



Hamilton



Hamilton

Downtown Hamilton

Tall Buildings Study

SvN & City of Hamilton's Planning and Economic Development Department

May 2017

FINAL DRAFT

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Tall Buildings Guidelines



1.0 Downtown Tall Buildings Vision

1.1 Introduction & Purpose

Purpose of the Study

The **Downtown Secondary Plan** outlines a vision of Hamilton's downtown that is 'vibrant' with '*human scale streetscapes* offering comfort'. It also aims to combine heritage with new concepts and designs while linking the Downtown and surrounding neighbourhoods from the Waterfront to the Escarpment. Recent work by City staff resulted in an inventory of heritage buildings that add to the Downtown's character and liveability. This vision, together with a renewed development interest in tall buildings in Hamilton's core will, over time, fundamentally change the shape of the Downtown.

As part of the current review of the Downtown Secondary Plan, Planning staff at the City of Hamilton identified the need for guidelines surrounding the development of tall buildings within Hamilton's downtown. The existing Secondary Plan includes height limits, but also permits exceptions where certain criteria (sun, shade or wind impacts on public spaces) are mitigated. Initiated in 2014, the *Downtown Hamilton Tall Buildings Study* (the *Study*) was developed in conjunction with the Secondary Plan Review, and acts as input into the final update of the Secondary Plan. The *Study* establishes a planning framework that will guide where tall buildings are appropriate, provide clarity around how these mitigation strategies are to be evaluated, and include specific design guidance around tall building height, fit and relationship to context.

The Downtown Hamilton Tall Buildings Study outlines the process (See Section 1.3) that was initiated in December 2014 and completed in May 2016. The Downtown Hamilton Tall Buildings Guidelines is a key deliverable of the Study and outlines a series of performance based measures to inform site and building design. Both documents should be read and used in conjunction with its companion document.

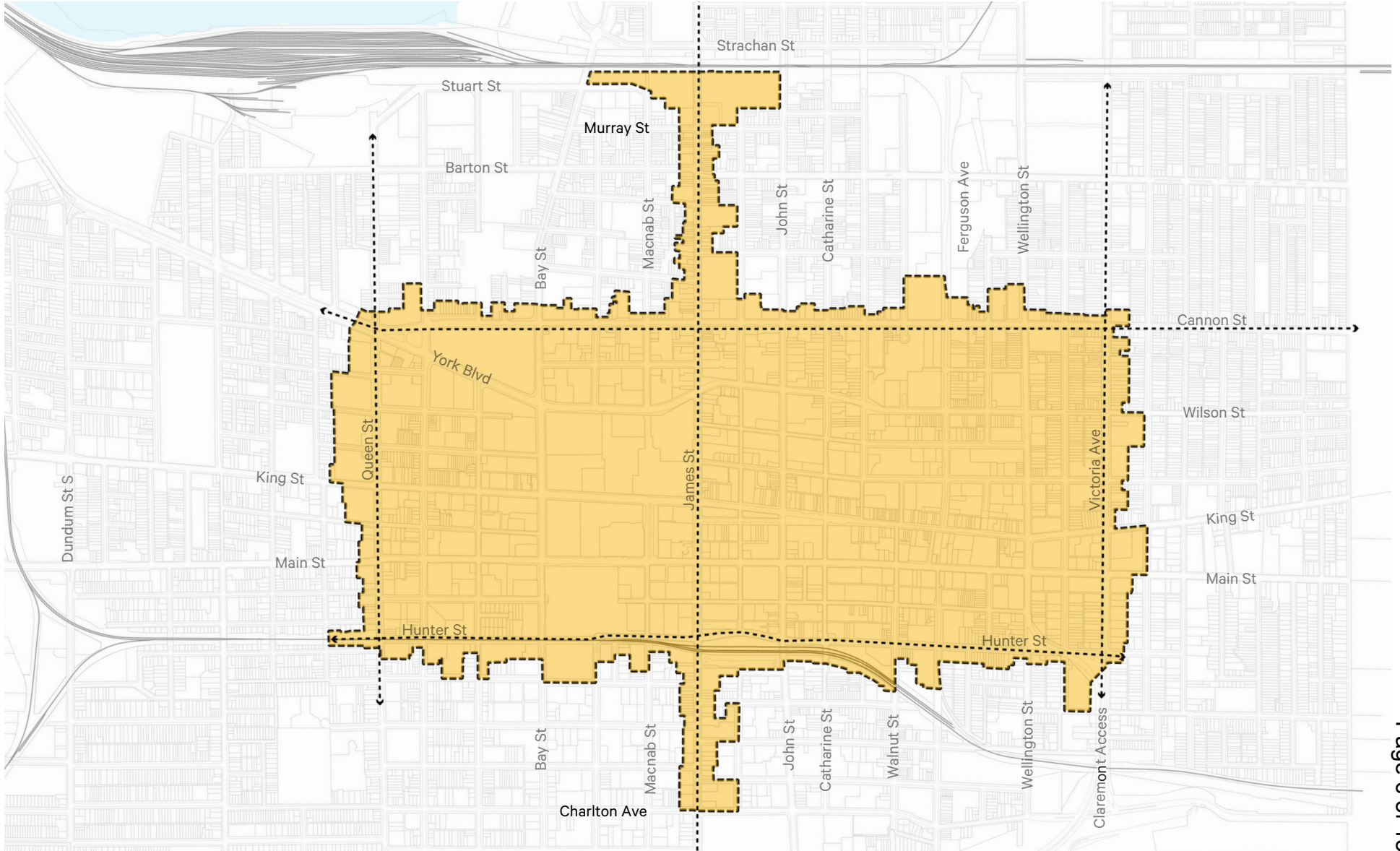
Key Considerations

As part of the Study, the following considerations are addressed:

- **What is Tall?** – The definition of “tall buildings” within the Hamilton context.
- **Unique Context** – The study considers unique aspects of Hamilton's downtown with regards to tall buildings, specifically: topography, natural heritage (Niagara Escarpment) views (from the Escarpment and/or harbour), parcel size, and key transit corridors/hubs.
- **Context and Fit** – The guidelines define appropriate locations, heights and relationships for tall buildings and consider the Site Character Area and the varying contexts of the surrounding neighbourhoods.
- **Climatic Consideration** – The cumulative impacts of sun, shade, and wind are addressed, with criteria that are to be used for their evaluation.



Below: Study area map (in yellow)





- **Heritage Buildings** – The protection of, and relationship to heritage buildings are addressed by the guidelines. Additionally, specific guidelines related to land assembly in this context are provided.
- **Open Space** – The relationship of tall buildings to existing open spaces and the provision of new open spaces are addressed. This includes density and/or height bonusing.
- **Conformance with Zoning** – The new guidelines will be aligned with the Zoning By-law as part of the Secondary Plan review process.

Study Boundary

The Downtown Tall Buildings Study area is very similar to the Downtown Hamilton Secondary Plan area. It is bounded by Cannon Street to the north, Victoria Avenue to the east, Hunter Street to the south, and Queen Street to the west and includes the properties fronting onto James Street North to Stuart Street and onto James Street South to Charlton Avenue. Both sides of the bordering streets are included. It overlaps six downtown neighbourhoods: Beasley, Central, Corktown, Durand, Landsdale, and Stinson.

1.2 Policy Context

Several key policy documents and studies inform the Hamilton Downtown Tall Buildings Study, as follows:

Urban Hamilton Official Plan (2013)

The *Urban Hamilton Official Plan* applies to the lands in the urban area of the city. The Plan includes many policies that, at a broad level, relate to tall buildings. Contained within is a dedicated section for urban design policies that describe the general relationships of buildings to their surrounding context and requirements for mitigation of negative impacts.

Downtown Hamilton Secondary Plan (2005)

The Downtown Hamilton Secondary Plan was the first formal plan for the Downtown core, approved in 2001. The Downtown Hamilton Secondary Plan provides specific direction regarding the role and character of different streets and corridors within the Downtown. Additional direction is provided for the *transitional* neighbourhoods in the Downtown's perimeter and specific areas. Recommendations around height are found throughout and generally respond to the character of each area.

Downtown Hamilton Secondary Plan Review and Update (2018)

A review of the Downtown Hamilton Secondary Plan is currently underway to update the land use policies and mapping. As part of the review, the City is carrying out this Tall Buildings Study.

James Street North Mobility Hub Study (2014)

The Provincial Government (Metrolinx) opened the West Harbour GO Transit station at 353 James Street North in Hamilton in June 2015. This location is identified as a *Mobility Hub* by Metrolinx. The James Street North *Mobility Hub* Study was initiated to study the area around the GO Transit station and identify opportunities and actions required to achieve a successful *Mobility Hub*. The study was presented to Planning Committee on September 19, 2014 and approved by Council on September 24, 2014.

The *James Street North Mobility Hub* study area overlaps with part of the Downtown as addressed through the *Downtown Secondary Plan*, specifically the segment of James Street North (north of Cannon Street) and the transit station area itself. *The James Street North Mobility Hub Study* includes specific recommendations for the *built form* within this area and puts forward a series of demonstration plans for "Opportunity Sites". "Opportunity Sites" no. 5, 6 and 7 are located within the Secondary Plan area.

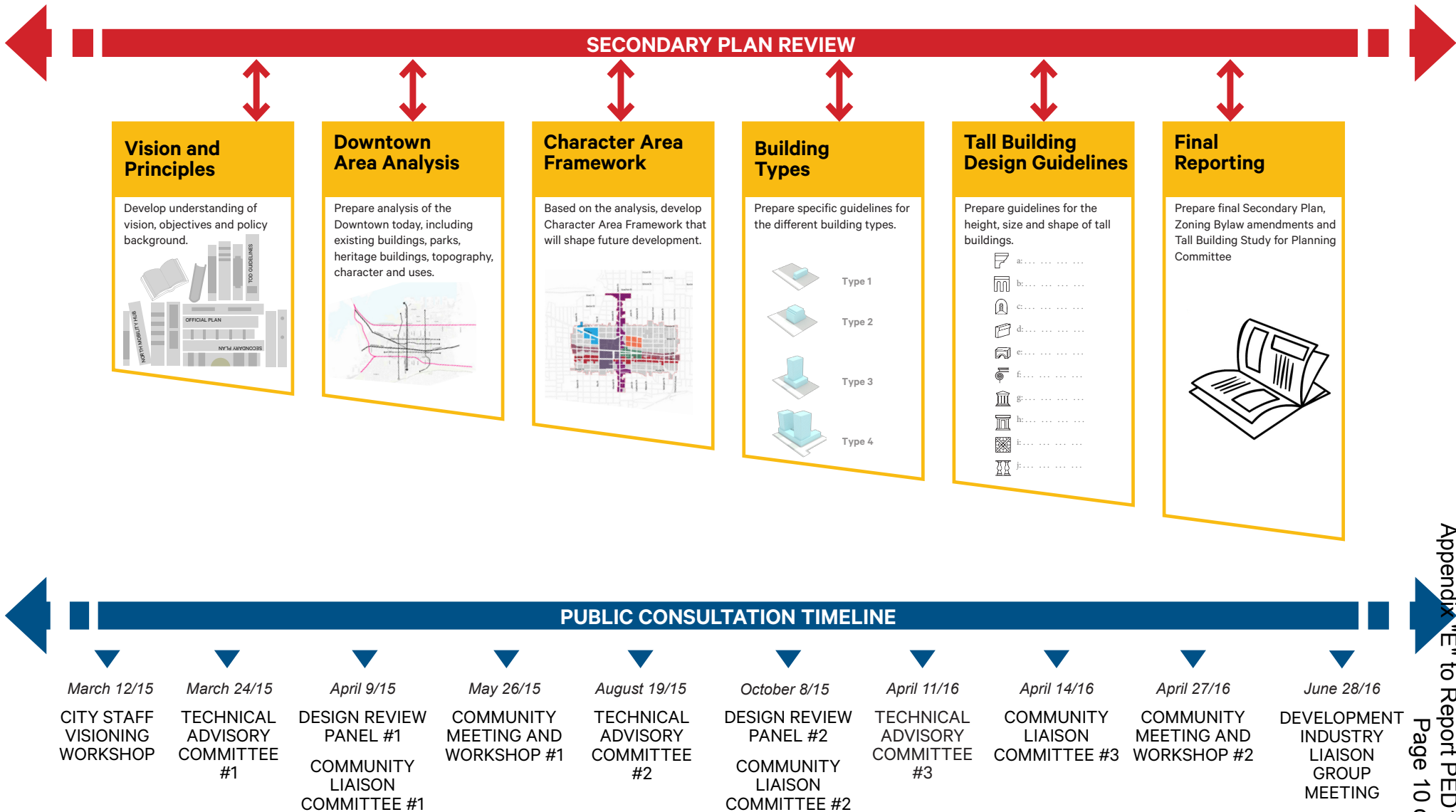


Additional Related Studies

The Tall Buildings Report and Guidelines are informed by a number of related guidelines and studies, including but not limited to:

- *Downtown Hamilton Secondary Plan (2001/2018)*
- *City of Hamilton Public Art Master Plan (2016)*
- *Hamilton Downtown Built Heritage Inventory (2014)*
- *James Street North Mobility Hub Study (2014)*
- *City of Hamilton Cultural Plan (2013)*
- *Strathcona Secondary Plan Urban Design Guidelines (2013)*
- *Clean & Green Hamilton Strategy (2012)*
- *John Rebecca Park Master Plan (2012)*
- *Pedestrian Master Plan (2012)*
- *Gore Park Master Plan (2010)*
- *Transit Oriented Development Guidelines (2010)*
- *York Boulevard Streetscape Master Plan (2010)*
- *Downtown Transportation Master Plan (2008)*
- *Niagara Escarpment Commission Visual Assessment Guidelines (2008)*
- *Pedestrian Network Strategy Working Paper (2007)*
- *Downtown Heritage Character Zone Design Guidelines (2006)*
- *The King Street West Streetscape Master Plan (2004)*
- *Downtown Mobility Streets Master Plan (Bay Street, James Street, John Street, Hunter Street) (2003)*
- *Hughson Streetscape Master Plan (2003)*
- *King William Streetscape Master Plan (2003)*

1.3 Study Process





1.4 Stakeholder Consultation

Between March 2015 to June 2016, several phases of consultation occurred with the Community Liaison Committee (CLC), Technical Advisory Committee (TAC), the Design Review Panel (DRP), the Development Industry Liaison Group (DILG) and the public. The key elements of each session are outlined below.

City Staff Visioning Workshop

[March 12, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Review of Best Practices
- Workshop #1 Group Discussion Planning Framework Gap Analysis
- Presentation and Review of Draft Analysis & Inventory
- Workshop #2: Views, Landmarks and View Termini
- Workshop #3: Draft Character Area Framework

Technical Advisory Committee Meeting #1

[March 24, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Planning Framework Gap Analysis
- Presentation and Review of Draft Analysis & Inventory
- Character Area Framework

Design Review Panel Presentation #1

[April 9, 2015]

- Purpose of the Tall Buildings Study
- Review of Goals and Objectives
- Confirmation of Draft Principles
- Draft Downtown Area Analysis and Inventory

Community Liaison Committee Meeting #1

[April 9, 2015]

- Review of Goals and Objectives
- Confirmation of Draft Principles
- Planning Framework Gap Analysis
- Character Area Framework
- Contextual Mitigation
- Building Massing

Community Meeting and Workshop #1

[May 26, 2015]

- Open House; Review Panels
- Presentation
- Questions/Discussion
- Workshop #1: Inventory and Analysis
- Workshop #2: Character Areas Review
- Workshop #3: Options Review
- Workshop Feedback

Technical Advisory Committee Meeting #2

[August 19, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Design Review Panel Presentation #2

[Oct. 8, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Liaison Committee Meeting #2

[Oct. 8, 2015]

- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Technical Advisory Committee Meeting #3

[April 11, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Liaison Committee Meeting #3

[April 14, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard
- Draft Final Report/Guidelines
- Questions/Discussion

Community Meeting and Workshop #2

[April 27, 2016]

- Open House; Review of Panels
- Overview of Study Process and Purpose
- What We've Heard

Development Industry Liaison Group Meeting

[June 28, 2016]

- Draft Final Report/Guidelines
- Questions/Discussion

1.5 Principles

Following preliminary analysis, background review, case studies and best practices review, the first round of consultation focused on identifying and clarifying the principles for the study. This was developed through an iterative process of consulting with City Staff, the Community Liaison Committee and the public. The Tall Buildings Study is guided by ten principles:



1. Tall Buildings form an **integral part of Downtown Hamilton.**



2. The form, shape and height of Tall Buildings should be shaped to **mitigate potential negative impacts.**



3. Tall Buildings within Downtown Hamilton should **respond to the unique topography and landscape**, including the Escarpment and the Waterfront.



4. Tall Buildings within Downtown Hamilton should **support the creation of a robust and accessible public realm**, including buildings, parks, streets and plazas.



5. Tall Buildings should be located in a fashion that **preserves key views and termini** both to and from the Downtown.



6. The location, shape and form of Tall Buildings should **respond to the surrounding neighbourhood context**.



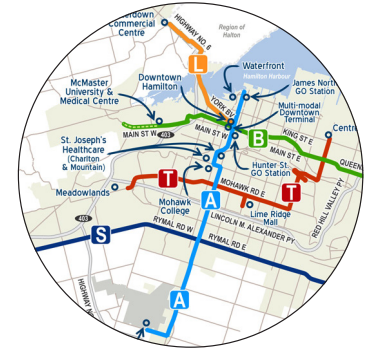
7. The shape and form of Tall Buildings should **respond to and respect existing heritage buildings and districts**.



8. Tall Buildings should be designed in a way that **mitigates the negative impacts of climatic conditions** (wind and sun).



9. Additional height should be considered as an incentive to **realize related policy objectives**.



10. Location of Tall Buildings should be **informed by existing and future Transit Infrastructure**.



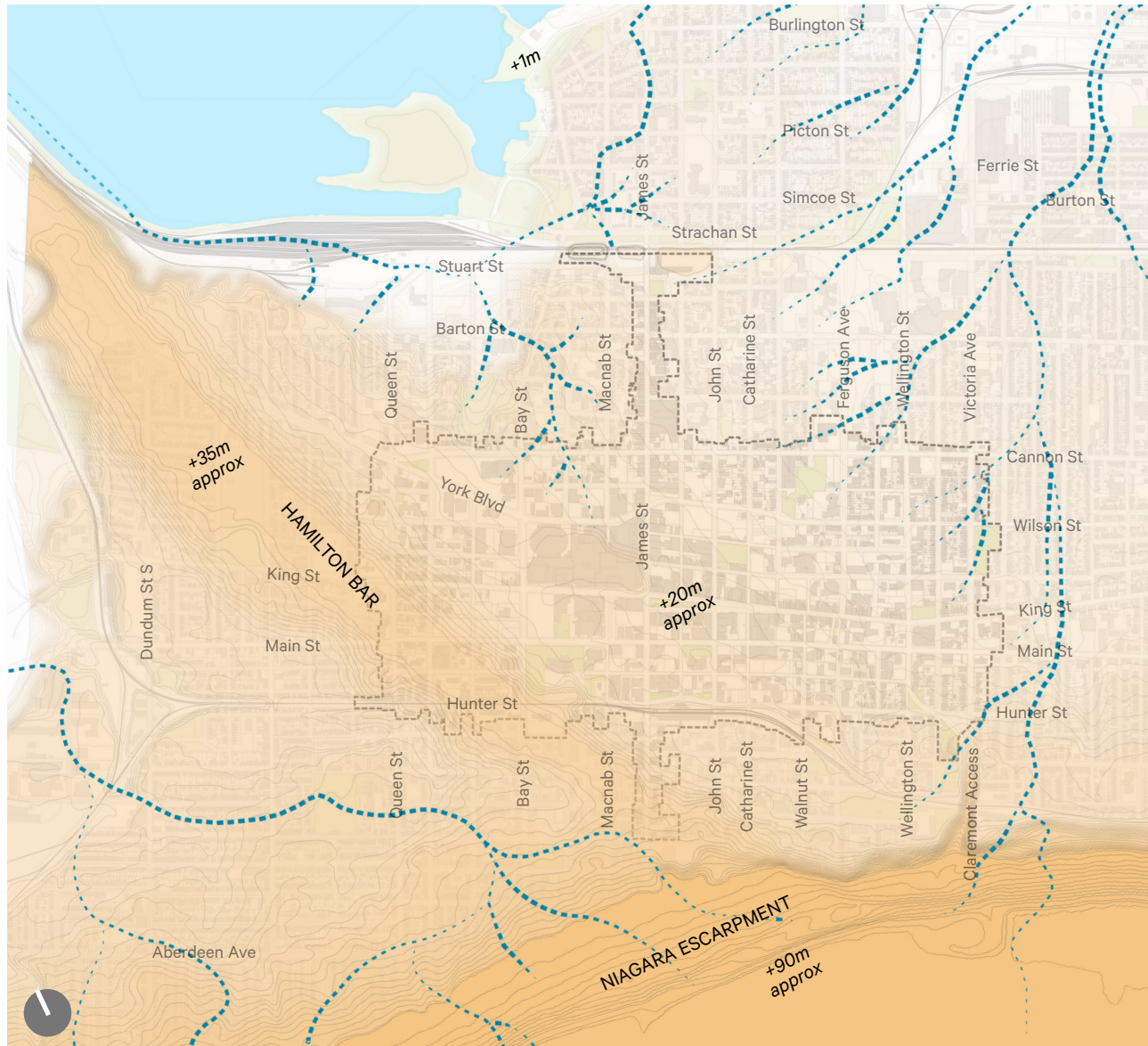
2.0 Downtown Area Analysis



The physical shape and form of the Downtown can help determine where Tall Buildings would be most appropriately located. The following diagrams illustrate an analysis conducted for the Downtown Area, focusing on:

- Topography
- Downtown Connections
- Surrounding Neighbourhoods
- Heritage Buildings
- Surface Parking Lots
- Places of Worship
- Parks, Schools & Schoolyards
- Transit
- Views
- Existing Tall Buildings
- Recent Development Applications

2.1 Topography

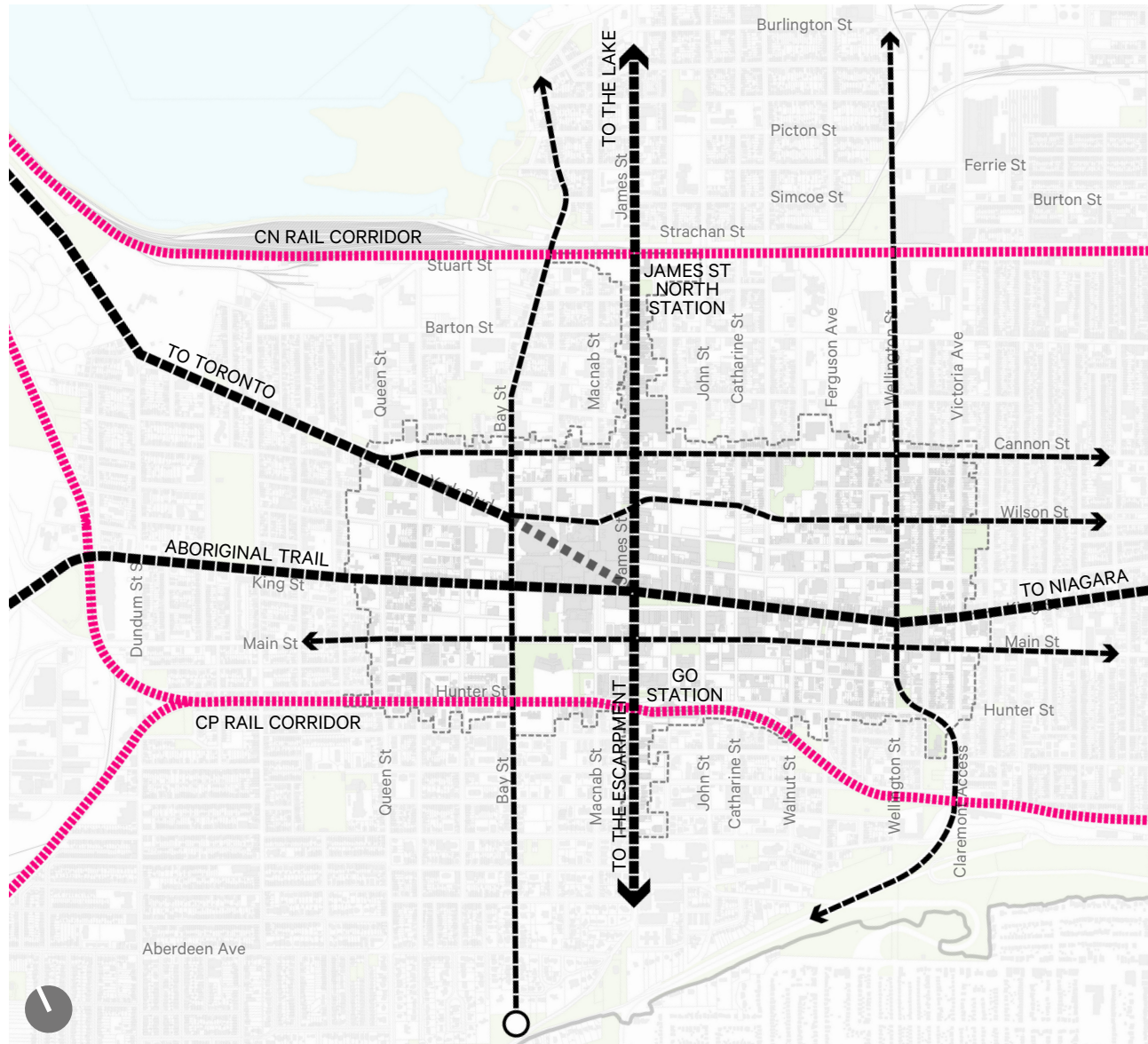


The topography of Hamilton's Downtown is influenced by a number of factors, most prominently the Niagara Escarpment, a UNESCO Biosphere Reserve which runs roughly parallel to Downtown's southern edge. The Niagara Escarpment is a power visual feature due to its height and striking landscape character and contributes significantly to the character and identity of the Downtown and City of Hamilton as a whole.

In addition to the Niagara Escarpment, the topography of Downtown includes Hamilton Harbour to the north, together with remnant creeks that flow from the south-west to the north-east; and, the Hamilton Bar, a geological formation dating from the glacial period that represents a rise following the line of York Boulevard out to Burlington Heights. The Tall Buildings Study considers the relationship between topography and building height in Downtown Hamilton.







2.2 Downtown Connections

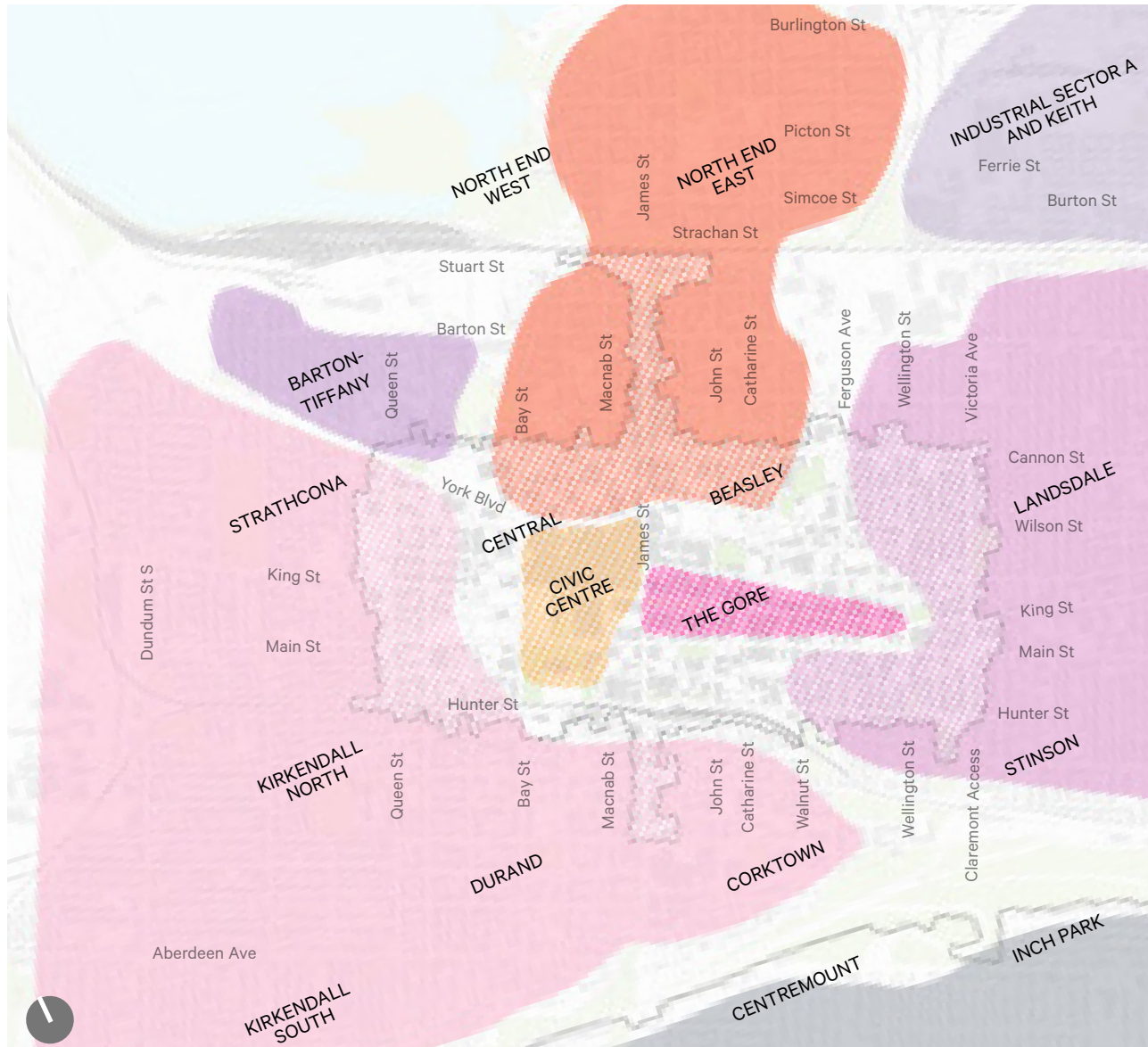


Hamilton's Downtown is shaped by a number of key elements that either connect or divide the city, including: the original Aboriginal Trail (King Street); York Boulevard; James Street; the former Toronto, Hamilton and Buffalo Railway corridor (Hamilton GO Station); and the Canadian National Railway corridor (James Street North Station).

These connectors and dividers have a great impact in the way the urban fabric of Hamilton has developed and continues to evolve.

-  Railway corridors
-  Original trails
-  Segment of original trail currently occupied by the Civic Centre
-  Key downtown connection routes

2.3 Surrounding Neighbourhoods



Downtown Hamilton is surrounded by residential neighbourhoods, several of which overlap with the boundary of the Downtown. Each neighbourhood has its own unique physical character creating diverse interface conditions and typologies in the Downtown. The Tall Buildings Study considers how to best *transition* to and interface with these neighbourhoods, from a character perspective as well as a *built form* perspective.

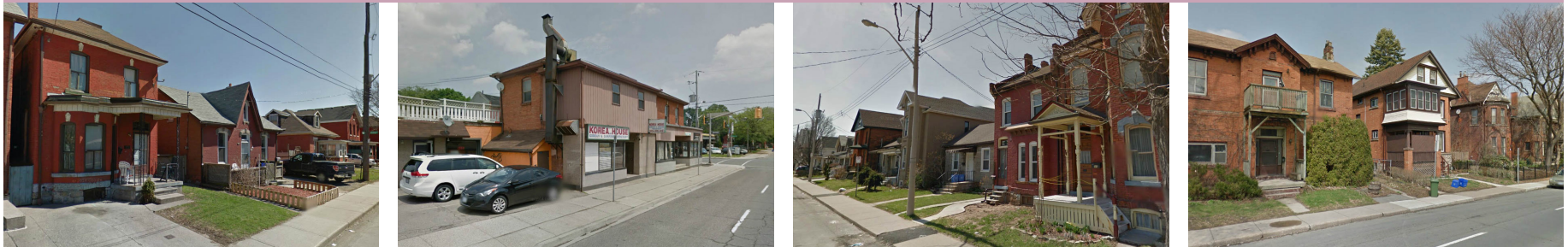


Strathcona, Kirkendall, Durand, Corktown



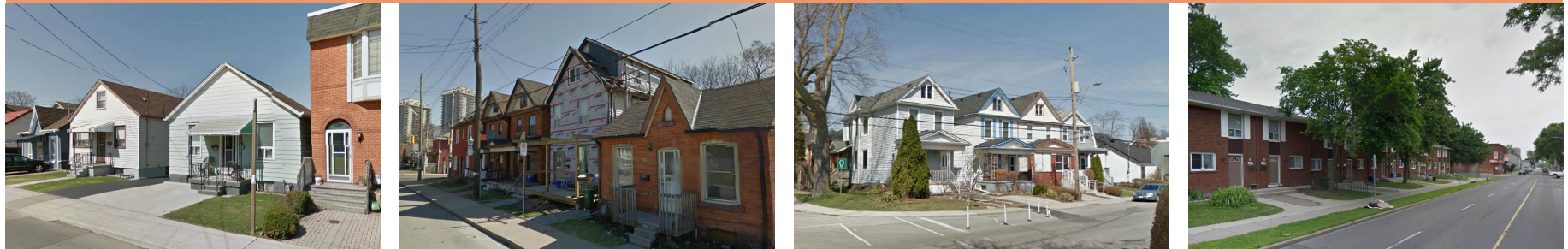
Characterized by regular rectilinear blocks, the neighbourhoods to the west of the Downtown include a consistent mix of larger homes of Victorian vintage. Parts of this mix extend into the Downtown, up to Caroline Street.

Landsdale, Stinson



The urban fabric to the east of the Downtown shares many characteristics with the neighbourhoods to the west, but is more varied and extend into parts of the Downtown as well, up to and beyond Wellington Street.

North End East, Beasley



Characterized by a diverse collection of buildings on varied lot sizes, elements of the North End's unique *built form* character extend into the Downtown up to approximately York Boulevard.

Barton - Tiffany



The residential areas of Barton-Tiffany are distinct from those south of York Street and those east of Hess Street. They are characterized by larger, compact homes on regularly sized lots with a generous canopy.

Civic Centre



Characterized by the modernist City Hall, the Civic Centre is a collection of larger civic buildings that represent an ambitious, if incomplete, vision for the Downtown's *public realm*.



Industrial Sector A and Keith



Characterized by modest homes and larger industrial parcels, these neighbourhoods are contained to the areas north of the CN rail corridor.

The Gore

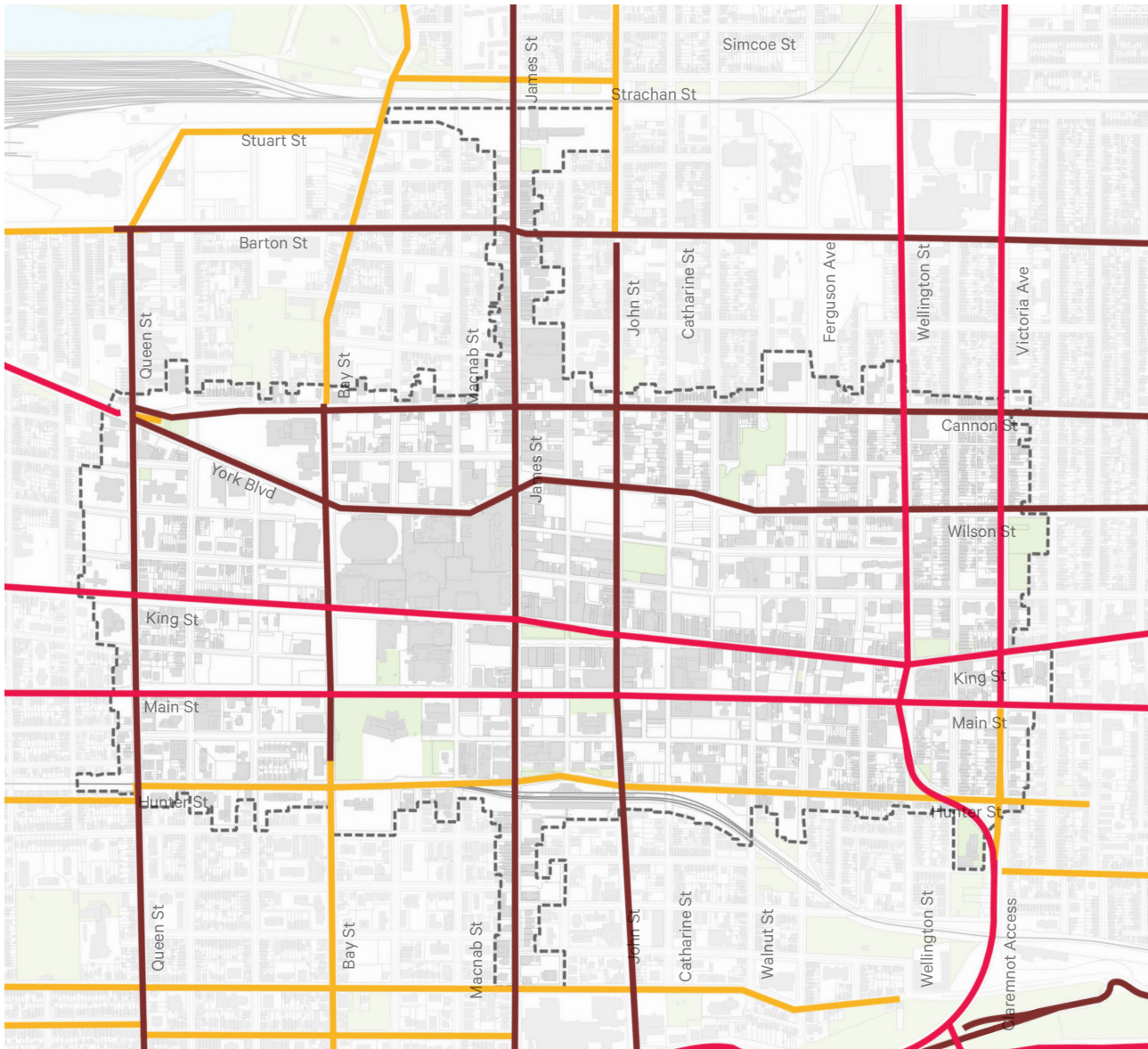


Centred around Downtown Hamilton’s primary public space- Gore Park- the Gore Neighbourhood is characterized by a consistent collection of civic buildings that frame the Park.





2.4 Streets



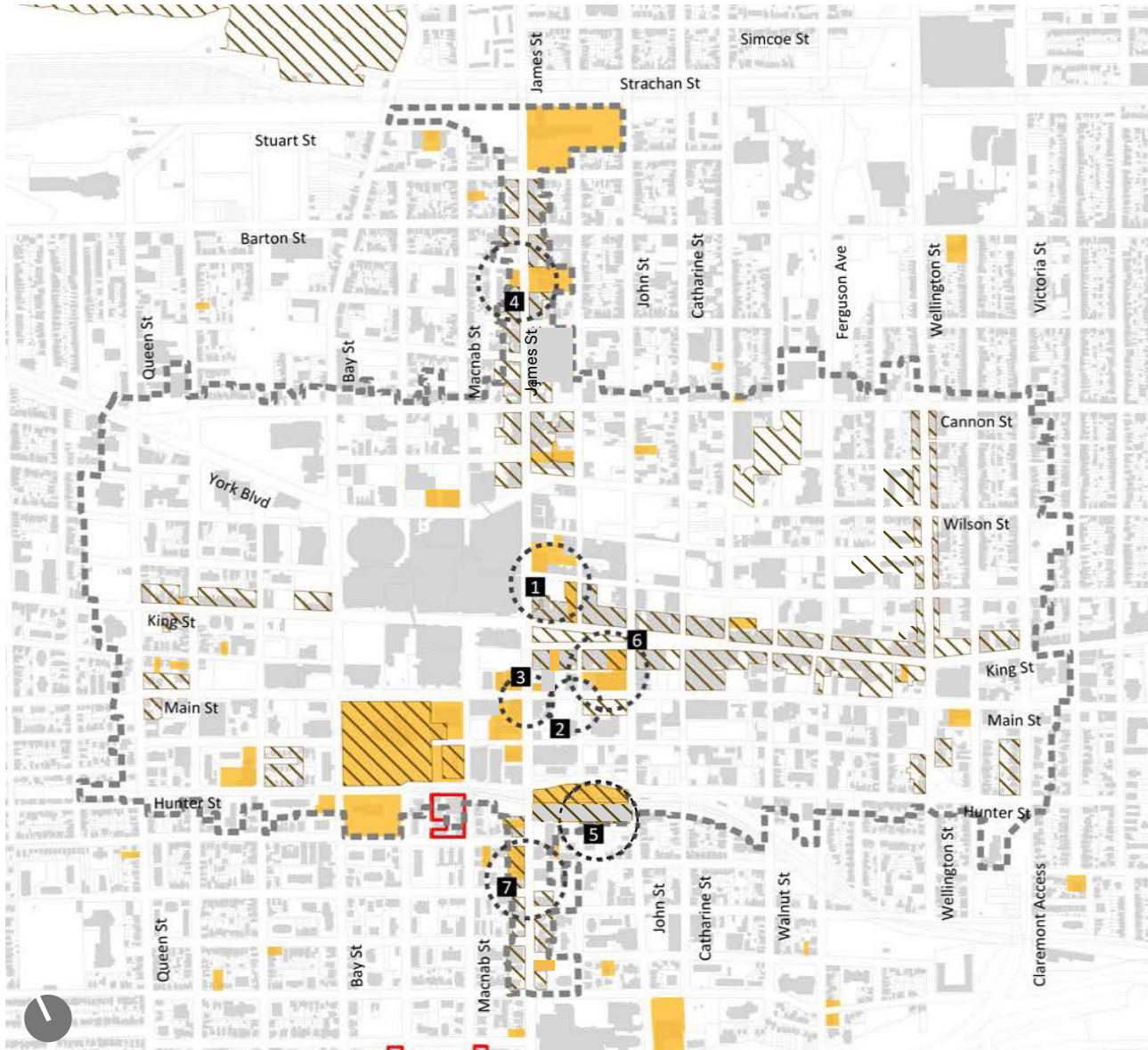
The Urban Hamilton Official Plan (UHOP) provides a functional road classification and associated policies that recognizes differing needs for streets in the Downtown depending on their role. According to the UHOP, “an efficient road network will accommodate anticipated traffic volumes at a reasonable level of service while balancing the needs of all road users and vehicles for the efficient movement of people and goods and providing a right-of-way for underground utilities.”

Public right-of-way road widenings shall not be taken from streets within the Downtown Hamilton Secondary Plan area unless identified in Schedule C-2 - Future Road Widenings of Volume 1 of the UHOP.

Most Downtown Streets fall within three right-of-way widths: 15.24 m, 20.12 m and 26.22 m.




- Major Arterial (26.22 m)
- Minor Arterial (20.12 m)
- Collector (15.24 m)

2.5 Heritage Buildings



Heritage buildings and streetscapes define Downtown Hamilton as a unique place. The existing concentration of heritage built form is one of the key strengths and opportunities in Downtown Hamilton.

Downtown Hamilton contains the highest concentration of cultural and built heritage resources within the City. The heritage structures and spaces define Downtown as a unique place and provide a physical history of the community. There are a number of buildings, easements and landscapes that have been designated under Part IV of the *Ontario Heritage Act*, listed in the municipal inventory for buildings and cultural heritage landscapes, and listed in Canada's Inventory of Historic Buildings. The Downtown Hamilton Secondary Plan recognizes the value of heritage buildings, streetscapes, and cultural landscapes and places a priority on their retention, re-use and enhancement. Specific guidelines are required for the integration and response of tall buildings within heritage properties. The shape and form of tall buildings should respond to and respect the existing architectural legacy found within the Downtown.

-  Cultural Heritage Landscapes
-  Designated under the Ontario Heritage Act
-  Heritage Conservation District



1. Lister Block - 1923



3. Pigott Building - 1928



5. Hamilton GO Centre - 1933



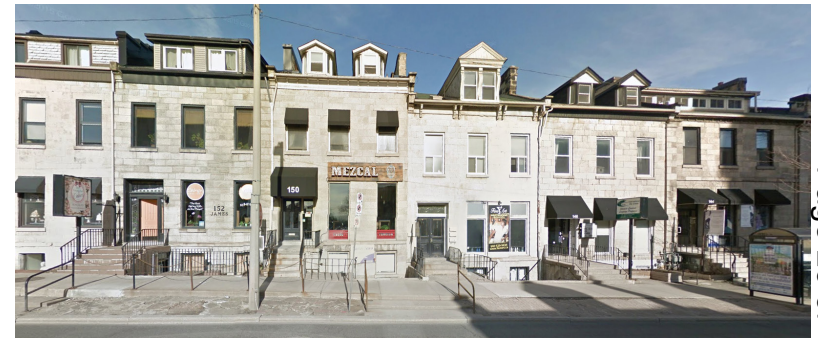
2. Landed Banking and Loan Company Building - 1908



6. John Sopinka Courthouse - 1935

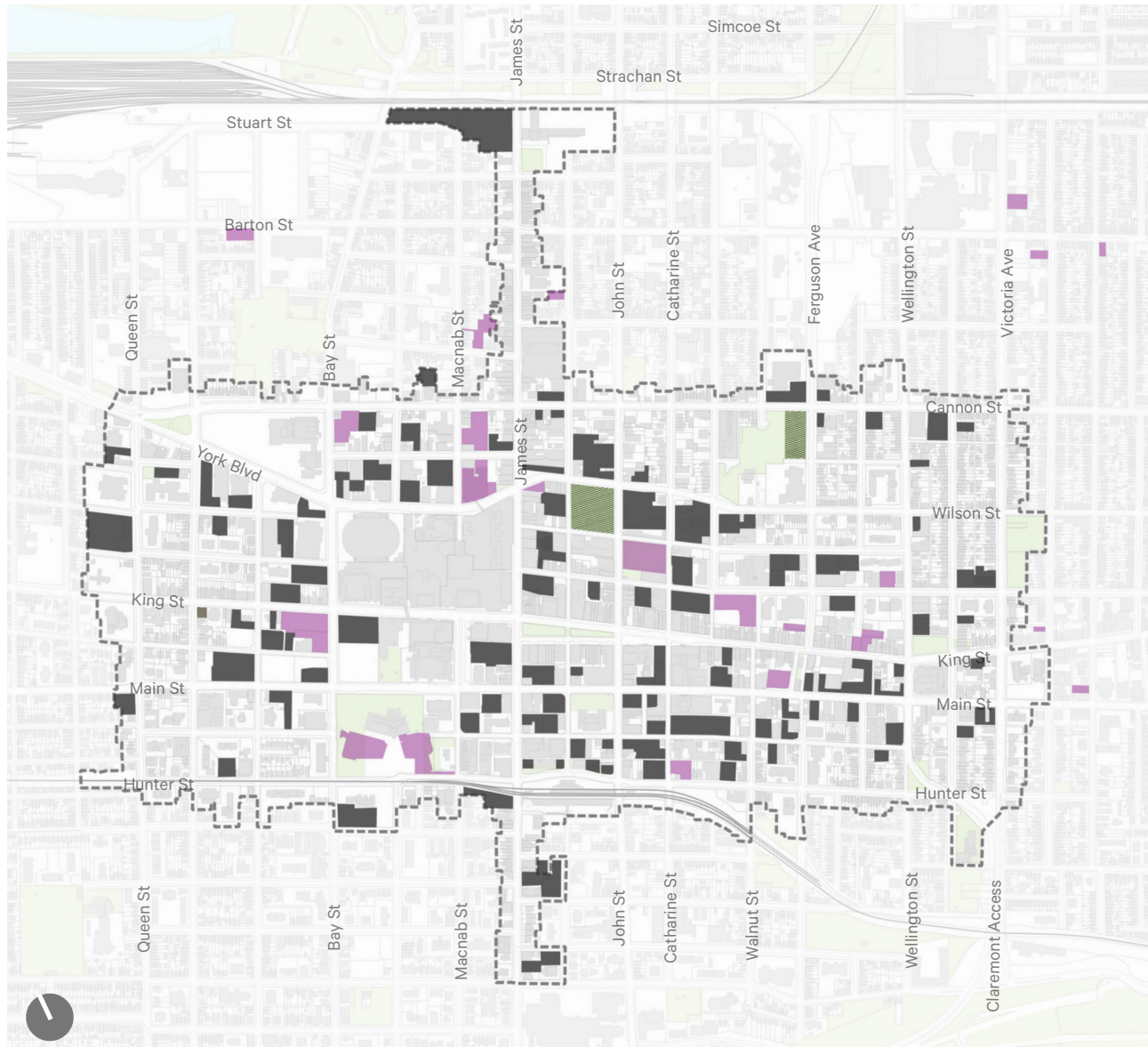


4. Hamilton Brass Manufacturing Co. Building - 1873



7. James St South Stone Terrace buildings - 1854

2.6 Surface Parking Lots

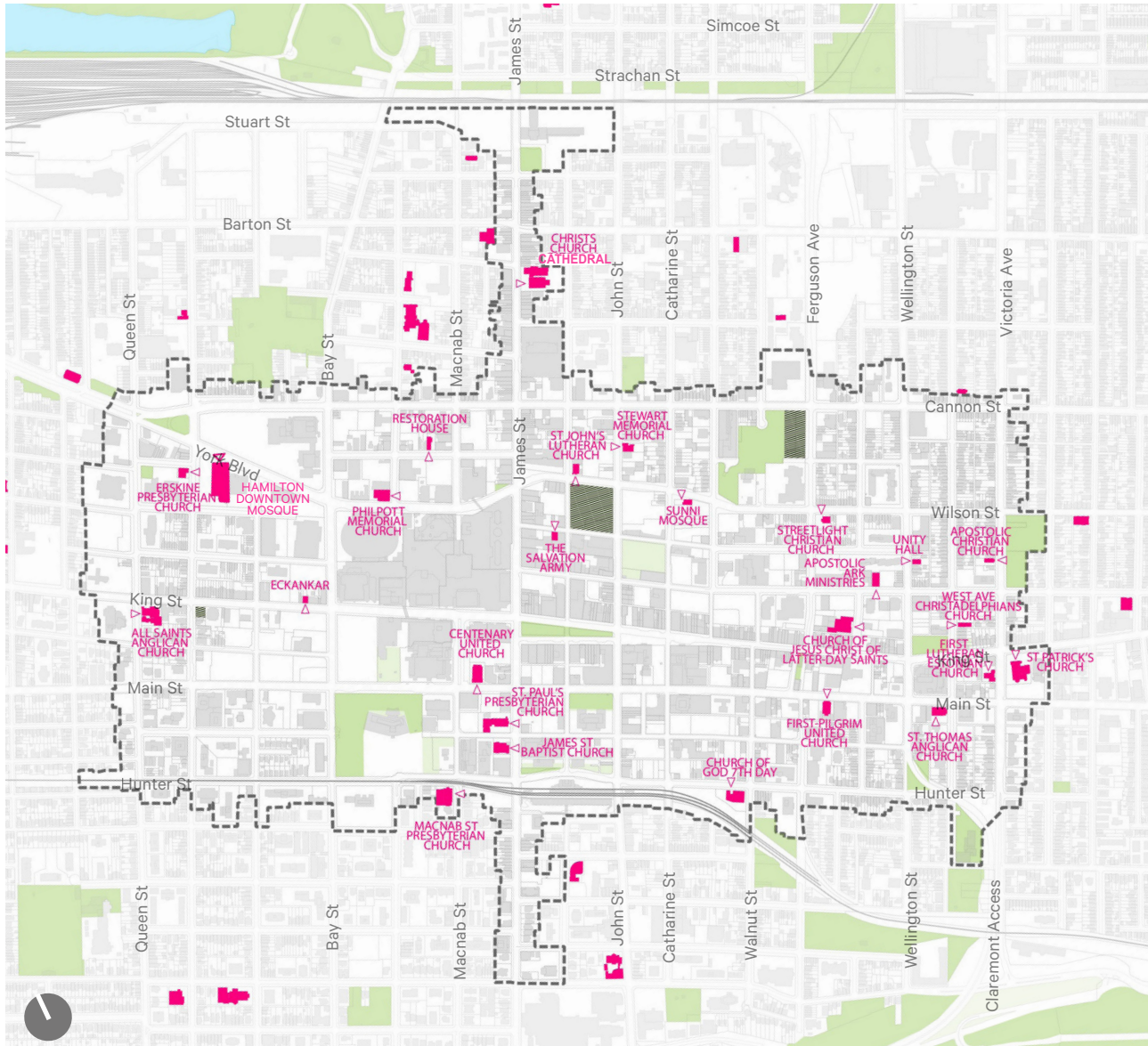


The Downtown includes a significant number of surface parking lots that are either privately or publicly owned. Existing surface parking lots are suitable/ideal for infill which could take the form of tall buildings, and will require particular attention in the Study. Two parking lots (shown in green) have already been identified in the Secondary Plan as locations for future parkland.

- Municipal Surface Parking Lots
- Private Surface Parking Lots
- Existing Parking Lots Designated for Future Park Use in the Official Plan



2.7 Places of Worship

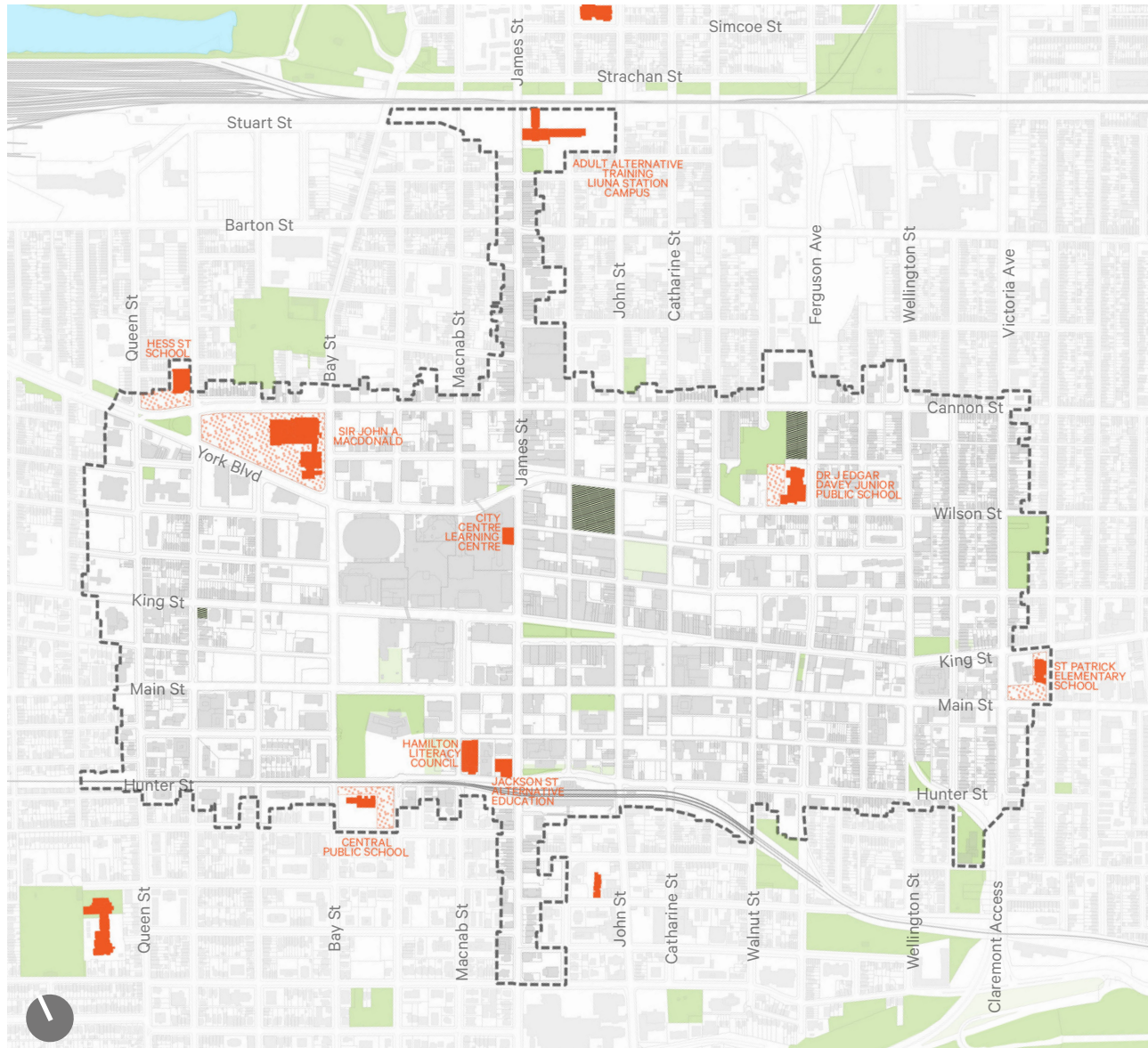


Places of worship play a special role in the life of Hamilton's Downtown and many are heritage buildings and/or landmarks within their neighbourhoods. Impacts on important views and/or significant architectural features will need to be considered and mitigated.

The *boulevard* area fronting the entrance of a place of worship is commonly used as a space for congregation, and therefore acts as an important civic open space within the Downtown and care must be taken to mitigate any potential negative impacts of tall buildings on such spaces.

The map to the left identifies all places of worship within the Downtown, along with their primary entrances and orientations.

2.8 Parks, Schools & Schoolyards



Park space within the Downtown is currently limited and care must be taken to mitigate any potential negative impacts of tall buildings on these spaces. Opportunities to augment the open space network should be considered.

Schools and their yards are key components of the Downtown's open space network. Shade, overlook and other impacts on these spaces will need to be considered and mitigated. In addition to the parks, schools and yards, the map also identifies major schools and learning centres located in the Downtown.

As the Downtown intensifies, open spaces including school yards and green roofs, will be valuable open spaces that should be considered for additional programming and increased public access, as a way to complement the broader parks and open space network.

- Existing Parks
- Future Parks
- Schools
- School Yards



Bayfront Park



Beasley Park



City Hall plaza



Prince's Square



Gore Park



Corktown Park

2.9 Transit



The map to the left highlights three of the proposed transit lines as part of the BLAST Plan, the network concept as a result of the 2007 Transportation Master Plan and the Metrolinx regional plan, The Big Move. The B Line is one of 15 priority projects in the Greater Toronto and Hamilton Area and studies are currently underway.

Rapid Ready is a five year multi-modal transportation plan approved by Hamilton City Council on February 27, 2013. The Plan includes a strategy to prepare Hamilton for rapid transportation and an outline of funding requirements.

The 10 Year Local Transit Strategy approved by Council in March 11, 2015 builds upon Rapid Ready and provides short term actions for City Council to continue developing its transit network.

- ■ ■ ■ B Line (BLAST network)
- ■ ■ ■ L Line (BLAST network)
- ■ ■ ■ A Line (BLAST network)
- ■ ■ ■ Railway Lines



Bus service at the Gore



Hamilton Train Station



Lakeshore West GO Train



Image of proposed LRT at King St and Wellington St

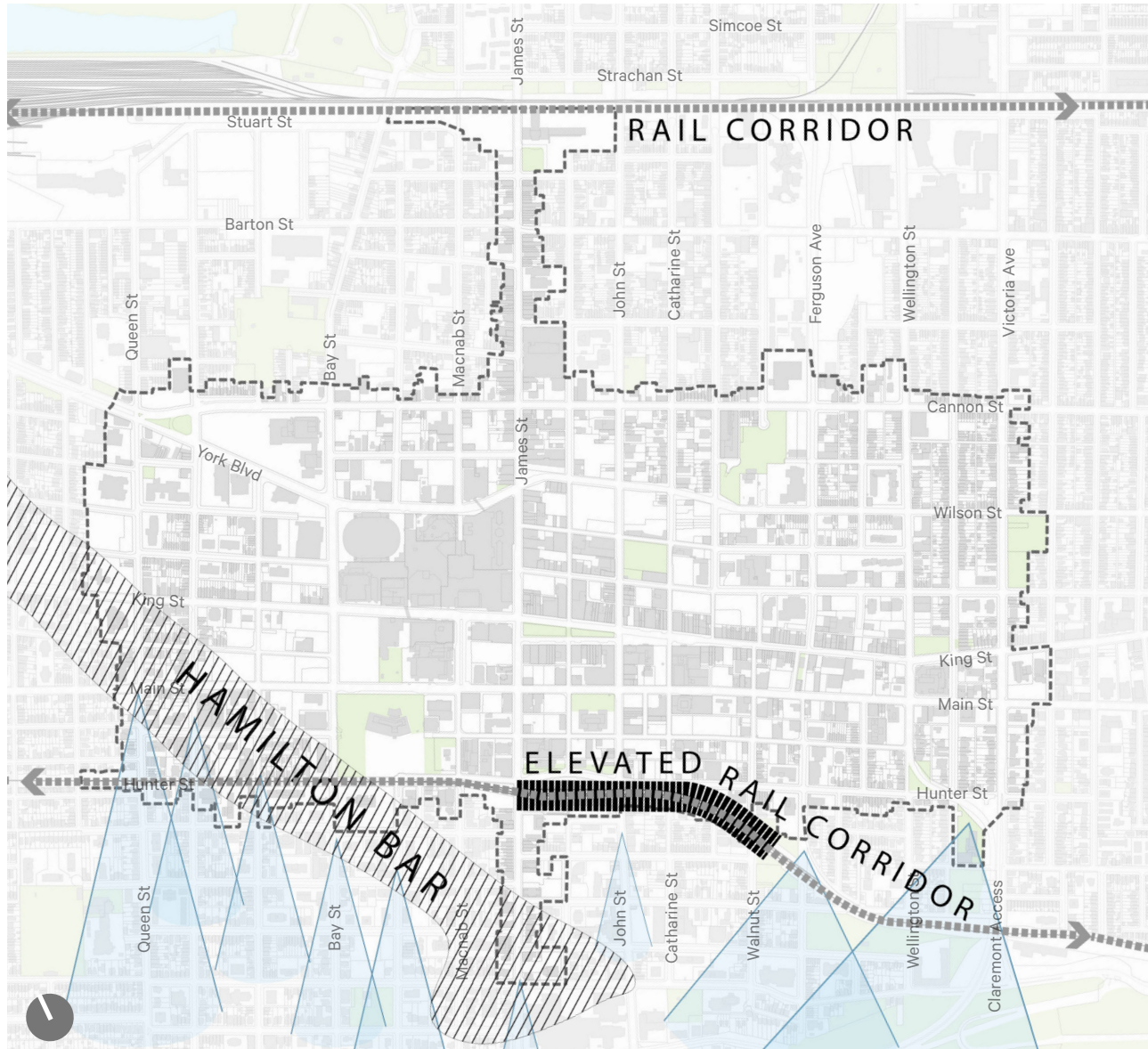


Image of proposed LRT on James St



Image of proposed LRT on Main St

2.10 Views Towards the Lake & the Escarpment



The Niagara Escarpment is the prominent feature that is visible at the terminus of several streets in the Downtown due to its close proximity, height, and forested natural character. This distinct feature is a UNESCO Biosphere Reserve and runs through Downtown Hamilton separating lower Downtown from the upper urban area behind the brow of the escarpment feature. The Niagara Escarpment is a powerful visual feature due to its height and striking landscape character that terminates the vistas looking southwards on several Downtown streets. Important views to this natural feature should be protected.



3. View of the Escarpment or 'Mountain' from East Hamilton.



1. View of the Escarpment from Queen St.

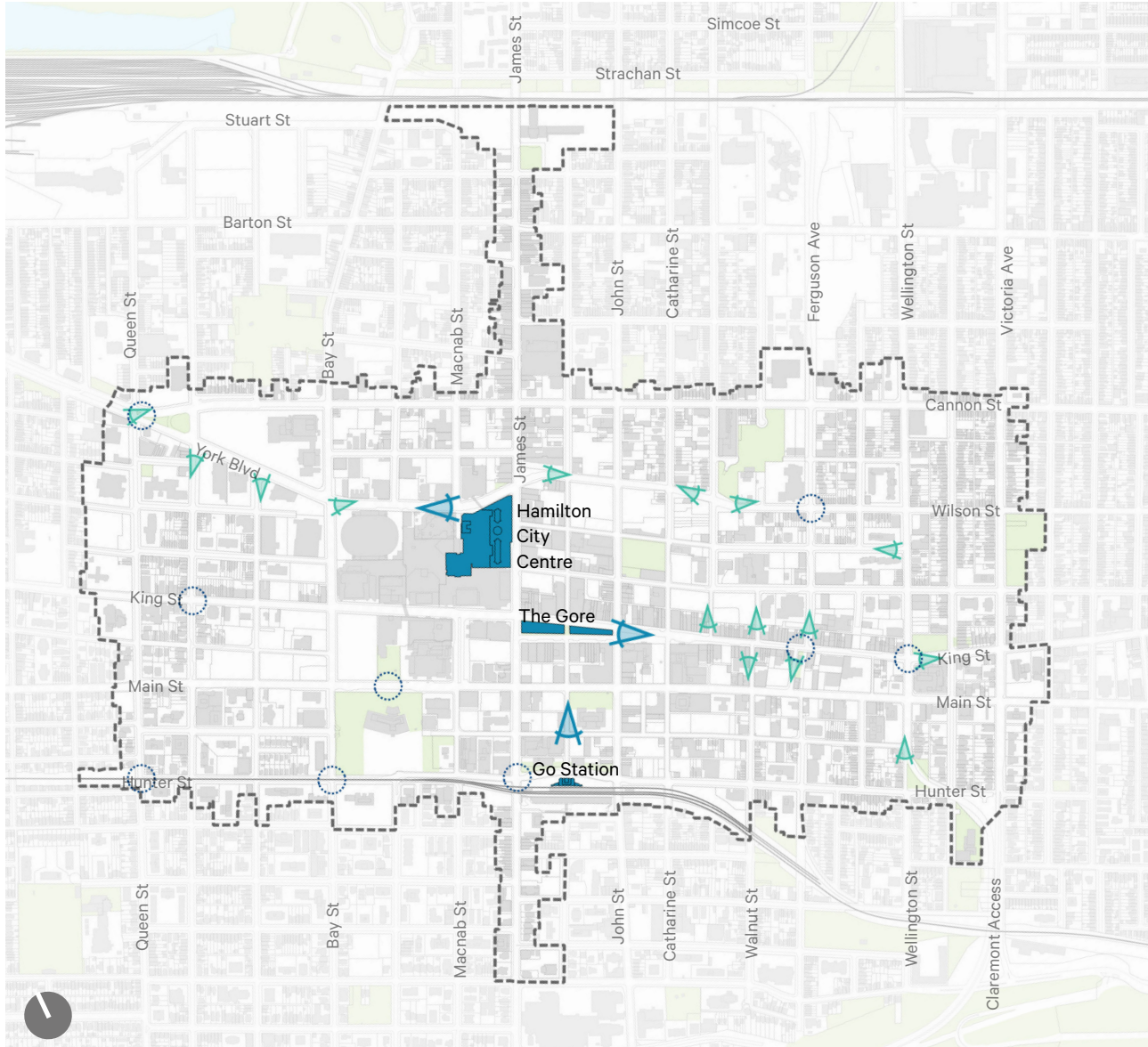


2. View towards the Escarpment from St Catharine St.



4. View of the Harbour from James St.

2.11 Vistas and Terminal Views



A Vista is “a line of vision, contained by buildings or landscaping, to a building or other feature which terminates the view” (Hamilton’s Site Plan Guidelines).

These terminal views are sites usually located at the end of a travel route or at a sharp bend of the road, and consequently visible from long distances. They are natural locations for landmark buildings and places, as they stand out from their surrounding context and are easily recognizable from afar.

That is the case for some of Hamilton’s Downtown landmarks, such as the Hamilton City Centre, the Go Station as well as the Gore.

The map identifies the location of other potential Vistas.

- Landmark
- Existing Vista
- Potential Vista
- Gateway as per Downtown Secondary Plan



1. GO Station Vista



2. Hamilton City Centre Vista

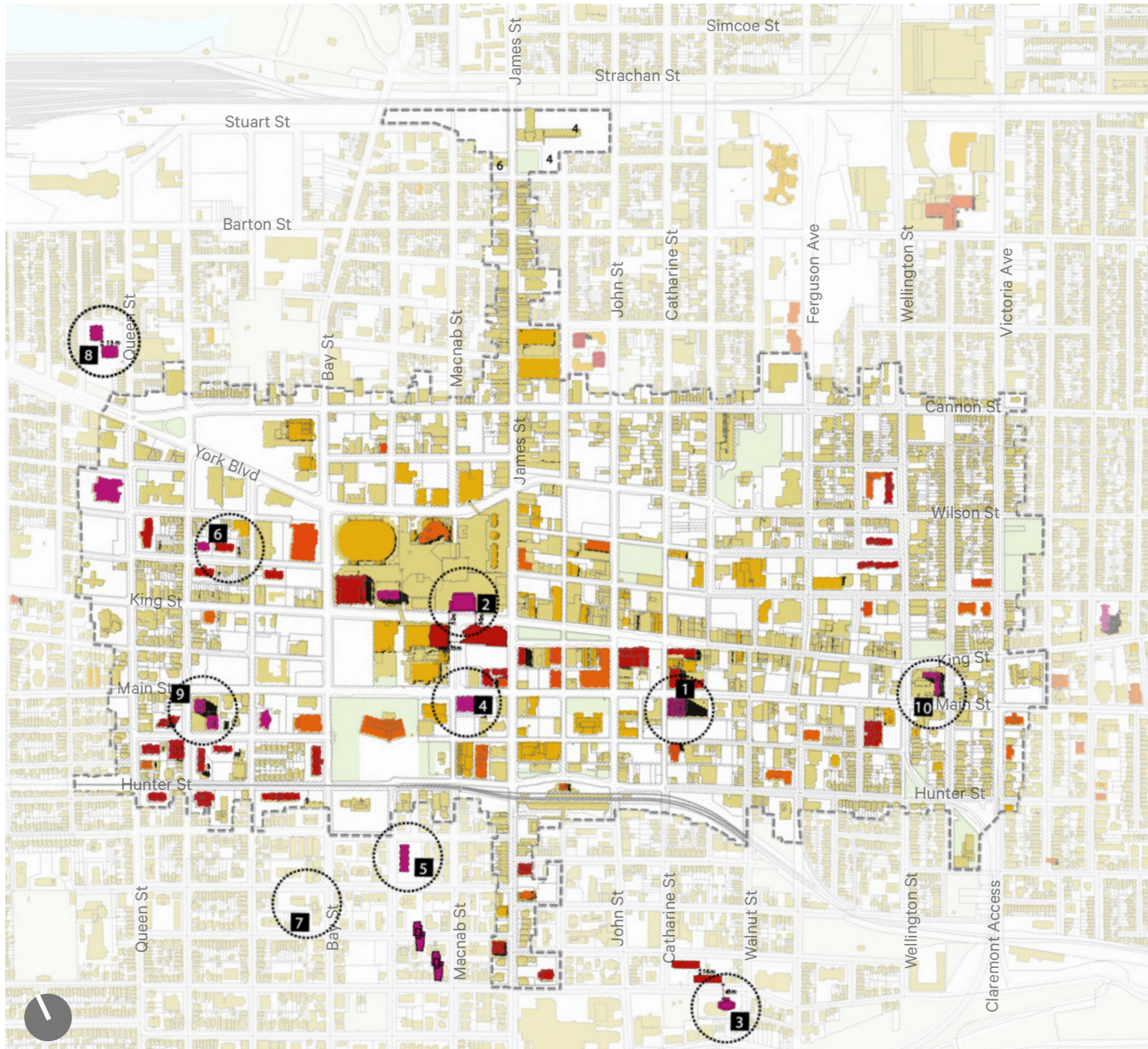


3. The Gore Terminal Vista





2.12 Existing Tall Buildings



The ten tallest existing buildings within and surrounding Hamilton's Downtown are indicated on the map. The following pages further outline year of construction, height and address. The majority of these (7) are between 22 and 25 storeys tall. The remaining three are 25, 33 and 43 storeys tall respectively.

Existing Tall Buildings



1. LANDMARK PLACE

Year: 1974
Height: 127 m (43 flr)
Address: 100 Main St.E.



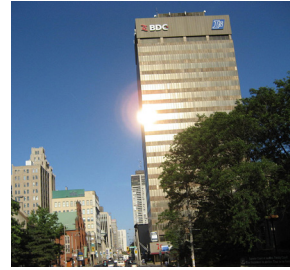
2. STELCO TOWER

Year: 1973
Height: 103 m (25 flr)
Address: 100 King St.W.



3. OLYMPIA APARTMENTS

Year: 1976
Height: 98 m (33 flr)
Address: 150 Charlton E.



4. BDC BUILDING

Year: 1971
Height: 91 m (22 flr)
Address: 25 Main St. W.



5. THE MARTINIQUE

Year: 1984
Height: 84 m (25 flr)
Address: 155 Park St. S.



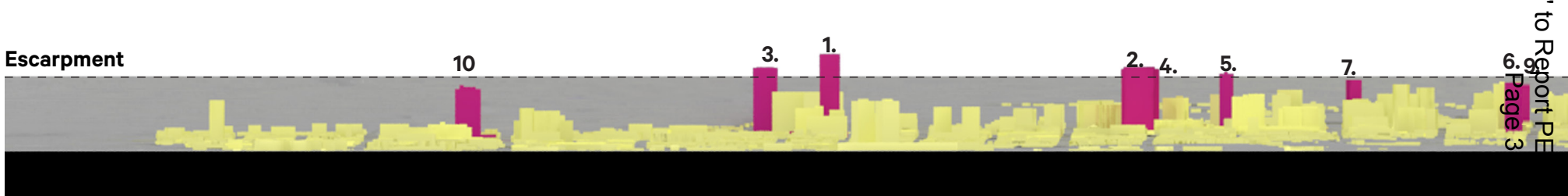
6. THE VILLAGER

Year: circa 1980
Height: 80 m (25 flr)
Address: 160 Market St.

Escarpment



Section at Victoria Street



View from the Lake



7. BAY 200

Year: 1975
Height: 80 m (25 flr)
Address: 200 Bay St. S.



8. QUEEN'S TERRACE

Year: 1974
Height: 80 m (25 flr)
Address: 151 Queen St. N.



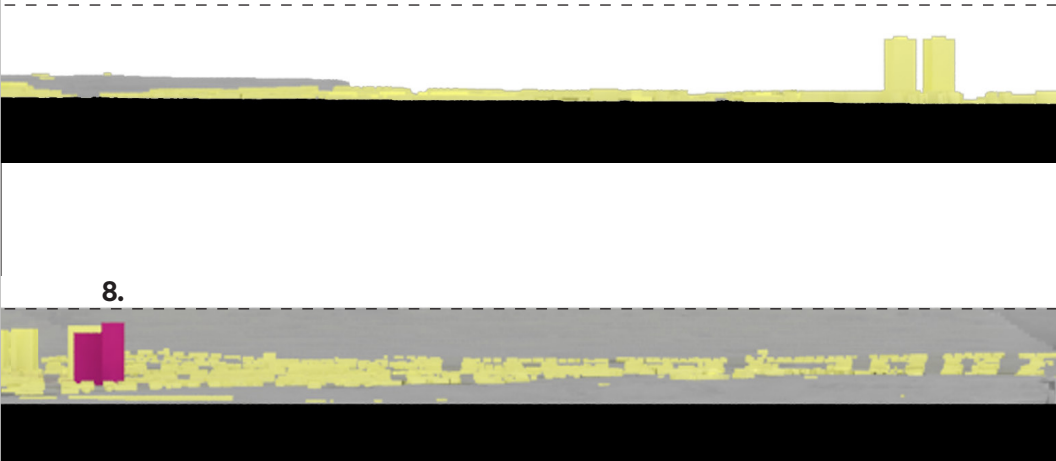
9. 55 HESS STREET S.

Year: circa 1989
Height: 80 m (23 flr)
Address: 55 Hess St. S.



10. FIRST PLACE HAMILTON

Year: 1976
Height: 78 m (25 flr)
Address: 350 King St. E.



2.13 Recent Development Applications



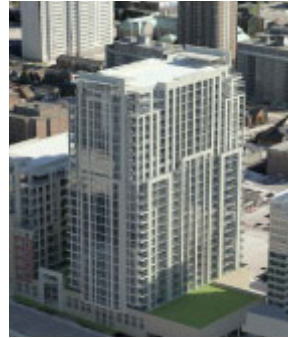
1. Royal Connaught

Status: Phase 1 - Under Construction
Phase 2 - Approved
Height: 108 m (36, 24, 21, 14 str)
Address: 82-114 King St.E



2. The Connolly

Status: Approved
Height: 103 m (30 str)
Address: 98 James St. S.



3. Bella Tower

Status: Under Construction
Height: 84 m (26 str)
Address: 150 Main St W.



4. Tivoli Condos

Status: Approved with Conditions
Height: 75.1 m (22 str)
Address: 108 James St N.



5. 150 Main St W.

Status: Under Construction
Height: 36 m (12 str)
Address: 150 Main St W.

Escarpment



Section at Victoria Street

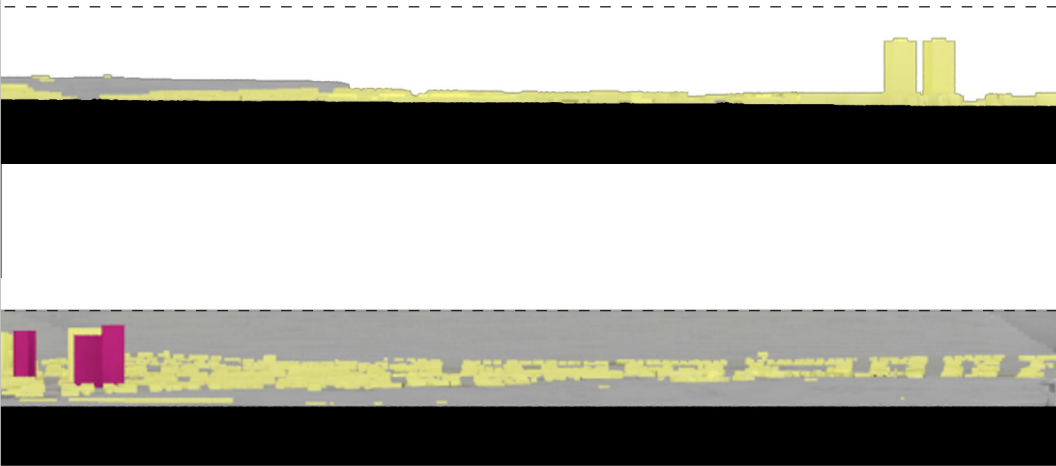
Escarpment



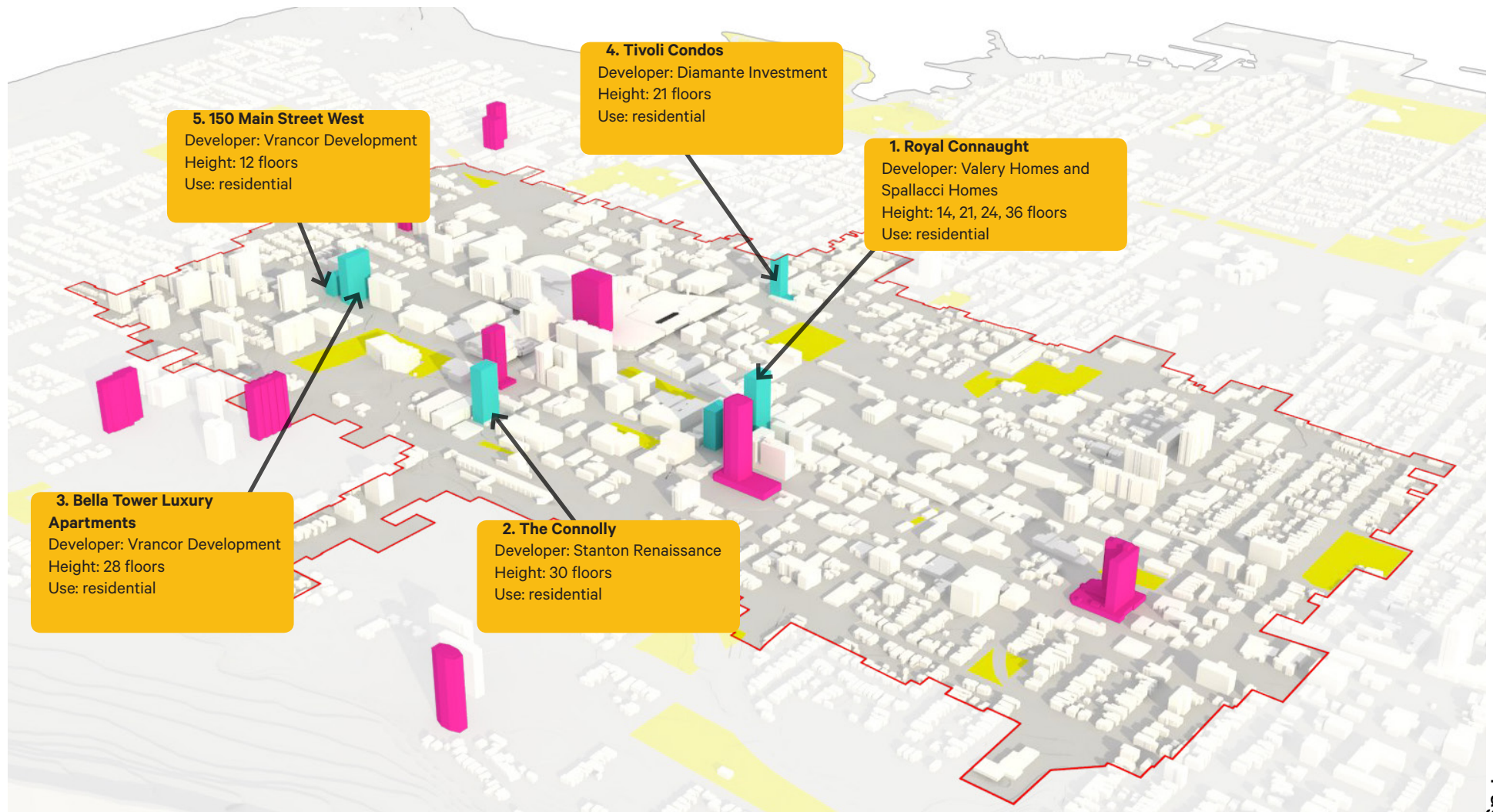
View from the Lake



At the time of study, there were five recently approved and/or under construction developments, ranging from 12 to 36 storeys, as illustrated here. The following pages illustrate a composite of existing and new approved/constructed tall buildings.



Existing Tall Buildings and Recent Development Applications

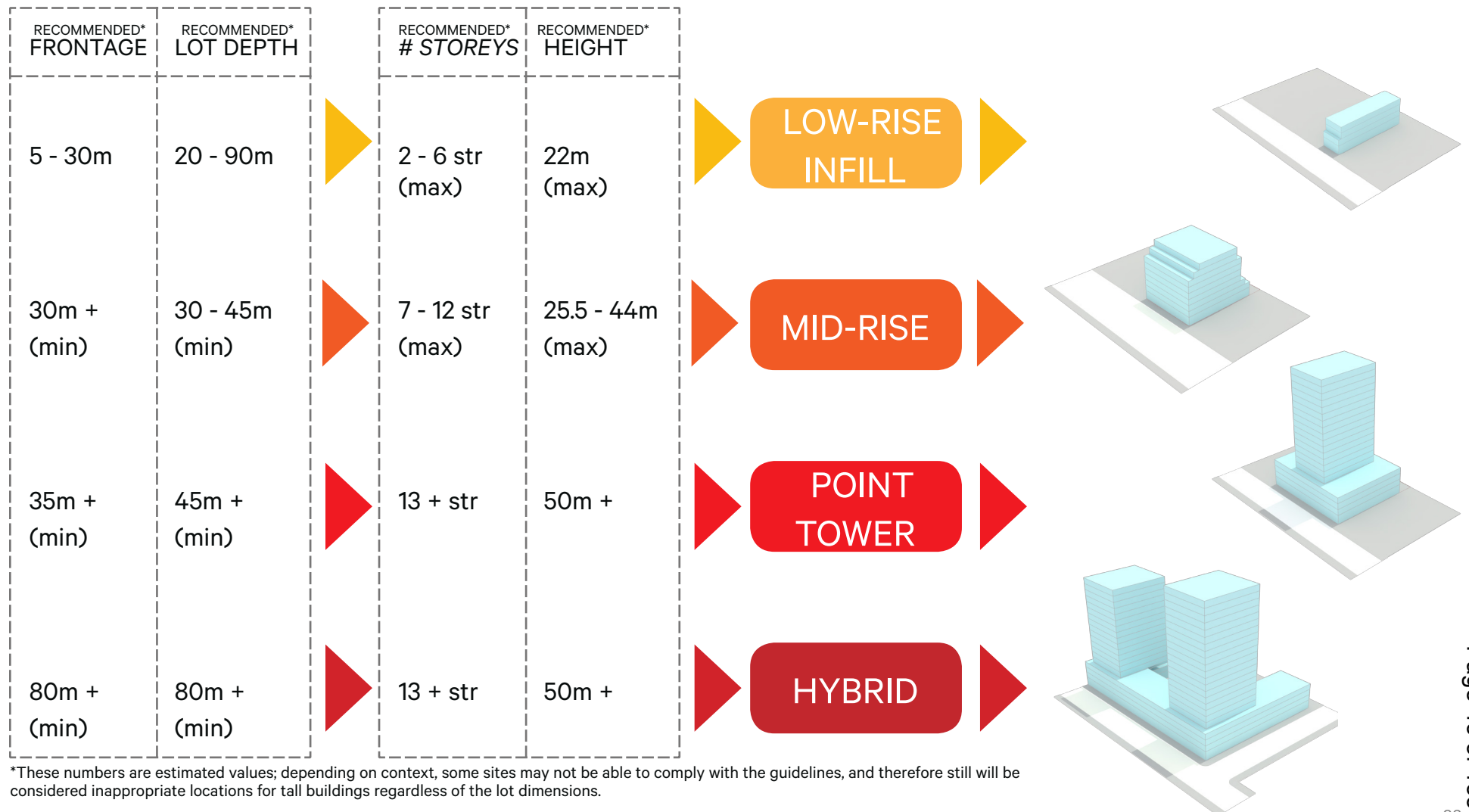


- Top Ten Tallest Buildings - Existing
- Recent Development Applications

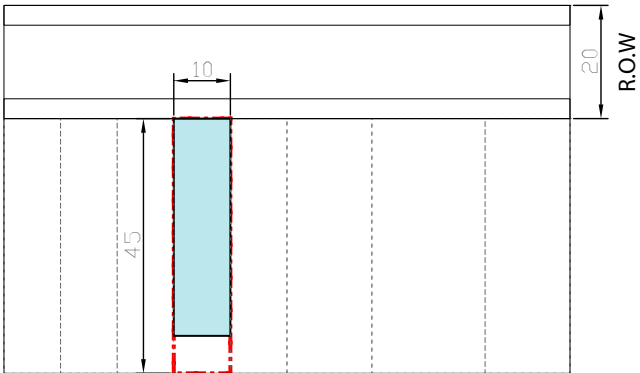
3.0 Building Types

3.1 Site Assessment Matrix

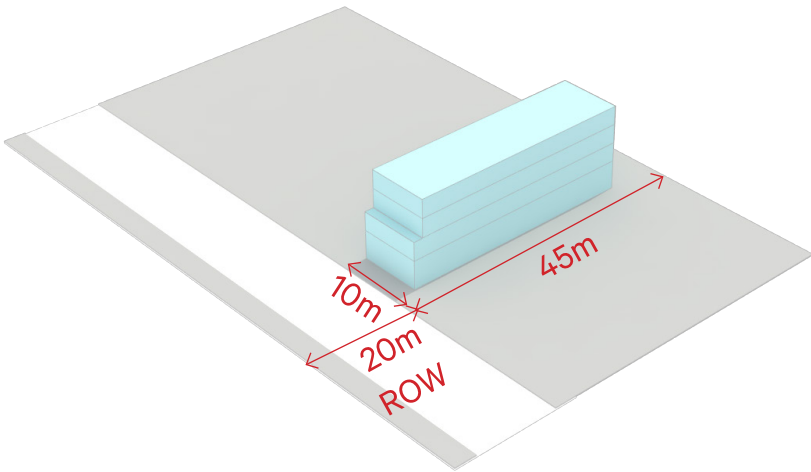
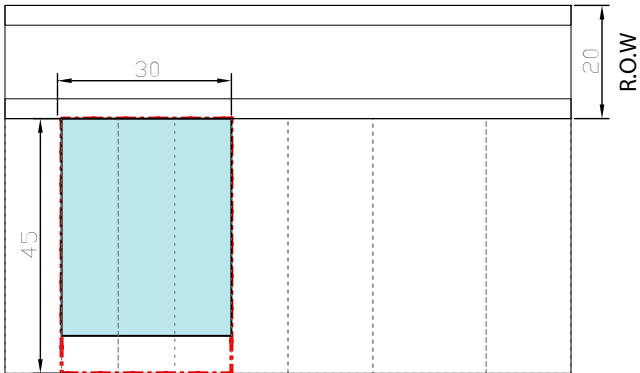
Building heights fall into three ranges: Low Rise (2-6 storeys); Mid-rise (7 to 12 storeys) and High-rise (13+ storeys). The matrix below identifies how height and storey limits are determined through an assessment of frontage, lot depth and character area implications. As part of the Site Character & Local Context framework established in the Tall Building Guidelines, section 2.1 defines distinct Character Areas within the downtown boundary and identifies where each of these building types are generally appropriate.



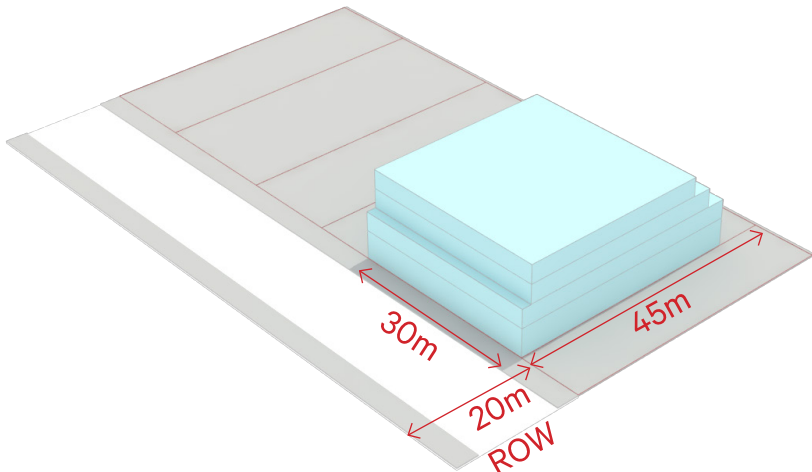
3.2 Building Types - Lowrise Infill



Typical Frontage: **5-30m**
 Typical Depth: **20-90m**
 Typical R.O.W: **20-26m**
 Typical #of Storeys: **2-6 str**
 Max. Height: **22m**



Lowrise Infill



Lowrise Infill - Assembly



Lowrise Infill Precedents



Templar Flats - King William St.

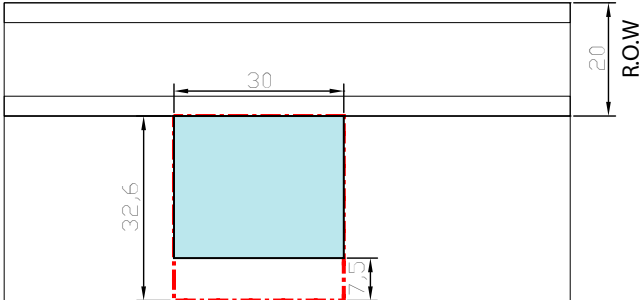


Commercial Building - James St.

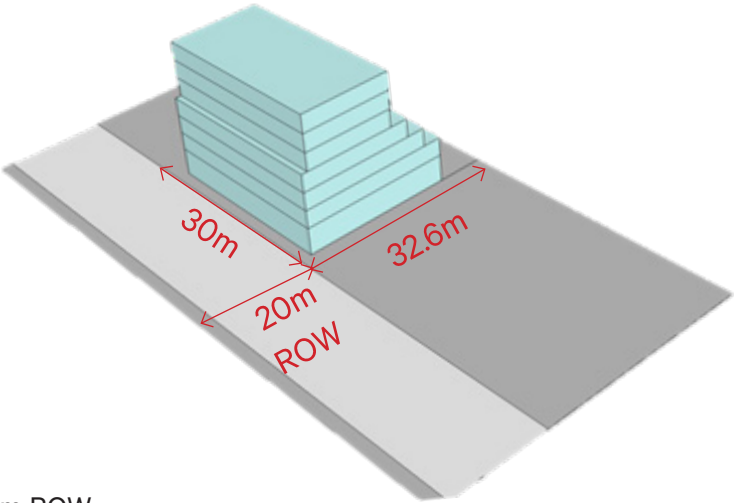
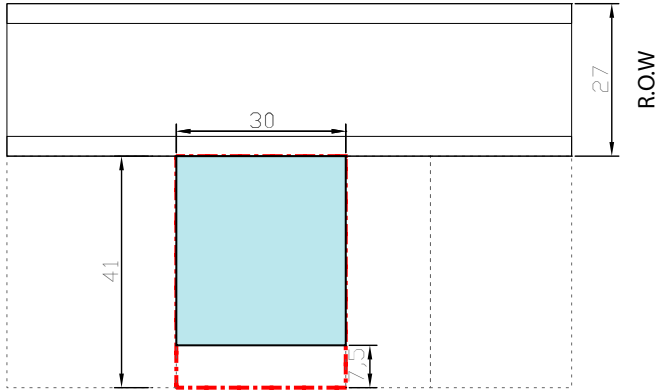


Beasley Park Towns - Wilson St.

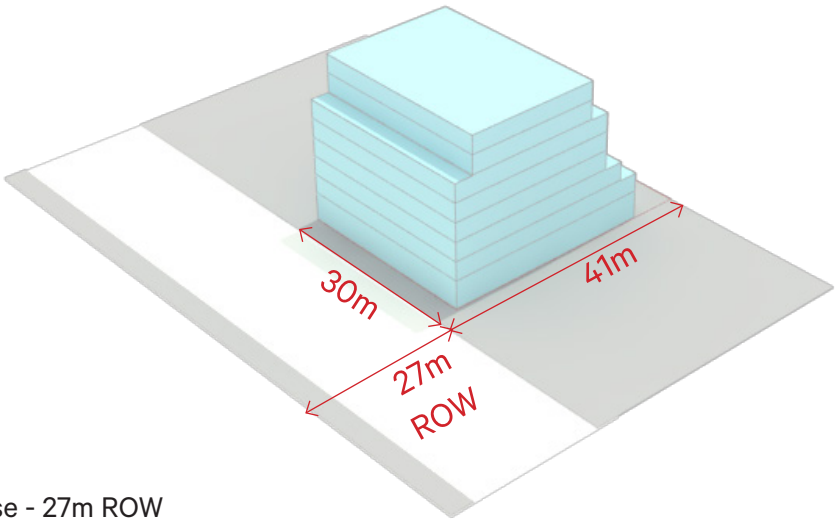
3.3 Building Types - Midrise



Typical Frontage: **30m+**
 Typical Depth: **30-45.8m**
 Typical R.O.W: **20-36m**
 Typical #of Storeys: **7-12 str**
 Max. Height: **25.5-44m**



Midrise - 20m ROW



Midrise - 27m ROW



Midrise Precedents

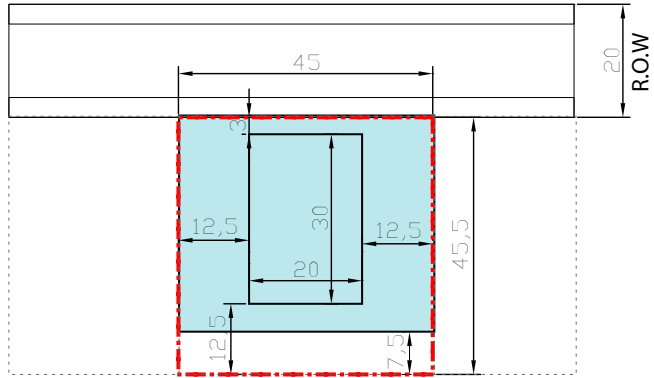


Residences at Acclamation - James St. N, Hamilton

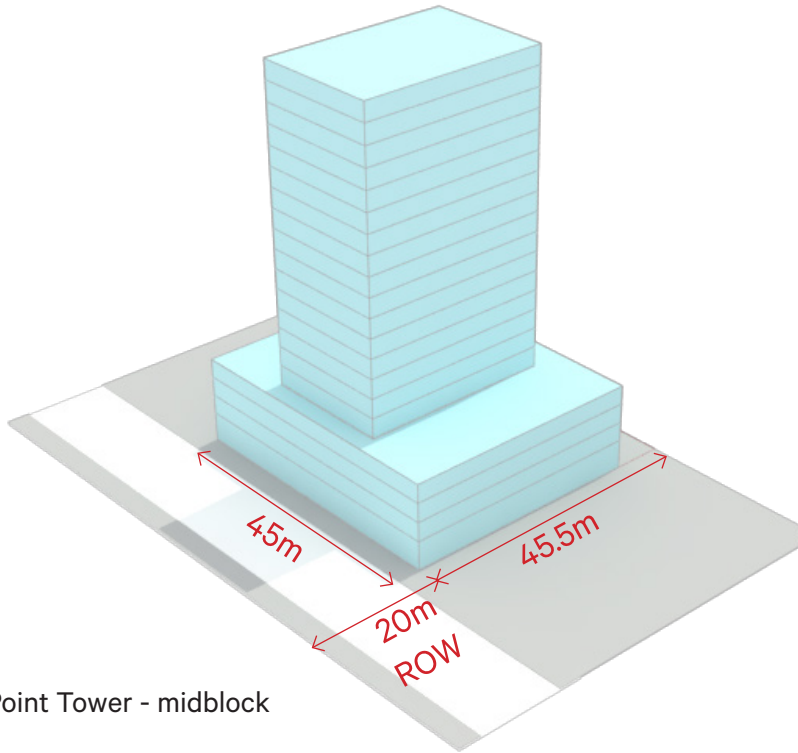
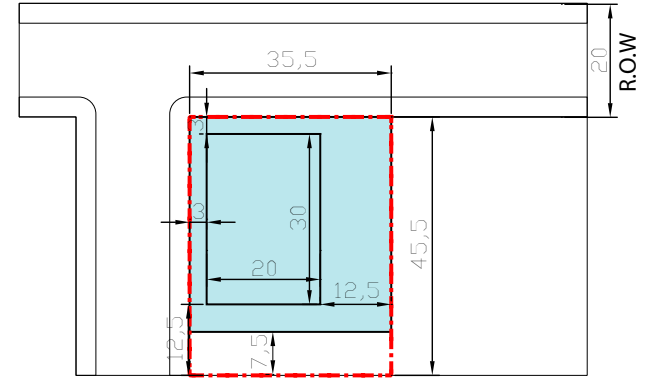


Witton Lofts - Murray St., Hamilton

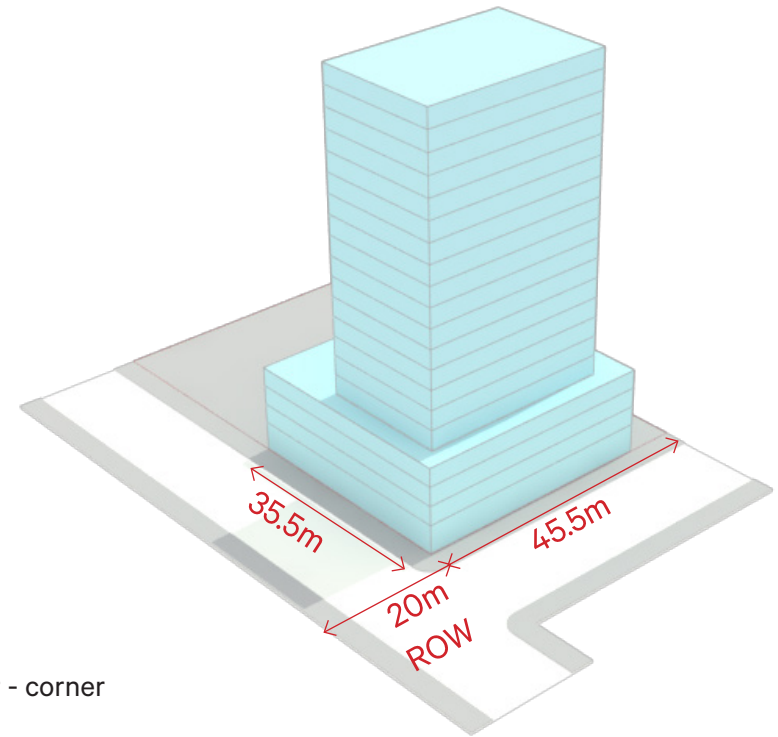
3.4 Building Types - Point Tower



Typical Frontage: **35m+**
 Typical Depth: **45m+**
 Typical R.O.W: **20-26m**
 Typical #of Storeys: **13 str+**
 Max. Height: **50m+**



Point Tower - midblock



Point Tower - corner



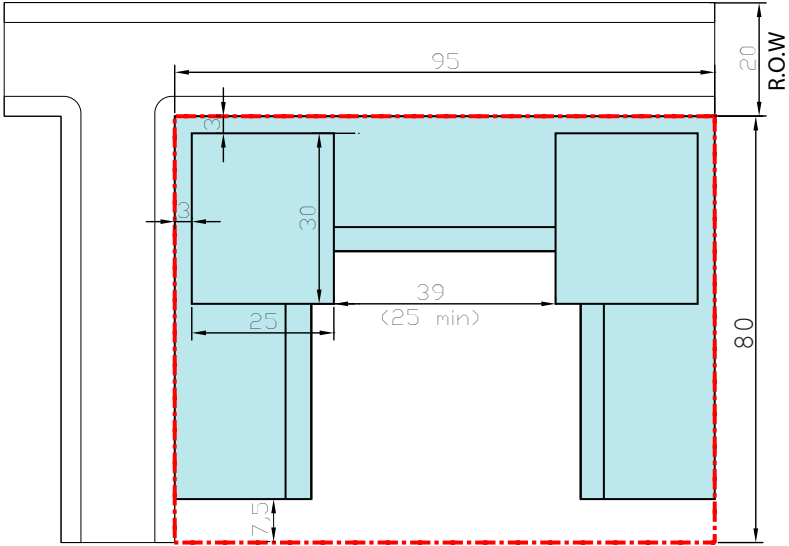
Hamilton

Point Tower Precedents

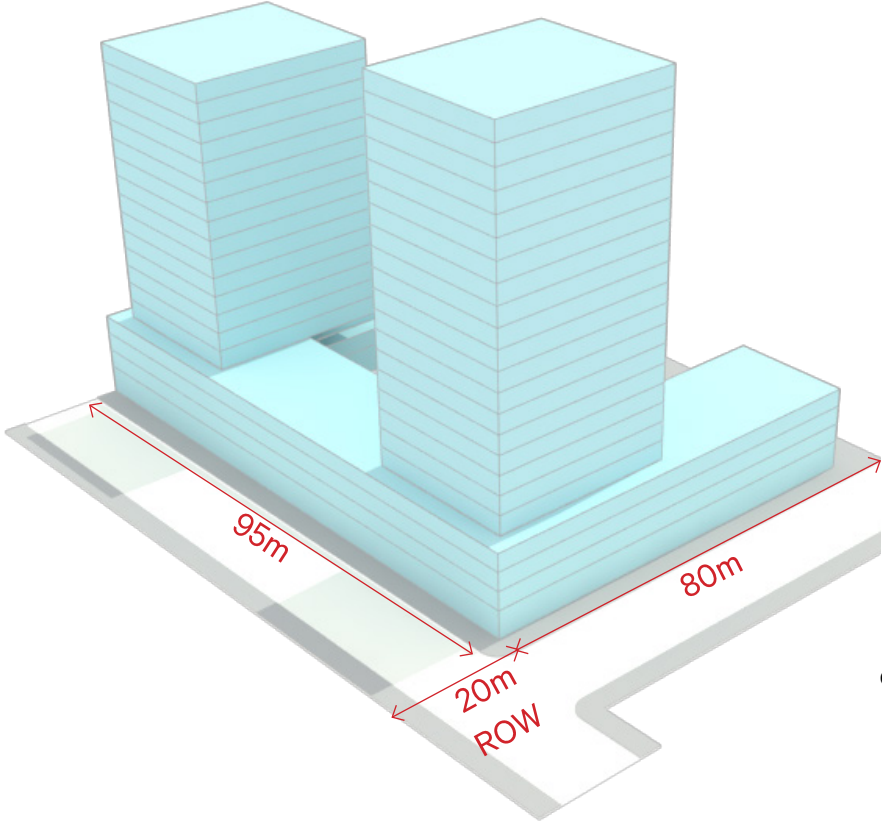


Tivoli Condos - James St. N

3.5 Building Types - Hybrid



Typical Frontage: **80m+**
 Typical Depth: **80m+**
 Typical R.O.W: **20-26m**
 Typical #of Storeys: **13 str+**
 Max. Height: **50m+**



Hybrid



Hybrid Precedents



● Tower *floorplate* exceeds recommended dimensions

● Separation between volumes does not meet recommended dimensions

150 Main - Main St. W.

4.0 What are the Next Steps?

Based on the outcomes of the Study, the objectives for the Tall Building Guidelines are:

- To confirm that there is strong identification with the Niagara Escarpment as a primary topographical and natural asset; therefore, to establish that new tall buildings should be no greater in height than the Escarpment;
- To identify additional prominent views, vistas and landmarks within and around the Downtown which should be respected;
- To outline how a tall building's form should respond to adjacent heritage buildings, including identification of appropriate set-backs, step-backs and *separation distances*;
- To provide *transition* between public and private areas, as well as between tall buildings, and adjacent lower-rise neighbourhoods through tower *separation distances*, *transition* of height and form;
- To mitigate shadow and wind impacts particularly on the *public realm*, parks and open space, school yards, and adjacent lower-rise residential areas;
- To ensure tall buildings support and enhance pedestrian comfort at-grade, through programming of more *active uses* at-grade, utilization of appropriate materials and façade treatments, and sculpting of tall building elements to prevent down draft conditions at-grade; and,
- To provide precedents, illustrations and diagrammatic examples of quality design.

Based on the preliminary analysis, different Character Areas exist within the Downtown. The Tall Building Guidelines identify such areas and outline design-related priorities for each in order to inform the specific design of tall buildings and the compatibility with the area character and context.

The Tall Buildings Guidelines seeks to further specify additional goals, criteria and standards regarding the form and function of Tall Buildings within the Downtown, and should be read as the continuation and result of this Study.

The recommendations of the Study and Guidelines are supportive of a number of objectives and policies as outlined in two primary policy documents: The Urban Hamilton Official Plan, and the Downtown Hamilton Secondary Plan.