



Hamilton



Hamilton

Downtown Hamilton

Tall Buildings Study

SvN & City of Hamilton's Planning and Economic Development Department

May 2017

FINAL DRAFT

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Tall Buildings Guidelines



1.0 Downtown Tall Buildings Vision

1.1 Introduction & Purpose

Purpose of the Study

The **Downtown Secondary Plan** outlines a vision of Hamilton's downtown that is 'vibrant' with '*human scale streetscapes* offering comfort'. It also aims to combine heritage with new concepts and designs while linking the Downtown and surrounding neighbourhoods from the Waterfront to the Escarpment. Recent work by City staff resulted in an inventory of heritage buildings that add to the Downtown's character and liveability. This vision, together with a renewed development interest in tall buildings in Hamilton's core will, over time, fundamentally change the shape of the Downtown.

As part of the current review of the Downtown Secondary Plan, Planning staff at the City of Hamilton identified the need for guidelines surrounding the development of tall buildings within Hamilton's downtown. The existing Secondary Plan includes height limits, but also permits exceptions where certain criteria (sun, shade or wind impacts on public spaces) are mitigated. Initiated in 2014, the *Downtown Hamilton Tall Buildings Study* (the *Study*) was developed in conjunction with the Secondary Plan Review, and acts as input into the final update of the Secondary Plan. The *Study* establishes a planning framework that will guide where tall buildings are appropriate, provide clarity around how these mitigation strategies are to be evaluated, and include specific design guidance around tall building height, fit and relationship to context.

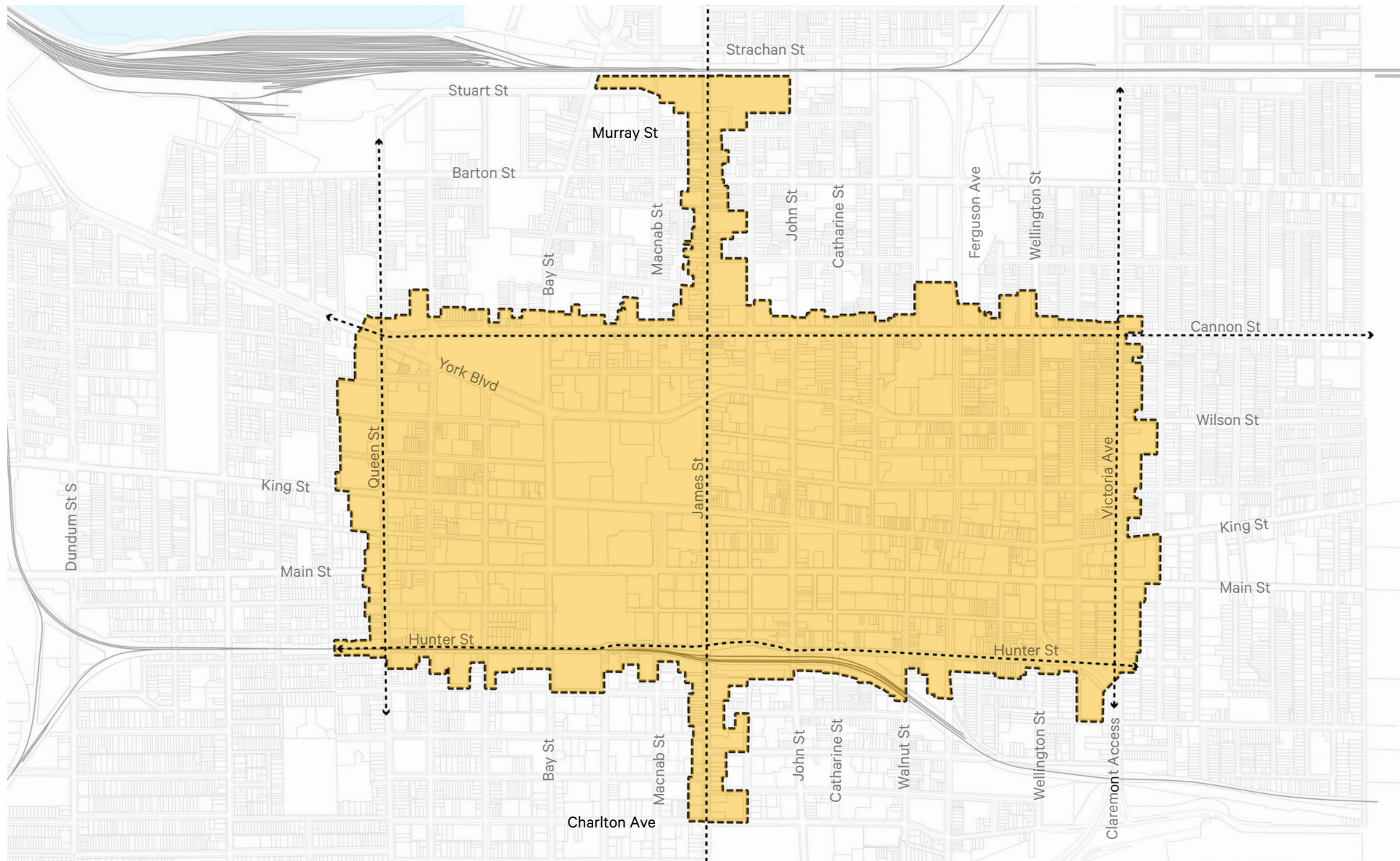
The Downtown Hamilton Tall Buildings Study outlines the process (See Section 1.3) that was initiated in December 2014 and completed in May 2016. The Downtown Hamilton Tall Buildings Guidelines is a key deliverable of the Study and outlines a series of performance based measures to inform site and building design. Both documents should be read and used in conjunction with its companion document.

Key Considerations

As part of the Study, the following considerations are addressed:

- **What is Tall?** – The definition of "tall buildings" within the Hamilton context.
- **Unique Context** – The study considers unique aspects of Hamilton's downtown with regards to tall buildings, specifically: topography, natural heritage (Niagara Escarpment) views (from the Escarpment and/or harbour), parcel size, and key transit corridors/hubs.
- **Context and Fit** – The guidelines define appropriate locations, heights and relationships for tall buildings and consider the Site Character Area and the varying contexts of the surrounding neighbourhoods.
- **Climatic Consideration** – The cumulative impacts of sun, shade, and wind are addressed, with criteria that are to be used for their evaluation.

Below: Study area map (in yellow)





- **Heritage Buildings** – The protection of, and relationship to heritage buildings are addressed by the guidelines. Additionally, specific guidelines related to land assembly in this context are provided.
- **Open Space** – The relationship of tall buildings to existing open spaces and the provision of new open spaces are addressed. This includes density and/or height bonusing.
- **Conformance with Zoning** – The new guidelines will be aligned with the Zoning By-law as part of the Secondary Plan review process.

Study Boundary

The Downtown Tall Buildings Study area is very similar to the Downtown Hamilton Secondary Plan area. It is bounded by Cannon Street to the north, Victoria Avenue to the east, Hunter Street to the south, and Queen Street to the west and includes the properties fronting onto James Street North to Stuart Street and onto James Street South to Charlton Avenue. Both sides of the bordering streets are included. It overlaps six downtown neighbourhoods: Beasley, Central, Corktown, Durand, Landsdale, and Stinson.

1.2 Policy Context

Several key policy documents and studies inform the Hamilton Downtown Tall Buildings Study, as follows:

Urban Hamilton Official Plan (2013)

The *Urban Hamilton Official Plan* applies to the lands in the urban area of the city. The Plan includes many policies that, at a broad level, relate to tall buildings. Contained within is a dedicated section for urban design policies that describe the general relationships of buildings to their surrounding context and requirements for mitigation of negative impacts.

Downtown Hamilton Secondary Plan (2005)

The Downtown Hamilton Secondary Plan was the first formal plan for the Downtown core, approved in 2001. The Downtown Hamilton Secondary Plan provides specific direction regarding the role and character of different streets and corridors within the Downtown. Additional direction is provided for the *transitional* neighbourhoods in the Downtown's perimeter and specific areas. Recommendations around height are found throughout and generally respond to the character of each area.

Downtown Hamilton Secondary Plan Review and Update (2018)

A review of the Downtown Hamilton Secondary Plan is currently underway to update the land use policies and mapping. As part of the review, the City is carrying out this Tall Buildings Study.

James Street North Mobility Hub Study (2014)

The Provincial Government (Metrolinx) opened the West Harbour GO Transit station at 353 James Street North in Hamilton in June 2015. This location is identified as a *Mobility Hub* by Metrolinx. The James Street North *Mobility Hub* Study was initiated to study the area around the GO Transit station and identify opportunities and actions required to achieve a successful *Mobility Hub*. The study was presented to Planning Committee on September 19, 2014 and approved by Council on September 24, 2014.

The *James Street North Mobility Hub* study area overlaps with part of the Downtown as addressed through the *Downtown Secondary Plan*, specifically the segment of James Street North (north of Cannon Street) and the transit station area itself. *The James Street North Mobility Hub Study* includes specific recommendations for the *built form* within this area and puts forward a series of demonstration plans for "Opportunity Sites". "Opportunity Sites" no. 5, 6 and 7 are located within the Secondary Plan area.

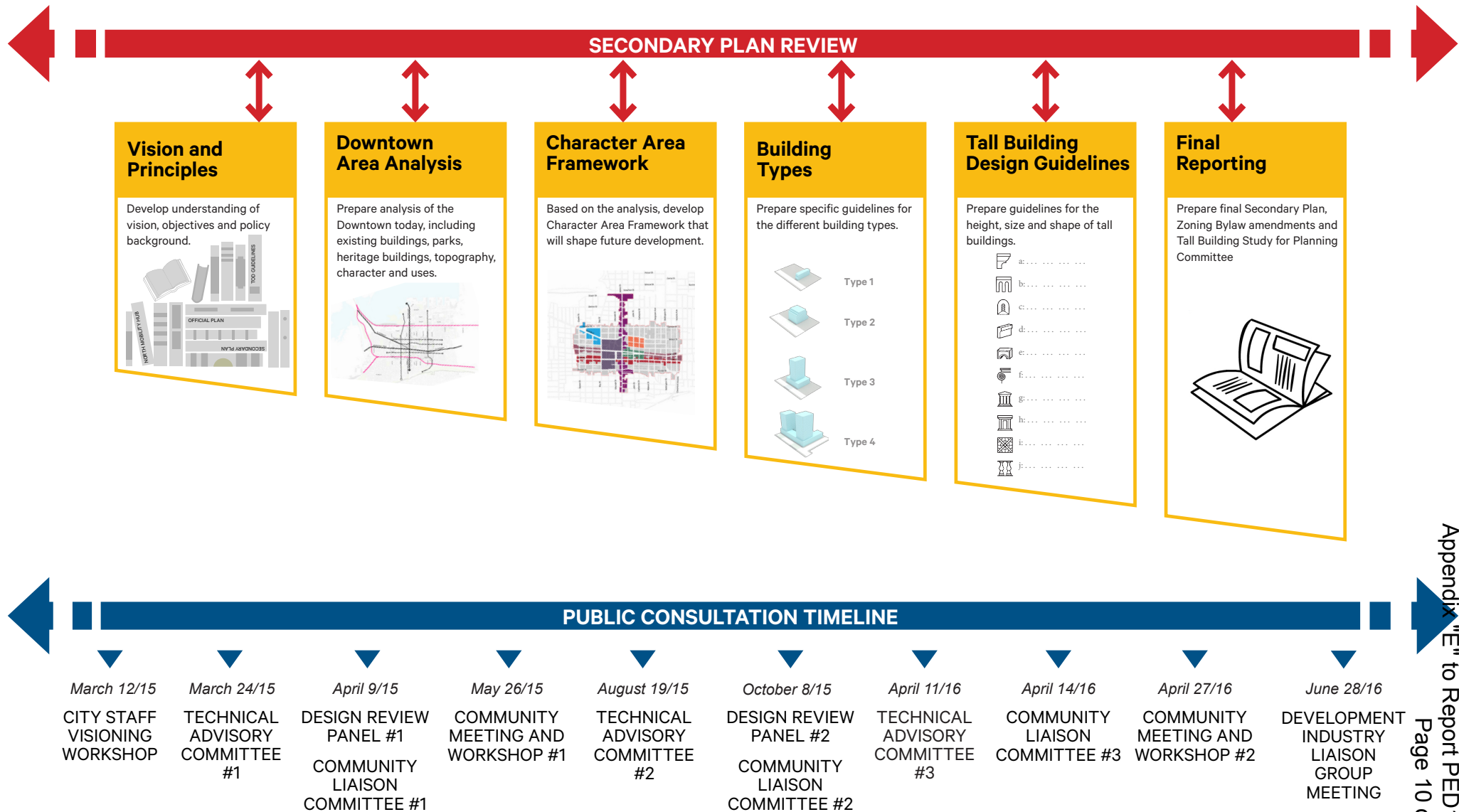


Additional Related Studies

The Tall Buildings Report and Guidelines are informed by a number of related guidelines and studies, including but not limited to:

- *Downtown Hamilton Secondary Plan (2001/2018)*
- *City of Hamilton Public Art Master Plan (2016)*
- *Hamilton Downtown Built Heritage Inventory (2014)*
- *James Street North Mobility Hub Study (2014)*
- *City of Hamilton Cultural Plan (2013)*
- *Strathcona Secondary Plan Urban Design Guidelines (2013)*
- *Clean & Green Hamilton Strategy (2012)*
- *John Rebecca Park Master Plan (2012)*
- *Pedestrian Master Plan (2012)*
- *Gore Park Master Plan (2010)*
- *Transit Oriented Development Guidelines (2010)*
- *York Boulevard Streetscape Master Plan (2010)*
- *Downtown Transportation Master Plan (2008)*
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*
- *Pedestrian Network Strategy Working Paper (2007)*
- *Downtown Heritage Character Zone Design Guidelines (2006)*
- *The King Street West Streetscape Master Plan (2004)*
- *Downtown Mobility Streets Master Plan (Bay Street, James Street, John Street, Hunter Street) (2003)*
- *Hughson Streetscape Master Plan (2003)*
- *King William Streetscape Master Plan (2003)*

1.3 Study Process





1.4 Stakeholder Consultation

Between March 2015 to June 2016, several phases of consultation occurred with the Community Liaison Committee (CLC), Technical Advisory Committee (TAC), the Design Review Panel (DRP), the Development Industry Liaison Group (DILG) and the public. The key elements of each session are outlined below.

City Staff Visioning Workshop

[March 12, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Review of Best Practices
- Workshop #1 Group Discussion Planning Framework Gap Analysis
- Presentation and Review of Draft Analysis & Inventory
- Workshop #2: Views, Landmarks and View Termini
- Workshop #3: Draft Character Area Framework

Technical Advisory Committee Meeting #1

[March 24, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Planning Framework Gap Analysis
- Presentation and Review of Draft Analysis & Inventory
- Character Area Framework

Design Review Panel Presentation #1

[April 9, 2015]

- Purpose of the Tall Buildings Study
- Review of Goals and Objectives
- Confirmation of Draft Principles
- Draft Downtown Area Analysis and Inventory

Community Liaison Committee Meeting #1

[April 9, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Planning Framework Gap Analysis
- Character Area Framework
- Contextual Mitigation
- Building Massing

Community Meeting and Workshop #1

[May 26, 2015]

- Open House; Review Panels
- Presentation
- Questions/Discussion
- Workshop #1: Inventory and Analysis
- Workshop #2: Character Areas Review
- Workshop #3: Options Review
- Workshop Feedback

Technical Advisory Committee Meeting #2

[August 19, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Design Review Panel Presentation #2

[Oct. 8, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Liaison Committee Meeting #2

[Oct. 8, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Technical Advisory Committee Meeting #3

[April 11, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Liaison Committee Meeting #3

[April 14, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Meeting and Workshop #2

[April 27, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard

Development Industry Liaison Group Meeting

[June 28, 2016]

- Draft Final Report/Guidelines
- Questions/Discussion

1.5 Principles

Following preliminary analysis, background review, case studies and best practices review, the first round of consultation focused on identifying and clarifying the principles for the study. This was developed through an iterative process of consulting with City Staff, the Community Liaison Committee and the public. The Tall Buildings Study is guided by ten principles:



1. Tall Buildings form an **integral part of Downtown Hamilton**.



2. The form, shape and height of Tall Buildings should be shaped to **mitigate potential negative impacts**.



3. Tall Buildings within Downtown Hamilton should **respond to the unique topography and landscape**, including the Escarpment and the Waterfront.



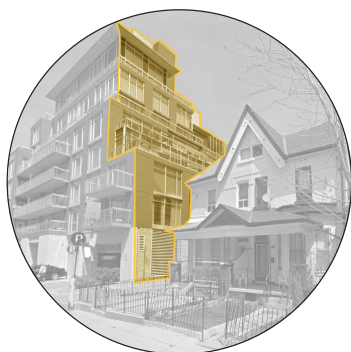
4. Tall Buildings within Downtown Hamilton should **support the creation of a robust and accessible public realm**, including buildings, parks, streets and plazas.



5. Tall Buildings should be located in a fashion that **preserves key views and termini** both to and from the Downtown.



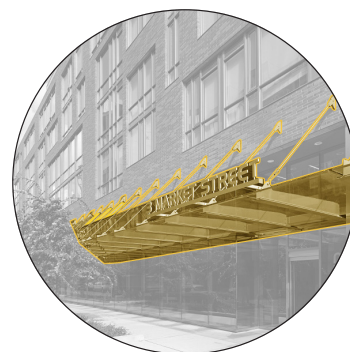
Hamilton



6. The location, shape and form of Tall Buildings should **respond to the surrounding neighbourhood context**.



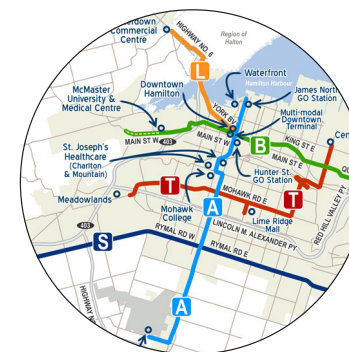
7. The shape and form of Tall Buildings should **respond to and respect existing heritage buildings and districts**.



8. Tall Buildings should be designed in a way that **mitigates the negative impacts of climatic conditions** (wind and sun).



9. Additional height should be considered as an incentive to **realize related policy objectives**.



10. Location of Tall Buildings should be **informed by existing and future Transit Infrastructure**.

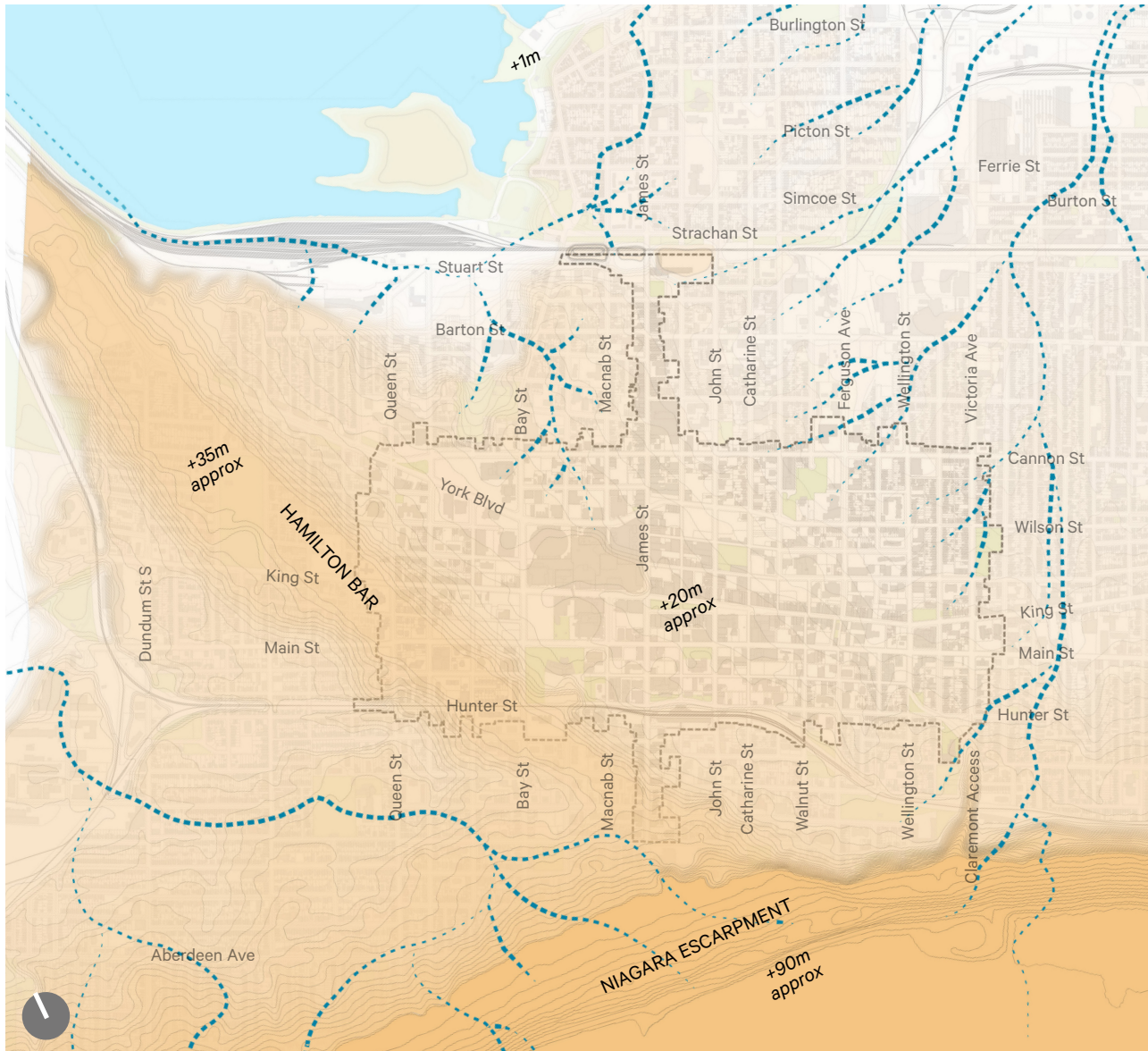


2.0 Downtown Area Analysis

The physical shape and form of the Downtown can help determine where Tall Buildings would be most appropriately located. The following diagrams illustrate an analysis conducted for the Downtown Area, focusing on:

- Topography
- Downtown Connections
- Surrounding Neighbourhoods
- Heritage Buildings
- Surface Parking Lots
- Places of Worship
- Parks, Schools & Schoolyards
- Transit
- Views
- Existing Tall Buildings
- Recent Development Applications

2.1 Topography

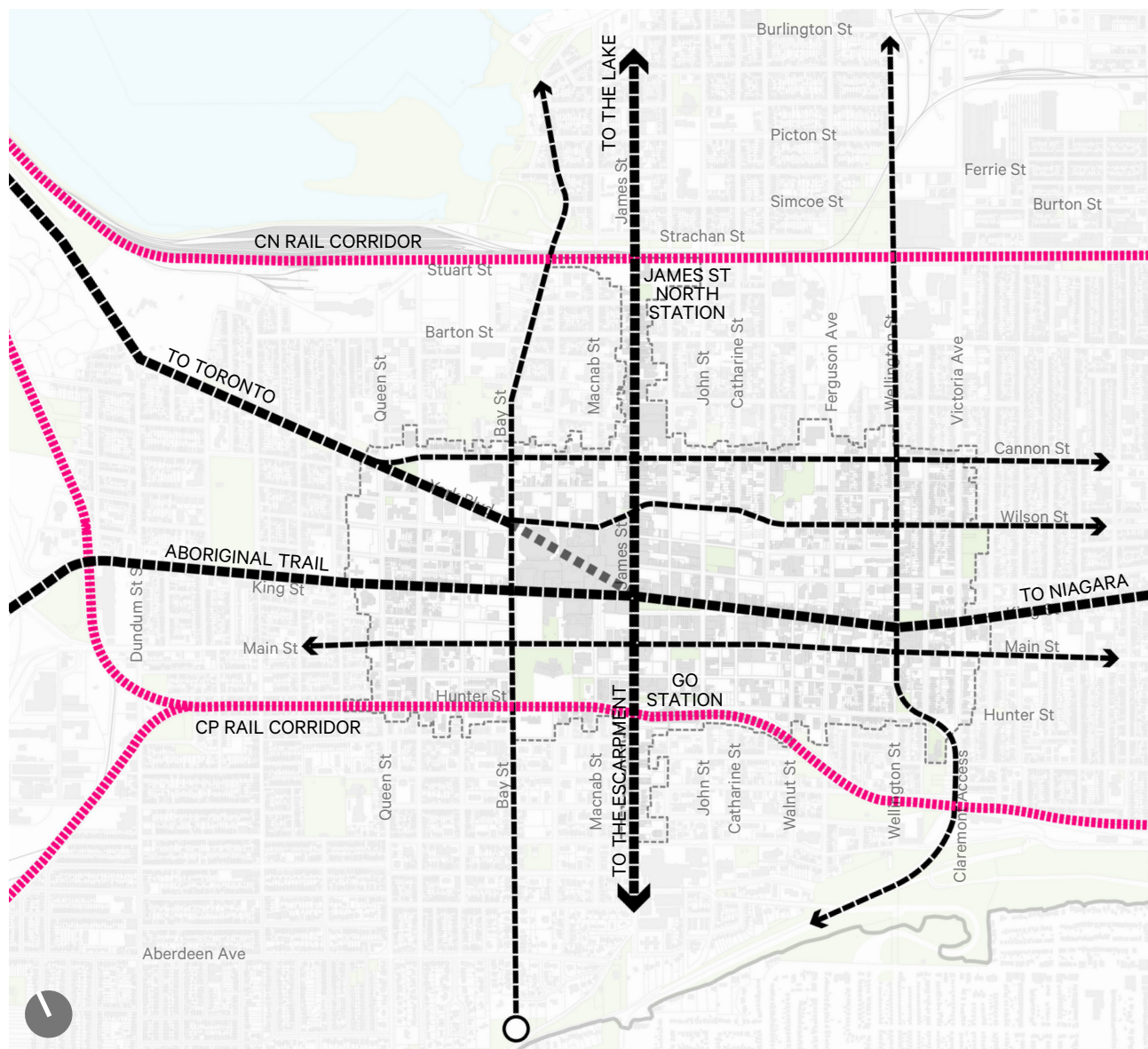


The topography of Hamilton's Downtown is influenced by a number of factors, most prominently the Niagara Escarpment, a UNESCO Biosphere Reserve which runs roughly parallel to Downtown's southern edge. The Niagara Escarpment is a power visual feature due to its height and striking landscape character and contributes significantly to the character and identity of the Downtown and City of Hamilton as a whole.

In addition to the Niagara Escarpment, the topography of Downtown includes Hamilton Harbour to the north, together with remnant creeks that flow from the south-west to the north-east; and, the Hamilton Bar, a geological formation dating from the glacial period that represents a rise following the line of York Boulevard out to Burlington Heights. The Tall Buildings Study considers the relationship between topography and building height in Downtown Hamilton.



2.2 Downtown Connections

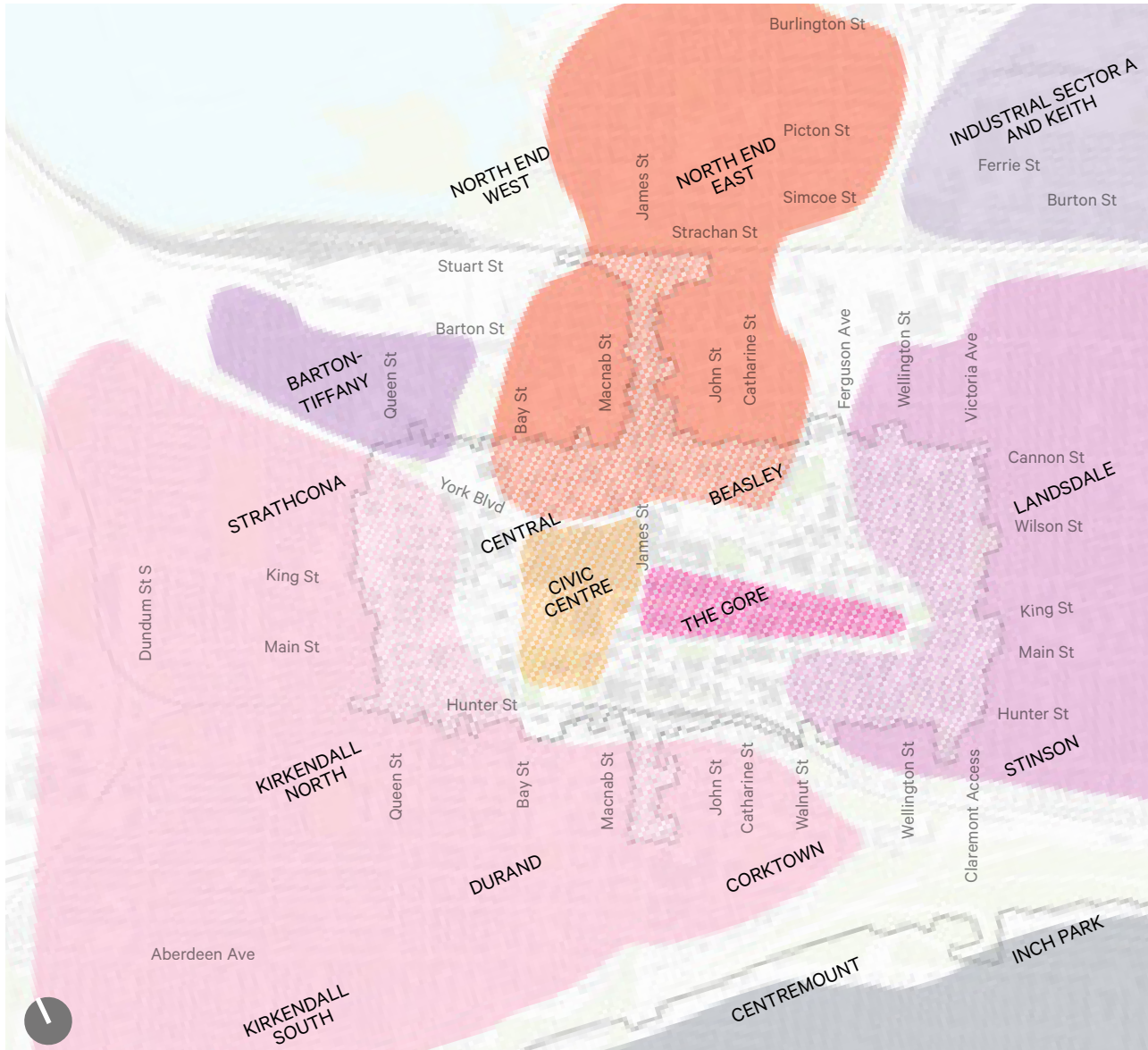


Hamilton's Downtown is shaped by a number of key elements that either connect or divide the city, including: the original Aboriginal Trail (King Street); York Boulevard; James Street; the former Toronto, Hamilton and Buffalo Railway corridor (Hamilton GO Station); and the Canadian National Railway corridor (James Street North Station).

These connectors and dividers have a great impact in the way the urban fabric of Hamilton has developed and continues to evolve.

- Railway corridors
- Original trails
- Segment of original trail currently occupied by the Civic Centre
- Key downtown connection routes

2.3 Surrounding Neighbourhoods



Downtown Hamilton is surrounded by residential neighbourhoods, several of which overlap with the boundary of the Downtown. Each neighbourhood has its own unique physical character creating diverse interface conditions and typologies in the Downtown. The Tall Buildings Study considers how to best *transition* to and interface with these neighbourhoods, from a character perspective as well as a *built form* perspective.

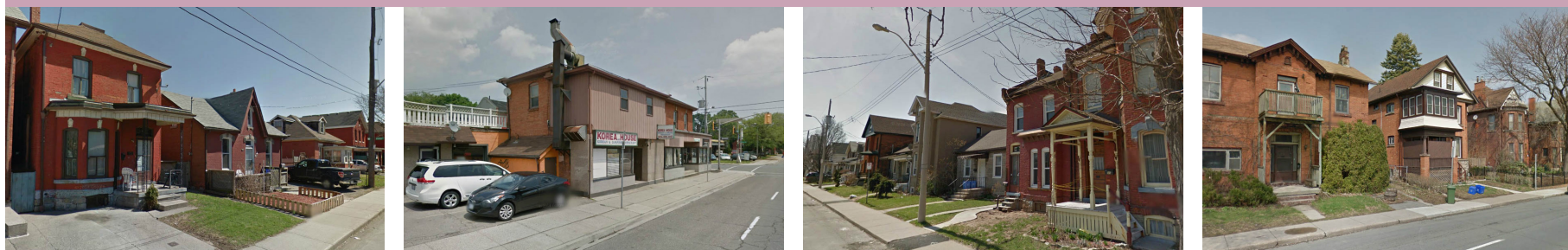


Strathcona, Kirkendall, Durand, Corktown



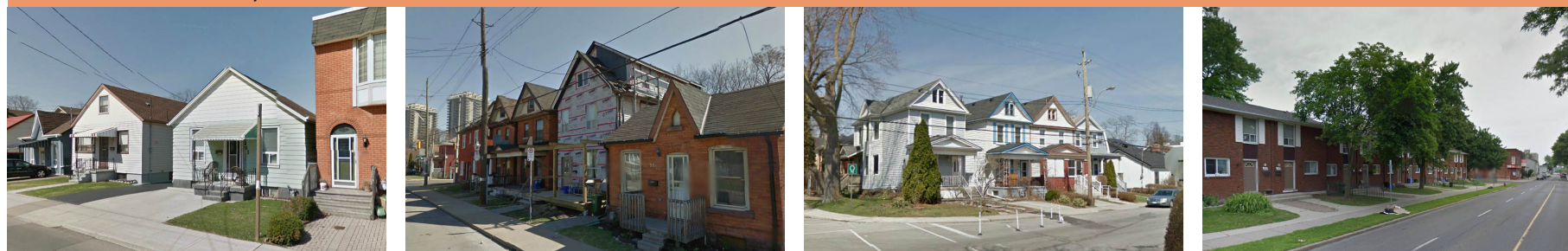
Characterized by regular rectilinear blocks, the neighbourhoods to the west of the Downtown include a consistent mix of larger homes of Victorian vintage. Parts of this mix extend into the Downtown, up to Caroline Street.

Landsdale, Stinson



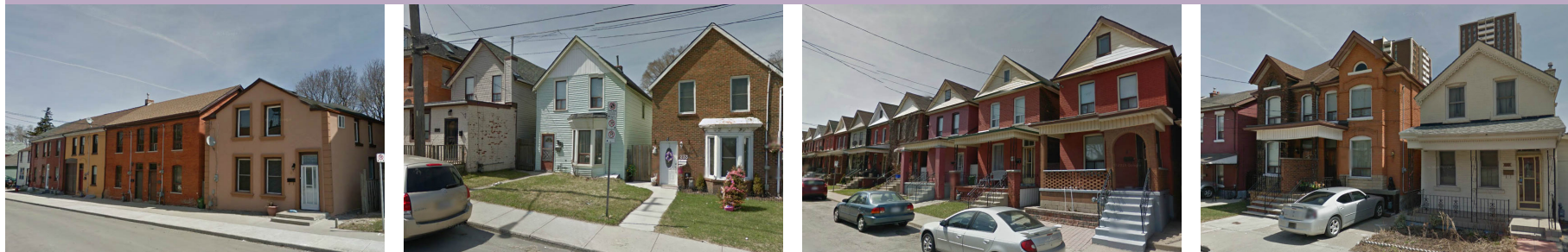
The urban fabric to the east of the Downtown shares many characteristics with the neighbourhoods to the west, but is more varied and extend into parts of the Downtown as well, up to and beyond Wellington Street.

North End East, Beasley



Characterized by a diverse collection of buildings on varied lot sizes, elements of the North End's unique *built form* character extend into the Downtown up to approximately York Boulevard.

Barton - Tiffany



The residential areas of Barton-Tiffany are distinct from those south of York Street and those east of Hess Street. They are characterized by larger, compact homes on regularly sized lots with a generous canopy.

Civic Centre



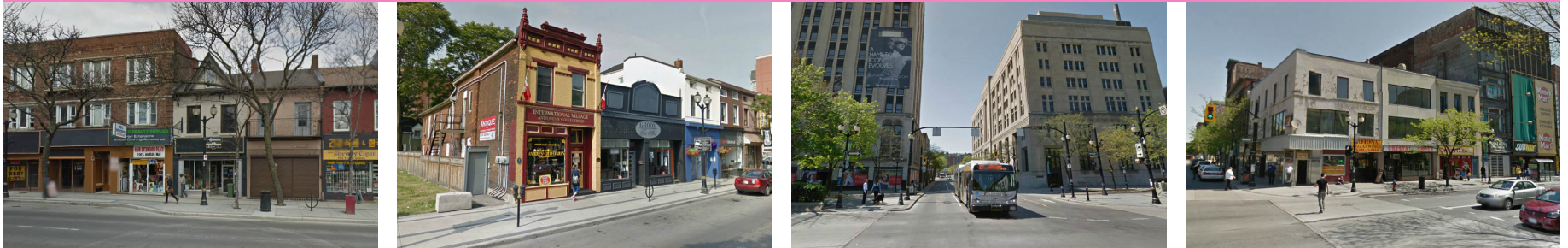
Characterized by the modernist City Hall, the Civic Centre is a collection of larger civic buildings that represent an ambitious, if incomplete, vision for the Downtown's *public realm*.

Industrial Sector A and Keith



Characterized by modest homes and larger industrial parcels, these neighbourhoods are contained to the areas north of the CN rail corridor.

The Gore

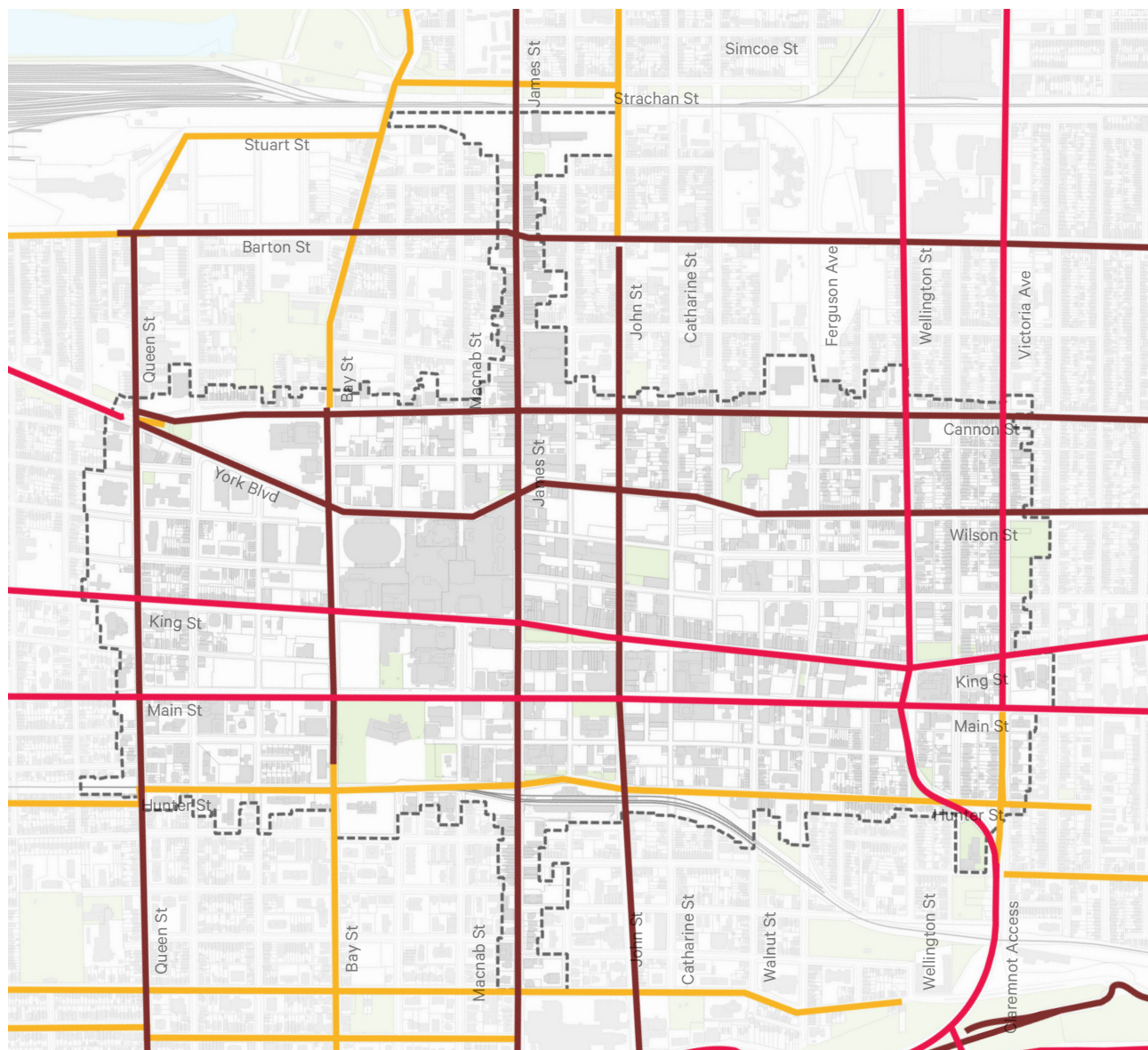


Centred around Downtown Hamilton's primary public space- Gore Park- the Gore Neighbourhood is characterized by a consistent collection of civic buildings that frame the Park.





2.4 Streets



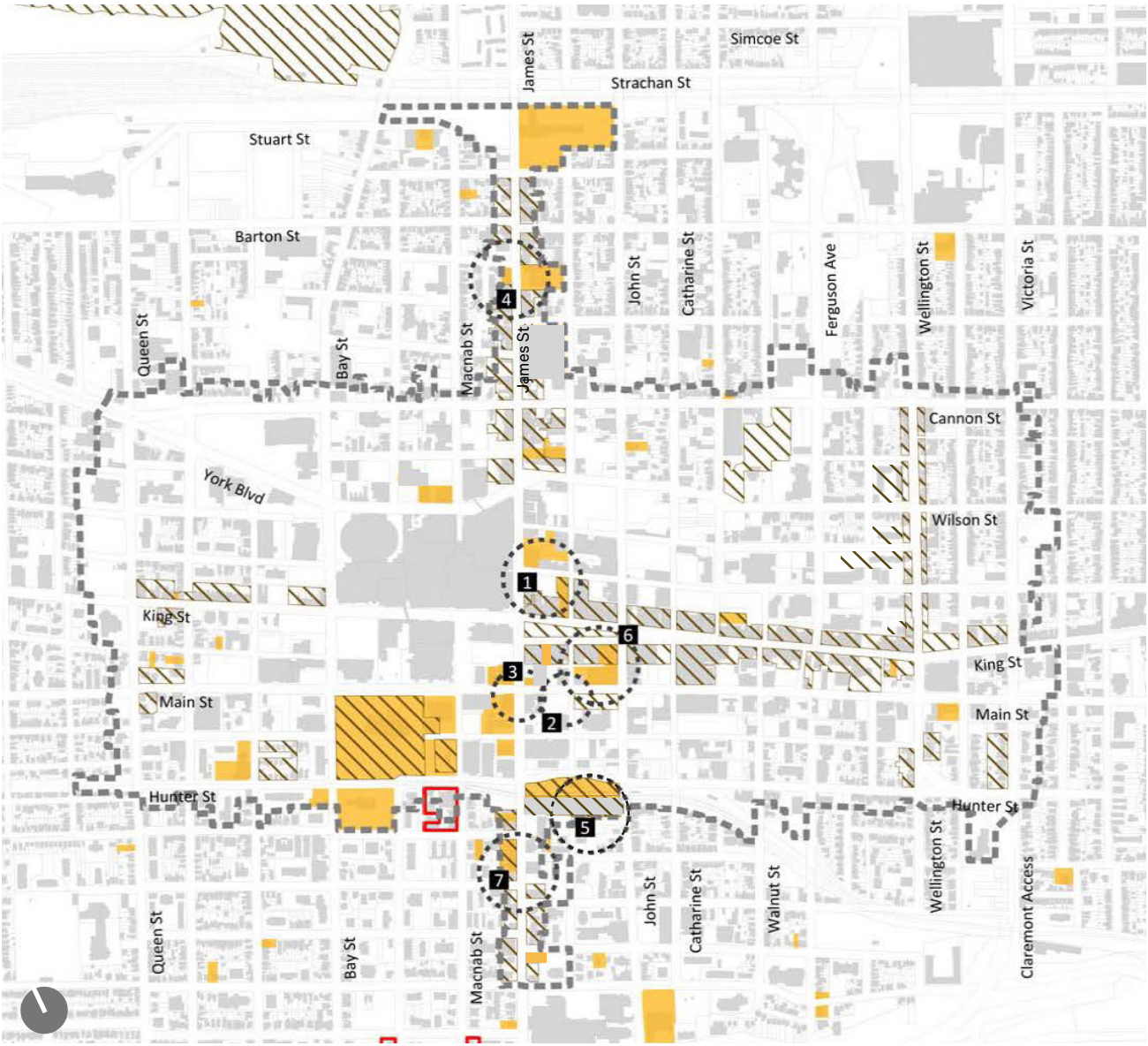
The Urban Hamilton Official Plan (UHOP) provides a functional road classification and associated policies that recognizes differing needs for streets in the Downtown depending on their role. According to the UHOP, “an efficient road network will accommodate anticipated traffic volumes at a reasonable level of service while balancing the needs of all road users and vehicles for the efficient movement of people and goods and providing a right-of-way for underground utilities.”

Public right-of-way road widenings shall not be taken from streets within the Downtown Hamilton Secondary Plan area unless identified in Schedule C-2 - Future Road Widenings of Volume 1 of the UHOP.

Most Downtown Streets fall within three right-of-way widths: 15.24 m, 20.12 m and 26.22 m.

- Major Arterial (26.22 m)
- Minor Arterial (20.12 m)
- Collector (15.24 m)

2.5 Heritage Buildings



Heritage buildings and streetscapes define Downtown Hamilton as a unique place. The existing concentration of heritage built form is one of the key strengths and opportunities in Downtown Hamilton.

Downtown Hamilton contains the highest concentration of cultural and built heritage resources within the City. The heritage structures and spaces define Downtown as a unique place and provide a physical history of the community. There are a number of buildings, easements and landscapes that have been designated under Part IV of the *Ontario Heritage Act*, listed in the municipal inventory for buildings and cultural heritage landscapes, and listed in Canada's Inventory of Historic Buildings. The Downtown Hamilton Secondary Plan recognizes the value of heritage buildings, streetscapes, and cultural landscapes and places a priority on their retention, re-use and enhancement. Specific guidelines are required for the integration and response of tall buildings within heritage properties. The shape and form of tall buildings should respond to and respect the existing architectural legacy found within the Downtown.

- Cultural Heritage Landscapes
- Designated under the Ontario Heritage Act
- Heritage Conservation District



1. Lister Block - 1923



2. Landed Banking and Loan Company Building - 1908



3. Pigott Building - 1928



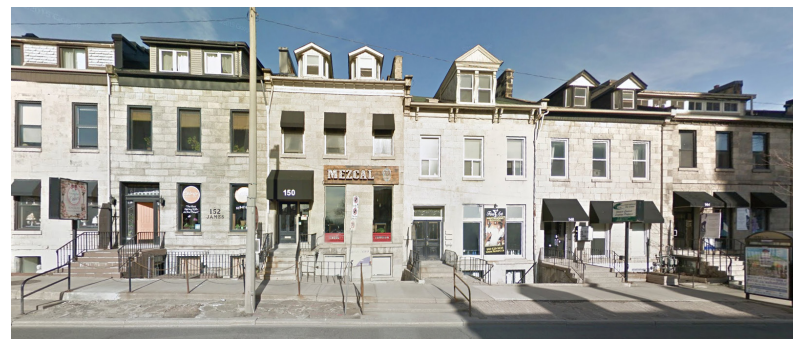
4. Hamilton Brass Manufacturing Co. Building - 1873



5. Hamilton GO Centre - 1933

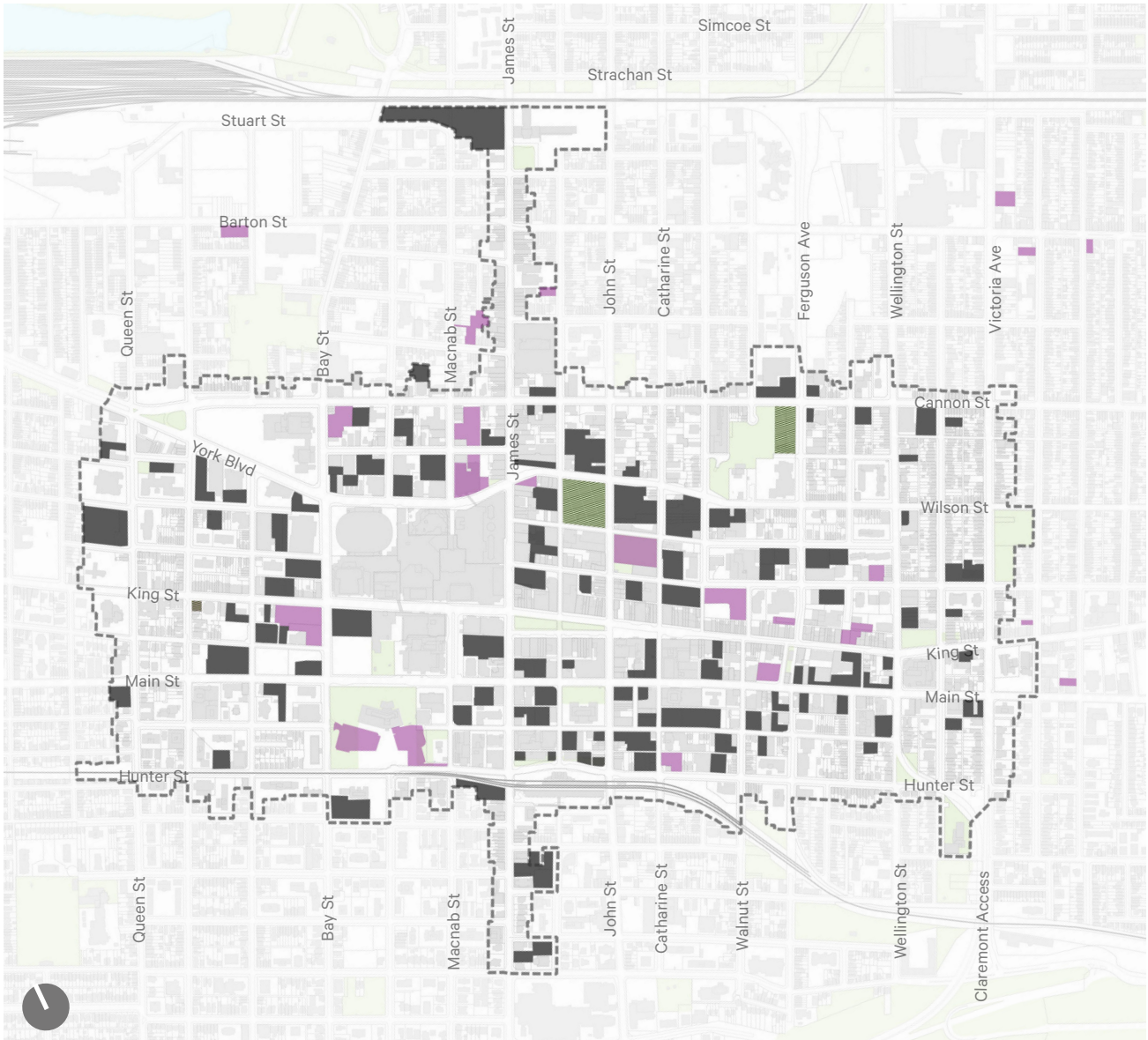


6. John Sopinka Courthouse - 1935



7. James St South Stone Terrace buildings - 1854

2.6 Surface Parking Lots

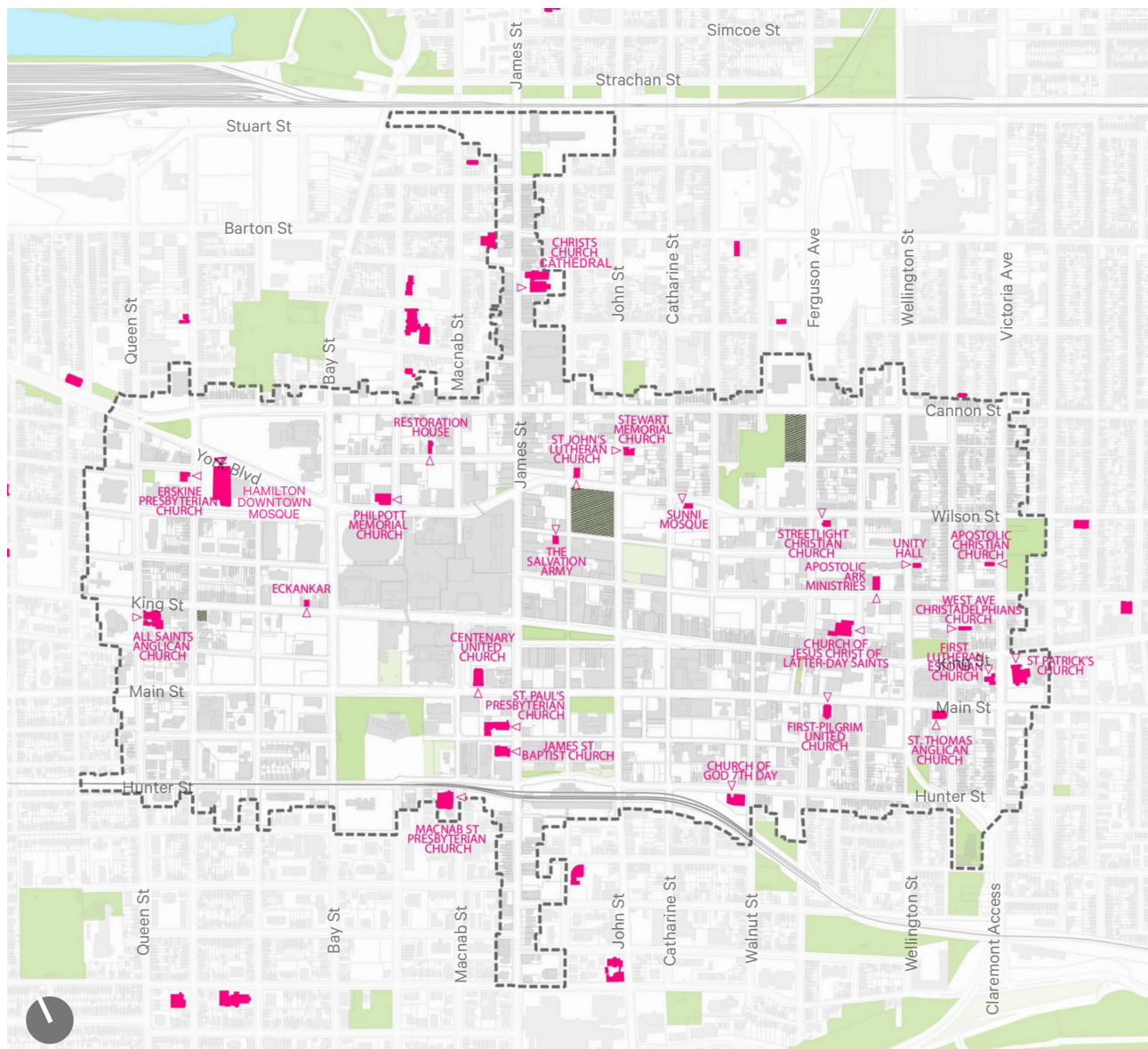


The Downtown includes a significant number of surface parking lots that are either privately or publicly owned. Existing surface parking lots are suitable/ideal for infill which could take the form of tall buildings, and will require particular attention in the Study. Two parking lots (shown in green) have already been identified in the Secondary Plan as locations for future parkland.

- Municipal Surface Parking Lots
- Private Surface Parking Lots
- Existing Parking Lots Designated for Future Park Use in the Official Plan



2.7 Places of Worship

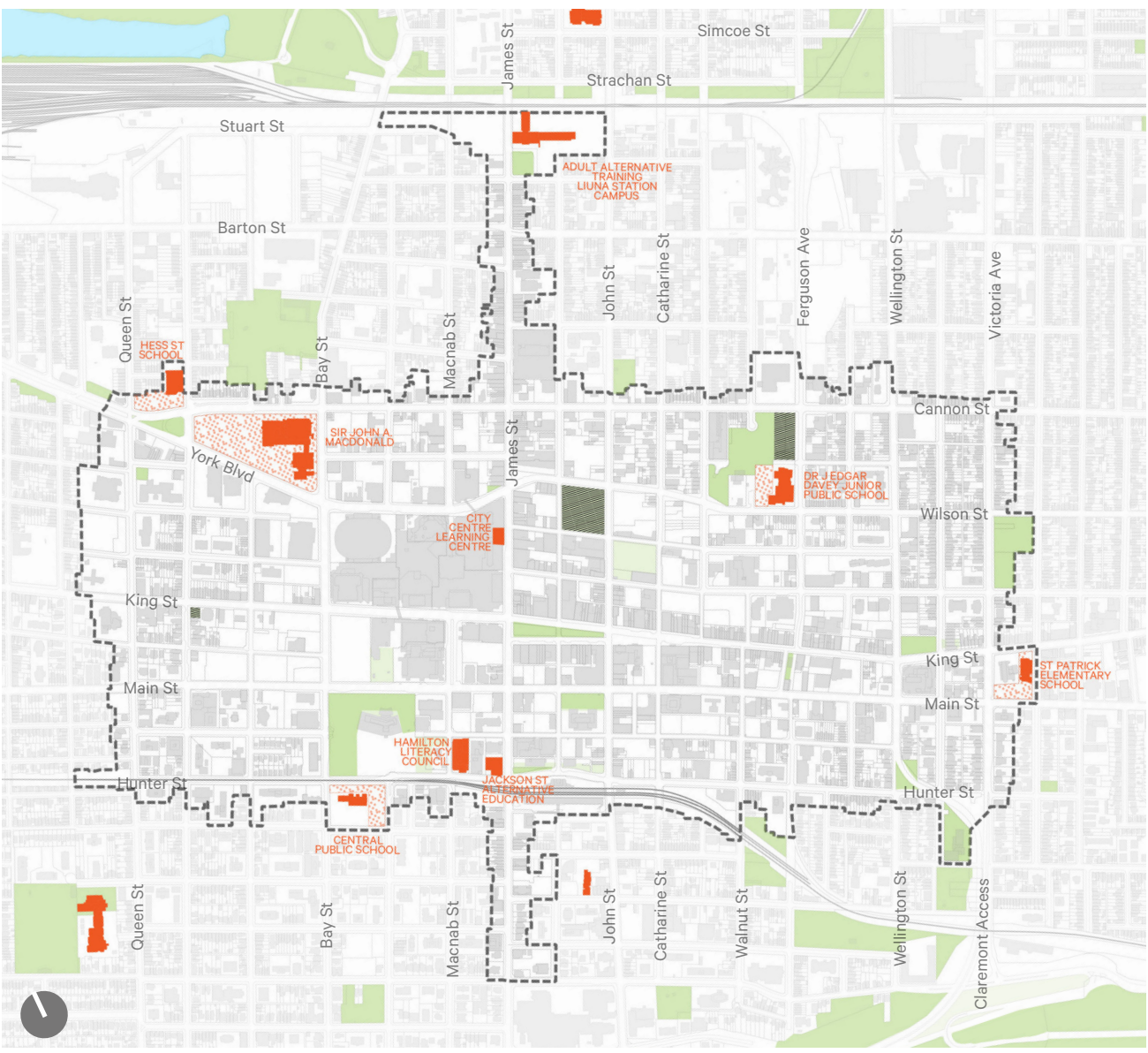


Places of worship play a special role in the life of Hamilton's Downtown and many are heritage buildings and/or landmarks within their neighbourhoods. Impacts on important views and/or significant architectural features will need to be considered and mitigated.

The *boulevard* area fronting the entrance of a place of worship is commonly used as a space for congregation, and therefore acts as an important civic open space within the Downtown and care must be taken to mitigate any potential negative impacts of tall buildings on such spaces.

The map to the left identifies all places of worship within the Downtown, along with their primary entrances and orientations.

2.8 Parks, Schools & Schoolyards



Park space within the Downtown is currently limited and care must be taken to mitigate any potential negative impacts of tall buildings on these spaces. Opportunities to augment the open space network should be considered.

Schools and their yards are key components of the Downtown’s open space network. Shade, overlook and other impacts on these spaces will need to be considered and mitigated. In addition to the parks, schools and yards, the map also identifies major schools and learning centres located in the Downtown.

As the Downtown intensifies, open spaces including school yards and green roofs, will be valuable open spaces that should be considered for additional programming and increased public access, as a way to complement the broader parks and open space network.

- Existing Parks
- Future Parks
- Schools
- School Yards



Hamilton



Bayfront Park



Beasley Park



City Hall plaza



Prince's Square



Gore Park



Corktown Park

2.9 Transit



The map to the left highlights three of the proposed transit lines as part of the BLAST Plan, the network concept as a result of the 2007 Transportation Master Plan and the Metrolinx regional plan, The Big Move. The B Line is one of 15 priority projects in the Greater Toronto and Hamilton Area and studies are currently underway.

Rapid Ready is a five year multi-modal transportation plan approved by Hamilton City Council on February 27, 2013. The Plan includes a strategy to prepare Hamilton for rapid transportation and an outline of funding requirements.

The 10 Year Local Transit Strategy approved by Council in March 11, 2015 builds upon Rapid Ready and provides short term actions for City Council to continue developing its transit network.

- ■ ■ ■ ■ B Line (BLAST network)
- ■ ■ ■ ■ L Line (BLAST network)
- ■ ■ ■ ■ A Line (BLAST network)
- ■ ■ ■ ■ Railway Lines



Bus service at the Gore



Hamilton Train Station



Lakeshore West GO Train



Image of proposed LRT at
King St and Wellington St

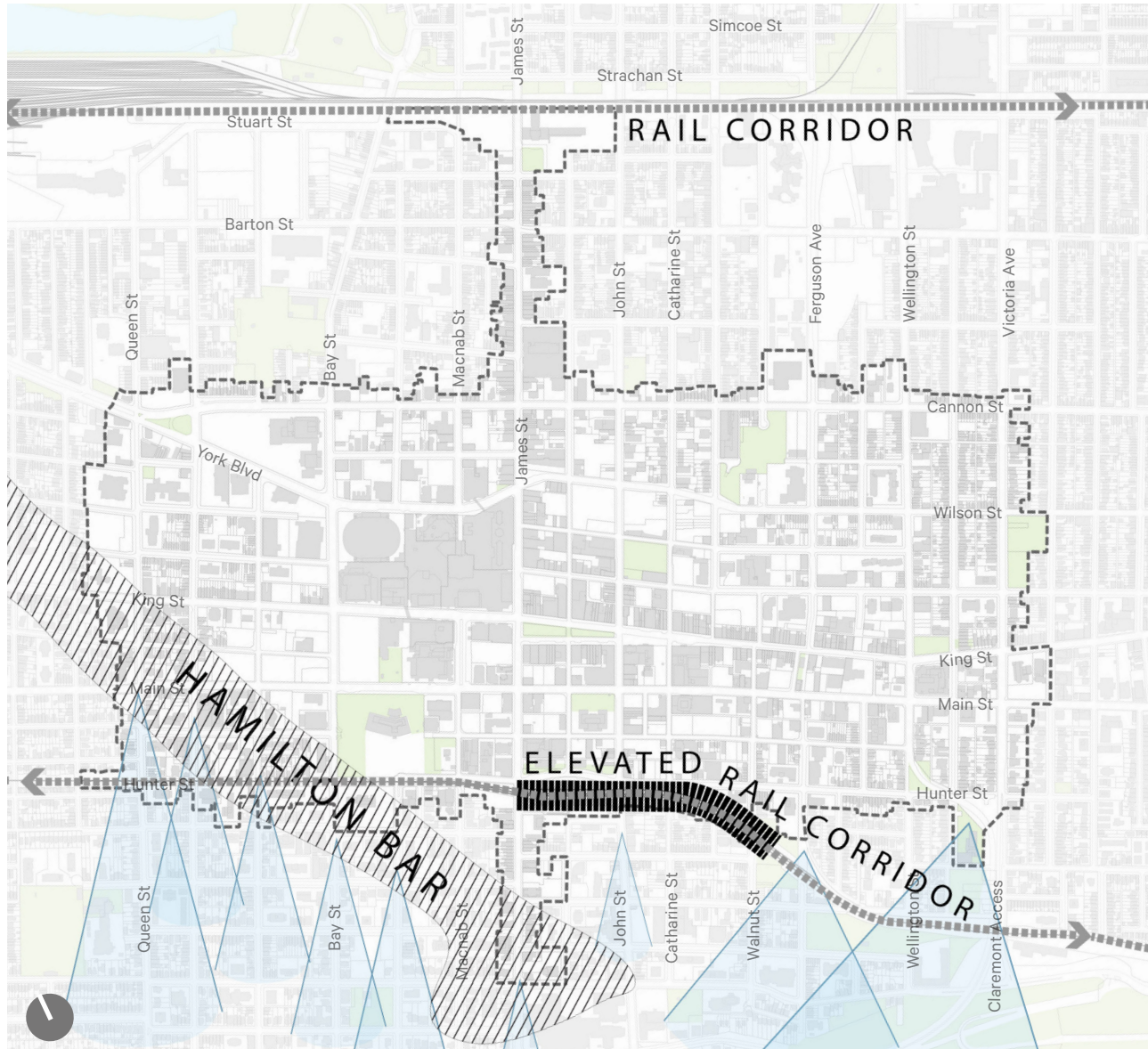


Image of proposed LRT on
James St



Image of proposed LRT on
Main St

2.10 Views Towards the Lake & the Escarpment



The Niagara Escarpment is the prominent feature that is visible at the terminus of several streets in the Downtown due to its close proximity, height, and forested natural character. This distinct feature is a UNESCO Biosphere Reserve and runs through Downtown Hamilton separating lower Downtown from the upper urban area behind the brow of the escarpment feature. The Niagara Escarpment is a powerful visual feature due to its height and striking landscape character that terminates the vistas looking southwards on several Downtown streets. Important views to this natural feature should be protected.

3. View of the Escarpment or 'Mountain' from East Hamilton.



1. View of the Escarpment from Queen St.

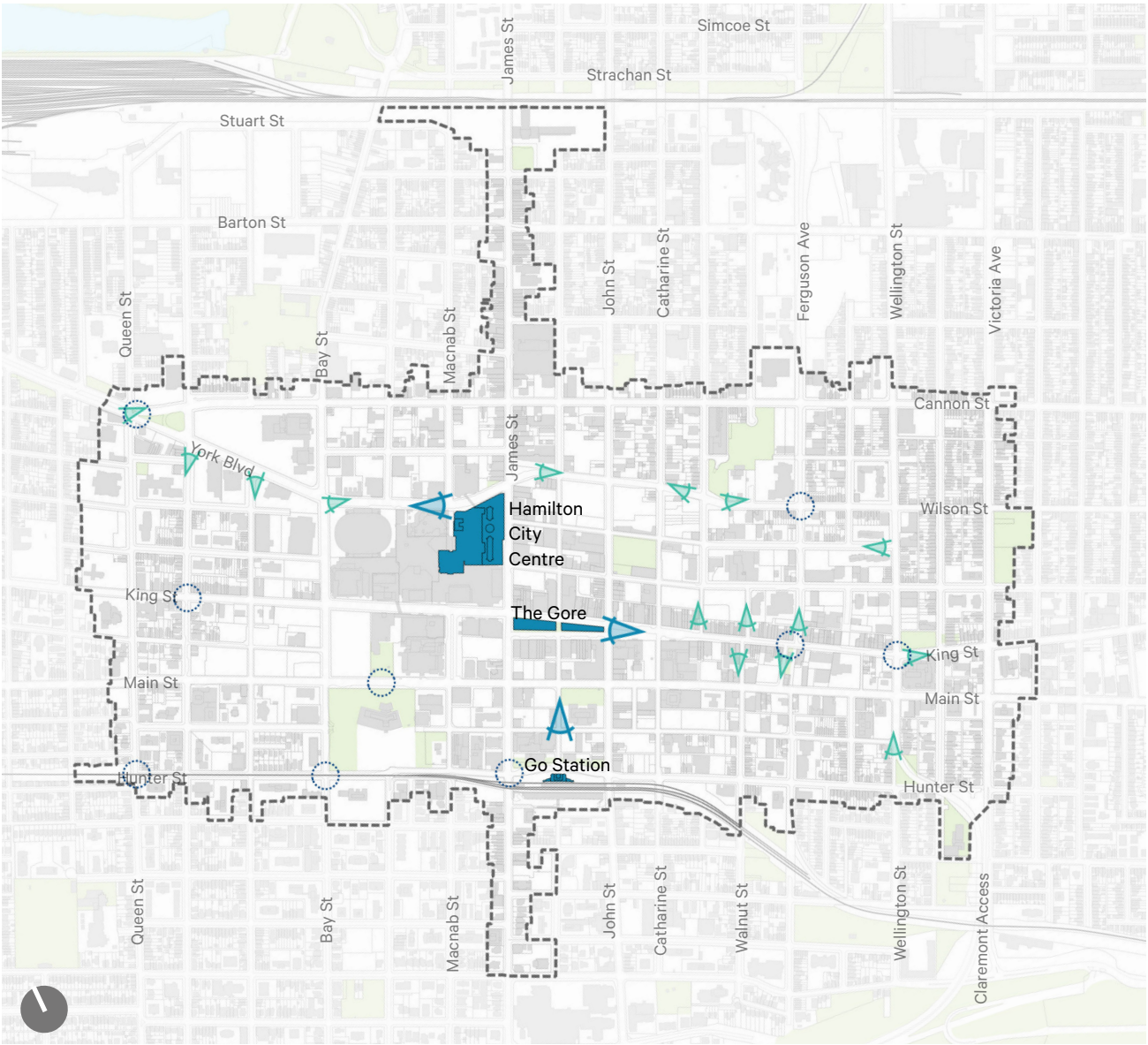


2. View towards the Escarpment from St Catharine St.



4. View of the Harbour from James St.

2.11 Vistas and Terminal Views



A Vista is “a line of vision, contained by buildings of landscaping, to a building or other feature which terminates the view” (Hamilton’s Site Plan Guidelines).

These terminal views are sites usually located at the end of a travel route or at a sharp bend of the road, and consequently visible from long distances. They are natural locations for landmark buildings and places, as they stand out from their surrounding context and are easily recognizable from afar.

That is the case for some of Hamilton’s Downtown landmarks, such as the Hamilton City Centre, the Go Station as well as the Gore.

The map identifies the location of other potential Vistas.

- Landmark
- Existing Vista
- Potential Vista
- Gateway as per Downtown Secondary Plan



Hamilton



1. GO Station Vista



2. Hamilton City Centre Vista

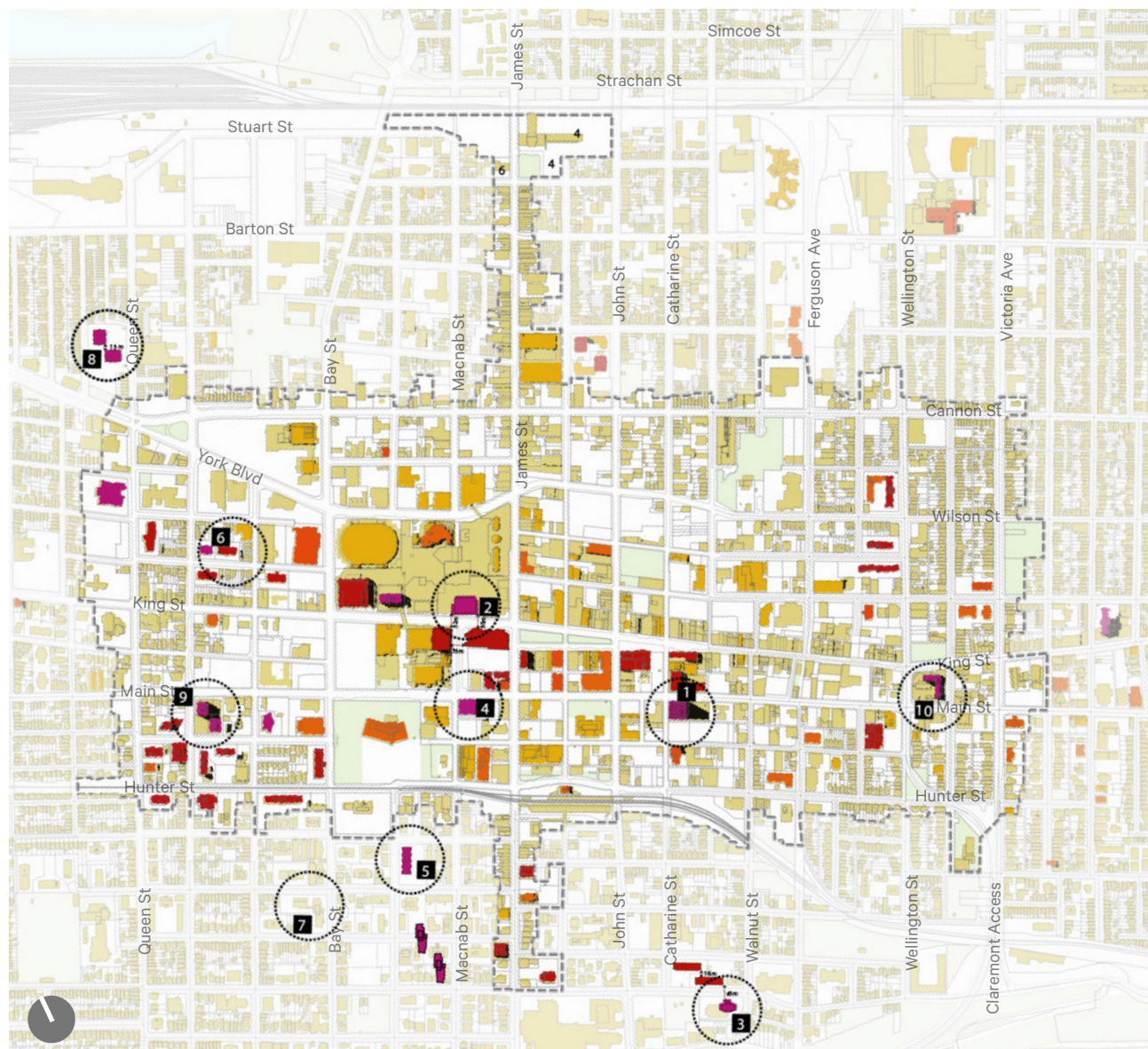


3. The Gore Terminal Vista





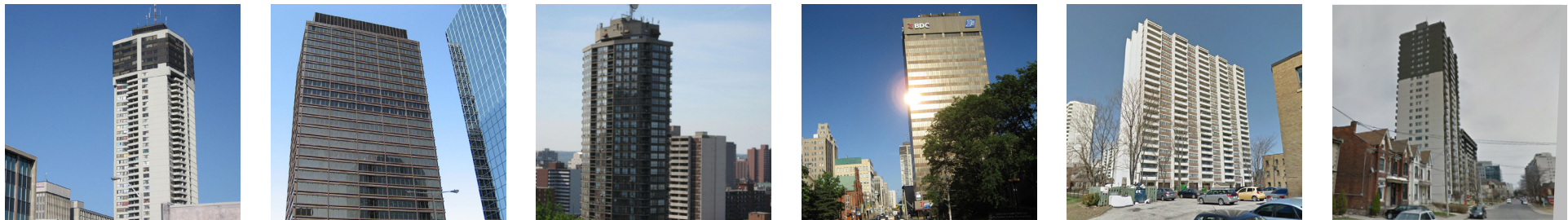
2.12 Existing Tall Buildings



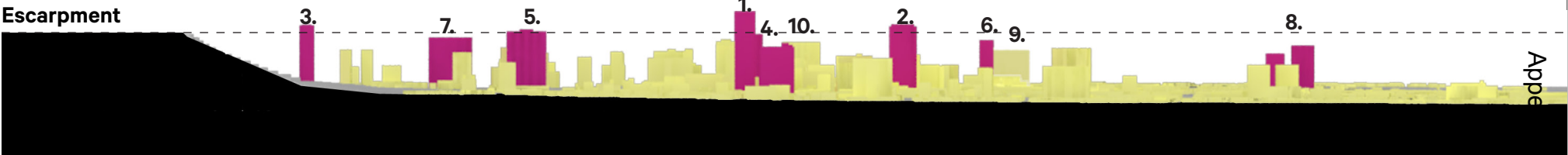
The ten tallest existing buildings within and surrounding Hamilton's Downtown are indicated on the map. The following pages further outline year of construction, height and address. The majority of these (7) are between 22 and 25 storeys tall. The remaining three are 25, 33 and 43 storeys tall respectively.



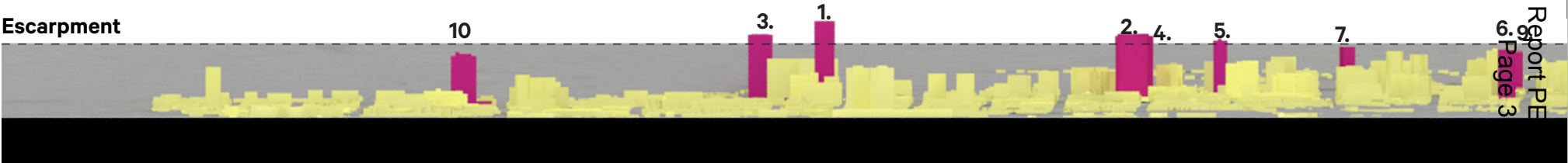
Existing Tall Buildings



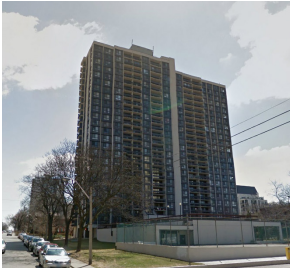
- | | | | | | |
|---|---|---|--|---|--|
| 1. LANDMARK PLACE
Year: 1974
Height: 127 m (43 flr)
Address: 100 Main St.E. | 2. STELCO TOWER
Year: 1973
Height: 103 m (25 flr)
Address: 100 King St.W. | 3. OLYMPIA APARTMENTS
Year: 1976
Height: 98 m (33 flr)
Address: 150 Charlton E. | 4. BDC BUILDING
Year: 1971
Height: 91 m (22 flr)
Address: 25 Main St. W. | 5. THE MARTINIQUE
Year: 1984
Height: 84 m (25 flr)
Address: 155 Park St. S. | 6. THE VILLAGER
Year: circa 1980
Height: 80 m (25 flr)
Address: 160 Market St. |
|---|---|---|--|---|--|



Section at Victoria Street



View from the Lake



7. BAY 200

Year: 1975
Height: 80 m (25 flr)
Address: 200 Bay St. S.



8. QUEEN'S TERRACE

Year: 1974
Height: 80 m (25 flr)
Address: 151 Queen St. N.



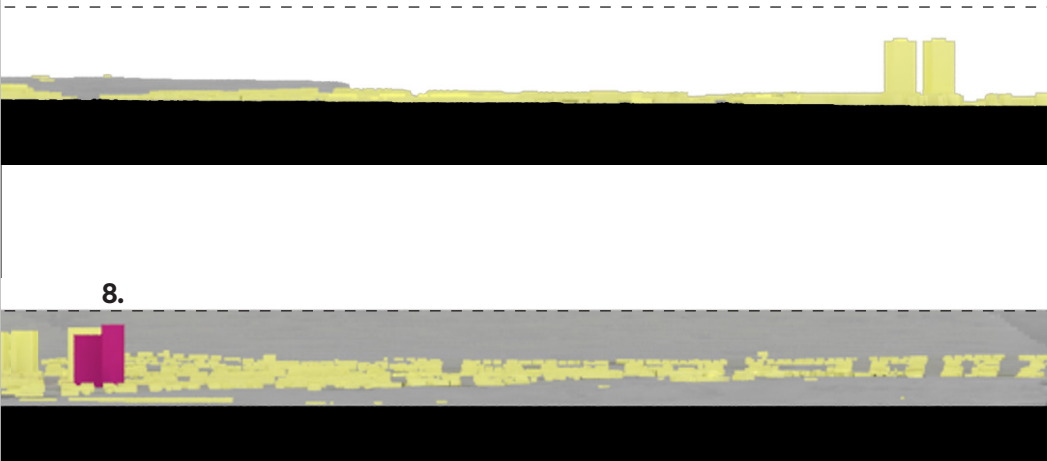
9. 55 HESS STREET S.

Year: circa 1989
Height: 80 m (23 flr)
Address: 55 Hess St. S.



10. FIRST PLACE HAMILTON

Year: 1976
Height: 78 m (25 flr)
Address: 350 King St. E.



2.13 Recent Development Applications



1. Royal Connaught

Status: Phase 1 - Under Construction
Phase 2 - Approved
Height: 108 m (36, 24, 21, 14 str)
Address: 82-114 King St.E



2. The Connolly

Status: Approved
Height: 103 m (30 str)
Address: 98 James St. S.



3. Bella Tower

Status: Under Construction
Height: 84 m (26 str)
Address: 150 Main St W.



4. Tivoli Condos

Status: Approved with Conditions
Height: 75.1 m (22 str)
Address: 108 James St N.



5. 150 Main St W.

Status: Under Construction
Height: 36 m (12 str)
Address: 150 Main St W.

Escarpment



Section at Victoria Street

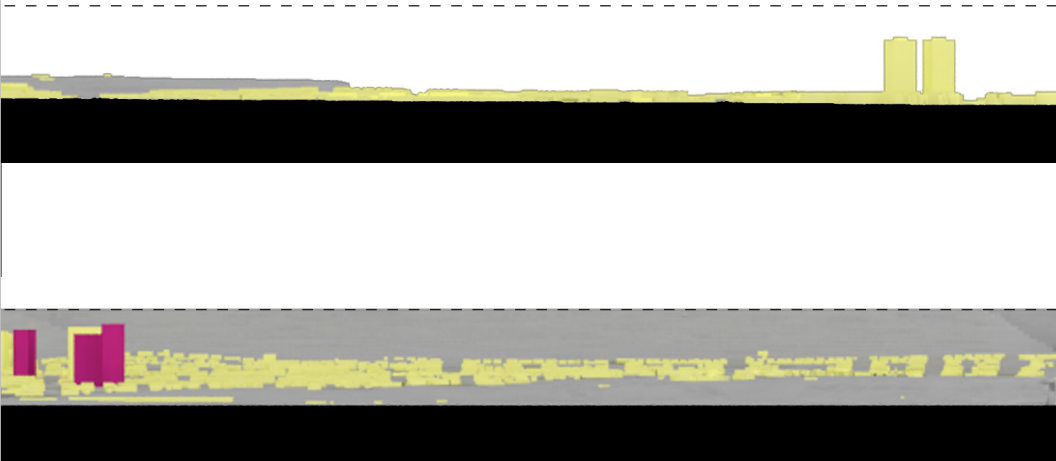
Escarpment



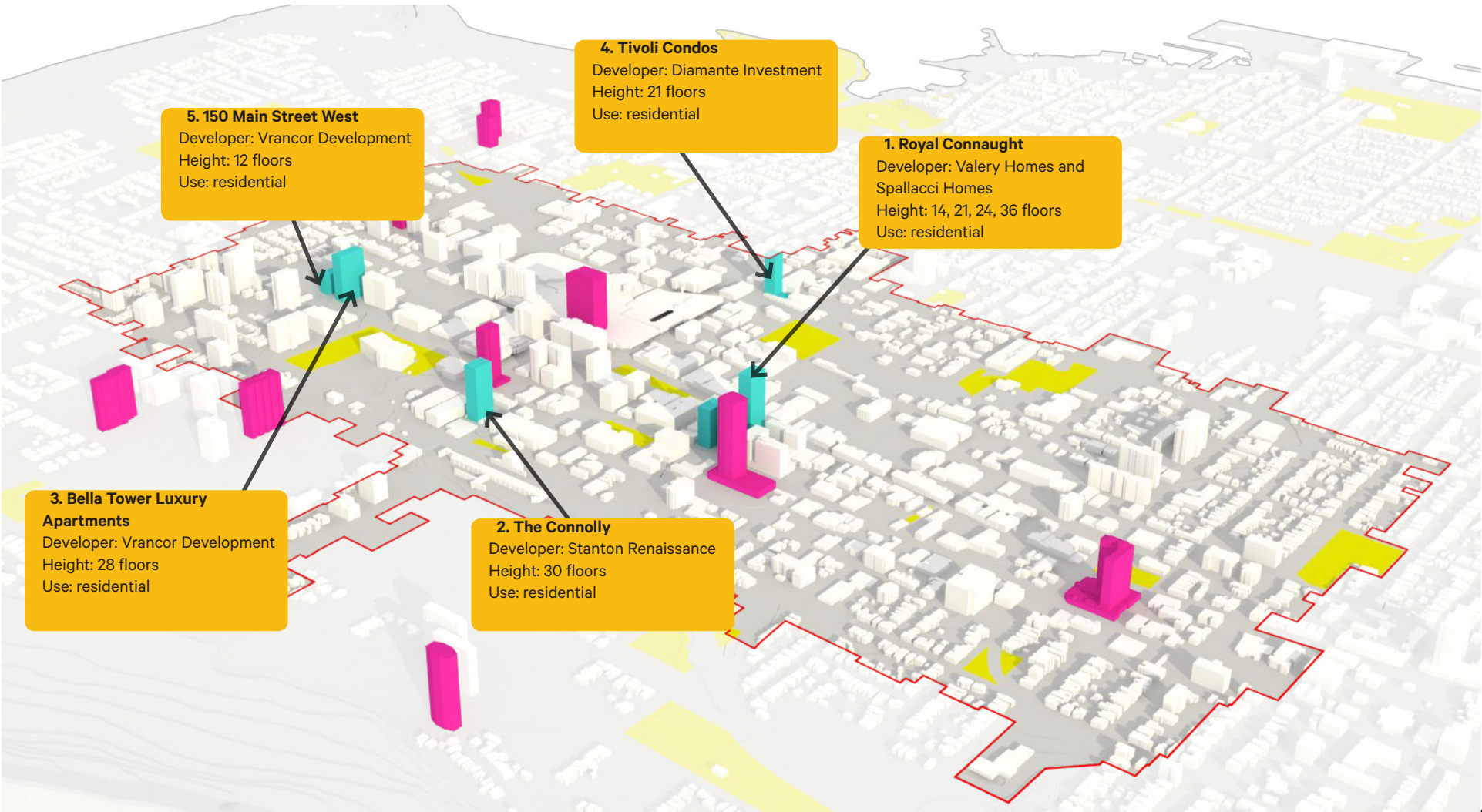
View from the Lake



At the time of study, there were five recently approved and/or under construction developments, ranging from 12 to 36 storeys, as illustrated here. The following pages illustrate a composite of existing and new approved/constructed tall buildings.



Existing Tall Buildings and Recent Development Applications

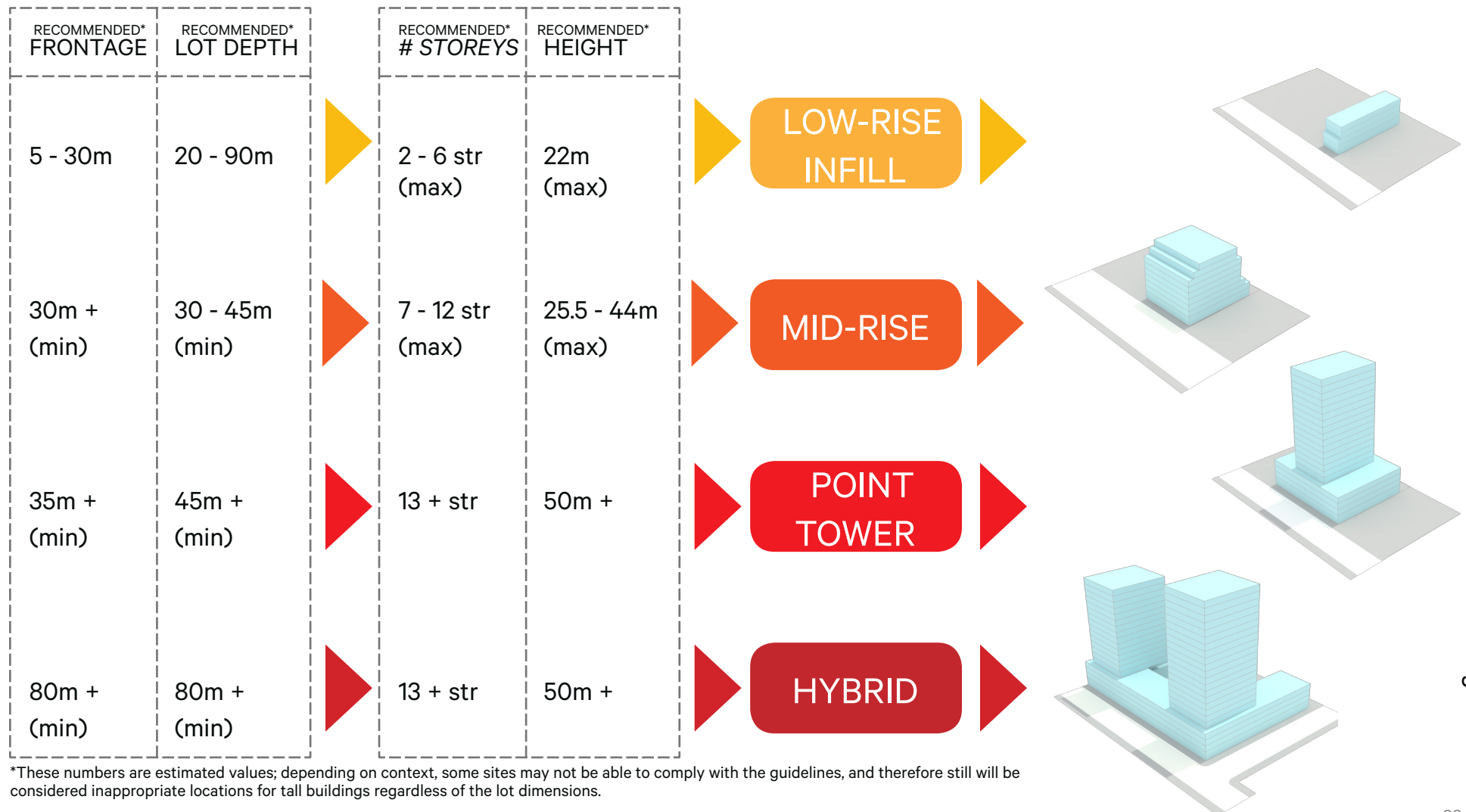


- Top Ten Tallest Buildings - Existing
- Recent Development Applications

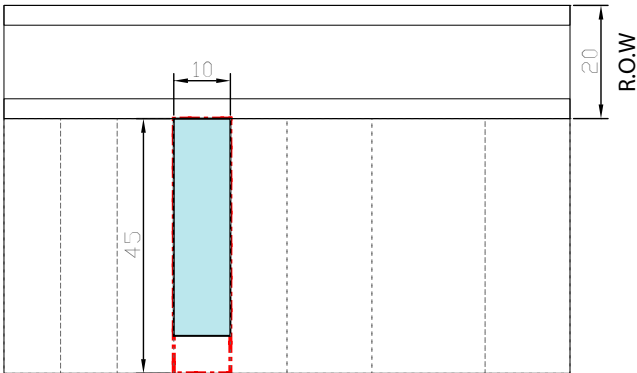
3.0 Building Types

3.1 Site Assessment Matrix

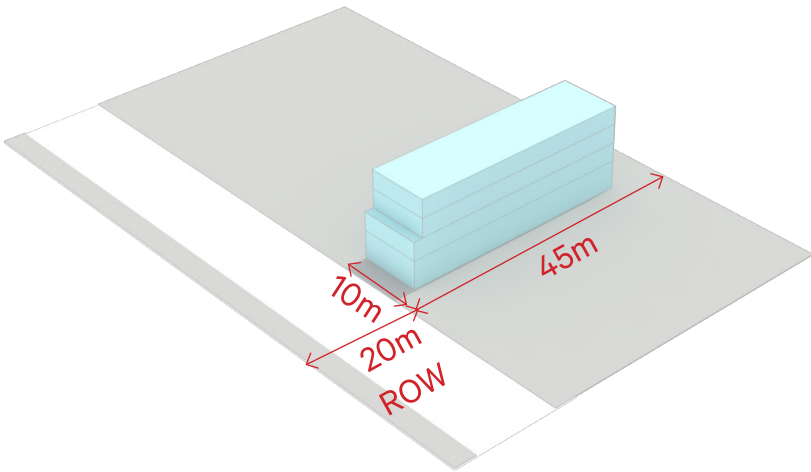
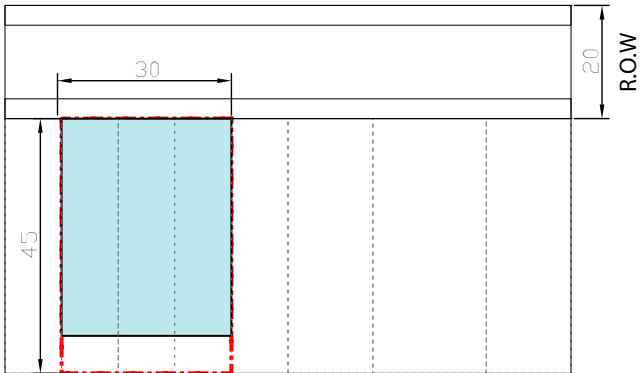
Building heights fall into three ranges: Low Rise (2-6 storeys); Mid-rise (7 to 12 storeys) and High-rise (13+ storeys). The matrix below identifies how height and storey limits are determined through an assessment of frontage, lot depth and character area implications. As part of the Site Character & Local Context framework established in the Tall Building Guidelines, section 2.1 defines distinct Character Areas within the downtown boundary and identifies where each of these building types are generally appropriate.



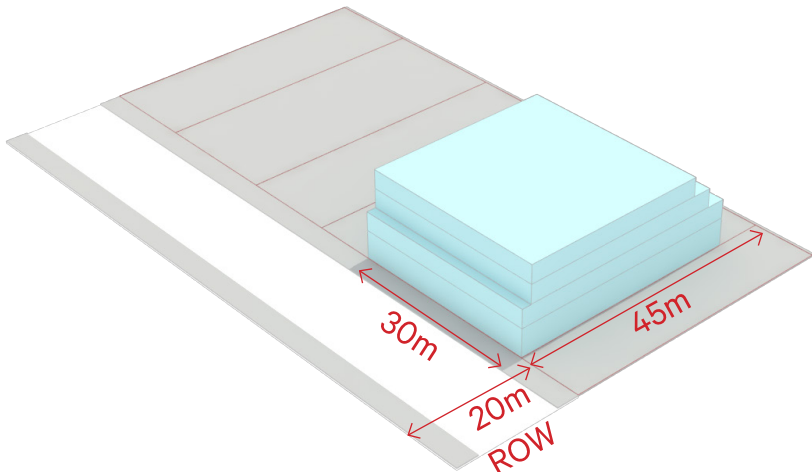
3.2 Building Types - Lowrise Infill



Typical Frontage: **5-30m**
 Typical Depth: **20-90m**
 Typical R.O.W: **20-26m**
 Typical #of Storeys: **2-6 str**
 Max. Height: **22m**



Lowrise Infill



Lowrise Infill - Assembly



Lowrise Infill Precedents



Templar Flats - King William St.

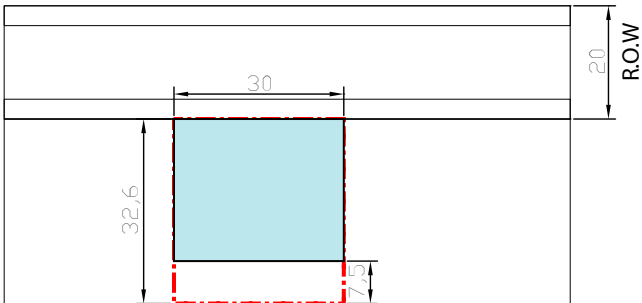


Commercial Building - James St.

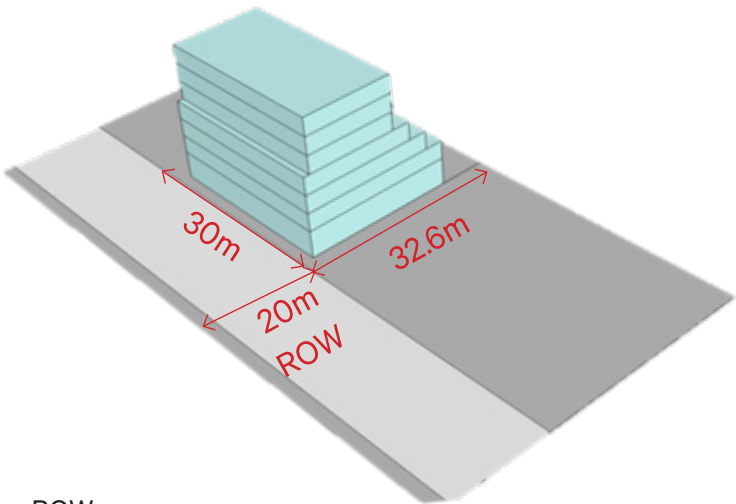
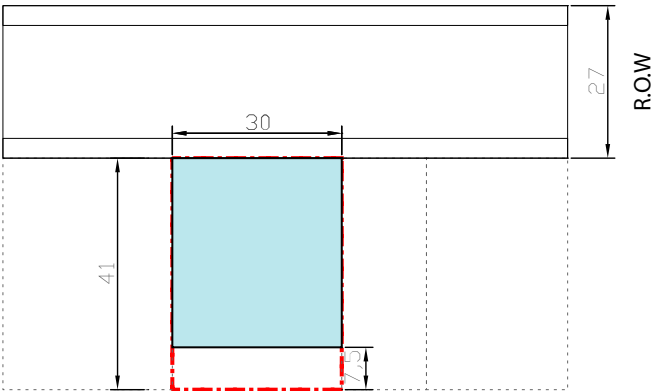


Beasley Park Towns - Wilson St.

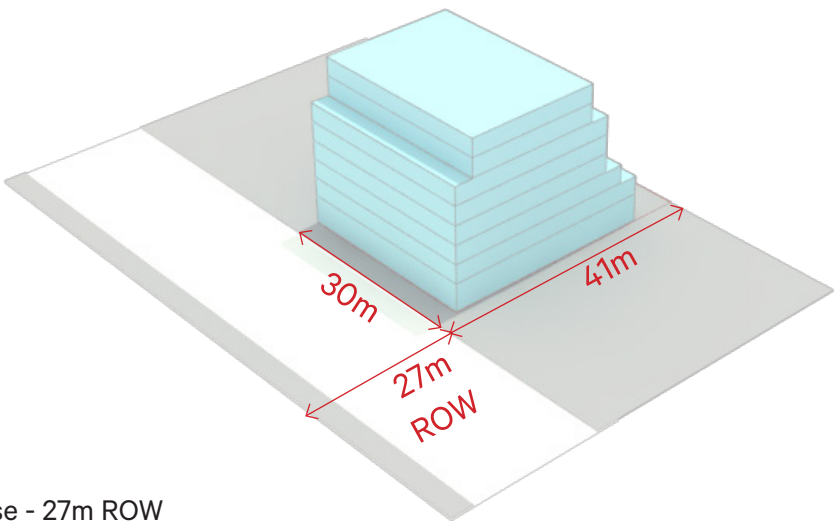
3.3 Building Types - Midrise



Typical Frontage: **30m+**
Typical Depth: **30-45.8m**
Typical R.O.W: **20-36m**
Typical #of Storeys: **7-12 str**
Max. Height: **25.5-44m**



Midrise - 20m ROW



Midrise - 27m ROW



Hamilton

Midrise Precedents

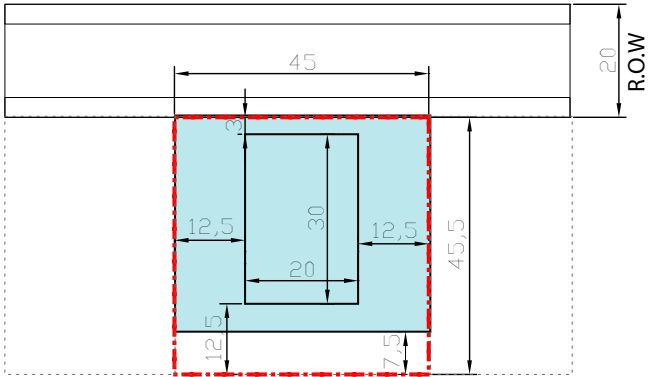


Residences at Acclamation - James St. N, Hamilton

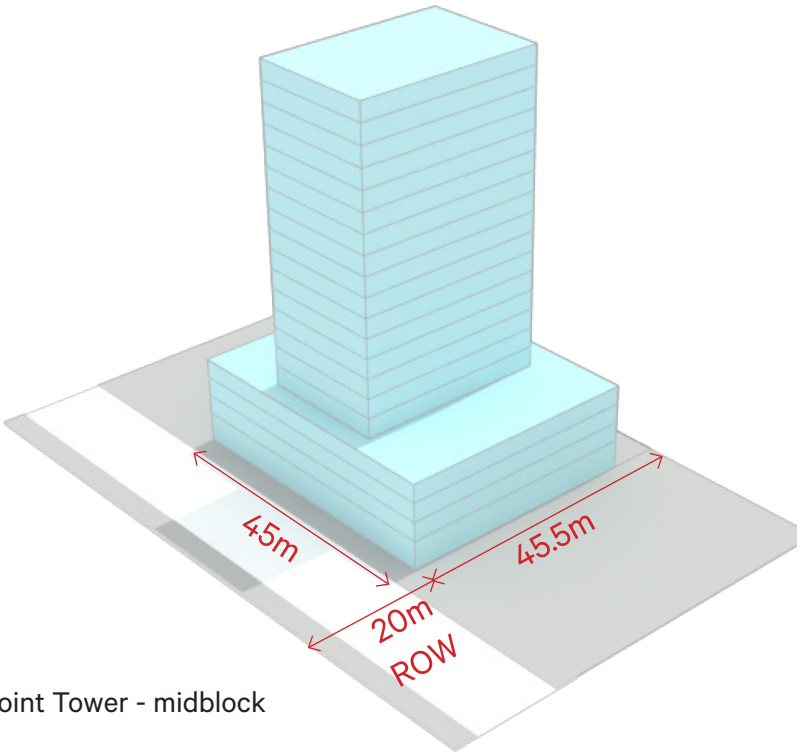
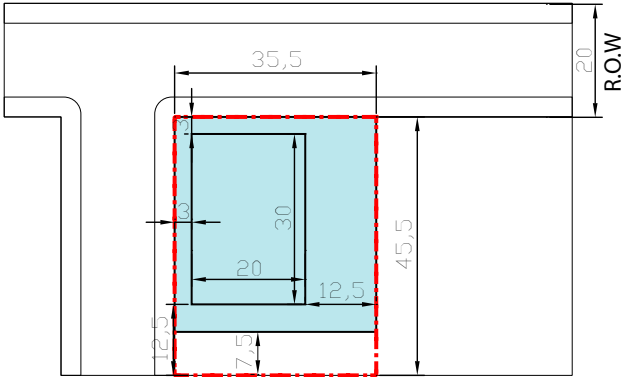


Witton Lofts - Murray St., Hamilton

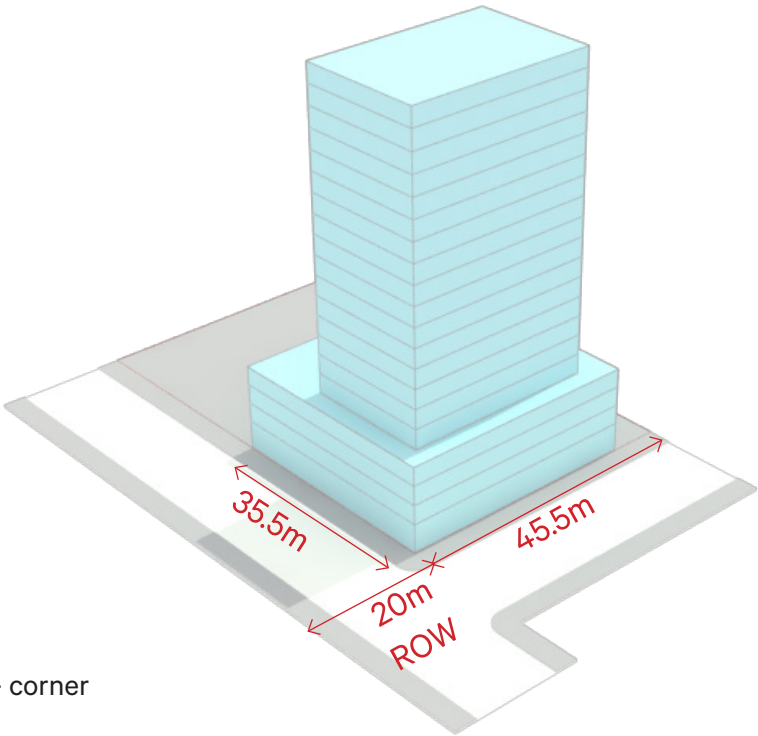
3.4 Building Types - Point Tower



Typical Frontage: **35m+**
Typical Depth: **45m+**
Typical R.O.W: **20-26m**
Typical #of Storeys: **13 str+**
Max. Height: **50m+**



Point Tower - midblock



Point Tower - corner

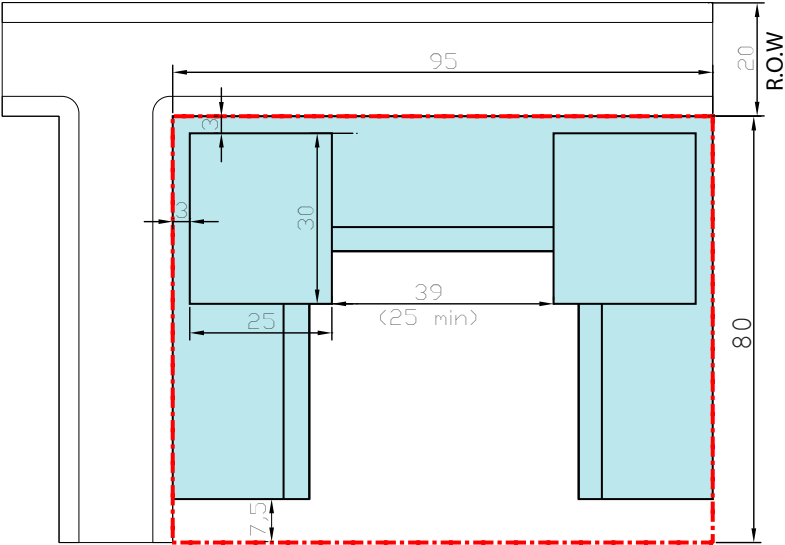


Point Tower Precedents

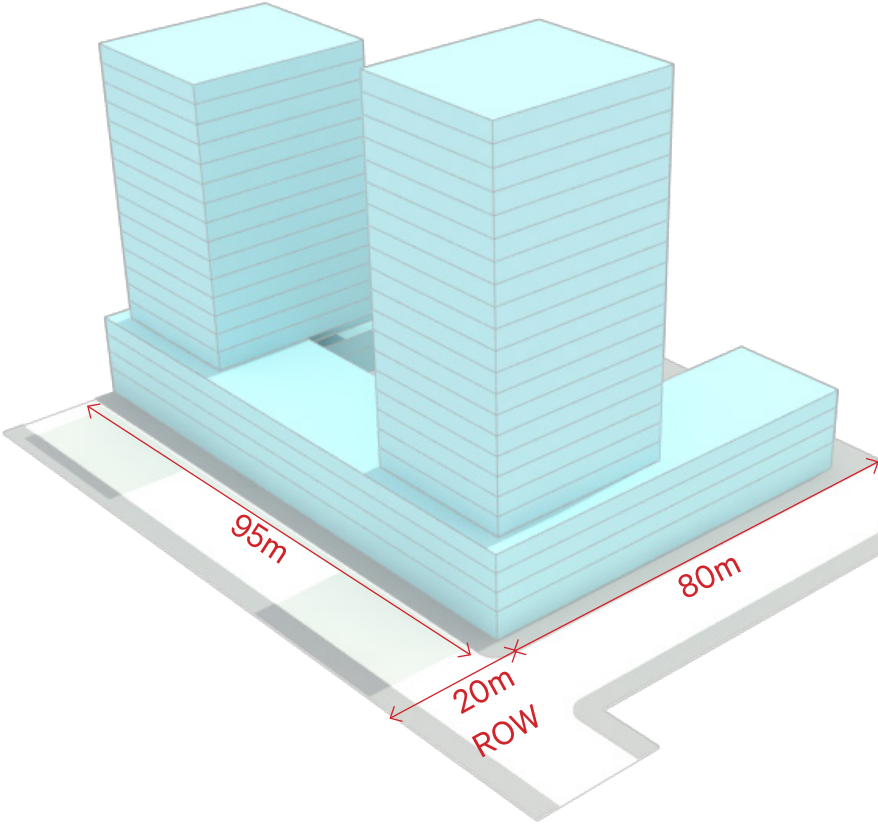


Tivoli Condos - James St. N

3.5 Building Types - Hybrid



Typical Frontage: **80m+**
Typical Depth: **80m+**
Typical R.O.W: **20-26m**
Typical #of Storeys: **13 str+**
Max. Height: **50m+**



Hybrid



Hybrid Precedents



● Tower *floorplate* exceeds recommended dimensions

● Separation between volumes does not meet recommended dimensions

150 Main - Main St. W.

4.0 What are the Next Steps?

Based on the outcomes of the Study, the objectives for the Tall Building Guidelines are:

- To confirm that there is strong identification with the Niagara Escarpment as a primary topographical and natural asset; therefore, to establish that new tall buildings should be no greater in height than the Escarpment;
- To identify additional prominent views, vistas and landmarks within and around the Downtown which should be respected;
- To outline how a tall building's form should respond to adjacent heritage buildings, including identification of appropriate set-backs, step-backs and *separation distances*;
- To provide *transition* between public and private areas, as well as between tall buildings, and adjacent lower-rise neighbourhoods through tower *separation distances*, *transition* of height and form;
- To mitigate shadow and wind impacts particularly on the *public realm*, parks and open space, school yards, and adjacent lower-rise residential areas;
- To ensure tall buildings support and enhance pedestrian comfort at-grade, through programming of more *active uses* at-grade, utilization of appropriate materials and façade treatments, and sculpting of tall building elements to prevent down draft conditions at-grade; and,
- To provide precedents, illustrations and diagrammatic examples of quality design.

Based on the preliminary analysis, different Character Areas exist within the Downtown. The Tall Building Guidelines identify such areas and outline design-related priorities for each in order to inform the specific design of tall buildings and the compatibility with the area character and context.

The Tall Buildings Guidelines seeks to further specify additional goals, criteria and standards regarding the form and function of Tall Buildings within the Downtown, and should be read as the continuation and result of this Study.

The recommendations of the Study and Guidelines are supportive of a number of objectives and policies as outlined in two primary policy documents: The Urban Hamilton Official Plan, and the Downtown Hamilton Secondary Plan.



Hamilton

Downtown Hamilton

Tall Buildings Guidelines

SvN & City of Hamilton's Planning and Economic Development Department

February 2018

FINAL DRAFT

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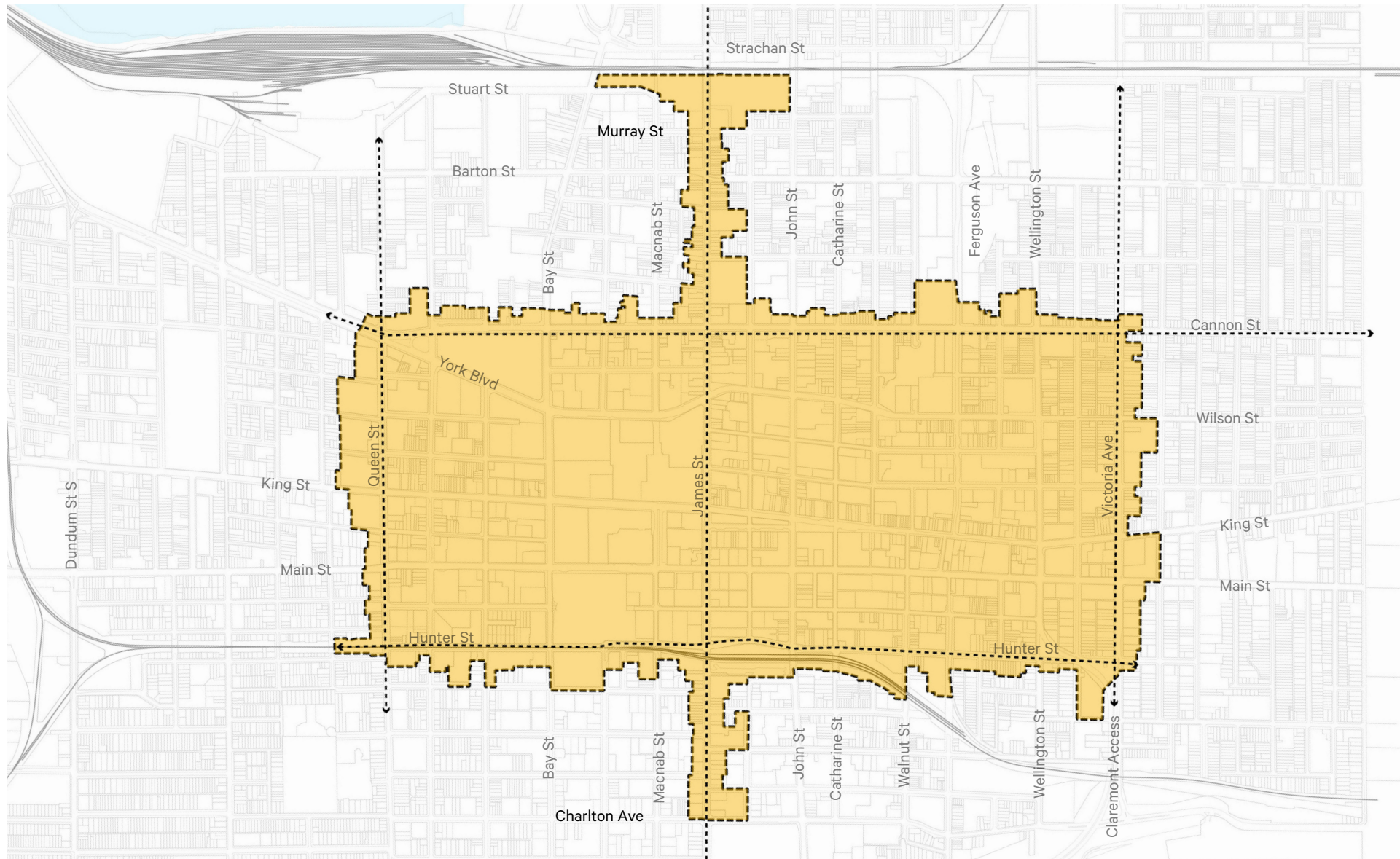
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Below: Study area map (in yellow)





1.0 Introduction

Intent of This Document

The *Downtown Hamilton Tall Building Guidelines* is a reference document that guides the design of tall buildings within Hamilton's Downtown and builds on existing plans and policies. These guidelines set clear expectations and best practices that may be relied upon in the evaluation of applications. The Guidelines are a document that can evolve and will be reviewed as the Downtown evolves over time.

Tall building guidelines provide the tools for developers and architects to design tall buildings in Downtown Hamilton and will be used by City Staff in evaluating development applications. The objective of the guidelines are to provide direction related to building height, *massing*, *transitions*, *sun/shadowing*, and building *articulation* to create appropriate building envelopes.

Projects currently in the development approvals process will be considered based on the planning framework that applied at the time of application and will be looked at on a case-by-case basis. Factors that will be considered during the transition may include site specific zoning by-laws which have received approval; acknowledgement of planning applications that have been received that are deemed complete as per the *Planning Act*; and acknowledgement of building permit applications currently under review.

Study Boundary

The Downtown Tall Buildings study area is similar to the Downtown Secondary Plan area. It is bounded by Cannon Street to the north, Victoria Avenue to the east, Hunter Street to the south and Queen Street to the west and includes the properties fronting onto James Street North to Stuart Street and onto James Street South to Charlton Avenue. Both sides of the bordering streets

being included. It overlaps six downtown neighbourhoods: Beasley, Central, Corktown, Durand, Landsdale and Stinson.

The Study Area denotes the boundary for the Tall Buildings Study and was defined in order to conduct site analysis in a more comprehensive manner. Several approved Secondary Plans interface with the study area for the Tall Buildings Study (e.g. Strathcona Secondary Plan, Setting Sail Secondary Plan) and the James Street North Mobility Hub Study.

Background

The Downtown Hamilton Secondary Plan “outlines a vision of Hamilton's downtown that is ‘vibrant’ with ‘*human scale streetscapes* offering comfort”. It also aims to “combine heritage with new concepts and designs while linking the Downtown neighbourhoods from the waterfront to the Escarpment”. Recent work by City staff resulted in an inventory of heritage buildings that add to the Downtown's character and liveability. This vision, together with a renewed development interest in tall buildings in Hamilton's core will, over time, fundamentally change the shape of the Downtown.

As part of the current review of the Downtown Hamilton Secondary Plan, Planning staff at the City of Hamilton identified the need for guidelines surrounding the development of tall buildings within Hamilton's Downtown. The existing Secondary Plan includes height limits, but also permits exceptions where certain criteria (sun, shade or wind impacts on public spaces) are mitigated. Initiated in 2014, the *Downtown Hamilton Tall Buildings Study* (the *Study*) was developed in conjunction with the Secondary Plan Review, and acts as input into the final update of the Secondary Plan. The *Study* establishes a planning framework that will guide where tall buildings are appropriate, provide clarity around how these mitigation strategies are to

be implemented and evaluated, and include specific design guidance around tall building height, fit and relationship to context. It is not the intention of the Guidelines to limit creativity. Where it can be demonstrated then an alternative *built form* achieves the intent of the Guidelines, alternative solutions should be permitted and encouraged.

Related Studies

The Guidelines are to be read in conjunction with related documents, including but not limited to:

- *Downtown Hamilton Secondary Plan (2018)*
- *Downtown Hamilton Tall Buildings Study (2017)*
- *City of Hamilton Public Art Master Plan (2016)*
- *Mountain Brow Vista Study and Management Plan (ongoing)*
- *Forest Management Plan (ongoing)*
- *Hamilton Downtown Built Heritage Inventory (2014)*
- *James Street North Mobility Hub Study (2014)*
- *Urban Hamilton Official Plan (2013)*
- *Strathcona Secondary Plan Urban Design Guidelines (2013)*
- *City of Hamilton Cultural Plan (2013)*
- *Downtown Hamilton Secondary Plan Review; Background Report (2012)*
- *Pedestrian Mobility Plan (2012)*
- *John Rebecca Park Master Plan (2012)*
- *Clean & Green Hamilton Strategy (2012)*
- *Transit Oriented Development Guidelines (2010)*
- *Gore Park Master Plan (2010)*
- *York Boulevard Streetscape Master Plan (2010)*
- *Downtown Transportation Master Plan (2008)*
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*
- *Pedestrian Network Strategy Working Paper (2007)*

- *Downtown Heritage Character Zone Design Guidelines (2006)*
- *Barrier-free Design Guidelines (2006)*
- *The King Street West Streetscape Master Plan (2004)*
- *Downtown Mobility Streets Master Plan (Bay Street, James Street, John Street, Hunter Street) (2003)*
- *Hughson Streetscape Master Plan (2003); and, King William Streetscape Master Plan (2003)*
- *City's Urban Braille System Guidelines (2002)*
- *Corridor Management's Temporary Lane Closure Policy*

Tall Buildings Guidelines Process

The *Downtown Hamilton Tall Buildings Guidelines* is the product of a broader study process, as documented in the *Downtown Hamilton Tall Buildings Study* and should therefore be read and used in conjunction with its companion document. The Guidelines will be enforced through the Downtown Hamilton Secondary Plan and implemented through the development approval process.

Key Considerations

As part of the Study, the following considerations are addressed:

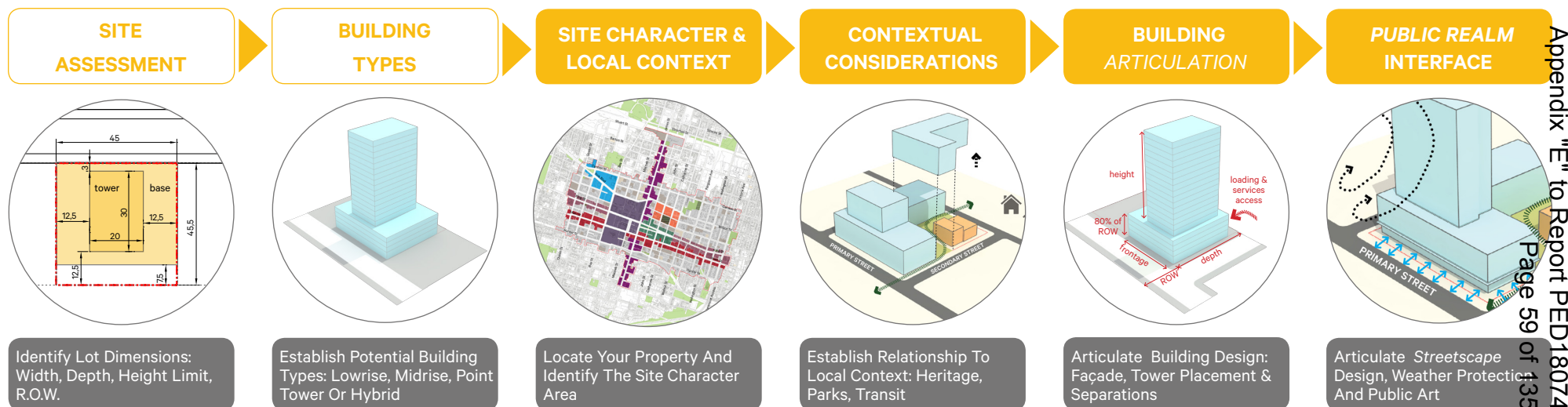
- **What is Tall?** – The definition of “tall buildings” within the Hamilton context.
- **Unique Context** – The study considers unique aspects of Hamilton's downtown with regards to tall buildings, specifically: topography, natural heritage (Niagara Escarpment) views (from the Escarpment and/or Harbour), parcel size, and key transit corridors/hubs.

- **Context and Fit** – The guidelines define appropriate locations, heights and relationships for tall buildings and consider the Site Character Area and the varying contexts of the surrounding neighbourhoods.
- **Climatic Consideration** – The cumulative impacts of sun, shade and wind are addressed, with criteria that are to be used for their evaluation.
- **Heritage Buildings** – The protection of, and relationship to heritage buildings are addressed by the guidelines. Specific guidelines related to land assembly in this context are also provided.
- **Open Space** – The relationship of tall buildings to existing open spaces is addressed.
- **Conformance with Zoning** – The new guidelines will be aligned with the zoning by-law.

As summarized in the accompanying diagram, in order for a landowner and/or developer to determine if they are able to develop a tall building on their property, and the applicability of the *Tall Buildings Guidelines*, the subject site would first need to be assessed in terms of site character and local context, lot dimensions and other relevant metrics, including adjacent street *right-of-way* width. If it is determined that the development of a tall building is possible, the Guidelines provide the performance measures upon which the siting and design of the building(s) should meet, and would be analyzed through the City review process.

Tall Buildings Study

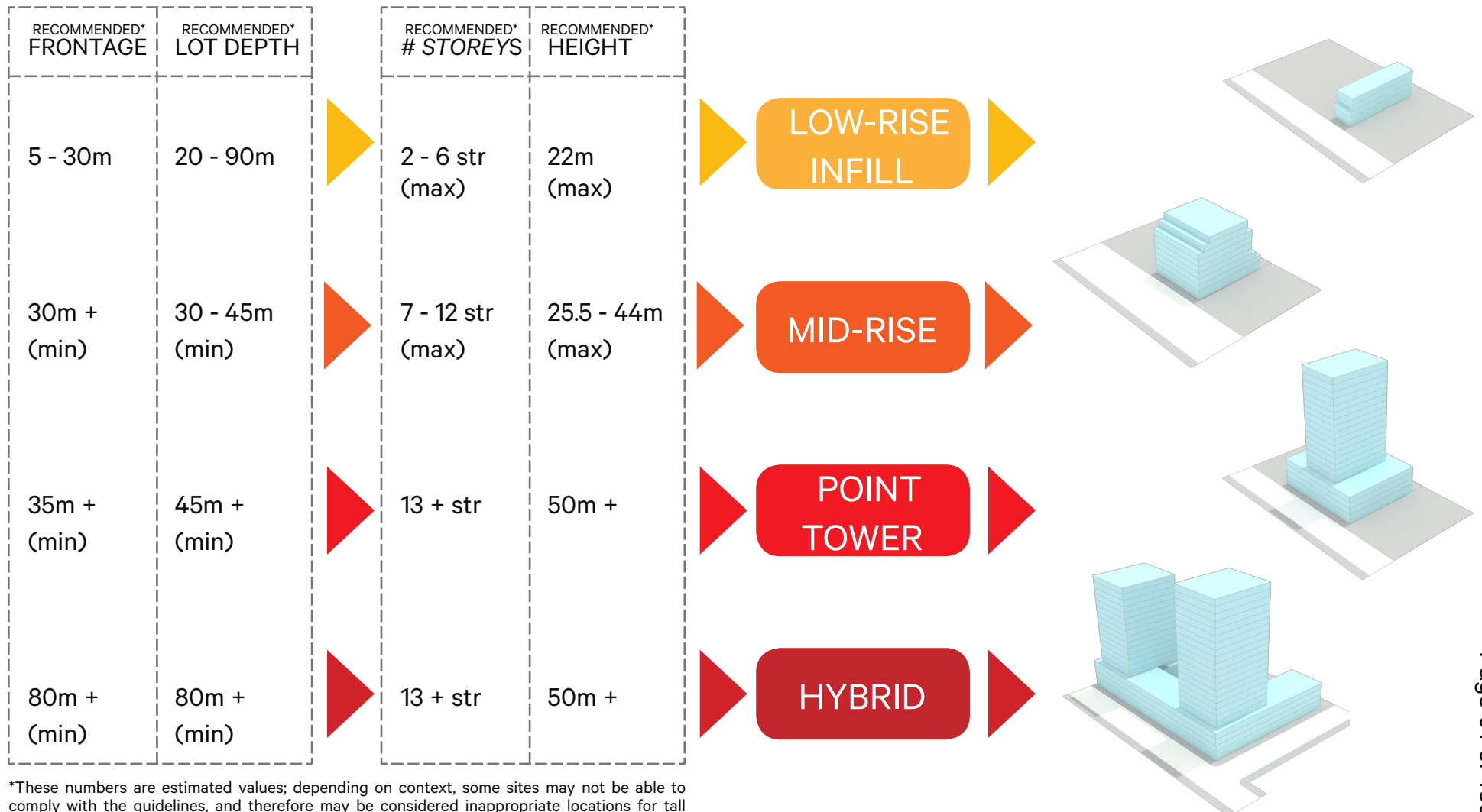
Tall Buildings Guidelines



Site Assessment & Building Types

The following matrix identifies how height and storey limits are determined through an assessment of frontage, lot depth and character area implications. In the matrix we breakout a High-rise building as a Point Tower (singular tall building) and Hybrid (more than one tall building).

Refer to the Tall Buildings Study Section 3.0 for further details regarding building types, including required frontage, depth, adjacent street right-of-way, number of storeys, maximum height (m), and precedent images.



Site Character & Local Context

Character Areas

The Guidelines are organized around Character Areas (Section 2.1) which are organized based on common land uses, building typologies and interfaces with adjacent *public realm* (e.g. *streetscape* or park) contributing to their unique identities. Descriptions of the Character Areas and their Priorities are described in this section.

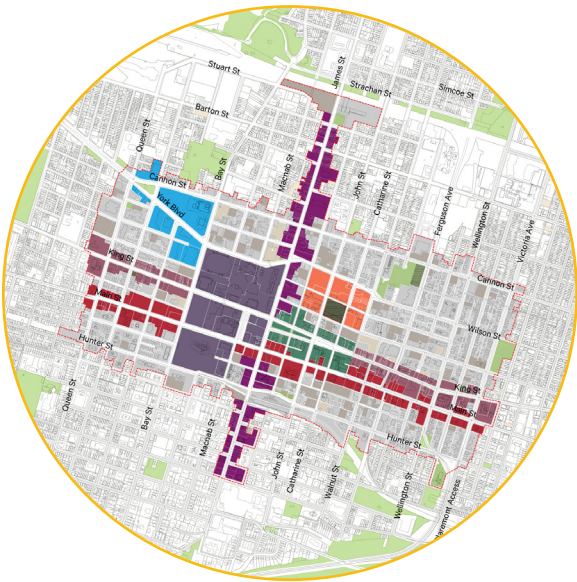
Character Area Priorities

The delivery of a vibrant, mixed use Downtown requires the *articulation* of priorities and elements that require special attention. This should respond to the unique context and vision for each of the Character Areas within the Downtown, and include priorities, as identified through the Study consultation. The visual directions for each of the Character Areas are illustrated in the following pages and demonstrate key elements that need to be considered as redevelopment occurs within each Character Area of the Downtown, including: vision for each character area, *built form* qualities and *public realm* interface, priorities/key considerations and urban design strategies (e.g. consistent street wall, street interface, *transitional* frontage, *setbacks* to complete the pedestrian *boulevard*, active façades, etc.).

The balance of the Downtown Area not identified as one of the first six Character Areas contains a mix of uses, including retail, commercial uses and residential. These areas are still subject to the Tall Buildings Guidelines, so long as a tall building is deemed as an appropriate building type for the property based on the site assessment process, the character of the area and the contextual considerations.

2.0 Site Character & Local Context

SITE CHARACTER &
LOCAL CONTEXT













Locate Your Property And Identify The
Site Character Area

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2.1 Character Area Framework

The Character Area Framework describes the predominant character and appropriate *built form* for different areas of the Downtown. Buildings within the Character Areas generally share common building typologies and interfaces with the *public realm*.

The Character Areas were defined with input from City Staff, the Technical Advisory Committee, the Design Review Panel, and the Community Liaison Committee, and include:

	Prime Retail Streets - James St. & King St.		Existing Parks
	Downtown Core (Civic Precinct)		Building Footprint
	The Gore		Study Boundary
	Main St. Corridor		Major Transit Station
	York Blvd.		
	John/Rebecca/King William		

This section describes the predominant character of each Area and summarizes the existing Secondary Plan and zoning categories in effect at the time of preparation of these guidelines, range of property depths and heights, and the range of ground and upper floor heights.

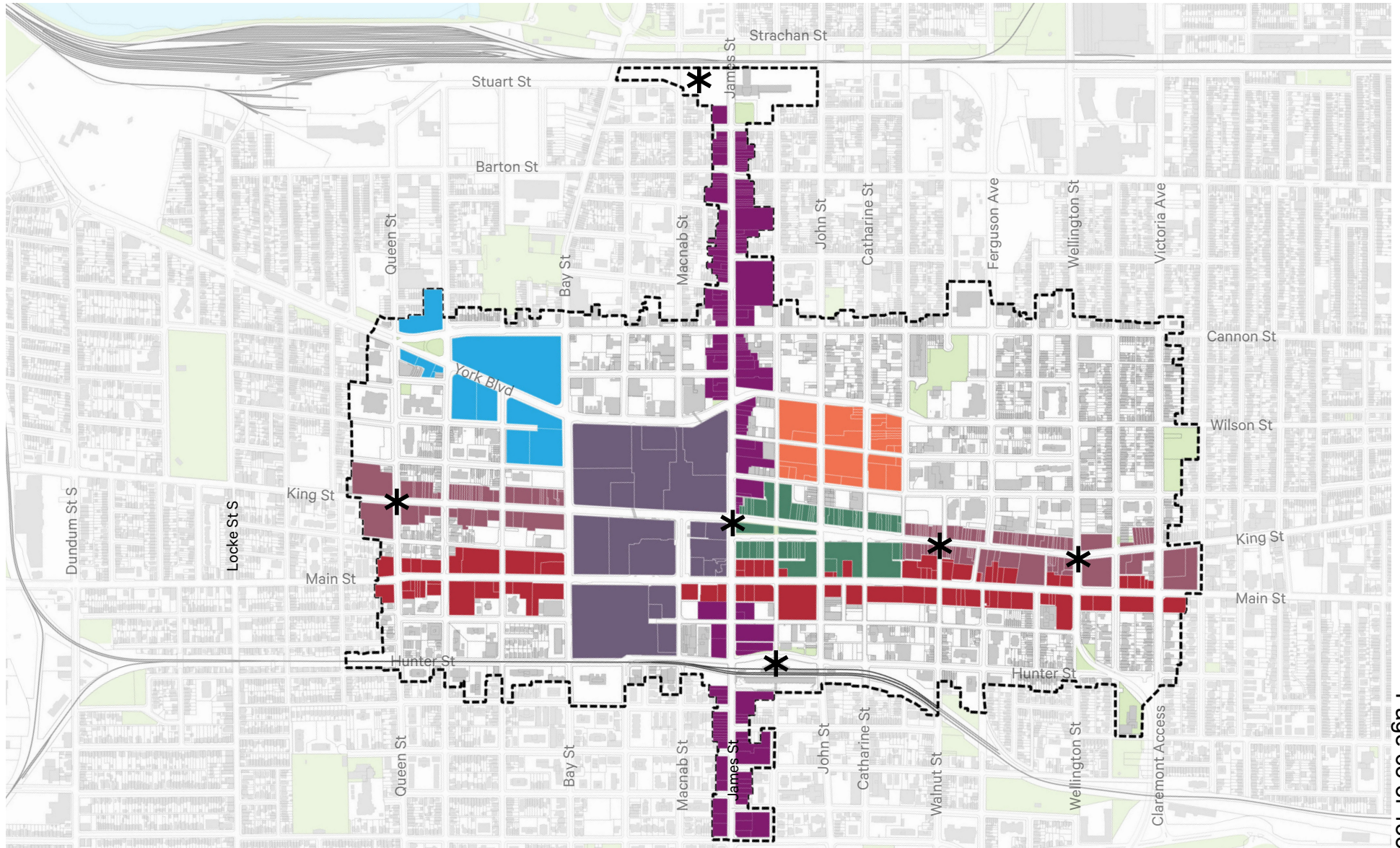
As part of the process of determining whether a site is appropriate for a tall building, in addition to the process of site assessment and establishing building type, the property should be located in terms of which Character Area it resides in to understand design priorities and parameters for development.

Relevant Reference Documents:

- *Hamilton Downtown Built Heritage Inventory (2014)*
- *Downtown Heritage Character Zone Design Guidelines*



Below: Character Areas map



2.2 Prime Retail Streets - James St. & King St.

The vision for the Prime Retail Streets is to complete the streetwall and provide an uninterrupted building line at the street level through the retention of existing buildings, redevelopment and infill development along the corridor.

Prime Retail Streets represent the traditional commercial districts of Downtown Hamilton. Buildings along streets like James Street North and parts of King Street are typically 3-4 storeys tall and house a variety of shops that support the local economy and facilitate a *vibrant street* life. Preserving and enhancing this street life will be critical in these areas. In the area between Hunter and Charlton, the vision is to support James Street with primarily mid-rise *built form*, despite several existing tall buildings currently within the area.

New development shall meet the following design priorities:

- a. New buildings shall match the *streetwall* height of existing buildings;
- b. Taller building masses shall be sufficiently stepped back from the street to avoid interference with the perceived *massing* of the street as a low to mid-rise corridor;
- c. Development should minimize shadows and wind impacts on sidewalks through building massing and orientation;
- d. Buildings shall be built tight to the streetline and align with adjacent façades, noting the ultimate *right-of-way* line. In order to coordinate with the public *right-of-way* widenings designated by the Official Plan, buildings will be reviewed on a site-by-site-basis by City staff;
- e. The *articulation* of façades shall retain a similar rhythm and scale as the street front shops in its surroundings;
- f. Ground floors will predominantly be occupied by street-oriented commercial uses. Therefore, the ground floor frontage shall be clearly articulated in the *massing* of the façade, substantially glazed, with generous floor-to-floor heights and designed to accommodate signage;



Prime Character Streets Retail Streets Character Area analysis:

- g. Upper floors of buildings along King and James Streets shall include a variety of uses (office, commercial, residential and live/work arrangements) which will be reflected by the diversity in the façade;
- h. For the first 3-4 floors, new buildings shall use façade solutions compatible with existing materials of adjacent buildings: brick, stone, decorative treatments, etc.;
- i. No additional on-street parking will generally be granted; new development shall provide sufficient parking either underground or at the rear of the property; and,
- j. Loading areas shall be located off of the retail street, ideally at the rear of buildings.

Secondary Plan Designation	Downtown Mixed-Use & Downtown Mixed-Use - Pedestrian Focus
Zoning	Downtown Pedestrian Focus (D2)
Property Depth Range	20m - 97m
Property Width Range	4m - 80m



2.3 Downtown Core (Civic Precinct)

The vision for the Downtown Core is to activate the pedestrian realm through the intensification of the area, which shall allow for improvements and expansion of the open space network.

The Downtown Core (Civic Precinct) is already home to some of Hamilton's tallest buildings, and the best place for new tall buildings. The Civic Precinct is a highly suitable area for intensification, as it is already well connected to transit and served by multiple facilities: City Hall, the Theatre, Art Gallery of Hamilton, Hamilton Public Library and Market, FirstOntario Centre, the Convention Centre, and Jackson Square. The design of tall buildings will need to limit the impact of shade and wind on the public realm.

New development shall meet the following design priorities:

- a. All development shall focus on the street;
- b. New buildings should be built close to the street line; additional *setbacks* may be permitted with the purpose of accommodating useful and well-integrated amenities and landscaping;
- c. *Active uses* shall be located at street level, including retail, entertainment uses, and amenity areas;
- d. Active frontage is required for both surrounding streets and laneways, which may occur either in the form of *active uses* at grade, or through introduction of design elements such as improved pedestrian lighting, secondary entrances to the building, wide *fenestration*, etc.;
- e. Development at the Jackson Square Complex shall redesign the blank building façades and reorient the complex toward the surrounding streets;
- f. Outdoor amenity areas associated with new development shall be coordinated with and complement the existing open space network;



- g. *Setbacks, stepbacks, recesses, canopies, and other massing techniques* shall be employed in order to limit the impact of shade and wind onto pedestrian spaces;
- h. New tall buildings shall be spaced apart from existing towers to avoid wind tunnels, and oriented in such a way that will not compromise the privacy of their neighbours; and,
- i. Loading areas shall be consolidated and centralized underground.

Many of the properties in the Downtown Core Character Area have sufficient space available to mitigate impacts of shadow and wind, and therefore may be suitable for tall buildings.

The map to the Right highlights the location of taller buildings within the character area, which reveals a cluster along King St and East of MacNab St. The blocks in this character area are large enough that new tall buildings could be added without conflicting with the existing ones.

Downtown Core Character Area analysis:

Secondary Plan Designation	Downtown Mixed-Use & Downtown Mixed-Use - Pedestrian Focus
Zoning	Downtown Pedestrian Focus (D2)
Property Depth Range	60m - 120m
Property Width Range	60m - 160m



2.4 The Gore

The vision for the Gore is to conserve and enhance the significant cultural heritage landscape comprised of Gore Park and the built heritage resources that surround and frame it.

As Downtown Hamilton's primary open space, the Gore requires special attention. The blocks surrounding the Gore already include some tall buildings, but also include 'gaps' that will likely be developed over time. Identifying the appropriate heights for new buildings around the Gore will be a critical task.

New development shall meet the following design priorities:

- a. Buildings should retain the traditional building line; limited *façade articulation* may be permitted to allow for sheltered areas and patios at ground level;
- b. New buildings shall align to the side lot line to avoid gaps in the *streetwall*;
- c. New buildings shall have *streetwall* heights consistent with the traditional *streetwall* height of three to six *storeys*;
- d. *Storeys* beyond the traditional street wall height may be allowed if sufficiently set back so that no new net shadows on the park or wind impacts result from them;
- e. Traditional materials of stone, wood, and brick shall be used; other materials may be allowed provided that they are visually harmonious with adjacent buildings;
- f. The *articulation* of the *façade* of new buildings shall reflect or complement the traditional patterns of *fenestration* in adjacent buildings;
- g. All buildings shall incorporate ground level pedestrian access; access for loading shall occur at the rear; and,









- h. The ground floor frontage shall be strongly connected to the street and designed to accommodate signage that will respect the architectural integrity of the building.

The existing zoning permits a wide range of heights within the Character Area. However, the Downtown Secondary Plan establishes conditions and constraints over the permitted heights. This ensures that if maximum heights are pursued, the new development conforms with the City's vision for the Gore.






The Gore Character Area analysis:

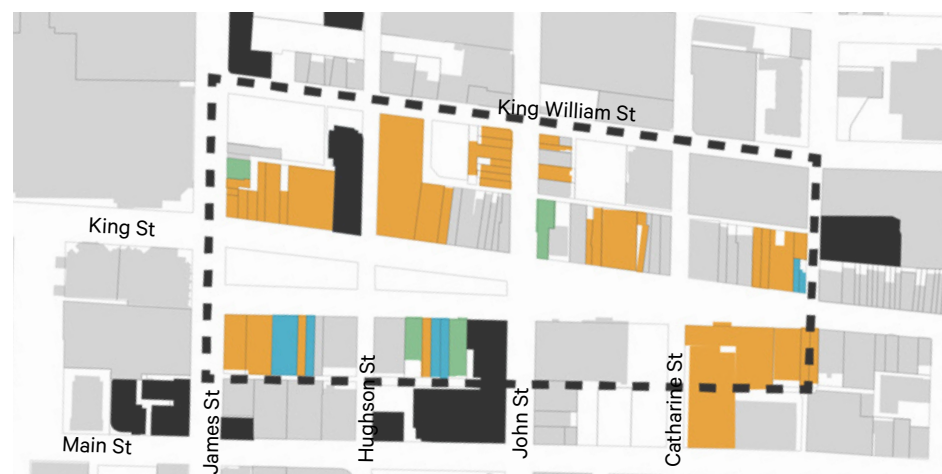
Secondary Plan Designation	Downtown Mixed-Use, Downtown Mixed-Use - Pedestrian Focus & City Wide Park
Zoning	Downtown Pedestrian Focus (D2) & City Wide Park (P3)
Property Depth Range	40m - 88m
Property Width Range	5m - 60m

The maps below compare the boundary of the character area to the heritage property inventory, which confirm that the majority of the properties at the perimeter of the park have heritage significance. Therefore, any new development proposed in proximity to the park will have to be carefully considered.

-  Properties fronting the Gore
-  Parks
-  Future Park
-  Designated Properties
-  Parking Lots
-  Building Footprints



-  Significant Built Resource
-  Character Defining Property
-  Character Supporting Property
-  Previously Designated
-  Building Footprints



2.5 Main Street Corridor

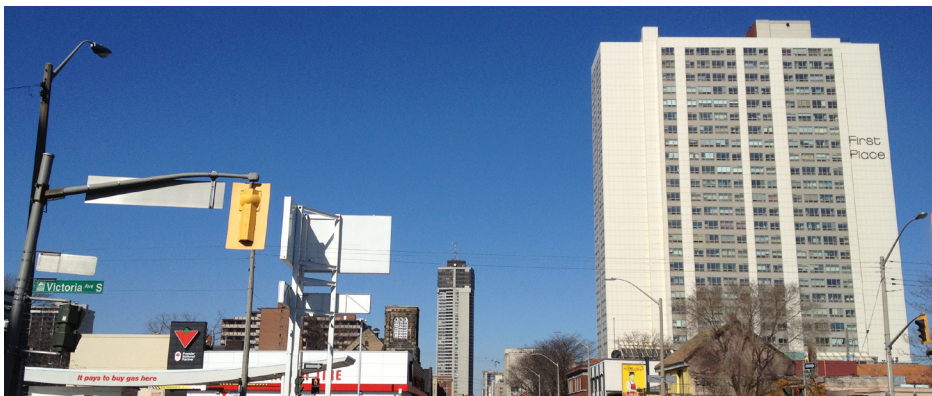
The vision for the Main Street Corridor is to strengthen Main Street's image as a primary mixed-use avenue within the Downtown.

The Main Street Corridor is already home to a mix of tall buildings. The wider street and easy access could accommodate a mix of mid-rise and tall buildings.

New development shall meet the following design priorities:

- a. Buildings shall contribute to the creation of public open space along the street through appropriately located amenity areas that contribute to the pedestrian environment on Main Street;
- b. New development should be pedestrian scaled along the street. Taller buildings should be massed in such a manner that additional height will not result in adverse shadow or wind impacts on the public sidewalks; and,
- c. Any development between James Street and Catharine Street shall enhance the character of several prominent sites, including the John Sopinka Courthouse (45 Main St. E.) and Prince's Square:
 - Corner sites adjacent to the open space area in front of the Wentworth County Courthouse at 50 Main St. E are to be built to the street line to frame and define this important public space; and,
 - The height of new buildings directly adjacent to or facing the Courthouse Square should not exceed the height of the existing John Sopinka Courthouse at the street level, and minimize any sun, shadow, or wind impacts on the Courthouse Square and adjoining Gore area.

The Downtown Secondary Plan currently envisions Main Street as a mix of heights, ranging from 12 to 30 *storeys*. Due to the limited average depth of properties on this corridor, buildings greater than 12 *storeys* will require design measures to mitigate shadow impacts on the public realm.

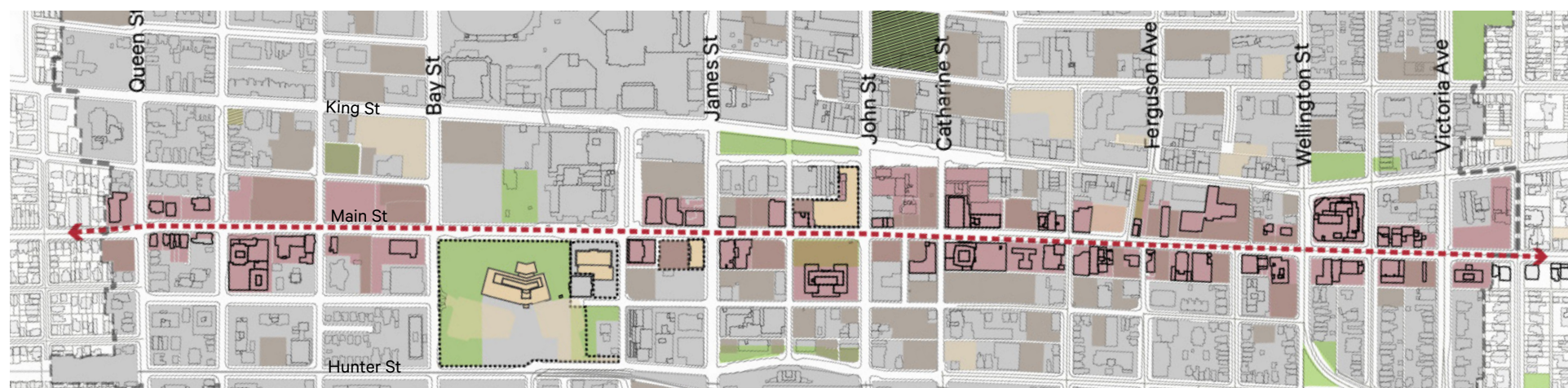


Right: The John Sopinka Courthouse,
key feature of the Main Street
Corridor Character Area



Main Street Corridor Character Area analysis:

Secondary Plan Designation	Downtown Mixed-Use
Zoning	Downtown Central Business District (D1)
Property Depth Range	40m - 85m
Property Width Range	8m - 95m



2.6 York Boulevard Corridor

The vision for the York Boulevard Corridor is to create a strong streetwall that will emphasize the character of the corridor as a primary access and gateway into the Downtown.

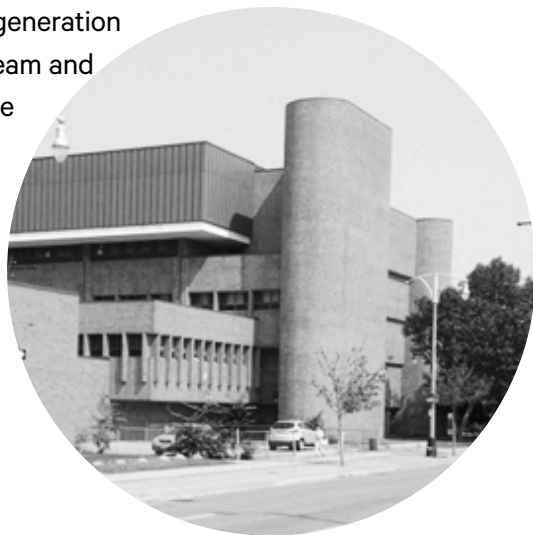
As a gateway into the Downtown, the York Boulevard Corridor area offers opportunities for redevelopment.

New development shall meet the following design priorities:

- a. All new buildings should be built to the street line. Additional setbacks may be permitted to accommodate amenities and additional open space;
- b. Surface parking shall not abut York Boulevard;
- c. Street-oriented uses and at-grade retail should be provided at the ground floor, particularly along the north side of the street in order to maximize access to sunlight;
- d. All new development should be designed to be compatible and complementary to neighbouring typologies; and,
- e. The size of some of the lots in this area provide an opportunity to fit taller buildings and should be supplemented with additional open space, as well as be designed to create a gateway feature in to Downtown.








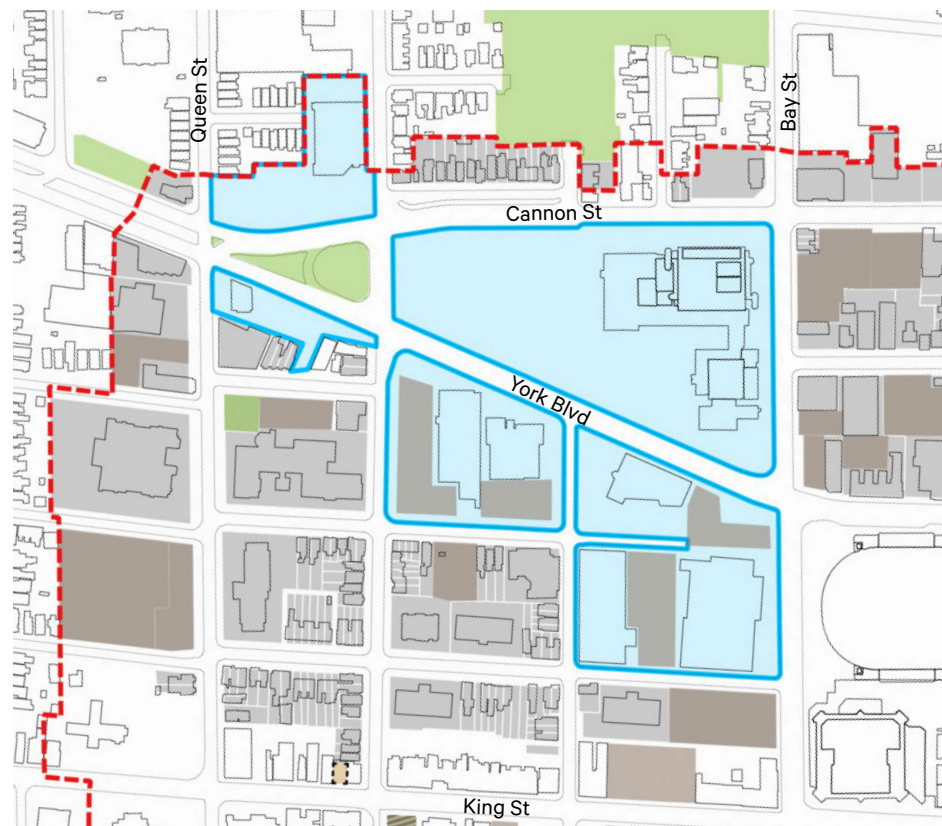
Right: A utility plant for the generation and transmission of heat, steam and electricity is permitted on the lands located at 130 York Boulevard.



York Boulevard Corridor Character Area analysis:

Secondary Plan Designation	Downtown Mixed-Use & Institutional
Zoning	Downtown Central Business District (D1) & Institutional (I2)
Property Depth Range	23m - 170m
Property Width Range	21m - 290m

-  Properties fronting York Blvd
-  Parks
-  Designated Properties
-  Parking Lots
-  Building Footprints



2.7 John/Rebecca Area and King William Area

The vision for John/Rebecca Area and King William Area is to feature street-oriented buildings that restore the traditional character of the Downtown area.

The John Street/Rebecca Street character area is envisioned as a highly urban residential and mixed-use area. There is an opportunity to build on the existing nucleus of restaurants on the northern side of King William Street to create a vibrant entertainment district. A new park (John/Rebecca Park) is planned for the block bounded by King William, John, Rebecca, and Catharine Streets. This park represents a key opportunity to create a focal point for the area.

In addition, the parking lots around John and Rebecca Streets offer rare opportunities to develop full blocks of the Downtown. These blocks could house larger uses like community facilities or supermarkets that are integrated with a mix of building types, including tall buildings, townhouses, and mid-rise buildings.

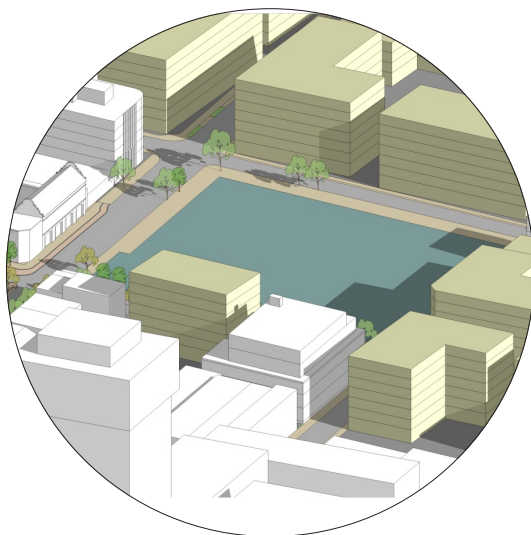
New development shall meet the following design priorities:

- a. New development shall be oriented to the street, with minimal *setbacks*, and parking facilities located within the interior of the block or below ground;
- b. Access to parking shall occur through a consolidated driveway system;
- c. The *streetwall* height of new buildings and additions should be low-to-mid-rise in order to support a pedestrian scale along the public streets. Higher-intensity and taller buildings should be massed as to achieve a harmonious relationship with adjacent buildings, public spaces and any planned development;
- d. The *façade* of larger buildings should be designed with particular attention to detail to avoid uninterrupted blank walls along building



facades by articulating building facades at a minimum of every 50' (25' preferred). Facade articulation may include notched setbacks, projecting bays, balconies, etc.;

- e. Shadows from proposed development should allow for 50% sun coverage of the John Rebecca Park at all times of the day as measured from March 21st to September 21st; and,
- f. Development fronting the John/Rebecca Park:
 - i. Should address and help frame the street and open space with active and accessible uses at grade;
 - ii. Should orient buildings, including windows, entrances, balconies, and other building elements towards the park;
 - iii. Should incorporate appropriate stepbacks to provide a human scale podium; and,
 - iv. Should mitigate potential shadow and window impacts on the park.

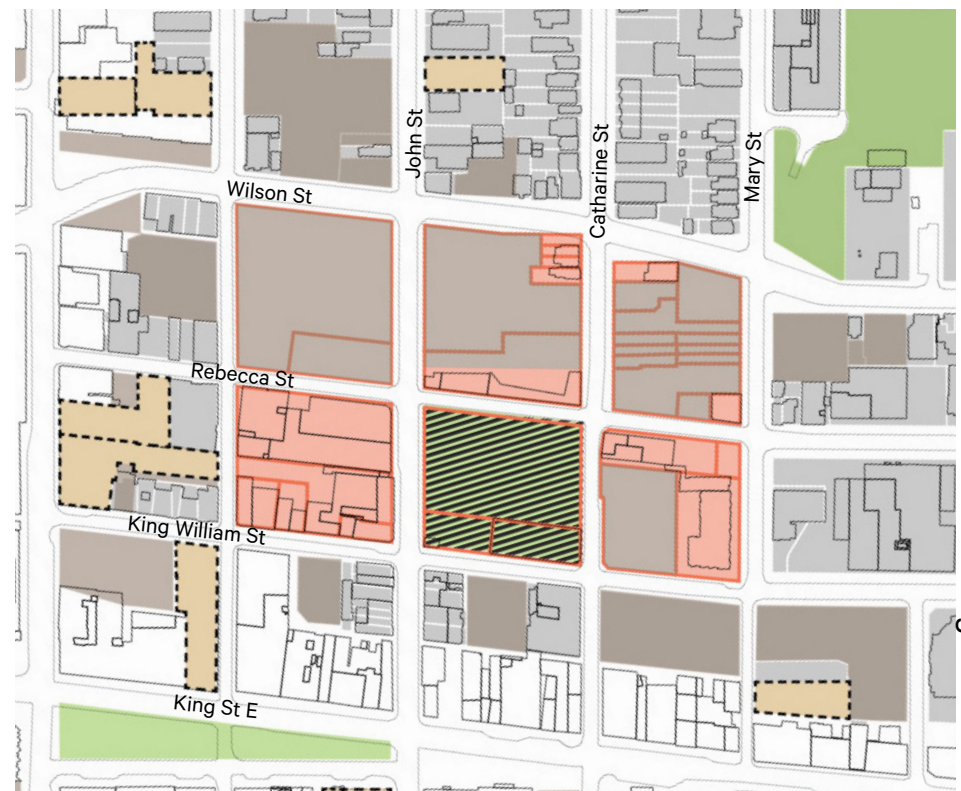


Left: A new park named John Rebecca Urban Park will be developed at the core of the Character Area (image from presentation at Municipal Urban Designers Roundtable, Oct, 28, 2011).

- Character Area blocks
- Parks
- Future Park
- Designated Properties
- Parking Lots
- Building Footprints

John Rebecca Area and King William Character Area analysis:

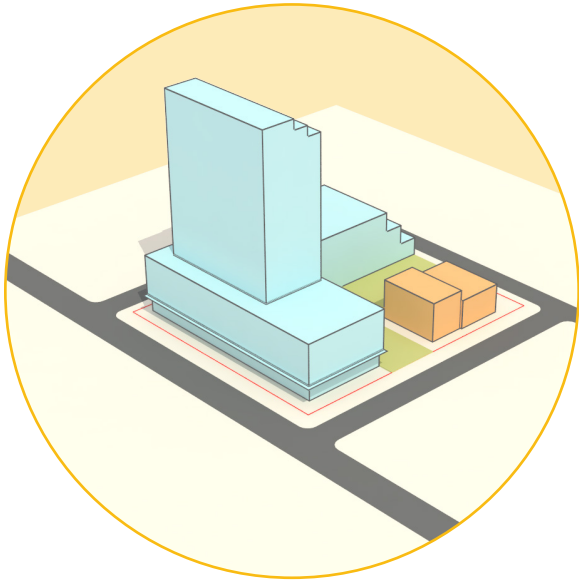
Secondary Plan Designation	Downtown Mixed-Use & Neighbourhood Park
Zoning	Downtown Central Business District (D1) & Neighbourhood Park (P1)
Property Depth Range	20m - 95m
Property Width Range	6m - 100m





3.0 Contextual Considerations

CONTEXTUAL
CONSIDERATIONS



ESTABLISH RELATIONSHIP TO LOCAL
CONTEXT: HERITAGE, PARKS, TRANSIT

3.1	Heritage Conservation	24
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3.1 Heritage Conservation

The shape and form of Tall Buildings should respond to and respect Hamilton’s existing rich architectural legacy, as represented in the stock of heritage buildings and districts.

The cultural heritage mapping in the Downtown Hamilton Secondary Plan identifies elements of designated heritage significance. Additionally, the Downtown Built Heritage Inventory (completed in 2014) identifies a long list of heritage properties including recommended, registered and designated buildings, many of them within the study area (refer to Section 2.5 of the Tall Buildings Study).

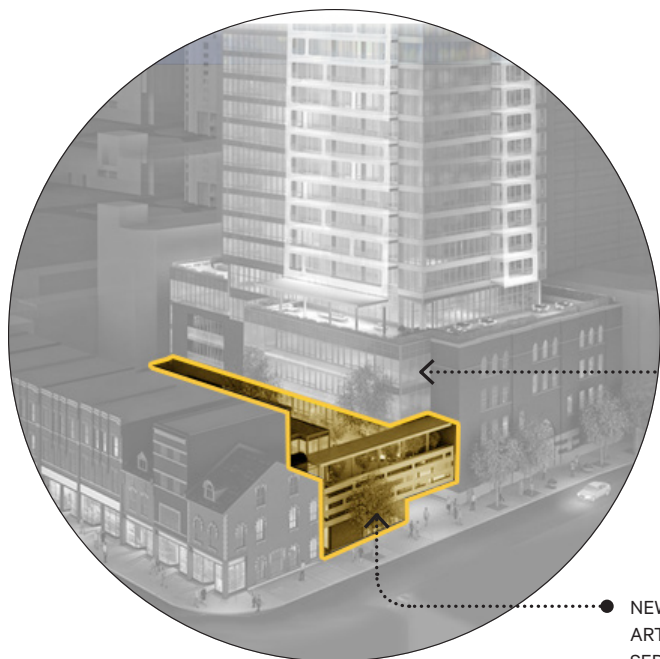
In addition to the properties already identified in these documents, the maintenance or adaption of any existing building element of architectural value that could reinforce the history and character of the property is highly encouraged. New development shall meet the following design principles:

- a. Conservation and retention of existing cultural heritage resources should be a priority;
- b. *Building bases* should respect the grain and scale of the surrounding historic fabric;

- c. When an existing building is adapted/incorporated into the base of a tall building, the size and shape of the original window openings and entrances should be maintained;
- d. Symmetry features of original design and construction should be maintained;
- e. Vertical and/or horizontal demarcation devices should be maintained where possible;
- f. New buildings should demonstrate similar proportions and *massing* of adjacent heritage structures and continue the rhythm of the traditional street façade; further, the *streetscape* rhythm may be maintained and defined by respecting the existing historic vertical fabric, horizontal bays and materiality;
- g. Tall buildings should not visually impede the setting or view of listed/ designated heritage buildings, including the concentration of heritage buildings around the Gore; and,
- h. Modern approaches to building design are a suitable option as long as they respect and enhance the existing historic character of adjacent buildings.

Relevant Reference Documents:

- *Hamilton Downtown Built Heritage Inventory (2014)*
- *Urban Hamilton Official Plan (2013)*
- *Downtown Heritage Character Zone Design Guidelines (2006)*



PROPOSAL OF ROYAL CONNAUGHT
HOTEL BEING RESTORED AND
PRESERVED WITH NEW TALL BUILDINGS
BEING ADDED TO THE SIDE AND REAR

NEW FENESTRATION DESIGNED WITH
RHYTHM SIMILAR TO PRESERVED PODIUM

NEW ACCESS MODULE
ARTICULATES ORIGINAL
SEPARATION BETWEEN
BUILDINGS



SETBACK AND MATERIALITY OF NEW
ADDITION HIGHLIGHT THE SILHOUETTE
OF ADJACENT HERITAGE BUILDING



Encourage:

- reference of the historic character attributes of surrounding buildings

Avoid:

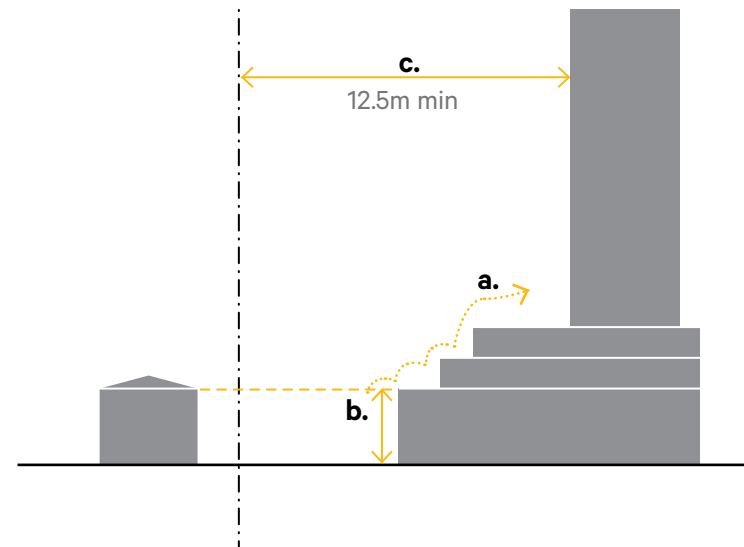
- siting tall buildings to impede the setting or view of heritage buildings and/or districts

3.2 Neighbourhood Transition

The location, shape and form of Tall Buildings should respond to the surrounding neighbourhood context.

To ensure that new development is sensitive to and compatible with the existing or planned low-rise residential neighbourhoods, tall buildings should be designed to *transition* in scale towards existing or planned low-rise residential and existing or planned open space areas. Tall buildings should be designed to:

- a. limit the maximum height, including mechanical units, balconies, railings, overhangs and other *projections*, and employ measures such as the use of *setbacks*, *stepbacks* and building *articulation* to minimize shadow impact on properties;
- b. *transition* to the height of adjacent, existing residential development. The portion of the *building base* adjacent to the low-rise residential building should not exceed the height of the adjacent development; and,
- c. the tower portion of a building should be set back a minimum of 12.5m (excluding balconies) from the property line adjacent to residential neighbourhood to mitigate shadow impact and protect privacy and overlook.



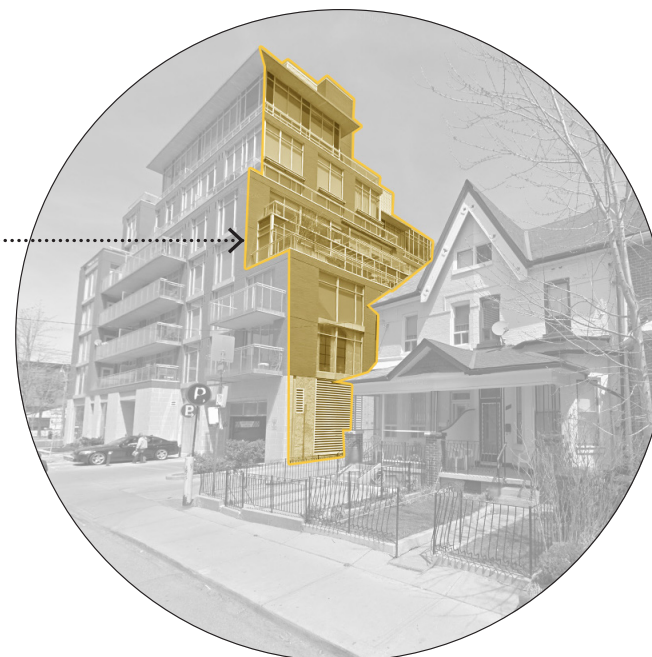
Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*



GRADUAL
TRANSITION IN
SCALE WITH
ADJACENT
RESIDENTIAL
NEIGHBOURHOOD
TO THE REAR

GRADUAL
TRANSITION IN
SCALE WITH
ADJACENT
RESIDENTIAL
NEIGHBOURHOOD
TO THE SIDE



Encourage:

- *transition* in scale towards residential neighbourhoods

Avoid:

- shadow impact on residential neighbourhoods

3.3 Parks & Open Spaces

Tall Buildings within Downtown Hamilton should support the creation of a robust public realm network, including parks, streets and plazas.

Park space within Hamilton's Downtown is currently limited, and care must be taken to mitigate any potential negative impacts from tall buildings on these spaces. As tall buildings are developed, opportunities to supplement the open space network is encouraged.

Schools and their yards are key components of the Downtown's open space network. Shade, overlook and other impacts on these spaces need to be carefully considered and mitigated.

- a. Tall buildings should be oriented and massed to minimize shadow impacts on parks, open spaces and school yards at all times of the day;
- b. No net new shadow may be cast between 10:00 am and 4:00 pm as measured from March 21st to September 21st on parks with historic and cultural significance, such as Gore Park; Prince's Square (50 Main St. E.); City Hall Forecourt (71 Main St. W.); Whitehern Museum (41 Jackson St. W.); and Ferguson Station.

- c. Shadows from proposed development should allow 50% sun coverage of the site at all times of day as measured from March 21st to September 21st on public plazas, parks and open spaces, school yards and playgrounds; and,
- d. Tall buildings should be sited and designed to protect views and facilitate connections to parks and open spaces;

Relevant Reference Documents:

- John Rebecca Park Master Plan (2012)
- Gore Park Master Plan (2010)



Beasley Park



City Hall plaza



Prince's Square



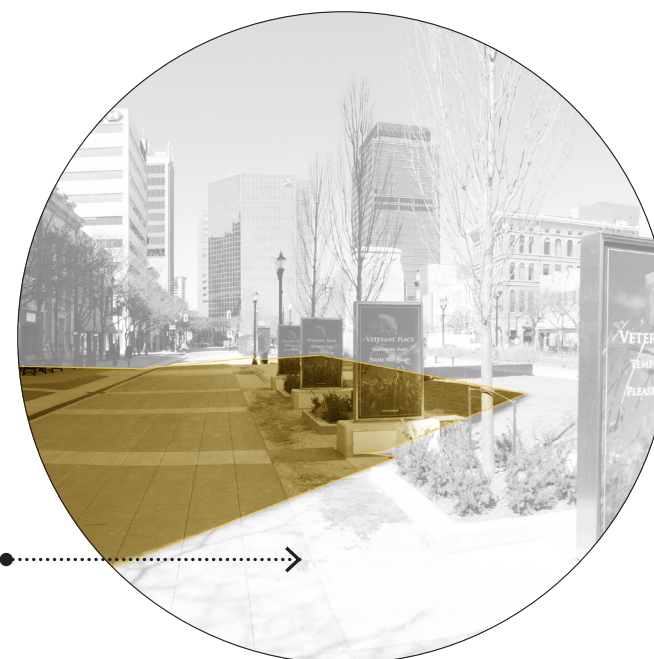
Gore Park

Encourage:

- supplementing the parks and open space network through publicly accessible and/or public open spaces

Avoid:

- shade, overlook and other impacts on parks and open spaces, including schools and their yards



ALLOW FOR 50% SUN
COVERAGE OF THE PARK AT
ALL TIMES OF THE DAY

3.4 Vibrant Streets

New buildings will bring people who will contribute to Downtown's growth and vitality. With intensification, streets are increasingly important parts of the public realm.

Tall buildings should be designed with active frontages, where there is an active visual engagement between the street and ground floors of buildings. An active frontage is achieved when the façade of a building opens towards the streets (entrances, glazing, etc.) and may be assisted by the location of the *active uses* at grade (retail, common areas, etc.). New Development shall meet the following design principles:

- a. Along main retail streets, including James Street and King Street, ground floors of tall buildings should be designed to facilitate an active interface with the street through the use of: clear glazing, multiple entrances, generous ground floor heights, and be generally flush with the sidewalk;
- b. In areas where there are no *active uses* at grade, the *articulation* of the façade shall provide an active frontage through the use of: *fenestration*, grade related units, architectural *articulation*, canopies, etc.;
- c. Residential and mixed use development should locate common areas and amenities at grade to provide animation and overlook on the street;
- d. Where residential units are at-grade, they should be designed to provide overlook onto and address the street; however, privacy should be maintained through the use of a 1.5 to 3.0 m *setback* from the property line, landscape buffer of a maximum height of 1.5 m, and/or grade separation to the unit entrance, when zoning permits; any stairs or ramps to access the units shall occur within the private property;
- e. Building entrances should be emphasized as a focal point of a building's façade and be placed in highly visible locations where they have the ability to animate a longer stretch of street;
- f. Driveways are discouraged on primary streets. Loading and servicing are not permitted on primary streets; and,
- g. Tall buildings should be oriented and massed to minimize shadow impacts on the *public realm*. It should be demonstrated that the full width of the sidewalk in the context of the development shall allow for a minimum of 3 hours of sun coverage between 10:00 am and 4:00 pm as measured from March 21st to September 21st.



James St. North - Art Crawl



James St. North - Super Crawl



Encourage:

- street – related commercial and retail uses that provide multiple points of interaction between the building interior and *public realm*.

Avoid:

- large scale commercial uses; private indoor amenities; lobbies and blank walls

3.5 Transit Proximity

As Downtown Hamilton is identified as a Mobility (Gateway) Hub with major investments in transit infrastructure, the location of Tall Buildings should be informed by Transit Oriented Development (TOD) Guidelines. It is strongly encouraged to introduce mixed uses and increased density within 400m of transit station areas.

A *Mobility Hub* is a key node in the regional transportation system where two or more rapid transit lines intersect and can support significant passenger and employment activity. These areas are envisioned to become major multi-modal transit centres with vibrant mixed uses including retail, residential, office, and cultural amenities.

Hamilton is home to two *Mobility Hubs* that connect to the broader GTHA areas, including the Hunter Go Station and the newly built James Street North (West Harbour) GO Station.

The BLAST rapid transit system is a network of five proposed lines that were identified as priority transit areas in the 2007 Transportation Master Plan and Metrolinx's The Big Move. The BLAST initiative aims to provide better connectivity throughout the City of Hamilton within the next 25 years in order to accommodate anticipated population growth. The two lines in the BLAST network that impact Downtown are the B Line (Main/King corridor, between Eastgate Square and McMaster University) and the A Line (James/Upper James Corridor between King Street and Rymal Road).

- a. Integrate public transit stop amenities (benches, shelters) within the site and building design;

- b. Corner site developments around existing and proposed transit stops present an opportunity for corner plazas; the building *massing* at lower levels of tall buildings should frame and define the public space as well as invite pedestrian use;
- c. Tall buildings should incorporate active frontages with clear glazing at grade to serve transit users;
- d. Tall buildings should provide barrier-free and universal access between buildings and station areas, where applicable - refer to City's Urban Braille System Guidelines;
- e. Tall buildings should include retail development along King Street and James Street North/South to service transit users;
- f. Unique tall buildings and design is encouraged to act as focal points along transit lines; and,
- g. Buildings along transit lines are highly visible and susceptible to become landmarks (see 3.6); it is highly encouraged to maximize the remarkable scale and singular materials of tall buildings to produce a unique design that will act as a focal point in the street.

Relevant Reference Documents:

- *James Street North Mobility Hub Study (2014)*
- *Transit Oriented Development Guidelines (2010)*



CORNER SITE
DEVELOPMENTS TO
INCLUDE PLAZAS



Encourage:

- integration of transit facilities and amenities with the design of the building and/or open spaces
- active frontages along transit spines

Avoid:

- crowding or impeding access to transit facilities, including station stops

3.6 Views & Landmarks

Tall Buildings within Downtown Hamilton should respond to the city's unique topography and landscape, including the Escarpment and the Waterfront.

“Landmarks are buildings, structures and spaces which create distinct visual orientation points that provide a sense of location to the observer within the neighbourhood or district, such as that created by a significant natural feature or by an architectural form which is highly distinctive relative to its surrounding environment” (City of Hamilton Site Plan Guidelines, section 7.0). In order to respond to the city's unique conditions and features:

- a. Any development application shall identify, maintain and enhance viewing opportunities towards the Escarpment;
- b. Tall buildings should be located in a fashion that preserves key views to existing landmarks and termini to and from the Downtown;
- c. Tall buildings shall contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of *sky views*;
- d. The silhouette of existing important landmark buildings should be protected, and the view corridor leading to them should remain legible;
- e. Tower step backs should be increased to preserve the view to an existing important local landmark;

- f. Views of the Escarpment should be preserved; and,
- g. An assessment of impact on views to/from the Escarpment will be required as part of development applications.

The development of tall buildings should provide connectivity to streets and public spaces, and orient windows, entrances, balconies, and other building elements to surrounding points of interest, including the following:

- a. Views of Gore Park from King Street, James Street, Hughson Street, and Catharine Street;
- b. Views of Hamilton Harbour and the Niagara Escarpment from James Street;
- c. Views of the Niagara Escarpment from Bay Street, Catharine Street, and Wellington Street;
- d. The continuous linear path of Ferguson Avenue; and,
- e. Views on Hughson Street, from Gore Park, terminating at the TH&B Station (West Harbour GO Transit Station).

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*



View of the Escarpment or 'Mountain' from East Hamilton*



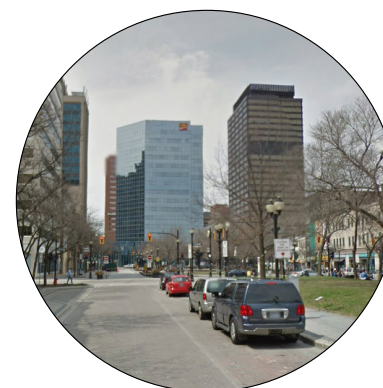
GO Station Terminal Vista*



Hamilton City Centre Vista*



The Gore Vista*



View of the Harbour from James St.*



*TO LOCATE VIEWS, REFER TO SECTION 2.10 AND 2.11 OF THE TALL BUILDINGS STUDY.

Encourage:

- Protection of views and vistas to the Escarpment, Harbour and Gore Park
- Protection of views and vistas to landmark buildings

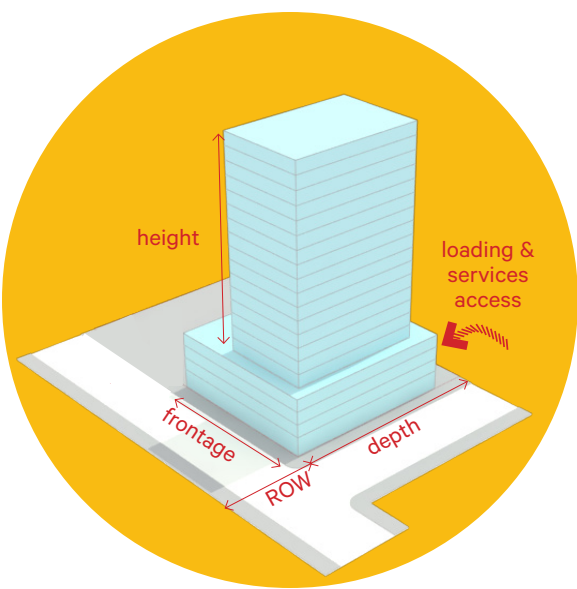
Avoid:

- Building heights taller than the height of the Escarpment (refer to section 2.10 of the Tall Building Study)



4.0 Building Articulation

BUILDING
ARTICULATION



ARTICULATE BUILDING DESIGN: Façade,
TOWER PLACEMENT & SEPARATIONS

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4.1 Anatomy of a Tall Building

Parts of a Tall Building

While the design of tall buildings has extensively evolved overtime¹, it is currently widely accepted as a best practice that tall buildings in an urban context shall generally consist of three integrated parts: **building base**², **building tower** and **tower top**.

The *articulation* of the *massing* in these three distinctive parts allows the building to address three separate scales: the *building base* responds to the pedestrian realm, the *building tower* to the adjacent built context, and the *tower top* to the skyline.

The following sections offer specific guidelines on how to design each of its parts.

.....
1/ The 'tower in the park' typology, popularized in the 1960s and into the 1970s, lacked a building base or tower top, and was massed as a slab rather than a point tower. It ceased to be used due to recurring issues with overcasting shadows, lack of presence into the street, safety, and underuse of surrounding green space.
2/ also known as 'podium'

Exceptions

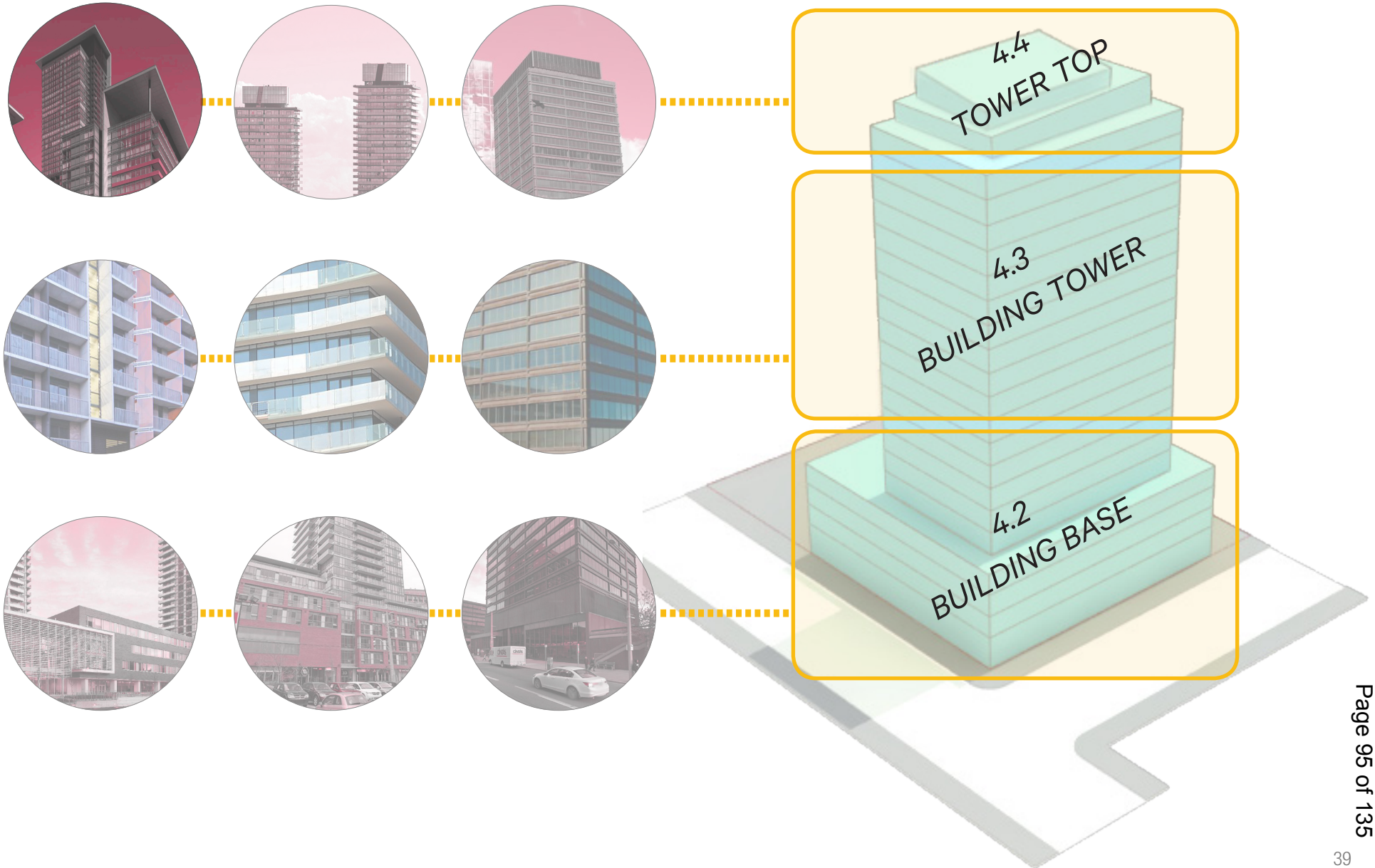
- a. On corner lots, at gateways, within a view terminus or to provide for a more public realm, the building's middle may extend down to the ground level without a distinct *building base*, as a means of enhancing the architecture expression and singularity. The extent of the area without base shall nonetheless be kept to a minimum and be designed to mitigate the impact of wind at the pedestrian level;
- b. Depending on the location and height of the tall building, the *tower top* might not be visible from street level and may not be necessary; and,
- c. Other exceptions to this form may be considered on a site-specific basis, provided that the overall intent of the Official Plan is met.

Definitions

Building Base - The lower storeys of a tall building which are intended to frame the *public realm* with good street proportion and pedestrian scale, articulated entrances and assist in the creation of an attractive and animated *public realm*. The *building base* is also known as the *podium*.

Building Tower - The storeys above the *building base*.

Tower Top - The uppermost floors of the building including rooftop mechanical or telecommunications equipment, signage and *amenity space*. This is the portion of the building that will have a distinctive presence in Hamilton's skyline.



4.2 Site Organization & Building Base

4.2.1 Building Base Placement & Setbacks

Tall building bases should complement the existing street wall height and character. Strategic setbacks are permitted for building entrances, covered walkways or to create architectural interest.

Placement

- a. *Building bases* should generally be placed parallel to the property line and/or centreline of the street, in a fashion that brings uniformity to the *built form* and frame the street;
- b. The *façades* of the *building base* should align with adjacent building *façades* and align with the existing street wall; if there is none, a new street wall should be designed in coordination with adjacent blocks;
- c. In the **Lister Block area**¹, buildings should be sited along the front property line in order to provide an uninterrupted building line;
- d. In **the Gore area**, buildings should be sited along the front property line to provide a consistent frame for Gore Park and to retain the traditional building line;
- e. Along **Prime Retail Streets** including James Street and King Street (east of Catharine Street and west of Bay Street) buildings should maintain the traditional building line to provide a continuous edge at the street level;

.....
1/ Refer to 2.5 Hamilton Tall Building Study for specific location.

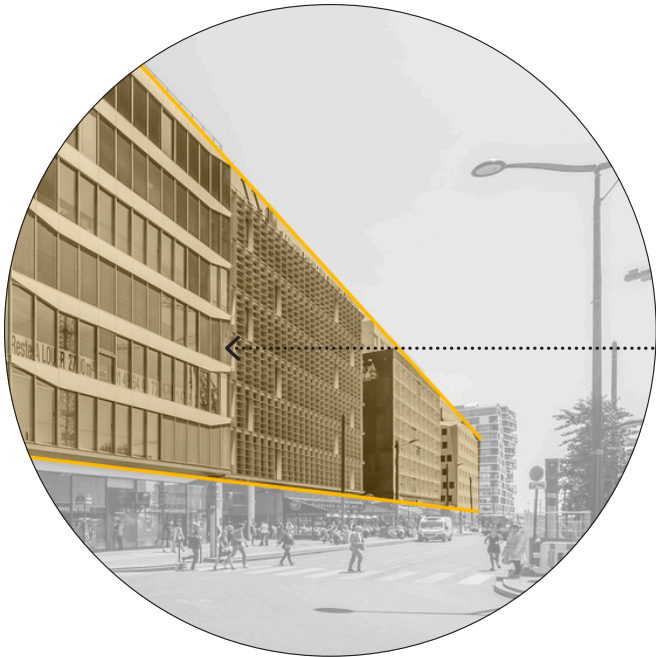
Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *Zoning By-Law 05-200*

Setbacks

- f. Maximum *setbacks* from a street line are permitted as follows (in accordance with Zoning By-Law 05-200):
 - **2.0 metres** for the first storey, except where a visibility triangle² shall be provided for a driveway access;
 - **6.0 metres** for that portion of a building providing an access driveway to a garage;
- g. Greater *setbacks* may be required if the existing building line does not provide sufficient space for pedestrians (refer to section 5.2.) or to accommodate building entrances, covered walkways or an enhanced pedestrian environment;
- h. Greater *setbacks* may be permitted in order to accommodate additional *public realm* areas, including open space, cafes and other amenities. It is recommended in areas with high pedestrian activity, particularly for buildings fronting on King Street and Bay Street (**Civic Cultural Area**), **Main Street** corridor and **The Gore**. This space should complement the *public realm* within the adjacent public *right-of-way*; and,
- i. In **The Gore area**, buildings will be constructed to the side lot line in order to maintain the sense of enclosure and avoid gaps in the *streetscape*.

.....
2/ Driveway and Corner Visibility Triangles as defined by 'Hamilton Fence By-law'.



THE FAÇADES OF THE
BUILDING BASE SHOULD
ALGIN WITH ADJACENT
BUILDING FAÇADES



BUILDING BASE SET BACK FROM
PROPERTY LINE TO ACCOMMODATE
PEDESTRIAN AMENITIES AND
IMPROVEMENTS TO *PUBLIC REALM*

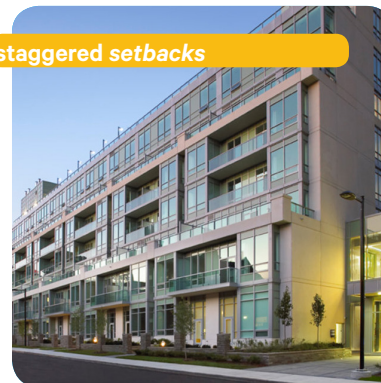
Encourage:

- *building bases* that provide an uninterrupted building line
- *relate with adjacent* buildings and the *public realm*

Avoid:

- **freestanding towers** without a base or relation to the street

staggered setbacks



Precedent: The Verve Condo, Toronto (image credits: Burka Architects Inc)

maintain traditional build line



Precedent: High Line West, Los Angeles (image credits: PSD Architects)

4.2.2 Building Base Height & Scale

Building bases should fit harmoniously within the existing street and neighbourhood context, by respecting the scale and proportions of adjacent uses, including existing streets, parks and open spaces.

Building Base

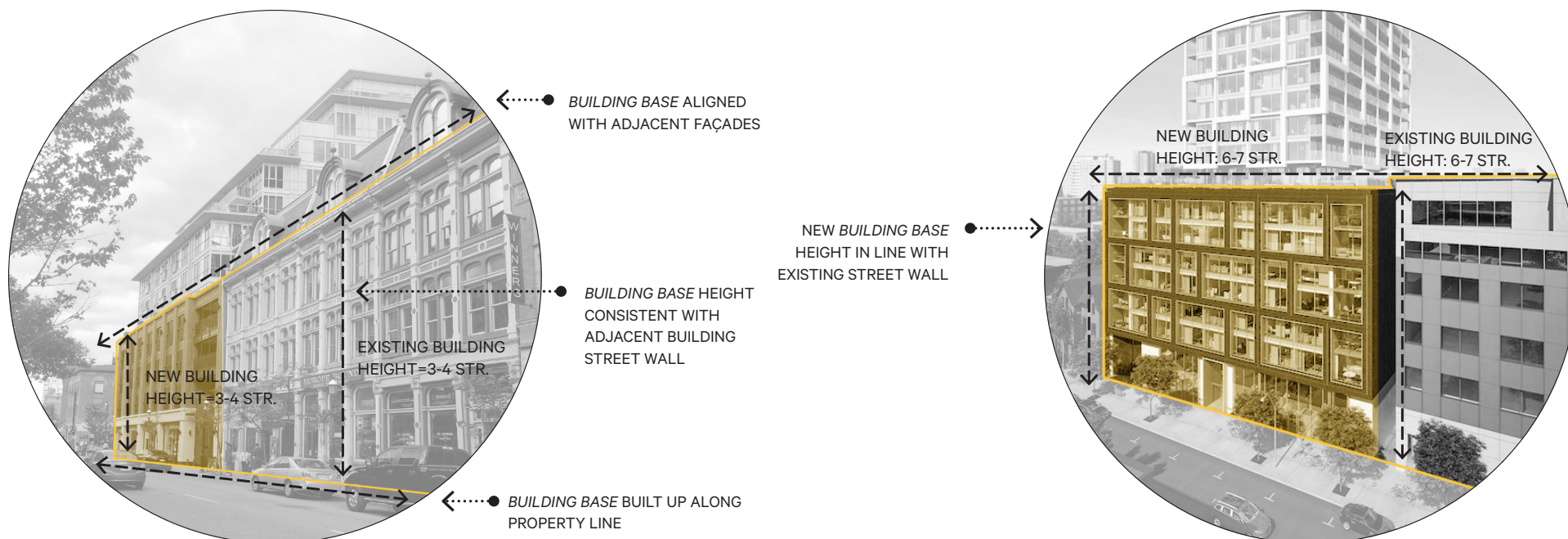
- a. Façade height should reflect the existing adjacent building façade height but not be lower than 7.5 m for any portion of a building along a streetline;
- b. Maximum *building base* height at the streetline should be equal to the width of the *right-of-way* to ensure sunlight access to the sidewalk across the street;
- c. For corner sites, where buildings have multiple street frontages, the scale and form of the *building base* should respond to each facing condition;
- d. Along main retail streets, including James Street and King Street, the minimum height of a *building base* should be 3 - 4 storeys in keeping with the *built form* typology of the street;

Floor-to-Floor Height

- e. Higher floor-to-floor heights are encouraged on the ground floors to accommodate flexible uses such as commercial, office or institutional uses over time;
- f. Minimum floor-to-floor height for grade-related retail floors should be 4.5 m;
- g. Minimum width of the ground floor façade shall be equal to 75% or more of the measurement of the front lot line; and,
- h. A minimum of 75% of the front façade of the building shall align with the minimum *setback* required by zoning at the ground level.

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*



Encourage:

- **building base heights** that are in keeping with the scale of adjacent buildings and uses
- **higher ground floor heights** to accommodate a range of uses over time

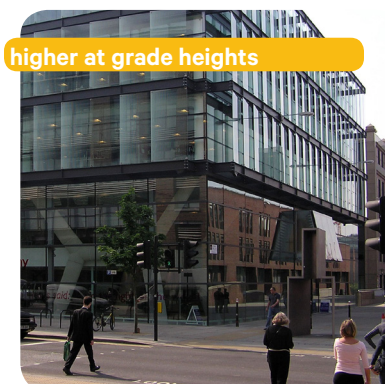
Avoid:

- **base heights** that exceed the height of the *right-of-way*



minimum 7.5m along streetline

Precedent: Woodsworth College, Toronto
(Image credits: regionalArchitects)



higher at grade heights

Precedent: Salvation Army Headquarters,
London (Image credits: Adrian Pingstone)

4.2.3 Building Entrances

Primary building entrances should front onto public streets, should be clearly visible and accessible from adjacent sidewalks. Entrance features are a focal point in a building's façade and should be prominent to distinguish its relation to the rest of the building while complementing the overall building articulation.

- a. For **Prime Retail Streets**, provide a direct, accessible entrance to each ground floor retail unit;
- b. For larger tenancies, divide the façade into narrower bays to include multiple secondary entrances;
- c. For corner lots, animate both sidewalks with the main building entrance;
- d. Weather protection features such as canopies, awnings and overhangs should be incorporated within the overall design of the building and provided at major building entrances;
- e. Entrances to multi-residential and office complexes should maximize the height of the ground floor to create welcoming entry points into the lobby area;
- f. Transparent glazing and translucent materials should be integrated in lobbies to enhance visibility, surveillance, interest, and activity at the ground level;
- g. Where residential uses are located above at-grade commercial/retail uses, a separate entrance should be provided, clearly differentiated from entrances to commercial/retail units; and,
- h. Tall buildings should provide barrier-free and universal access, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines.

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *City's Urban Braille System Guidelines (2002)*



ENTRANCE CANOPY WITH
CLEAR, VISIBLE SIGNAGE,
OFFERING WEATHER
PROTECTION

MAXIMIZED GROUND
FLOOR HEIGHT

ENTRANCE FEATURES
MAY INCLUDE LANDSCAPE
TREATMENT



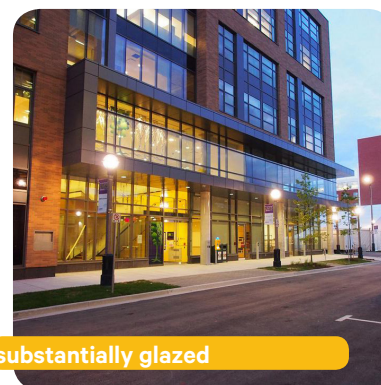
ENTRANCE ACCESSIBLE FROM
PUBLIC SIDEWALK

Encourage:

- **building entrances that** are clearly visible and universally accessible from the public sidewalk
- **use of glass** for transparency

Avoid:

- **raised entrances above** 1.0m from the ground level
- **using materials that** obstruct views into commercial and mixed use buildings



Precedent: CAMH redevelopment in Toronto
(image credits Jonderbean)



Precedent: Brewery Block One, Portland
(image credits GBD Architects)

4.2.4 Façade Articulation

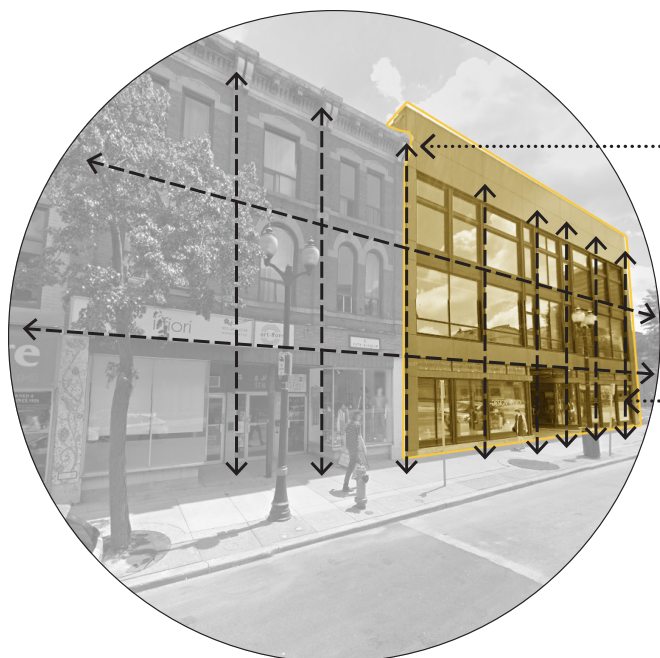
Building bases should be articulated with high-quality design elements and materials that fit the surrounding character area and neighbouring buildings as well as enhance the public realm. Building façades should be complementary to the overall design of the building.

- a. No blank walls permitted along street frontages or on side walls visible from the street and alleys; corner lots would need to address both façades by providing active frontage along both sides;
- b. For exterior side walls visible until new construction occurs in neighbouring sites, an interim solution is required to mitigate the impact on the street, such as public art interventions or cladding;
- c. Where possible, a minimum of 25% of the façade of the second and third storeys shall be composed of windows;
- d. Residential façades should be massed volumetrically (*projections, setbacks* and overhangs) to create an engaging and continuous interface with the street;
- e. Throughout the Downtown no building face along a public street should generally be longer than 70 m; buildings over 40 m in length shall break up their perceived mass with *articulation* and/or changes in materials;
- f. Balconies should be recessed and/or integrated into the building façade in order to stylize the silhouette of the tall building; in the context of a Downtown, they provide more flexibility for activating the ground plane and façade of the building. Projected balconies may be used on building corners to emphasize the corner;
- g. In order to visually enhance the active frontage of main retail streets, including James Street and King Street:
 - i. a minimum of 60% of the area of the ground floor façade shall be comprised of clear glazed windows;
 - ii. window and door frames should be comprised of clear glazed *transoms* and sidelights; doors with at least 50% clear glazing, and a sill up to 0.6 m in height are permitted to be included in the calculation of the clear glazed area whereas signage and opaque/ *spandrel* glazing shall not be included in the calculation of the clear glazed area;
 - iii. where possible, avoid balconies for the first 3 storeys and provide recessed balconies for 4-6 storeys, as a means of strengthening the *streetwall*;
- h. For buildings within heritage areas, including The Gore and Lister Block¹:
 - i. maintain and/or reference the architectural heritage character, incorporating original façades and component materials (e.g. stone, wood, or brick);
 - ii. Other materials may be utilized so long as they are complementary to adjacent buildings; and,
 - iii. Façades should complement the traditional patterns of *fenestration*, masonry units and decorative elements.

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *Downtown Heritage Character Zone Design Guidelines (2006)*

.....
¹/ Refer to 2.5 Hamilton Tall Buildings Study for specific location.



NEW BUILDING FAÇADE COMPLEMENTS PROPORTIONS OF NEIGHBOURING HISTORIC FAÇADE

MINIMUM 60% OF GROUND FLOOR FAÇADE COMPRISED OF GLASS WINDOWS AND DOORS

RECESSED BALCONIES IN THE BASE ARE KEY IN CREATING AN ELEVATION CONSISTENT WITH THE NEIGHBOURING LOW-RISE BUILDINGS

ALIGNMENT OF FAÇADE WITH EXISTING STREETWALL

STRATEGIC SETBACKS AT BUILDING ENTRANCES

BUILDING BASE BUILT UP ALONG PROPERTY LINE



Encourage:

- **façade articulation** and transparency is particularly important for buildings fronting streets, parks and open spaces
- **high quality and durable materials**

Avoid:

- **blank walls**



balconies

Precedent: Saint James Condominiums, Toronto (image credits: Robert Burley)



incorporate heritage character

Precedent: Embassy Condos, Toronto (image credits: Royal LePage)

4.2.5 Public – Private Transitions

Transition between the building base and surrounding sidewalks and streets should reflect the nature of the building's grade level uses. Appropriate setbacks and landscape treatment should be provided in order to create a smooth transition between the public and private realms.

Entrances

- a. Provide barrier-free, universal access;
- b. Align public entrances (commercial/retail uses; shared lobbies) flush with and accessible from public sidewalks;
- c. Grade separation (up to 0.9 m) may be utilized to further delineate the *transition* between public and *private realms*, so long as the unit is barrier-free and universally accessible from another access point;
- d. Avoid use of retaining walls, *exterior* cases, or impermeable fences;

Setbacks

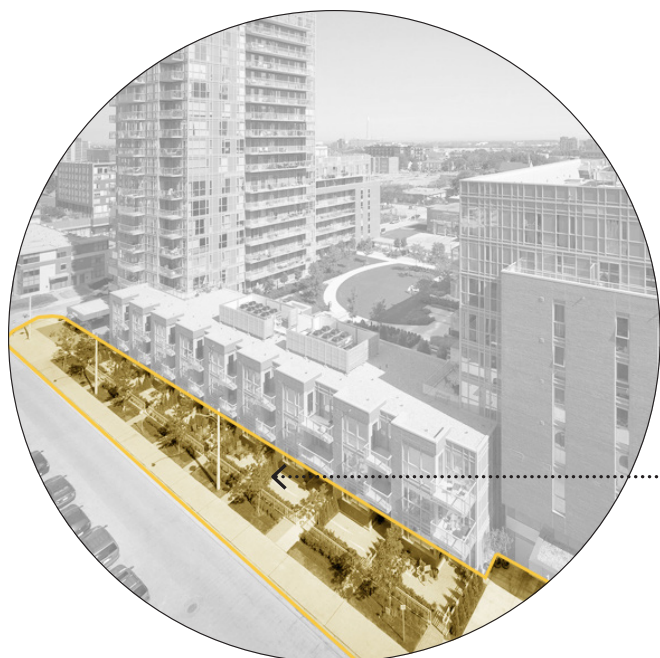
- e. Provide a *setback* of 2-3 m from the front property line for private entrances, ensuring that the combined total of the pedestrian clearway plus *setback* is minimum 5 m (when zoning permits);
- f. *Setbacks* from a public sidewalk or open space should be designed to complement and enhance the *public realm*;
- g. Soft landscape design elements, such as planters or permeable low fences, may be incorporated in the *setback* zone to highlight the threshold between public and *private realm*; and,

Screening

- h. Provide appropriate screening of private dwelling units with soft landscaping, while ensuring views to streets and open spaces are maintained for *natural surveillance* (refer to 3.4.c).

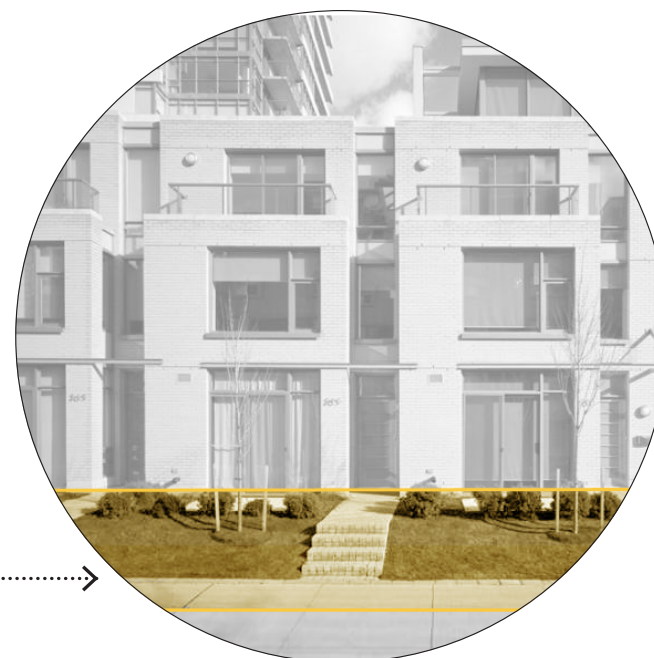
Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*



● SETBACKS AND LANDSCAPE TREATMENT
PROVIDE *TRANSITION* BETWEEN THE
STREET, PUBLIC SIDEWALK AND AT-GRADE
RESIDENTIAL UNITS

● GRADE AND DISTANCE
SEPARATION PROVIDE
DELINEATION BETWEEN
PUBLIC AND PRIVATE
SPHERES

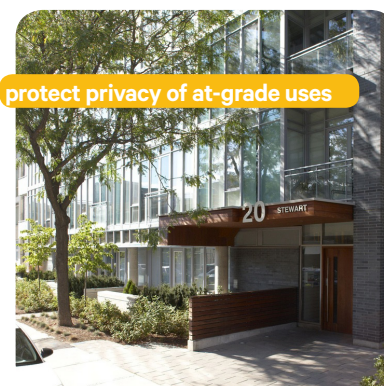


Encourage:

- appropriate *transitions* defined through setbacks, and landscape treatment

Avoid:

- use of walls or impermeable fences



Precedent: 20 Stewart Street, Toronto (Image Credits: Freed Developments)



John / Rebecca Park
Precedent: The Spire 33 Lombard, Toronto (Image credits: Mark Save)

4.2.6 Site Servicing, Access & Parking

Site servicing, loading, utilities, and parking should be located underground to minimize the visual and functional impact on the public realm, where feasible. Access to servicing and parking should be provided from the rear of the building, ideally from a lane or a shared driveway.

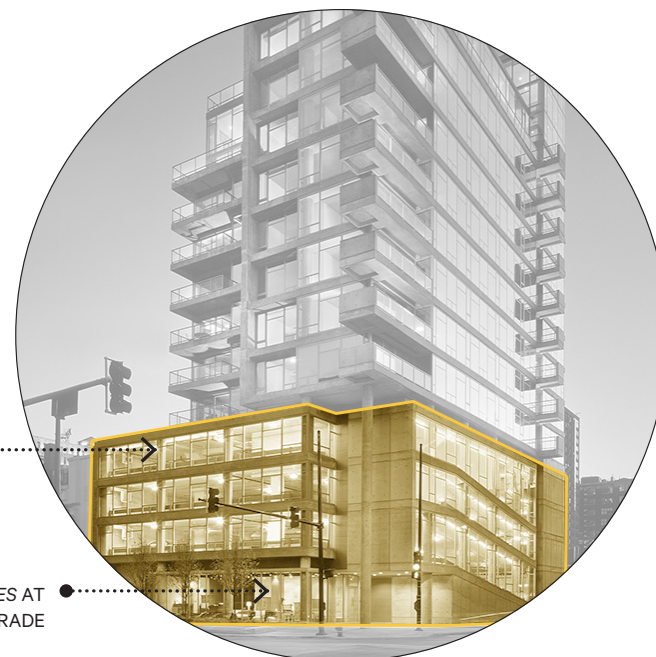
- a. Bike parking and amenities should be provided close to building entrances, should be protected from weather and visible from the building interior. Long term bicycle storage within the building is encouraged;
- b. Garage, servicing and loading area entrances should be located at the rear of buildings and designed to limit interference with pedestrian and cyclist movement;
- c. New development is encouraged to introduce preferential parking for carpooling or car share as a means of reducing private automobile use;
- d. High-quality architectural treatment and landscape design should be employed to screen parking, servicing, and loading areas from public view. These areas should be appropriately lit, have clear access and egress points and while screened, maintain visibility for safety and security purposes;
- e. Fences and other screening devices should not be taller than 1.5 m and use a combination of artistic and decorative materials, details and textures that bring delight to the passerby. Incorporating vegetation is highly encouraged;
- f. Utilities such as mechanical and electrical equipment, elevator housing, and ventilation units should be screened from view and acoustically dampened;
- g. Landscape Design and treatment for areas that function as both pedestrian amenity and servicing access, must be legible as a multi-use space;
- h. Above-grade parking structures should be fronted by permitted uses other than parking at street level. Upper storeys should be screened from view from the street.

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*



LANDSCAPE DESIGN AND TREATMENT OF A LEGIBLE, MULTI-USE SPACE FOR BOTH PEDESTRIAN AMENITY AND SERVICING ACCESS



APPROPRIATELY LIT AND WELL-ARTICULATED FAÇADE FOR PARKING STRUCTURES FRONTING PUBLIC STREETS

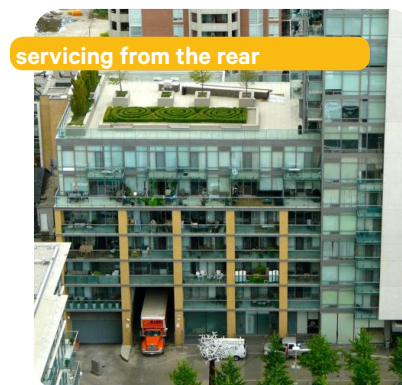
ACTIVE USES AT GRADE

Encourage:

- **loading, servicing, utilities and parking** located underground, and/or at the rear of a building, accessed from a lane or shared driveway

Avoid:

- **free-standing** ramps, loading areas, and garbage storage and collection areas



Precedent: Menkes' and Lifetime's Four Seasons, Toronto (image credits: Craig White)



Precedent: Adelaide Wharf 5, London (image credits: Allford Hall Monaghan Morris Arch.)

4.2.7 Publicly Accessible Open Spaces

Publicly Accessible Open Spaces are spaces that are privately owned and maintained, but are accessible to the general public. They include open spaces such as forecourts, landscape setbacks, plazas, courtyards, urban gardens, green roofs and walkways. These spaces are encouraged within tall building sites in order to complement and strengthen Hamilton's existing open space network.

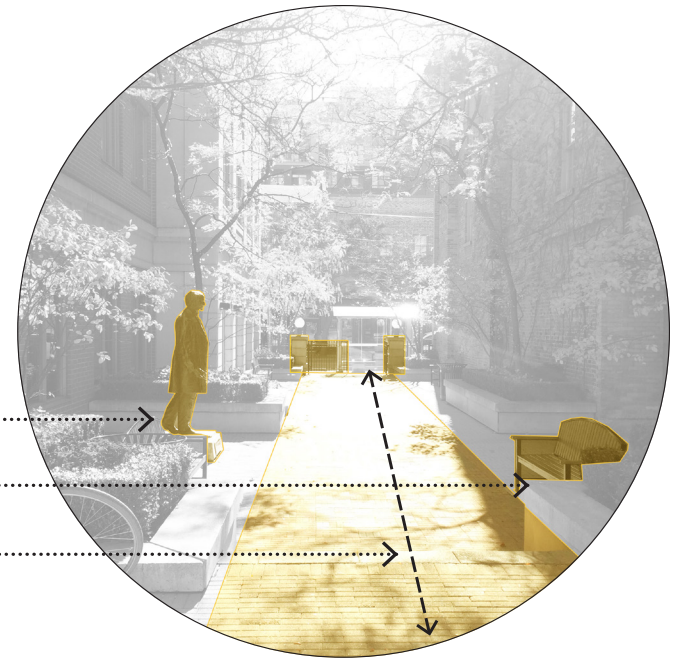
- a. Publicly Accessible Open Spaces should be defined by animated edges, active at-grade uses and should provide direct, universally accessible connections to public streets and open spaces;
- b. Spaces should be inviting and viewed as public spaces, encouraging year-round use;
- c. The siting, type, size and program for the open space area should be determined on a site by site basis in order to respond to the site's context, including the Character Area, and the supply and nature of other existing open spaces;
- d. Spaces should be directly connected with the public street network and facilitate connections to active transportation routes, transit and facilities, and community amenities and destinations;
- e. Spaces should have clear views to and from the adjacent buildings;
- f. Spaces should contribute to a greater level of pedestrian connectivity within the *public realm* and open space framework;
- g. Spaces should introduce soft landscape; where trees are introduced, sufficient soil volume should be provided to allow the growth of healthy trees;
- h. Low Impact Development (LID) should be considered for all new open spaces, and where possible, integrate stormwater runoff management within the property;
- i. Clear definition, high-quality and appropriately scaled signage should be used to signal public access and use;
- j. *Mid-block connections* should include a pavement treatment welcoming to pedestrians, lighting and planting;
- k. *Mid-block connections* should be barrier-free and visible from the sidewalk for easy access;
- l. Green roofs and lookouts will contribute towards Publicly Accessible Open Space, as long as they are accessible, designed to feel public, and sufficient wayfinding is provided, where required;
- m. Tall buildings should provide barrier-free and universal access to Publicly Accessible Open Spaces, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines.

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *City of Hamilton Public Art Master Plan (2015)*
- *City's Urban Braille System Guidelines (2002)*



● PEDESTRIAN WALKWAY OFFERING MIDBLOCK CONNECTIONS



● PUBLIC ART

● FURNITURE

● DIRECT CONNECTION AND VISIBILITY TO/FROM PUBLIC STREET

Encourage:

- at grade open spaces that are visible from street level and maximize safety.

Avoid:

- **spaces that are** not easily accessible or visible from street level, such as sunken plazas, or interior courtyards.



inviting signage

Precedent: Hale Studios Los Angeles (image credits: Rios Clement)



connected to public street

Precedent: Comcast Center Plaza, Philadelphia (image credits: OLIN)

4.2.8 Private Open Spaces

A range of shared and private outdoor amenity spaces should be provided throughout tall building sites at the ground, middle and top levels such as front yards, courtyards, terraces and accessible green roofs. Private open spaces should be designed to be safe, comfortable and accessible for all users, accommodate use throughout the year.

- a. Outdoor *amenity space* associated with major office or institutional developments should be publicly accessible;
- b. Amenity areas are intended for recreational purposes, and should be large enough to accommodate landscaping, patios, privacy areas, balconies, communal lounges, swimming pools, play areas and similar uses;
- c. Amenity areas should be visible and accessible from common areas;
- d. Amenity areas with elements such as awnings, fences and railings should use high quality materials that do not obstruct the use of the open space;
- e. Spaces should introduce soft landscape; where trees are introduced, sufficient soil volume should be provided to allow the growth of healthy trees;
- f. Private Open Spaces should be located and designed to maximize sunlight access during the day;
- g. Safety, comfort and the enjoyment of the space should be facilitated by the provision of landscaping, seating, lighting, public art and weather protection elements;
- h. Accessible green roofs or usable *amenity space* at *setback* levels are encouraged, and should be large enough to accommodate landscaping, as well as any combination of the following: patios, privacy areas, play zones, etc.; and,
- i. It is highly recommended to include sustainable design measures into the landscaping of open spaces, such as green roofs, storm water infiltration and runoff mitigation, passive wind and solar systems, etc.

Relevant Reference Documents:

- *City of Hamilton Zoning By-Law 05-200*



PRIVATE AMENITY AREAS AT THE GROUND AND SET BACK LEVELS



PODIUM LEVEL OUTDOOR AMENITY AREA WITH ACCESS TO SUNLIGHT

Encourage:

- **private open spaces** framed by and relate to surrounding buildings

Avoid:

- **token private open** space by ensuring the location, dimension, design and furnishing offer comfort and allow for flexible programming and use



Precedent: BIGyard project in Prenzlauer Berg, Berlin (image credits: Simon Menges)



Precedent: Menkes' and Lifetime's Four Seasons, Toronto (image credits: Craig White)

4.2.9 Materials & Detailing

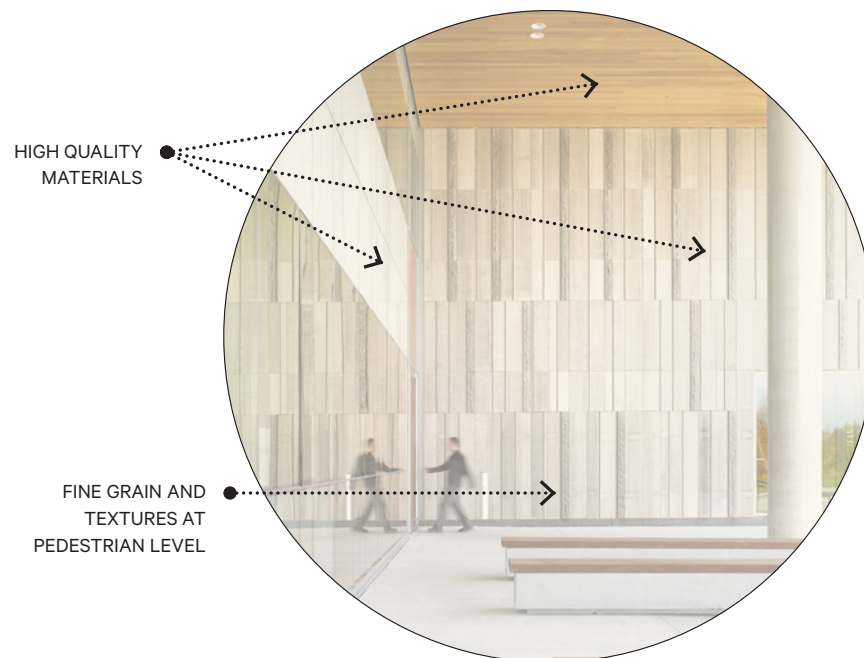
The selection of building materials may have a great impact on the overall expression of both individual buildings and of a neighbourhood as a whole. Therefore, all materials shall be selected based on the following criteria: heritage character, aesthetics, durability, energy efficiency, low environmental impact, and its overall quality.

- a. Use beautiful, durable, high quality and sustainable materials;
- b. Materials shall be appropriate to their use and locational context, as well as be complementary with the expressions of the street as a whole, particularly at the *building base*;
- c. A variety of materials and colour palettes between blocks is encouraged to enhance visual interest along the street. Careful attention should be paid to the detailing, connection and juncture of the materials when it is being installed or implemented;
- d. Materials for floors above the base may differ from the first floor materials, and use the contrast as a means of articulating the different parts of the building. Nonetheless, compatibility and *transition* between materials shall be considered to respect the rhythm and proportions of the lower floors;
- e. Side and rear façades shall include materials of equal quality to the front façade;
- f. Materials that give the impression of low quality, inelegance or being outdated shall be avoided. This includes concrete blocks, residential-type metal siding, large quantities of highly reflective and mirror finishes for glazing, or finish effects that simulate another material;
- g. Avoid monotonous use of materials and flat detailing;
- h. Design the first 10-12 m to adhere to Bird Friendly best practices by incorporating sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing to minimize the potential for bird strikes; and,
- i. Façade systems and materials are essential in the design of resource-efficient, high-performing, cost-effective buildings. Choose sustainable materials by:
 - i. prioritizing building materials and products that are extracted and manufactured within the region; and,
 - ii. developing a life cycle assessment of the building to determine the holistic environmental impacts of material selection for structure and assembly.



UPPER LEVELS: UNIQUE FAÇADE TREATMENT FOR *SETBACK* MASSING

AT GRADE: MATERIALS AND *ARTICULATION* CONSISTENT WITH CONTEXT BUILDINGS



HIGH QUALITY MATERIALS

FINE GRAIN AND TEXTURES AT PEDESTRIAN LEVEL

Encourage:

- **variety of materials** that speak to the building context

Avoid:

- **monotonous use of materials**



combine glazing and solid



articulate volumes

Precedent: B Streets Condos, Toronto (image credits: Hariri Pontarini)

Precedent: Sackville-Dundas Apartments, Toronto (image credits: Jessica Napier)

4.3 Building Tower

4.3.1 Tower Floorplate Size & Shape

The size and shape of the tower floorplate relates to the height and placement of the tower in relation to site metrics including dimensions, required setbacks, stepbacks and separation distances. Tower floorplates should be limited to 750 square metres per floor as a best practice to limit shadow and facilitate views.

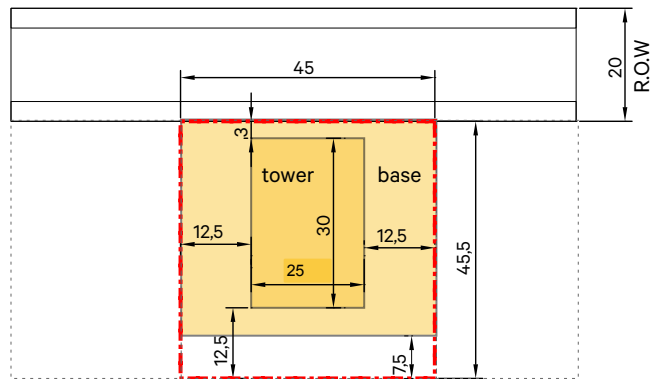
Floorplate Size and Shape

- a. The maximum gross floor area for the floor plate of the tower portion of a tall building proposed should not exceed 750 square metres for residential purposes and 850 square metres for offices, excluding balconies; however, in small sites, smaller *floorplates* may be required when applying all appropriate *setbacks*. Larger *floorplates* may only be permitted where the other guidelines of this document can be met to the City's satisfaction;
- b. The maximum *floorplate* of the tower portion of major office and non-residential tall buildings will be evaluated in accordance with the applicable guidelines of this document to ensure impacts with respect to shadow, *transition* to adjacent uses and the general scale are addressed; and,
- c. Towers shall have a "lighter" appearance in general, which may be achieved with material selection as well as *tower top* design - refer to section 4.4.

Relevant Reference Documents:

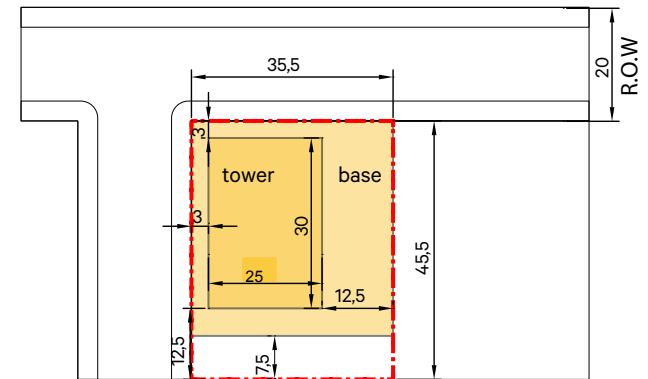
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*

Recommended dimensions
for typical tall building site:



Frontage: **35m+**
Depth: **45m+**
R.O.W: **20-27m**
#of Storeys: **13 str+**
Max. Height: **50m+**

Recommended dimensions
for typical tall building corner site:



Hamilton Context:

Tall buildings should not result in an excessive height and scale that dominates the landscape and skyline, including views from the Gore Park area; any new tall buildings should be a positive contribution to Hamilton's skyline.

Encourage:

- **maximum floor plate** size of 750 square metres for residential purposes and 850 square metres for offices
- **proportionate tower setbacks and stepbacks** to tower floor plate size

Avoid:

- **casting shadows** and impeding *sky views*

4.3.2 Placement, Stepbacks & Separation Distances

Tall building towers should be sited to minimize shadow and adverse wind impacts on adjacent properties and public spaces. Tall building towers should also be sited to provide sufficient privacy between the building and adjacent properties.

Placement

- a. Towers should be arranged to minimize shadow and adverse wind impacts on adjacent properties and public spaces, including streets, parks and open spaces, and other shadow sensitive areas such as school yards and outdoor amenity areas;
- b. Towers should be arranged to maintain *sky views*, including views from the Gore Park area;

Stepbacks

- c. Towers should be stepped back a minimum of 3 m from the *building base* along all streets;
- d. Increased *stepbacks* might be considered when a tall building incorporates a heritage building;
- e. Increased tower *setback* should be considered to preserve the view to a local landmark;

Separation Distances

- f. Offsetting and staggering towers is preferred to add variation and visual interest, to facilitate sunlight and *sky views* and mitigate wind impacts; and,
- g. Towers should be separated by at least 25 m with a minimum 12.5 m *setback* from the side and rear property lines to allow for adequate light, views and privacy.



● SETBACK TOWER AWAY FROM BUILDING BASE TO REDUCE VISUAL AND SHADOWING IMPACT AT STREET LEVEL



● MINIMUM BUILDING TOWER SEPARATION OF 25M

Encourage:

- minimizing shadow impacts and negative wind conditions
- maximizing access to sunlight and sky view

Avoid:

- narrow *separation distances* between small sites
- negative effects resulting from shadows, diminished sky views, wind effects, loss of privacy and limited daylight



separation to maintain sky views

Precedent: Maple Leaf Square, Toronto
(image credit: Tom Urban)



VU Condominiums, Toronto
(image credit: vucondos.com)

4.3.3 Orientation & Articulation

Tower massing should be articulated to promote design excellence, improve energy efficiency and mitigate adverse wind and shadow effects.

Overall Massing

- a. The tower portion of a tall building should be slender in form in order to reduce the overall perception of mass;
- b. The tower portion of a tall building should be oriented to maximize building efficiency performance;
- c. Each façade of the tower should respond to changes in solar orientation and to adjacent context;
- d. Windows with operable panes and high quality finishes should be included to promote natural ventilation and help reduce use of mechanical heating and cooling;
- e. Tall *building towers* should be shaped to minimize microclimate impacts (wind effects; shadowing) on nearby areas;

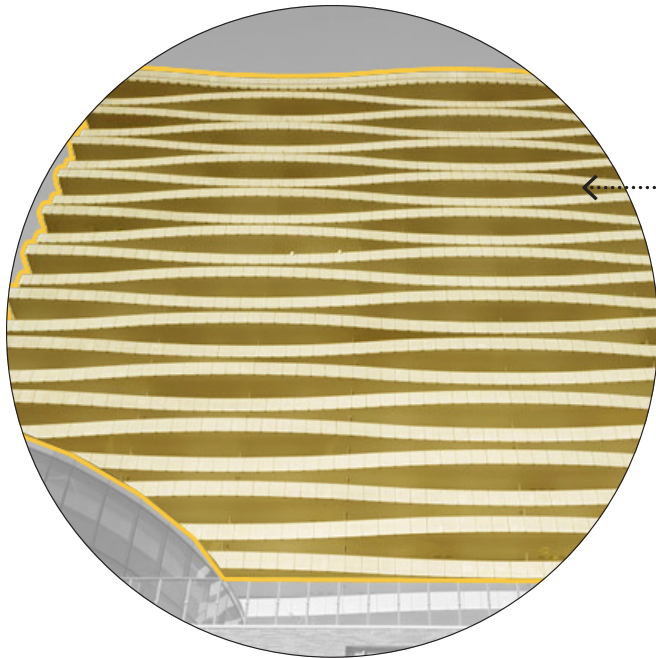
Balconies and Terraces

- f. Upper levels should be *setback* with balconies to create visual interest and overlook onto the public street;
- g. Balconies should be a minimum 1.5 m in depth;
- h. Balconies and terraces should be designed as cohesive elements of the building, as described in section 4.2.4.f;

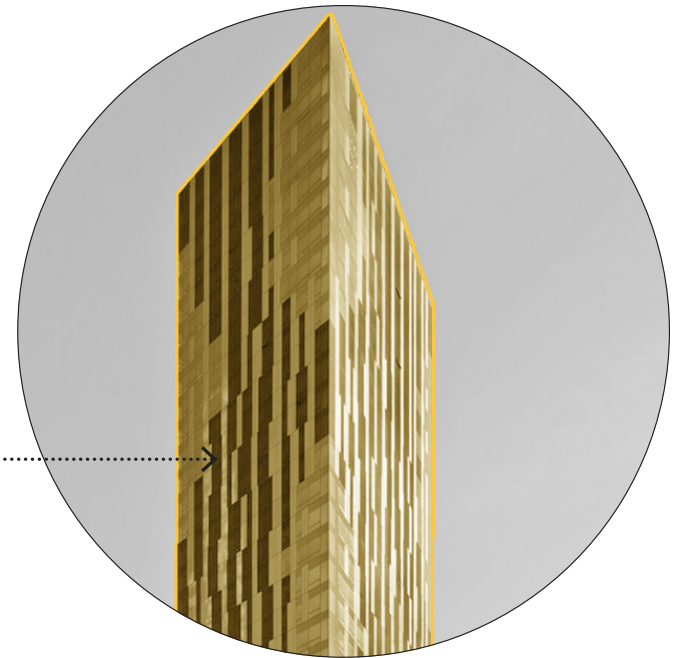
- i. Along Prime Retail Streets, including James Street and King Street, projected balconies are discouraged as they may detract from the *streetwall* and impinge on the *streetscape*; recessed balconies may be appropriate above the third storey; and,

Fenestration

- j. The starting point when designing a sustainable energy system is to consider the passive solar design of the building. A good ventilation and daylighting strategy shall be supported by the *articulation* of the façade and the approach to *fenestration*:
 - i. ensure the energy efficiency of the building envelope by minimizing the ratio of the area of windows, sidelights, skylights, glazing in doors and sliding glass doors to the gross area of peripheral walls;
 - ii. windows must see the light of day;
 - iii. glazing should transmit light;
 - iv. operable windows may be used in lieu of controls for occupants; and,
 - vi. consider hardware-incorporation of integral blinds to control light and heat gain, etc.



ARTICULATED BALCONIES PROVIDING
OUTDOOR AMENITY SPACE



SLENDER TOWER FOOTPRINT
REDUCING THE OVERALL TOWER
MASSING

Encourage:

- **landmark buildings of distinctive articulation** at prominent intersections, along important streets or at the termination of a view or vista, or at major public transit destinations.

Avoid:

- **balcony-to-balcony facing between** buildings either within a site or adjacent to a separate development.



balconies to create visual interest

Precedent: 18 Yorkville, Toronto (image credits: Gary Switzer)



landmark orientation

Precedent: Maple Leaf Square, Toronto (image credits: Tom Urban)

4.4 Tower Top

Tower tops should be designed as a ‘fifth façade’, with a distinctive presence on Hamilton’s skyline. Due to their prominent scale, tower tops are generally visible from a far distance and should therefore be carefully designed with respect to height, location, and proximity to other tall buildings. The tower portion of tall buildings will be designed to create a memorable and iconic Downtown skyline.

Roof

Hamilton’s skyline is particularly noticeable from the Escarpment, including lookout areas such as Sam Lawrence Park. This factor should be taken into consideration to ensure a harmonious integration between the built and natural environments.

- a. Rooftop mechanical equipment, as well as stair and elevator towers, should be sized and located and/or screened from view, in order to protect or enhance views of the Downtown from other buildings and the public street;
- b. Rooftop mechanical equipment, as well as stair and elevator towers should be sized and located so that they are screened from view from the street;
- c. Mechanical penthouses as well as signage shall be well-integrated into the overall *massing* of the building and clad in materials that are consistent with the quality of the entire building;
- d. Community outdoor space and green roofs are encouraged (refer to Section 4.2.8 Private Open Spaces);

Lighting

Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*

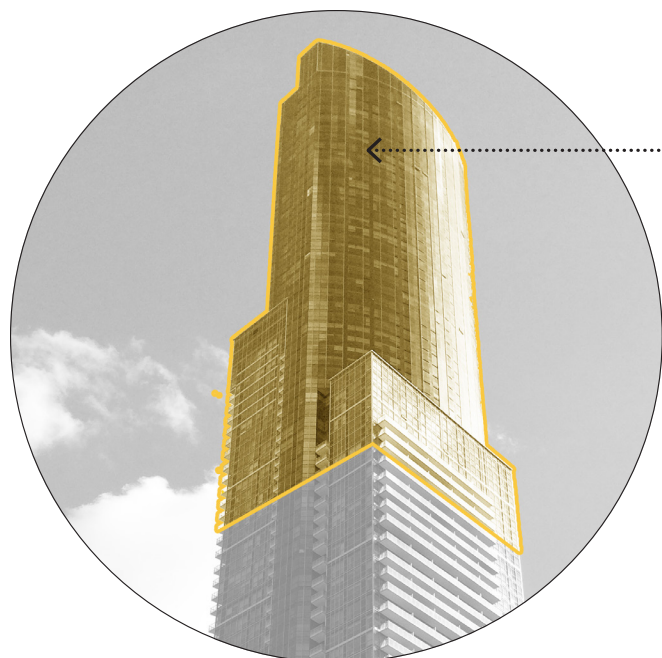
- e. Decorative lighting could be included within the tower design but over lighting or up lighting should be avoided;
- f. The use of energy efficient fixtures (such as LEDs) and programmable fixtures which can be dimmed or turned off are encouraged;

Design

- g. Design strategies should be employed to lighten *tower top* volumes and provide a termination to the continuous mid-volume of the tower, in order to create a visually attractive skyline profile, such as *stepbacks* and other architectural treatments in the upper most floors;
- h. The *tower top* should be integrated with the tower and building architecture;
- i. Where located at a gateway intersection or terminating view, the *tower top* is encouraged to act as a recognizable landmark with signature features defining its importance; and,

Height

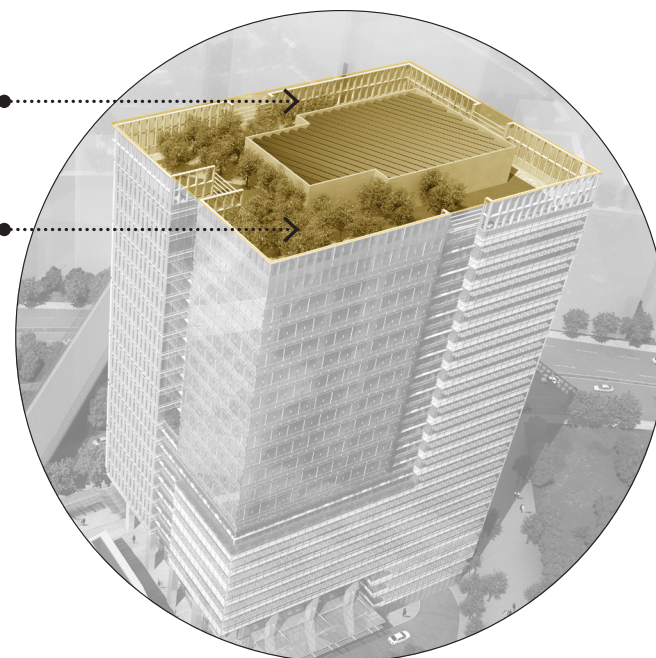
- j. In addition to meeting the performance standards and guidelines contained within this document, the maximum tall building height within the Downtown should be no greater than the height of the top of the Escarpment. Given that the elevation increases gradually towards the Escarpment, buildings may potentially be taller the farther away they are from the Escarpment (refer to sections 2.1 and 2.12 of the Study).



REDUCED VOLUME AT
TOWER TOP LEVEL

ROOFTOP MECHANICAL EQUIPMENT
SCREENED FROM VIEW

GREEN ROOF

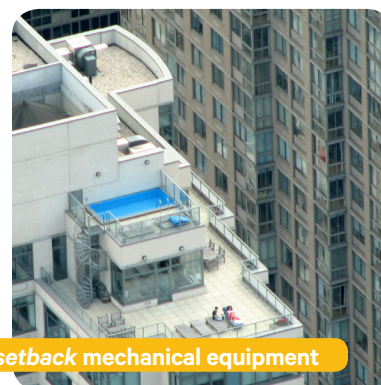


Encourage:

- **use of energy** efficient fixtures
- **thoughtful design with** attention to height, location, and proximity to other tall buildings

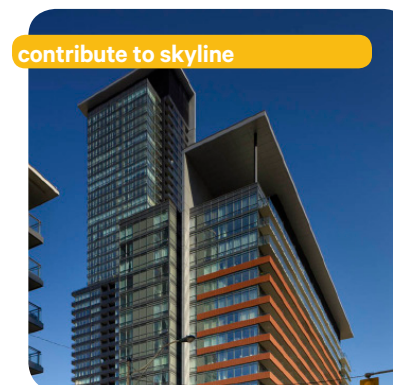
Avoid:

- designing a *tower top* that may negatively affect the amount of sunlight, shadows, and *sky views*



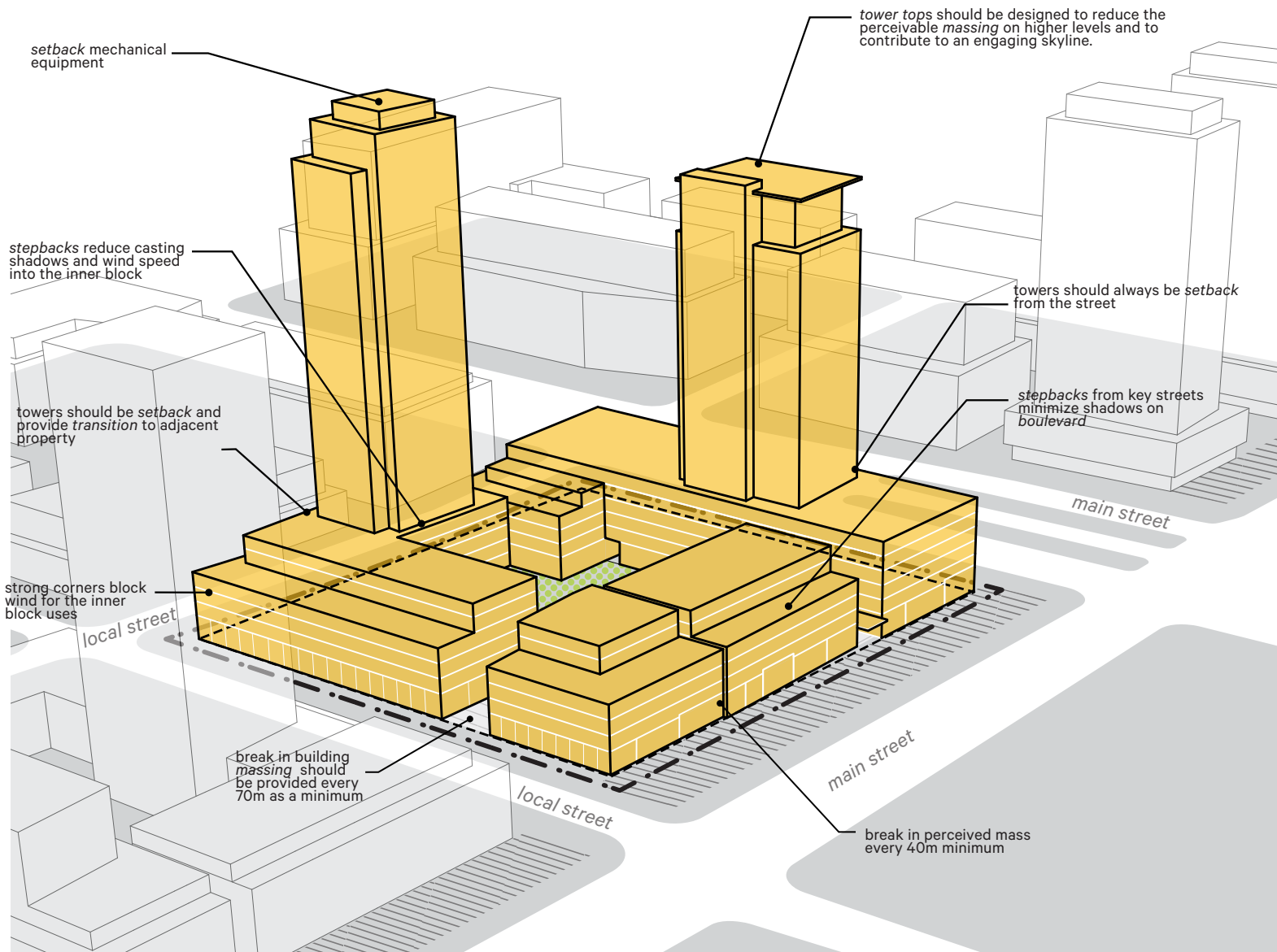
setback mechanical equipment

Precedent: Rooftop in New York Building
(Image credits Hu Totya)



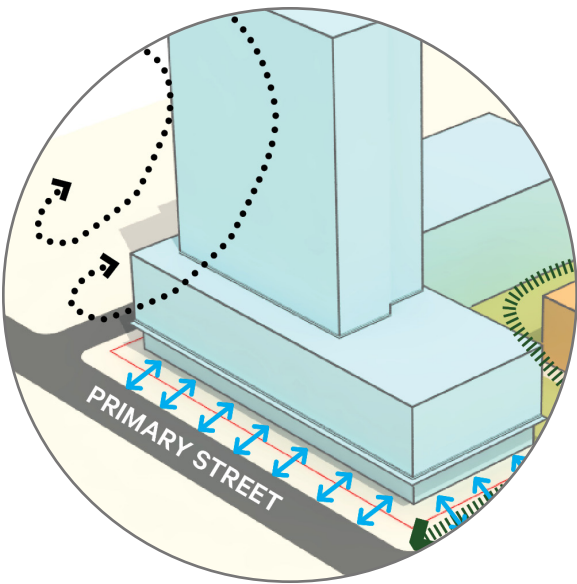
contribute to skyline

Precedent: Block 24, Toronto (Image credits: Tom Urban)



5.0 Public Realm Interface

CONTEXTUAL
CONSIDERATIONS



ARTICULATE *STREETSCAPE* DESIGN,
WEATHER PROTECTION AND PUBLIC ART

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5.1 Streetscape & Landscape Design

High quality design and implementation of streetscape and landscape between and adjacent to tall buildings should be provided to support a vibrant public realm.

The *streetscape* and landscape design associated with tall buildings can play a vital role in strengthening Hamilton's public space network.

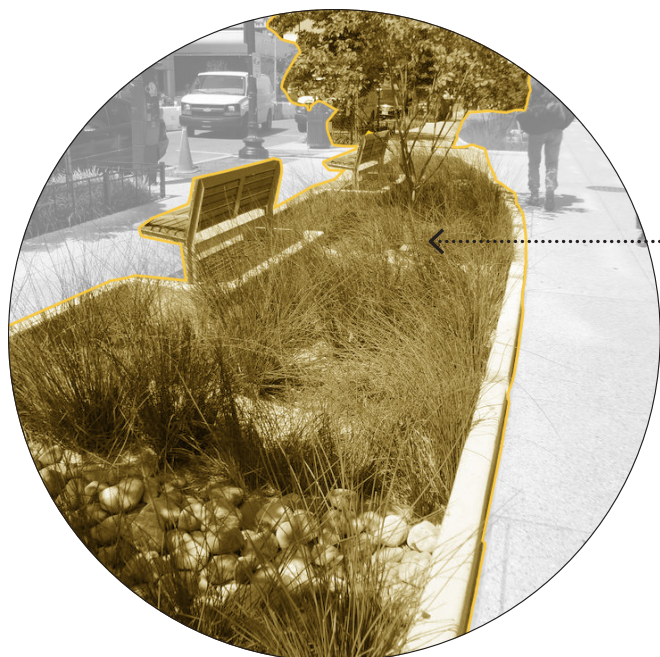
Landscape spaces may be located between the property line and the building line that function as an extension of the public *boulevard*, contributing to the widening of the sidewalk. Landscape spaces may also serve to integrate building entrances into the *public realm*. Localized *setbacks* may alleviate specific pinch points in the pedestrian *boulevard* and/or offset the mass and scale of a tall building in relation to the pedestrian realm.

- a. At-grade levels of the building fronting the landscape *setback* should address the street with the presence of building entrances and *fenestration*;
- b. When grade-related residential units are facing a public street, a minimum 3.0 m landscaped *setback* is recommended to protect privacy. Profuse vegetation, minor changes in elevation, short fences and porch structures may populate the space;

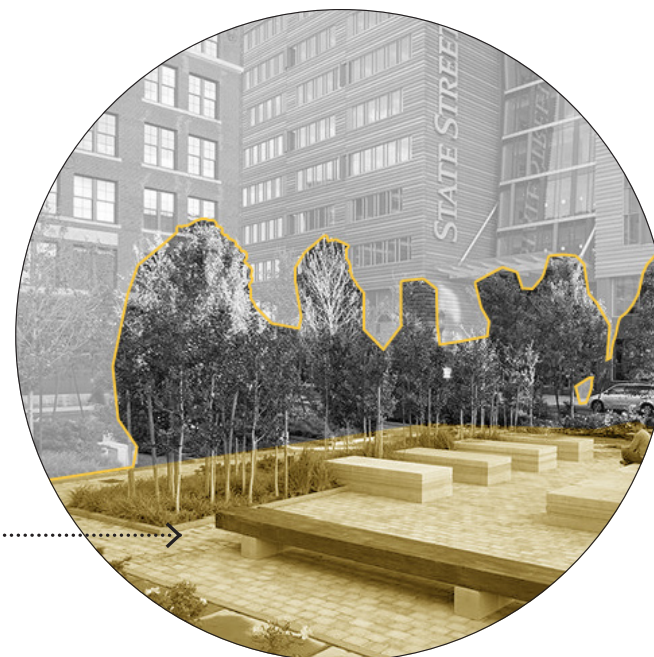
Relevant Reference Documents:

- *City's Coordinated Street Furniture Guidelines (2015)*
- *City's Urban Braille System Guidelines (2002)*
- *Clean & Green Hamilton Strategy (2012)*
- *York Boulevard Streetscape Master Plan (2010)*
- *Barrier-free Design Guidelines (2006)*
- *The King Street West Streetscape Master Plan (2004)*
- *Downtown Mobility Streets Master Plan (Bay Street, James Street, John Street, Hunter Street) (2003)*
- *Hughson Streetscape Master Plan (2003)*
- *King William Streetscape Master Plan (2003)*

- c. Landscape areas should clearly be designed as publicly accessible, and changes of elevation greater than 50 cm should not be permitted;
- d. Natural features and landscapes, such as existing trees, should be protected and maintained where possible;
- e. In limited landscape areas, colourful flowers, grasses and shrubs are encouraged to highlight the presence of the landscape feature despite the constrained space;
- f. If appropriate (based on use and scale), accent lighting and seating should be provided;
- g. Where space permits, new trees should be planted to improve the microclimate and urban canopy;
- h. Sufficient soil depth must be provided (through use of soil bridging, soil cells or other best practices) especially in areas where parking garages extend beyond the building façade at the underground level; a minimum soil volume of 20 m³ per tree, or 30 m³ for two trees in a shared trench should be provided;
- i. Permeable paving materials or appropriate storm water management systems (bioswales) should take preference over asphalt to increase site permeability and management of storm water runoff; and,
- j. Conform with universal design standards, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines.



STORMWATER MANAGEMENT
SYSTEMS INTEGRATED WITHIN
STREETScape DESIGN



PERMEABLE PAVING MATERIALS

Encourage:

- Landscape treatment for office and institutional buildings to improve the main entrance and provide *amenity space* and at residential buildings to provide a green buffer to increase the privacy of at-grade units

Avoid:

- blank walls or inactive *uses* at-grade



sitting areas



integration of building entrances

Precedent: The Schulich School of Business at York University, Toronto (photo credits Neil Fox)

Precedent: More London Masterplan, London, UK (image credits: Fosters + Partners)

5.2 Sidewalk Zone

Adequate space should be provided between the building façade and street curbs in order to ensure the safety and comfort of pedestrians, as well as accommodate streetscape improvements and encourage grade related activities.

Sidewalk dimensions vary greatly in Hamilton's Downtown for each of the Character Areas. Prime Retail streets such as James and King Streets accommodate trees along the street curb. Main Street is deprived of street trees or landscaping within the Public *right-of-way*. Public sidewalks widths vary from minimum width contained between building façades built to the property line and the street curb.

As redevelopment proceeds in the Downtown, there is an opportunity to complement the existing sidewalks through:

- a. Integrating design elements such as canopies and arcades to protect pedestrians from the elements (wind, rain, snow, sun);
- b. Incorporating landscape treatment, including public art, furniture and planting;
- c. Providing a barrier-free environment that facilitates flexible use of the space as a whole, as per the Accessibility for Ontarians with Disabilities Act (AODA); additionally, refer to City's Urban Braille System Guidelines;
- d. The use of permeable pavement where possible;
- e. Wider streets with high volume traffic should consider additional sidewalk width to improve and ensure pedestrian safety and comfort; additionally, it is recommended to locate elements to buffer pedestrians from the roadway, whether it is a tree zone, furniture zone or street parking - refer to City's Coordinated Street Furniture Guidelines; and,
- f. The desired condition is 2 m width for the sidewalk zone, and 6 m for the *boulevard* total.

Relevant Reference Documents:

- *Downtown Transportation Master Plan (2011)*
- *City's Urban Braille System Guidelines (2002)*

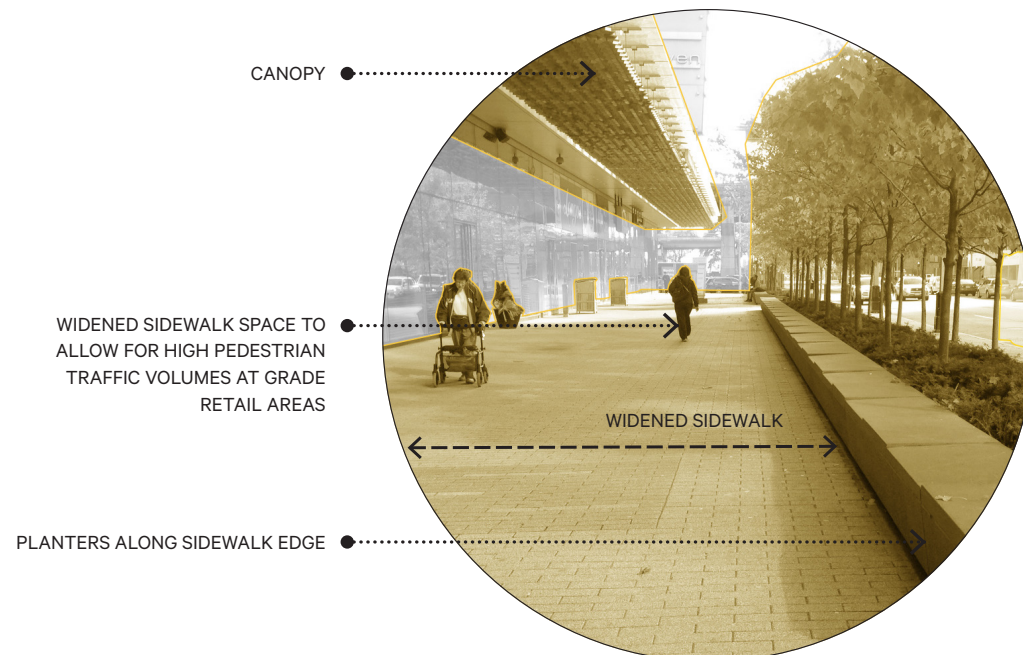


Encourage:

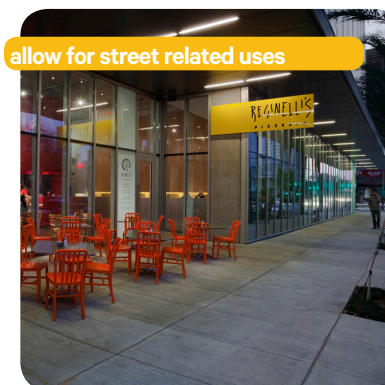
- Consideration of pedestrian movement and comfort in adjacent sidewalk zones
- Active at-grade uses or visually interesting façades to enhance the pedestrian experience

Avoid:

- Discontinuous frontage along pedestrian walkways



Precedent: The Schulich School of Business at York University, Toronto (Image credits: Neil Fox)



Precedent: Poydras Residential Tower, New Orleans (Image credits: Timothy Hurley)

5.3 Pedestrian Weather Protection & Wind Effects

Tall buildings should minimize adverse wind effects on adjacent streets, parks and open spaces, as well as at building entrances and outdoor amenity areas.

- a. Siting, *massing*, orientation and *articulation* of the *building base* and tower can help mitigate adverse wind effects such as accelerated winds and down drafts;

b. Integrated design elements such as canopies, overhangs and arcades to protect pedestrians from the elements (wind, rain, snow, sun) are encouraged;

c. Permanent weather protection is encouraged particularly along commercial and *mixed-use* street frontages;

d. For canopies and overhangs, a maximum height of 6 m and minimum width of 3 m is preferred;

e. Consistency with pedestrian weather protection elements of neighbouring buildings is encouraged;

f. Where feasible, buildings should be oriented to take advantage of solar energy and minimize the effects of wind to create comfortable and inviting open spaces for a variety of seasons; and,
- g. Wind targets shall meet the widely accepted Lawson Comfort Criteria. The *massing* of new buildings should be evaluated based on the wind effects on adjacent open spaces and pedestrian areas. The combination of wind speed, time and duration shall not exceed the standards set for the activities foreseen in each open space, based on the following thresholds:

1. Sitting: up to wind speed 3* if not exceeded more than 1% of the time**.

2. Standing/entrances: up to wind speed 3* if not exceeded more than 6% of the time**.

3. Leisure walking: up to wind speed 4* if not exceeded more than 4% of the time**.

4. Business walking: up to wind speed 5* if not exceeded more than 2% of the time**.

5. Roadway: up to wind speed 5* if not exceeded more than 6% of the time**.

Relevant Reference Documents:

- James Street North Mobility Hub Study (2014)
- Pedestrian Network Strategy Working Paper (2007)

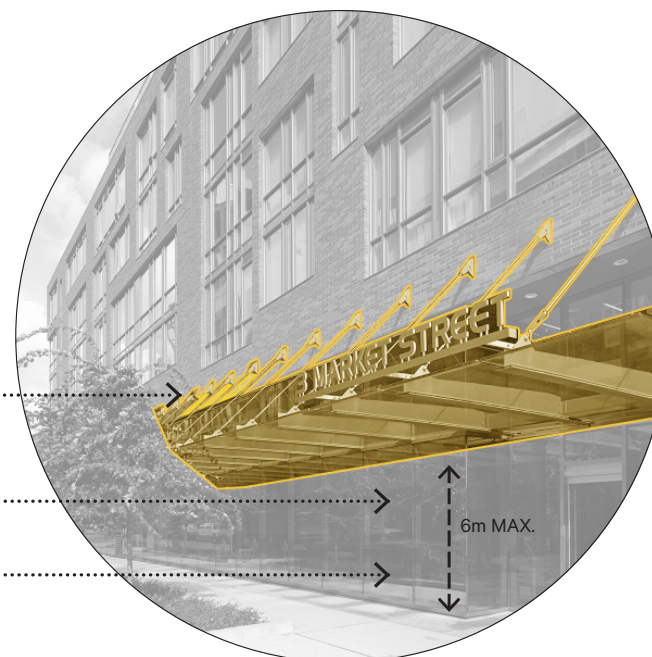
.....

* Beaufort Force scale, see table on page 74

** Percentage of time that gust wind speeds exceed the sustained gust equivalent mean (GEM) wind speed.



CANOPY AND TRELLIS PROVIDING WEATHER PROTECTION AT GROUND LEVEL RETAIL AREA AND BUILDING ENTRANCE



CANOPY PROVIDING WEATHER PROTECTION

6M MAXIMUM HEIGHT

3M WIDTH PREFERRED

6m MAX.

Encourage:

- **Horizontal canopies** on windward faces of *building bases*
- **Landscaped base building** roof areas can help reduce wind speeds at grade

Avoid:

- **Tall, wide façades** facing prevailing winds



consistency with neighbours

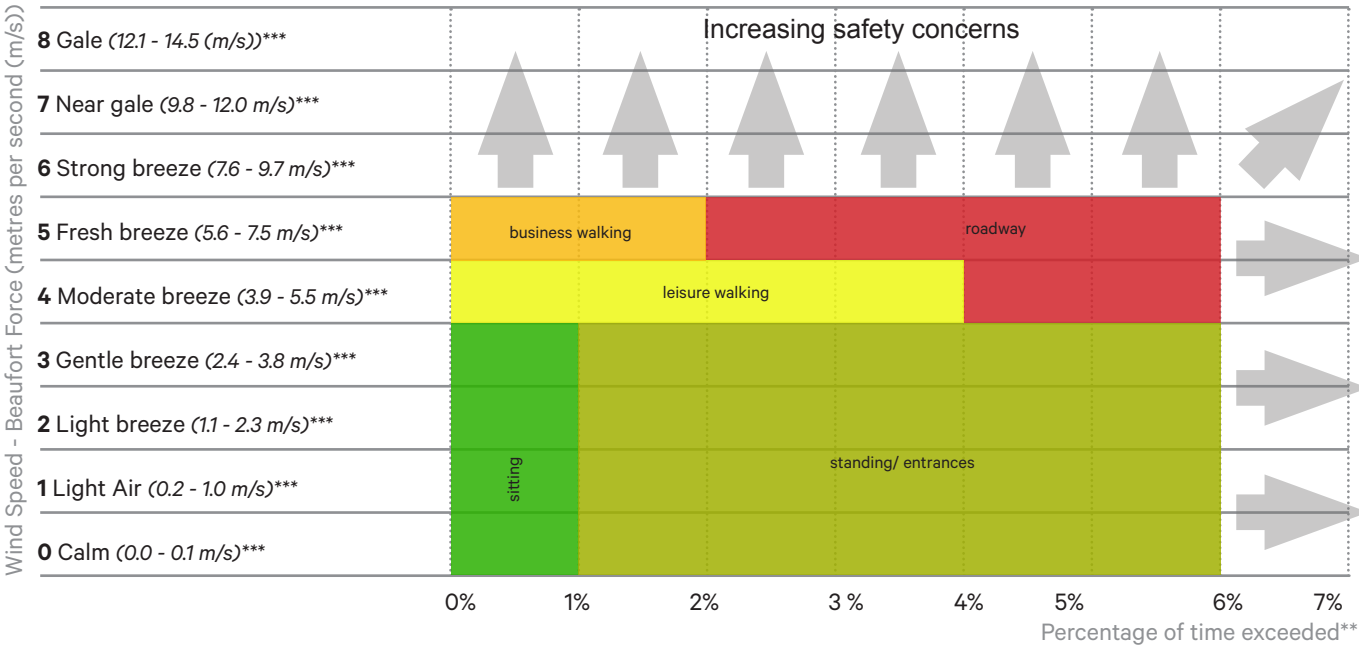
Precedent: New Wholefoods store, Vancouver
(Image credits: Joe Urban)



integrated design

Precedent: Maple Leaf Square building, Toronto (credits: United Visual Artists)

Thresholds for Tolerable Conditions based on Lawson Beaufort Criteria:

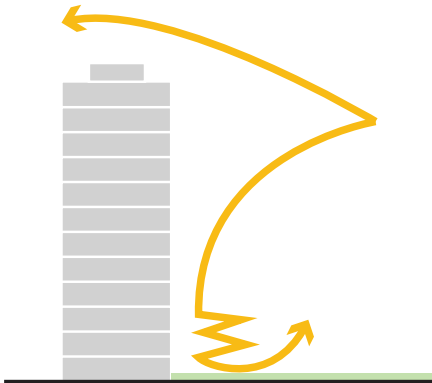


*** Wind speed measured at 1.75m height in metres per second (m/s)

Massing principles to mitigate wind effects:

1. Wind at street level

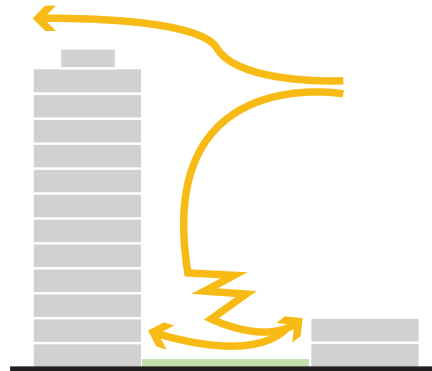
Accelerated wind speeds create undesirable windward corners.



Tower that is *setback* from the base reduces undesirable downward wind flow.

2. Wind between buildings

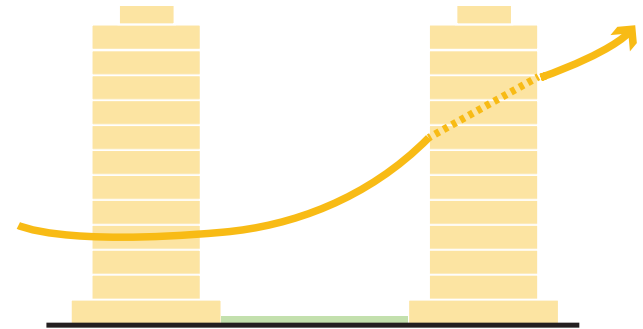
A low building and a tall building may accelerate winds near windward corners.



Setback towers help mitigate against downward wind flows at grade.

3. Distance between towers

Wind tunnels between two buildings located close to one another (wind canyon effect).



Setback towers spaced farther apart allows wind to move through more easily.

5.4 Public Art Integration

Opportunities for integrating public art into tall buildings sites should be encouraged in order to enhance the public realm and establish a relationship with Hamilton’s vibrant art scene.

Public art opportunities can include:

- a. Freestanding or integrated sculptures that mark a prominent corner, a view terminus or an entryway;
- b. Landscape design elements such as water features, stormwater management features, lighting, seating, walls;
- c. Public art can be integrated within building elements such as façades, canopies, lighting, etc.;
- d. Medium scale public art projects such as sculptural advertising columns to promote local business;
- e. Processional work that serves as a defining gateway into the city’s core; and,
- f. Temporary banner program to celebrate civic and cultural pride.

Future tall building developments in areas identified as opportunity sites by Hamilton’s Public Art Master Plan (2016) should address the Plan’s suggestions and recommendations:

- **King William Street** (James St. to Ferguson Ave.) - Art Walk
- **James Street** - Escarpment to the Bay
- **York Boulevard** - Dundurn St. to Bay St.
- **Hamilton City Hall**
- **Gore Park**

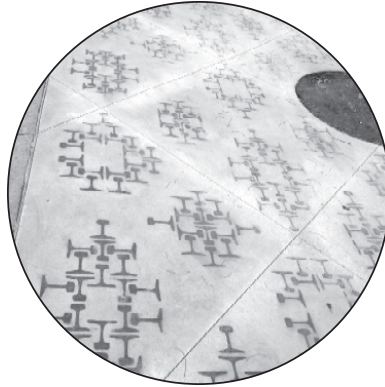
Relevant Reference Documents:

- *Downtown Hamilton Secondary Plan (2018)*
- *City of Hamilton Public Art Master Plan (2016)*
- *Transforming Hamilton Through Culture: The Cultural Plan (2013)*

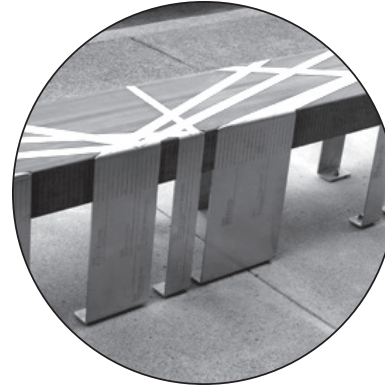
EXISTING HAMILTON PUBLIC ART PROJECTS



Rafaga Unleashed
(2004)



Roll Out the Rail Carpet
(2011)



Timeline Sitrine
(2012)

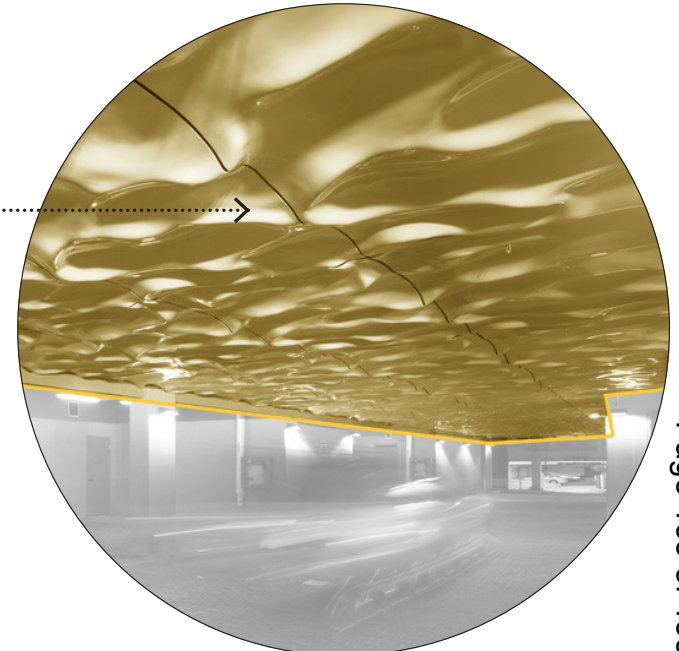


Migration
(1992)



SEATING BLOCKS INTEGRATED
WITHIN PUBLIC ART PIECE

PUBLIC ART PIECE INTEGRATED AS
DROP CEILING PANELS WITHIN MID-
BLOCK PEDESTRIAN, CYCLIST AND
VEHICULAR TRAFFIC



6.0 Glossary

Active Uses - Generally refers to ground level uses, or uses within the *podium*, that help to animate and create interest on the street. May include window displays, spill-out retail, public areas (i.e. lobby, *mid-block connections*), *amenity space*, etc.

Amenity Space - Public or private space, both indoor and outdoor, used for the enjoyment of building residents (private) or the greater community (public).

Articulation - The layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices and belt-courses.

Boulevard - The area between the edge of the curb and the front property line or building face.

Building Base - The lower *storeys* of a tall building which are intended to frame the *public realm* with good street proportion and pedestrian scale, articulated entrances and assist in the creation of an attractive and animated *public realm*. The *building base* is also known as the *podium* and is typically between 2 - 6 *storeys* in height.

Building Tower - The *storeys* above the *building base*.

Built Form - The overall size and shape of a building, including all design elements.

Fenestration - The pattern of arrangement and proportioning of openings in a building's façade, most notably doors and windows but also louvers, wall panel cut-outs, skylights, storefronts, curtain walls and slope glazed systems.

Floorplate (Tower) - The total built area of a tower, not including balconies.

Forecourts - Open space located in front of a structure or building entrance.

Exterior Cases - The use of utilitarian structures, such as an external stair case, including a fire escape staircase.

Human Scale - The quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to the citizen's perception and comprehension of buildings or other features of the built environment.

Massing - The general size and shape of a building, not including detailed design elements.

Mid-Block Connections - Pedestrian connections between buildings, both internal and external, that provide permeability through large blocks and sites.

Mixed-Use - Multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.

Mobility Hub - Places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. They have, or are planned to have an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station.

Natural Surveillance - The placement of different physical elements within the urban environment (including public roads, walkways, landscaping, buildings, and/or windows location) to maximize the natural visibility or observation of open spaces.

Net New Shadow - Shadow cast by a proposed development in excess of the shadow already cast by existing buildings and structures as well as buildings and structures permitted by existing in-force Zoning By-laws.

Podium - See definition for *building base*.



Private Realm - Any space that is within a private property line and is perceived as being private.

Projections - Building design where horizontal and/or vertical elements extrude from the main structure of the building. Examples include roof overhangs, awnings, and balconies.

Public Realm - Spaces under City ownership including streets, *boulevards*, parks, and public buildings and structures.

Recesses - Building design where horizontal and/or vertical elements are inlaid from the main structure of the building. Examples include inset balconies, recessed entrances, etc.

Right-of-Way - The part of the street that is publicly owned and lies between the property lines.

Separation Distance - The space between two entities, such as elements of a building (i.e. towers, *podiums*).

Setbacks - The distance between a property line and the front, side or rear of a building.

Sky view - The ability to see the sky, unobstructed by buildings, from the opposite side of a street.

Spandrel - In arched structures, the triangular wall area above and on either side of an arch. In modern curtain wall structures, the panel between structural columns or, vertically, between windows.

Stepbacks - An offset of one element of a building from another element below (i.e. tower from podium). *Stepbacks* help to create a *transition* between *built form* elements.

Storey - A habitable or occupiable level within a building, excluding raised basements.

Streetscape - The combination of a variety of elements along a street, including signage, paving materials, street furniture, pedestrian amenities and the setback and form of surrounding buildings.

Streetwall - The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

Transitions - The physical design elements of a building or site that contribute to an appropriate height reduction as tall buildings approach more stable and low-rise uses, including mid-rise buildings, stable residential neighbourhoods, and parks and open spaces.

Transoms - A transverse horizontal structural beam or bar, or a crosspiece separating a door from a window above it.

Tower Top - The uppermost floors of the building including rooftop mechanical or telecommunications equipment, signage and *amenity space*. This is the portion of the building that will have a distinctive presence in Hamilton's skyline.

Vibrant Streets - A combination of *streetscape* elements, spill-out retail uses, and *built form*, that results in significant pedestrian activity along a street throughout the day.