

January 18, 2022

Daniel Barnett  
Planning and Economic Development Department  
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71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5

Maureen Wilson  
Councillor Ward 1  
71 Main Street West, 2<sup>nd</sup> Floor  
Hamilton, ON L8P 4Y5

Dear Mr. Barnett and Ms. Wilson

**RE: UHOPA-20-012 and ZAC20-016  
1107 Main Street West, Hamilton (Ward) 1  
Non-compliance of proposed development with established Urban Design Policies  
and Guidelines of the City of Hamilton and inconsistent with the PPS (2020)  
Quantitative Comparison of proposed development with the Good Shepherd Square**

I have submitted prior letters of objections to the proposed development on the basis that the site is a vulnerable parcel of land and highly unsuitable for the Applicant's proposed degree of intensification. These concerns related to such matters as pedestrian safety, air quality impacts arising from the extremely high levels of truck traffic on Main Street West and Highway 403 directly causing elevated readings of nitrogen dioxide air pollution in the immediate vicinity, and environmental issues arising from climate change and the detrimental impacts to the subwatershed recharge and the urban forest on Dow Avenue, Cline Avenue South and the surrounding neighbourhood.

I am of the opinion that all of the above issues are matters deserving investigation and the implementation of mitigation measures by the City of Hamilton as enumerated in the provisions set out in Section 2 of the Planning Act and the key policies objectives set out in the PPS (2020). The objection set out in this letter, however, relates to the Applicant failing to adhere to the Urban Design Policies and Guidelines of the City of Hamilton, and inconsistencies with the "sense of place" principles set out in the PPS (2020). Such policies and guidelines include and relate to zoning by-laws, setbacks, step-backs, landscaping, outdoor amenity areas or public areas, transition into and compatibility with the residential neighbourhood.

I further believe that the case for compelling the Applicant to comply with these very policies is reinforced by recognizing the detrimental impacts set out in the prior objections letters, and that the Hamilton Conservation Authority, the Hamilton Board of Health, the Air Quality & Climate Change Division, Recreation Division, Healthy & Safe Communities Department, Healthy

Environments Division - Public Works Department, Forestry and Horticulture Division – Public Works Department, Source Water Protection Planning – Public Works Department, and the Traffic Department would all similarly agree that adherence to the urban design guidelines would mitigate to a significant degree some of the very harmful impacts which relate to the proposed development.

### **Quantitative Comparison with the Good Shepherd Square**

In the Applicant's Planning Rationale that was submitted by its Planning Consultant, the report identified, as one of the precedents for the proposed development, the intended project by McMaster University for the future construction of two student residences on its campus, which is located on the university property on Main Street West and bounded by Traymore Avenue, Forsyth Avenue and Dalewood Avenue. The Applicant's Planning Consultant was also the Planning Consultant for the McMaster University project, and it is very interesting to note that at the Planning Committee meeting which approved the McMaster project, the Planning Consultant stated that the developer incorporated the comments of the Design Review Panel. Most importantly, however, the Planning Consultant stated that he relied upon as one of the precedents for comparison purposes to the McMaster University project, the Good Shepherd Square as a "good and modern urban intensification" and for increased residential density along a major higher order traffic corridor.

The urban design factors relating to Good Shepherd Square as an intensification project along a higher order traffic corridor should therefore be examined, according to the very rationale used by the Applicant's Planning Consultant, in order to determine if the proposed site plan is appropriate and consistent with other approved redevelopments in the City of Hamilton. The Good Shepherd Square redevelopment project, which won awards for urban design, is located on the north side of King Street West, between Ray Street North and Pearl Street North, and in this regard a Quantitative Comparison between the Good Shepherd Square and the Applicant's proposed development at 1107 Main Street West can reveal some of the major deficiencies of the Applicant's intensification.

These deficiencies relate to the failure of the Applicant to adhere to the angular plane requirements, setbacks and step-backs, the failure to design a built form which is compatible with the neighbourhood and incorporates a transition to the profile of the low rise single detached houses along Cline Avenue South and Dow Avenue, and by the failure of the Applicant to provide a meaningful, suitable and appropriate semi-public landscaped courtyard and landscaped buffering areas along the side and rear yards.

### **SITE COMPARISON**

#### **Good Shepherd Square**

Although the Applicant's site is smaller than the Good Shepherd Square, the proposed site still maintains the same general proportions of depth and frontage as the Good Shepherd Square. In



addition, both sites are similar in having north/south extensions along two secondary residential streets into the existing neighbourhood. A copy of the Good Shepherd Square drawings showing the location of its buildings and the open public courtyard is attached, as is the Applicant's proposed site plan and courtyard landscaping plan for its development at 1107 Main Street West.



### **Courtyard**

One of the most significant elements incorporated into the Good Shepherd Square is the public courtyard between the four buildings which comprise the development. This large and beautifully landscaped area, with public walkways, water-garden swales with natural botanical features, benches and sitting areas, serves as a public space for the neighbourhood. It succeeds in its purpose of creating a "sense of place" and aids in the transition of the buildings into the neighbourhood and the visually open and accessible walkways throughout the development from King Street West, Ray Street North and Pearl Street North all ensure the compatibility of the development with the residential houses on both Ray Street North and Pearl Street North.





The Good Shepherd Square development uses its beautifully landscaped public courtyard to also provide a buffer between its buildings and between the properties in the neighbourhood. This landscaping accomplishes a more subtle and valuable transition with properties within 120 metres, and also preserves and protects the existing character of the neighbourhood with its central outdoor public area which is easily accessible from all directions.



In direct contrast to the Good Shepard Square, the Applicant's resident's only amenity courtyard, which is set out in the Applicant's resubmission of December 2021, is an extremely small, inaccessible, visually obstructed area with one bench that directly overlooks the garbage pickup and the rear service door of the high-rise building. Furthermore the "sense of place" which currently exists with the important cultural heritage landscape of Grace Lutheran Church, the



highly visible and community utilized garden outdoor landscaped grounds and its walkways and numerous seating areas, and which was already serving as an outdoor meeting place for the neighbourhood, are now completely eliminated.

The landscaped grounds of Grace Lutheran Church had represented a community landmark being comprised of a public realm consisting of various types of gardens and walkways, from the Peace Pole gardens, bee garden, meditation garden, herb garden, and community gardens. The peace garden in particular maintained the strong connection with the cultural heritage of Canada and of Hamilton as these very lands were the former site of wartime Housing on the subdivision specifically drawn up by Central Mortgage and Housing (CMHC) on behalf on Wartime Ministry of Housing in 1942. Based on CMHC's strong and vital role in not only creating wartime housing on the subject site, but its strong and vital role in overcoming and eventually eliminating the prejudice and racial discrimination contained in the restrictive covenants registered on lands in the Westdale neighbourhood, CMHC is still very much interested in remembering this cultural heritage past.

The Applicant's proposed amenity courtyard, without any replacement garden or preservation or mitigation of the extant structure of Grace Lutheran Church, does not fulfill the important task of contributing to the local sense of place nor in maintaining the cultural heritage of the site extending back approximately 80 years ago. By heavily relying on a very poorly researched CHIA by its own Heritage Consultant, the Applicant has only succeeded in eradicating and ignoring the important cultural heritage, history, and sense of place that was already established by reason of the fact that Grace Lutheran Church is an important neighbourhood landmark.

Consequently, the proposed amenity area courtyard of the Applicant's proposed development, unlike the public courtyard of the Good Shepherd Square, will not succeed in attracting local residents onto the property, nor in contributing to the character of the neighbourhood, nor in integrating the existing and important cultural heritage history and landscaping that was identifiable with the neighbourhood and Grace Lutheran Church.

### **Zoning By-laws**

The subject site is not considered an undersized nor a small lot situated along a higher order transit corridors and being within a TOC1 zoning, which lacked sufficient frontage or depth. Nor is it incapable of being developed for intensification by reason of having insufficient depth and frontage, nor for being saw-toothed shaped, which would require developers to seek extensive variances that will allow the necessary degree of intensification that is economically feasible.

On the contrary the subject site is already sufficiently large enough to accommodate an intensification and higher density without the need for any variances from the zoning by-laws. In this regard both the Good Shepherd Square site and 1107 Main Street West had the advantage of being of adequate size and shape for redevelopment and intensification, as each site was free of the restraints of having to request multiple variances from the zoning by-laws in order to commence construction of a redevelopment which met the City of Hamilton's target for

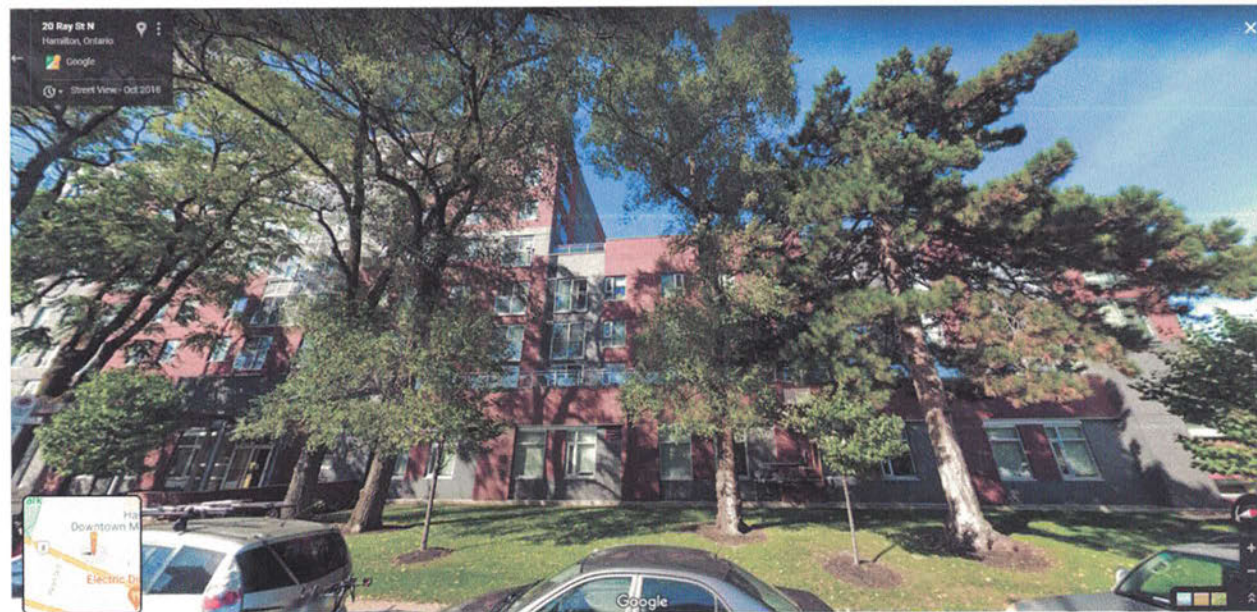
increased intensification and density. It is therefore important to determine how the developer of each site proceeded, with particular emphasis on the Good Shepherd Square project, because it was cited with approval by the developer of the McMaster University project at Traymore and Forsyth Avenue, to be one of the applicable guiding precedents for an appropriate and recent urban intensification.

### **Setbacks**

The Good Shepherd Square appears to adhere to all relevant zoning by-laws regarding front, rear and side-yard setbacks. An actual visit to the development was carried out and I was able to verify from measurements that the setback from the lot line was the full 6.0 metres, and the distance from the sidewalk to the building exterior was approximately 9.0 metres, throughout the project.







In contrast, the proposed development of the Applicant as indicated on its site plan, is that the project will only have a setback of 3.0 metres on the two side streets, which is only 50% of the required distance in the zoning by-law and only 50% of the setback provided by the Good Shepherd Square throughout its project. The reduced setback distance dramatically impacts on the character of the neighbourhood and is an incompatible transition to the existing residential houses on Dow Avenue and Cline Avenue South. It also results in an increase in the built form and the impermeable percentage of the building envelope at the expense of natural permeable landscaping at ground level and by a severe reduction of the subwatershed recharge which is essential for the growth and maintenance of the urban forest within the neighbourhood.

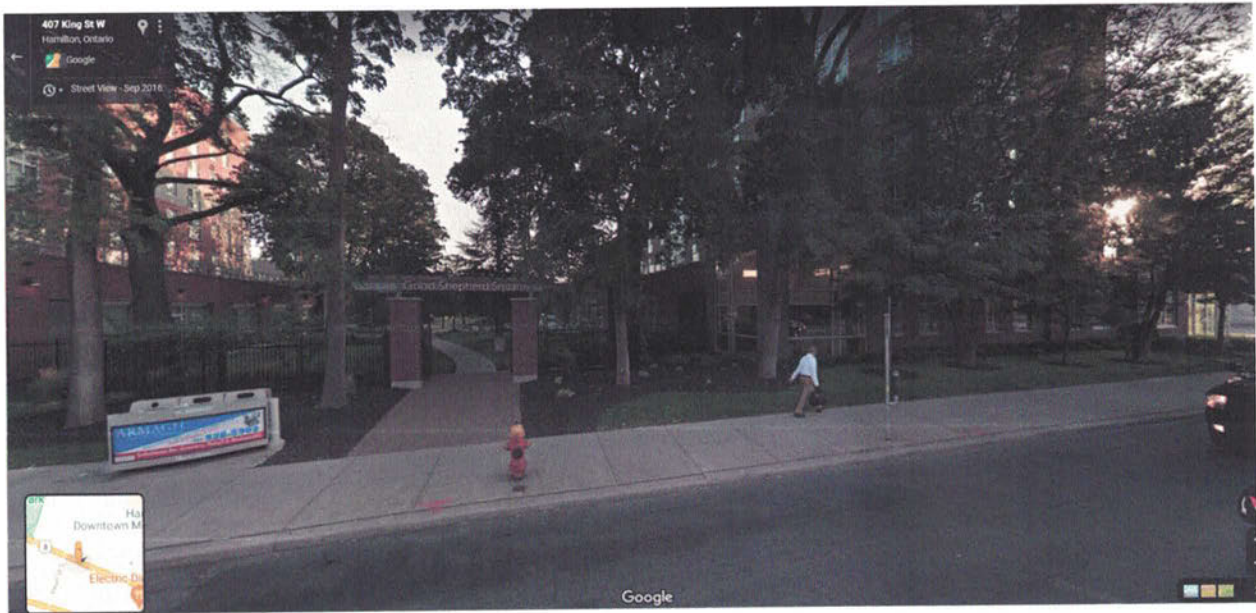
### **Front Yard Setback and Streetscape**



I am not aware of the setback distance from King Street West that the Good Shepherd Square was required to adhere to, however in respect of the streetscape the Good Shepherd Square is separated into two buildings and has a wide pedestrian access path leading directly from King Street West into the interior landscaped public courtyard. The Urban Design Guidelines and Policies suggest that the streetscape on a major traffic corridor between two city blocks have separate built forms or a lower height of three storeys in the middle of the block. It is to be noted however, that the Good Shepherd Square is on the north side of King Street West, and that for any proposed development on the south side of a main traffic corridor having an east/west axis, (as is the case for the proposed development) and when the frontage for the streetscape is 60 metres, the City of Hamilton guidelines are even more concerned and stringent in relation to avoiding the “canyon effect”. This relates to the guideline in Section 4.9 which states that there are to be two separate built forms and a maximum height of three storeys between the two buildings.







For the proposed development the front yard setback required in the TOC1 Zoning By-law is set at 4.5 metres from Main Street West, but it appears from the site plan that the Applicant is proposing only a 1.7 metre setback. Furthermore, the Applicant's response to the requirement to avoid the "street canyon effect" was only to reply that there would be no direct sunlight on sidewalks of Main Street West if the developer built one continuous built form of eight storeys in height. This demonstrates that the Applicant considers that it can utilize an "as of right" to totally disregard this important City of Hamilton design principle.

### **Rear Yard Setback**



The Good Shepherd Square rear yard setback in terms of metres is not available to me, however, these lands appear to have a fully landscaped buffer zone as its rear yard setback which is greater than the 7.5 metres. The Applicant's proposed site plan for the rear yard of the southerly boundary of the development has a rear yard setback of 7.5 metres above grade, but with the exceptionally large underground parking garage, the setback is only 3.0 metres below grade.







It is also important to note that instead of having a fully landscaped area for the entire length and width of the 7.5 metre setback which could act as a much-needed buffer zone to lessen the transition between the Applicant's development with the neighbourhood, and to specifically provide more separation from the City of Hamilton parkette located on the school playground of the adjoining property to the south, the Applicant proposes only a 3 metre landscaped buffer then a concrete walkway. This is far less than the landscaped area separating Good Shepherd Square from the adjoining property.

### **Step-backs**

The Good Shepherd Square has set-backs to assist in meeting the angular plane requirements, but all of these step-backs are in addition to having already met the required 6.0 metre setbacks from the property line. Accordingly, the step-backs begin after full compliance of the building location with the zoning by-law and enhance and ease the transition of the development into the neighbourhood.







The Applicant's proposed step-backs, however, in direct contrast to those of the Good Shepherd Square, are extremely shallow in depth as they only commence while still within the setback clearance distance of 6.0 metres. This results in some of the upper levels of the proposed building still being closer than 6.0 metres to the property line, and this creates a vastly inferior transition into the neighbourhood. Even with the Applicant's proposed setback and step-backs much of the buildings and the wings are closer to the property line than any portion of the buildings located at the Good Shepherd Square, which indicates the extreme shortcomings of the Applicant's urban design form, when compared with a "good and modern" urban design for appropriate levels of intensification on a higher order traffic corridor and while still meeting government established density targets.

### **Height**

The Good Shepherd Square has four buildings. The two buildings fronting on King Street West have a height that is **eight storeys**, with a step-back a beginning at the second storey and rising up the remaining seven storeys to the rooftop. Both buildings extend into the neighbourhood along the residential side streets of Ray Street North and Pearl Street North, and quickly drop down to **four storeys in height**, with the same step-back beginning at the second storey and rising up the third and fourth storey to the rooftop.

In contrast the Applicant's proposed development has a **15-storey building**, with an additional **two-storey rooftop mechanical penthouse**, and two buildings or wings that are attached to the podium and extending into the neighbourhood along Dow Avenue and Cline Avenue South. For the two additional buildings or wings the height is 7 storeys, with a small shallow depth step-back beginning with the third storey, and rising up the fourth, fifth and sixth storeys, and then another small shallow step-back for the seventh and eighth storeys on Dow Avenue and Cline



Avenue South. Only for the rear yard do the wings have a **height of four storeys** with a step-back from the fourth storey of 7.45 metres to the sixth storey, and a final step-back of 2.67 metres to the seventh storey.



#### **Applicant's Rationale for Building Height of 15-storeys as opposed to 8-storeys**

The Applicant and its Planning Consultant appear to justify the height of 15-storeys on the basis of two rationales. The first is that the proposed development is a “mid-rise” building, despite the fact that the City of Hamilton Tall Building Guidelines identifies that a ‘Mid-Rise’ building has a range of 6-12 storeys. The Applicant has stated that with the increase depth of the lot of approximately 58 metres on Cline Avenue South and 86 metres on Dow Avenue, the height of 15-storeys is supported and that the proposed development can exceed the guidelines, however Good Shepherd Square is on a much deeper lot, and it has a maximum building height of eight-storeys. If a wider and deeper lot with a building height of eight-storeys on a higher order traffic corridor was considered to be a “good and modern” intensification, it therefore must follow that an intensification almost 100% higher in height and in density on a lot which is much narrower and shallower, is totally inappropriate on the basis of the Good Shepherd Square precedent.

The second rationale that was advanced by the Applicant for an increase in building height to 15-storeys, was raised at the Community Meeting of August 11, 2020, and concerned the fact that two additional storeys, being the 14<sup>th</sup> and 15<sup>th</sup> storeys were being added to the proposed development because the Applicant was agreeing to someone's request to build a third level of underground parking and that the two additional storeys in height were required as economic compensation for acceding to this request.

A verbatim transcript of that portion of the meeting of August 11, 2020 is as follows:

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David, thank you and I do want to just jump in here and ask you a question that we did receive in advance of the meeting tonight regarding the November 2019 meeting with the neighborhood associations and about the community feedback and discussion at this meeting and specifically the question was with regards to a **height increase from 13 storeys to 15 storeys**. Could you clarify that meeting for us and what the proposed design changes that followed from that meeting were.

0:08:09.680,0:08:13.120

So again, yes that meeting was a pre-application meeting, so it was before the application was submitted and the intention was to gain some input from the neighborhood associations before an application was submitted, and at that meeting the concept plan was in its early stages, and it was at **13 storeys**. Some of the comments we did receive related to the neighborhood associations there was a couple of people that specifically identified the understanding that Main Street is an intensification corridor, and they are embracing a height along that corridor.

One of the comments that we also received related to parking and the need to increase the parking amount. At the time there was **two levels of parking** that were provided so given the comments that we received related to parking it ensued a conversation with Edward about you **know in order to add an additional level of parking there would need to be additional leasable area or saleable area within the building given the cost to go down to a third level. So based on the feedback we received the consultant team reviewed the proposal and modified the proposal and it now, when we did submit the application in February, it was for a 15-story building with three levels of underground parking.**

I hope that clarifies things.

The Applicant has stated that the 14<sup>th</sup> and 15<sup>th</sup> storeys were to provide “additional leasable area or saleable area within the building given the cost to go down to a third level” but clearly this economic rationale no longer exists or has any validity as the revised submission of December 3, 2021, has eliminated the third level of underground parking. Due to the economic change in circumstances as there will no longer be any financial costs incurred for the cancelled third level of parking, the corresponding two additional storeys on the building height should also be immediately eliminated.

### **Relationship of Amenity Space to Outdoor Landscaping Requirements**

Based on photographs of the interior common areas of the buildings in the Good Shepherd Square it appears that the project has exceeded all amenity area requirements with various meeting rooms, game rooms, sitting areas, activity centres and public space.

While meeting the amenity space requirements, Good Shepherd Square has also constructed a beautifully landscaped public courtyard which exceeds the minimum landscaped open space requirements set out in the setbacks of the applicable zoning by-law. Accordingly, a good urban design for intensification along a higher order traffic corridor can adhere to amenity space requirements within a site-plan, and at the same time adhere to minimum setbacks for landscaped open space without the necessity of having amenity space count towards a reduction in or the relief from setback requirements.

In direct contrast to the Good Shepherd Square, the Applicant's proposed development does not achieve minimum landscaped open space on the ground level. Rather it appears that the Applicant is suggesting that the total amenity area that it has set out in its proposed site-plan, including such areas at exclusive-use balconies and rooftop terraces with picnic tables and built-in barbeques, should be considered towards meeting the minimum landscaping areas set out in the TOC1 zoning by-law setback requirements.

If one calculates the amount of setback area that the Applicant has requested by way of variance to be relieved from adhering to the TOC1 zoning, it can be estimated that **414.14 square metres or 4,456 square feet** of critical setback area are "absent" from the proposed development, whereas Good Shepherd Square provided 100% of the setback and had this setback area landscaped.

This "absent" setback area, or area which is critically needed for landscaping, and which is proposed to be occupied by building form is calculated as follows:

- 1) Frontage on Main Street West which is not in compliance is approximately **38.597** metres and it is **2.8** metres closer to Main Street West than the TOC1 zoning allows. Total absent area is **108.07 square metres**.
- 2) Frontage on Dow Avenue which is not in compliance is approximately **57.690** metres and it is **3.0** metres closer to Dow Avenue than the TOC1 zoning allows. Total absent area is **173.07 square metres**.
- 3) Frontage on Cline Avenue South which is not in compliance is approximately **44.334** metres and it is 3.0 metres closer to Cline Avenue South than the TOC1 zoning allows. Total absent area is **133.0 square metres**.
- 4) The total sum of the three areas is **414.14 square metres or approximately 4,456 square feet of area** that should have been landscaped in the public interest for the benefit of the intended occupants of the proposed development and for the benefit of all the existing residents in the neighbourhood.

The Applicant also suggests that even if it did not provide sufficient amenity area in its proposed site-plan, the deficiency in achieving minimum requirements should not be held against the Applicant, as the Planning Department staff should consider the site's close proximity to Churchill Park, Cootes Park and Cathedral Park. If this rationale were to have been adopted by Good Shepherd Square there would not have been any outdoor public landscaped area or amenity area, as their location is much closer to both Victoria Park at Locke Street and King Street West and also much closer to Cathedral Park behind Fortino's Plaza at Dundurn Street North and King Street West. Accordingly, the reduction in amenity area requirement due to proximity to these parks should not be considered as an "as-of-right" entitlement to the Applicant.

It is understood that many developers seek to provide on site-amenities and facilities that are commensurate with anticipated resident composition of their development. In the case of the Applicant's proposed development the rooftop picnic tables and built-in barbeques, the small



outdoor amenity courtyard at ground level, and the scarcity of other amenities which are far more suitable and appropriate for a wider mix of residents, such as seniors, retirees and young professionals, may indicate the desired resident composition.

Regardless of the resident composition of the proposed development or the source of the income stream that will be generated by the project, the small outdoor amenity spaces and rooftop areas should not be applied or set off against the required setbacks on Main Street West, Dow Avenue and Cline Avenue South. Nor should the proposed outdoor amenity space replace or diminish in size or quality, the requirement to provide a larger and more appropriate semi-public courtyard that can fulfill the requirement of “sense of place” and honour the cultural heritage history associated with the site.

The Applicant’s proposed development must therefore be substantially downsized in massing, scale, and density in order to provide maximum amenity areas for its intended future occupants and to meet the full requirements of the zoning by-laws for setbacks and for providing the open outdoor landscaping at ground level of an urban forest, which will be an invaluable tool in mitigating the air quality, subwatershed conservation and climate change issues which apply to this particular site.

### **Affordable Housing**

The Good Shepherd Square fulfilled a valuable role in addressing the shortage of affordable housing as well as homelessness in Hamilton. The complex has the city’s only homeless women’s shelter and also 72 units specifically set aside for low-income housing. Out of the total 214 units in the Good Shepherd Square 142 units are subsidized for homelessness or affordability. Perhaps the City of Hamilton played a role in assisting the development of the project by either waiving or deferring development charges and levies, and this clearly demonstrates that a modern urban intensification along a higher order traffic corridor should and can provide affordable housing in an appropriate massing, scale, height and density that is compatible with the neighbourhood in which it is located.

Ironically the most important role in the historical background of the subject lands at 1107 Main Street West, was the one played by CMHC (Canada Mortgage and Housing Corporation, formerly Central Mortgage and Housing Corporation). This is because the site was located in part of a subdivision specifically created by CMHC to erect wartime housing for the factory workers making munitions in the war effort. CMHC was also involved in the creation of housing for veterans within the adjacent subdivisions and these very houses still stand today as a protected heritage landscape. CMHC was also instrumental in helping end the discriminatory racial restrictive covenants that prevented minority groups from moving into the Westdale subdivision by enacting laws and providing low interest rate loans for purchasers regardless of colour or creed. Accordingly, it would be most appropriate if CMHC could be involved in the proposed redevelopment in order to help secure more affordable housing in the City of Hamilton.

### **CONCLUSION**

The height, density, massing and scale of the Good Shepherd Square, and its attractive streetscape and urban forest, represent an appropriate intensification. Its open public courtyard which is beautifully landscaped for the benefit of the neighbourhood residents, is also a complimentary improvement and recognition to the established character of the neighbourhood. In contrast, the height, density, massing, scale, and streetscape of the Applicant's overly excessive and inappropriate level of intensification, completely overwhelms the existing character of the neighbourhood and destroys the already utilized and appreciated "sense of place" and detrimentally impacts the existing urban forest for the existing residents. Furthermore, the proposed development with its smaller and limited outdoor amenity space courtyard which is designed solely to increase saleable area for the benefit of the Applicant, comes at the cost of eliminating the existing cultural heritage and history associated with both Grace Lutheran Church and CMHC.

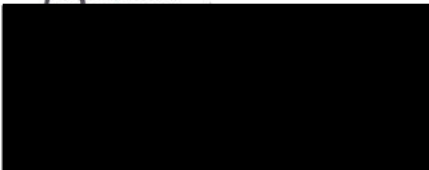
The Applicant's proposed development with its reduced setbacks and shallow step-backs, and excessive height and density levels will further exacerbate the harmful effects on the health and safety of not only the residents already living in the neighbourhood, but also the health and safety of the future occupants of the proposed development. These detrimental impacts relate to poor air quality due to high nitrogen dioxide levels, increasing volumes in truck traffic and diesel exhaust produced by engine idling due to traffic congestion, pedestrian safety, destruction of the urban forest, the effects of climate change, and stressors to subwatershed recharge and conservation.

A quantitative comparison of the Applicant's proposed development with the Good Shepherd Square, which is a recent and comparable redevelopment on a site which is similarly located on a higher order transit corridor, indicates the substantial deficiencies of the Applicant's proposed site plan and submissions. Accordingly, it is my sincere belief that the Applicant's two applications for amendments to the UHOP and the Zoning By-law should be denied by the Planning Department.

Yours truly,



John Ross









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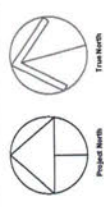


**Other Master Plan + Urban Design Work**

**Other Multi-Unit Residential Work**

**Other Work**





**GENERAL NOTES**

1. FOR ALL SCALE DRAWINGS, WRITTEN DIMENSIONS SHALL PREVAIL OVER DIMENSIONS SHOWN ON THE DRAWING.
2. ALL DIMENSIONS SHALL COMPLY WITH THE 2021 IBC.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS OF THE SITE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT IMMEDIATELY.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CHICAGO.
5. ALL DOCUMENTS RELATING TO THE PROJECT SHALL BE KEPT ON SITE AT ALL TIMES.
6. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE BUILDING.
8. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE BUILDING.
10. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.

VEHICLE PARKING DATA	
TYPE	QUANTITY
STREET PARKING	210
UNDERGROUND PARKING	63
TOTAL VEHICLE PARKING	273
VEHICLE PARKING DATA	
STREET PARKING	210
UNDERGROUND PARKING	63
TOTAL VEHICLE PARKING	273

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103

BICYCLE PARKING DATA	
TYPE	QUANTITY
STREET PARKING	5
UNDERGROUND PARKING	5
TOTAL BICYCLE PARKING	10

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103

SITE DATA	
PROPERTY	QUANTITY
LOT AREA	5,103 SF
LOT AREA - EXISTING BUILDING	4,103 SF
LOT AREA - NEW BUILDING	1,000 SF
LOT AREA - TOTAL	5,103 SF
LOT AREA - TOTAL (NEW)	5,103 SF
LOT AREA - TOTAL (EXISTING)	4,103 SF
LOT AREA - TOTAL (TOTAL)	5,103 SF
LOT AREA - TOTAL (TOTAL)	5,103 SF
LOT AREA - TOTAL (TOTAL)	5,103 SF
LOT AREA - TOTAL (TOTAL)	5,103 SF

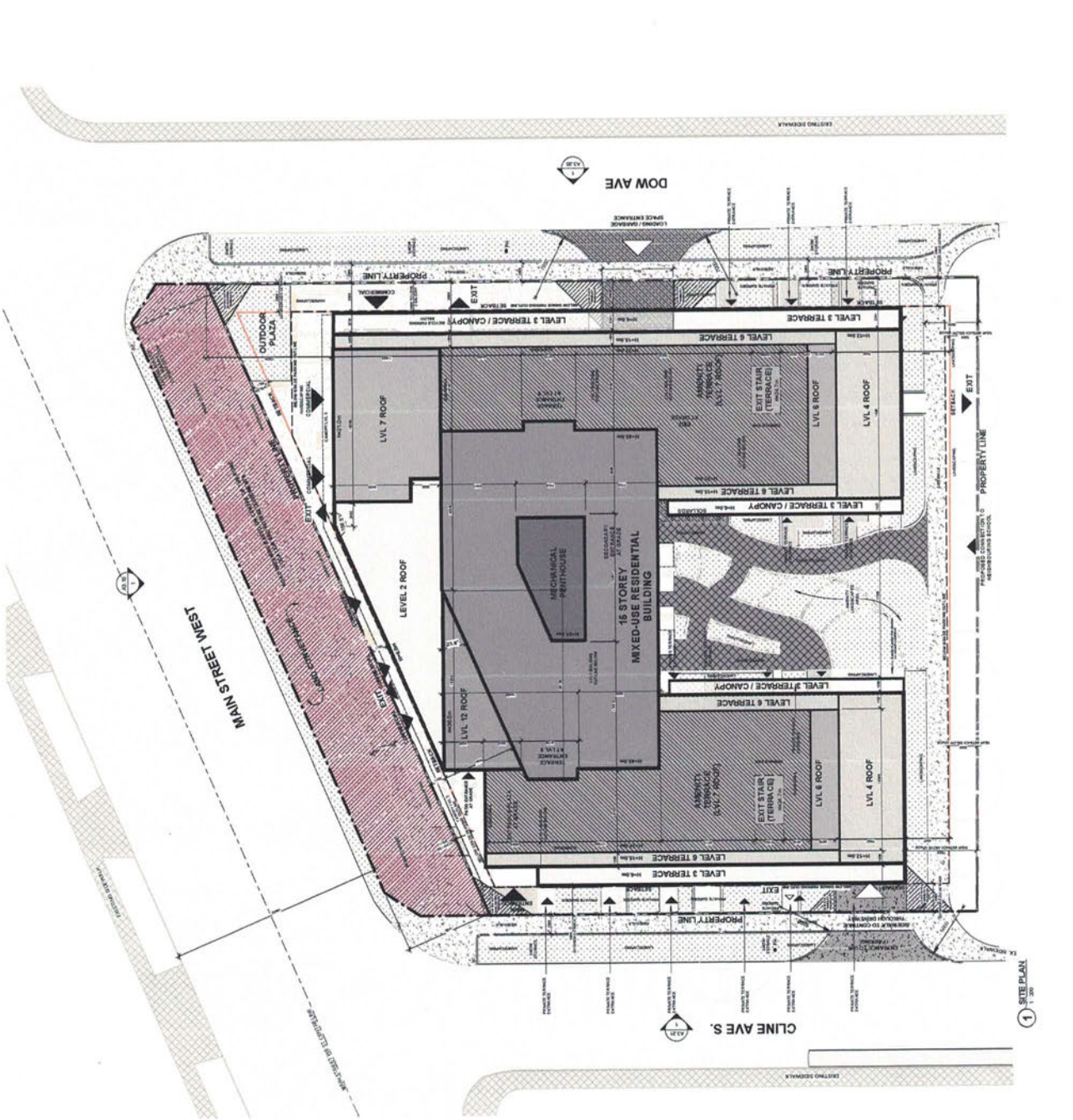
VEHICLE PARKING DATA			2020-2020	2020-2020
VEHICULAR PARKING				
1	STREET PARKING	210	210	210
2	UNDERGROUND PARKING	63	63	63
3	TOTAL VEHICLE PARKING	273	273	273
VEHICLE PARKING DATA				
4	STREET PARKING	210	210	210
5	UNDERGROUND PARKING	63	63	63
6	TOTAL VEHICLE PARKING	273	273	273
7	STREET PARKING	210	210	210
8	UNDERGROUND PARKING	63	63	63
9	TOTAL VEHICLE PARKING	273	273	273
10	STREET PARKING	210	210	210
11	UNDERGROUND PARKING	63	63	63
12	TOTAL VEHICLE PARKING	273	273	273
13	STREET PARKING	210	210	210
14	UNDERGROUND PARKING	63	63	63
15	TOTAL VEHICLE PARKING	273	273	273
16	STREET PARKING	210	210	210
17	UNDERGROUND PARKING	63	63	63
18	TOTAL VEHICLE PARKING	273	273	273
19	STREET PARKING	210	210	210
20	UNDERGROUND PARKING	63	63	63
21	TOTAL VEHICLE PARKING	273	273	273
22	STREET PARKING	210	210	210
23	UNDERGROUND PARKING	63	63	63
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277	STREET PARKING	210	210	210
278	UNDERGROUND PARKING	63	63	63
279	TOTAL VEHICLE PARKING	273	273	273
280	STREET PARKING	21		

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103

BICYCLE PARKING DATA	
TYPE	QUANTITY
STREET PARKING	5
UNDERGROUND PARKING	5
TOTAL BICYCLE PARKING	10

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103

UNIT BREAKDOWN	
UNIT TYPE	QUANTITY
1-BED	12
2-BED	20
3-BED	22
4-BED	13
5-BED	1
6-BED	1
7-BED	1
8-BED	1
9-BED	1
10-BED	1
TOTAL	103



**1 SITE PLAN**

CLIVE AVE S.

MAIN STREET WEST

16 STORY MIXED-USE RESIDENTIAL BUILDING

LEVEL 1 ROOF

LEVEL 2 ROOF

LEVEL 3 TERRACE / CANOPY

LEVEL 4 ROOF

LEVEL 5 TERRACE / CANOPY

LEVEL 6 TERRACE / CANOPY

LEVEL 7 ROOF

LEVEL 8 TERRACE / CANOPY

LEVEL 9 TERRACE / CANOPY

LEVEL 10 TERRACE / CANOPY

LEVEL 11 TERRACE / CANOPY

LEVEL 12 TERRACE / CANOPY

LEVEL 13 TERRACE / CANOPY

LEVEL 14 TERRACE / CANOPY

LEVEL 15 TERRACE / CANOPY

LEVEL 16 TERRACE / CANOPY

OUTDOOR PLAZA

MECHANICAL REINFORCEMENT

EXISTING SIDEWALK

EXISTING DRIVEWAY

EXISTING PARKING

EXISTING BUILDING

EXISTING LOT

EXISTING STREET

EXISTING CURB

EXISTING GROUND

EXISTING VEGETATION

EXISTING UTILITIES

EXISTING STRUCTURES

EXISTING EQUIPMENT

EXISTING MATERIALS

EXISTING FINISHES

EXISTING COLORS

EXISTING TEXTURES

EXISTING PATTERNS

EXISTING SHAPES

EXISTING SIZES

EXISTING WEIGHTS

EXISTING DENSITIES

EXISTING VOLUMES

EXISTING AREAS

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EXISTING PROCEDURES

EXISTING SYSTEMS

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EXISTING TOOLS





# City of Hamilton Design Review Panel Meeting Summary – January 14<sup>th</sup> 2021

## Meeting Summary

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The Design Review Panel met virtually on **Thursday January 14, 2020** via Webex.

### Panel Members Present:

**David Clusiau**, *Chair*

**Dayna Edwards**

**Hoda Kameli**

**Joey Giaimo**

**Jana Kelemen**

**Jennifer Mallard**

**Jennifer Sisson**

**Eldon Theodore**

### Staff Present:

**Jason Thorne**, General Manager of Planning and Economic Development

**Stephen Robichaud**, Director of Planning and Chief Planner

**Anita Fabac**, Manager, Development Planning, Heritage and Design

**Victoria Cox**, Urban Designer, Urban Team

**Andrea Dear**, Senior Planner, Urban Team

### Applicant and Design Team Present:

<b>Presentation #1</b> <b>Residential Development</b> 1107 Main Street West	<b>Marc Villemaire</b> , SRM Architects <b>David Falletta</b> , Bousfields Inc.
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### Regrets:

**Ted Watson** (Panel member)

### Declaration of Interest:

N/A

## Schedule:

Start Time	Address	Type of Application	Applicant/ Agent	Development Planner
2:00 p.m.	1107 Main Street West	Urban Hamilton Official Plan Amendment and Zoning By-law Amendment UHOPA-20-012 and ZAC-20-016	Owner: 1107 Main Street Inc Agent and Presentation: SRM Architects	Andrea Dear, Senior Planner

## Summary of Comments:

**Note: The Design Review Panel is strictly an advisory body and makes recommendations to Planning Division staff. These comments should be reviewed in conjunction with all comments received by commenting agencies and should be discussed with Planning Division staff prior to resubmission.**

### 1107 Main Street West

#### Development Proposal Overview

The proposal includes the demolition of the existing Grace Lutheran Church and rectory buildings, and the development of a new 15 storey mixed use building. The building includes 615.2 square metres of commercial space at grade along Main Street West and a total of 327 dwelling units, with seven grade related townhouse units in the building's base fronting Dow Avenue and Cline Avenue South. Parking for the development is proposed to be contained within three levels of underground parking.

#### Key Questions to the Panel from Planning Staff

1. What is the relationship of the proposal to the existing neighbourhood character? Does it maintain, and where possible, enhance and build upon desirable established patterns, built form and landscapes?
2. Does the proposal respect the existing cultural and natural heritage features of the existing environment by re-using, adapting and incorporating existing characteristics?
3. Does the proposal create comfortable pedestrian environments by:
  - a) Locating principal facades and primary building entrances parallel to and as close to the street as possible;
  - b) Including ample glazing on ground floors to create visibility to and from the public sidewalk;
  - c) Including a quality landscape edge along frontages where buildings are set back from the street; and,
  - d) Using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.



## Panel Comments and Recommendations

### a) Overview and Response to Context (Questions 1 and 2)

- The panel acknowledged that the site is located on Main Street West, a Primary Corridor, and that an appropriate amount of intensification is to be expected along a corridor; however, the panel concluded that the height and mass of the proposed development is overwhelming to the context.
- Many panel members agreed that while the Main Street West frontage is likely able to accommodate some height, the proposed height and massing on Dow Avenue and Cline Avenue South is inappropriate based on the low density, low rise context of the surrounding neighbourhood.
- Many panel members expressed concerns about the Dow Avenue and Cline Avenue South sections of the building. The conclusion was that the building sections adjacent to Dow Avenue and Cline Avenue South should be reduced in height and revised to respect a 45-degree angular plane from the right-of-way to help step back the building from the street and to better integrate into the surrounding context.

### b) Built Form and Character (Questions 1, 2 and 3)

- The panel noted that the tower volume is too bulky and should be refined. There are concerns with overlook and impacts to the surrounding community.
- The panel agreed that the building sections adjacent to Dow Avenue and Cline Avenue South should be reduced in height and revised to respect a 45-degree angular plane to better integrate into the surrounding context. The proposed 8 -10 storey height is challenging on a small right-of-way adjacent to single detached homes and one panel member stated that angular planes next to single detached homes cannot be ignored. The panel recommended lowering the heights and increasing the separation distance between these building sections to mitigate negative impacts to the surrounding neighbourhood. One panel member noted that a T-shaped building would help to achieve more privacy and better light access for the units.
- The panel suggested simplifying the front façade materials and reducing the number of varied components for a sleeker and simpler design. Some panel members recommended removing the triangular balconies as they add to the busy composition, while other panel members thought that this was not necessary. Some panel members also suggested reducing the size and prominence of the large vertical signage on the front façade.
- Panel members appreciated the active grade related uses and encouraged a more detailed landscape strategy along the Main Street West frontage.

**c) Heritage Resources (Questions 2 and 3)**

- The panel pointed out the Secondary Plan policies regarding the importance of preserving and enhancing heritage features. The panel felt that there were better ways to incorporate the salvaged entryway heritage feature, not just in a two-dimensional and ancillary way. One panel member noted that the connection it has to the ribbon on the building blurs the integrity of that artifact.
- Many panel members agreed that the heritage feature may be more appropriately integrated into the courtyard as it provides more space to experience the feature and better connects to past conditions.
- The panel noted there is not enough information regarding the repurposed materials.

**d) Site Layout and Circulation**

- Some panel members suggested that the courtyard should be redesigned to allow better access to sunlight for the outdoor space and the adjacent units. The panel noted that the courtyard could be better integrated into the site and connect with the site to the south.
- The panel noted that bikes should be stored closer to the elevators.

**e) Streetscape, The Pedestrian Realm & Landscape Strategy**

- The panel suggested that more work should go into the programming of the streetscape and creating a pedestrian oriented environment for safe pedestrian movement.

**Summary**

The panel appreciated the detailed presentation and recognized that there is great potential on this site for redevelopment. The panel agreed that the Main Street West frontage could accommodate some height but recommended reducing the bulkiness of the tower. The panel stated that the proposed building heights and volumes along Dow Avenue and Cline Avenue South are not in keeping with the character of the existing neighbourhood and require major revisions as stated above. The panel appreciated the desire to preserve some of the cultural heritage features from the existing church but were concerned that the proposed location may not be the best way to celebrate the heritage resource.

**Meeting was adjourned at 3:12 p.m.**