

SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

| Theme and Policy | Summary of Policy or Issue | Staff Response |
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| Provincial Policy Statement (2020) | | |
| <p>Settlement Areas</p> <p>1.1.3.1, 1.1.3.2 and 1.1.3.3</p> | <p>Focus growth and development into Settlement Areas.</p> <p>Land use patterns within settlement areas shall be based on the efficient use of land and resources, are appropriate for and efficiently use infrastructure and public services, minimize impact on climate change and promote energy efficiency, support active transportation, and are transit supportive.</p> <p>Identify appropriate locations and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment.</p> | <p>The proposed development focuses growth and development into a settlement area and efficiently uses land, resources, and public services by providing intensification in the form of a mixed use development that is located within a settlement area, and within proximity to existing transit, parks, and schools.</p> <p>The proposed development represents a compact built form in proximity to existing local and regional transit, and a proposed light rail transit corridor. The proposed development will include bicycle parking, EV charging stations for 25% of the parking spaces and is located within walking distance of local commercial and institutional services and therefore will help to minimize the impact of a changing climate, promote energy efficiency, support active transportation and be transit supportive.</p> <p>The lands are located within Downtown Hamilton and therefore are located in an area of the City which is intended to be the focus for higher density transit supportive development.</p> |

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| Provincial Policy Statement (2020) | | |
| Settlement Areas 1.1.3.1, 1.1.3.2 and 1.1.3.3 (Continued) | | The proposed development will contribute to achieving a broader range of housing options through intensification, including through the inclusion of dwelling units with two and three bedrooms. |
| A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended) | | |
| Managing Growth 2.2.1.2, 2.2.1.4 | <p>Forecasted growth will be accommodated through the majority of growth being directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater services, and can support the achievement of complete communities.</p> <p>Forecasted growth will be within strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities.</p> <p>Growth should support the achievement of complete communities that feature a diverse mix of land uses, including residential, convenient access to local stores, services and public service facilities, provide a diverse range and mix of housing options, provide a more compact built form and a vibrant public realm, and mitigate and adapt to the impacts of climate change.</p> | <p>The subject property is located within a settlement area and within the Built-up area as identified in the Urban Hamilton Official Plan Appendix “G” Boundaries Map.</p> <p>The proposed development will be serviced by municipal water and wastewater services. The proposed development will increase the supply of residential dwelling units including units for larger households and provide commercial services. Therefore, the proposed development will support the achievement of complete communities.</p> <p>There are existing transit routes in proximity to the subject lands including routes along Hunter Street East, Main Street East located to the north, John Street South located to the west, amongst others. The proposed development is also within walking distance to a future higher order light rail transit corridor along King Street East. There is also existing regional transit located in proximity to the subject lands, in particular the GO station located to the west. The proposed development is located within walking distances of institutional uses located in and near the downtown including existing municipal parks and elementary schools, and therefore the proposed development focuses growth in an area with existing and planned transit and with existing public service facilities.</p> |

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| A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended) | | |
| Managing Growth 2.2.1.2, 2.2.1.4 (Continued) | | The proposed development assists with the achievement of complete communities that feature a diverse mix of land uses, including residential and commercial uses. The proposal also contributes toward providing a range of housing options through the provision of units that include two and three bedrooms. The proposed development also supports pedestrian connections and amenities and ground related commercial uses, which will help to support a vibrant public realm. |
| Official Plan: | Urban Hamilton Official Plan | |
| Residential Intensification Policy B.2.4.1.4 | Development within the built-up area shall be evaluated based on a balanced evaluation of items such as: <ul style="list-style-type: none"> • Respect for existing character to build upon desirable established patterns and built forms; • Contribution of the development to achieving a range of dwelling types and tenures; • Compatible integration of the development with the surrounding area; and, • Achieving the planned function of the urban structure. • The provision of adequate servicing capacity; • Incorporation of green infrastructure and sustainable design elements; and, • The development being transit-supportive. | The subject lands are located within the Urban Growth Centre. The surrounding area includes a mix of residential and commercial uses in mix of low rise, mid rise and high rise built forms. The proposed 28 storey mixed use development includes a four storey building base that builds upon established patterns and built form. The proposed development includes a total of 293 residential units with a mix of dwelling types including 50 units that are two bedroom units, and three, three bedroom units. The proposed development contributes to achieving the planned urban structure for Downtown Urban Growth Centre, which is the pre-eminent intensification node, and has the highest aggregate density. |

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| <p>Residential Intensification</p> <p>Policy B.2.4.1.4 (Continued)</p> | <ul style="list-style-type: none"> • The availability of public community facilities and services; and, • The retention and/or enhancement of the natural attributes of the site and surrounding community. | <p>There are existing water, wastewater and stormwater services available, and it has been adequately demonstrated that there is adequate capacity to service the proposed development. The details with respect to the establishment of servicing connections will be addressed through the future Site Plan Control application.</p> <p>The proposed development represents a compact urban form in proximity to public transit and commercial and institutional services, will include short term and long term bicycle parking and will include EV charging stations for 25% of all parking spaces. These elements will ensure a development that incorporates green infrastructure and sustainable design elements and is transit supportive. Additional green infrastructure and sustainable design elements will be identified and implemented through the Site Plan Control application.</p> |
| <p>Cultural Heritage</p> <p>B.3.4.2.1 a), B.3.4.2.1 d), B.3.4.2.1 g), B.3.4.3.6</p> | <p>Protect and conserve the tangible cultural heritage resources of the City, including archaeological resources, built heritage resources, and cultural heritage landscapes.</p> <p>Avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential.</p> <p>Conservation and protection of cultural heritage resources in planning and development matters.</p> | <p>The subject property meets three of the ten criteria used for determining archaeological potential which defines the property as having archaeological potential. Staff require a written archaeological caution be added to any future Site Plan.</p> <p>The subject property 101 Hunter Street East contains a building which was built circa 1880 that is included in the City’s Municipal Heritage Register as a non-designated property.</p> <p>The property is additionally located within Corktown Established Historic Neighbourhood. The proposed development includes the demolition of the existing building to accommodate the new development.</p> |

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| Cultural Heritage B.3.4.2.1 a), B.3.4.2.1 d), B.3.4.2.1 g), B.3.4.3.6 (Continued) | City shall protect established historical neighbourhoods, as identified in the cultural heritage landscape inventory, secondary plans and other City initiatives. New construction and development shall be sympathetic and complementary to existing cultural heritage attributes of the neighbourhood. | <p>A Cultural Heritage Impact Assessment was prepared by Goldsmith Borgal & Company Ltd. Architects dated February 26, 2021, and revised August 24, 2022, in support of the application. The Cultural Heritage Impact Assessment was reviewed by the Policy and Design Working Group of the Hamilton Municipal Heritage Committee on April 19, 2021. The response provided by the applicant to the cultural heritage comments requested that the Commemoration Strategy, salvage, and reuse of existing glass windows be addressed as part of the Site Plan Control application.</p> <p>To ensure that a Commemoration Strategy is undertaken, approved and implemented, a condition of a Holding Provision will require this to be undertaken as part of a future Site Plan Agreement.</p> |
| Site Condition B.3.6.1.1 | Where there is potential for contamination due to previous uses and a more sensitive land use is proposed, a mandatory filing of a Record of Site Condition is triggered as outlined in provincial guidelines. | The current use of the lands includes an existing surface parking lot and commercial office building, and the proposal is to establish more sensitive land uses on-site. A mandatory filing of a Record of Site Condition is required and is included as a condition of the Holding Provision. |
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| Noise B.3.6.3.1, B.3.6.3.18 | Development of noise sensitive land uses in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards. | <p>An Environmental Noise Assessment prepared by SLR dated January 2021 and addendums dated March 2022 and September 20, 2022, were submitted.</p> <p>A peer review of the Environmental Noise Assessment was undertaken by RWDI dated March 3, 2023, and November 28, 2023. Responses to the peer review was provided by SLR dated April 24, 2023, and September 15, 2023.</p> |

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| <p>Noise</p> <p>B.3.6.3.1, B.3.6.3.18 (Continued)</p> | <p>All development or redevelopment with the potential to create conflicts between sensitive lands uses and point source noise sources complies with all applicable provincial legislation, provincial and municipal standards and provincial guidelines, and shall have regard to municipal guidelines.</p> | <p>The Environmental Noise Assessment evaluated a number of transportation noise sources including Hunter Street East, John Street South, Main Street East, Canadian Pacific Railway subdivision and Metrolinx Lakeshore West rail corridor. The Study identified combined sound levels of all transportation noise sources ranging from 54 dBA to 67 dBA in the daytime and 50 dBA to 66 dBA in the nighttime. The identified noise levels require noise mitigation measures including central air conditioning, enhanced Sound Transmission Class (STC) for wall and windows, and warning clauses. The mitigation measures for transportation noise sources will be implemented through the Site Plan Control process. To ensure that all required noise mitigation measures are implemented, a Holding Provision has been included.</p> <p>The study identified the Hamilton GO Metrolinx Layover Yard as a stationary noise source and specifically identifying idling GO trains as a stationary noise source.</p> <p>The sound levels for the south and east facades which are most exposed to the idling GO trains identified predicted sound levels of 64 dBA, which exceeds the outside plane of window maximum level of 50 dBA daytime and 45 dBA nighttime. Furthermore, given that the idling of the trains is to occur prior to the early morning departure at 7 a.m., the nighttime threshold would be applicable.</p> |

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| <p>Noise</p> <p>B.3.6.3.1, B.3.6.3.18 (Continued)</p> | | <p>The Environmental Noise Assessment and addendums prepared by SLR identify that the proposed development cannot comply with the Class 1 noise guidelines and recommend that lands be re-classified to a Class 4 designation.</p> <p>The study explored why mitigation to retain a Class 1 designation is not possible or feasible, noting the following:</p> <ul style="list-style-type: none"> • The diesel locomotive noise cannot be mitigated at the source; and, • Based on the height of the development a noise barrier located on the GO Layover yard would not be feasible, as a barrier with a height of 50 metres in height and 65 metres in length would be required, such a barrier would carry an excessive cost and would have shadow and wind impacts on the surrounding area. • An enclosed barn of the portion of the railway yard where the locomotives idle is not feasible. Such a structure would have ventilation issues and would have extensive cost associated with it; and, • The options would require approval by Metrolinx, who have historically not agreed to such mitigation measures. <p>Class 4 designation increases the daytime sound levels at plane of window from 50 dBA to 60 dBA and nighttime levels from 45 dBA to 55 dBA. Therefore, the predicted stationary sound levels will exceed thresholds for Class 4 designated lands. The Study recommends two options for noise mitigation, one involving upgraded glazing and the other involving Enclosed Noise Buffer Balconies.</p> |

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| <p>Noise</p> <p>B.3.6.3.1, B.3.6.3.18 (Continued)</p> | | <p>Peer Review</p> <p>As the noise levels exceeded the permissible levels under a Class 4 area and given the extensive technical expertise required to evaluate proposed mitigation measures, a peer review of the Environmental Noise Assessment was required. The peer review undertaken by RWDI identified the potential acoustical impact of low frequency sound, which is known to cause annoyance and is highly prevalent for diesel locomotives. The peer review noted that Provincial guidelines do not contemplate the influence of low frequency sound or provide direction on how to design for it.</p> <p>The peer review noted that proposed upgraded façade mitigation option should not be permitted as it does not meet the assessment requirements of the provincial guidelines.</p> <p>The peer review noted that the Enclosed Noise Buffer Balconies demonstrates compliance with provincial guidelines but also noted that while the design meets the guidelines there remains a risk that there will be resident annoyance due to low frequency sound.</p> <p>RWDI advised that should the City choose to approve the development based on the overall provincial criteria being met, RWDI recommended that the Enclosed Noise Buffer Balcony be restricted to the smallest length and depth practical to limit low frequency sound resonances. Additionally, it is recommended that the Enclosed Noise Buffer Balcony should be restricted in their design to prevent conversion in the future to living space.</p> |

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| <p>Noise</p> <p>B.3.6.3.1, B.3.6.3.18</p> <p>(Continued)</p> | | <p>Finally, it recommended that warning clauses be included in all agreements of purchase and sale and development agreements, which advise of potential noise impacts of low frequency noise, the Class 4 Area designation and that the Enclosed Noise Buffer Balcony is not to be used for living space. The building design and floor plans do not propose the enclosed balcony to be living space.</p> <p>Policy B.3.6.3.1 and B.3.6.3.18 require that the City ensure that all development complies with all applicable provincial legislation, provincial and municipal standards and provincial guidelines. As RWDI noted in their peer review, the proposed development will comply with existing provincial guidelines based on the use of enclosed balconies. Therefore, while there may be potential low frequency sound impacts that may impact the proposed development, the proposed development complies to the provincial guidelines in effect.</p> <p>And therefore complies with policies B.3.6.3.1 and B.3.6.3.18. Conditions of a Holding Provision are included that require the mitigation measures and warning clauses as outlined in the Environmental Noise Assessment from SLR and the peer review from RWDI be implemented through a Site Plan Agreement.</p> |
| <p>Tree Protection</p> <p>C.2.11.1</p> | <p>The City recognizes the importance of trees and woodlands to the health and quality of life to the community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.</p> | <p>A Vegetation Management Plan prepared by GSP Group dated December 4, 2020, and subsequently updated on March 2022 and June 2022 was submitted.</p> <p>A total of eight trees were inventoried, all of the trees are located on neighbouring properties. One tree is proposed to be removed and an additional tree will be impacted by the development.</p> |

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| <p>Tree Protection</p> <p>C.2.11.1 (Continued)</p> | | <p>As these are protected neighbouring trees there is concern with the approach of removing or impacting trees that belong to a neighbouring property owner. Permission is required prior to any neighbouring tree being removed or impacted. If permission cannot be obtained, it may impact the design of the proposal and will require that Tree Protection Plan be revised evaluate how the development will not require the tree to be removed nor negatively impacted. A condition of the Holding Provision includes the requirement for permission from the adjacent landowner at 111 Hunter Street East or demonstrate how the development will not remove or negatively impact the trees on adjacent lands.</p> |
| Secondary Plan | Downtown Hamilton Secondary Plan | Staff Response |
| <p>Building Height</p> <p>6.1.4.12 c) and e), 6.1.4.14, 6.1.4.18, 6.1.4.19, 6.1.4.21 and 6.1.4.24</p> | <p>Maximum Building Heights for “Mid-rise” shall be up to 12 storeys.</p> <p>Maximum Building Heights for “High-rise 2” shall be up to 30 storeys.</p> <p>A tall building is any building that is greater than 12 storeys in height.</p> <p>No building shall be greater than the height of the top of the Niagara Escarpment.</p> <p>Tall buildings are defined as having building base, tower and top elements.</p> | <p>The proposed Official Plan Amendment seeks to re-classify the lands from “Mid-rise” to “High-rise 2”, which permits a maximum building height of 30 storeys to accommodate a 28 storey mixed use building.</p> <p>The overall height of the proposed 28 storey building will not exceed the height of the Niagara Escarpment, and the amending by-law will ensure that the proposed development will not exceed 190.2 metres above sea level.</p> <p>The proposed built form includes a well-defined four storey building base, a tower and a clearly defined tower top.</p> <p>A detailed analysis of the Downtown Hamilton Tall Building Guidelines is provided in the respective section below.</p> |

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| <p>Building Height</p> <p>6.1.4.12 c) and e), 6.1.4.14, 6.1.4.18, 6.1.4.19, 6.1.4.21 and 6.1.4.24 (Continued)</p> | <p>The Downtown Hamilton Tall Building Guidelines shall apply to tall building development and be used when evaluating tall building development proposal.</p> <p>Tall building development shall require transition to adjacent existing and planned low-rise and mid-rise buildings through the application of separation distances, setbacks, and stepbacks.</p> <p>Development proposals for tall buildings containing residential units shall be encouraged to provide a range of unit types and unit sizes, including those suitable for larger households.</p> | <p>There is an existing mid-rise building located to the north and low-rise building to the east of the subject property. The proposal includes stepbacks above the fourth storey which provide a transition of the proposed tower from the adjacent mid-rise and low-rise buildings to the north and east.</p> <p>The subject lands are located approximately 70 metres from the low-rise residential neighbourhood to the south. The proposed development and the low rise residential neighbourhood are buffered by the elevated rail corridor and Hunter Street East.</p> <p>The proposed development includes 53 family sized units that contain two or more bedrooms, therefore the proposed tall building includes a range of unit types and unit sizes.</p> |
| <p>Built Form</p> <p>6.1.4.25</p> | <p>Development in the Downtown shall eliminate expanses of blank walls.</p> <p>The design of the tower top of a tall building should contribute to an iconic and distinctive skyline.</p> | <p>The proposed podium includes a large section of blank wall along the north and east facades which includes no window openings; however, the proposed concept plan identifies differences in material treatment for these areas which will assist in the breakup of the blank wall.</p> <p>The proposed development creates a distinctive tower top through the inclusion of additional stepbacks at the 27th and 28th storeys and the variation of materials and colours for these storeys. This will contribute toward an iconic and distinctive skyline. The detailed design for the tower and building façade including the material treatment and colours will be secured through the Site Plan Control application.</p> |

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| <p>Transition in Scale</p> <p>6.1.4.31 and 6.1.4.32</p> | <p>Development shall provide built form transition in scale through a variety of design methods.</p> <p>Transition between development and adjacent streets shall ensure access to sunlight and sky views.</p> | <p>The proposed development includes tower stepbacks from the building base along both Hunter Street East and Catharine Street South, and from the northerly and easterly lot lines. These stepbacks will provide a transition in scale from the street and adjacent lands, which will ensure adequate access to sunlight and protection of sky views. Additionally, changes in materials and architectural treatment further differentiate the proposed building base and tower.</p> |
| <p>Public Realm</p> <p>6.1.4.34, 6.1.4.35, 6.1.4.37 and 6.1.4.38</p> | <p>Development shall, be massed and oriented to minimize shadows on public sidewalks, parks, and public and private open spaces, amongst others.</p> <p>Proposed development shall allow for a minimum of 3 hours of sun coverage and not cast any net new shadow between 10 a.m. and 4 p.m. as measured at the equinox on public sidewalks, and public and private outdoor amenity areas.</p> <p>Buildings shall be sited, massed, and designed to reduce and mitigate wind impacts on the public realm. Pedestrian wind levels shall be suitable for sitting and standing.</p> | <p>Shadow Impacts</p> <p>A Sun Shadow Study prepared by Kozlowski Architect dated January 1, 2021, and revised on October 19, 2022, was submitted, and meets the City’s criteria for sun shadow on public sidewalks, public and private outdoor amenity areas, and primary gathering spaces.</p> <p>Wind Assessment</p> <p>A Pedestrian Wind Study prepared by SLR dated January 8, 2021, and an addendum dated March 8, 2022, was submitted and identified that wind levels for the pedestrian realm along Hunter Street East and Catharine Street South will be comfortable for sitting and standing both in the summer and winter. With respect to the roof top patio located on the fifth storey, conditions comfortable for sitting are predicted in the summer and conditions comfortable for standing are predicted in the winter.</p> |

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| Downtown Mixed Use Designation – Permitted Uses 6.1.6 | The Downtown Mixed Use designation permitted uses are established in Policy E.4.4.4 of Volume 1. | Commercial and residential uses are proposed for the subject lands and are consistent with the range of uses permitted for lands designated Downtown Mixed Use. |
| Urban Design Policies 6.1.10.1 | Development in the Downtown Hamilton Secondary Plan supports a high standard of urban design through an emphasis on protecting and conserving built heritage resources and cultural heritage landscapes, and the adoption of defined standards. | The proposed development includes ground floor commercial uses and a residential lobby that are oriented towards the street and connected to pedestrian amenities. Ample ground floor glazing is provided which will help in animating the street. Street trees and other landscaping is proposed along both Hunter Street East and Catharine Street North. The built form will include a build base that is appropriately massed to respect the context of the area. |
| Views and Vistas 6.1.10.3 | The Niagara Escarpment is the prominent feature that is visible at the terminus of several streets in the Downtown. The Niagara Escarpment is a powerful visual feature due to its height and striking landscape character that terminates the vistas looking southward on several Downtown streets. | A Visual Impact Assessment prepared by GSP Group dated March 2021 was submitted and confirmed that the proposed development will: <ul style="list-style-type: none"> • Not obstruct views of the Niagara Escarpment along the view corridor of Catharine Street South; • Not obstruct views to surrounding landmarks such as the Hamilton GO station; • Minimize the loss of sky views along both street frontages; • Provide for a transition in height to the low-rise buildings to the east; and, • Minimize visual impacts on the Hunter Street East. |

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| <p>Building Base Height and Scale</p> <p>4.2.2</p> | <p>Façade height should reflect the existing adjacent building façade height.</p> <p>Maximum building base height at the street line should be equal to the width of the right-of-way to ensure sunlight access to the sidewalk across the street.</p> <p>Minimum floor-to-floor height should be 4.5 metres for grade-related retail floors.</p> <p>Minimum width of the ground floor façade shall be equal to 75% or more of the front lot line.</p> | <p>The proposed 16.0 metre building base façade height along Hunter Street East generally reflects the Hunter Street East right-of-way width.</p> <p>The proposed building base façade height of 16 metres along Catharine Street South will exceed the 7.5 metre height in the Zoning By-law; however the applicant has demonstrated that sunlight access will be provided to the sidewalk across the street. Additional design features including canopies, will be utilized to reflect the envisioned 7.5 metre height along Catharine Street South.</p> <p>The proposed 4.7 metre ground floor height will enable commercial uses at grade. Furthermore, the building base will extend for the majority of both street frontages.</p> |
| <p>Tower Floorplate Size and Shape</p> <p>4.3.1</p> | <p>A maximum gross floor area should not exceed 750 square metres for residential purposes, to limit shadow and facilitate views.</p> | <p>The proposed tower will have a gross floor area of 745 square metres with the top two floors having a gross floor area of 582 square metres. Therefore, the proposed development will comply with the maximum floorplate.</p> |
| <p>Placement, Stepbacks and Separation Distances</p> <p>4.3.2</p> | <p>Towers should be arranged to minimize shadow and adverse wind impacts on adjacent properties and public spaces, sensitive areas and outdoor amenity areas.</p> <p>Towers should be stepped back a minimum of 3 metres from the building base along all streets.</p> | <p>The proposed development has demonstrated that the proposal will not have an adverse shadow or wind impact on adjacent properties, public spaces, sensitive areas and outdoor amenity areas.</p> <p>The tower is stepped back less than 3.0 metres from the building base along the street. Portions of the tower will maintain a minimum 3.0 metre stepback from the building base, while other areas will have less than 3.0 metres.</p> |

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| <p>Placement, Stepbacks and Separation Distances</p> <p>4.3.2 (Continued)</p> | <p>Towers should be separated by at least 25 metres with a minimum 12.5 metre setback from the side and rear property lines to allow for adequate light, views and privacy.</p> | <p>Design features including changes in material treatment will provide appropriate separation and transition between the tower and the building base.</p> <p>The proposed development will maintain the required setback of 9.5 metres from the alleyway to the north, furthermore the site specific Zoning By-law will require 9.5 metres for all portions of the tower and not just those areas above 44.0 metres in height. An 8.3 metre stepback instead of 12.5 metres is being proposed from the easterly side lot line, however as the site specific modification is to apply the 8.3 metre setback for all portions of the tower and not just the portions above 44.0 metre in height, the proposal will have an overall reduced impact on the shadowing, views and privacy of the adjacent lands.</p> <p>A total of three towers can be established on the north side of Hunter Street East between Catharine Street South and Walnut Street South. The proposed 8.3 metre easterly side yard setback will not impact the potential to provide two additional towers on the balance of the lands to the east, nor impact the ability to provide those towers with adequate separation distances between towers. The adherence to a 12.5 metre setback from the east would not increase the number of towers that could be established.</p> |

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| Tower Top 4.4 | Maximum tall building height should be no greater than the height of the top of the Escarpment. | <p>The proposed tower top (27th and 28th storeys) will have a lightened volume through the use of additional setbacks and differing materials and colours. These features will provide a termination of the tower and create a tower with a design that will be memorable and iconic in the Downtown skyline.</p> <p>The proposed tower will not exceed the height of the top of the Escarpment.</p> |