



URBAN DESIGN BRIEF

Mixed-Use Development | 73 Hughson Street North | City of Hamilton



mcCallumSather

286 Sanford Ave.
Hamilton, ON
L8L 6A1

+1 905 526 6700

marketing@www.mccallumsather.com
www.mccallumsather.com

facebook.com/mccallumsather/
instagram.com/mccallumsather/
twitter.com/mccallumsather
linkedin.com/company/mccallum-sather-architects-inc-

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INTRODUCTION

EXECUTIVE SUMMARY

This document is an Urban Design Brief describing the proposed 31-storey mixed-use development located at 73 Hughson Street North, in Hamilton, Ontario. The brief was developed based upon the policies and guidelines relevant to the site, including but not limited to the Urban Hamilton Official Plan (UHOP), Downtown Hamilton Secondary Plan, Site Plan Guidelines, and Hamilton Tall Building Guidelines.

A review of the project site's geographical and social context supports the proposal of a pedestrian focused mixed-use development with stepbacks at the second, seventh and thirteenth levels and a 31-storey residential tower, to be served by 4-levels of underground grade structure parking. A program was developed, tested and responded to planned surrounding site context and future market demand in a densifying urban area.

The site responsive design solution detailed herein is intended to provide meaningful residential living amenity, as well as useful and attractive public spaces in response the desired intensification of the City's downtown. The proposal contributes to an activated and vibrant public realm and offers diverse and efficient housing opportunities within the Downtown Hamilton core, to needed residential intensification and the reduction of low density urban sprawl.

CONTACT INFORMATION

Core Development Group // Client

EY Tower

100 Adelaide Street West, Suite 2805, Toronto, ON M5H 1S3

T. 647.969.1790

[Stephanie Bacani \(stephanie@coredevelopment.ca\)](mailto:stephanie@coredevelopment.ca)

[Adrew Robichaud \(andre@coredevelopment.ca\)](mailto:andre@coredevelopment.ca)

mcCallumSather // Urban Design

286 Sanford Ave North

Hamilton, Ontario, L8L 6A1

T. 905.526.6700

F. 905.526.0906

[Heather Brown \(HeatherB@mccallumsather.com\)](mailto:HeatherB@mccallumsather.com)

mcCallumSather // Architecture

286 Sanford Ave North

Hamilton, Ontario, L8L 6A1

T. 905.526.6700

F. 905.526.0906

[William Neal \(WilliamN@mccallumsather.com\)](mailto:WilliamN@mccallumsather.com)

[Ashraf Azeem \(AshrafA@mccallumsather.com\)](mailto:AshrafA@mccallumsather.com)

[Ajdin Mehanovic \(AjdinM@mccallumsather.com\)](mailto:AjdinM@mccallumsather.com)

A,J Clarke and Associates Ltd // Planner

25 Main Street West, Suite 300, Hamilton ON, L8P 1H1

T. 905.528.8761

[Franz Kloibhofer \(Franz.Kloibhofer@ajclarke.com\)](mailto:Franz.Kloibhofer@ajclarke.com)

[Ryan Ferrari \(Ryan.Ferrari@ajclarke.com\)](mailto:Ryan.Ferrari@ajclarke.com)

PURPOSE

The purpose of this report is to demonstrate conformity with urban design policies and guidelines relevant to the site at 73 Hughson Street North in the City of Hamilton. This Urban Design Brief will be used by the City of Hamilton to evaluate the design rationale for the urban design components of the proposed development including: location and design of the building, compatibility and fit within the current and future context, vehicular and pedestrian circulation systems, parking, site buffering and landscaping, streetscaping, servicing areas, and other related components specific to the development.

This report will reflect why the proposed development represents an appropriate design solution for the Subject Site and will review existing conditions with supporting maps and imagery to contextualize on-site, streetscape and community attributes and considerations.

Once the site context is established, a description of applicable key policies and guidelines will be highlighted, including those from the *Provincial Policy Statement (2020)*, *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, *Urban Hamilton Official Plan (2023 update)*, *Downtown Hamilton Secondary Plan (2023 update)* and *Downtown Hamilton Tall Building Guidelines (2018)*. The brief will review these policies and guidelines and examine the correlative design proposal for the Subject Site. This approach balances the goals of the proposed development with the need to address contemporary concerns around urban design, accessibility, landscape and compliance with provincial, regional, and municipal policy.

This report will describe the site, building and landscape design; and provide discussion and review regarding the design constraints and impacts.

This urban design brief assesses how the proposal is guided and informed by the applicable design requirements. It analyzes how the proposal is responsive to the adjacent existing and future development and fits into the Downtown Hamilton Secondary Plan. The report provides professional recommendations to ensure that the general intent of applicable urban design policies and guidelines are achieved within the proposed design solution.

METHODOLOGY

This Urban Design Brief was prepared based on the structure of the City of Hamilton's Guidelines for Urban Design Reports - Terms of Reference as well as provincial, regional and municipal policy framework. The scope of this UDB report involves the identification and evaluation of known urban design resources and the potential impacts resulting from the proposed development.

Analysis of existing and proposed conditions not only on the Subject Site, but within the surrounding community, site and building investigations were also incorporated as part of mcCallumSather's comprehensive urban design consulting services. Representatives of mcCallumSather visited the Subject Site on May 10, 2023 to conduct a visual inspection of the property and its current surroundings.

The research methodology gathers relevant data from the City documents (maps, photos, publications, primary resources, etc.) and first hand analysis of the site from all relevant consultants.

1.0 BACKGROUND

1.1 EXISTING ON-SITE ATTRIBUTES AND CONSIDERATIONS

The Subject Site is located in the centre of the Downtown Urban Growth Centre in Hamilton and primarily fronts Hughson Street North. Currently functioning as a large surface parking lot, the irregular site is approximately 2,500SM in area and with roughly 48M of frontage on Hughson Street North. Hughson Street North is a two-lane, one-way street with on-street parallel parking spaces. The Subject Site is generally separated by existing built fabric from bordering streets - Wilson Street to the north, James Street North to the west and Rebecca Street to the south.



Figure 1. View northwest of Subject Site from Rebecca Street



Figure 3. Southwest view from Wilson Street and Hughson Street North

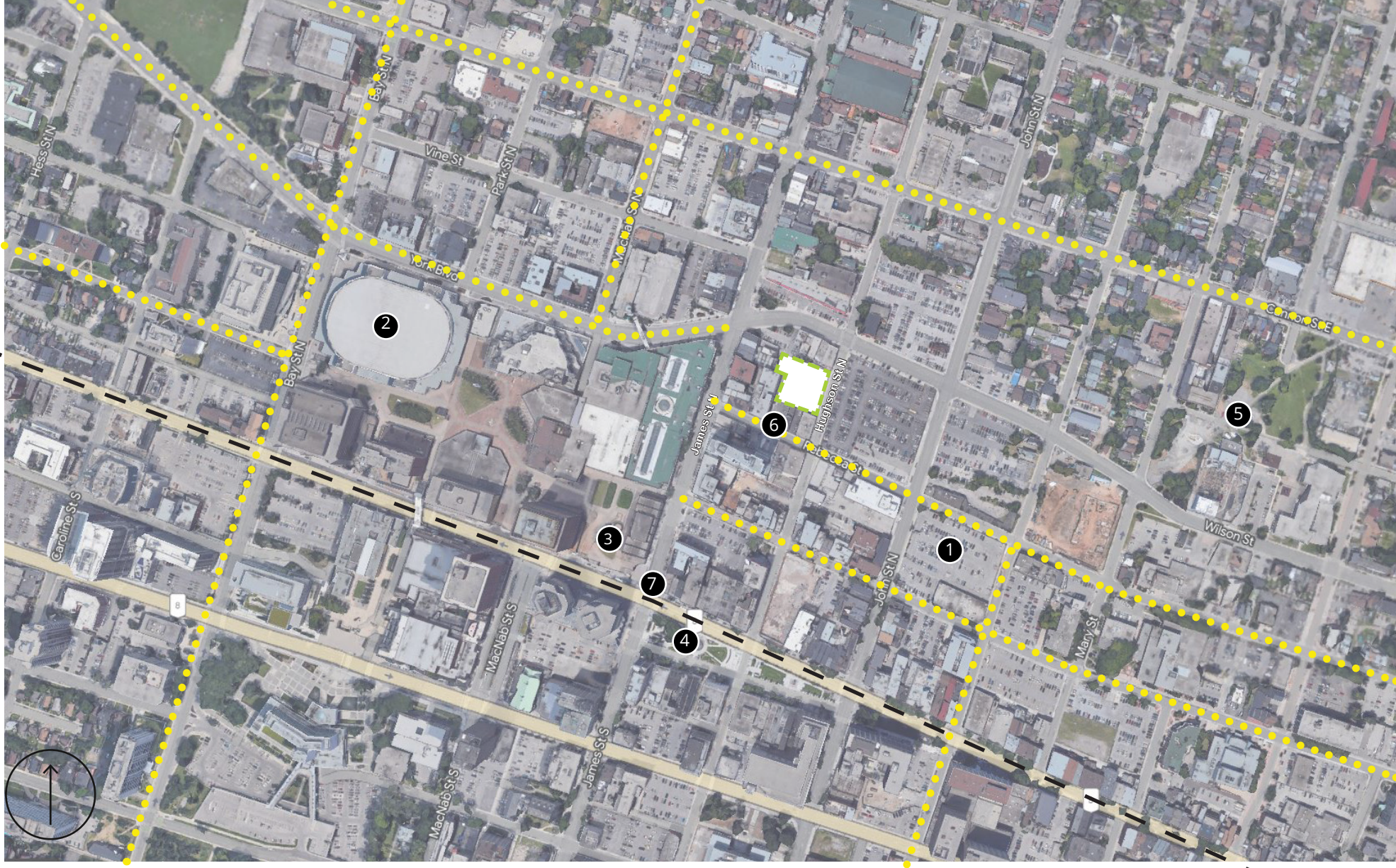


Figure 2. View south down Hughson Street North from Subject Site location




Figure 4. Northwest view of Subject Site from Hughson Street North

** all images have been retrieved from Google maps and streetview*



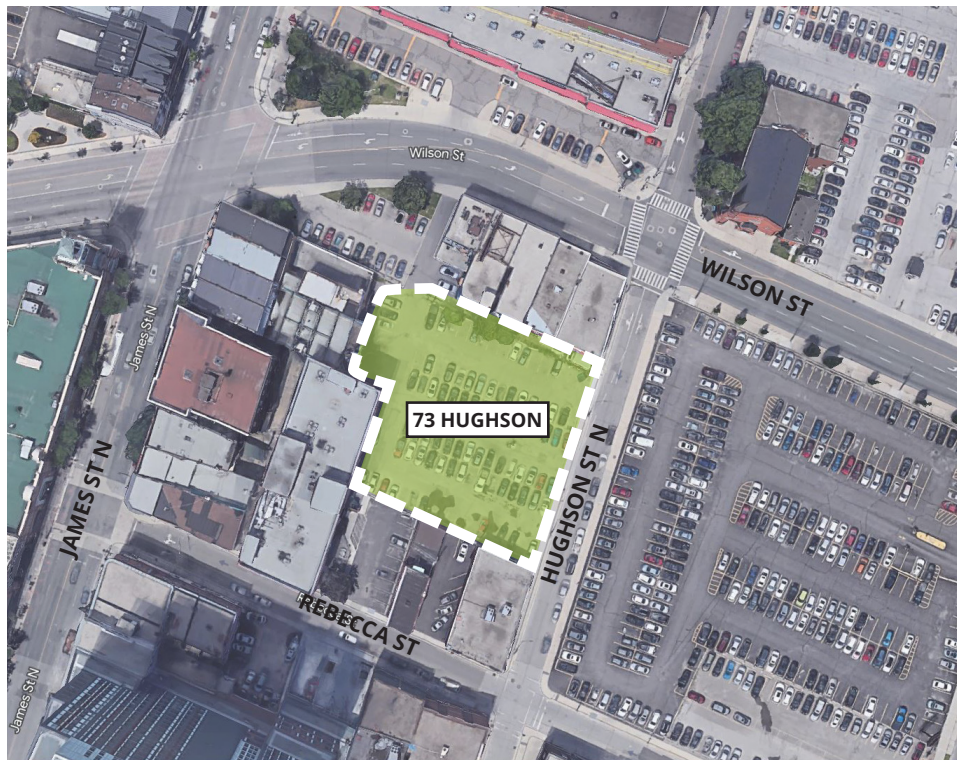
Legend

- | | | | | |
|---|-------------------------|--------------------------------------|--|---|
| 1 John/Rebecca Street Urban Park | 3 Jackson Square | 5 Beasley Park | 7 Future James St LRT station | ●●●●● Cycling Route |
| 2 First Ontario Centre | 4 Gore Park | 6 Southern Ontario Collegiate |  Subject Site | — — — Planned Hamilton LRT B-Line Route |

Location & Neighbouring Context Map

1.1.1 EXISTING TOPOGRAPHY AND VEGETATION

The Subject Site is located along Hughson Street North in Downtown Hamilton. The site experiences very little notable shift in elevation across the majority of the site. There is a maximum variation of .6M from low point areas at the northeast corner of the site, rising upward to the west and south. The centre point of the site sits at 97.4 masl. The existing vegetation includes several small deciduous trees at the northern edge of the property, to the south of the buildings fronting Wilson Street. The ground plane is characterized by asphalt pavement throughout, with some low vegetation growth along the northern fence line.



Context Map (all site context images for the report were retrieved from google maps)

Figure 6. Western view of Subject Site

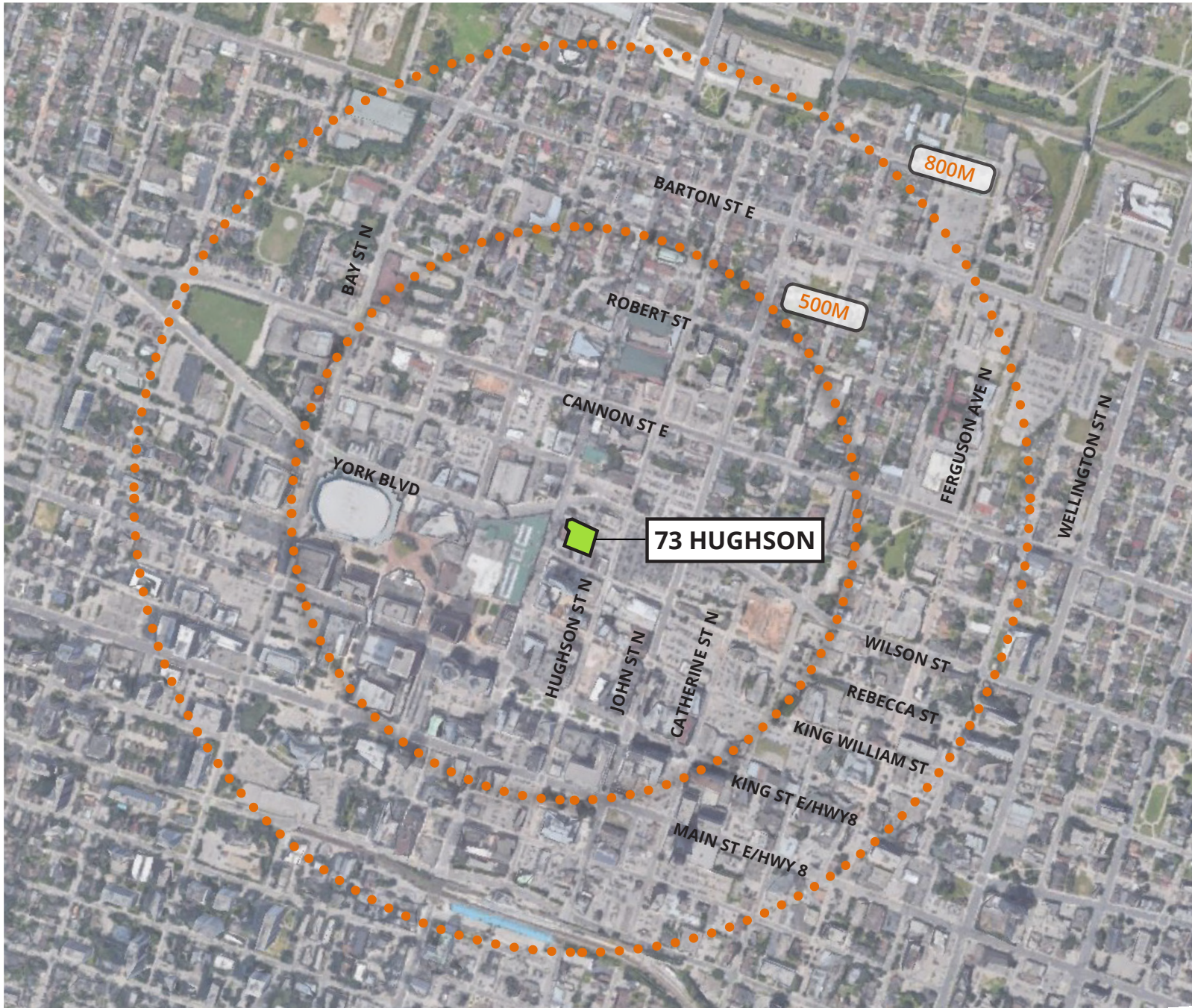


Figure 7. Northern edge of Subject Site



Figure 8. Northwest portion of Subject Site





1.1.2 EXISTING BUILDINGS & STRUCTURES

The Subject Site is situated in a prime development location within Downtown Hamilton, currently vacant of any built structures and functioning as a surface parking lot.



Figure 9. Existing buildings along Rebecca Street



Figure 11. Existing buildings at the corner of Hughson Street North and Wilson Street



Figure 10. Existing buildings and parking lot at James Street North and Wilson Street



Figure 12. Existing buildings at Hughson Street North and Rebecca Street



1.2 DESCRIPTION AND ANALYSIS OF SITE CONTEXT

1.2.1 COMMUNITY AND NEIGHBOURHOOD CONTEXT

The Subject Site is located in the Downtown Urban Centre Node, within the central part of Ward 2 in the City of Hamilton. Ward 2 is bound by Queen Street to the west, Wellington Street to the east, Lake Ontario to the north and the Niagara Escarpment to the south. The smallest ward in the City, Ward 2 is highly active and connected for vehicles, transit and pedestrians. It is home to recognizable City landmarks including Gore Park, Hamilton City Hall, First Ontario Centre and Jackson Square. Land use in Ward 2 is primarily residential with significant portions of commercial and parks/open space as well as institutional. Currently 8 percent of lands in the ward are vacant.

The Subject Site sits within the historic Beasley Neighbourhood in Downtown Hamilton. The unique character of this area is comprised of a diverse mix of surrounding uses, activities and people, and the integration of historic and heritage buildings and streetscapes with contemporary development and change. Buildings in the area are a variety of low to high-rise, and old to new construction.

The Subject Site is located within the Downtown Hamilton Mixed Use Area and the identified as part of the Downtown Urban Growth Centre in the Urban Hamilton Official Plan, Schedules E-1 and E.

Land uses surrounding the Subject Site are as follows - to the north: low-rise, 2-3 storey commercial (zoned for Downtown Mixed Use, High-rise 2 per Downtown Hamilton Secondary Plan); to the south: low-rise 2 storey commercial (zoned for Downtown Mixed Use, High-rise 2 per Downtown Hamilton Secondary Plan); to the east: surface parking lot (zoned for Downtown Mixed Use, High-rise 2 per Downtown Hamilton Secondary Plan); to the west: low-rise, 4-6 storey mixed use and residential (zoned for Downtown Mixed Use with Pedestrian Focus, High-rise 2 per Downtown Hamilton Secondary Plan).

Within a 500m radius from the subject site, there are significant areas of large surface parking lots, particularly to the north and east. Public spaces include the well-used Gore Park along King Street West, John/Rebecca Street Urban Park to the east and Beasley Park and Skatepark to the north.

Built form in the neighbourhood is a mix of heritage and historic low and mid-rise brick and stone buildings, as well as small scale infill to large scale buildings that were developed in the 1960s to 1990s, such as Jackson Square and Hamilton City Centre. Recent and upcoming large development in the neighbourhood include the 2, 30 storey tower Cobalt Luxury Residences at 45-51 King Street East and the 23-storey William Thomas Student Rentals at 20 Rebecca Street.

Figure 13. Gore Park



Figure 14. James Street North Commercial District

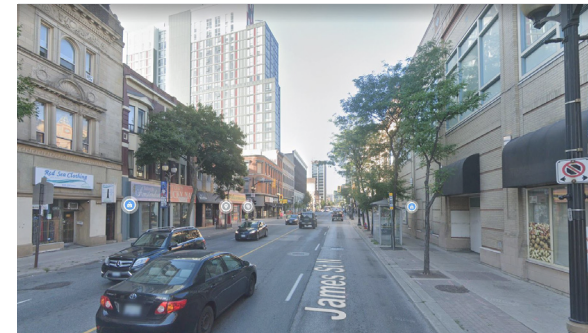
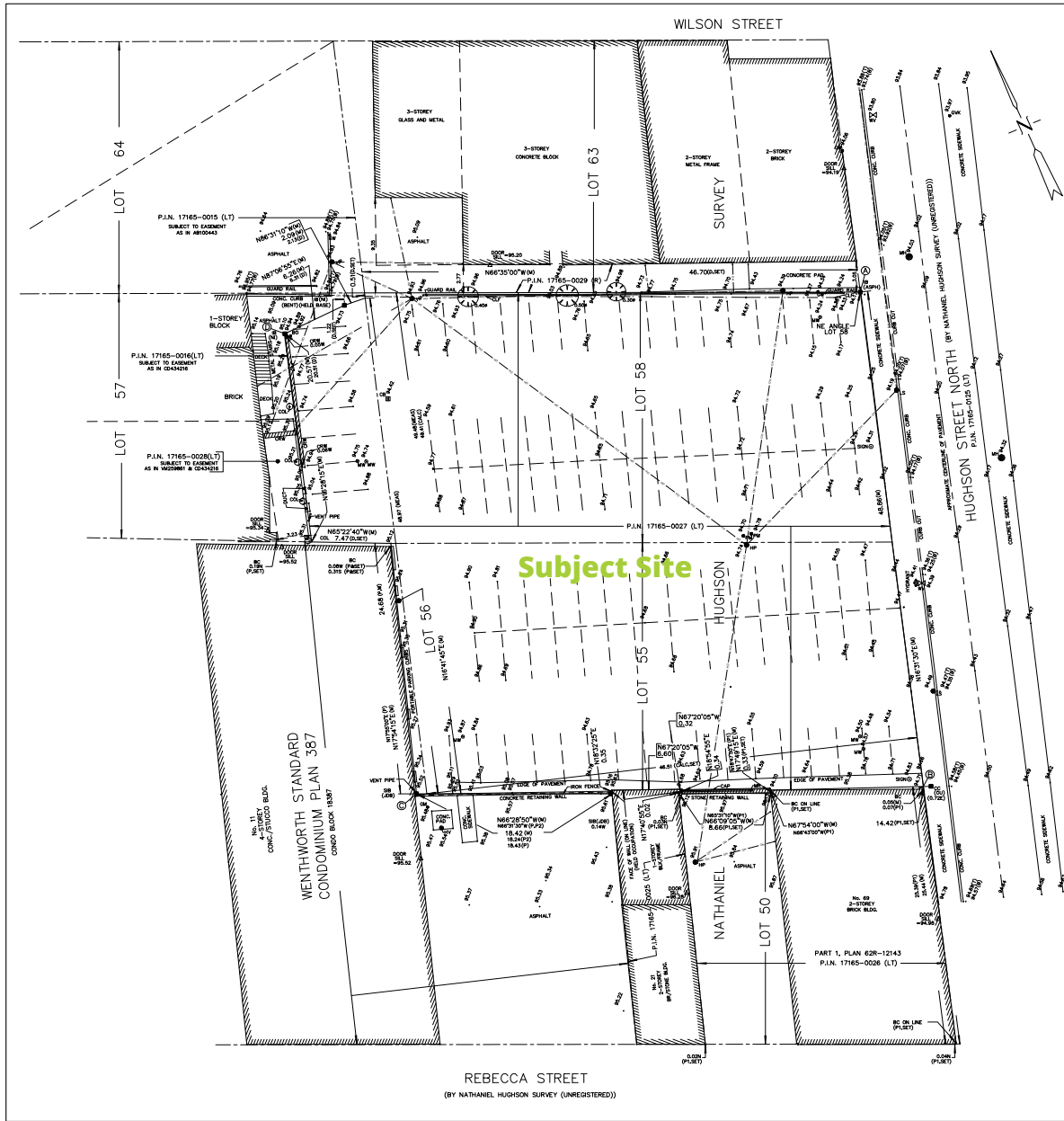


Figure 15. King William Street Dining District





PLAN OF SURVEY OF
 LOTS 55 AND 58
 PART OF LOTS 56 AND 57
 NATHANIEL HUGHSON SURVEY (UNREGISTERED)
 (IN THE BLOCK BOUNDED BY JAMES, WILSON, HUGHSON
 AND REBECCA STREET)
 CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 SCALE 1 : 200

R. AVIS SURVEYING INC.

METRIC : DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

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NOTES AND LEGEND

BEARINGS SHOWN HEREON ARE GRID AND ARE DERIVED FROM OBSERVED REFERENCE POINTS A AND B HAVING A BEARING OF N103°05' BY REAL TIME NETWORK OBSERVATION (RTN) UTM ZONE 17 CENTRAL MERIDIAN 8100° WEST LONGITUDE OF UNIVERSAL TRANSVERSE MERCATOR PROJECTION, NAD 83 (CSRS-2010)

6° UTM ZONE 17 COORDINATES		
NAD83(CSRS-2010) (CENTRAL MERIDIAN 8100° WEST LONGITUDE)		
NORTHING	EASTING	
A	4790172.199	591979.052
B	4790125.361	591965.156
C	4790143.755	591921.087
D	4790160.082	591927.717

(1) THE UTM COORDINATES LISTED ABOVE COMPLY WITH SUBSECTION 14(2) OF ONTARIO REGULATION 216/10 FILED UNDER THE SURVEYORS ACT

(2) THE UTM COORDINATES LISTED ABOVE ARE TO BE USED FOR GEODESIC INFORMATION ONLY AND SHOULD NOT BE USED TO RE-ESTABLISH THE PROPERTY BOUNDARIES OR EASEMENTS SHOW HEREON

ELEVATIONS SHOWN HEREON ARE GEODESIC AND ARE REFERRED TO CITY OF HAMILTON BENCH MARK NO. 00119505033, HAVING AN ELEVATION = 99.341 METRES

DISTANCES SHOWN HEREON ARE ADJUSTED GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A CORRECTED SCALE FACTOR OF 0.99968.

- BS DENOTES SURVEY MONUMENT FOUND
- ED DENOTES SURVEY MONUMENT PLANTED
- SB DENOTES STANDARD IRON BAR
- SSB DENOTES SHORT STANDARD IRON BAR
- SB DENOTES IRON BAR
- CC DENOTES CUT CROSS
- WT DENOTES WIRE
- M/AREAS DENOTES AREAS MEASURED
- N/S/E/W DENOTES NORTH, SOUTH, EAST, WEST
- CALC DENOTES CALCULATED FROM PLAN 628-398
- MC DENOTES METRIC MONUMENT NO. MC00023
- P1 DENOTES PLAN 628-1243
- MS DENOTES METROWORTH STANDARD CONDOMINIUM PLAN 387
- JOB DENOTES J. D. BARNES LTD.
- FLF DENOTES CHAIN LINK FENCE
- COL DENOTES COLUMN
- CCW DENOTES CONCRETE RETAINING WALL
- BD DENOTES BOLLARD
- BP DENOTES BELL POLE
- (B) DENOTES BOTTOM OF CURB
- CB DENOTES CATCH BASIN
- FR DENOTES FRESHWATER
- GM DENOTES GAS MAIN
- CM DENOTES GAS METER
- GW DENOTES GAS MATE KEY
- GW DENOTES GUY WIRE
- HP DENOTES HYDRO POLE
- HV DENOTES HYDRO VALVE
- LS DENOTES LIGHT STANDARD
- MH DENOTES MANHOLE
- MM DENOTES MONITORING WELL
- OH DENOTES OVERHEAD WIRE
- PM DENOTES PARKING METER
- TL DENOTES TRAFFIC LIGHT
- WT DENOTES WATER VALVE
- W DENOTES DECIDUOUS TREE WITH TRUNK DIAMETER 0.10 METRES
- SP DENOTES SPOT ELEVATION

AREA : 2484.3 sq. m.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 20TH DAY OF MAY, 2022

MAY 31, 2022

DATE

PRATHEEPAN RAMACHANDRAN
 Ontario Land Surveyor

R. AVIS SURVEYING INC.

SUITE 203
 235 YORKLAND BOULEVARD
 TORONTO, ONTARIO
 M2J 1Y8

TEL: (416) 490-8352 FAX: (416) 491-8206
 EMAIL: office@avisurveying.com

CHECKED BY : J.B., G.L.S.

CALCULATED BY : J.B.

DRAWN BY : J.B.

PROJECT No. : 3583-0

DRAWING No. : 3583-01.DWG

14 Figure 16. Survey Map for the subject site showing the site boundaries and existing context (Source: R.Avis Surveying Inc, May 2022)

1.2.3 STREETScape AND SITE CONTEXT

Hughson Street North is local road that will act as a primary pedestrian connection from the King Street East transit corridor to Downtown Hamilton, and the West Harbour GO Station. Hughson Street North generally is defined by 2-3 storeys brick buildings with historic character built before or around 1950, while the majority of the streetscape surrounding the site at 73 Hughson Street North is characterized by existing asphalt surface parking lots. Hughson Street North is a one-way, northbound street with on-street parking and a right-of-way of +/-12m, with a +/-1-2M setback to accommodate a pedestrian sidewalk. Rooflines along the street are flat and there are no street trees, planting areas or landscape strips along the length from King Street East to Wilson Street. The right-of-way on Hughson Street from Rebecca Street to Cannon Street East is planned to increase to 20.117m (Schedule C-2 - Future Right of Way Dedications).

Surrounding streets include James Street North, Wilson Street and Rebecca Street: James Street is classified as a Prime Retail Street, a traditional commercial district in the central area of Downtown Hamilton. The James Street streetscape is typically 3-6 storeys with a variety of retail offerings, and streetscape and landscape elements designed to facilitate the success of local businesses and contribute to an active and vibrant pedestrian experience.

Wilson Street is a 4-lane Minor Arterial Road that extends from James Street North to Sherman Avenue North, with a range of land uses and heights along it. To the east and west of the intersection of Hughson Street North and Wilson Street, there are 2-3 commercial buildings on the southwest corner, including a listed (Registered) Heritage property at 30 Wilson Street. A low-rise commercial complex with street fronting surface parking lot is located to the northwest of the Hughson Street North and Wilson Street intersection and the Trinity Lutheran Church is located to the northeast. A full block of surface parking on the southeast corner stretches from Hughson Street West to John Street North. Wilson Street has minimal street trees and landscaping along its length.

Rebecca Street is a Local Connecting Street with existing surface asphalt parking lots, mid-century or newer brick buildings of 2-4 storeys, and the newly constructed 23-storey William Thomas student residence building at 20 Rebecca Street, to south of the Subject Site. There is a listed (Registered) Heritage property directly south of the Subject Site at 21 Rebecca Street, a 2-storey detached brick building built in the late 1800s.

Figure 17. View south along Hughson Street from north of Subject Site



Figure 18. View north along Hughson Street from south of Subject Site



Figure 19. View east along Rebecca Street from south of Subject Site



An existing 2.8m laneway separates the Subject Site from small scale, 2-3 storey commercial buildings fronting Wilson Street, forming the northern edge of the Subject Site. Small scale 2-storey commercial buildings fronting Rebecca Street form the southern boundary of the Subject Site. Directly west, across Hughson Street North is large surface parking lot, filling the entirety of the block from Hughson to John Street North, and Wilson Street to Rebecca Street. The western edge of the Subject Site is formed by the backs of 4-6 storey residential and mixed use heritage buildings fronting James Street North, part of a character commercial district in the downtown.

Current tall building developments that are built or in construction in the Subject Site area include:

- 41 Wilson Street: Three (3) 30 Storey Towers on a six storey podium
- 71 Rebecca: One (1) 30 storey tower on a six storey podium
- 75 James Street South: 34 Storey Mixed Use Building
- 43-49 King Street: Two (2) 30 storey towers on a four and six storey podium

There are multiple additional high-rise developments currently in various stages of the approvals process in the surrounding neighbourhood.

The Subject Site is located in a highly connected part of the Downtown Hamilton, located 600M north of the Hunter Street GO Station and 1KM south of the West Harbour GO Station, connecting the site regionally across Southern Ontario.

Located just north of the active HSR bus route along King Street West and the future James Street LRT stop for the planned Hamilton LRT B-Line, the Subject Site is considerably well connected to local transit networks. It is also adjacent to existing designated and protected cycling lanes.

There are several notable landmarks and public spaces within the vicinity of the Site, including Jackson Square, James Street North Commercial District, King William Dining District, Gore Park, Beasley Park, First Ontario Centre and John/Rebecca Street Urban Park.

Figure 22. View west along Rebecca Street



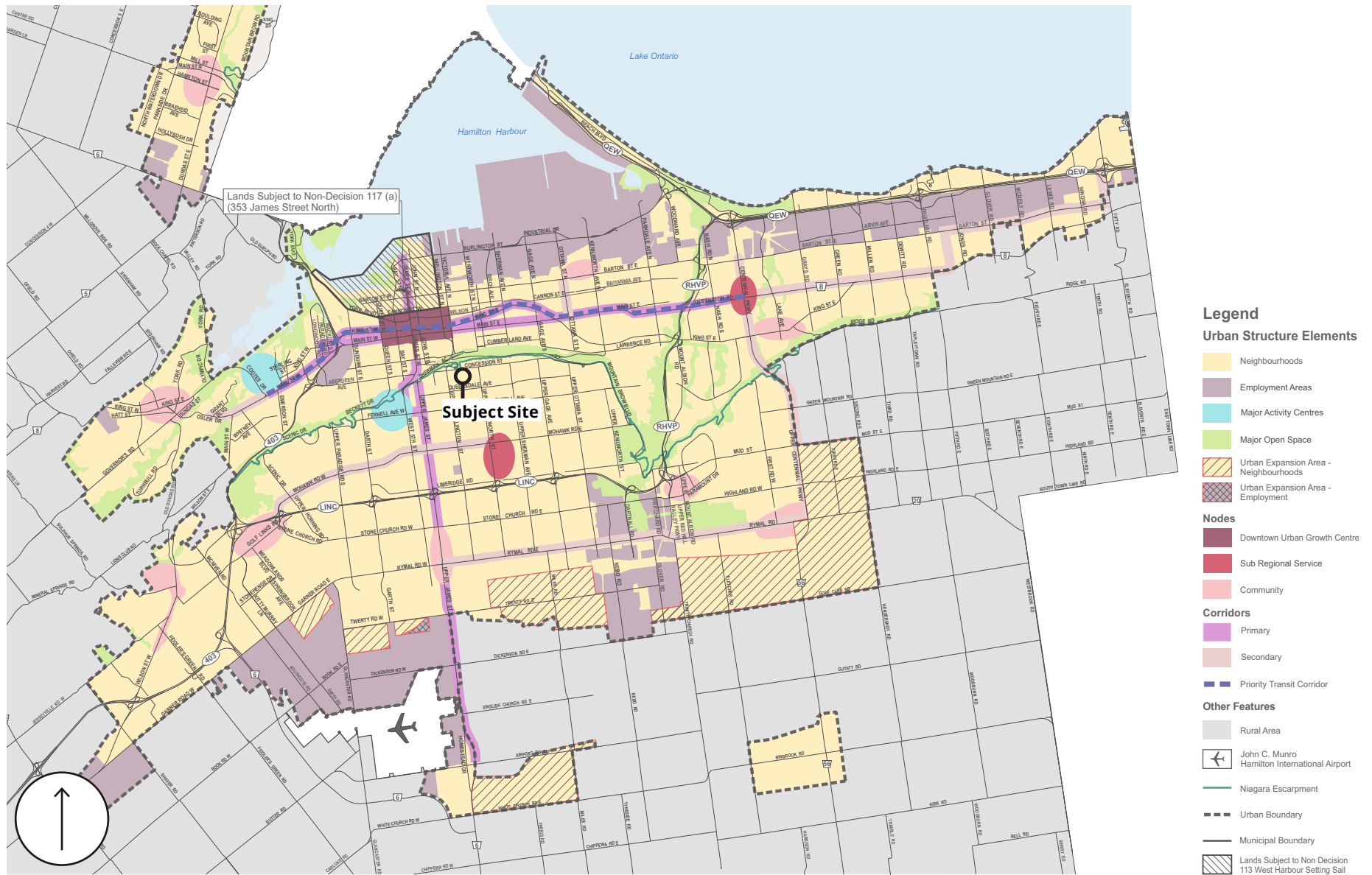
Figure 20. View west along Wilson Street



Figure 21. View east from intersection of James Street North and Wilson Street



Urban Structure Plan (Urban Hamilton Official Plan Excerpt)



ontario.ca/PPS

Provincial Policy Statement, 2020

Under the *Planning Act*

Ontario 

A Place to Grow

Growth Plan for the
Greater Golden Horseshoe

Office Consolidation 2020

Ontario.ca/growthplanning

Ontario 

1.3 APPLICABLE DESIGN REQUIREMENTS

1.3.1 KEY POLICIES AND GUIDELINES

Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 (PPS) sets out a number of policies to be considered in reviewing and determining the appropriateness of the proposed development of the site.

Land Use

Section 1.1.1.e of the PPS promotes the integration of land use planning, growth management, transit supportive development and intensification, optimizing transit investments and minimizing land consumption in support of the formation of healthy, livable and safe communities.

Housing Diversity

In Section 1.1.3.4 of the PPS, transit-supportive development opportunities are supported in order to provide "significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

A mix of housing options is promoted in Section 1.4 of the PPS, stating that planning authorities are to provide for a range and mix of housing types and densities to meet current and projected requirements of the regional market, in order to

"meet the social, health, economic and well-being requirements of current and future residents". Section 1.4.1 promotes permitting and facilitating all forms of housing. Analysis of the City's housing supply will be required to respond to these policies, along with an evaluation of the availability of infrastructure, public service facilities, public transit, and residential intensification standards.

Intensification and Transit-Supportive Development

In support of providing a range of housing options, Section 1.4.3.e of the PPS discusses transit-supportive development and prioritizes development and intensification along transit corridors and within proximity of transit stations.

In discussion of Transportation Systems, Section 1.6.7. of the PPS encourages land use patterns, densities and mixes of use that promote a reduction in the length and number of vehicle trips and support current and future use of transit and active transportation.

Long-term Economic Prosperity

The long-term economic prosperity of settlement areas and the role of communities is discussed in Section 1.7 of the PPS. Policy 1.7.1.b states that long-term economic prosperity should be supported by "encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce". In support of building successful communities, Policy 1.7.1.d encourages "a sense of place, by promoting well-designed built form and cultural

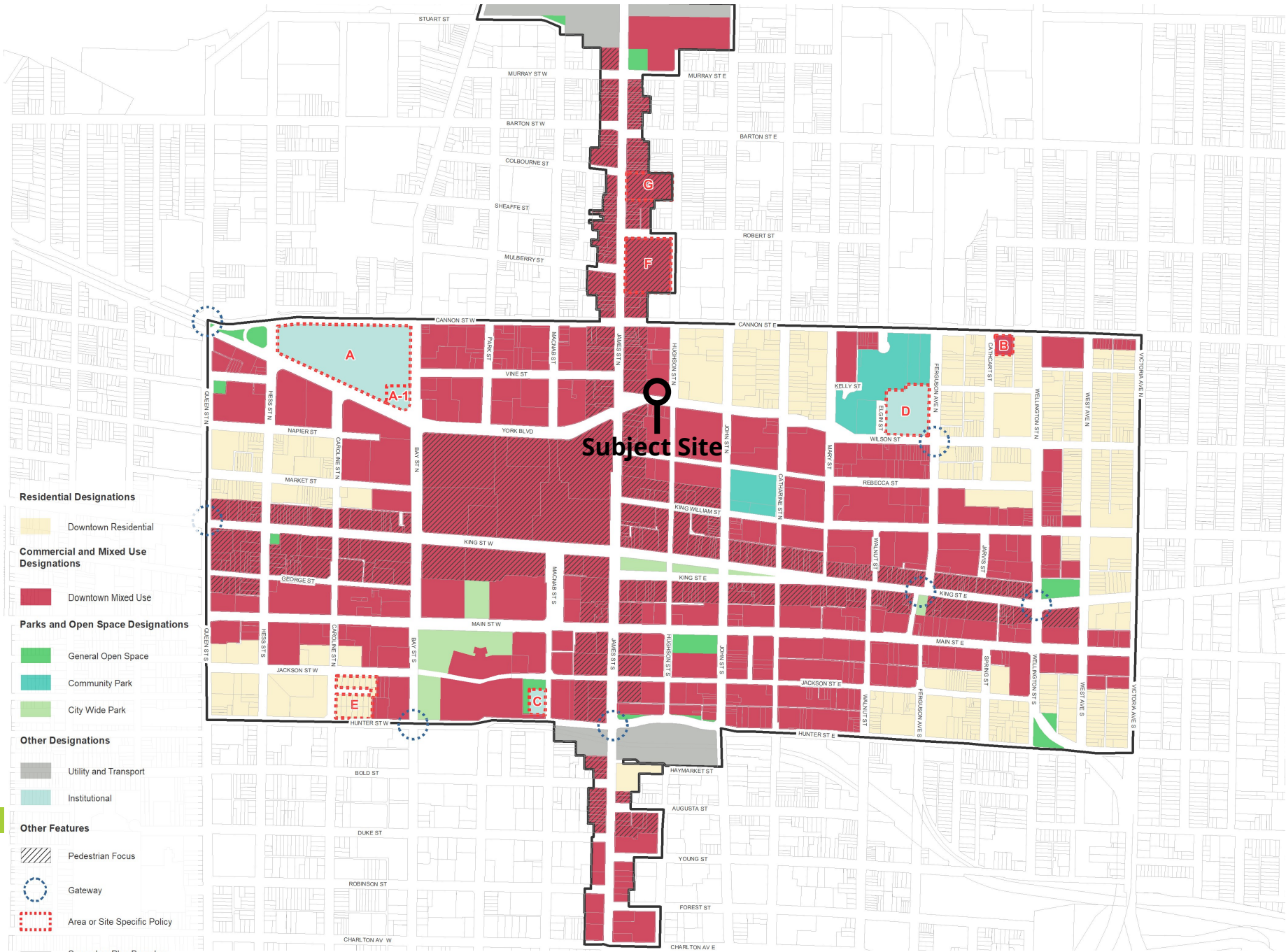
planning, and by conserving, features that help define character, including build heritage resources and cultural heritage landscapes".

Design Response: The proposed development responds to the goals of the PPS, providing a mix of housing options and densification in a designated urban site, located within a highly transit-connected area. Residential intensification of this area supports current and planned transit networks and responds to the existing need and future increase in housing demand that will accompany growing transit infrastructure.

The proposed high-rise residential development intensifies the Downtown Hamilton area, providing 380 residential units of varying sizes, from 1 to 2+ bedroom units to respond a range of demographic needs and incomes. The compact, high-density proposal with an open and pedestrian friendly ground level with at-grade retail space is an effective use of the site situated behind James Street North and with direct street frontage on Hughson Street North. The development proposal provides an inviting ground floor and streetscape, context sensitive podium massing, an elegant, high-quality tower design with visual prominence in the densifying downtown, and adds to diversity in built form in the Downtown Hamilton area.

A much-needed increase in residential offerings for this area, as well as the inclusion of an activated ground floor with retail space, will support pedestrian, cycling and transit connectivity in the community, aligned existing and planned cycling and transit infrastructure. As the transit network for the area continues

UHOP Downtown Hamilton Secondary Plan - Land Use Plan (Excerpt)



Subject Site

to advance, the development will be very well-connected through the City of Hamilton, throughout the GTHA and Southern Ontario.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe is an expansion of the initial 2006 Growth Plan for the Greater Golden Horseshoe and responds to key challenges that the area has recently faced and will face in the coming decades.

A future vision for the Greater Golden Horseshoe to 2051, is outlined in *A Place to Grow*, creating the framework to support the development of complete communities, a thriving economy, environmental health and equitable design. Well-designed complete communities to provide access to an appropriate mix of jobs, local and public services, and a diverse range of housing options that will respond to housing needs for individuals and families of all ages, sizes, abilities and incomes throughout their lifetime.

Section 1.2 indicates the future vision for urban centres; "Urban centres will be vibrant and characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working, and enjoying culture."

Within the Growth Plan, the Subject Site is located within the designated "Urban Growth Centre" and "Built-up Area -Conceptual". Population growth to 820,000 residents and 360,000 jobs is forecasted within the Growth Plan over the next 30 years for the City of Hamilton. The Growth Plan directs at least 50% of new growth to occur within Built-up areas. The City of Hamilton must implement long-term strategies to plan for this intensification, ensuring that public infrastructure and services can support the increased demand.

Policy 2.2.2 requires that for each year after the Regional Plan is approved, a minimum of 50% of all residential development occurring within City of Hamilton is to be within the built-up area. The Subject Site is required to contribute to the City's intensification target.

Policy 2.2.2 of the Growth Plan directs municipalities to develop a strategy to achieve intensification throughout delineated Built-up Areas and ensure zoning and development will support complete communities. Proper investment and planning of required infrastructure should be supportive of future intensification.

Section 2.2.6 of *A Place to Grow* discusses priorities for housing development and intensification. **Policy 2.2.6.1** requires that each municipality develop a housing strategy and provide official plan policies that incorporate affordable housing targets (both ownership and rental), including plans for a range of densities and housing types to assist in achieving the density and intensification targets of the Growth Plan.

It is stated within **Policy 2.2.6.2** that municipalities should ensure a mix and range of housing types and densities in order to accommodate the forecasted growth and achieve the minimum density and intensification targets. Each municipality is to review existing housing stock with respect to types and densities, and plan for the creation of complete communities by diversifying their overall housing supply.

Policy 2.2.6.3 outlines that municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Policy 3.2.3 requires municipalities to ensure that active transportation networks are

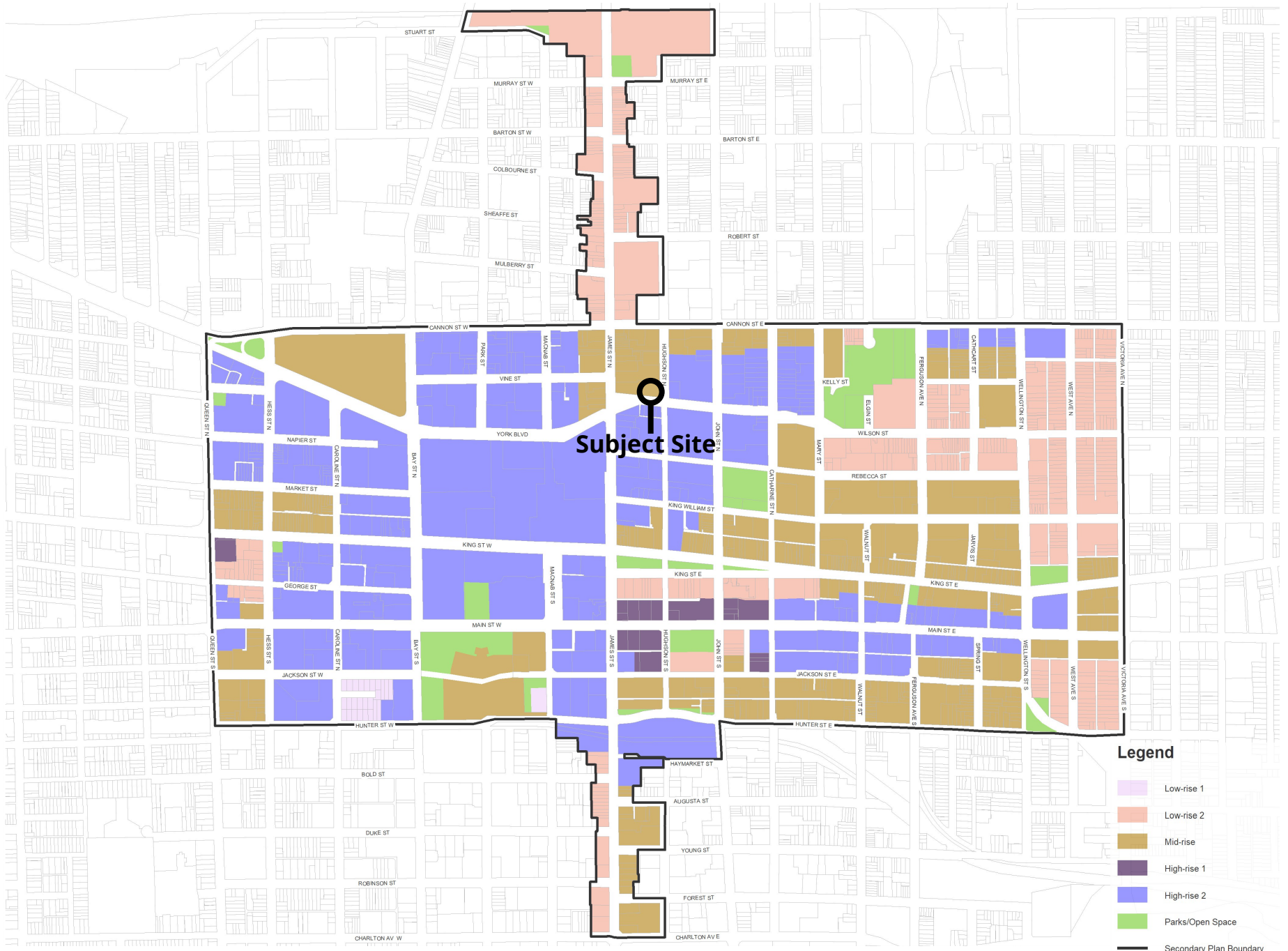
comprehensive and integrated into transportation planning to provide safe, comfortable travel for pedestrians, cyclists and other active transportation users; and provide continuous linkages between adjacent neighbourhoods.

A future vision for the Greater Golden Horseshoe is outlined in *A Place to Grow*, envisioning an area with an integrated transit network that is efficient, affordable and convenient, enabling travel within and between urban centres throughout the region.

Design Response: The proposed development carries forward the principles and policies set out in *A Place to Grow*. The proposal will contribute to the needed intensification of an existing Urban Growth Centre and designated Built-up Area in Downtown Hamilton with a mix of residential and retail options, well-connected within the City. The area is already well supported by transit, with plans for improved transit networks over the coming decade. Intensifying an existing transit-supported urban area with a mix of residential options along a future rapid transit corridor and within walking distance of two regional transit GO stations and a future LRT is responsive to projected market demands and supports the densification goals of the Growth Plan.

Residential intensification proposed in the development is responsive to projected market demands and existing needs in support of the densification goals for the City of Hamilton outlined in the Growth Plan. A range of unit sizes, from 1BR to 2BR+ included in the development proposal will support a diverse group of residents and families, allowing for people at various stages of the life and with varying incomes to reside within the community. The development is supportive of active transportation goals, contributing to well-connected and expanding cycling networks and pedestrian linkages in the Downtown Hamilton area and supporting cycling

UHOPE Downtown Hamilton Secondary Plan - Maximum Building Heights (Excerpt)



infrastructure through the provision of significant bicycle parking for residents and visitors within and around the building.

City of Hamilton Official Plan (2023 update)

The Subject Site is designated 'Downtown Mixed Use Area' on Schedule E-1 – Urban Land Use Designations and identified as 'Downtown Urban Growth Centre' on Schedule E - Urban Structure. 'Downtown Mixed-Use Area' permits a wide range of uses including Multiple Dwellings and Ground floor Commercial uses. and any development with more than 5 residential units is considered a Multiple Use Dwelling.

Within Section B.2.0 – Defining our Communities, the following policies are relevant to residential intensification of the Subject Site.

Policy 2.4.1.3 - The residential intensification target shall be established through a future Amendment to this Plan as part of this municipal comprehensive review. The housing units specified in Policy A.2.3.2 shall generally be distributed through the built-up area as follows: a) The Downtown Urban Growth Centre shall be planned to accommodate approximately 30% of the intensification target.

Policy 2.4.1.4 - Residential intensification developments within the built-up area shall be evaluated based on the following criteria:

the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form; the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures; the compatible integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques; the contribution of the proposed

development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure; existing and planned water, wastewater and stormwater capacity; the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development; the contribution of the proposed development to supporting and facilitating active transportation modes; the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services; the availability and location of existing and proposed public community facilities/ services; the ability of the development to retain and/or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees; and, compliance of the proposed development with all other applicable policies. (OPA 167)

Design Response: The proposed development at 73 Hughson Street North builds upon established street, block and architectural patterns of development in the area, utilizing a pedestrian scaled ground floor with setbacks to promote use and activation and a podium design that responds to the massing of the surrounding low-rise buildings and transition to the proposed tower massing. The site is within the Downtown Urban Growth Centre, a planned area to accommodate roughly 30% of intensification and this development contributes to achieving that target. Units of sizes ranging from 1-2+ bedroom contribute to the mix of residential offerings in the area and respond to the critical need for more housing in the downtown core. Sustainable design strategies include orientation specific façade articulation to reduce solar gain and offering significant bicycle storage on-site to support the use of active transportation.

Within Section B.3.0 – Quality of Life and Complete Communities, the following policies related to retail and urban housing are relevant to

the proposed development.

Policy 3.1.5 Retail (OPA 167, MMAH Mod. 15) - The City will support the retail sector by promoting compact urban form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

Policy 3.2.1 Urban Housing Goals The following goals shall apply in the urban area:

3.2.1.1 Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents.

3.2.1.2 Provide housing within complete communities.

3.2.1.3 Increase Hamilton's stock of affordable housing of all types, particularly in areas of the City with low levels of affordable housing.

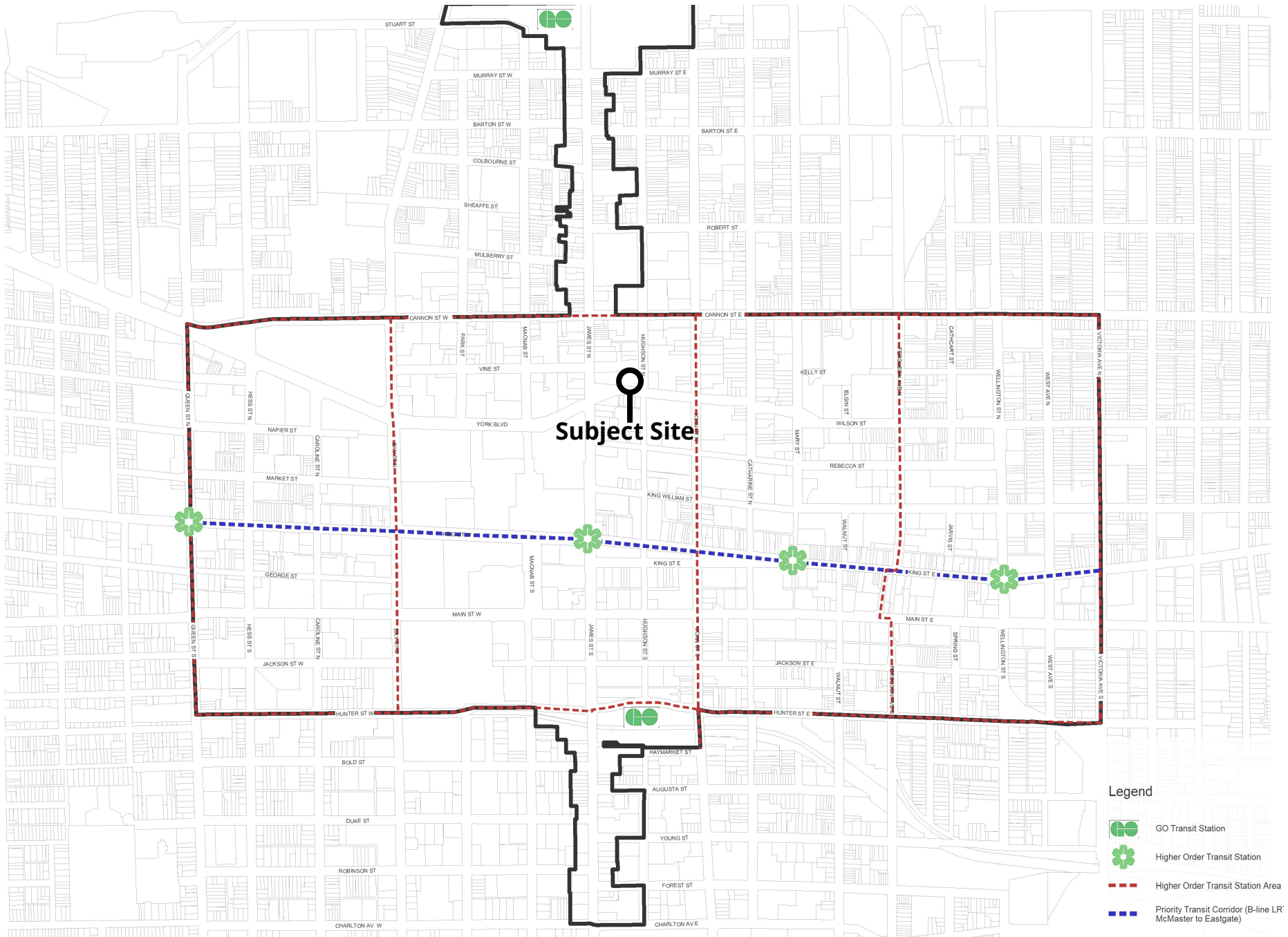
3.2.1.4 Increase Hamilton's stock of housing for those whose needs are inadequately met by existing housing forms or tenure, affordability or support options.

3.2.1.5 Maintain a balance of primary rental and ownership housing stock as outlined in the Affordable Housing Strategy.

3.2.1.6 Increase the mix and range of housing types, forms, tenures, densities, affordability levels, and housing with supports throughout the urban area of the City.

3.2.1.7 Promote subdivision design and building orientation to maximize energy efficiency and conservation, improve air quality, reduce greenhouse gas emissions, promote green infrastructure and preserve and/or enhance natural features. (OPA 167)

UHOP Downtown Hamilton Secondary Plan - Higher Order Transit (Excerpt)



- Legend**
- GO Transit Station
 - Higher Order Transit Station
 - Higher Order Transit Station Area
 - Priority Transit Corridor (B-line LR McMaster to Eastgate)
 - Secondary Plan Boundary

Design Response:

The proposed design aligns with the above policies, by providing integrated retail and residential land uses within a compact urban footprint, promoting intensification and complete community development. The proposal provides a range of new residential offerings within an urban area and utilizes sustainable design strategies to maximize building efficiency, reduce greenhouse gas emissions and promote the use of local green infrastructure such as the HSR bus system, GO transit and the future Hamilton LRT B-Line.

Urban Design Policies

Section B3.3 of the UHOP contains policies describing general Urban Design Policies and directions that contribute to the creation of "compact and interconnected, pedestrian oriented, and transit-supportive communities within which all people can attain a high quality of life".

Policy B3.3.1 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.

3.3.1.2 Provide and create quality spaces in all public and private development.

3.3.1.3 Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.

3.3.1.4 Create communities that are transit-supportive and promote active transportation.

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

3.3.2.1 The physical design of a site shall:

a) relate to its role in the overall urban structure of the City;

b) enhance the function of the applicable urban structure element described in Section E.2.0 – Urban Structure; and,

c) be in accordance with the applicable policies of Chapter E – Urban Systems and Designations, secondary plans, specific design studies and other plans or studies that make specific design recommendations.

Design Response: The proposed design supports the above urban design goals. The contribution of an appropriately scaled and engaging, pedestrian friendly façade and ground floor will contribute to the activation in the area and promote a sense of place. Open, inviting, with high-quality landscaping and ground floor setbacks create an accessible and safe pedestrian focused public space at street level. The intensification of a site with excellent existing and future transit and active transportation infrastructure will support the use of non-automobile movement within the downtown and beyond. Façade design elements, materials and massing are sensitive to existing surrounding heritage and historic buildings, offering a contemporary and complimentary design that creates a cohesive blend of established and new urban fabric.

Policy 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 environment;

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;

e. conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;

f. demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;

g. contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;

h) respecting prominent sites, views, and vistas in the City; and, i) incorporating public art installations as an integral part of urban design.

Design Response: The proposed design fits within its context through its complimentary podium massing and pedestrian scale canopy that relates to the scale and articulation of the surrounding existing heritage buildings. The proposal contributes to a lively and comfortable pedestrian environment, inviting pedestrians into a retail and landscaped space with a weather protected and set back, articulated ground floor facade. The proposed building creates a strong and meaningful urban edge with pedestrian character along Hughson Street North, its presence anchoring and activating the otherwise underdeveloped streetscape, contributing to a sense of place for the downtown. The proposed

building utilizes podium massing strategies that break up the perceived size of the podium volume that is responsive to the scale of the surrounding buildings on each of the sides. The ground floor massing is divided visually and physically, with a recessed vehicular and pedestrian entrance through the centre, connecting to a landscape feature space and service and parking areas. This ground floor design creates visual connection and interest through the site, while forming a defined and appropriately scaled built form. Setbacks at street level create an open and inviting ground floor, while setbacks at the 2nd, 7th and 13th storeys transition the proposed design from the surrounding lower rise context to the north, west and south. The development will add intensified dwelling opportunities in the area, compatible with the scale of other existing and proposed high-rise buildings in the area. At-grade retail form the edge of Hughson Street North, creating an active building frontage and complementing the smaller scale buildings to the north and west. Landscaping, lighting and a well-articulated building facade will improve pedestrian comfort and add design interest to an area that is currently not pedestrian friendly.

Policy 3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

- a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails; (OPA 167)
- b) providing connections and access to all buildings and places for all users, regardless of age and physical ability;
- c) ensuring building entrances are visible from the street and promoting shelter at entrance ways;

d) integrating conveniently located public transit and cycling infrastructure with existing and new development; e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features; (OPA 167)

- f) providing pedestrian-scale lighting;
- g) designing streets and promoting development that provides real and perceived safety for all users of the road network;
- h) including urban braille components in streetscape improvements;
- i) considering traffic calming techniques in redevelopment projects and secondary planning; and
- ,j) creating places and spaces which are publicly visible and safe.

Design Response: The proposal for 73 Hughson incorporates an inviting and activated ground floor plan and landscape solution. A continuous pedestrian sidewalk along Hughson connects the site along a pedestrian focused street while offering ample sheltered public space, including hardscape, softscape and seating opportunities at the east and north. An undulating ground floor façade is set back from the second storey building edge +/- 5-8 M, activating the public realm and inviting pedestrians into the at grade retail area and separate residential entrance. Access to service and parking is tucked into the ground floor, limiting the visual presence of vehicular traffic into the building from the streetscape. Utilizing the site's well-connected surrounding cycling routes, the proposal offers interior bicycle storage on the ground floor. The design of the ground floor is open and visually interesting, with

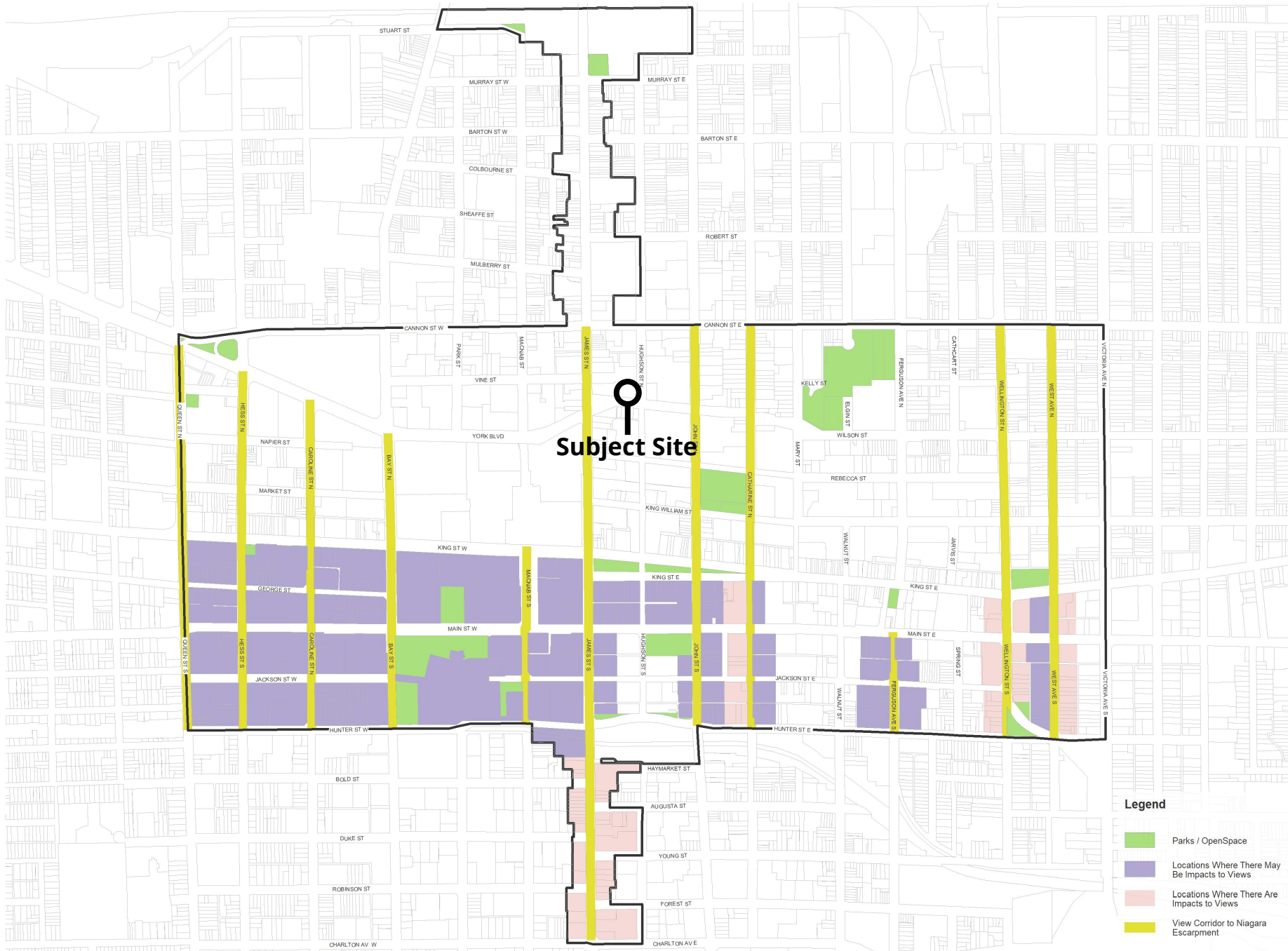
integrated feature paving to accentuate building entrances.

Policy 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:

- a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
- b) respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;
- c) allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- d) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- e) encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

Design Response: The design proposes an active and inviting public open space and ground floor along a street that is currently devoid of an activated public realm. The design offers a contemporary and complimentary built form to the surrounding heritage properties. Inclusion of aesthetic relationships, such as alignment of eastern façade elements with adjacent heritage building canopy height creates visual continuity along the streetscape for the pedestrian experience. While the high-rise nature of the

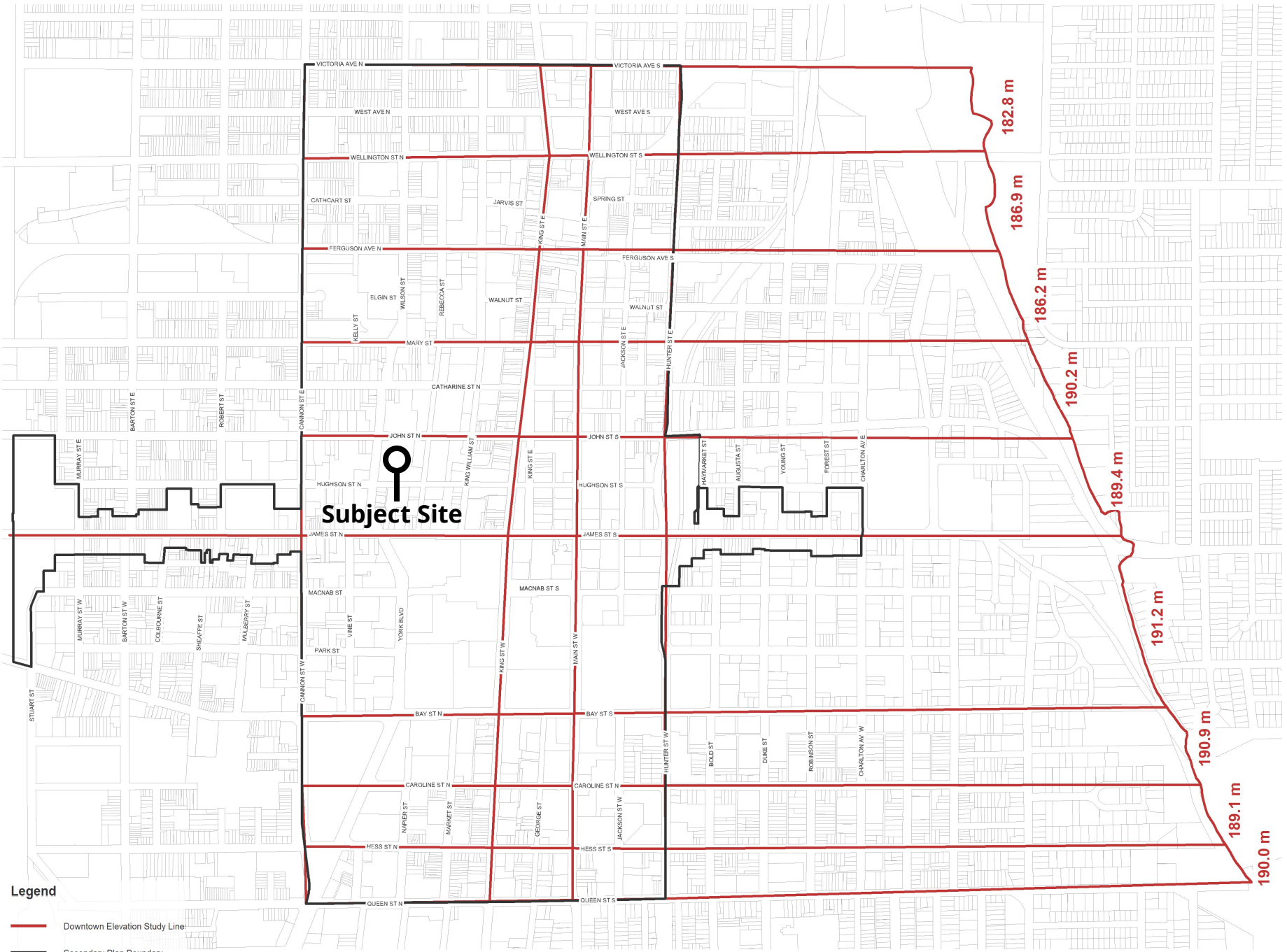
UHOV Downtown Hamilton Secondary Plan - Viewshed Analysis (Excerpt)



Subject Site

- Legend**
- Parks / OpenSpace
 - Locations Where There May Be Impacts to Views
 - Locations Where There Are Impacts to Views
 - View Corridor to Niagara Escarpment
 - Secondary Plan Boundary

UHOPE Downtown Hamilton Secondary Plan - Niagara Escarpment Height (Excerpt)



building form is taller than adjacent buildings, its positioning on the podium and slender massing minimize the presence of the tower from the streetscape. The massing and visual rhythm of the podium is complimentary and appropriately scaled to create a dynamic and cohesive pedestrian level. The slender tower design minimizes shadow impacts on the Wilson Street public right of way, surrounding heritage properties and the active corner of James Street North and Wilson Street. Material choice and colour for the proposal are respectful and complimentary to the surrounding context. The orange brick podium volume and brick columns at grade ground the building massing and offer a contemporary interpretation of the heritage character, materiality and visual rhythm. Limestone paneling on the second podium volume responds to the colour of traditional stone parapets on adjacent properties while silver aluminium paneling used for the tower minimizes its visual presence and places focus on the heritage context.

Downtown Hamilton Secondary Plan (March 2023 Update)

The Subject Site is located within the Downtown Hamilton Secondary Plan area and is designated as 'Downtown Mixed Use' on Map B.6.1-1 - Land Use Plan and designated as 'High-Rise 2' as per Map B.6.1-2. The following Secondary Plan policies are relevant to the Subject Site.

Building Heights

Policy 6.1.4.12 discusses building heights within the City of Hamilton. Map B.6.1.2 – Downtown Hamilton Building Height identifies the maximum heights for each area and identifies the Subject Site as *High Rise 2 – up to 30 storeys*.

Policy 6.1.4.13 states that all development in the Downtown must be a minimum of two storeys in

height except for lands identified as Pedestrian Focus Streets which shall be a minimum of three storeys in height.

Policy 6.1.4.14 states that *"notwithstanding Policy B.6.1.4.12 and Map B.6.1-2 Building Heights, maximum building height within the Downtown Hamilton Secondary Plan area shall be no greater than the height of the top of the Escarpment as measured between Queen Street and Victoria Avenue, identified on Appendix "D" – Niagara Escarpment Heights."*

Design Response: The proposed design sits at 31-storeys and is taller than height category limit assigned to the Subject Site. The height of the building is 100.9m from average grade to the top of the 31st storey roof (excluding mechanical penthouse) and the site elevation is +/- 94.7 masl. The top of the proposal 195.6 masl, 6.2 m higher than the 189.4 masl Niagara Escarpment height limitation of as set out in Appendix D of the Downtown Hamilton Official Plan.

The proposed massing of the building has utilized design strategies to minimize the bulk of podium volume from as-of-right, and break up the perceived size of the building to better integrate into the surrounding historic context and Hughson Street North right-of-way. This design approach has yielded a narrower and lighter building form that is sensitive to the site's context. While the proposed tower is taller than the height limitation, its massing is less imposing than as-of-right, positioning density upward from the podium levels. Increased overall building height accommodates a 5m tall ground floor and covered public space and allows for alignment with the visual datum of the heritage building canopy to the south.

The tower and tower top design are architecturally interesting and unique, with vertical perforated aluminium louvers that extend the height of

the tower and above the top of the 31st storey level, concealing the mechanical penthouse and framing a rooftop amenity space. The louvers are angled on each facade in response to orientation and optimizing sun angles, creating beautiful, functional and unique elevations on each side of the building. The tower top lightness achieved by extending the vertical louvers above the building creates an iconic skyline presence and exceptional views to the surrounding landmarks.

The proposal is not impacted by defined View Corridors from the Niagara Escarpment outlined in the Downtown Hamilton Secondary Plan Viewshed Analysis (Appendix C).

High-Rise (Tall) Buildings

6.1.4.18 identifies the following policies as applicable to High-rise (tall) buildings:

- a) a tall building is any building that is greater than 12 storeys in height;
- b) new tall buildings shall be no greater than the height of the top of the Escarpment as measured between Queen Street and Victoria Avenue;
- c) a tall building is typically defined as having a building base component (also known as podium), a tower component and tower top, however, Policies B.6.1.4.18 through B.6.1.4.24 shall also apply to other typologies of a tall building;
- f) the tower top is defined as the uppermost floors of the building including rooftop mechanical or telecommunications equipment, signage and amenity space. This portion of the building shall have a distinctive presence in Hamilton's skyline by employing interesting architectural features and roof treatments.

6.1.4.19 The Downtown Hamilton Tall Building

Guidelines shall apply to tall building development and shall be used by City Staff when evaluating tall building development proposals. * Refer to response to Downtown Hamilton Tall Building Guidelines on page 36.

6.1.4.21 states that tall building development should transition to adjacent existing and planned low-rise and mid-rise buildings through the application of separation distances, setbacks, and stepbacks in accordance with Policies B.6.1.4.31 through B.6.1.4.39 of this Plan and as informed by the Downtown Hamilton Tall Building Guidelines.

6.1.4.23 states that all tall buildings shall meet the following requirements:

a) the building base shall be designed to: i) fit harmoniously within the context of neighbouring streetwall heights. Where there is no consistent streetwall height context for the area, the streetwall height shall be established in a manner that maintains a comfortable pedestrian scale and appropriate street proportion;

ii) reduce and mitigate wind impacts on the public realm, including streets, sidewalks, parks and open spaces, and privately owned publicly accessible spaces. Pedestrian level wind conditions shall be suitable for sitting and standing, with higher standards applied to parks and open spaces and Pedestrian Focus Streets; and,

iii) minimize shadows, in accordance with Policies B.6.1.4.34 through B.6.1.4.39 of this Plan, to preserve the utility of sidewalks, parks, public and private open spaces, school yards and buildings, childcare centres, playgrounds, sitting areas, patios, and other similar uses.

b) the building base may be required to setback at grade to achieve access to sunlight on sidewalks, parks, public and private open spaces,

schoolyards and buildings, childcare centres, playgrounds, sitting areas, patios, and other similar uses;

c) tall building development shall provide setbacks from the lot line to the building face of the tower and adequate separation distance between towers on the same lot. These lot line tower setbacks shall ensure that individual tall buildings within a city block and the cumulative effect of multiple tall buildings within a block contribute to creating a strong and healthy neighbourhood by fitting in with the existing and/or planned context. Providing adequate space between towers shall:

i) enhance the ability to provide a high-quality, comfortable public realm;

ii) protect development potential of other sites within blocks;

iii) provide access to sunlight on sidewalks, parks, public and private open spaces, school yards and buildings;

iv) provide access to natural light and a reasonable level of privacy for occupants of tall buildings;

v) provide pedestrian-level views of the sky between towers particularly as experienced from adjacent streets, parks and open spaces, and views between towers for occupants of tall buildings;

vi) limit the impacts of uncomfortable wind conditions on streets, parks, open spaces, and surrounding properties; and,

vii) provide appropriate transitions to adjacent lower-scale planned context, built heritage resources, and cultural heritage landscapes.

d) as building heights increase, greater setbacks

may be required from the tower to the lot line to achieve the requirements of Policy B.6.1.4.23 c);

6.1.4.24 Development proposals for tall buildings containing residential units shall be encouraged to provide a range of unit types and unit sizes, including those suitable for larger households, and those with children and seniors.

Design Response: The proposed building is taller than adjacent existing buildings. Design elements such as an appropriately scaled podium viewed as two masses, and physically separated at grade help create a visual transition from the 31-storey tower to the surrounding lower rise context. Due to the size of the site and proximity to adjacent buildings, aligning to the 45 degree angular plane guidelines is not possible while also achieving the desired density for the area. The building design was informed by these best-practice guidelines and has incorporated building stepbacks at the 2nd, 7th and 13th storeys to accommodate outdoor landscaped amenity space and soften the building massing. Stepbacks and facade articulation of the tower minimizes the scale of the tower and provides an iconic skyline element for the City. The tower is positioned set back from the surrounding streets, making the podium expression most significant from the pedestrian view and complementing the scale of the adjacent buildings.

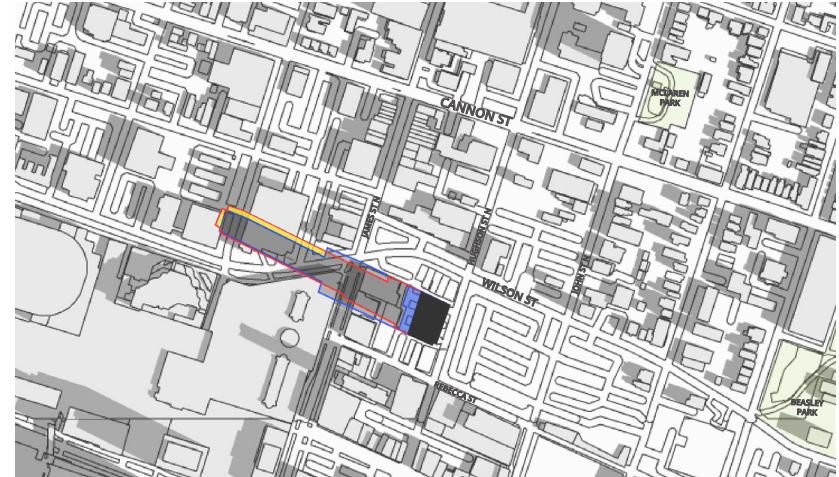
The proposed building base frames the public realm and Hughson Street North streetscape with massing, details and proportional scale that are in keeping with the surrounding neighbourhood fabric to contribute to a cohesive public realm and pedestrian experience. Design elements included in the building base façade such as echoing visual lines of the surrounding buildings. Rhythmic brick columns and a set back at the ground floor create a human scale experience at the building base and complement surrounding heritage architecture with a contemporary form. The

73 Hughson Street North Development Proposal - Sun Shadow Study Excerpt to include early morning and late evening

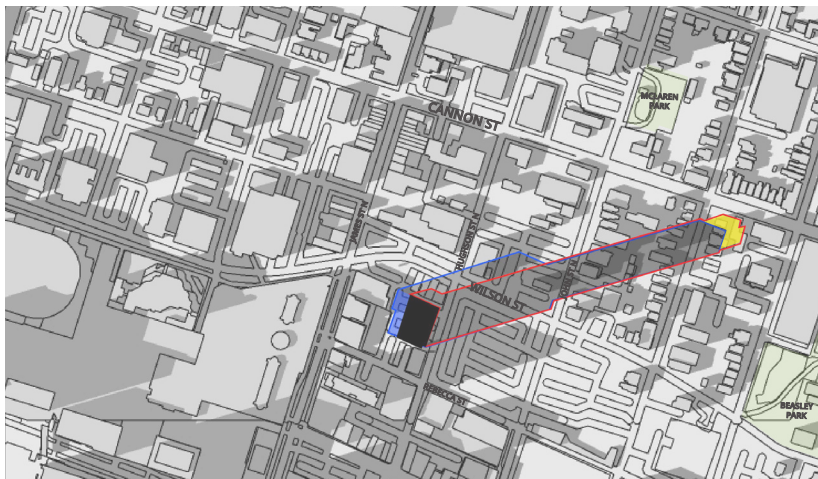
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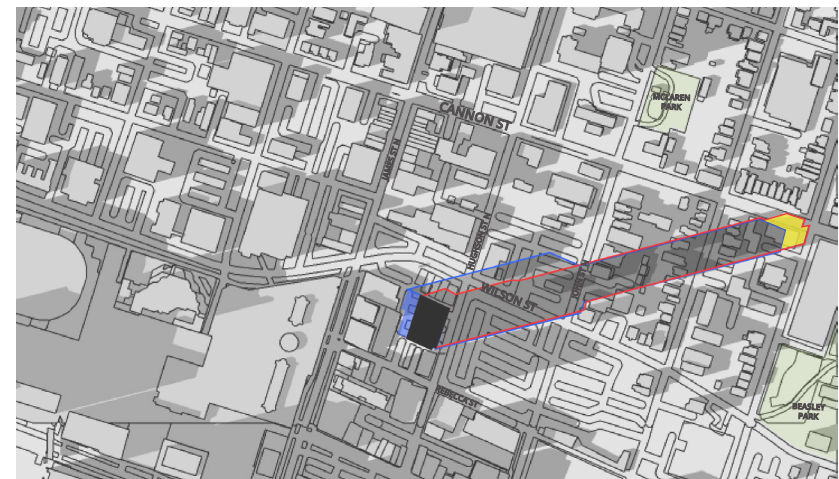
8:48 AM (1.5hrs after sunrise)



9:48 AM



5:48 PM



5:59 PM (1.5hrs before sunset)

- ▭ PROPOSAL SHADOW IMPACT
- ▭ AS OF RIGHT SHADOW IMPACT
- ▭ NET NEW SHADOW



23007 - 73 Hughson St. North - Sun Shadow Stu

setback of the facade at grade offers opportunity for a significant public space along the west side of Hughson Street, while pulling the building façade toward the street at the upper storeys of the base maintains the pedestrian experience of the established street wall and creates shelter from the elements. A wind study completed for the proposal indicates no negative wind impacts of the proposal on the pedestrian realm.

The proposed design of the tower top includes a unique and architecturally interesting design with tower massing and material choices minimize the extents of shadow impact and visual impact while also contributing to a high-quality and distinctive skyline in the densifying Downtown Hamilton area. The Shadow Study completed for the proposed design shows the shadow impacts on the Wilson Street right-of-way and corner of James Street and Wilson Street to be thinner than the as-of-right shadow impact for the site as per current zoning. There is additional shadow impact at the top of the projected shadow, particularly in the early morning and evening.

The mix of units from 1 to 2+ bedroom and accessible units will offer a range of sizes that can accommodate new families, local residents, commuters and people of diverse ages and stages of life.

Built Form

6.1.4.25 In addition to Section B.3.3 – Urban Design Policies of Volume 1 outlines that development in the Downtown should eliminate expanses of blank walls and integrate the roof top design and function into the building design to create a landmark and distinctive skyline. Mechanical equipment should be properly screened from view and developments should aim to incorporate rooftop terraces, gardens and private amenity. Best practices for stormwater

management, climate enhancement, reduced energy consumption and improved air quality to should be incorporated in all designs.

6.1.4.26 All development shall be oriented toward the surrounding streets and shall include direct pedestrian access, including barrier free access from grade level, to the principle entrances.

6.1.4.27 Development shall be built close to the street line while additional setbacks may be permitted, based on the locational context, to protect significant views, to protect cultural heritage resources, to accommodate pedestrian amenities such as street plantings and enhanced landscaping, wider sidewalks, open space, outdoor cafés, seating areas, transit shelters, bicycle parking, and other public amenities.

6.1.4.28 All development should be massed to frame streets in a way that respects and supports the adjacent street proportions and be compatible with the context of the surrounding neighbourhood. Developments should contribute to high quality spaces within the surrounding public realm and provide high quality spaces within the buildings themselves.

6.1.4.29 Residential development shall provide amenity space within new developments in the form of private or semi-private parkettes, rooftop gardens or internalized open spaces within courtyard areas created by new buildings.

6.1.4.30 Development shall incorporate high quality durable building materials for aesthetics, fire suppression, and energy efficiency.

Design Response: The proposal introduces high-quality and unique architecture that will contribute the iconic and evolving skyline in Downtown Hamilton. Articulated and functional façade components include orientation specific

perforated aluminium vertical louvers create visual interest and changing facades on each side of the building. The sculptural quality of the building top creates a local landmark within the skyline and accommodates a large outdoor roof amenity space and conceals the building's mechanical penthouse. Additional landscaped rooftop amenity spaces are provided at building setbacks at levels 2, 7 and 13, creating visual interest and activation for the surrounding streetscape.

The building base is oriented to front Hughson Street North and incorporates multiple separate accessible at-grade entrances to retail and residential areas. An expanded setback at grade places focus along the street on the adjacent heritage buildings to the north and south of the Subject Site, while the second storey and above maintain the pedestrian experience of a cohesive street wall. Landscape design for the public realm along Hughson Street North includes feature paving to accentuate the building entrances, planters and street trees, as well as sculptural seating elements and outdoor bicycle storage. Pavers extend into the parking and service drive, defining the public realm and additional landscaping is included at the southwestern edge of the site to screen service areas from neighbouring properties. A larger landscaped area with sculptural elements is positioned at the western edge of the site, visually shielding the underground parking access and at-grade parking spaces from views along Wilson Street and visible from Hughson Street through the break in the ground floor massing.

The design decision to set the ground floor of the building back from Hughson Street North and incorporate a sculptural, open façade framed by rhythmic brick columns that reflect the historic street edge, creates a pedestrian experience that respects and prioritizes heritage architecture,

while offering a contemporary and human scale expression. Insetting access to service and parking prioritizes the pedestrian environment and minimizes any visual impact of the entrance along the streetscape.

Transition in Scale

6.1.4.31 Development shall provide built form transition in scale through a variety of design methods including angular planes, location and orientation of the building, and the use of setbacks and stepbacks of building mass.

6.1.4.32 Transition between development, and adjacent streets, parks or open spaces shall ensure access to sunlight and sky view.

6.1.4.33 Development shall be required to provide transition in scale, within the development site, as a result of any of the following:

- a) the development is of greater intensity and scale than the adjacent existing scale, or where appropriate, the planned built form context;
- b) the development is adjacent to a cultural heritage resource or a cultural heritage landscape; or,
- c) the development is adjacent to existing or planned parks, or open spaces.

Design Response: As discussed in further detail in the above section High-Rise (Tall) Buildings, the proposed design incorporates massing elements that place focus on the podium of the building and reflect thoughtful integration with the surrounding lower rise buildings. Stepbacks with outdoor amenity and landscaping are utilized at the 2nd, 7th and 13th storeys, as well as the tower top to reduce visual impact of the building's height and minimize shadow impact. The ground

floor facade is setback from the historic street edge to place visual priority on adjacent heritage buildings, while brick columns and facade elements create a continuous and cohesive streetscape.

Public Realm

The following policies outline public realm design and impact requirements for development within the Downtown Hamilton Secondary Plan area:

6.1.4.34 Development shall, to the satisfaction of the City, through building massing and orientation, minimize shadows on public sidewalks, parks, public and private open spaces, school yards and buildings, childcare centres, playgrounds, sitting areas, patios and other similar amenities.

6.1.4.35 Proposed development shall allow for a minimum of 3 hours of sun coverage between 10:00 a.m. and 4:00 p.m. as measured on March 21st to September 21st on public sidewalks, and public and private outdoor amenity areas such as patios, sitting areas, and other similar areas.

6.1.4.36 Proposed development shall allow for a minimum of 50% sun coverage at all times of the day as measured on March 21st to September 21st on public plazas, existing and planned parks, and open spaces, school yards, and playgrounds.

6.1.4.38 Buildings shall be sited, massed and designed to reduce and mitigate wind impacts on the public realm, including streets, sidewalks, parks, and open spaces. Pedestrian wind levels shall be suitable for sitting and standing. Higher standards may be required for development adjacent to parks and open spaces, and along *Pedestrian Focus Streets*.

6.1.4.39 Proponents shall be required to submit

a Shadow Impact Study and a Pedestrian Level Wind Study, in accordance with Chapter F – Implementation Policies of Volume 1, to demonstrate that the height, orientation, design and massing of a building or structure does not unduly overshadow, block light, result in the loss of privacy of adjacent residential uses, or create uncomfortable or unsafe wind conditions. Studies shall be completed to the satisfaction of the City and shall demonstrate conformity with Policies 6.1.4.34 through 6.1.4.38.

Design Response: The completed Shadow Study for the proposal indicates that the compact tower floor plate and strategic massing stepbacks minimize the amount of shadow cast along Wilson Street and heritage buildings to the north. There are no noted impacts to existing and planned parks, schoolyards and buildings, or playgrounds in the area. There are shadow impacts on surrounding private open spaces, such as residential and commercial properties to the north of Wilson Street, however the length of time that these properties are under shadow is limited during the day.

Parking

Parking design requirements and guidelines applicable to the Subject Site are outlined below:

6.1.4.40 There shall be no vehicular surface parking along the street frontage.

6.1.4.41 Above-ground vehicular parking shall be fronted by permitted uses other than parking at street level and upper storeys shall be screened from view from the street.

6.1.4.44 New surface parking lots shall not be permitted.

6.1.4.46 Where parking is required, development

shall be required to provide charging stations for electric vehicles.

6.1.4.47 Development shall be encouraged to provide for autonomous vehicle parking and shared vehicles.

Design Response: In contrast to the existing full site surface parking lot, parking for the proposed building is accommodated within 4 levels of below grade parking, offering 176 parking spaces. Four surface spaces are located at the northwest corner of the site, mediated from the surrounding properties by landscape buffers.

Signage and Wayfinding

6.1.10.11 In accordance with the City Sign By-laws, the following policies shall apply to signage in the Downtown:

- a) signage shall be used for way-finding and identifying buildings and public places in Downtown.
- b) signage shall be compatible with the residential environment and shall be non-flashing, shall be restricted to the building face and shall exclude stand-alone structures; and,
- c) new signage geared to fast-moving vehicular traffic such as billboards or permanent portable signs shall not be permitted.

Design Response: The proposed design is not at the stage to be assessed for signage and wayfinding compliance, and should adhere to the above policies as it is further developed.

Cultural Heritage Resource Policies

6.1.11.1 Heritage buildings and streetscapes define Downtown Hamilton as a unique place.

The existing concentration of heritage built form is one of the key strengths and opportunities in Downtown Hamilton. The Downtown Hamilton Secondary Plan recognizes the value of heritage buildings, streetscapes, and the cultural landscape and places a priority on their retention and enhancement. In addition to Section B.3.4 – Cultural Heritage Resource Policies of Volume 1, the following policies shall also apply to cultural heritage resources within the Downtown Hamilton Secondary Plan:

d) conservation of existing cultural heritage resources shall be a priority in all development. New development shall be compatible with on-site and adjacent cultural heritage resources. Adaptive re-use will be given priority for all built heritage resources;

Design Response: The Subject Site sits within the historic downtown core of the City of Hamilton, with many heritage buildings comprising the unique character of the neighbourhood, as well as registered (non-designated) heritage buildings directly to the north and south of the property. The Site itself is currently vacant, functioning as a surface parking lot and therefore no on-site elements of heritage value will be removed or altered with the proposed development. Compatible and sympathetic building massing, materiality and façade elements continue the established street edge and visual datums and rhythms. These complementary design elements integrate the contemporary building within surrounding heritage fabric, while at grade setbacks and building stepbacks place visual prominence on the adjacent building facades.

General Transportation Policies

6.1.12.1 In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the policies in Section B.6.1.12 of the Downtown Hamilton

Secondary Plan shall also apply.

6.1.12.2 Public right-of-way road widenings may be required in order to provide for expanded public realm, landscaping, or to accommodate additional street capacity. Public right-of-way widenings shall not be taken from streets within the Downtown Hamilton Secondary Plan area except for each street segment identified in Schedule C-2 – Future Road Widenings of Volume 1 and shall be taken in accordance with Policy C.4.5.6 – Road Widenings of Volume 1.

6.1.12.3 The Downtown Transportation Master Plan is the primary policy document for multi-modal transportation in the Downtown. All plans and improvement programs for Downtown Streets, including street reconstruction and public improvements shall conform to this Plan and are subject to the Downtown Transportation Master Plan.

6.1.12.4 Development in the Downtown shall implement the approved parking strategy providing for the consolidation of parking opportunities in strategic locations.

6.1.12.5 The historic grid street pattern in Downtown Hamilton shall be retained or restored through the following measures:

- a) re-opening streets, lanes and alleyways that have been closed, where feasible;
- b) ensuring that all new development supports or incorporates a grid street pattern; and,
- c) acquiring land for public lane and street purposes through the development of sites in the Downtown.

6.1.12.6 Walking accounts for more daily trips in Downtown Hamilton than any other mode of

transportation. All streets in Downtown Hamilton shall provide a safe pedestrian realm through appropriately designed sidewalks as per the Pedestrian Mobility Plan, barrier free access, traffic calming, and provision of urban braille, landscaping, seating areas, transit shelters, bicycle parking, and other amenities. The extent to which these amenities can be incorporated may vary from street to street.

6.1.12.7 Provision of on-street parking shall be a priority in the Downtown. Designs for street improvements shall maximize opportunities for on-street parking. The requirements for public transit stops and the effect on transit route travel times shall be reviewed prior to establishing additional on-street parking.

6.1.12.8 Where residential uses abut a street, enhanced landscaped boulevards within the public right-of-way shall be provided where possible, including trees and plantings.

6.1.12.11 To promote sustainable transportation, all development shall be encouraged to:

- a) promote short and long-term bicycle parking;
- b) provide shower and change room facilities for employees;
- c) provide seating areas;
- d) provide electric vehicle charging stations;
- e) provide a car share vehicle on-site, in collaboration with local operators;
- f) provide a bike share station on-site in collaboration with local operators; and,
- g) provide autonomous and shared vehicle parking.

6.1.12.13 Streetscape Master Plans shall be developed within the context of an overall urban design and public realm enhancement perspective for streets listed in Policy B.6.1.12.12 above. Landscaping elements to be addressed include transit shelters, cycling amenities, public signage, seating areas, vegetation, lighting, and operations. A description of the design function

and objectives for these streets is provided in Table B.6.1.16 of this Plan.

6.1.12.15 Reclaiming space for enhanced sidewalk width or the appropriate bicycle facilities, where appropriate, shall be completed as development occurs. The City may, at its discretion, require dedication of private land or an easement on private land, to enhance the public realm on Downtown streets. The landscaping plan for the private development shall include improvements in the boulevard that shall be constructed by the private developer.

Design Response: The design proposal provides an expanded public realm within a covered, setback landscaped area along Hughson Street North, as well as a continuous pedestrian sidewalk, landscaping and public seating areas. The building design respects the established historic city grid, infilling a vacant property with an appropriately scaled and historically sensitive building façade along Hughson Street North, to create a well-defined streetscape. The development will replace an existing surface parking lot that offers very little to the character of the street and locate parking below grade with 4 surface spaces located to the rear of the site, away from the street. Improvements to the streetscape include ornamental and street trees along the eastern façade, as well as new public areas at grade for resting, observing and gathering, adding vibrancy and activation to the street.

Sustainable active transportation is supported by on-site interior and exterior bicycle storage facilities, pedestrian friendly streetscape improvements and seating areas throughout the public realm. Proximity to high order transit options, existing cycling networks and improvements to the pedestrian experience along the street will improve ease of access to

established and developing public transportation and cycling amenities. Refinement of the proposed development should integrate design guidelines from the Downtown Transportation Master Plan to ensure alignment with sustainable mobility goals, including auto and bike share, EV charging stations.

Downtown Hamilton Tall Building Guidelines (2018)

The Downtown Hamilton Tall Building Guidelines serves as a guide to assess the appropriateness and design success of proposed tall buildings within the downtown core in support of densification goals expressed by the PPS, UHOP and Downtown Secondary Plan. The guidelines discuss the following concepts and provide appropriate considerations and design guidelines for the proposed development at 73 Hughson Street North:

Site Character and Local Context – defining site specific character areas within the Downtown area;

Contextual Considerations – examining the relationships to surrounding context - parks, transit, heritage;

Building Articulation – the articulation of the building facades, tower massing and placement;

Public Realm Interface – the relationship of the building to surrounding streetscapes, including weather protection.

Site Character and Local Context

While identified as a parking lot on the Character Areas map within the Tall Building Guidelines, the Subject Site is located adjacent to the John/ Rebecca and King William Character Area which is "envisioned as a highly urban residential and mixed-use area." The guidelines state that the large parking lots within the area offer opportunity to develop full blocks of the downtown, including uses such as tall buildings.

The following design priorities are identified for the area in Section 2.0:

New development should be oriented to the street, with minimal setbacks, and below grade or interior block parking and parking access should be consolidated and minimized. The street-wall height of new buildings should maintain a pedestrian scale along the public streets. Higher-intensity and taller buildings massing should be designed as complementary to adjacent buildings and public spaces.

Design Response: The proposed design is oriented along Hughson Street North and its podium massing responds to the established historic street-wall to the north and south of the site, with a setback at grade to accommodate enhanced public realm and building entrances as well as concealed vehicular access to parking an service. Parking facilities are located below grade. Building facade articulation along Hughson Street extends the architectural rhythm of the surrounding buildings, maintaining a human scale character.

3.0 Contextual Considerations

Heritage Conservation

Section 3.1 addresses how tall building design in Downtown Hamilton should be responsive and respectful of the area's rich architectural history and in acknowledgment of the cultural heritage mapping in the Downtown Hamilton Secondary Plan.

The following design principles should be applied to tall buildings with respect to heritage conservation: Building bases should respect the grain and scale of the surrounding historic fabric and vertical and/or horizontal demarcation devices should be maintained where possible. New buildings should use similar proportions, massing, materiality and rhythm to adjacent heritage structures and continuous elements of

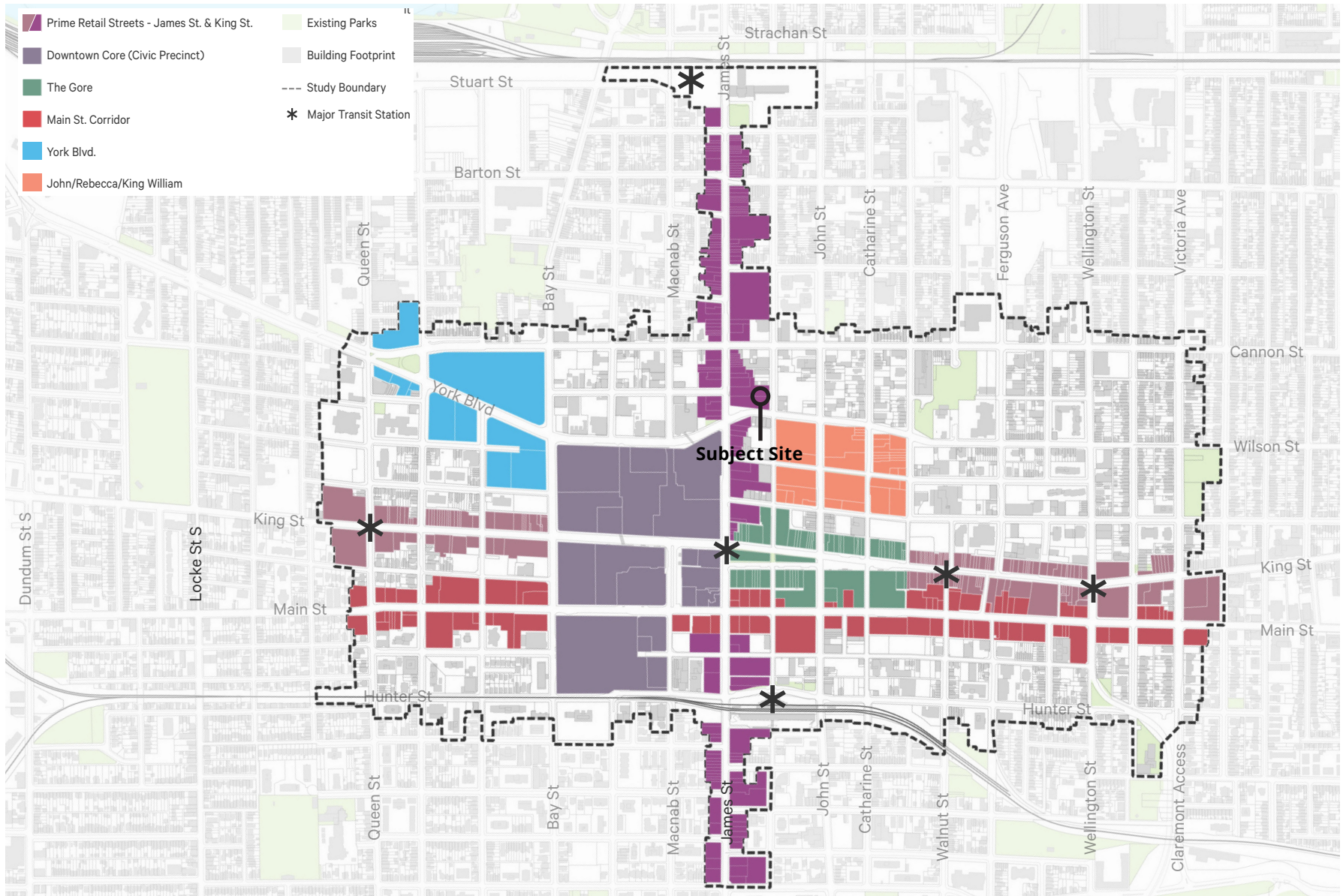
the traditional street facade. Tall buildings should not visually impede views of designated heritage buildings. Modern architectural approaches should respect and enhance the existing historic character of adjacent buildings.

Design Response: The contemporary design solution proposed for 73 Hughson Street North is aligned with the Heritage Conservation design principles outlined for tall buildings in Downtown Hamilton. The proposed podium massing and facade elements is responsive to the existing traditional street fabric, repeated rhythmic elements such as columns and horizontal datums like the canopies of existing buildings to preserve and enhance existing pedestrian character and scale. Material selection is a blend of traditional and modern materials, utilizing orange brick for podium elements to ground the building and offer a contemporary design interpretation of historic building materials. Intentional setback at grade places gives prominence to surrounding heritage properties. A Cultural Heritage Impact Assessment has been completed for the proposal.

Neighbourhood Transition

Section 3.2 outlines design guidelines should be considered to ensure new tall building development is responsive to existing low-rise residential or open space areas. Tall buildings should be designed to limit the maximum height, including elements such as mechanical units and balconies and employ measures such as setbacks, stepbacks and building articulation to minimize shadow impact on properties. Proposals should transition massing to adjacent, existing residential development and the portion of the proposed building base adjacent to the low-rise residential building should not exceed the height of the adjacent development. The tower portion

Downtown Hamilton Tall Building Guidelines - Character Areas Map



of a building should be set back a minimum of 12.5m (excluding balconies) from the property line adjacent to residential neighbourhood to mitigate shadow impact and protect privacy and overlook.

Design Response: The proposed design does not have any direct low-rise residential property adjacencies, however there are several surrounding mixed use low-rise buildings. The proposed building is situated along Hughson Street North, with separation for service, parking access and landscaping given between the existing buildings along James Street North. The tower steps back significantly on the north and south sides at the 7th and 13th storeys to minimize privacy and overlook and shadow impact on neighbouring properties along Rebecca Street and Wilson Street.

3.3 Parks and Open Spaces outlines how Tall Buildings to minimize shadow impacts on parks, open spaces and school yards or childcare centres at all times of day and cannot cast net new shadow on parks with cultural significance and tall buildings should be designed to protect views and facilitate connection to parks and open spaces.

Design Response: The shadow study completed for the proposed development indicates that there are not any net new shadow impacts on parks, parks of cultural significance, open spaces and school yards or childcare centres at any times of day and proposal will not impact protected view corridors in the area.

Vibrant Streets

The role of tall building intensification in the creation of an active public realm is addressed in Section 3.4. This section outlines that residential and mixed use development should locate



Downtown Hamilton Tall Building Guidelines - Character Areas Map

common areas and amenities at grade to provide animation and overlook on the street and building entrances should be a focal point of a building's facade, placed in highly visible locations. Tall buildings should be oriented and massed to minimize shadow impacts on the public realm.

Design Response: The design proposal incorporates an undulating, transparent ground floor facade that pulls backward from the Hughson Street North street edge toward the centre of the building frontage. The building form at grade is organic, directing pedestrians in from the street to a large, well-landscaped outdoor public space with a centralized open lobby for the residential portion of the building, flanked by two large, transparent retail spaces on either side. The ground floor arrangement places the most public building programmes out front, increasing to more private use with an inset drive to access parking and service. The covered public space at grade offers an interstitial pedestrian area along the Hughson Street, activating both the streetscape and the ground floor retail spaces.

Transit Proximity

Section 3.5 discusses how Tall Buildings within 400m of major transit infrastructure should be informed by Transit Oriented Development. The following principles apply to the Subject Site, located within 400M from the intersection of James Street North and King Street East. Priorities include tall buildings with active frontages including clear glazing at grade to serve transit users; and unique architectural expressions that are highly visible and likely to become landmarks and focal points for the streetscape and neighbourhood.

Design Response: The proposal's response to Transit Oriented Development guidelines is discussed in greater detail in the Transit-Oriented Development Guidelines (2010) section on page 43. As a unique and aesthetically well-considered architectural piece, the proposal will create a new iconic landmark in the transit supported area, and an activated focal point for Hughson Street North.

Views and Landmarks

Section 3.6 outlines how Tall Buildings should be designed to respond to the city's landscape including the Niagara Escarpment and the waterfront. The points outline that any development application shall identify, maintain and enhance viewing opportunities towards the Escarpment and preserve key views to existing landmarks and termini to and from the Downtown. Tall building design should contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of sky views, utilizing tower step backs to preserve the views to local landmarks and the Escarpment. Additionally, tall buildings should provide connectivity to streets and public spaces, and orient windows, entrances, balconies, and other building elements to surrounding points of interest, including the following views of Gore Park from King Street, James Street, Hughson Street, and Catharine Street.

Design Response: The proposed design aligns with these points, contributing to the development of an interesting and recognizable skyline for the city. The location of the 31-storey building does not have negative impacts on key views to landmarks or protected view corridors to the Escarpment. The tower design is oriented with windows, balconies and outdoor rooftop amenity views to Gore Park, only the top floors will have

direct views due to the high-rise building to the south of the Subject Site.

Building Articulation:

A review of the design guidelines provided in *Section 4.0 - Building Articulation* of the Hamilton Tall Building Guidelines outlines key design considerations and best practices for tall building articulation. The proposed design follows many of the outlined guidelines, with several critical considerations included below:

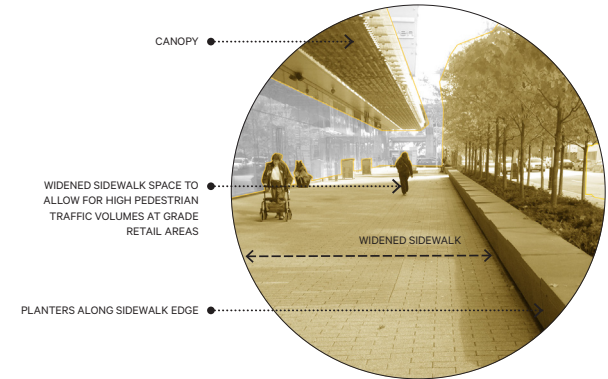
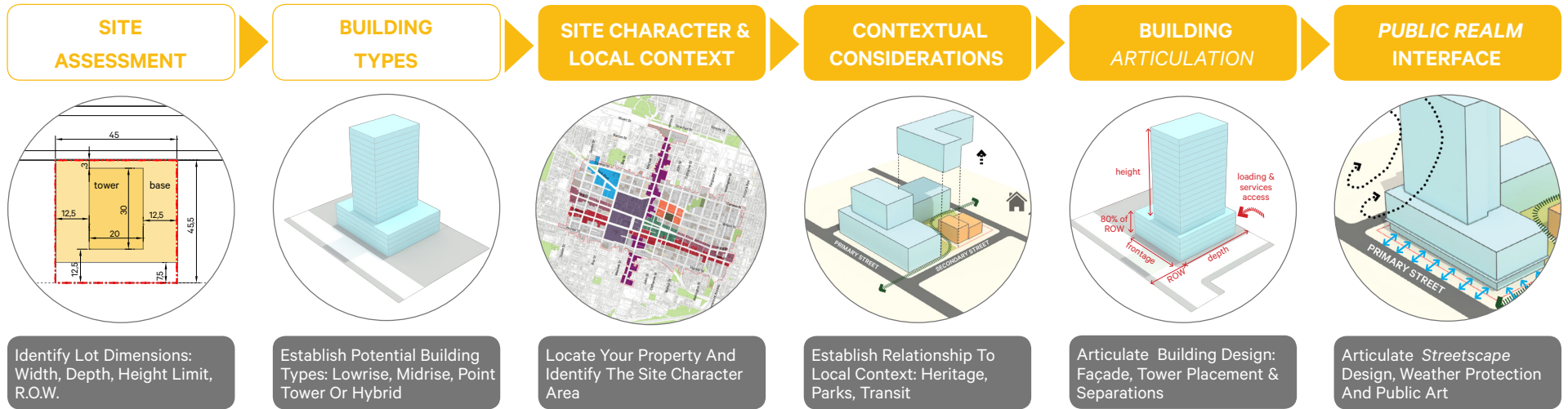
4.2.1 f-h outline design directives regarding building design and siting, and those indicated below are applicable to the Subject Site. Maximum setbacks from a street line should be 2.0 metres for the first storey, and 6.0 metres for that portion of a building providing an access driveway to a garage;

The maximum building base height should be equal to the width of the right-of-way to ensure sunlight access to the sidewalk across the street. Transparent and translucent materials should be used in lobbies to enhance visibility, safety, interest, and activity at grade.

A separate and clearly differentiated entrance should be provided for residential uses above grade level retail. Tall buildings should provide barrier-free and universal access, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines.

Design Response: The proposed building ground floor is setback to accommodate service and parking access away from the Hughson Street North streetscape. The building base height is appropriately scaled for the surrounding

Downtown Hamilton Tall Building Guidelines - Excerpt



Encourage:

- Consideration of pedestrian movement and comfort in adjacent sidewalk zones
- Active at-grade uses or visually interesting façades to enhance the pedestrian experience

Avoid:

- Discontinuous frontage along pedestrian walkways



architectural context and frames the street edge at a pedestrian scale. The prominent building base volume is 6 storeys high / 23.1 m tall, creating an appropriately scaled urban edge and street frontage. Due to facing an empty surface parking lot and a proposed road widening of Hughson Street North to a 20.1 m right of way, this proposal is redefining the proportions of the street, increasing density as required for the area and respectfully transitioning from heritage buildings at the north and south of the site. The building base and ground level include a mixture of translucent materials to activate the streetscape and draw people into the public space and retail areas of the building, and masonry columns that ground the building, respond to the surrounding heritage building fabric and define the pedestrian experience.

Entrance to the residential area of the building is clearly separated from retail entrances, set further back from the street edge and utilizing different paving strategies at grade. The proposal should adhere to standards of AODA and the City's Urban Braille System Guidelines.

Facade Articulation

Sections 4.2.4 - 4.2.6 discuss facade articulation, transitions between public and private realms and site servicing and parking for tall buildings. Residential facades should be massed to create an engaging and continuous interface with the street with recessed or integrated balconies to make perceived mass of the building more distinctive. Projected balconies may be used on building corners to emphasize the corner.

Setbacks from a public sidewalk or open space should be designed to complement and enhance

the public realm and soft landscape design elements, should be incorporated in the setback zone to highlight the threshold between public and private realm.

Parking, servicing and loading area entrances should be located at the rear of buildings and designed to limit interference with pedestrian and cyclist movement. High-quality architectural treatment and landscape design should be included to screen parking, servicing, and loading areas. These areas should be well lit, and maintain visibility for safety and security purposes. Mechanical and electrical equipment, should be screened from view and acoustically dampened.

Design Response: Residential facades for the proposed design include vertical perforated louvres that extend the height of the tower and project above the building top. The louvers inform the arrangement and shape balconies that recessed, projected or integrated into the overall building form, depending on the facade orientation and height. The changing facade elements were designed to respond to environmental consideration such as sun exposure and to create a varied and diverse visual experience from different surrounding properties.

High-quality landscaping softens and animates the setback pedestrian area at the ground floor of the building along Hughson Street North, distinguishing the pedestrian focused streetscape from the activated building frontage. Landscaping is utilized to screen parking and service areas from surrounding properties.

Public and Private Open Space

Public and private open space design guidelines

are outline in Sections 4.2.7 - 4.2.8 of the Tall Building Guidelines. Publicly Accessible Open Spaces should have animated edges, active at-grade uses and should provide direct, universally accessible connections to public streets and open spaces. These spaces should be inviting and viewed as public, encouraging year-round use. The siting, type, size and program for the open space area should respond to the site's context, including the Character Area, and be directly connected to the public street network and facilitate connections to active transportation routes, transit and facilities, and community amenities and destinations.

4.2.8 h says that "accessible green roofs or usable amenity space at setback levels are encouraged, and should be large enough to accommodate landscaping, as well as any combination of the following: patios, privacy areas, play-zones, etc." Sustainable and passive gain design strategies should be included in landscape, building envelope and systems design.

Design Response: Publicly accessible open space is provided at grade along the eastern frontage of the proposed design, as well as a landscape feature garden at the northeast corner of the site. Facade design and form and landscape elements create varying degrees of public and private realms, welcoming pedestrians into the ground floor of the building and at grade public space.

Accessible landscaped, outdoor amenity space is provided with building stepbacks at levels 2, 7 and 13. Activity and landscaping at these higher levels of the building creates a softening of the building edges and provides opportunities for activation and animation and "eyes on the street" along the length of Hughson Street North.

Materiality

Section 4.2.9 outlines the role that building materials play in the expression of a development and surrounding neighbourhood. This section states that developments should prioritize beautiful, durable, high quality and sustainable materials that are appropriate and complementary to their unique context.

Design Response: Material selections for the proposed design include orange brick as a sensitive re-interpretation of traditional building materials used in the area. This material choice is contrasted with limestone paneling for the 6-storey podium component and aluminum paneling and shading louvres for the tower. Together this material palette is a contemporary expression of historic and new architectural design in Downtown Hamilton.

Building Tower

Section 4.3 defines ideal design parameters for tall building tower elements, including a limitation of 750 sm floor plate and a desire for the tower to have a "lighter" appearance than the building base. Towers should be stepped back a minimum of 3m from building base incorporate additional setbacks with building height.

4.3.3 outlines orientation and articulation parameters for tower massing design to "promote design excellence, improve energy efficiency and mitigate wind and shadow effects. The tower portion should be slender, to reduce the perception of mass and oriented to maximize building efficiency performance. Each tower facade should respond to its unique adjacencies and solar orientation. Operable windows should be included to promote natural ventilation and

use of mechanical heating and cooling. The design of building towers should minimize micro-climate effects on the surroundings.

Design Response: The tower design is roughly square footprint, measuring 27m x 29.5m, achieving an optimal tower floorplate size. Tower setbacks at the south, east and west as well as material differentiation from the building base give the tower a light and minimized presence along the street. The tower floorplates are oriented to be longer along the north-south axis, reducing potential shadow impacts and solar heat gain.

Each facade has been designed with unique, yet coordinated shading elements that are responsive to their orientation.

Tower Top

Tower tops should be designed as a '*fifth facade*', with a distinctive presence on Hamilton's skyline.

Due to their prominent scale, tower tops are generally visible from a far distance and should therefore be carefully designed with respect to height, location, and proximity to other tall buildings. The tower portion of tall buildings will be designed to create a memorable and iconic Downtown skyline.

Community outdoor space and green roofs are encouraged and design strategies should "*lighten tower top volumes and provide a termination to the continuous mid-volume of the tower, in order to create a visually attractive skyline profile, such as setbacks and other architectural treatments in the upper most floors*".

Design Response: The proposed design's tower

top includes setbacks and aluminum louvers that extend above the top of the building and will contribute to a unique downtown skyline. The 31st storey rooftop is designed to accommodate and visually shield the building's mechanical penthouse, as well as provide an outdoor amenity space for the building. There are currently no buildings of this height in the direct vicinity, however the needed densification of the downtown core will likely see that change in the near future. The elegant design of the proposed tower top at 73 Hughson will create an iconic landmark for this area of the city. Design strategies included to minimize the perceived impacts of the tower from pedestrian realm and adjacent buildings will allow for the inclusion of future tall buildings in the area.

Transit-Oriented Development Guidelines (2010)

Transit-Oriented Development (TOD) Guidelines complement the UHOP and the Downtown Hamilton Secondary Plan and provide development guidelines for private and public spaces along defined transit corridors. The guidelines promote compact mixed-use intensification with high-quality public realm in areas supported by transit facilities. Downtown Hamilton is home to regional GO Stations, West Harbour GO and Hamilton GO, two primary transit corridors and the future development of the Hamilton LRT B-line. TOD Guidelines are aligned with the goals of Downtown Hamilton Secondary Plan informed design direction for access to transit, intensification in transit supported areas, and promoting high-quality sense of place for Downtown Hamilton.

1) Promote Place Making – Creating a Sense of Place

The proposed development is situated on a built-in urban lot, and prioritizes creating an active street frontage along Hughson Street North to draw people in and engage the community. The building form and material palette will be visually interesting and responsive surrounding heritage character to create a welcoming space and an anchor in the community. This development is within a dense urban center with many other amenities in the neighbourhood, while creating a new, unique public and architectural presence in itself.

2) Ensure A Mix of Uses/Appropriate Land Uses

As a high-rise mixed-use development, the proposal is in support of surrounding existing and future complimentary use, such as surrounding commercial.

3) Address Parking Management

Underground parking is utilized in the proposed design, concealed under the building with access tucked away from the street, away from pedestrian view. Landscape elements will be included to buffer the parking entrance from the ground floor retail areas, public spaces and streetscape. Access to the parking area is located along Hughson Street North, away from the busier streets such as Wilson Street and creating minimal disruption to the cohesive pedestrian realm. The building façade on Hughson Street North has been designed to minimize the appearance of

the parking and service entrance by setting the entrance back behind the perceived building edge and landscaping at the west and southern sides of the building limit the visual impact of parking and service areas from adjacent properties.

4) Focus on Urban Design

Consideration of the impacts of the proposed development on the surrounding urban realm informed many design decisions for this proposal. The proposed development is street-oriented, with its primary façade fronting east along Hughson Street North. The height and massing of the building compliments the surrounding lower rise buildings to the south and north and transitional design elements have been incorporated to mediate the change of scale. A welcoming and attractive building is created through the use of a high-level of facade articulation and detail, pedestrian focused public realm and ground floor façade, and a material palette that is contemporary, yet complimentary to the surrounding context.

5) Create Pedestrian Environments

Situated on an existing surface parking lot surrounded by fragmented historic and newer buildings and expansive parking lots, the proposed development will transform this site into a vibrant, pedestrian-friendly hub that will support the City's densification goals, the existing major GO transit stations in the area and the future LRT route and stop at James Street and King Street East. The ground floor façade is an organic form, creating changing views and encouraging pedestrian movement around and into the building. Landscape and lighting strategies will be

employed to create a pleasant and safe walking environment. The highly connected site location and on-site bicycle parking, promotes active transportation options including walking, cycling, HSR bus, GO train, and the proposed light rail transit system.

6) Require Density and Compact Urban Form

The proposed design responds to planning policies calling for increased density development in Downtown Hamilton. Residential intensification in this area is responsive to existing, planned and proposed transit infrastructure, such as West Harbour GO Station, Hamilton GO, current HSR bus service, and the proposed Hamilton LRT B-line.

The building will provide increased density and needed housing options. The at grade retail offerings create a pedestrian scale for the building and enhance and define the streetscape. The design decisions create a visually appealing and original architectural form that is complimentary to the surrounding built fabric and mediates between the low-rise neighbourhood buildings and large scale and tower buildings in the broader context. The proposal will promote walkability of the area, improving pedestrian access to surrounding amenities and services.

7) Respect Market Considerations

The variation of unit typologies proposed in this development will appeal to a range of demographics. Units ranging in size from 1-2+ bedroom will provide housing for people within the Downtown core. Located in close proximity to a wide variety of surrounding amenities and in

a highly connected area along a proposed major transit route, this development will be attractive to new families, commuters and local residents of all ages, responding to the increasing market demand.

8) Take a Comprehensive Approach to Planning

The proposal has addressed and embraced the development goals set out by the City of Hamilton and by the Province of Ontario. Situated in an excellent location, the development will create a new neighbourhood anchor and needed residential and retail space in the Downtown area and enhance the pedestrian experience.

9) Plan for Transit and Promote Connections (for all modes)

Located within Downtown Hamilton, the proposed development is in very close proximity to all modes of transit. Currently serviced by HSR bus routes, the site is one block north of a proposed LRT stop for the Hamilton LRT B-line, which will provide direct, frequent and efficient connections throughout Hamilton. West Harbour GO Station and Hunter Street GO Station are located 1KM north and south of the site respectively, and provide direct connection to cities throughout Ontario.

The Downtown area has established protected and signed cycling infrastructure, and it continues to improve with future plans, connected . On-site bicycle storage is in support of this active transportation network.

The proposed development improves connections to transit by creating an engaging, vibrant walking

environment. Where vast parking lots currently sit within this area of the Downtown, this proposal will create a safe and aesthetically pleasing pedestrian environment that will encourage movement through the area and support local businesses and the use of public transit.

10) Promote Partnerships and Innovative Implementation

The introduction of necessary densification through high-quality architectural and urban design that respectfully integrates into the existing urban fabric makes this proposal responsive and supportive of City's goals. This proposal will foster a strong sense of place for this historic area of the City of Hamilton, attracting new residents and businesses, supporting existing and future commercial development and encouraging an active and vibrant pedestrian experience. In line with the goals for densification and high-quality urban environment in Downtown Hamilton, this project aims to invigorate the surrounding community.

1.3.2 SITE, BUILDING AND LANDSCAPE REQUIREMENTS

Site Summary

Approximate Site Area - $\pm 2,500\text{sm}$ ($\pm 26,900\text{sf}$)
Site Frontage on Hughson Street North -

Hamilton Zoning By-Law

BY-LAW 05-200

Zoning Boundary: D1: Downtown Central Business District

Holding Provisions: H17, H19, H20

- Maximum Height - 94 M

- Setbacks:

- Min. 12.5 M setback from all side and rear lot lines above 44 M

- Min. 25 M setback between exterior walls of tower on same property above 44 M

- Building Base: Hughson Street = Max. 16 M

Urban Hamilton Official Plan

Land Use: Downtown Mixed Use Areas

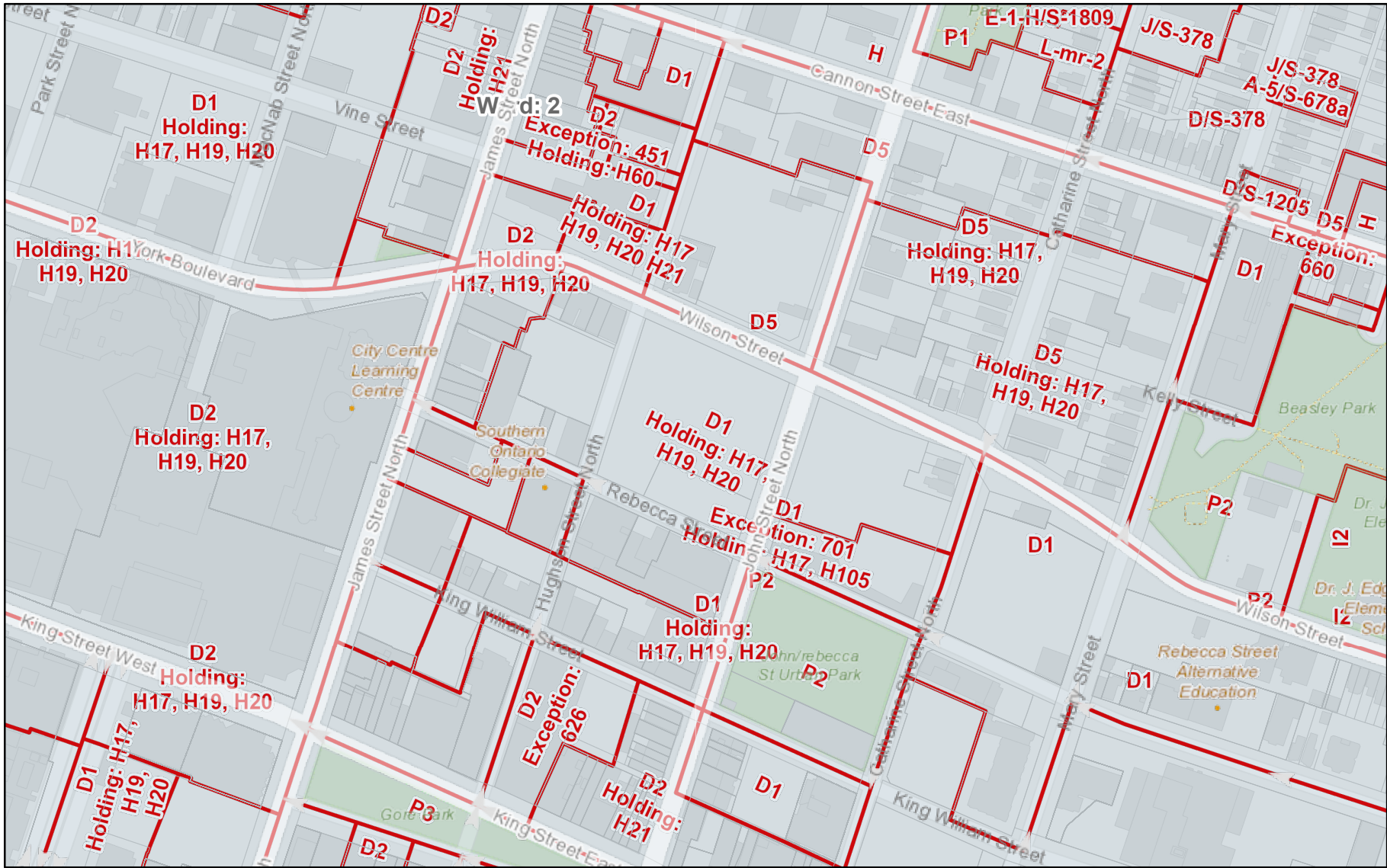
- Permits full range of residential including multiple dwellings, commercial and retail

Downtown Hamilton Secondary Plan

- Downtown Mixed Use

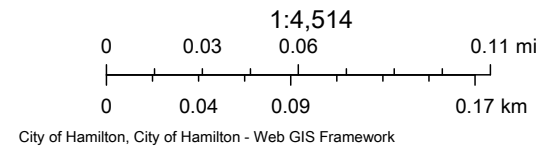
- High-rise 2: Max. 30-Storey, no taller than top of Escarpment

- Niagara Escarpment Height: 189.4 M



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- Ward Boundary
- Urban Boundary
- Zoning Boundaries
- Community Boundary
- Property Parcels
- Interim Control By-laws
- City Boundary
- Zoning Compliance Review Required



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Northwest View - Conceptual Rendering

Site Area	2,483.8 m²
Total GFA (incl. Underground car parking)	34,409 m²
Total GFA (excl. Underground car parking)	26,084 m²

Residential Units	380 unit
Residential Saleable area	21,058 m²
Retail Saleable area	300 m²

Unit Counts breakdown by unit type

Type	1BR	1BR+	2BR	2BR+
Count	205	55	104	16
%	53.9%	14.5%	27.4%	4.2%

Required Parking Spaces

Units <50	=	164 Units	Ratio/unit	req. spaces
Units 1-12	=	12 Units	0	0
units 13+	=	152 Units	0.3	45.6

Units >50	=	216 Units	Ratio/unit	req. spaces
Units 1-12	=	12 Units	0	0
Units 13-50	=	38 Units	0.5	19
Units 51+	=	166 Units	0.7	116.2
Required Barrier Free Parking Spaces (1+3% of total required)				7

Total Required 181

Provided standard parking spaces	169
Provided Barrier Free parking spaces	7
Provided Parking Spaces	176

2.0 PROPOSED DESIGN

The proposed design has been guided and informed by the urban design guidelines outlined in the Urban Hamilton Official Plan, the Downtown Hamilton Secondary Plan and Hamilton Tall Building Guidelines. The Downtown Secondary Plan intends to guide design in the creation of a coordinated and engaging visual and pedestrian experience within the Downtown Hamilton area. This can be achieved through sensitively integrating cohesive design elements, built form and streetscaping to create an experience that is safe, vibrant and aesthetically pleasing while densifying the core of the City. Critical considerations for the creation of successful development in this area include sensitive and appropriate building massing and articulation, respect for surrounding heritage character, efficient and engaging site arrangement, and introducing high-quality landscaping.

2.1 INTRODUCTION TO PROPOSAL

The success of a development relies on its sensitive integration and coordination with the design goals of the area and the consideration of appropriate urban design principles and guidelines. The following are some key policies within the Downtown Hamilton Secondary Plan and the Downtown Hamilton Tall Building Guidelines that apply to residential intensification, tall building design and urban design strategies for the Subject Site and have been considered for this proposal.

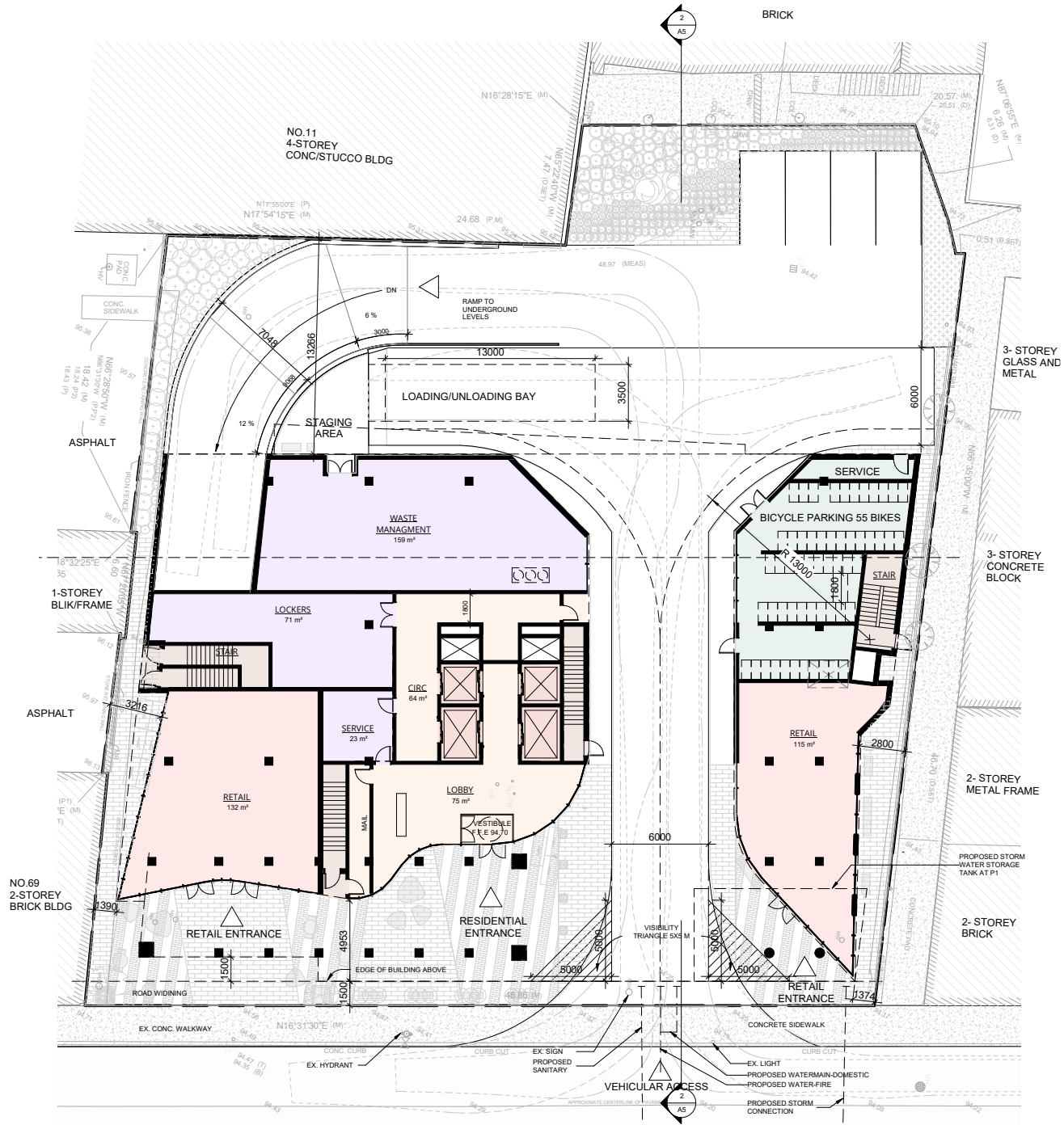
The proposed mixed-use development is situated on a 0.25 hectare (0.62 acres) property in Downtown Hamilton, serving as a surface parking lot and vacant of any buildings. Currently as a vacant lot, the Subject Site currently does not meet the highest potential for the area. As such, the proposed development offers desirable residential intensification and at-grade retail for the site and Downtown neighbourhood and promotes urban growth and diverse residential housing options in the area.

The proposed multi-unit mixed-use building design includes a 31-storey tower set back from a podium that is articulated as two distinct volumes at 6 and 12 storeys. The proposal includes 4 levels of underground parking with 176 spaces, accessed through a recessed drive in the centre of the ground level. The design includes an expanded landscaped public realm fronting Hughson Street North, and 21,058 m² of retail space at grade, split between two units on the north and south of the residential entrance and parking/service access. The development provides 380 residential units ranging from 1-2+ bedroom that will provide needed housing options for the diverse downtown population, including new families, single residents, and those with mobility challenges.

The proposed building design frames and anchors the Hughson Street North streetscape, extending and enhancing the currently fragmented street edge and forming a vibrant pedestrian experience along the west side of the street. This intensification opens new opportunities to improve the urban density in the area. Located within the Downtown core and within walking distance to two major GO transit stations and



48 **Conceptual Streetscape Rendering**



Ground Floor Plan

the future Hamilton LRT B-line, the Subject Site is very well connected by transit networks. It sits in a highly pedestrian focused area of the City, with proximity to many city landmarks and public spaces. It is conveniently connected to existing and growing cycling infrastructure that extends through the city. The proposed development aids in diversifying the types of residential offering in this urban neighbourhood and activating the streetscape with at-grade retail and a vibrant public realm. The proposal supports the goals of the Urban Hamilton Official Plan, the Downtown Hamilton Secondary Plan and employs design guidelines found in the Tall Building Guidelines for the successful intensification of downtown sites.

2.1.1 SITE DESIGN

The building is situated on a site with surrounding fragmented and underdeveloped urban form and the proposed design has prioritized knitting the streetscape together, implementing sensitive design strategies and elements to create a cohesive, dynamic pedestrian experience along Hughson Street North. The site arrangement highlights surrounding heritage buildings and the traditional street edge, while creating an expanded public realm along the street front. Access to the residential lobby, waste management, loading, parking and services has been tucked into the base of the building, creating a break in the ground floor massing and allowing for a more pronounced expression of the public facing areas of the ground floor.

Increased height at the Subject Site allows the proposed building tower to become a new, unique landmark for this area of Downtown Hamilton. The tower creates a strong, visually compelling architectural expression and contribution to the city skyline, while sensitively responding to the heritage surroundings with distinct podium volumes and architectural and visual elements. The ground level design promotes a vibrant, pedestrian scaled streetscape and public realm along this currently vacant section of Hughson Street North.

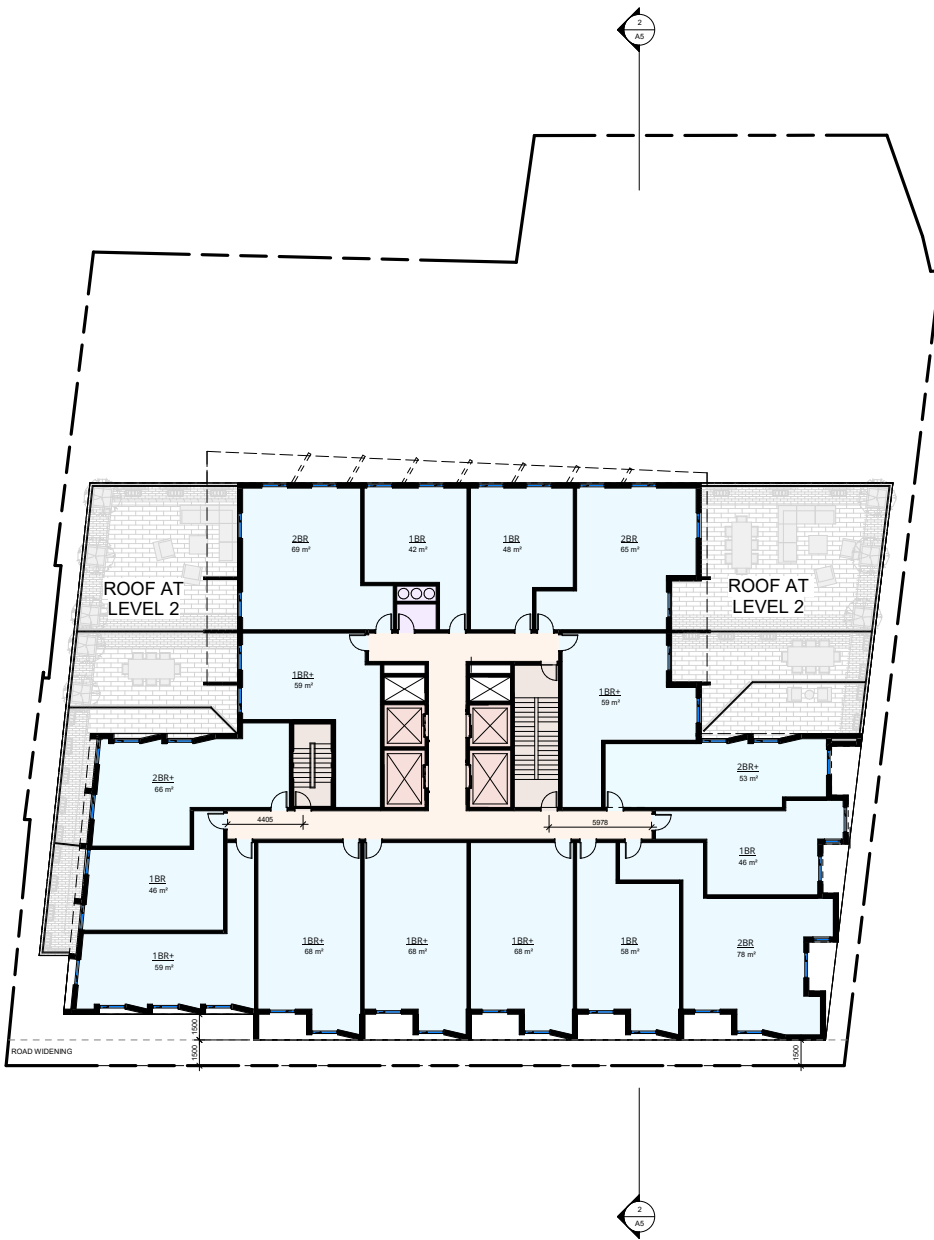
The positioning and slender massing of the 31-storey tower on the site has been designed to minimize shadow impact and privacy overlook on surrounding properties and provides views to surrounding landmarks, the Waterfront and Escarpment.

2.1.2 BUILDING DESIGN

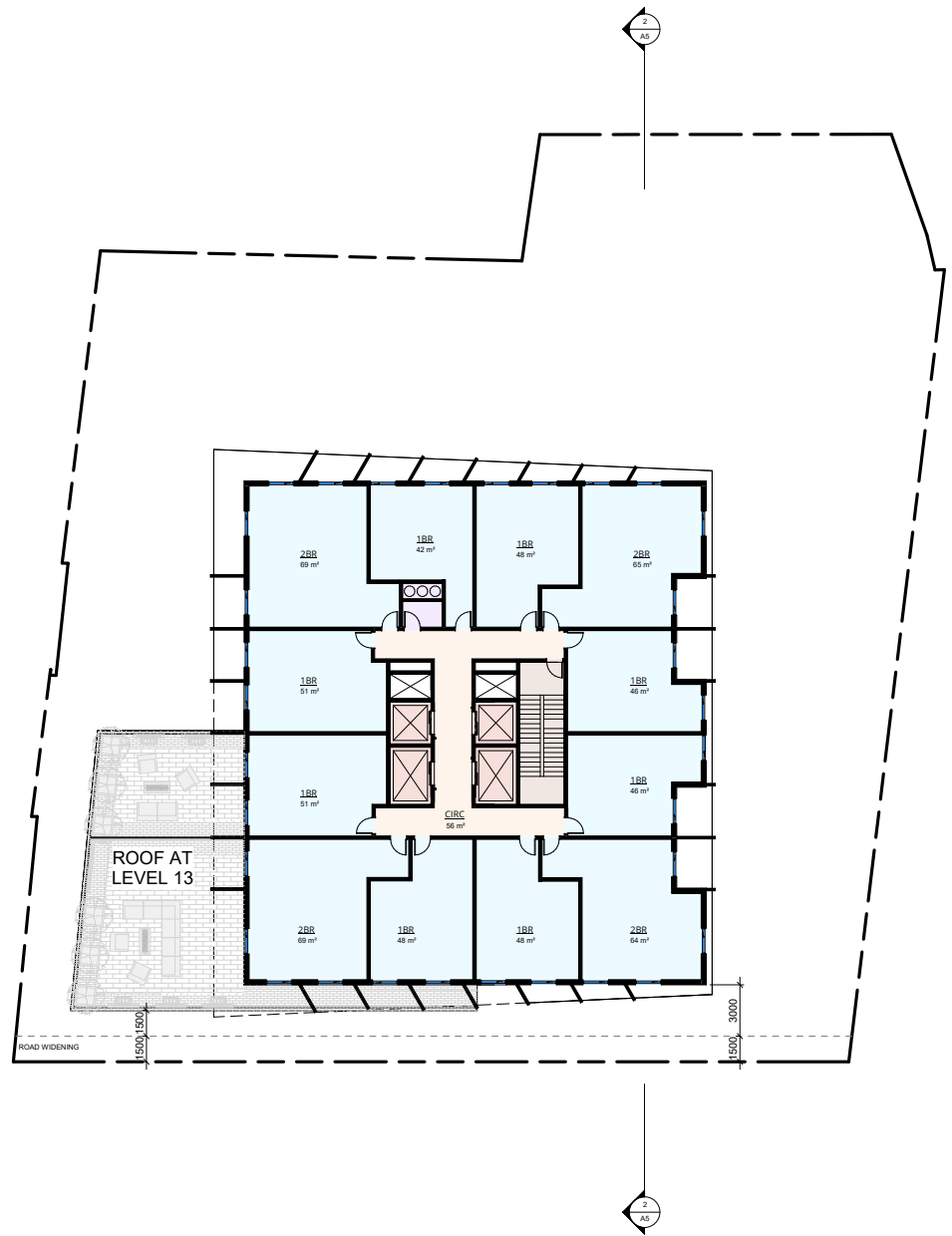
The proposed mixed-use building consists of an elegant 31-storey residential tower with 380 units, and a mixed-use podium that is designed as two distinct volumes, incorporating stepbacks and outdoor shared amenity space at the 2nd, 7th, 13th storeys, and the tower top. 4 levels of underground parking, accessed through a driveway tucked into the ground floor massing, provide 176 parking space for the development. Public outdoor amenity space is provided at grade, and landscape elements are incorporated around the site.

An expanded public outdoor amenity space is designed in front of the 5m tall ground floor, facing Hughson Street North and defined by rhythmic brick columns and sheltered by the second storey roofline. The orange brick columns are a sensitive reading of the established façade rhythm created by adjacent heritage buildings, opening up the ground floor as a publicly accessible area. The recessed ground floor façade is an undulating, curved glass frontage that offers transparency and connection between the interior at grade retail areas and the public realm. The façade pulls away from the traditional street edge toward the centre of the site, to provide access to the residential lobby and a driveway to parking and service areas through a break in the ground floor massing. Two large retail units of 132m² and 163m² are located at the northern and southern areas of the ground floor, extending to the sidewalk at the building edges and then pulling backward to frame a landscaped public area. Lockers, waste management, bike storage and the building core are positioned to the rear of the site, away from Hughson Street to keep the street facing frontage active and dynamic. The pedestrian scale character of the facade provides a cohesive, dynamic streetscape and transition to existing buildings to the north and south.

The proposal consists of a podium that is designed to be experienced as two distinct volumes. As a sensitive, yet contemporary design response to adjacent low-rise brick heritage buildings, the southern podium volume incorporates the use of brick and integrates established heritage rhythms and visual datums through window spacing, brick columns and the extension of the heritage canopy line. This 12 storey podium form is stepped back on the south at level two to provide outdoor amenity space for the building. A visually unique, 6 storey podium element is positioned along the northern portion of the site along Hughson Street. Contrasting limestone panelling creates the appearance of a unique form, breaking



Floor Plan - Levels 3-6



Floor Plan - Level 13

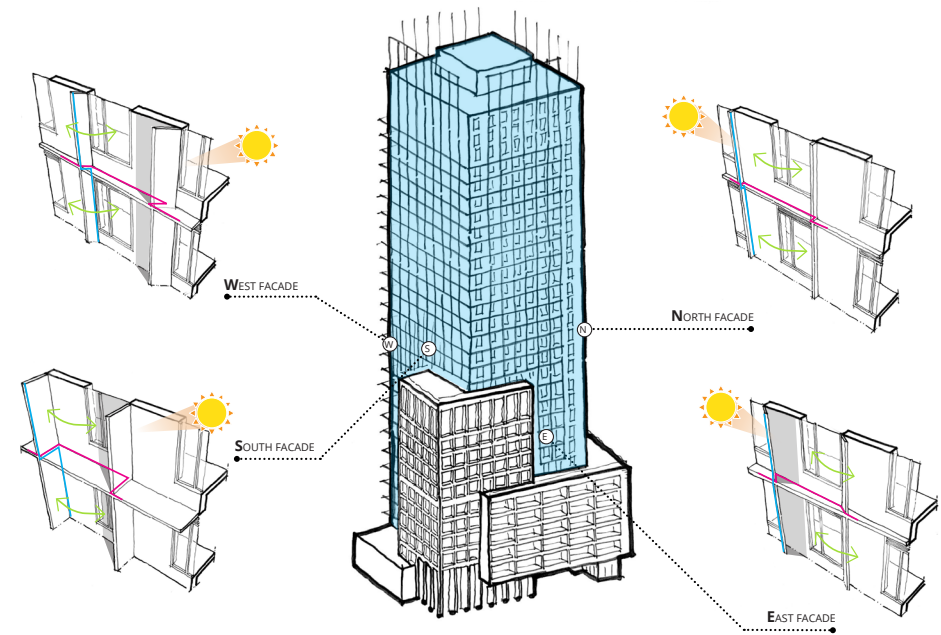


up the perceived scale of the building from street level, while incorporating complementary façade rhythms. The roof of the 6 storey podium volume provides outdoor shared amenity at the northwest corner of the site, animating the streetscape below.

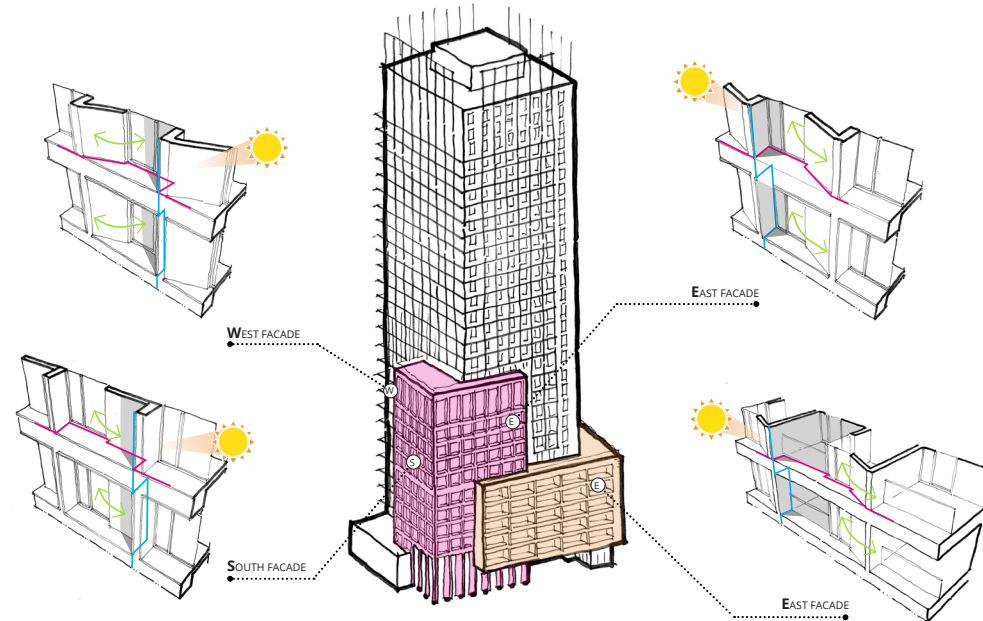
Parking has been strategically incorporated underground and maximizes the Subject Site for building and landscaped areas, eliminating the need for surface parking on the Downtown site. A setback from the western property line accommodates grade level service areas at the rear of the site and buffered from neighbouring properties with landscaped elements. Both indoor and outdoor bike parking spaces have been included, supporting the use of active transportation for residents and visitors.

Levels 2-12 of the podium include a mix of 1-2+ bedroom units with a combination of outdoor private balconies and shared outdoor amenity on the roof of the 2nd and 6th storeys. Stepbacks along the west side of the podium at level 2 create a slender building form above the grounding base level, and a stepback at the northeastern corner at level 7 creates a visual separation of the tall form from the adjacent heritage structure. Façade design for the podium is responsive to each unique orientation, utilizing changing angles to optimize sun exposure while also creating a changing and dynamic visual experience of the building. The two podium volumes complement each other and create an appropriately scaled framing of the streetscape. Outdoor terraces and balconies are provided for units on the north, south, west and east of the podium and create articulation and visual interest.

The 31 storey tower is set back on the south, east and north from the podium at level 13 and is designed with a distinctive façade, and complementary building materials. Typical floorplates for level 13 to 31 provide a combination of 1-2 bedroom units, ranging from 46 m² to 69 m², with increased stepbacks at the tower top, utilized for an outdoor rooftop amenity space and concealed mechanical penthouse. The unit types and sizes are distributed throughout the development, creating diversity in accommodation for each floor. The tower is positioned toward the Hughson Street North edge of the Subject site, with increased separation distance from surrounding buildings at the north, east and south. With compact tower floorplates and changing façade elements based on orientation, the proposed building is unique, contemporary and sensitive to its surroundings.



Facade Articulation - Tower

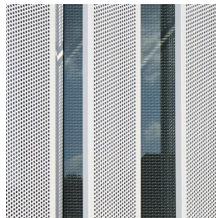


Facade Articulation - Podium

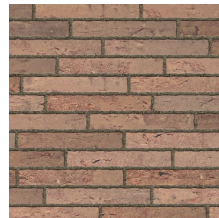
The proposed materials and treatments for the building incorporate a contemporary interpretation of heritage materiality and modern, sustainable choices. Tower materials include a combination of silver aluminium paneling and perforated aluminium shading creating a lightness of the tower form in the skyline. Podium material choices include limestone panels for the northern podium volume, with similar colouring to traditional stone parapets on adjacent heritage buildings. The southern podium volume uses orange brick masonry for its facade and rhythmic columns at the ground floor, a sensitive interpretation of the heritage materiality in the surroundings. The ground floor facade is a glazing wall system with multiple entrances creating transparency and openness between the retail areas and public realm. Renderings indicate materiality changes at the two podium volumes, from orange brick to limestone panels, highlighting full height glazing at the ground floor and creating a grounding visual presence along the streetscape.



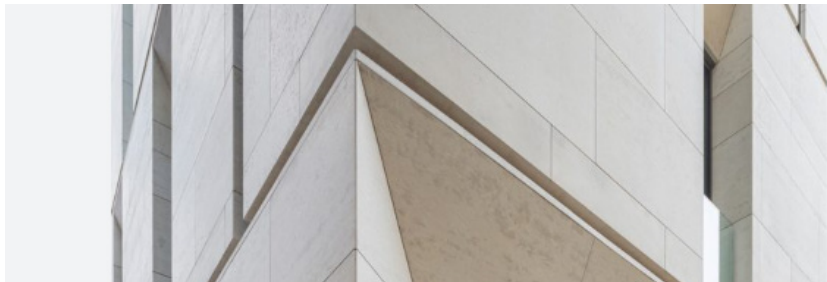
TOWER



SHADING



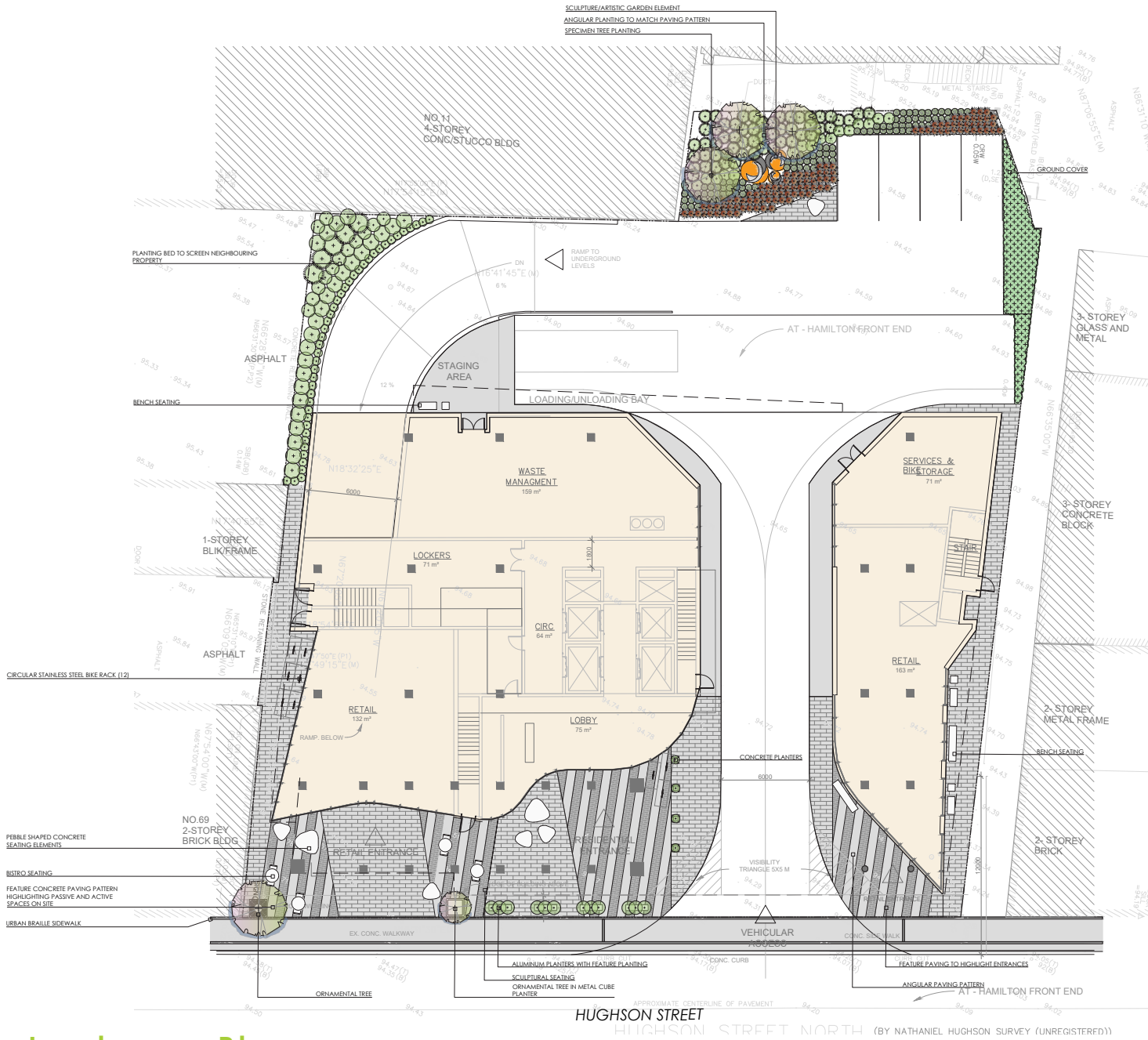
PODIUM 1



PODIUM 2

Proposed Material Palette





2.1.3 LANDSCAPE DESIGN

The proposed design incorporates an increased setback at grade along Hughson Street North to accommodate an expanded public space. The development is engaging with a landscape architect to refine details of the landscape strategy for the site.

The landscape plan incorporates feature paving at grade, highlighting building entrances to retail spaces and the residential lobby. Outdoor bike parking, accessible building entrances, and landscaped areas enhance the street edge and animate the ground level, playing off the activity of interior retail spaces and the streetscape. Street trees are proposed along the southern part of the Hughson Street North frontage to create a green buffer, soften the building edge, and provide shelter from wind.

Ornamental plantings and ample sculptural seating is introduced within the eastern edge public space and along the northern façade, providing places to sit and gather and visual interest. Landscape buffering is provided between parking entrance ramp and the southwestern corner of the site to mitigate views of service areas from surrounding properties. The north western edge of the site contains a proposed feature landscape garden and sculptural piece, visible from the prominent corner of James Street North and Wilson Street, and through the break in the ground floor along Hughson Street. Large, landscaped outdoor amenity spaces are incorporated on rooftops at levels 2, 7 and 13 and the tower top and include planting elements that soften the building's facade.

The design presents multiple opportunities to enhance the surrounding public realm, including a site wide lighting and outdoor furnishings to improve safety, activation and introduce areas for gathering and rest. Refinement of the site planting strategy will ensure cohesive public realm and landscape elements and integrate the building and site with the surrounding context.

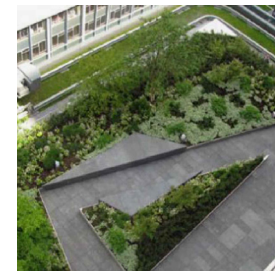


LINEAR PAVING AND ANGULAR SEATING ELEMENTS

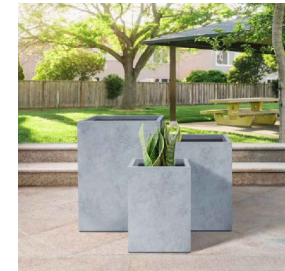


PEBBLE CONCRETE BENCHES

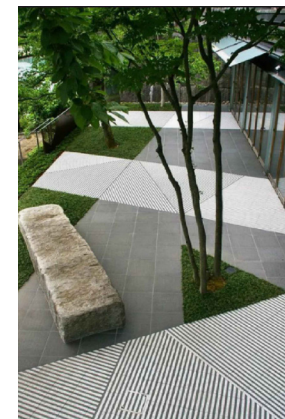
FEATURE PAVING AND SEATING



ANGULAR PLANTING TO MATCH PAVING PATTERN



CONCRETE PLANTERS



ANGULAR PAVING PATTERN

2.1.4 CONSTRAINTS

The impact of the proposed development on the surrounding community has been examined through a Sun Shadow Study. The study indicates that the compact tower floorplate of the proposed design will cast a narrower shadow along the Wilson Street public right of way throughout the day, than the as-of-right shadow. The tower will cast slightly longer than as-of-right shadows in the morning and evening, impacting York Boulevard at Park Street North and Cannon Street East at Mary Street.

Design strategies to mitigate potentially negative impacts of wind have been included in the proposed design such as articulated building facades, recessed entrances with vestibules, organic building facade at grade form, and ample landscaping and new trees. A wind study was completed by RWDI in May 2023 to test potential wind effects of the proposal. The study results state that *"although the introduction of a relatively tall building in a low-rise context will result in a slight increase*

in wind speeds, the impact of the project will be limited to the site. The project is expected to improve wind conditions near neighbouring properties on Wilson Street, as the tall tower massing will diffuse prevailing winds from the southwest."

Roof-top amenity spaces were shown to be "too windy for passive use without wind control measures" and as the design is finalized incorporating strategies such as wind screens should be considered to improve user comfort for outdoor above grade terraces.



Pedestrian Experience

2.2 ANALYSIS OF PROPOSAL AND RECOMENDATIONS

2.2.1 APPROACH

The proposed design for the Subject Site will support residential intensification for the Downtown Hamilton Secondary Plan area and positively support the viability of future development within the densifying neighbourhood. The proposal will introduce a variety of residential unit types and sizes, supporting various individual and family structure needs. The introduction of residential intensification at this location is in keeping with the vision for the area established in the Secondary Plan.

The Subject Site presents an opportunity to blend historic and contemporary building fabric, a key character element of the neighbourhood. Additionally, the site is compact and surrounded by lower rise buildings and expansive surface parking. This design proposal will set a precedent for the intensification of the area, including a priority on creating a dynamic, safe, and welcoming pedestrian experience. As with all tall building design, mitigating shadow and overlook impacts on surrounding properties is critical and is well-considered through tower placement, orientation and massing. The proposed design utilizes many of the guidelines put forward in the Tall Building Guidelines to inform the sensitive integration of high-rise buildings within the downtown. The existing heritage adjacencies create a site condition that has been sensitively and creatively approached through this design proposal, offering a complementary architectural solution that highlights the presence of surrounding heritage structures. The site response introduces opportunities to create an engaging and activated public realm along pedestrian focused streets, defining the street edge and creating a new sense of the place for the area. The development responds to the critical need for residential offerings in the City of Hamilton and contributes to a vision for sustainable development in support of compact urban form, sustainable architectural design, public transit proximity, high-quality public space and encouragement of active transportation.

2.2.2 CONTEXT FIT

The relationship between the proposed development and surrounding context is critical to examine with a project of this scale and visibility, particularly due the Subject Site's adjacencies to lower rise buildings. As the proposed development is located within a site that is currently undeveloped, the basis for these considerations becomes the policy documents that outline the intended development for the area, along with the existing built elements and urban form. The Subject Site presents both challenges and opportunities due to its central Downtown Hamilton location, and its adjacencies to heritage building fabric.

Extended public realm at grade and an undulating eastern ground floor façade create a dynamic new pedestrian experience along Hughson Street North, while podium building form and architectural elements create a cohesive continuation of the traditional street edge. Podium massing, detailing and material choices create a sensitive transition to the adjacent heritage buildings, offers a complementing modern response the heritage fabric. The volumetric and material distinction of the 2 podium elements visually breaks the scale of the massing to coordinate with the traditional rhythm of individual narrowing building frontages along the street. The podium is articulated vertically and horizontally, to continue visual datums and rhythms of the surrounding heritage and historic façades.

The proposed design has creatively approached the high-rise massing, positioning and detailing 31 storey tower to minimize shadow and overlook while contributing to an interesting and unique skyline for the area. The orientation specific tower and podium façade designs create changing views of the building as it is approached from various directions. Effective use of stepbacks at the upper storeys, as well as staggering facade elements such as balconies and windows creates movement and dynamism and avoids the potential for a high-rise building to appear static and imposing. The shift in form and materiality at the 13th storey provides

a visual break between the podium and tower forms, minimizing the on street perception of the tower height. Additional step backs and outdoor amenity areas at the upper storeys minimize the appearance of height and contribute to the creation of a dynamic new skyline for the area.

One of the key concerns when developing high-rise residential development is assessing the integration of the development into the community. Based on various supportive studies, the proposed development has shown compliance with applicable policies and guidelines while also having minimal impact on the surrounding sites and future buildings.

2.2.3 NEIGHBOURHOOD RESPONSE

The proposed development will add residential density and housing options to the area, and activate the public realm in the area. High-quality architectural design will advance the vision for Downtown Hamilton Secondary Plan and will complement future surrounding intensification. The pedestrian friendly quality of the proposed development improves comfort and access to local amenities and landmarks and transit networks. Residential intensification of the area will support a new and diverse population and existing and future development of amenity and mix of uses in the area, such as retail, restaurants, and other employment uses. The design has considered the guidelines set out in the Tall Building Guidelines and Site Plan Guidelines and has appropriately responded to its site condition to create sensitive architectural and public realm contribution to the neighbourhood.

The dense, high-rise residential development will contribute to the interest and unique character to the Downtown Hamilton skyline while respecting protected views and minimizing shadow impact on surrounding sites. This development will create a strong place identity for future residents and for the established neighbourhood, visually knitting the historic downtown urban fabric with a densified contemporary architectural presence.

2.2.4 LANDSCAPE DESIGN

Transforming the streetscape along Hughson Street North from the existing underdeveloped expanses of surface parking and fragmented heritage and historic urban fabric to densified, architecturally impressive development with significant public realm improvements, activated, defined and continuous pedestrian realm and outdoor amenity space will provide substantial benefit to the Subject Site and the surrounding neighbourhood.

Landscape strategies for site will be further advanced as the proposed development progresses, however the current landscape design for the proposal is engaging, dynamic and sensitive to surrounding properties and views. Introduction of seating elements, feature paving and softscape along the Hughson Street streetscape will create an inviting and engaging public space for an area that lacks well-considered landscaping and public spaces. The building and site can host opportunities for lighting and signage that help pedestrians way-find, and feel a part of the neighbourhood. Landscape buffering and plantings along the south and western edges of the site will create a softer, more comfortable urban environment and visual breaks in the hardscape surroundings.

2.2.5 PUBLIC REALM CONSIDERATIONS

Public Realm:

A design driver for this proposal was the introduction of new, accessible and dynamic public amenities along Hughson Street North. The proposed development has the opportunity to transform the underutilized and vacant Subject Site and activate the surrounding public realm. The use of facade articulation, dynamic building form and at-grade public spaces and landscape elements will provide the area with a safe, attractive and inviting street presence and public realm. This is beneficial to the surrounding area in Downtown Hamilton, as the Subject Site is adjacent to several underdeveloped properties and will act as an important pedestrian link and catalyst for high-quality architecture and landscape design in the area.

Accessibility:

The development has been designed to be fully accessible.

Safety:

The intention of the proposed design is to follow the safe community design policies of the Urban Hamilton Official Plan. A key consideration of designing for site safety within the public realm is providing ample lighting and clear sightlines throughout. The introduction of accessible and activated public space, with multiple building entrances along the east facade and a continuous pedestrian sidewalk will improve pedestrian comfort and perception of safety in the area.

2.2.6 PROFESSIONAL RECOMMENDATIONS

From an urban design perspective, the proposed development intends to positively introduce diverse residential intensification in an area that is currently underutilized and in need of densification. The recommendations in this report support good land use planning and should be supported for the following reasons:

When evaluating the merits of the proposed design, it is appropriate to review the proposal against the upper-tier policy documents, which include the Provincial Policy Statement and the Growth Plan. The proposed development aligns with many of the goals of these policy documents and will contribute to creating a vibrant community and efficient use of land and services, which are themes echoed throughout these policies. In being consistent with the PPS and conforming to the Growth Plan, the proposal addresses matters of provincial interest identified in the Planning Act. The project as configured compiles with the intent of the Urban Hamilton Official Plan and Downtown Hamilton Secondary Plan policies, with regards to urban design. The project has the potential to demonstrate positive intensification strategies within a historic and evolving neighbourhood, making efficient use of a site that has been planned for high-rise residential intensification. Through the full Site Plan Review process, the details of the architectural components and landscape elements of the proposal will be finalized, ensuring high-quality and visually interesting materials and architectural detailing are incorporated.

Recognizing that much of the surrounding context of the proposed design is underdeveloped and the context of the Subject Site will evolve over time, the recommendations within this report are based on the outlined goals of the Downtown Hamilton Secondary Plan and opportunity to catalyze change and create a dynamic, pedestrian realm in the area while achieving density targets. The visual and physical relationship created between the proposed development and the surrounding buildings is a successful design precedent for the sensitive integration of dense urban form within a historic and evolving neighbourhood.

Site specific and architecturally interesting design elements, building massing and façade detailing will create an engaging, sensitive and unique development for the Downtown area. Appropriate pedestrian scaled articulation and well-considered massing of the proposed built form will create a comfortable and interesting urban environment, while increasing density and height in the area in line with the goals of the Secondary Plan. The proposed design sensitively addresses the surrounding buildings and has introduced design elements that respond to the heritage character of adjacent properties to create a cohesive street edge and pedestrian experience. The inset access to service and parking off of Hughson Street North minimizes the visual and physical impact of the driveway for pedestrians and the streetscape. The mass of the podium is broken up vertically and horizontally with material changes and the push and pull of building edge. Grade level retail and public space incorporates an articulated and open ground floor facade to create visual interest and reduce the perceived size of the form. The 31-storey tower is appropriately sited away from surrounding buildings and creates well-considered architectural presence in the area. Interesting and functional façade design and upper storey stepbacks with landscaped rooftop amenity create an engaging and visually appealing tower design. Efficient tower floor plates minimize potential negative shadow effects to surrounding areas.

The Site Plan Review process and the development of a streetscape Master Plan for the community will finalize the details of this relationship to ensure a pedestrian friendly, landscaped, and attractive street and surroundings are created.

3.0 CONTRIBUTIONS

SUMMARY OF DEVELOPMENT

This report was prepared by mcCallumSather to demonstrate conformity of the proposed development with the Urban Hamilton Official Plan and the Downtown Hamilton Secondary Plan. The proposed design takes into consideration the existing heritage and planned site context and implements various strategies to enhance the pedestrian experience of site and create a complementary dense urban form. The proposal also recognizes that the site is not currently being used to its fullest potential, presenting an opportunity to develop this land and contribute to the densification goals of the city.

A review of the project site's geographical and social context and planned surrounding development supports the proposal of a high-rise residential building that provides 21,058 m² interior retail area, and outdoor public amenity space. The development includes a 31-storey residential tower, and 6 and 12 storey podium comprised of at-grade retail, residential units of various sizes, and underground parking. The proposal includes a total of 380 residential units with various layouts, ranging from 1-2+ bedroom. A total of 176 resident and visitor parking spaces with a parking ratio ranging from 0.3 to 0.7 are accommodated within 4 levels of underground parking.

Professional Recommendations:

Efficient use of the vacant land parcel located along Hughson Street North in Downtown Hamilton, will create an increased range of residential unit types and density and establish a framework for a vibrant, comfortable and safe pedestrian environment. As designed, the project will contribute to the City of Hamilton and advances the goals of the Urban Hamilton Official Plan and the Downtown Hamilton Secondary Plan. The architectural and landscape design of the proposed development are well considered and engaging, paying particular attention to integrating and complementing the historic built fabric and activating the public realm. Coordination with surrounding and concurrently planned streetscape improvements will enable the area to become a complete, pedestrian friendly and vibrant area of the downtown.

Urban Realm:

Maintaining a human scale within the architectural and public realm design as the neighbourhood is densified, is critical to ensure a comfortable pedestrian experience along Hughson Street North and ensuring the heritage character of the area is preserved. The introduction of a high-rise residential development on the site will significantly increase density in the area and ensure walkability throughout the site, to the existing nearby amenities, park spaces and transit provisions. Incorporating grade level design elements that are engaging, tactile and comfortable will generate an overall sense of belonging and encourage pedestrian movement and gathering in the area. Introducing urban furniture, signage, lighting, landscaping, and the configuration of the outdoor spaces to contribute to the human scale on the site. A coordinated streetscaping strategy for area including planting, lighting and signage will be designed to create a cohesive public realm and to help people orient themselves.

Intensification:

The 31 storey tower is setback from surrounding buildings on the north, east and south and employs a compact and efficient floorplate. The proposed high-rise building is aligned with the height limits and land use for the site as set out in the Downtown Hamilton Secondary Plan. The Sun Shadow study completed for the proposal shows the proposed design will impact shorter stretches of the surrounding street right of way than the as of right shadow impact. The building is setback from the western property line and adjacent buildings, allowing space to for service areas and landscape buffer, while the design of the eastern façade along Hughson Street creates a strong, engaging urban edge that reflects heritage surroundings. The podium and tower volumes play off each other to create a visual anchoring along the street, and contrasting lightness of the second podium mass and tower above. The building incorporates a dynamic facade that utilizes stepbacks for outdoor amenity areas and

orientation specific shading elements to create changing views and facade appearance from varying surrounding locations. This proposal provides a visually compelling and site sensitive building design that will successfully integrate desired dense built form into the lower rise context.

Connectivity:

Situated in a downtown urban area designated for planned intensification, and on a site that is currently underutilized, the proposed development will create a desired intensification and opportunity for an engaging public realm surrounding the building. Design decisions have considered urban realm enhancements, through various shared and public amenity spaces and the inclusion of landscaping through the site and upper level amenity spaces.

As the City of Hamilton continues to evolve and densify, and transit, cycling and pedestrian networks continue to improve, the Subject Site is in an excellent location to contribute residential density and local amenity within the historic urban core, with connections through the City of Hamilton and beyond. The proposed design will contribute to the goal of creating a vibrant, walkable community.

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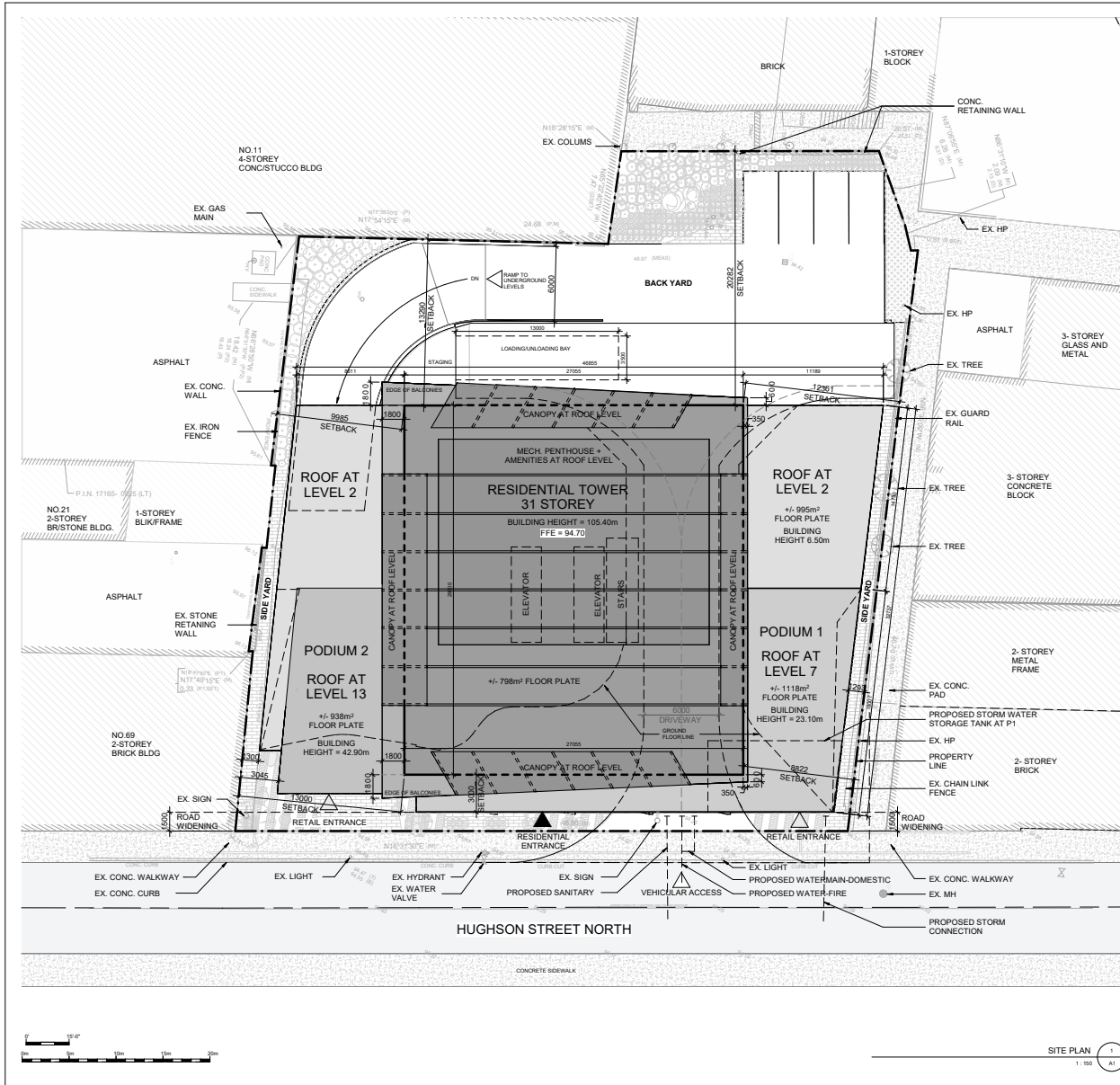
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APPENDIX



PROJECT STATISTICS

Site Area	2,483.8 m ²		
Total GFA (incl. Underground car parking)	34,409 m ²		
Total GFA (excl. Underground car parking)	26,084 m ²		
Residential Saleable area	380 unit		
Retail Saleable area	300 m ²		

Unit Counts breakdown by unit type				
Type	1BR	1BR+	2BR	2BR+
Count	205	55	104	16
%	53.9%	14.5%	27.4%	4.2%

Required Parking Spaces			
Units <50	=	164 Units	Ratio/unit req. spaces
Units 51-12	=	12 Units	0
Units 13+	=	152 Units	0.3
Total Required: 181			

Provided standard parking spaces			
Units <50	=	164 Units	Ratio/unit req. spaces
Units 51-12	=	12 Units	0
Units 13-50	=	38 Units	0.5
Units 51+	=	166 Units	0.7
Required Barrier Free Parking Spaces (1+3% of total required): 7			
Total Required: 181			

Provided standard parking spaces	169
Provided Barrier Free parking spaces	7
Provided Parking Spaces	176

Provided short term bicycle parking spaces	12
Provided short term bicycle parking spaces	190
Provided bicycle Parking Spaces	202



NO. 11 4-STOREY CONC. STUCCO BLDG
 NO. 21 2-STOREY BRICK FRAME BLDG
 NO. 69 2-STOREY BRICK BLDG
 1-STOREY BRICK BLOCK
 3-STOREY GLASS AND METAL
 3-STOREY CONCRETE BLOCK
 2-STOREY METAL FRAME
 2-STOREY BRICK

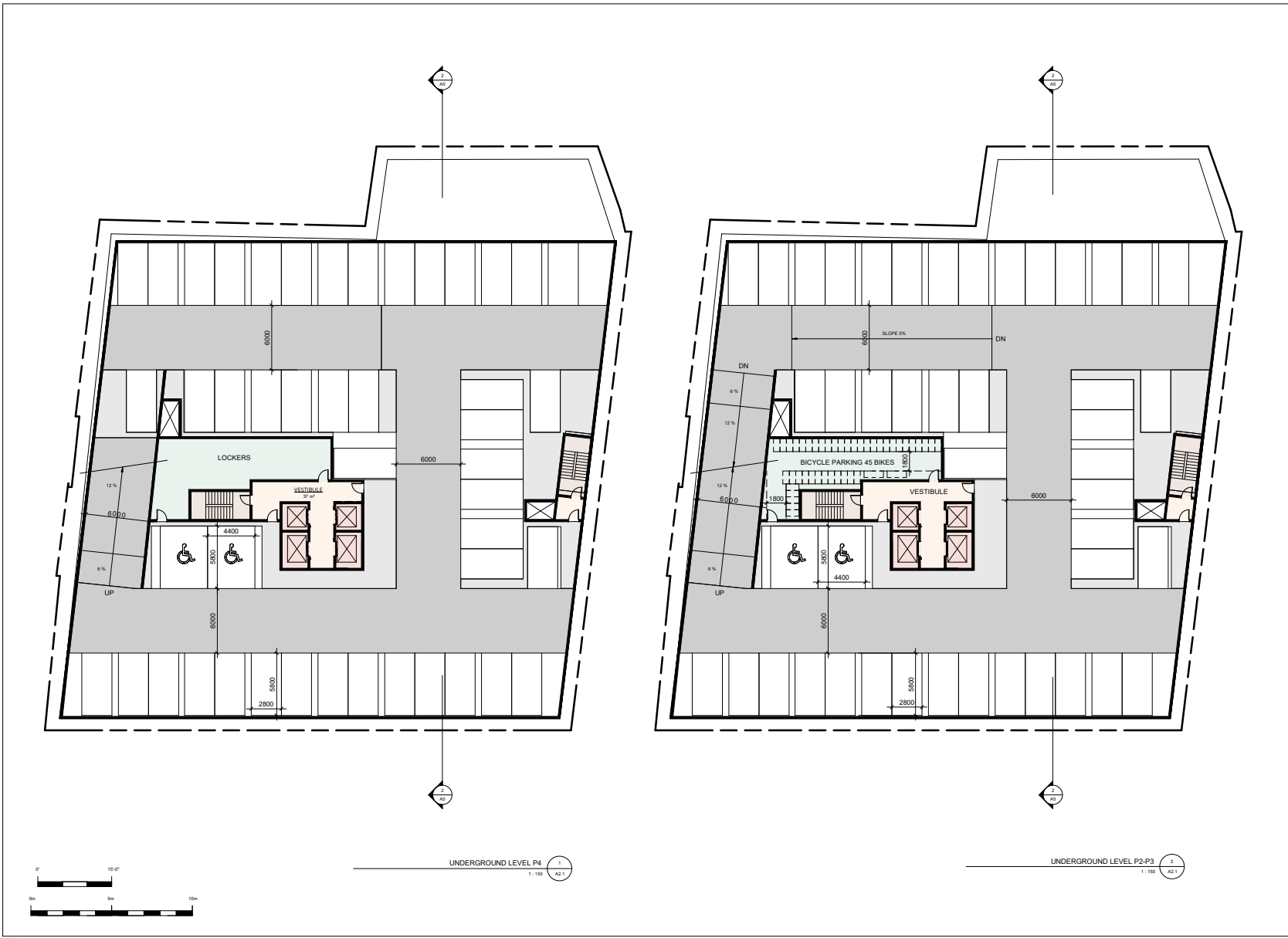
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 DO NOT SCALE THE DRAWINGS.
 Callum Sothier
 Warehouse HQ, 2nd Floor
 256 Sandford Ave. W.
 Hamilton, ON L8L 6A1
 905.536.6700
 callum.com

73 Hughson St N
 73 Hughson St, Hamilton, Ontario

SITE PLAN

DATE: 14 JUN 2022
 DRAWN BY: AA DATE: As Issued
 PROJECT NO: 23007

A1



PROJECT CODE

TRIA NORTH CONSTRUCTION NORTH

DATE

SCALE

PROJECT

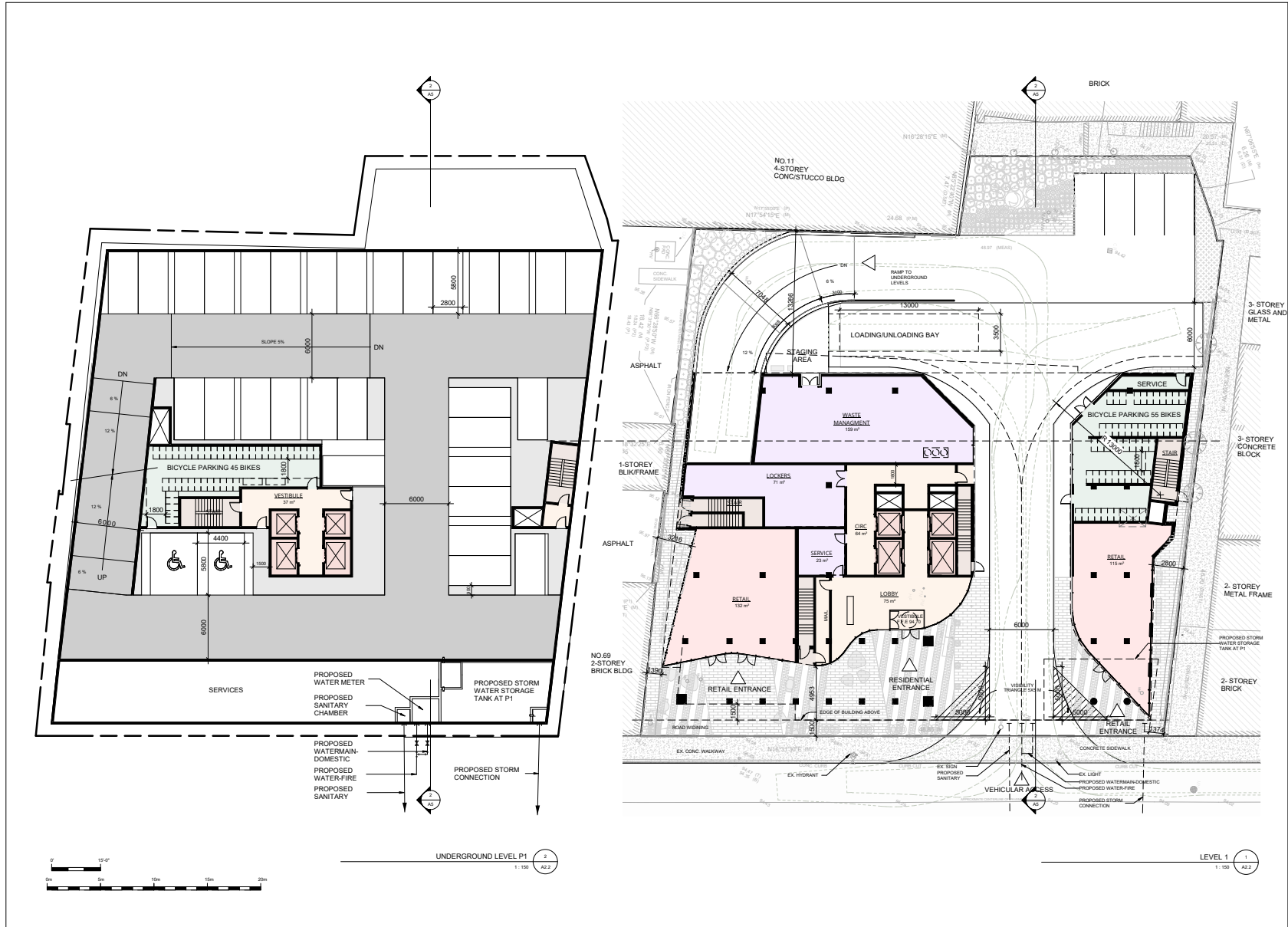
73 Hughson St N

73 Hughson St, Hamilton, Ontario

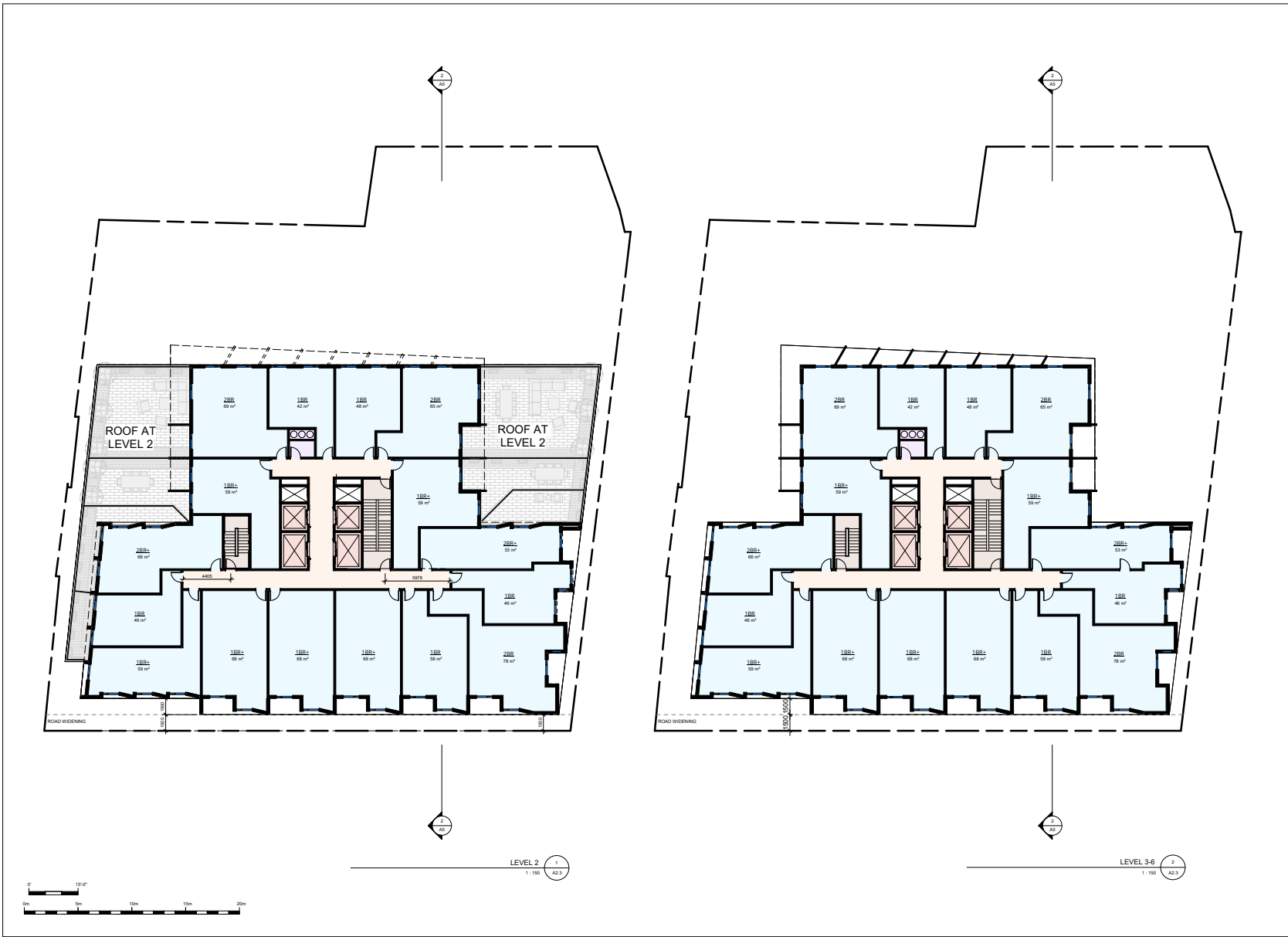
FLOOR PLAN - P4 + P2-P3

23007


A2.1



PROJECT NAME	
<p>McCallumSather 73 Hughson St, Hamilton, Ontario 905.526.4700 www.mccallsather.com</p>	
<p>73 Hughson St N</p>	
<p>73 Hughson St, Hamilton, Ontario</p>	
<p>FLOOR PLANS - P1 + LEVEL 1</p>	
DATE	2023.03.01
PROJECT NO.	23007
<p>A2.2</p>	



PROJECT CODE




SECTION

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2023-08-15

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Callum Sather
 Westborough HQ, 2nd Floor
 285 Somerville Ave. N
 Westborough, ON L8A 4A1
 505.524.8700
www.callumsather.com

DATE

CONTRACT NUMBER

PROJECT

73 Hughson St N

73 Hughson St, Hamilton, Ontario

CONTRACT TITLE

LEVEL 2 & LEVEL 3 TO 6

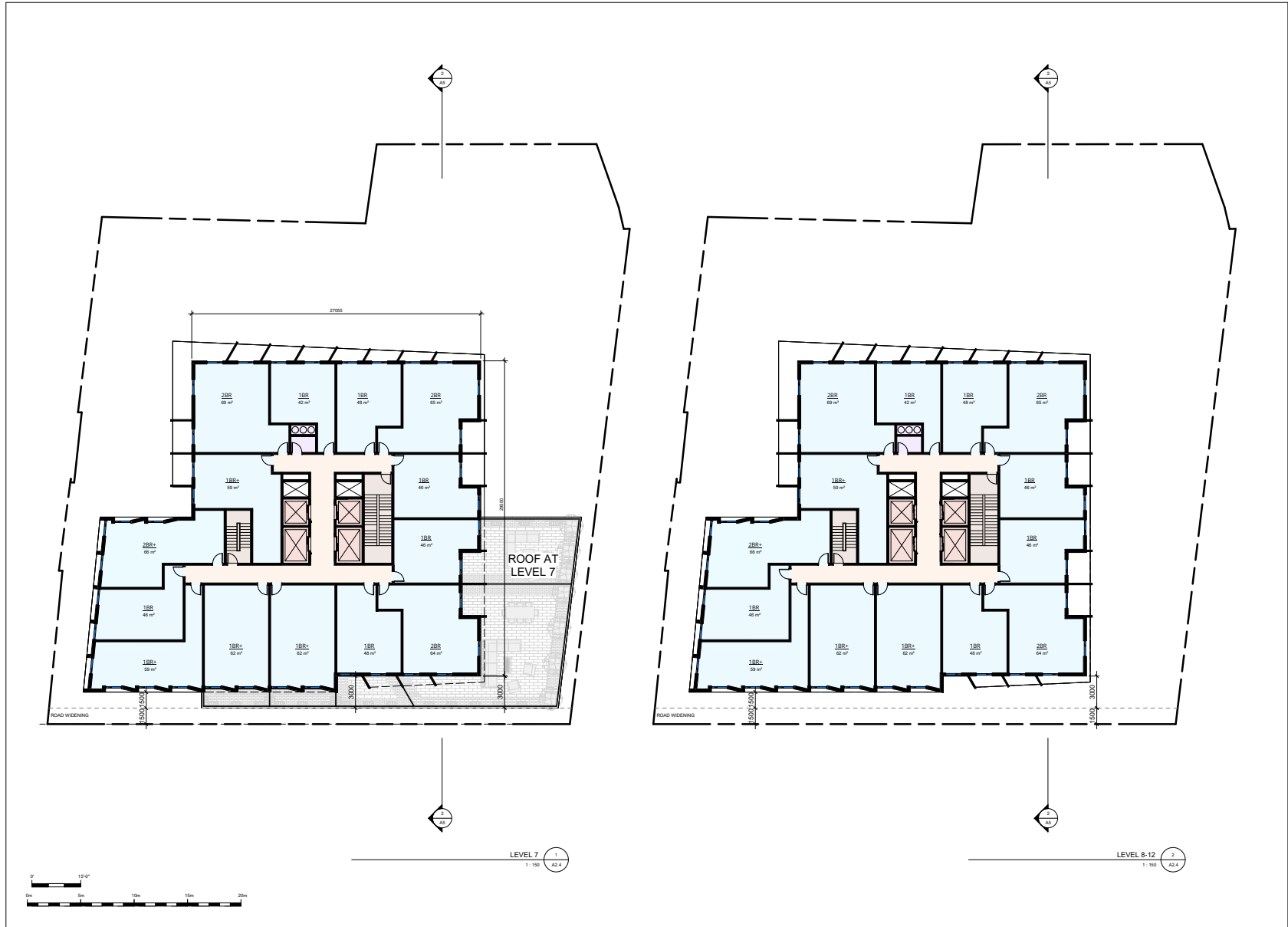
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PROJECT NO.

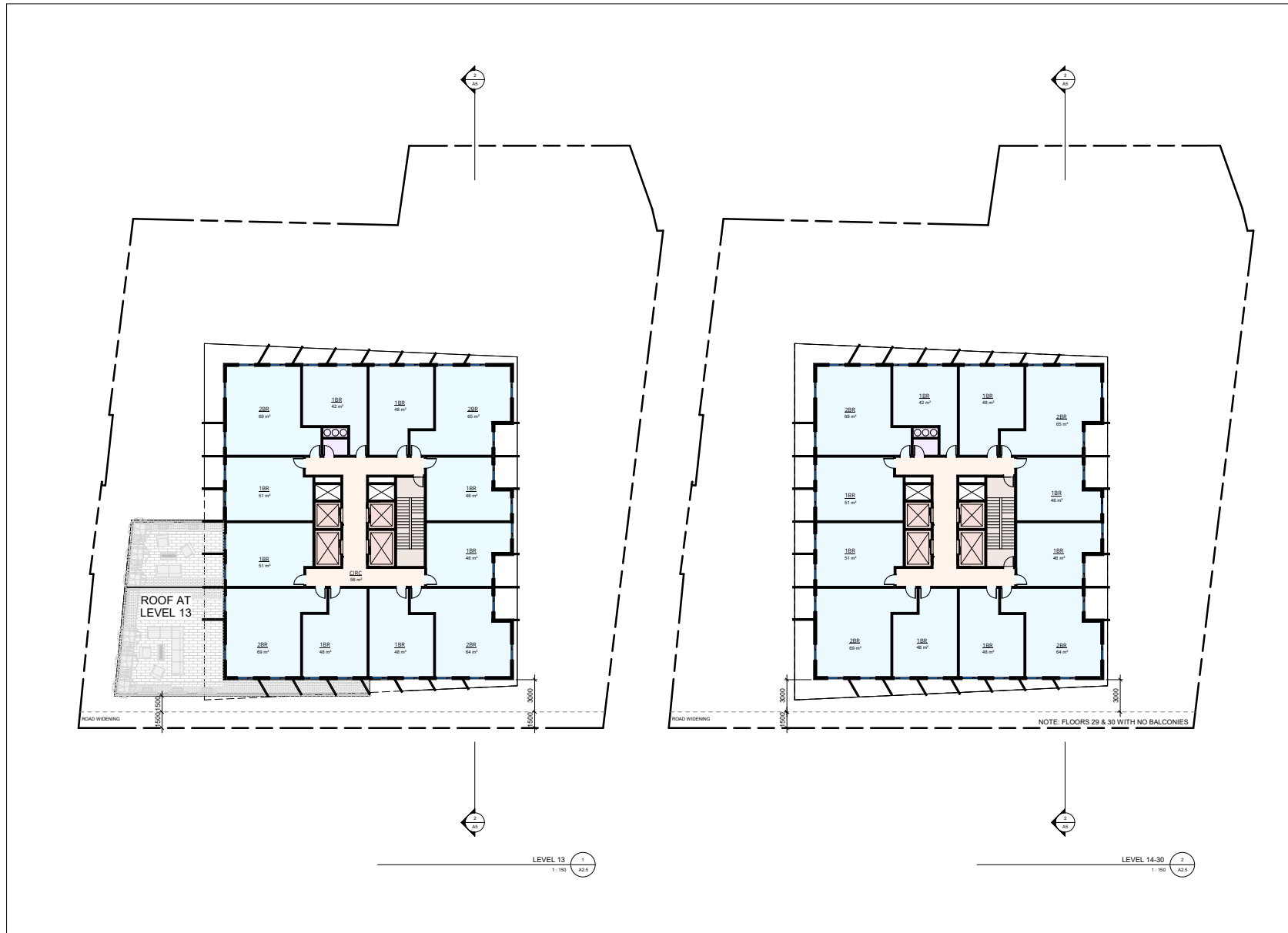
23007

DRAWING NO.

A2.3



PROJECT INFO		
		
<p>DATE: 11/20/2023</p> <p>PROJECT NO: 23007</p>		
<p>73 Hughson St N Hamilton, ON L8L 6A1 905.526.4700 www.mccallumsather.com</p>		
<p>PROJECT TITLE LEVEL 7 & LEVEL 8 TO 12</p>		
DATE:	11/20/2023	
DESIGNED BY:	AA	11/20
<p>PROJECT NO: 23007</p>		
<p>A2.4</p>		



PROJECT CODE

LOGO: [Architectural Firm Logo]

DATE

SCALE

PROJECT NAME

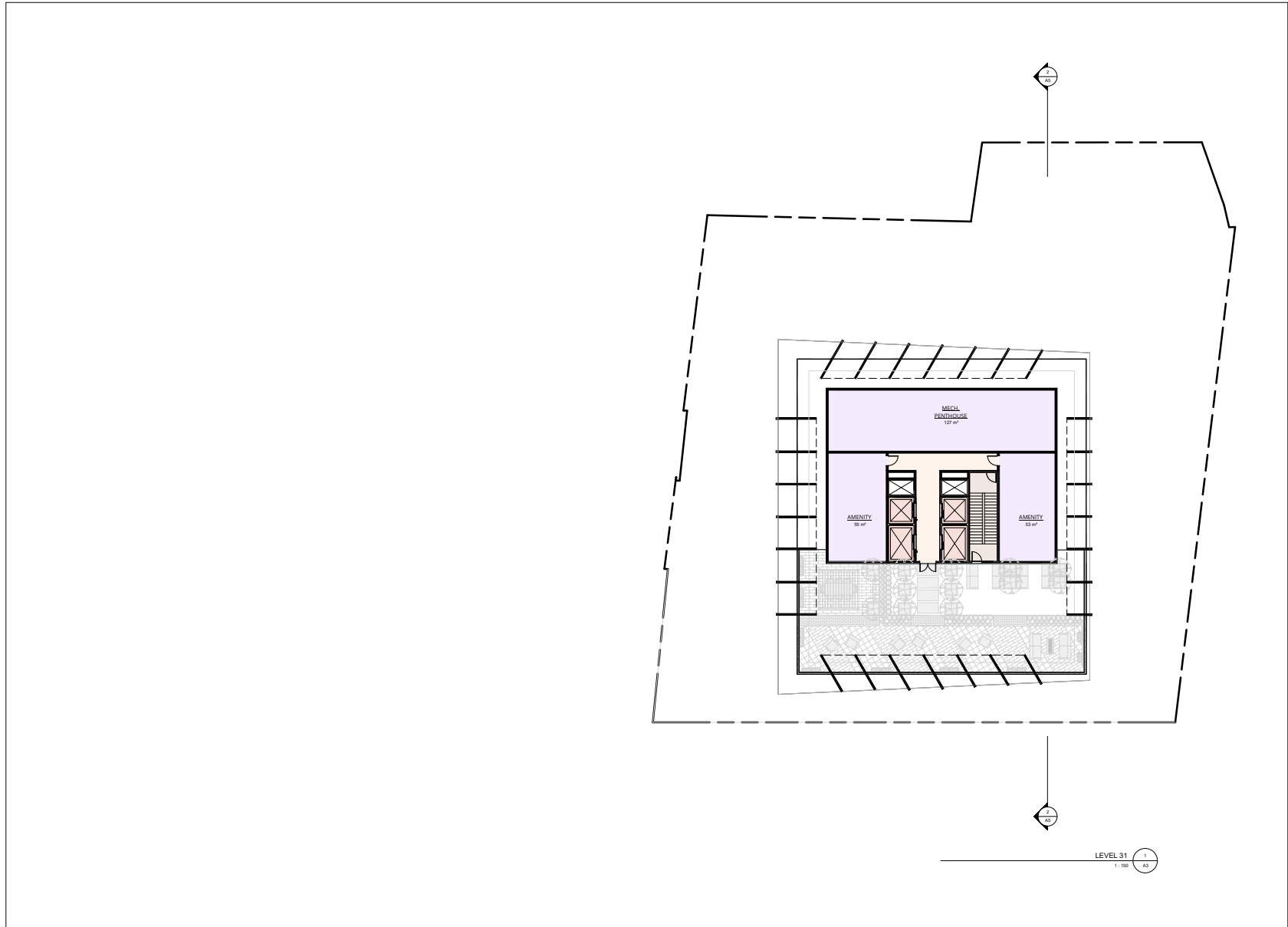
73 Hughson St N

73 Hughson St, Hamilton, Ontario

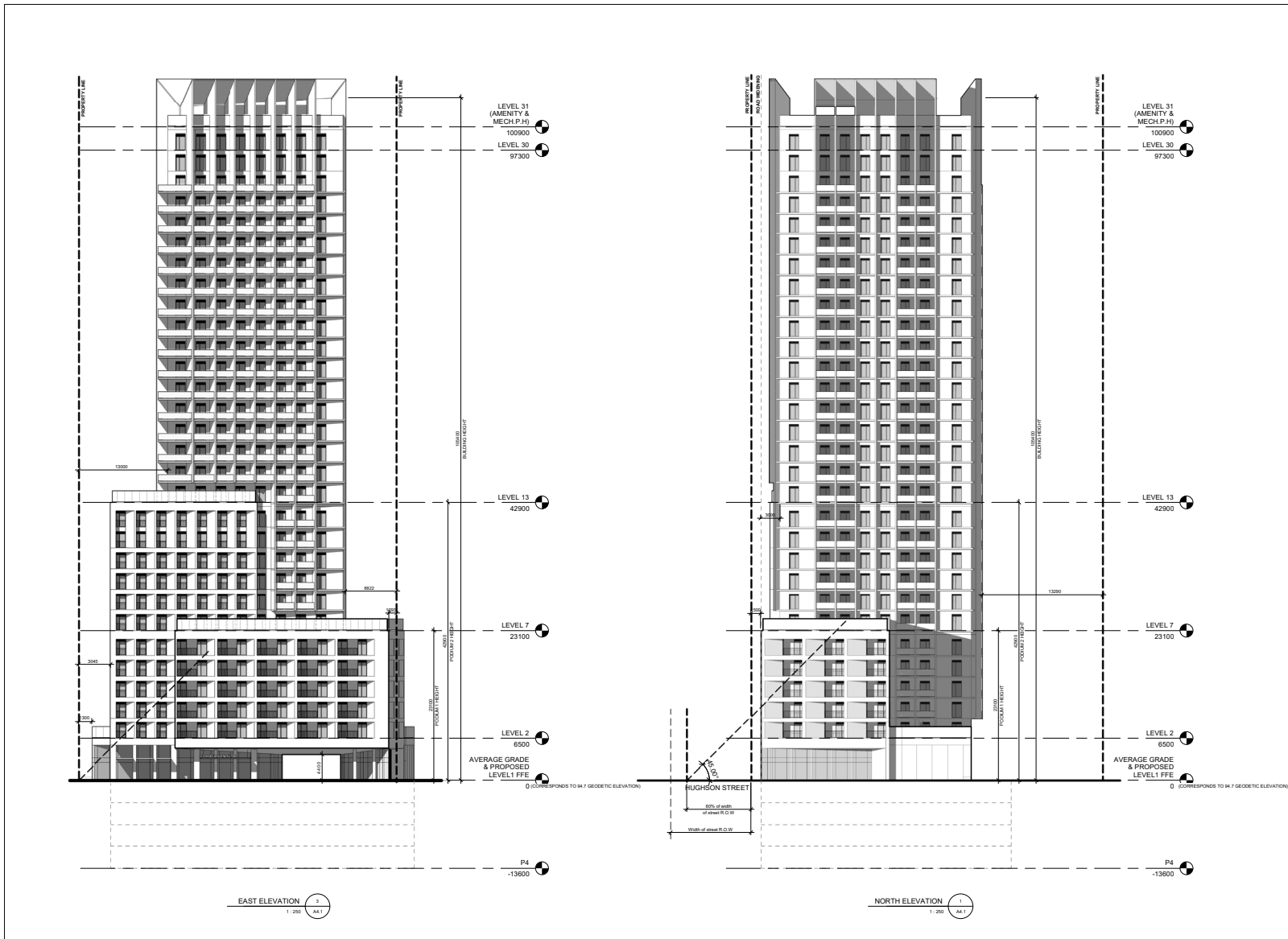
LEVEL 13 & LEVEL 14 TO 30

23007

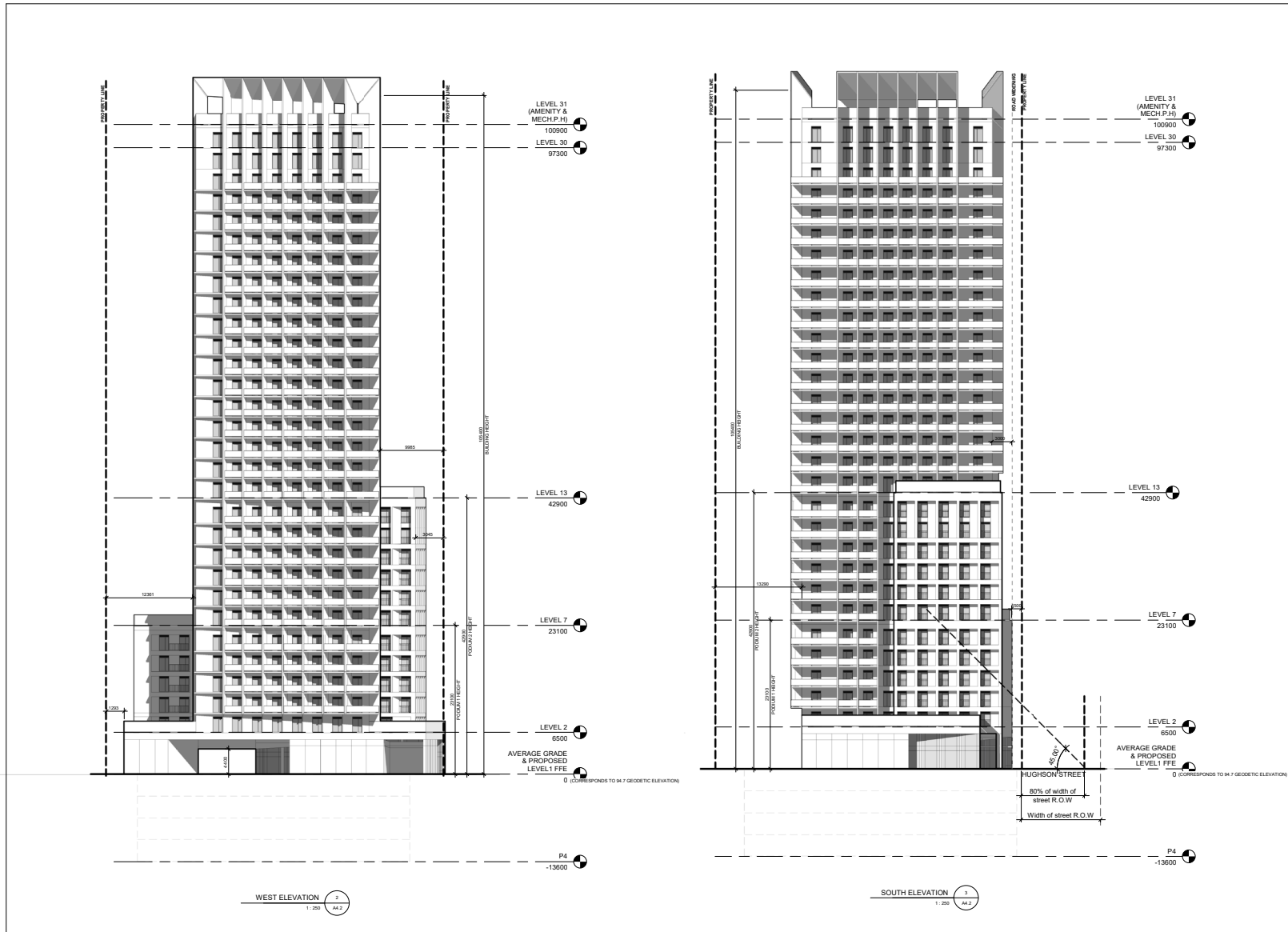
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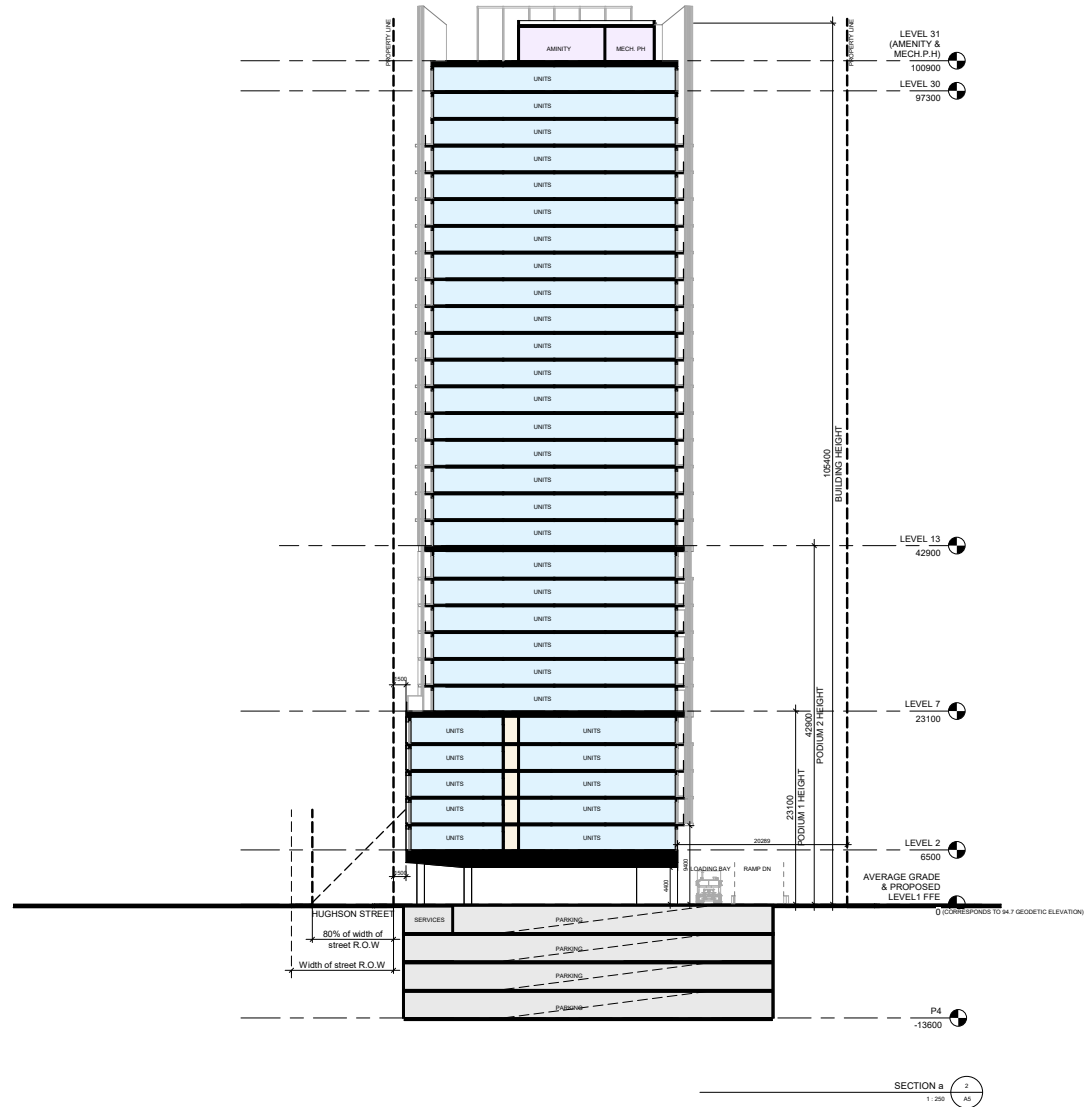


PROJECT LINE	
DATE	
DESCRIPTION	
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<p>Project: 73 Hughson St. N 73 Hughson St, Hamilton, Ontario</p>	
<p>Drawing Title: LEVEL 31</p>	
<p>DATE: 04/11/21 DRAWN BY: AA CHECKED BY: 1:100</p>	<p>PROJECT NO: 23007</p>
<p>Scale: A3</p>	

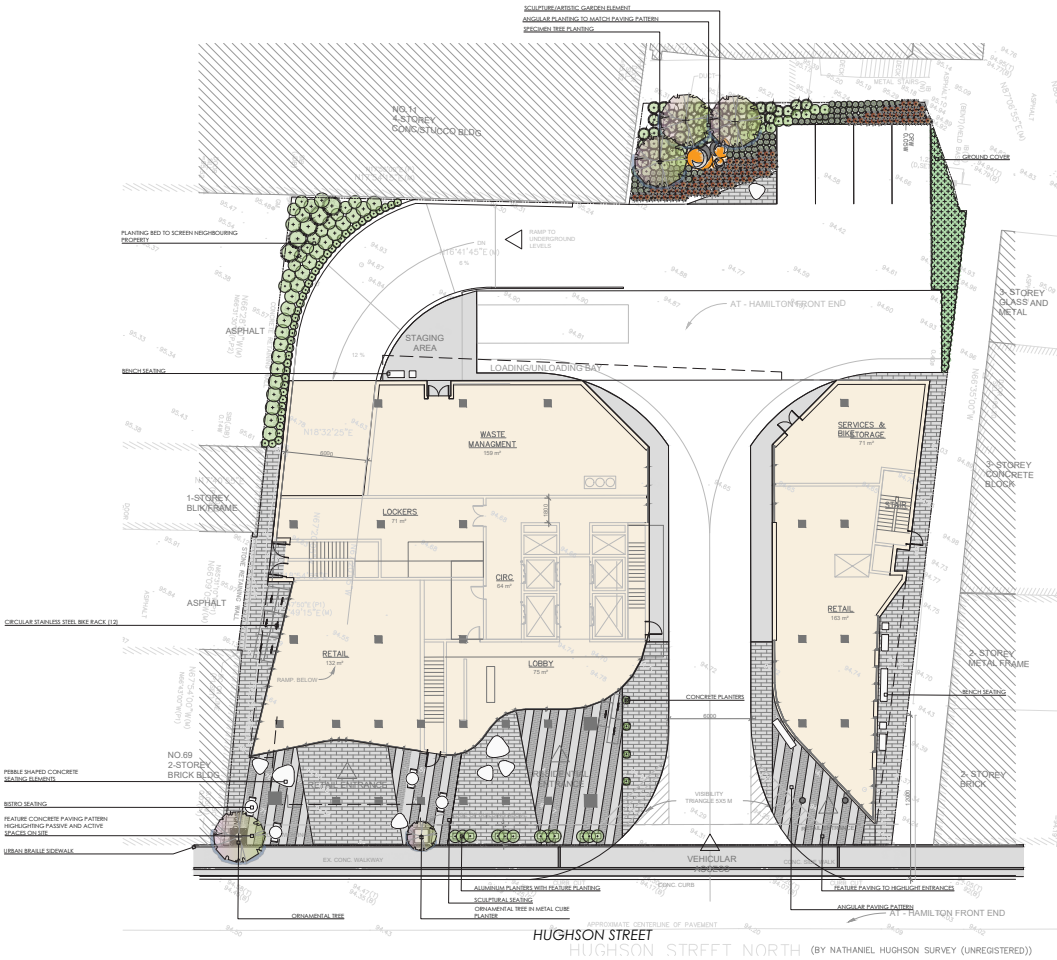
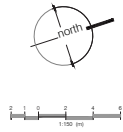


PROJECT CODE	
REV. NO.	
DATE	
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<p>DATE: 7/3/2024</p>	
<p>73 Hughson St N</p>	
<p>73 Hughson St, Hamilton, Ontario</p>	
<p>ELEVATIONS</p>	
DESIGNED BY:	AA
DRAWN BY:	AA
CHECKED BY:	AA
PROJECT NO.:	23007
DATE:	
<p>A4.1</p>	





PROJECT CODE	
REV. PLAN	
<p>DATE: 2023-02-23</p> <p>SCALE: 1:250</p> <p>PROJECT NO: 23007</p>	
<p>PROJECT: 73 Hughson St N</p> <p>73 Hughson St, Hamilton, Ontario</p> <p>DESIGNED BY: CA</p> <p>DATE: 2023-02-23</p> <p>SCALE: 1:250</p> <p>PROJECT NO: 23007</p>	
<p>PROJECT: 73 Hughson St N</p> <p>73 Hughson St, Hamilton, Ontario</p> <p>DESIGNED BY: CA</p> <p>DATE: 2023-02-23</p> <p>SCALE: 1:250</p> <p>PROJECT NO: 23007</p>	
<p>PROJECT: 73 Hughson St N</p> <p>73 Hughson St, Hamilton, Ontario</p> <p>DESIGNED BY: CA</p> <p>DATE: 2023-02-23</p> <p>SCALE: 1:250</p> <p>PROJECT NO: 23007</p>	



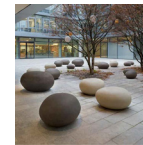
SCULPTURAL ARTISTIC ELEMENT



PEDESTRIAN FIRST DESIGN



LINEAR PAVING AND ANGULAR SEATING ELEMENTS



PEBBLE CONCRETE BENCHES



FEATURE PAVING AND SEATING



ANGULAR PLANTING TO MATCH PAVING PATTERN



CONCRETE PLANTERS



ANGULAR PAVING PATTERN



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1	2023-05-28	Issued for review

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Core Development Group Ltd.
MUNICIPALITY
City of Hamilton
PROJECT
73 Hughson Street North

MUNICIPAL FILE NUMBER

SHEET
Landscape
Concept Plan

L-01

adedso design inc.
landscape architecture

69 John Street South, Suite 250
Hamilton, ON L8N 2B9
1. 905.536.8676
www.adedso.designinc.ca



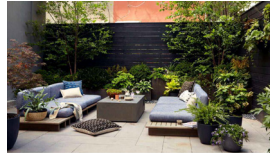
TALL RECTANGULAR PLANTER BOXES



METAL WIND SCREEN WITH PLANTER BOXES



METAL PLANTER BOX WITH DECIDUOUS TREE



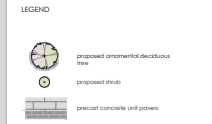
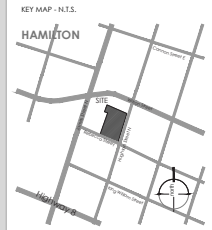
LOUNGE FURNITURE AND PRIVACY SCREEN



PRIVATE LOUNGE SPACE



ROOFTOP LOUNGE SPACE WITH PLANTER BOXES ALONG EDGE



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REVISIONS/ SUBMISSIONS	#	DATE	DESCRIPTION
1	2023-05-29	Issued for review	

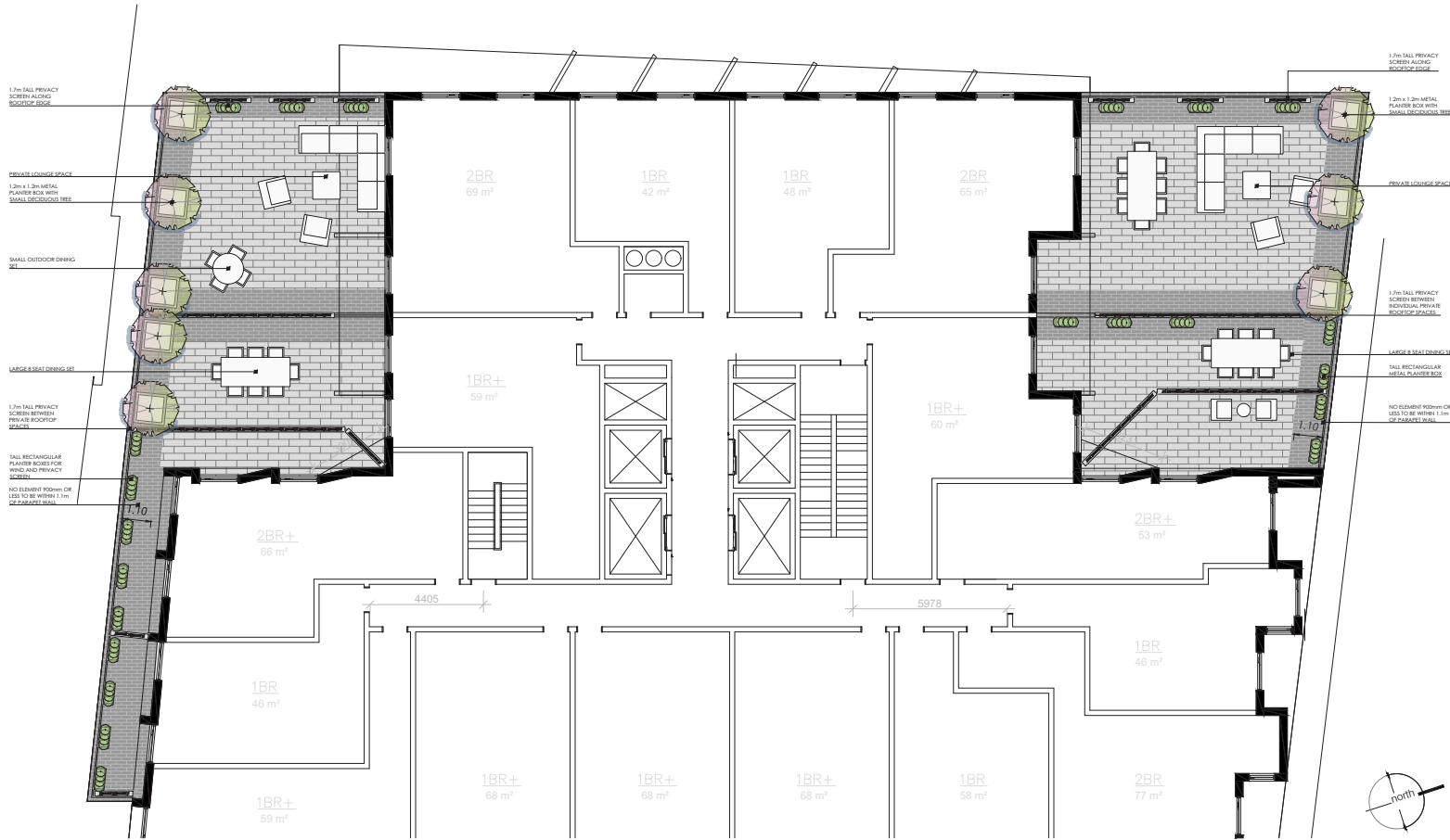
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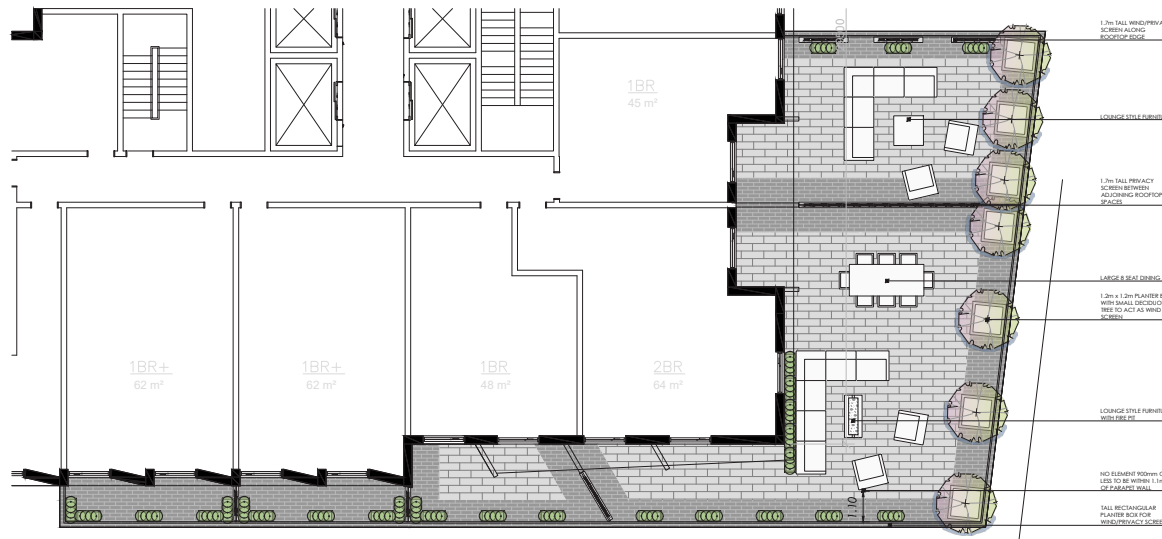
CLIENT
Core Development Group Ltd.
MUNICIPALITY
City of Hamilton
PROJECT
73 Hughson Street North

MUNICIPAL FILE NUMBER
SHEET
Landscape Plan

adesso design inc.
landscape architecture

69 John Street South, Suite 250
Hamilton, ON L8N 2B9
T. 905.526.8876
www.adessodesigninc.ca





LEVEL 7 ROOFTOP
SCALE 1:25



LEVEL 13 ROOFTOP
SCALE 1:25



LOUNGE FURNITURE AND PRIVACY SCREEN



METAL WIND SCREEN WITH PLANTER BOXES



METAL PLANTER BOX WITH DECIDUOUS TREE



PRIVATE LOUNGE SPACE



TALL RECTANGULAR PLANTER BOXES



ROOFTOP LOUNGE SPACE WITH PLANTER BOXES ALONG EDGE

KEY MAP - N.T.S.



LEGEND

- proposed ornamental deciduous tree
- proposed shrub
- precast concrete unit paving

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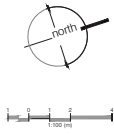
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Landscape Plan

L-3

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landscape architecture

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416.526.8876
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1.2m METAL CUBE PLANTER BOXES



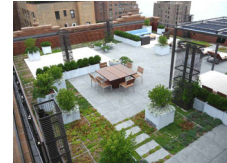
TRELLIS STRUCTURE, CONTRASTING PAVEMENT COLOURS, PLANTING BEDS WITH ORNAMENTAL GRASS/PERENNIALS



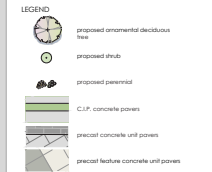
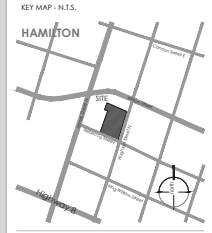
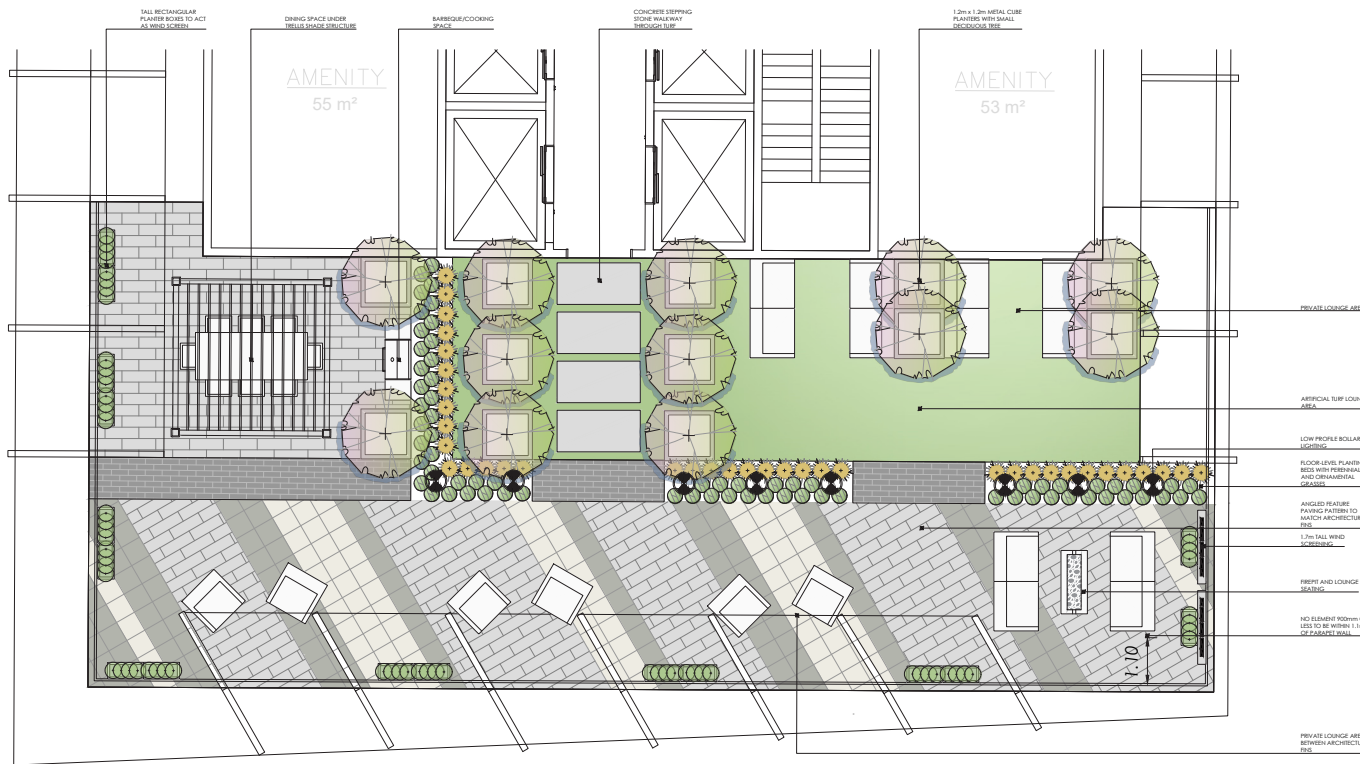
CONCRETE STEPPING STONES THROUGH TURF AREA



ROOFTOP AMENITY SPACE WITH PLANTERS AND LIGHT COLOURED PAVEMENT SHADE



ROOFTOP AMENITY SPACE WITH STEPPING STONES, TRELLIS, MULTIPLE SPACES



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SHEET
Landscape Plan

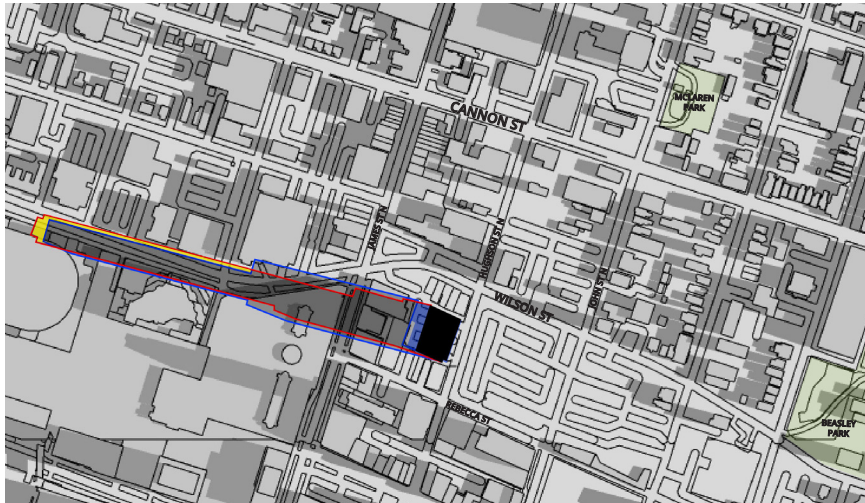
L-3

adesso design inc.
landscape architecture

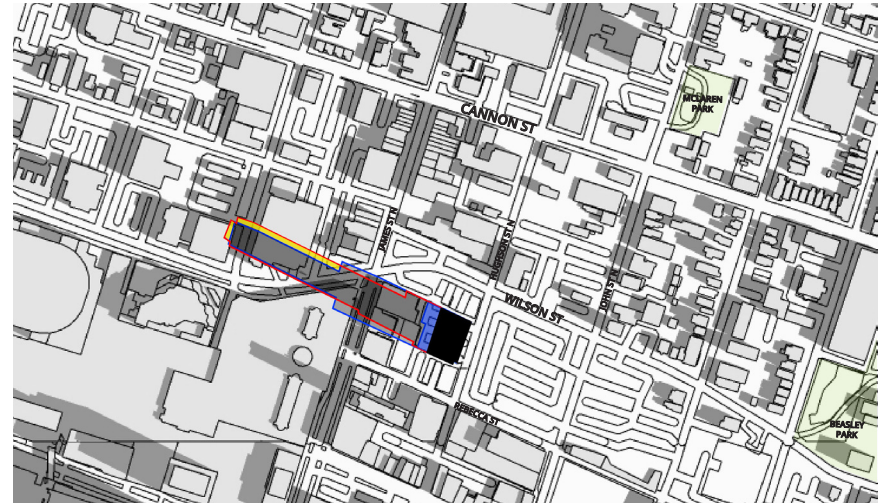
69 John Street South, Suite 250
Hamilton, ON L8N 2B9
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PENTHOUSE LEVEL ROOFTOP
SCALE 1:10

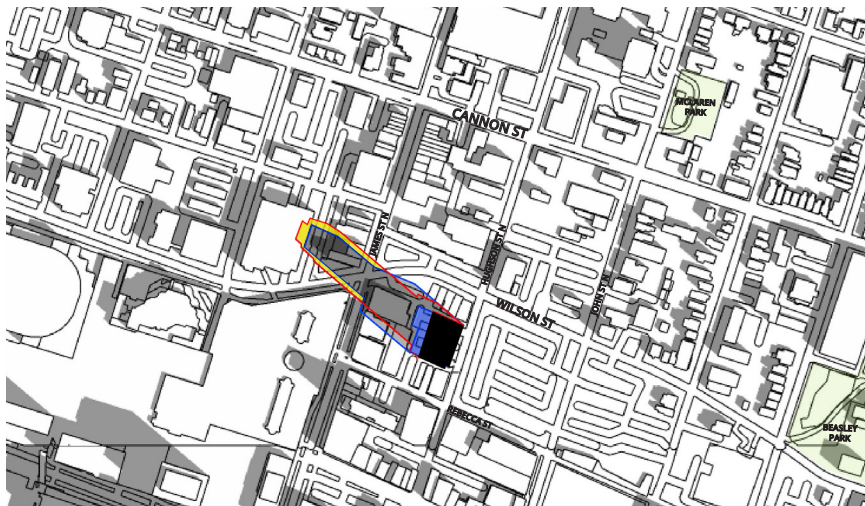
MARCH 21



8:48 AM (1.5hrs after sunrise)



9:48 AM



10:48 AM



11:48 AM

- PROPOSAL SHADOW IMPACT
- AS OF RIGHT SHADOW IMPACT
- NET NEW SHADOW



23007 - 73 Hughson St. North - Sun Shadow St.

MARCH 21



12:48 AM



1:23 PM (solar noon)



1:48 PM



2:48 PM

- PROPOSAL SHADOW IMPACT
- AS OF RIGHT SHADOW IMPACT
- NET NEW SHADOW

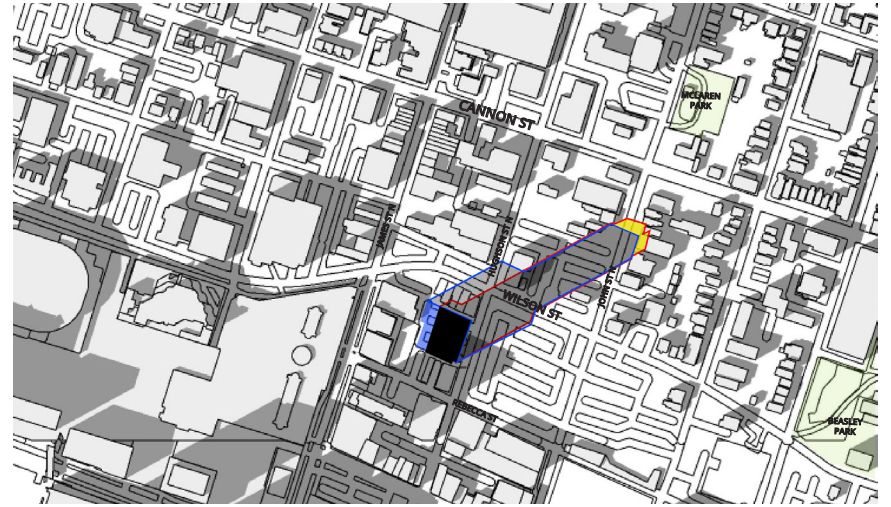


23007 - 73 Hughson St. North - Sun Shadow Stu

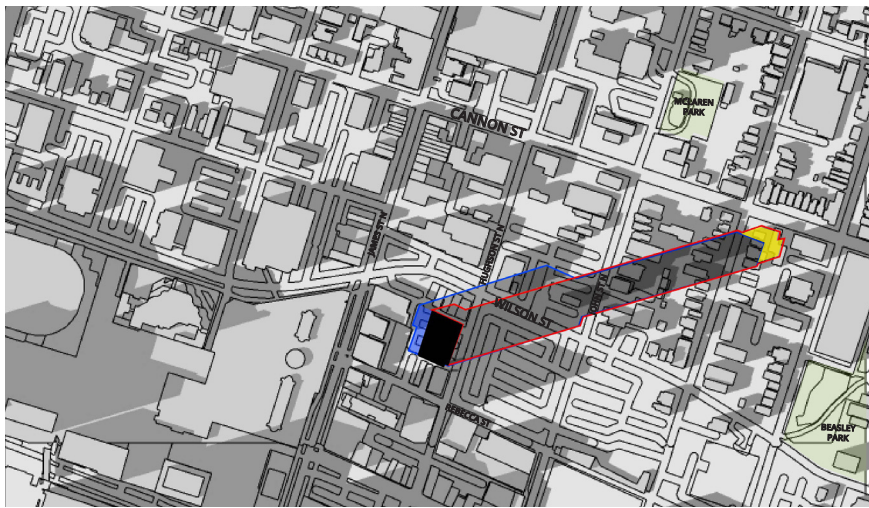
MARCH 21



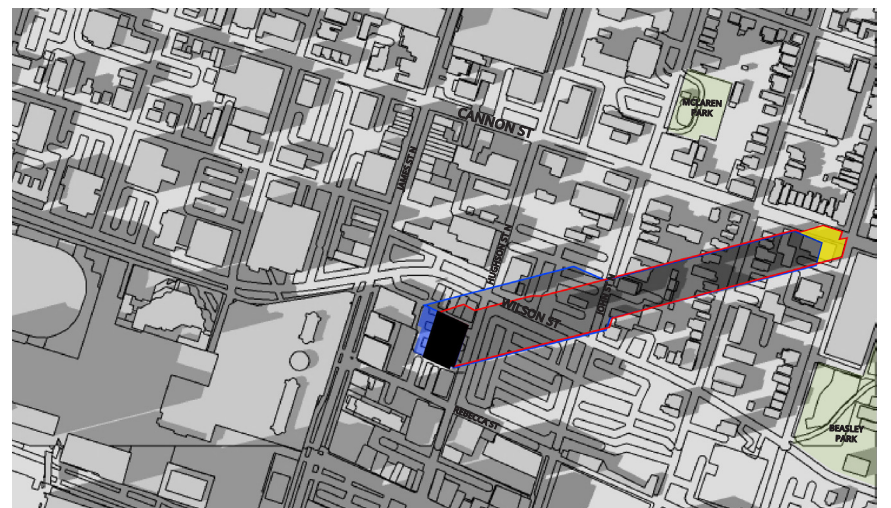
3:48 PM



4:48 PM



5:48 PM



5:59 PM (1.5hrs before sunset)

- ▭ PROPOSAL SHADOW IMPACT
- ▭ AS OF RIGHT SHADOW IMPACT
- ▭ NET NEW SHADOW



23007 - 73 Hughson St. North - Sun Shadow St.