URBAN SOLUTIONS
PLANNING & LAND DEVELOPMENT

March 3, 2022

416-21

Via Email

Joe Buordolone
Urban Designer & DRP Coordinator

City of Hamilton
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5

Dear Mr. Buordolone,

RE: 186 Hunter Street East, Hamilton
Design Review Panel Submission – UHOPA-22-006 | ZAC-22-014

UrbanSolutions Planning & Land Development Consultants Inc. has been retained as the authorized planning consultant acting on behalf of Wellington Hamilton Non-Profit Housing Inc. (Owner). We are pleased to submit the enclosed Design Review Panel application on their behalf for the subject property.

In support of this application, please find enclosed the following:

- One (1) copy of the completed Applicant Project Summary Sheet;
- One (1) copy of the Site Plan prepared by UrbanSolutions;
- One (1) copy of the Architectural Package prepared by SRM Architects;
- One (1) copy of the Cultural Heritage Impact Assessment prepared by Parslow Heritage;
- One (1) copy of the Visual Impact Assessment prepared by MBTW Group;
- One (1) copy of the Sun/Shadow Study prepared by SunPosition;
- One (1) copy of the Landscape Plan prepared by Whitehouse Urban Design; and,
- One (1) copy of the Urban Design Brief prepared by Whitehouse Urban Design.

We trust the enclosed is in order; however, please feel free to contact me with any questions.

Regards,
UrbanSolutions

Matt Johnston, MCIP, RPP
Principal

Scott Beedie, BURPl
Planner

CC: Wellington Hamilton Non-Profit Housing Inc.
Ms. Le'Ann Seely, Whitehouse Urban Design Inc. (via email)
Mr. Ed Thomas, SRM Architects (via email)

City of Hamilton – Design Review Panel
Applicant Project Summary Sheet

Applicant Name:	Wellington Hamilton Non-Profit Housing Inc. c/o UrbanSolutions Planning & Land Development Consultants Inc.
Panel Meeting Date:	April 14, 2022
Project Address:	186 Hunter Street East, Hamilton
Date of Panel Pre-Consult [if applicable]:	November 3, 2021 (FC-21-144)

Project Data

Application Type [e.g. Site Plan, Re-zoning]:	Official Plan & Zoning By-law Amendment

Proposed Use, Description of Project and Brief description of adjacent uses: [e.g. Office, Residential]:

The proposed development consists of one (1) 12-storey multiple dwelling containing a total of 104 affordable residential units. In addition, the proposed development is accommodated by 50 parking spaces contained in an underground garage and podium. Further, 51 long-term and 5 short-term bicycle parking spaces are provided on site. Abutting the subject lands to the north, across Hunter Street East, is a mix of 2 – 3-storey single detached dwellings in addition to a 1 storey automobile repair use, and a 6-storey multiple dwelling which have frontage on Hunter Street East. East of the subject lands is Liberty Street, where a predominant mix of 2 and 3-storey single and semi-detached dwellings are have frontage. Across Liberty Street to the east, is a collection of more 2 – 3-storey single detached dwellings. Abutting the subject lands to the south are several single and semi-detached 1.5 to 3-storey single detached dwellings. West of the subject lands, across Ferguson Avenue South, there is a 20-storey multiple dwelling and Shamrock Park. Further west, are several semi-detached dwellings ranging between 2.5 and 3-storeys.

Policy and guideline documents examined in preparing proposal [please list specific guidelines examined]:

Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Urban Hamilton Official Plan, City of Hamilton Zoning By-law No. 05-200, Former City of Hamilton Zoning By-law No. 6593.

Existing zoning:	Community Commercial (C3): Hamilton Zoning By-law No. 05-200

Zoning/Site Plan Details [complete relevant sections]

Permitted height and/or permitted density:

Permitted Height: 14.0 m
Permitted Density: 200 Units/ha

Permitted Setbacks	**Front Yard**	1.5 metres
	Side Yard	3.0 metres
	Rear Yard	7.5 metres

Proposed height and/or proposed density:

Proposed Height: 12 storeys (38.0 m)
Proposed Density: 595 Units/ha

Proposed Setbacks	**Front Yard**	Please refer to Draft Zoning By-law
	Side Yard	
	Rear Yard	

Permitted Parking [please provide ratio and total e.g. 0.5/unit – 60 spaces]

1.0 resident spaces/unit > 50m^2 (59 x 1.0)
0.3 resident spaces/unit < 50m^2 (45 x 0.3)
Total: 72 parking spaces

Proposed Parking [please provide ratio and total e.g. 0.5/unit – 60 spaces]

0.45 parking spaces/unit
Total: 50 parking spaces provided

If certain zoning provisions cannot be met, please explain why:

Amendments are required to accommodate the site-specific characteristics of the proposed development including density, height and parking. These are to be addressed through the amending Zoning By-law.

Disclosure of Information

Consent of Owner to the Disclosure of Application Information and Supporting Documentation

Application information is collected under the authority of the *Planning Act,* R.S.O. 1990, c. P.13. In accordance with that Act, it is the policy of the City of Hamilton to provide public access to all Design Review Panel applications and supporting documentation submitted to the City.

Wellington Hamilton Non-Profit Housing Inc.
c/o Andrew Salomon , the Owner, herby agree and acknowledge that the information
(Print Name of Owner)

contained in this application and any documentation, including reports, studies and drawings, provided in support of the application, by myself, my agents, consultants and solicitors, constitutes public information and will become part of the public record. As such, and in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act,* R.S.O. 1990, c. M. 56, I hereby consent to the City of Hamilton making this application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.

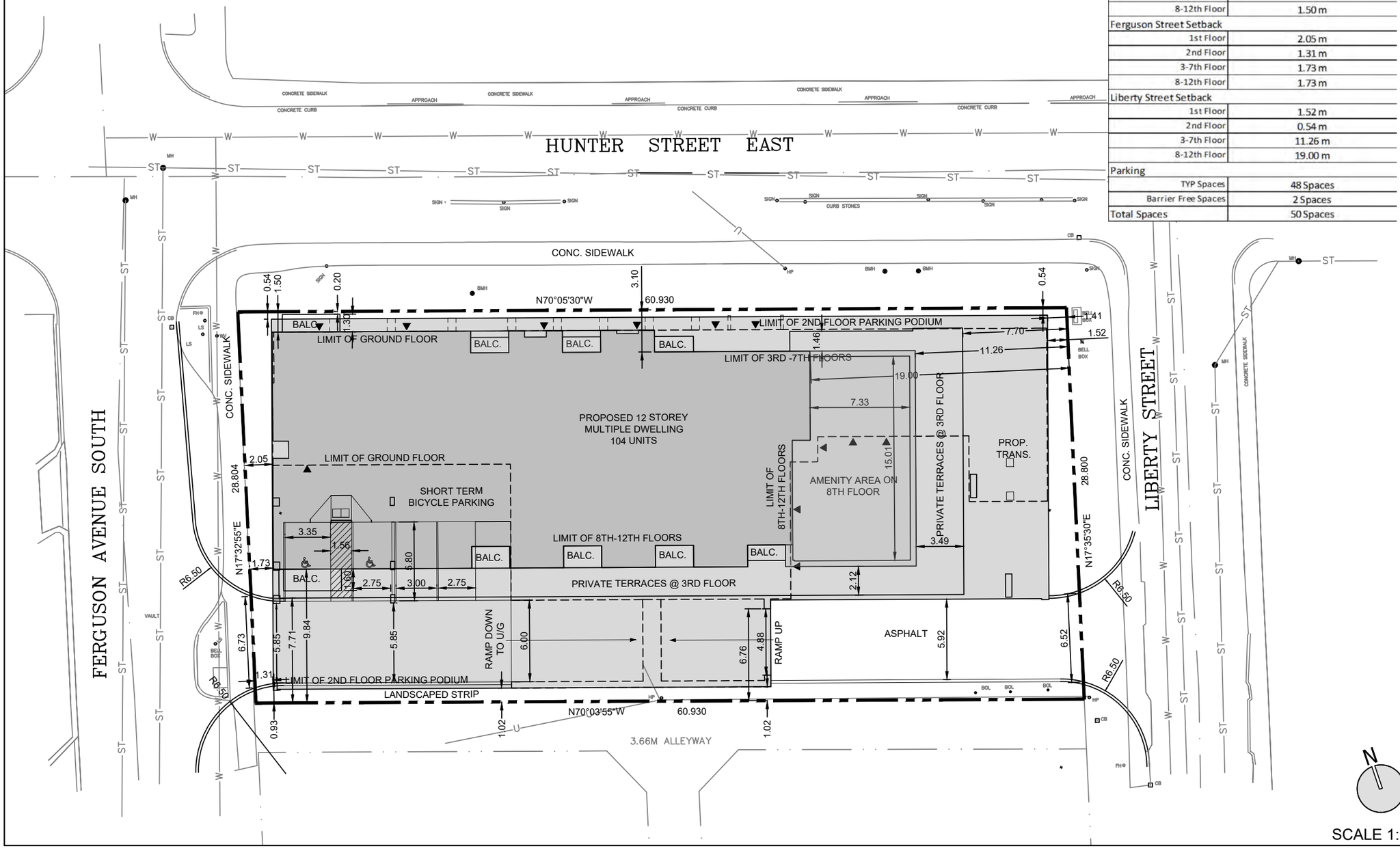
MARCH 3, 2022
Date

Signature of Owner

NOTE 1: *Where owner or applicant is a corporation, the full name of the Corporation with name and title of signing officer must be set out.*

NOTE 2: *Design Review Panel meetings are public.*

DEVELOPMENT STATISTICS	
Item	**Proposed**
Max. Lot Area	1,754.56 m^2
No. of Units	104 units
Setback to a Street	0.50 m (Hunter Street) 1.31 m (Ferguson Avenue South) 1.41 m (Liberty Street)
Min. Rear Yard	0.93 m (to alleyway)
Max. Height	38.0 m (12 storeys)
Hunter Street Setback	
1st Floor	1.50 m
2nd Floor	0.54 m
3-7th Floor	1.50 m
8-12th Floor	1.50 m
Ferguson Street Setback	
1st Floor	2.05 m
2nd Floor	1.31 m
3-7th Floor	1.73 m
8-12th Floor	1.73 m
Liberty Street Setback	
1st Floor	1.52 m
2nd Floor	0.54 m
3-7th Floor	11.26 m
8-12th Floor	19.00 m
Parking	
TYP Spaces	48 Spaces
Barrier Free Spaces	2 Spaces
Total Spaces	50 Spaces



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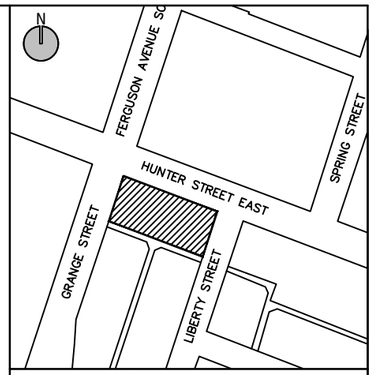


KEY MAP - N.T.S.

SCALE 1:300 METRES

0 5 10 15m

LEGEND:

- SUBJECT LANDS
- PROPOSED BUILDINGS
- PROPOSED DOOR
- LIMIT OF BUILDING ABOVE
- STRUCTURAL COLUMN

NOT FOR CONSTRUCTION
ISSUED FOR REVIEW & COMMENTS ONLY

NOTES:
ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DESIGN BY: SRM ARCHITECTS	CHECKED BY: M. JOHNSTON
DRAWN BY: L. DRENNAN	DATE: NOVEMBER 22, 2021

URBAN SOLUTIONS
PLANNING & LAND DEVELOPMENT

3 STUDEBAKER PLACE, UNIT 1
HAMILTON, ON L8L 0C8
905-546-1087 - urbansolutions.info

PROJECT:

186 HUNTER STREET
CITY OF HAMILTON

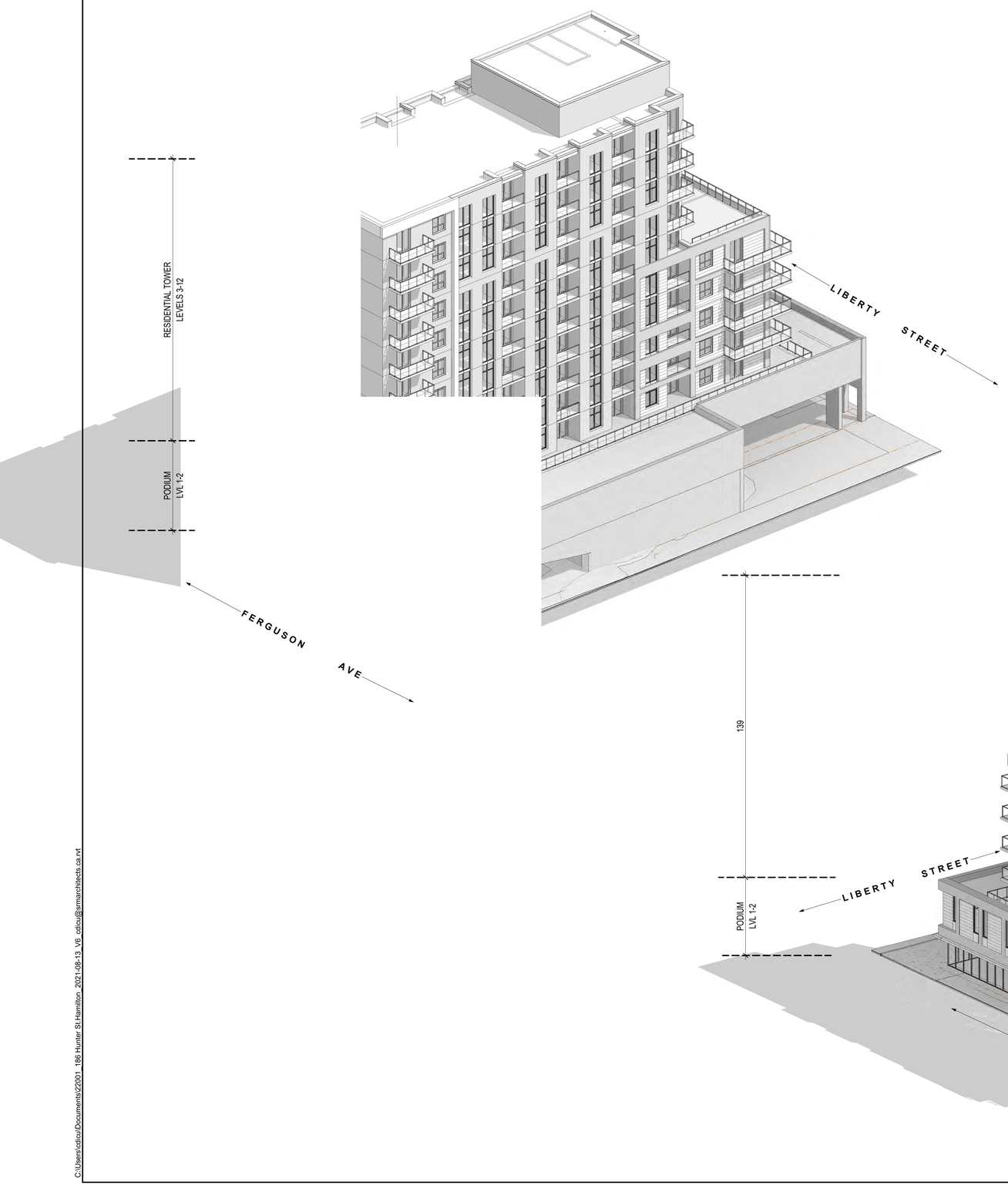
CLIENT:

WELLINGTON HAMILTON
NON-PROFIT HOUSING INC.

TITLE:

CONCEPT PLAN

U/S FILE NUMBER:	SHEET NUMBER:
416-21	1



SITE DATA

186 Hunter Street, Hamilton, ON

DATA		PERMITTED	PROPOSED
ZONING		ZONING - C3	--
LOT AREA (m²)		10,000 m² MAX	18,873 ft² (1,753m²)
SETBACKS	FRONT YARD (m)	1.5m	0.6m
	INTERIOR SIDE YARD (m)	1.5m	1.5m
	EXTERIOR SIDE YARD (m)	1.5m	1.5m
	REAR YARD (m)	7.5m	1.0m LVL 1-2 9.8m LVL 3-12

BUILDING DATA

DATA	PERMITTED	PROVIDED
TOTAL DENSITY (# of units)	100-200 units / ha 0.1768 ha x 200 units = 35 units	**104 UNITS** 588 units / ha 1 BED <50m² = 45 (43%) 1 BED >50m²= 18 (17%) 2 BED = 41 (39%)
BUILDING AREA (m²)	N/A	15,263 ft² (1,417 m²)
GROSS FLOOR AREA (m²)	N/A	95,879 ft² (8,907 m²)
CONSTRUCTION FLOOR AREA	N/A	110,106 ft² (10,229 m²)
NUMBER OF STOREYS	N/A	12 STOREYS
BUILDING HEIGHT (m)	14 m MAX.	+38 m
AMENITY AREA (m²)	**Units > 50m²** = 4.0m² / unit = 4 x 48 = 192 m² **Units < 50m²** = 6.0m² / unit = 6 x 55 = 330 m² **TOTAL = 522 m²**	522 m² AMENITY LEVEL 1 + RES. BALCONIES + ROOFTOP AMENITY

VEHICLE PARKING DATA

DATA	REQUIRED	PROVIDED
RESIDENTIAL PARKING **Units < 50m²**	**Units smaller than 50m²** First 12 units = 0 Next 13+ units = 0.3 / unit = 0.3 x 33 = 9.9 stalls	15 STALLS
RESIDENTIAL PARKING **Units > 50m²**	**Units larger than 50m²** First 12 units = 0 Next 13-50 units = 0.5 / unit = 0.5 x 47 = 23.5 stalls	35 STALLS
TOTAL	**31 STALLS**	**50 STALLS**

BICYCLE PARKING DATA

DATA	REQUIRED	PROVIDED
LONG TERM	0.5 x 102 units = 51	51
SHORT TERM	0.05 x 102 units = 5.1	5
TOTAL	56	56

GENERAL NOTES

1. **DO NOT SCALE DRAWINGS**. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
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6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

No.	Date	Revision
1	2021-12-15	ISSUED FOR OFFICIAL PLAN & ZONING BY-LAW AMENDMENT

srm ARCHITECTS INC.

Project No: 22001
Project Date:
Drawn by: CND
Checked by: GG
Plot Date / Time: 2021-12-20 9:54:37 AM

HUNTER STREET, HAMILTON

MASSING AND STATS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS
LICENCE
5572

Drawing Scale: 1 : 1
Status:
Drawing No.: D1.0
Revision No.: - r1

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1 **UNDERGROUND**
1 : 100

GENERAL NOTES

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srm ARCHITECTS INC.

Project No	22001
Project Date	
Drawn by	CND
Checked by	GG
Plot Date / Time	2021-12-20 9:54:39 AM

HUNTER STREET, HAMILTON

UNDERGROUND PARKING LEVEL

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS
LICENCE
5572

Drawing Scale	1 : 100
Status	
Drawing No.	D1.01
Revision No.	- r1

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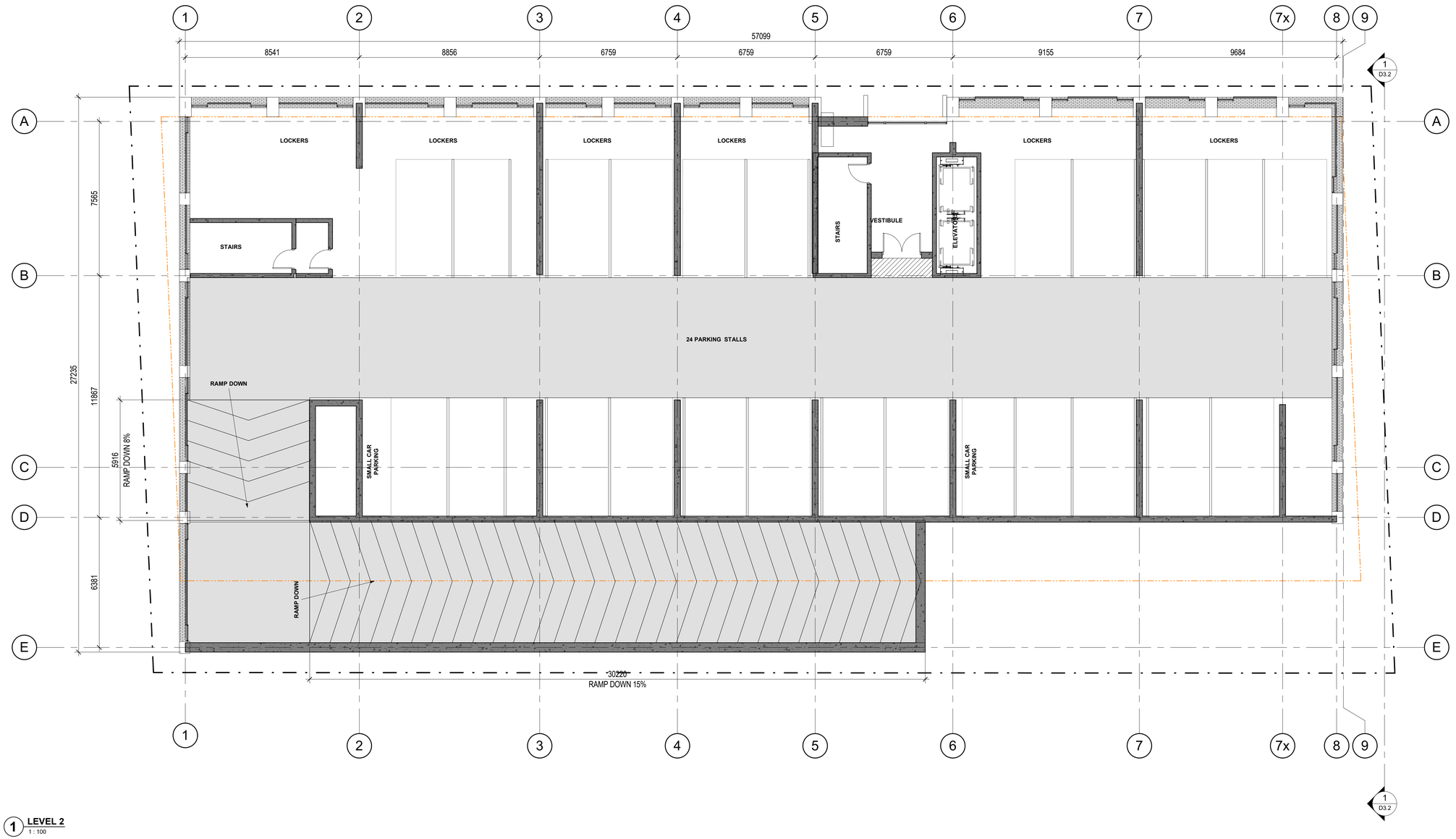

1 **LEVEL 2**
1 : 100

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Project No	22001
Project Date	
Drawn by	CND
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HUNTER STREET, HAMILTON

LEVEL 2 (PARKING PODIUM)

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS
LICENCE
5572

Drawing Scale	1 : 100
Status	
Drawing No.	Revision No.

D2.2 - r1

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1 **LEVEL 3**
1 : 100

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srm ARCHITECTS INC.

Project No: 22001
Project Date:
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HUNTER STREET, HAMILTON

LEVELS 3-7 (RESIDENTIAL)

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale: 1 : 100
Status:
Drawing No.: D2.3
Revision No.: - r1

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Project No	22001
Project Date	
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HUNTER STREET, HAMILTON

LEVELS 8-12 (RESIDENTIAL)

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	1 : 100
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Drawing No.	Revision No.
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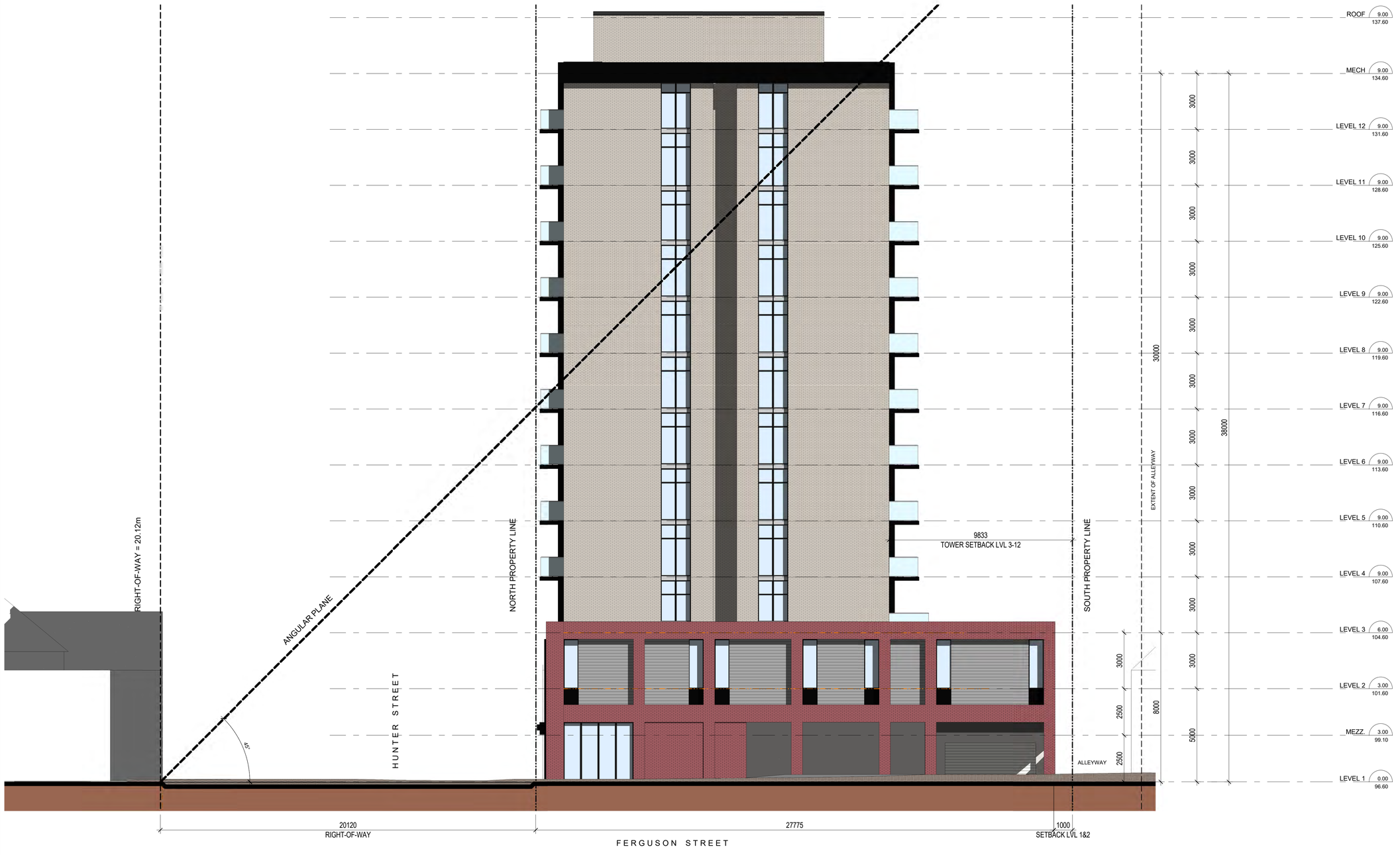

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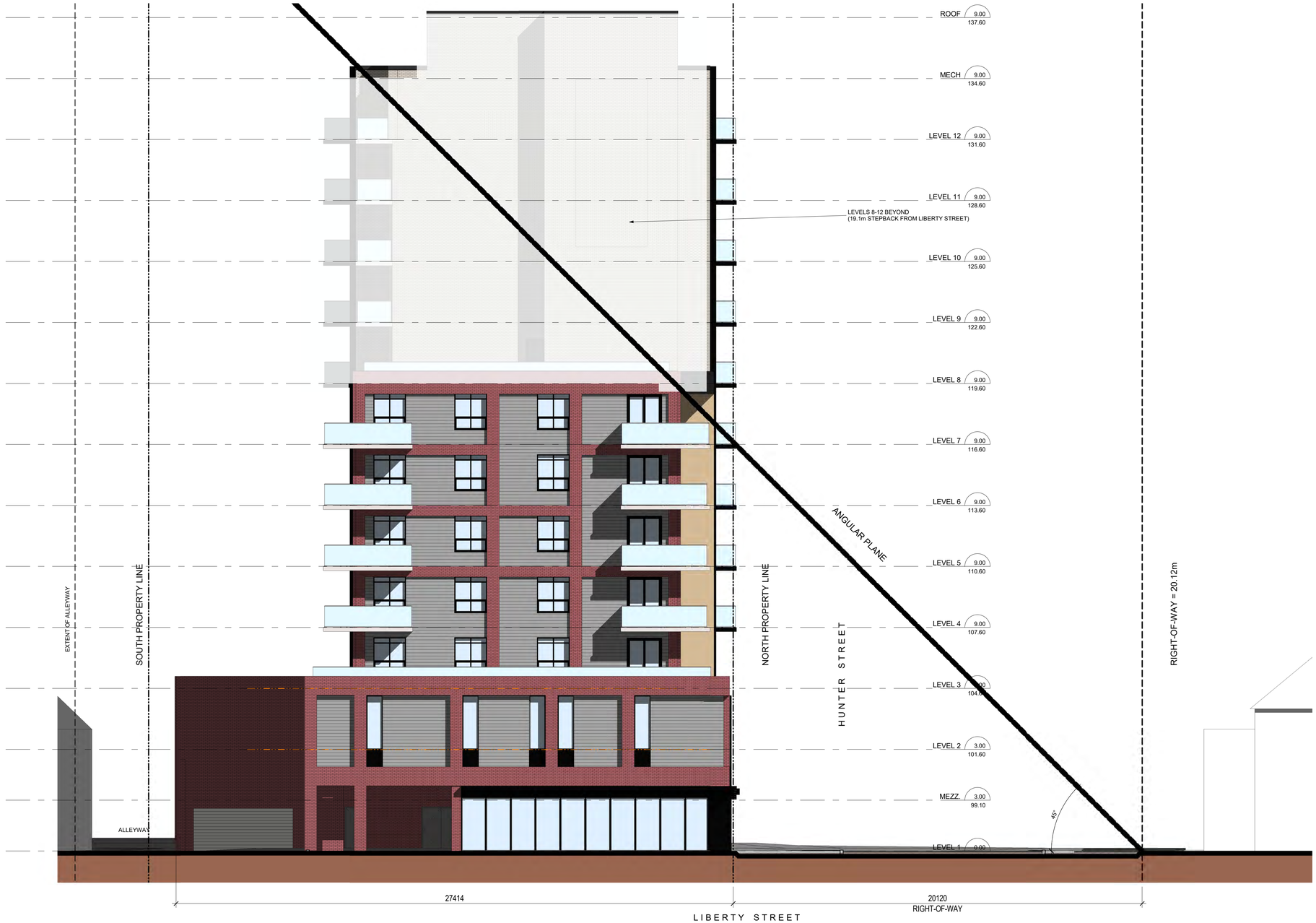
HUNTER STREET, HAMILTON

ANGULAR PLANE FROM R.O.W HUNTER STREET - PART 1

Drawing Scale 1 : 100
Status

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing No. D3.1 - r1
Revision No.



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Project No	22001
Project Date	
Drawn by	CND
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Plot Date / Time	2021-12-20 9:54:55 AM

HUNTER STREET, HAMILTON

ANGULAR PLANE FROM R.O.W HUNTER STREET - PART 2

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	1 : 100
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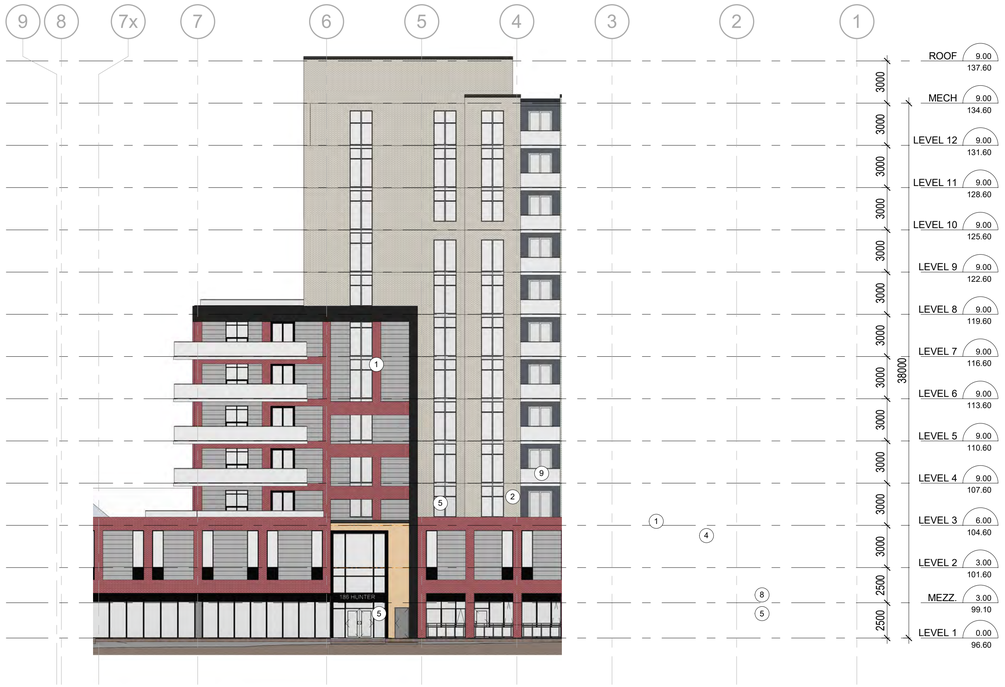
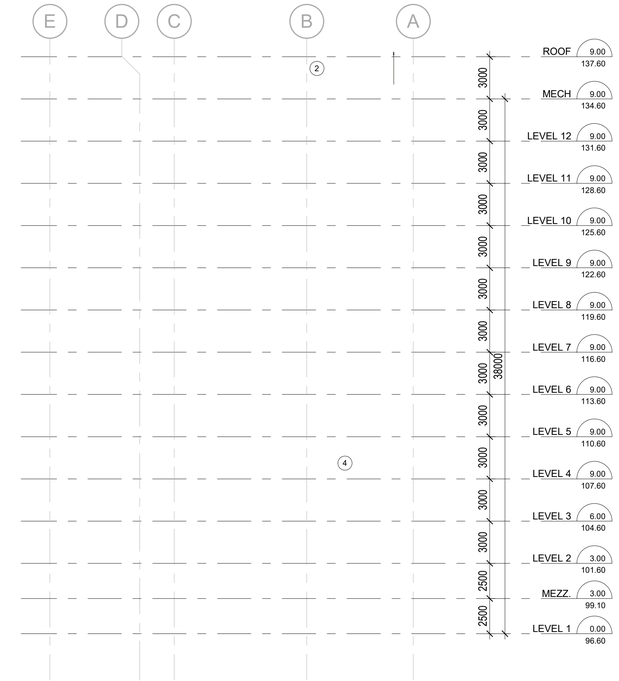
Drawing No.	D3.2
Revision No.	- r1



1 ELEVATION - NORTH
1 : 200



2 ELEVATION - EAST
1 : 200

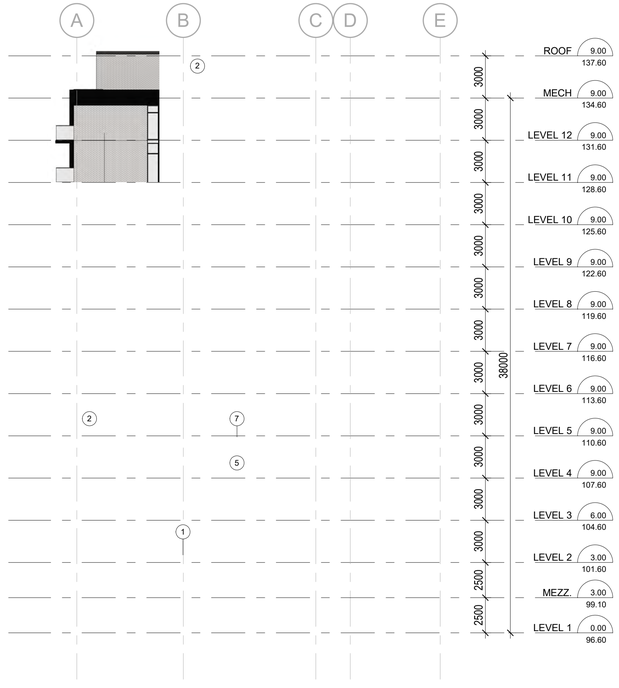
EXTERIOR FINISH LEGEND

1	BRICK COLOUR: RED TYPE / MANUFACTUER: TO BE DETERMINED
2	BRICK COLOUR: CREAM TYPE / MANUFACTURER: TO BE DETERMINED
3	BRICK COLOUR: CHARCOAL TYPE / MANUFACTURER: TO BE DETERMINED
4	METAL SIDING COLOUR: SILVER TYPE / MANUFACTURER: TO BE DETERMINED
5	VISION GLASS WINDOW WALL COLOUR: CLEAR TYPE / MANUFACTURER: TO BE DETERMINED
6	GLASS GLAZING UNIT - FRIT COLOUR: FRIT PATTERN, CLEAR GLASS, DOUBLE GLAZED TYPE / MANUFACTURER: TO BE DETERMINED
7	SPANDREL PANEL COLOUR: GREY TYPE / MANUFACTURER: TO BE DETERMINED
8	SPANDREL PANEL COLOUR: BLACK TYPE / MANUFACTURER: TO BE DETERMINED
9	BALCONY GUARDS COLOUR: GLASS & ANODIZED METAL TYPE / MANUFACTURER: TO BE DETERMINED

GENERAL NOTES

1. **DO NOT SCALE DRAWINGS**. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

3 ELEVATION - SOUTH
1 : 200



4 ELEVATION - WEST
1 : 200

No.	Date	Revision
1	2021-12-15	ISSUED FOR OFFICIAL PLAN & ZONING BY-LAW AMENDMENT

srm ARCHITECTS INC.

Project No 22001
Project Date
Drawn by CND
Checked by GG
Plot Date / Time 2021-12-20 9:55:32 AM

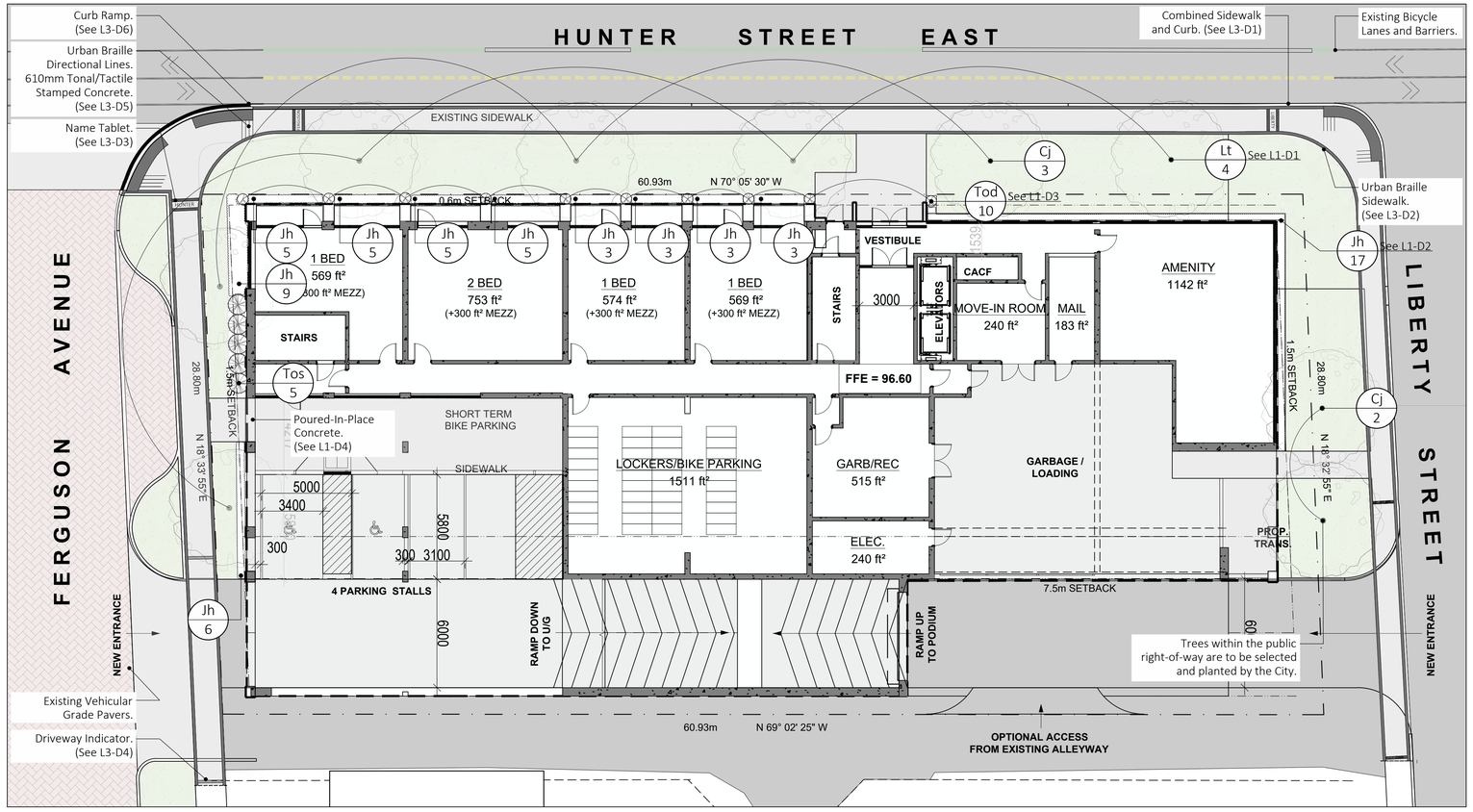
HUNTER STREET, HAMILTON

ELEVATIONS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS
LICENCE
5572

Drawing Scale 1 : 200
Status
Drawing No. D3.3
Revision No. - r1

C:\Users\cdlox\Documents\22001_186 Hunter St Hamilton_2021-08-13_V6_cdlox@srmarchitects.ca.rvt



Scale 1:150 Sheet Size: 24 x 36

0 1 2 3 4 5 10

Plant List

W.B. = Wire Basket, B.B. = Balled and Burlapped

Key	Botanical Name	Common Name	Size	Qty	Cond.
		Street Trees - Deciduous			
Cj	Cercidiphyllum japonica	Katsura Tree	50mm	5	W.B.
Lt	Liriodendron tulipifera	Tulip Tree	50mm	4	W.B.
	Note: Trees within public right-of-way are to be selected and planted by the City				
		Trees - Coniferous			
Tos	Thuja occidentalis 'Smaragd'	Emerald Cedar	150cm	5	B.B.
Tod	Thuja occidentalis 'Degroot's Spire'	Degroot's Spire Arborvitae	150cm	10	B.B.
		Ground Covers			
Jh	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	2Gal	64	Pt

NOTE:
Contractor shall provide burlap wrap for winter protection for duration of maintenance and warranty period.

L1-D1 BALLED & BURLAPPED / WIRE BASKET DECIDUOUS TREE N.T.S.

L1-D2 CONTAINER GROWN SHRUB N.T.S.

NOTE:
Contractor shall provide burlap wrap for winter protection for duration of maintenance and warranty period.

L1-D3 BALLED & BURLAPPED/WIRE BASKET CONIFEROUS TREE N.T.S.

L1-D4 CAST-IN-PLACE CONCRETE PAVING - BROOM FINISH N.T.S.

KEY MAP:

LEGEND:

Concrete
Asphalt
Sod
Existing Tree
Proposed Vegetation

Landscape Notes

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10. Tree planting within the municipal right-of-way to be undertaken by the Municipality unless noted otherwise.
11. Unless otherwise specified all landscaped areas are to be sodded.
12. Unless otherwise specified, all undeveloped areas shall be undisturbed and kept free and clear of debris.
13. The Owner is to be aware of the Migratory Birds Convention Act, 1994. This Act is implemented by Environment Canada and the Owner is to make every effort to avoid removal of vegetation from the period of March 31st to August 31st

STAMP:

ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS 12 Ann Whitehouse Sheryl OALA MEMBER 2021

NOT FOR CONSTRUCTION

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

REVISIONS / SUBMISSIONS

NO.	DESCRIPTION	DATE:
1	For SPA	2021-12-10

CLIENT:

Wellington Hamilton Non-Profit Housing Inc.

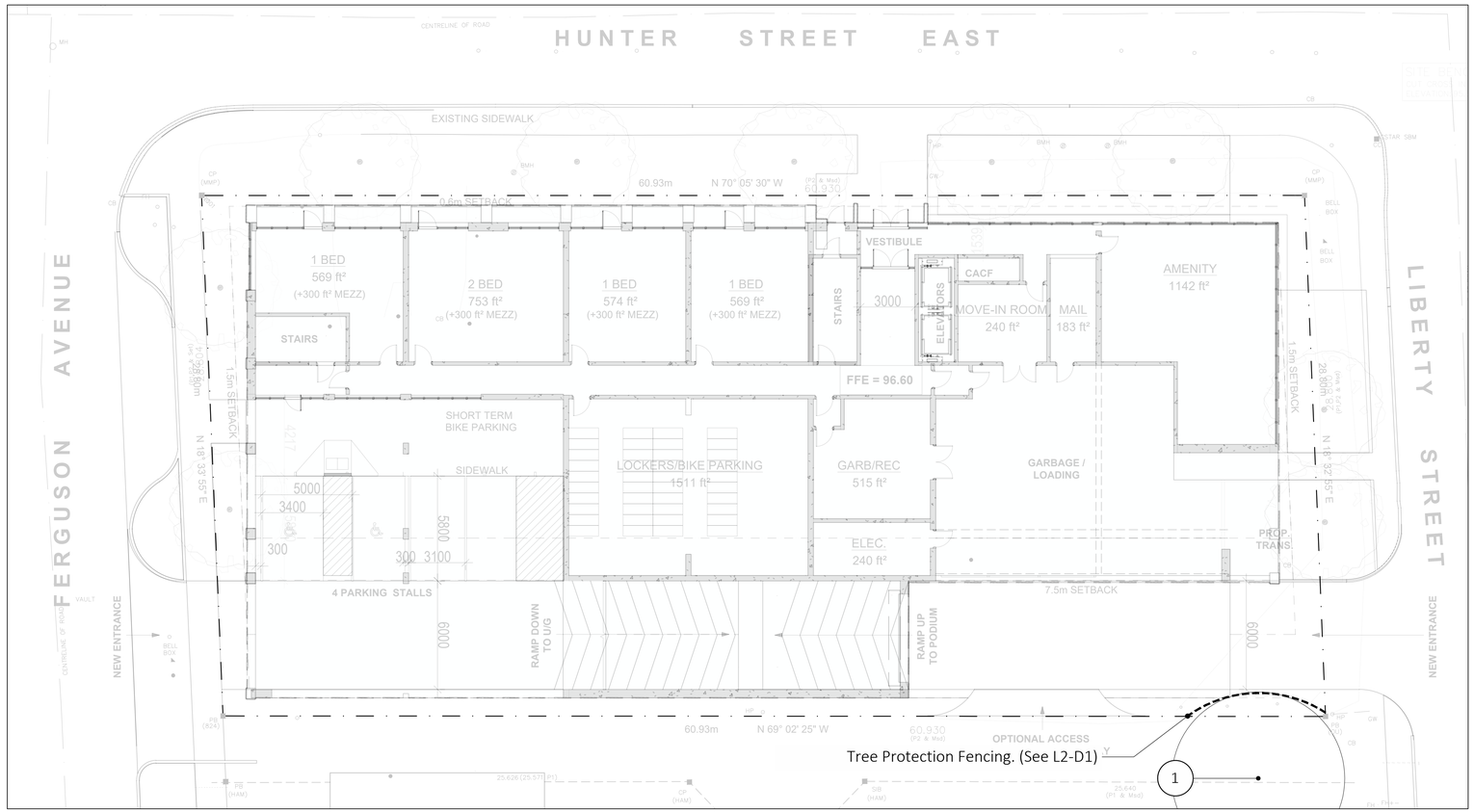
PROJECT TITLE:

186 Hunter Street East
Municipal File: FC-21-144

SHEET TITLE:

Landscape Plan

DWG No. L1	DRAWN BY: AP
SHEET No. 1 of 3	DESIGN BY: LWS and AP
PROJECT No: 061-21	CHECKED BY: LWS
SCALE: As shown	NORTH ARROW: N



Scale 1:150 Sheet Size: 24 x 36

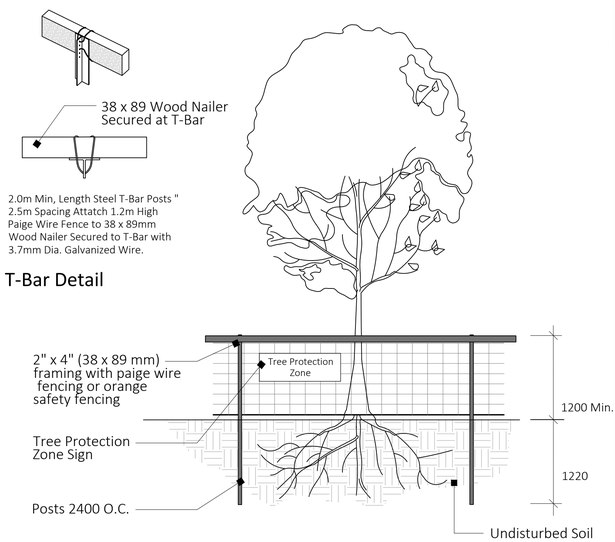
0 1 2 3 4 5 10

Tree Inventory

Tree #	Botanical Name	Common Name	Dia. (cm)	Health Condition	Structural Condition	Ownership	Comments	Recommendation: Rationale
1	Schwedleri maximowiczii var. sanctus	Silver Maple	40	Good	Good	Private	1.4m from property line on adjacent property	Retain

Compensation Statement

QTY	Tree Removal and Compensation Planting Statement
0	No Public Trees Present.
1	One privately owned tree is in the proximity of the Proposed Development. This tree will be retained.



Tree Protection Hoarding

Tree Protection Zone Sign

Tree Protection Zone (TPZ)

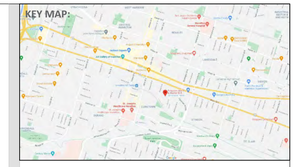
No equipment or vehicles to be operated, parked, repaired or refueled within the Tree Protection Zone. No construction activity, grade change, surface treatment or excavations to occur within the TPZ. No materials or fill may be stored within the TPZ. Tree protection hoarding to be inspected and maintained regularly and is not to be removed prior to the completion of construction nor without prior written approval from the Landscape Architect.

NOTES:

1. No attachment of posts to trees to be preserved.
2. Precise location of tree protection hoarding to be verified on site by Landscape Architect.

L2-D1 TREE PROTECTION ZONE DETAIL

KEY MAP:



LEGEND:

Existing Tree to be Preserved

1 Tree Tag

Tree Protection Fencing

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STAMP:

ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS
128 Main Street, Unionville, ON L3R 2G1
OALA MEMBER

NOT FOR CONSTRUCTION

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

REVISIONS / SUBMISSIONS

NO.	DESCRIPTION	DATE:
1	For SPA	2021-12-10

CLIENT:

Wellington Hamilton
Non-Profit Housing Inc.

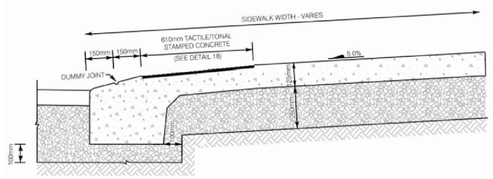
PROJECT TITLE:

186 Hunter Street East
Municipal File: FC-21-144

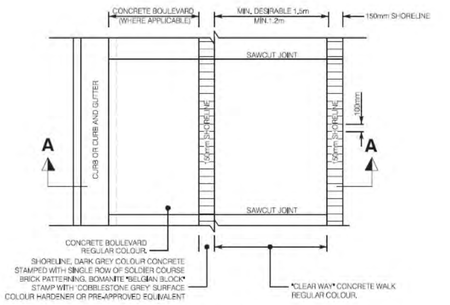
SHEET TITLE:

Tree Protection Plan

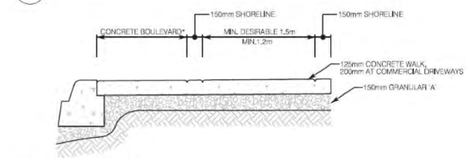
DWG No. L2	**DRAWN BY:** AP
SHEET No. 2 of 3	**DESIGN BY:** LWS and AP
PROJECT No: 061-21	**CHECKED BY:** LWS
SCALE: As shown	**NORTH ARROW:** N



L3-D1 CITY OF HAMILTON RD-124.02-9C COMBINED SIDEWALK AND CURB N.T.S.



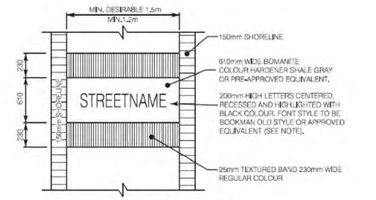
11A PLAN



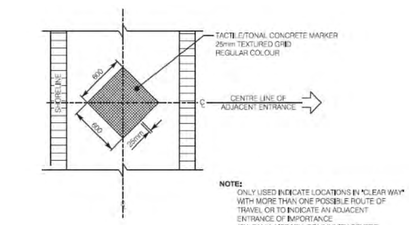
11B SECTION A-A

11 URBAN BRAILLE SIDEWALK/BOULEVARD SECTIONS AND DETAILS

L3-D2 CITY OF HAMILTON RD-124.03-11 URBAN BRAILLE SIDEWALK N.T.S.

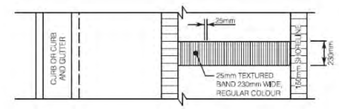


12 STREET NAME TABLET

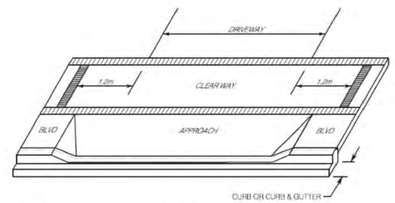


13 ENTRANCE DIAMOND AND DECISION NODE MARKER

L3-D3 CITY OF HAMILTON RD-124.03-12-13 STREET NAME TABLET AND ENTRANCE DIAMOND N.T.S.



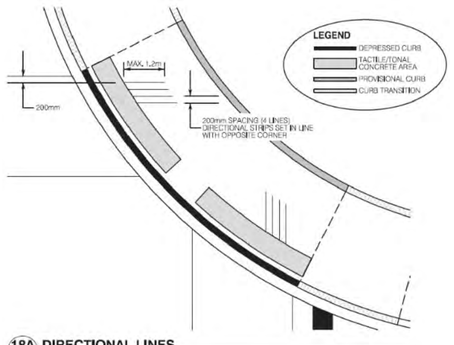
14A GENERAL



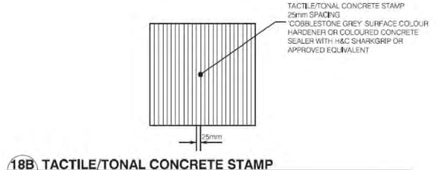
14B DRIVEWAY TREATMENT

14 25mm TEXTURED BAND - DRIVEWAYS

L3-D4 CITY OF HAMILTON RD-124.03-14 TEXTURED BAND - DRIVEWAYS N.T.S.



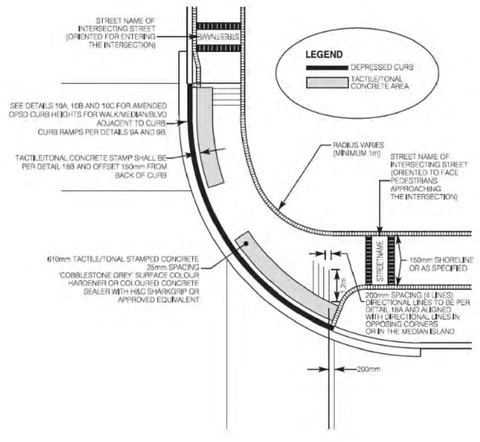
18A DIRECTIONAL LINES



18B TACTILE/TONAL CONCRETE STAMP

18 DIRECTIONAL LINES AND TACTILE/TONAL CONCRETE STAMP

L3-D5 CITY OF HAMILTON RD-124.03-18 DIRECTIONAL LINES AND TACTILE/TONAL CONCRETE STAMP N.T.S.



19 RAMP DETAIL AND DIRECTIONAL LINES

L3-D6 CITY OF HAMILTON RD-124.03-19 RAMP DETAIL AND DIRECTIONAL LINES N.T.S.

KEY MAP:

LEGEND:

Landscape Notes

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STAMP:

ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS — Shawn Whitehouse — OALA MEMBER

NOT FOR CONSTRUCTION

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

REVISIONS / SUBMISSIONS

NO.	DESCRIPTION	DATE:
1	For SPA	2021-12-10

CLIENT:

Wellington Hamilton
Non-Profit Housing Inc.

PROJECT TITLE:

186 Hunter Street East
Municipal File: FC-21-144

SHEET TITLE:

Details

DWG No. L3	**DRAWN BY:** AP
SHEET No. 3 of 3	**DESIGN BY:** LWS and AP
PROJECT No: 061-21	**CHECKED BY:** LWS
SCALE: As shown	**NORTH ARROW:**

Urban Design Brief: 186 Hunter

186 Hunter Street East
Hamilton, Ontario

December 2021

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

Prepared for:
Wellington-Hamilton Non-Profit Housing Inc.

Prepared by:
Whitehouse Urban Design

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

3 Studebaker Place, Unit 1,
Hamilton, ON L8L 0C8
T (905) 546-1087

Table of Contents

SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This Urban Design brief has been prepared in support of an application for an Official Plan and Zoning By-Law Amendment on behalf of Wellington-Hamilton Non-Profit Housing Inc., the registered owner of the lands municipally known as 186 Hunter Street East, in the City of Hamilton (referred to as "subject site").

The Subject Site is approximately 0.18 hectares (0.43 acres) with frontage on Hunter Street East, Ferguson Avenue, and Liberty Street. The site is currently vacant and is proposed to be a high-rise residential development with above-ground and underground parking opportunities.

The proposed development consists of one (1) tower standing at 12 storeys. In total, the proposed development consists of 104 residential units. There are four residential units proposed at grade. Underground and above ground parking are provided on site, with a total of 50 residential parking spaces and 56 bicycle parking spaces proposed.

1.2 Site Context

The Subject Site is situated in the north east corner of the Corktown neighbourhood. As shown in **figure 1,** the subject site is just north of Corktown Park and nearby to the Stinson neighbourhood.

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

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

Figure 1 - Neighbourhoods Map

Figure 2 - Bus Map

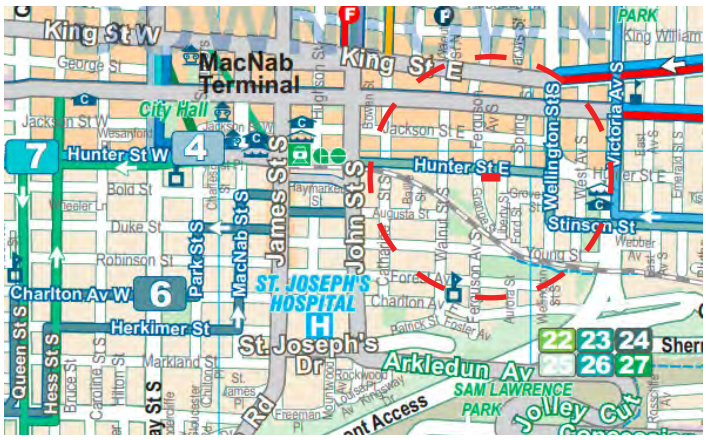
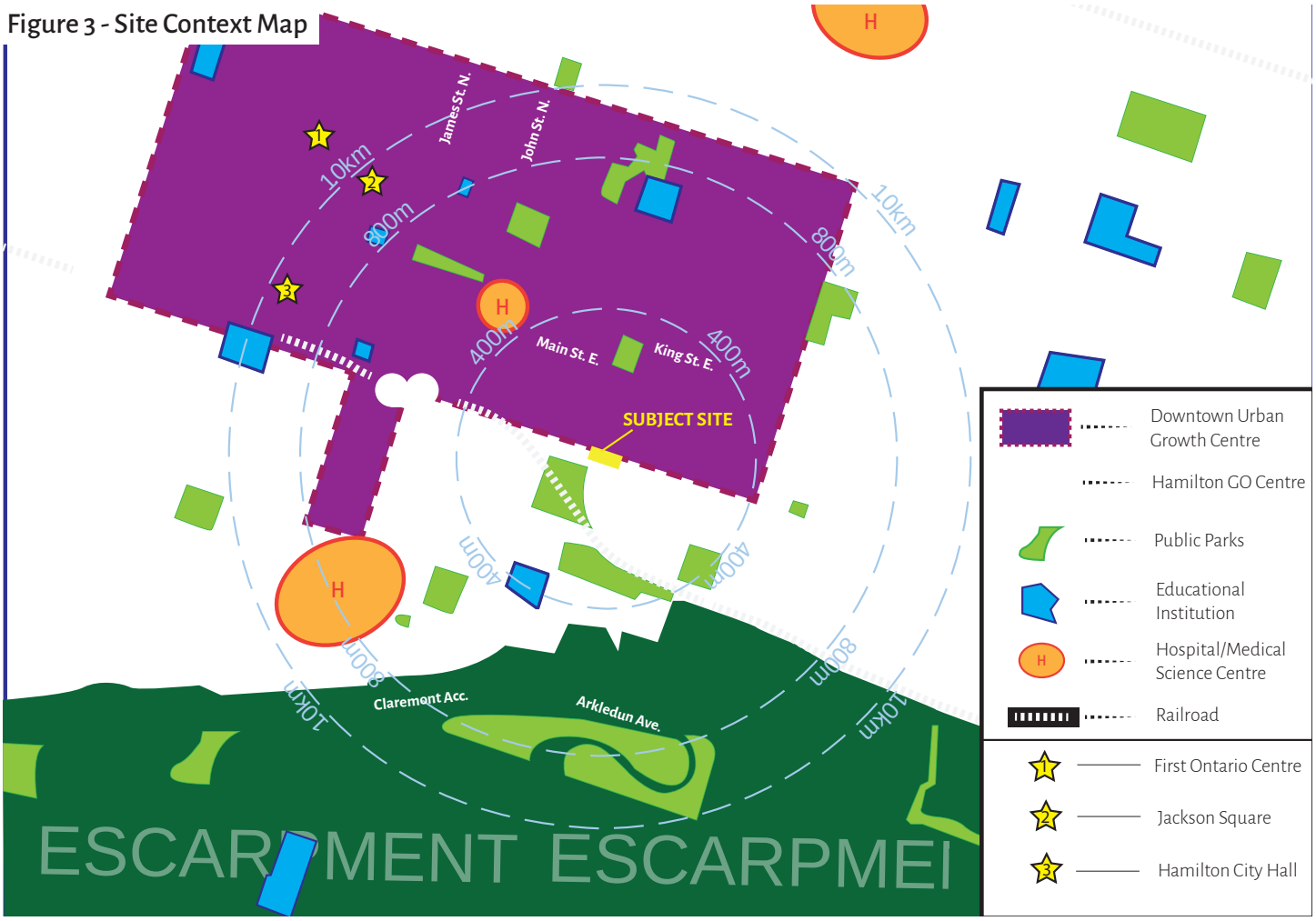


Figure 3 - Site Context Map



There is an adaquate amount of public green space within proximity of the site. Across Ferguson Ave is Shamrock Park North & South, with Ferguson Station Park, Corktown Park and Carter Park also being located within a 400m radius of the site. Within 800m, parks include: Bishop's Park, J.C. Beemer Park, Tweedsmur Park, Prince's Square, Faircourt Park, Gore Park, John Rebecca Park, Woolverton Park, Rail Trail Dog Park, St. Joseph's Park, and Sam Lawrence Park.

Within a 400m radius there is one elementary school: Queen Victoria Elementary School. Within 2km, additional schools include: Sacred Heart of Jesus Catholic Elementary School, Queensdale Elementary Public School, Dr. J.E. Davey Elementary School, St. Patrick Catholic Elementary School, Cathy Wever Elementary School, St. Joseph Catholic Elementary School, Ryerson Middle School, Cathedral High School, Jackson High After Education School, Canadian International Learning, Central Public School, and Southern Ontario Collegiate. In total, there are twelve schools within 2km of the site, half of which are elementary-level institutions.

The subject site is located just outside of the Downtown Urban Growth Centre (see **Figure 3**) which features a diverse mix of uses comprised of medium to high-density office, commercial, institutional, residential, and retail locations. To the west of the site, between James Street South and John Street South, additional commercial and retail uses can be found comprising another important mixed-use node bearing higher densities and built forms.

3.1.1 Pedestrian Circulation

Pedestrian circulation for the proposed development is simple and straightforward, with primary and secondary entrances that are easily accessible from public sidewalks along Hunter Street East, Ferguson Avenue South, and Liberty Street (see **Figure 10**).

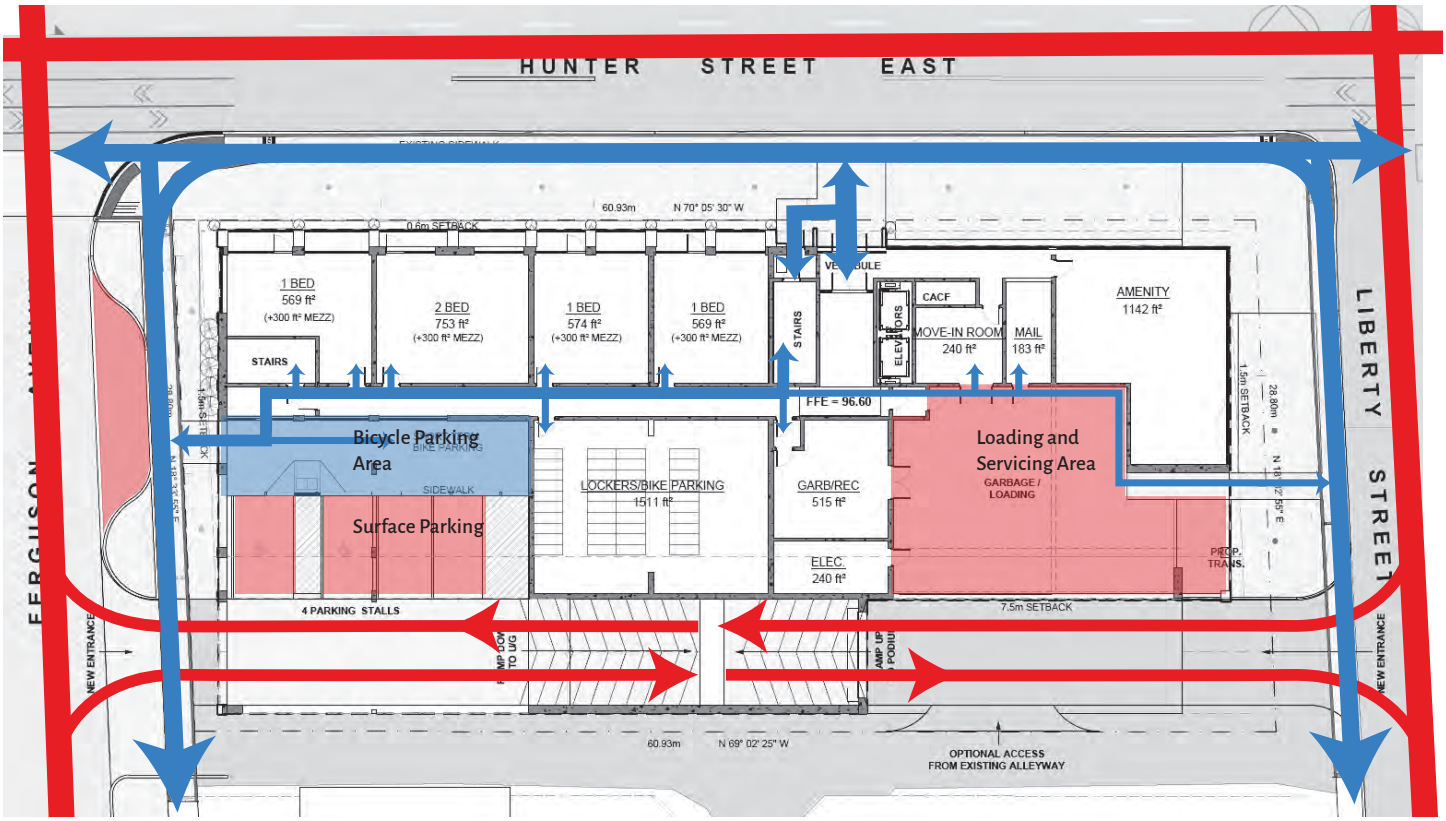
The primary residential entrance to the lobby is located along Hunter Street East, highlighted by the upgraded architectural treatment at the lobby. Patios at grade along Hunter Street East provide visual interest and "eyes on the street" for pedestrians walking along public sidewalks. The streetscape along Hunter Street East has also been designed with street trees, landscape strips, and sidewalk connections to the surrounding context. Bicycle parking is located at the southwest corner of the building, adjacent to the surface parking area with easy access onto Ferguson Avenue South.

3.1.2 Vehicular Circulation

As shown in **figure 10**, the vehicular accesses into the site are located at the rear of the proposed building, north of the existing laneway. Underground parking can be accessed from Ferguson Avenue South and upper level podium parking can be accessed from Liberty Street.

There are four surface parking spots at the southwest corner, tucked to the rear of the building and accessible via Ferguson Avenue South. This location provides rear building access to the corridor, ground floor units, and upper floor units. The loading and servicing area is located at the southeast corner of the site, accessible from Liberty Street. All vehicular areas on site are visually hidden from the Hunter Street East streetscape.

Figure 10 - Vehicular and Pedestrian Circulation



3.1.3 Massing and Relationship to Context

The City of Hamilton encourages development to aid intensification targets in delineated built-up areas. By 2051, the City of Hamilton is forecasting a population of 820,000 (see **figure 11**). The proposed development advances these intensification targets while maintaining compatibility with the existing context.

The subject site is located at the boundary of the Downtown Urban Growth Centre. **Figure 12** shows the Subject Site within the context of the City of Hamilton downtown core and surrounding areas. As shown in **figure 12**, there are many residential high-rise buildings that surround the downtown mixed-use zone, averaging between 10 to 24 storeys in height. These buildings are well situated to take advantage of their proximity to the urban core, as well as support the function of the mixed-use zones nearby.

There are 15 bus stops located within a 500m radius of the site, including the Hamilton GO Station located along Hunter Street East approximately 500m west of the site. This promotes a variety of commuter linkages to the proposed development locally and regionally. Density and transit are naturally linked because they each serve to reinforce the other – major transportation corridors facilitate a connection between people and destinations, and destinations require both people and activity to thrive.

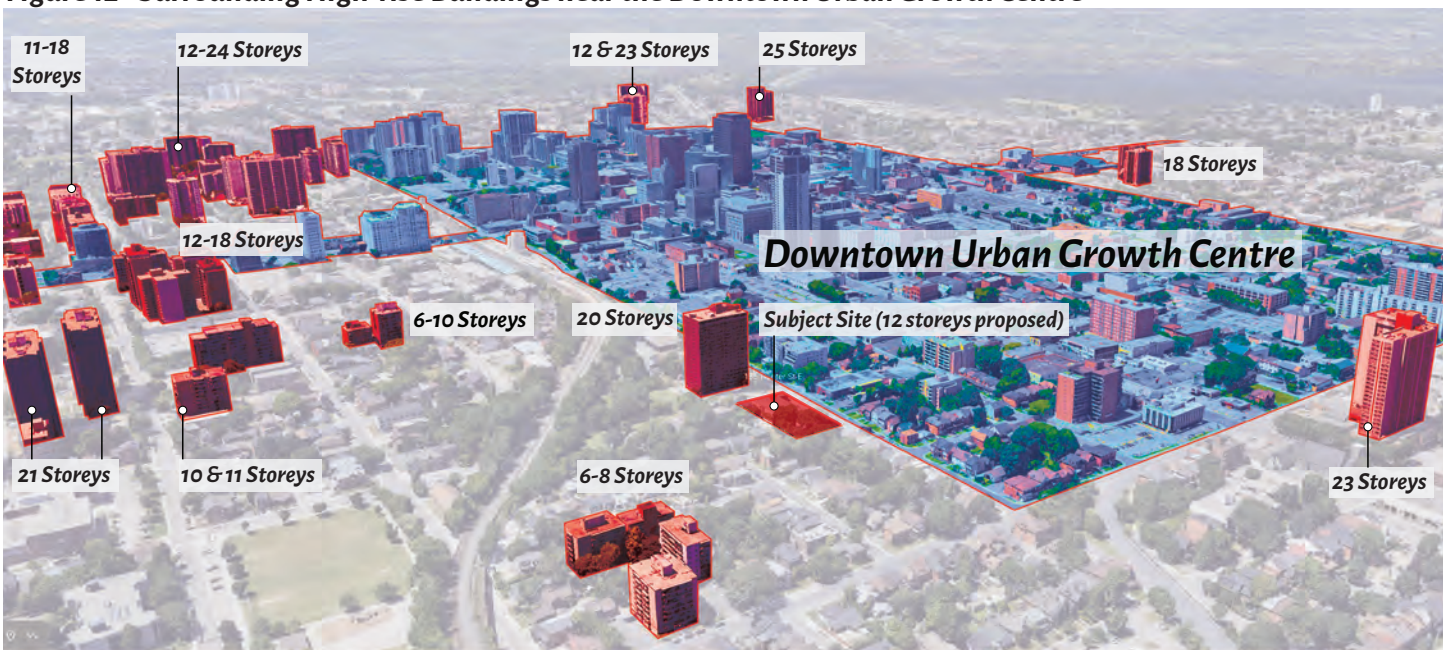
Increasing the density of people in proximity to hubs of activity creates opportunity for people to live, work and play in the same area. This in turn drives economic activity and supports the abundant public transit opportunities in the surrounding context. Thus, the proposed development is a perfect fit for its role in the urban context.

Figure 11 - City of Hamilton Historic and Forecast Population

Components of Population	2001	2011	2021	2031	2041	2051
Total Population (with undercount)	510,140	535,000	584,000	652,000	733,000	**820,000**
Growth last 20 years (2001-2021)			**73,860**			
Growth next 20 years (2021-2041)					**149,000**	
Growth next 30 years (2021-2051)						**236,000**

Source: Hemson Consulting Ltd. based on Statistics Canada Census data and *Growth Plan* Schedule 3 forecasts for 2051. Figures for 2001, 2011, 2021, 2031 and 2041 are from the base forecast models used by Hemson Consulting Ltd. to prepare the report: *Greater Golden Horseshoe: Growth Forecasts to 2051* (the "Hemson forecast report", August 2020). Figures include the Census undercount: i.e. those people that are missed in the Census, or counted twice, or otherwise should not have been counted.

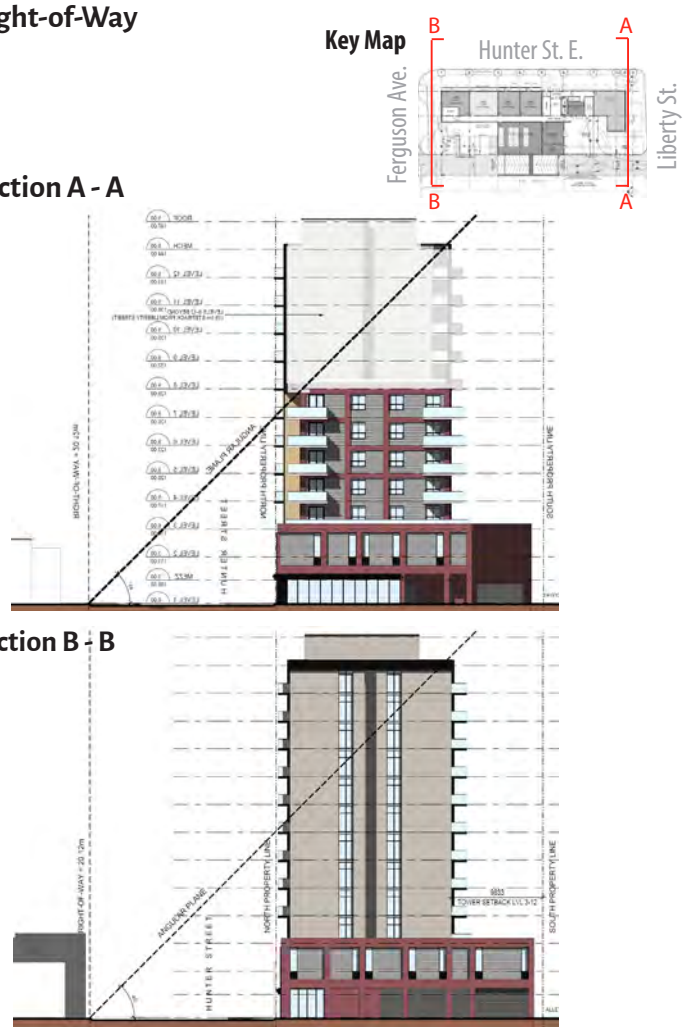
Figure 12 - Surrounding High-rise Buildings near the Downtown Urban Growth Centre



The proposed development relates to the urban structure by creating a podium and tower residential streetwall along Hunter Street East, an important corridor at the edge of the downtown boundary. The tower is set back at the second floor podium 1.5m along the building frontage and 8.83m at the rear, ensuring maximum separation distance from the residential uses located south of the property. The appearance of massing is reduced because focus is drawn to the midrise podium streetwall using a combination of setbacks and material changes along the building facade.

Figures 13 shows a 45-degree angular plane applied across the Hunter Street East Right-of-Way taken at two different sections of the building. A portion of the building encroaches into the Angular Plan (See Section B-B). This angular plane encroachment will have minor impacts on surrounding uses. The automobile service centre located on the property across the street from Hunter Street East is not considered a sensitive use. Shadow impacts on surrounding residential uses will be minimal, as detailed in the Shadow Study produced by SRM Architects Inc. The degree of this encroachment is much lesser than that of the adjacent 20 storey tower (see **figure 14**)

Figure 13 - Angular Plane from Hunter Street East Right-of-Way



3.2 Architectural Design

The proposed building is designed in an elegant and contemporary style with that picks up on neighbourhood aesthetics. It is visually articulated with red brick, creating emphasis at the 2-storey podium and lobby entry tower. The podium facade consists of significant glazing and transparency. The lighter tones of the tower facades creates the visual illusion of lighter massing. The finishing materials are extended to all sides of the buildings, including building projections and mechanical penthouses.

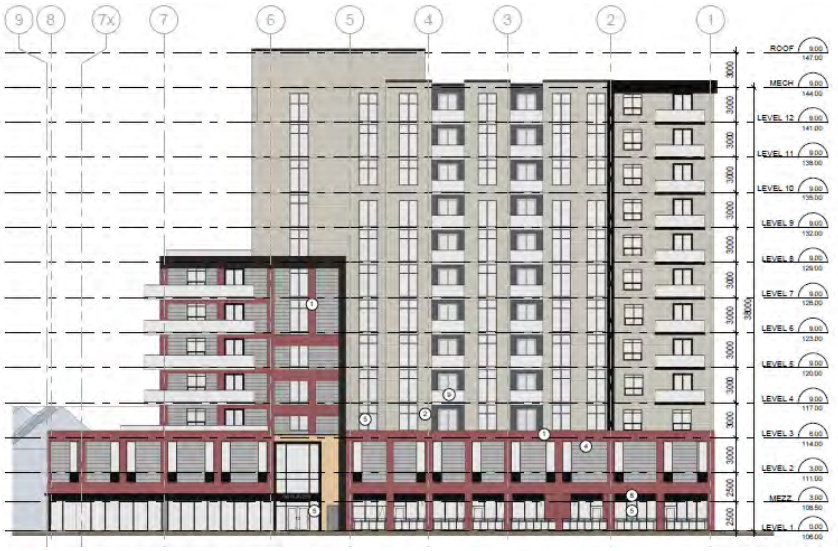
The mid-rise podium of the building is 2 storeys, creating a continuous streetwall facade along Hunter Street East. The lobby entrance is emphasized in the design with contemporary wood surfacing, large windows, and an elegant black frame that extends horizontally across the building streetscape facade and vertically framing the entry tower.

The ground floor residential units have balconies that face the Hunter Street East streetscape, with ample glazing to provide clear views into and out from ground floor, which promotes safety at the streetscape level.

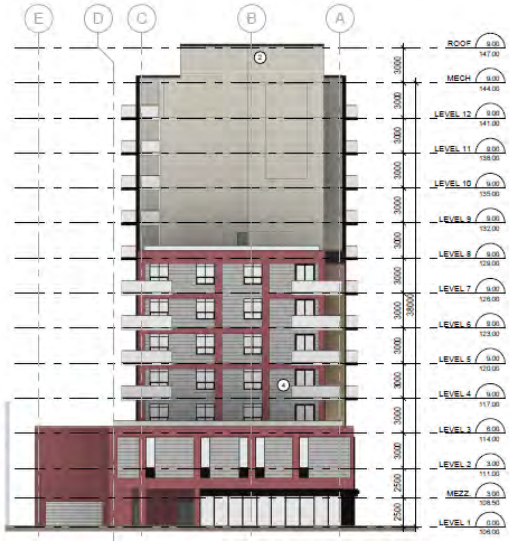
Architectural Rendering 1 - SRM Architects Inc.

Architectural Rendering 2 - SRM Architects Inc.

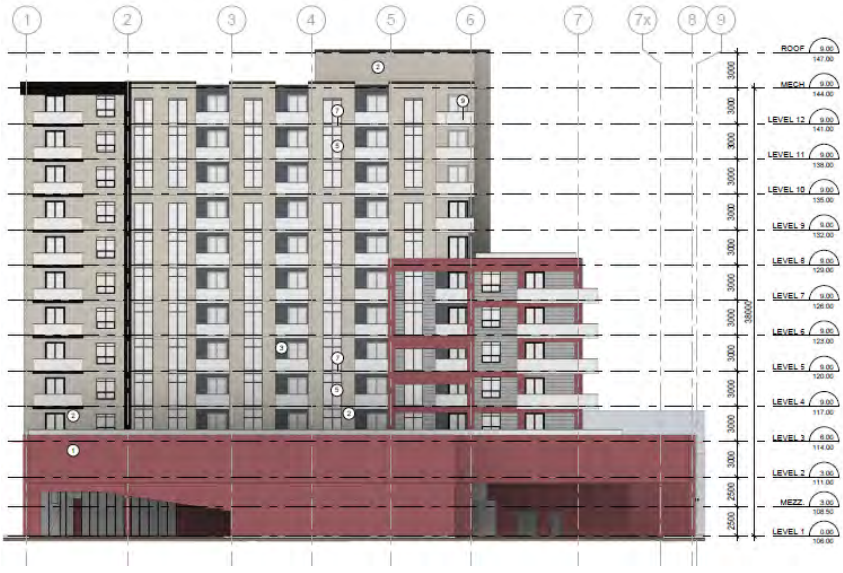
North Elevation



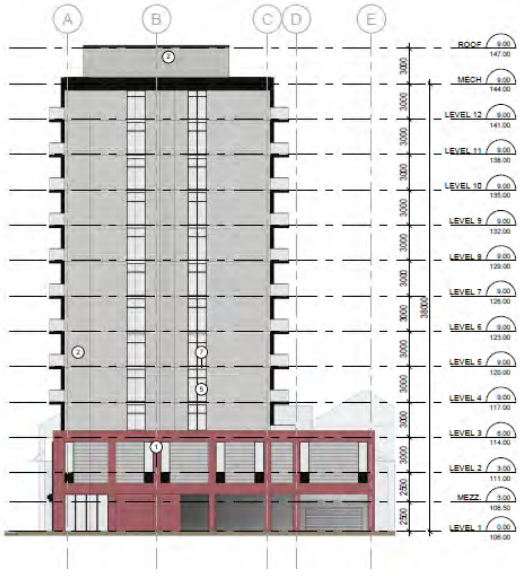
East Elevation



South Elevation

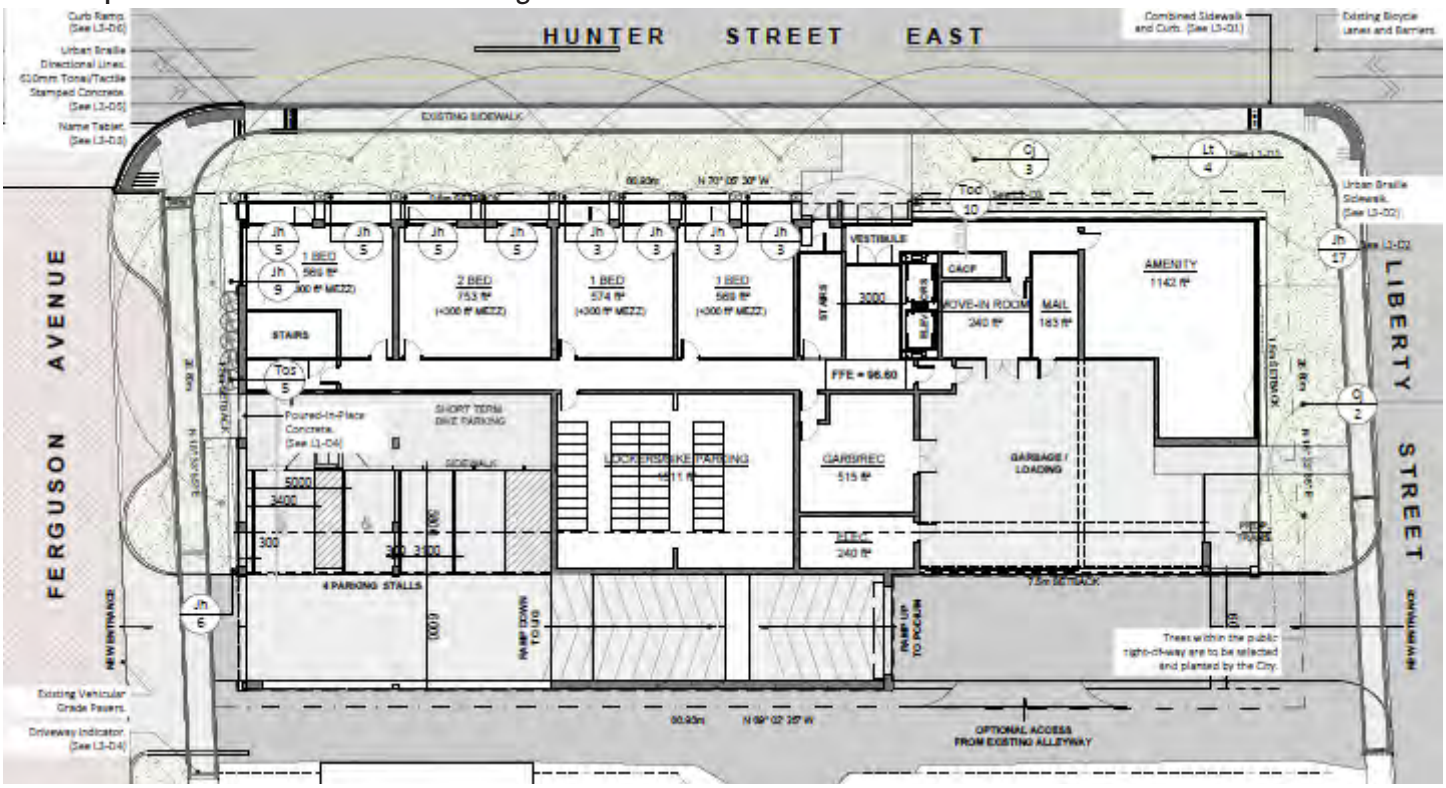


West Elevation



3.3 Landscape Design

Landscape Plan - Whitehouse Urban Design



The landscape of the proposed development is designed to encourage pedestrian connectivity at the public realm, promote accessibility, and create emphasis at key areas such as the lobby entrance. The planting plan includes a variety of coniferous shrubs, with textures that create visual emphasis and maintains interest in the wintertime. The street trees provide shade in the summertime.

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

The streetscape is designed with continuous sidewalks, landscape strips and street trees. The sidewalks are 1.5m wide and clearly visible from the building entrances. Urban Braille is proposed as an important part of the sidewalk design, encouraging people of all ages and physical abilities to be able to enjoy the public realm.

Hunter Street East Streetscape Section

SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

Design Theme: Compatibility with Surrounding Context	
Policy / Guideline References	**Design Response and Contributions:**
Urban Hamilton Official Plan B.3.3.2.1 a), B.3.3.2.3 a) b), B.3.3.2.4 b) e), & B.3.3.2.7 a)	The proposed development respects the existing built form and development patterns of the Corktown neighbourhood. The scale of the building matches with that of the surrounding context and supports the function of the adjacent downtown mixed-use areas. The proposed density also supports the abundant local and regional transit opportunities within proximity of the site.

Design Theme: Site Organization	
Policy / Guideline References	**Design Response and Contributions:**
Urban Hamilton Official Plan B.3.3.2.4 a) g), B.3.3.3.5 c) d), B.3.3.2.6 a), B.3.3.7.1, & 3.3.10.1	The proposed development organizes the site in a logical manner that creates easy accessibility and connectivity. Service/loading areas have been located to the rear of the proposed development as to minimize disruption to pedestrian and vehicular traffic, and ensures the pedestrian realm is uninterrupted along its frontage on Hunter Street East.

Design Theme: Circulation	
Policy / Guideline References	**Design Response and Contributions:**
Urban Hamilton Official Plan B.3.3.2.5 a) b), B.3.3.3.5 a), B.3.3.9.4, & B.3.3.10.10	The proposed development intends to provide residents with various travel choices through pedestrian pathway connections to the sidewalk, dedicated bicycle parking spaces, and easy vehicular access at the rear of the site. Most of the parking on site is available above ground and underground, visually hidden from the street. Primary building entrances are located along the streetscape and emphasized in the landscape and architectural design.

Design Theme: Landscape Design	
Policy / Guideline References	**Design Response and Contributions:**
Urban Hamilton Official Plan B.3.3.2.3 g), B.3.3.2.4 d) f), B.3.3.2.5 g) i), B.3.3.2.7 b), B.3.3.2.10, B.3.3.3.5 c), & B.3.3.9.3	The proposed development provides a beautiful and accessible public realm through the provision of street trees, grass lined boulevards, and uninterrupted 1.5m sidewalks with urban braille. The plants are selected for year-round visual interest. Patios at grade are edged with ornamental fencing and evergreen shrubs for visual interest and visibility to the street.

Design Theme: Architectural Design	
Policy / Guideline References	**Design Response and Contributions:**
Urban Hamilton Official Plan B.3.3.2.4 c),B.3.3.3.5 b), B.3.3.2.6 c) d) e), B.3.3.2.7 c), B.3.3.2.8 a), B.3.3.3.2 a) b) c), & B.3.3.3.5 e)	The proposed high-rise is designed with an elegant, modern aesthetic that visually emphasizes the 2-storey podium and visually minimizes the appearance of the tower. The massing of the proposed development is a good match for the neighbouring context of the site. Colours and materials used on neighbouring lots are reflected in the architectural touches of the façade design.

4.2 Conclusion

From an urban design perspective, the proposed development complies with policies in the Urban Hamilton Official Plan. The proposed high-rise residential development connects to the public realm, beautifies the streetscape, and fits perfectly with the surrounding context. The elegant architectural style picks up on building materials used in the surrounding neighbourhood.

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

VISUAL IMPACT ASSESSMENT

186 HUNTER STREET EAST

City of Hamilton

Prepared for: WELLINGTON HAMILTON NON-PROFIT HOUSING INC.

DECEMBER 2021

mbtw wai

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TABLE OF CONTENTS

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1.0 Introduction

MBTW | WAI was retained in November of 2021 by Wellington Hamilton Non-Profit Housing Inc to provide a Visual Impact Assessment (VIA) for a residential development located at 186 Hunter Street East, in the City of Hamilton. The scope of this VIA includes:

- Review of the City of Hamilton Terms of Reference: Visual Impact Assessment for Downtown Hamilton;
- Review of the relevant policies of the Urban Hamilton Official Plan (2013);
- Review of the City of Hamilton Tall Building (February 2018);
- Digital reference photography documenting baseline condition viewsheds;
- Digital massing models of the proposed development;
- Digital photographic simulations of viewsheds based on composite images of viewsheds and digital models; and
- Assessment of potential visual impacts of the proposed development.

1.1 Qualifications

Michael Hannay and James Ziegler have been working together to produce digital visual impact assessments since 2001 when their work on visual impact assessment was first accepted as expert evidence before the Ontario Municipal Board (OMB). Over the past 20 years, they have provided visual impact assessments related to new developments proposed in both urban and rural contexts. Their work and expert opinions have been accepted by the Local Planning Appeals Tribunal (LPAT) and its predecessor, the Ontario Municipal Board (OMB), on numerous occasions over the past 20 years.

Michael Hannay is a Registered Professional Planner and holds a Bachelor of Environmental Studies and a Bachelor of Architecture from the University of Waterloo and has a history of working as a professional photographer and of teaching photography at the university level.

James Ziegler is a visual artist, an award winning industrial designer, and an expert in the preparation of 3-dimensional digital computer generated models and visualizations. James Ziegler has worked in the field of technical digital modelling for over 25 years.

1.2 Location & Context of Subject Site

The subject site is comprised of a single property located at 186 Hunter Street East in the City of Hamilton. The subject site is a generally rectangular and is approximately 0.1753 hectares in area. The lands currently have a frontage along three streets: Hunter Street East of 60.93 metres, Ferguson Avenue of 28.8 metres and Liberty Street of 28.8 metres. The lot contained an unoccupied single storey commercial building and a surface parking lot.

The subject site is located on the south side of Hunter Street East and is designated Neighbourhoods in the Urban Hamilton Official Plan (UHOP). The lands on the north side of Hunter Street East are designated as Downtown Mixed Use and are in the Downtown Hamilton Secondary Plan. The subject site is currently zoned C3 Community Commercial.

The built form context of the subject site is composed primarily of an underly pattern of one- and two-story Victorian houses. Over time this Victorian urban fabric has been altered with the addition of larger residential and commercial buildings including the existing commercial building on the subject site. There are a number of existing, larger buildings within the immediate context of the subject site, which include the:

- 20-storey apartment building at 100 Ferguson Avenue South (directly to the west of the subject site;
- 6-storey apartment building at 175 Hunter Street East (directly to the northwest of the subject site);
- 7-storey apartment building at 185 Jackson Street (to the north of the subject site); and
- 6-storey apartment building at 206 Jackson Street (to the northeast of the subject site).

Although the subject site is not within the area of the NEP (Niagara Escarpment Plan) the Escarpment is still recognized as an important scenic resource for the City of Hamilton. Appendix "C" Viewshed Analysis of the Downtown Secondary Plan identifies Ferguson Avenue South as a View Corridor to the Escarpment.

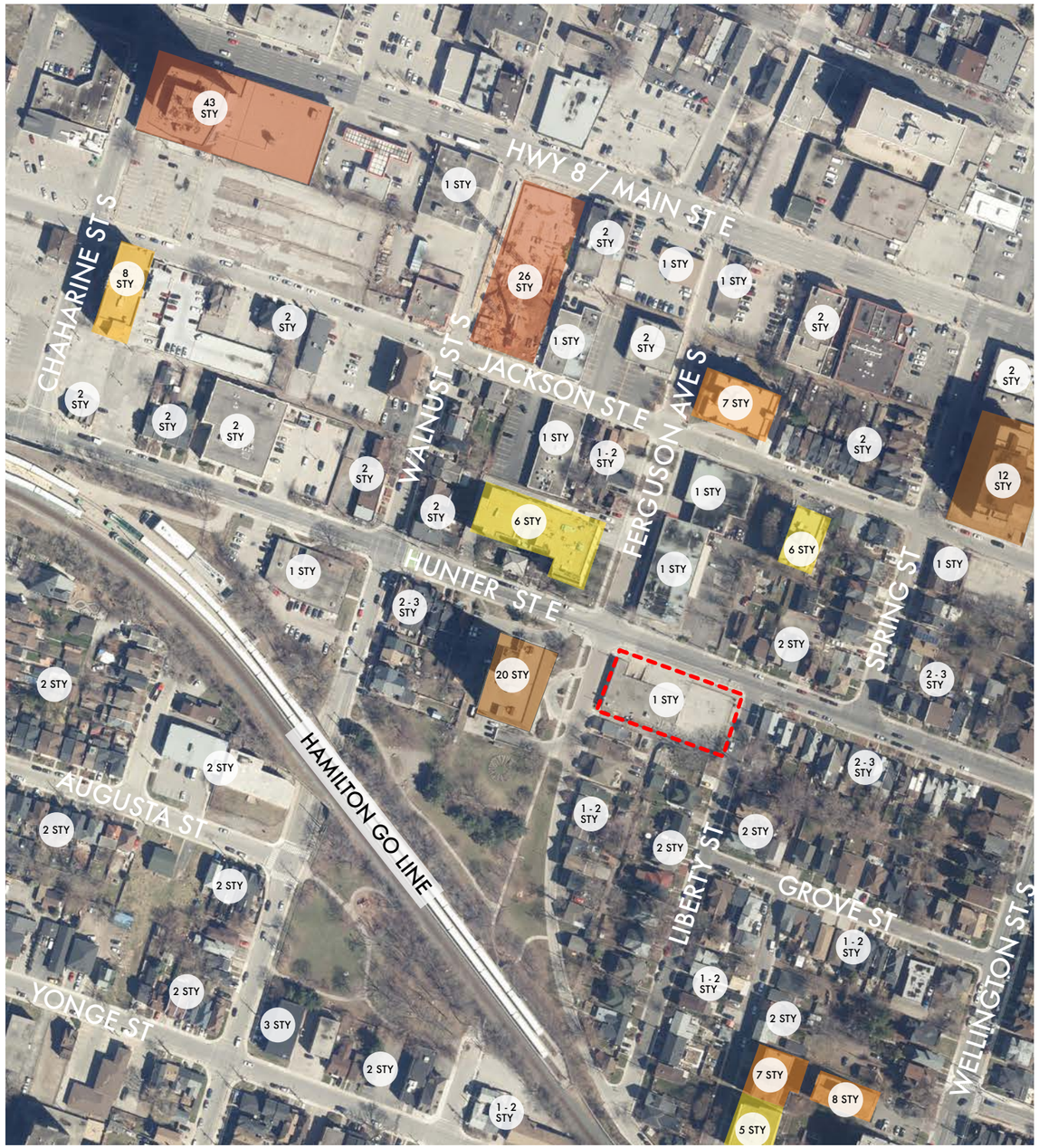

Figure 1: Location Aerial and Existing Building Heights Within Approximately 400 metres

1.3 Proposed Development

The proposed development entails a 12-storey (41.0 metre including 3.0 metre mechanical penthouse) residential tower with 104 dwelling units and a 2- storey podium. The unit types include one- and two-bedroom units. Parking for the proposed development will be provided in two levels of underground parking. A total of 50 parking spaces and 56 bicycle parking spaces are proposed.

The massing of the proposed development runs along the Hunter Street East frontage and massing of the building steps back after the 7th floor from east to west away from Liberty Street. The building rises from 8 storeys at the east to 12 storeys at Ferguson Avenue South, across the street from the existing 20-storey building at 100 Ferguson Street South. Outdoor amenity areas and private terraces will be provided above the two-storey podium and on a shared roof terrace on the 8th floor adjacent to Liberty Street.

The highest point of the proposed building is the roof of the mechanical penthouse which sits at 147.0 metres above sea level.

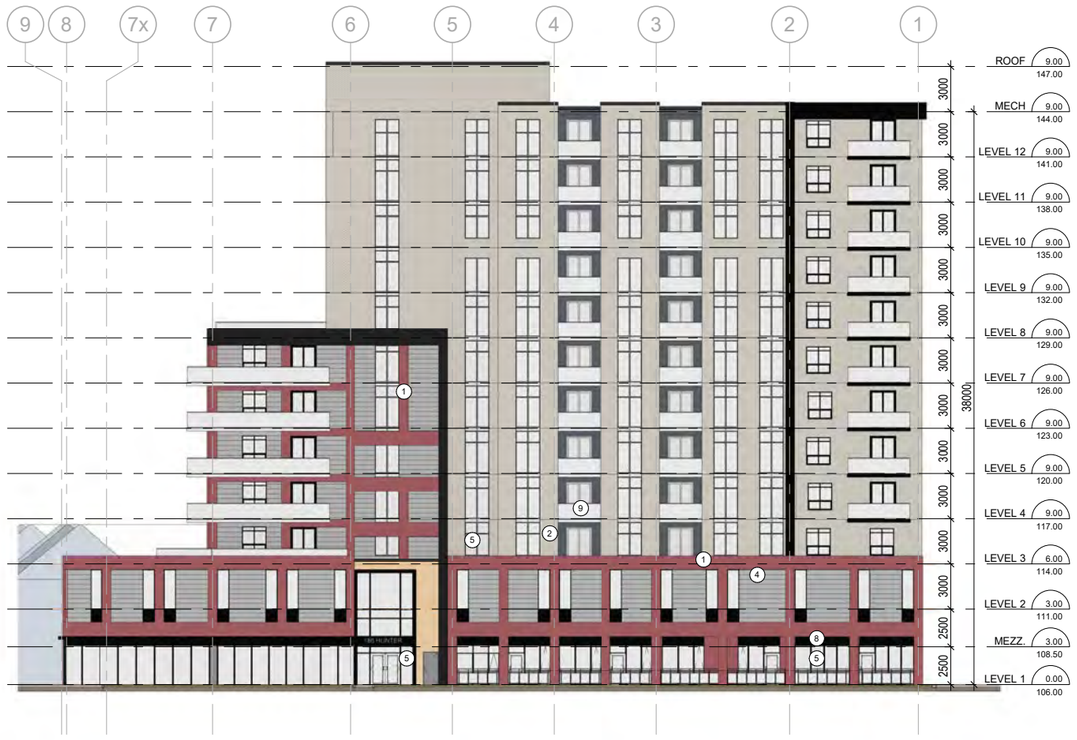

Figure 2: Plan View of the Proposed Development - North Elevation (September, 2021)

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2.0 Policy Framework

2.1 Urban Hamilton Official Plan (2013)

The Urban Hamilton Official Plan is intended to provide long-range planning objectives and policies to guide the physical, economic, and social development of the urban area within the Hamilton Region. The subject lands are within the Urban Boundary, and are designated as Neighbourhood (refer to Figure 3). The policies that are relevant to this visual impact assessment include:

Chapter B - Communities

"3.3 Urban Design Policies

3.3.2.3 Urban design should foster a sense of community pride and identity by:

(h) respecting prominent sites, views, and vistas in the City

3.3.5 Views and Vistas

Public views and vistas are significant visual compositions of important public and historic buildings, natural heritage and open space features, landmarks, and skylines which enhance the overall physical character of an area when viewed from the public realm. Vistas are generally panoramic in nature while views usually refer to a strong individual feature often framed by its surroundings.

Views and vistas created in newly developing areas play a large role in creating a sense of place and neighbourhood identity.

Examples of existing significant vistas include the panorama of the Niagara Escarpment, Hamilton Harbour and the Downtown skyline as viewed from various vantage points throughout the City. Examples of views include significant historic and public buildings, natural heritage features, and monuments.

3.3.5.2 Views and vistas shall be achieved through alignment of rights-of-way, layout of pedestrian circulation and open space systems, and the siting of major features, public uses, and built form.

3.3.5.3 The principal façades of public buildings and parks are encouraged to locate at the termination of a street or view corridor or at street intersections to act as focal points for views except in situations where such building placement would compromise existing significant views or vistas."

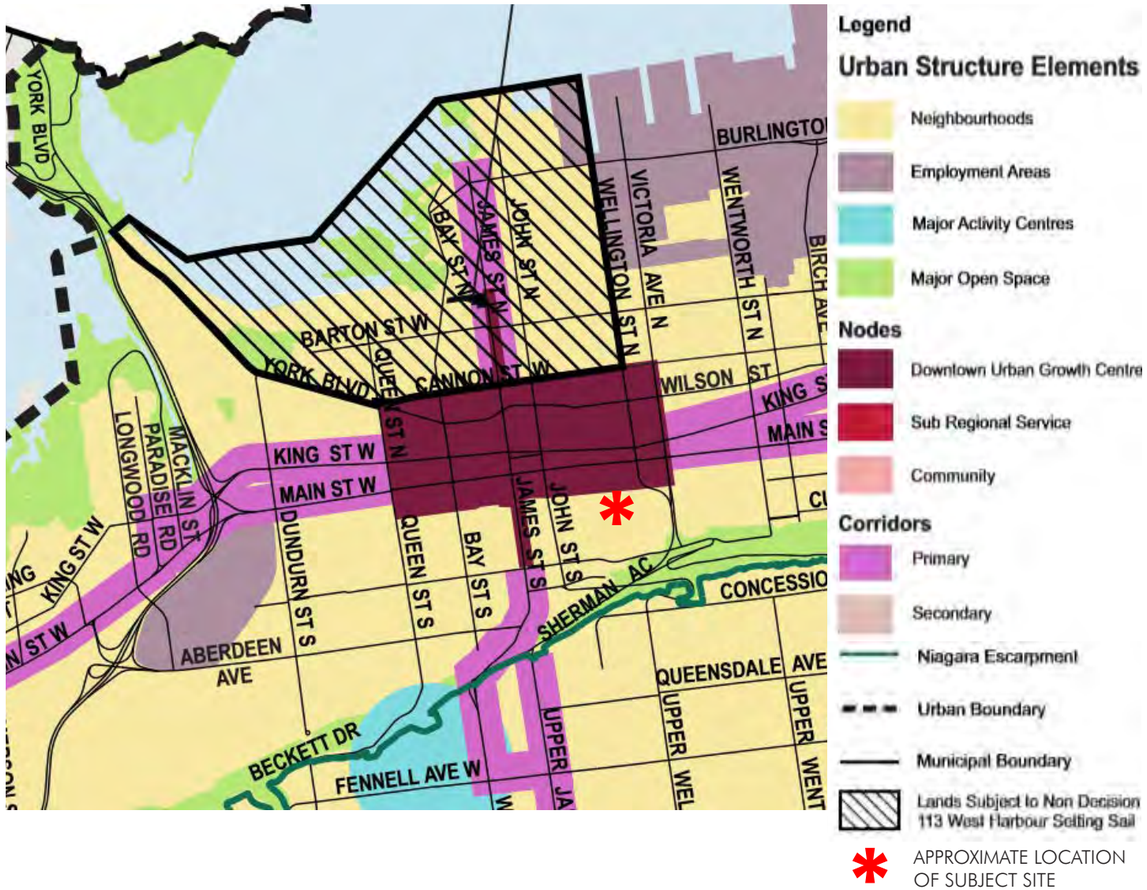

Figure 3: Urban Hamilton Official Plan Schedule E: Urban Structure

Chapter C - City-Wide Systems

"1.0 Provincial Plans with Designations

1.1 Niagara Escarpment Plan

The Niagara Escarpment is a prominent natural feature that traverses the breadth of the City. It provides a distinctive landscape and performs many ecological functions. The natural and physical features of the Escarpment should be protected through policies which apply to the physical features themselves and to a protective buffer.

The Niagara Escarpment Plan provides for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure only such development occurs as is compatible with that natural environment.

1.1.6 To minimize the impact and further encroachments in the Escarpment environment, for those lands located within the Niagara Escarpment Plan area identified on Schedule A - Provincial Plans, the following policies shall apply:

a) The design of the development shall be compatible with the visual and natural environment;

b) Setbacks and screening adequate to minimize the visual impact of development on the Escarpment landscape shall be required; and

1.1.10 On lands located within Urban Hamilton and identified as Niagara Escarpment Plan Urban Area on Schedule A - Provincial Plans, the following policies shall apply:

(a) Where lands are designated Neighbourhoods on Schedule E-1 - Urban Land Use Designations, the policies contained in Section E.3.0 - Neighbourhoods Designation shall apply;"

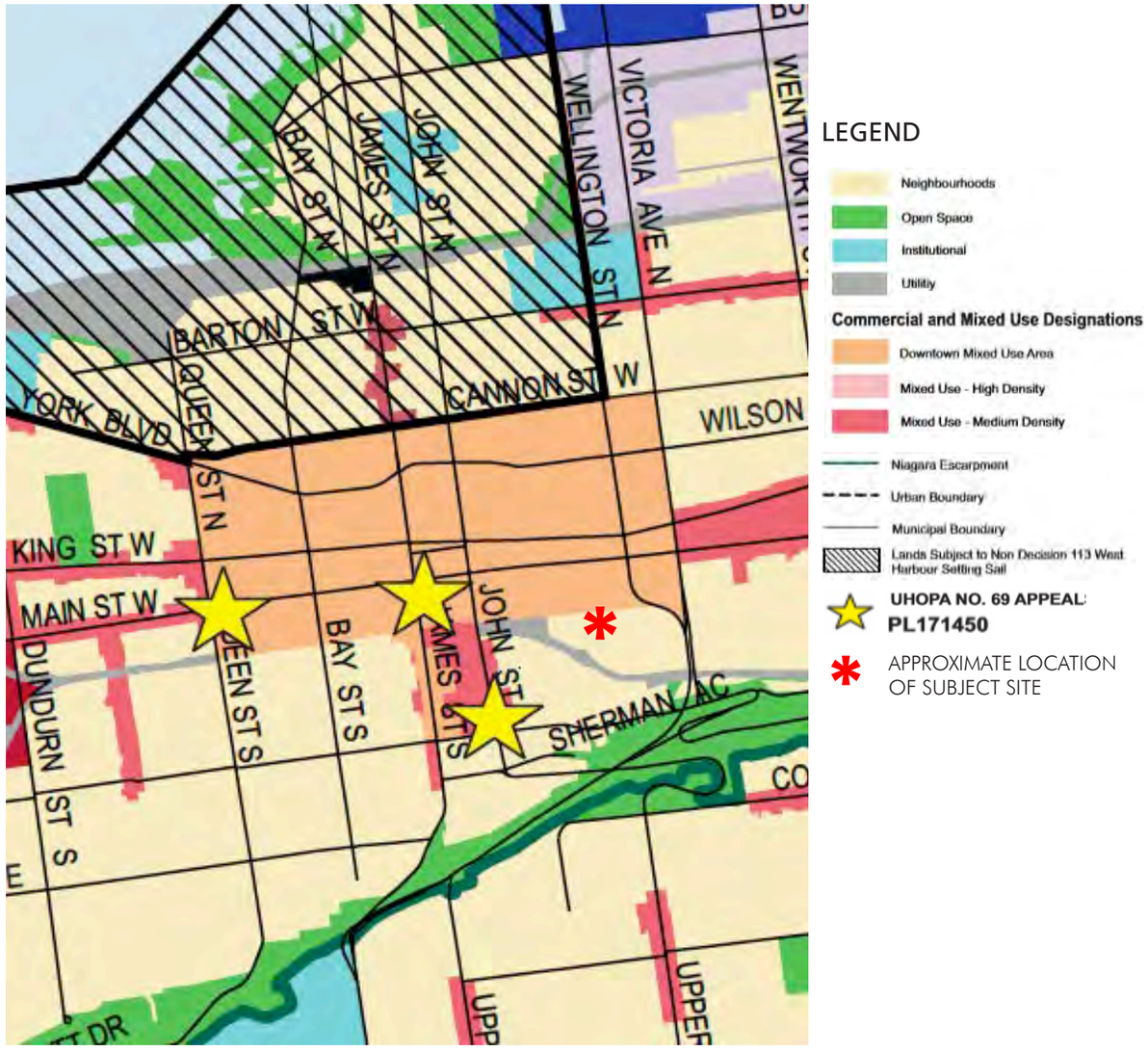

Figure 4: Urban Hamilton Official Plan Schedule E1 - Urban Land Use Designations

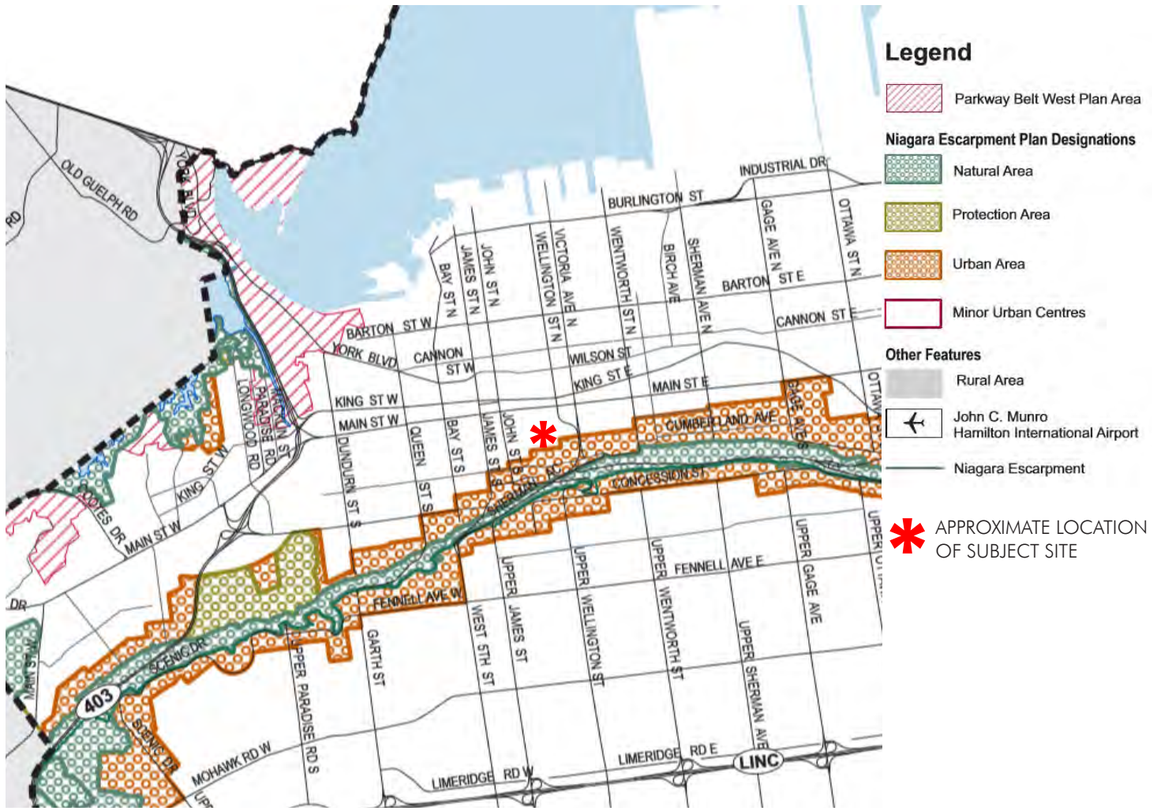

Figure 5: Urban Hamilton Official Plan Schedule A: Provincial Plans

2.2 Downtown Hamilton Secondary Plan - OPA 102 (2019)

Although the subject site is not within the area of the Downtown Secondary plan it is located directly adjacent to the Secondary Plan area and between the Secondary Plan area and the Niagara Escarpment. Further, Figure 6, Viewshed Analysis of the Downtown Secondary Plan identifies Ferguson Avenue South as a "view corridor" to the Escarpment. With this in mind, the following policies of the Downtown Hamilton Secondary Plan have been reviewed.

The Downtown Hamilton Secondary plan envisions a vibrant community that combines the best of the City's heritage with new concepts and designs. The following section identifies relevant policies with regards to Visual Impact Assessment for the proposed development.

6.1.4 General Land Use Policies

Policy 6.1.4.23 pertains to High-Rise (Tall) Buildings and the requirement for a Visual Impact Assessment.

6.1.4.23 All tall buildings shall meet the following requirements:

(d) the following studies may be required, in addition to any other studies identified as part of the Formal Consultation required under Section F – Implementation of Volume 1, for tall building development to demonstrate that the proposal meets the applicable design criteria of the Downtown Hamilton Tall Building Guidelines:

iii) Visual Impact Assessment.

6.1.10 Urban Design Policies

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 due to its close proximity, height, and forested natural character. This distinct feature is a UNESCO Biosphere Reserve that separates lower Hamilton from the upper urban area above the brow of the escarpment. The Niagara Escarpment is a powerful visual feature due to its height and striking landscape character that terminates the vistas looking southwards on several Downtown streets.

6.1.10.4 The Niagara Escarpment is part of Hamilton's unique identity and contributes significantly to the character of the Downtown. Significant views to this natural feature shall be protected.

6.1.10.5 In order to understand and limit the loss of views to the Niagara Escarpment, significant view locations and corridors have been identified on Appendix C – Downtown Hamilton – Viewshed Analysis. The City of Hamilton shall prepare visual impact guidelines and a visual impact assessment shall be prepared in accordance with the guidelines.

6.1.10.6 A Visual Impact Assessment may be required for development located on streets identified as View Corridors to the Niagara Escarpment, and properties identified as Locations Where There May Be Impacts to Views, as shown on Appendix C – Downtown Hamilton Secondary Plan – Viewshed Analysis (Figure 7).

6.1.10.8 Development shall be required to provide setbacks, stepbacks, or reduced heights in order to mitigate the impact of the proposed development on existing views.

6.1.10.9 A Visual Impact Assessment shall include the following:

(a) visualizations that demonstrate the impact of the proposed development to existing views of the Niagara Escarpment by providing before and after visualizations of the views;

(b) existing and proposed streetscape treatment to enhance views (quality and extent); and,

(c) proposed design refinements to demonstrate that there is no loss of views from the public realm.

Section 4 and 5 of this report provides visualizations and analysis on how the proposed development impacts existing views of the Escarpment.

Design refinements to protect views may include:

i) the size, massing, and placement of new buildings;

ii) the size and placement of future transportation and utility infrastructure; and

iii) development of building facades that create visual connections to the streets and public spaces.

6.1.10.10 A Visual Impact Assessment may be required for development that is adjacent to a cultural heritage resource, a cultural heritage landscape, a place of worship, or an existing landmark, that creates a distinct visual orientation point within the Downtown and that may be impacted by proposed development.

The size, massing and placement of the proposed development is sensitive to the view corridor on Ferguson Avenue South. The height and massing of the proposed development does not interfere with the view corridor along Ferguson Avenue South when viewed from the Secondary Pan area.

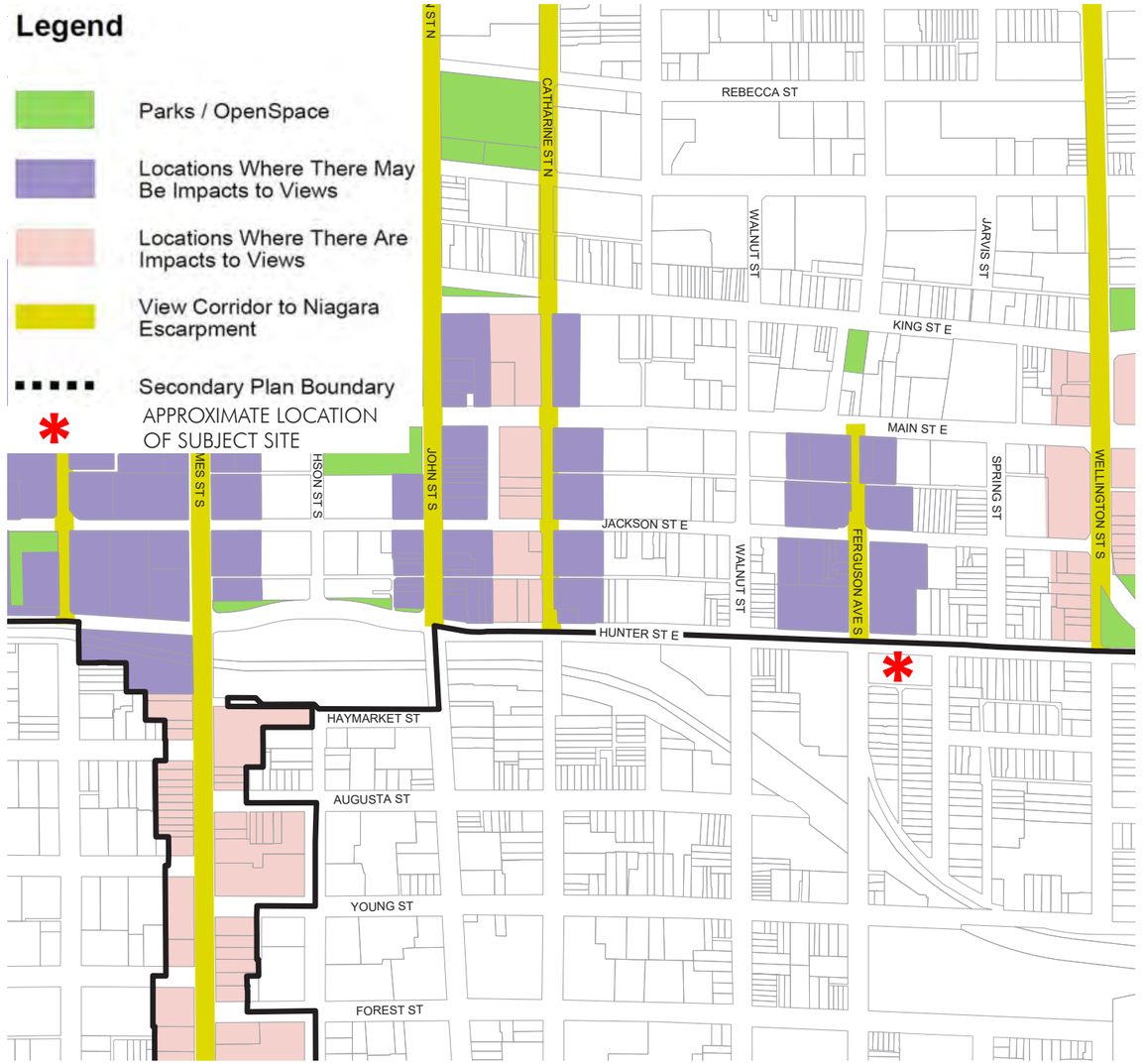

Figure 6: Downtown Secondary Plan Viewshed Analysis (Excerpt from Downtown Hamilton Secondary Plan Summary Report)

2.3 Downtown Hamilton Tall Building Study (2017)

The subject site is located within the area of the Downtown Hamilton Tall Building Study, as per Figure 7, as such, these guidelines have been reviewed.

The Downtown Hamilton Tall Building Guidelines is a reference document that provides expectations and best practices for the design of tall buildings within Hamilton's downtown. "The objective of the guidelines are to provide direction related to building height, massing, transitions, sun/ shadowing, and building articulation to create appropriate building envelopes."

Section 3.0 of guidelines speak to Contextual Considerations. An analysis of Section 3.6 has been conducted for this Visual Impact Assessment with regards to views and landmarks in relation to the proposed development. The guidelines state that tall buildings should respond to the City's unique topography and landscape, including the Escarpment and the Waterfront. The following are guidelines that pertain to the proposed development:

(a) Any development application shall identify, maintain and enhance viewing opportunities towards the Escarpment;

(b) Tall buildings should be located in a fashion that preserves key views to existing landmarks and termini to and from the Downtown;

(c) Tall buildings shall contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of sky views;

(e) Tower step backs should be increased to preserve the view to an existing important local landmark;

(f) Views of the Escarpment should be preserved; and,

(g) An assessment of impacts on views to/from the Escarpment will be required as part of development applications.

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

(b) Views of Hamilton Harbour and the Niagara Escarpment from James Street

This Visual Impact Assessment has been conducted to assess the impacts on views to and from the Escarpment. The height and massing of the proposed building are such that there are no impacts on the scenic resources of the Niagara Escarpment.

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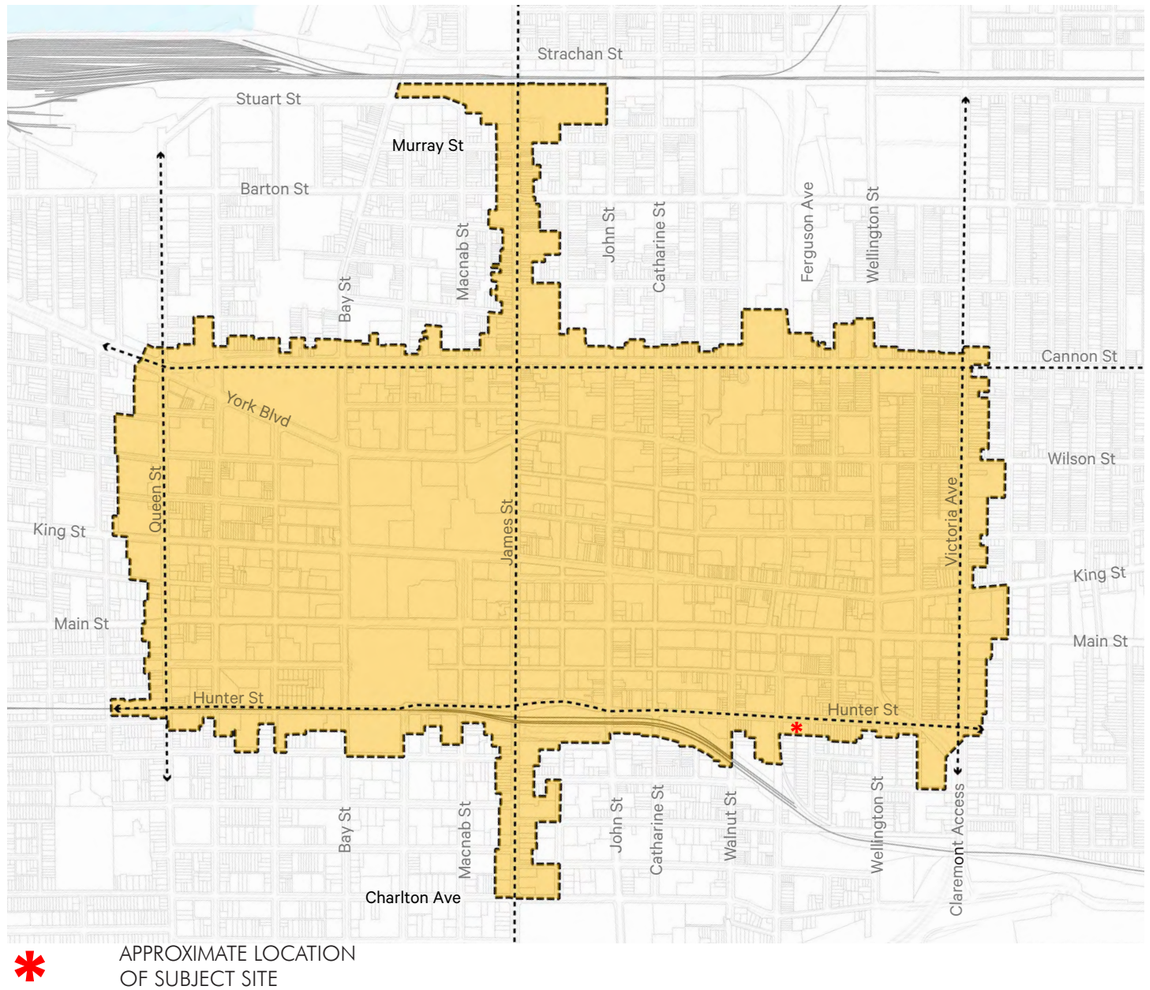

Figure 7: Downtown Hamilton Tall Building Study Area (Excerpt from Appendix "E" to Report PED18074)

2.4 Niagara Escarpment Plan (2017)

The Niagara Escarpment Plan guides the conservation of the Niagara Escarpment - a unique geological and ecological feature which serves environmental, cultural, and recreational functions to Southern Ontario. "These resources need to be protected over the long term to ensure that the connection to our shared past is maintained and that quality of life is not diminished as growth takes place" (page 6).

The subject lands are outside of the Urban Area of the Niagara Escarpment Plan, as seen in Figure 8. The subject lands are however located across Hunter Street East from an area identified to be in "Locations Where There May Be Impacts to Views" within the City of Hamilton's Downtown Secondary Plan Viewshed Analysis (Figure 6). Therefore, for the purpose of this Visual Impact Assessment, the following policies, with regards to the Urban Area, have been reviewed.

The objective of the Urban Areas is "to minimize the impact and prevent further encroachment of urban growth on the Escarpment environment." Applicable policies are:

1.7 Urban Areas

This designation identifies Urban Areas in which the Escarpment and closely related lands are located. It speaks specifically to the City of Hamilton, where the Escarpment is largely undeveloped although surrounded by existing development.

1.7.1 Objectives

"To minimize the impact and prevent further encroachment of urban growth on the Escarpment environment."

1.7.2 Criterion for Designation and List of Urban Areas

The area of the NEP includes lands within the City of Hamilton and provides Development Criteria for lands that it designates as Urban Area.

1.7.5 Development Objectives

1. "All development shall be of an urban design compatible with the scenic resources of the Escarpment. Where appropriate, provision for maximum heights, adequate setbacks and screening are required to minimize the visual impact of urban development."

2.13 Scenic Resources and Landform Conservation

"The objective is to ensure that development preserves the natural scenery and maintains Escarpment Related Landforms and the open landscape character of the Escarpment.

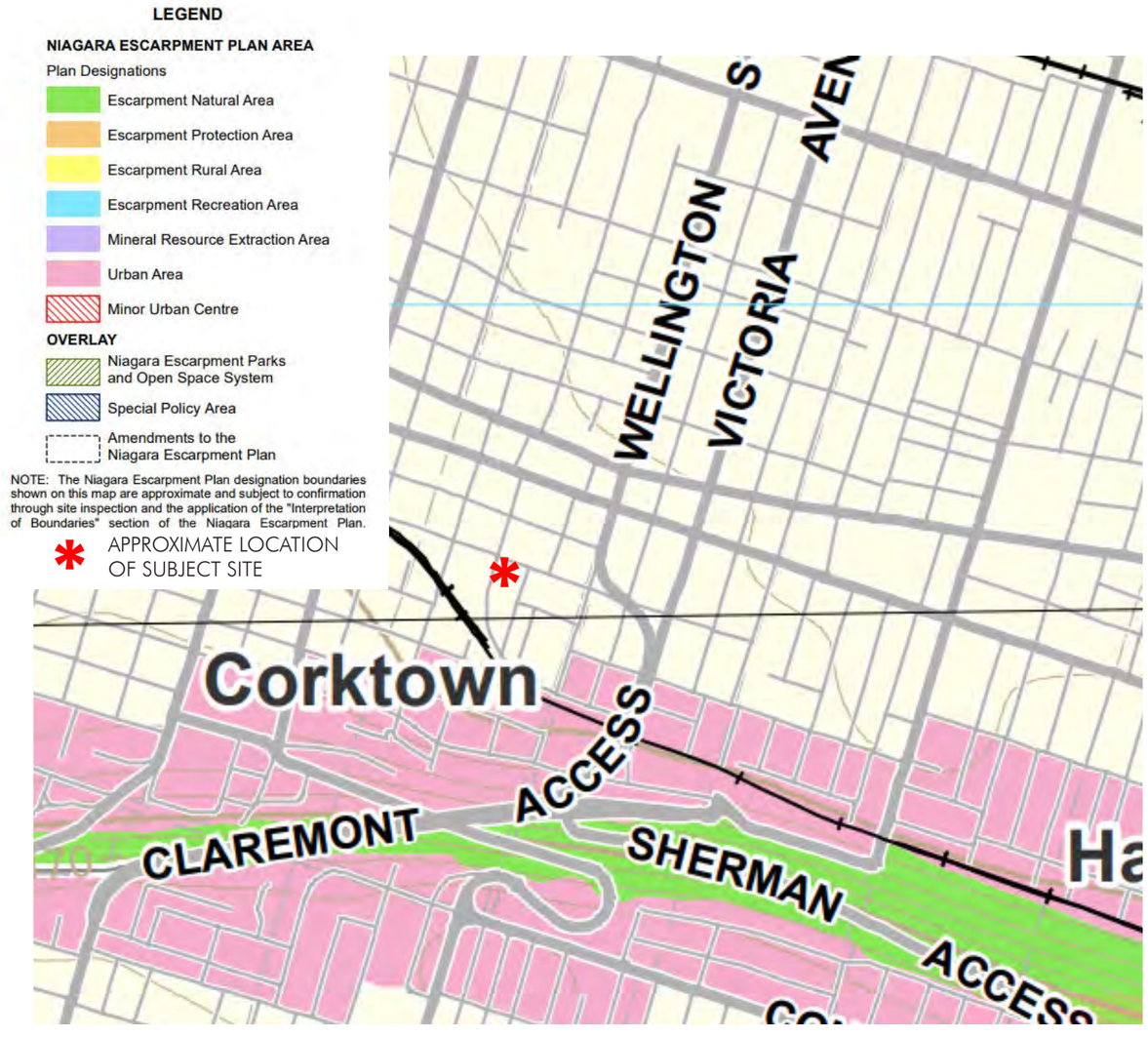

Figure 8: Excerpt from the Niagara Escarpment Plan - Map 2 - City of Hamilton

Scenic Resources

1. Development shall ensure the protection of the scenic resources of the Escarpment.
2. Where a visual impact on the scenic resources is identified as a concern by the implementing authority, a visual impact assessment shall be required.
3. A visual impact assessment shall:
   (a) establish a baseline for the existing conditions;
   (b) identify the proposed physical changes; and
   (c) assess the impact of the proposed change on the scenic resources of the Escarpment; and
   (d) propose measures to minimize any visual impacts.
4. Appropriate siting and design measures shall be used to minimize the impact of development on the scenic resources of the Escarpment, including:
   (a) establishing appropriate setbacks and maximum building heights;
   (b) changing the orientation and height of built form to reduce visibility and skylining;
   (c) clustering buildings where appropriate;
   (d) minimizing the development footprint and changes to the existing topography and vegetation;
   (e) using natural topography and vegetation as screening for visual mitigation;
   (f) where there is minimal existing screening or vegetation that cannot be retained, providing new planting of native species to screen development;
   (g) using non-reflective materials on roofs and walls along with measures to reduce reflectivity associated with windows; and
   (h) minimizing the effect from exterior lighting (e.g., lighting directed downward)."

Landform Conservation - The proposed development does not alter the escarpments existing landform. Therefore, the policies in this section do not pertain to the proposed development.

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3.0 Visualization Methodology

The methodology used in this VIA has been based on the Simulation and Modelling requirements of the Terms of Reference: Visual Impact Assessment for Downtown Hamilton is fully consistent with the Niagara Escarpment Commission Visual Impact Assessment Technical Criteria, November 18, 2020, and uses photographic simulations to assess the potential visual impacts of the proposed development on views of the landscape of the Niagara Escarpment.

3.1 Viewshed Photographs

Locations of Viewshed Photographs

The selection of the camera locations to assess the potential visual impacts of the proposed development was based on the need to address three specific areas of potential visual impacts:

- View Corridors to the Niagara Escarpment;
- Local Context; and
- City of Hamilton skyline and distant views of the Niagara Escarpment.

3.2 Standards Applied for Viewshed Photographs

The VIA follows the standards for Viewshed Photography set out in Section A Viewshed Photographs of the Visual Impact Assessment Technical Criteria.

Cameras Used

All photography, including panoramic photographs, were made using a Hasselblad 907X Digital Medium Format camera which produces images with 50 megapixels of resolution. A 65mm Hasselblad lens (the normal lens for that sensor size) was used which has a horizontal field of view of 38 degrees, which is equivalent to the horizontal angle of view of a 52mm lens on a conventional DSLR camera and equivalent to the horizontal angle of view of the human eye.

The sensor of this camera measures 43.8mm by 32.9mm and produces images with a width to height ratio of 1.3 to 1. 0. By comparison, a standard DSLR camera has a sensor of 23.4mm by 15.6mm and produces an image with a width to height ratio of 1.5 to 1.0.

Camera Mounting

For all photographs, the camera was mounted on a tripod with a geared head and leveled for each photograph and adjusted for a vertical upward tilt where noted. The axis of the lens was set at 1.5 m above grade and the direction of the lens axis was recorded with a compass bearing.

Documentation of Camera Location

The position of the camera was recorded for each photograph using GPS positioning and the location of the camera was confirmed by making multiple measurements to fixed objects in the landscape such as curbs, sidewalks, utility poles, manhole covers, and fire hydrants. Additionally, photographs were taken of the camera on the tripod at each location to further document the location of the camera for each photograph.

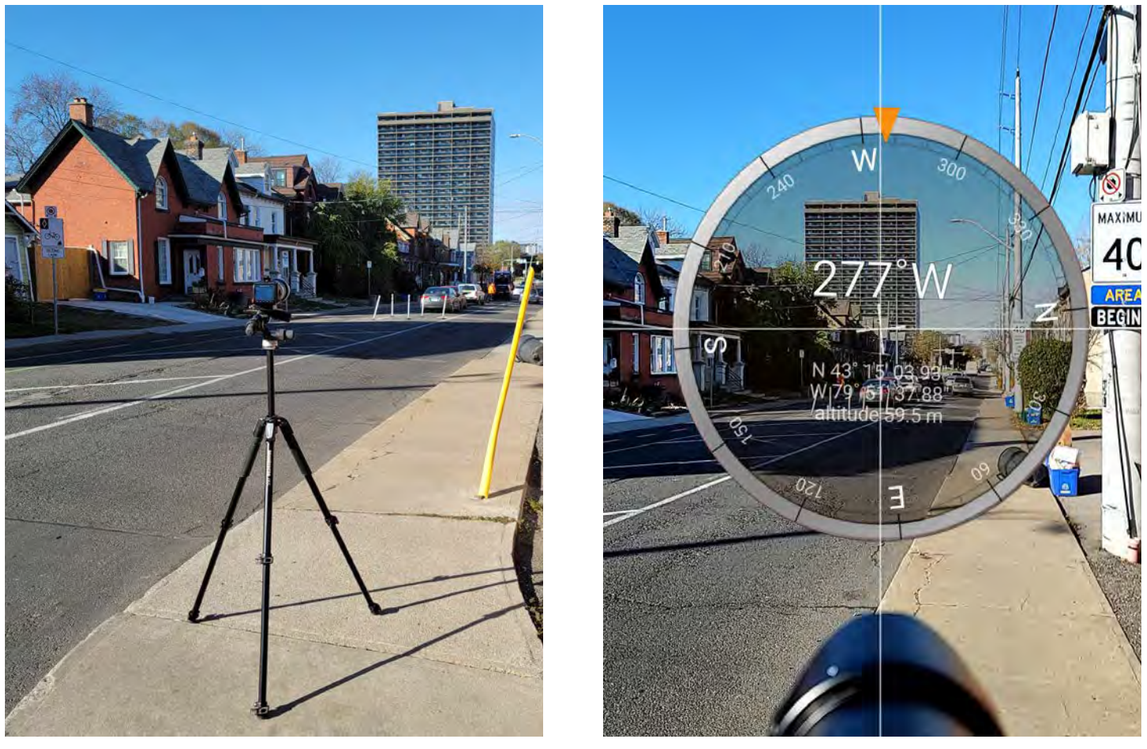

Photo of camera document (left) and photo for compass bearing (right)

Panoramic Photographs

For each camera location a series of photographs were taken for the purpose of creating panoramic context photographs that would assist the viewer in assessing the impact of the proposed development. The panoramic photographs were taken so that a minimum of three photographs could be used to construct each panorama. The central photograph of each panorama was used for the corresponding photographic simulations. The automated photo merge function of Photoshop was used to create each panoramic photograph.

Full Frame Photographs

All photographs presented in this VIA are full frame of the photographs and are not cropped images. Only the panoramic photographs have been cropped which is a standard outcome of merging the individual photographs. All photographs used in the April 2020 VIA were also full frame uncropped photographs.

The proportions of digital photographs are an outcome of the sensor size and proportions. As noted above, the medium format digital Hasselblad camera used for the photographs in this VIA produces images in the ratio of 1 to 1.3 which is much squarer that the proportions of a standard DSLR camera that are closer to a ratio of 1 to 1.5.

Seasonal Considerations

All Viewshed Photographs were taken before leaves had budded on vegetation to provide views that would be unobstructed by vegetation.

Atmospheric Conditions

All photographs were taken under ideal conditions on a clear day and at a time of day that would appropriately light the landscape and reduce glare and lens flare.

3.3 Creation of Photographic Simulations

The images in this report compare the existing baseline conditions of the landscape with computer generated photographic simulations of the massing of the proposed buildings. Analysis of these images provides a reliable basis to assess the potential impact of the proposed building on the selected viewsheds to the Niagara Escarpment and viewsheds within the landscape of the City of Hamilton. Site reference photography was matched to computer simulations from the same viewpoints with modelling of the proposed development. The computer simulations and existing conditions were overlaid to create photographic simulations illustrating the massing of the proposed development as it would appear from the camera locations.

The architect's AutoCAD files (SRM Architects Inc. September 30, 2021.) for the site plan and the proposed building were used to create 3D models of the buildings in FormZ, a 3D computer modelling program. The model of the proposed building has not been rendered in full photographic realistic detail but has instead been modeled to reflect the general appearance of the proposed building for objective observations of potential impacts.

Camera locations and landmarks in the vicinity of the site were mapped at scale from ortho-rectified aerial photographs. This mapping was used to generate a 3D model of the area of the subject site including camera locations, the proposed development as well as massing models of major buildings in the area of the subject site.

The 3D models of the subject site, buildings, and reference locations were imported into Lightwave, a computer rendering software. The virtual camera in Lightwave was matched to the specific focal length of the real-world camera used for the baseline photographs as well as the pixel dimensions of the baseline photographs, and the locations of the real-world camera. The baseline photographs were then imported as background files and the wireframe computer models were matched to the existing reference landmarks, thus calibrating the final rendering image. The final composite images were edited in Photoshop to reinstate the foreground objects back into the final images. The photographic viewshed simulations created through this method assume 20/20 vision and ideal atmospheric conditions. The images created are reliable visual representations of the placement of the proposed building massing in the context of the of views of the existing cityscape and the Niagara Escarpment.

Software Used to Produce Photographic Simulations

The following software programs were used in the production of the photographic simulations:

- Auto CAD (Autodesk Inc.)
- FormZ (AutoDesSys Inc.)
- Lightwave (NewTek Inc.)
- Photoshop (Adobe Inc.)

3.4 Data Sources Used in Photographic Simulations

Data from the following sources were used in the production of the photographic simulations:

- AutoCAD files of the proposed building (September 30, 2021, SRM Architects Inc.)
- Contour mapping from the City of Hamilton
- Ortho-rectified aerial mapping (Hamilton 2019) produced by First Base Solutions Inc.

3.5 Line-Of-Sight Cross Sections

The report also includes a line-of-sight cross section drawings, showing a line from the subject site toward the Escarpment. Contour base maps from the City of Hamilton were used as references for the section drawings as well as data from other sources.

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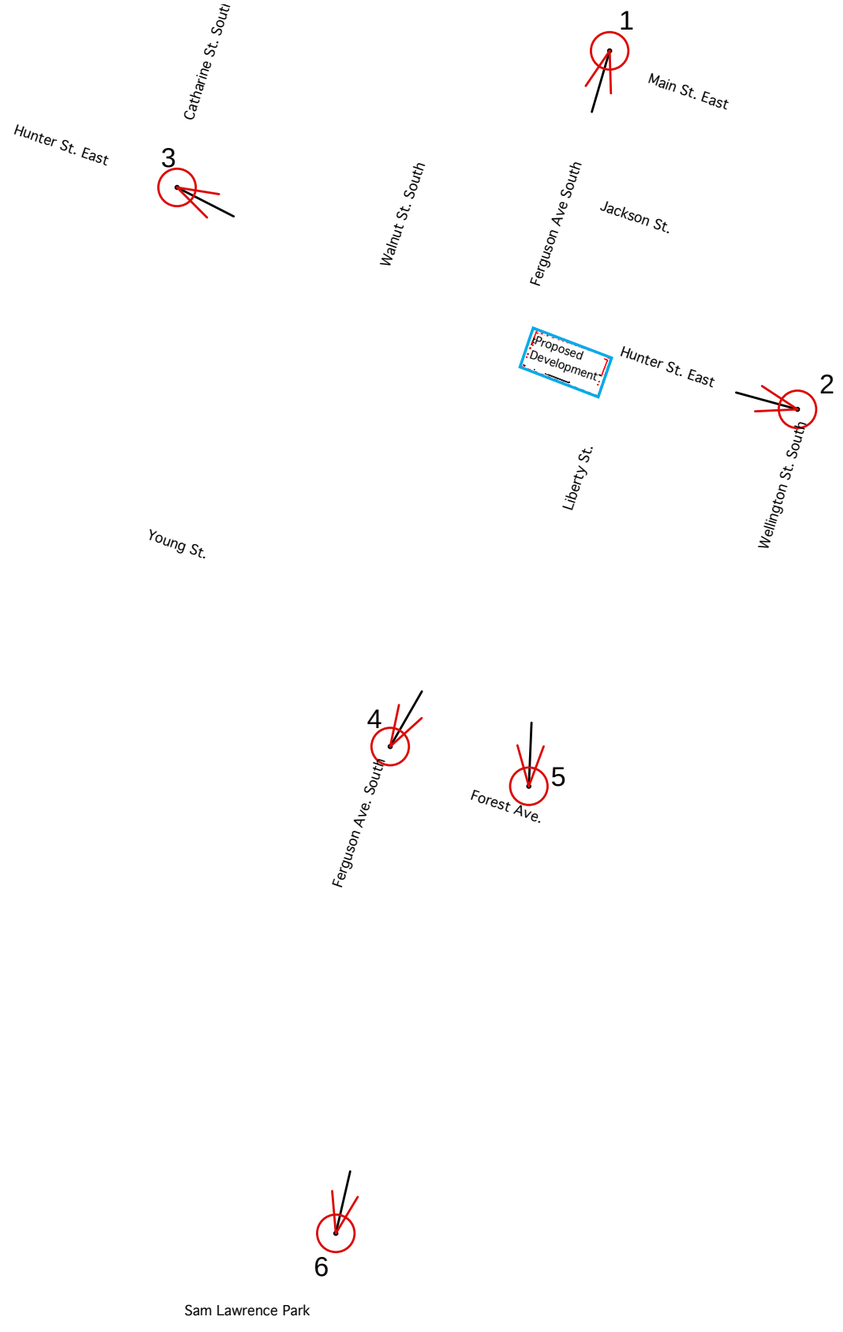
4.0 Photographic Simulated Views

The photographic simulated views have been selected to provide street level views of the proposed development on the north/south and east/west axis and a wider contextual view from the brow of the Niagara Escarpment as follows:

- View 1 looking south from Ferguson Avenue South and Main Street East
- View 2 looking west from Hunter Street East and Wellington Street South
- View 3 looking east from Hunter Street East and Catherine Street South
- View 4 looking north from Ferguson Avenue South and Forest Avenue
- View 5 looking northwest from south edge of Corktown Park
- View 6 looking north from Sam Lawrence Park



LEGEND

- Camera Location
- View Angle
- **# or Letter** Location ID (refer to following sections)

Figure 9: Camera Locations & View Angles

4.1 Camera Location 1

View 1

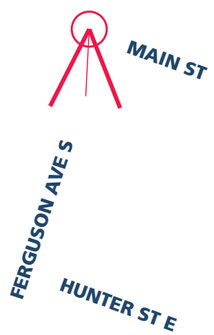


Figure 10: Key Map depicting camera location and angle for View 1

Location:

From Main Street East at Ferguson Ave. S
43°15’13.0”N 79°51’44.3”W

Direction of View:

South-east

Date:

November 32, 2021

Figure 11: View 1 Panorama

Figure 20: View 3 - Visual Context Baseline Condition

Figure 21: View 3 - Proposed

Visual Context Baseline Condition

This camera location is positioned on the northeast corner of Hunter Street East and Catherine Street South. below the edge of the rail overpass. This view looks east along Hunter Street East. The 2-storey Victorian streetscape along Hunter Street East is clearly visible in the foreground with the 20-storey apartment building at 100 Ferguson Avenue clearly visible in the midground of the view. The Niagara Escarpment is not visible from this viewpoint.

Camera Elevation: The real-world and virtual cameras have been set level.

Observations with Proposed Building

The proposed building is partially visible on the south side of Hunter Street East behind the 20-storey apartment building at 100 Ferguson Avenue South. The lower floors of the proposed building are also partially obscured by street trees along Hunter Street East. From this viewpoint, the massing of the proposed building fits well within the pattern of the streetscape. The presence of the proposed building does not adversely impact views looking north on James St. S. and does not have an impact on any identified view corridors, specifically views of the Niagara Escarpment or an appreciable impact on sky view.

4.4 Camera Location 4

View 4

Figure 22: Key Map depicting camera location and angle for View 4

Location:

Ferguson Ave S at Forest Ave
43°14’55.6”N 79°51’51.6”W

Direction of View:

Northeast

Date:

November 32, 2021

Figure 23: View 4 Panorama

Figure 28: View 5 - Visual Context Baseline Condition

Figure 29: View 5 - Proposed

Visual Context Baseline Condition

This camera location is positioned in Corktown Park close to the intersection of Forest Avenue and Aurora Street. The view looks north across Corktown Park towards the subject site. From this viewpoint, the 20-storey apartment building at 100 Ferguson Avenue South is clearly visible in the background along with the 43-storey tower at 100 Main Street East and the 26-storey tower at 154 Main Street East. The midground is dominated by a line of trees partially located in the rear yards of the adjacent houses to the north. The Niagara Escarpment is not visible from this viewpoint.

Camera Elevation: Real-world and virtual cameras have been set level.

Observations with Proposed Building

From this camera location, the proposed building is partially obscured by existing houses and trees. The upper floors of the proposed building are clearly visible above the tree line. The presence of the proposed building fits well into the established pattern of existing tall buildings and does not adversely impact views looking north across the park. The proposed building does not have an impact on any identified view corridors, specifically views of the Niagara Escarpment or an appreciable impact on sky view.

4.6 Camera Location 6

View 6

Figure 30: Key Map depicting camera location and angle for View 6

Location:

From Sam Lawrence Park
S 43°14'43.2"N 79°51'53.5"W

Direction of View:

Northeast

Date:

November 32, 2021

Figure 31: View 6 Panorama

Figure 32: View 6 - Visual Context Baseline Condition

Figure 33: View 6 - Proposed

Visual Context Baseline Condition

This camera location is situated in Sam Lawrence Park on a paved pave at the edge of the top of the Escarpment. The view from this location is centred on the highly urbanized downtown area of the City of Hamilton. The 43-storey tower at 100 Main Street East, 26-storey tower at 154 Main Street East, and the apartment building at 100 Ferguson Avenue South are clearly visible in the midground. The horizontal line of the Niagara Escarpment and the harbour are clearly visible in the distance. The highly urbanized landscape of downtown Hamilton with its multiple existing high-rise buildings is the focus of this landscape and the existing towers form an important part of this cityscape.

Camera Elevation: The real-world and virtual camera are set level.

Observations with Proposed Building

When viewed from this camera location, the massing of the proposed building is clearly visible in the midground and fits into the existing pattern of high-rise buildings and towers. The massing of the proposed building is visually integrated into the highly urbanized cityscape of the Downtown area of the City of Hamilton both in terms of its height and volume. The stepping of the massing of the proposed building assists in visually integrating the proposed building into the cityscape. The massing of the proposed building appears to be lower than the massing of many of the existing high-rise and mid-rise buildings that are visible from this viewpoint. The proposed building is not tall enough to impact the horizon line created by the Niagara Escarpment in the distance.

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5.0 Conclusion

Based on the analysis of the photographic simulations, it is our opinion that the proposed development will not impact the scenic resources of the Niagara Escarpment, and further that the proposed development will not have a negative visual impact on the local area, adjacent streetscapes, parks, or public spaces. Additionally, the proposed development will not negatively impact the skyline of the City of Hamilton or views of the Niagara Escarpment.

Views 1, 2,3, and 4 were selected to test the potential visual impacts of the proposed development on Hunter Street East and Ferguson Avenue South and show that the proposed development will be appropriately visually integrated into the surrounding neighbourhood.

View 5, which was selected to test for potential visual impacts to the Corktown Park clearly demonstrates that the proposed development will not have a negative visual impact on the park.

View 6, which was selected to test the potential visual impacts of the proposed development on the skyline of the City of Hamilton and views of the Niagara Escarpment, to the south, clearly show the proposed building does negatively impact this wider visual context.

All the views tested show that the proposed development fits cleanly into the established local urban landscape of the City of Hamilton and does not produce negative visual impacts on the scenic resources of the Niagara Escarpment.

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APPENDICES

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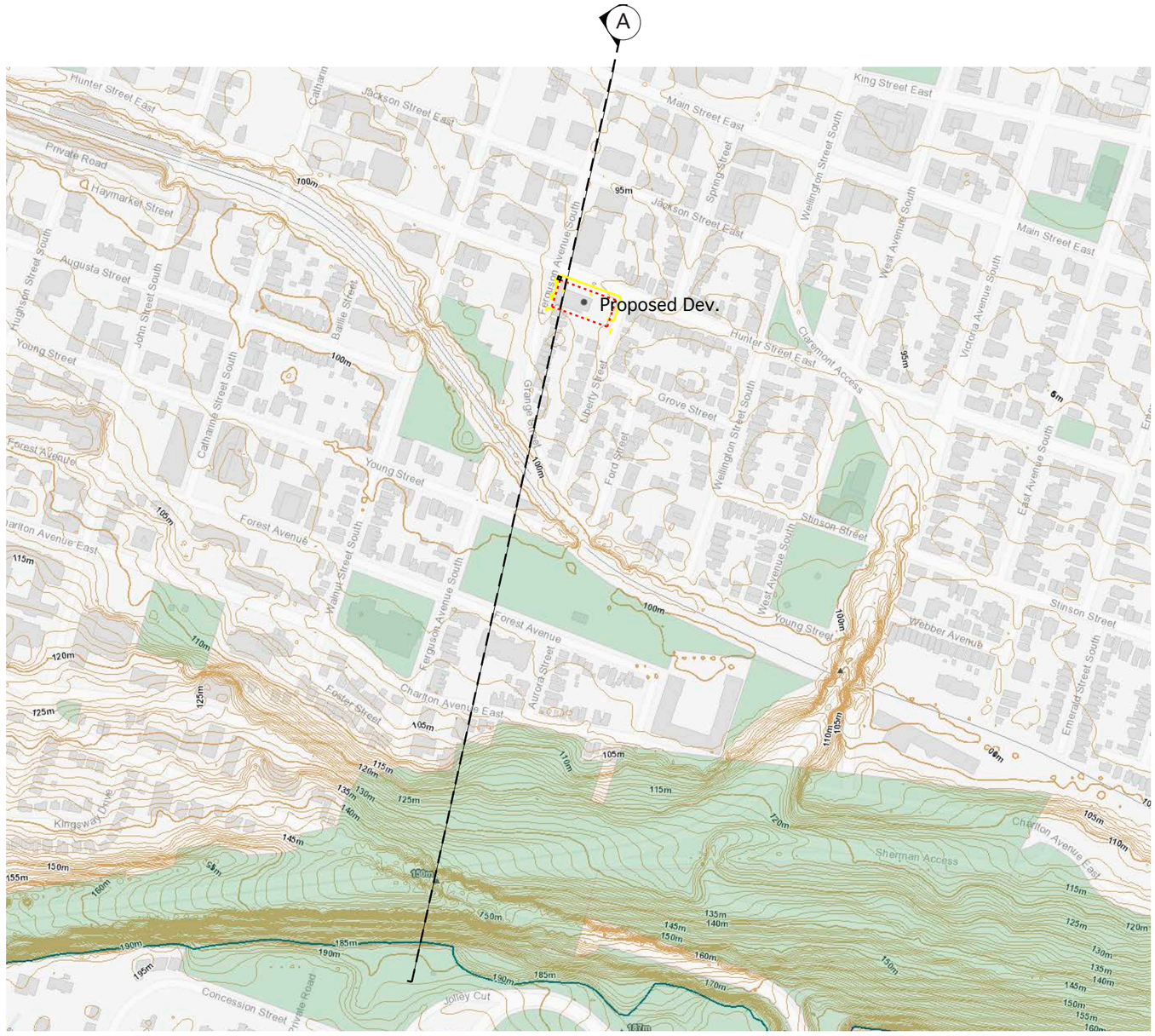
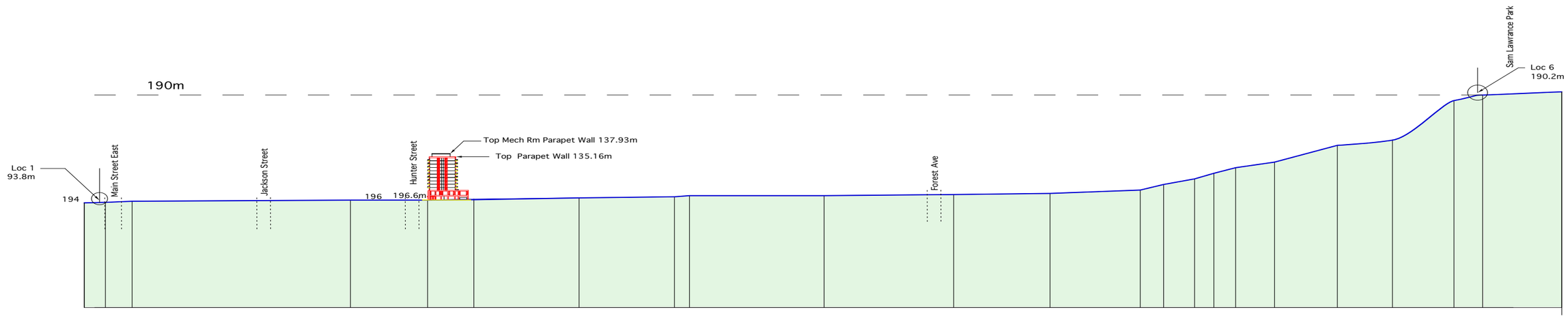
Appendix A: CROSS-SECTION




190m
Sam Lawrance Park
Loc 6
190.2m
Top Mech Rm Parapet Wall 137.93m
Top Parapet Wall 135.16m
Loc 1
93.8m
Main Street East
Jackson Street
Hunter Street
Forest Ave
194
196
196.6m

Appendix B: Michael Hannay Curriculum Vitae

Michael C. Hannay MRAIC, MCIP, RPP, LEED® AP

Principal – The MBTW Group
Vice President – W Architect Inc.

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Professional Experience

2017- Present	**Principal** The MBTW Group
2014- Present	**Vice President** W Architect Inc.
2012- 2017	**Director - Business Development** The MBTW Group
2003- 2017	**Partner** Siteline Research, Visual Impact Assessment
2005 - 2012	**Principal Planner / Senior Urban Designer** Zelinka Priamo Limited, Urban Design/Planning
1997 - 2005	**Principal** M C Hannay Urban Design, Urban Design/Planning
1993 -1997	**Senior Project Manager/Urban Designer** Watchorn Architect Inc., Urban Design/Community Planning
1991 -1993	**Partner** Westernland Research, Urban Design/Environmental Design
2014 - 2015	Examiner Professional Standards Board
2006 - 2014	Examiner OPPI Membership Exam 'A', Marker OPPI Membership Exam 'B'

Michael Hannay's professional experience in Urban Design and Planning includes a history of consulting to both public and private sector clients as well as teaching Architectural and Urban Design. Michael's blend of experience provides him with a strong hands-on understanding and a theoretical background of the opportunities and limitations of both municipal governments and the development industry. His work in the GTA ranges from participation in the development of policy and design studies to the detailed design and architectural design control for some of the most innovative new communities in the Province of Ontario.

Over the past 25 years Michael has developed a reputation for planning and designing new communities that promote and embrace an environment-first position through the careful integration of natural systems into urban built environments.

Education

1991	Bachelor of Architecture, University of Waterloo School of Architecture
1989	Bachelor of Environmental Studies, University of Waterloo

Professional Awards

2011	Mike Wagner Heritage Award, City of Kitchener, Rehabilitation of the Donnenworth House
2011	Urban Design Award of Excellence, City of Kitchener, Williamsburg Town Centre
2005	Excellence in Planning Award, Ontario Professional Planers Institute, Old East Village Revitalization
1990	Finalist International City of Montreal, International Design Competition, Co-Author

Academic Appointments

2004-2018	Thesis Reader, Graduate Studies, School of Architecture, University of Waterloo
1997-2000	Adjunct Assistant Professor, School of Architecture, University of Waterloo,
1997-2000	Professor, Urban Design Technology, Fanshawe College
1991-1993	Adjunct Assistant Professor, School of Architecture, University of Waterloo

Professional Affiliations and Memberships

Member, Royal Architectural Institute of Canada (MRAIC)
Member, Canadian Institute of Planners (MCIP)
Member, Ontario Professional Planners Institute (OPPI)
Registered Professional Planner (RPP)
LEED® Accredited Professional, (LEED® AP)

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Michael C. Hannay MRAIC, MCIP, RPP, LEED® AP

Principal – The MBTW Group
Vice President - W Architect Inc.

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Selected Project Experience

Visual Impact Assessment

Randwood Estate	Town of Niagara-on-the-Lake
20 Fred Varley Drive (Tribute Communities)	City of Markham
Chedoke Browlands (Deanlee Management)	City of Hamilton
1985 Richmond Street (Tricar Developments)	City of London
Cloverfarm Townscape Appraisal (Frank Gray Holdings)	Town of Orangeville
Humber Heights Long Term Care Facility (Oakwood Retirement Homes)	City of Toronto
Milton Heights (Royal Park Homes)	Town of Milton
Eden Oaks Community (Eden Oaks Developments)	Town of Halton Hills

Municipal Urban Design and Planning Studies

Prince Edward County Streetscape and Façade Guidelines	Prince Edward County
Caledon Town Wide Design Guidelines	Town of Caledon
Caledon Intensification Study	Town of Caledon
Bluefield Site Analysis	Housing & Social Services (London)
Peer Review David Dunlap Observatory Lands	Town of Richmond Hill
Placemaking Guidelines	City of London
Placemaking Demonstration Plan	City of London
University Village, York University Phase 1 & 2	City of Toronto
North Leslie Secondary Plan	Town of Richmond Hill
Urban Design Review of Residential High Rise Applications	City of London
Review of Infill Housing Policies	City of London
Commercial Corridor OP Designation	Town of Markham
UDGs for the Business Corridor OP Designation	Town of Markham
UDGs for the Retail Warehouse Area OP Designation	Town of Markham

Designs for New Communities

York Downs Redevelopment (Kylemore / Metropia/Minto)	City of Markham
Friday Harbour (Geranium Homes)	Town of Innisfill
The Kip District Phase 1(Concert Properties)	City of Toronto
The Kip District Phase 2 (Concert Properties)	City of Toronto
The Kip District Phase 3(Concert Properties)	City of Toronto
Hyde Park (Zentil Group of Companies)	City of Toronto
Royal Orchard (Green Capital)	City of Markham
Enterprise Boulevard (Metropia)	City of Markham
2631 Steeles Ave (Waverley Projects)	City of Toronto
Axcess Condos (Liberty Hamlets)	City of Pickering
Cherryhill Intensification Plan (Minto Developments)	City of London
Canterbury Lawrence Park (Tribute Communities)	City of Toronto
Windfields Farm (E. P. Taylor Family / Tribute Communities)	City of Oshawa
Oak Park (Metro Ontario)	Town of Oakville
The Greenwood Beach (Metrus Development)	City of Toronto

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Michael C. Hannay MRAIC, MCIP, RPP, LEED® AP

Principal – The MBTW Group
Vice President - W Architect Inc.

Design Guidance

Friday Harbour (Geranium Developments)	Town of Innisfil
Observatory Lands (Corsica Development Inc.)	Town of Richmond Hill
North Leslie Community (North Leslie Land Owners Group)	Town of Richmond Hill
Blue Sky (Fieldgate Homes)	Town of Whitchurch-Stouffville
Longyards (DG Group)	City of Vaughan
Queensville (DG Group / Minto Developments)	Town of East Gwillimbury
Oak Park (Metro Ontario)	Town of Oakville
Highland Gate (Geranium Corporation)	Town of Aurora
Eden Oak Community (Eden Oak)	Town of Halton Hills
Milton Heights Community (Milton Heights Landowners Group)	Town of Milton
Dantonbury Community (Tribute Communities)	City of Oshawa
Bayfield Meadows (Durand Construction)	Village of Bayfield
Windfields Farm (Tribute Communities)	City of Oshawa
Talbot Community (Reid's Heritage Homes / Speyside East Corp.)	City of London
The Kip District (Concert Properties)	City of Toronto
Seaton Community (Seaton Co-Tenancy)	Town of Pickering
Williamsburg Town Centre (Max Becker Enterprises Ltd.)	City of Kitchener
University Village, York University (Tribute Communities)	City of Toronto
The Beach (Metrus Development)	City of Toronto

Institutional Facilities Planning

McMichael Canadian Art Collection Master Plan	City of Vaughan
Bruce Power Nuclear Facility, Infrastructural Renewal Plan	Town of Tiverton
Homewood Health Care, Property Utilization and Facilities Study	City of Guelph
Joshua Creek Heritage Arts Centre	Town of Oakville

Ontario Municipal Board Experience

Michael has been qualified to provide expert opinion evidence before the Ontario Municipal Board on numerous occasions regarding matters related to Land Use Planning, Urban Design, and Visual Impact Assessment.

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Appendix C: James Ziegler Curriculum Vitae

James Ziegler

Computer Imaging Technical Specialist

Partner SiteLine Research, Burlington, Ontario —visual impact analysis and 3D computer imaging for building and land development

Proprietor Novation Design Group, Calgary Alberta — 3D modeling and visualizations, computer CADD consulting and training.

Background

James Ziegler of Siteline Research is a 3D computer graphic consultant and architectural designer. He has more than 36 years of related experience since graduating from the University of Calgary. Since 1995, Mr. Ziegler has prepared computer generated building models in the Province of Ontario. He has been qualified as an expert witness to present 3D computer simulations, visual impact studies and shadow studies at OMB hearings on several occasions. He has prepared visual evidence for numerous OMB hearings and presentations to planning offices in the following municipalities: Toronto, Oakville, Mississauga, Burlington, London, Hamilton, Richmond Hill, Orangeville, Kitchener, and Guelph.

Originally schooled in visual art and illustration, Mr. Ziegler adapted his visual training to the precision of computer graphics using 2D CADD since 1988 and working with 3D CADD since 1992. He has developed core computer skills in CADD, 3D modeling, photographic documentation, photo-realistic rendering, shadow studies, engineering models and digital graphics.

Practice:

Mr. Ziegler specializes in providing evidence for visual impact assessments. He has developed methodologies to accurately composite 3D computer models with real site reference photography. Site photography is carefully documented by location, viewing angle and compass bearing. Known site landmarks are modeled and used to calibrate the placement of the 3D computer model camera to match the real site photography.

Scope of Work:

- Visual site analysis including identification of view sheds and natural view corridors and assessment of critical site lines
- Site fieldwork documentation, including reference photography, mapping of camera locations and interpolation of aerial maps
- Compilation of engineering data, site mapping and terrain maps for camera and reference landmark locations in 3D computer site models.
- Precision 3D modeling of buildings and site terrain
- Preparation of composite renderings illustrating proposed developments in the context of the existing conditions

Selected Projects: Visual Impact Imaging and Shadow Studies

Randwood Estates Niagara on the Lake Ontario	Visual Impact	MBTW
337 York Blvd. Hamilton 26 storey retail, office and apartments	Visual Impact Shadow Studies Pre visualization	Paramax Realty Services John Mokrycke Architect
150 Wellington St. Guelph 18 storey apartment and retail complex	Visual Impact	Tricar Group
Milton Heights, Milton Residential and commercial land development 60 ac. NEC review and planning meetings	Visual Impact study	Milton Heights Landowners Group
1926 Lakeshore Road, Toronto 46 storey and 42 storey apartment towers Planning meetings	Visual Impact	Carttera Development
20 Fred Varley Dr., Markham OMB	Visual Impact	Tribute Development
Springdale Apartments, London Public meetings	Visual Impact	Tricar Group
150 MacDonell, Guelph High Rise Apartments	Visual Impact Shadow Studies Pre-Visualization	Tricar Group
16 King Street, Dundas 7 storey commercial and apartments Planning Meetings	Visual Impact Shadow Studies Pre-Visualization	John Mokrycke Architect
Lakeshore Homes, Hamilton Luxury Executive Homes	Design Studies	Tobyn Park Homes
Chedoke Land Development, Hamilton Issues related to Niagara Escarpment.	Visual Impact	DanLee Developments

Renaissance Condominiums, Guelph Public meetings and Planning Committee	Visual Impact	Tricar Group
Reservoir Hill Apartments, London Planning meetings and OMB	Visual Impact Shadow Studies	Zelinka Priamo
Richmond Road Apartments, London, OMB	Visual Impact Shadow Studies Overlook Studies	Tricar Group
Walkers Mews, Burlington commercial development Planning meetings	Visual Impact	Tobyn Park Homes
Eby Estates, Kitchener, heritage project	Visual Impact	Eby Estates
Richmond Green, Richmond Hill OMB	Lumens Impact Assessement	
St. Luke's Anglican Church, Burlington Planning meetings	Visual Impact Shadow Studies	St. Luke's building committee
Gerard and Church Student Housing, Toronto Planning Meetings	Visual Impact Shadow Studies	Paul Reuber Architect
Walker's Green Seniors Apartments, Burlington 106 unit apartment and bungalows Planning meetings	Design Studies Visualizations	Seferian Landscape Design
Tremaine Rd. Quarry, Burlington Regional planning meetings	View Shed Studies Site animation	Long Environmental Consultants Ltd.
Plains Rd. Apartments, Burlington Planning meetings	Visual Impact	Drewlo Holdings Inc
Williamsburg Town Center, Kitchener Modeling of site and over 40 buildings	Visualizations Visual Impact	RB Schlegel Holdings
Cloverfarm Townscape Appraisal, Orangeville 8 Storey Apartment OMB	Shadow Study Overlook Study Visual Impact	Town of Orangeville Frank Gray, Developer
Etobicoke Long Term Care Facility 300 unit Senior Residence and Extended Care OMB	Shadow Study Visual Impact Overlook Study	Oakwood Retirement Homes
Skew Lane, Toronto 5 unit in-fill Condo Townhouse Planning meetings	Visual Impact Shadow Studies	We Care Community Living
Wilder/Aldoph Residence, Toronto 26,000 sq.ft, executive home OMB	Visual Impact	W. Wilder
Prego Townhomes, College Str. Toronto 43 unit Townhomes OMB	Visual Impact Shadow Study	We Care Community Living
Harvie Square, Toronto 10 unit, freehold OMB	Visual Impact Shadow Study	Architect Circle

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Shadow Studies

The following shadow studies demonstrates the shadow impacts of the proposed development during the Spring / Fall Equinox. The proposed site currently has a one-storey building.

The proposed building is a 12 Storey residential building consisting of 104 units.

Lot Area: 1,753m²
Building Area: 1,417 m²
Gross Floor Area: 8,907 m²
Building Height: 38m + Mechanical Penthouse
March 21st Sunrise: ±7:20am
March 21st Sunset: ±7:33pm
The shadow impact study takes place from 8:50am until 6:03pm at hourly intervals, and is located at:
Latitude: N43 degrees: 15' 5"
Longitude: W79 degrees:51' 45"

The as of right massing model is bassed off of a 14m high building for a C3 zone.

Mitigation measures include:
• 9.7 meter step at levels 3-7 along Hunter St. and Liberty St.
• 19 meter step at levels 8-12 along Hunter St. and Liberty St.

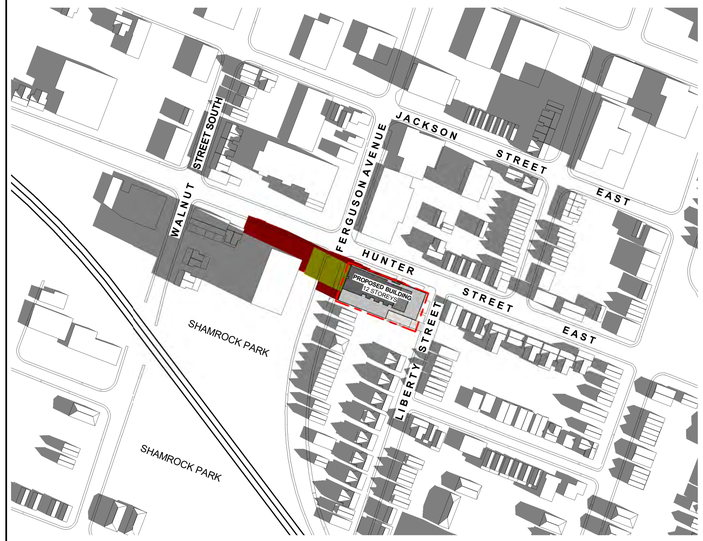
March 21st (Spring Equinox)

The proposed development has the following:
• No impact on the residential buildings across from the development on the South Side and along Liberty St.
• Minor impact on the residential buildings across from the development on Hunter St. E between 3:03pm and 5:03pm.
• After 4:03pm, the proposed development will add minimal new shadows as the existing 20-storey building across from the proposed development is already casting large shadows; no new shadows will be cast at 6:03pm.
• No new shadows will impact Shamrock Park

Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m



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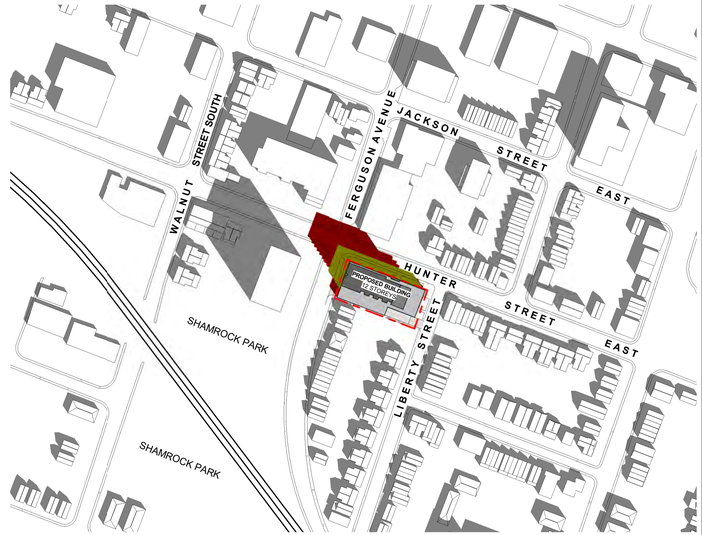
2 SHADOW STUDY - MARCH 21 9:50AM
1 : 2000



3 SHADOW STUDY - MARCH 21 10:50AM
1 : 2000

4 SHADOW STUDY - MARCH 21 11:50AM
1 : 2000

5 SHADOW STUDY - MARCH 21 12:50PM
1 : 2000

6 SHADOW STUDY - MARCH 21 1:26 PM (SOLAR NOON)
1 : 2000

True North

GENERAL NOTES

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HUNTER STREET, HAMILTON

SHADOW STUDIES - MARCH 21st

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale As indicated
Status
Drawing No. D1.02 Revision No. - r1

C:\Users\cdcu\Documents\22001 - 186 Hunter St Hamilton_2021-08-13_V6_cdcu@srmarchitects.ca.rvt

Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m

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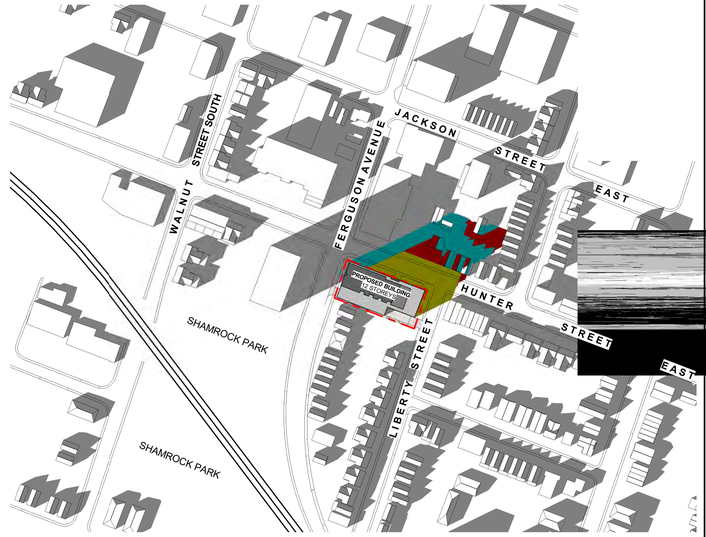
1 : 2000

2 SHADOW STUDY - MARCH 21 3:03 PM
1 : 2000



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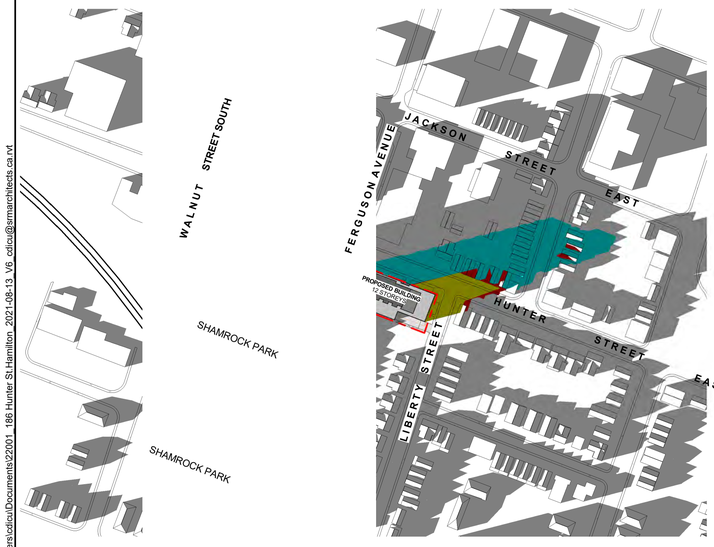

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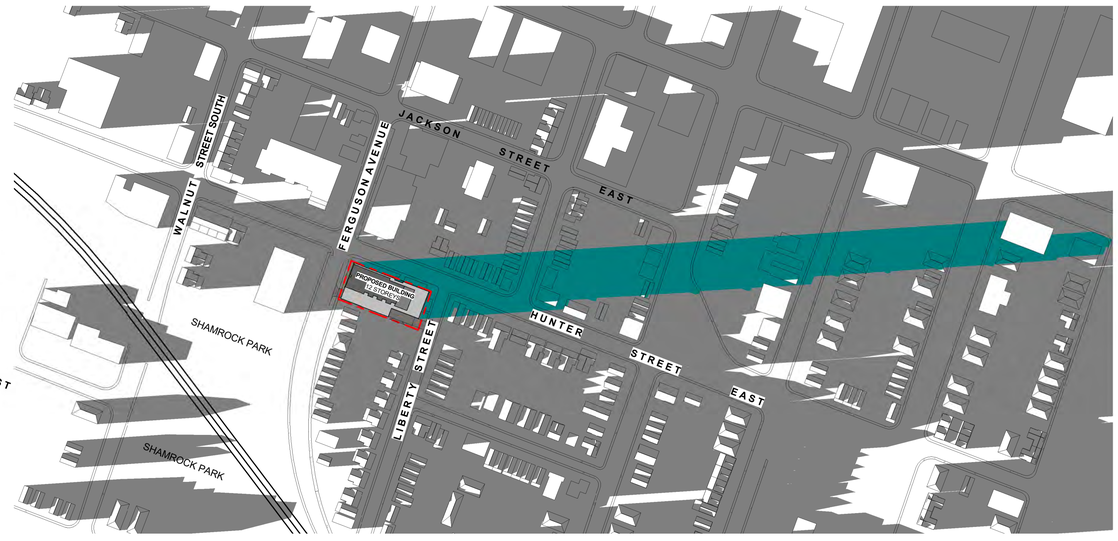

5 SHADOW STUDY - MARCH 21 6:03 PM (1.5 HOURS BEFORE SUNSET)
1 : 2000

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HUNTER STREET, HAMILTON

SHADOW STUDY - MARCH 21st

Drawing Scale As indicated
Status
Drawing No. D1.03 Revision No. - r1

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

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Shadow Studies

The following shadow studies demonstrates the shadow impacts of the proposed development during the Spring / Fall Equinox. The proposed site currently has a one-storey building.

The proposed building is a 12 Storey residential building consisting of 104 units.

Lot Area: 1,753m²
Building Area: 1,417 m²
Gross Floor Area: 8,907 m²
Building Height: 38m + Mechanical Penthouse
September 21st Sunrise: ±7:06am
September 21st Sunset: ±7:17pm
The shadow impact study takes place from 8:50am until 6:03pm at hourly intervals, and is located at:
Latitude: N43 degrees: 15' 5"
Longitude: W79 degrees:51' 45"

The as of right massing model is bassed off of a 14m high building for a C3 zone.

Mitigation measures include:
• 9.7 meter step at levels 3-7 along Hunter St. and Liberty St.
• 19 meter step at levels 8-12 along Hunter St. and Liberty St.

September 21st (Fall Equinox)

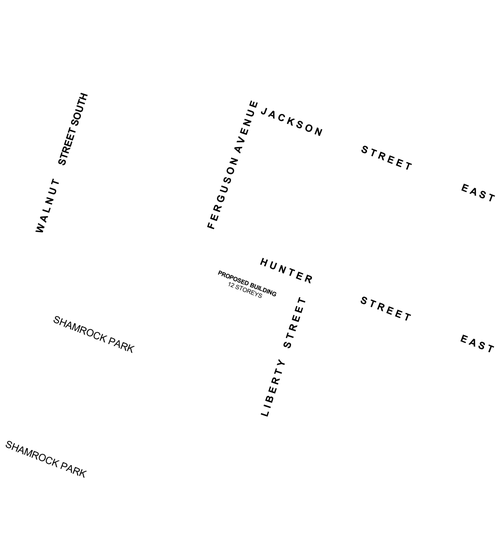
The proposed development has the following:
• No impact on the residential buildings across from the development on the South Side and along Liberty St.
• Minor impact on the residential buildings across from the development on Hunter St. E between 3:03pm and 5:03pm.
• After 4:03pm, the proposed development will add minimal new shadows as the existing 20-storey building across from the proposed development is already casting large shadows; no new shadows will be cast at 5:47pm.
• No new shadows will impact Shamrock Park

Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m

1 SHADOW STUDY - SEPT 21 8:36AM (1.5 HOURS AFTER SUNRISE)
1 : 2000



2 SHADOW STUDY - SEPT 21 9:36AM
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3 SHADOW STUDY - SEPT 21 10:36AM
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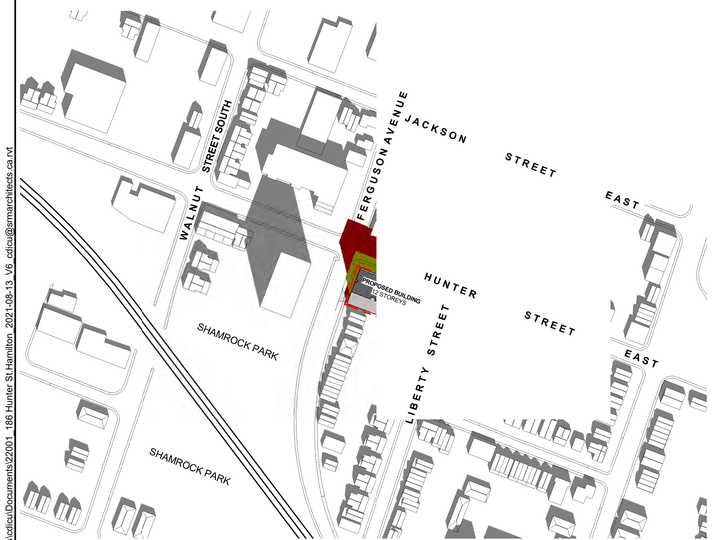

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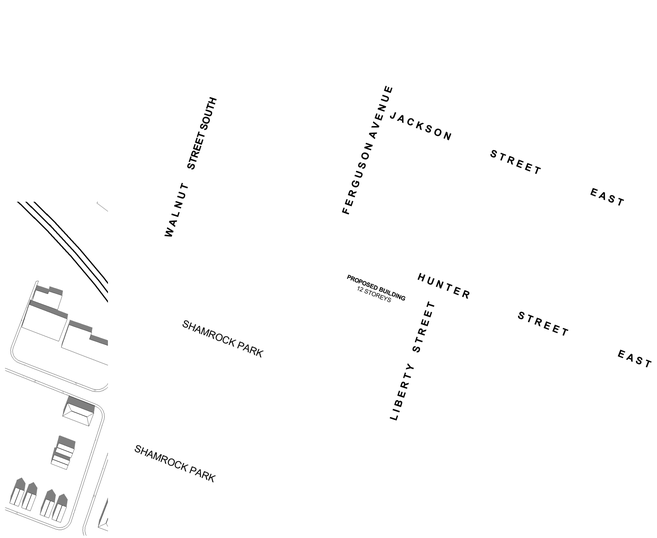

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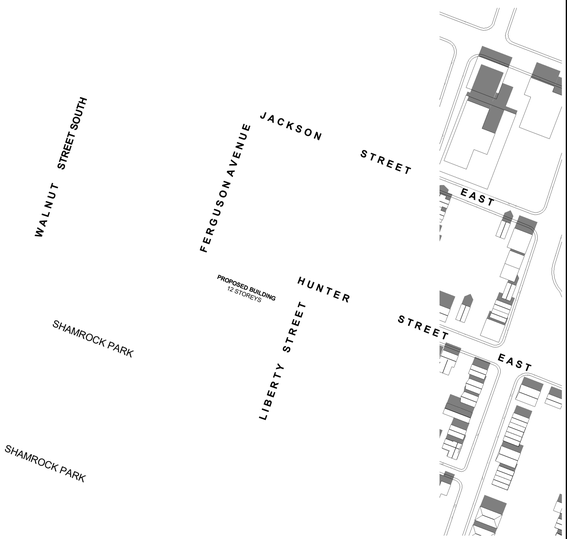

6 SHADOW STUDY - SEPT 21 1:12PM (SOLAR NOON)
1 : 2000

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HUNTER STREET, HAMILTON

SHADOW STUDY - SEPTEMBER 21st

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale: As indicated
Status:
Drawing No.: D1.04
Revision No.: - r1

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Legend

- PROPOSED DEVELOPMENT SHADOWS
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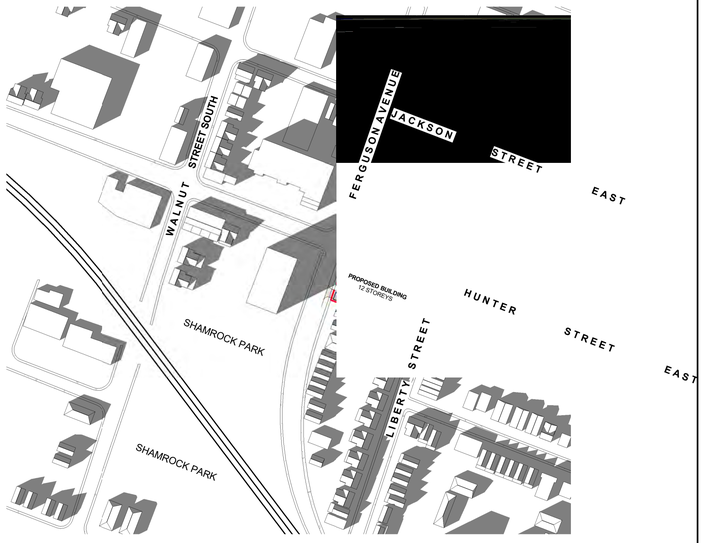
0 50m 100m 200m

1 SHADOW STUDY - SEPT 21 1:47PM
1 : 2000

2 SHADOW STUDY - SEPT 21 2:47PM
1 : 2000



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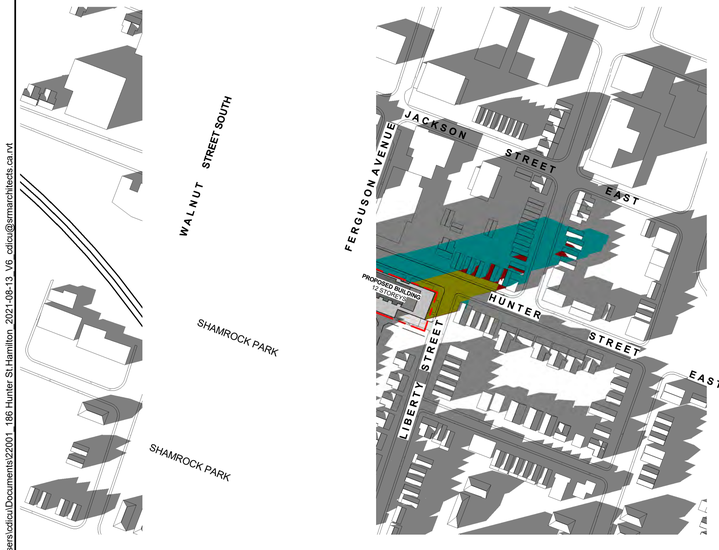

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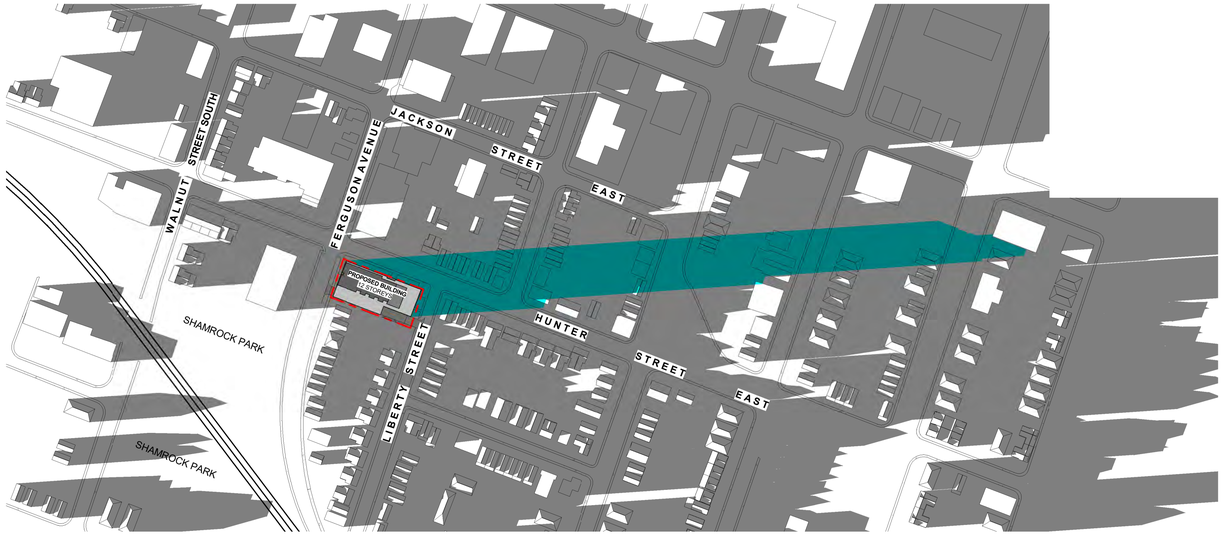

5 SHADOW STUDY - SEPT 21 5:47PM (1.5 HOURS BEFORE SUNSET)
1 : 2000

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HUNTER STREET, HAMILTON

SHADOW STUDY - SEPTEMBER 21st

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Drawing Scale	As indicated
Status	
Drawing No.	D1.05
Revision No.	r1

REPORT

186 HUNTER STREET

HAMILTON, ON

PEDESTRIAN WIND STUDY
RWDI # 2201435
December 10, 2021

SUBMITTED TO

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Guelph, ON N1G 4P6
T: 519.823.1311 x 2076

EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed building at 186 Hunter Street in Hamilton, ON (Image 1). Based on our wind-tunnel testing for the proposed project under the Existing and Proposed configurations (Images 2A and 2B, respectively), and the local wind records (Image 3), the potential wind comfort conditions are predicted as shown on site plans in Figures 1A through 2B, while the associated wind speeds are listed in Table 1. These results can be summarized as follows:

- Wind speeds that meet the safety criterion are predicted at all locations assessed for both the Existing and Proposed configurations.
- The existing wind conditions on an around the project site are comfortable for the intended pedestrian use in the summer, and at most areas in the winter. Uncomfortable wind conditions occur around the existing tall building to the west of the project site in the winter.
- With the addition of the proposed project, wind conditions on and around the site are expected to remain similar to the existing conditions at most areas. Slightly elevated wind speeds are anticipated to the southeast and west of the proposed building, with conditions remaining comfortable for the intended pedestrian use. Positively, the uncomfortable wind conditions in the Existing configuration are predicted to be eliminated.
- In the summer, wind conditions on the terraces are expected to be suitable for passive activities.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the proposed building at 186 Hunter Street in Hamilton, ON. This report presents the project objectives, background, RWDI's approach and a discussion of the results.

1.1 Project Description

The project (site shown in Image 1) is located on the south side of Hunter Street East between Ferguson Avenue South to the west and Liberty Street to the east. The proposed building is approximately 41 m tall, consisting of a 12-storey mixed-use tower with outdoor terraces on Levels 3 and 8.

1.2 Objectives

The objectives of the study were to assess the effect of the proposed development on local conditions in pedestrian areas on and around the study site and provide recommendations for minimizing adverse effects, if needed. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared to the RWDI criteria for gauging wind comfort and safety in pedestrian areas. The assessment focused on critical pedestrian areas, including main building entrance, public sidewalks around the site and upper-level terraces.

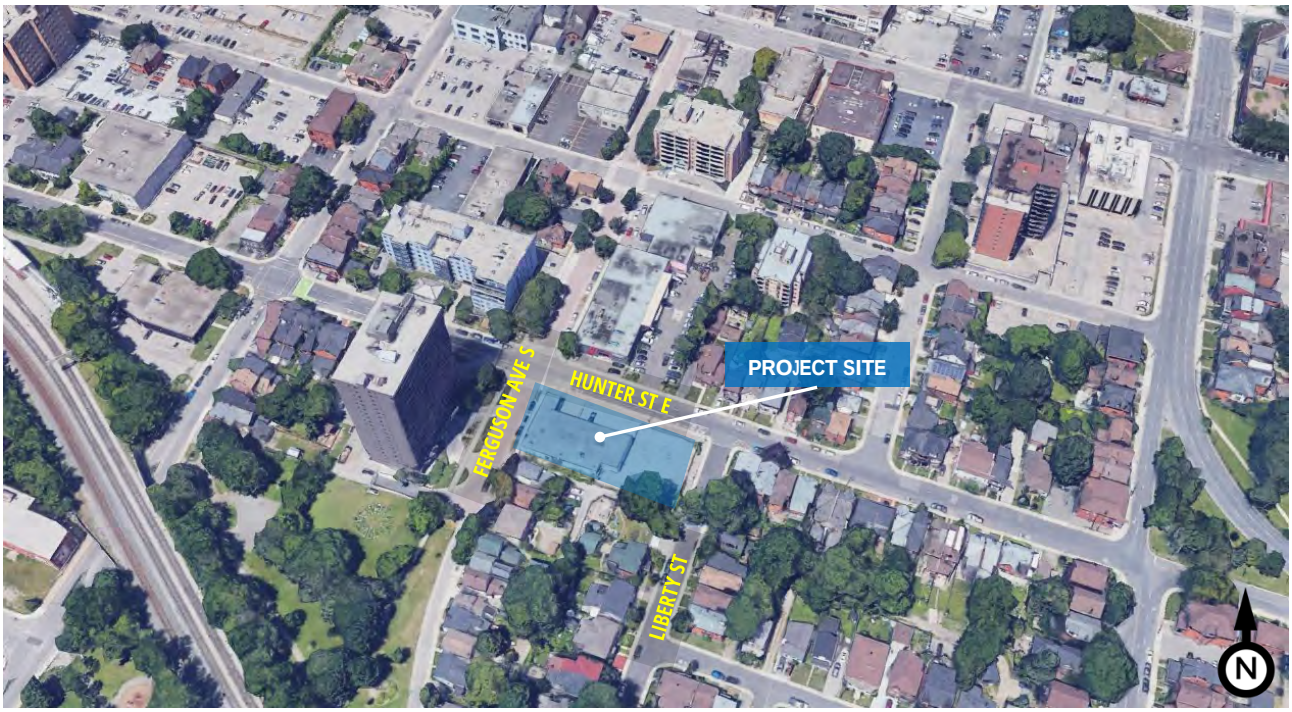


Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)

2 BACKGROUND AND APPROACH

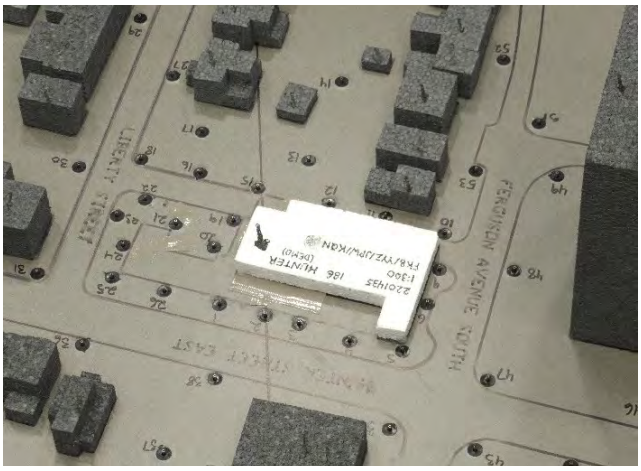
2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:300 scale model of the site and surroundings was constructed for the wind tunnel tests of the following configurations:

A - Existing: Existing site with existing surroundings (Image 2A), and

B - Proposed: Proposed project with existing surroundings (Image 2B).

The wind tunnel model included all relevant surrounding buildings and topography within an approximately 360 m radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 59 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 1.5 m above local grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 directions in a 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site.



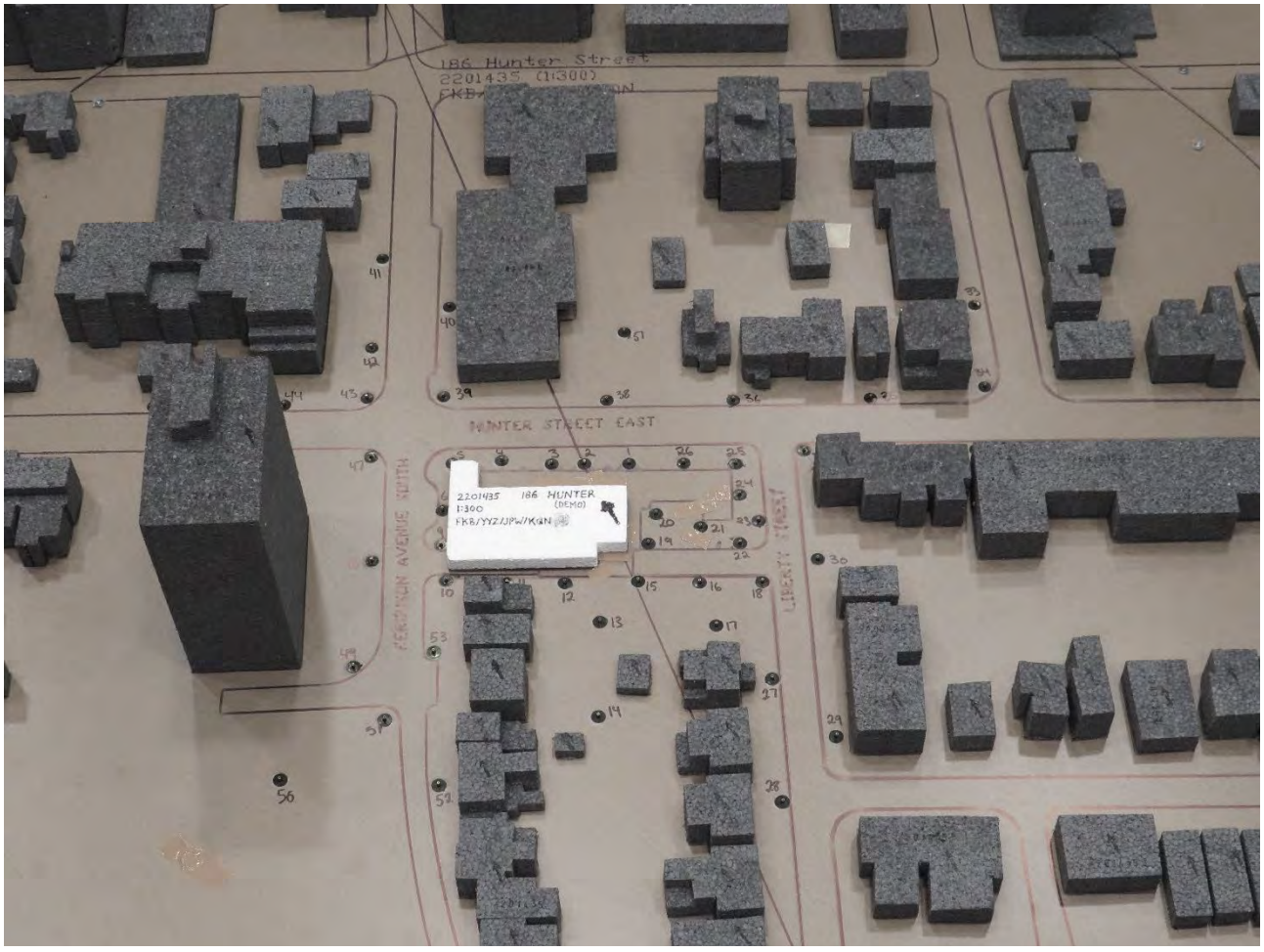


Image 2A: Wind Tunnel Study Model – Existing Configuration

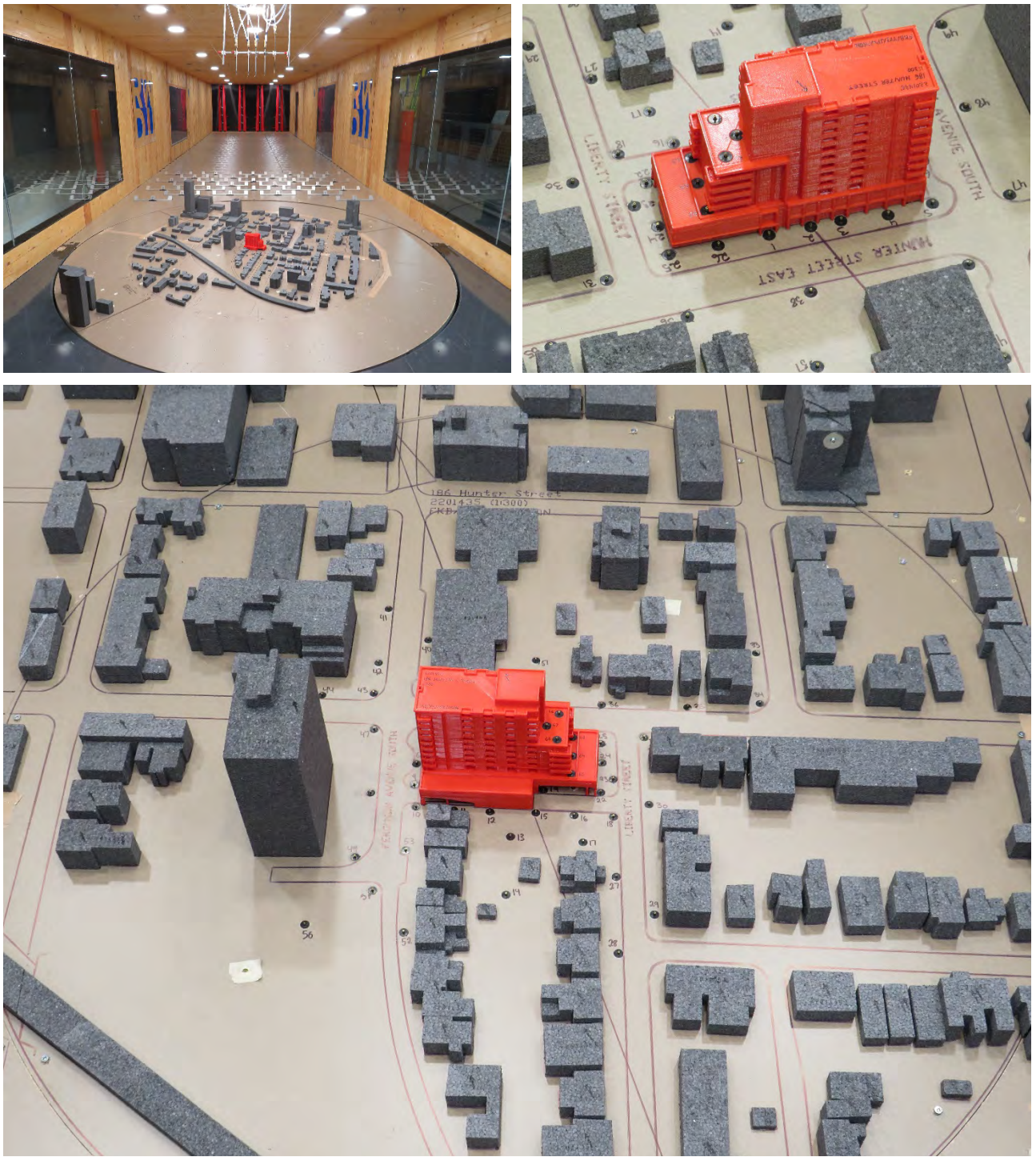
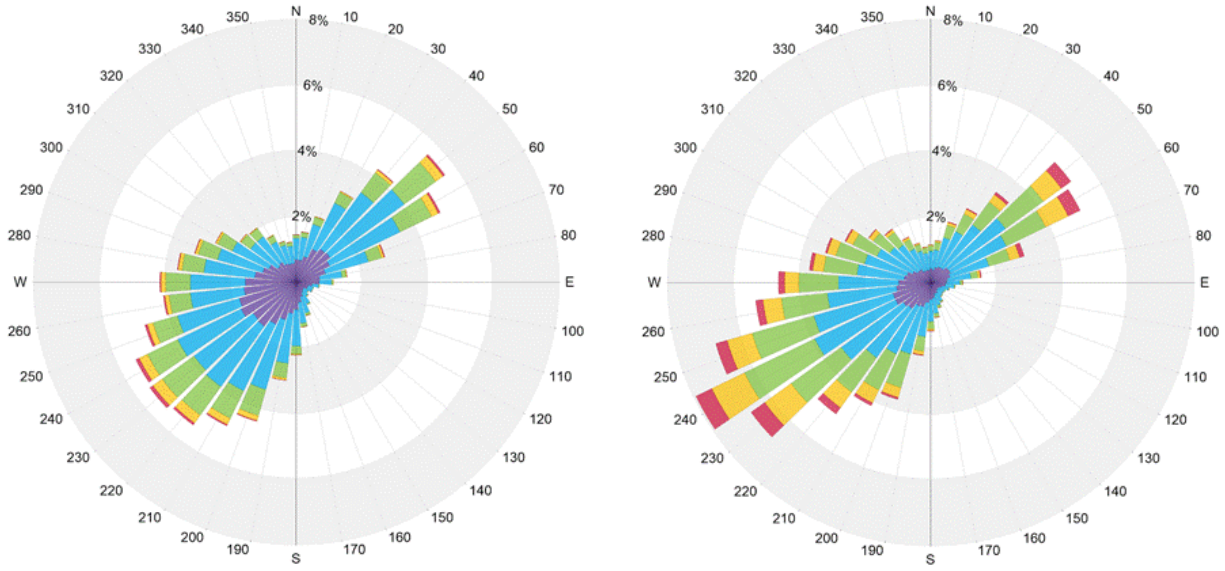


Image 2B: Wind Tunnel Study Model – Proposed Configuration

2.2 Meteorological Data

Wind statistics recorded at Hamilton International Airport between 1990 and 2020, inclusive, were analyzed for the Summer (May through October) and Winter (November through April) seasons. Image 3 graphically depicts the directional distributions of wind frequencies and speeds for these two seasons. Winds from the southwest quadrant and the northeast direction are predominant in the summer and winter, as indicated by the wind roses. Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 10 m) occur for 3.8% and 12.6% of the time during the summer and winter seasons, respectively.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the RWDI wind criteria for pedestrian comfort and safety.



Wind Speed (km/h)	Probability (%) Summer	Winter
Calm	3.9	2.3
1-10	33.7	21.7
11-20	43.1	39.5
21-30	15.5	23.9
31-40	3.0	9.0
>40	0.8	3.6

Image 3: Directional Distribution of Winds Approaching Hamilton International Airport between 1990 and 2020

2.3 RWDI Pedestrian Wind Criteria

The RWDI pedestrian wind criteria, which have been developed by RWDI through research and consulting practice since 1974, are used in the current study. These criteria have been widely accepted by municipal authorities as well as by the building design and city planning community. Regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can affect a person's perception of the wind climate. Therefore, comparisons of wind speeds for the existing and proposed building configurations are the most objective way in assessing local pedestrian wind conditions. In general, the combined effect of mean and gust speeds on pedestrian comfort can be quantified by a Gust Equivalent Mean (GEM).

Comfort Category	GEM Speed (km/h)	Description
Sitting	≤ 10	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	≤ 14	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	≤ 17	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	≤ 20	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 20	Strong winds of this magnitude are considered a nuisance for all pedestrian activities, and wind mitigation is typically recommended

Notes:

(1) GEM Speed = max (Mean Speed, Gust Speed/1.85) and *Gust Speed = Mean Speed + 3*RMS Speed*;

(2) Wind conditions are considered to be comfortable if the predicted GEM speeds are within the respective thresholds for at least 80% of the time between 6:00 and 23:00. Nightly hours between 0:00 and 5:00 are excluded from the wind analysis for comfort since limited usage of outdoor spaces is anticipated; and,

(3) Instead of standard four seasons, two periods of summer (May to October) and winter (November to April) are adopted in the wind analysis, because in a cold climate such as that found in Hamilton, there are distinct differences in pedestrian outdoor behaviours between these two-time periods.

Safety Criterion	Gust Speed (km/h)	Description
Exceeded	> 90	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.

Notes:

(1) Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day; and,

(2) Only gust speeds need to be considered in the wind safety criterion. These are usually rare events but deserve special attention in city planning and building design due to their potential safety impact on pedestrians.

3 RESULTS AND DISCUSSION

The predicted wind conditions are shown on site plans in Figures 1A through 2B located in the "Figures" section of this report. These conditions and the associated wind speeds are also represented in Table 1, located in the "Tables" section. The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area of interest.

Wind speeds that meet the safety criterion are predicted at all locations assessed for both the Existing and Proposed configurations.

3.1 Grade Level (Locations 1 through 53)

Wind conditions comfortable for walking or strolling are appropriate for sidewalks and walkways as pedestrians will be active and less likely to remain in one area for prolonged periods of time. Lower wind speeds conducive to sitting or standing are preferred at the entrance locations where pedestrians are apt to linger.

3.1.1 Existing Configuration

The existing wind conditions on and around the project site are comfortable for strolling or better in the summer (Figure 1A). During the winter months, due to seasonally stronger winds, wind conditions are comfortable for walking or better at most areas (Figure 2A). These conditions are suitable for the intended pedestrian use. Uncomfortable wind conditions occur around the existing tall building to the west of the project site in the winter (Locations 46 and 49 in Figure 2A).

Proposed Configuration

With the addition of the proposed development, wind conditions on and around the site are expected to remain similar to the existing conditions at most areas (Figures 1B and 2B). During the winter months, slightly elevated wind speeds are anticipated near the southeast corner of the proposed building and to the west of the project site along Ferguson Avenue South (Figure 2B), with conditions remaining comfortable for the intended sidewalk and walkway usage. Positively, the two locations with uncomfortable wind conditions to the west of the project site in the Existing configuration are predicted to be improved and become comfortable for walking (Locations 46 and 49 in Figure 2B).

Main entrance of the proposed building is situated along the north façade, near Location 1 in Figures 1B and 2B. Wind conditions at this entrance are expected to be comfortable for sitting throughout the year, which is suitable for the intended use. Appropriate wind conditions are also predicted near the entrances of ground level residential units along the north façade (Locations 2, 3 and 4 in Figures 1B and 2B).

3.3 Above-Grade Levels (Locations 54 through 59)

It is generally desirable for wind conditions on terraces intended for passive activities to be comfortable for sitting or standing more than 80% of the time in the summer.

In the summer, wind conditions on the Levels 3 and 8 terraces are expected to be comfortable for sitting or standing (Figure 1B), which is suitable for passive activities. Elevated wind speeds on the terraces in the winter is not a concern as these locations would not be used frequently in the cold months.

4 APPLICABILITY OF RESULTS

The wind conditions presented in this report pertain to the model of the at 186 Hunter Street project constructed using the drawings and information listed below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may be affected. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
22001_186 Hunter St.Hamilton_Model	Revit	09/11/2021

5 REFERENCES

1. ASCE Task Committee on Outdoor Human Comfort (2004). *Outdoor Human Comfort and Its Assessment*, 68 pages, American Society of Civil Engineers, Reston, Virginia, USA.
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7. Lawson, T.V. (1973). "Wind Environment of Buildings: A Logical Approach to the Establishment of Criteria", *Report No. TVL 7321*, Department of Aeronautic Engineering, University of Bristol, Bristol, England.
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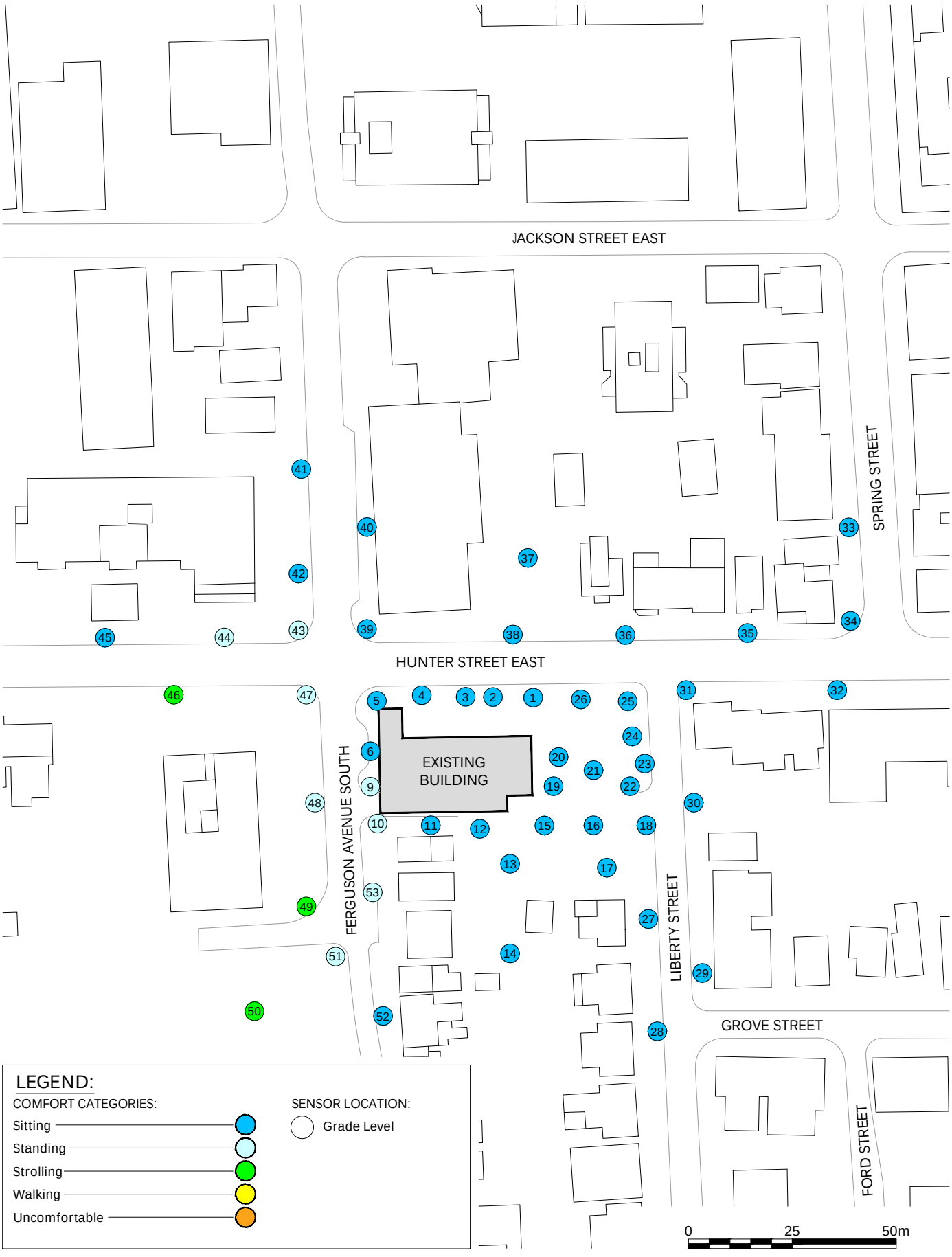
9. Wu, H. and Kriksic, F. (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, Vol.104-106, pp.397-407.
10. Wu, H., Williams, C.J., Baker, H.A. and Waechter, W.F. (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004,* Nashville, Tennessee.

FIGURES



Pedestrian Wind Comfort Conditions

Existing Configuration

Summer (May to October, 6:00 to 23:00)

186 Hunter Street - Hamilton, ON

Project #2201435

True North

Drawn by: ALJM	Figure:	1A
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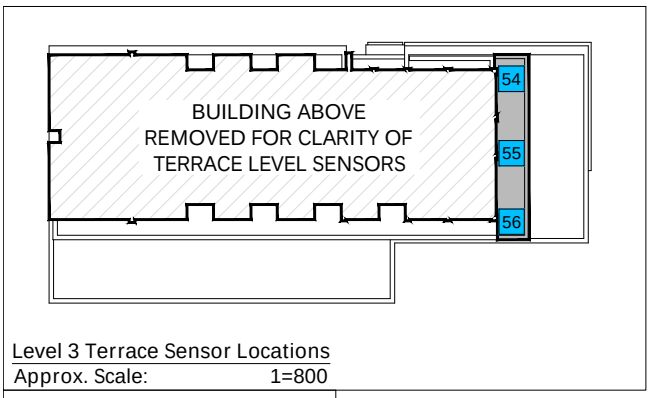
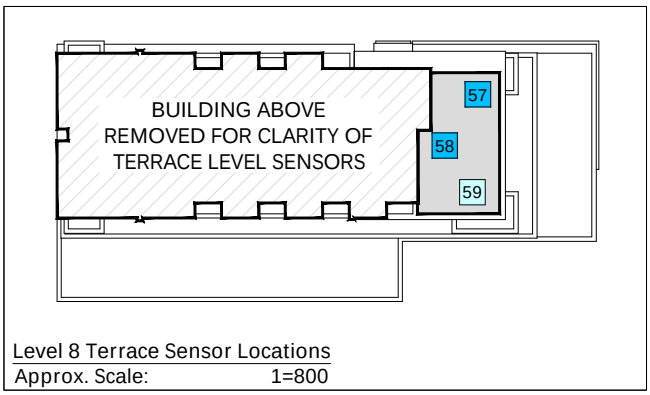
Date Revised:		Dec. 7, 2021



Level 3 Terrace Sensor Locations
Approx. Scale: 1=800



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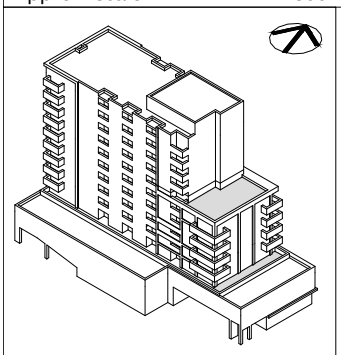


Isometric View of Building

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Terrace Level
- Main Entrance Location

Pedestrian Wind Comfort Conditions

Proposed Configuration

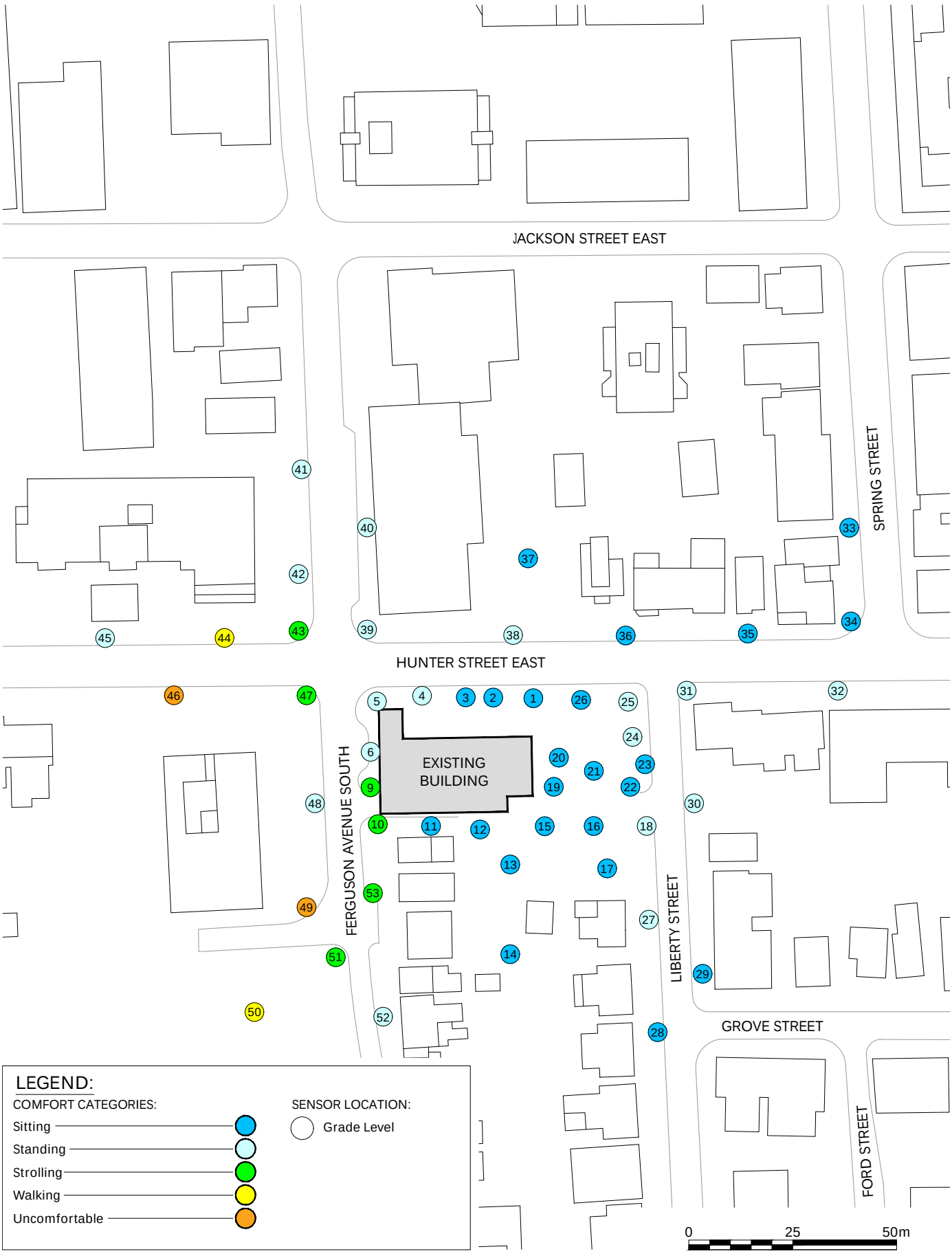
Summer (May to October, 6:00 to 23:00)

186 Hunter Street - Hamilton, ON

Project #2201435

True North

Drawn by: ALJM	Figure: 1B
Approx. Scale:	1:1250
Date Revised:	Dec. 7, 2021



Pedestrian Wind Comfort Conditions

Existing Configuration

Winter (November to April, 6:00 to 23:00)

186 Hunter Street - Hamilton, ON

Project #2201435

True North

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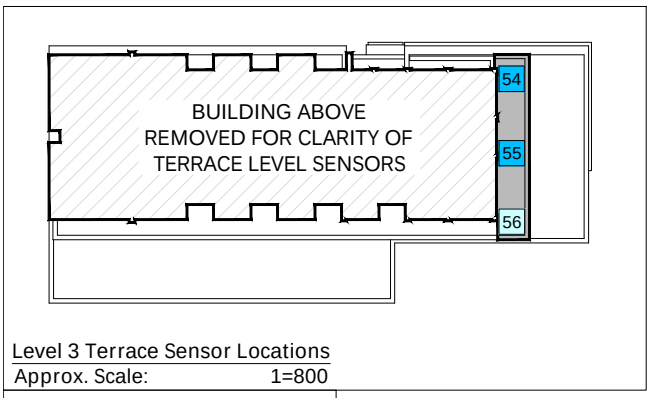
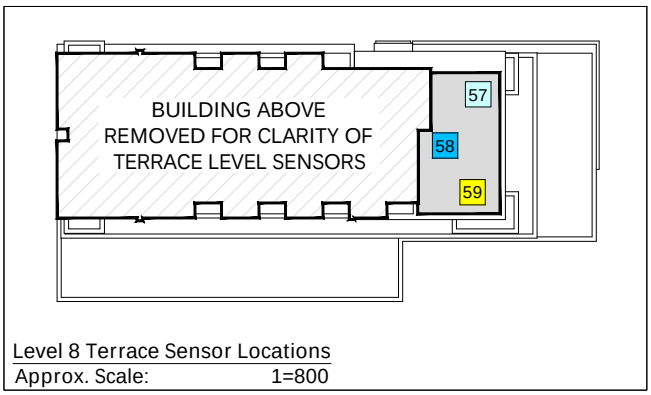
Approx. Scale:	1:1250
Date Revised:	Dec. 7, 2021



Level 3 Terrace Sensor Locations
Approx. Scale: 1=800



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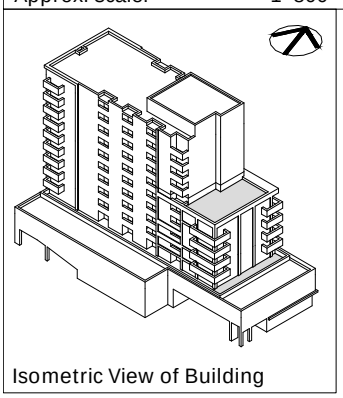


Isometric View of Building

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Strolling
- Walking
- Uncomfortable

SENSOR LOCATION:
- Grade Level
- Terrace Level
- Main Entrance Location

Pedestrian Wind Comfort Conditions
Proposed Configuration
Winter (November to April, 6:00 to 23:00)

186 Hunter Street - Hamilton, ON

Project #2201435

True North

Drawn by: ALJM	Figure: 2B
Approx. Scale:	1:1250
Date Revised:	Dec. 7, 2021

TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
1	Existing	8	Sitting	10	Sitting	41	Pass
	Proposed	6	Sitting	8	Sitting	40	Pass
2	Existing	8	Sitting	10	Sitting	40	Pass
	Proposed	7	Sitting	8	Sitting	38	Pass
3	Existing	7	Sitting	10	Sitting	40	Pass
	Proposed	6	Sitting	8	Sitting	41	Pass
4	Existing	8	Sitting	11	Standing	46	Pass
	Proposed	9	Sitting	11	Standing	58	Pass
5	Existing	9	Sitting	12	Standing	54	Pass
	Proposed	12	Standing	15	Strolling	76	Pass
6	Existing	10	Sitting	13	Standing	65	Pass
	Proposed	12	Standing	16	Strolling	64	Pass
7	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	45	Pass
8	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	9	Sitting	41	Pass
9	Existing	12	Standing	16	Strolling	76	Pass
	Proposed	13	Standing	16	Strolling	68	Pass
10	Existing	11	Standing	15	Strolling	61	Pass
	Proposed	13	Standing	17	Strolling	67	Pass
11	Existing	8	Sitting	10	Sitting	43	Pass
	Proposed	7	Sitting	9	Sitting	37	Pass
12	Existing	6	Sitting	8	Sitting	31	Pass
	Proposed	7	Sitting	9	Sitting	37	Pass
13	Existing	7	Sitting	9	Sitting	41	Pass
	Proposed	11	Standing	14	Standing	61	Pass
14	Existing	8	Sitting	10	Sitting	44	Pass
	Proposed	6	Sitting	8	Sitting	36	Pass
15	Existing	8	Sitting	10	Sitting	47	Pass
	Proposed	9	Sitting	13	Standing	61	Pass
16	Existing	7	Sitting	10	Sitting	42	Pass
	Proposed	12	Standing	15	Strolling	65	Pass
17	Existing	7	Sitting	9	Sitting	39	Pass
	Proposed	11	Standing	14	Standing	59	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
18	Existing	8	Sitting	11	Standing	45	Pass
	Proposed	12	Standing	15	Strolling	60	Pass
19	Existing	8	Sitting	10	Sitting	44	Pass
	Proposed	4	Sitting	6	Sitting	26	Pass
20	Existing	8	Sitting	10	Sitting	42	Pass
	Proposed	3	Sitting	3	Sitting	15	Pass
21	Existing	8	Sitting	10	Sitting	44	Pass
	Proposed	7	Sitting	9	Sitting	36	Pass
22	Existing	8	Sitting	10	Sitting	42	Pass
	Proposed	10	Sitting	12	Standing	57	Pass
23	Existing	8	Sitting	10	Sitting	44	Pass
	Proposed	10	Sitting	12	Standing	50	Pass
24	Existing	8	Sitting	11	Standing	44	Pass
	Proposed	6	Sitting	7	Sitting	40	Pass
25	Existing	8	Sitting	11	Standing	47	Pass
	Proposed	10	Sitting	12	Standing	67	Pass
26	Existing	8	Sitting	10	Sitting	43	Pass
	Proposed	7	Sitting	9	Sitting	52	Pass
27	Existing	8	Sitting	11	Standing	47	Pass
	Proposed	8	Sitting	9	Sitting	55	Pass
28	Existing	8	Sitting	10	Sitting	56	Pass
	Proposed	7	Sitting	9	Sitting	52	Pass
29	Existing	8	Sitting	10	Sitting	42	Pass
	Proposed	7	Sitting	9	Sitting	39	Pass
30	Existing	9	Sitting	12	Standing	51	Pass
	Proposed	11	Standing	14	Standing	56	Pass
31	Existing	9	Sitting	12	Standing	51	Pass
	Proposed	11	Standing	14	Standing	61	Pass
32	Existing	9	Sitting	11	Standing	51	Pass
	Proposed	8	Sitting	10	Sitting	46	Pass
33	Existing	7	Sitting	9	Sitting	43	Pass
	Proposed	7	Sitting	8	Sitting	41	Pass
34	Existing	7	Sitting	10	Sitting	49	Pass
	Proposed	6	Sitting	8	Sitting	36	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
35	Existing	7	Sitting	9	Sitting	40	Pass
	Proposed	7	Sitting	9	Sitting	37	Pass
36	Existing	7	Sitting	9	Sitting	38	Pass
	Proposed	10	Sitting	12	Standing	54	Pass
37	Existing	8	Sitting	10	Sitting	41	Pass
	Proposed	7	Sitting	9	Sitting	38	Pass
38	Existing	8	Sitting	11	Standing	45	Pass
	Proposed	11	Standing	14	Standing	61	Pass
39	Existing	10	Sitting	14	Standing	65	Pass
	Proposed	11	Standing	15	Strolling	62	Pass
40	Existing	10	Sitting	14	Standing	69	Pass
	Proposed	10	Sitting	14	Standing	69	Pass
41	Existing	9	Sitting	12	Standing	49	Pass
	Proposed	9	Sitting	12	Standing	47	Pass
42	Existing	9	Sitting	11	Standing	54	Pass
	Proposed	10	Sitting	12	Standing	55	Pass
43	Existing	13	Standing	17	Strolling	76	Pass
	Proposed	13	Standing	16	Strolling	70	Pass
44	Existing	13	Standing	18	Walking	69	Pass
	Proposed	13	Standing	17	Strolling	69	Pass
45	Existing	10	Sitting	13	Standing	56	Pass
	Proposed	10	Sitting	12	Standing	53	Pass
46	Existing	16	Strolling	21	Uncomfortable	78	Pass
	Proposed	15	Strolling	20	Walking	77	Pass
47	Existing	12	Standing	16	Strolling	68	Pass
	Proposed	13	Standing	17	Strolling	69	Pass
48	Existing	11	Standing	14	Standing	57	Pass
	Proposed	13	Standing	17	Strolling	73	Pass
49	Existing	16	Strolling	21	Uncomfortable	79	Pass
	Proposed	15	Strolling	20	Walking	78	Pass
50	Existing	15	Strolling	18	Walking	83	Pass
	Proposed	13	Standing	17	Strolling	76	Pass
51	Existing	13	Standing	17	Strolling	69	Pass
	Proposed	12	Standing	16	Strolling	67	Pass

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Wind Comfort				Wind Safety	
		Summer		Winter		Annual	
		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
52	Existing	9	Sitting	11	Standing	51	Pass
	Proposed	9	Sitting	11	Standing	47	Pass
53	Existing	12	Standing	15	Strolling	57	Pass
	Proposed	11	Standing	15	Strolling	59	Pass
54	Existing	-	-	-	-	-	-
	Proposed	7	Sitting	7	Sitting	56	Pass
55	Existing	-	-	-	-	-	-
	Proposed	6	Sitting	7	Sitting	46	Pass
56	Existing	-	-	-	-	-	-
	Proposed	10	Sitting	12	Standing	61	Pass
57	Existing	-	-	-	-	-	-
	Proposed	10	Sitting	12	Standing	76	Pass
58	Existing	-	-	-	-	-	-
	Proposed	8	Sitting	9	Sitting	62	Pass
59	Existing	-	-	-	-	-	-
	Proposed	13	Standing	18	Walking	75	Pass

Season	Months	Hours
Summer	May - October	6:00 - 23:00 for comfort
Winter	November - April	6:00 - 23:00 for comfort
Annual	January - December	0:00 - 23:00 for safety
Configurations		
Existing	Existing site and surroundings	
Proposed	Project with existing surroundings	

Comfort Speed (km/h)	
(20% Seasonal Exceedance)	
≤ 10	Sitting
11 - 14	Standing
15 - 17	Strolling
18 - 20	Walking
> 20	Uncomfortable

Safety Speed (km/h)	
(0.1% Annual Exceedance)	
≤ 90	Pass
> 90	Exceeded

Scoped Heritage Impact Assessment, 186 Hunter Street East, City of Hamilton, Ontario.

Project number: 2021-120

Report Type: Original

Report Date: 16 December 2021

Proponents: Urban Solutions c/o Spencer McKay

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

Content

List of Tables and Images

Appendices

1. Executive Summary

Parslow Heritage Consultancy, Inc. (PHC) was retained by Urban Solutions (the Proponent) to undertake a Heritage Impact Assessment (HIA) for 186 Hunter Street East in the City of Hamilton, Ontario (Project Area). The Proponent is undertaking the HIA in order to obtain a demolition permit for the current structure, ahead of planned construction of a 12-storey, 104 unit residential building. The Project Area is located on the South side of Hunter Street East between Ferguson Avenue South and Liberty Street in a neighbourhood historically known as Corktown.

Per instruction from Amber Knowles (Cultural Heritage Planner, Urban Team, City of Hamilton), this assessment follows the City of Hamilton *Cultural Heritage Impact Assessment Guidelines (COH, 2020)*, but is more narrowly scoped toward potential impact to adjacent properties identified on the City of Hamilton's *Interactive Cultural Heritage Resource Map.*

The Heritage Impact Assessment of 186 Hunter Street East has determined that it does not retain Cultural Heritage Value or Interest; as such, it is recommended that the City of Hamilton issue a demolition permit for the property. The demolition process should aim to divert as much material from land fill as possible. This can be accomplished by salvaging recyclable and reusable materials form the structure.

2. Personnel

Carla Parslow, Ph.D., CAHP	Senior Cultural Resource Specialist
Christopher Lemon, B.Sc., Dip. Heritage, CAHP	Cultural Heritage Specialist
Renee Hendricks, MA	Archivist and Researcher
Adam Long, MSc	Report Review

Acknowledgements

Spencer McKay	Urban Solutions.
Amber Knowles	Cultural Heritage Planner, Urban Team, City of Hamilton

3. Introduction

Parslow Heritage Consultancy, Inc. (PHC) was retained by Urban Solutions (the Proponent) to undertake a Heritage Impact Assessment (HIA) for 186 Hunter Street East in the City of Hamilton, Ontario (Project Area). Permission was granted for the work to be conducted as a scoped assessment as per the City of Hamilton *Cultural Heritage Impact Assessment Guidelines (COH, 2020)* by Amber Knowles, Cultural Heritage Planner, Urban Team, City of Hamilton. Personal communication with Amber Knowles on 24 November 2021 confirmed the focus of the scoped report to be the potential impact to adjacent properties.

As a scoped HIA the aim of this report is to evaluate the impact the proposed re-development will have on adjacent properties and the existing street scape. As per the City of Hamilton, properties within 50m of the Project Area will be considered adjacent. The City of Hamilton's *Interactive Cultural Heritage Resource Map* was utilized to identify properties of interest within 50m of 186 Hunter Street East.

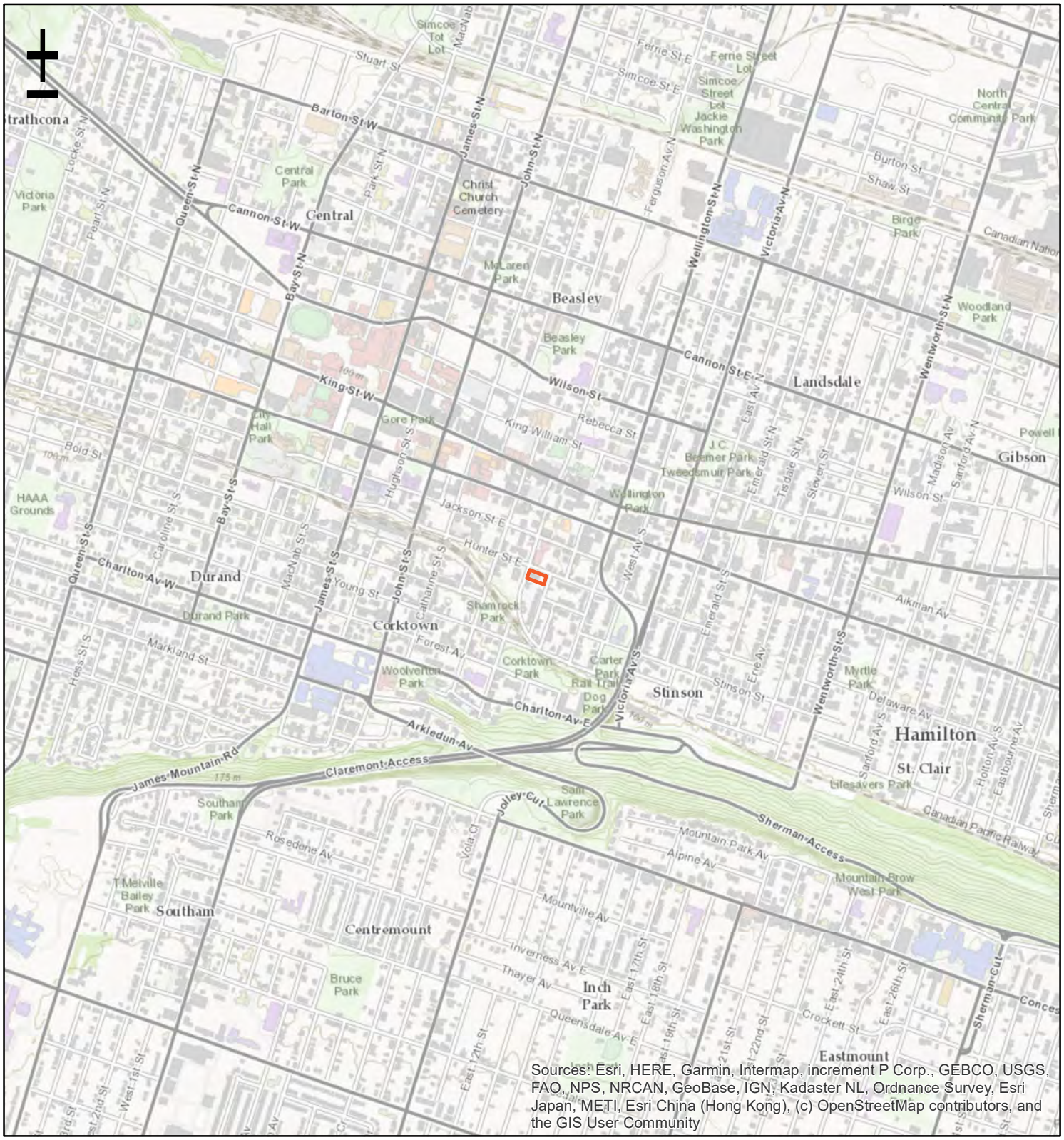
Documentation of the property took the form of high-resolution photographs using a Nikon D5600 DSLR camera, the collection of field notes and the creation of measured drawings where necessary. The assessment strategy was derived from the National Historic Parks and Sites Branch *Canadian Inventory of Historic Buildings* (Parks Canada, 1980), *Well Preserved: The Ontario Heritage Foundation Manual on the Principles and Practice of Architectural Conservation* (Fram, 2003), the *Historic American Building Survey - Guide to Field Documentation* (HABS, 2011) and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada, 2010). All accessible areas of the property and structure were reviewed and documented.

3.1 Applicant Contact Information

Urban Solutions
c/o Spencer McKay
3 Studebaker Place Unit 1
Hamilton Ontario. L8L 0C8

905-546-1087
smckay@urbansoulutions.info

Figure 1: Location of Property on Topographic Map



0 0.150.3 0.6 0.9 1:25,000
Kilometers

Scoped Heritage Impact Assessment
186 Hunter Street East, Hamilton, ON

Legend

186 Hunter Street East

Figure 2: Location of Property on Modern Aerial

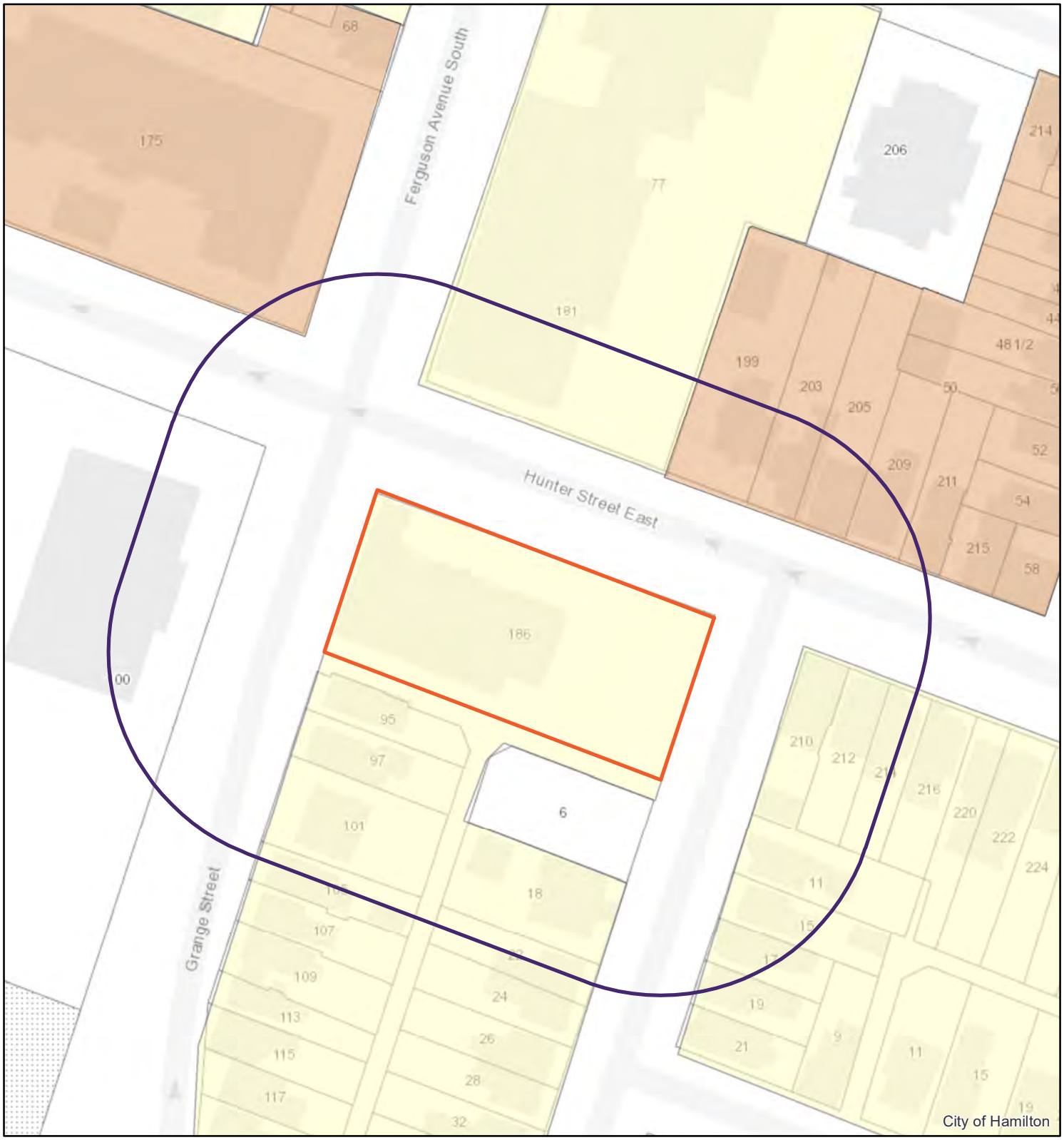
0 15 30 60 1:1,500
Meters

Legend

186 Hunter Street East

Scoped Heritage Impact Assessment
186 Hunter Street East, Hamilton, ON

Figure 3: Inventoried & Registered Heritage Properties Within 50 Metres



0 12.5 25 50 1:1,250
Meters

Scoped Heritage Impact Assessment
186 Hunter Street East, Hamilton, ON

Legend

- 50 Metre Buffer
- Registered
- Inventoried
- 186 Hunter Street East

4. Historic Documentation of Property

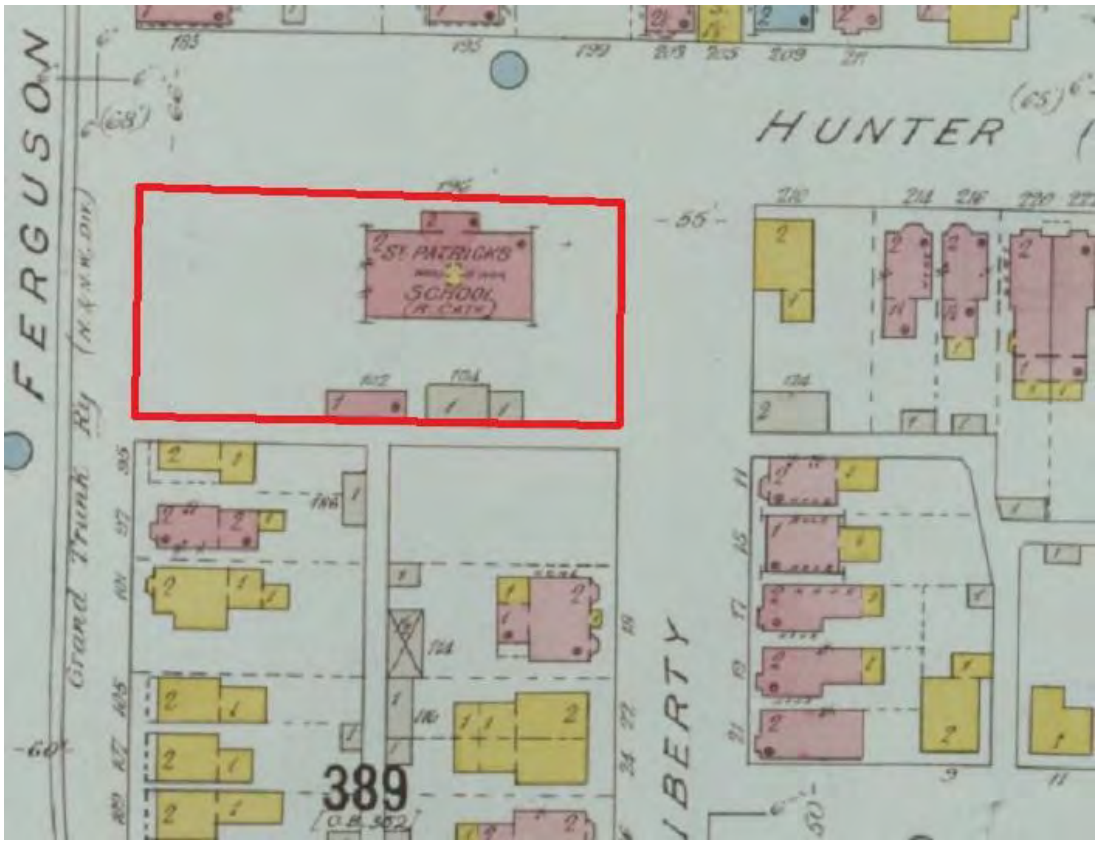


Figure 4: 1898 Fire Insurance Plan. Red square indicates Project Area.

Figure 5: 1911 Fire Insurance Plan. Red arrow indicates Project Area

Figure 6: 1934 Aerial. Red arrow indicates location of Project Area. Image on file McMaster University.

Figure 7: 1951 Aerial. Red arrow indicates location of Project Area. Note current structure not present. Image on file McMaster University.

Figure 8: 1964 Aerial image. Red arrow indicates location of Project Area. Note current structure is present but does not have rear addition. Image on file McMaster University.

5. Description of Property

The Project Area is approximately 0.18 hectares in size, located on the South side of Hunter Street East. The property spans the full distance between Ferguson Avenue South and Liberty Street. The southern limit of the Project Area abuts the north limit of both 95 Ferguson Avenue and 18 Liberty Street. The Project Area is located within the limits of the portion of Hamilton historically referred to as Corktown.

Currently the Project Area contains a mid-twentieth century one-storey industrial structure constructed for red brick and concrete masonry units (CMU). The portions of the property not covered by structure are comprised of paved parking and storage areas.

Figure 9: Front Façade of 1186 Hunter Street East, facing south.

6. History of Corktown

Hamilton's Corktown neighbourhood, bounded by James Street South, Main Street East, Wellington Street South, and the base of "Hamilton Mountain", or the Niagara Escarpment is one of the four original neighbourhoods within the City of Hamilton: the others being Beasley, Central, and Durand. Its name is derived from the Irish city of Cork, a major port of emigration out of Ireland in the 18th the 19th centuries. Most Irish immigrants in the Hamilton area prior to the 1830s were Ulster Protestants, although by the 1830s a small trickle of Catholic Irish immigration had begun to staff the numerous canal projects taking place in Ontario at the time. The first major wave of Irish Catholic settlement in Hamilton was spurred by Sir Allan Napier MacNab, who employed Irish labour to construct his home at Dundurn Castle, completed in 1835 on the foundations of the former Robert Beasley residence. It was sometimes customary for MacNab to pay his workers in land, which is reflected in the land deed abstracts for the current Project Area, as MacNab is recorded as buying a 26-acre parcel from Samuel Mills in 1839.

Irish immigration to the Hamilton area commenced in earnest around 1832, and religion-driven conflicts between Catholic and Protestant Irish was reported in the City as early as 1838. This fight illustrates that a cohesive Catholic identity was already present in Hamilton's early fabric, and a sense of permanence existed among Irish settlers in the area. The infrastructure work on the Burlington and Desjardins Canals of the 1830s lured Irish labourers to Hamilton from the larger ports of Montreal and New York, and as the Irish had a reputation as adept labourers, the new arrivals used this to their advantage when seeking employment. By 1833 Hamilton had a population of over 1,000, of which 133 were Irish Catholics living predominately in the Corktown neighbourhood. The choicest land had been taken by the earliest Protestant settlers before Hamilton's incorporation, leaving large swaths of marginal, "unimportant" land as places for the recent working-class immigrants to settle. Corktown's population often imitated that of Hamilton, in that growth was not constant in the early years and depended on the availability of employment, reflected in the various recessions throughout the nineteenth century. Unskilled labour was often transient and seasonal, leading to fluctuations within the population of Corktown as inhabitants left and returned in search of jobs. By the end of the 1830s the Irish Catholic population of Hamilton remained steady due to several reasons, and the 1840s solidified an active Irish presence still associated with the Corktown neighbourhood.

Corktown initially developed as a series of Irish Catholic cluster settlements in Hamilton's Fourth Ward located at the base of the Niagara Escarpment. Most of the early residents were quite poor and crowded into tenements and shanties, because of discriminatory laws against Catholics. In the early spring, the area was subject to flooding caused by snowmelt. Diseases such as cholera were prevalent in the community due to the unsanitary conditions. However, the location of Corktown at the base of the escarpment allowed for a degree of shelter from the elements and prime land for tenement gardens which many of the inhabitants used as a source of income. The existence of the Corktown neighbourhood bestowed a sense of spatial and cultural identity to the Irish Catholics in the area, even if they didn't live within the boundaries of Corktown proper, in a time when clashes between Protestant and Catholic Irishmen was becoming more commonplace (although there was only one recorded incident prior to 1850).

The nature of Irish Catholic settlement in Hamilton seems to be clustered around certain town blocks and intersections which in 1839 consisted of John Street, Walnut Street, Main Street, James Street, Catharine Street, McNab Street, O'Reilly Street, Cherry Street (Ferguson Avenue), and York Street. This settlement trend indicates a distinctive pattern of Irish Catholic identity had already developed shortly after Hamilton's incorporation in 1833. However, Corktown wasn't culturally homogenous. Pre-Confederation Hamilton was not as residentially or ethnically segregated as later sources would assume, and residents of English, Scottish, American, and Canadian descent all lived within proximity to the Irish settlers. Corktown wasn't entirely Catholic either, many Protestant Irish also lived within its borders. However, Corktown became associated with Irish Catholic immigrants, and in turn with a working-class identity highlighted by religious division. For example, the Irish Catholic immigrants tended to suffer more from poverty and deprivation, with only 7% of Irish Catholics owning property within the city in 1839 despite comprising 17% of Hamilton's population. By 1842 Corktown residents began demanding better infrastructure, such as Macadamized roads to replace the mid-filled dirt paths of the neighbourhood, a project that wasn't entirely realized until the end of the 1840s. Sidewalks were also added around this time. With the improvements in access to the neighbourhood and the growing tide of Irish Catholic immigration driven by the Irish Famine, the population of Corktown swelled after the relative stagnation of the 1830s. As the neighbourhood's population expanded, more permanent structures began to replace the shacks, shanties, and tenements of the earliest settlers.

Corktown swelled during the Irish Famine of the 1840s, and the second wave of Irish immigration from 1871 – 1901 was spurred by the growth of the railway (particularly the Toronto, Hamilton, and Buffalo Railway in Hamilton) throughout southern Ontario. Many other second-wave Irish settlers found jobs as blue collar labourers and civil servants like police officers and council employees, although they still faced lingering discrimination and poor wages.

Hamilton's growth as an industrial centre beginning in the last half of the nineteenth century led to a rapid growth of brick row housing in downtown neighbourhoods, including Corktown. The growth of railways beginning in the 1850s provided labour jobs and opportunity to the growing Irish immigrant community and the completion of the Niagara Suspension Bridge transformed Hamilton as a major migration route on the way to Chicago, New York City, and Milwaukee. Steel smelting in Hamilton began around the same time, leading to another avenue of employment for Irish labourers. These industries helped cement the population of Corktown within the fabric of Hamilton's urban community. Row and terraced housing tended to be more modest in the 1880s and 1890s, although the area tended to possess finely crafted details on the exterior of the structures. The increased access to industrial labour and increasing union participation elevated the status of Corktown, although it continued to retain roots to its working-class beginnings. By the beginning of the 20th Century, the steel industry continued to consolidate, and the strong union movement provided steady work for Corktown inhabitants. The increasing population led to a building boom, and while immigration from the British Isles remained steady, other European countries such as Italy and Austria-Hungary provided the niche immigrant labour once filled by the Irish Catholic Corktown residents. Corktown today is a mix of Victorian row house architecture and mid-twentieth century condo and apartment towers. The neighbourhood is largely residential and is in demand among young professionals and artists with money to spend on the heritage

homes that still sprinkle the area. However, the presence of high-rise towers are indicative of the continued working-class ethos that defines much of Corktown's character.

7. Land Use History of 186 Hunter Street East

The land that is currently identified as 186 Hunter Street East enters the historic record as part of Lot 13 Concession 3, Geographic Township of Barton, County of Wentworth. In 1855 the property is incorporated into the City of Hamilton as Lots 1 to 4 of Plan 31, alternatively known as George Duggan's Survey. Since 1855 the property has been home to multiple business and institutions.

The extant structure was commissioned by Carter Welding Supplies and served as their base of operations between 1953 and the closure of the company in 1990. Most recently a portion of the structure was rented out to a renewable energies company.

As of July 2021 186 Hunter Street is owned by Wellington-Hamilton Non-Profit Housing Inc.

Table 1: Key land transition history for 186 Hunter Street East

Inst.	Date	Grantor	Grantee	Comment
--------	June 1801	Crown	Richard Springer	Patent, Lot 13, Concession 3
419	May 1829	Richard Springer	----------	Will
571	July 1837	David R. Springer	Oliver Springer	Quit Claim Deed, part
574	April 1837	Oliver Springer	Michael M. Mills	Bargain & Sell, part 26 acres
251	December 1837	Michael M. Mills	Sir Allan N. Macnab	Bargain & Sell, part 26 acres
733	September 1839	Sir Allan N. Macnab	Samuel Mills	Bargain & Sell, part 26 acres
349	June 1840	Samuel Mills	Peter R. Hamilton	Bargain & Sell, part 6 acres
871	January 1854	Joseph & Russell Hamilton, exrs of Peter R. Hamilton	George Duggan	Bargain & Sell, part 6 acres
[Illegible]	November 1855	George Duggan	--------	Plan, No. 31
178	September 1855	George Duggan	Thomas & Edward Gordon	Bargain & Sell, all
866	June 1856	Rev. Edward Gordon	Roman Catholic Episcopal Corporation	Bargain & Sell, all
36312	October 1887	Thomas W. Scott	Hamilton Building & Contract Co	Lien, all
36313	October 1886	C.W. Simpson, N. Dunbar	Hamilton Building & Contract Co	Lien, all
S.R.1732 [?]	June 1889	[Illegible] Separate Schools	Hamilton Building and Contract Co	By-Law No. 1
129722	February 1912	Thomas J. Dowling, Episcopal Roman Catholic Corp of the Hamilton Diocese, John M. Maloney, John H. Coty, & Peter J. Maloney	Board of Trustees of the Roman Catholic Separate Schools	Grant, all
149370	July 1913	Board of Trustees of Roman Catholic Separate Schools of Hamilton	William B. Wood & Lorne C. Webster, trustees, joint tenants	Grant, all

187819	June 1918	William B. Wood & Lorne C. Webster, trustees	Dominion Flour Mills, Ltd	Grant, all
215294	September 1920	Dominion Flour Mills, Ltd	David B. Wood	Grant, all
215295	September 1920	David B. Wood	Maples Leaf Milling Company, Ltd	Grant, all
98749NS	July 1945	The Royal Trust Company	Maple Leaf Milling Company, Ltd	Release and Reconveyance, all
148006NS	February 1949	The Royal Trust Company	Maple Leafe Milling Company, Ltd	Release and Conveyance, all
148008NS	January 1949	Maple Leaf Milling Company, Ltd	Charles G. Dynes, in trust	Grant, all
154682NS	July 1949	Charles G. Dynes	Wentworth Motors Company, Ltd.	Grant, all
237726NS	October 1953	Wentworth Motors Company, Ltd	Carter Welding Supplies, Ltd.	Grant, all
196383HL	February 1963	Royal Trust Company	Maple Leaf Mills Ltd	Release and Quitclaim, all
VM39235	March 1990	Carter Welding Supplies, Ltd.	843887 Ontario Inc.	Transfer, all Lot 1
VM243759	November 1998	843887 Ontario Inc.	The Canada Trust Company	Transfer
VM279397	July 2009	The Canada Trust Company	1794603 Ontario Inc	Transfer
WE1533961	July 2021	2505778 Ontario Inc	Wellington-Hamilton Non-Profit Housing Inc	Transfer

7.1 Key owner background information

7.1.1 *Roman Catholic Separate Schools and the Diocese of Hamilton (1856 ç 1913)*

The influx of Irish Catholic immigrants to the Hamilton area due to the Great Famine of the 1840s led Pope Pius IX to establish the Roman Catholic Diocese of Hamilton in 1856, as an offshoot of the Archdiocese of Toronto. The first Bishop was Reverend John Farrell, who was installed at St. Mary's the same year as the diocese's creation. St. Mary's the only Catholic church in Hamilton at that time, had been founded in 1838 by Father William McDonald, the area's first priest. Father McDonald was replaced by Father Edward Gordon, an Anglican convert, who arrived in 1846 and was instrumental in bringing the Sisters of St. Joseph to Hamilton in 1852 to aid with the healing and education of the city's growing Catholic populace. The Sisters and Father Gordon opened a private Catholic school as part of a system of other small schools run out of private residences.

After six years, Father Gordon's failing health forced him to request an assistant, who arrived in the form of Father Augustine Carayon of France. Carayon and Gordon were instrumental in establishing the first separate school board in Hamilton under the Common Schools Act of 1855. St. Patrick's was the first separate Catholic school, opening in 1856 at the corner of Hunter and Ferguson Streets, now known as the current Project Area. The Diocese continued to expand into the 1870s, adding more clergy to staff parishes and other church-affiliated institutions, and by the 1880s had extended to its northernmost limit in Tobermory, located at the tip of the Bruce Peninsula. Railroads aided the Diocese expansion, as priests and other clergy could travel more quickly between parishes and mission churches.

Immigration to Hamilton in the early part of the 20th Century also influenced the Diocese, as more churches and clergy were required to serve the influx of Italian, Polish, and Ukrainian parishioners. Religious orders also became more specialized as they no longer needed to fill so many roles within the community. The Diocese of Hamilton is now the second largest English-speaking Catholic Diocese in Canada with 126 parishes, and in 1998 the various Catholic school boards in surrounding counties consolidated into the Hamilton-Wentworth Catholic District School Board. It can trace its existence back to Gordon's 1852 request to provide Catholic education to the city's children, who were mostly of Irish descent.

St. Patrick's School was known for its strong Irish traditions, also reflected in the establishment of St. Brigid's School in 1889, and the responsibility of education was placed under the care of the Sisters of St. Joseph along with some male lay teachers who taught the older boys. The land for St. Patrick's School was provided by Father Gordon on behalf of the Diocese of Hamilton, as reflected in the abstract index of deeds. St. Patrick's School was also used as a church and parish hall in addition to serving as the founding chapel of St. Patrick's until a new structure was built in 1912 on East Avenue near King and Main Streets. This structure was demolished in 2021, and a third iteration of St. Patrick's is planned for completion in the fall of 2022.

7.1.2 *Dominion Flour Mills (1918 ς 1920) /Maple Leaf Milling (1920 ς 1949)*

The 1911 Goad's Fire Insurance Map of Hamilton indicates a "chopping and feed mill" on the grounds of the Project Area. It is assumed that this mill was established in one of the buildings formerly occupied by the St. Patrick's Catholic School. It is unknown what year the Milling operation was discontinued but the lot is vacant in in the 1934 aerial image of the property.

7.1.3 *Wentworth Motors Company Ltd. (1949-1953)*

Wentworth Motor Company, Limited is listed is identified as having owned the property from 1949 until 1953. There is a lack of information as to whether a facility was ever operated on the property of if the company every occupied the property.

7.1.4 *Carter Welding Supplies (1953 ς 1990)*

Carter Welding Supplies is a discontinued company whose last annual meeting was in 1989 and was dissolved in 1991. The company was registered in 1949 and occupied the building at 186 Hunter Street East between 1953 and 1990.

8. Assessment of Existing Condition

8.1 Surrounding Landscape

The Project area is located on the South side of Hunter Street East. The property spans the full distance between Ferguson Avenue South and Liberty Street. The surrounding neighbourhood contains a mix of single-family residential units, multistorey residential towers and industrial facilities. Immediately west of the property is a 20-story apartment complex, to the north is an industrial facility that contains an autobody repair shop and the south and east are dominated by single family homes and duplexes that date between the 19th and mid-20th century.

Figure 10: 20 storey apartment complex to the east of Project Area. Looking North up Ferguson Avenue.

Figure 11: Looking west down Hunter Street East. Project Area is on the left

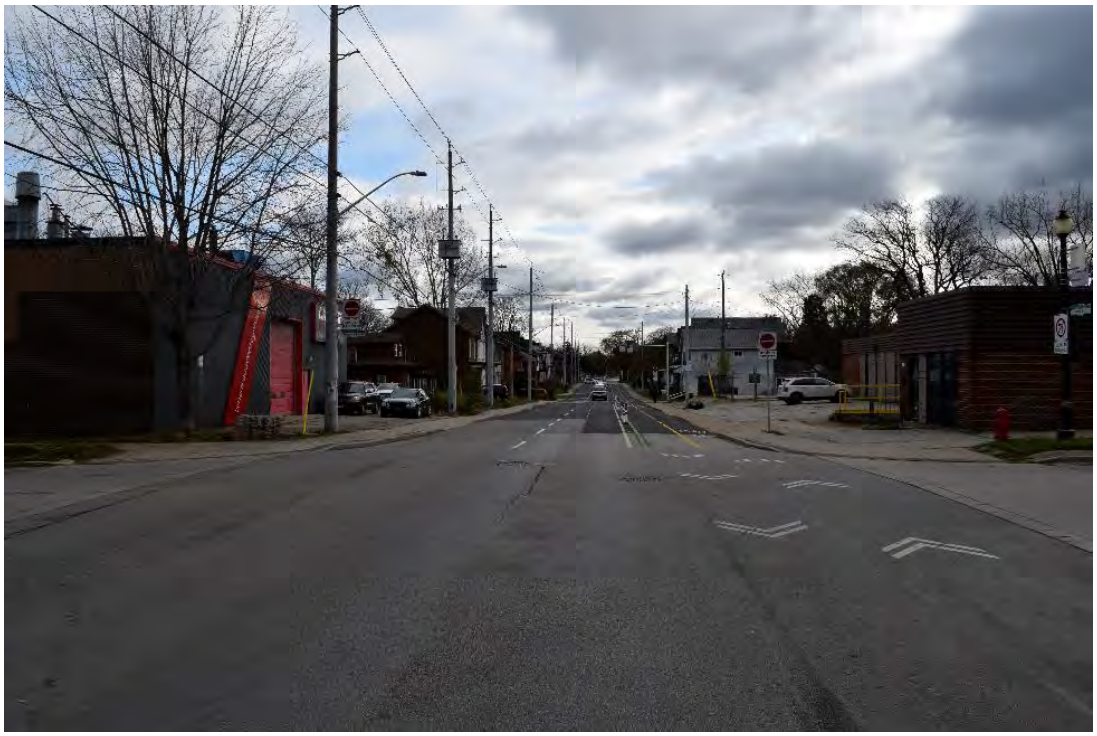


Figure 12: Looking East from the intersection of Hunter Street East and Fergusson Avenue. Project Area is on the right.

Figure 13: Looking south down Ferguson Avenue. Project Area is on the left

Figure 14: Looking north down Liberty Street towards Project Area.

8.2 Adjacent properties within 50m

The Project Area is situated in an area with a high concentration of properties that the City of Hamilton has identified as either Inventoried or Registered. The closest property designated under the *Ontario Heritage Act* is 17 West Avenue South, former Church of St. Thomas, located 260m northeast. All potential heritage properties within 50m of the Project Area are listed in Table 2. An interactive map is available on the City of Hamilton's webpage where additional information can be found for properties identified as having a heritage status of Registered.

Table 2: City of Hamilton Identified Heritage properties within 50m of Project Area

Address	Date	Status	Description
175 Hunter Street East	c.1858	Registered	1 storey stone residential
199 Hunter Street East	c.1870	Registered	1.5 storey wood frame residential
203 Hunter Street East	c.1885	Registered	2.5 storey brick residential
205 Hunter Street East	c.1900	Registered	2.5 storey brick residential
209 Hunter Street East	c.1850	Registered	2 storey stone residential
211 Hunter Street East	c.1875	Registered	2.5 storey brick residential
215 Hunter Street East	c.1890	Registered	2.5 storey brick residential
58 Spring Street	c.1880	Registered	2 storey wood frame residence
181 Hunter Street East	1973	Inventoried	2 storey industrial
210 Hunter Street East	c.1880	Inventoried	2 storey frame residential
212 Hunter Street East	c.1890	Inventoried	2 storey brick residential
214 Hunter Street East	c.1890	Inventoried	2 storey brick residential
216 Hunter Street East	c.1890	Inventoried	2 storey brick residential
220/222 Hunter Street East	c.1890	Inventoried	2 storey brick duplex residential
11 Liberty Street	c.1890	Inventoried	2 storey brick residential
15 Liberty Street	c.1880	Inventoried	1 storey brick cottage
18 Liberty Street	c.1890	Inventoried	2 storey brick residential
17 Liberty Street	c.1890	Inventoried	2 storey brick residential
19 Liberty Street	c.1890	Inventoried	2 storey brick residential
21 Liberty Street	c.1890	Inventoried	2 storey brick residential
22/24 Liberty Street	c.1890	Inventoried	2 storey brick duplex residential
26/28 Liberty Street	c.1890	Inventoried	2 storey brick duplex residential
95 Ferguson Avenue South	c.1890	Inventoried	1.5 storey brick residential
97 Ferguson Avenue South	c.1890	Inventoried	1.5 storey residential
101 Ferguson Avenue South	c.1980	Inventoried	2 storey residential
105 Ferguson Avenue South	c.1890	Inventoried	1.5 storey residential
107 Ferguson Avenue South	c.1890	Inventoried	1.5 storey residential
109 Ferguson Avenue South	c.1890	Inventoried	1.5 storey residential

Adjacent properties within 50m of the Project Area are illustrated in Figures 19 to 44.

Figure 19: 175 Hunter Street East.

Figure 20: 199 Hunter Street East

Figure 21: 203 Hunter Street East.

Figure 22: 205 Hunter Street East

Figure 23: 209 Hunter Street East

Figure 24: 211 Hunter Street East

Figure 25: 215 Hunter Street East

Figure 26: 58 Spring Street

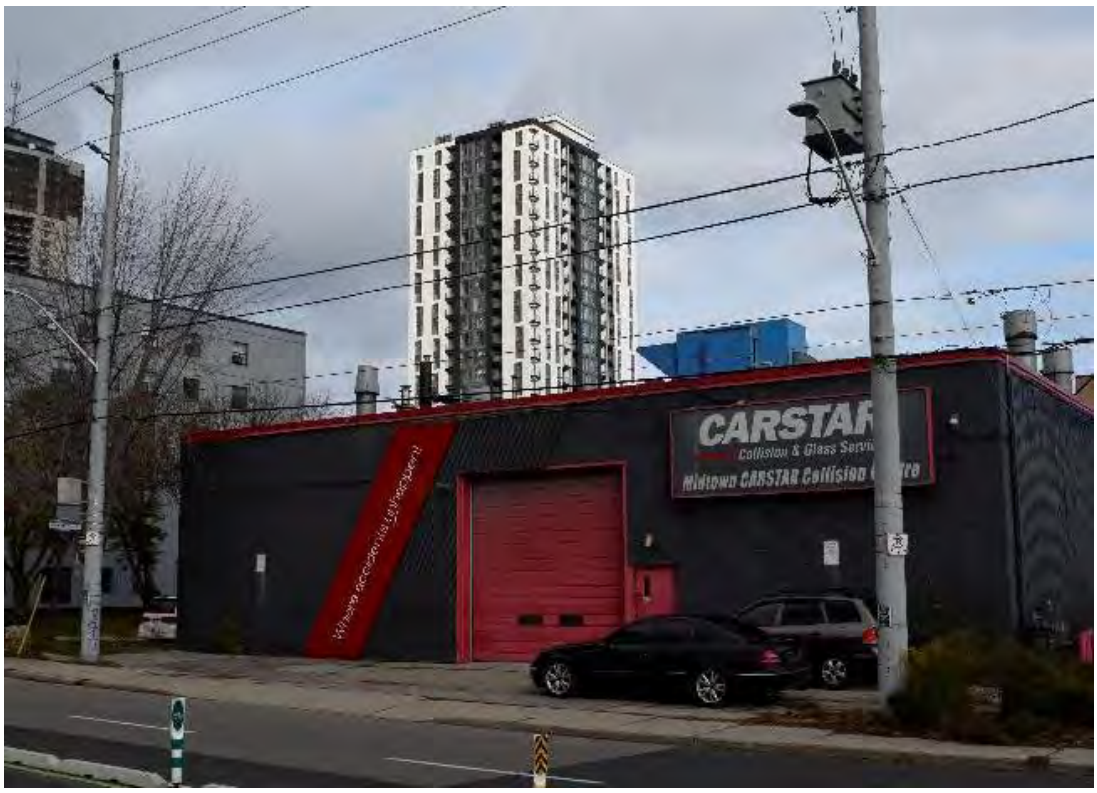


Figure 27: 181 Hunter Street East

Figure 28: 210 Hunter Street East

Figure 29: 212 Hunter Street East

Figure 30: 214 Hunter Street East

Figure 37: 22/24 Liberty Street

Figure 38: 26/28 Liberty Street

Figure 39: 95 Ferguson Avenue South

Figure 40: 97 Ferguson Avenue South

Figure 41: 101 Ferguson Avenue South

Figure 42: 105 Ferguson Avenue South

Figure 43: 107 Ferguson Avenue South

Figure 44: 109 Ferguson Avenue South

8.3 186 Hunter Street East

186 Hunter Street East is an industrial structure constructed of a mix of red brick and concrete masonry units (CMU). The structure is one storey in height with a flat roof. The structure has no basement and is constructed on a cement slab. Since construction in the early 1950's a rear addition has been added to the structure. The addition spans nearly the full width of the original building and was designed to mimic the existing structure. The use of slim windows gives the front façade a striped appearance and suggests the International architectural style influenced the original design. The International style was popular between 1930 and 1965 and focuses on a minimalist style that aimed to showcase the modern construction materials of the day. The style was largely a rejection of past architectural styles (Blumenson, 1990). The International style was common on industrial structures emphasizing horizontal and vertical banding of material. 186 Hunter Street East is not a good example of the style but its influence can be seen in the overall design. Floor plans of the structure are presented in Appendix D.

8.3.1 Exterior

Figure 45: Front façade. Facing south

Figure 46: West side structure. Facing east

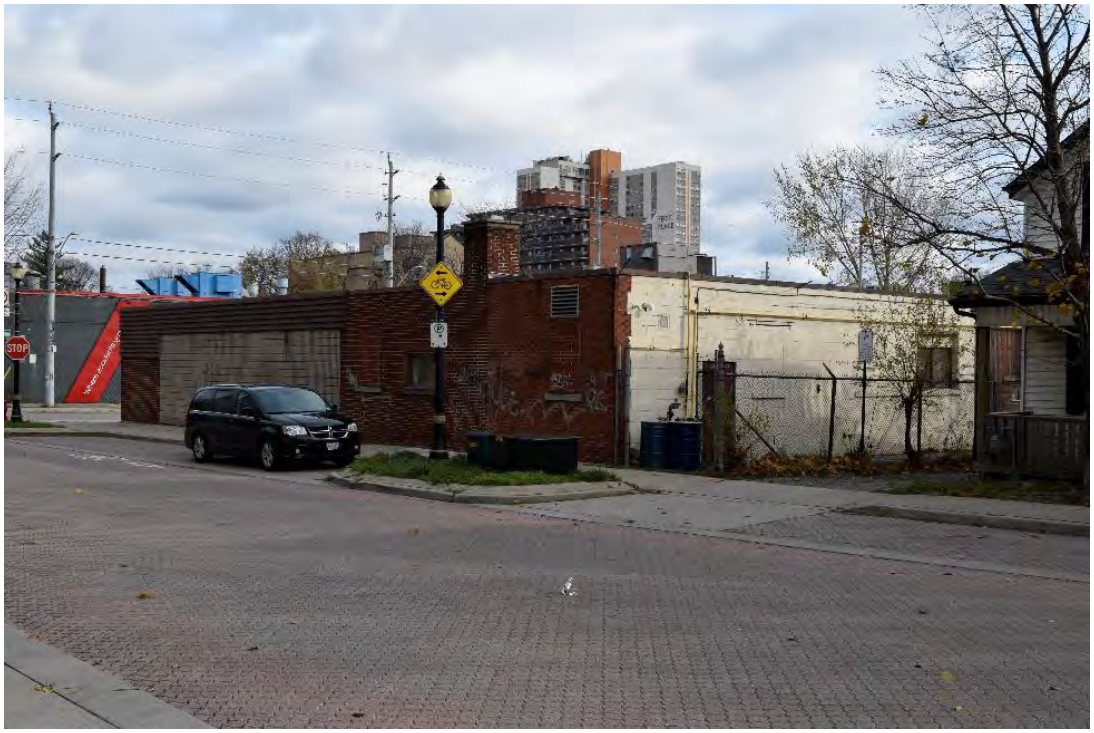


Figure 47: Southwest corner and rear of structure. Facing northeast.

Figure 48: Southeast corner and rear of structure. Facing northwest

Figure 49: East side. Rear addition is deliciated by the brown garage door. The white garage door represents the original southwest corner of the structure. Facing west.

Figure 50: Seam on west side of structure between original and later addition.

Figure 51: Typical window. Located on south side of structure.

Figure 60: Interior of west side of structure. Facing south.

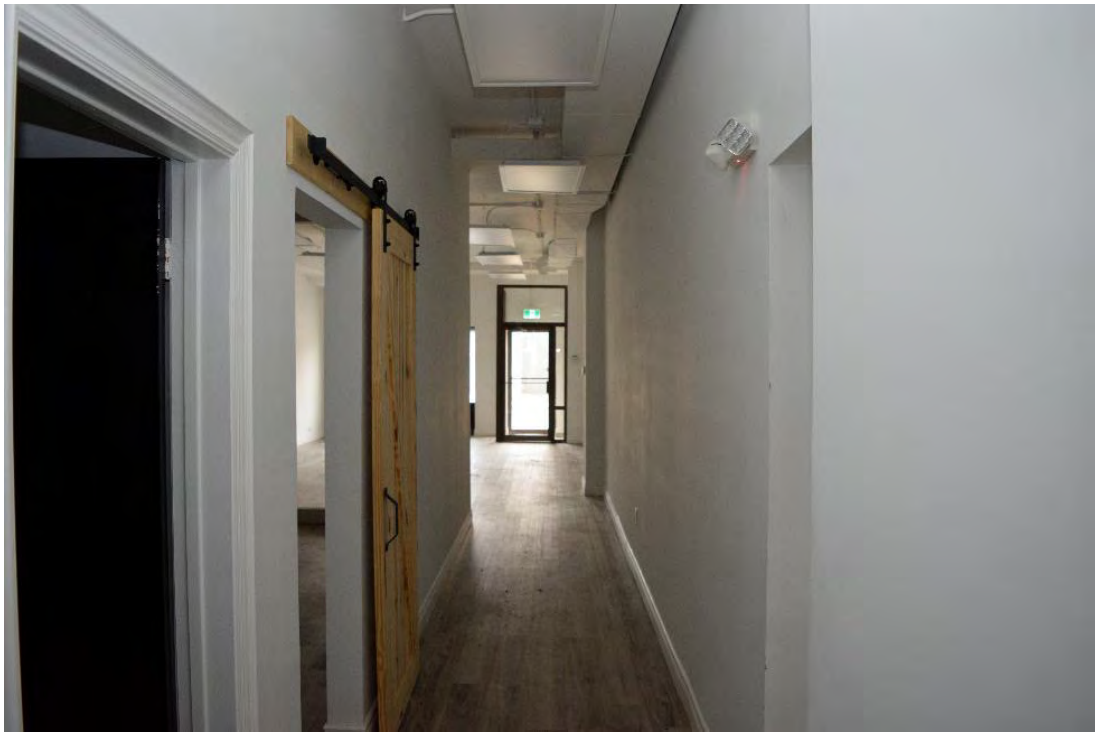


Figure 61: Interior of west side of structure. Facing north.

Figure 62: Kitchen space on west side of structure.

Figure 63: Office space in southwest corner of structure.

Figure 64: Typical interior shot of storage space. Facing east.

Figure 65: Storage space. Facing west.

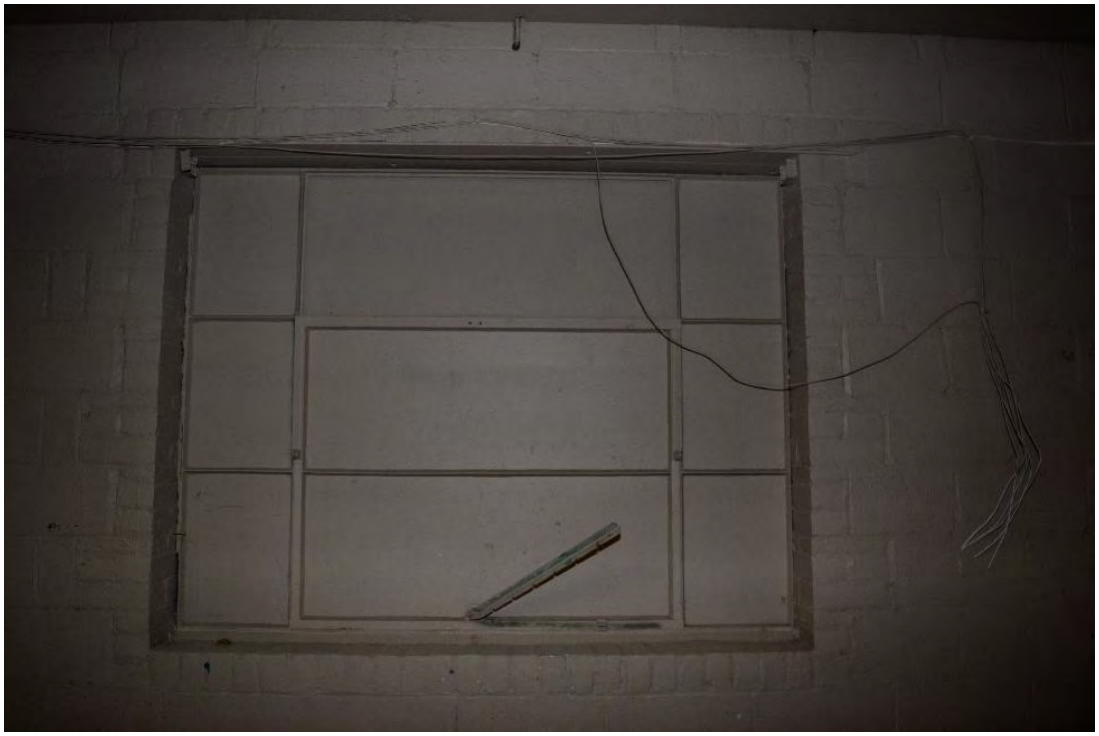


Figure 66: Former exterior window between original structure and rear addition.

Figure 67: Typical office space on north wall of structure. Facing east.

9. Description of Proposed Development

The client is proposing the development of a 12-storey residential structure that will contain 104 units and 50 parking spaces. The proposed structure will cover the 0.18hc property and provide affordable housing to City of Hamilton community members. The redevelopment outlines the demolition of the extant structure which is not able to be incorporated into the new design.

Schematics of the proposed development provided in Appendix B.

Figure 68: Rendering of proposed apartment complex.

10. Evaluation of Cultural Heritage Value Interest

Ontario *Regulation 9/06* prescribes the criteria used for evaluating a property being considered for designation under section 29 of the OHA. Section 29 of the OHA outlines that, to be designated, a property must meet "one or more" of the criteria grouped into the categories of Design/Physical Value, Historical/ Associative Value and Contextual Value (MHSTCI 2006a). Table 2 lists these criteria and identifies if the criteria were met at 186 Hunter Street East.

10.1 Cultural Heritage Value or Interest

Table 2 - The criteria for determining property of Cultural Heritage Value or Interest (CHVI)

O.Reg.9/06 Criteria		Criteria Met (Y/N)	Justification
The property has design value or physical value because it,			
I.	**is a rare, unique, representative or early example of a style, type, expression, material, or construction method,**	**N**	The structure does not meet any of the prescribed criteria.
II.	**displays a high degree of craftsmanship or artistic merit, or**	N	None observed.
III.	**demonstrates a high degree of technical or scientific achievement.**	**N**	None observed.
The property has historical value or associative value because it,			
I.	**has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,**	**N**	Formerly served as the base of operations for Carter Welding Supplies.
II.	**yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or**	**N**	The property and associated structure do not present with the potential to yield information that could contribute to our understanding of a community or culture.
III.	**Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.**	**N**	None observed.
The property has contextual value because it,			
I.	**is important in defining, maintaining or supporting the character of an area,**	**N**	None observed
II.	**is physically, functionally, visually or historically linked to its surroundings, or**	**N**	None observed
III.	**is a landmark.**	**N**	None observed

Based on the criteria set forth by *Regulation 9/06*, 186 Hunter Street East does not meet the criteria to warrant designation under Part IV of the OHA.

11. Impact of Proposed Development and Site Alteration

The potential impact to the surrounding area based on the proposed undertaking was evaluated using the Ministry of Heritage, Sport, Tourism, and Cultural Industries (MHSTCI) Info Sheet #5 *Heritage Impact Assessments and Conservation Plans:*

Destruction of any, or part of any, significant heritage attributes or features.

- Demolition of the extant structure would not result in the loss of any heritage attributes of cultural heritage value or interest. Evaluation of the structure against *Regulation 9/06* revels that it does not present with CHVI.
- The extant structure is not able to be integrated into the proposed development.

Alteration that is not sympathetic, or incompatible, with the historic fabric and appearance.

- Not applicable. No alterations are being considered at this time.

Shadows created that alter the viability of a heritage attribute or an associated natural feature or plantings, such as a garden.

- A formal shadow study was undertaken as part of the feasibly assessment of the project (Appendix C). The shadow study found that the proposed development will have a minimal impact.
- Assessment of the surrounding area did not identify any features that would be negatively impacted by shadow.
- The proposed development is located directly adjacent to an existing 20- storey structure as such no new shadows will be created by the proposed development.
- The greatest shadow will project to the north where the majority of adjacent land it home to an industrial auto repair facility and associated parking infrastructure.

Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.

- The proposed redevelopment will not result in the isolation of heritage attributes from the surrounding area.

Direct or indirect obstruction significant views or vistas within, from or of built and natural features.

- The proposed development will nor result in any new obstructions to views or vistas into or out of the Project Area.
- The Corktown neighbourhood is already home to several multi storey structures, the addition of this 12 storey structure will be of minimal impact to the existing viewsheds.

A change in land use where the change in use may impact the property's CHVI;

- Regulation 9/06 evaluation of the Project Area did not identify any CHVI and as such a change in land use will have no impact.

Land disturbances such as a change in grade that alters soils and drainage patterns that may adversely affect archaeological or cultural heritage resources.

- Archaeological assessment of the property prior to ground disturbance should be considered.

12. Mitigation and Conservation

186 Hunter Street East does not present with Cultural Heritage Value or Interest (CHVI) and does not warrant designation *under Part IV of the Ontario Heritage Act*.

The following mitigation strategy is put forth:

1. Establish a diversion plan to minimize impact on local landfills. Salvage of reusable and or recyclable materials from within the structure. The structure contains many items that can be salvaged and diverted from landfill including but not limited to:
    - Electrical components
    - Steel framing components
    - Concrete and brick
    - Metal siding
    - Windows and doors

13. Recommendations

The proposed redevelopment of 186 Hunter Street provides an opportunity to the citizens of Hamilton. The redevelopment as proposed will increase the utilization of the area and provide for affordable housing for over 100 persons. The Demolition of the extant structure poses no impact to the documented CHVI of the property, and the proposed 12-storey building will have minimal impact on the documented heritage of the Corktown neighbourhood. The orientation of the lot and relationships to surround structures will not result in any new shadow impact to the surrounding area, as illustrated by the completed shadow study (Apendix C).

It is recommended that the demolition of 186 Hunter Street East be approved and that a building permit be issued for the proposed re-development of the property.

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Appendix A

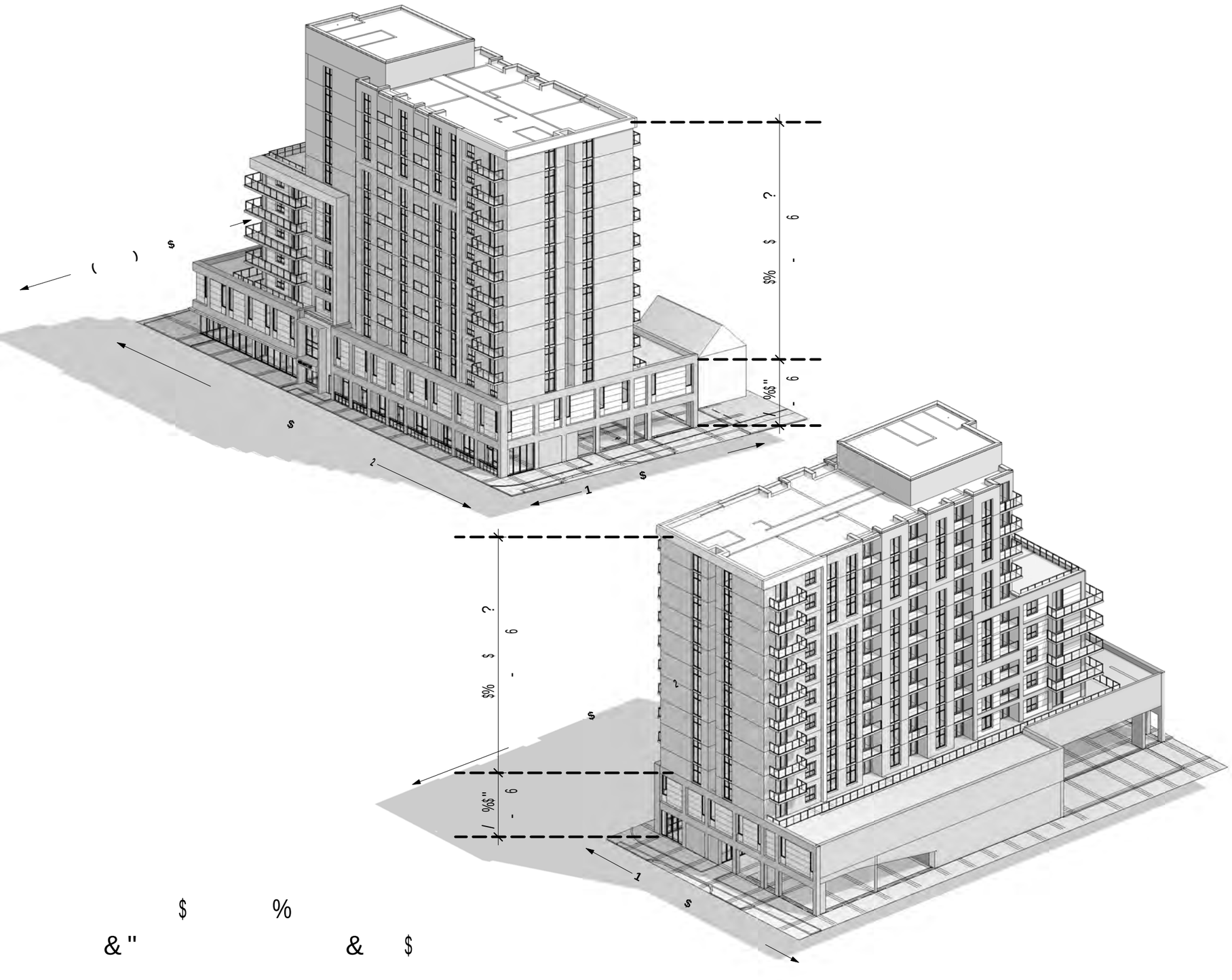
Project Manager – Carla Parslow, PhD, CAHP Member in Good Standing: Dr. Carla Parslow has over 20 years of experience in the cultural heritage resource management (CHRM) industry in Canada. As the President of PHC Inc., Dr. Parslow is responsible for the for the management of CHRM projects, as well as the technical review and quality assurance of all archaeological and cultural heritage projects completed by PHC. Throughout her career, Carla has managed both large and small offices of CHRM professionals and has mobilized both large (50+) and small (4+) teams of CHRM and
Environmental projects offices throughout the province of Ontario. Dr. Parslow has served as either Project Manager or Project Director on hundreds of Archaeological and Cultural Heritage Assessments. Dr. Parslow is a professional member of the Canadian Association of Heritage Professionals (CAHP).

Dr. Parslow is responsible for the overall management of the work and is the primary point of contact. Dr. Parslow is also responsible for the overall quality assurance.

Heritage Specialist – Chris Lemon, B.Sc., Dip. CAHP Member in Good Standing: Chris Lemon is a Cultural Heritage Specialist and Licensed Archaeologist (R289) with 15 years' experience. He received an Honours B.Sc. in Anthropology from the University of Toronto and has completed course work towards an M.A. from the University of Western Ontario. Mr. Lemon has a Diploma in Heritage Carpentry and Joinery and a Certificate in Heritage Planning from Algonquin College. During his career Mr. Lemon has participated in cultural heritage assessments across Ontario as both a Senior Field Director in archaeology and as a Built Heritage Practitioner. Chris's previous experience includes representation on Joint Health and Safety Committees; he is dedicated to maintaining a safety-first focus on all job sites. Chris has an application for CAHP waiting for approval.

Mr. Lemon is responsible for research, reporting and analysis.

Appendix B



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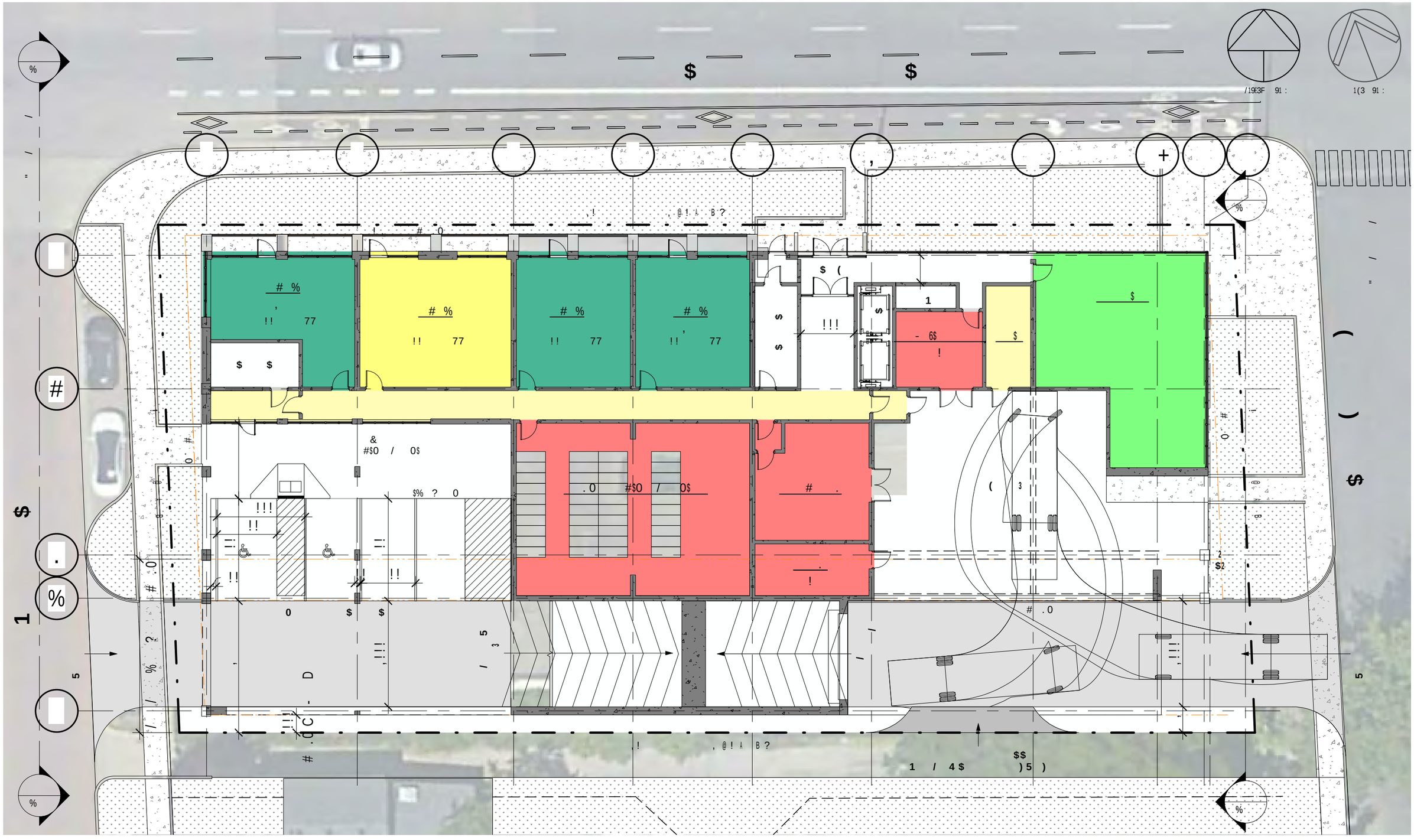

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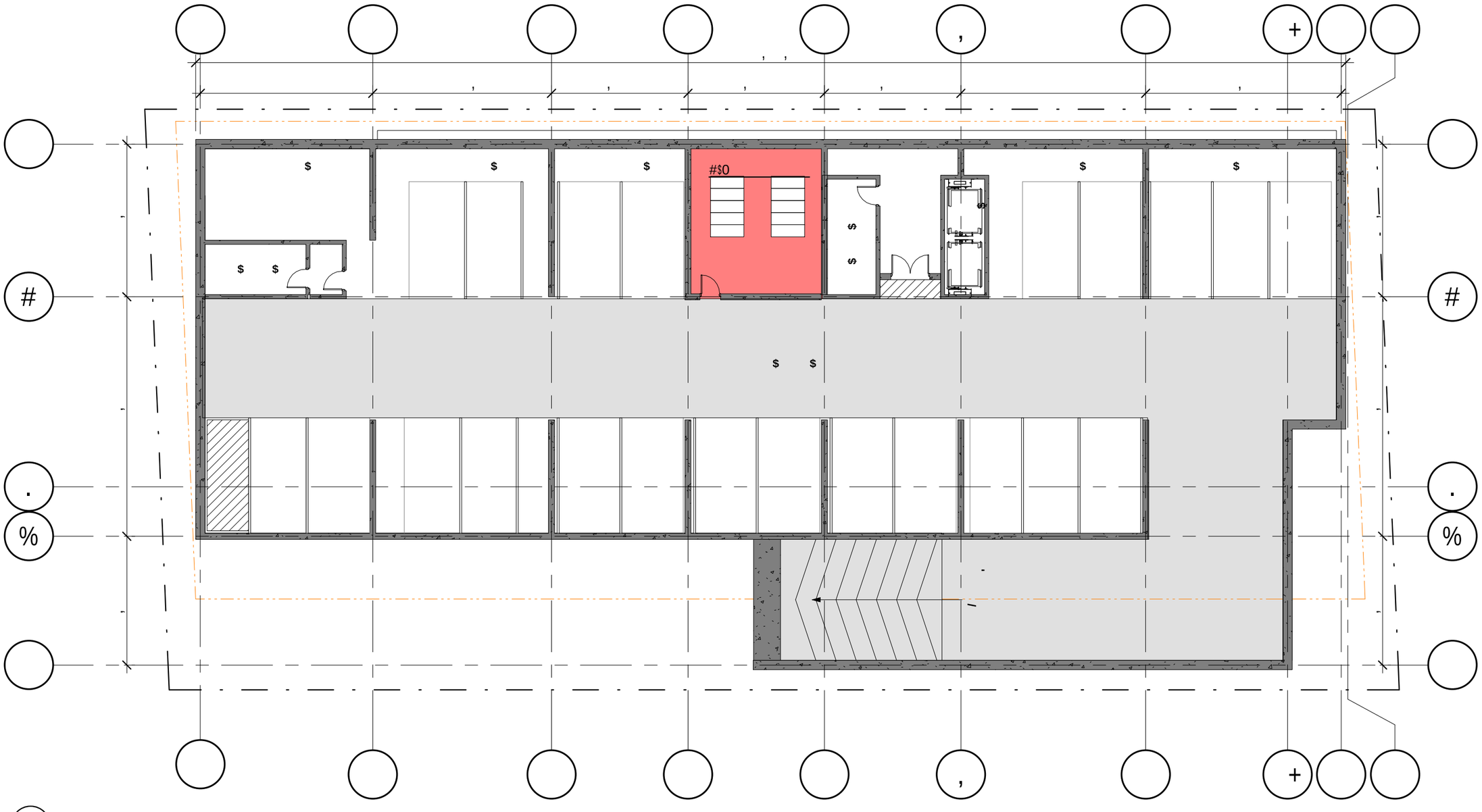

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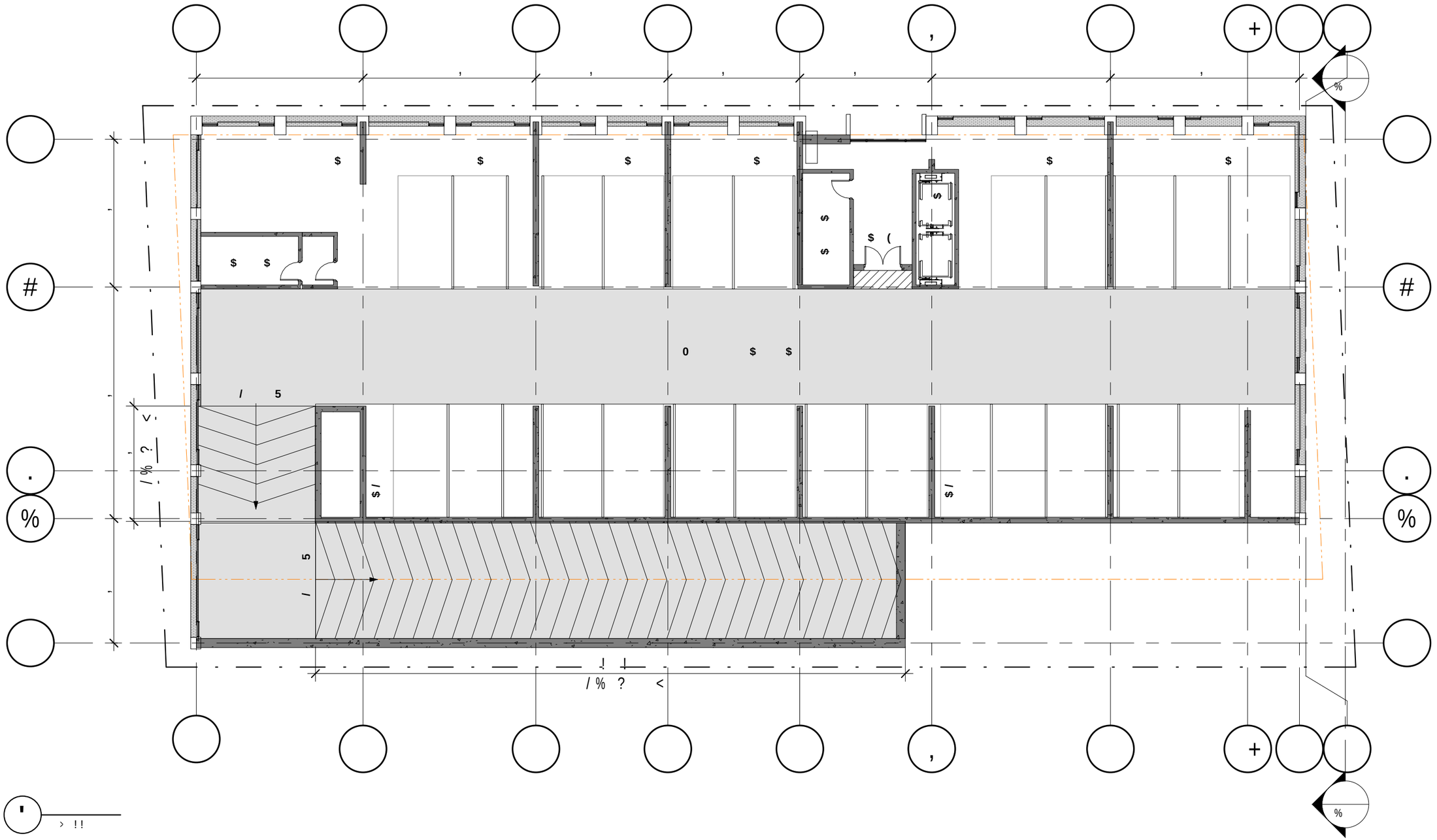

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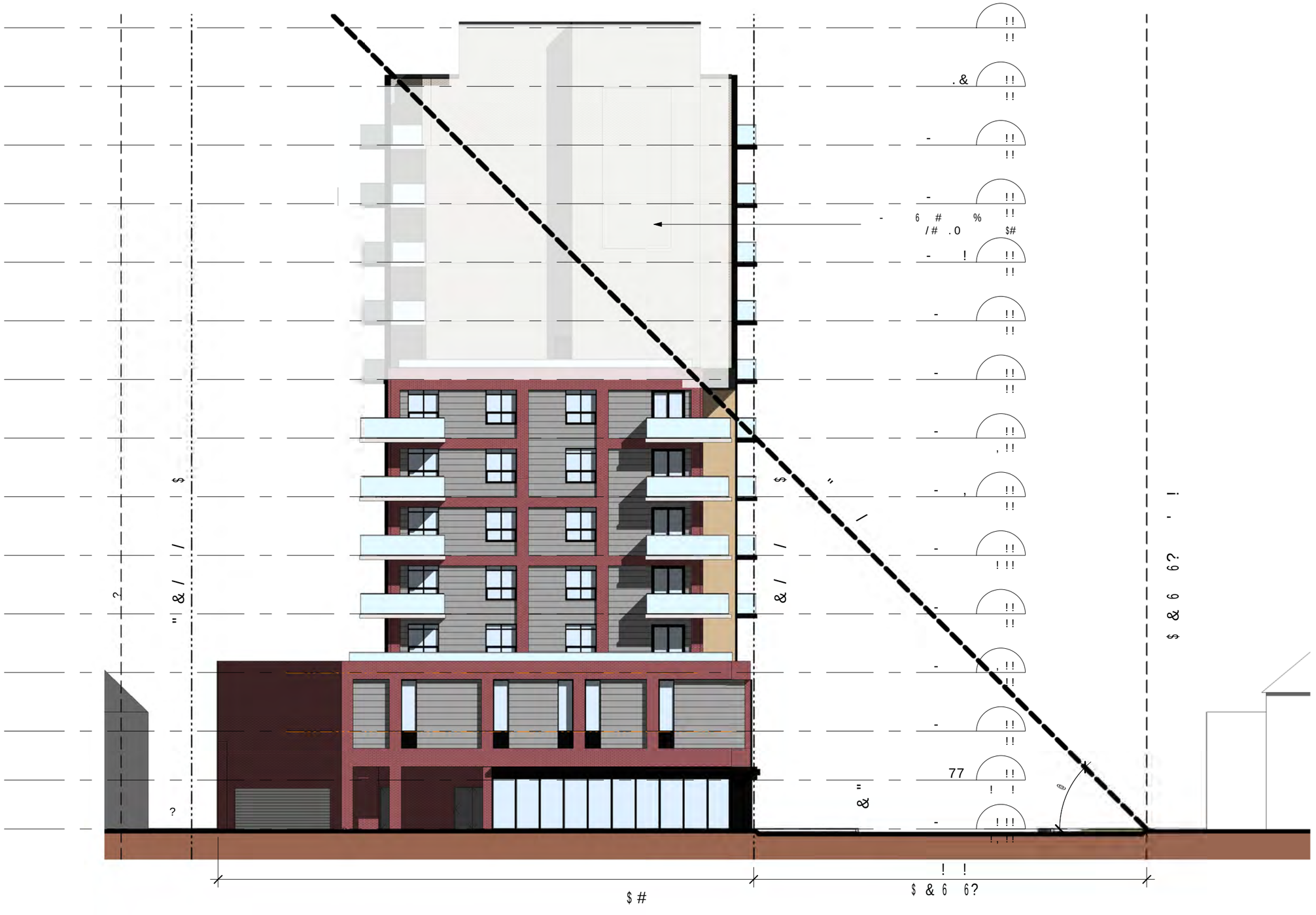

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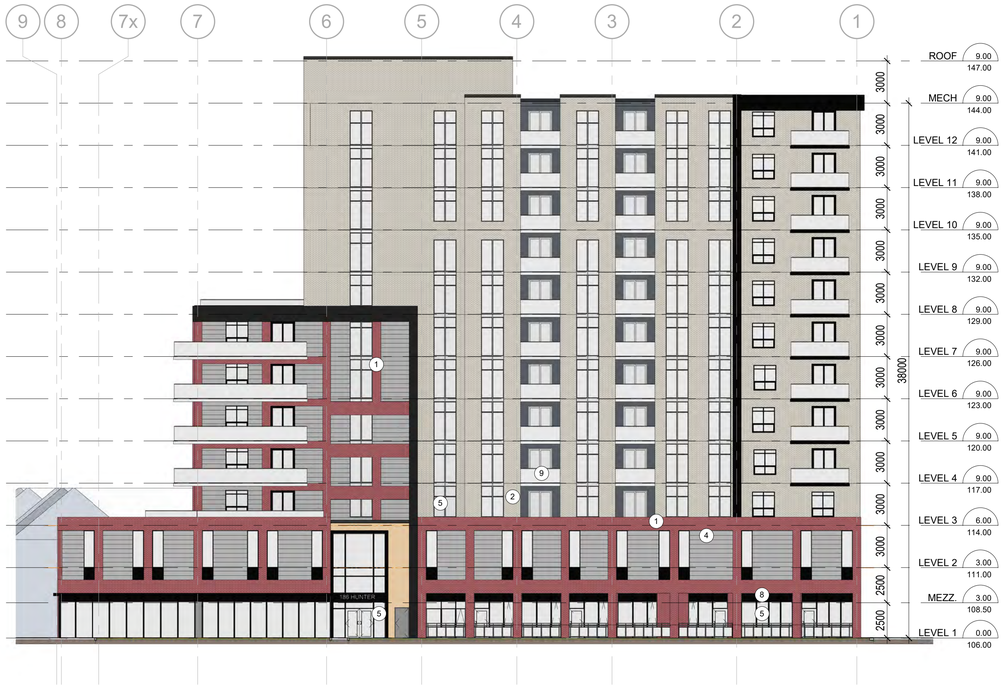

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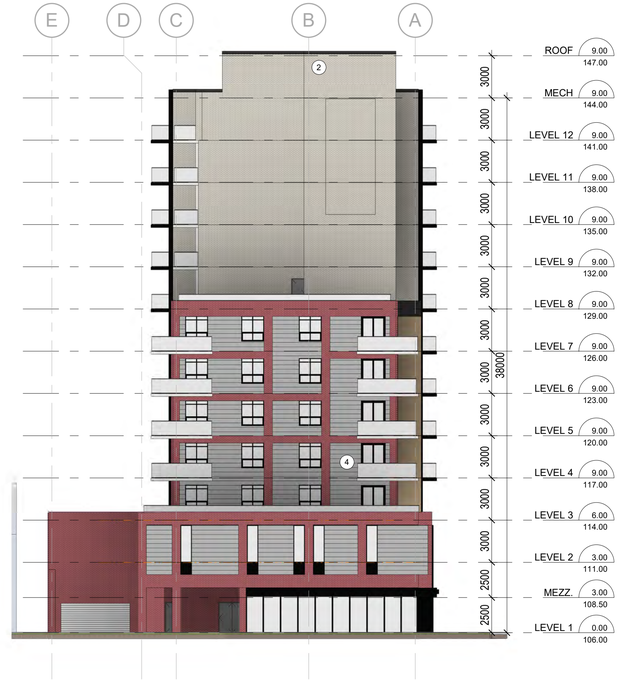

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2	BRICK COLOUR: CREAM TYPE / MANUFACTURER: TO BE DETERMINED
3	BRICK COLOUR: CHARCOAL TYPE / MANUFACTURER: TO BE DETERMINED
4	METAL SIDING COLOUR: SILVER TYPE / MANUFACTURER: TO BE DETERMINED
5	VISION GLASS WINDOW WALL COLOUR: CLEAR TYPE / MANUFACTURER: TO BE DETERMINED
6	GLASS GLAZING UNIT - FRIT COLOUR: FRIT PATTERN, CLEAR GLASS, DOUBLE GLAZED TYPE / MANUFACTURER: TO BE DETERMINED
7	SPANDREL PANEL COLOUR: GREY TYPE / MANUFACTURER: TO BE DETERMINED
8	SPANDREL PANEL COLOUR: BLACK TYPE / MANUFACTURER: TO BE DETERMINED
9	BALCONY GUARDS COLOUR: GLASS & ANODIZED METAL TYPE / MANUFACTURER: TO BE DETERMINED

GENERAL NOTES

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3 ELEVATION - SOUTH
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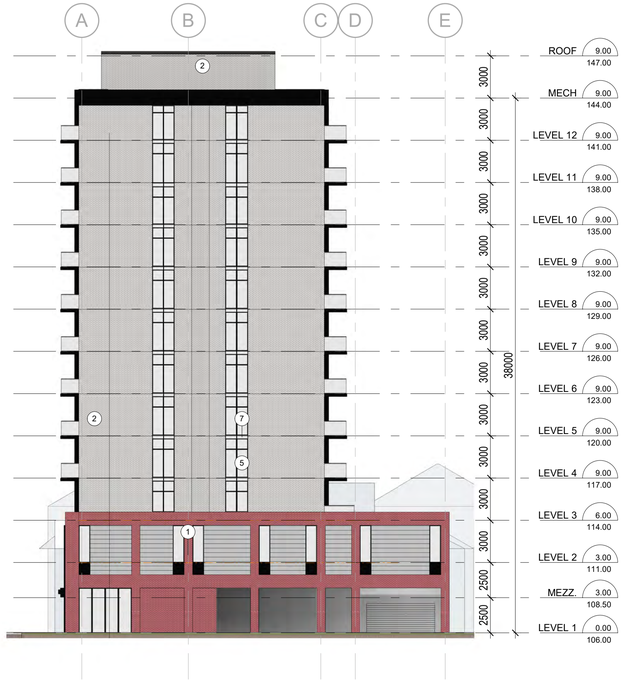

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HUNTER STREET, HAMILTON

ELEVATIONS

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Appendix C

Shadow Studi !

The following shadow studies demonstrates the shadow impacts of the proposed development during the Spring / Fall Equinox. The proposed site currently has a one-storey building.

The proposed building is a 12 Storey residential building consisting of 104 units.

Lot Area: 1,753m²
Building Area: 1,417 m²
Gross Floor Area: 8,907 m²
Building Height: 38m + Mechanical Penthouse
March 21st Sunrise: ±7:20am
March 21st Sunset: ±7:33pm
The shadow impact study takes place from 8:50am until 6:03pm at hourly intervals, and is located at:
Latitude: N43 degrees: 15' 5"
Longitude: W79 degrees:51' 45"

The as of right massing model is bassed off of a 14m high building for a C3 zone.

Mitigation measures include:
• 9.7 meter step at levels 3-7 along Hunter St. and Liberty St.
• 19 meter step at levels 8-12 along Hunter St. and Liberty St.

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The proposed development has the following:
• No impact on the residential buildings across from the development on the South Side and along Liberty St.
• Minor impact on the residential buildings across from the development on Hunter St. E between 3:03pm and 5:03pm.
• After 4:03pm, the proposed development will add minimal new shadows as the existing 20-storey building across from the proposed development is already casting large shadows; no new shadows will be cast at 6:03pm.
• No new shadows will impact Shamrock Park

Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m

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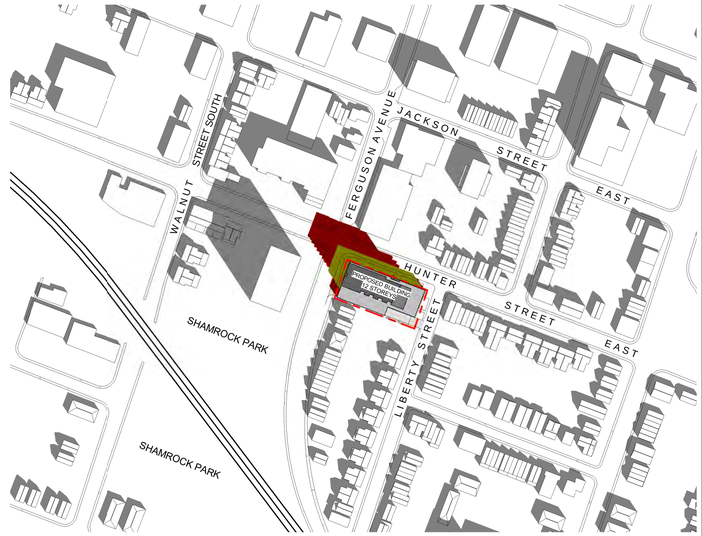

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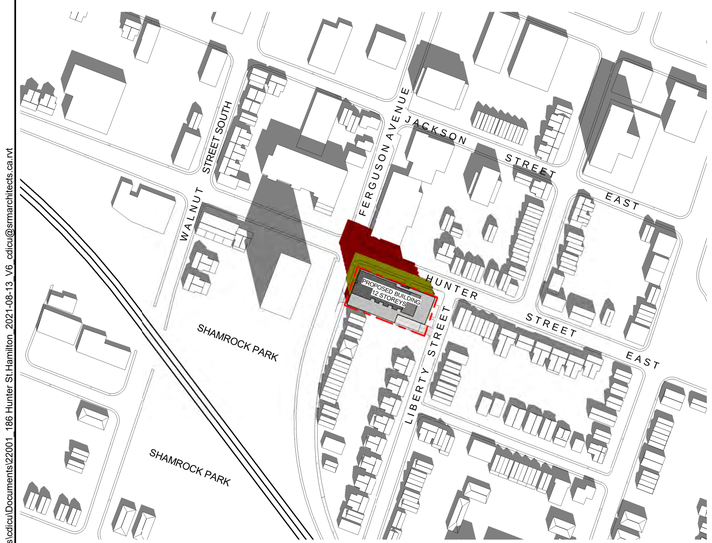

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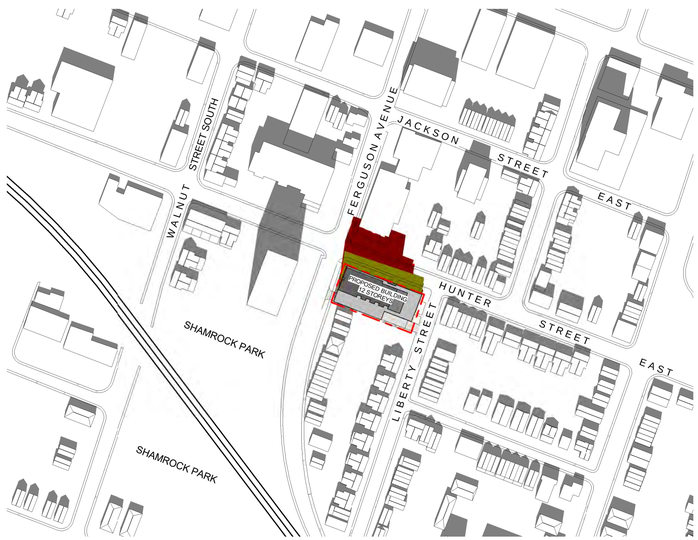

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GENERAL NOTES

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Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m

GENERAL NOTES

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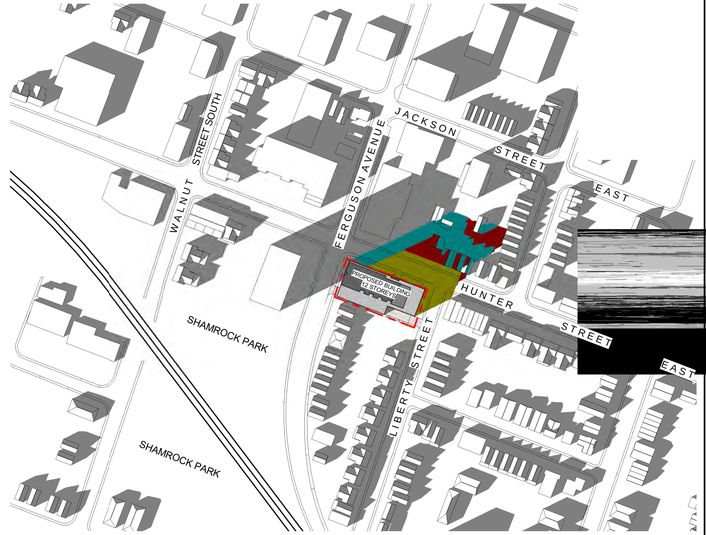

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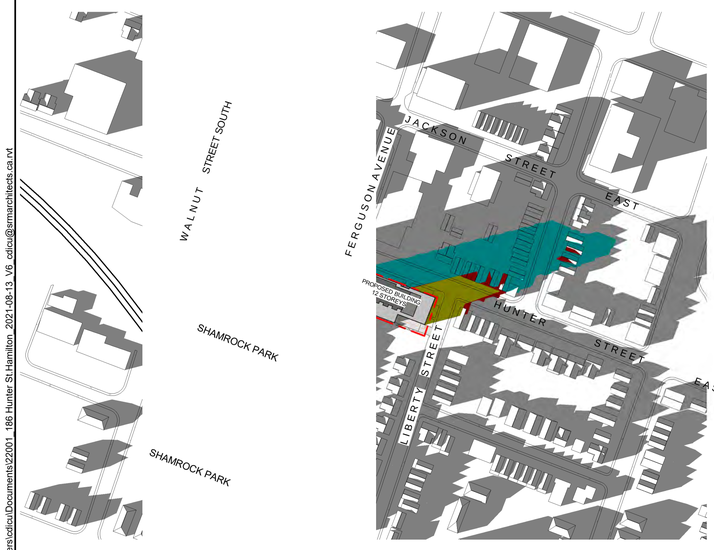

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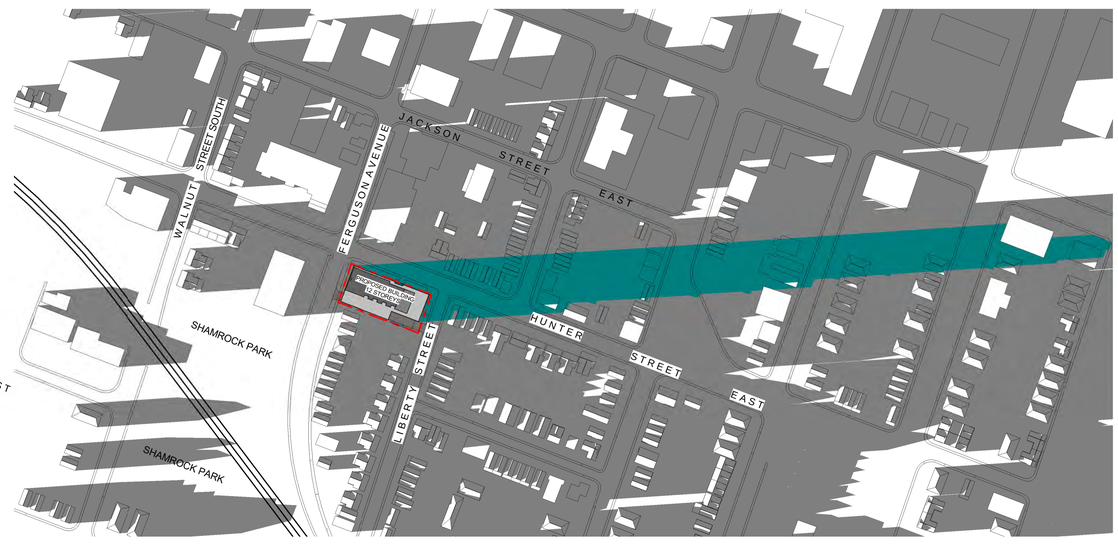

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Shadow Studi !

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• After 4:03pm, the proposed development will add minimal new shadows as the existing 20-storey building across from the proposed development is already casting large shadows; no new shadows will be cast at 5:47pm.
• No new shadows will impact Shamrock Park

Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

0 50m 100m 200m

& SHADOW STUDY 0 SEPT %& 2 68A" '&.3 HOURS AFTER SUNRISE-
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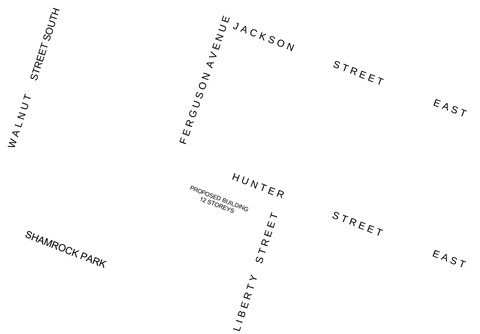

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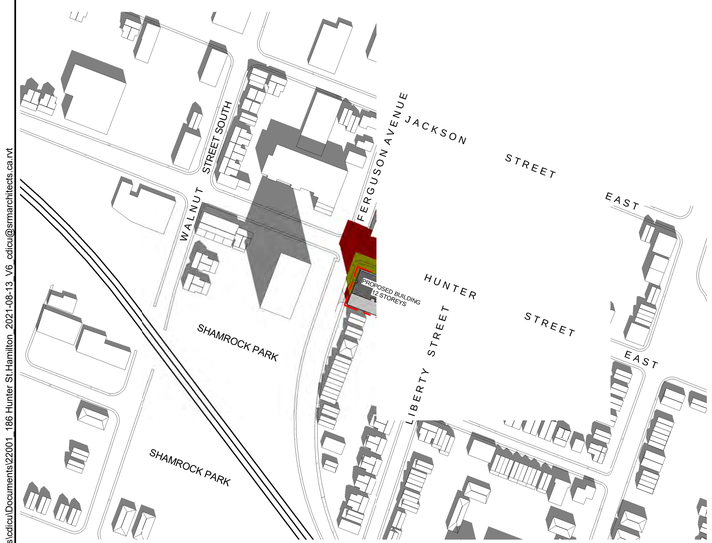

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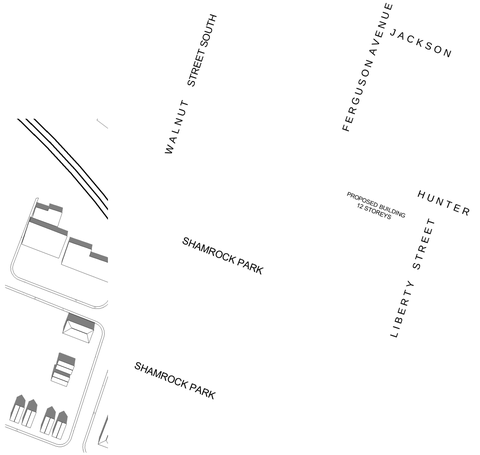

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Legend

- PROPOSED DEVELOPMENT SHADOWS
- EXISTING SHADOWS
- BY RIGHT SHADOWS
- PROPOSED BUILDING FOOTPRINT
- PROPERTY LINE

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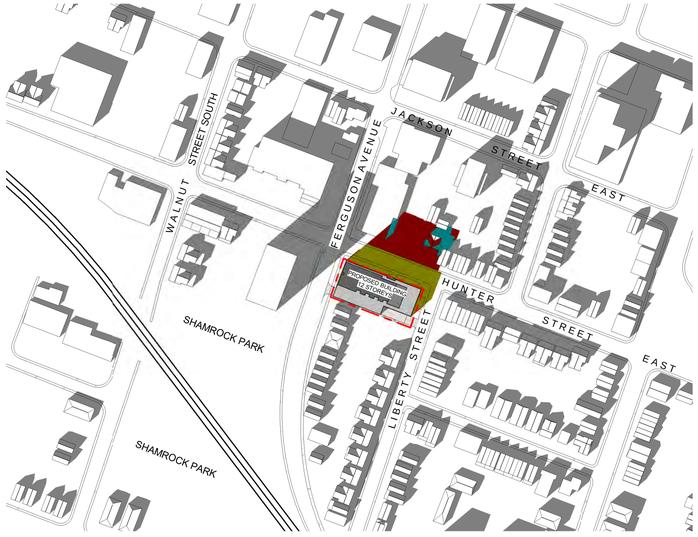

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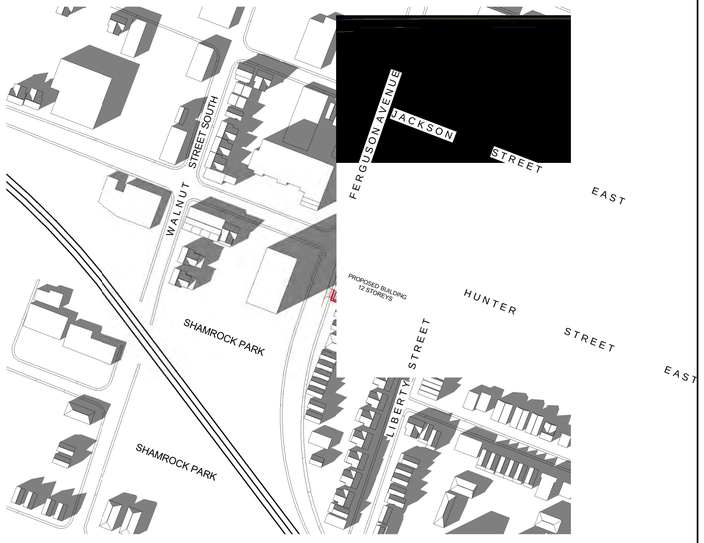

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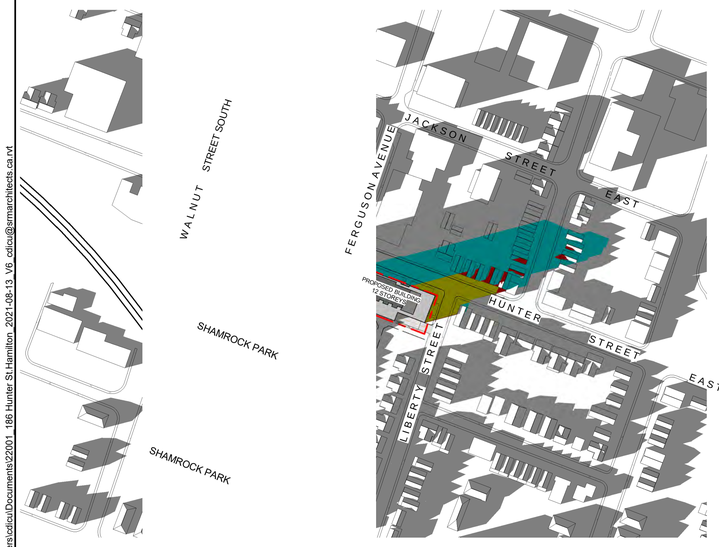
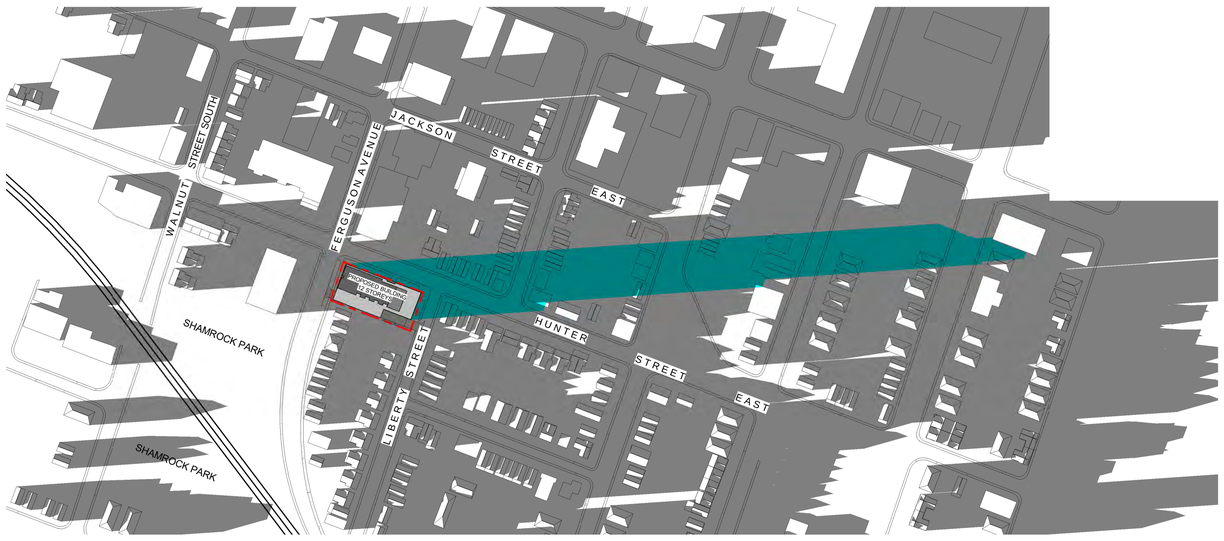


7 SHADOW STUDY 0 SEPT %& 7 7<P "
1 : 2000



3 SHADOW STUDY 0 SEPT %& 3 7<P " '&.3 HOURS BEFORE SUNSET-
1 : 2000

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

No.	Dat	R 4i!io)

srm ARCHITECTS INC.

Project No 22001
Project Date
Drawn by Author
Checked by Checker
Plot Date / Time 2021-11-17 3:32:45 PM

HUNTER STREET1
HA " ILTON

SHADOW STUDY 0
SEPTE " BER %&!t

PRELI " INARY

Drawing Scale As indicated
Status
Drawing No. Revision No.

D&./3

Appendix D

Appendix D

Floor Plan- 186 Hunter Street Hamilton

Pink - Original Structure

Green- Addition

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