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DISCLAIMER:

The text, images, and conceptual designs within this document are representations of the intended vision and character of the development. They are not literal interpretations of design decisions and should not be seen as the only method in which the design intent can be implemented. Refinements to the concepts contained herein will occur based upon the City of Hamilton’s review.
PART 1 - DESCRIPTION & ANALYSIS
1.1 INTENT OF DOCUMENT

This Urban Design Brief has been prepared on behalf of A-Game Investments as a component of the planning approval process for their subject lands at 537-563 King Street East, on the north side of King Street East at the intersection with Steven Street.

The Urban Design Brief provides direction for the implementation of the development vision identified for the subject lands within the Urban Hamilton Official Plan (UHOP). The brief describes the design principles and objectives that will guide the built form of major structuring elements in the development including the building, streetscape and residential interface with the street. The brief identifies aspects of the design that will establish the feel of the public realm and set the tone for the balance of the changing neighbourhood.

Based on the Urban Hamilton Official Plan and the Hamilton Downtown Streetscape Master Plan, the site has been carefully designed with the following urban design principles (Sections B3.3.1-B3.3.3 of the UHOP) in mind:

- Enhance the sense of community pride and identification by creating and maintaining unique places;
- Create pedestrian oriented places that are safe, accessible, connected and easy to navigate;
- Create communities that are transit-supportive and promote active transportation;
- Promote intensification that makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods;
- Promoting quality design consistent with the local and surrounding environmental;
- Creating a continuous animated street edge; and, amongst others
- Locating principal facades and primary building entrance parallel to and as close to the street as possible.

These points are further described in Parts 2 & 3 of this brief.
1.2 SITE CONTEXT

The subject site is located at 537-563 King Street East, just outside of the Downtown Hamilton core, with frontages on King Street, a laneway, and a small residential street called Steven Street. The property consists of approx. 0.22825 hectares (0.56 acres) of land and has frontages as follows:

- King Street East Frontage: 69.40m
- Laneway Frontage: 68.59m
- Steven Street Frontage: 27.52m

The property is bounded by:

- **North:** Existing single family homes, 1-3 storeys, established downtown neighbourhood.
- **East:** A mixture of existing multiple residential complexes, commercial properties, and a Catholic high school.
- **South:** A mixture of existing multiple residential complexes, commercial properties, and large open parking lots.
- **West:** Directly adjacent are existing commercial properties currently used as restaurant/pub type dining with residential units above. Further west - existing commercial and high density residential.

The existing site is currently a ground level parking lot with four mixed use buildings in various states of repair. The corner building was recently damaged by fire and has been demolished for safety reasons. The proposed development will adhere to the UHOP (section B2.4) by promoting residential intensification especially on a sparsely used property.

The subject site is surrounded by a variety of street classifications; King Street East to the south - Major Arterial, Steven Street to the east - Local Road, and a Laneway to the north. The site has been rezoned to meet the new regulations of the Transit Oriented Corridor Mixed Use (TOC1) in the City’s new Downtown Zoning Bylaw adopted by council on April 17, 2018.

Per the Transit Oriented Corridor (TOC1) zone, there are various uses the property could be used for including commercial entertainment, office, restaurants and multiple dwelling residential. See the context map (Figure 2) and images of surrounding properties and notable sites within a one kilometre radius.
Per the TOC1 zone, the minimum facade height is 11.0m with the maximum height to be 22.0m. The adjacent surrounding building heights vary, and include:

- two & three story residential to the north.
- two & three storey commercial to the east.
- three storey mixed use to the west, with a 21-storey apartment complex one block further.
- three storey residential to the south (across King Street).

The setbacks from existing buildings to street vary from zero metres on the adjacent mixed use buildings to five metres at the multiple residential buildings across the street. Building materials in the neighbourhood are predominantly brick but also include aluminum siding, stucco, wood, glass and concrete.

Within the immediate area of the subject site, parking is located behind or beside buildings facing King Street East. On-street parking is provided on the subject property side of King Street East as well as the east side of Steven Street, with no parking allowed in the laneway. There are various versions of on-street parking in the surrounding blocks - both metered, regulated by hour, and free all day.

There is currently very little landscaping surrounding the subject site. The only notable observation is a consistent 1.5m wide concrete sidewalk in the ROW with a 0.5m concrete apron adjacent the curb to accommodate light standards and parking meters. There is one Norway Maple on the south side of King Street.

However, the wider neighbourhood is a vibrant mixed use area offering a wide range of opportunities for work, dining, entertainment and everyday essential needs within walking distance. The locally famous Downtown Hamilton gateway is only 550m to the west and marks the official entrance to the City’s core. Many neighbourhood and local parks are within walking distance through historic streets. The context map on page 4 notes a handful of the surrounding sites within a 0.5m km radius and a 1.0 km radius of the subject site.
PART 2 - POLICY REQUIREMENTS & DESIGN GUIDELINES
2.1 KEY POLICIES & MASTER PLANS

2.1.1 URBAN HAMILTON OFFICIAL PLAN

The development follows the latest Urban Hamilton Official Plan (UHOP) which came into effect on August 16th, 2013 and touches on the following key principles of the Official Plan as part of Hamilton’s Vision 2020 directions to guide development:

- Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work and play. (Direction #1)
- Concentrate new development within existing built-up areas and within a firm urban boundary (Direction #2)
- Design neighbourhoods to improve access to community life (Direction #4)
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections (Direction #6)

(source: urban Hamilton Official Plan, A2.1)

As stated by the UHOP, quality spaces physically and visually connect the public and private realms. The proposed development adheres to following Urban Design Principles (as per section 3.3.2.4) in its proposed form and program.

a) organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
b) recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;
c) using materials that are consistent and compatible with the surrounding context in the design of new buildings;
d) creating streets as public spaces that are accessible to all;
e) including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
f) creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing.

The proposal at 537-563 King Street East is compatible with the surrounding mixed uses, as it proposes a building which has comparable materials and textures, and provides a variety of residential types - ground floor walkouts vs upper storey units with balconies. The streetscape proposes a comfortable and defined pedestrian zone including hardscapes and softscapes adding many more trees than are currently found. The development is designed to create an active streetfront and improve the public space by adding private patios and public furniture. Ground level entrances and glazing provide a strong visual and physical connection between the public and private spaces and provide a high level of pedestrian comfort and amenities.
2.1.2 CORRIDOR PLANNING PRINCIPLES & DESIGN GUIDELINES

The development is in keeping with the City's latest Corridor Planning Principles and Design Guidelines from April 2012 as it is situated on a major Hamilton corridor - King Street East. The guidelines explain how:

- Corridors link nodes and important areas of activity within the City and are intended to be key locations for residential intensification.
- They function to establish a vibrant pedestrian and transit oriented environment that subsequently creates high quality, livable places.
- Corridors are often situated in areas that front onto arterial or main roads such as King Street. In doing so, the area is widely accessible to all users including pedestrians, cyclists and any mode of transit.

Corridor Planning - Corridors should be planned and developed to:

(a) Support and facilitate development and investment that contributes to the economic and social vitality of the corridor and adjacent neighbourhoods.
(b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.
(c) Develop compact, mixed use urban environments that support transit and active transportation.
(d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.
(e) Identify areas of change as the locations for new development along corridors.

Corridor Design Guidelines:

(a) Encourage new intensification and infill development by allowing flexibility and providing alternatives to minimize constraints and provide opportunities.
(b) Create streetscapes that are attractive, safe and accessible for pedestrians, transit users, cyclists and drivers.
(c) Minimize the negative effects of shading on existing adjacent properties, streets and public spaces.
(d) Minimize the negative effects of changes in building scale and character on existing streetscapes and adjacent properties.
(e) Minimize the negative effects of overview on existing adjacent private properties.
(f) Encourage a diversity of built form, neighbourhood character and development opportunities along the corridor.

Section 4.5 of the Corridor Guidelines describes how landscaping of developments within corridors can help minimize the impact of the new development and maximize privacy, filter noise and provide a sense of character. A three metre wide landscape strip should be provided along property lines that are adjacent to existing residential neighbourhoods. This landscape strip helps to screen views from the surrounding homes. Designing the landscape to have a pedestrian focus is vital and providing accessible paths or sidewalks connecting to the adjacent properties and ROW are important. Proposed street trees should be planted at regular spacing and enhanced landscaping provided at prominent corners. Elements that add to the character of the neighbourhood and establish a sense of place should be added including street furnishings, wider sidewalks and/or public art.

The proposal at 537-563 King Street East is compatible with the Corridor Planning Principles and Design Guidelines (April 2012) as it achieves all of these major points listed above. Located on one of the busiest corridors in Hamilton between the Downtown Urban Growth Node and the Centennial Parkway Sub Regional Service Node, this development has the responsibility to provide a denser, compact residential environment while fitting in with the surrounding neighbourhood. The proposal supports investment in the downtown neighbourhood by bringing many new residents to live, work, and shop in an area that is currently an underused parking lot.
2.1.3 TRANSIT ORIENTED DEVELOPMENT GUIDELINES FOR HAMILTON vol. 2

Council Adopted the Transit Oriented Development Guidelines for Hamilton vol. 2 in August 2010 and it is an important document to follow when designing this development. It is especially important now that construction of the Light Rail Transit (LRT) project appears to be moving forward along the King Street Corridor.

The Guidelines define Transit Oriented Development (TOD) as compact, mixed use development near transit facilities with high-quality walking environments. TODs have an increased emphasis on providing access to transit through mixed use areas with higher density, degree of activity and amenities. TODs encourage transit supportive land use with the intent of providing more balanced transportation choices including walking, biking, driving, bus, and in this case, LRT.

From the ten TOD principles for Hamilton, this proposal specifically speaks to the following:

1 - Promote Place Making - Creating a Sense of Place
- The proposed building facades create a unique sense of place (discussed in section 3.2) while the urban corner of King and Steven can act as a gathering point and identifiable landmark.
- The nearby Wellington LRT Station will be adjacent the locally famous "Downtown Hamilton" gateway which currently creates a sense of place, an arrival to the core.

2 - Ensure a Mix of Appropriate Land Uses
- Although the proposal only includes residential units and not ground floor retail, it is still addressing the 24-hour activity guideline that promotes neighbourhood safety.
- The lobby is prominently located at the comer of King and Steven with a large glass facade promoting natural surveillance.
- The mix of residential types means that a cross section of the public will be coming and going at a wider span of the day. Young people, families, and retirees all have different schedules which promotes greater activity.
- The ground floor units with slightly raised patios on King Street allow for residents to take ownership of an outdoor space. This further promotes the “eyes on the street” concept that naturally increases safety in a community.

3 - Require Density and Compact Urban Form
- The proposal is sufficiently dense in order to promote transit usership along the corridor close to the downtown. The compact form of the building improves walkability.

4 - Focus on Urban Design
- The proposal is oriented to the streetscape as a “front face” to King Street. The scale and height are appropriate with the surrounding buildings and the architectural features benefit the neighbourhood (discussed in section 3.2).
- The ground floor raised patios especially add to the urban design quality of the proposal. Situating the patios a few risers up from the public sidewalk allows for the residents to feel comfortable from passersby. The design also creates a transition between the facade and the street for the pedestrians on the sidewalk.

5 - Create Pedestrian Environments
- The raised patios along King Street also allow for the incorporation of planters with deciduous shade trees. This will shade the 1.5m wide pedestrian sidewalk in the ROW. The planters have included custom benches to promote pedestrian use of the streetscape.

9 - Plan for Transit and Promote Connections (for all modes)
- The proposal is ideally situated along the main LRT spine that will reshape Hamilton’s transit system. Residents can walk 300m east (5 mins) to the planned Wentworth Station or 550m west (7 mins) to the planned Wellington Station. The LRT will bring riders close to the Hamilton Go and West Harbour Go stations as well as multiple connections to City bus lines. With this level of transit access it may be possible for residents to leave the car at home, or perhaps not have a car at all.
- Cycling is an integral aspect of transit for work and leisure. The proposal is well situated around local streets that are quieter for biking including Steven and King William. These local streets lead to collectors with well used separated bike lanes including Cannon and Stinson. From there many of the City’s trails are accessible including the Escarpment Rail Trail and the Hamilton-Brantford Rail Trail. The planned LRT cars are designed to accommodate bikes so that riders can bring their bikes with them. Following the TOD principle, the proposal includes 88 indoor bike storage for residents and 5 outdoor bike racks near the front entrance.
Fig 5. Planned LRT Route on King Street East, Metrolinx/City of Hamilton

Fig 6. King Street East future Cross Section with expected Light Rail Transit and interaction with proposed 537-563 King Street East development, adesso design Inc.
2.2 URBAN DESIGN POLICIES & GUIDELINES

2.2.1 SITE PLAN GUIDELINES

This site plan has been guided by Section 6.4 of the City’s Site Plan Guidelines as this development is for multiple unit residential. It has also been informed by the Downtown Hamilton Secondary Plan Vol.2 B6.1.8.8).

2.2.2 HAMILTON DOWNTOWN MOBILITY STREET MASTER PLAN

Urban Design Guidelines and Corridor Planning

The site is located on a key street within the City-Wide Corridor Planning and Design Guidelines and is a significant location for future development. It is a key focal point of activity that has all the necessary elements to create an accessible and attractive area for development.

As per the Urban Hamilton Official Plan (Section 6.1.3), this area further aligns with the main objectives outlined in order to create a successful downtown development.
• Creates Quality Residential Neighbourhoods
• Enhances Streets and Public Spaces
• Furthers the Mobility of the area and Complete Streets
• Provides Diversity of Uses

Because of the site’s intended use and location, this development has the opportunity to add to the existing environment through additional community resources and provide an accessible space that furthers the mobility within the area.

2.2.3 CITY OF HAMILTON CO-ORDINATED STREET FURNITURE GUIDELINES

The City of Hamilton Co-ordinated Street Furniture Guidelines was developed to improve the image and identity of the City’s streetscape and provide visual coherence to the surrounding neighbourhood.

The subject site will align with the guidelines by enhancing the overall streetscape. This will be achieved through feature paving to highlight areas of significance, the inclusion of bike racks, benches as well as enhanced landscaping to further help tie the development into the existing neighbourhood.

Fig 7. Pedestrian Zone Configuration 1.
(source: City of Hamilton Co-Ordnated Street Furniture Guidelines)
3.0 SITE DESIGN & ANALYSIS

The site plan design has been guided by Section 6.4 of the City’s Site Plan Guidelines, design consideration for multiple unit residential developments. Additionally, development guidelines outlined in the UHOP, Vol.1 - 3.3.3 were used to guide the proposed development.

The general design goal is to achieve a residential building that:

- Faces the building and entrances towards the street
- Respects the ground level pedestrian scale and access
- Minimizes the impact of shadows
- Provides quality landscape edge along building frontages

3.1 SITE DESIGN

The subject site at 547 King Street East proposes a one 6-storey residential building including 102 units and 2 levels of underground parking garage. A variety of unit sizes are offered to include 1-, 2-, and 3-bedroom suites. Private amenity areas are located at the rear of the property as per City of Hamilton’s guidelines. The building lobby is located at the southeast corner of the property and provides accessible entrance. Bike parking is located close to the main entrance at street level. A continuous sidewalk is proposed along King Street East and Steven Street frontages, providing safe pedestrian movement and access. The building interface with King Street East is buffered by a 2.4m landscape strip that incorporates raised planters, small canopy trees and seating to enhance the streetscape character.

3.2 BUILDING DESIGN

The building’s design is intended to become a beacon and catalyst for the neighbourhood through landscaping, urban design and architecture. The building is six storeys in height with a pronounced corner feature that acts as a gateway into the community to the north and into Hamilton’s downtown.

The built form at Steven Street and King Street has been kept back from the corner to provide better pedestrian and vehicular circulation and views when approaching King Street. The site entrance is from Steven Street which provides access to the ramp for all the required parking for the development and refuse pickup, sheltering them from King Street by the proposed massing. The urban edge is further enhanced with having entrances at grade for the suites with a raised terrace that creates more separation and privacy but still maintains connectivity to King Street. While being only 6 storeys in height, the massing is divided by a protruding podium for the first 4 storeys to accommodate balconies and creating a terrace on the fifth floor. The 4 Storey podium is then contrasted with the vertical corner and its composition of materiality.

The colours that were chosen are dynamic, bright and complementary to the ‘clay brick’ vernacular in the neighbourhood while the glass allows lightness and porosity. The dual tone brick helps to further break up the massing and create a dynamic, contemporary façade that is indicative of today’s architecture. Although the ground floor is raised from the sidewalk, accessibility is accommodated with a ramp to the front door creating an elevated transition to the building.

Fig. 8
East Facade - Corner of King Street East and Steven Street, KNYMH Architects

MATERIAL LEGEND
1. PRECAST CONCRETE DARK GREY BRICK
2. PRECAST CONCRETE LIGHT GREY BRICK
3. WINDOW WALL
4. PREFIN. METAL CLADDING

Figures 3.0

URBAN DESIGN BRIEF
537-563 King Street East
Fig. 9 Site Plan, KNYMH Architects
Fig 10. ELEVATIONS, KNYMH Architects
South (King Street East)
North (from site)
Representing the majority of the year, the spring-fall shadow study shows that shadows from the proposal will fall onto the subject property with some overshadowing onto neighbouring sites.

Fig. 11
Shadow Study: March 21st / September 21st
3.3 PARKING, LOADING & WASTE MANAGEMENT

A total of 64 residential parking spaces are provided in the proposed development. Parking spaces are distributed within two levels of underground parking, 30 parking spaces are located on UG level-1, including 1 accessible parking, and 34 parking spaces are located on UG level-2, including 2 accessible parking (refer to architectural drawings for parking locations). The amount of parking provided is above the required number for the proposed development, and the accessible spaces are adequate and complies with City by-law requirements. The underground garage entrance is located at the rear of the property, off Steven Street on the east side of the development to avoid the prominent King Street Streetscape.

The waste storage room is located underground (marked as UG level-1 on the architectural plans). The waste storage area consists of 6 recycling, 2 organic bins, 6 garbage bins, and 1 bulk item storage. The total waste storage area provided is 80m², in compliance with the requirements for the proposed development. Waste pick-up area is located at the back of the building and it is accessible from Steven Street. The loading area is within the site boundary as to minimize the impact of adjacent vehicular and pedestrian circulation on Steven Street.

A service transformer pad is located in the southwestern corner of the property along King Street East. This has been partially screened by soft landscaping to minimize the visual impact on the main façade of the proposed development.
3.4 CIRCULATION DESIGN

The principal forms of transportation applicable to this site are represented within the proposal and further add to the overall mobility of the neighbourhood. Refer to figure 13 on page 19.

The dashed red lines represent the vehicular path of travel and demonstrates the ease of access users will have while parking and navigating both Steven Street and King Street. With the future implementation of the LRT along King Street, there will be no left hand (east bound) turns for cars southbound from Steven. Only righthand (westbound) turns will be allowed due to the proposed track location.

The dashed blue lines represent the pedestrian circulation throughout the site. Pedestrians can walk east 300m (4 min) to the proposed Wentworth LRT Station or 550m (7 min) to the Wellington LRT Station making travel throughout the city extremely accessible.

The green dashed line represents the proposed LRT route. As noted, both the Wellington and Wentworth Stations are in close proximity which will allow users to access the Hamilton GO Station along the same route. Through this connection, users will be able to travel within the city as well as link to broader regional transit.

The proposed LRT route is expected to tie into many existing lines of transportation including the Lakeshore West GO Transit line, multiple GO Bus Routes, cycling routes and the local Hamilton Street Railway (HSR) network (Hamilton LRT 2019 Panel Brochure).
Fig. 13 Circulation Plan, adesso design inc.
3.5 LANDSCAPE DESIGN

The primary objective of the proposed landscape is to enhance the quality of the outdoor environment for residents and the public at large, adhering to the UHOP's Section 3.3 goal of providing quality spaces, and the Downtown Hamilton Secondary Plan Section B.6.0 vision of building vibrant and attractive residential neighbourhoods in the downtown core. The onsite outdoor amenity space is located secluded from the street at the rear yard of the property, and offers residents ample private space for outdoor cooking, dining and entertaining.

The landscape alongside Steven Street on the east side of the property is densely planted with a variety of shrubs and small canopy trees to provide a soft transition between the mass of the proposed building and the adjacent municipal sidewalk.

The streetscape interface alongside King Street East was guided by the desire of providing a transition between private and public space that enhances the streetscape character and creates a pedestrian focused environment. Raised planters will create the ability for introducing vegetation and small canopy trees which will help to separate the development from the sidewalk, while maintaining some visual permeability, and beautifying the streetscape throughout. Seating benches are incorporated along the raised planters to animate the street and enhance accessibility.
Fig. 15 Landscape Plan, adesso design inc.
PART 4 - CONCLUSION
4.0 CONCLUSION

In summary, the proposed development at 537-563 King Street East has merit and can be supported for the following reasons:

- It conforms to the City’s Vision 2020, the Urban Hamilton Official Plan, and the Hamilton Downtown Streetscape Master Plan.
- The project fits well with the Corridor Planning Principles & Design Guidelines as well as the Transit Oriented Development Guidelines for Hamilton.
- The proposed density is important given the property’s location along the LRT line.
- It’s a building that respects the surrounding building heights and materials.
- The mass of the building is designed with proper proportion along King Street East with appropriate setbacks. And,
- The pedestrian realm has been improved with good pedestrian access and bike storage, street facing entrances and at grade residential patios.

The development is designed in accordance with the City’s vision for the Downtown Urban Growth Centre and will contribute to the transformation of the eastside of the Hamilton Downtown into an urban community.

The purpose of the Urban Design Brief is to guide the proposed development on the basis of good site planning with specific discussions on community structure, streetscape design and built form. Measures of appropriateness and fit have been sourced from the City of Hamilton’s Urban Design Guidelines and Policies.

Subject to completion of the planning approvals process and refinement of the development concept, detailed design will be implemented through the final site plan approvals process.