Design Review Panel

433 King Street E.,
Hamilton, ON

February, 2022

GSP group

Prepared for:

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1. SURROUNDING CONTEXT PLAN

3. NEIGHBOURHOOD CONTEXT

4. SITE CONTEXT PHOTOS

King Street, View Looking West

King Street, View Looking East

Alleyway, View Looking East

East Avenue North, View Looking South

5. DESIGN BRIEF

PROJECT INTRODUCTION

The Site is located along the north side of King Street E., closely abutting the eastern boundary of Downtown Hamilton along Victoria Avenue N. The site has a frontage of 12.19m along King Street and a depth of 39.25m. The proposed development consists of a new 6-storey rental apartment building fronting on to King Street E. and backing on to a rear alleyway.

Twenty (20) purpose built rental units are proposed, along with 87 square meters of amenity space located at grade and in the basement, 5 vehicle parking spaces accessed from the City assumed alleyway, 5 short term and 10 long term bicycle parking spaces.

The building has a gross floor area of 2,061 sqm.

DESIGN OVERVIEW

The form of the new development will feature an articulated three (3) storey base, that takes cues from the massing and rhythm from the surrounding urban character. The building steps back above Third storey and contemplates a modern architecture design which compliments the brick and stone facade of the base. The façade is designed so that it reflects the appropriate scale of the current and emerging context of the area.

NEIGHBOURHOOD CHARACTER

The site is within the Landsdale neighbourhood, situated along the King Street LRT corridor and is within intensification area of Wellington station MTSA (Major transit station areas) and closely abuts the Wentworth station MTSA, making this site a great location for intensification and accessible to public transit.

Landsdale neighbourhood, is comprised of a variety of residential, commercial, retail, institutional, cultural, and educational uses in a variety of built forms, heights, and ages. The immediate neighbourhood context is comprised of retail/commercial uses along King Street, mid to high rise (6-25 storey) apartment building and low rise residential primarily along North East. The site has a walking access to three (3) neighbourhood parks, retail and commercial corridor along King Street, transit stops, schools, hospital and place of worship.

INTENSIFICATION

From an intensification perspective, residential intensification on the subject site is supportive of policy directions articulated in both Provincial and local policy frameworks which promote intensification on sites well served by municipal infrastructure, and along urban corridors which have or are planned to have higher order transit service. To this effect, the development proposal will intensify the site, which is in close proximity to the future Wellington and Wentworth station MTSA, adding to the City's housing stock, diversify housing, bring more residents and vitality into the urban corridor and, support existing and planned transit infrastructure, including the King Street LRT and the SoBi bicycle sharing service.

LAND USE

The site is located in the TOC 1 zone and conforms to all of the land use permissions, except minimum parking requirement.

The subject site is designated Mixed-Use medium density and is within the Primary Corridor of the Urban Hamilton Official Plan (UHOP). These designations encourages a compact urban form, 6-storey building height and development that support transit and

5. DESIGN BRIEF

active transportation.

HEIGHT AND MASSING

The proposed mid-rise built form and massing, specifically the proposed 6-storey height with a 3-storey base element, is contextually appropriate and would fit harmoniously within the existing and planned built form along King Street E.

The proposed design conforms to the maximum height of 22m and 6 -storeys as dictated by the as-of-right Zoning Bylaw and UHOP.

The building has been massed and articulated in an effort to create a consistent streetscape and reduce any impact resulting from the scale of the building. The bottom three storeys of the building facade are articulated through the use of brick and stone lintels creating an anchored base and a consistent facade compatible with the surrounding context. The upper three storeys of the building are stepped back and are clad with a glass creating a lighter top volume and a complimenting modern architectural expression. The step back, along with a change in materials, reduces the perceived impact of the height of the building. The proposed design establishes a strong street-wall presence at grade and minimizes the perceived height of the building, creating a comfortable enclosure for pedestrian environment.

REUSE AND SUSTAINABILITY

The existing building on site has substantial fire damage and a Documentation and Salvage Report was conducted by WSP in February 2022 which has recommended following items for curation and/or reuse where possible:

- Stone from the foundation
- Red brick
- Solid stone sills (windows and doors)
- Stone keystones above windows and front door

The reuse will occur within the interior of the building so as not compromise the buildings exterior envelope using sub-standard materials.

URBAN DESIGN

The proposed development is an appropriate expression of a mid-rise building form that is compatible with the surrounding built form context and is generally in keeping with the urban design principles of the UHOP and the City-Wide Corridor Design Guidelines.

In summary, the proposed development incorporates the following:

- Ground floor glazing, including windows and doors opening onto the street to provide “eyes on the street”, animating and visually connecting the public and private realm;
- Clearly visible and barrier-free at-grade entrance;
- A programmed amenity area is designed at grade along the front façade to activate the street frontage;
- Conveniently located bike parking and direct access to public sidewalk and public transportation;
- The building features step-backs and ground floor articulation in an effort to create a consistent street-wall, pedestrian friendly enclosure along the street and maximize sunlight;

5. DESIGN BRIEF

• The building facade incorporates building materials which are compatible with the surrounding context;

• Parking and loading area are integrated into the rear of the building and accessed by a lane-way.

• The mechanical penthouse is set back from the building facade and will be screened from public view;

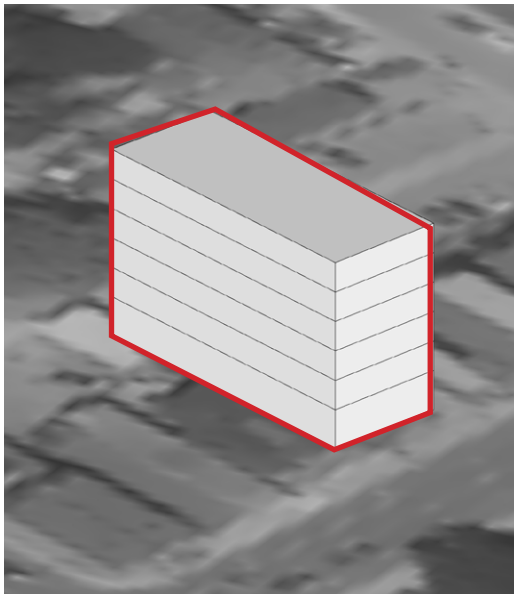
• The building meets the angular plane from King Street and rear property lot line;

• No side yard setbacks are provided, which help to establish a continuous street-wall;

• Minimum ground floor height of 4m is provided.

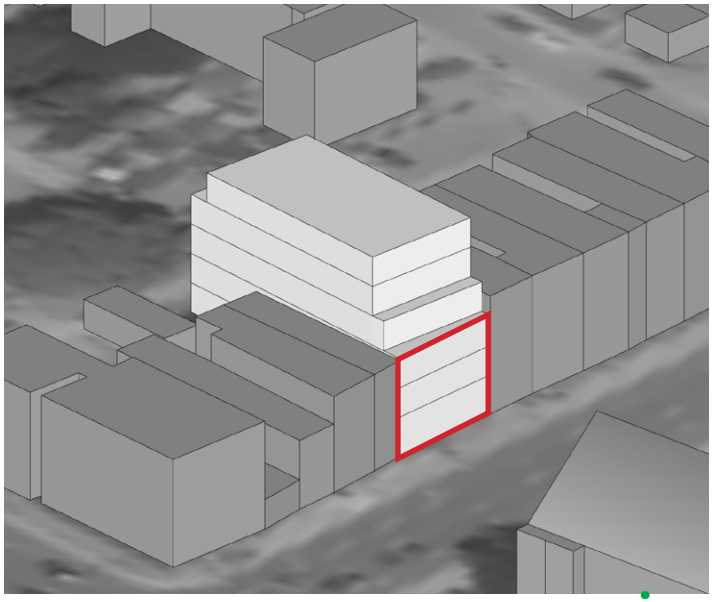
In our opinion, the proposed development addresses the relevant urban design guidelines and represents a good design.

6. DESIGN EVOLUTION

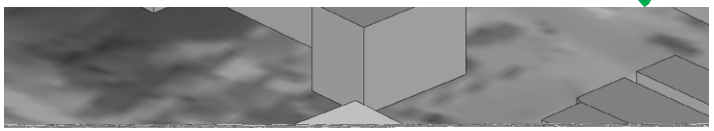


As-of-right massing

Added Step-backs and Setbacks



Aligned Building Facade with Street Line



Recessed Ground Floor to create space for landscaping

7. CONTEXTUAL RENDERINGS

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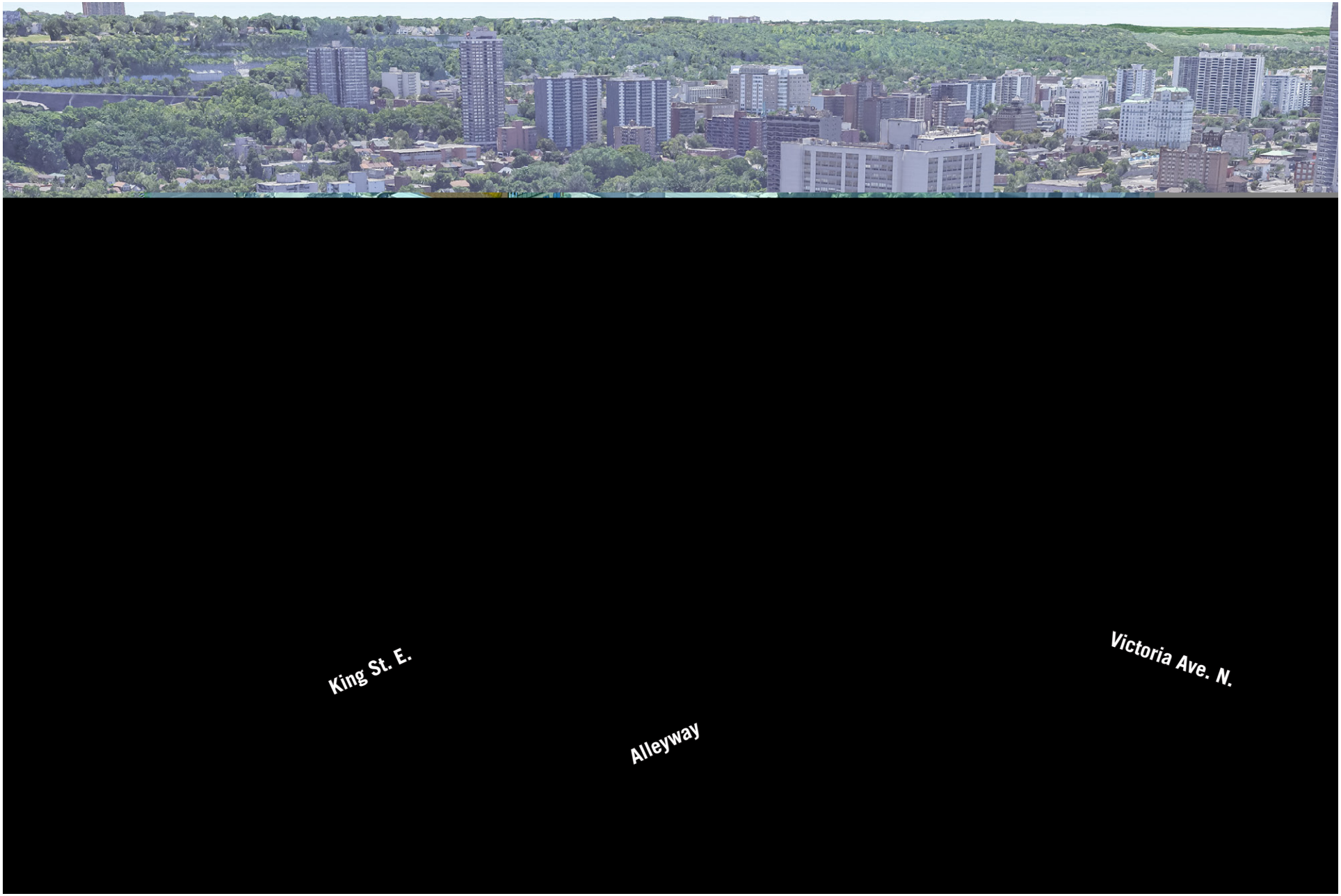


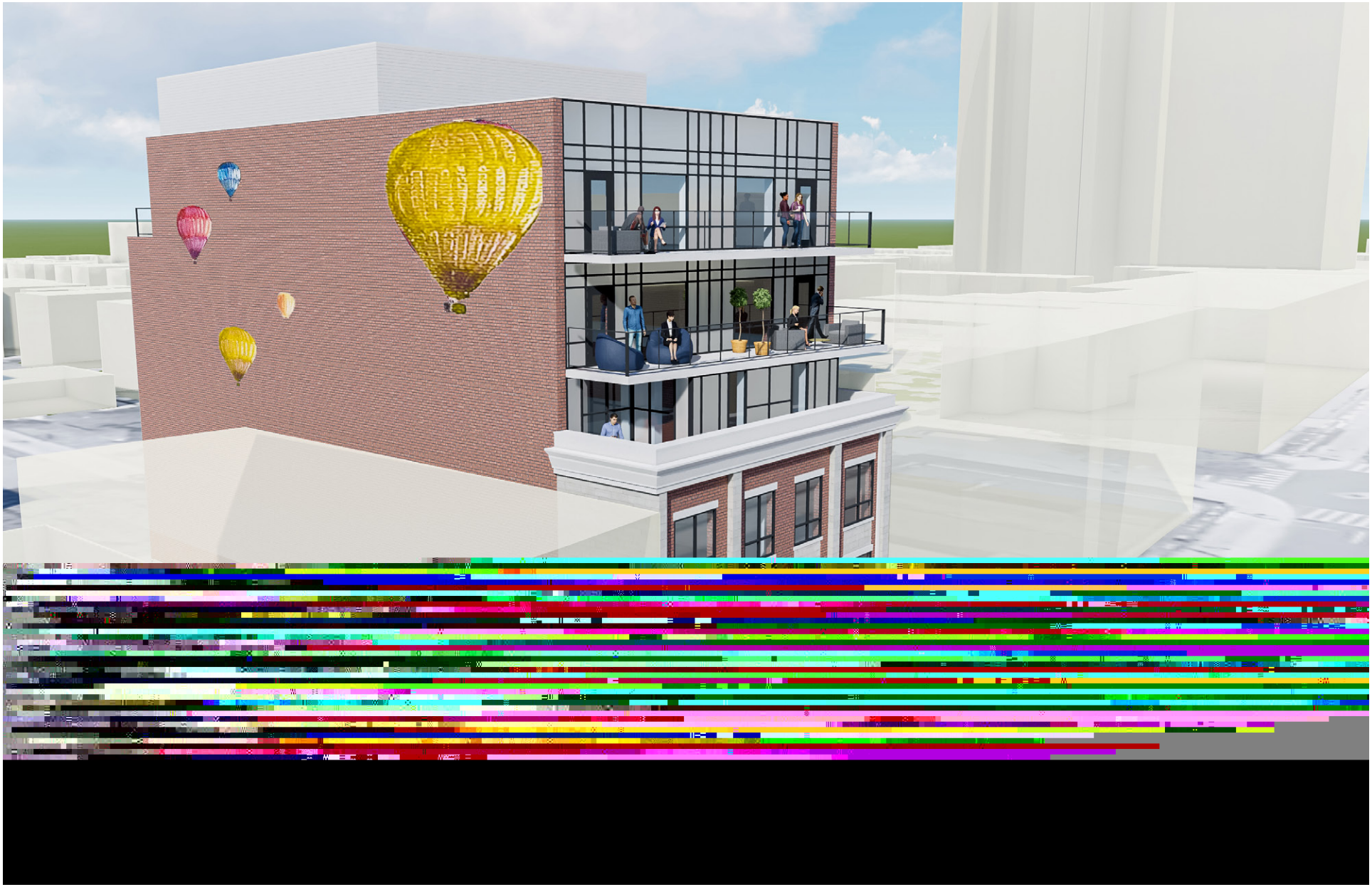
8. PROPOSAL RENDERINGS

View 1: Street view along King Street E.

8. PROPOSAL RENDERINGS

View 3: Street view looking West on King Street E.

8. PROPOSAL RENDERINGS



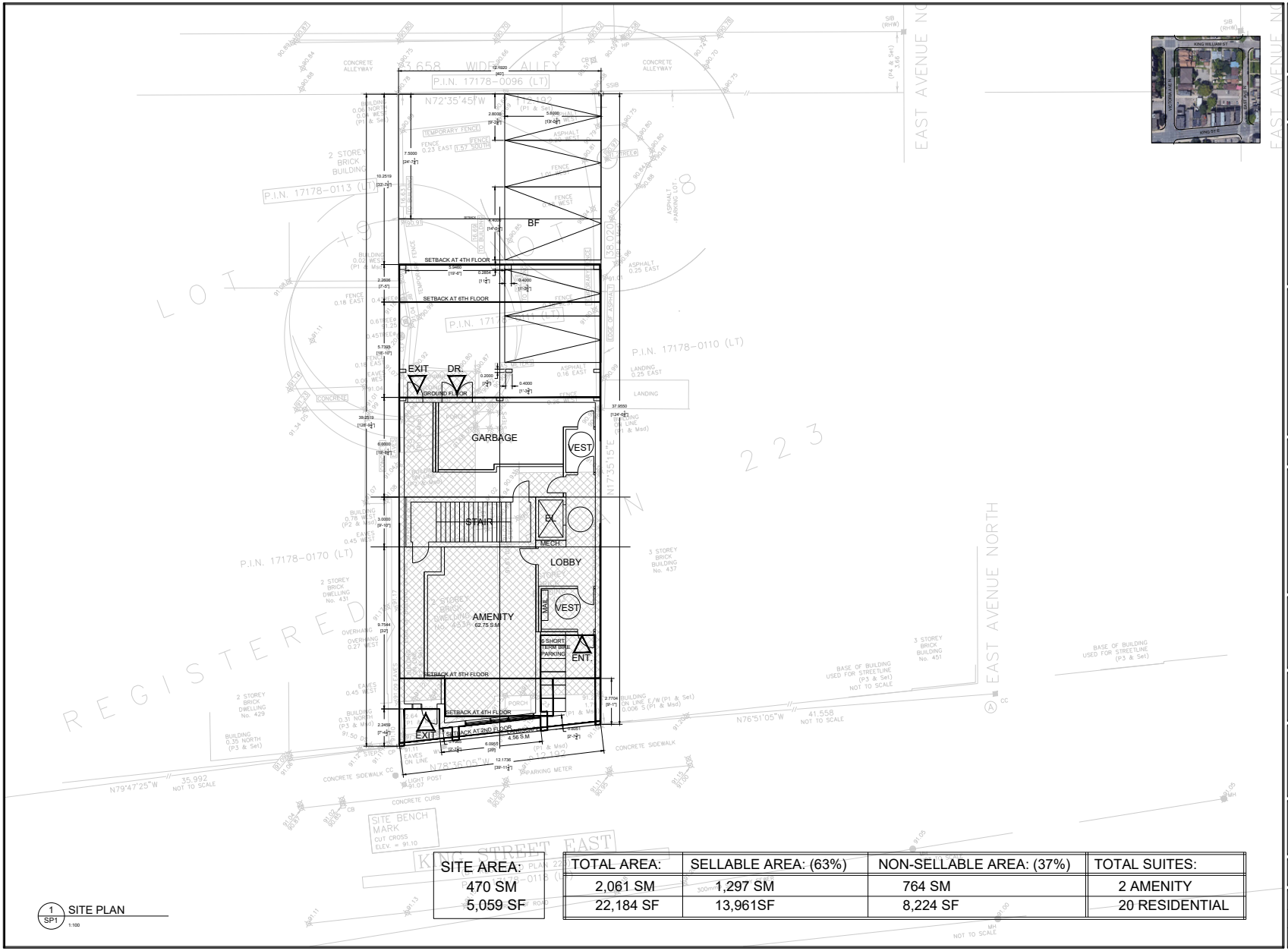
View 5: Aerial view along King Street E.

8. PROPOSAL RENDERINGS

View 5: View of parking at the rear

9. FLOOR PLANS AND ELEVATIONS

Site Plan



SITE AREA:	TOTAL AREA:	SELLABLE AREA: (63%)	NON-SELLABLE AREA: (37%)	TOTAL SUITES:
470 SM	2,061 SM	1,297 SM	764 SM	2 AMENITY
5,059 SF	22,184 SF	13,961SF	8,224 SF	20 RESIDENTIAL

1 SP1 SITE PLAN 1:100

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SITE PLAN

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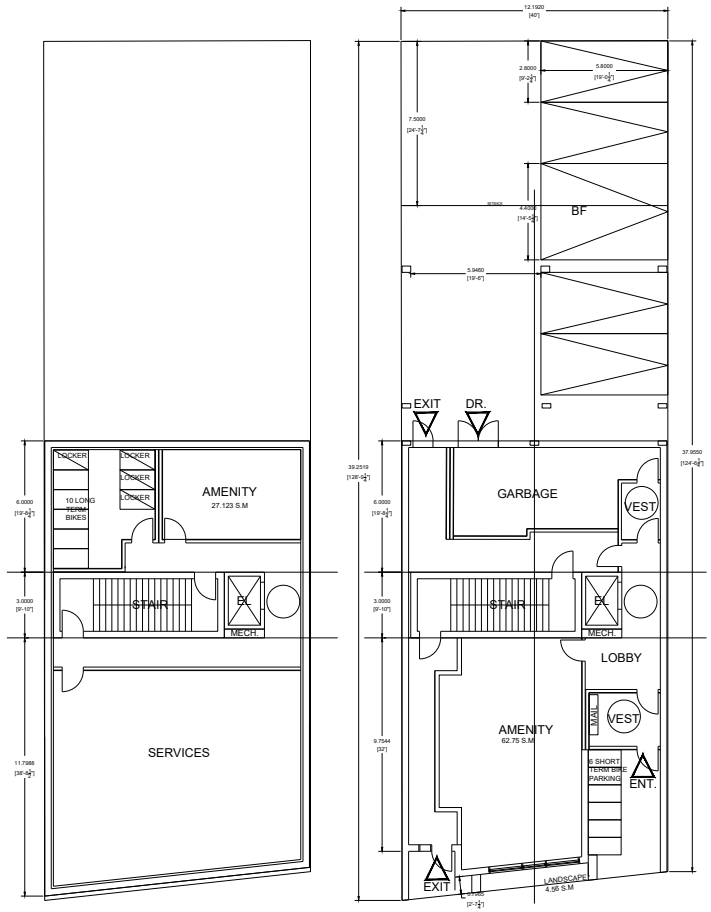
9. FLOOR PLANS AND ELEVATIONS

Basement to Third Floor Plans



BASEMENT

TOTAL AREA:
244 SM
2,623 SF

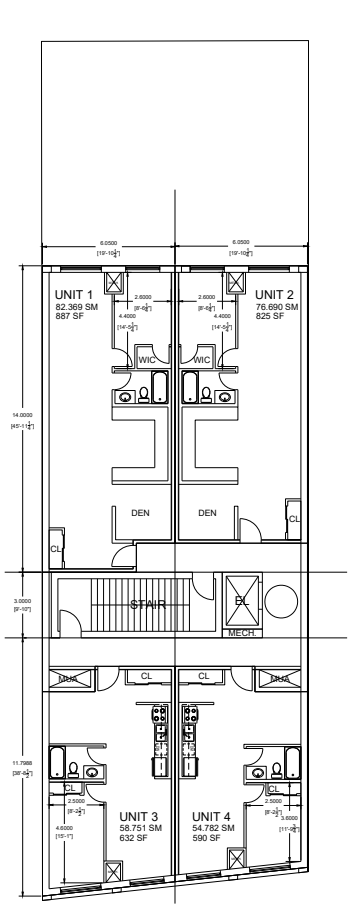
SELLABLE AREA: (0%)	NON-SELLABLE AREA: (100%)
0 SM	244 SM
0 SF	2,623 SF

1ST FLOOR

TOTAL AREA:
219 SM
2,357 SF

SITE AREA:
470 SM
5,059 SF

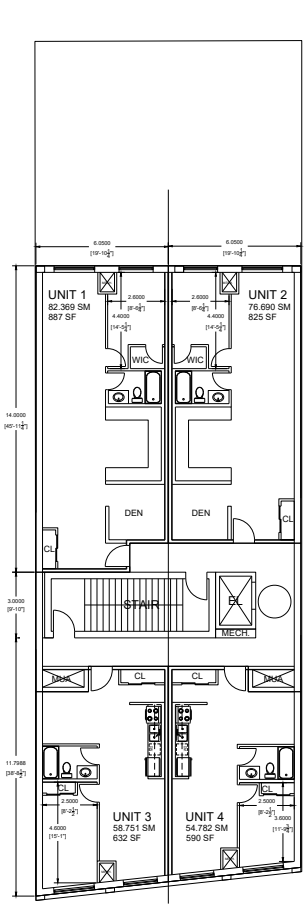
SELLABLE AREA: (25%)	NON-SELLABLE AREA: (75%)
60 SM	180 SM
646 SF	1,938 SF



2ND FLOOR

TOTAL AREA:
341 SM
3,670 SF

SELLABLE AREA: (80%)	NON-SELLABLE AREA: (20%)
273 SM	68 SM
2,939 SF	732 SF



3RD FLOOR

TOTAL AREA:
341 SM
3,670 SF

SELLABLE AREA: (80%)	NON-SELLABLE AREA: (20%)
273 SM	68 SM
2,939 SF	732 SF

1 / A100 BASEMENT TO THIRD FLOOR PLANS
1:100

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BASEMENT TO THIRD FLOOR PLANS

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AS NOTED	21026

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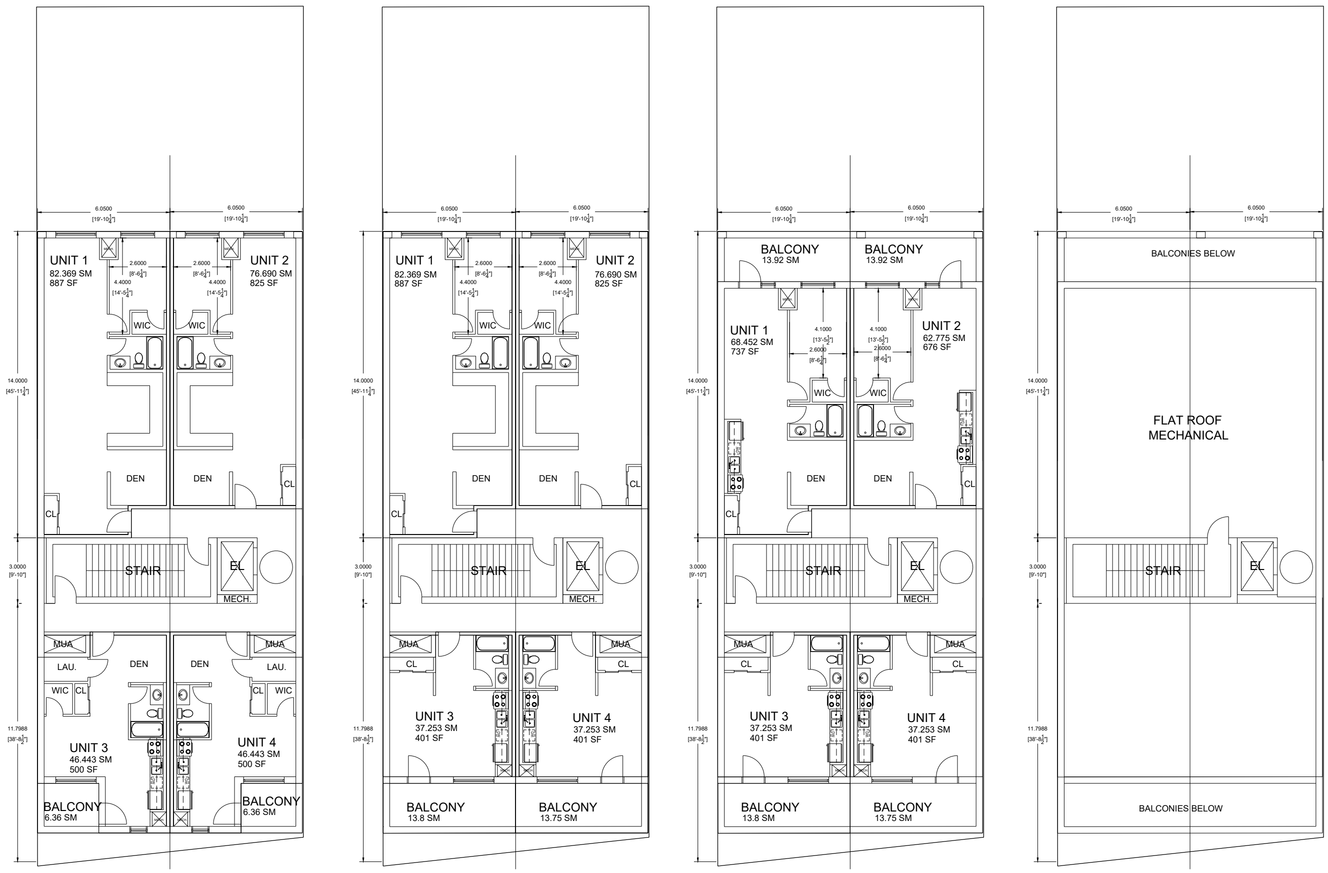
Fourth Floor to Roof Plans



4TH FLOOR

5TH FLOOR

6TH FLOOR

ROOF

4TH FLOOR TOTAL AREA:
320 SM
3,444 SF

SELLABLE AREA: (79%)	NON-SELLABLE AREA: (21%)
252 SM	68 SM
2,713 SF	732 SF

5TH FLOOR TOTAL AREA:
301 SM
3,240 SF

SELLABLE AREA: (77%)	NON-SELLABLE AREA: (23%)
233 SM	68 SM
2,508 SF	732 SF

6TH FLOOR TOTAL AREA:
274 SM
2,949 SF

SELLABLE AREA: (80%)	NON-SELLABLE AREA: (20%)
206 SM	68 SM
2,217 SF	732 SF

1 / A101 FOURTH FLOOR TO ROOF PLANS
1:100

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9. FLOOR PLANS AND ELEVATIONS

Elevations

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PLOT DATE: February 16, 2022

10. ZONING CHART

FEBRUARY 16th 2022 KNYMH PLAN

Zoning Site Statistics

Summary Site Statistics	
Lot Area	470m²
Front Lot Line – King Street East	12.192m
No. of Storeys	6
No. of Units	20
Multiple Dwelling - ≤50m²	6 units
Multiple Dwelling - >50m²	14 units
Total	20 units

Zoning By-law 05-200 Definitions

- Front Lot line (King Street East): the shorter of the lot lines abutting the streets, except where both lot lines are of equal length, at the option of the owner, either of the lot lines abutting a public street may be considered as the front lot line.
- Rear Lot line (Public Laneway): the lot line farthest and opposite to the front lot line
- Side Lot Line (east and west lot lines): any lot line other than a front or rear lot line

Storey	Unit	Type	Unit Size Under or Equal to 50m²	Unit Size Over 50m²	Amenity Provided
2	1	1BR + Den		82.369	
	2	1BR + Den		76.690	
	3	1BR		58.751	
	4	1BR		54.782	
3	1	1BR + Den		82.369	
	2	1BR + Den		76.690	
	3	1BR		58.751	
	4	1BR		54.782	
4	1	1BR + Den		82.369	
	2	1BR + Den		76.690	
	3	Studio	46.443		Balcony: 6.36m²
	4	Studio	46.443		Balcony: 6.36m²
5	1	1BR + Den		82.369	
	2	1BR + Den		76.690	
	3	Studio	37.253		Balcony: 13.8m²
	4	Studio	37.253		Balcony: 13.75m²
6	1	1BR + Den		68.452	Balcony: 13.92m²
	2	1BR + Den		62.775	Balcony: 13.92m²
	3	Studio	37.253		Balcony: 13.8m²
	4	Studio	37.253		Balcony: 13.75m²
					1st Floor Amenity Room: 62.75m² Basement Amenity Room: 27.123m²
TOTAL	***20***	***10 50%*** / ***4 20%*** / ***6 30%***	***6***	***14***	***185.533m²***
Amenity Req'd			***24m²***	***84m²***	

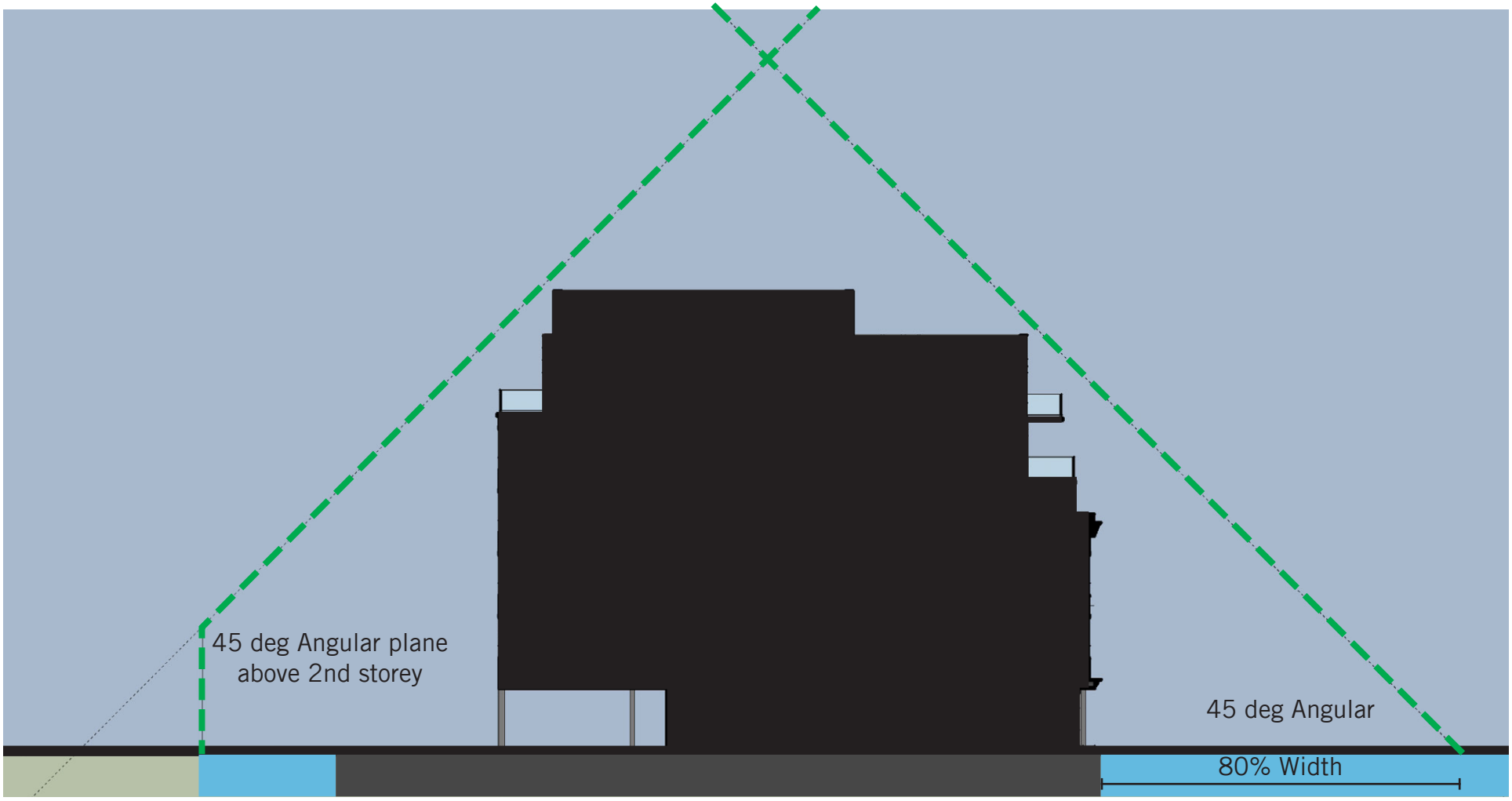
TOC1 Regulation		Transit Oriented Corridor Mixed Use Medium Density TOC1 Zone Permitted / Required	Proposed	Comply ✗ / ✓
11.1.1	Permitted Uses	Multiple dwelling, retail, restaurant, office, personal services.	Multiple dwellings	✓
11.1.1.1.i) 1.	Finished Floor Elevation	Finished floor elevation of any dwelling unit shall be a min. of 0.9m above grade.	Dwelling units on 2nd to 6th storey	✓
11.1.3.a) i)	Building Setback	Min. 3.0 m for a building with residential units on the ground floor facing a street.	N/A – no units on ground floor	✓
11.1.3.a) ii)		Maximum 4.5 metres, except where a visibility triangle is required for a driveway access.	0m	✓
11.1.3.a) iii)		Notwithstanding Section i) above, a minimum setback of 6.0 metres for that portion of a building providing an access driveway to a garage.	N/A – no access driveway to a garage	✓
11.1.3.a) iv)		Section i) above, shall not apply for any portion of a building that exceeds the requirement established in Section 11.1.3 g) ii) and iii) below.		
11.1.3.b)	Min. Rear Yard	7.5m.	10.2519m	✓
11.1.3.c)	Min Interior Side Yard	7.5 metres abutting a Single Detached Dwelling, Semi-Detached Dwelling, and Street Townhouse.	N/A – not abutting those mentioned	✓
11.1.3.d) i)	Building Height	Min. 11.0 metres.	20.15m	✓
11.1.3.d) ii)		Max. 22.0m; and	20.15m	✓
11.1.3.d) iii)		In addition to Subsection i) and notwithstanding Subsection ii), the minimum building height may be equivalently increased as the yard increases beyond the minimum yard requirement established in Subsection 11.1.3. b) and c), when abutting a Residential or Institutional Zone, to a maximum of 22.0 metres.	Abutting laneway at rear	

10. ZONING CHART

TOC1 Regulation		Transit Oriented Corridor Mixed Use Medium Density TOC1 Zone Permitted / Required	Proposed	Comply ✗ / ✓
11.1.3.d) iv)		In addition to the definition of Building Height, any wholly enclosed or partially enclosed amenity area, or any portion of a building designed to provide access to a rooftop amenity area shall be permitted to project above the uppermost point of the building, subject to the following regulations:	N/A – none provided	✓
11.1.3.d) iv) A.		The total floor area of the wholly enclosed or partially enclosed structure belonging to an amenity area, or portion of a building designed to provide access to a rooftop amenity area shall not exceed 10% of the floor area of the storey directly beneath;	N/A - none provided	✓
11.1.3.d) iv) B.		The wholly enclosed or partially enclosed amenity area, or portion of a building designed to provide access to a rooftop amenity area shall be setback a minimum of 3.0 metres from the exterior walls of the storey directly beneath; and,	N/A – none provided	✓
11.1.3.d) iv) C.		The wholly enclosed or partially enclosed amenity area, or portion of a building designed to provide access to a rooftop amenity area shall not be greater than 3.0 metres in vertical distance from the uppermost point of the building to the uppermost point of the rooftop enclosure.	N/A – none provided	✓
11.1.3.g) i)	Built Form of New Development	Rooftop mechanical equipment shall be located and/or screened from view of any abutting street	Will be screened from King St.E	✓
11.1.3.g) ii)		For an interior lot or a through lot the minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 75% of the measurement of the front lot line. King St E – 12.192m Ground Floor Façade Length requirement 9.177m	100%	✓
11.1.3.g) iv)		In addition to Subsection 11.1.3 g) ii) and iii), the minimum width of the ground floor façade facing the front and flankage lot lines shall exclude access driveways and any required yards within a lot line abutting a street.	None provided	✓
11.1.3.g) v)		Notwithstanding ii) and iii) above, a maximum of one driveway with a maximum width of 6.0 metres shall be permitted for ingress and egress.	None provided	✓
11.1.3.g) vi)		No parking, stacking lanes, or aisles shall be located between the required building façade and the front lot line or flankage lot line.	None provided	✓
11.1.3.g) vii)		All principal entrances shall face the street and be accessible from the building façade with direct access from the public sidewalk.	Principal entrance faces street with direct access to sidewalk	✓
11.1.3.g) viii)		Notwithstanding the definition of planting strip, a sidewalk shall be permitted where required by Section vi) above.	N/A	✓
11.1.3.h)	Amenity Area	On a lot containing more than 10 dwelling units, the following Minimum Amenity Area requirements shall be provided:		
11.1.3.h) i)		An area of 4.0 square metres for each dwelling unit less than 50 square metres <u>Required:</u> 6 units = 4m2 amenity area per unit needed	6.36m² provided per unit (balcony) for 2 units, 13.75m² provided per unit (balcony) for 2 units. 13.8m² provided per unit (balcony) for 2 units	✓ ✓ ✓
11.1.3.h) ii)		An area of 6.0 square metres for each dwelling unit more than 50 square metres <u>Required:</u> 14 units = 6m² amenity area per unit needed	<u>Provided:</u> 13.92m² provided per unit (balcony) for 2 units, Remaining 12 units require 72m² which is provided in Amenity Rooms totaling 89.873m²	✓ ✓
11.1.3.h) iii)		In addition to the definition of Amenity Area, an Amenity Area located outdoors shall be unobstructed and shall be at or above the surface, and exposed to light and air and may include balconies and patios	Balconies	✓
11.1.3.h) iv)		In addition to the definition of Amenity Area, the required Amenity Area shall be provided exclusively for the residential component and shall be functionally separated from public areas associated with any commercial component.	Provided exclusively	✓
5.1.a)i)	Parking Location	Required parking facilities shall be located on the same lot as the use requiring the parking.	All required parking not provided	✗
5.1.d) i)		With the exception of any visitor parking required by Section 5.6, required parking for multiple dwellings shall not be located between the façade and the front lot line or between the façade and flankage lot line. In no case shall any parking be located within the required front yard or required flankage yard or within 3.0 metres of a street line.	Not located between façade and front lot line	✓
5.1.d) ii)		Visitor parking may be permitted between the façade and a street provided that no more than 50% of the front yard shall be used for visitor parking and access to such parking.	N/A – not provided between façade and street	✓
5.2.a)		Where a parking lot is situated on a lot which abuts a Residential Zone, Settlement Residential (S1) Zone, Downtown D5 or Downtown D6 Zone, a visual barrier shall be provided and maintained along that portion of the lot line that abuts a Residential Zone, Settlement Residential (S1) Zone, Downtown D5 Zone or Downtown D6 Zone in accordance with Section 4.19 of this By-law.	N/A	✓
5.2.b) ii)	Parking Column	Where a wall, column, or any other obstruction is located abutting or within any parking space within an above ground or underground parking structure, the minimum width of a parking space shall be increased by 0.3 metres;	Not required based on below	✓

10. ZONING CHART

TOC1 Regulation		Transit Oriented Corridor Mixed Use Medium Density TOC1 Zone Permitted / Required	Proposed	Comply ✗ / ✓
5.2.b) iii)		Notwithstanding Subsection ii), an additional 0.3 metres shall not be required provided: 1. the maximum length of the wall, column or any other obstruction shall not exceed 1.15 metres; 2. the wall, column or any other obstruction is located at the front, rear, or both ends of the parking space; and, 3. the wall, column or any other obstruction does not project more than 0.15 metres into the width of the parking space.	Columns are 0.2m x 0.8m	✓
5.2.b) iv)	Small Vehicle Parking	Notwithstanding Subsection i) herein, where 10 or more parking spaces are required on a lot, the minimum parking space size of not more than 10% of such required parking spaces shall be a width of 2.6 metres and a length of 5.5 metres, provided that any such parking space is clearly identified as being reserved for the parking of small cars only;		
5.2.b) ii) 5.2 d) i) 5.2 f)	Parking Space Dimension	Parking spaces in parking structures: Standard: 2.8m x 5.8m	2.8m x 5.8m	✓
		Barrier Free: 4.4m x 5.8m	4.4m x 5.8m	✓
5.2 i)	Minimum Isle Width	90 degree Parking Angle requires 6m aisle width	6m provided except at 5.946m width impeded by support column. *	✗*
5.5.a)	Barrier-Free Requirement	1-49 required spaces: Min. 1 barrier-free space required.	11 required = 1 BF space provided in required below	✓
5.6.c) i)	Required Parking - Multiple Dwelling	Dwelling Units < 50 m^2 = 6 units # units | Units x Pkg | Req'd Spaces 6 | x 0.3 | **1.8** Dwelling Units > 50 m^2 = 14 units # units | Units x Pkg | Req'd Spaces 1-14 | 14 x 0.7 | 9.8 15-50 | x 0.85 | 51+ | x 1 | Total | **9.8** **Total required Parking = 1.8 + 9.8 = 11.6 (11)**	5 provided*	✗*
5.7 c)	Short Term Bicycle Parking	Multiple Dwelling = 5 spaces	5 on ground floor	✓
5.7 e)	Long Term Bicycle Parking	Multiple Dwelling = 0.5 per dwelling unit (10 spaces needed)	10 in basement	✓

* The site is less than 35m (115ft), (which is less than a one minute walk) to the limits of Downtown. Within the Downtown limits, the site would be afforded to require one parking space and the drive isle would not be required to extend under the cantilevered building, eliminating the reduction in the drive isle by the 0.4m x 0.2854m support column.

11. ANGULAR PLANE DIAGRAM