



Site Use concerns – 188 Cannon St

Abstract

This document has been prepared as a written submission providing Public Input to a Notice of Public Hearing conducted by the City of Hamilton Committee of Adjustment, concerning a proposed development of the property at 188 Cannon St East, Hamilton. This hearing is scheduled to occur on Tuesday, January 21, 2025, with written comments to be received no later than noon, January 17, 2025

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Introduction

Andrew Beauchamp and Courtney Beauchamp (nee Downman) are the residents of 71 Cathcart St, Hamilton, ON L8R 1M6. They are co-owners of the property with Andrew's parents, Michael Beauchamp and Ruth Gray-Beauchamp as co-signees on the mortgage. They purchased the property in January of 2023. Andrew and Courtney have a daughter, June approaching 2 years of age and are expecting a second child in May of 2025.

Both Andrew and Courtney are Blown Glass artists. More information concerning their art and craft can be found at <https://www.courtneydownman.com/> and <https://www.andrewbeauchamp.com/> .

One of the main reasons the property was purchased two years ago was to restore and use the two-storey 125-year-old brick "Coach House" building on the laneway as an Artist Studio / Tradesman Shop for their livelihood, this usage being permitted in the residential zoning of the area. They have already invested in the building, having replaced the roof and are currently working on brick repairs and reconnecting services to the building. More information can be found in the first section of this document

This interesting and useful structure is directly adjacent to the laneway. The corner of the proposed parking garage will be directly across from it. This document is to provide comments and concerns related to both the use of the laneway as proposed and the impacts on the property at 71 Cathcart St and the use of it by the residents there.

Concerns expressed here may refer to documents submitted by the developer in response to the Cultural Heritage Impact Assessment process undertaken for 188 Cannon St. These can be found here:

<https://www.hamilton.ca/sites/default/files/2024-05/drp-188cannonste-cultural-heritage-assessment.pdf>
<https://www.hamilton.ca/sites/default/files/2024-05/drp-188cannonste-presentation1.pdf>

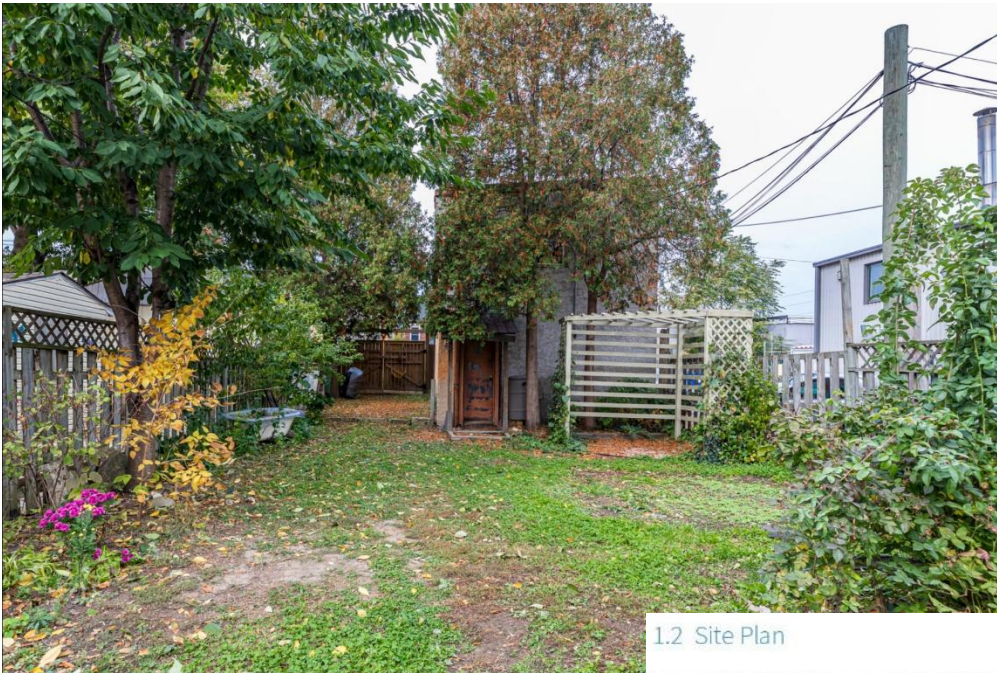
Concerns expressed here are also based on material presented at the Design Review Panel on May 9th 2024, a recording of which can be found here:

<https://youtu.be/fF7isWfrB3E?si=Uhr1ThC74bOUwgOR>

Concerns impacting the use of 71 Cathcart Residence and Coach House

The property at 71 Cathcart St. is listed in the executive summary of the Cultural Heritage Impact Assessment that was submitted by the developer. It was, however, not included in the adjacent Heritage Context section and it is not mentioned anywhere else in the document. The two residential properties that are closest to this development are 132 Ferguson St. and 71 Cathcart St. Both were omitted from this impact assessment. We would like to understand why the two most heavily impacted properties were not included. Is there any consideration given to the impact on privacy or ability to enjoy this property at 71 Cathcart? Garbage Trucks and Delivery Vehicles are expected to drive into the site using the laneway in Reverse. In case you don't understand what that will sound like, please click here:

<https://youtu.be/eBoM6MrKWwI?si=88Q-tjmXxsGUwd44>



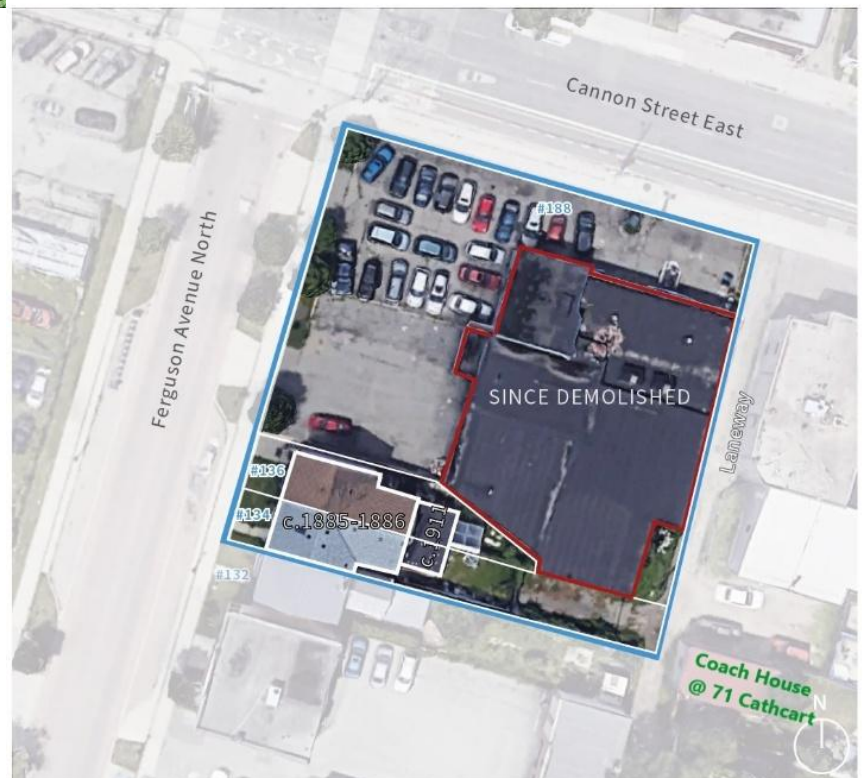
The balconies on the laneway side of the building will be looking into this backyard. Notice that at the rear of this property there is a 125-year-old brick structure originally built as a coach house and lofted stable. There is no mention of this anywhere in the Heritage Impact Assessment as a structure of interest, but as I'm sure you can appreciate, it is of great interest to the residents and owners of 71 Cathcart St. As mentioned in the Introduction, this building is being repurposed as an artist's studio by the residents.

1.2 Site Plan

Here is where the Coach House studio is in relation to the Site plan as submitted by the developers.

Below is a response from Cultural Heritage regarding the Cultural Heritage Impact Assessment.

“On the heritage side of things, the inquirer lives at 71 Cathcart Street, which is on the City's Inventory, but is not listed on the Municipal Heritage Register. The CHIA addresses the impact of the proposal on the broader context (in the historic Beasley Neighbourhood and surrounded by properties listed on the Inventory and Register), and did not identify any negative impacts resulting from the development. Staff consider the assessment of potential heritage impacts to be comprehensive and complete. I will note that a further Conservation Plan will be required as a condition of site plan, to guide the renovation and restoration work to the retained buildings at 134-136 Ferguson Avenue North, which are part of the row that also includes the separately owned property at no. 132.”



Aerial image showing the Site extents outlined in blue, with distinct portions of the row houses at 134-136 Ferguson Avenue North identified. Note: Satellite imagery is out of date; the 20th century industrial building at 188 Cannon Street East has since been demolished (Google Earth, 2022; annotated by ERA).

Here is an excerpt from a post discussing the history of coach houses in the Gala neighbourhood of Hamilton.

<https://galaherald.ca/2022/05/31/the-carriage-houses-of-yesteryear/>

“Carriage or coach houses are rectangular structures that stored the carriages, tack and of course the horses. In some neighborhoods the carriage house of the very affluent might have been accessed by an elaborate ‘carriageway’ at street level but most carriage houses were strictly utilitarian affairs, tucked and hidden away at the back of the house and reached by a nondescript alleyway.”

There are other examples of coach houses in older parts of Hamilton surviving and being re-purposed by homeowners, some even being subdivided as separate homes.

https://www.airbnb.ca/rooms/802947700624389209?source_impression_id=p3_1737053776_P3Wm_JYjNCGC4vbG

<https://www.coldwellbankerinternational.com/properties/6CXN9M/15-stinson-street>

It is interesting that while the home at 71 Cathcart is older than this coach house and noted as “not listed on the Municipal Heritage Register”, they chose to build a decidedly more substantial version of a red brick carriage house on the laneway.



It is our concern that the re-purposing of this distinct feature at 71 Cathcart St as an Artist Studio by the current homeowners is being overlooked by the impact assessment process.



2. Safety for cyclists on Cannon Street Cycle Track.

There is an active and heavily used two-way bike lane on the south curb lane of Cannon St. This is the Cannon Street Cycle Track maintained by the City of Hamilton. It is used by both cyclists and citizens using electric powered mobility assistance devices.

<https://www.hamilton.ca/home-neighbourhood/getting-around/biking-cyclists/cycling-infrastructure/cannon-street-cycle-track>

The site has this key infrastructure at its curb front.

Usage of the laneway will cross this bike path. There is a concern that this will lead to a greater likelihood of collisions between motorized vehicles using the laneway and citizens using the Cycle Track. All of these concerns would significantly lessen if the vehicle access was moved from using Cannon St., and the laneway, to Ferguson St.

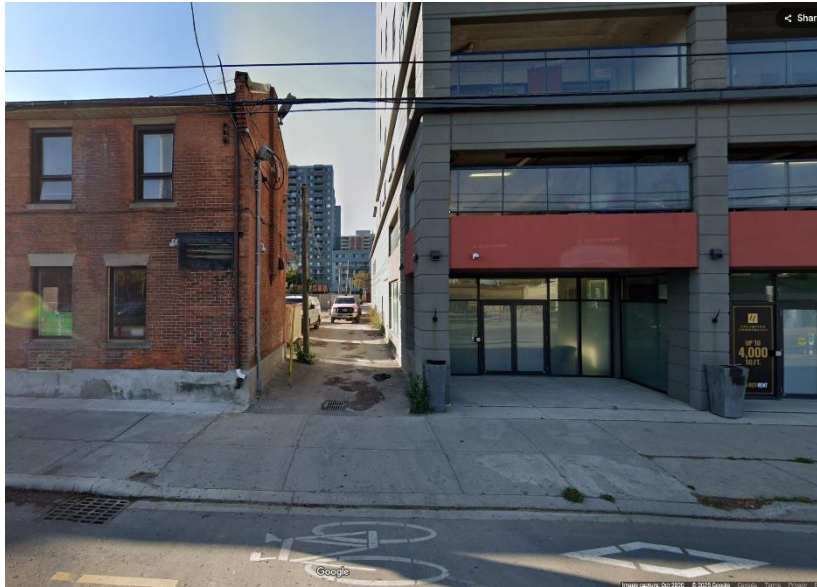


Laneway access from Cannon St at Site

3. Laneway vs Street front for parking and access

As shown in this next pictures, all of the residential access and parking services for the apartment building at 220 Cannon have been executed on the side street, Cathcart Street. The laneway at the side of that building (between Cathcart and Wellington) is paved and has been left clear for the use of other property owners.

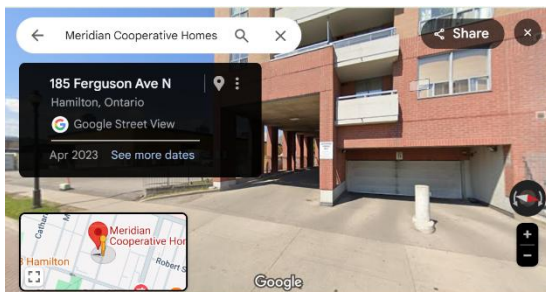
See <https://maps.app.goo.gl/ZNeCzs11YifW5F568> and <https://maps.app.goo.gl/N1xXAKoyn2h351Sb8>



Why is the same consideration not being given for this development at 188 Cannon? Would not the use of this new development by its residents for both parking and building access be far greater served by using the Ferguson Street front?

This would seem to be more sensible from a traffic impact perspective (Cannon is much busier with greater truck traffic), from a safety perspective (eliminates traffic crossing the Cycle Track and the busier Cannon St sidewalk), and a utilities and infrastructure perspective (Hydro and Utilities are currently on elevated poles on Cannon and the laneway, not Ferguson).

It would also match with similar approaches incorporated at 185 Ferguson and 195A Ferguson.



185 Ferguson St



195A Ferguson St

As a side street of Cannon used almost exclusively for commercial and light industrial use between Kelly and Cannon, Ferguson would appear to be a far better choice.

4. Overstating significance of proposed Ferguson St retail at site.

The 3 rowhouses at 132,134,136 Ferguson are the only residential properties on Ferguson between Kelly and Cannon. 134 and 136 Ferguson are being eliminated as residences and integrated into the proposed building. 132 is not. All others are owned commercial properties. As a result, there is very limited pedestrian traffic.

There is also limited retail use in this area of Beasley. In fact, the commercial spaces fronting Cannon St at 220 Cannon have been un-leased since it was built and the streetscape of this newer building on the Cannon St side is becoming an eyesore. Will not the same outcome occur here at 188 Cannon?

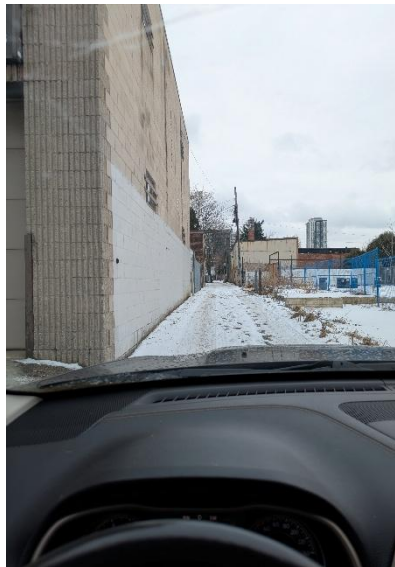


5. Laneway usage Kelly St. to Cannon.

Here are some additional visuals of the current laneway use by property owners on it between Cannon and Kelly St.



Laneway entrance from Kelly St.



Entering laneway from Cannon St



Electric Motor Service (EMS) from laneway



EMS Parking area and Coach House wall at 71 Cathcart



125-year-old Coach House and rear gate at 71 Cathcart



Corner of Site Parking Garage across from 125-year-old Coach House

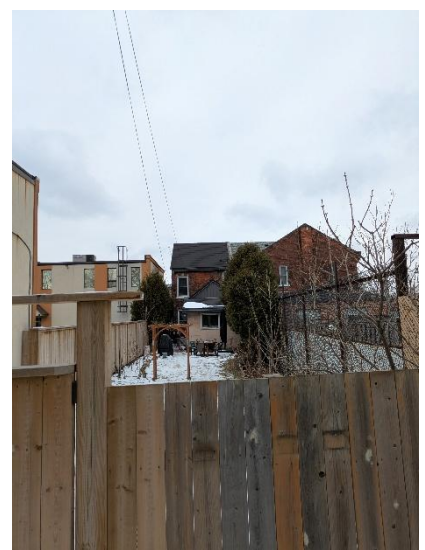
Laneway usage continued...



Laneway at 71 Cathcart looking towards site corner and utility pole



View of row-houses on Ferguson from laneway at site location



View of back yard and gate of 132 Ferguson from laneway



Laneway at Electric Motor Service looking towards Kelly St



Laneway at 71 Cathcart looking towards Kelly St.

The large building with the mural art is next to the Aviva/Carstar autobody and collision repair centre at the corner of Kelly and Ferguson (124 Ferguson Ave North). This is an active and busy commercial vehicle repair business located 2 street addresses from the row houses on Ferguson (132, 134, and 136). It occupies all of the frontage on Kelly between the laneway and Ferguson.

See

<https://maps.app.goo.gl/m1Yy15vkBvT6RuEv7>



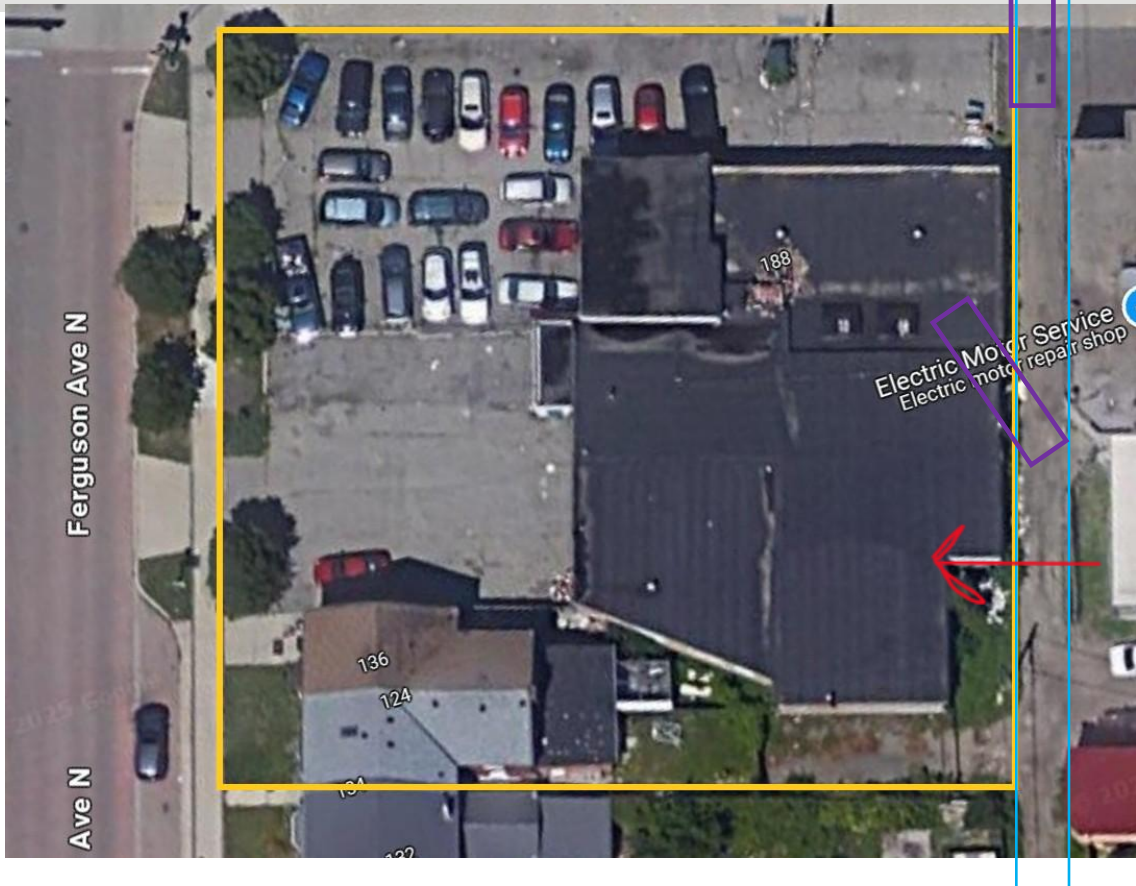
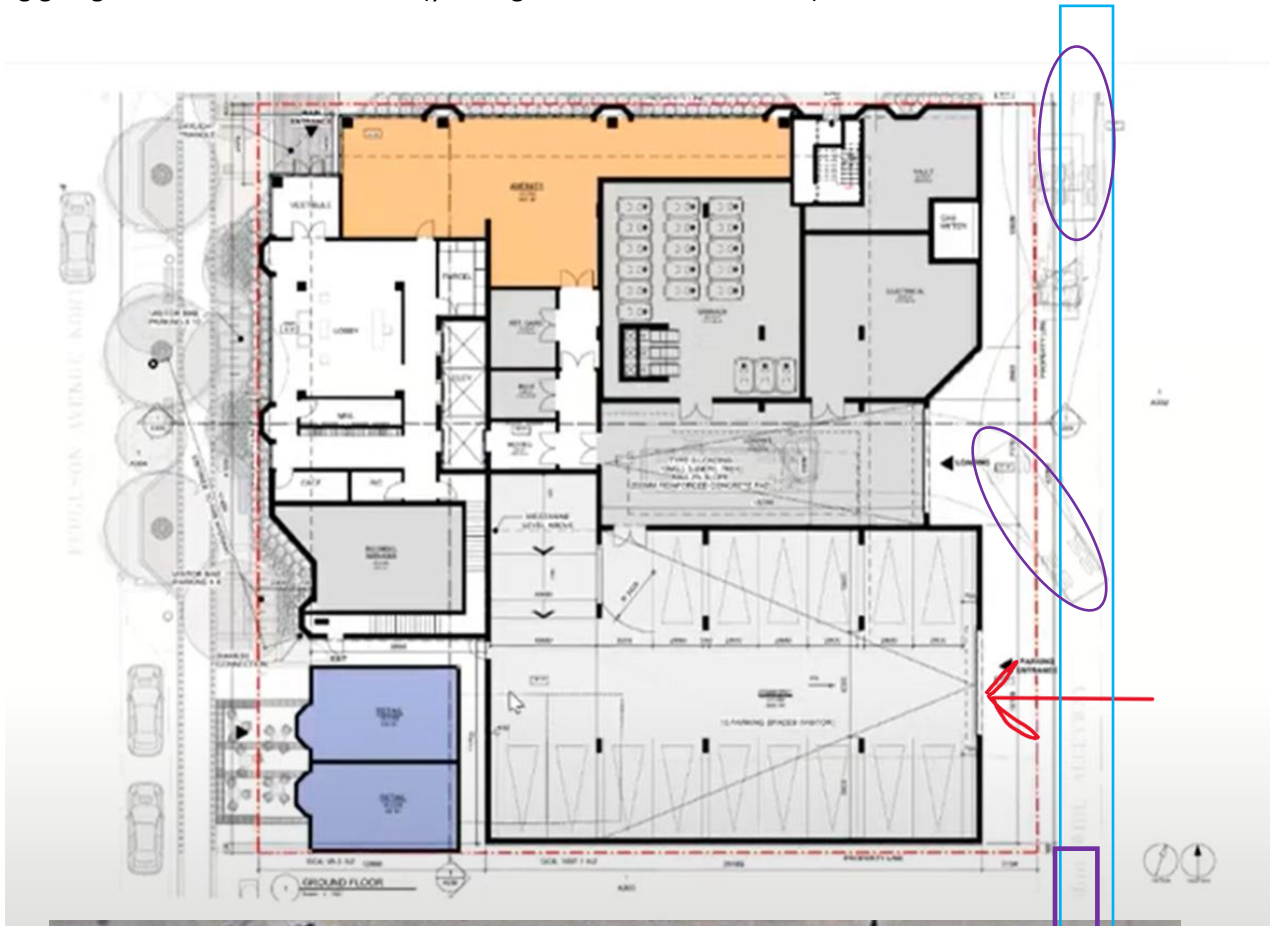
132,134,136 Ferguson St



Aviva/Carstar collision repair centre at Ferguson and Kelly

6. Feasibility of laneway use as planned.

These two pictures of the site (planned and actual at same scale) are worth studying. The laneway is superimposed as the blue box on both. Proposed delivery vehicle/garbage truck site access is highlighted in purple. Entrance to parking garage is shown as a red arrow. (you might want to zoom in here)



Have a look at the pictures while envisioning this scenario...

It is being proposed that a dual axle delivery vehicle and/or garbage truck will drive along Cannon (a one-way, high traffic thoroughfare), stop, reverse direction, make a 90 degree turn while in reverse (likely blocking both lanes on Cannon), and cross the busy two-way Cannon Street Cycle Track. It will then continue, in reverse, down the laneway, avoid interaction with the adjacent exterior wall of Electric Motor Service, and stop in the laneway somewhere near the parking area of this business and the 125-year-old red brick coach house at the rear of 71 Cathcart (building shown with red roof). Assuming it has successfully also avoided interaction with other vehicular and pedestrian traffic, it will then shift gear into forward and make another 90 degrees turn into the loading dock and waste management area of the proposed building.



Once services are completed, the service vehicle will need to reverse direction, re-enter the laneway IN REVERSE (potentially interfering with vehicles coming in and out of the parking garage whose entrance will be blind to the driver), avoid hitting any parked cars, structures, infrastructure and other vehicles or pedestrians using the laneway, once again pointing the vehicle towards Cannon Street (a reminder here that this is a narrow one lane bi-directional laneway connecting Cannon St to Kelly St).

Assuming no other vehicle is entering the laneway from Cannon Street, the service vehicle will then make its way towards Cannon St, once again crossing the busy Cannon Street Cycle Track. It will, however, need to wait for a safe opening in traffic (this can take some time in busy hours) before moving on to its next destination.

This does not look viable or desirable especially when one considers that no other development in the immediate vicinity is using/abusing laneway access for Parking/Garbage/Loading purposes (all three) that has an option to be safely executed from a suitable street front, preferably the side street (in this case Ferguson) intersecting with the thoroughfare (in this case Cannon) at the corner of the site.

It is concerning that this is being proposed as 'preferred'.

Architectural Vision



2024 Reality



This is the site at Cannon and Ferguson as viewed from the Good Shephard Food Bank