**

The proposed building respects existing characteristics of the surrounding environment by incorporating materials and colours within the neighbourhood, with the goal of creating a visually appealing design that incorporates both modern and existing features.

#### **UHOP B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, by encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses.**

Although the site is not particularly large in area, the space is used efficiently with a high-degree of organization and quality. The site facilitates active transportation through its provision of bike parking, a bike share node, and linkages to surrounding public transit and active transportation infrastructure. Through its facilitation of various methods of transportation and a focus on the use of its limited outdoor space, the site will help ensure negative mental health triggers are mitigated and promote healthier lifestyles for residents and visitors alike.

#### 4.1.4 Design Theme: Architectural Design

**UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces**

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

Through the use of pathways extending from the internal and external sidewalks, building entrances fronting onto the public Right-of-Way will be clearly visible. Entryways feature upgraded landscape treatment and architectural overhangs on upper storeys to promote shelter at entrance ways.

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

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

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

The built form of this proposal promotes pedestrian comfort through the implementation of many design techniques, notably building stepbacks, access to sunlight and shade, and careful consideration of the organization of the site, especially in high-traffic pedestrian areas.

**UHOP B.3.3.2.4 Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the existing surrounding context in the design of new buildings;**

The lower 2 storeys are comprised of a kinetic mesh that is prevalent along all faces of the building and incorporates colours found within the existing architecture of the neighbourhood.

## 4.1.5 Design Theme: Landscape Design

**UHOP B.3.3.7.2 Service and loading areas shall be buffered to reduce visual and noise impacts, particularly when located adjacent to residential areas. Buffering methods should include berms, tree and shrub plantings, noise walls, fences, and/or the use of quality construction materials and methods.**

Landscape areas along the street front are designed to contain and minimize noise to and from the parking garage through visual buffers such as dense coniferous shrubs. The landscape buffer will provide more greenery to the site as well as visually buffering the inside of the parking garage, thus creating a semi-private open space between the public and private realms, while not limiting views.

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

The design proposes a consistent landscaped edge along the frontage of John Street North. Planting has been selected in specific areas to minimize direct wind flow into the site and front of the building, while also maintaining views out to the street front. Building setbacks from the public Right-of-Ways also remain relatively consistent along the frontage of the proposal.

**UHOP B.3.3.9.3 To ensure safety and promote their priority over vehicular traffic, pedestrian walkways shall differ in material and appearance from driving surfaces.**

The proposed development features different types of paving to clearly demarcate pedestrian pathways from vehicular driveways. Sidewalks are continuous across the entrances to the underground garage to prioritize pedestrians where there are vehicles entering the site.

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

The main pedestrian entrance directly connects to an existing sidewalk that extends south to Cannon Street East and north to Robert Street. The main entrance is also directly adjacent to McLaren Park on John Street North.

## 4.2 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The project relates to its role in the urban context by locating a beautiful mid-to-high-rise building within a community that provides access to a variety of amenities to support future residents. The architecture enhances the public realm through elegant design that picks up on building materials used in the surrounding neighbourhood.

Through the full Site Plan Review process, the details of the project design will be finalized, ensuring the implementation of the urban design policies in the Urban Hamilton Official Plan. Please also refer to the Planning Justification Report prepared by Urban Solutions Planning and Land Development Consultants.