Applicant Name: Manni Chauhan, MCIP, RPP
Panel Meeting Date: January 13, 2022
Project Address: 647-649 King Street East
Date of Panel Pre-Consult [if applicable]: N/A

### Project Data

**Application Type** [e.g., Site Plan, Re-zoning]: Site Plan

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

The proposed development will consist of a 6-storey building with 20 residential apartments comprising of unit areas that are less than 50m². The building will cover an area on the ground floor of 2667ft² (247.7m²). The covered area will be 61% of the lot or 0.61. The FSI will be 3.7. The Ground Floor will have an indoor loading area and a common hall. A door that leads into the building will face King Street, where future residents can use the linking Foyer to reach the elevators for the floor to their units. Each floor will have 4 units extending from the 2nd floor to the 6th floor. The site is located on King Street and the adjacent uses are mixed uses with mostly commercial stores on the ground floor. A variety of uses exist along the street. Residential development is relegated to the rear of the existing commercial uses.

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

- Zoning Bylaw
- Official Plan
- Corridor Planning Principles
- Urban Design Guidelines
- By default
- PPS
- Growth Plan
- Planning Act

Existing zoning: Transit Oriented Corridor Zone (TOC1) Mixed Use
Zoning/Site Plan Details [complete relevant sections]

Permitted height and/or permitted density: 22 mts

<table>
<thead>
<tr>
<th>Permitted Setbacks</th>
<th>Front Yard</th>
<th>3m</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Side Yard</td>
<td>0m</td>
</tr>
<tr>
<td></td>
<td>Rear Yard</td>
<td>7.5</td>
</tr>
</tbody>
</table>

Proposed height and/or proposed density: 20 mts

<table>
<thead>
<tr>
<th>Proposed Setbacks</th>
<th>Front Yard</th>
<th>0m</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Side Yard</td>
<td>0m</td>
</tr>
<tr>
<td></td>
<td>Rear Yard</td>
<td>7.2m</td>
</tr>
</tbody>
</table>

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

0.3/unit-6spaces

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

0.10/unit-2 spaces + 1 Loading Space

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

The zoning provisions for parking and front yard setback cannot be met due to constraints related to the site. The site is wedged in between continuous fully built commercial (mixed use) buildings that have 0m setback to the street. A 3m setback is not appropriate to this location. The parking requirement cannot be met due to the site being very tight with a width of less than 40ft. and access from a 12ft lane. The location itself encourages transit and pedestrian movement being close to transit stops and the future LRT. The size of the units is less than 50 m² and making them affordable precludes providing parking spaces for any unit or visitors.

Disclosure of Information

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

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

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

November 18, 2021

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

NOTE 2: Design Review Panel meetings are public.
VIEW-08

TITLE: PROPOSED 6 STORY RESIDENTIAL BUILDING

ADDRESS: 647 KING STREET EAST, HAMILTON, ON, L8N1E5

DATE: OCTOBER 14, 2021

SHEET #: A12
DESIGN REVIEW PANEL SUBMISSION FOR 647 KING ST E HAMILTON

Manni Chauhan, MCIP, RPP
G-FORCE URBAN PLANNERS & CONSULTANTS
11/11/2021
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1. INTRODUCTIONS
G-force Urban Planners have been retained by Green Globe Consultants Inc to prepare an Urban Design Brief for the proposed 6-storey, 20-unit residential building. The purpose of those Guidelines was to provide a framework of urban design and architectural design criteria that demonstrates a high standard of design quality for the Passive House Residential Development that will result in a safe, attractive and sustainable new development.

The brief supports an application for a proposed Site Plan application on behalf of Green Globe Consultants Inc and the owner of the lands municipally known as 647 King Street East in the City of Hamilton (subject site). The subject site is approximately 4335 sq. ft. with frontage on King Street East. The existing building is in disrepair and vacant. It is proposed to be redeveloped as a beautiful and modern mid-rise residential building. The Mid-rise Concept consists of a 6-Storey residential building consisting of 20 residential units. The site falls in the new Transit Oriented Corridor (TOC) Zones; and is designated as Mixed Use (TOC1) Zone. The new zones permit properties along the LRT Corridor to be more flexible in their design and encourages new, appropriate development along the Corridor.
2. Site and Surrounding Areas.

The Site is located in the Landsdale neighbourhood, in central Hamilton. It is bordered by Main Street East to the south, Wellington Street to the west, the rail lines to the north and Wentworth Street N, to the East. The subject site is approximately 4335 sq. ft. with a 37.15ft frontage on King Street East. The site is 109.31 ft deep. It has a 2-storey structure on it, which will be demolished to make way for the new proposed 6 storey multiple residential development.

The subject site is situated within the Block enclosed by King Street (South) Ashley St. (West), King William St. (North) and Wentworth St. S. (West). Commercial properties abut King Street and Wentworth Street while most of the area north and south consists of mainly residential homes. The Site falls within the Transit Oriented Corridor Zone which permits multiple dwellings in the mixed-use zone.

The King Street & Wentworth Street intersection to the east of the subject property is well serviced by bus routes. Figure 5 shows various transit stops in the vicinity of the subject property. Due to the subject property being well connected to transit, parking dependency is reduced. Number 1, 1A, 3 10 and 12 Bus Route runs close to the subject site (King Street East), as shown in Figure 6.
The subject site is also well located to recreation centres and parks as shown in Figure 7. The site has easy access to the Keddy Access Trail, Bruce trail marker, Trail Park Knoll, Hamilton Harbor waterfront Trail and the Rail Trail.

The subject site has a number of educational facilities within a 2-kilometre radius. These include 4 High Schools, 8 Elementary Schools and 7 Colleges.

The site fronts on King Street. The future rapid transit, that is likely to have a great impact on the development of the entire corridor along King Street, will service the future residents of the building on 647 King Street E in terms of efficient public transportation. The proposed development creates an opportunity for other sites to redevelop their sites, in keeping with the intention of the city to intensify and revitalize the entire TOC1 zone. In keeping with the policies of the City, King Street East transportation corridors will continue to be recognized as among the most important transportation corridors in the City.
3. Streetscape along King Street E and proposed visual changes to the Streetscape.

King Street East runs along the front of the Site. The street is designated as a Minor Arterial in the Urban Hamilton Official Plan and is currently a four-lane road. The street connects to both the Highway 403 and to the Red Hill Valley Parkway which connects to the QEW.

King Street East contains a mix of commercial and residential uses in the immediate vicinity, ranging from low rise apartments and single storey commercial to mid-rise apartment buildings. There is a Buddhist Centre, an Islamic Centre and 3 churches with a short distance from the subject property. The concrete pedestrian walkway criss-crosses the blocks and the main streets and lined with only a few street trees.

Looking west of the subject property the streetscape consists largely of commercial building and mixed-use buildings that have a residential component and 2-storey single family detached homes. Buildings are largely 2-3 storey high, but going further west we see building that are 4 storeys high. On Emerald St. N., and Wellington Street S., a couple of High-rise building have been constructed.

Similarly looking west, the streetscape is comprised of commercial structures. A high-rise structure exists at the intersection of Sanford Avenue and King St.
In the next section we have shown existing streetscape in all directions for further detailed reference.

*Figure 10: Proposed Building and change to streetscape*
4. Proposed Development

The subject site is approximately 4335 sq. ft. with a 37.15ft frontage on King Street East. The site is 109.31 ft deep. It has a 2-storey structure on it, which will be demolished to make way for the new proposed 6 storey multiple residential development. The proposed development will consist of a 6-storey building with 20 residential apartments comprising of unit areas that are less than 50m². The building will cover an area on the ground floor of 2667ft² (247.7m²). The covered area will be 61% of the lot or 0.61. The FSI will be 3.7.
The Ground Floor will have an indoor loading area and a common hall. A door that eads into the building will face King Street, where future residents can use the linking Foyer to reach the elevators for the floor to their units. Each floor will have 4 units extending from the 2nd floor to the 6th floor.

**Figure 13: Site Plan**

**Figure 14: View East**
Figure 15: View Facing West

Figure 16: View North
Figure 19: Rear Lane looking East

Figure 20: View of Rear Lane looking west
The few constraints to the site are related to the site being irregular in shape and insufficient space for landscaping. Other than that, the site has a great walkability score and is close to various amenities and facilities. Due to this we are proposing very few parking spaces. It is expected that residents who reside in the units will be fully aware that the units support transit.
and the use of pedestrian connectivity to access various destinations in close vicinity to the site.

There is no residential unit on the ground floor. This floor will be used for a common hall, loading, the lobby area for elevators and storage, mechanical and
electrical rooms. 20 units will be constructed on the upper floors. Each unit will be less than 50m$^2$ for affordability and will not be allocated parking spaces as part of the rental, leased or sold unit.
5. Municipal Policy Review

5.1. Zoning Bylaw

The property is Zoned Transit Oriented Corridor- Mixed Use (TOC 1) which permits amongst other uses, multiple dwellings and dwelling units. The design of the building may require going to the Committee of Adjustment on a number of zoning variances.

**Table 1: Zoning Requirements**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>REQUIRED</th>
<th>PROVIDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>6 @ 0.3/unit if unit is &lt;50m²</td>
<td>2 spaces</td>
</tr>
<tr>
<td>Designated Parking</td>
<td>1 for every 0-49 spaces</td>
<td>0 spaces</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>10 spaces @ 0.5/unit</td>
<td>10 spaces</td>
</tr>
<tr>
<td>Setback from Street Line</td>
<td>3m for a building with residential units on the ground floor facing a street</td>
<td>0m (No units proposed on the ground floor)</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>7.5m</td>
<td>7.2m</td>
</tr>
<tr>
<td>Building Height</td>
<td>22m (Max)</td>
<td>20m</td>
</tr>
</tbody>
</table>

5.2 The Urban Hamilton Official Plan (UHOP)

Schedule E-1-Urban Landuse Designations- Urban Hamilton Official Plan designates the subject lands a Mixed Use-Medium Density. The Mixed Use – Medium Density designation is found within the Community Nodes, Urban Corridors, and Neighbourhood elements of the Urban Structure. The intent of the Mixed Use – Medium Density designation is to permit a full range of retail, service commercial, entertainment, and residential accommodation at a moderate scale and to increase the proportion of multiple storeys, mixed use buildings that have retail and service commercial uses at grade. (City of Hamilton, 2021). The subject lands fall within the Primary Corridor in the City of Hamilton.

Section 4.6.4 of the Official Plan States that "It is also the function of areas designated Mixed Use - Medium Density to serve as vibrant people places with increased day and night activity through the introduction of residential development. Residential development enhances the function of these areas as transit supportive nodes and corridors." The development will enhance the overall function of the area by introducing vibrancy on the street.

Section 4.6.7 of the Official Plan states that “Lands designated Mixed Use - Medium Density shall contain a range of densities and building heights to a maximum of six storeys”. The development is a 6-storey building with a medium to high density, largely to take into consideration affordable accommodation.
Under section 4.6.16 of the OP, new development shall be designed and oriented to create comfortable, vibrant and stimulating pedestrian-oriented streets within each area designated Mixed Use - Medium Density. This has largely been achieved through the design of the 6-storey building.

Under section 4.6.17 the OP states that areas designated Mixed Use - Medium Density are intended to develop in a compact urban form with a streetscape design and building arrangement that supports pedestrian use and circulation and create vibrant people places. With the present proposal we have achieved the requirements of this section, as the structure forms a compact Urban Form and promotes pedestrian use.

Overall, the design and proposal for a 6-storey Residential multiple units apartment building achieves the policies and objectives of the Official Plan and therefore represents good planning.

5.3 City Wide Corridor Planning Principles

The City of Hamilton defines corridors as Corridors are defined in the Urban Hamilton Official Plan (2011) as areas of street-oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterial roads serving as major transit routes (City of Hamilton, 2012)

The underlying principles of Corridors Planning is 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.

Figure 28: City of Hamilton-Corridor
(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.

All of the above are supported by the proposed development. Apart from this the development will support intensification through infill development, create an attractive, safe and accessible streetscape, while minimizing any adverse impact on adjacent properties, street and public realm. It also supports and encourages a diversity in built form.

5.4 Urban Design Policies & Principles
The Urban Design Policies that apply to the proposal have been tabulated below. Due to the tight location of the proposed building, it does not offer additional landscape features to those that exist today. Apart from this the proposed building is wedged in between existing buildings and therefore will not cast shadows on the walkway in front of the building, more prominently than existing 3-storey building.

Table 2: Urban Design Principles and adherence to them

<table>
<thead>
<tr>
<th></th>
<th>UD PRINCIPLES</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Does the proposal foster a sense of community pride and identity?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Does the proposal visually connect to the public and private realms?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Does the proposal make places safe, accessible, connected, and easy to navigate?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Does the proposal create communities that are transit supportive and promote active transportation?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Does the proposal create places that are adaptable to future demographic and environmental changes?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Does the proposal encourage innovative community design and technology?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Does the proposal enhance the character of the existing environment?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Does the proposal promote compatible intensification that makes appropriate and innovative use of buildings and sites?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Does the proposal connect buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Question</td>
<td>Answer</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------------------------------------------</td>
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<td></td>
</tr>
<tr>
<td>11.</td>
<td>Does the proposal provide connections and access to all users regardless of age and physical ability?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Does the proposal integrate conveniently located public transit and cycling infrastructure with existing and new development?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Does the proposal provide landscaped walkways that connect to pedestrian routes on site, particularly in areas with high levels of pedestrian traffic?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Does the proposal create places and spaces that are publicly visible and safe?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>Does the proposal complement and animate existing surroundings through design and placement of buildings and pedestrian amenities?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Does the proposal define the street through consistent setbacks and building elevations?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Does the proposal locate surface parking to the sides or rear of sites or building, where appropriate?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Does the proposal use design techniques, such as building step-backs, to maximize sunlight to pedestrian areas?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>Does the proposal locate servicing and loading areas away from streets and screening them from view?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Does the proposal respect existing character, development patterns, built form, and landscape?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>21.</td>
<td>Does the proposal promote quality design consistent with the locale and surrounding environment?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>22.</td>
<td>Does the proposal create a continuous animated street edge in urban environments?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>Does the proposal achieve compact development and resulting built forms?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>24.</td>
<td>Does the proposal contribute to the character and ambiance of the community through appropriate design of streetscapes and amenity areas?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>Does the proposal incorporate public art installations as an integral part of urban design?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>26.</td>
<td>Does the proposal create streets as public spaces that are accessible to all?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>27.</td>
<td>Does the proposal include transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Question</td>
<td></td>
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<tr>
<td>---</td>
<td>--------------------------------------------------------------------------------------------</td>
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<td></td>
</tr>
<tr>
<td>28.</td>
<td>Does the proposal create high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>29.</td>
<td>Does the proposal ensure an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>30.</td>
<td>Does the proposal create a streetscape environment that provides adequate space for multi-modal use, continuous sidewalks, street trees, landscaped boulevards, pedestrian amenities, on street parking, public art, and gathering spaces?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>31.</td>
<td>Does the proposal use materials that are consistent and compatible with the surrounding context in the design of new Buildings?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>32.</td>
<td>Does the proposal ensure building entrances are visible from the street and promoting shelter at entrance ways?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>33.</td>
<td>Does the proposal creating ample glazing on ground floors to create visibility to and from the public sidewalk?</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

From the resultant tabulation above we show that the proposal adheres to many of the Urban Design Principles, making it a desirable project. Access to the site and pedestrian & vehicular circulation is unaffected by the new proposal and remains the same as before. Massing of the proposed building respects the existing built form by aligning higher densities along the arterial road and designated corridor. The 6-storey building is not high enough and sufficiently far from the existing rear yard of the residential dwellings to require a 45-degree angle step back.

### 5.5 Architectural Design

The proposed mid-rise building is simplistic in design and more in keeping with existing Architecture. However, with the use of high-quality materials and an additional level of detailing along the building facade, it still represents an interesting façade. The building is entirely for residential purposes and no commercial use has been provided on the ground floor. Instead, a Common Hall for residents is provided on the ground floor, which will act as an amenity space for recreational purposes. The entrance to the building is from the street. Balconies are provided as amenity for residents, and face the street. This will provide eyes on the street.

Attention is paid to the façade architecture, colours, and material that not only enhance the architecture of the existing streetscape but also enhances visual interest of building to the streetscape. The brick layering is carefully chosen to replicate the brick style of
the neighbourhood commercial buildings. The color of the brick may be in contrast to the red color of existing brick buildings and will serve to bring some variation to the streetscape.

6. Conclusion
The above proposal is a small effort on the part of the owner to contribute to the policies of the City of Hamilton to not only re-define the streetscape but also intensify and populate the neighborhood. The City of Hamilton, considering this part of King Street to be an important corridor, has evolved policies for the appropriate development of the street. The proposal fits hand in glove with these policies. The proposal will be a first step towards the rejuvenation of this segment of the street. Within the ambit of its design and use, the proposal brings forward a message of affordability and dependency. Affordable because the design of the building is simple and elegant, thereby bringing down cost of construction. Also, because all units will be less than 50m² and have one bedroom each, without the facility of a parking space or extra amenities like swimming pool, gym or recreation. Dependency because the residents will be dependant on pedestrian movement, cycling or transit. The location of the proposed building, being close to schools, parks, public amenities and facilities, ensures reliance on public transportation, pedestrian movement and cycling. The design of the buildings, with balconies towards the street ensures eyes on the street, in keeping with CPTED principles.

The proposal is in line with policies advocated by the City of Hamilton through the Official Plan, the Corridor Planning Principles, the Urban Design Guideline and zoning Bylaw. These will be further refined during the Site Plan Approval stage. We believe that the project is worthy of your review.

Manni Chauhan, MCIP, RPP, FITP(I)
Principal Urban Planner & Consultant
204B-268 Derry Road, West
Mississauga, Ontario, L5W 1N6
Phone Number: 6472969175
Web: http://www.gforceplanners.ca
In: ca.linkedin.com/in/gforceplanners/
PROPOSED SIX STOREY RESIDENTIAL BUILDING
WITH 20 UNITS (EACH UNIT < 50 SQM)

LOT AREA = 4335 SQFT
BUILDING AREA FOR EACH FLOOR = 2667 SQFT
TOTAL BUILDING AREA = 2667 X 6 = 16002 SQFT