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The attached urban design brief describes the development of a new condominium at 282 MacNab St N. Based on the City of Hamilton (Jan 2015) terms of reference, the report is intended to support the applications for Official Plan Amendment and Zoning By-law Amendment required to permit the development.

A review of the site’s geographical and social context supports the proposal to develop a 13 storey residential building on a currently underutilized site with 110 condominium units. The proposed building is comprised of a one storey podium which includes a shared lobby space, parking which ramps to below grade, and a 12 storey tower consisting of level 2 with interior and exterior amenity, and 11 levels of residential units. The attractive, efficient housing opportunities respond to market demand driven by appropriate intensification within the emerging North End Neighbourhood directly adjacent to the West Harbour GO station.

mcCallumSather prepared the report with the collaboration of St Jean Realty, GSP, Novus, WSP, Lanhack, MTE and Paradigm in order to demonstrate conformity with the City of Hamilton’s urban design policies and guidelines. The proposed design is in keeping with the local character of the neighbourhood and enhances the pedestrian experience of the community. The proposed building will not negatively impact existing view corridors, but will enhance the local fabric, support the existing GO and HSR transit routes and offers a greater variety of housing options in a growing neighbourhood. The design illustrates the positive urban design principles valued by the City and, as such, warrants the support of staff and approval of council.
Location Map
1.1 existing site attributes and considerations

1.1.1 EXISTING TOPOGRAPHY AND VEGETATION

The Subject Site is located on the east side of MacNab Street N and lies directly south of the West Harbour GO station. The site is relatively flat with a grade change of .89m subtly sloping down towards the north end. The existing vegetation is minimal with small trees located directly off of MacNab Street N, directly behind an existing fence and on the north side facing the new public plaza of the West Harbour GO station. The ground plane is characterized by a driveway, and paved areas with patches of grass.

1.1.2 EXISTING BUILDINGS

The property contains:
- one (1) two-storey metal clad building,
- one (1) two-storey vinyl sided building
- three (3) metal garages and;
- one (1) metal roof storage space.
Context Map
1.2.1 COMMUNITY CONTEXT

The Subject Site is situated in the West Harbour Secondary Plan (WHSP) Area. The community context of 282 MacNab Street is situated adjacent to the CN rail yard which is highlighted one of the three major areas of emphasis within the WHSP. While this area is currently zoned for light industrial, there is a great opportunity for this site to play a more active role in supporting the changes in the neighbourhood as a result of the new West Harbour GO station and its resulting economic and social growth.

The site is a gateway between the downtown and the North End. It is heavily influenced by its proximity to transit, urban notably to the West Harbour GO station which began service on July 9th, 2015. Linkages between transit and urban intensification and growth have been clearly established and are reinforced by public policy such as the Ontario ‘Places to Grow.’ The policy has placed a high priority on transit corridors such as West Harbour and future linkages provided by LRT expansion.

1.2.2 NEIGHBOURHOOD CONTEXT

The Subject Site is directly adjacent to the West Harbour GO station (neighbor to the north) which reinforces the site’s role as a gateway between Downtown and the North End. It is situated directly south from a transportation node.

1.2.3 STREETSCAPE CONTEXT

The rail yard is a man-made barrier that interrupts many north south running streets, and as a result, MacNab is an important open corridor connecting downtown to the waterfront. The character of MacNab is varied and characterized by transit; it is interrupted at Hunter Street where the Downtown Go Station Tracks run across the street, and between Main and King Street where the Bus Terminal is located. North of Barton, where the subject site is located, the streetscape is varied, and is characterized by low rise residential, commercial, industrial and institutional built environment. Properties in the area include a combination of single family homes (both detached and row houses), duplexes with a larger multi residential building to the West at 40 Murray Street. The setbacks are typically 3-4m for low rise residential. Institutional and commercial setbacks vary from 6-12m. The street is relatively flat and then slopes up where the street crosses the at the railroad.
MacNab St N looking south toward the subject site coming over the bridge from the North End. The West Harbour GO station is to the left and the Workers Heritage Museum is on the right with a 6 storey building beyond.

MacNab St N looking west, across the street from the subject site. On MacNab there are several 1-2 1/2 storey single family homes with approximately 6 m setbacks. The multi-residential building on Murray St can be seen beyond is 6 storeys tall.

MacNab St N looking south. A primarily residential street with the Orthodox Church to the right. The street has some mature trees and continuous sidewalks but the character is not consistent throughout.
1.2.4 SITE CONTEXT

The Subject Site is located on the east side of MacNab Street and lies directly south to the West Harbour Go station. The site is relatively flat with a grade change of .89m subtlety sloping down towards the north end of the site which then changes to an upward slope for the road to span over the train tracks below. North of the site there is an access road with one way traffic leading out to MacNab street for commuter drop off. The West Harbour GO has a paved plaza surrounding it to manage the influx of transit passengers. The station has urban landscaping in the form of light standards, planters boxes and street furniture such as metal benches, signs and bicycle racks. At the ‘gateway’ into the site, there is a canopy for shelter marked by a change in paving type and arranged in a geometric pattern in three tones.

Across the street there is a small surface parking lot, visually obscured by vegetation such as small trees and bushes. Where MacNab veers left to become Stewart Street, there is a small brick building and the Workers Heritage Museum, a heritage designated stone building facing the railway tracks.

Directly to the south lies an Orthodox church clad with distinctive yellow brick. The site has greater setbacks that other properties in the neighbourhood creating a outdoor gathering space. The sidewalk has several meters of concrete paving bounded by a metal fence defining a more formal and private landscaped area.
Heritage Map: https://www.arcgis.com/apps/webappviewer/index
1.3 heritage impact assessment

The exterior of the building, select elements of the interior, and the scenic character of the property, are protected by an Ontario Heritage Trust conservation easement. The property is also designated by the City of Hamilton under Part IV of the Ontario Heritage Act (By-law No. 86-313).

Historical/Associative:
Christ’s Church Cathedral is significant for its association with the development of the Anglican community in Hamilton and was built on the original site of the first Anglican Church in Hamilton. It is a significant example of an English Decorated Gothic church, with contributions from prominent architects William Thomas and Henry Langley. In 1873 the church hired Henry Langley (1836-1907) to finish the renovations in anticipation of the appointment of Christ’s Church as the cathedral for the Anglican Diocese of Niagara (established 1875). Langley contributed a new nave to the Thomas chancel. The chancel was extended by Hamilton architect W.P. Whitton in 1925 as part of the 50th anniversary celebrations.

Architecture
The church is built of sandstone exposed on the exterior as dressed ashlar with stepped buttresses dividing the walls into bays on the north, south and west sides. The nave and chancel have gabled ends with parapets and pinnacles on the lines of the buttresses. The nave has splayed stone reveals and below the eaves there is a stone corbelled course with small brackets. The east end of the church has stone coping to the gable and the pinnacles have plain tops. The west end has raking parapets over the aisles flanking a central gable. Four buttresses have elaborate pinnacles with decorated finishes.
The main window on the west and the aisle windows sit atop a stone stringer course. The windows of the church have splayed surrounds. The three doors on the west have pointed-arch surrounds with paired oak doors with carved tracery lights overtop. There are single two-light pointed-arch stained-glass windows per bay in the aisle walls with simple wood tracery inspired by the early English Gothic style. The chancel and ambulatory arcade supports a four-light stone tracery window in each side bay and decorated wood, hammerbeam truss roof over a sloping coffered ceiling. Four centre-point chancel arches frame the east window with a seven-light stone tracery window with a Gothic-rose-inspired window.

The nave and chancel have pitched roofs, and the aisles have lean-to roofs. There are four chimney stacks with decorated tops; two at the east end of the nave, and two over the second buttress. The church has a five-bay aisled nave and three-bay raised chancel arcade leading to the ambulatory. The masonry nave arcade columns support a clerestory above with two pointed-arch openings per bay with quatrefoil tracery. The ribbed barrel-vaulted plaster ceiling has small groined vaults over the lights. The ceiling is decorated with carved bosses and corbels.

Designated Features:
Structure and Form
- buttresses that divide the north, south and west sides of the church
- parapet gables of the nave and chancel
- splayed stone reveals and parapets at the lines of the buttress of the nave
- stone corbelled course with small brackets
- raking parapets at the west end of the church
- four chimney stacks with decorated tops
- symmetrical nave with side aisles with raised chancel arcade
- masonry columns in the nave that support the clerestory

Windows and Doors
- splayed window surrounds
- paired oak doors with pointed-arch surrounds
- windows with trefoil and quatrefoil tracery in the nave
- seven-light stone tracery window with inlaid Gothic rose window
- pointed-arch stained-glass windows in the aisles with wood tracery
- chancel and ambulatory arcade
- stone tracery windows in each side bay
Interiors
- carved Caen stone reredos
- ribbed barrel-vaulted plaster ceiling with small groin vaults
- carved bosses and corbels
- hammer-beam truss roof
- coffered ceiling
- wrought-iron parclose screens

51 Stuart Street (‘Custom House’ also known as ‘Workers Heritage Art Museum’)

Context
The Custom House ranks as a heritage building of prime importance to the City and the Province. Commissioned by the United Province of Canada Legislative Assembly, it was built in 1850-60 as a custom house, a relatively uncommon building type in nineteenth century Ontario. It is the oldest and now the only major public building in the City of Hamilton that has survived relatively unaltered from the past century. It reflects the City’s role as a major Great Lakes port and an important station on the Great Western Railway. It stands as a monument to Hamilton’s prominent role in the development of trade and commerce during the formative years of this country.

The Custom House is a designated National Historic Site and through the Ontario Heritage Foundation, have been recognized as a heritage easement site. The building went through many different uses after it stopped functioning as a Custom House; below is a brief chronology of the Custom House.
History

In 1855, the Legislature authorized construction of a new Custom House in Hamilton to handle the trade flowing through the Port of Hamilton and along the new Great Railway line. In 1858, teams of highly skilled stonemasons, stonecutters, carpenters, and other craftworkers, along with plenty of day labourers, began work on a building that the Hamilton Spectator called an “ornament to the city and a credit to the commerce of Canada.” In 1860, construction was completed and the Customs Department moved into an elegant two-story structure.

In 1912, the Custom House stood empty and derelict – a leaking roof, broken windows, gas and water torn out. When a fire destroyed the three-story vinegar factory next door, its owner bought the Custom House to carry on production. For a few more years vinegar was manufactured in the building. From 1915-1917 a series of tenants occupied the space including the Woodhouse Invigorator Company, the American Computing Company, Ontario Yarn Company, and finally the Empire Wool Stock Company until the 1950s.

Architecture

Designed by Frederick J. Rastrick and F.P. Rubridge, the Custom House is an excellent example of Italianate architecture in Canada. With its rusticated base and smooth upper storey, the building drew its inspiration from the Renaissance palaces of Rome and Florence. The classical detailing and stonework are exceptionally fine. The Italianate influence was popular for commercial architecture in Canada from the 1840’s until the 1870’s. It was designed in the Renaissance revival style of architecture popular at the time, with the unity and regularity of a “palazzo” block, the horizontal emphasis of uninterrupted string course and cornice, and the pedimented windows with side pilasters. The rhythmic progression of arched and pedimented windows, the elaborate treatment of the central bay and the finesse of the classical decoration contribute to the artistic success of the building. The high quality of workmanship is still clearly evident in the ashlar masonry on all four facades.
In 1988, a martial arts academy opened in the building. The Provincial Government poured $400,000 into renovations and restoration. In 1995, the Ontario Workers Art and Heritage Centre bought the building and held a one-day, pre-renovation opening to celebrate the long working-class history of the building.

Designation Features
- its compact rectangular massing under a flat roof;
- its hierarchically arranged floors with a rusticated stone basement that acts as a low podium, a prominent main storey featuring richly tooled and channelled masonry, and a second storey of smooth ashlar blocks capped by an ornamented cornice and parapet;
- the hierarchical use of classical orders and anthropomorphic keystones in the decorative treatment around window and door openings;
- its symmetrically organized façade with centre door beneath a double-height portico;
- its rich vocabulary of Italianate motifs both inside and out, specifically wide vousoirs, stringcourses, tympana around windows, a decorative frontispiece, and richly detailed wood- and plaster-work.

360 James Street North (‘Hamilton CN Railway Station’ also known as ‘Liuna Station’)

Context
Erected in 1929-1931 along Hamilton’s oldest rail corridor, the grand CN Station occupies a prominent site at the north-east corner of James and Murray and effectively anchors the northern edge of the historic James North business district. Its high visibility stems from the open space surrounding it on all four sides: notably, the original grass-covered plaza in front, which provides an unobstructed view of its impressive Beaux Arts façade. The predecessor of the CN Station, built in 1875 for the Great Western Railway and located west of Bay Street, was acquired by the Canadian National Railways in 1923. The construction of the James North station complex and five new bridges over the lowered tracks was initiated to replace the inadequate existing facilities and also to provide a more convenient terminal with improved traffic circulation and freight/passenger services. Hamilton’s long-awaited new facility rose as a symbol of CNR’s early prosperity and optimism. Increasingly underutilized in recent years, however, the CN Station was finally closed in 1993.
Architecture
The CN complex consists of the two-storey station facing Murray Street with two lower levels opening onto the south embankment of the rail cut; the concourse extending from the rear of the main floor lobby out over the tracks; and the one storey express building on the east side at track level. Designed by CNR architect, John Schofield, the Hamilton station represents a relatively late example of Beaux Arts Classicism, distinguished by its restrained elegance. Typical of Beaux-Arts buildings erected in Canada during the early twentieth century, it displays classically-inspired detailing and rich materials fused with contemporary Canadian motifs. The symmetrical two-storey façade, clad in Queenston limestone, is dominated by a monumental Doric entrance portico. Over the three doorways are ornamental bronze grilles and has relief stone panels depicting transportation scenes across Canada. Inside, the stately grandeur of the lobby, featuring a terrazzo floor, marble wainscoting, Ionic half-columns and pilasters, decorative bronzework, coffered ceiling, and large skylights, contrasts with the modern simplicity of the concourse: practical glazed brick on the lower walls, exposed steel trusses, unobstructed floor space, and an abundance of direct natural light.

Along with the former Bank of Montreal (1928-1929) and the former Hamilton Public Library (1913), the CN Station is one of Hamilton's finest surviving Beaux-Arts Classical buildings. As one of Schofield's most successful station designs, it ranks among Canada's most distinguished early 20th century railway stations of comparable size and has been recognized accordingly through designation under the Federal Heritage Railway Stations Protection Act.

Designation Features
Important to the preservation of the CN Station are:

- the original features of all four facades of the main building and attached concourse, including the limestone and brick masonry walls; original windows and doors (some of which, including the front entrance doors have been replaced); the pedimented portico; the ornamental stone and bronze work; and the two remaining ramp and stair wells at the north end of the concourse.

- the original features of the main floor lobby areas (main, ante and check lobbies) and ramp, including the terrazzo flooring, decorative coffered ceilings, marble wainscoting, classical columns and motifs, ornamental bronzework; and the undivided open space of the concourse, with its glazed brick, large windows and visible roof trusses.

256-258 MacNab Street North (2 units of 6 – unit brick house)

Context
256-258 MacNab Street North represent the two centre units of a six-unit, 2½ storey brick rowhouse built in 1879-80. Located two blocks south of the Custom House between Murray and Barton Streets, this outstanding Victorian terrace is a well-integrated component of the late nineteenth and early twentieth century residential area surrounding St. Mary’s Church. The unusual design and flamboyant character of the MacNab Street North terrace, however, sets it apart from its neighbours and from other Victorian rowhouses in the city.
Architecture
Designed by the noted Hamilton architect, James Balfour, the terrace at 252-262 MacNab Street North is one-of-a-kind in this city. Its brick masonry construction, gabled bays and segmentally arched windows are characteristic of rowhouses built in Hamilton from the 1880s through the 1910s. Its highly ornate square wooden bays decorated with bracketed cornices separating the first and second floor windows and pilasters framing the tall paired windows, however, appear to have been inspired by the all-wood Italianate houses and rowhouses built in San Francisco and other west and east coast American cities throughout the 1870s. The charm and uniqueness of the MacNab terrace derives from Balfour's skilful blending of forms and details borrowed from two quite distinct vernacular row housing traditions. The first two floors of the wooden bays, strikingly similar in design to San Francisco Italianate houses, are crowned by steep-pitched gables decorated with bargeboard, a typical High Victorian Gothic feature characteristic of 1880s row housing in Hamilton. The roofline is also punctuated by steep gabled dormers. The roofs and railings of the porches set between the square bays do not appear to have been part of Balfour's original design. A distinguishing feature of the centre two units is the carriage entrance, which separates them at the ground floor level and visually divides the terrace into two three-bay segments.

History
Historically, the row is important for its association with Henry J. Larkin, a barrister and developer who built the fine Renaissance Revival commercial block on James Street North known as Treble Hall (originally Larkin Hall), also designed by James Balfour and erected in 1879. The MacNab Street North terrace was owned by the Larkin family until 1889 and remained under single ownership until it was subdivided amongst five owners in 1942.

Designation Features
Important to the preservation of 256-258 MacNab Street North is the street facade, including the carriage entrance, ornate wooden bays, dormers, bargeboard, original doorways and windows, and roofs and chimneys (but excluding the later porch additions).
260 MacNab Street North (1 units of 6 – unit brick house)

Context
260 MacNab Street North is one unit of a six-unit, 2½ storey brick rowhouse built in 1879-1880. Located two blocks south of the Custom House between Murray and Barton Streets, this outstanding Victorian terrace is a well integrated component of the late nineteenth and early twentieth century residential area surrounding St. Mary's Church. The unusual design and flamboyant character of the MacNab Street North terrace, however, sets it apart from its neighbours and from other Victorian rowhouses in the city.

Architecture
See architectural description of 256 MacNab St.

History
See historical description of 256 MacNab St

Designation Features
Important to the preservation of 260 MacNab Street North is the street facade, including the carriage entrance, ornate wooden bays, dormers, bargeboard, original doorways and windows, and roofs and chimneys (but excluding the later porch additions).

262 MacNab Street North (1 units of 6 – unit brick house)

Context
262 MacNab Street North remains in its original location, and its context within the six-unit residential terrace has remained substantially unchanged. The unit and the contextual terrace maintain and support the nineteenth-century residential character of this street and neighbourhood, and are physically and historically linked to its surroundings. The property is considered to have contextual value..

Architecture
The six-unit residential terrace that includes 262 MacNab Street North was designed by James Balfour, a prominent architect responsible for numerous notable buildings in Hamilton, including Treble (formerly Larkin) Hall, Ravenscliffe Castle, Tuckett Mansion (now the Scottish Rite), and Erskine Presbyterian Church, as well as Alma College in London. The building appears to represent a unique style and displays a high degree of craftsmanship, and is considered to have design and physical value.

History
The six-unit residential terrace that includes 262 MacNab Street North was designed by James Balfour, a prominent architect. The terrace was constructed for Henry J. Larkin, a noted local barrister and developer also responsible for construction of Larkin (now Treble) Hall, and owned by the family until 1889. The property at 262 MacNab Street North appears to have direct association with a person significant to the community (Larkin), and associations that demonstrate the work of a designer (Balfour) significant to the community. The property is considered to have historical and associative value.
1.3.2 HERITAGE IMPACT AND RECOMMENDATIONS

General
The proposed development at 282 MacNab Street N complements the existing character and pattern within the neighbourhood through durable and thoughtfully applied materials and rhythm and composition of the podium. The proposed new building respects the existing built edge along MacNab Street complementary to an urban centre and the proposed changes to the streetscape from development in public transit. The architecture takes cues from the surrounding neighbourhood fabric and character through the use of brick and metal, colour and details such as screens and signage.

The development will honour the historical tradition of innovation in this area of the City and contribute to the economic growth of the neighbourhood.

Potential Impacts

Impact of Destruction: No Impact
The proposed development includes demolition of several buildings, but none have historical significance to be maintained.

Impact of Proposed Alterations: No Impact
The proposed development is not altering a historically significant building.

Shadow Impacts: No Impact
The proposed development does not shadow any adjacent cultural resources.

Isolation Impacts: No Impact
The proposed development does not isolate any existing cultural resources.

Visual Impacts: Minimal Impact
The proposed development is designed with a podium and tower, it minimizes the negative impacts to existing views. The massing and articulation of the tower effectively transitions into the surrounding neighbourhood. All designated and buildings of interest identified on the west side of MacNab will maintain their relationships to the street as the building is designed to maintain an urban edge at the podium level. Likewise, the street presence and views to the Custom House on Stuart Street and the CN Railway on James Street are not impacted by the proposed building on the subject site.

Change in Use Impacts: No Impact
The proposed development is not altering any existing cultural heritage through a change of use. The proposed use enhances the site's contribution to the neighbourhood.

Land Alterations Impact: No Impact
The proposed development is not altering the land and hydrological moment that would impact a historically significant building.

Recommendations
The proposed development provides a contrast to the existing urban fabric but finds connection through a reinterpretation of existing materials. The proposed building is situated on the east side of MacNab Street N and is consistent with the pattern set immediately to the north, east, and south of the site. The character of the proposed development is in alignment with what is proposed for 41 Stuart Street and in contrast to the Holy Resurrection Romanian Orthodox Church to the south. However the proposed building draws on this building's masonry exterior and golden colour as inspiration. It is realized through the application of brick, metal and massing articulation.
1.4 municipal policy review

1.4.1 CITY POLICIES AND GUIDELINES

Provincial Policy Statement, 2014
The PPS sets a number of policies to be considered in reviewing and determining the appropriateness of the proposed redevelopment of the Site.

Housing
Section 1.3 of the PPS promotes housing and states that planning authorities are to “provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area”. This includes permitting and facilitating all forms of housing. In order to be consistent with these policies, consideration of the City’s housing supply will be required along with an analysis of the availability of infrastructure, public service facilities, public transit and residential intensification standards.

Long-term Economic Prosperity
Section 1.7 of the PPS discusses how communities may support long-term economic prosperity within their settlement areas. In particular, Policy 1.7.1c states that long-term economic prosperity should be supported by “maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets.” As well, 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 built heritage resources and cultural heritage landscapes.”

Density, Aging Place and Affordability
Section 1.6.7 of the PPS discusses Transportation Systems and encourages land use patterns and densities that promote a reduction in the length and number of vehicle trips. It supports current and future use of transit and active transportation.

Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2013
The Growth Plan directs growth to occur in existing urban areas and promotes intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields.

The proposed development carries forward many of the principles and policies of the PPS, relating to landuse. The proposed intensification satisfies the Growth Plan by focusing development within an existing settlement area.

The Proposed Growth Plan expands upon the existing Growth Plan, and intends to build upon the successes achieved through the Growth Plan, while addressing key challenges that were encountered over the past ten (10) years of its existence.

Policy 2.2.6.1 of the Proposed Growth Plan, Housing, requires that a housing strategy be developed by each municipality, which will provide official plan policies that incorporate affordable housing targets (both ownership and rental) and include plans for a range of densities and housing types to assist in achieving the density and intensification targets of the Proposed Growth Plan.

Policy 2.2.6.2 states that municipalities should ensure a mix and range of housing types and densities, they will accommodate the forecasted growth, achieve the minimum density and intensification targets of the Proposed Growth Plan. Additionally, they should review the existing housing stock with respect to types and densities, and plan for the creation of complete communities by diversifying their overall housing supply.
Urban Hamilton Official Plan
The City of Hamilton's Urban Hamilton Official Plan (UHOP) was approved with modifications by the Ministry of Municipal Affairs and Housing on June 16, 2011, and approved (with some exceptions) by the Ontario Municipal Board (OMB) on August 16, 2013.

Sustainability
The UHOP makes numerous references to sustainability throughout the document. The introduction to the plan states that "Hamilton has a vision for its future – a vision for a vibrant, healthy, sustainable city." It speaks to "sustainable economic growth and redevelopment." Included is policy direction on urban design, promoting environmental sustainability by achieving compact development and resulting built form. Further, the UHOP provides policy direction for a sustainable and integrated transportation network that provides a range of transportation modes.

Residential Intensification
The general residential intensification policies of the UHOP target Urban Nodes and Corridors as the City’s primary intensification areas. These Nodes and Corridors are to accommodate approximately 40% of the City’s overall residential intensification target and the City’s Neighbourhoods are to accommodate approximately 40% of the City’s overall residential intensification target. The Site is located within the Neighbourhoods designation.

High Density Multiple Dwellings
The UHOP includes a more detailed urban land use Schedule that builds upon the Urban Structure. The Site is designated “J” District (Light and Limited Heavy Industry), modified within the City of Hamilton's Zoning By-law No. 6593.

The existing zoning permits a variety of residential, institutional, public, and commercial uses, including multiple dwellings. An application for Zoning By-law Amendment will be required to establish appropriate site specific regulations with regards to parking, setbacks, and building envelopes of the proposed 13 storey building.

Intensification and Housing Policies
The UHOP makes numerous references to intensification throughout the document. The introduction states that “The City shall establish zoning that permits residential intensification generally throughout the built-up area in accordance with this Plan.”

1 UHOP – Volume 1, Chapter A - Introduction
2 UHOP – Volume 1, Chapter A - Introduction
3 UHOP – Volume 1, Chapter B – Communities Policy b.3.2.8 a)
4 UHOP – Volume 1, Chapter C – Integrated Transportation Network, Policy C.4.0
5 UHOP – Volume 1, Chapter B - Community Policies 2.4.4
UHOP Schedule ‘E’ Urban Structure
B.2.4.1.4 Residential Intensification

2.4.1.4 Residential intensification developments shall be evaluated based on the following criteria:

a. balanced evaluation of the criteria in b) through g) as follows;
b. the relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;
c. the development’s contribution to maintaining and achieving a range of dwelling types and tenures;
d. the compatible integration of the 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;
e. the development’s contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;
f. infrastructure and transportation capacity; and,
g. the ability of the development to comply with all applicable policies.

Design Response: The proposed development is compatible in scale to the proposed development at 41 Stuart Street. While this adjacent building has not yet formally been approved for SPA, the City Planner has advised that it be included as an existing condition due to its proximity to the subject site. Together these two buildings form a gateway condition, appropriate given that the site acts as a threshold between the North End and Downtown.

The proposed development proposes a range of studio, 1 bedroom, 2 bedroom, and 3 bedroom units to accommodate families, with the potential for larger units at the penthouse floors. It maintains a range of dwelling types. This mix and density is suitable given its proximity to the West Harbour GO station, a significant transportation node that would benefit from greater intensification.

The proposed building transitions its into the surrounding area by setting back the bulk of its height away from the low-rise neighborhood to the south and west. The first two stories of the development meet the sidewalk to create a strong urban edge. It creates continuity and defines the edge more clearly for pedestrians walking to the transportation plaza of the West Harbour GO station to the north. Materially, the design proposes materials that reference the character of the station (metal panels) and the residential quality of MacNab (brick) and uses window openings sizes, screens and other details to maintain human scale.

B.2.4.3 Residential Intensification & Cultural Heritage Resources

2.4.3.1 Residential intensification involving cultural heritage resources shall be in accordance with Section B.3.4 – Cultural Heritage Resources Policies.

2.4.3.2 Residential intensification in established historical neighbourhoods shall be in accordance with Policy B.3.4.3.6 and Policy B.3.4.3.7.

Design Response: The subject site does not contain any listed or designated resources but exists within the context of Adjacent Cultural Heritage buildings and sites (see Section 1.3). The proposed design does not directly or indirectly impact these sites due to proximity (soil, shadow or wind). The proposed design is a contrast to these historic sites, it does not intend to mimic details or proportional relationships – however it maintains a strong cultural landscape and uses mass, setbacks and materials appropriately and thoughtfully as part of the overall strategy.

B.3.3.2 Urban Design Policies

This subsection contains policies describing general design principles and directions that contribute to the achievement of the goals stated in Section
UHOP Appendix F: Cultural Heritage Resources
B.3.3.1. The successful integration of new development and redevelopment of in the urban area and its integration with surrounding neighbourhoods requires the form of development to follow appropriate urban design principles. Every design direction will not apply in all situations. 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. 3.3.2.2 The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable.

 Principles 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 the use of materials (brick, glass and metal panel) and by setting the first two floors close to the property line. It maintains a strong urban edge with a pedestrian character. The bulk of the height is kept to the north and west side of the property to relate to the proposed 13 storey tower on Stuart Street and to the GO station. While early in the design phase, there is a desire to evoke a high quality design through the use of signage, lighting, landscaping and architectural details such as screens, to animate and articulate the façade.

B.3.4.3 Cultural Heritage Resources Policies
Downtowns

3.4.3.3 New development or redevelopment in downtown areas containing heritage buildings or adjacent to a group of heritage buildings shall:
   a. encourage a consistent street orientation in any new building forms;
   b. maintain any established building line of existing building(s) or built form by using similar setbacks from the street;
   c. support the creation of a continuous street wall through built form on streets distinguished by commercial blocks or terraces;
   d. encourage building heights in new buildings that reflect existing built form wherever possible or encourage forms that are stepped back at upper levels to reflect established cornice lines of adjacent buildings or other horizontal architectural forms or features; and,
   e. reflect the character, massing, and materials of surrounding buildings.

3.4.3.4 The City shall encourage the use of contemporary architectural styles, built forms, and materials which respect the heritage context.

B.3.4.2.12 Cultural Heritage Impact Assessment shall be required by the
UHOP Schedule ‘E1’ Urban Designations
City and submitted prior to or at the time of any application submission pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of lands (both public and private) has the potential to adversely affect the following cultural heritage resources through displacement or disruption:

ii. Properties that are included in the City’s Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City’s Register of Property of Cultural Heritage Value or Interest;

Design Response: See Section 1.3.2 for design rational which addresses the adjacent cultural heritage relative to the subject site.

E.3.2.4-E.3.2.7 Neighbourhoods Designation – Scale and Design

3.2.4 The existing character of established Neighbourhoods designated areas shall be maintained. Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.

3.2.5 Individual supporting uses in the Neighbourhoods designation shall be no greater than 4 hectares in size.

3.2.6 Supporting uses such as local commercial, community facilities/services, and open space and parks, should be clustered to create a focal point for the neighbourhood and to facilitate access by all forms of transportation.

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

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

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

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

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

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

Design Response: The design supports intensification around the West Harbour GO station with the use of quality materials and providing a high level of glazing at the North West corner to improve the pedestrian experience. The parking entrance, is minimized and treated with signage, landscaping and lighting. The increased density and height (from a maximum of 8 to 13) is supported by connections to existing pedestrian, and bicycle and transit networks and close to many existing amenities. While taller than most of the surrounding buildings, the additional height is well supported given its proximity to a transit hub, while its orientation minimizes its shadow impact to public streets, the public realm or residential areas (See Sun Shadow Study for results).

E.3.2.12 Innovative Design

3.2.12 Innovative neighbourhood designs incorporating energy and environmental design standards and the conservation of natural resources shall be promoted in accordance with Section B.3.3 – Urban Design Policies and Section B.3.7 – Energy and Environmental Design Policies.
WHSP - Land Use Plan
Design Response: The proposed design will employ high design standards with respect to detailing the exterior envelope. The balconies are a combination of overhanging and inset which is desirable for this type of development; protecting them from wind and minimizes thermal bridging details when possible. High performance glass in windows are required to improve thermal comfort and to protect from the acoustic impact of the rail yard. Finally, the design will employ as many energy saving strategies in order to minimize the sizing and load of a mechanical system.

E.3.6.7 High Density Residential – Design Policies
Development within the high density residential category shall be evaluated on the basis of the following criteria:

a. Development should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may be permitted direct access to a collector or major or minor arterial roads via a local road upon which abut only a small number of low density residential category dwellings.

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

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

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

e. In accordance with the policies of Section B.3.3 – Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):
   i) surface parking areas;
   ii) parking structures;
   iii) utility and service structures such as garbage enclosures; and,
   iv) expanses of blank walls.

f) The City may require studies, in accordance with Chapter F - Implementation Policies, completed the satisfaction of the City, to demonstrate that the height, orientation, design and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses. g) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, and other parts of the City as identified through secondary plans or other studies.

Design Response - The proposed development has access to MacNab St, a minor arterial road with direct access to public transit such as the GO train and HSR busses. The tower of the development is set back from the adjacent low
WHSP - Planning Areas and Sub Areas
rise properties, intermediate transition of medium density residential is not possible given the size of the property, therefore the massing and articulation of the tower is utilized to transition into the surrounding neighbourhood. The proposed building at 41 Stuart Street harmonizes with the proposed building of 282 MacNab Street to create a gateway condition for the threshold between West Harbour and downtown, a condition which supports higher density.

The sun shadow study contained in section 2.2. of this report, and the supporting reports regarding wind and noise, conclude the development does not adversely impact the surrounding context. Conditions of wind may be managed on the second floor outdoor amenity through the use of wind breaks and landscape features. The details of these elements will be developed further with an application for SPA. Public view corridors toward the Niagara Escarpment and waterfront are not adversely affected by the development.

**West Harbour Secondary Plan**

A.6.3.2.2 Strengthen Existing Neighbourhoods

Together with the waterfront, the North End and portions of Strathcona, Central and Beasley neighbourhoods are the defining elements of West Harbour. There is much diversity within the neighbourhoods, physically and socially, reflecting the area’s rich and varied history. Where once local industries attracted workers and their families, the attractions for residents now are the area’s historic character and waterfront amenities. This character and the neighbourhoods’ physical relationship to the waterfront are assets to be protected and enhanced. As changes in West Harbour continue, both on the waterfront and in the neighbourhoods, it is important to:

- ensure new development respects and enhances the character of the neighbourhoods;
- relocate heavy industrial uses and clean-up contaminated sites;
- encourage compatible development on abandoned, vacant and under-utilized land;
- support James Street as the area’s main commercial street;
- encourage new commercial uses that cater to the local neighbourhood;
- enhance the amenities and landscaping in existing neighbourhood parks;
- augment existing parkland with additional publicly-accessible open spaces;
- ensure existing and future neighbourhoods are well served by community services such as schools, health care, libraries and emergency services;
- improve access to the waterfront and Downtown from the neighbourhoods;
- preserve, restore and/or reuse buildings of historic or architectural significance;
- preserve and maximize on street parking; and,
- Generally avoid expropriation of residential and commercial properties.

Design Response: The proposed development is situated on a previously light industrial zoned lot and an underutilized site. The design aims to remediate the land to support the intended residential use and will provide the density to support commercial activity on James Street. It will also bring new residents and an expanded tax base to the area which will serve to support the development of amenities such as schools, libraries, and emergency services. Because this building while be marketed to support an urban modern lifestyle and will provide a proportion of on-site parking underground, it should preserve existing street parking (See Transportation Report for Details).

A.6.3.2.5 Enhance Physical and Visual Connections
WHSP - Zone of Noise Influence
The grid network of streets across most of West Harbour provides for efficient movement in each of the neighbourhoods and links the area to Downtown. Significant physical barriers, however, restrict easy access to the area generally and the waterfront in particular, especially for pedestrians and cyclists. These barriers include the Stuart Street Rail Yard, the main CN line and the bluffs south of the rail yard and east of Macassa Bay. They also include busy streets like York Boulevard, Cannon Street and Barton Street that can be difficult to cross. Physical and operational improvements in West Harbour, particularly to the public realm of streets, parks and open spaces, should strive to achieve the following:

i) Mitigate or eliminate physical barriers to the waterfront;

ii) Promote a connected open space system along the waterfront, through the neighbourhoods and between Downtown and the waterfront;

iii) Extend the existing grid of streets and blocks to the waterfront wherever feasible and appropriate;

iv) Preserve and augment important public vistas and view corridors to and from the waterfront;

v) Improve pedestrian, cycling and transit connections to the waterfront from Downtown and the Escarpment;

vi) Establish a pedestrian connection between Dundurn Park and the Waterfront Trail;

vii) Enhance the streetscapes of key north-south and east-west streets;

viii) Develop a continuous waterfront trail.

Design Response: As a singular site, the proposed design is limited in changing the infrastructure of the area to promote more connection, however the creation of height in conjunction with the proposed design at 41 Stuart Street serves to act as a visual gateway to the waterfront. These buildings may operate as a landmark to help signal increased activity where the existing rail lines lie. The development provides enhancements with paving, signage and lighting to improve the pedestrian realm.

A.6.3.2.7iii Celebrate the City's Heritage

Hamilton's rich cultural and industrial heritage are rooted in West Harbour. As the urban fabric of the area continues to evolve, remnants of its past must not be discarded and its history not forgotten. Conserving and celebrating West Harbour's heritage is important and should include:

i) conserving and strengthening the overall character of the West Harbour neighbourhoods and streetscapes;

ii) conserving, restoring and reusing historic buildings and structures;

iii) reflecting and interpreting the city's industrial, marine and cultural heritage in the design of new buildings and open spaces;

iv) encouraging the development of cultural institutions to inform residents and visitors about the area's heritage; and,

v) providing public open spaces for cultural festivals and other celebratory events

Design Response: The proposed design does not directly contribute to the conservation of the West Harbour character. The added density, increased economic potential and tax base indirectly support the desire to conserve and encourage the development of cultural institutions that celebrate the City's industrial and marine heritage.

A.6.3.2.8 Promote Excellence in Design

All urban environments should be designed well; however, because West Harbour is centrally located in Hamilton and conveys an image of the city to the world with its waterfront, the area should demonstrate the highest standard of design. Achieving design excellence will respect the pride of residents, attract tourists and encourage reinvestment in the area. In designing new buildings and open spaces in West Harbour, and enhancing
WHSP - Public Realm
existing ones, citizens, developers and the public sector have an obligation to:

i. design and construct buildings that respect, complement and enhance the best attributes of West Harbour;

ii. adopt “best practice” technologies to achieve energy efficient buildings;

iii. ensure the public realm—the area's parks, squares, streets, trails and public buildings—is designed, up-graded and maintained to the highest standards;

iv. incorporate public art into the design of significant buildings and open spaces; and,

v. promote the development of inspiring, meaningful and memorable places.

Design Response: The massing looks to create definition along the base, middle and top components, articulated through a change in materiality. While early in the design, quality materials have been identified on the façade which will ensure that the building is durable, air tight and energy efficient.

A.6.3.3.13 Medium Density Residential 1

i. multiple dwellings are permitted;

ii. the density of development shall be in the range of 60 – 150 units per gross hectare;

iii. the height of buildings shall range from 3 to 5 storeys;

iv. existing grid patterns of streets, blocks and open spaces, and/or those proposed by this plan, shall be respected;

v. front yard setbacks shall be generally consistent with the setbacks of adjacent buildings;

vi. for streets where a road allowance widening is required, the setback under the zoning by-law must be taken from the widened road allowance;

vii. parking areas generally shall be provided at the rear of sites or underground, with access from public streets or laneways;

viii. direct driveway access to individual units, garages fronting public streets and front yard parking shall not be permitted;

ix. the main entrances to buildings shall face public streets;

x. private amenity space shall be provided on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors;

xi. common amenity space shall be consolidated on the site to create useable spaces;

Design Response: The proposed building is 13 stories tall, exceeding the 8 storey maximum of Medium Density Residential 2 in the West Harbour Secondary Plan. The site satisfies the requirements for a higher density development given its proximity to transit and minimal shadow, wind and visual impact. Parking areas have been kept as far away from the main entrance as possible, and the parking kept to below grade / back of the site. The main entrance of the building is highlighted through glazing, overhangs and lighting and is located clearly on MacNab Street.

A.6.3.3.3 Heritage (re: Heritage Impact Assessment)

A.6.3.3.3.3 The City may introduce incentive programs pursuant to the provisions of the Ontario Heritage Act, the Ontario Planning Act, the Municipal Act and other applicable legislation, and may include grants, loans, permit fee rebates and density bonuses, to encourage the appropriate retention, restoration and/or adaptive reuse of buildings with historic character or architectural value.

Design Response: Please see Section 1.3.1 for a description of the adjacent cultural heritage and 1.3.2 for an assessment of the potential impacts of the design.
A.6.3.4 - A.6.3.4.1 Urban Design

A.6.3.4.1 New development, redevelopment and alterations to existing buildings in West Harbour shall respect, complement and enhance the best attributes of West Harbour and shall adhere to the following urban design principles:

i. Create a comfortable and interesting pedestrian environment;

ii. Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;

iii. Generally locate surface parking at the rear or side of buildings;

iv. Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level; and,

v. Ensure barrier-free access from grade level in commercial mixed use developments.

A.6.3.4.2 The City may establish a design review process to review development applications and proposed public initiatives in Areas of Major Change and Corridors of Gradual Change to help ensure proposals support the objective of this plan to achieve excellence in design. A.6.3.4.3 The City shall demonstrate leadership by designing new public buildings and spaces and maintaining and upgrading existing public facilities, streets and spaces to a consistent and high standard. A.6.3.4.4 The integration of public art into the design of buildings and open spaces is strongly encouraged. A.6.3.4.5 The vistas of Hamilton Harbour and the key views leading to the harbour identified on Schedule “M-5” shall be preserved. As development occurs and the public realm is extended, the City may identify additional important vistas and view corridors for preservation without amendment to this Plan. Design Response: As previously identified, parking areas have been kept as far away from the main entrance as possible, and the parking area has been kept to below grade / back of the site. The main entrance of the building is highlighted through glazing, overhangs and lighting and is located clearly on MacNab Street and is barrier free.

A.6.3.7 Stable Areas

The Stable Areas are identified on Schedule “M-1”. They comprise the generally low-density neighbourhoods that define the residential character of West Harbour. Significant physical change is not anticipated in Stable Areas. The intent of the policies in this section is to maintain and reinforce the character of existing neighbourhoods and to encourage the replacement of inappropriate industrial and commercial uses with sensitively-designed residential development.

Design Response: The proposed development replaces inappropriate industrial uses in favor of a sensitively-designed residential development.

James Street North Mobility Hub:
http://hamilton.siretechnologies.com/sirepub/cache/2/xm0tcvluj10i1elxq10kzzw/4852605032017025528669.PDF

Transit-Oriented Development Guidelines:
https://d3fpiff1m7b3t3.cloudfront.net/sites/default/files/media/browser/2014-12-18/transit-oriented-development-volume2.pdf

1. Promote Place Making - Creating a Sense of Place
   - TOD areas should be memorable and of a human scale
   - Focus on promoting liveability, quality and uniqueness of each space

Design Response: The design is distinctive within its context and acts as a landmark on the street. The provision of street trees and bicycle parking reinforce the pedestrian feel of the neighbourhood.

2. Ensure A Mix of Appropriate Land Uses
   - An appropriate range of uses should be part of each particular station/transit stop area
• Get the “bones” right - plan for longer term land use transitions and multiple uses
• Mix of uses will promote 24 hour activity, pedestrian interest, convenience and safety

Design Response: The provision of residential uses (with a mix of studio, 1 bedroom, 2 bedroom, and 3 bedroom units) will ensure the site is occupied throughout the day and night. Street lighting and eyes on the street will create a safer environment for residents and transit users compared with the former industrial use of the property.

3. Require Density and Compact Urban Form
• Plan for and build sufficient density to make transit viable
• Compact form improves walkability
• Density and compact form improves efficiency (services, infrastructure, etc.)

Design Response: The building provides greater density to support transit and builds on the walkability of the neighbourhood.

4. Focus on Urban Design
• Orientation of buildings
• Manage the look, feel and scale of an area
• Ensure high quality and attractive design

Design Response: The building is oriented towards the street and the use of glass, brick and metal panel in a clear and composed design ensures a high quality and attractive design.

5. Create Pedestrian Environments
• Closely related to urban design and improved connectivity

Design Response: The building is oriented towards the street and the use of glass, brick and metal panel in a clear and composed design ensures a high quality and attractive design.

6. Address Parking Management
• Control the amount and location of parking
• Ensure appropriate balance between automobiles and other modes of transportation

Design Response: Parking is provided on site and below grade. The ratio has been decreased due to the percentage of smaller units (less than 50 m^2) and given its location directly adjacent to a major transportation hub, which encourages alternate forms of transportation.

7. Respect Market Considerations
• TOD areas should promote value recapture (utilize increased land value)
• Promote private sector “buy-in” and investment

Design Response: Land value will increase due to the proposed changes and will increase private sector investment.

8. Take a Comprehensive Approach to Planning
• Alignment of TOD plans and areas with greater community goals
• TOD’s contribution to greater connectivity
• Local TOD areas should be layered to create a larger system linked to greater planning objectives and transportation plans

Design Response: The building maintains an even walking plane and eliminates barriers for an easy to navigate area for pedestrians for those with accessibility concerns by eliminated steps and providing elevator access.
In summary, the spaces along the street must be properly designed to enhance and encourage pedestrian use, promote transit use and create an attractive environment for people passing along the street. The type and scale of the streetscape will vary across the city, depending on the size of the roadway and the type of uses along the street. Notwithstanding the differences in scale, all streets should be well designed to encourage their use by pedestrians and provide for a pleasant pedestrian experience.

Design Response: See response for UHOP B.3.3.2 Urban Design Policies and E.3.2.4-3.2.7 Neighbourhoods Designation and the West Harbour Secondary Plan A.6.3.3.4.

3.2 Site Circulation

1. Parking requirements, including the minimum number of parking spaces, parking stall dimensions, minimum driveway widths, are defined in the Zoning By-law.

2. A sight triangle is required for intersection streets, and driveway intersections.

3. Curb turning radii should be reviewed with City staff.

4. Buffer strips and landscaped buffers must meet the minimum zoning by-law requirements where applicable.

5. Fire truck access must meet Ontario Building Code requirements.

Design Response: The development leverages resources from the adjacent GO station and gives occupants many options for transportation including train, bus, bicycle (Station contains a SOBI Hub) and walking. The site is a high Walk Scope neighbourhood which means that many desirable amenities are within a 20 minute radius. Parking on site does limit the need for street parking.

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

- TOD principles should be applied in station area and corridor planning.
- Transit is the key driver in TOD planning and should be addressed and accommodated in all aspects of TOD planning/design.
- TOD areas should make connections to other modes, where appropriate, and improve connectivity to the larger City-region.

Design Response: Improvements to adjacent sidewalks directly connect to a major transit hub with the West Harbour Station to the North. The project will provide street and on site bicycle parking locations to support active transportation.

10. Promote Partnerships and Innovative Implementation

- Promote community/investor “buy in”

Design Response: Community Events will be used to encourage community and investor buy in.

Site Plan Guidelines:
https://www.hamilton.ca/develop-property/policies-guidelines/site-plan-guidelines

2.2 Built Form, Public Realm and Streetscape
Space dimensions, are specified in the Zoning By-law. 2. Outdoor storage requirements are specified in the Zoning By-law.
Loading: Column 2 use: 3.7m x 9.0m with 4.3m height Column 3 use: 3.7m x 18.0m with 4.3m height

Design Response: While coordination with consultants for a loading space has not been fully developed, we intend to provide a loading space within the building envelope. To avoid unnecessary height while still accommodating standard vehicles that would use this space we proposed a reduced size of 3.7m x 8m x 3m high, storage and utility areas will follow the guidelines set out by SPA.

3.6 Grading
1. All grading plans must be stamped by a certified engineer, architect or landscape architect.
2. All elevations on grading plan drawings must be related to geodetic datum. A description of the geodetic benchmark used to establish the elevations must be included on the plan.
3. Site development which requires new fill, or fill removal, is required to comply with the City of Hamilton Site Alteration By-law and may require a permit pursuant to Conservation Authority regulations.
4. Any retaining wall greater than 0.6 m in height should have a safety rail or fence.
5. Any retaining wall over 1.0 m in height shall be certified by a structural engineer.
6. Sedimentation and erosion control measures must be shown on the grading plan.

Design Response: See Drawings provided by Civil.

3.7 Stormwater Management
1. Stormwater management is required on all sites where the receiving sewer does not have the capacity to handle the resultant flows from the new development.
2. All stormwater management reports/design must be prepared by a qualified engineer.
3. A stormwater management strategy to address
quality and quantity treatment may also be required by the local Conservation Authority.

**Design Response:** See SWM plan provided by Civil.

### 3.8 Noise Attenuation

A noise impact study prepared by a qualified noise consultant may be required by the City of Hamilton where new development may create or be subject to possible noise impacts. This study will identify noise sources, noise levels and methods of noise attenuation. A noise study may be required for noise sensitive uses such as housing in proximity to:

- freeways and expressways, such as Highway 403 and the Queen Elizabeth Way;
- railways;
- roads with high traffic volumes, such as Rymal Road, Wilson Street and Centennial Parkway;
- industrial areas; and,
- airports.

**Design Response:** See Noise Impact Assessment provided by WSP. The Report has made the following actionable recommendations:

- Outdoor Living Areas do not have any specific requirements as they are not greater than 4 meters in depth.
- Alternative means of ventilation to open windows is required (central air conditioning system is recommended for this building)
- An upgraded window glazing system and facade construction exceeding the minimum required by the Ontario Building Code is required to meet indoor sound level requirements.
- Exterior wall assembly rated as an STC-53 or greater
- Balcony Door assembly rated at an STC 33 or greater
- Window Assembly rated an and STC 35 or better
- Provide Warning Clauses in property and tenancy agreements for Type A, Type D, CN and other Rail, Metrolinx/GO, and sound associated with stationary noise.

### 3.9 Lighting

**NA**

### 3.10 Signage

**NA**

### 4.3 Microclimate Design

Shadow, snow deposition and wind conditions studies may be required by the City is support of site plan approval or zoning by-law amendment applications where adverse microclimate conditions may be created given building siting, height, massing and adjacent activities. Shadow studies should assess the impact of building height, mass and location on shadows cast on adjacent residential amenity areas, public open space, public sidewalks, and the face of residential buildings.

2. **Shadow** studies should be generated for December 21st and June 21st at 10:00 am, 12:00pm, 2:00pm and 4:00pm conditions. 3. The City of Hamilton latitude and longitude is as follows: • Latitude: N 43 degrees – 14’-30”; • Longitude: W 79 degrees – 51’-00”• Altitude: 76-2

**Design Response**

**Sun Shadow Study Conclusions:**

While the proposed development shadows some public streets and private residences we find that no open public areas are affected, no areas are impacted by two consecutive intervals, and that the proposed development does not pose significant impacts due to shadow given that the subject site is strategically located directly south from the West Harbour Go station and Railway Tracks.

**Wind Study Conclusions:**

The pedestrian wind conditions predicted for the proposed development at 282 MacNab Street in Hamilton have been assessed through numerical modelling techniques. Based on the results of our assessment, the following conclusions have been reached:
6. Building design should break up large building facades at street level and avoid flat or blank walls. Where large sections of blank wall are unavoidable, architectural techniques such as modulation, display windows, textures and colour changes can be used to enhance the elevation.

7. In urban neighbourhoods with buildings close to lot lines, buildings that abut lower or higher scale buildings should be designed to ensure a transition of scale. Building size and the location of elements such as windows, cornices and roofs can be used to scale and proportion buildings that transition with adjacent structures.

8. In urban neighbourhoods, designs that complement the more elaborate existing buildings in the degree of complexity and detailing are encouraged.

Design Response: The proposed design is oriented to the street and is composed with a base, middle and top with a 2 storey podium, typical floors with articulated balconies and terraced penthouse floors at the top. The building’s glazing is balanced between goals of providing views and natural surveillance with providing a thermally and acoustically resistant envelope. The main entrance is clearly articulated with an extended canopy, lighting and signage. For more details, please see section 2.1.2 building design.

4.4 Massing and Building Design

1. The principal building facades should be oriented toward the public street and not the parking lots or other areas.
2. Building designs should typically incorporate the concept of base, middle and cap to create visual interest at grade and reduce the scale of taller buildings. The architectural style and scale of the building should be considered and appropriate design strategies created.
3. The main facades should have sufficient translucent glazing to provide casual surveillance of outdoor areas.
4. The main entrances to a building should be emphasized through the use of canopies and other treatments that will provide both visual identification as well as weather protection for pedestrians.
5. Tall buildings located close to the street should have their upper floors stepback beyond the base floors to allow sunlight to reach the street, minimize shadow impacts and reduce the scale of the building as perceived along the street.

4.5 Skyline and Rooftops

Roof top mechanical equipment should be enclosed or screened to compliment the overall building shape and form and to reduce noise transferred to adjacent properties. The design of the screening should be integrated with the building design.

Design Response: The mechanical penthouse is clad in a way that incorporates use into the mass and design of the overall building.
site plan
2.1 proposed design

2.1.1 SITE DESIGN

Situated South of the West Harbour GO station and on the east side of MacNab Street, the area of proposed development is well positioned to take advantage of multiple modes of transportation through connections to train, bus, and bicycle. These existing opportunities present an ideal situation to create a new pedestrian zone and animated streetscape starting from the subject site and connecting to up to the Pedestrian Plaza in front of the newly constructed Train Station. Vehicular to underground parking has been kept to one entrance on the south west side of the building away from the public corner to the north. No other opportunities were present to access parking as the building only sits on one street.

The urban quality of the site provides pedestrian access to local amenities, including but not limited to Bayfront Park, Liuna Sation, Workers Arts and Heritage Centre. These nearby destinations enrich the site by providing connections to retail, office, restaurants and institutional use. Public transit, as mentioned above connects to further amenities and places of interest such as downtown Hamilton (via bicycle or bus), and destinations on Lakeshore West such as Burlington, Mississauga and Downtown Toronto.

PROJECT STATISTICS

# Residential Units (L2-L13)  110 Units
Parking Proposed  53 Spaces
elevations
2.1.2 BUILDING DESIGN

The proposed building programme is developed as a thirteen (13) storey tower comprised of eleven (11) storeys of multiple dwelling units, one (1) level of residential and amenity (interior and exterior) and one (1) level of parking with residential connections to MacNab St N, bicycle program and back of house (facilities, garbage room, service). A typical floor plate of average ten (10) units per floor is proposed including some smaller units (less than 50 m2) and larger two bedroom units at the corners. Amenity space has been allocated on the level 2 with access to the rooftop terrace.

Fifty-one (51) spaces have been provided in the surface and underground parking areas with a parking access on the south side of the building facing MacNab Street. The proposed parking supply is appropriate given the property's proximity to urban amenities, transit and the target young professional demographic and is supported by the Parking Study prepared by Lanhack.

Building Massing and Articulation

The primary approach to the building on MacNab Street North is a glazed entrance with a canopy and signage which activates the pedestrian streetscape with access to other amenities on Level 2. Providing a degree of transparency to the built form at the podium level is an opportunity for urban engagement, while the podium massing frames the street and enhances the connection to the pedestrian plaza at the West Harbour GO station. The floor plate is noted to allow balconies on the south and east facades that help articulate the façade and provide clear demarcations of materials between brick, metal panel, glazing and shading details. The upper storeys of the building employ a dynamic configuration of balconies, allowing the basic form of the building to be functional and efficient while establishing appealing facades on the Hamilton skyline. The balconies also offer all residents impressive vistas of the city surrounds.

In the next iteration of design, of the building will review the impacts of the enclosed noise buffers recommended by HGC and respond to the noise conditions created by the Stuart Street Rail yard. This specific constraint will give the north and west facades a distinctive look from the south and east facades (solid vs irregular) and may create a more dynamic design.

Design Excellence

A sensitive approach to design ensures the success of the development for both the inhabitants and the community at large. The architectural design responds to the urban densification of Hamilton while respecting the unique qualities of the site and its surrounds. Brick veneer, generous glazing, lighting and signage look to the future of this site responding to new transit networks and economic expansion of the West Harbour Neighbourhood. The design of any new residential facility should reflect the lifestyle of its inhabitants. A modern aesthetic is the natural result of the evolution of contemporary living, while also incorporating an approach which enhances indoor environmental quality and sustainability. This project embraces a fresh, layered facade that features natural materials including glass, brick, and metal with warm details in the screens. The strategy will be carried through to the building's interior, expressed in light, airy spaces with clean detailing and authentic finishes.
elevations
2.1.3 LANDSCAPE DESIGN
A detailed landscape plan has not been prepared, yet landscape concepts and general intentions have been established. The MacNab Street frontage in particular has been identified as a primary landscape and streetscape zone. It will establish the public perception of this development as an active and vibrant pedestrian place, a gateway into the North End and a hub for alternative transportation. The rooftop terrace has been identified as an areas for future development to the benefit of building residents, but does not impact the public experience.

2.1.4 CONSTRAINTS
In considering the maximum desirable height for the proposed buildings, shadow impacts became a major constraint. As designed, the 13 storey tower does not cast shadows during the spring and fall equinoxes for more than 1 hour on adjacent stable low rise Neighbourhood lands. Generally the shadow of the building falls on the unoccupied rail lands to the north. The shadows do not impact surrounding houses.

Traffic access has also been a constraint in establishing the best layout for the site. The building must accommodate a parking entrance on MacNab as it does not face any other roads. Providing adequate parking within the constraints of the site are a challenge when accommodating for core elements and ramps. The access to below grade parking (thus a new structural grid for proposed tower) has constrained the options for the building framework. The nearby Stuart Street rail yards require noise abatement strategies. The HGC Noise and Vibration Feasibility found that road-traffic noise was predicted to exceed the guideline limits at all modelled receptors. With the implementation of appropriate façade construction such as higher acoustic ratings within the building envelope or interior wall assemblies, and inclusion of Warning Clauses the facility meets the requirements of NPC-300 for road-traffic sources.

The Novus Wind Assessment found that the proposed building is of a moderate height, but taller than its surroundings. Overall, the addition of the proposed building to the site is expected to have minimal impact on the existing conditions of the surrounding sidewalks along MacNab Street. It also concluded that conditions at the main entrance lobby, parking lot and sidewalks are expected to be suitable for the intended use. These constraints have been carefully managed to achieve the best possible urban corridor built form in this context.

The Geotechnical report by Soil-Mat anticipated that excavations for the underground basement levels will extend to depths of up to 6 to 8 metres below the existing grade, into the native silty sand. The report also anticipated static groundwater at a depth of approximately 4 to 5 metres below the existing ground surface, which will be within the anticipated excavation depth. It is anticipated that the basement levels will extend to, or close to, the property line requiring near vertical excavations. As such the provision of excavation support measures will be required.

The Storm Water Management report by Lanhack concluded that the stormwater management practices for this development can be constructed to meet the requirements of the City of Hamilton and that the maximum water supply flow and the sanitary discharge at 282 MacNab Street North meet the design requirements of the City of Hamilton and the Ministry of Environment (MOE).

The Noise Impact Assessment by WSP concludes that it is feasible for this development to be in compliance with the MOECC’s noise criteria. A detailed impact study will be required at the site plan approval stage, a central air conditioning system will be required as an alternative to opening windows, a specific requirement for acoustical performance with the exterior façade will be required, Warning clauses should be included in the Offers of Purchase or Sales, Lease or Rental Agreements, any outdoor areas greater than 4 metres in depth should be assessed for noise control at site plan approval stage, and verification of the noise control measures should be verified at the site plan approval stage.
Sun Shadow Study - Dec 21 (Worst Case)
2.2 analysis of proposal and recommendations

2.2.1 APPROACH
The customized response to this unique site will create a memorable and supportive project that strongly establishes the node of the West Harbour Go Station and helps to orient pedestrians within the neighbourhood as it highlights the benefits of infill development in the promotion of alternative modes of transportation. The approach sensitively responds to the growing needs for residential uses in the Hamilton and also provides a compelling vision for sustainable urban living.

2.2.2 CONTEXT FIT
The siting responds to the primary context edge of the West Harbour Go Station and is also compatible with the proposed development at 41 Stuart Street. The site as formed becomes a gateway from the North End to Downtown and vice versa.

2.2.3 BUILDING DESIGN
A building typology of podium and tower has been custom tailored to this context. In conjunction with a palette of high quality materials and traditional building design strategies, the project will establish a high quality tone that will energize this section of MacNab Street as a vibrant and active street. To achieve the degree of desired intensification a point tower strategy has been employed. The combination of these two (2) building strategies results in a building design that fits the context while portending the appropriate evolution of MacNab Street development in the future.

2.2.4 LANDSCAPE DESIGN
Through the Site Plan Approval process, there will be development in design to support the role of landscape, in particular along the streetscape. In conjunction with a municipal planting along MacNab Street North, a comprehensive streetscape plan including furniture, pavement designs, banner, lighting and other pedestrian amenities will be developed to the community’s satisfaction.

2.2.5 SHADOW IMPACTS
During the winter solstice the building shadows the parking lot at 41 Stewart Street from 10-12pm and the sidewalk on MacNab from 12-2pm. Some single storey residential are shaded but are not impacted for more than 2 hours. While the proposed development shadows some public streets and private residences, it was concluded that no open public areas were affected, no areas were impacted by two consecutive intervals, and that the proposed development does not pose significant impacts due to shadow given that the subject site is strategically located directly south from the West Harbour Go station and Railway Tracks.

2.2.6 PROFESSIONAL RECOMMENDATIONS
From an urban design perspective, the project as configured complies in all regards with the intent of the Official Plan and Secondary Plan policies. The project has the potential to demonstrate positive intensification strategies at a key highly visible location within the emerging West Harbour Neighbourhood and along existing GO transit corridors. It should be strongly supported through the approval processes to advance the vision set out for Hamilton’s future development.

Through the full Site Plan Review process, the details of the project design will be finalized and secured ensuring the full implementation of these urban design controls and recommendations.
The efficient use of this prominent land parcel to create an increased range of accommodation and use within the West Harbour Neighbourhood on MacNab Street will allow for a more vibrant and safer pedestrian environment. The degree of intensification is sensitive to the existing low rise context and will have minimal impact with respect to scale, shadow and West Harbour character. The project as designed will contribute to the evolution of West Harbour and Hamilton as a more complete community, offering more convenient housing and amenity options within a compact urban form that includes a walkable main street and nearby cultural heritage landscape. This and similar infill projects based on the same urban design principles, will allow MacNab Street to gradually grow to become a complete Primary Urban Corridor.

Summary of Development
A review of the project site’s geographical and social context supports the proposal of a high-rise building that provides shared amenity space above a parking structure.

The Tower proposes 91,160 square feet (8,469m²) of residential units. These areas are served by a fifty-one (51) underground parking spots including 2 accessible parking spaces.

Setbacks: The Tower is set back from the podium providing a greater separation on the south and east with the north and west positioned closer to the property line enhancing the street presence. Setbacks continue to increase as the building grows vertically. This creates a dynamic massing that utilizes various materials in response to the street edge, adjacent buildings and includes a heavier material on the north and east for acoustical consideration.

Heights: The Tower is proposed as 46.5 m high thirteen (13) storey building

A Human Scale
Maintaining a human scale as the site evolves is important in ensuring a comfortable pedestrian experience along MacNab St, as well as generating an overall sense of well-being and belonging in building users. The inclusion of the residential on the site suggests that walkability throughout the site and to the nearby city amenities and park space will be valuable to the inhabitants. Urban furniture, signage, lighting, landscaping and the configuration of the outdoor spaces encourage this human-scaled use of the site. Additionally, the selection of tactile, familiar materials such as brick, metal and screens creates a relatable environment. Lighting and signage will be designed to help people orient themselves within the space.

- A Good Neighbour: The development does not cast large shadows onto the neighbouring buildings.

This report was prepared by mcCallumSather, with the collaboration of St Jean Realty and GSP, in order to demonstrate conformity with the City of Hamilton’s urban design policies and guidelines. The proposed design is in keeping with the local character of the neighbourhood and enhances the pedestrian experience of the community. The proposed buildings will not negatively impact existing view corridors, but will improve the local fabric, support the existing GO and HSR transit routes and offers a greater variety of housing options in a growing neighbourhood. The design illustrates the positive urban design principles valued the city and, as such, warrants the support of staff and approval of council.