PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario
JULY 8, 2021
1.0 Policy Context

2.0 Existing Context Analysis

3.0 Proposed Development
   3.1 Design Brief
   3.2 Site Plan
   3.3 Diagrams and Sections
   3.4 Floor Plans and Landscape Plans/ Sections
   3.5 Elevations
   3.6 Renderings

4.0 Shadow Study and Visual Impact Assessment

5.0 Appendix
1.0 POLICY CONTEXT
Downtown Hamilton Secondary Plan

- Designated Downtown Mixed Use Designation – Pedestrian Focus
- Multiple Residential and commercial uses are permitted
- High-Rise 2 Designation
- 30 storey building is permitted as of right.

Zoning By-law No. 05-200

- Downtown Prime Retail (D2, H17, H19, H20) Zone
- Multiple Dwelling and Hotel Permitted
- Parking to be shared with Existing 20 George Street
Zoning By-law No. 05-200 – Schedule “F”


Zoning By-law No. 05-200 – Schedule “F”

- 16m tall podium height is permitted. Minor Variance is required to allow for 22m tall podium.
Policy 6.1.4.23
The street wall height shall be established in a manner that maintains comfortable pedestrian scale and street proportion where there is no consistent street wall height.

Policy 6.1.4.28
Development Shall:

c) contribute to high quality spaces within the surrounding public realm; and,
d) provide high quality spaces within the buildings themselves.

Policy 6.1.6.2
a) Pedestrian Focus Streets shall complete the street wall and provide an uninterrupted building line at the street level.

h) The ground floor frontage shall be clearly articulated in the massing of the façade, substantially glazed, with generous floor-to-floor heights

Policy 4.2.2
Maximum building base height at the street line should be equal to the width of the right-of-way to ensure sunlight access to the sidewalk across the street;

Streetwall established along Caroline immediate to 213 King

Streetwall not yet established immediate to 213 King
2.0 EXISTING CONTEXT ANALYSIS
2.0 EXISTING CONTEXT ANALYSIS

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

SURROUNDING CONTEXT

1- ART GALLERY OF HAMILTON
2- HAMILTON CONVENTION CENTRE
3- HAMILTON CITY HALL
4- BMO BANK
5- STAYBRIDGE SUITE
6- NATION FRESH FOODS
7- FIRST ONTARIO CONCERT HALL
8- FIRST ONTARIO CENTRE
9- SHERATON HAMILTON HOTEL
10- CIBC & RBC BANK
11- SUPERIOR COURT OF JUSTICE
12- HAMILTON CITY CENTRE
13- FARMER MARKET
14- HAMILTON PUBLIC LIBRARY
15- SALVATION ARMY
16- PHILPOTT CHURCH
17- HAMILTON MOSQUE
18- MC MASTER UNIVERSITY
3.0 PROPOSED DEVELOPMENT

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario
Design Brief

The development proposal of a 30-storey mixed use point tower will be an Iconic Landmark in Hamilton’ Downtown core, creating a special node connection at King and Caroline. The articulation of the proposal consists of a 6-storey base podium, a 30-storey tower and a featured tower top; comprising of:

A one-level underground facilitating the service functions for the above grade residential and hotel use; a 6-storey, 110-unit hotel podium with its associated indoor amenity at level-1 and 2, and a 24-storey 241-unit residential rental component with its associated indoor/roof top outdoor amenity at L15. The proposed hotel and rental component will utilize the adjacent existing parking at 20 George Street rental tower, with new pedestrian connection made at L5, L6 and L7 of the 20 George Street parking podium. Visitor parkings are located at ground level to facilitate both Hotel and Residential arrivals. Exciting landscape features are proposed for the streetscape at this important corner.

Special setbacks:

There is a 3.05m setback at grade on King and 3.0m at Caroline (1.22 m setback is already in place for road widening at Caroline) to complete the sheltered pedestrian experience along the corner of King and Caroline, which would extend beyond the present proposed building eastwards towards the McMaster University residence and southwards towards 20 George Street rental building. The building is again setback 3m from the edge of the podium at L7 from the east and west limits. The proposed tower portion starting L15 has a further setback of 12.5 m from the neighboring properties.

The 6-storey podium, matching the existing 20 George Street rental tower podium, covers the site entirely with a max of 3.05 m setback at L1 from King for streetscape enhancement, allowing proper sidewalk because of future road widening. Rising from the landscaped podium is a rectilinear point tower with a floor plate size of not more than 650 sqm. The City of Hamilton suggests a maximum floor plate size of 750 sqm, while the current proposal calls for 650sqm floor plate size, which is significantly smaller in nature. Therefore, the shadow effect of this tower plate is considered acceptable.

There is a large dedicated rooftop landscaped terrace for the rental component located on L15 which has visual access towards the waterfront and the south view of the city. The indoor amenity program for rental units includes a gym, a multipurpose room and a common kitchen associated with indoor dining. Another rooftop landscaped terrace is located at L2 exclusively for hotel residents, next to the indoor hotel amenity functions such as a meeting room and a gym. Individual barrier free universal washrooms will be provided properly for both the rental and hotel amenity functions at grade, L2 and L15.

There is extensive lounge area provided for the hotel at grade with presence along King and pedestrian access from Caroline. There is an urban drop-off along Caroline anticipated for hotel arrivals. Similarly for the rental component, the pedestrian access is from King with immediate access to the back of house and visitor parking beyond.

The double storey (6.0m) entrances at grade for both hotel and rental component feature impeccable view of the lobbies from the street. Warm soft surface finishes coupled with exterior light animates the pedestrian experience at the corner of King and Caroline. It’s designed as glass entry foyers of high headroom with specials ceiling lights. The lobbies contain separate concierge, mail box, a sitting lounge and separate elevators connecting to the residential units in the tower and the hotel suites in the podium. The design also provides a 6m clear height over road widening area along King under overhanging podium.

The proposal features internalized loading and structured parking. A gate is located adjacent to the drop off area to separate loading area from Caroline. Approximate 8 visitor parkings will be provided at grade for Hotel and Residential use. There will be no garbage truck movement back onto Caroline. The private garbage truck will be sized appropriately to facilitate internal maneuvering. Garbage management area is internalized and garbage will be picked up during off-peak hours during the day.

All other parkings necessary for hotel and rental uses are provided in the adjacent building podium of 20 George Street. At 20 George Street rental residence, parkings at L2 to L4 are public; parkings at L5 is designated for the hotel at 213 King St; parkings at L6-L7 are reserved for the rental at 213 King street. The residents at 213 King Street Rental will access via hydraulic elevator and stair to parkings at L6 and L7 at 20 George Street. As for the hotel parking access, the hotel residents at L4 of 213 King is connected to L5 of 20 George Street with a ramp and stair.

The 213 King Street proposal generates an approximate Gross Floor Area (GFA) of 25,126 sqm. (270, 452 sq.ft.) with approximately 110 Hotel suits and 241 residential units. The resultant Floor Space Index (FSI) based on a net site area of 1,740.58 sq m or 1547.56 sq m (after road widening) is approximately 14.4 or 16.2 (after road widening). The 30 storey proposal for 213 King Street is appropriate in height and density for Main Street Corridor, and will attribute to the City’s vision for intensification, focus on public transit and activating pedestrian streetscape at the downtown core.
### PROPOSED DEVELOPMENT – PROJECT 20-017

#### 213 King Street West, Hamilton, Ontario

#### SITE AREA/ BUILDING HEIGHT/ FSI

<table>
<thead>
<tr>
<th></th>
<th>SITE AREA</th>
<th>BUILDING HEIGHT</th>
<th>FSI</th>
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<tbody>
<tr>
<td></td>
<td>1740.58 sq m</td>
<td>88.95M from avg grade of King St (complied)</td>
<td>14.4</td>
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<tr>
<td></td>
<td>1547.56 sq m (after road widening)</td>
<td>Remarks: Height limit: 89m</td>
<td>16.2 (after road widening)</td>
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#### GFA

<table>
<thead>
<tr>
<th></th>
<th>Residential (18,193 sq m (195,831 sf))</th>
<th>Hotel (6,933 sq m (74,621 sf))</th>
<th>Total (25,126 sq m (270,452 sf))</th>
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#### UNIT COUNT

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<th>2B</th>
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<th>Hotel Suites</th>
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<td>155 (64%)</td>
<td>61 (25%)</td>
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#### BIKE PARKING

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<td>8 (at surface)</td>
<td>5</td>
<td>Min. 5</td>
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<tr>
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<table>
<thead>
<tr>
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<th>Sub-total 8 (complied)</th>
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<tbody>
<tr>
<td>Residential</td>
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<td>121 (at P1)</td>
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<tr>
<td>Hotel</td>
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<tr>
<td>Total</td>
<td>Sub-total 121 (complied)</td>
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#### SHORT TERM PARKINGS

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<tbody>
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<td>8 (complied)</td>
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<tr>
<td>Hotel</td>
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<td>No requirement</td>
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#### LONG TERM PARKINGS

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<th>Remarks</th>
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<tr>
<td>Residential</td>
<td>121</td>
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<td>121</td>
<td>0.5 per unit</td>
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<tr>
<td>Hotel</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>No requirement</td>
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#### SITE AREA

|                | 1740.58 sq m          | 1547.56 sq m (after road widening) |

#### BUILDING HEIGHT

|                | 88.95M from avg grade of King St (complied) |

#### FSI

|                | 14.4 | 16.2 (after road widening) |

#### SPACE OUTLETS

- **Residential**: 18,193 sq m (195,831 sf)
- **Hotel**: 6,933 sq m (74,621 sf)
- **Total**: 25,126 sq m (270,452 sf)

#### BIKE PARKING

- **Short term**
  - **Residential**: 8 (at surface) / 5 minimum
  - **Hotel**: 0 / 0
- **Long term**
  - **Residential**: 121 (at P1) / 121
  - **Hotel**: 0 / 0

#### SITE AREA/ BUILDING HEIGHT/ FSI

- **SITE AREA**: 1740.58 sq m
  - 1547.56 sq m (after road widening)
- **BUILDING HEIGHT**: 88.95M from avg grade of King St (complied)
- **Remarks**: Height limit: 89m
- **FSI**: 14.4
  - 16.2 (after road widening)
**PARKINGS**

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<tr>
<td>L1 (our site)</td>
<td>4</td>
<td>153</td>
<td>Units (&lt;50 sq m): Unit 1-12 (0 per unit)</td>
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<tr>
<td></td>
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<td>Unit 13+(0.3 per unit)</td>
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<tr>
<td>L6 (at 20 George St)</td>
<td>78</td>
<td></td>
<td>Units (&gt;50 sq m): Unit 1-12 (0 per unit)</td>
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<td></td>
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<td>Unit 13-50 (0.5 per unit)</td>
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<tr>
<td>L7 (at 20 George St)</td>
<td>79</td>
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<td>Unit 51+ (0.7 per unit)</td>
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**Sub-total** 161 (complied)

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<tbody>
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<td>Hotel</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>L1 (our site)</td>
<td>4</td>
<td>66</td>
<td>0.6 per hotel unit</td>
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<td>L5 (at 20 George St)</td>
<td>62</td>
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**Sub-total** 66 (complied)

**AMENITY**

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<tr>
<td>L15 indoor amenity</td>
<td>175.92 sq m (1894 sf)</td>
<td>No requirement in bylaw</td>
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<tr>
<td>L15 outdoor amenity</td>
<td>186.4 sq m (2006 sf)</td>
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<tbody>
<tr>
<td>Hotel</td>
<td></td>
<td></td>
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<tr>
<td>L1 and L2 indoor amenity</td>
<td>588.98 sq m (6340 sf)</td>
<td>No requirement in bylaw</td>
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<tr>
<td>L2 outdoor amenity</td>
<td>160 sq m (1720 sf)</td>
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</table>
Escarpment Height: 190.9m above sea level

Building Height: 88.95m
PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

3.0 PROPOSED DEVELOPMENT

ADJ LOT (McMaster Bldg.)

OUR SITE 213 KING ST W

CAROLINE ST

Escarpment Height: 190.9m above sea level

Building Height: 88.95m

- RENTAL UNITS
- OUTDOOR AMENITY
- INDOOR AMENITY
- GREEN ROOF
- HOTEL SUITES
- RENTAL LOBBY
- HOTEL LOBBY
- SERVICE
- PROPERTY LINE
- SETBACK LINE

McMaster Bldg.
Podium
1.20 ROAD WIDENING

3.0m Setback

3.05m ROAD WIDENING FROM KING ST. to levels 1 to maintain 6.0m min. CLEARANCE to undersides of levels

16M PODIUM HEIGHT LIMIT AS PER BY LAW

22M PROPOSED MINOR VARIANCE FOR NEW PODIUM HEIGHT LIMIT

3.0m Setback

44m LIMIT HEIGHT AS PER BY LAW

12.5m Setback from Property Line

12.5m Setback from Property Line

KING STREET W

CARONDELET ST S

11.0m Setback

44m LIMIT HEIGHT AS PER BY LAW

16m PODIUM HEIGHT LIMIT AS PER BY LAW

22M PROPOSED MINOR VARIANCE FOR NEW PODIUM HEIGHT LIMIT

6.0m DETAIL

12.0m DETAIL FROM Property LINE

12.0m DETAIL FROM Property Line

KING STREET W

Escarpment Height: 190.9m above sea level

BUILDING HEIGHT: 88.95M

BUILDING HEIGHT: 88.95M

SOUTH – EAST SIDE

NORTH – WEST SIDE

DESIGN REVIEW PANEL

3.0 PROPOSED DEVELOPMENT

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017

213 King Street West, Hamilton, Ontario

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Trillium Group Inc.

BELLACOR DESIGN INC.

DV

A.J. Clarke & Associates Ltd.

MASSING DIAGRAM
LANDSCAPE CONCEPT PLAN
JUNE 2021

PROJECT
213 King St. West
City of Hamilton

CLIENT
DV Trillium Group

PROPOSED DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

LANDSCAPE CONCEPT PLAN
LEVEL 3 FLOOR PLAN

DAYLIGHT TRIANGLE
(4.57m x 4.57m)

DAYLIGHT TRIANGLE UP TO UNDERSIDE OF LEVEL 7 @ 120.80

3.05M ROAD WIDENING FROM KING STREET AT L1 ONLY TO MAINTAIN MIN. 6.0m CLEAR HEIGHT TO UNDERSIDE OF L2
LEVEL 4 FLOOR PLAN

DAYLIGHT TRIANGLE
(4.57m x 4.57m)

DAYLIGHT TRIANGLE UP TO UNDERSIDE OF LEVEL 7 @ 120.80

3.65M ROAD WIDENING FROM KING STREET AT L1 ONLY TO MAINTAIN MIN. 6.0m CLEAR HEIGHT TO UNDERSIDE OF L2
3.0 PROPOSED DEVELOPMENT

FUTURE ADJACENT DEVELOPMENT

DAYLIGHT TRIANGLE
(4.57m x 4.57m)

DAYLIGHT TRIANGLE UP TO UNDERSIDE OF LEVEL 7 @ 120.80

3.0M ROAD WIDENING FROM KING STREET AT L1 ONLY TO MAINTAIN MIN. 6.0m CLEAR HEIGHT TO UNDERSIDE OF L2

LEVEL 5 FLOOR PLAN

213 King Street West, Hamilton, Ontario
OUR SITE (213 KING STREET)

LEVEL 5

EXISTING BUILDING UNDER SAME OWNERSHIP
(20 GEORGE STREET)

LEVEL 6

L5 FLOOR PLAN (213 KING ST)
L6 FLOOR PLAN (20 GEORGE ST)
PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

OUR SITE (213 KING STREET)
LEVEL 6

EXISTING BUILDING UNDER
SAME OWNERSHIP
(20 GEORGE STREET)
LEVEL 7

L6 FLOOR PLAN (213 KING ST)
L7 FLOOR PLAN (20 GEORGE ST)
LEVEL 9-14 FLOOR PLAN
3.0 PROPOSED DEVELOPMENT

LEVEL 30 FLOOR PLAN

213 King Street West, Hamilton, Ontario

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017

DESIGN REVIEW PANEL

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3.0 PROPOSED DEVELOPMENT

ELEVATIONS

PROPOSED MIXED USE DEVELOPMENT
213 King Street West, Hamilton, Ontario

North Elevation
KING STREET

West Elevation
CAROLINE STREET

Elevation Details:
- Escarpment Height: 190.9m above sea level
- Building Height: 88.95M

Exterior Finish Legend:
- Precast - White
- Total Precast - Light Grey
- Precast - Red Brick
- Metal Panel - Metallic Silver
- Prefinished Aluminum Window Wall - Vision Glass - Light Blue
- Prefinished Aluminum Window Wall - Vision Glass - Light Grey
- Prefinished Aluminum Window Wall - Vision Glass - Dark Grey
- Prefinished Aluminum Window Wall - Vision Glass - Clear
- Prefinished Aluminum Window Wall - Glass Spandrel - Light Blue
- Prefinished Aluminum Window Wall - Glass Spandrel - Light Grey
- Prefinished Aluminum Window Wall - Glass Spandrel - Dark Grey
- Prefinished Aluminum Window Wall - Raised Metal Panel - White
- Prefinished Aluminum Window Wall - Raised Metal Panel - Dark Grey
- Metal Panel - Slab Edge Cover - White
- Soffit - Long Board
- Light Fixture
- Glass Railing - Light Blue
- Glass Railing - Dark Grey
PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

SOUTH ELEVATION
GEORGE STREET

EAST ELEVATION
BAY STREET

ELEVATIONS

Escarpment Height: 190.9m above sea level

BUILDING HEIGHT: 88.95M

EXTERIOR FINISH LEGEND

1A PRECAST - WHITE
1B TOTAL PRECAST - LIGHT GREY
1C PRECAST - RED BRICK
2 METAL PANEL - METALLIC SILVER
3A PREFINISHED ALUMINUM WINDOW WALL - VISION GLASS - LIGHT BLUE
3B PREFINISHED ALUMINUM WINDOW WALL - VISION GLASS - LIGHT GREY
3C PREFINISHED ALUMINUM WINDOW WALL - VISION GLASS - DARK GREY
3D PREFINISHED ALUMINUM WINDOW WALL - VISION GLASS - CLEAR
4A PREFINISHED ALUMINUM WINDOW WALL - GLASS SPANDREL - LIGHT BLUE
4B PREFINISHED ALUMINUM WINDOW WALL - GLASS SPANDREL - LIGHT GREY
4C PREFINISHED ALUMINUM WINDOW WALL - GLASS SPANDREL - DARK GREY
4D PREFINISHED ALUMINUM WINDOW WALL - RAISED METAL PANEL - WHITE
4E PREFINISHED ALUMINUM WINDOW WALL - RAISED METAL PANEL - DARK GREY
6 METAL PANEL - SLAB EDGE COVER - WHITE
7 SOFFIT - LONG BOARD
8 LIGHT FIXTURE
9A GLASS RAILING - LIGHT BLUE
9C GLASS MULLING - DARK GREY
3.0 PROPOSED DEVELOPMENT

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

NW VIEW
PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017

213 King Street West, Hamilton, Ontario

SOUTH EAST AND NORTH EAST VIEWS
3.0 PROPOSED DEVELOPMENT

RENDERING (KING STREET)
3.0 PROPOSED DEVELOPMENT

213 King Street West, Hamilton, Ontario

DESIGN REVIEW PANEL

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017

KING ST/ CAROLINE RENDERING
DESIGN REVIEW PANEL

4.0 PROPOSED DEVELOPMENT

RENDERING (CAROLINE ST)
SHADOW STUDY AND VISUAL IMPACT ASSESSMENT

4.0
DESIGN REVIEW PANEL

4.0 SHADOW STUDY & VISUAL IMPACT ASSESSMENT

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario

Refer to Appendix for Shadow Study Terms.
Refer to Appendix for Shadow Study Terms.
4.0 SHADOW STUDY & VISUAL IMPACT ASSESSMENT
4.0 SHADOW STUDY & VISUAL IMPACT ASSESSMENT

VISUAL IMPACT ASSESSMENT AT CAROLINE

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017
213 King Street West, Hamilton, Ontario
DESIGN REVIEW PANEL

3.0 PROPOSED DEVELOPMENT

MEZZANINE (L1) FLOOR PLAN

PROPOSED MIXED USE DEVELOPMENT – PROJECT 20-017

213 King Street West, Hamilton, Ontario
BASEMENT (P1) FLOOR PLAN

STORM TANK
STORAGE
STORAGE
FIRE PUMP ROOM
WATER METER PUMP ROOM
STAIR
INTAKE SHAFT
EXHAUST SHAFT
LONG TERM BIKE ROOM (1272)
STAIR
STEEL STRUCTURE

MPH FLOOR PLAN

ELEVATOR
STAIR

OUTDOOR MPH

MPH

GARAGE CHUTE
1.1m ABOVE T/O ROOF
5.0 TEST DATES, TIME ZONE, AND GEOGRAPHICAL COORDINATES

Dates
Shadow Impact Studies will be conducted on March 21st and September 21st.

Times
Shadow Impact Studies will be conducted at the following times:

- Solar Noon (SN)
- Hourly intervals starting 1.5HRS after sunrise and ending 1.5HRS before sunset

Time Zone
Shadow Impact Studies will be prepared using the following:

- Time Zone: Eastern
- Standard Time: Universal Time minus 5HRS
- Daylight Saving Time: Universal Time minus 4HRS

Geographical Coordinates
Shadow Impact Studies will be prepared for the following geographical coordinates:

- Latitude: N 43° : 14’30”
- Longitude: W 79° : 51’00”
END
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<td>Executive Summary</td>
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<td>Background</td>
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<td>3.4 Recommendations &amp; Conclusion</td>
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The purpose of this study is to evaluate the impact of the proposed development on the site located at 192-213 King Street West. Construction of an approved development on the site is underway. The study evaluates the impact of the proposed six storey podium for a multiple dwelling with an overall height of 30 storeys and to identify both design and mitigation strategies to respond to any direct and indirect impacts to adjacent buildings, and property which form the cultural heritage context of this site, within the Central Established Historical Neighbourhood. The site is not included in the City’s Register of Property of Cultural Heritage Value or Interest, nor in the City’s Inventory of buildings of Cultural Heritage Value or Interest.

In our research, both archival and primary, we have validated that the site has played an anchoring role at the intersection of Caroline Street and King Street West in relationship with the mixed-use buildings, across King Street West, both to the west and east of the subject site. Our recommendations are based on the following main points:

- Maintain appropriate physical relationships and visual settings that contribute to the contextual significance of south east corner of Caroline Street and King Street West
- Any new building adjacent to adjacent cultural heritage should be contemporary as per Conservation Principle 7 - Legibility. We would recommend that any new work be distinguishable from original fabric and employ material and methods true to our current context.
- The proposed development provides a contrast to the existing urban fabric while showing respect for scale in the design of the podium levels. Where appropriate the horizontal datums and vertical rhythms of glazing mullions may be explored to create a connection and harmony with the existing context.

The proposed building is situated at the southeast corner of King Street West and Caroline Street South property lines, establishing a continuous street wall that lines the King and Caroline Street South perimeter of the site, while allowing for a daylight triangle, creating a strong and continuous street presence is consistent with the pattern set immediately to the north and south of the site. The proposed design is in alignment with the proposed apartments at 20-22 George Street to the south and the podium which is at a similar height to the surrounding context on the south side of King Street. The form and composition of the design works well with the surrounding existing neighbourhood character found in Hamilton Downtown. The King Street West massing provides transition to the adjacent development at 20-22 George Street by providing a step-back starting at the 15th level and adequate separation between the two masses. The Caroline Street South side of the proposal shows the continuity of the podium line in relation to the adjacent development which helps establishing a continuous street wall. The proposed residential and hotel towers are set back from the podium to create a clear break and address the pedestrian scale of the immediate context.

The proposal enhances the area as a community as it introduces diversity to the housing typologies and allows for intensification of the Hamilton Downtown core thereby providing more employment opportunities and supporting vibrant neighbourhoods. The character of the proposed development is in alignment with other proposals in the area, such as 20-22 George Street and provides a contemporary, and sympathetic contrast to the adjacent non-designated property at 10 George Street (former E.Van Allen and Company and H.Bernard Stamp & Stencil Co. Ltd.) to the South and the varied existing surrounding built context, while not physically impacting any adjacent cultural heritage properties.
McCallumsather has been retained to prepare a Cultural Heritage Impact Assessment (CHIA) to evaluate the impact of the proposed development on the cultural heritage of the property at 192 - 213 King Street West. The purpose of the report is to evaluate the impact of the additional height proposed on the existing site by a 30-storey mixed-use development which is set within the broader context of the King Street Corridor, downtown Hamilton and adjacent to the King Street West Cultural Heritage Landscape.

In this report we have balanced the desire to respect history and continuity of the streetscape with the City’s initiative and plans for developing the community with increased density. As such, we have recommended a solution that addresses the site’s cultural value, development potential and physical constraints of the site.

The primary concern with this report is to address the impacts this development may have on surrounding cultural resources and to provide a design that responds to and contributes to the existing neighbourhood.

Our underlying strategy in the design of 192-213 King Street West development is to apply the heritage design principle of legibility which stands as a contrast to the history of the site, yet continues a prominent role along King Street.
1.2 contact information

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Figure 1. Aerial View Image of the Subject Site, annotated by McCallumSather. (Source: Google Earth)
2.1 description of property

The Site is located at the southeast corner of King Street West and Caroline Street South and municipally known as 192-213 King Street West. The site originally had a frontage of ±45m (±147.6ft) on King Street West and a depth of ±39.59m (±129.88ft) on Caroline Street South prior to the road Widening taken for the approved development, and currently has a total lot area of ±1,745 sq.m. (±0.1745 ha).

The Site is bound by two principal streets within Downtown Hamilton: Caroline Street South to the west - a three (3)-lane, two-way street with parallel on-street parking; and King Street West to the south - a four (4)-lane west bound one-way street. The site is open and has served as an on-grade parking lot and is currently vacant.

Directly east of the Site is a parking lot and a prominent 4-storey heritage (non-designated) building 'The Textile Building' that contains the Momentum Fitness, Hamilton Early Learning Centre and law and immigration consulting firm offices and one 30 storey residential building directly adjacent to the southeast corner on George Street, as well as another further southwest of the site. To the southwest of the site, on Caroline Street South is 7 storey mid-rise hotel building and a proposed 23 storey development further west of the subject site on the southeast corner of King St. West and Queen Street South. Directly west from the Site, at the southwest corner of Caroline Street South and King Street West is a shopping plaza and a parking lot. Low rise commercial development is directly north of the Site.
Figure 2. Downtown Hamilton Secondary Plan - Land Use Plan. Map B6.1-1, Urban Hamilton Official Plan

Subject Site
Map 8: Year Built

Downtown CIPA

Vacant Land/Parking

Parks/Open Space

Year Built:

1800 to 1840
1840 to 1870
1870 to 1900
1900 to 1915
1915 to 1930
1930 to 1945
1945 to 1960
1960 to 1975
1975 to 1990
1990 to 2010

May 19, 2011

Although the information displayed in this map has been captured as accurately as possible, some errors may be present due to insufficient or outdated information.

For further information, please contact the GIS - Planning and Analysis Section at 905-546-2424 or by email: GIS-Planning&Analysis@hamilton.ca

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Figure 3. Map 8: Downtown Hamilton Secondary Plan - Year Built. Downtown Hamilton CIPA

Legend

Downtown CIPA
Vacant Land/Parking
Parks/Open Space

Year Built

1800 to 1840
1840 to 1870
1870 to 1900
1900 to 1915
1915 to 1930
1930 to 1945
1945 to 1960
1960 to 1975
1975 to 1990
1990 to 2010

Subject Site

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The property is located in the Central Established Historical neighbourhood of Hamilton Downtown, near the west edge of the neighbourhood. The Urban Hamilton Official Plan describes the Established Historical Neighbourhoods as “neighbourhoods that were substantially built prior to 1950. These neighbourhoods exhibit unique character, provide examples of historical development patterns, and contain concentrations of cultural heritage resources.”

The following planning policies are applicable to the proposed development:

The Urban Hamilton Official Plan defines “established historical neighbourhood” as “physically defined geographical area that was substantially built prior to 1950.”

Accordingly, the sections B.3.4.1.3 and B.3.4.3.6 of the Urban Hamilton Official Plan, Volume 1, apply.

Section B.3.4.1.3 states that the aim is to “Ensure that all new development, site alterations, building alterations, and additions are contextually appropriate and maintain the integrity of all on site or adjacent cultural heritage resources.”

Response: The proposal is of a contemporary architectural language, in materials and detailing, which is complementary and distinct from its cultural heritage context. This approach is in keeping with best conservation principles. The design shows a deference in scale to the existing historical and characteristic streetscape of its context by the distinct lower podium elements in the proposal. The 6 storey, 22m podium matches the current context as the property to the south also has a 6 storey podium with a similar height and massing with transitions of a 16 m podium to the west at Bay and King.

The proposal represents appropriate residential intensification along with commercial uses. The site is within the Downtown Hamilton core and is located in close proximity to parks, offices, retail and public transit. The site is vacant and is not listed or designated by the City. The proposed development does not alter or negatively impact the adjacent cultural heritage resources (10 George Street and 216 King Street West).

Section B.3.4.3.6 states that “The City shall protect established historical neighbourhoods, as identified in the cultural heritage landscape inventory, secondary plans 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.”

Response: The subject site is vacant and is not identified as a culturally significant by the City. The proposal seeks to connect with the varied architectural typologies within the adjacent and surrounding context with a complementary and distinctly contemporary architectural design, in its massing, composition and material selection.

Accordingly, the sections B.6.1.3.1(a), (b) and B. 6.1.11.1 (d) of the Downtown Hamilton Secondary Plan in the Urban Hamilton Official Plan, Volume 2, apply.

Section B. 6.1.3.1 (a) and (b) state to

a) Conserve and enhance the built heritage resources and cultural heritage
As per the Downtown Hamilton Secondary Plan, the property is also included in the ‘Heritage Character Zone’ area.

Objectives of the Downtown Heritage Character Zone Guidelines:
• To protect the existing character of areas within the Downtown Heritage Character Zone;
• To ensure that infill development and/or re-development within these areas will be sympathetic and complementary to the existing Heritage Character Zone character; and,
• To avoid replicating historic architectural styles.

Please refer to the previous responses.

Section B. 6.1.11.1 (d) states to “conservation of existing cultural heritage resources shall be a priority in all development. New development shall be compatible with on-site and adjacent cultural heritage resources. Adaptive re-use will be given priority for all built heritage resources;”
Response: The proposed development is sympathetic to the characteristics of the surrounding neighbourhood and the adjacent heritage resources. No significant impacts by the proposed development are observed (see section 3.3).

THE UHOP (Volume 2) also describes both King Street and Caroline Streets as ‘pedestrian focussed streets’.

Response: The proposed development is built at the street line to reinforce the streetscape. Pedestrian access from King Street West to the rental apartments and to the Hotel and its associative amenity spaces via Caroline Street is prominently visible and ensures security and street vitality. The building shall continue to maintain the historic, more intimate streetfront character on both King and Caroline Streets. The northwest perspective of the proposed development (Figure 29) illustrates a chamfered corner and the horizontal proportions of the podium, both contributing to the low-scale pedestrian ambience of King Street West and Caroline Street South intersection. The ground floor elevation design will promote pedestrian friendly scale through the use of glazed areas.

192-213 king street west - heritage impact assessment

Response: The proposed development takes cues from the surrounding heritage character’s massing, form and materials and expresses these in a contemporary manner, supporting the existing character.

Response: The proposed development is sympathetic to the characteristics of the surrounding neighbourhood and the adjacent heritage resources. No significant impacts by the proposed development are observed (see section 3.3).

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Please refer to the previous responses.

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• Purple: Designated Properties (Part IV or Part V of the Ontario Heritage Act)
• Orange: Included on Council Approved City Register (section 27 of Ontario Heritage Act)
• Yellow: Included on City’s Inventory of Buildings of Cultural Heritage Value and/or Interest (no OHA status)
• * Removed from the inventory.

Figure 4. Heritage Property Mapping, City of Hamilton Website. Retrieved from: https://www.hamilton.ca/city-planning/heritage-properties/heritage-resources
2.2 description of adjacent cultural heritage

The intent of this section is to provide written and visual descriptions of the properties. An Assessment of the compatibility of the proposed design in relation to these adjacent cultural resources will be detailed in section 4. The subject property is adjacent to the following properties included in the City's Register of Property of Cultural Heritage Value or Interest (Registered properties under section 27, Ontario Heritage Act):

- 216 King Street West &
- 10 George Street.

The subject property is also adjacent to the following properties included in the City's Inventory of Buildings of Cultural Heritage Value and/or Interest (no status under Ontario Heritage Act):

- 194 King Street West - Removed from the inventory;
- 206 King Street West;
- 68 George Street - Removed from the inventory;
- 215 King Street West - Removed from the inventory &
- 150 Main Street West.
216 King Street West
This property is included in the City’s Municipal Heritage Register of Buildings of Cultural Heritage Value and/or Interest as a listed (non-designated) property. The property is also located within the Downtown Hamilton Secondary Plan. The Downtown Hamilton Secondary Plan Review Background Report identifies this site as part of the King Street West Business Improvement Area.

216 King Street West is a two-storey detached building that forms a part of a historic commercial row built in 1890. It enjoys a prominent corner position at the northwest intersection of Caroline Street North and King Street West. The building is characterized by brick cladding, laid in stretcher bond, a projecting gable beyond the roof line. The facade is composed of segmental windows, with brick voussoirs on the King Street West facade and a window with a semi-circular arch on the second floor on the Caroline Street North facade. The entrance door incorporates a transom window on top. The corner window currently depicts a picture window which does not emulate the original design and composition of the original windows. At present, the building is being used as an office for a law firm.

Figure 5. View of the Heritage Property located at 216 King Street West from Caroline Street North and King Street West intersection looking northwest. (Source: Google Earth, 2021)

Figure 6. Insurance Plan of the city of Hamilton (1898), Ontario. Annotated by mcCallumsather to show adjacent cultural heritage resource at 216 King Street West.

The Goad’s Fire Insurance Map, 1898 shows the property at 216 King Street West with a bay window in contrast to present day corner picture window which is a later contemporary incompatible renovation to the building.

10 George Street (Former E. Van Allen & Company; H. Bernard Stamp &Stencil Co. Ltd., presently 'The Textile Building')

This property is included in the City's Municipal Heritage Register of Buildings of Cultural Heritage Value and/or Interest as a listed (non-designated) property. The property is also located within the Downtown Hamilton Secondary Plan.

10 George Street is a three-storey detached building that was built in 1874 to its front property lines. Key elements that define the heritage character of the building include its masonry construction, brick cladding, commercial form, scale, central recessed entrance and atrium. The building also features original window proportions and is divided vertically into symmetrical arrangement of facade units or ‘bays’. These vertical divisions are demarcated using projecting piers. The building was redeveloped in 1988 and more recently in 2016. It is characterized by brick cladding, laid in stretcher bond. The facade is composed of tall segmental windows, with brick voussoirs. The entrance to the building is recessed to allow the second floor above to provide shelter to the entrance.

Figure 7. Front facade of the Textile Building located at 10 George Street. (Source: Google Earth, 2021)

Figure 8. Insurance Plan of the city of Hamilton (1898), Ontario. Annotated by mCallumSather to show adjacent cultural heritage resource at 10 George Street.

Insurance Plan of the city of Hamilton (1898), Ontario, Canada. The Goad’s Fire Insurance Map, 1898 shows the property at 10 George Street adjacent to a coal and wood yard.

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206 King Street West (Regal Shirt Co Ltd., McGregor Shirt Co. Ltd.)

This property is listed on the City's Inventory of Buildings of Cultural Heritage Value and/or Interest as 'Inventoried Property'. The property is also located within the Downtown Hamilton Secondary Plan. The Downtown Hamilton Secondary Plan Review Background Report identifies this site as part of the King Street West Business Improvement Area.

206 King Street West is a three-storey detached building that was built in 1903. It enjoys a prominent corner position at the northeast intersection of Caroline Street North and King Street West. The building is characterized by At present, the building is clad with horizontal and vertical siding.

Figure 9. View of the Heritage Property located at 216 King Street West from Caroline Street North and King Street West intersection looking northwest. (Source: Google Earth, 2021)

Figure 10. Insurance Plan of the city of Hamilton (1911), Ontario. Annotated by mcCallumSather to show adjacent cultural heritage resource at 206 King Street West.

Insurance Plan of the city of Hamilton (1911), Ontario, Canada.

The Goad's Fire Insurance Map, 1911 shows the property at 206 King Street West. The map shows the Regal Shirt and Co. as the occupants of the building with services like sewing, ironing and storage.

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150 Main Street West - Former Revenue Canada Building (Federal Building)
This property is included in the City's Municipal Heritage Register of Buildings of Cultural Heritage Value and/or Interest as a Character Defining Property ('CDP'). The property is also located within the Downtown Hamilton Secondary Plan.

The former Revenue Canada Building is a six-storey detached building that was built in 1955 to its front property lines. Key elements that define the heritage character of the building include its masonry construction, brick cladding, scale & corner lot location. Architectural details include friezes and masonry bands. The building also features frames punched windows and is divided horizontally into storeys that accommodate a variety of uses. The demarcation of each storey is through horizontal bands of masonry coursing and change in materials. The building was redeveloped and is now re-purposed as a condominuum development. The new addition provides a quiet backdrop to the heritage building. Different yet compatible new materials and massing provide visual separation as per guidance from Canada’s Historic Places (Section 4.3.1: Exterior Form).
3.1 design principles

The following design principles will be utilized to guide the development towards a contextual and sensitive response to this significant location:

- Maintain appropriate physical relationships and visual settings that contribute to the Heritage Character Zone.
- Recognize proportional rhythms in massing and fenestration along the street to strengthen contextual relationships.
- Transition height between adjacent building through the design of the podium.
- Set back tower from main streets to minimize visual and shadow impacts.
- New buildings are designed to be contemporary as per Conservation Principle 7 - Legibility. We would recommend that any new work be distinguishable from original fabric.

The proposed design takes cues from its surrounding built context, and interprets these in a contemporary design solution that fits the site. The west elevation illustrates the compositional pattern in 20-22 George Street that is carried through the design of the podium through horizontal and vertical bays. Similar to the buildings on King Street West, the podium is designed in a symmetrical composition with an entrance off the central bay and the openings follow a similar rhythm. Similar to 150 King Street West at the corner of King Street West and Bay Street North, the proposed design amplifies the corner through the a modern interpretation of a tower. The use of brick in a contrasting colour may be implemented in the podium in order to tie into the surrounding context.
3.2 Proposed Development

3.2.1 Proposal Overview

This part of the HIA describes the proposed plan of development of the subject site, its conceptual design vision and principles. This description is based on the Site Plan Approval ('SPA') design package of the subject site submitted to City of Hamilton’s Planning and Economic Department by A.J. Clarke & Associates Ltd. c/o Franz Kloibhofer ('Applicant') on behalf of DV Trillium Group Inc. ('Client').

The owner is proposing a mixed use-pedestrian focussed 30 storey mixed-use building consisting of 268 dwelling units. The new lot development is designed to front onto both King Street West and Caroline Street South and will enjoy a prominent corner location in Hamilton Downtown (Figure 14).

Figure 14. Proposed Site Plan (Source: ZO1 Architects, June 2021)
3.2.2 Description of the Proposed Development

The rectangular shaped site has a lot area of 1,745 sq.m. The proposed development contemplates a mix of uses including residential rental units, hotel suites and amenity spaces.

A. Site Layout:
Vehicular access to the proposed mixed-use development is planned exclusively from Caroline Street South, located at the south edge of the site (Figure 15). The main entrance to the rental lobby is from King Street West and the hotel suites are accessed by a separate entrance fronting Caroline Street South.

As the building sits on a corner site, it addresses both frontages. This design is congruous to the design guidelines recommended by the City of Hamilton’s document ‘Downtown Heritage Character Zone - Design Guidelines’ in section 6.1.1.2 Redevelopment site with frontage on two streets - ‘Each elevation is expected to address the visual relationships between the new building and its neighbours, and be compatible with the contextual character of the respective streetscape.’ and, section 6.1.1.3 Redevelopment site located on a corner
‘A building corner addressing two streets should have a compatible visual relationship between the building and its neighbours as well as the intersecting streetscape.
Daylight triangle requirements should be met according to City’s traffic regulations. This may result in a building façade that is set back diagonally to the intersection.’

Figure 15. Floor Plan - Level 1 (Source: ZO1 Architects, June 2021)
B. Design Program

The owner is proposing to construct a six storey podium for a multiple dwelling with an overall height of 30 storeys for 268 dwelling units. Retail uses are proposed on the ground floor. Parking (162 spaces) is located underground at P1 and on the podium level.

Level 1
- Rental Lobby and Amenity Space
- Hotel Lobby and Amenity Space
- Laundry, Garbage and loading and staging zone
- Elevator and stair shafts
- Ramp to and from parking level 1
- 8 parking spots

Level 2
- 16 Hotel Rooms and Amenity Space (indoor and outdoor)
- Linen Storage
- Elevator and stair shafts

Level 3 & 4
- 24 Hotel Rooms and Amenity Space (indoor and outdoor)
- Linen Storage
- Elevator and stair shafts
B. Design Program (cont.)

Level 5 & 6
23 Hotel Rooms and Amenity Space (indoor and outdoor)
Linen Storage
Elevator and stair shafts & connection to existing 20-22 George St. Lvl.6,7.

Level 7
Rental Units (Studio - 1, 1 BDR - 1, 1 BDR+D - 4, 2 BDR - 2, 2 BDR+D - 4)
Stair and Elevator Shafts
Garbage Chutes and other service shafts.

Levels 8-14
Rental Units (1 BDR - 3, 1 BDR+D - 6, 2 BDR - 2, 2 BDR+D - 2)
Stair and Elevator Shafts
Garbage Chutes and other service shafts.

Level 15
Rental Units (1 BDR - 1, 1 BDR+D - 2, 2 BDR - 3)
Indoor and Outdoor Amenity Spaces
Stair and Elevator Shafts
Garbage Chutes and other service shafts.

Level 16-30
Rental Units (1 BDR - 2, 1 BDR+D - 4, 2 BDR - 3)
Stair and Elevator Shafts
Garbage Chutes and other service shafts.
Figure 18. Floor Plan - Level 3 (Source: ZO1 Architects, June 2021)

Figure 19. Floor Plan - Level 4 (Source: ZO1 Architects, June 2021)
Figure 22. Floor Plan - Level 8 (Source: ZO1 Architects, June 2021)

Figure 23. Floor Plan - Level 7 (Source: ZO1 Architects, June 2021)
Figure 24. Floor Plan - Level 9-14 (Source: ZO1 Architects, June 2021)

Figure 25. Floor Plan - Level 15 (Source: ZO1 Architects, June 2021)
Figure 26. Floor Plan - Level 16-29 (Source: ZO1 Architects, June 2021)

Figure 27. MPH Floor Plan (Source: ZO1 Architects, June 2021)
Figure 28. George St. Perspective (left) and Bay St. Perspective (right) (Source: ZO1 Architects, June 2021)
C. Scale, Form and Massing

The proposed building is situated at the southeast corner of King Street West and Caroline Street South property lines, establishing a continuous street wall that lines the King and Caroline Street South perimeter of the site, while allowing for a daylight triangle, creating a strong and continuous street presence is consistent with the pattern set immediately to the north and south of the site.

The proposed design is in alignment with the proposed apartments at 20-22 George Street to the south and the podium (Figure 29) which is at a similar height to the surrounding context on the south side of King Street. The form and composition of the design works well with the surrounding existing neighbourhood character found in Hamilton Downtown.

The King Street West massing provides transition to the adjacent development at 20-22 George Street by providing a step-back starting at the 15th level and adequate separation between the two masses. The Caroline Street South side of the proposal shows the continuity of the podium line in relation to the adjacent development which helps establishing a continuous street wall.

The proposed residential and hotel towers are set back from the podium (Figure 29) to create a clear break and address the pedestrian scale of the immediate context.
Figure 30. North (left) and South Elevation (right) (Source: ZO1 Architects, June 2021)
D. Urban Design

The proposal will accommodate growth through compact development that makes efficient use of land resources and will support the objective of creating complete communities through the residential intensification of an under-utilized site in an area that provides for ease of access to transit, jobs and recreation.

The proposed development:
- is transit-supportive as it is located adjacent to King Street West and Caroline Street South which both contain various transit routes. King Street is further identified as a ‘LRT Corridor’ which will be used as a LRT route;
- is consistent with the policies of the Provincial Policy Statement and will facilitate a compact, efficient, and more transit-supportive built form and development pattern;
- conforms to the policies of the Urban Hamilton Official Plan as it supports a range of uses while maintaining the character of the surrounding area;
- aligns with the overall vision and policy intent of the Downtown Hamilton Secondary Plan by contributing to a well-balanced community through a range of residential unit types, and promoting the use of public transit and other modes of transportation; &
- is pedestrian-friendly as it will be connected to the municipal sidewalk system.
3.2.3 Site Alteration

The subject site is not listed on the City’s Municipal Heritage Register. No building exists on site. The site was previously operated as an on-grade parking lot.

The current proposal would vitalize the subject site by the construction of the mixed-use development. The building line extends onto the property lines reinforcing the street edge. This would emulate the original lot development in terms of building footprint as seen in the 1911 Goad’s Fire Insurance Map (Figure 32).

Figure 32. Insurance Plan of the city of Hamilton (1911), Ontario. Annotated by mCcAllumSather to show the subject site at 193-213 King Street West.
### 3.3 Description of Impact

The proposed development complements the existing character and pattern within the neighbourhood through durable and thoughtfully applied materials and through the rhythm and composition of the podium. The proposed new building respects the existing built edge along King Street West and Caroline Street South which is complementary to residential intensification and the proposed changes to the streetscape from the LRT development. The proposed new buildings' architecture takes cues from the surrounding neighbourhood fabric through the use of scale (street oriented dwellings and mid-rise buildings) and densification on compositional appropriateness along Caroline and King Street. The development will honour the historical tradition of innovation in this area of the City and contribute to the economic growth of the neighbourhood.

**Potential Impacts: 192-213 King Street West**

**Impact of Destruction** - No Negative Impact
There are no buildings currently on the site.

**Impact of Proposed Site Alterations** - No Negative Impact
No building occupies the site therefore there are no new impacts to alterations. The proposed development will help revitalize the character of the heritage zone with the introduction of a corner building mass which were previously removed in earlier alterations.

**Shadow Impacts** - Minimal Impact
It can be evaluated at a high level from the sun study by ZO1 Architects, that the adjacent heritage resources are generally not significantly more affected by the proposed shadows than the as-of right shadow modelling. The sidewalk and front yard of the property at 206 King Street West will have some shadows for one hour as shown in the March/September 21st study and is considered a minimal additional impact. Similar minimum impact is seen to the property at 216 King Street West for an hour in the March/September 12-1pm study. The impact to surrounding heritage resource buildings is therefore minimal with no shadows on the Textile Building. There is no undue impact to the properties on the west side of Caroline Street or the north side of King Street resulting from the proposed development as shadows do not exceed 2 hrs (Figures 34, 35).

**Isolation Impacts** - No Negative Impact
There are no negative impacts from isolation as the proposed buildings will have a presence on King and Caroline Streets which will create a prominent presence and a contribution to the pedestrian traffic within the community. The proposal will activate the site and streetscape in this prominent corner of the City of Hamilton.

No significant surrounding environmental elements, context or relationships were identified as there are no existing buildings on site.
Figure 33. Sun-Shadow Study - June (Source: ZO1 Architects, June 2021)
Figure 34. Sun-Shadow Study - March/September (Source: ZO1 Architects, June 2021)
**Isolation Impacts** - No Negative Impact
There are no negative impacts from isolation as the proposed buildings will have a presence on King and Caroline Streets which will create a prominent presence and a contribution to the pedestrian traffic within the community. The proposal will activate the site and streetscape in this prominent corner of the City of Hamilton.

No significant surrounding environmental elements, context or relationships were identified as there are no existing buildings on site.

**Visual Impacts - Minimal Impact**
Because the new construction of the proposed development is designed with a high-rise tower resting on a street oriented podium, it impacts existing views that are available since the site is currently. However, the design is sympathetic to the adjacent CHRs and its surrounding context as the podium design acts as a transition element addressing the existing condominium massing found in the adjacent context at 20-22 George Street. All buildings identified on the north and south side of King Street will maintain their relationships to the street as the proposed building is designed to maintain an urban edge at the first level. The multiple dwelling 30 storey tower is defined from the podium by being set back starting at the first level, and the residential suites are set back at the seventh level and the daylight triangle edge at the intersection maintains a visual connection at the intersection.

**Change in Use Impacts** - Minimal Impact
The building will function to intensify the site's use through the provision of commercial, amenity and residential units. This will benefit the adjacent cultural heritage as many of the sites identified in section are being occupied for commercial, retail, and residential use. This proposal is in line with the vision to develop King Street with greater residential accommodation along the future LRT route.

**Land Alterations Impact** - No Negative Impact
No building occupies the site therefore there are no new cultural heritage impacts due to alterations. The subject land is Downtown Mixed Use – Pedestrian Focus (D2, H17, H19, H20) Zone per Zoning By-Law 05-200.

The property will be transitioning from a limited use (parking) to an intensified use (increased density – 268 dwelling units). However, the proposed new use does not affect the adjacent CHR's cultural heritage value. The commercial character of the area will change to mixed-use residential.

Positive impact is the elimination of surface parking and its relocation to an underground parking garage.
Results of Impact Assessment
The preceding assessment has determined that the proposed redevelopment will not result in significant direct and indirect impacts to the heritage attributes of the adjacent heritage resources.
The proposed development at the subject site is sympathetic and complementary to the existing Heritage Character and is distinguishable from the existing historic architectural styles. This is in accordance with the City’s Design guidelines for the Downtown Heritage Character zone.¹

The adjacent heritage resources have been reviewed and analyzed for potential impact from the proposed development. In our research, both archival and primary, we have validated that the site has played an anchoring role at the intersection of Caroline Street and King Street West in relationship with the mixed-use buildings, across King Street West, both to the west and east of the subject site. Our recommendations are based on the following main points:

- Maintain appropriate physical relationships and visual settings that contribute to the contextual significance of south east corner of Caroline Street and King Street West

- Any new building adjacent to adjacent cultural heritage should be contemporary as per Conservation Principle 7 - Legibility. We would recommend that any new work be distinguishable from original fabric and employ material and methods true to our current context.

- The proposed development provides a contrast to the existing urban fabric while showing respect for scale in the design of the podium levels. Where appropriate the horizontal datums and vertical rhythms of glazing mullions may be explored to create a connection and harmony with the existing context.

The proposal enhances the area as a community as it introduces diversity to the housing typologies and allows for intensification of the Hamilton Downtown core thereby providing more employment opportunities and supporting vibrant neighbourhoods.

The character of the proposed development is in alignment with other proposals in the area, such as 20-22 George Street and provides a contemporary, and sympathetic contrast to the adjacent non-designated property at 10 George Street (former E. Van Allen and Company and H. Bernard Stamp & Stencil Co. Ltd.) to the South and the varied existing surrounding built context, while not physically impacting any adjacent cultural heritage properties.

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¹ Downtown Heritage Character Zone, Downtown Hamilton Secondary Plan Review, City of Hamilton, Planning and Economic Development Department, p.1
In conclusion, the character of the proposed development is in alignment with other proposals in the area, such as 20-22 George Street and provides a contemporary contrast to the Textile Building and the Former Revenue Canada Building to the south and the varied existing surrounding built context, while not physically impacting any adjacent cultural heritage properties or significantly impacting the cultural heritage landscapes. The proposed material composition (solid and glazed) of the podium levels highlighted by the parapet and roof line, helps them stand out to make the connection to the Hamilton context, at the pedestrian level. There are no significant impacts to heritage resources.

It is important that new construction promotes architectural interest, human scale, and sympathetic design to the character-defining attributes of the heritage structure. New, contemporary buildings may be sympathetically designed to incorporate concepts and elements from the adjacent heritage structure. For example, the use of red brick in the podium as a facade material.
4.0 references

Canada’s Historic Places

City of Hamilton


2020 Terms of Reference Heritage Impact Assessment.

n.d Downtown Hamilton Secondary Plan Review.


Goad’s Fire Insurance Maps (1898, 1911)

Government of Ontario


Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)


5.0 appendices

Appendix A: Archival Maps

A. Goad's Fire Insurance Map, City of Hamilton, 1898
B. Goad's Fire Insurance Map, City of Hamilton, 1911
Figure 35. Insurance Plan of the city of Hamilton (1898), Ontario. Annotated by mcCallumSather to show the subject Site. (Source: Chas E. Goad Co.)
Figure 36. Insurance Plan of the city of Hamilton (1911), Ontario. Annotated by McCallumSather to show the subject site. (Source: Chas E. Goad Co.)
INDOOR HOTEL AMENITY SPACE

1. River stone splash strip
2. Raised concrete planter with shade tolerant plant species to screen adjacent hotel rooms
3. Aluminium trellis with lounge furniture and gas fire features
4. Small ornamental flowering trees in raised concrete planter
5. Tall ornamental grasses in large square planters
6. Precast concrete unit pavers
7. Dining tables
8. Laser cut decorative metal screens spaced throughout raised planter to screen adjacent building
9. Raised concrete planter with shade tolerant plant species
10. Laser cut decorative metal screens
11. Mixed seating area (dining & lounge furniture)
12. Lounge furniture with coffee tables
13. Small ornamental flowering trees in raised concrete planters
14. Lounge furniture with coffee tables
15. Gas fire feature
16. Raised concrete planters
17. Mixed images of precedent images

PROJECT
213 King St. West
City of Hamilton

CLIENT
DV Trillium Group

HOTEL AMENITY SPACE CONCEPT
JUNE 2021
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1. INTRODUCTION

Rowan Williams Davies & Irwin Inc. (RWDI) was retained to conduct a qualitative assessment of the pedestrian wind conditions around the proposed project at 213 King Street West in Hamilton, Ontario. This effort is intended to inform good design and has been conducted in support of the Design Review Panel (DRP).

The project site is located at the southeast corner of the intersection of King Street West and Caroline Street South (Image 1). The site is currently a parking lot. The existing surroundings include tall buildings to the immediate south, plus other tall buildings further away in other directions, as shown in Image 1.

The proposed building consists of a 30-storey tower plus a mechanical penthouse for a total height of approximately 93.5 m. As shown in Image 2, the proposed tower sets back at various levels. Pedestrian areas of interest to the current assessment include building entrances, public sidewalks, and outdoor amenity spaces at Levels 2 and 15.
2. METHODOLOGY

Predicting wind speeds and occurrence frequencies is complex. It involves the combined assessment of building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate.

Over the years, RWDI has conducted thousands of wind-tunnel model studies on pedestrian wind conditions around buildings, yielding a broad knowledge base. In some situations, this knowledge and experience, together with literature, allow for a reliable, consistent and efficient desktop estimation of pedestrian wind conditions without wind-tunnel testing. This approach provides a screening-level estimation of potential wind conditions and offers conceptual wind control measures for improved wind comfort, where necessary.

In order to quantify and confirm the predicted conditions or refine any of the suggested conceptual wind control measures, physical scale model tests in a boundary-layer wind tunnel would be required.

RWDI's assessment is based on the following:

- Design drawings received by RWDI on June 11, 2021;
- A review of the regional long-term wind data from John C. Munro Hamilton International Airport;
- Use of RWDI's proprietary software (WindEstimator) for providing a screening-level numerical estimation of potential wind conditions around generalized building forms;
- Wind-tunnel studies undertaken by RWDI for projects in the Hamilton area and around the world;
- RWDI's engineering judgement and knowledge of wind flows around buildings; and,
- RWDI Criteria for pedestrian wind comfort and safety, which are adapted by the City of Hamilton.

Note that other microclimate issues such as those relating to cladding and structural wind loads, door operability, building air quality, noise, vibration, etc. are not part of the scope of this assessment.

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3. WIND DATA

Wind data from John C. Munro Hamilton International Airport for the period from 1990 to 2019 were used as a reference for wind conditions in the area as this is the nearest station to the site with long-term, hourly wind data. The distributions of wind frequency and directionality for the summer (May through October) and winter (November through April) seasons are shown in the wind roses in Image 3.

When all winds are considered, winds from the southwest and northeast quadrants are predominant throughout the year.

Strong winds of a speed greater than 30 km/h measured at the airport (red and yellow bands) occur more often in the winter than in the summer season. They are also from the southwest and northeast directions. These winds could be the source of uncomfortable or severe wind conditions, depending upon the site exposure and development design.

Image 3: Directional Distribution of Winds Approaching John C. Munro Hamilton International Airport (1990 to 2019)
4. WIND CRITERIA

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities, building designers and the city planning community, including the City of Hamilton. The criteria are as follows:

4.1 Safety Criterion

Pedestrian safety is associated with excessive gust that can adversely affect a pedestrian’s balance and footing. If strong winds that can affect a person’s balance (> 90 km/h) occur more than 0.1% of the time or 9 hours per year, the wind conditions are considered severe.

4.2 Pedestrian Comfort Criteria

Wind comfort can be categorized by typical pedestrian activities:

- **Sitting (≤ 10 km/h):** Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away.

- **Standing (≤ 14 km/h):** Gentle breezes suitable for main building entrances and bus stops.

- **Strolling (≤ 17 km/h):** Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park.

- **Walking (≤ 20 km/h):** Relatively high speeds that can be tolerated if one’s objective is to walk, run or cycle without lingering.

**Uncomfortable:** The comfort category for walking is not met.

Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds are expected for at least four out of five days (80% of the time). Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

Note that these wind speeds are assessed at the pedestrian height (i.e., 1.5m above grade or the concerned floor level), typically lower than those recorded in the airport (10m height and open terrain).

These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people’s perception of the wind climate.

For the current development, wind speeds comfortable for walking or strolling are appropriate for sidewalks and laneways; lower wind speeds comfortable for standing are required for building entrances where pedestrians may linger, and calm wind speeds suitable for sitting are desired in areas where passive activities are anticipated, such as the outdoor amenity spaces, especially during the summer.
5. RESULTS AND DISCUSSION

5.1 Wind Flow Around Buildings

Buildings that are taller than their surroundings tend to intercept and redirect winds around them. The mechanism in which winds are directed down the height of a building is called Downwashing. These flows subsequently move around exposed building corners, causing a localized increase in wind activity due to Corner Acceleration. When two buildings are situated side by side, wind flow tends to accelerate through the space between the buildings due to Channelling Effect. Stepped building facades or tower setbacks are positive design features to reduce the direct wind impact on the ground. These flow patterns are schematically illustrated in Image 4.

5.2 Existing Scenario

The project site is currently a parking lot, surrounded by buildings in all directions. Our previous wind tunnel testing for the area indicates that wind conditions on the parking lot and along sidewalks around the site are comfortable for sitting or standing in the summer and for standing or strolling in the winter. The only exception is the area around the northwest corner of the podium of the existing tower to the south, where increased wind speeds are only comfortable for walking in the winter – see corner accelerations of the prevailing winds in Image 5. These conditions are appropriate for sidewalks and parking lots and meet the wind safety criterion on the entire existing site.

Image 4: Generalized Wind Flows

- a) Downwashing
- b) Corner Acceleration
- c) Channelling Effect
- d) Stepped Façade/Tower Setback

Image 5: Existing Corner Acceleration of SW and SE Winds (Photo Credit: Google Earth)
5. RESULTS AND DISCUSSION

5.3 Proposed Scenario

At 30 storeys, the proposed building will be taller than the existing surroundings to the immediate southwest and northeast directions and, therefore, exposed to the prevailing winds. Strong downwashing and corner acceleration flows are predicted to result in increased wind activity around the proposed building with the highest speeds expected around the exposed northwest corner at the intersection of King Street and Caroline Street. Image 6 shows the pattern of southwest and northeast winds around the proposed building.

Although the project will increase wind speeds in the immediate surroundings, several site and design features are favourable towards reducing the potential for severe wind impacts. These features are:

- dense, tall surrounding buildings in downtown Hamilton (Image 1);
- the abutting tall building to the south (Images 1 and 5);
- large tower setbacks at Levels 2, 7, 15 and 16 (Images 2 and 4d); and,
- recessed north and west facades at the ground level and chamfered northwest corner (Images 2 and 6).

The following sections provide a discussion of the potential wind conditions around the project, taking these features into account. The expected wind comfort and safety conditions are shown in Images 7a and 7b for the summer and winter seasons, respectively.

5.4 Wind Safety

Wind conditions are expected to meet the wind safety criterion on and around the project. However, the prevailing southwest and northeast winds are expected to cause uncomfortable or even unsafe wind conditions around the northwest building corner during the winter season (Images 6 and 7b). Another potential windy area is the outdoor amenity space at Level 15, due to its elevation and exposure.

Wind tunnel testing is recommended at a later design stage to quantify these wind conditions and to determine the need and extent of wind mitigation for any windy areas.
5. RESULTS AND DISCUSSION

Image 7a: Predicted Wind Conditions - Summer

WIND CATEGORIES
- Sitting / Standing
- Strolling
- Walking
- Uncomfortable
5. RESULTS AND DISCUSSION

WIND CATEGORIES
- Sitting / Standing
- Strolling
- Walking
- Uncomfortable
- Potential Safety Exceedance

Image 7b: Predicted Wind Conditions - Winter
5. RESULTS AND DISCUSSION

5.5 Wind Comfort

As shown in Image 7a, the summer wind conditions are predicted to be comfortable for sitting or standing along the north and west building facades, including the hotel and rental entrances. Higher wind speeds comfortable for strolling or walking are expected around the northwest building corner, but they are considered appropriate for sidewalks.

In the winter (Image 7b), the wind speeds around the northwest corner may become uncomfortable from time to time, while wind conditions along other sidewalks are predicted to be comfortable for strolling or walking. Wind speeds at the two main entrances are predicted to be comfortable for strolling in the winter, slightly higher than desired for main entrances.

The following comments focus on the potential windy areas on the project site (Images 7a and 7b), with detailed descriptions of wind flows and potential wind control options.

5.5.1 Northwest Building Corner

The increased wind speeds at the northwest building corner may become uncomfortable or unsafe in the winter (Image 7b). This is caused by corner accelerations of the prevailing southwest and northeast winds (Image 6). The prevailing winds may also be channelling along King Street and Caroline Street between the existing and proposed buildings.

There are several positive design features for wind control around this corner, including the tower setbacks at Level 7, recessed ground floor and chamfered northwest building corner. Additional wind control measures, if feasible, may include more tower setbacks, larger canopies, arcades or colonnades along the west and north facades, dense landscaping along sidewalks in order to diffuse wind accelerations. Examples of wind control features are provided in Image 8.

5.5.2 Main Entrances

The main hotel entrance is located at the middle of the west façade and the rental entrance is at the middle of the north façade. The proposed vestibules and lobbies are positive as they will provide indoor waiting areas on windy days. For the two prevailing wind directions, each entrance is exposed to one and sheltered form the other.

The resultant wind speeds around these two entrances are predicted to be appropriate in the summer (Image 7a), but slightly higher than desired in the winter (Image 7b).

For wind control, the entrances can be further recessed from the ground-floor façades, if feasible. Alternatively, wind screens / planters can be placed on both sides of the entrances to improve user comfort and door operability – see Image 8 for examples.

Any future development up wind (southwest) from the site would provide further wind protection at and around the proposed site.
5. RESULTS AND DISCUSSION

Image 8: Examples of Wind Control Measures for the Northwest Building Corner and Building Entrances
5. RESULTS AND DISCUSSION

5.5.3 Outdoor Amenity

The proposed hotel outdoor amenity at Level 2 (A1 in Image 9) is enclosed by the proposed building from the north and south sides, and by the existing building to the south. Low wind speeds comfortable for sitting or standing are expected at this space throughout the year.

The outdoor amenity at Level 15 (A2 in Image 9) is more exposed, since both the northeast and southwest winds can reach this area. The resultant wind speeds are expected to be comfortable for strolling or walking in the summer, higher than desired for passive activities. Winter wind conditions may be uncomfortable or even exceed the safety criterion, but they are not a serious concern due to limited usage of the outdoor amenity in the cold months.

Potential wind control measures may include tall guardrails or landscaping rows along the perimeter of the Level 15 amenity. Localized measures such as wind screens, planters and trellises may also be considered for any planned seating areas – see Image 10 for examples.
6. SUMMARY

RWDI was retained to provide an assessment of the potential pedestrian wind impact of the proposed project at 213 Main Street West in Hamilton, Ontario. Our assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings, our experience with wind tunnel testing of similar buildings, and screening-level modelling of wind flows around generic buildings.

Our findings can be summarized as follows:

- The proposed building has incorporated several wind-responsive features such as tower setbacks, recessed ground floor and chamfered northwest corner. No significant wind impact is expected to the surrounding areas.

- Suitable wind conditions are expected in the summer for all pedestrian areas at grade, including building entrances and sidewalks.

- Overall, wind conditions on and around the proposed project are not expected to exceed the recommended wind criterion for pedestrian safety. Potential exceptions are the northwest corner of the building at grade and the outdoor amenity at Level 15. These windy conditions typically occur in the winter.

- Wind speeds around the northwest building corner are predicted to be uncomfortable in the winter months. Wind speeds at the hotel and rental entrances are also expected to be higher than desired in the winter.

- On the above-ground amenity spaces, wind speeds are predicted to be comfortable throughout the year at Level 2, but the Level 15 amenity is expected to have higher wind speeds than those desired for passive activities.

- Conceptual wind control measures are discussed for these windy areas. A wind tunnel test is recommended for a later design stage to quantify the level and frequency of high wind activity, confirm the need for wind control features and to optimize mitigation efforts.

- Any future development upwind (southwest) from the site would provide further wind protection at and around the proposed site.
7. APPLICABILITY OF RESULTS

The assessment presented in this report is for the proposed project at 213 King Street West based on the information listed in the table below. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the pedestrian wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

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