



# Urban Design Brief

4 Breadalbane Street &  
676 King Street West

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# 1.0 Introduction

## 1.1 Purpose

Landwise (formerly T. Johns Consulting Group Ltd.) has been retained by King Dundurn Inc. to prepare an Urban Design Brief in support of the Site Plan Control (“SPC”) application (“SPC”) for lands municipally known as 4 Breadalbane Street and 676 King Street West (“subject lands”).

The Urban Design Brief is provided in support of the SPC and Design Review Panel submission. As per the City of Hamilton’s Terms of Reference, an Urban Design Brief is intended to be a design tool to “*provide a description of the process and rationale for site development, building design and landscaping elements*”. For the subject lands, this Urban Design Brief will identify how the design of the proposed development is in keeping with the City’s design objectives, policies, and guidelines.

# 2.0 Existing Site & Neighbourhood Context

## 2.1 SITE ATTRIBUTES

The subject lands are located at the northeast corner of King Street West at Breadalbane Street within the Strathcona neighbourhood with frontage onto both streets. The site is currently two (2) parcels; 4 Breadalbane Street and 676 King Street West. In total, the subject lands have an approximate area of 1,422m<sup>2</sup> (0.14ha) and an approximate frontage of 51m on King Street West and 29m on Breadalbane Street (refer to Figure 1: Key Map).

### 2.1.1 Existing Topography and Vegetation

The subject lands are developed urban lands which are predominantly building and asphalt/concrete areas. On-site vegetation is limited to grass along a portion of the King Street West streetline and the east end of the site with decorative plantings and grass.

### 2.1.2 Existing Buildings and Structures

The subject lands are currently occupied by two (2) buildings. 4 Breadalbane Street is occupied by a 1-storey concrete block building used as an automobile repair shop. 676 King Street West is occupied by a 1-storey concrete block with a stone façade used as a memorial studio (refer to Figure 1: Key Map).

## 2.2 SITE CONTEXT

### 2.2.1 Community Context

The subject lands are located within the urban boundary of the City of Hamilton within the Strathcona neighbourhood. The neighbourhood has a number of cultural heritage resources and landscapes which contributes to telling the urban narrative that the neighbourhood has within the City and gives the neighbourhood a strong sense of place. Lands along the major arterials include a mix of uses including commercial, multi-residential and open spaces. The interior of the neighbourhood are generally stable, residential blocks (refer to Figure 9).

King Street West is identified as a Primary Corridor within the Urban Hamilton Official Plan and is planned for higher order transit (i.e. Light Rail Transit). As such, King Street West is planned to evolve into a more compact, intensive corridor within the City.

King Street West is well-served by the Hamilton Street Railway (“HSR”) transit system with routes #1A, #5, #10 (i.e. B Line Express) and #51.

### 2.2.2 Neighbourhood Context

The subject lands are immediately adjacent to a laneway to the north that is shared between the site and single-detached dwellings fronting Hunt Street. To the east is an Esso gas bar with a 1-storey convenience store. To the south is a commercial plaza, namely the Dundurn Plaza, that includes a number of retailers, restaurants and service uses including a major grocer, Fortinos. West of the site is a rail corridor that is below the street level and an institutional campus, including a place of worship and City heritage landmark, the Cathedral King the King Basilica.

Figure 1: Key Map



Figure 2: Subject lands looking west on King St W.



Figure 3: Subject lands looking North on Bredalbane St.



**Figure 4:** Subject lands looking south on Emperor Ave.



**Figure 5:** Existing buildings within the development area.



**Figure 6:** Existing buildings within the development area.



### 2.2.3 Streetscape Context

King Street West is a “Major Arterial Road” on Schedule C of the Urban Hamilton Official Plan. The portion of King Street West that the site fronts is a one-way east-to-west 5-lane road with a bike lane along the north edge of the road. The most northerly lane splits off shortly after Breadalbane Street and turns into a Highway No. 403 on-ramp. The total existing right-of-way is 27 metres and no additional widening is required. King Street West is lined with sidewalks on both sides. King Street West is a mixed-use corridor with a mix of commercial and medium density residential uses and built forms.

Breadalbane Street is a “Local Road”. The portion of Breadalbane Street that the site fronts is a two-way, two-lane road and is marked by a bike path. The total existing right-of-way is 20 metres and no additional widening is required. Breadalbane Street provides access to the Cathedral and the existing uses on the site. Breadalbane Street is more generally a residential street with single detached dwellings.

Figure 7: Dundurn St S Commercial Plaza



Figure 8: Cathedral west of the subject lands on King St W.



Figure 9: Neighbourhood Context



LEGEND

 SUBJECT PROPERTY  
4 Bredalbane Street & 676 King Street West  
Hamilton, Ontario

 Commercial Uses

 Parks & Open Space

 Institutional & Community Uses

## 3.0 Design Requirements

The proposed site plan and architectural design of the proposed multiple dwelling building will be evaluated against the plans and policies as outlined in the

1. Urban Hamilton Official Plan;
2. Strathcona Secondary Plan;
3. Strathcona Secondary Plan Urban Design Guidelines;
4. City of Hamilton Site Plan Guidelines;
5. City-Wide Corridor Planning Principles and Design Guidelines.

### 3.1 Design Constraints and Opportunities

The subject lands have a number of design constraints and opportunities that were considered in the site and building design including:

- ✓ Adjacent shared laneway abutting low-density residential;
- ✓ The mixed use and high traffic function of King Street West including the Highway No. 403 on-ramp;
- ✓ Transit Oriented Corridor including TOC1 Zoning;
- ✓ Limiting access from Breadalbane Street;
- ✓ Viewshed of Christ the King Cathedral.

### 3.2 Urban Hamilton Official Plan

Urban Hamilton Official Plan designates the subject lands Mixed Use Medium Density (Schedule E-1) on a Priority Transit Corridor (Schedule E).

Volume 1 Section B.3.3 provides urban design goals and principles that apply to all development and redevelopment in the urban area.

Generally, the goals of the City are to provide a built form that enhances the identity of Hamilton's communities with quality public and private space that is inclusive, transit-supportive, and environmentally sustainable while respecting the existing character of the neighbourhood.

*B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:*

- a) creating transitions in scale to neighbouring buildings;*
- b) ensuring adequate privacy and sunlight to neighbouring properties; and,*
- c) minimizing the impacts of shadows and wind conditions.*

*B.3.3.3.3 New development shall be massed to respect existing and planned street proportions.*

*B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E - Urban Systems and Designations and in the Zoning By-law.*

*B.3.3.3.5 Built form shall create comfortable pedestrian environments by:*

- a) locating principal façades and primary building entrances parallel to and as close to the street as possible;*



- b) including ample glazing on ground floors to create visibility to and from the public sidewalk;*
- c) including a quality landscape edge along frontages where buildings are set back from the street;*
- d) locating surface parking to the sides or rear of sites or buildings, where appropriate; and,*
- e) using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.*

In addition to the above, the Urban Design Policies of the UHOP provides guidance for urban services and utilities, storage and loading areas, signage and lighting, access and circulation, parking, and barrier free design, all of which have been considered throughout the design process and are reflected in the review of the City of Hamilton's Site Plan Guidelines in Section 3.3 of this brief.

Policy B.3.3.2.1 states that the physical design of a site is to relate to its role in the overall urban structure of the City. The subject lands are designated "Priority Transit Corridor" (Schedule E-1). Corridors are intended to evolve and enhance the mixed use nature of the City's corridors to provide for vibrant and transit supportive development. Residential intensification is encouraged with a strong focus on high quality urban design while protecting for the City's cultural heritage resources. Chapter E of the UHOP and the Strathcona Secondary Plan provides specific policies regarding the function, scale and design of the neighbourhood.

Below are relevant Residential Intensification Policies found in Volume 1 of the UHOP in context with the proposed development.

*B.2.4.1.4 Residential intensification developments within the built-up area shall be evaluated based on the following criteria:*

- b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;*
- c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures; d) the compatible integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;*
- g) the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;*
- i) the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;*

Refer to Section 5.0 Overall Project Design Analysis for discussion of the above mentioned Urban Design and Residential Intensification Policies.

### 3.3 Strathcona Secondary Plan

The Strathcona Secondary Plan designates the subject lands "Mixed Use - Medium Density" within a "Neighbourhood Node" per Land Use Plan Map B.6.6.-1. The vision for Strathcona is a "vibrant, diverse, green and livable neighbourhood that values its strong sense of community and historical character, promotes complementary redevelopment and cultivates a healthy, welcoming neighbourhood for all" (6.6.1).

## 6.6.4 General Policies

6.6.4.1 The Strathcona Secondary Plan has been developed to guide development within the Secondary Plan area. The following policies direct land uses and other matters common to all parts of the Strathcona Neighbourhood.

- c) When considering an application for development, the following matters shall be evaluated:
  - i. Compatibility with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects;
  - ii. The consideration of transition in height to adjacent and existing residential development; and,
  - iii. The height, massing, scale and arrangement of the buildings and structures are compatible with adjacent development and are sympathetic to the character and heritage of the neighbourhood.
- e) Development shall respect and reflect the existing heritage character of the Strathcona Neighbourhood, and shall be in accordance with the policies of Section 6.6.11, Cultural Heritage Resources of this Plan.

### 6.6.6.1 Mixed Use - Medium Density Designation

- b) Notwithstanding Policies E.4.3.4 (f) and E.4.6.7 of Volume 1, the minimum building height shall be 2 storeys and the maximum building height shall be 6 storeys.

- c) Notwithstanding Policy E.4.6.8 of Volume 1, additional height up to a maximum of 10 storeys may be permitted without amendment to this Plan, provided the applicant demonstrates:
  - i. That potential impacts have been mitigated on adjacent lands designated Low Density Residential 3;
  - ii. Buildings are progressively stepped back from adjacent low rise forms of housing in the Low Density Residential 3 designation and Medium Density Residential 2 designation. The Zoning By-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,
  - iii. Buildings are stepped back from any street to minimize the height appearance from the public realm, where necessary.
- d) Commercial and mixed use development shall maintain and enhance the character of the neighbourhood through an architectural style that is sympathetic and complementary to the existing character and heritage of the neighbourhood.
- f) Development of properties with frontage on a Major Arterial, Minor Arterial or Collector road shall provide pedestrian amenities on site.

## 6.6.10 Urban Design

### 6.6.10.1 Urban Design Policies

In addition to Section B.3.3 - Urban Design Policies of Volume 1, the following policies shall also apply to lands within the Strathcona Secondary Plan area:

- a) *Development within the Secondary Plan area shall be sympathetic to and reflect the historic character of the existing built form of the neighbourhood.*
- g) *In order to mitigate the impact of new mixed use development on adjacent lands designated Low Density Residential 3, development shall use landscaping, fencing and trees, setbacks, massing, scale and other built form considerations, or a combination thereof, to minimize the impact and to buffer the adjacent low density residential uses from the new development.*
- h) *Within the Secondary Plan area, King Street West shall be planned as the primary commercial corridor. Development along this corridor shall promote a high quality of design, be transit supportive, promote pedestrian activity and create public spaces that are accessible. Development shall address the following:*
  - i. *A relationship between the building and the street, so that the development contributes positively to the overall built form in the neighbourhood;*
  - iii. *Buildings shall be encouraged to be built at the street line;*
  - vi. *Public transportation, cycling infrastructure and pedestrian amenities shall be integrated with existing and new development.*

#### *6.6.11.1 Cultural Heritage Resource Policies*

- a) *The Strathcona Neighbourhood is an established historical neighbourhood and as such, the following policies shall apply:*
  - i. *The City shall protect established historical neighbourhoods, as identified in the cultural heritage landscape inventory, this*

*secondary plan and other City initiatives, by ensuring that new construction and development are sympathetic and complementary to existing cultural heritage attributes of the neighbourhood, including lotting and street patterns, building setbacks and building mass, height, and materials.*

- b) *Within the Strathcona Secondary Plan area, the City shall encourage:*
  - i. *The conservation of individual cultural heritage properties and areas of cultural heritage value, including streetscape features, traditional circulation patterns and important views and vistas; and,*
  - ii. *New development that respects and reflects the design of surrounding heritage buildings.*
- c) *New development on lands containing heritage buildings or adjacent to heritage buildings shall be encouraged to:*
  - i. *Maintain a consistent street orientation;*
  - ii. *Provide reduced building setbacks from the street where possible, except where a reduced building setback may have a negative impact on the adjacent heritage building, in which case a similar building setback shall be promoted;*
  - iii. *Ensure building heights reflect the existing built form, wherever possible or encourage built forms that are stepped back at upper levels to reflect established cornice lines of adjacent buildings or other horizontal architectural forms or features; and,*
  - iv. *Reflect the character, massing and materials of surrounding buildings.*

### 3.4 Strathcona Urban Design Guidelines

The Strathcona Secondary Plan Urban Design Guidelines are intended to be read comprehensively with the applicable UHOP policies and designations. As the City's planning framework evolves towards more intensive and transit-oriented growth, the 2013 Urban Design Guidelines are to be referenced to guide new development.

#### 6.2.1 Building Siting and Organization

1. *Buildings along King Street West outside of the pedestrian predominant zone, should be sited close to the street edge so as to address the street, but with enough setback to create a comfortable pedestrian zone. The front face of any new development should be set back by 1.0 to 2.0 metres from the property line.*

#### 6.2.2 Building Massing

1. *Generally, building heights along King Street West should vary from 4 to 6 storeys.*
2. *The massing of new buildings at the intersections of King Street West with Dundurn Street and Queen Street should address the high activity level of these major intersections.*
3. *Taller buildings should be located on a base building 3 to 4 storeys in height. The uses in this base shall address the street.*
4. *A stepped down built form at the rear of sites shall be considered to allow for a smooth transition into the existing neighbourhood.*

#### 6.2.3 Building Articulation

1. *The use of glazing, canopies, awnings, etc. is highly encouraged along King Street West. Materials used for windows shall be of enhanced quality. High quality window framing materials to be considered include, but are not limited to, high quality vinyl or high quality wood.*
2. *Balconies and/or large glazed openings for residential units are highly encouraged to activate the streetscape and to promote "eyes on the street"*

#### 6.2.4 Driveways and Vehicular Access

1. *Only side yard or laneway vehicular entrances should be permitted along King Street West.*

#### 6.2.5 Parking and Servicing

1. *Front yard parking will not be permitted for new development or redevelopment along King Street West.*

### 6.3 STREETScape GUIDELINES

#### 6.3.2 Street Furniture & Other Amenities

2. *Outdoor seating should be integrated with the entrance area of buildings. Seating can be provided by benches or integrated into the entrance design using seating walls, where feasible.*

#### 6.3.3 Street Trees

1. *Where site conditions permit, trees should be planted as a buffer between vehicular traffic and pedestrian walkways.*

### 3.5 City-Wide Corridor Design Guidelines

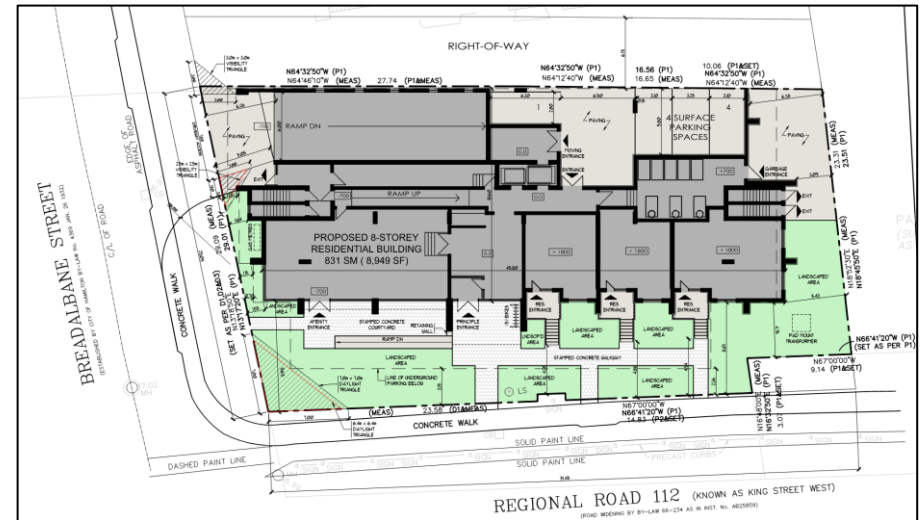
The City-Wide Corridor Planning Principles and Design Guidelines provide design direction for new development along the City's corridors. Intensification is identified as a key element of corridor development where diverse housing types are provided and supported by transit. The design goals of the Corridor Guidelines include encouraging intensification, the creation of active streetscapes, and minimizing negative impacts on adjacent properties. A discussion and analysis of the design principles of the proposed development is provided in Section 5.0 of this report.

## 4.0 PROPOSED SITE & BUILDING DESIGN

### 4.1 Proposed Development

The proposed development is a 7.5-storey multiple dwelling with a total gross floor area of 6,539.7ft<sup>2</sup>. A total of 72 dwellings are proposed with a mix of 1-, 2- and 3-bedroom units ranging from 46.7m<sup>2</sup> (502ft<sup>2</sup>) to 1,1151m<sup>2</sup>. Three (3) units are proposed at grade with direct access from King Street West which make up the multi-residential form activate the street level with an approximate 8 metre setback from King Street West. Grade-related indoor common amenity is proposed adjacent to the corner of King St W and Breadalbane St.

Figure 10: Site Plan



### 4.2 Site Design

**Building Positioning and Orientation** were designed to protect the viewshed of Christ the King Cathedral when looking west along King Street West by positioning the building away from the street line while maintaining an orientation that addresses King Street West with the intent of activating the street. The principal building entrance has direct access from King Street West with walkway connections.

**Figure 11:** Proposed development looking north east.



**Figure 12:** Proposed development looking north west



**Figure 13:** Proposed development looking north west



**Site Access** is delineated between pedestrian and vehicular access. The principal building entrance has direct access from King Street West via a walkway. Three (3) dwelling units are proposed to have direct access from King Street West to maximize the efficiency of the ground floor while also providing a more activated façade. One (1) vehicular entrance is proposed from Breadalbane Street to provide access to the underground parking. The existing shared laneway will be maintained.

**Parking** is provided on-site within an underground parking structure and limited surface parking spaces located at the rear of the building. In total, 26 parking spaces are proposed including 23 spaces underground and three (3) surface spaces. The intent of the surface spaces is to provide short-term parking for trades and deliveries. On-site bicycle parking is proposed including five (5) short-term parking spaces and 36 long-term parking spaces split between the parking level and first-floor.

**Utilities, Loading and Waste Management** will be provided on-site. A transformer is proposed at the southeast corner of the site to provide convenient access to the provider while utilizing existing trees along the east lot line to screen the transformer from the public view. Gas metres are proposed adjacent to Breadalbane Street and will be screened from view with an architectural or landscape screen. Loading and waste management will be provided via the shared laneway to parking spaces within the “rear yard” to ensure the activities are screened from the public realm.

**Amenity Areas** are provided primarily within the building design however, an outdoor courtyard is proposed within the King Street West streetline adjacent to the interior amenity room. The intent is to allow for spilling over of social activity along the street. With consideration

of the high traffic volume of King Street West, sufficient setbacks to allow for robust landscaping and grading are proposed to create a protected and useable amenity area.

**Landscaping** is generously provided along the King Street West street line to contribute to the tree canopy of the area while respecting the landscape to the west adjacent to Christ the King Cathedral. As the proposed building is setback from the street to protect for a the landmark’s viewshed, the site design captures the opportunity to provide for on-site walkways for connectivity and a planting scheme that can withstand the high traffic street and harsher environment.

**Lighting** design will have regard to Crime Prevention Through Environmental Design (“CPTED”) and “dark sky” principles to provide a well-lit, safe, and secure environment without having negative impacts to adjacent properties in relation to unreasonable spillover.

### **Building Design**

The **Building Height** is proposed to be a mid-rise built form with a maximum height of 8-storeys and 26.3 metres from grade. The height transitions north-to-south from 6- to 8-storeys to mitigate impacts of the proposed building to the adjacent low-rise residential neighbourhood to the north.

**Building Materials** include a mix of colour and texture which pull from the heritage landscape to the north of the subject lands. The majority of the building is proposed with a red clay brick with a complementary mix of grey stone veneer, EIFS and glass including balcony railings, windows and curtain walls.

**Building Base & Façade** is designed to address King Street West as the primary frontage. The building is parallel to King Street West with

a 3.5 metre tall first-floor with ample glazing at the southwest corner and grade-related dwelling units at the southeast corner to establish a pedestrian scale along the street line. The appearance of a 2-storey podium is established through the use of a mix of materials including an architectural stone veneer that defines a 2-storey building base. The proposed architectural articulation provides for the appearance of an 8.5 metre façade height. Aluminum clad canopies are proposed over principal entrances for weather protection while establishing wayfinding from the street. Above the ground floor, large windows and recessed balconies animate the public realm.

The **Tower Design** has been thoughtful in terms of transitioning from the low density residential neighbourhood to the north and the adjacent, transit oriented streetscape that is King Street West. The existing site is permitted 6-storeys (22 metres) as-of-right with no building setbacks required by zoning. The proposed design will require relief from the zoning by-law to permit the additional 2-storeys (maximum 8-storeys). The upper portion of the mid-rise building includes building setbacks at the 7<sup>th</sup> and 8<sup>th</sup>-storeys to maintain a 45-degree angular plane from the lot line abutting the shared laneway. In addition to the building setbacks, a change of materials are proposed from red clay brick to charcoal EIFS and a glass curtain wall to break up the massing and make the 2-additional storeys appear further in the distance. Overall, the proposed building design mitigates impacts from the additional 2-storeys of building height, as proposed.

Architecturally, the proposed building design uses a contemporary expression of form, materials, colours and details to unify the project with surrounding neighbourhood features while maintaining the heritage landmark, the Cathedral of Christ the King, the prominent view of King Street West.

## 5.0 Design Analysis & Recommendations

### 5.1 Angular Plane

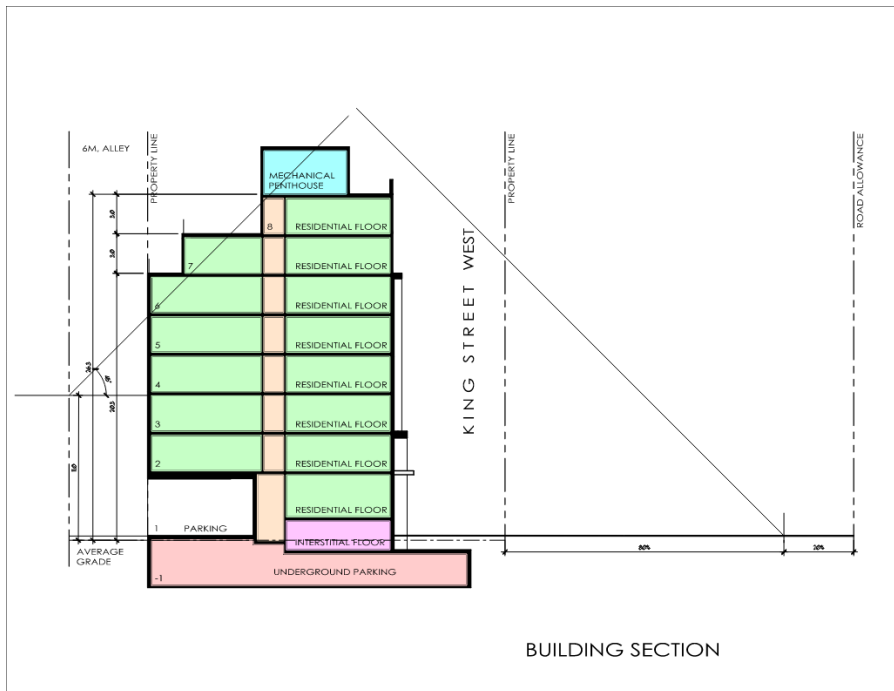
The angular plane has been applied from the residential property lines starting at the as-of-right building height within the adjacent residential zone, 11 metres. The building encroaches within the angular plane at the 6<sup>th</sup>-storey (20.3m building height) and 7<sup>th</sup>-storey (23.3m building height). The 8<sup>th</sup>-storey (26.3 m building height) is outside of the angular plane. The subject lands have in-effect TOC1 zoning that permits a building height of 22 metres (~6-storeys) with no requirement of stepping building height back from the north as the subject lands abut a laneway. A total building height of 26.3 metres is proposed. As such, building setbacks have been proposed at the 7<sup>th</sup>- and 8<sup>th</sup>-storeys to step the height away from the low density residential uses. In addition to stepping the additional height above 22 metres back, a material change is proposed to visually set the building back and break up the building massing.

The proposed building from King Street West is within the angular plane based on 80% of the King Street West right-of-way.

The angular plane is a guideline and has considered the context of King Street West as a transit-oriented corridor with the planned vision for intensification and compact design. Overall, the proposed building design has features which will mitigate the additional building height along the public and private realm.



Figure 14: Angular Plane



## 5.2 Sun & Shadow Study

A Sun Shadow Study has been prepared by Lintack Architects Inc. The study has regard for the as-of-right building height of 22 metres versus the potential impacts of an additional 4.3 metres, being a total building height of 26.3 metres. The study demonstrates that the proposed development of an 8-storey building conforms to the City's requirements and does not have adverse impacts compared to the as-of-right building height on the public realm, common amenity areas and primary gathering spaces. **Refer to Appendix A: Shadow Study.**

On the public realm, shadows from proposed development shall allow for a minimum of 3 hours of sun coverage between 10:00am and 4:00pm as measured from March 21st to September 21st on public sidewalks, and public and private outdoor amenity space such as patios, siting areas, and other similar programs.

The proposed condition also allows for a minimum of 2 hours of sun coverage during the indicated times and dates on sidewalks on Breadalbane Street and does not cast shadows on King Street. As with the As-of-Right condition, shadows begin to be cast on private amenity areas such as the backyards to the north between 11:00am and noon and continue to do so until after 4:00pm. The private amenity areas of the same 8 properties would be affected by new shadows cast by the proposed condition as are affected by the as-of-right condition.

On common amenity areas, shadows from the proposed development shall allow for a minimum of 50% sun coverage at all times of the day as measured from March 21st to September 21st on public plazas, parks and open spaces, school yards, and playgrounds. There are no shadow impacts from the proposed condition on any public common amenity areas.

## 5.3 Visual Impact Assessment

A Visual Impact Assessment ("VIA") has been prepared by Landwise to assess the potential adverse impact of the proposed development on the landmark viewshed of the Christ the King Cathedral. The VIA used a methodology to study the proposed building within the geographic location of the subject lands and concluded that the proposed positioning, orientation, built-form or materiality will adversely impact the prominence of the Cathedral on the King Street

West viewshed. The Heritage Impact Assessment prepared by Hobson Heritage Inc. concurs with the conclusion of the VIA.

#### 5.4 Urban Design Policy Analysis

The subject lands make up part of the City's transit oriented medium density mixed use development lands within the Strathcona neighbourhood node (UHOP, Vol. 1 Schedule E and Schedule E-1, UHOP, Vol. 2. Map B.6.6.-1) and are subject to the applicable residential intensification and urban design policies as outlined in sections 3.2 and 3.3.

The proposed standalone multiple dwelling (Vol. 1, E.4.6.5.f, E.4.6.10) with a maximum building height of 6-storeys (Vol. 2, B.6.6.6.1.b) is a permitted use. However, up to 10-storeys may be permitted subject to demonstrating potential impacts are mitigated by stepping buildings back from low rise forms of housing and stepping buildings back from the street to minimize the height appearance from the public realm (Vol. 2, B.6.6.6.1.c). The proposed 8-storey multiple dwelling is 2-storeys greater than the as-of-right planning permissions on the property. The proposed building design includes architectural articulation to mitigate potential impacts of the top 2-storeys by stepping the floors back at the 7<sup>th</sup> and 8<sup>th</sup>-storeys and changing the materials from red clay brick to charcoal EIFS and glass window walls to make the building appear further back. The building stepbacks achieve the desired angular plane and meet the City of Hamilton's requirements of sun/shadow. Further, the proposed site and building design protects the viewshed of the Cathedral of Christ the King along the King Street West corridor by providing sufficient street line setbacks and a building design that does not compete with the Cathedral (Vol. 2, B.6.6.6.1).

The proposed building materials including red clay brick and complementary materials with neutral tones, including EIFS and glass pull from the heritage landscape to the north of the subject lands (i.e. MacNab Survey) (Vol. 2, B.6.10.a).

The proposed development will contribute to an enhanced King Street West corridor with a pedestrian scaled façade and an activated grade-level floor plan (Vol. 2, B.6.10.h) that strikes a balance between the existing commercial-oriented node and transitioning into an established neighbourhood to the north. The proposed building is setback from King Street West in order to ensure the viewshed of the Cathedral is protected. A Heritage Impact Assessment completed by Hobson Heritage confirms that the proposed development does not impact the heritage value of the Cathedral (Vol. 2, B.6.6.11.1).

The proposed development has referenced the applicable urban design guidelines including the Strathcona Secondary Plan Urban Design Guidelines and the City-Wide Corridor Principles and Design Guidelines by scaling the proposed height with the right-of-way widths, transitioning the building height away from low-density residential built-forms, activating the public realm with an articulated building façade that uses materials, setbacks, stepbacks including recessed balconies and glazing to enhance the King Street West streetscape. Vehicular access to underground parking is provided on Breadalbane Street and therefore, protects the pedestrian orientation of King Street West.

## 6.0 Conclusions

In conclusion, the proposed 8-storey multi-residential building is appropriate on the subject lands after consideration of the site and building design. The proposed design mitigates potential adverse

impacts to the surrounding low density residential neighbourhood as well as the cultural heritage resources that make up the neighbourhood while enhancing King Street West towards being a more transit supportive, mixed-use corridor. The proposed built form is complementary to the design expectations and implementing planning and urban design documents.

Respectfully Submitted,

**T. JOHNS CONSULTING GROUP LTD.**

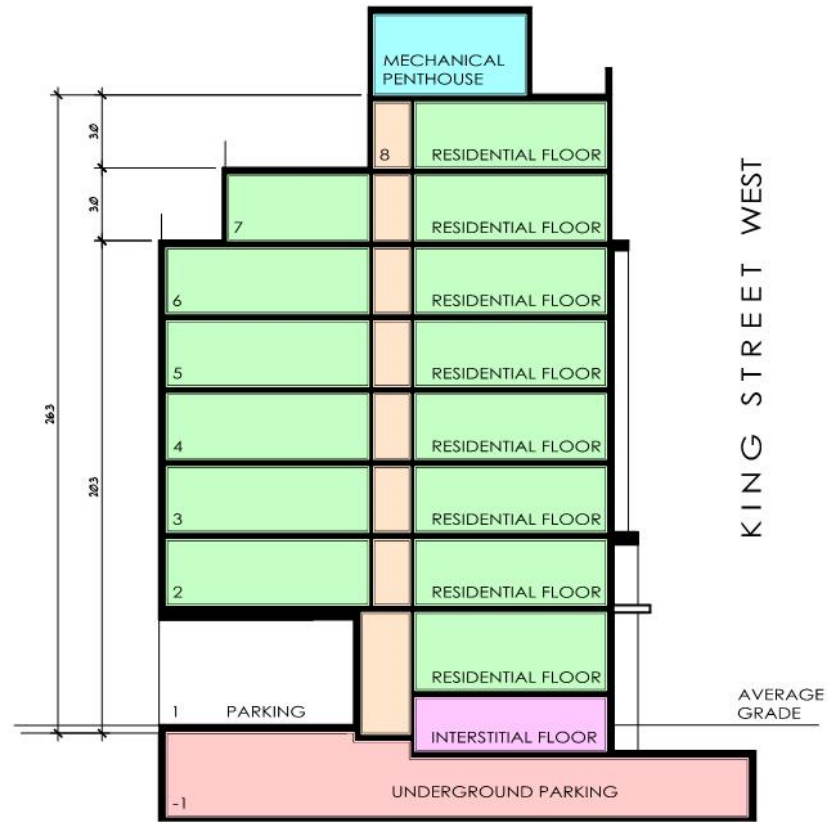


Katelyn Gillis, BA  
Senior Planner



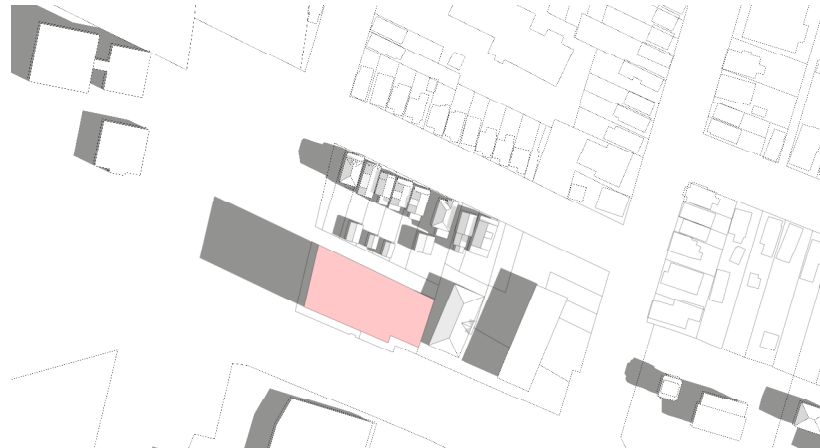
Edward John, MRTPI  
Partner/Principal Planner

# APPENDIX A: SHADOW STUDY

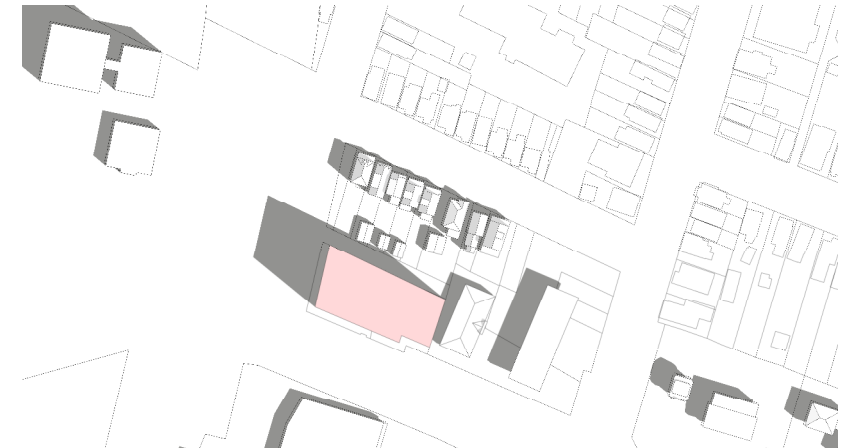




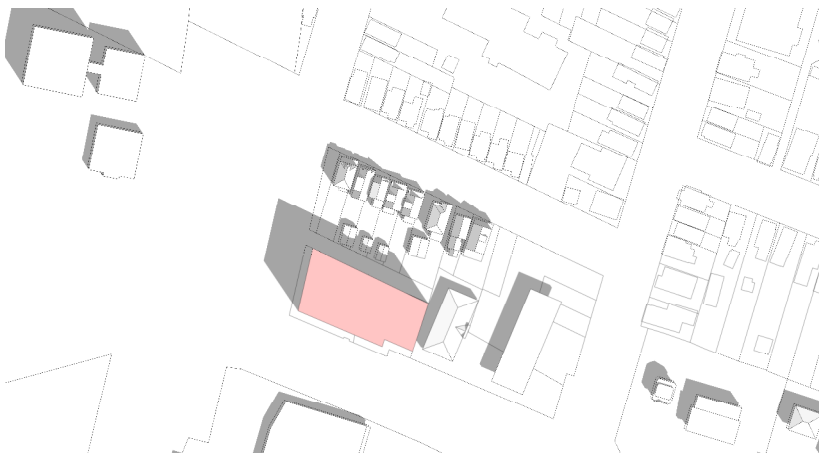
**Mar.21 @ 8:50am**  
**Sunrise + 1.5hrs**



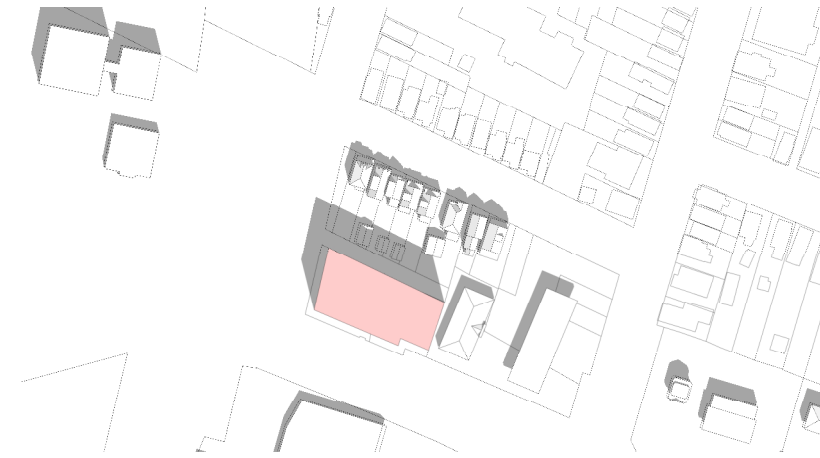
**Mar.21 @ 9:50am**



**Mar.21 @ 10:50am**



**Mar.21 @ 11:50am**



**Mar.21 @ 12:50pm**

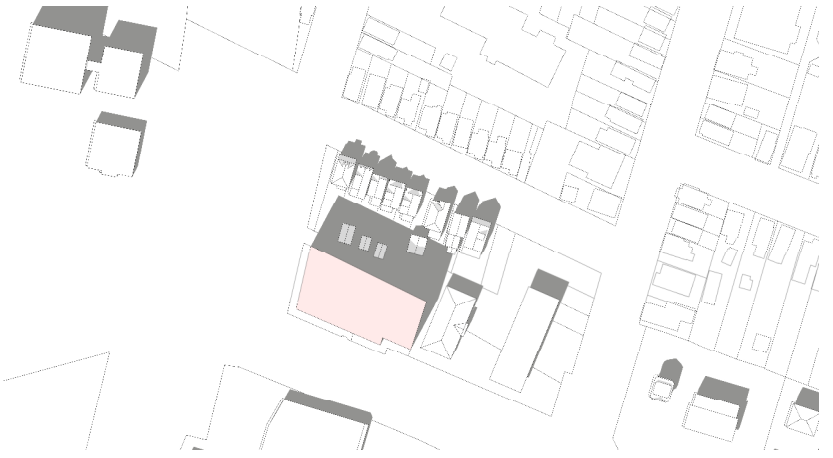


**Mar.21 @ 1.26pm**  
**Solar Noon**

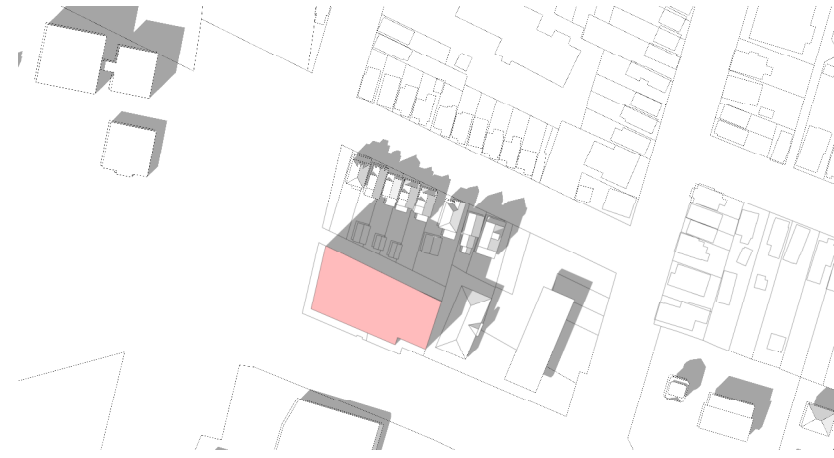
**DESIGN REVIEW PANEL PRESENTATION**  
676 King Street West

**LINTACK ARCHITECTS**  
INCORPORATED

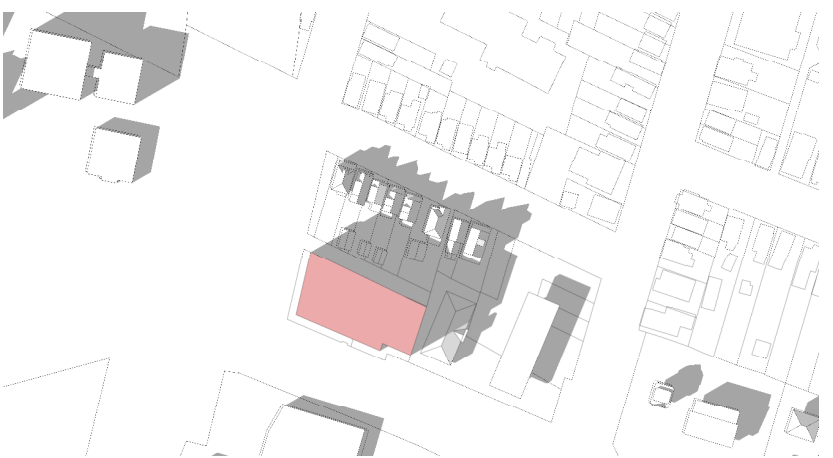
**SHADOW STUDY**  
March 21st  
As-of-Right – 22m



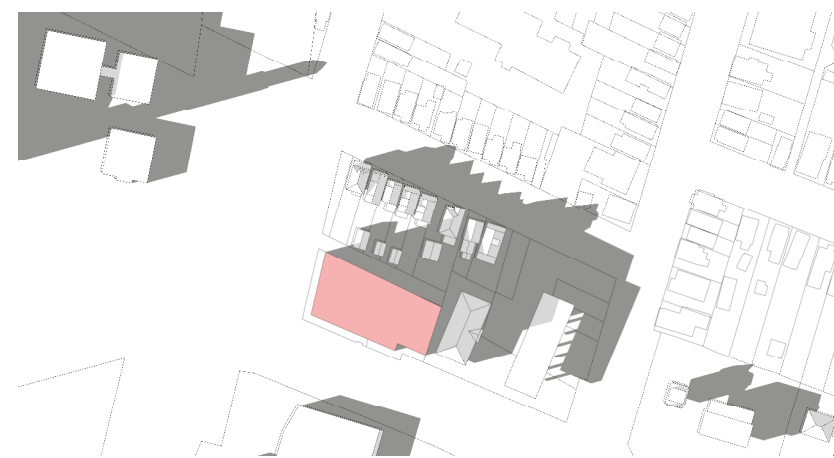
**Mar.21 @ 2:50pm**



**Mar.21 @ 3:50pm**



**Mar.21 @ 4:50pm**

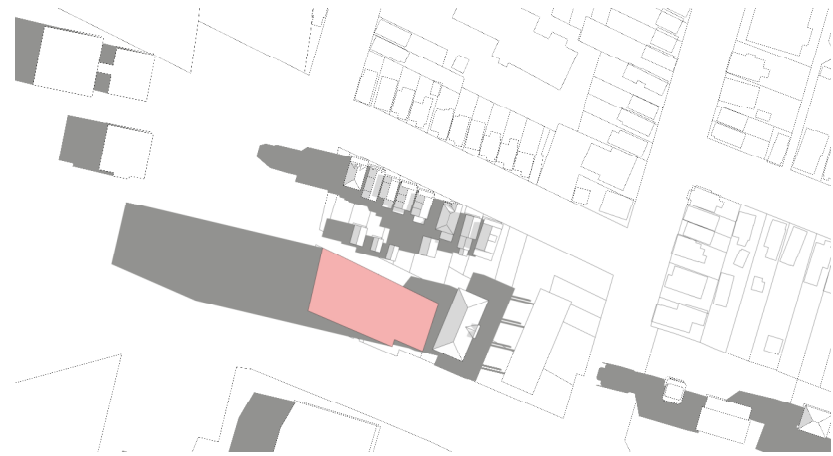


**Mar.21 @ 6:03pm**  
Sunset – 1.5hrs

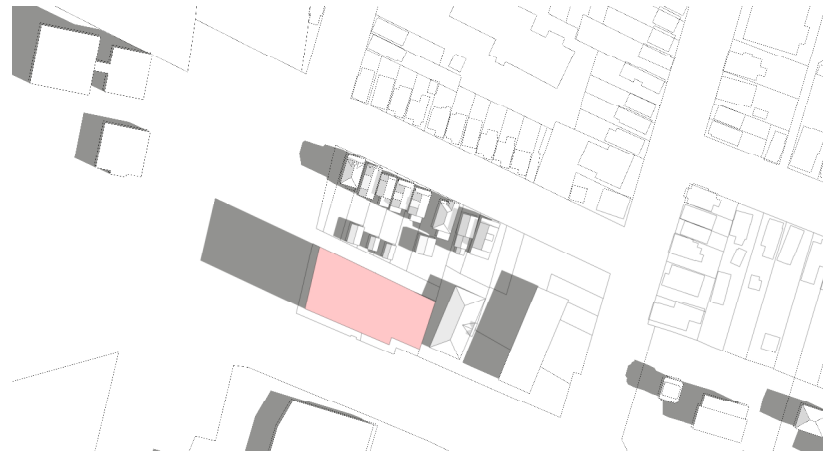
**DESIGN REVIEW PANEL PRESENTATION**  
676 King Street West

**LINTACK ARCHITECTS**  
INCORPORATED

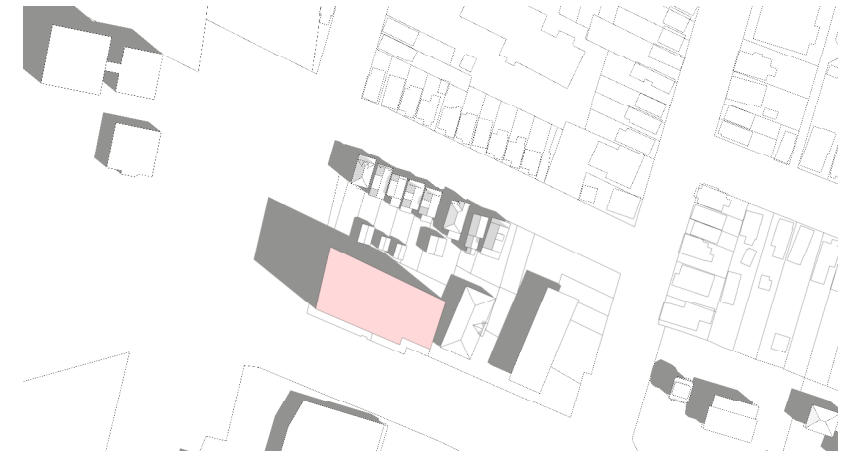
**SHADOW STUDY**  
March 21st  
As-of-Right – 22m



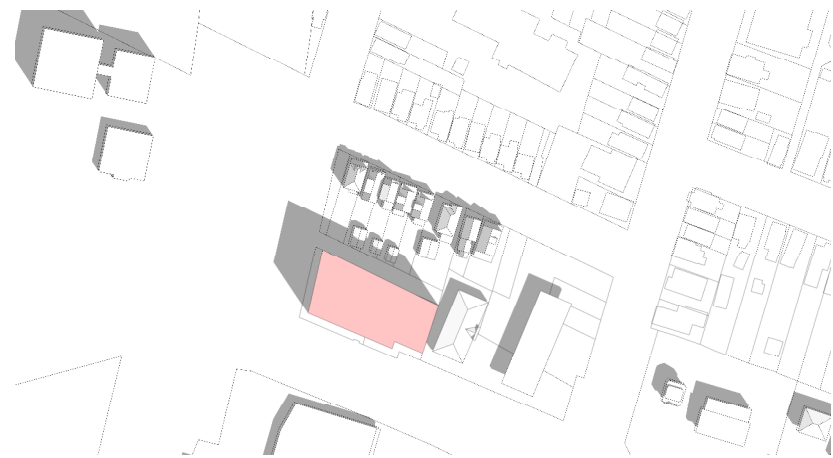
Sep.21 @ 8:35am  
Sunrise + 1.5hrs



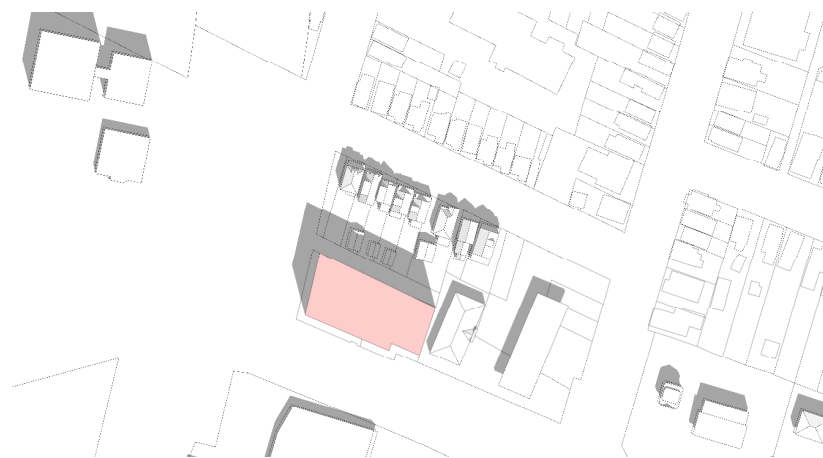
Sep.21 @ 9:35am



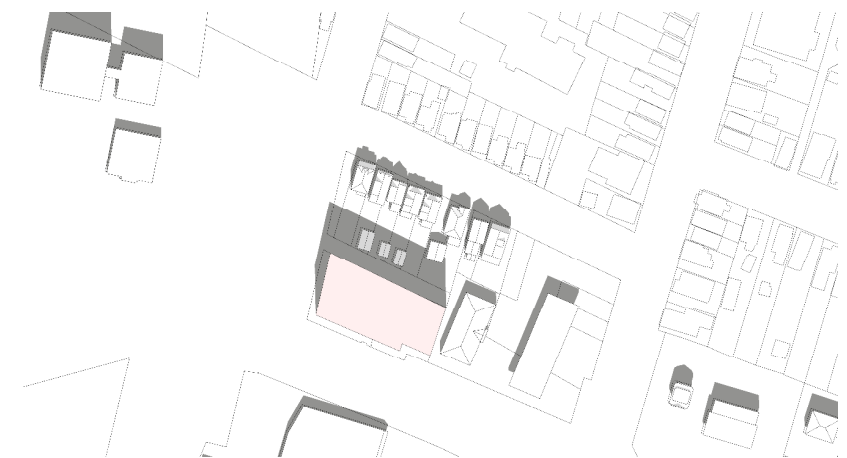
Sep.21 @ 10:35am



Sep.21 @ 11:35am



Sep.21 @ 12:35pm



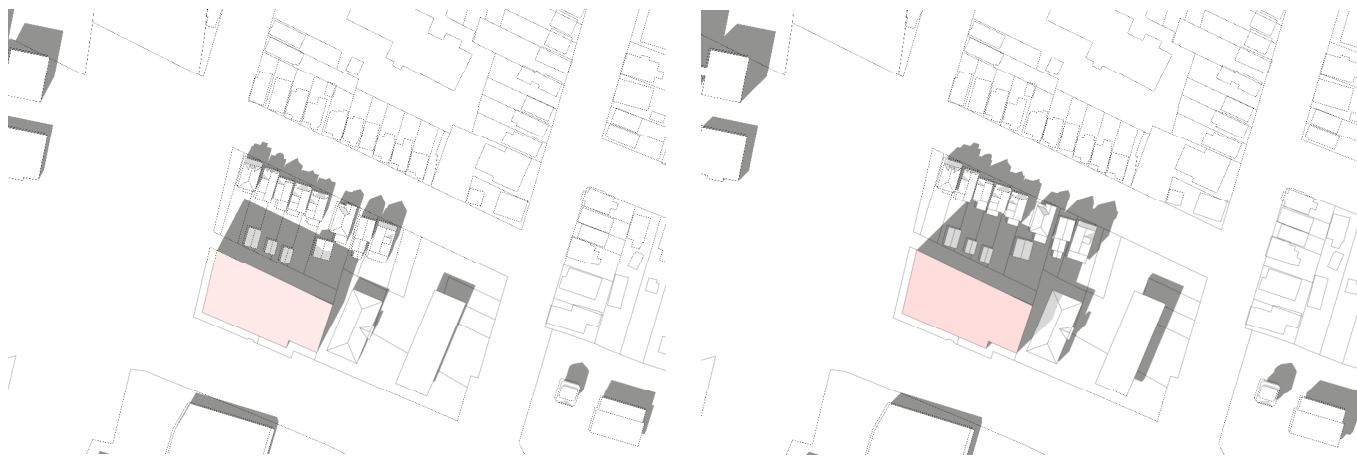
Sep.21 @ 1:12pm  
Solar Noon

DESIGN REVIEW PANEL PRESENTATION  
676 King Street West

LINTACK ARCHITECTS  
INCORPORATED

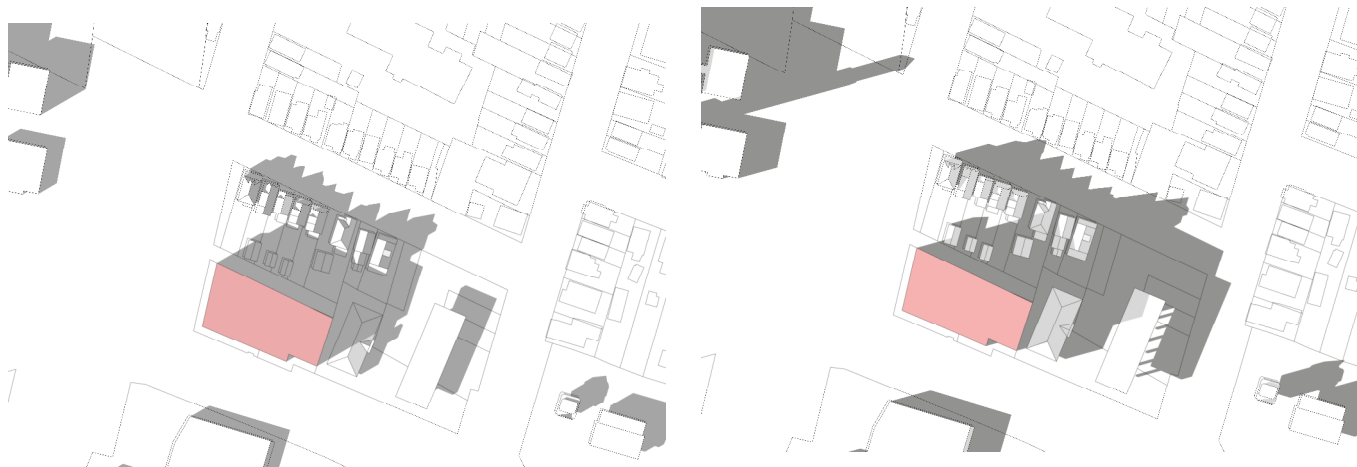
SHADOW STUDY  
September 21st  
As-of-Right – 22m





Sep.21 @ 2:35pm

Sep.21 @ 3:35pm



Sep.21 @ 4:35pm

Sep.21 @ 5:48pm

**Analysis**

The City's Sun Shadow Guidelines include Impact Criteria and considerations analysis as follows:

**Criteria A – Public Realm**

Shadows from proposed development shall allow for a minimum of 3 hours of sun coverage between 10:00am and 4:00pm as measured from March 21<sup>st</sup> to September 21<sup>st</sup> on public sidewalks, and public and private outdoor amenity space such as patios, sitting areas, and other similar programs.

The As-of-Right condition allows for a minimum of 2 hours of sun coverage during the indicated times and dates on sidewalks on Breadalbane Street and does not cast shadows on King Street. Shadows begin to be cast on private amenity areas such as the backyards to the north between 11:00am and noon and continue to do so until after 4:00pm. The private amenity areas of 8 properties would be affected by new shadows cast by the As-of-Right condition.

**Criteria B – Common Amenity Areas**

Shadows from the proposed development shall allow for a minimum of 50% sun coverage at all times of the day as measured from March 21<sup>st</sup> to September 21<sup>st</sup> on public plazas, parks and open spaces, school yards, and playgrounds.

There are no shadow impacts from the As-of-Right condition on any public common amenity areas.

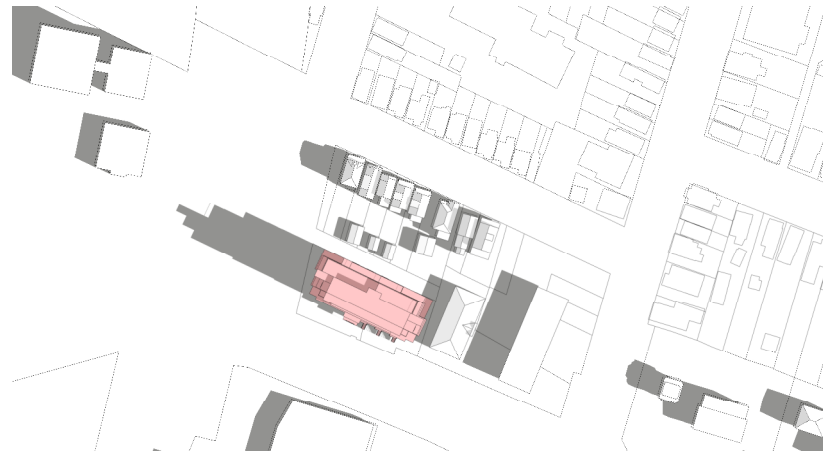
**Criteria C – Primary Gathering Spaces in Downtown Hamilton**

Downtown Hamilton contains a number of parks, squares, plazas and open space areas that serve as civic gathering spaces in the Downtown area. The quality, image and amenity of these spaces strongly affect how people perceive the Downtown. Development shall not cast any new net shadow between 10:00am and 4:00pm as measured from March 21<sup>st</sup> to September 21<sup>st</sup> on Gore Park, Prince's Square, City Hall Forecourt, Whithern Museum and Ferguson Station.

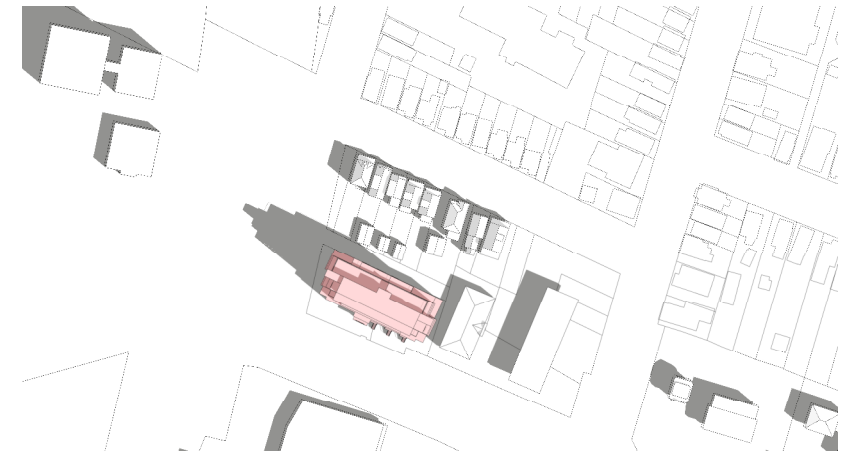
The As-of-Right condition does not cast any net new shadows on any primary gathering spaces in downtown Hamilton.



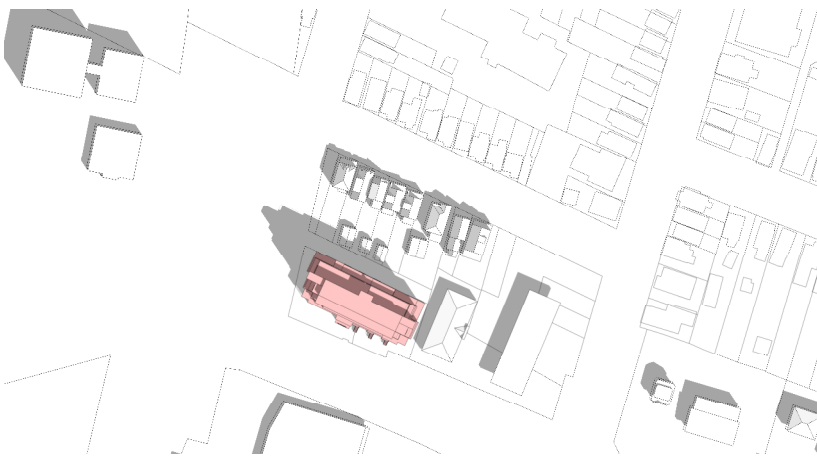
**Mar.21 @ 8:50am**  
**Sunrise + 1.5hrs**



**Mar.21 @ 9:50am**



**Mar.21 @ 10:50am**



**Mar.21 @ 11:50am**



**Mar.21 @ 12:50pm**



**Mar.21 @ 1:26pm**  
**Solar Noon**

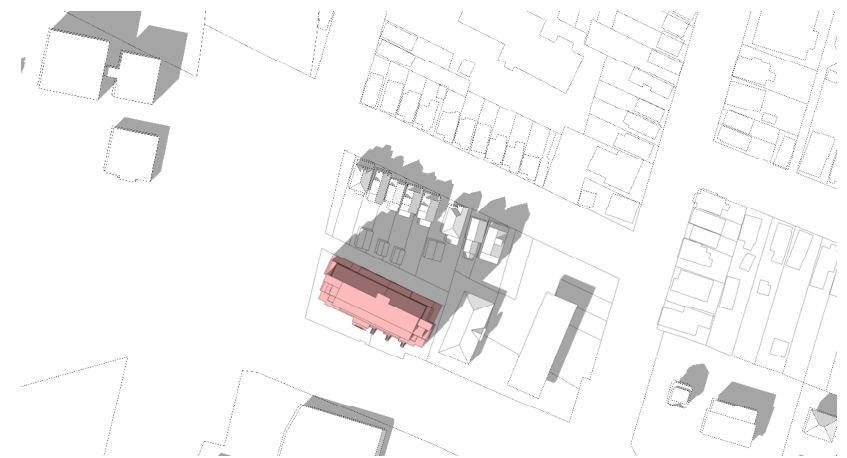
**DESIGN REVIEW PANEL PRESENTATION**  
676 King Street West

**LINTACK ARCHITECTS**  
INCORPORATED

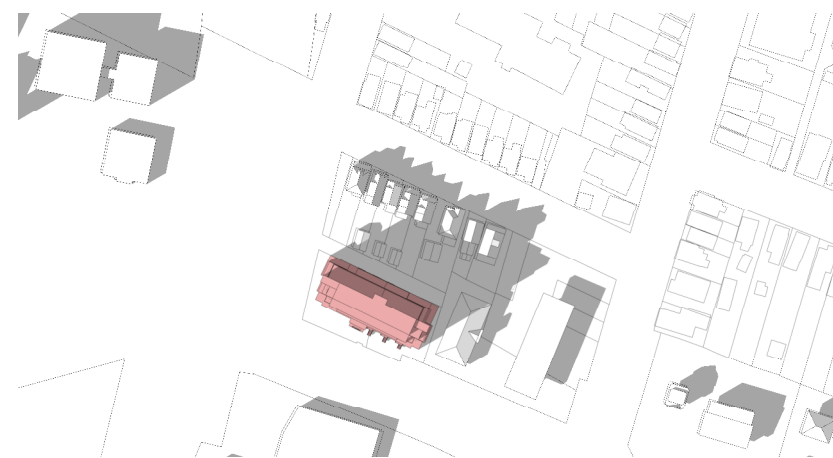
**SHADOW STUDY**  
March 21st  
Proposed 8-Storeys



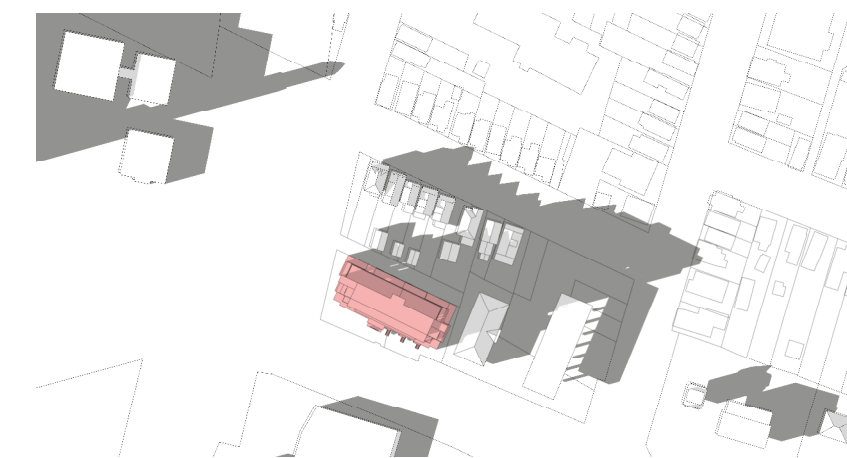
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Sunset – 1.5hrs

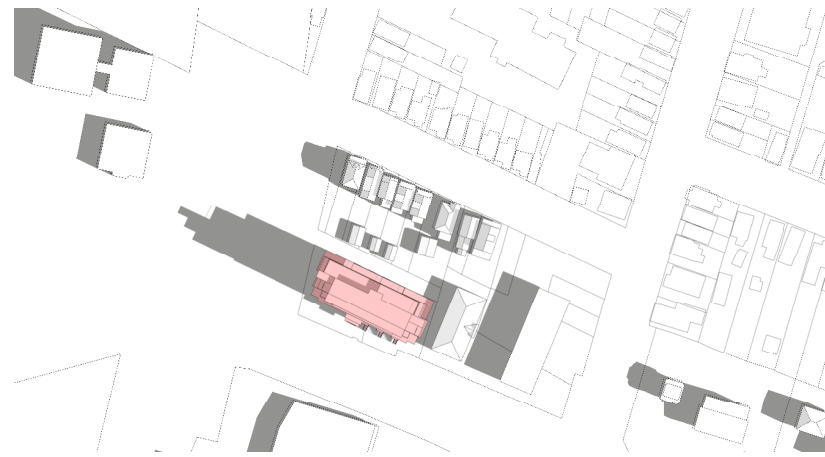
**DESIGN REVIEW PANEL PRESENTATION**  
676 King Street West

**LINTACK ARCHITECTS**  
INCORPORATED

**SHADOW STUDY**  
March 21st  
Proposed 8-Storeys



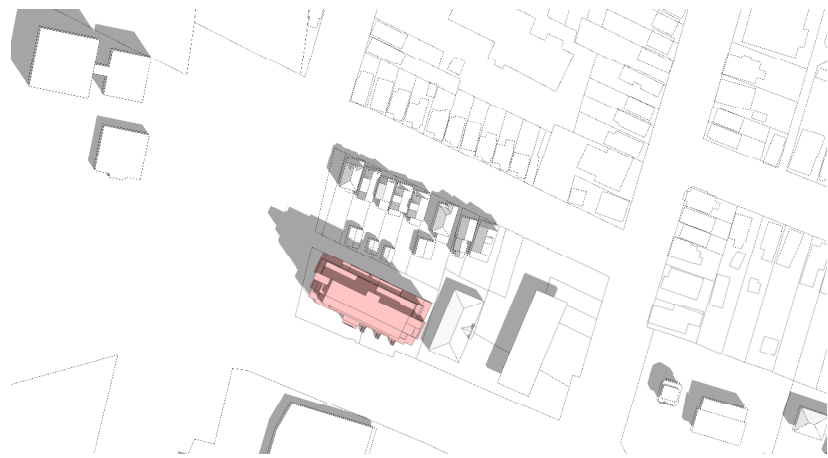
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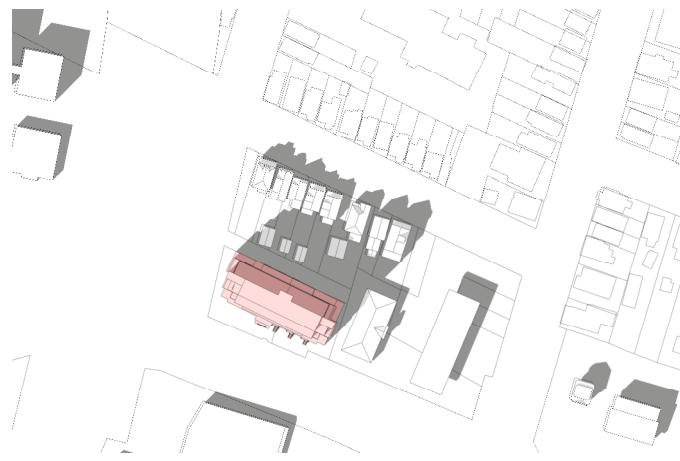
**DESIGN REVIEW PANEL PRESENTATION**  
676 King Street West

**LINTACK ARCHITECTS**  
INCORPORATED

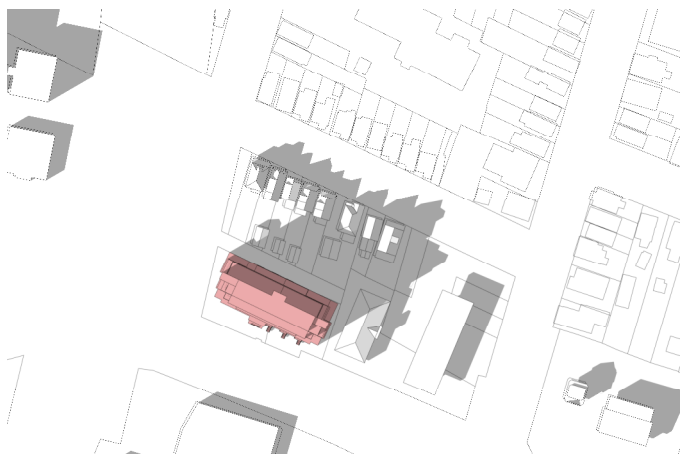
**SHADOW STUDY**  
September 21st  
Proposed 8-Storeys



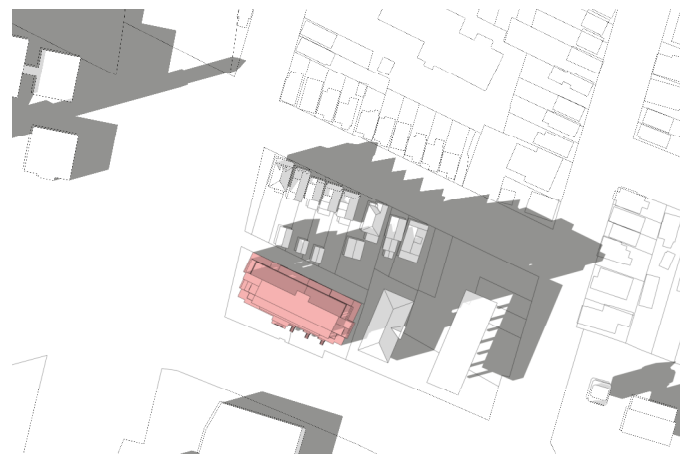
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The proposed condition also allows for a minimum of 2 hours of sun coverage during the indicated times and dates on sidewalks on Breadalbane Street and does not cast shadows on King Street. As with the As-of-Right condition, shadows begin to be cast on private amenity areas such as the backyards to the north between 11:00am and noon and continue to do so until after 4:00pm. The private amenity areas of the same 8 properties would be affected by new shadows cast by the proposed condition as are affected by the As-of-Right condition.

**Criteria B – Common Amenity Areas**

Shadows from the proposed development shall allow for a minimum of 50% sun coverage at all times of the day as measured from March 21<sup>st</sup> to September 21<sup>st</sup> on public plazas, parks and open spaces, school yards, and playgrounds.

There are no shadow impacts from the proposed condition on any public common amenity areas.

**Criteria C – Primary Gathering Spaces in Downtown Hamilton**

Downtown Hamilton contains a number of parks, squares, plazas and open space areas that serve as civic gathering spaces in the Downtown area. The quality, image and amenity of these spaces strongly affect how people perceive the Downtown. Development shall not cast any new net shadow between 10:00am and 4:00pm as measured from March 21<sup>st</sup> to September 21<sup>st</sup> on Gore Park, Prince's Square, City Hall Forecourt, Whithern Museum and Ferguson Station.

The proposed condition does not cast any net new shadows on any primary gathering spaces in downtown Hamilton.