



Urban Design Brief:

Brockton Apartments - Forest and Catharine

175 Catharine Street South
Hamilton, Ontario

October, 2022

Prepared for:
Representative Holdings Inc.

Prepared by:



WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

3 Studebaker Place, Unit 1,
Hamilton, ON L8L 0C8

T (905) 546-1087

Table of Contents

1.0 INTRODUCTION	1
1.1 Purpose of the Urban Design Brief	2
1.2 Site Context	2
1.3 Streetscape Context	4
1.4 Site Attributes	7
1.5 Site Constraints	8
2.0 MUNICIPAL POLICY REVIEW	9
2.1 The Urban Hamilton Official Plan, Urban Design Policies & Principles	10
2.2 The Urban Hamilton Official Plan, Neighbourhoods Designation	12
3.0 DESIGN PROPOSAL	15
3.1 Site Organization and Circulation	16
3.1.1 Site Organization	16
3.1.2 Pedestrian Circulation	17
3.1.3 Vehicular Circulation	17
3.2 Massing and Relationship to Context	18
3.2.1 Massing	18
3.2.2 Compatibility with Surrounding Land Uses	18
3.3 Architectural Design	19
3.4 Landscape Design	21
4.0 ANALYSIS AND CONCLUSION	22
4.1 Analysis of Proposal: Policy Reference and Design Response	23
4.2 Conclusion	28

SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

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

The Subject Site is a 0.21-hectare parcel within a 0.45-hectare (1.12-acre) area of owned lands with street frontage on Forest Avenue and Catharine Street South. The lands are currently occupied by a ten-storey, mid-rise multi-unit dwelling and vacant, undeveloped land. The subject site is proposed to include a new medium to high density residential development (located east of the existing building) with parking available underground and at-grade.

The proposed development consists of a 14-storey tower featuring progressive setbacks down to 4-storeys and will provide 161 new residential units in addition to the 203 units contained in the existing 10-storey building, with a total of 364 residential units proposed to be on the site. Both underground and above ground parking is proposed for the site, with a total of 388 parking spaces to be shared amongst the proposed building and the existing building. Along with these vehicular parking spaces, the proposed development includes 44 bicycle parking spaces to be located on the ground floor of the new building.

Figure 1 - Neighbourhoods Map



1.2 Site Context

The subject site is situated centrally within the Corktown neighbourhood. As shown in **Figure 1**, the subject site is directly adjacent to the neighbourhoods of Stinson, Beasley, Durand, and Centremount.

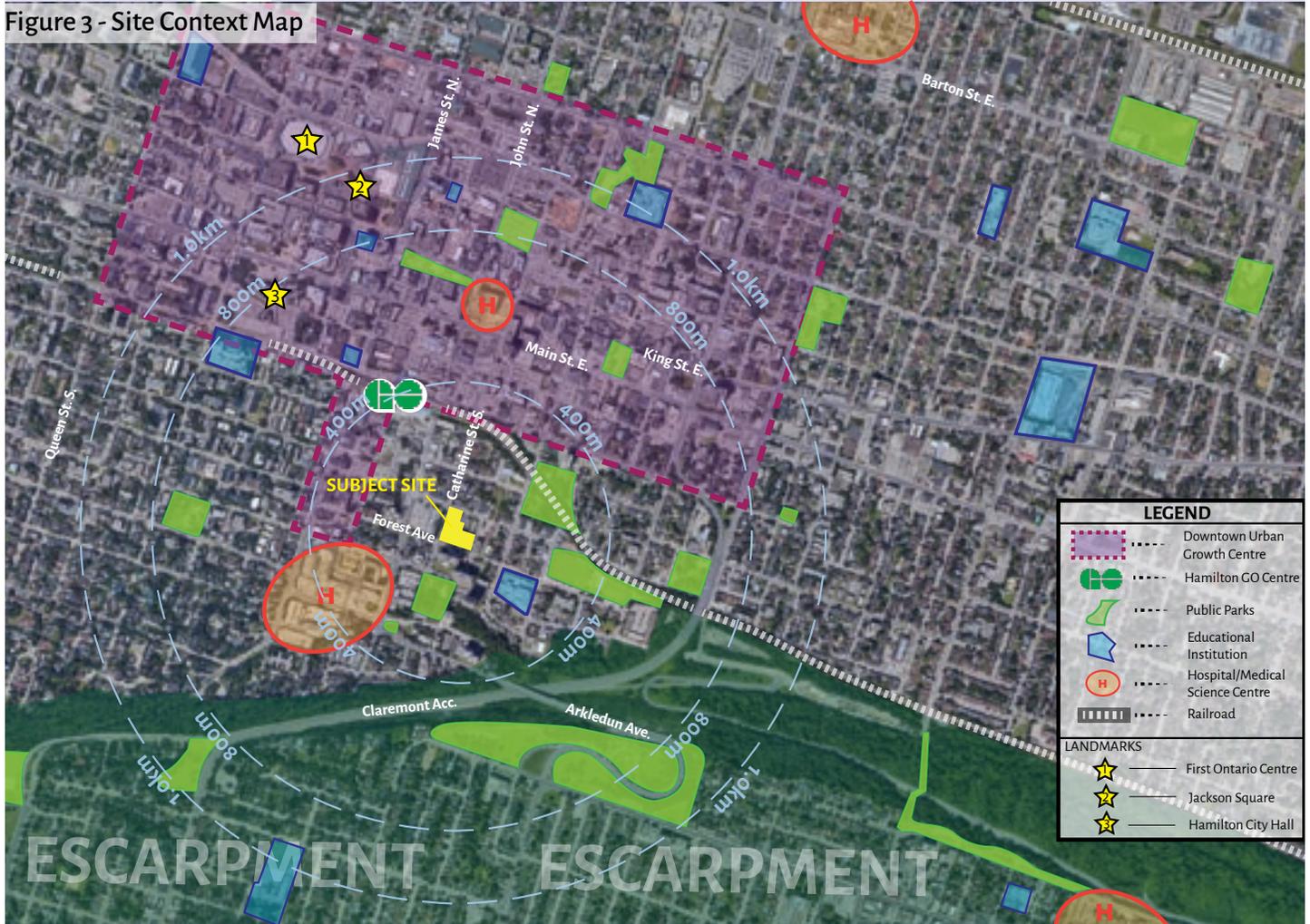
The Corktown neighbourhood is comprised of a range of uses and built forms, from single-detached dwellings sitting at the foot of the escarpment, to the tallest building in the City of Hamilton, **Landmark Place**, along Main Street East. The western edge of Corktown abuts predominantly low-to-medium density buildings, with the highest densities typically found along James Street South. The northern boundary of Corktown runs along Main Street East and, being in the downtown core, features many medium-to-high density developments. The eastern edge of the neighbourhood features more low-density residential developments, while the southern border is dominated by natural area and the Niagara Escarpment.

The Corktown neighbourhood is well serviced by bus routes given its relationship to the City’s downtown core (see **Figure 2**). The #25 directly services Hunter Street East along the northern boundary of the Subject Site, and links the site to the MacNab Terminal & Hamilton GO Centre. This route provides access to the rest of the city by means of public transit. However, the #25 along John Street and Main Street in conjunction with the #6 provide alternative options for residents of the neighbourhood.

Figure 2 - HSR Route Map



Figure 3 - Site Context Map



The site is nearby to John Street and James Street, two important corridors within Corktown providing a wide variety of services and entertainment for residents of the area as well as visitors. Due to the site's proximity to the Downtown Urban Growth Centre, many amenities are within a short distance and are very accessible by means of public transit and active transportation. A "Social Bike" share station is conveniently located on-site along Catharine Street South just south of the existing 10-storey building.

A notable landmark within 500 metres of the Subject Site is the Hamilton GO Centre. The GO Centre fronts onto Hunter Street East, and provides connection to both regional rail and regional busses. It is approximately a 5-10

minute walk from the Subject Site, or a 4-5 minute bike ride with new cycling infrastructure being available for use along Hunter Street East.

There are seven educational institutions and twelve public parks within a one-kilometre radius of the subject site. Notable parks include Sam Lawrence Park on the escarpment and Gore Park within the core of downtown Hamilton. Four of these twelve parks are within an approximate 5 to 7-minute walk from the subject site and ten are within an approximate 10 to 12-minute walk, resulting in ample open space for future residents of the proposed development. Four educational institutions are within an approximate 10-minute walk from the subject site.

1.3 Streetscape Context

Forest Avenue: Forest Avenue borders the southern boundary of the site, and generally runs east-west. As it is a local road, it is not designated in the Urban Hamilton Official Plan and is currently a one-lane, one-way road with a lane of parking flanking either side. Forest Avenue is predominantly comprised of residential uses ranging from low rise apartment and two-storey attached dwellings

and townhouses to mid-rise and high-rise apartment buildings. Some institutional and commercial uses which front onto James Street or John Street are also accessible via Forest Avenue. Buildings along the road are generally setback from the street line with parking and landscape buffers between. The pedestrian realm is made up of concrete sidewalks, sodded boulevards, and street trees.

View towards the west on Forest Avenue



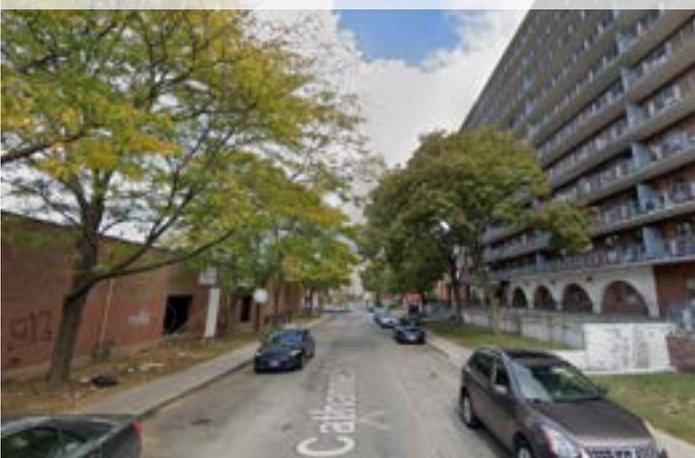
View towards the east on Forest Avenue



Catharine Street South: Catharine Street South bounds the site to the west. As it is a local road, it is not designated in the Urban Hamilton Official Plan and is currently a one-lane, one-way road with a lane of parking flanking either side. Catharine Street South is predominantly comprised of residential uses, consisting of grade-related housing

typologies as well as mid and high-rise apartments. The pedestrian realm is made up of concrete sidewalks with lawns and street trees buffering the residential uses from the street. Catharine Street South provides access to the site directly from Hamilton's downtown Urban Growth Centre.

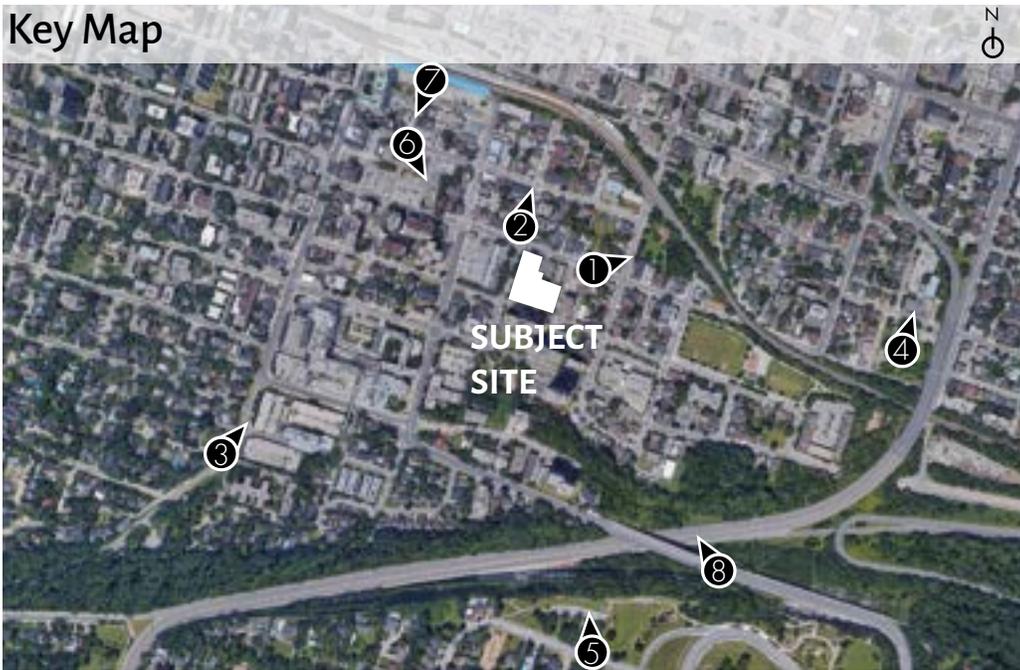
View towards the north on Catharine Street South



View towards the south on Catharine Street South



Key Map



North: The area north of the subject site is fully developed and is a part of the downtown Hamilton Urban Growth Centre. A variety of uses and built-forms exist to the north of the site including the most notable building in Hamilton's skyline, Landmark Place, which also fronts onto Catharine Street and Main Street. While there are many mid-rise and high-rise buildings to the north, the rich character of Corktown is preserved through Victorian-era architecture that dominates the ground-related houses in the neighbourhood.

East: The area east of the subject site has a range of housing types including single-detached housing, townhouses, and mid-rise apartments. However, the predominant built form of the lands east of the site are townhouses and semi-detached dwellings. Two public parks are located east of the site, including Corktown Park and Shamrock Park, along the CN Rail line. The central memorial recreation centre is located on Stinson Street on the western side of Victoria Avenue/Claremont Access. The areas east of the site are generally low-density with some pockets of medium-to-high density.

1. Victorian-Era Architecture in Corktown



2. Mix of housing typologies on Catharine Street



3. St. Joseph's Healthcare Hamilton



4. Typical built form to the east of the Subject Site



South: Between the Subject Site and the Niagara Escarpment to the south are four high-rise apartment buildings ranging in height from 19-storeys to 35-storeys. Additionally, there are many low and mid-rise buildings along Arkledun Avenue and St. Joseph's drive, and a small community of 2-storey single detached dwellings along Foster Street. Further south atop the escarpment's ridge is Sam Lawrence Park, a large public park featuring multiuse trails and beautifully landscaped seating areas.

5. Sam Lawrence Park



West: Continuing to the west of the site, there is a commercial plaza which includes a variety of small-scale retailers. Beyond the plaza are additional multi-unit residential buildings as well as single and semi-detached residential dwellings. St. Joseph's healthcare is also west of the site, as are additional mid-rise mixed-use buildings along James Street South and John Street South.

7. Hamilton GO Centre



6. St. Charles garnier Parish and Nearby Apartments



8. Corktown Skyline from Arkledun Avenue



1.4 Site Attributes

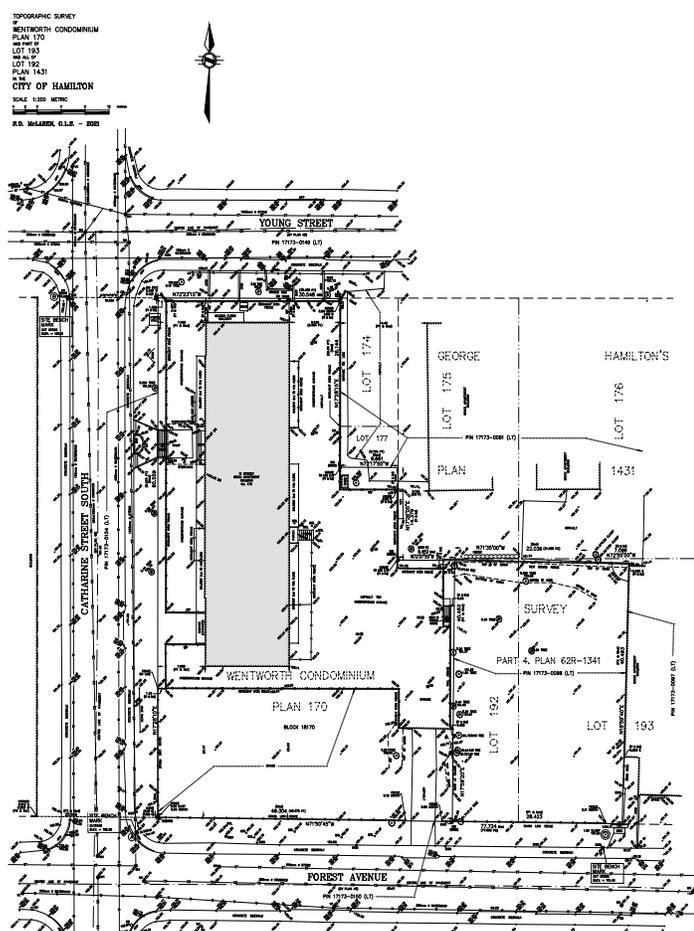
Site Description and Location:

The site is in the Corktown neighbourhood, in the south central area of lower Hamilton. Corktown is bordered by James Street South to the west, Main Street East to the north, Wellington Street South to the east, and the escarpment to the south. The Subject Site is a generally L-shaped, 0.21 ha parcel within a 0.45 ha (1.12 ac) area of owned lands, with 77.8 m of frontage on Forest Avenue and 80.7 m of frontage on Catharine Street South.

Existing Topography and Vegetation:

The site contains a gradual slope from the streetline to the rear property line at Young Street. The difference in elevation from the streetline to the highest point on site is approximately 0.7m. The majority of the vegetation borders the property boundary.

Topographic Survey by A.T. McLaren Limited



Existing Buildings and Structures:

The existing 10-storey building is located on the north end of the site. The building's footprint is rectangular in shape with its main entrance facing Catharine Street South and a driveway with access to Catharine Street South leading to the building's associated underground parking garage.

The land slated to house the proposed development is currently vacant with a portion being used as a surface parking lot and driveway for the existing development. The vacant land is also being partially used as a waste storage area for the existing building. A rusted chain link fence in poor condition surrounds the perimeter of the vacant property.

1.5 Site Constraints

Parking Allocation: The site is constrained by size and therefore requires a reduction in available parking spots. However, a Parking Study and Analysis prepared by NexTrans and a Traffic Demand Management Report prepared by UrbanSolutions have noted various mitigation measures to combat this constraint.

Existing Structures: The existing multiple dwelling covers a sizeable portion of the lot, limiting the footprint of the proposed development.

Topography: The topography on site slopes upward from Forest Avenue to its peak on the corner of Catharine Street South and Young Street.

SECTION 2

Municipal Policy Review

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

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

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

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

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

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways.
- providing connections and access to all buildings and places for all users, regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and,
- locating principal facades and primary building entrances parallel to and as close to the street as possible.

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

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;
- creating places and spaces which are publicly visible and safe;
- The provision of on-street parking;
- locating surface parking to the sides or rear of sites or building, where appropriate; and
- locating parking below grade or in parking structures.

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

- respecting existing character, development patterns, built form and landscape;
- promoting quality design consistent with the locale and surrounding environment;
- demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;
- recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;
- encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses.

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

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- adequate and accessible space for pedestrians, bicycles, as well as transit, other vehicles, and utilities;
- landscaping such as street trees and landscaped boulevards;
- including a quality landscape edge along frontages where buildings are set back from the street;
- ensuring pedestrian walkways shall differ in material and appearance from driving surfaces, promoting safety and emphasizing pedestrian priority over vehicular traffic; and,
- providing landscaped walkways along buildings, particularly in areas with high levels of pedestrian traffic, and connecting walkways to other pedestrian routes on the site and links to pedestrian entry points at the street, and where appropriate to adjacent developments.

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

- using materials that are consistent and compatible with the surrounding context in the design of new buildings;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways;
- allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;

- complementing the existing massing patterns, rhythm, character, colour, and surrounding context;
- encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realms;
- achieving compact development and resulting built forms;
- creating transitions in scale to neighbouring buildings;
- ensuring adequate privacy and sunlight to neighbouring properties; and,
- minimizing the impacts of shadow and wind conditions.

2.2 The Urban Hamilton Official Plan (UHOP)

Section E.3 - Neighbourhoods Designation

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

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

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

E.3.1.3 Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs;

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

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

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

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

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

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

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

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

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

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

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

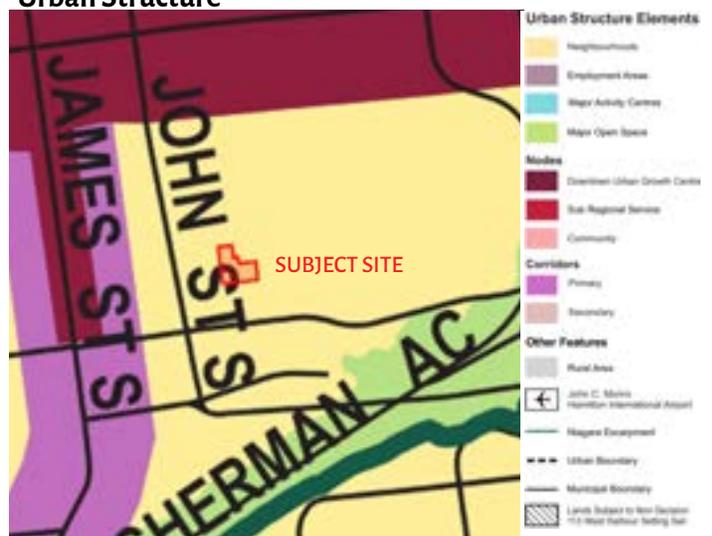
b) access to a collector or major or minor arterial road shall be preferred.

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

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

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

Figure 4 - Urban Hamilton Official Plan Schedule E Urban Structure



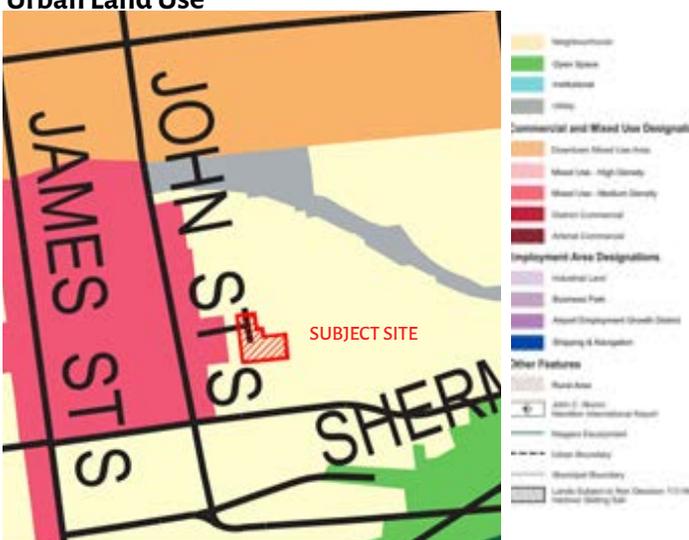
E.3.5.1 Medium density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads, or within the interior of neighbourhoods fronting on collector roads.

E.3.5.6 Medium density residential built forms may function as transitions between high and low profile residential uses.

E.3.5.9 Medium density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads. Development within the medium density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.
- c) Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.

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



d) Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.

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

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

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

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.
- c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.

d) Development shall:

- provide adequate landscaping, amenity features, on site parking, and buffering where required;
- be compatible with existing and future uses in

the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and

- provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.

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

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

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

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

SECTION 3

Design Proposal

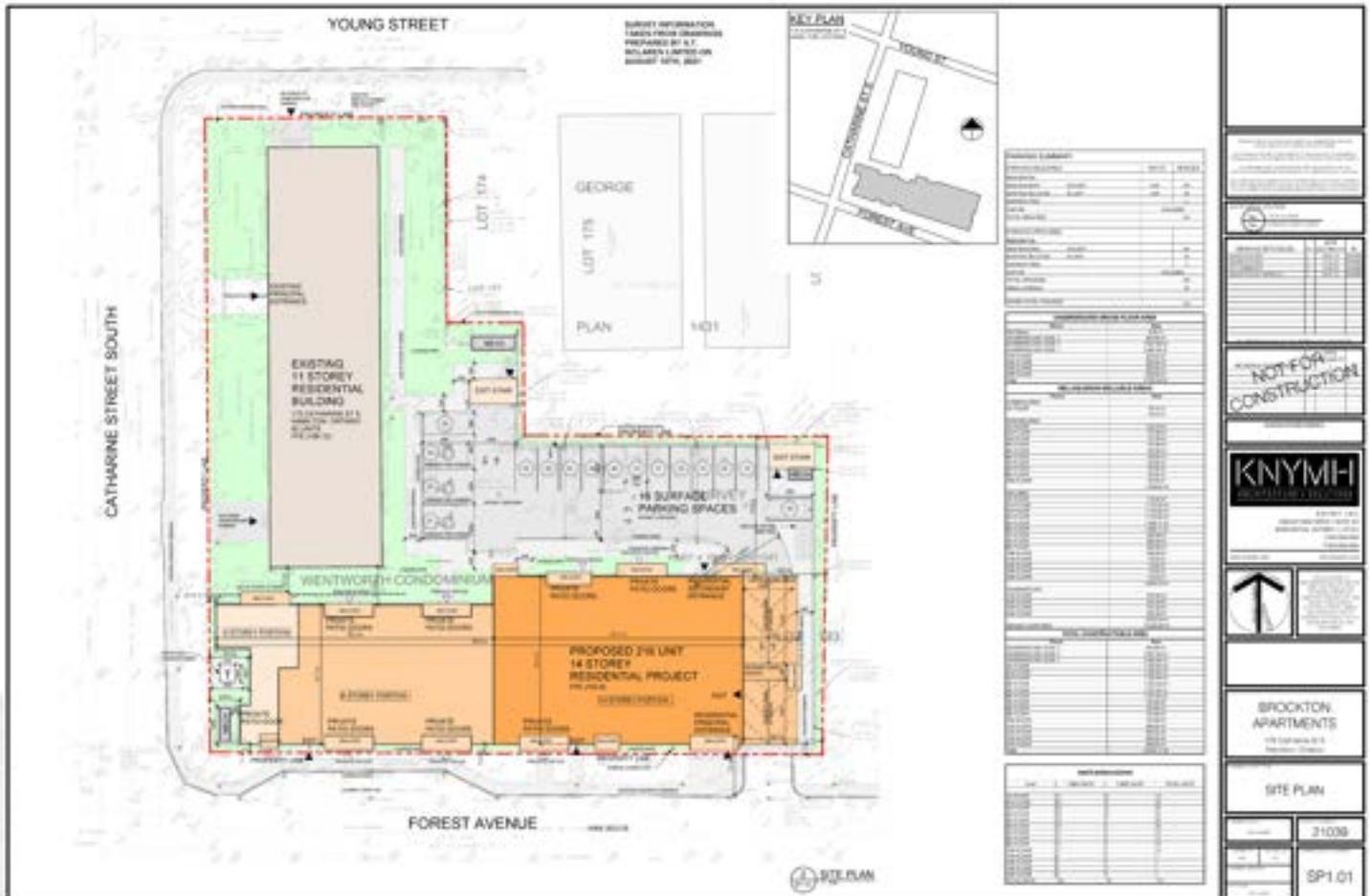
3.1 Site Organization and Circulation

3.1.1 Site Organization

The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives and more through intuitive site organization that seeks to accommodate both pedestrian and automobile circulation. The proposed development consists of a 14-storey tower with a 4 and 6-storey portion, and a generally rectangular-shaped footprint.

The tower is set back from Catharine Street South with a 4-storey portion containing multiple residential units. The proposal consists of solely residential uses, and features amenity space at-grade within the eastern portion of the building. The development is to provide parking at-grade to the rear of the building. Three (3) levels of underground parking will be accessible via a ramps along Young Street and Catharine Street South.

Site Plan - KNYMH Architects Inc.

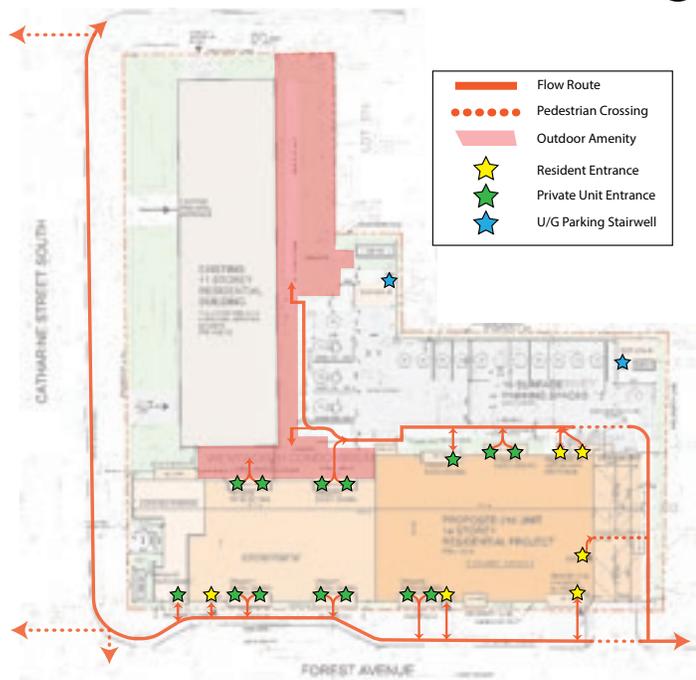


3.1.2 Pedestrian Circulation

The proposed development makes use of existing site conditions by providing access to outdoor amenity space of the existing building from the proposed rear parking lot, as shown in **figure 6**. Pedestrians have many opportunities to enter the building both along the street and via secondary public entrances along the sides and rear of the building. Two exterior staircases provide pedestrians direct access from the ground floor to the proposed underground parking lot.

Many private entrances face onto the public right-of-way and are demarcated as being private through the addition of partially-enclosed patios. These patios allow for the residential walk-outs and the sidewalk to merge seamlessly and non-intrusively while still reinforcing what space is private. Primary public entryways are located at the intersection of Forest and Catharine, as well as beside the driveway entrance at the eastern side of the tower's base. The flow of pedestrians on site is well-accommodated and provides many opportunities for entry into the site.

Figure 6 - Pedestrian



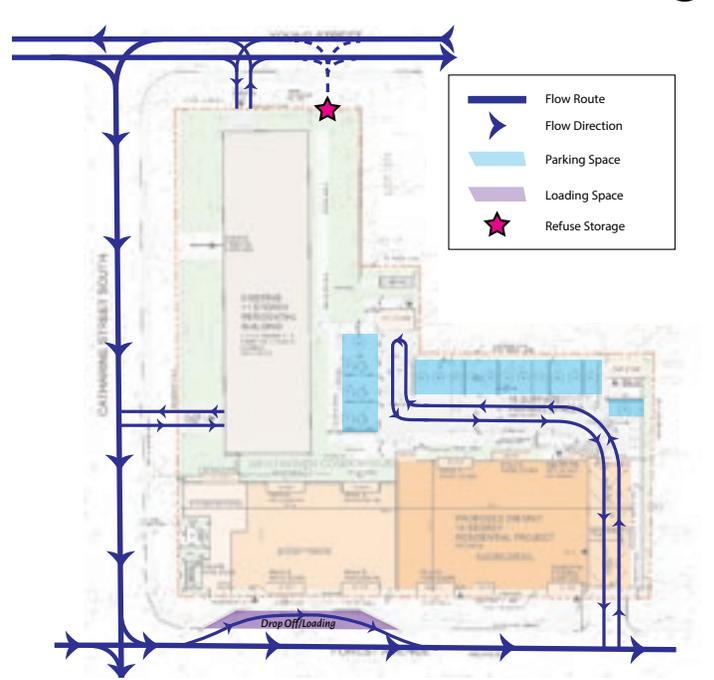
3.1.3 Vehicular Circulation

As a result of the intuitive layout of the site, pedestrian-vehicular conflict potential is very limited. As shown in **figure 7**, the designated drop-off and loading area for the development is located along the public right-of-way in a curbed pull-over lane. This directs a considerable portion of vehicular traffic away from the rear parking lot and therefore further reduces the possibility of pedestrian-vehicular conflict.

The underground parking levels are accessible through parking ramps along Young Street and Catharine Street South, where the existing underground parking level is located.

Three accessible parking spaces are located within the surface parking lot closest to the existing 10-storey residential building. There are also 13 visitor spots on the surface located along the perimeter of the site.

Figure 7 - Vehicular Circulation



3.2 Massing and Relationship to Context

3.2.1 Massing

The massing within the proposed development respects the surrounding context by stepping down the height of the development towards the intersection of Forest and Catharine. As shown in **figure 8** below, the massing of the building reflects the surrounding existing development but has a higher regard for shading and wind conditions.

The proposal reaches a maximum height of 14 storeys at its easternmost extent, and progressively steps down to 6 and 4 storeys respectively. The setbacks help to provide the pedestrian realm with adequate sunlight.

The massing of the proposed building is lighter than existing towers surrounding the site. The setbacks will ensure there is an adequate separation of the existing 10-storey building on site from the proposed development, and will also show sensitivity to the pedestrian realm.

3.2.2 Compatibility with Surrounding Land Uses

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

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

Figure 8 - Massing and Relationship to Context



3.3 Architectural Design

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

The building's perceived massing is heavily reduced through the allocation of colours and cladding materials along the facade, with the lower 4 storeys being comprised mainly of brown brick. Upper storeys use lighter greys and whites as a primary colour with darker accent features running up the height of the structure to the mechanical penthouse. This distribution of colour themes draws the eyes towards the lower storeys and creates a more comfortable pedestrian experience along the building's frontage.

Glazing remains consistent throughout all 4 sides of the building, and glazing at-grade creates a visual emphasis around the building's primary pedestrian and vehicular entrance. This emphasis is also enhanced by a large overhang of the building which covers the ramp to the aboveground parking lot and contains an architectural accent around its perimeter.

The building facade prioritizes architectural interest while still ensuring the residential units within are provide with ample provision of sunlight and outdoor space. This is especially the case along the northern elevation of the building where much of the tower's face is comprised of glass balconies and windows.

Northern Elevation



Southern
Elevation



Eastern
Elevation



Western
Elevation

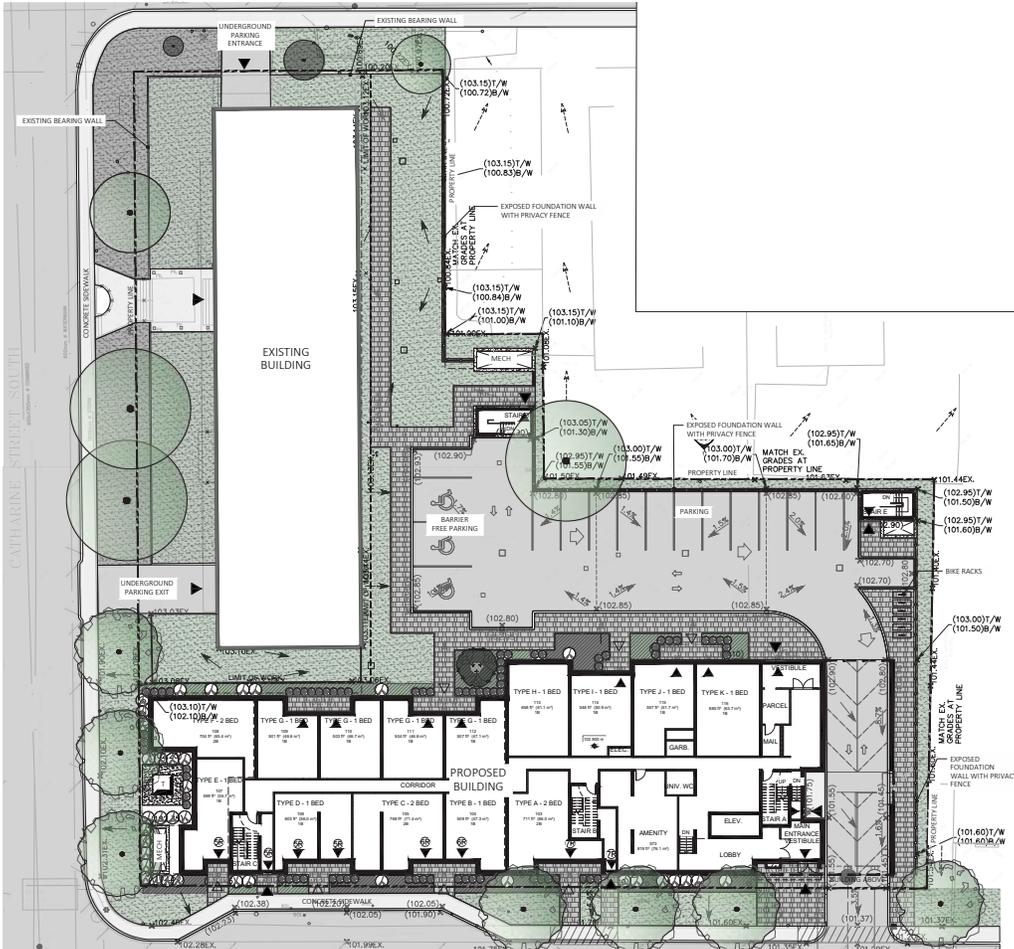


3.4 Landscape Design

The landscape of the proposed development is designed to encourage pedestrian connectivity at the public realm, promote accessibility, and create emphasis at key areas such as the lobby entrance. The proposed planting introduces a variety of coniferous and deciduous perennials and shrubs, which create diverse and colorful textures year-round. The street trees provide shade in the summertime.

The streetscape planting along the residential balconies delineates private space from shared space while maintaining visibility, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). Ornamental plantings at the walkouts create a soft and elegant aesthetic at the street level, enhancing both the public and private realm.

Conceptual Landscape Plan - Whitehouse Urban Design Inc.



SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

4.1.1 Design Theme: Circulation

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

The proposed development creates a hierarchy of pedestrian circulation that visually emphasizes areas with the highest pedestrian traffic, but also creates flexibility and privacy with secondary circulation routes. There is a pedestrian pathway which encircles the proposed building providing access to all 4 sides, and connects the existing building to the planned 14-storey multiple dwelling. All residential traffic is to be directed in and out of underground parking entrances located along Catharine Street and Yougn Street via the existing underground parking garage entrances, and a limited amount of surface parking is provided for visitors.

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

All visitors and residents can access the site regardless of age and physical ability. Ramps on site are to be AODA compliant to provide barrier-free access, and 3 accessible parking spaces are provided at-grade nearest to the existing and proposed buildings.

UHOP B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created through integrating conveniently located public transit and cycling infrastructure with existing and new development.

The #25 and #6 HSR routes directly service Hunter Street East along the northern boundary of the Subject Site, and links the site to the MacNab Terminal & Hamilton GO Centre. These routes provide a great amount of access to public transit to the site. The network of pathways on site is interconnected and bicycle friendly, with linkages to cycling infrastructure in the surrounding community.

UHOP B.3.3.3.5 Built form shall create comfortable pedestrian environments by locating principal facades and primary building entrances parallel to and as close to the street as possible.

There are three residential entrances/exits along the facade, with the primary residential entrance being located on the eastern portion of the building abutting the ramp leading to the visitor parking lot. There are also four private patio entrances along the facade which front directly onto Forest Avenue with a landscaped edge separating the grade-related units from the public realm.

4.1.2 Design Theme: Site Organization

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

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

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing.

The proposed development enhances the pedestrian realm with human-scale architectural treatments such as building step-backs, landscaped streetscapes, and ample glazing to provide eyes on the street. The organization of the site's elements allows for improvements to the comfortability of the pedestrian realm when compared to existing conditions and will provide a vibrant sensibility more reminiscent of the downtown Hamilton core.

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

The proposed site design provides clear and unobstructed views into and out from the open spaces around the site providing eyes on the street from the existing and proposed building. Additionally, the residential units at grade also include landscape features that delineate private space from shared space, as encouraged by the principles of Crime Prevention Through Environmental Design (CPTED). Individual walk-outs to the public sidewalk are provided along Forest Avenue.

UHOP B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate, on-street parking.

The proposed development reinforces the streetwall along Forest Avenue and Catharine Street South, and brings landscaping and infrastructure enhancements to ensure the streetscape has a range of functions other than simply transportation. On-street parking is provided adjacent and opposite to the proposed development.

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

Surface parking is limited in the proposal and contained only at the rear of the site. Surface parking is screened from view of the street by the proposed multiple dwelling as well as the existing apartment on site. Street parking is provided along Forest Avenue and Catharine Street South and will remain after the site has been developed. The majority of parking for the site is to be accommodated in an underground parking garage which is to be expanded from the existing underground parking garage on site.

4.1.3 Design Theme: Compatibility with Surrounding Context

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by respecting existing character, development patterns, built form, and landscape.

The proposed development provides transitions in scale from the height of the towers, providing a visual step-down to surrounding low-rise land uses at the intersection while providing the most height nearest to adjacent mid and high-rise buildings.

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

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

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric.

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

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

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

4.1.4 Design Theme: Architectural Design

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.

The proposed architectural design uses materials and colors consistent with the existing context along Upper Sherman Avenue and Mohawk Road East.

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

The proposed architectural design features an extensive network of pathways that are visible from the internal ring road and linear park, and provide ample glazing. Through the use pathways extending from the internal and external sidewalks, building entrances fronting onto the public Right-of-Way will be clearly visible. Entryways feature upgraded landscape treatment and architectural overhangs on upper storeys to promote shelter at entrance ways.

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

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

UHOP B.3.3.3.5 Built for shall create comfortable pedestrain environemnts by using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

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

4.1.5 Design Theme: Landscape Design

UHOP B.3.3.2.3 Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.

The proposed development features high-quality streetscapes with street trees and ornamental planting. There is also residential walk-out units planned along Forest Avenue which will contribute to a vibrant streetscape along the proposal's primary facade. The surface parking on site is located behind the proposed and existing buildings and will not negatively affect the streetscape.

UHOP B.3.3.2.4 Public and private development and redevelopment should create quality spaces by including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs.

The proposed development features ground floor residential uses that transition to the public realm through a consistent landscaped edge. These units provide private patio doors and paved walkouts that front directly onto Forest Avenue. The feeling of privacy and transition is also created through vegetation and street trees.

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

The design proposes a consistent landscaped edge along the frontages of Forest Avenue and Catharine Street South. Building setbacks from the public Right-of-Ways also remain relatively consistent along the frontage of the proposal. The height of the building gradually decreases as the property approaches low-rise land uses at the intersection. There are also private residential units located at the ground floor featuring ornamental landscaping, and paved walkouts.

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

The proposed development features different types of paving to clearly demarcate pedestrian pathways from vehicular driveways. Sidewalks are continuous across the entrances to the underground garage to prioritize the pedestrian crossing over the vehicular traffic.

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

The design proposes continuous landscaped walkways throughout the site which connect the public streetscape into the rear surface parking lot. The pathways on site ensure pedestrian traffic can enter the site from any frontage and travel unobstructed by proposed infrastructure. The proposal also links the proposed tower to the existing apartment and ensures a complimentary addition to the site.

4.2 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The project relates to its role in the urban context by locating a beautiful mid-to-high-rise building within a community known for its high-density nature, and providing transitional heights to the surrounding neighbourhood where land uses are not as intensive. The public realm is integrated with the surrounding community through grade-related walk-out units and private space is clearly demarcated through patios for each pair of private unit entryways. The architecture enhances the public realm through elegant design that picks up on building materials used in the surrounding neighbourhood.

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