



# Urban Design Brief:

## Jackson and Ferguson

46-48 Ferguson Street  
Hamilton, Ontario

July, 2023

**Prepared for:**  
**Ferguson Jackson Inc.**

**Prepared by:**



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# SECTION 1

Introduction

## 1.1 Purpose of the Urban Design Brief

This Design Brief has been prepared in support of an application for Site Plan control at 46-48 Ferguson Street, in the City of Hamilton (referred to as “subject site”), on behalf of Ferguson Jackson Inc.. Whitehouse Urban Design Inc has been retained to provide this design brief to address initial comments provided by the City, and the requirement to provide information to the Development Review Panel. The purpose of the Design Brief is to provide a concise summary of the City’s applicable urban design policies and guidelines, and offer a contextual analysis that addresses abutting properties, key destinations, and linkages within a 100 km radius. This design brief has been prepared in keeping with the City of Hamilton’s guidelines regarding the same, and the City’s Urban Design Policies and Principles.

The subject site is proposed to include a new 402 unit, 30-storey residential development with 271 vehicle parking spaces and 198 bicycle parking spaces below grade. Eight bicycle parking spaces will be available at ground level.

## 1.2 Site Context

The subject site is 0.23 hectares, zoned D1 – Downtown Central Business District at the north-west corner of Jackson Street East and Ferguson Avenue South and is situated within the Corktown neighbourhood. The Subject Site is 54m south of Main Street and 154m south of King Street East, the site includes one 2 storey commercial building and two single storey commercial buildings with a shared parking lot at grade. The building along the east side of the subject site is designated as a heritage building and is known as the Radigan Building. It consists of a two-storey painted brick building constructed in 1905 and was previously used for industrial and commercial purposes. The remaining two 1 storey commercial buildings on site are semidetached and are located along the western edge of the subject site.

The D1 Zone includes a mix of cultural, institutional, residential, and commercial uses that make up Downtown Hamilton. The Corktown neighbourhood is comprised of a range of uses and built forms. Some notable landmarks found within the corktown neighbourhood are the Hamilton GO Centre and St Joseph’s Healthcare Centre. The Eastern boundary of the Corktown neighbourhood extends to Wellington Street South and consists of mixed-

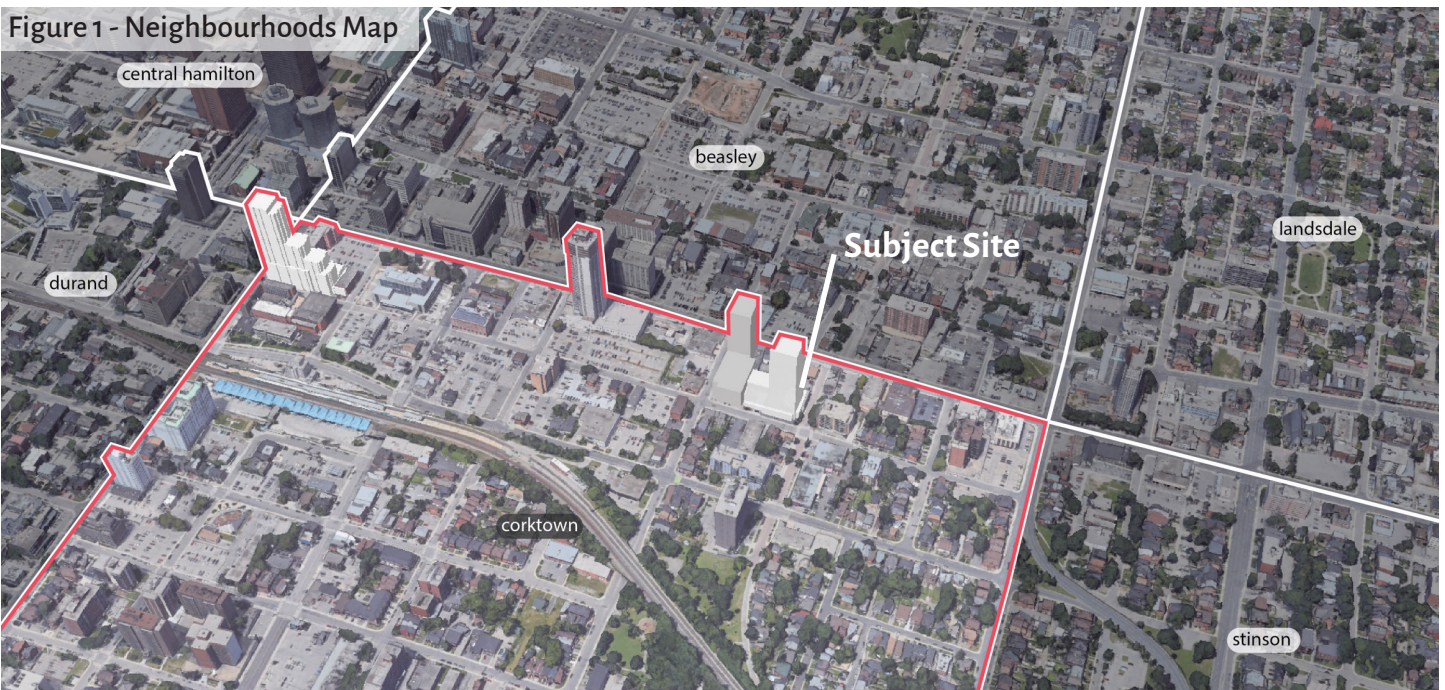


Figure 2 - Site Context Map

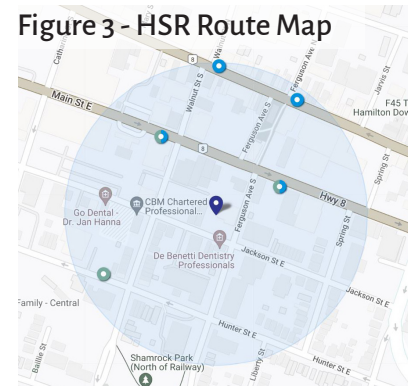


use low-medium density commercial and residential single detached dwellings. The Claremont Mountain access road marks the southern boundary of the Corktown neighbourhood. This area is made up of mixed-use medium-high density developments of commercial, institutional and single and semidetached residential uses. James Street South borders the neighbourhood to the west and is mainly comprised of mixed-use high density developments of both commercial and single detached residential uses. It is designated in the Urban Hamilton Official Plan - Schedule E-1 as both mixed use – medium density and Downtown mixed-use area and is within the Downtown Urban Growth Centre of Hamilton. The northern boundary of the Corktown neighbourhood extends to Main Street East and is identified as a downtown mixed-use area in the Urban Hamilton Official Plan - Schedule E-1 and is located within the Downtown Urban Growth Centre of Hamilton. Main Street East is also a primary corridor within downtown Hamilton and is identified as mixed-use high-density commercial and residential developments.

The Downtown District is well serviced by bus routes given its proximity to the downtown core (see figure 3). There are 5 bus stops conveniently located within 180 meters of the site with 2 bus stops along King Street East heading west, 2 bus stops along Main Street East heading east, and 1 bus stop on Hunter Street East heading west. A notable landmark within 380 meters of the subject site is the Hamilton GO Centre. The GO Centre fronts onto Hunter Street East and provides connection to both regional rail and regional buses. It is approximately an 8-minute walk from the Subject Site, or a 2 minute bike ride.

There are 6 educational institutions and 8 public parks within a one-kilometer radius of the subject site.

Figure 3 - HSR Route Map

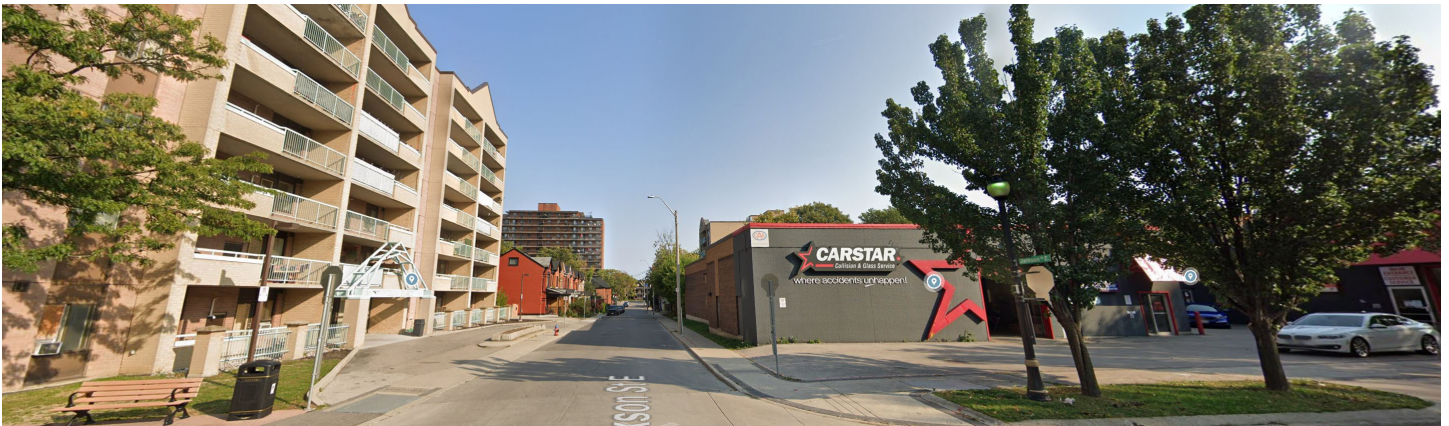


## 1.3 Streetscape Context

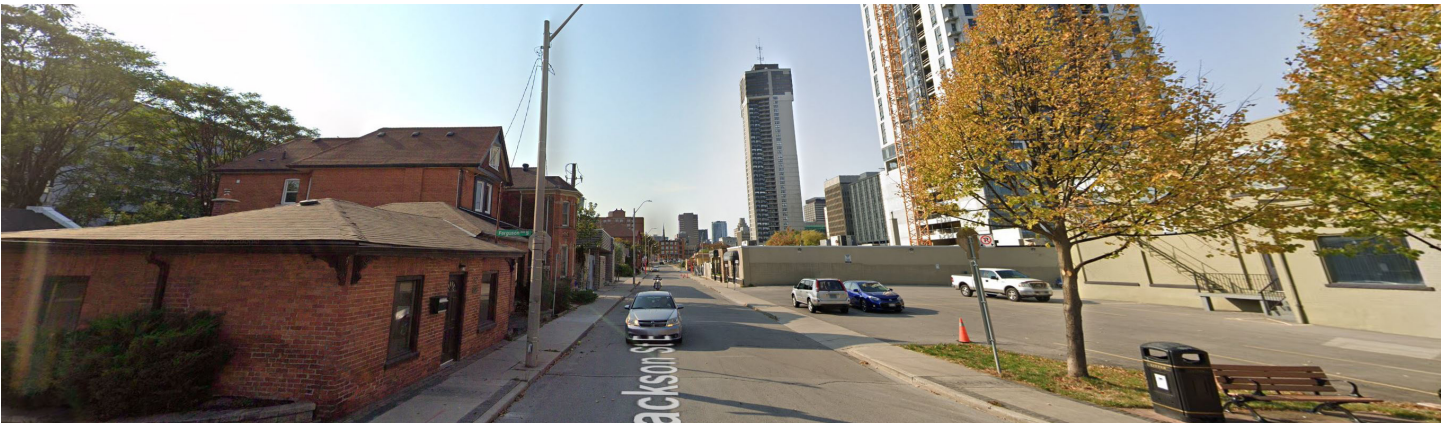
### Jackson Street East:

Jackson Street East runs parallel to the southern boundary of the site and is a two-way, minor arterial road which runs east-west, and provides on-street parking opportunities along the north side of the street. Jackson Street East is primarily mixed use with low-medium density buildings of commercial and residential uses both single and semi-detached dwellings.

View towards the East on Jackson Street East



View towards the West on Jackson Street East



**Ferguson Avenue South:**

Ferguson Avenue South is a stamped asphalt two-way minor arterial road on the eastern side of the site with one lane of traffic on either side. It directly connects to Main Street East, a primary arterial road running east-west, which is located 50 meters north of the subject site. Ferguson Avenue South is made up of mixed use low-

medium density commercial and residential buildings of both attached and detached dwellings. The pedestrian realm is made up of concrete sidewalks which includes urban braille along the perimeter of the sidewalks and at cross walks, sodded boulevards with street trees and black streetlight posts which add character to the overall streetscape.

View towards the North on Ferguson Avenue



View towards the South on Ferguson Avenue





## 1.4 Site Attributes & Limitations

As shown in Figure ###, the site is generally flat with minimal vegetation. The existing grades fall gently southeast to northwest. Existing vegetation is contained within the southeast corner of the subject site and consists of three littleleaf linden trees within the planted boulevard. The existing trees on site will be retained and protected.

### Existing Buildings and Structures:

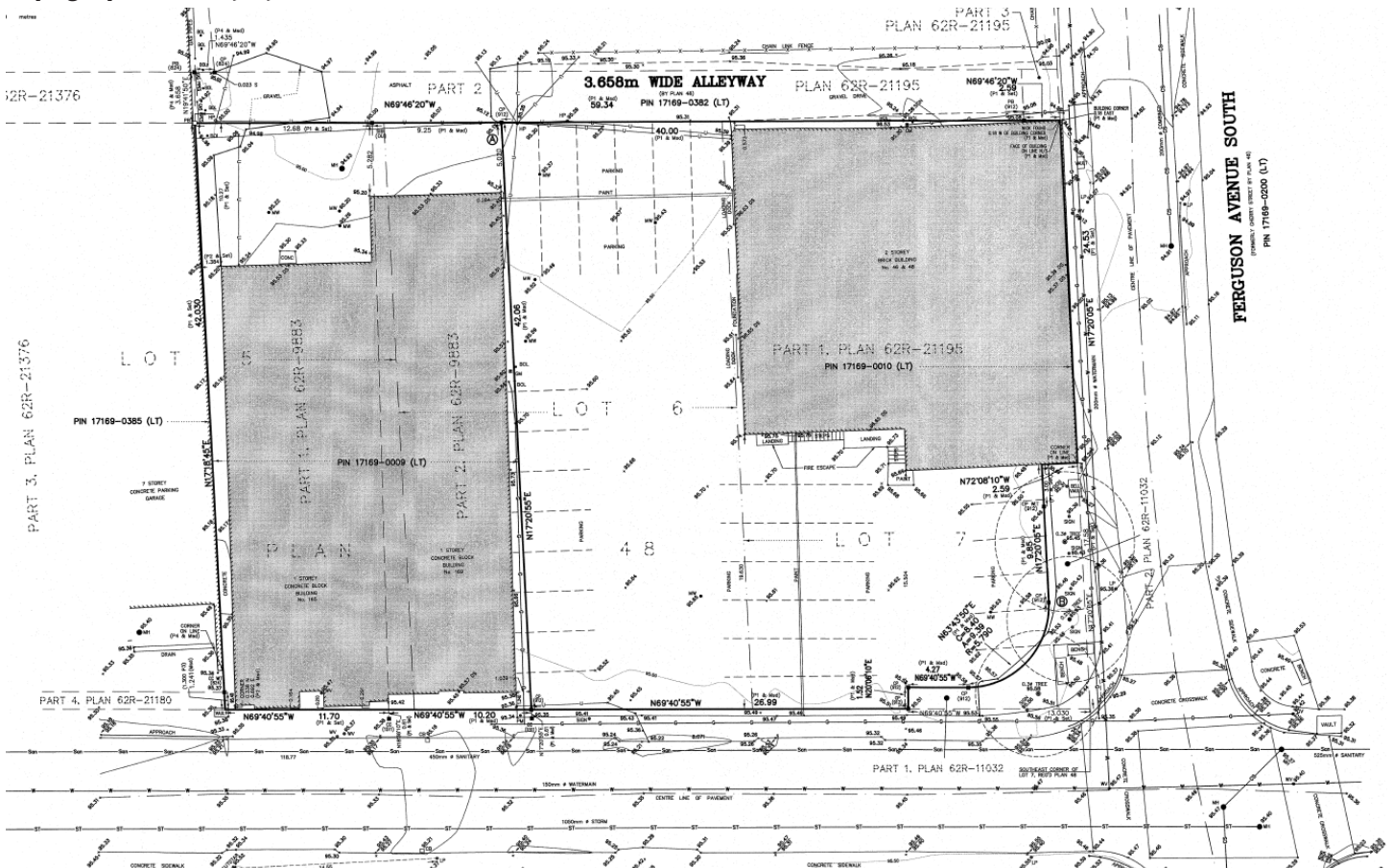
There are 3 commercial buildings on site one of which is a heritage building and is located along the eastern edge of the subject site and its façade is proposed to be reconstructed and incorporated within the new development along the eastern side of the building. The remaining two commercial buildings are semidetached and are located along the western side of the site and have no heritage attributes associated with them.

An existing stamped concrete pad measuring 4 x 3 meters, with two benches and a waste receptacle, is situated on the southeastern corner of the site at the intersection of Ferguson Ave South and Jackson Street East. This is proposed to be revised to a walkway in order to support the new development.

### Limited Developable Area:

At an area of roughly 0.23 hectares, the small size of the parcel restricts the developability of the land. However, this is combated through a design which makes the most efficient use of the parcel's shape and size increasing the development efficiency of the building. Vehicular access is directed to the underground parking, creating more suitable use at ground level, and keeping the parking lot out of view from the public realm.

### Topographic Survey by A.T. McLaren Limited



# SECTION 2

Municipal Policy Review

## 2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

### Urban Design Policies for Circulation, Site Organization, and Compatibility with Surrounding Context:

Urban Design Policies in Section B.3.3 applicable to **Circulation** accomplish the above principles through:

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails (OPA 167);
- providing connections and access to all buildings and places for all users, regardless of age and physical ability;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and,
- locating principal façades and primary building entrances parallel to and as close to the street as possible.

Urban design policies in Section B.3.3 applicable to **site organization** accomplish the above principles through:

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.
- ensuring building entrances are visible from the street and promoting shelter at entrance ways;
- complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
- locating service and loading areas away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes;
- buffering service and loading areas to reduce visual and noise impacts, particularly when located adjacent to residential areas.

Urban design policies in Section B.3.3 applicable to **compatibility with surrounding context** accomplish the above principles through:

- conserving and respecting the existing built heritage features of the City and its communities;
- 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;
- using materials that are consistent and compatible with the surrounding context in the design of new buildings; and,
- respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics.

### **Urban Design Policies for Landscape Design:**

Urban design policies in Section B.3.3 applicable to **Landscape Design** accomplish the above principles through:

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and active transportation (OPA 167);
- ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses (OPA 142);
- continuous sidewalks in street design; and,
- designing streets not only as a transportation network but also as important public spaces.

### **Urban Design Policies for Architectural Design:**

Urban design policies in Section B.3.3 applicable to **Architectural Design** accomplish the above principles through:

- creating a continuous animated street edge in urban environments;
- creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;
- allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- complementing the existing massing patterns, rhythm, character, colour, and surrounding context;
- encouraging a harmonious and compatible approach to infilling by minimizing the impacts

of shadowing and maximizing light to adjacent properties and the public realm;

- achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions (OPA 167);
- creating transitions in scale to neighbouring buildings;
- ensuring adequate privacy and sunlight to neighbouring properties;
- minimizing the impacts of shadows and wind conditions;
- including ample glazing on ground floors to create visibility to and from the public sidewalk; and,
- using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

## 2.2 The Urban Hamilton Official Plan (UHOP) Section E.3 - Downtown Urban Growth Centre Node

The Site falls within the "Downtown Urban Growth Centre" node in the Urban Hamilton Official Plan's Schedule E - Urban Structure Plan (See Figure 4). According to Section E.2.3.1.2, the Downtown Urban Growth Centre shall be the pre-eminent node in Hamilton due to its scale, density, range of uses, function, and identity by residents of the City as the City's Downtown.

**E.2.3.1.9** The Downtown Urban Growth Centre shall generally have the highest aggregate density within the City with a minimum target density of 500 persons and jobs per hectare. The Downtown Urban Growth Centre may evolve over time to a higher density without an amendment to this Plan (OPA 167).

**E.2.3.1.10** Approximately 30% of the City-wide residential intensification over the time period of the UHOP which equates to approximately 30,000 new dwelling units will be accommodated within the Downtown Urban Growth Centre (OPA 167).

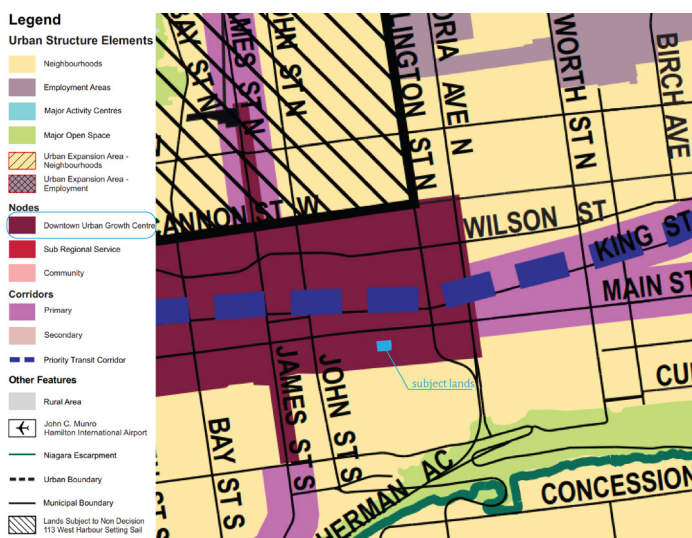
**E.2.3.1.11** The Downtown Urban Growth Centre shall be planned and encouraged to accommodate in excess of 100,000 square metres of retail floor space.

**E.2.3.1.13** The Downtown Urban Growth Centre shall be designed with a strong pedestrian focus to create a

comfortable and animated pedestrian environment

**E.2.3.1.13** The Downtown Urban Growth Centre shall be designed to accommodate all modes of transportation with a focus on higher order transit and active transportation including pedestrian and cycling trips within the Downtown and between the Downtown and the surrounding Neighbourhoods (OPA 167).

**Figure 4 - Urban Hamilton Official Plan Schedule E Urban Structure**



## 2.3 The Urban Hamilton Official Plan (UHOP) Section E.3 - Downtown Mixed Use Designation

The Site is designated “Downtown Mixed Use” in the Urban Hamilton Official Plan’s Schedule E-1 - Urban Land Use Plan (See Figure 5). According to Section E.3.2.1, areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities, as well as supporting uses intended to serve the local residents.

**E.4.4** The following goals apply to the Downtown Mixed Use land use designation:

- **E.4.4.1** The range and breadth of commercial uses are intended to serve a broad regional market and also provide day-to-day retail goods and services to Downtown residents;
- **E.4.4.2** The area designated Downtown Mixed Use shall also serve as a central focus for the City by creating a sense of place. Retail and service commercial uses are a key element in maintaining that function and ensuring the continued vibrancy of the Downtown. New commercial development shall be designed and oriented to enhance the streetlife of the Downtown.
- **E.4.4.3** Increasing the number of people who work and live the Downtown shall enhance the day and night activity and contribute to its planned function as a vibrant people place.

**E.4.4.7** Permitted density and heights shall be set out in the secondary plan for the lands designated Downtown Mixed Use.

**E.4.4.8** Within the area designated Downtown Mixed Use, a higher density form of housing shall be encouraged, including affordable housing, that may be integrated with the business uses including retail and service commercial establishments on the ground floor, as further set out in the Downtown Secondary Plan.

**E.4.4.10** The Downtown Mixed Use area shall be designed as a pedestrian focused area with a high level of pedestrian comfort and amenities. Buildings shall generally be situated close to and oriented to the street. Retail buildings shall have storefronts and other active uses opening

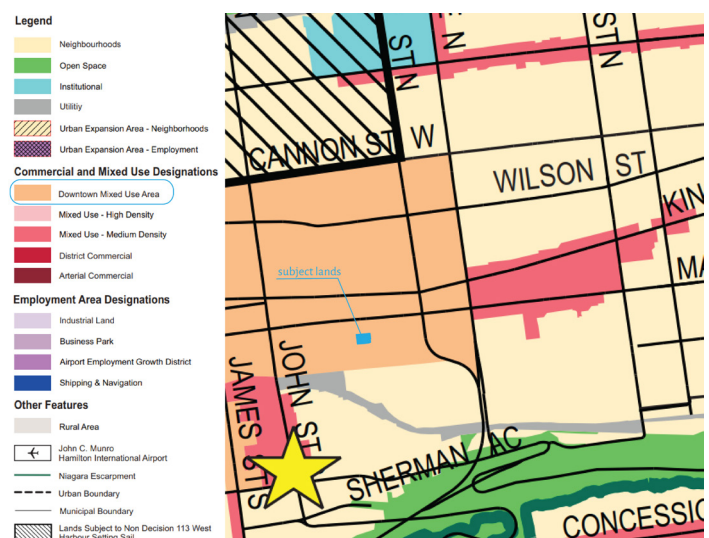
onto the sidewalk. On the pedestrian focus streets, new development shall enhance pedestrian comfort and street activity and where possible increase the built block face. New development in other areas of the Downtown Mixed Use area should create a comfortable pedestrian environment.

**E.4.4.12** Building mass shall consider the pedestrian nature of the area designated Downtown Mixed Use. Massing techniques such as stepped back or terraced floors may be required.

**E.4.4.13** Streets within the Downtown Mixed Use area shall be designed to accommodate the automobile, transit and active transportation, including pedestrian and bicycle trips within the Downtown and from the surrounding Neighbourhoods. Along pedestrian focus streets, sidewalk widths shall be maximized where possible and a broad range of sidewalk activities, permitted where space allows, to promote sidewalk cafes, sidewalk kiosks, street vendors, and performers.

**E.4.4.14** Reduced parking requirements shall be considered in recognition of the high level of transit service to the area designated Downtown Mixed use.

**Figure 5 - Urban Hamilton Official Plan Schedule E-1 Urban Land Use**



## 2.4 The Urban Hamilton Official Plan (UHOP) Volume 2: Downtown Hamilton Secondary Plan - Downtown Mixed Use Designation

According to Section B.6.1.1, the purpose of the Secondary Plan is to ensure the future of Downtown Hamilton is a vibrant focus of attraction where all ages, abilities, and incomes can live, work, learn, shop, and play. As such, the Secondary Plan implements various policies to carry out these objectives and further subdivides the "Downtown Mixed Use" designation as contained within Schedule E-1 of the UHOP. The Site falls within the "Downtown Mixed Use" designation in the Downtown Hamilton Secondary Plan's Land Use Plan (**See Figure 6**) and is further regarded as a "High-Rise 2" location (**See Figure 7**) where the tallest developments are sought to occur within.

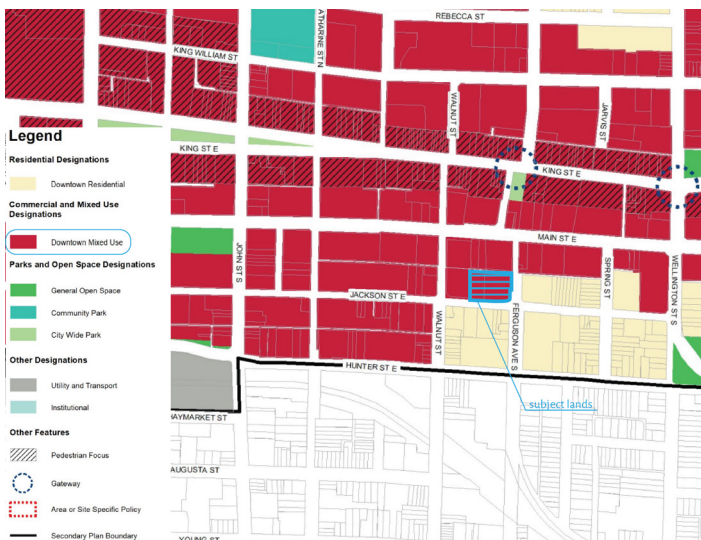
The Downtown Mixed Use designation within the Secondary Plan implements additional policy for site-specific locations and areas with special overlays. The Site is not affected by any additional policy contained within Section B.6.1.6, and as all other areas designated Downtown Mixed Use in the Secondary Plan, is subject to the policies contained within Section E.4.4 (Downtown Mixed Use) within Volume 1 of the UHOP.

As per Section B.6.1.4.12 of the Secondary Plan, the "High-Rise 2" overlay on the subject lands permits a maximum building height of up to 30 storeys. Section B.6.1.4.19 states that all High-Rise (Tall) Buildings proposed within the boundary of the Secondary Plan area are subject to the Downtown Hamilton Tall Building Guidelines.

**B.6.1.4.23** All tall buildings shall meet the following requirements:

- a) The building base shall be designed to:
  - i. fit harmoniously within the context of neighbouring streetwall heights. Where there is no consistent streetwall height context for the area, the streetwall height shall be established in a manner that maintains a comfortable pedestrian scale and appropriate street proportion;
  - ii. reduce and mitigate wind impacts on the public realm, including streets, sidewalks, parks and open spaces, and privately owned publicly accessible spaces. Pedestrian level wind conditions shall be suitable for sitting and standing, with higher standards applied to parks

**Figure 6 - Downtown Hamilton Secondary Plan Map B.6.1-1 - Land Use Plan**



**Figure 7 - Downtown Hamilton Secondary Plan Map B.6.1-2 - Maximum Building Heights**



and open spaces and Pedestrian Focus Streets; and,

**iii.** minimize shadows, in accordance with Policies B.6.1.4.34 through B.6.1.4.39 of this Plan, to preserve the utility of sidewalks, parks, public and private open spaces, school yards and buildings, childcare centres, playgrounds, sitting areas, patios, and other similar uses.

**b)** The building base may be required to setback at grade to achieve access to sunlight on sidewalks, parks, public and private open spaces, schoolyards and buildings, childcare centres, playgrounds, sitting areas, patios, and other similar uses;

**c)** Tall building development shall provide setbacks from the lot line to the building face of the tower and adequate separation distance between towers on the same lot. These lot line tower setbacks shall ensure that individual tall buildings within a city block and the cumulative effect of multiple tall buildings within a block contribute to creating a strong and healthy neighbourhood by fitting in with the existing and/or planned context. Providing adequate space between towers shall:

**i.** enhance the ability to provide a high-quality, comfortable public realm;

**ii.** protect development potential of other sites within blocks;

**iii.** provide access to sunlight on sidewalks, parks, public and private open spaces, school yards and buildings;

**iv.** provide access to natural light and a reasonable level of privacy for occupants of tall buildings;

**v.** provide pedestrian-level views of the sky between towers particularly as experienced from adjacent streets, parks and open spaces, and views between towers for occupants of tall buildings;

**vi.** limit the impacts of uncomfortable wind conditions on streets, parks, open spaces,

and surrounding properties; and,

**vii.** provide appropriate transitions to adjacent lower-scale planned context, built heritage resources, and cultural heritage landscapes.



# SECTION 3

Design Proposal

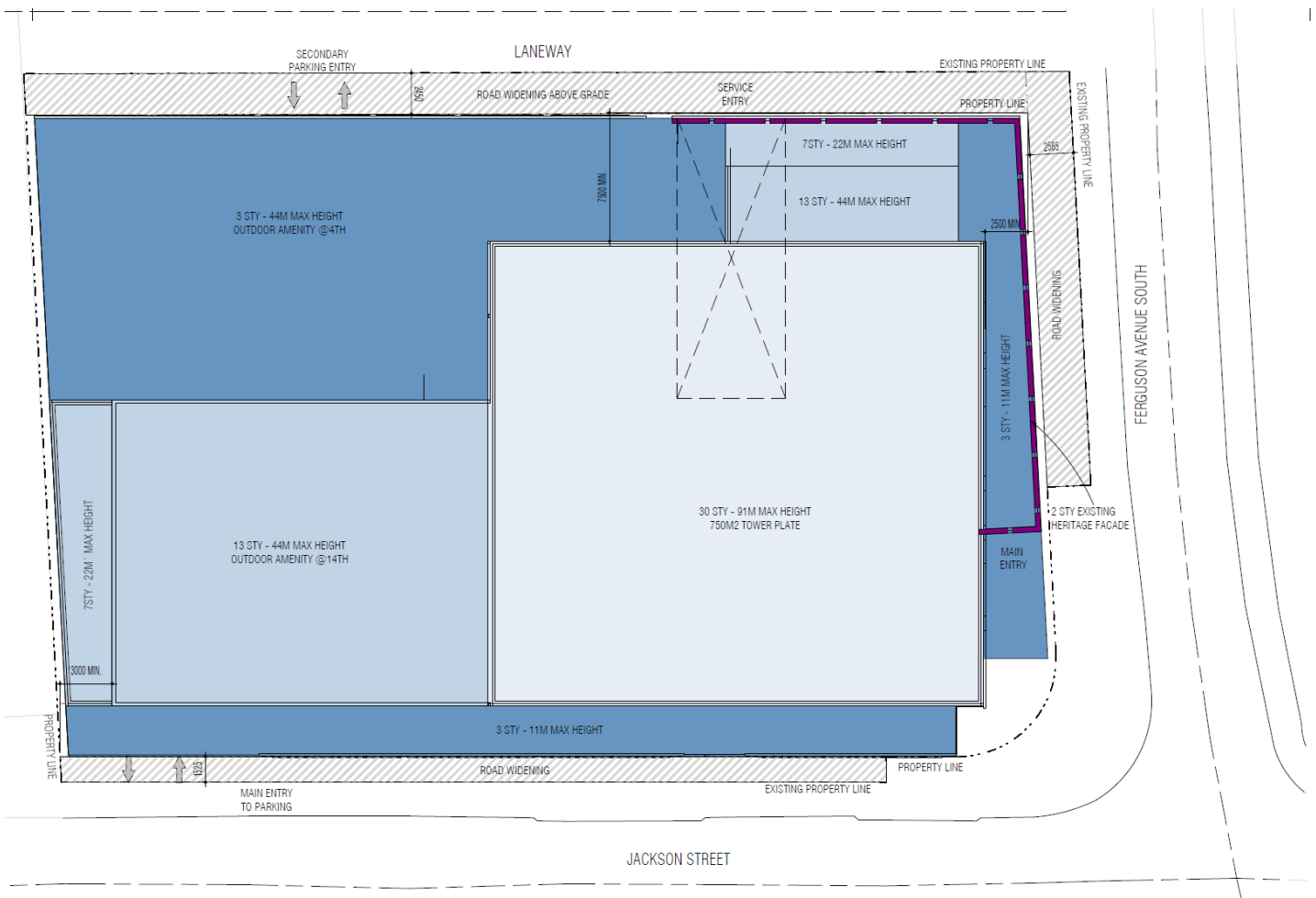
## 3.1 Site Organization and Circulation

### 3.1.1 Site Organization

The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives and more through intuitive site organization that seeks to accommodate both pedestrian and automobile circulation. The proposed development consists of a 30-storey tower with a 7 and 13-storey portion with a generally “L”-shaped footprint.

The footprint of the proposed development consumes nearly the entire site, with vehicular and pedestrian entrances being located immediately along the building’s frontages. The proposed development features internal vehicular parking across four levels of underground parking and within the first 3 storeys of the development. Vehicular circulation is contained within the western portions of the site, whereas the pedestrian oriented functions of the building are contained within the eastern portion.

### Site Plan - Graziani + Corazza Architects



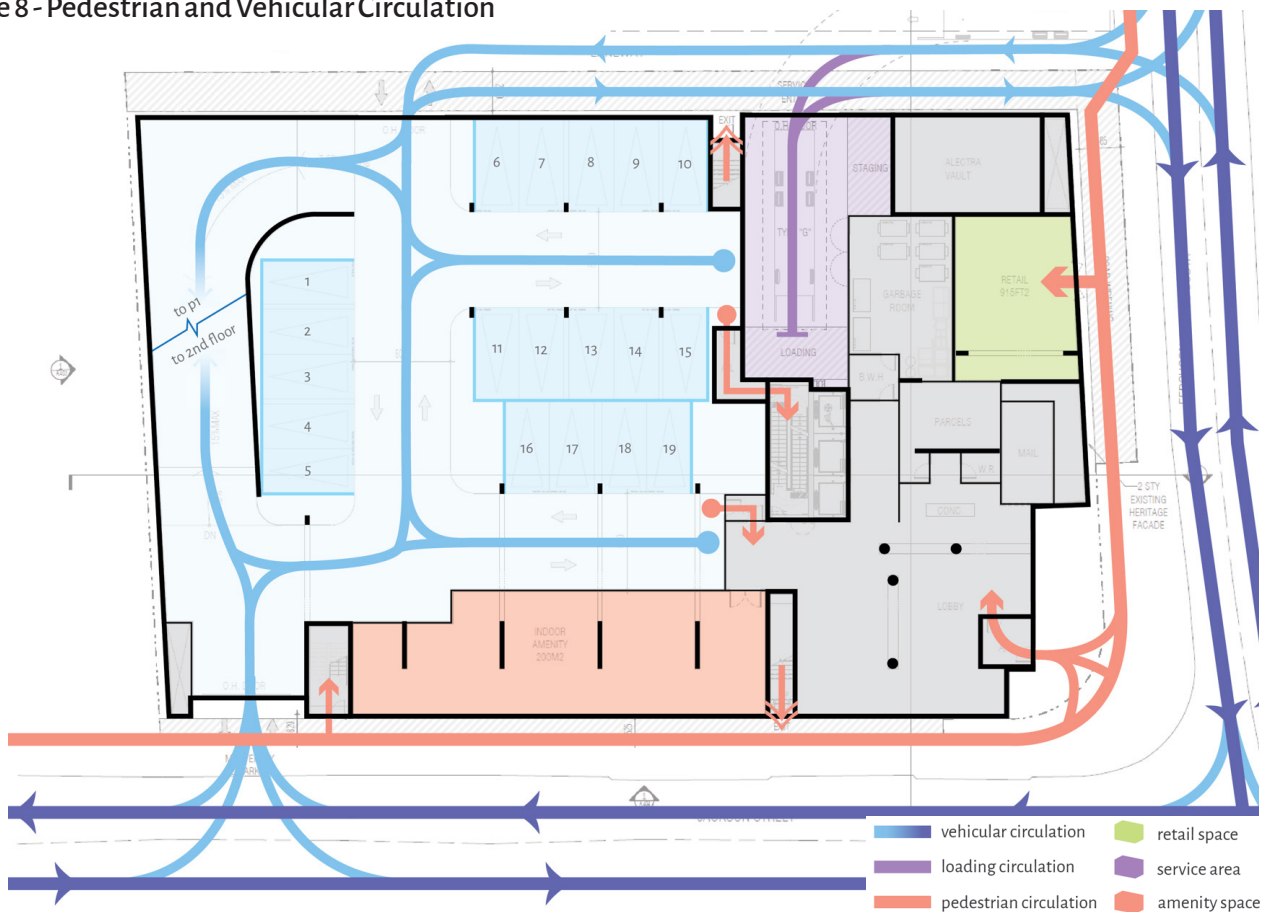
### 3.1.2 Pedestrian Circulation

The proposed development features two primary entrances along its façade, with one located at the corner of Jackson Street and Ferguson Avenue, and the other being located centrally along its Ferguson Avenue façade. The entrance at the street corner provides access to the building's lobby, ground floor amenity space, and upper residential storeys, whereas the entrance along Ferguson serves the grade-related commercial unit. Three stairwells are accessible from the street, with two entrances on Jackson Street and the third along the northern alleyway between the service bay and the secondary parking garage entrance. A fourth stairwell provides a direct linkage to the parking garage as well as the interior of the building's lobby. Overall, the pedestrian circulation on site is efficient with minimal potential conflicts with vehicular traffic entering or leaving the site.

### 3.1.3 Vehicular Circulation

Vehicular circulation on site has been facilitated through a simple continuously-looping ramp system in the underground levels which effectively keeps cars moving with a lower chance of conflict, whereas upper levels of parking feature offshoot drive aisles from the main ramp loop. Two points of vehicular ingress and egress are proposed for the development, with the primary vehicular entrance being located at the southwestern portion of the site leading to Jackson Street, and the secondary vehicular entrance being located at the northern alleyway. The northern alleyway is also where access to the service bay is to be facilitated. The service bay is located directly next to the garbage storage room to provide efficient access and loading times.

Figure 8 - Pedestrian and Vehicular Circulation



## 3.2 Massing and Relationship to Context

### 3.2.1 Massing

The proposed massing of the architecture is in keeping with the context of the surrounding neighborhood and is organized to provide vertical and horizontal articulation to minimize negative externalities such as excess shadowing or wind impacts. As shown in figure 9 the building's proposed massing respects the existing surrounding context and provides appropriate transitions in scale. While the building footprint takes up much of the site, the 2 and 3-storey podium of the development ensures the overall design complements the streetscape and does not negatively impact the pedestrian realm. The step backs at the 7th and 13th storey further lighten the massing of the proposed building while ceding prominence to the 30-storey tower at the southeast corner of the site.

The abutting existing development regarded as “Walnut Place” shares a similar massing profile to the proposed development. Both buildings share a similarly-sized base and tower, and reach generally the same height from the perspective of pedestrians and viewers nearby the site. Additionally, both buildings fall within the delineated Urban Growth Boundary where the City intends to have the greatest level of intensification, highest densities, and the most mixed-use development. The massing of the proposal is consistent with the tall and high-density nature found within the Urban Growth Boundary, all across Downtown Hamilton, and the north end of Corktown along Main Street.



### 3.2.2 Compatibility with Surrounding Land Uses

There are no immediately abutting low-rise residential uses and the local area around the site is seeing a large increase in the development of higher-density mixed-use towers. The proposal recognizes the cultural and historical significance of Corktown and seeks to reuse and repair the façade of the existing heritage structure on site, known as the Radigan building. This façade will also govern the height of the podium along Ferguson Street and further ensure that the heritage attributes of the site are conserved. Elements of the original materiality of the Radigan building as well as materials and colours used across Corktown are to be implemented along the building's podium to preserve the character of Corktown's streetscape.

The proposed nature of the development is consistent with the surrounding character of Corktown and other surrounding Downtown neighbourhoods such as Durand, Beasley, Central Hamilton, and Landsdale. Corktown is a neighbourhood comprised of a wide range of land uses and built forms. However, it is home to Hamilton's tallest building (Landmark Place) and has a high-density character along its northern and western boundaries. The proposed development recognizes this character and expands upon it with the introduction of a mixed-use high-rise tower. In this regard, the proposed built form is in keeping with the surrounding neighbourhood and is reflective of the pre-eminent nature of the Downtown area.

Architectural Renderings - Graziani + Corazza Architects



### 3.3 Architectural Design

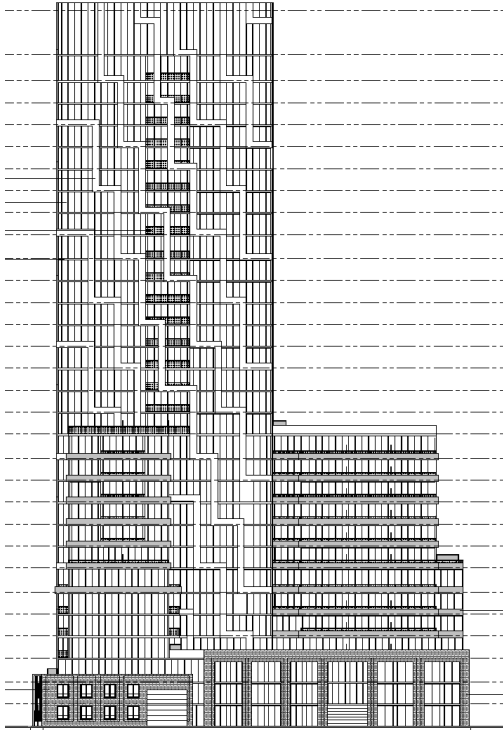
The proposed architecture aims to create a contemporary tower and base which preserves the neighbourhood character along the streetscape of Jackson Street and Ferguson Avenue. The lower levels of the building feature darker browns and greys, as well as orange-red brick typical of Corktown structures. The ground floor also features heavy glazing which is a theme that continues as the tower grows in height. These darker colours and heavier materials “ground” the overall design and provide vertical contrast to the lighter-coloured tower midsection and top.

The glazing continues through to the uppermost levels and is broken up by white jagged lines to prevent vertical or horizontal monotony. These lines run down the length of the tower to the podium and are only vacant on the 13-storey portion to clearly outline the prominence of the proposal’s 30-storey tower. The use of darker colours on lower storeys and lighter colours and materials on higher storeys reflects the rhythm and character of other tall buildings in the area. The distribution of colour and material across the development ensures an overall lighter perceived massing for pedestrians.

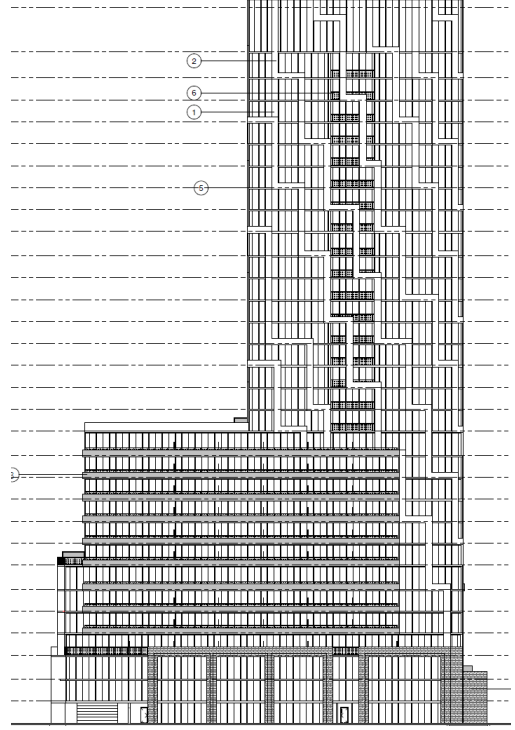
Architectural Renderings - Graziani + Corazza Architects



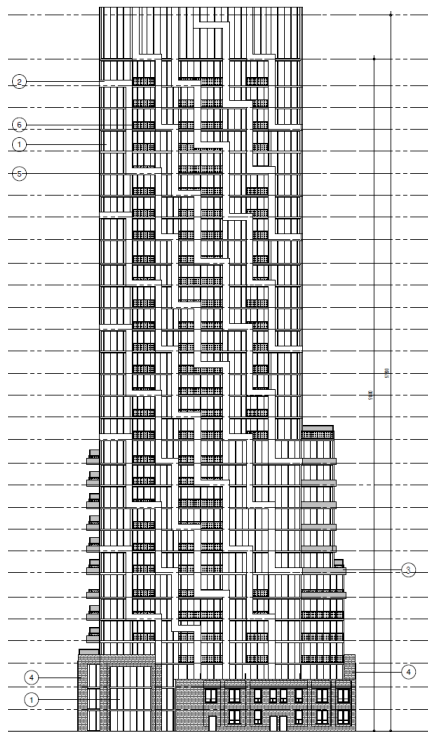
North  
Elevation



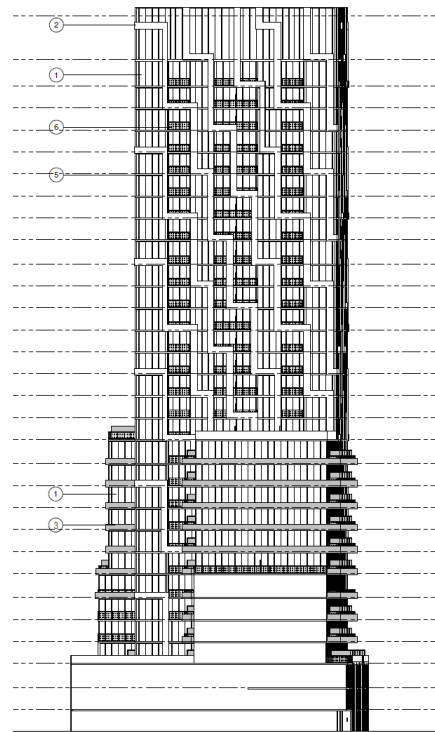
South  
Elevation



East  
Elevation



West  
Elevation

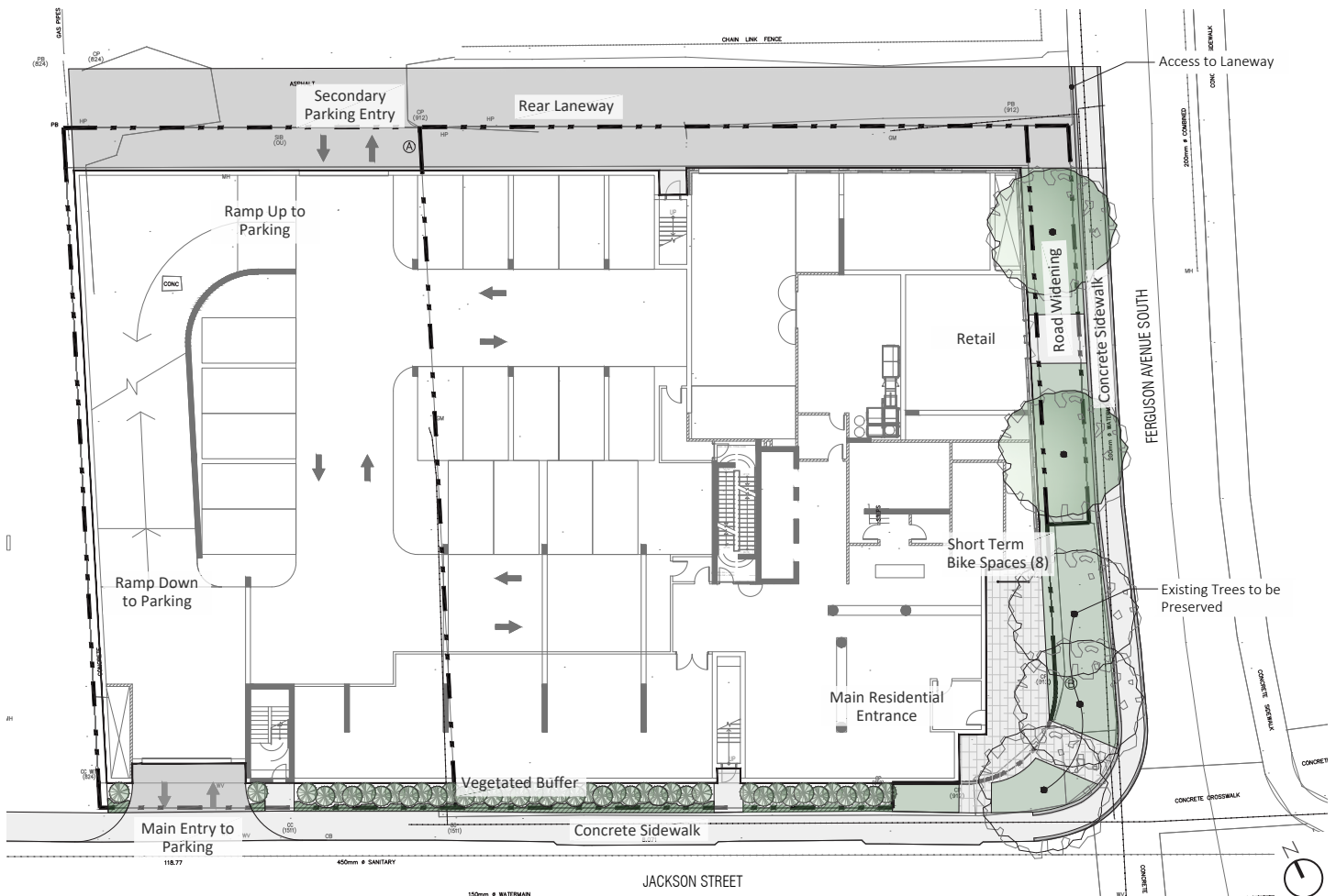


### 3.4 Landscape Design

The landscape of the proposed development is designed to encourage pedestrian connectivity at the public realm, promote accessibility, and direct pedestrians to and from the site safely. Due to the limited space on site, landscape areas are designed in a direct and functional way to maximize ground level space and promote safe circulation to and from the site.

The proposed plantings will include a variety of coniferous and deciduous trees, and shrubs, adding diverse and colourful textures throughout the year. The south side of the building will feature coniferous and perennial materials to enhance the public sidewalk on Jackson Street, providing privacy while maintaining clear views from the building. Deciduous tree are proposed along Ferguson Avenue South and will provide shade during summer and enhance the public streetscape.

Conceptual Landscape Plan - Whitehouse Urban Design Inc.





Additionally, outdoor amenity spaces are proposed on the 4th and 14th storeys and will feature dining and lounging areas, BBQs for food preparation, play opportunities, and plantings for beauty, shade and wind buffering. Inspiration for these outdoor amenity spaces can be seen in figures 10-13.



# SECTION 4

Analysis and Conclusion

## 4.1 Analysis of Proposal: Policy Reference and Design Response

### 4.1.1 Design Theme: Circulation

**UHOP B.3.3.2.5.A Places that are safe, accessible, connected and easy to navigate shall be created by connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails (OPA 167).**

The proposed development implements internal driveways and pedestrian pathways to ensure easy navigation for pedestrian and vehicular traffic alike. The proposal also makes use of existing alleyways as secondary access points for ingress and egress of vehicles for the parking areas located on site. The northern alleyway seeks to facilitate commercial loading and garbage collection vehicles via the placement of the loading area as close as possible to Ferguson Avenue.

**UHOP B.3.3.2.5.B: Places that are safe, accessible, connected and easy to navigate shall be created by providing connections and access to all buildings and places for all users, regardless of age and physical ability.**

All visitors and residents can access the site regardless of age and physical ability. The site will be AODA-compliant and ensure that all persons can traverse the site regardless of mobility constraints or other factors.

**UHOP B.3.3.2.5.D: Places that are safe, accessible, connected and easy to navigate shall be created by integrating conveniently located public transit and cycling infrastructure with existing and new development.**

The proposed development seeks to include 198 long-term bicycle parking spaces in the form of bike lockers housed within various levels of underground and aboveground parking within the development. Additionally, the site's location in the urban fabric of Downtown Hamilton results in the site having great access to public transit infrastructure such as the future LRT Line and existing bus routes.

**UHOP B.3.3.3.5.A: Built form shall create comfortable pedestrian environments by locating principal façades and primary building entrances parallel to and as close to the street as possible.**

There are two primary entrances to the building along Ferguson Avenue, with one providing access from the street to the proposed retail space, and the other providing access into the building lobby and upper residential storeys. The primary residential access is located at the corner of the site providing a clear and direct access into the proposed development from the public realm.

## 4.1.2 Design Theme: Site Organization

**UHOP B.3.3.2.4.A: Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping.**

The site is logically developed in regards to the locations of all vehicle laneways, pedestrian pathways, and the placement of building entrances and facilities on site. The organization of massing at the streetscape places the tallest portions of the development immediately at the street corner and places the lower 13-storey and 7-storey portions at more central and peripheral locations.

**UHOP B.3.3.2.5.C: Places that are safe, accessible, connected and easy to navigate shall be created by ensuring building entrances are visible from the street and promoting shelter at entrance ways.**

All primary entrances for the proposed development from the street are clearly visible as a result of their placement at key focal locations at the site such as the corner of Jackson and Ferguson as well as at the central point of its façade along Ferguson Avenue.

**UHOP B.3.3.7.1: Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way.**

The loading and service area on site is located on the ground floor within the tower and is screened from the public right-of-way with overhead garage doors. The entrance to the service area is accessed from within the northern alleyway and, as such, is set back from the streetscape as to not interfere with the pedestrian experience along Ferguson Avenue.

**UHOP B.3.3.7.2: Service and loading areas shall be buffered to reduce visual and noise impacts, particularly when located adjacent to residential areas. Buffering methods should include berms, tree and shrub plantings, noise walls, fences, and/or the use of quality construction materials and methods.**

In addition to high-quality construction of the structure itself, various landscaping and planting features along the frontage of the proposed development on both Jackson Street and Ferguson Avenue will further enhance the buffer between the pedestrian realm and the service area. These planting features along Ferguson Avenue are to be comprised of street trees and shrub plantings parallel to the street.

### 4.1.3 Design Theme: Compatibility with Surrounding Context

**UHOP B.3.3.2.3.D: Urban design should foster a sense of community pride and identity by conserving and respecting the existing built heritage features of the City and its communities.**

The Radigan building on site is a registered non-designated heritage building that has architectural components reflecting the historical characteristics of the Corktown neighbourhood. The proposal understands this context and seeks to preserve and enhance the façade of the heritage structure to be incorporated into the final design of the tower.

**UHOP B.3.3.2.4.B: Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by 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.**

Corktown is a neighbourhood comprised of a wide range of land uses and built forms. However, it is home to Hamilton's tallest building (Landmark Place) and has a high-density character along its northern and western boundaries. The proposed development recognizes this character and expands upon it with the introduction of a mixed-use high-rise tower. The proposed built form is in keeping with the surrounding neighbourhood and is reflective of the pre-eminent nature of the Downtown area.

**UHOP B.3.3.2.4.C: Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.**

The proposed development uses high-quality materials and a colour palette reflective of the existing heritage building on site as well as surrounding newer development. The building's base is comprised of red and brown brick, reflective of Corktown's traditional neighbourhood character.

**UHOP B.3.3.2.6.B: Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics.**

As previously noted, the existing Radigan building on-site is proposed to be incorporated into the base of the tower. The façade is to be retained and restored to ensure the heritage characteristics of the property are well-reflected and respected in the redevelopment.

#### 4.1.4 Design Theme: Architectural Design

**UHOP B.3.3.2.4.E: Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by creating a continuous animated street edge in urban environments.**

The proposed development features a minimal setback from the street and uses architectural elements and building stepbacks to create a continuous streetwall along Jackson Street and Ferguson Avenue. This streetwall brings the proposals points of ingress and egress close to the street and immediately into the sidewalk, activating the pedestrian realm within the streetscape. This is a significant improvement from the existing conditions in which the existing parking lot absorbs pedestrian circulation and reduces the ability to have animated streetscapes.

**UHOP B.3.3.2.4.G: Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing.**

Ample glazing is provided on the ground floor of the development along both street frontages. This provides permeability from the interior amenity areas, lobby, and retail space to the public realm. As such, the glazing provided supports the Crime Prevention Through Environmental Design method of “Eyes on the Street” and seeks to increase the perceived and actual safety of the public realm around the site.

**UHOP B.3.3.2.6.D: Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by complementing the existing massing patterns, rhythm, character, colour, and surrounding context.**

The massing pattern along the Main Street corridor and northern Corktown is consistent with the massing of the proposed mixed-use tower. The subject lands abut an existing 27-storey building (Walnut Place) and has adequate tower separation to this existing development. Additionally, the use of darker colours on lower storeys and lighter colours and materials on higher storeys reflects the rhythm and character of other tall buildings in the area.

**UHOP B.3.3.2.6.E: Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.**

The proposed development intuitively places the largest massing at the intersection of Jackson Street and Ferguson Avenue. The development sits atop a 3-storey podium which is in keeping with the general height of existing mature development in the area. The outer peripheries of the tower then feature a 7-storey portion with step backs to a 13-storey portion and then finally to the 30-storey tower at the corner of the site. These step backs in height promote more desirable sunlight and shadow conditions at surrounding properties as well as along the streetscape. However, due to the presence of existing tall buildings in the area, the proposed development is not expected to result in a significant increase in shadow impacts on the area.

**UHOP B.3.3.2.8.A: Urban design should promote the reduction of greenhouse gas emissions, ability to adapt to the impacts of a changing climate now and in the future, and protect and enhance the natural urban environment by achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions (OPA 167).**

The proposed development achieves a gross residential density of approximately 1,748 units per hectare and provides 71 m<sup>2</sup> of retail space in a Downtown location with policies slated towards high-density and mixed-use development. Furthermore, the development proposes a 4th and 14th-storey outdoor amenity space with greenery that aids in reducing the building's overall carbon footprint. As such, this proposal achieves compact development and therefore supports a city-wide reduction in greenhouse gas emissions.

**UHOP B.3.3.2.A-C: New development shall be designed to minimize impact on neighbouring buildings and public spaces by creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight to neighbouring properties, and minimizing the impacts of shadows and wind conditions.**

The proposed development features step backs and intuitive site organization with massing stepping down towards surrounding development. Additionally, the use of colours and materiality will ensure that upper storeys of the proposed development have a lighter perceived massing overall and a more cohesive implementation into the neighbourhood.

**UHOP B.3.3.3.E: Built form shall create comfortable pedestrian environments by using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.**

The built form of this proposal promotes pedestrian comfort through the implementation of many design techniques, notably building stepbacks, access to sunlight and shade, and careful consideration of the organization of the site, especially in high-traffic pedestrian areas.

## 4.1.5 Design Theme: Landscape Design

**UHOP B.3.3.2.3.G: Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.**

The proposed landscape design seeks to implement a number of street trees along Ferguson Avenue to further build upon the existing cluster of trees at the intersection. The amenity space atop the 13-storey portion of the proposed development is reserved for tenants of the residential units associated with the development and will be designed to a more intimate scale as such. The streetscape is proposed to be enhanced with a large planting strip along Jackson Street, which will also work to frame the secondary entrances into the building.

**UHOP B.3.3.2.9.A: Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported by creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and active transportation (OPA 167).**

The nature of the small site size is not permissive of the addition of a significant outdoor open space. However, the landscape design on the exterior of the site aims to significantly enhance the existing conditions of the streetscape and provide a greater proportion of living and permeable materials to balance the use of concrete for sidewalks and road paving.

**UHOP B.3.3.2.10.B: Streets shall be designed not only as a transportation network but also as important public spaces and shall include continuous sidewalks.**

The proposed development features continuous sidewalks along the entirety of its perimeter. Pedestrian pathways are comprised of distinct paving materials to vehicular drive aisles which provides improved safety for pedestrians and awareness for drivers pulling in and out of the various garage entrances.

**UHOP B.3.3.2.10.C: Streets shall be designed not only as a transportation network but also as important public spaces and shall include landscaping such as street trees and landscaped boulevards.**

The proposed landscaping seeks to implement a number of street trees along Ferguson Avenue and provide a landscape strip between the building and the streetscape. These additions will work to enhance the pedestrian environment and provide a more comfortable experience as people traverse along the site's boundary.



## 4.2 Conclusion

In conclusion, the proposed development aligns with the objectives of the Urban Hamilton Official Plan by organizing space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The site organization of the development accommodates both pedestrian and automobile circulation, with separate areas designated for each. The circulation within the development is efficient, with minimal potential conflicts between pedestrians and vehicles. The massing of the architecture respects the surrounding context and provides vertical and horizontal articulation to minimize negative externalities. The proposed development is compatible with the surrounding land uses, recognizing the cultural and historical significance of the area and preserving the character of Corktown's streetscape. The proposal extends additional sensitivity towards on-site cultural heritage features and incorporates them into the final architectural design. The architectural design of the development aims to create a contemporary tower and transitional base that blends with the neighborhood character, using a combination of darker and lighter colors and materials. Overall, the proposed development is in line with the goals and character of the Downtown Hamilton area and contributes to the growth and development of the city. Through the full Site Plan Review process, the details of the project design will be finalized, ensuring the full implementation of the urban design policies in the Urban Hamilton Official Plan.