

URBAN DESIGN BRIEF

188 Cannon Street East and
134-136 Ferguson Avenue North
Hamilton, ON



March 2024

Prepared for:

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DISCLAIMER:

The text, images, and conceptual designs within this document are representations of the intended vision and character of the development. They are not literal interpretations of design decisions and should not be seen as the only method in which the design intent can be implemented. Refinements to the concepts contained herein will occur based upon the City of Hamilton's review.

PART 1 - DESCRIPTION & ANALYSIS

1.1 INTENT OF DOCUMENT

This Urban Design Brief has been prepared on behalf of Hamilton 188 GP Inc. C/O Vantage Developments Inc. as a component of the planning approval process for their subject lands at 188 Cannon Street East and 134-136 Ferguson Avenue North, located between Ferguson Ave North and Cathcart Street.

The Urban Design Brief provides direction for the implementation of the development vision identified for the subject lands within the Downtown Hamilton Secondary Plan. The brief describes the design principles and objectives that will guide the built form of major structuring elements in the development including the building, streetscape, and the residential and retail interface. The brief identifies aspects of the design that will integrate the proposed development into the public realm and surrounding neighbourhood.

The proposed development is guided by the Urban Hamilton Official Plan (UHOP), specifically Section 6.1 Downtown Hamilton Secondary Plan (OPA 102) as part of Volume 2, Chapter B - Hamilton secondary plans dated March 2023. This design brief also identifies key principles from the Hamilton Downtown Mobility Streets Master Plan as they relate to the development and surrounding community. The proposed development has been carefully designed with the following urban design principles in mind:

- Create mixed-use developments.
- Introduce pedestrian amenities along the length of the street including generous sidewalks, special paving and street trees.
- Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade.
- Generally locate surface parking at the rear or in an underground structure of the buildings.
- Ensure access at grade level to residential and commercial uses.
- Locate buildings along the street line, with the heights to be consistent with existing buildings and per the Building Heights map B.6. 1-4.
- Enhance the streetscape and public realm.

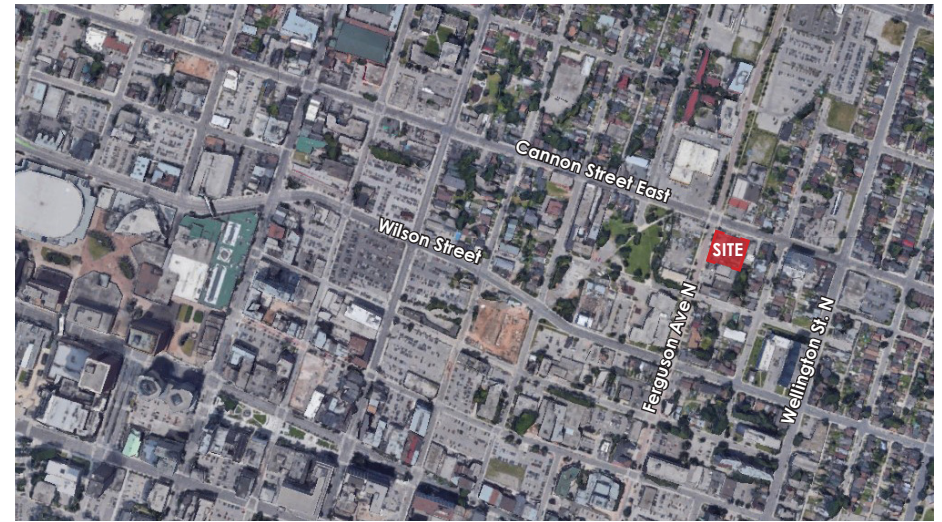


Fig 1. KEY MAP: 188 Cannon Street East

The Urban Design Brief encompasses landscape and built-form guidelines that address both public and private realm elements, fostering a pedestrian-centric development. It serves to illustrate how the design of the subject lands aligns with the objectives of the Downtown Hamilton Secondary Plan and the Hamilton Downtown Mobility Streets Master Plan, particularly in relation to Cannon Street East.

These points are further described in Parts 2 & 3 of this brief.

1.2 Site Context

The subject site is located at 188 Cannon Street East and 134-136 Ferguson Avenue North in the City of Hamilton. The site is intended to be developed as one and will be referred to as 188 Cannon Street East throughout this brief. The subject site is located at the southeast corner of Cannon Street East and Ferguson Avenue North, within the downtown Hamilton boundary. The property is approximately 1887.90m² and has the follow street frontage lengths:

Cannon Street East: 41.053m
Ferguson Ave N: 42.83m (includes existing rowhouses)

The property is bounded by:

North: Cannon Street East
East: Alleyway and automotive shop located at 192 Cannon Street East
South: Office space at 130 Ferguson Ave and Kelly Street
West: Used car sales business and Beasley Park
(Proposed expansion of Beasley Park into 154-156 cannon street E)

The majority of the existing site is currently a vacant lot with two historical townhomes in the south west corner of the site. The townhomes have been listed as historical buildings, and will be incorporated into the overall design of the development. The development will adhere to the Downtown Hamilton Secondary Plan guidelines by incorporating mixed uses, enhancing public streets and spaces, promoting downtown living, while respecting the design and heritage of the community (6.1.3 Objectives).

The subject site is surrounded by the minor arterial street, Cannon Street East, to the North and Ferguson Avenue North, to the West. The proposed development is zoned as the Downtown Residential (D5) and is surrounded by mixed zones including but not limited to Community Park (P2), Community Shopping and Commercial etc. (H) Downtown Central Business District (D1), Community Institutional (I2), and other downtown residential areas (D5).

(Source: Hamilton interactive zoning mapping dated July 11, 2022)

The diversity of the neighbourhood is shown to the right and on page 4 highlighting surrounding properties and notable sites within the developments walkable radius of 0.5km and 1km.



Existing Site at 188 Cannon Street E



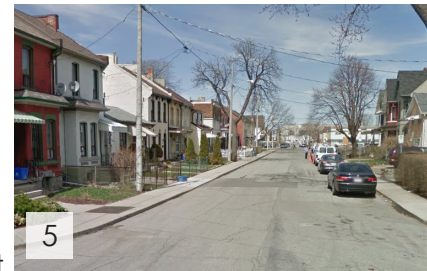
Beasley Park to the West



Beasley Community Center



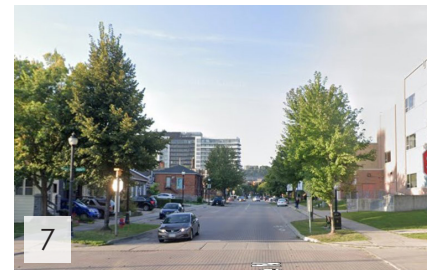
Hamilton GO Station



Existing low density residential



Cannon Street West of Site



Ferguson Ave North, South of site



Cathedral Highschool

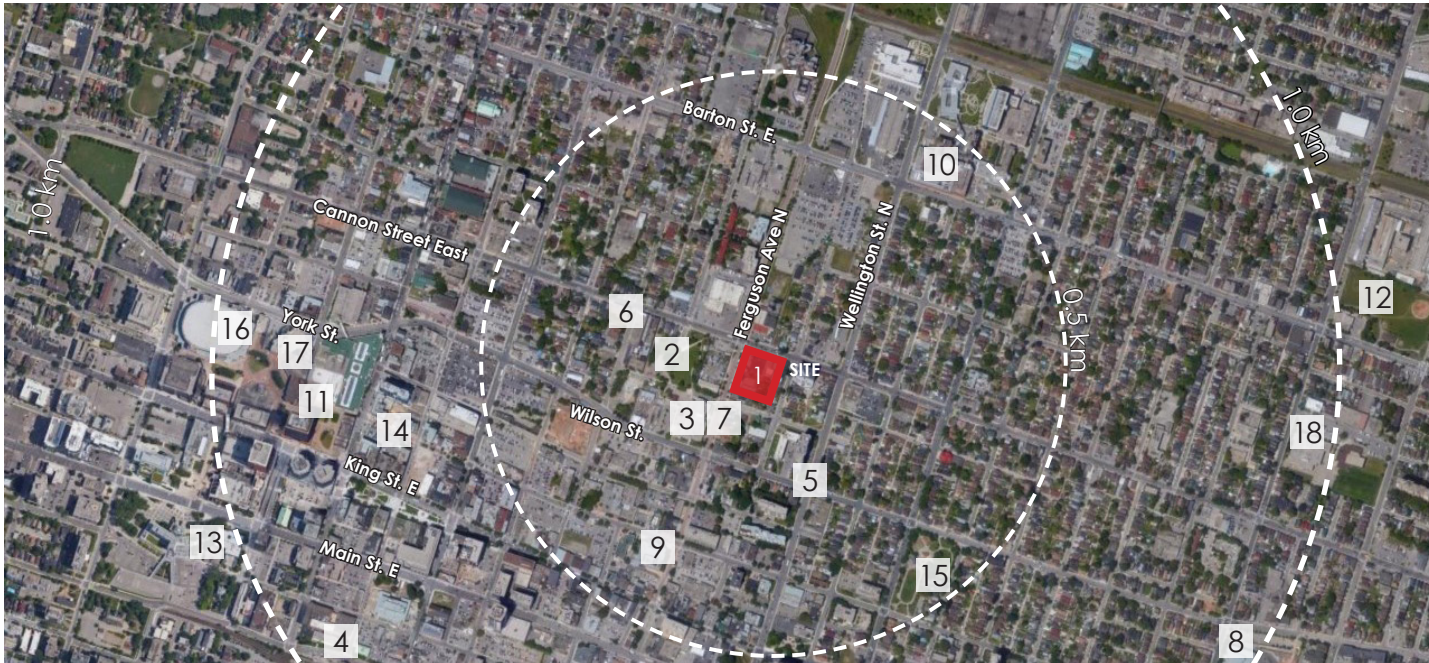


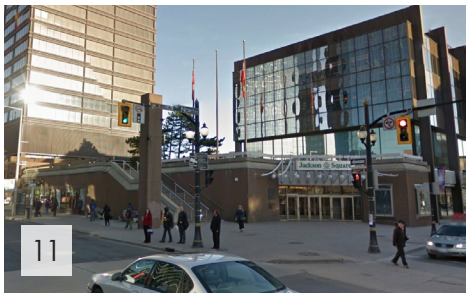
Fig 2. Context Map



9
Theatre Aquarius



10
Hamilton General Hospital



11
Jackson Square



12
Woodlands Park



13
Hamilton City Hall



14
King William Street restaurants & commercial



15
Tweedsmuir & JC Beemer Park



16
First Ontario Centre



17
Hamilton Farmers Market & Library



18
Norman Pinky Lewis Recreation Centre

Cannon Street, classified as a minor arterial roadway and future mobility street as per the Downtown Hamilton Secondary Plan and Hamilton Downtown Mobility Plan, serves as a notable division between Downtown Hamilton and the neighbouring residential land-use to the North. This distinction offers unique opportunities to enhance linkages to the downtown core through the proposed development.

Parking availability along Cannon Street East and Ferguson Avenue North is limited. Cannon street supports on street parking during off-peak hours and minimal street parking is available on Ferguson Ave. Ferguson Avenue, designated as a Traditional Street primarily serves as a residential corridor, while Cannon Street serves as a main connector to the greater Hamilton area and operates as a transport truck route connecting to the City's industrial northeast sector (Hamilton Truck Route Master Plan).

Cannon Street boasts a designated two-way bike lane along the south side of the laneway while Ferguson Avenue utilizes a shared bike lane along the western road edge. These bike lanes are complemented by nearby Hamilton bike share depots located at Beasley Park and Ferguson Avenue N. The current bike infrastructure provides ample opportunities for sustainable transportation for both current, and future residents of the neighbourhood.

Currently, there is minimal existing softscape surrounding the subject site with the exception of small canopy deciduous trees within the Ferguson Avenue sodded right-of-way. No existing trees are present within the north side of the side south along Cannon Street as a result of the current condition consisting of a concrete sidewalk, concrete splash edge, and overhead utilities.

The existing neighbourhood is a vibrant mixed-use area offering a wide range of opportunities for work, dining, entertainment and everyday essential needs within walking distance. The context map on page 4 notes a handful of the surrounding sites within a 1.0 km radius of the subject site.

In addition to the amenities marked on the context map, Cannon Street benefits from being along a viable transit route, with the closest transit stop, ID 3001, being less than 50m from the site. The proposed development allows for convenient connections to public transit providing residents access to the entirety of Hamilton and opportunities to travel outside the city boundary via the Hamilton GO station and Macnab Bus Terminal, both within 15-20-minute walking distance from the site.

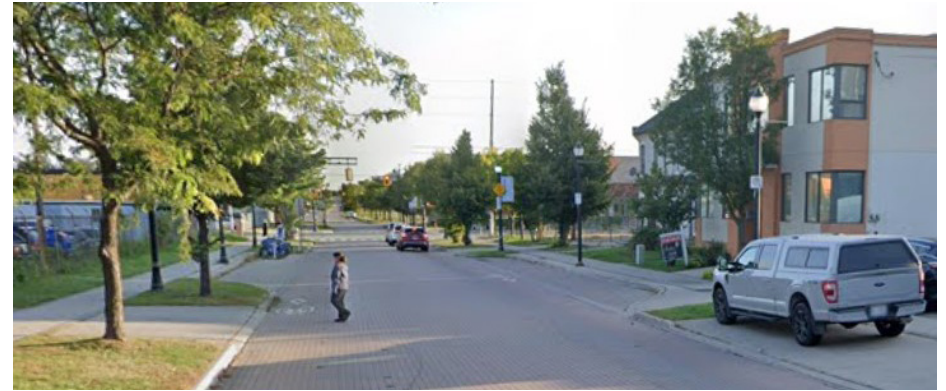


Fig 3. Ferguson Ave on-street parking and bike share



Fig 4. Bike lanes on Cannon Street East



Fig 5. Existing street trees on Ferguson Ave

PART 2 - POLICY REQUIREMENTS & DESIGN GUIDELINES

2.1 KEY POLICIES & MASTER PLANS

2.1.1 URBAN HAMILTON OFFICIAL PLAN

The development follows the objectives in the latest Urban Hamilton Official Plan (UHOP). This urban design brief touches on the following key principles and directions to guide development as outlined in 2.1 Our future Hamilton (OPA 167) and 1.4 Principles of the official plan:

- Compact and healthy urban communities that provide opportunities to live, work, play, and learn (1.4 Principles of the official plan and 2.1 Direction #2).
- Concentrate new development within existing built-up areas and within a firm urban boundary (2.1 Direction #3).
- Design neighbourhoods to improve access to community life (2.1 Direction #5).
- Expand transportation options through the development of complete streets that encourage travel by foot, bike and transit, and enhance efficient inter-regional transportation connections (2.1 Direction #7).
- Maximize the use of existing buildings, infrastructure, and vacant or abandoned land (2.1 Direction #8).
- Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and communities, protect cultural heritage resources, and support arts and culture as an important part of community identity (2.1 Direction #10).

The proposed development adheres to following Urban Design Principles expressed in section 3.3.1 Urban Design Goals - section 3.3.2.4 in Volume 1 - Chapter B - Communities:

- a) organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- b) recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;
- c) using materials that are consistent and compatible with the surrounding context in the design of new buildings;

d) creating streets as public spaces that are accessible to all;

f) including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;

g) creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing.

The proposed development at 188 Cannon Street East is compatible with the surrounding mixed uses and incorporates the directions and objectives of the UHOP. The development is located within an under-utilized paved lot with no aesthetic or community value. As the subject site is located within the urban boundary, the development will intensify areas already designated for growth, minimizing the impact of sprawl. The design increases usable public space on the subject site through the addition of a defined pedestrian zone and an active street frontage that incorporated street trees, sculptural seating, and decorative paving. Ground level entrances and glazing provide a strong visual and physical connection between the public and private spaces and provide a high level of pedestrian comfort and amenities.

The building and streetscape design provides a visual connection to the neighbourhood's history through the use of historical forms and materials as well as the significant preservation and adaptive use of the historical townhomes on site.

2.1.2 DOWNTOWN HAMILTON SECONDARY PLAN

The proposed design for 188 Cannon Street East adheres to the policies and principals of Section B.6.1 Downtown Hamilton Secondary plan (OPA 102) dated March 2023.

The applicable designation for the subject property is 'Downtown Residential' on Map B.6 1-1 -Downtown Hamilton Land Use Plan (Figure 6). The proposed development adheres to the following Downtown Hamilton Secondary Plan Principals (6.1.2):

- a) Use public realm improvements as a catalyst for revitalization.
- c.) Promote Downtown living.
- d.) Build on existing strengths.
- e.) Downtown is healthy and safe.

Section 6.1.3.1 Respect design and heritage:

- a.) Conserve and enhance the built heritage resources and cultural heritage landscapes of Downtown Hamilton. (source: UHOP, Vol 2 B.6.1.2)

The proposed development incorporates these principles through the design of an inviting and safe public interface. Providing designated pedestrian zones that are visually and physically separated from vehicular traffic. The site emphasizes pedestrian and cyclist connection and walkability to the nearby downtown core and community amenities surrounding the site. The development builds on existing strengths by working within an infill site and preserving historical buildings on-site while honouring community values through thoughtful design.

The proposed development provides a unique living opportunity in the heart of the City as well as providing a mixed use development with historical character. The proposal respects the design and features of the surrounding area while enhancing the framework of the neighbourhood.

The proposed development will be compatible with the design of the surrounding developments and will implement urban design features already present within downtown core. The subject site is designated as High-rise and Mid-rise which permits the tallest building height as stipulated within the Downtown Secondary Plan Area. The maximum building height permitted on the subject lands of 188 Cannon Street East, and 136 Ferguson Avenue North as per Schedule F of the 05-200 Zoning By-law.

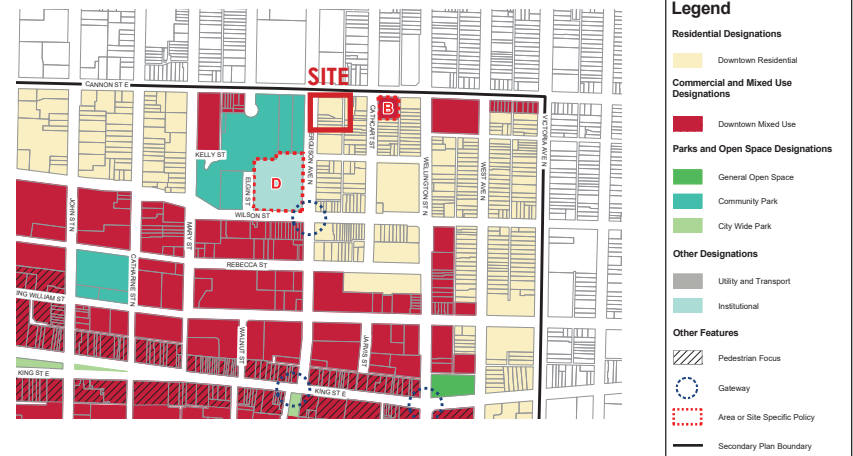


Fig 6. Top. Downtown Hamilton Land Use Plan (source: Urban Hamilton Official Plan, Volume 2, Map B.6.1-1, August 2019)

Fig 7. Bottom. Downtown Hamilton Building Heights Plan (source: Urban Hamilton Official Plan, Volume 2, Map B.6.1-4, August 2019)

2.2 URBAN DESIGN POLICIES & GUIDELINES

2.2.1 SITE PLAN GUIDELINES

The development has been guided by Section 6.4 of the Site Plan Guidelines outlining design and planning considerations, zoning by-law compliance, and various technical standards for multiple unit residential developments. The proposed design adheres to the principles outlined in the City of Hamilton Site Plan Guidelines, ensuring the proposed development is accessible, safe & functional, while integrating into the surrounding built form environment.

2.2.2 HAMILTON DOWNTOWN MOBILITY STREET MASTER PLAN

Cannon Street East and Ferguson Avenue North have been identified within the Downtown Mobility Street Master Plan (DMSMP). Cannon Street East is designated as a Mobility Street, incorporating solutions for efficient through transportation, while maintaining pedestrian focused streets that provide links to surrounding neighbourhoods. Ferguson Avenue North is designated as a traditional street, maintaining its unique character and heritage. These enhancements aim to create vibrant, pedestrian-friendly areas that reflect Hamilton's rich history while meeting modern urban needs. (source: DMSMP Page 3 & 5)

Cannon Street E and Ferguson Ave N intersection is identified as a key pedestrian crossing on page 5 of the DMSMP. The site is located within the Beasley neighbourhood which is identified as a pedestrian priority area due to its neighbourhood parks, community center, and elementary schools. Per the master plan, the following principles for movement and pedestrian priority apply to Cannon Street East and Ferguson Ave North:

- Prioritize pedestrian movement and the pedestrian environment.
- Create an 'Urban' Streetscape Profile.
- Create an Organized and Legible Pedestrian Environment.
- Incorporate urban braille at key pedestrian intersections and within Pedestrian Priority Areas.

(source: DMSMP Page 6, Movement & Pedestrian Priority)

The streetscape design for both street frontages comply with the City of Hamilton's vision as described in the DMSMP. The site design prioritizes the vision of creating mixed-use developments, culturally diverse urban streets that link important surrounding amenities, provide an efficient route through the city, while delineating Hamilton's north end from the Downtown core.

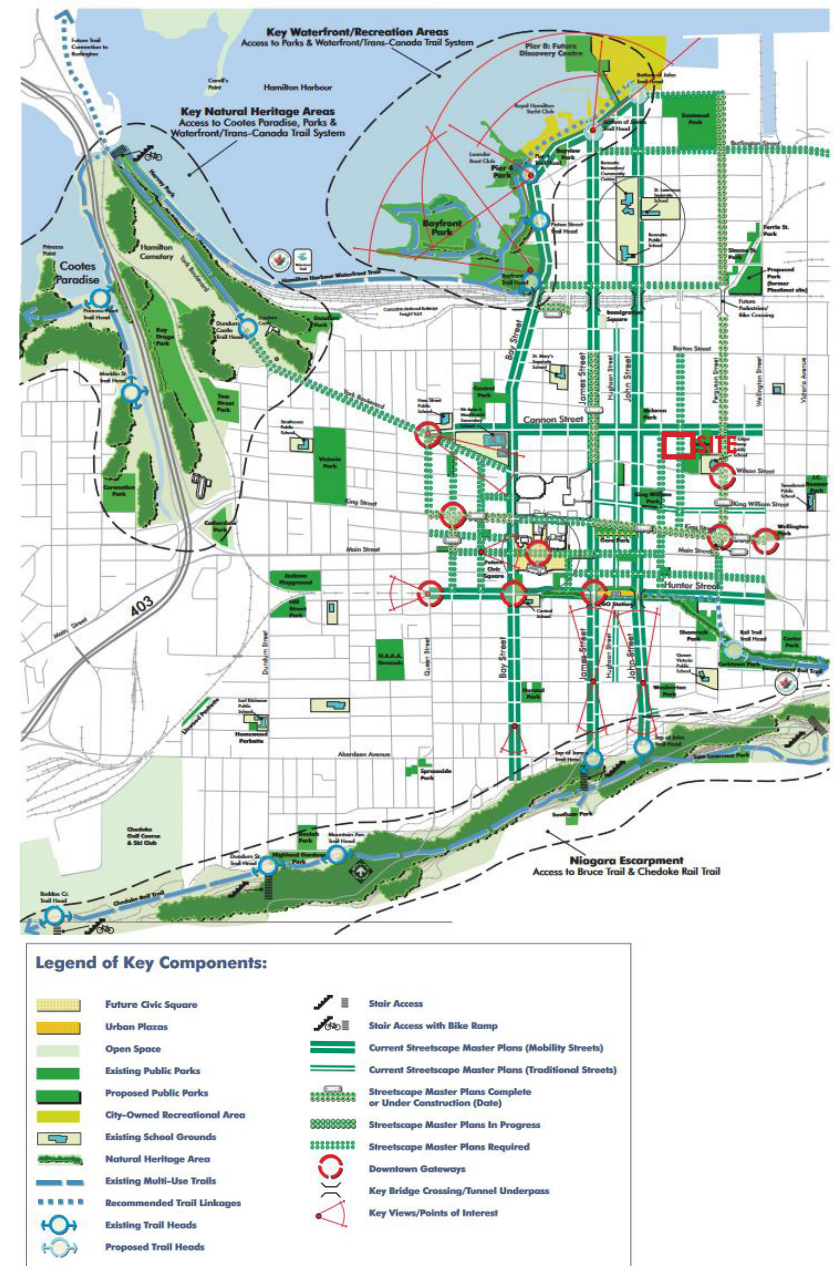


Fig 8. Mobility street map (source: Downtown Mobility Street Master Plan Part 1)

2.2 URBAN DESIGN POLICIES & GUIDELINES

2.2.3 CITY OF HAMILTON CO-ORDINATED STREET FURNITURE GUIDELINES

The City of Hamilton Co-ordinated Street Furniture Guidelines created in August 2015, was developed to improve the image and identity of the City's streetscape and provide visual coherence contributing to a high-quality public realm.

The subject site will adhere to the Street Furniture Guidelines and will incorporate the Urban Braille system of tactile markings and pavement types. The design will also provide benches and bicycle racks within the street tree/ furniture zone of the streetscape.

The streetscape on Cannon Street East and Ferguson Avenue North will follow the prescribed four pedestrian zone system configuration which will include a buffer zone, street tree/furniture zone, walkway zone, and frontage zone. Urban braille will be incorporated into the streetscape design to ensure a barrier free environment.

2.2.4 BEASLEY NEIGHBOURHOOD HERITAGE

The proposed site is located in the Beasley neighbourhood and falls within the Beasley Heritage inventory project created by the Beasley neighbourhood association and undertaken as a draft by the City of Hamilton in July 2022. The proposed streetscape design will incorporate heritage and community values to create a modern space that connects the community to its historical roots.

Historically, a railway ran down Ferguson Ave, past the subject site. Today, the former railway line is acknowledged along Ferguson Avenue by installations representing railway crossing gates and maintained sections of embedded track. In addition to the rail history, the surrounding lands hold landscape and built form heritage value. Beasley Park is noted as a Cultural Heritage Landscape and historical townhouses are located on site which will be preserved and integrated into the developments framework through thoughtful design.

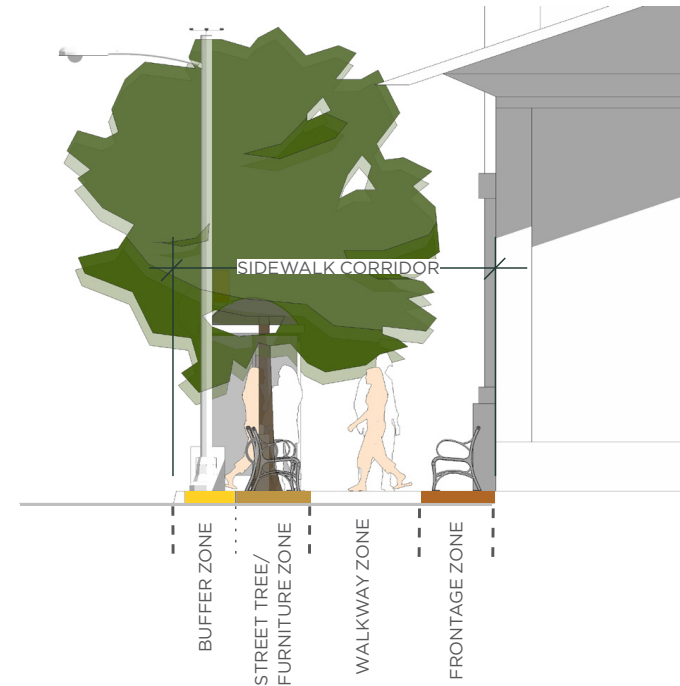


Fig 9. Pedestrian Zone Configuration 1.
(source: City of Hamilton Co-Ordinated Street Furniture Guidelines. 2.3)



Fig 10. Ferguson Avenue Crossing Gates

PART 3 - SITE DESIGN & ANALYSIS

3.0 SITE DESIGN & ANALYSIS

The site plan design has been guided by Section 6.4 of the City's Site Plan Guidelines, design consideration for multiple unit residential developments.

The general design goal is to achieve an appropriate mixed use building that:

- Faces the building towards the street
- Respects the ground level pedestrian scale and access
- Provides an enhanced streetscape and public interface.

3.1 SITE DESIGN

The subject site at 188 Cannon Street East proposes a 32 storey residential tower and ground level retail that will occupy the existing heritage townhomes. The residential portion of the development proposes 383 residential units with a total of 25,989² of GFA above grade. The total building height, excluding the mechanical penthouse, is 100.1m, which is below the height of the escarpment. The ground level is a combination of residential entrances, indoor amenities, parking, garbage, loading and mechanical rooms. 95.50m² of retail/commercial space has been proposed within the re-purposed heritage townhomes that face onto the street frontage of Ferguson Avenue North. These retail units will activate the street frontage, increase pedestrian interest and provide a sense of place.

The main lobby for the residential tower is located at the corner of Cannon Street East and Ferguson Avenue creating a centralized and easily accessible node for visitors and residents. The site has been designed to focus on sustainable modes of transportation such as cycling and walking. The lobby and indoor amenity space have been orientated along the building edge to enhance safety by enabling people inside to monitor the surroundings contributing to a comfortable and inviting public realm. A daylight triangle at the corner of Ferguson and Cannon further enhances the safety for both vehicular and pedestrian users.



Fig 11. Landscape Plan

3.2 BUILDING DESIGN

The proposed development is located within a key infill site. The architectural design focuses on activating the surrounding streetscape and enhancing the pedestrian experience within the public realm. The development complies with the most recent version of the Urban Hamilton Official Plan and is a well-considered response to the intensification emanating from Hamilton's downtown area.

The 32-storey mixed use proposal is positioned at a prominent corner of Ferguson Avenue and Cannon Street. The podium has a strong street presence and contemporary expression. Its materiality evokes its residential character, a suitable response to a future park extension west of the site.

As shown in Figure 13, The building's 5 storey base features a folded ribbon articulation. As the podium approaches the character row houses, the building sets back meaningfully, both at grade and above, offering an urban gesture of recognition. The two historical row houses' historical form is not only preserved but accentuated. As an additional tribute, the bay window element present in them and many other relevant historical buildings across the city is echoed by the angled brick cladding on the podium.

Along the sidewalk, on both streets, the ground floor presents a balance between solid materials and visual porosity, securing sensory interest. Amenities and building entrances ensure facade activation and eyes on the street. Taking advantage of the Ferguson Street Pedestrian Corridor, character retail is indicated as a potential use of the heritage component.

Respecting the Niagara Escarpment, a simple yet delicate tower atop the podium intends to feel light and respectful to its surroundings. The height of the building, excluding the mechanical penthouse, is 100.1 meters, ensuring that the building follows Hamilton guidelines and maintains the integrity of the escarpment's visual impact. Balconies are minimized to meet energy consumption best practices, yet the tower's fin articulation creates a feel of wraparound, tying all facades together. The tower light character is intentional since the building form aims to have the podium and its street relation as its main protagonist.



Fig. 12 Building Rendering

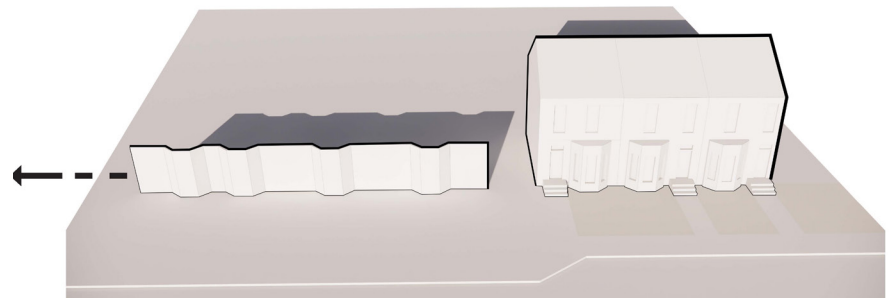


Fig. 13 Contextual Reference

3.3 BUILDING RENDERINGS



Fig. 14 Building Renderings

3.4 BUILDING MASSING & HEIGHTS

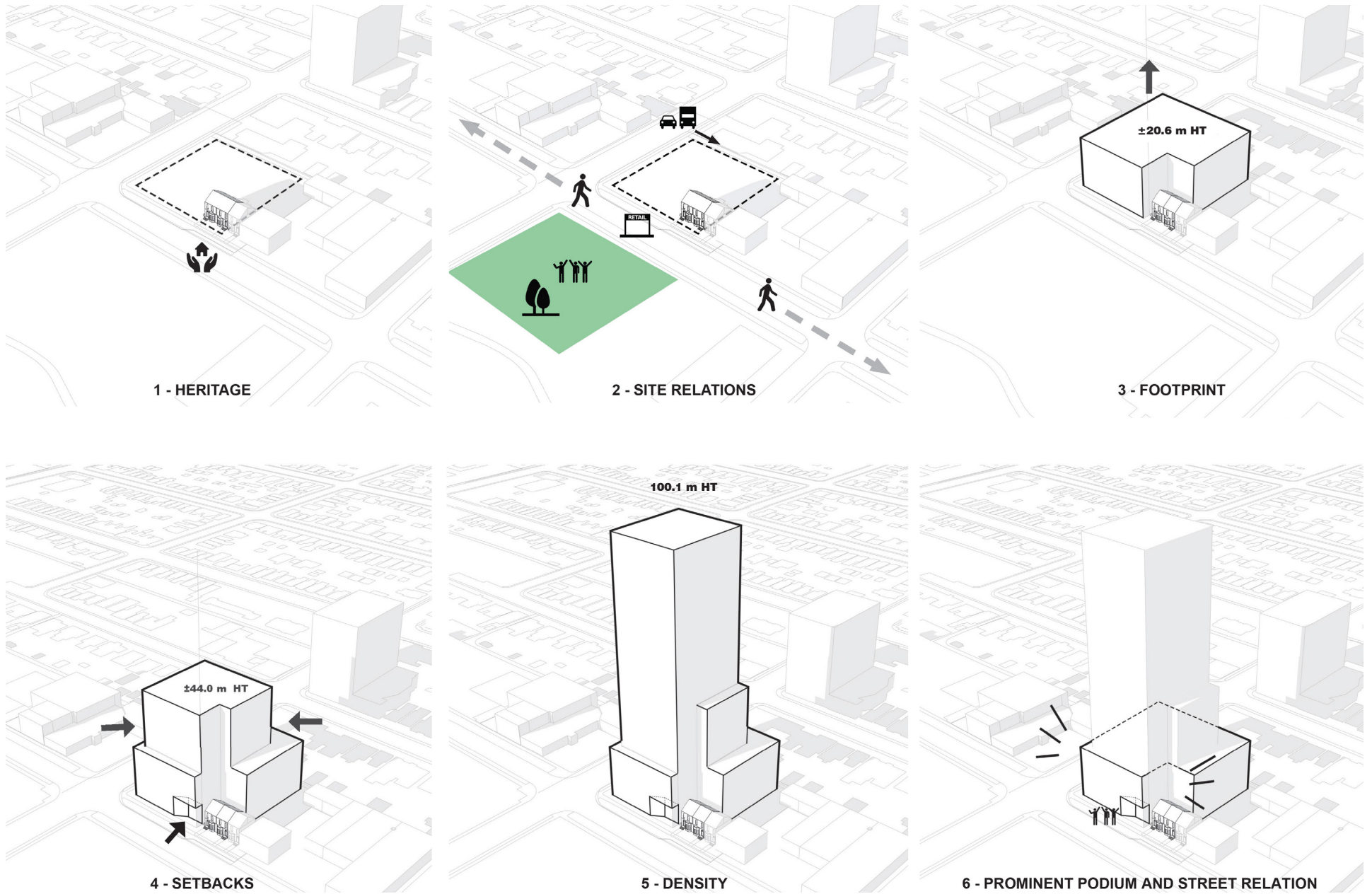
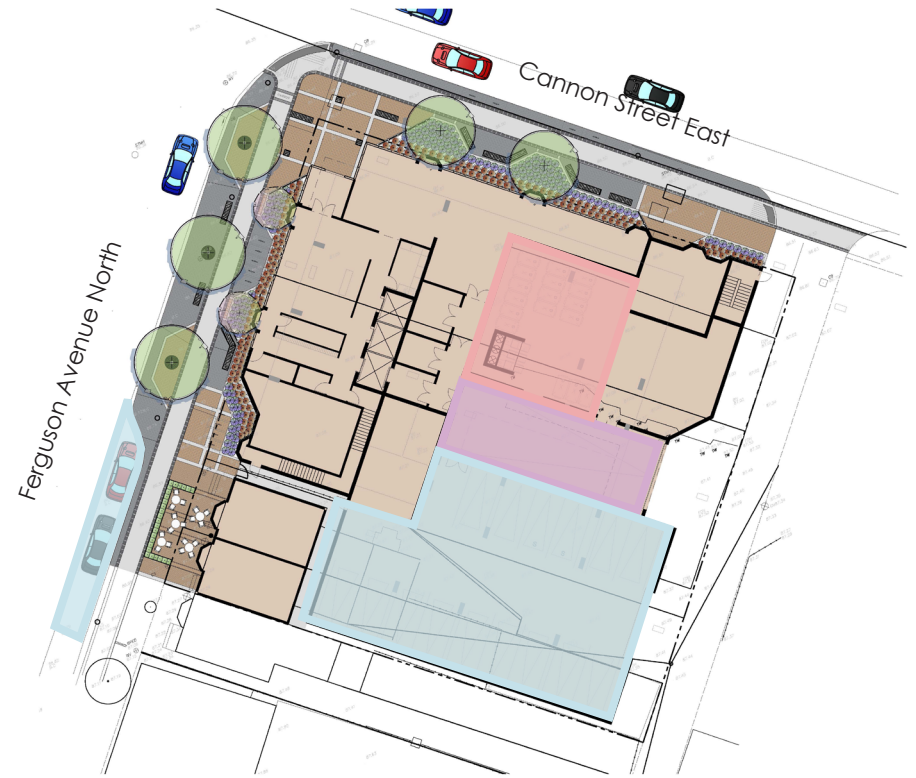


Fig 15. Building Massing Diagram

3.5 PARKING, LOADING, AND WASTE MANAGEMENT

The vehicular entrance, situated off Cannon Street East, will be shared with the neighbouring property on the East side of the subject site. The building and site has been thoughtfully designed to accentuate this entrance while simultaneously screening vehicular usage (loading zone, on-site parking, garbage pick-up) from the public realm.

Surface parking on-site is located within the building footprint and will not be visible at grade from Cannon Street E or Ferguson Avenue N. Existing street parking will remain along Ferguson Avenue N servicing the retail/commercial units located within the heritage townhomes. To promote pedestrian-friendliness around the site, waste management facilities have been strategically placed within the ground floor of the podium, shielded from street view.



LOADING **PARKING** **GARBAGE**

Fig. 16 Loading, Parking, and Waste Management Diagram



Fig. 17 Ferguson Avenue North Street Parking

3.6 BUILDING ELEVATIONS

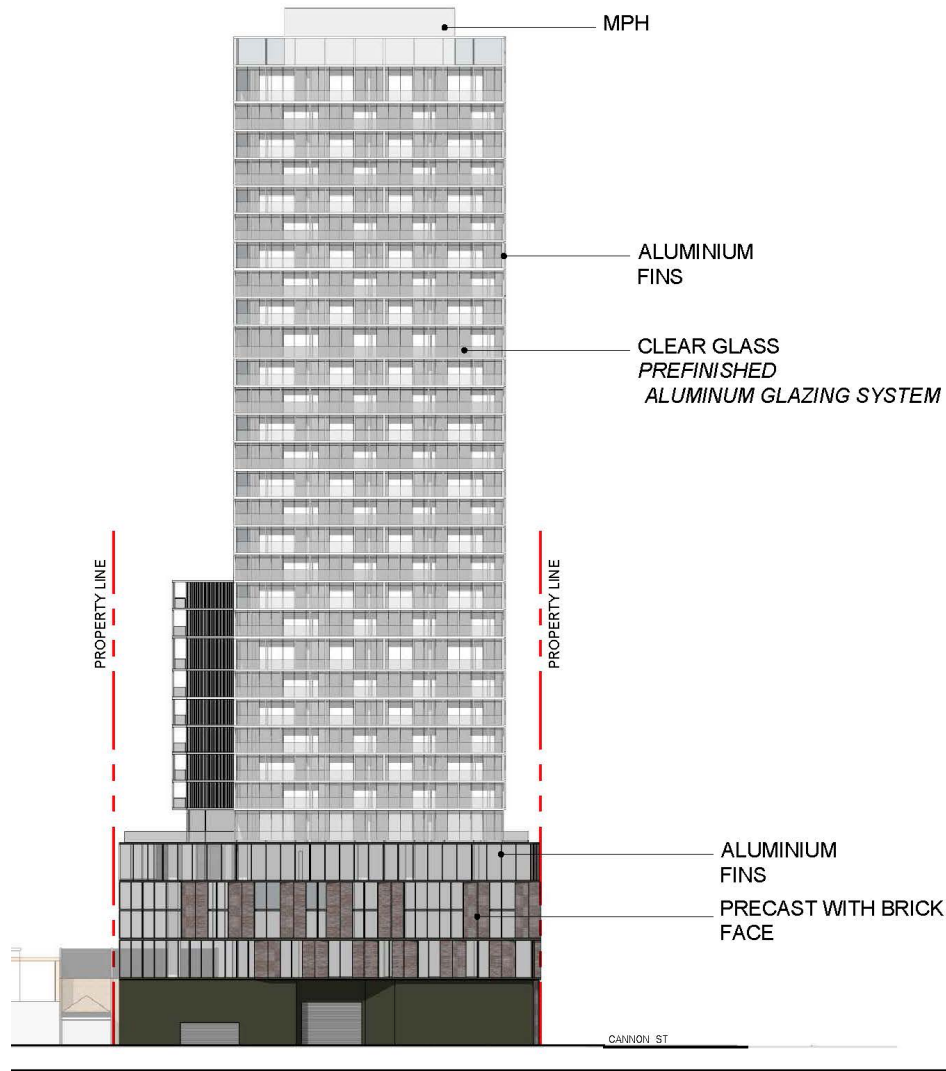


Fig 18. East Elevation

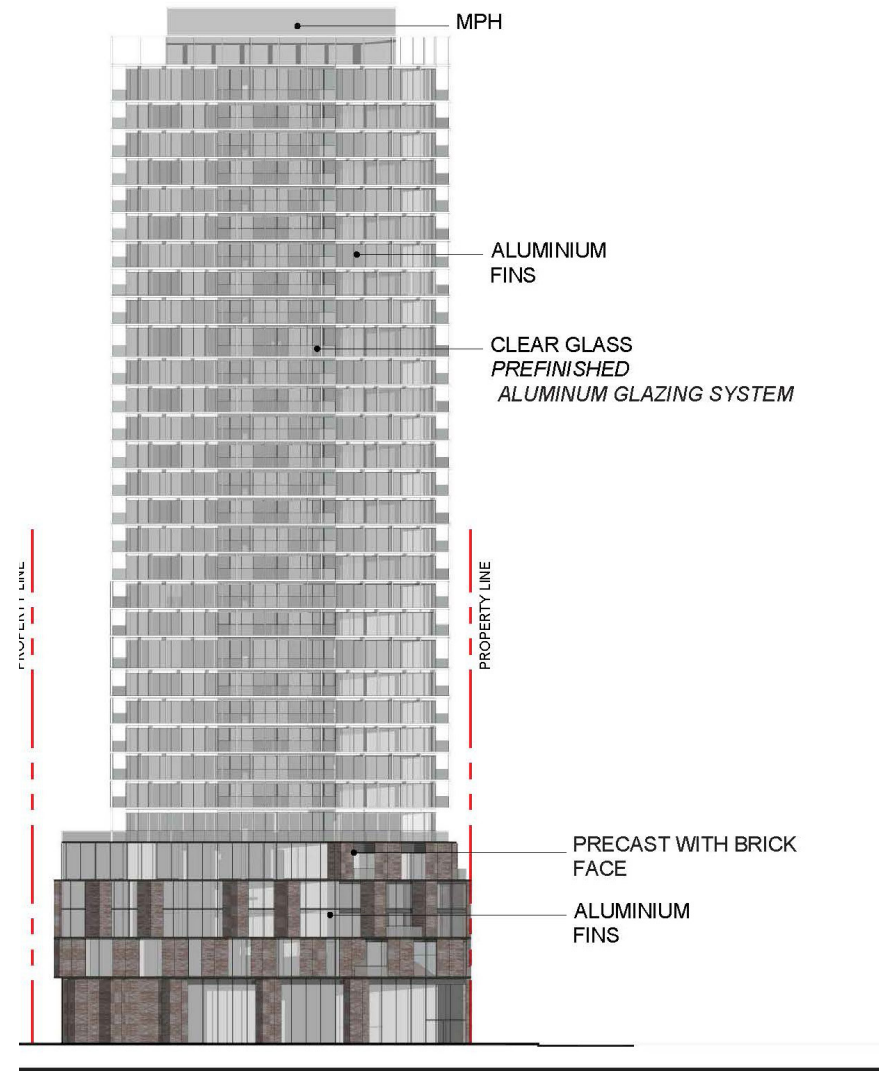


Fig 19. North Elevation

3.6 BUILDING ELEVATIONS

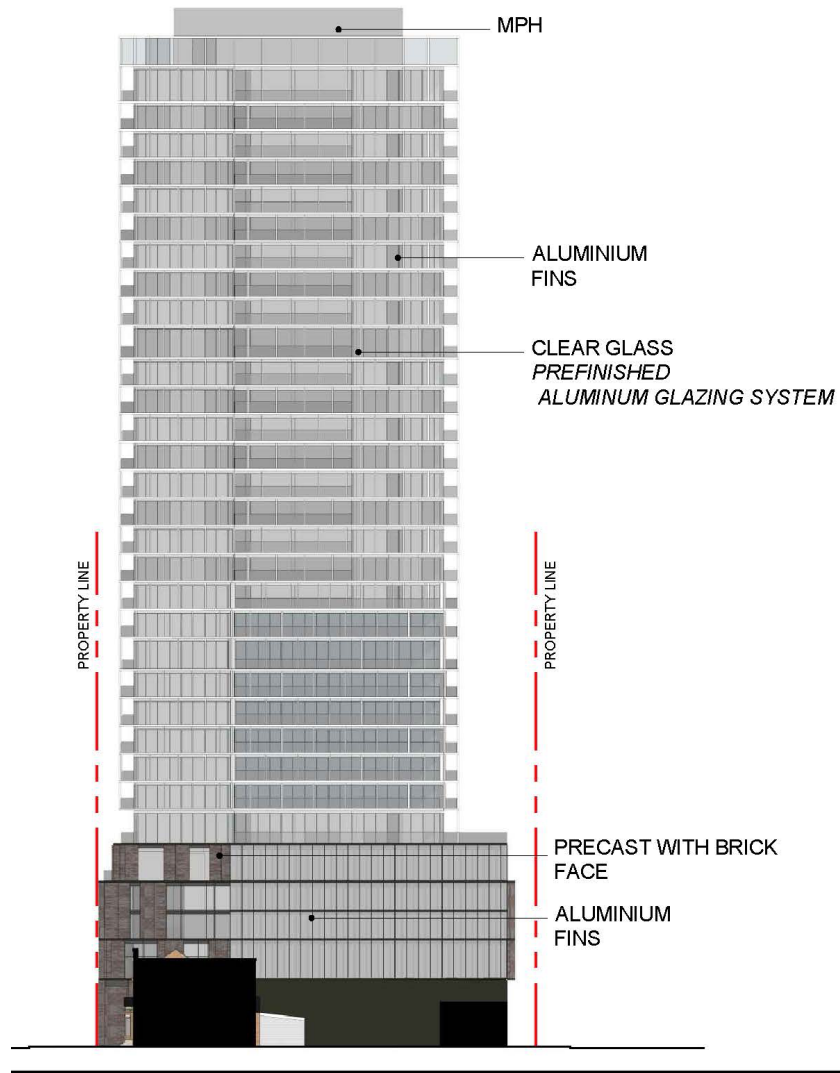


Fig 20. South Elevation

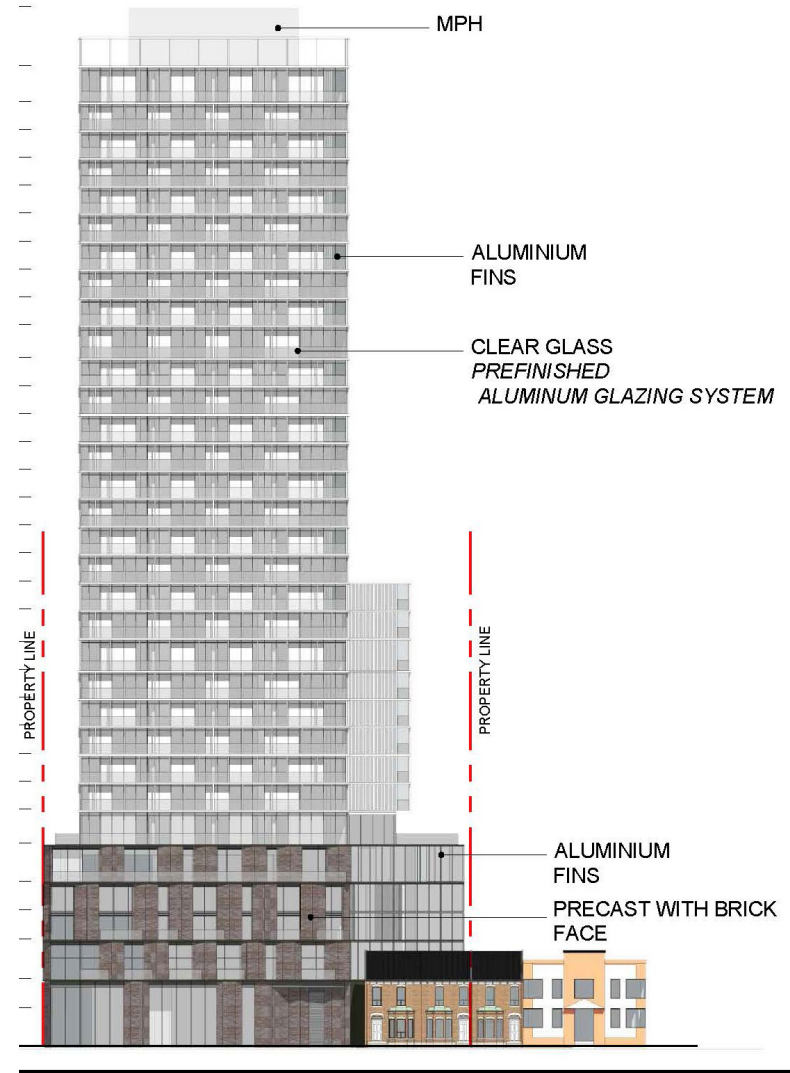
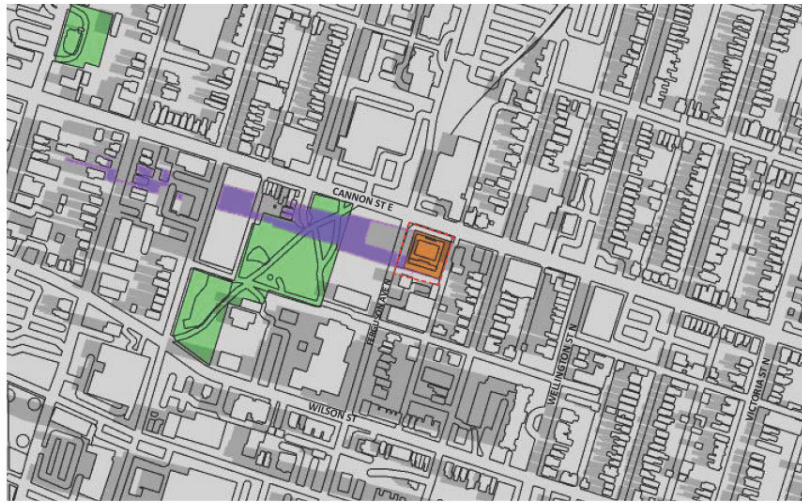


Fig 21. West Elevation

3.7 SHADOW STUDY



MARCH 21st 8:49am
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

 SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 AS OF RIGHT MASSING
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

0 50 100
ARCADIS 3



MARCH 21st 9:00am
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

 SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 AS OF RIGHT MASSING
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

0 50 100
ARCADIS 4



MARCH 21st 10:00am
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

 SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 AS OF RIGHT MASSING
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

0 50 100
ARCADIS 5



MARCH 21st 11:00am
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

 SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 AS OF RIGHT MASSING
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

0 50 100
ARCADIS 6

Fig. 22 Shadow Study: March 21st

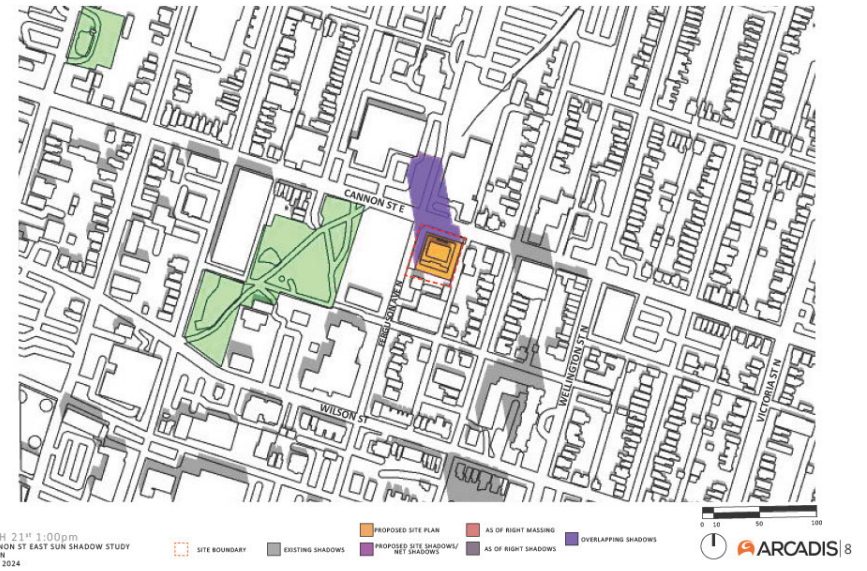


Fig. 23 Shadow Study: March 21st



MARCH 21st 3:00pm
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT MASSING
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

ARCADIS 11



MARCH 21st 4:00pm
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT MASSING
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

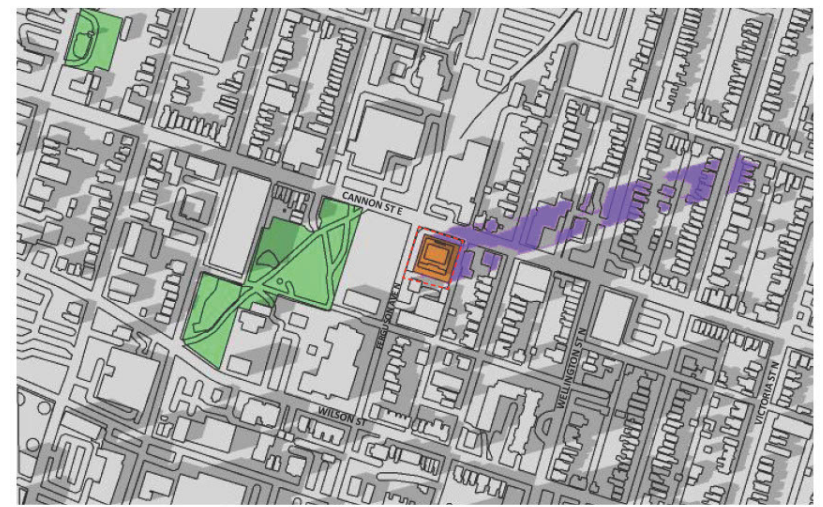
ARCADIS 12



MARCH 21st 5:00pm
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT MASSING
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

ARCADIS 13



MARCH 21st 6:00pm
188 CANNON ST EAST SUN SHADOW STUDY
HAMILTON
JANUARY 2024

SITE BOUNDARY
 EXISTING SHADOWS
 PROPOSED SITE PLAN
 PROPOSED SITE SHADOWS/ NET SHADOWS
 AS OF RIGHT MASSING
 AS OF RIGHT SHADOWS
 OVERLAPPING SHADOWS

ARCADIS 14

Fig. 24 Shadow Study: March 21st

3.8 CIRCULATION DESIGN

The streetscape design prioritizes pedestrian movement on and off site, ensuring that both Ferguson Avenue and Cannon Street have accessible sidewalks and pedestrian entrances.

These features create seamless pedestrian circulation as outlined within the Downtown Hamilton Secondary Plan, section 6.1.6.2 Pedestrian Focus Streets. The site design prioritizes pedestrian-friendly design through broad sidewalks, urban braille sidewalk delineation, and street amenities such as benches, planting, bike racks, and sculptural seating.

The addition of high branching deciduous trees along the boulevard enhances both pedestrian safety and the overall aesthetic of the street frontage as shown in the landscape design section of this brief. Notably, there is only one vehicular entrance to the site, located at the northeastern corner of the development on Cannon Street East. This single entrance point effectively keeps the majority of the street frontage available for safe pedestrian use. Multiple ground-level entrances are provided without obstructing the perimeter sidewalk traffic along Cannon Street or Ferguson Avenue.

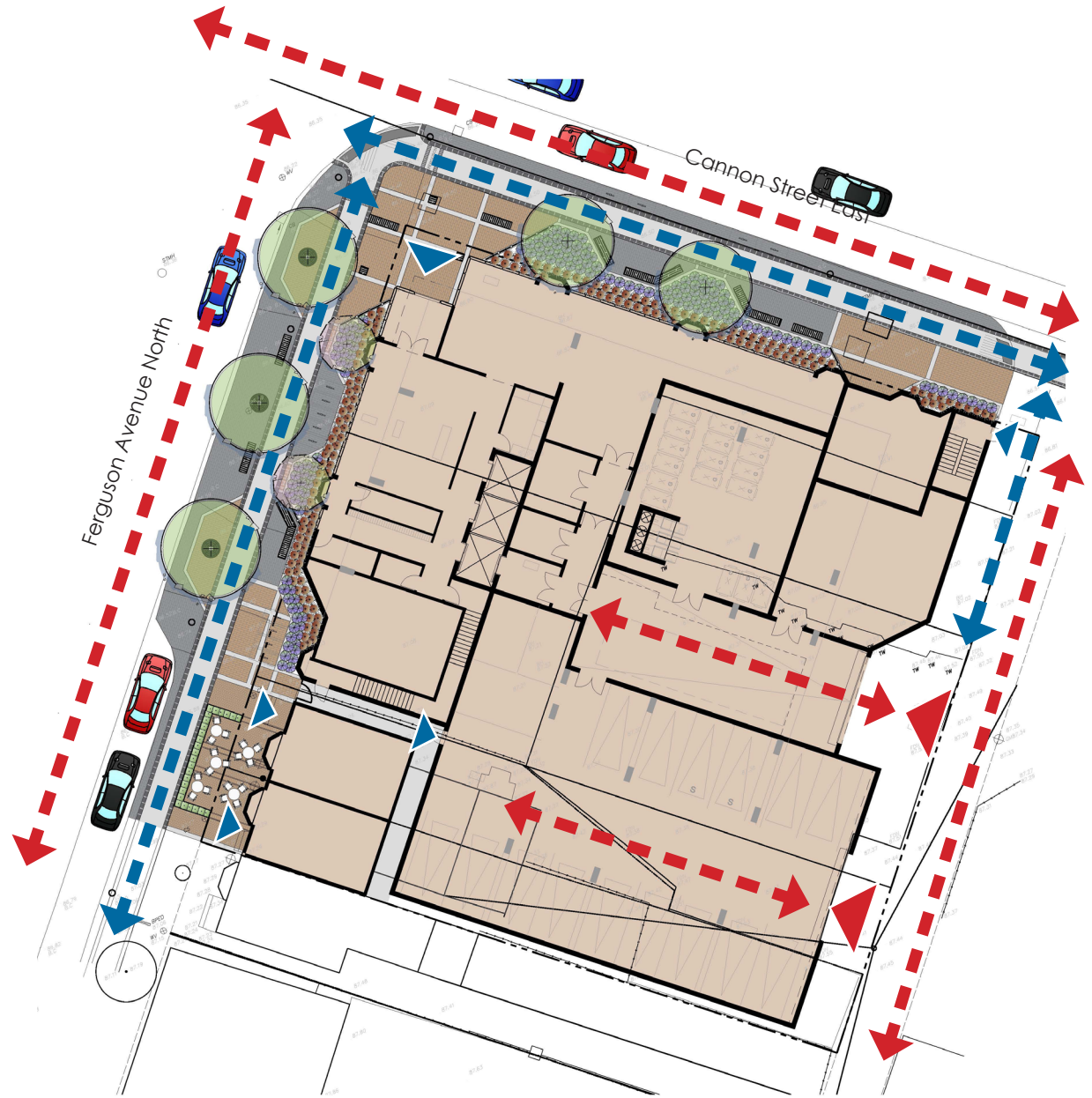
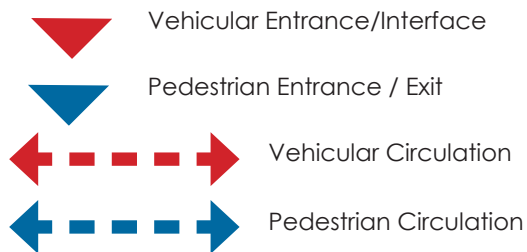


Fig. 25 Circulation Plan

3.9 LANDSCAPE DESIGN

The landscape design blends functionality and historical roots to create a landmark site in the Beasley neighbourhood. It embraces the urban environment while providing spaces for passersby and residents to enjoy the streetscape. The nodal seating areas encourage group seating and social interaction, while individual benches cater to those who prefer solitary moments. Bistro-style seating near the historic townhouses provides social space for the community to connect to their past and enjoy the outdoor urban environment.

The landscape design incorporates elements that symbolize the area's history and play off forms and colours that remain in the preserved townhouses. Red brick unit paving and shapes that mimic the townhouses bay windows connect the modern street design to the historic neighbourhood. The use of sculptural furniture, train-style metal fencing, round tree grates, and trapezoidal bike racks provide homage to the historic Ferguson railroad. All the elements work together to create a unique sense of place for the community.

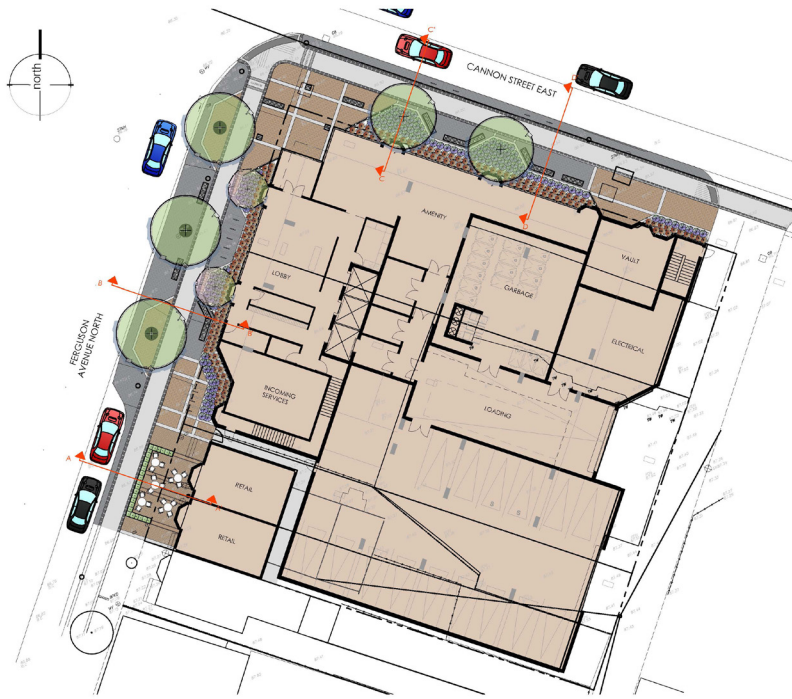
Street trees are provided along Ferguson Avenue North and are strategically placed to provide ample shade and preservation of the existing historic light posts. Cannon Street East is not conducive to traditional street trees due to existing overhead wires. Small flowering trees are provided in planting beds along the building frontage to visually break up the building face and provided comfortable shaded seating areas.

Urban braille along both Ferguson Avenue and Cannon Street creates an inclusive and barrier free environment for pedestrians. In addition to the urban braille, the streetscape follows the zones as set out in the City of Hamilton Co-Ordinated Street Furniture Guidelines including the buffer zone, street tree/furniture zone, walkway zone and frontage zone to create a safe and comfortable streetscape.

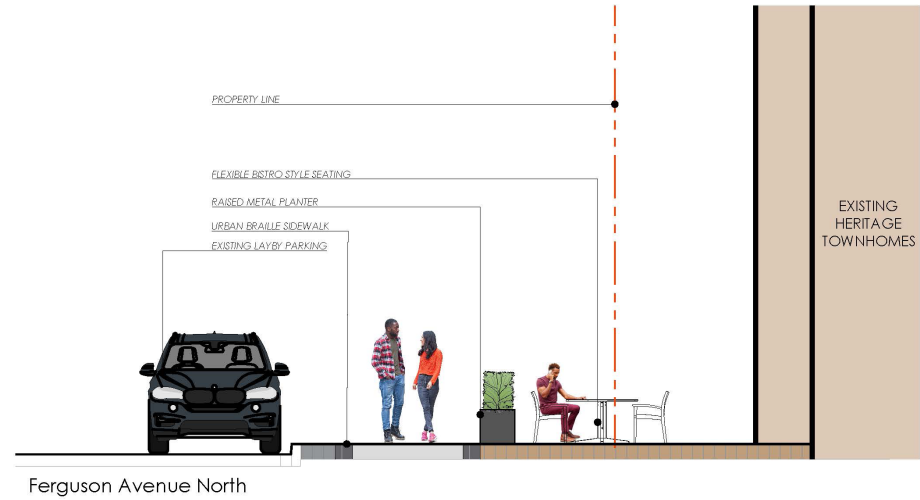


Fig. 26 Landscape Plan

3.10 STREETScape SECTIONS



SECTION AA'



SECTION BB'

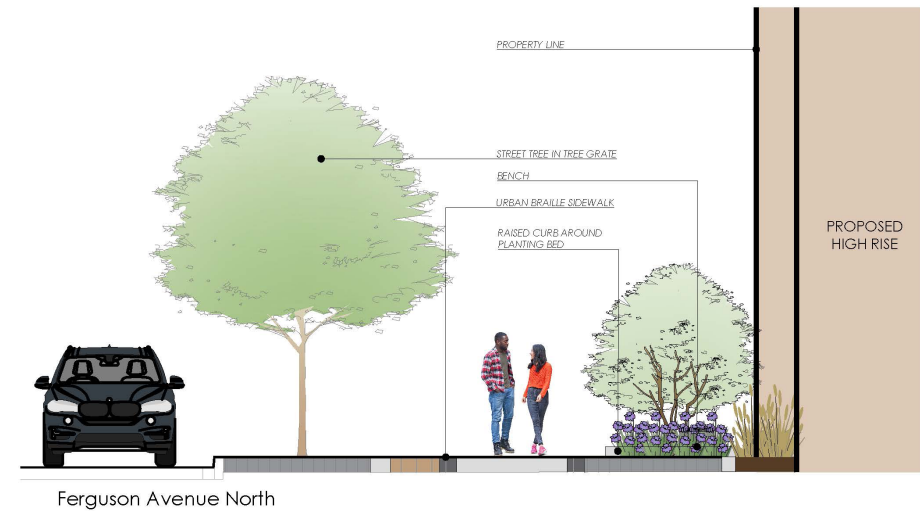
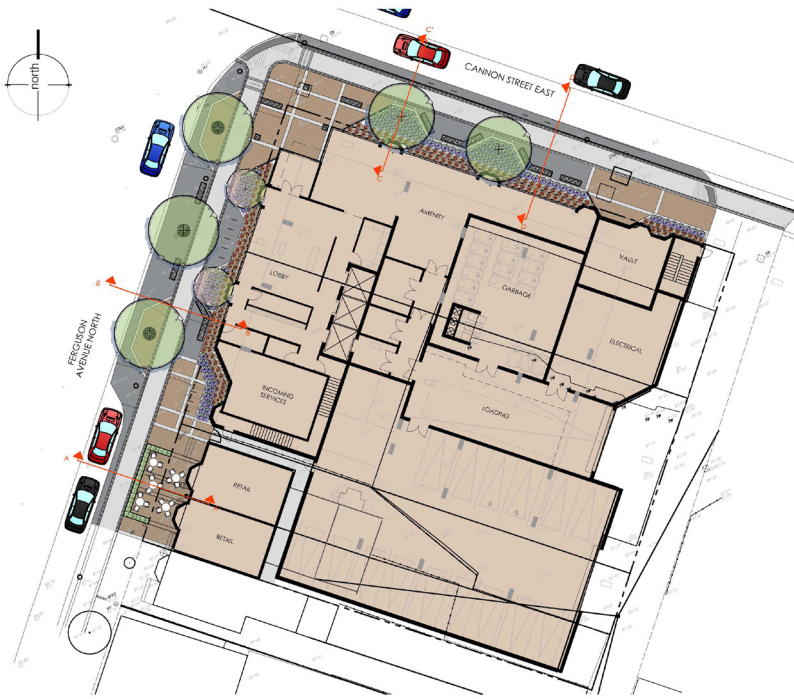
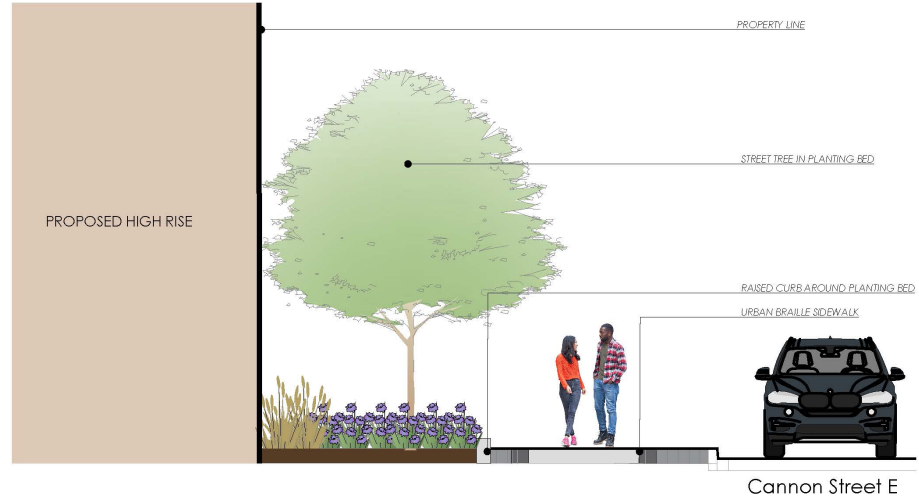


Fig. 27 Ferguson Avenue Streetscape

3.10 STREETScape SECTIONS



SECTION CC'



SECTION DD'



Fig. 28 Cannon Street Streetscape

PART 4 - CONCLUSION

4.0 CONCLUSION

In summary, the proposed development at 188 Cannon Street East has merit and can be supported for the following reasons:

It conforms to the Downtown Hamilton Secondary Plan to provide:

- a building that respects the surrounding building heights and materials.
- a mixed use development (residential high-rise and retail space within the historical townhomes).
- ground level pedestrian access.
- a well designed building with proper proportion along all street frontages.
- a safe pedestrian realm with an enhanced boulevard and streetscape design.

The development is designed in accordance with the City's vision for the Downtown Urban Growth Centre and will contribute to the transformation of Hamilton's downtown core into an urban community.

The purpose of the Urban Design Brief is to guide the proposed development on the basis of good site planning with specific discussions on community structure, streetscape design and built form. Measures of appropriateness and fit have been sourced from the City of Hamilton's Urban Design Guidelines and Policies. Subject to completion of the planning approvals process and refinement of the development concept, detailed design will be implemented through the final site plan approvals process.

