



Design Brief

1570 Main Street West
City of Hamilton

November 2024

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1.0 Introduction

Landwise (formerly T. Johns Consulting Group Ltd.) has been retained by Kindred Works to prepare an Urban Design Brief in support of an Official Plan Amendment (“OPA”) and Zoning By-law Amendment application (“ZBA”) for the lands municipally known as 1570 Main Street West in the the City of Hamilton (“subject lands”).

1.1 Purpose

This Urban Design Brief (“UDB”) is provided in support of the OPA and ZBA applications for the subject lands. As per the City of Hamilton’s Terms of Reference, an Urban Design Brief is intended to be a design tool to “*provide a description of the process and rationale for site development, building design and landscaping elements*”. For the subject lands, this Urban Design Brief will identify how the design of the proposed development is in keeping with the City’s design objectives, policies, and guidelines.

1.2 Proposed Planning Applications

To facilitate the proposed development at 1570 Main Street West, an Official Plan Amendment and Zoning By-law Amendment are required. An OPA application is required to amend the Ainslie Wood Westdale Secondary Plan in the Urban Hamilton Official Plan to permit a maximum multiple dwelling building height of 12 storeys and to increase the permitted maximum residential density from 49 units per gross hectare to

688 units per gross hectare. The ZBA application is required to amend the Mixed Use Medium Density (C5, 570) Zone to incorporate site specific modifications and allow a building height of 44 metres (12 storeys).

1.3 Content

This Urban Design Brief is organized into the following sections:

- **Part 2.0** describes the physical conditions of the site, the context within the community, the proposed development and vision, and the design constraints and opportunities.
- **Part 3.0** describes the proposed development.
- **Part 4.0** describes the relevant policies, objectives, and guidelines from City planning documents
- **Part 5.0** provides a final summary of the design analysis and analyses the Urban Hamilton Official Plan (UHOP) and Ainslie Wood Westdale Secondary Plan (AWWSP).

A number of plans and drawings were submitted as a part of this application, including a Conceptual Site Plan, Floor Plans, Elevations and Angular Planes, a conceptual Landscape Plan, and a Sun and Shadow Study. One Appendix (Appendix A: Architectural Summary) is also attached for reference in this report.

The proposed site plan and architectural design of the proposed multiple dwelling building will be evaluated against the plans and policies as outlined in the:

1. Urban Hamilton Official Plan;
2. Ainslie Wood Westdale Secondary Plan;
3. City-Wide Corridor Planning Principles and Design Guidelines.

2.0 Site and Community Context

2.1 Site Attributes

Located in west Hamilton, 1570 Main Street West (“subject lands”) is in the Ainslie Wood North neighbourhood and situated on the north side of Main Street West, between Cottrill Street (west) and Kingsmount Street North (east), in the City of Hamilton.

The subject lands are generally rectangular in shape and have an approximate area of 0.63 acres (0.25 ha). The subject lands have frontage of approximately ±35.2 m onto Cottrill Street to the west, ±40.9 m onto Kingsmount Street North to the east, and ±67.1 m onto Main Street West to the south.

2.1.1 Existing Buildings, Structures and Site Access

1570 Main Street West is occupied by Binkley United Church and associated parking area with vehicular access from Cottrill Street. The existing place of worship will be demolished to

facilitate the development of a 12 storey multiple dwelling with ground floor commercial.

2.1.2 Existing Topography and Vegetation

The subject lands are generally flat. 1570 Main Street West has a small open space at the corner of Main Street West and Kingsmount Street North with one existing tree within this area. The westerly portion of the property is a paved parking area.

2.2 Site Context

2.2.1 Community Context

The subject lands are in the west end of Hamilton in the Ainslie Wood North neighbourhood, nearby McMaster University. The neighbourhood is characterized by the mixed-use corridor along Main Street West while the interior of the neighbourhood consists of generally stable, residential blocks of single-detached dwellings and walk-up apartments. The north portion of the neighbourhood has several large parking lots that serve the McMaster University campus.

The subject lands are located on Main Street West which is classified as a Major Arterial Road. Major Arterial Roads function to carry relatively high volumes through cities and have limited land access. Cottrill Street and Kingsmount Street North are local roads, which mainly provide direct land access to properties and generally carry low traffic volumes.

Main Street West is identified as a Secondary Corridor within the Urban Hamilton Official Plan and is planned to potentially accommodate higher order transit. The Cootes Drive and Main Street West intersection is planned for a Major Transit Station Area - Future Light Rail Transit Station (“MTSA - Future LRT Station”) with McMaster University as a potential Multi Modal Hub.

Main Street West is well-served by the Route 1 King, Route 5 Delaware, Route 10 B Line Express, and the Route 51 University Bus Routes, as well as planned Light Rail Transit along Main Street West.

In the broader community, the area surrounding McMaster University has several ongoing development projects, with several high-density and student residential buildings proposed or under construction along Main St. W, providing a mix of housing typologies and tenures which have convenient access to several institutional, commercial uses, and community facilities.

2.2.2 Neighbourhood Context

The subject lands are immediately adjacent to the following:

North: Single-detached low density residential

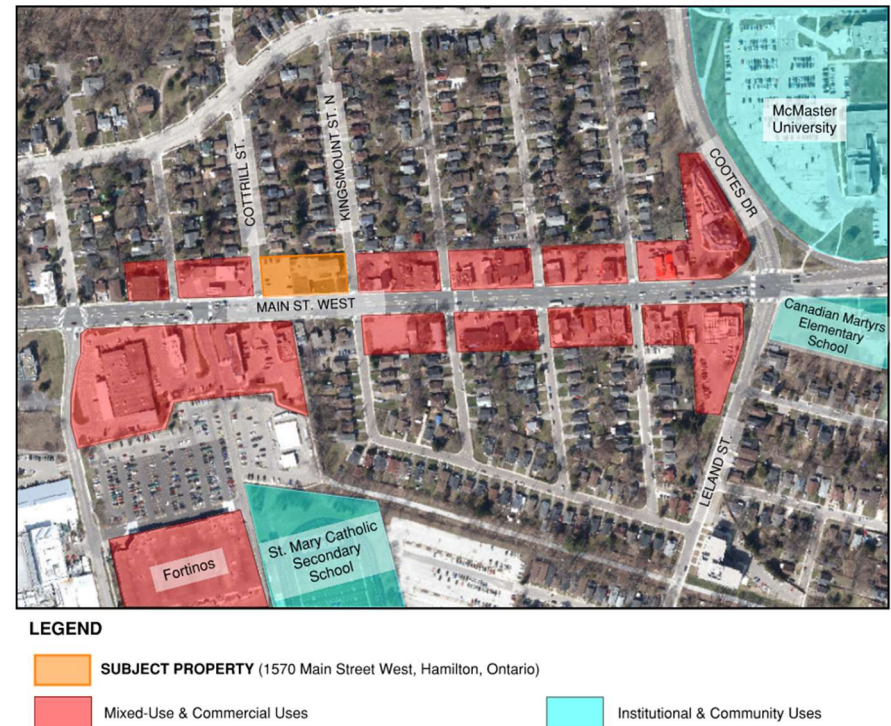
East: Low density commercial

South: Low density commercial

West: Low density commercial (gas station)

See **Figure 1** for more details.

Figure 1 - Neighbourhood Context Map



2.2.3 Streetscape Context

Main Street West is a “Major Arterial Road” on Schedule C of the Urban Hamilton Official Plan. Main Street West, at the subject lands, is a two-way, 5-lane road with the middle lane assigned as a left-turning lane. The existing right-of-way width is approximately 26.5 metres. At the Formal Consultation stage,

a 5.0 metre road widening was required. A Right of Way Impact Assessment has been submitted to request a reduction to a 4.0 metre dedication to facilitate the development. Main Street West is urbanized with sidewalks and boulevards on both sides. Main Street West is a mixed-use corridor with a mix of commercial and low- to medium-density residential uses and built forms.

Cottrill Street and Kingsmount Street North are two-way roads with on-street parking permitted on one side. No road widening is required for either Cottrill Street or Kingsmount Street North as a result of the proposed development.

2.3 Design Constraints and Opportunities

The subject lands have several natural and built design constraints and opportunities that were considered in the site and building design.

The following **constraints** were considered and addressed within the proposed site layout and built form:

1. A lot without significant depth to provide setbacks, a podium, or setbacks;
2. Surrounding low-rise residential uses; and,
3. Required 5.0 metre right of way road widening.

The following **opportunities** were considered and leveraged within the proposed site layout and built form:

1. The vision for the Main Street West corridor as a mixed use area where the streetscape can be enhanced;
2. The site's proximity to the Major Activity Center of McMaster University; and,
3. Convenient access to the existing and planned transit network along Main Street West (including future Major Transit Stations).

3.0 Proposed Development

3.1 Proposed Site and Building Design

The proposed 12 storey multiple dwelling has a total gross floor area of 12,900 square metres. In total, 176 units are proposed ranging from 45 square metres to 94 square metres in size. The first floor is proposed to be a mixture of walk up residential units with direct access from the public sidewalk, 115 square metres of commercial space and additional mechanical/unitary area.

The proposed first floor residential units are sufficiently setback and separated from the public sidewalk and provide an enhanced streetscape along Main Street West. The proposed development incorporates a 4 metre right of way dedication in addition to a 1-2 metre building setback at grade.

Internal and outdoor amenities are planned throughout the building including 317 square metres on the 12th floor. Coupled with landscaping enhancements and at grade commercial space the planned amenities will contribute to the continuation of Main

Street West as a commercial corridor and provide much needed pedestrian improvements.

The proposed development will be accessed from Kingsmount Street North and will exit onto Cottrill Street. The proposal includes 74 parking spaces located internal to the building and 124 long term bicycle parking spaces. The development is discussed in more detail below from an architectural design standpoint, and more information can be found in **Appendix A**.



The proposed development ranges in height from 11 to 12 floors with a mechanical penthouse. The scale of the project relates to similar proposed developments in the area. The podium steps from one story on the east side of the site to three in the middle to five stories at the west and relates to the scale of the existing mixed-use neighborhood. The three volumes of the podium

each extend to the angled property line along Main Street West creating a dynamic sawtooth pattern in plan and opportunities for green roof space above.

The building above the podium is also divided into three volumes, each with a subtle material difference to reduce the perceived scale of the building. The upper volume is setback 9.80m at the rear adjacent to the residential neighborhood, ensuring maximum separation distance from the homes located north of the property.



Architectural Design

Pedestrian circulation for the proposed development is straightforward, the primary entrance is accessible from the public sidewalk along Main Street West. The residential lobby features a café that includes outdoor seating along Main Street West and Kingsmount Street North.

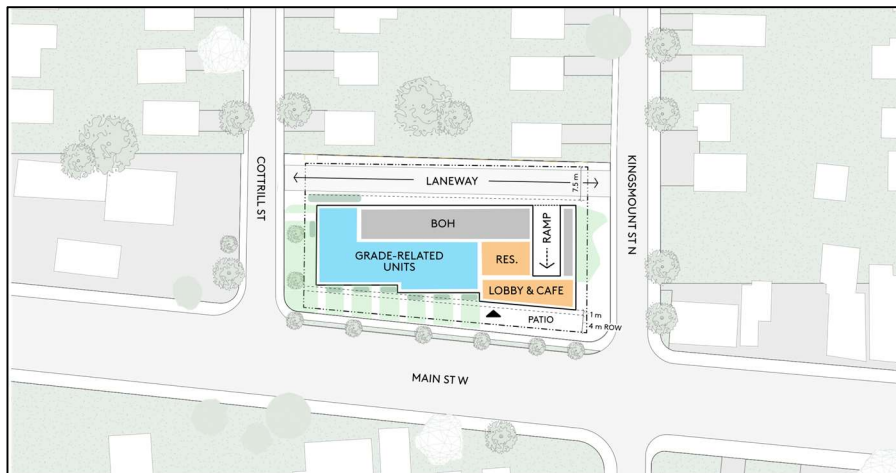
The north side of the building includes a service laneway for loading, garbage, and access to the underground parking. For grade-related units the architecture creates privacy from the sidewalk using trees, horizontal planters, raised entries and individual recessed alcoves.

tower, another architectural feature of the church. The expression of this street facing public area is highly transparent and designed to read like a pavilion.

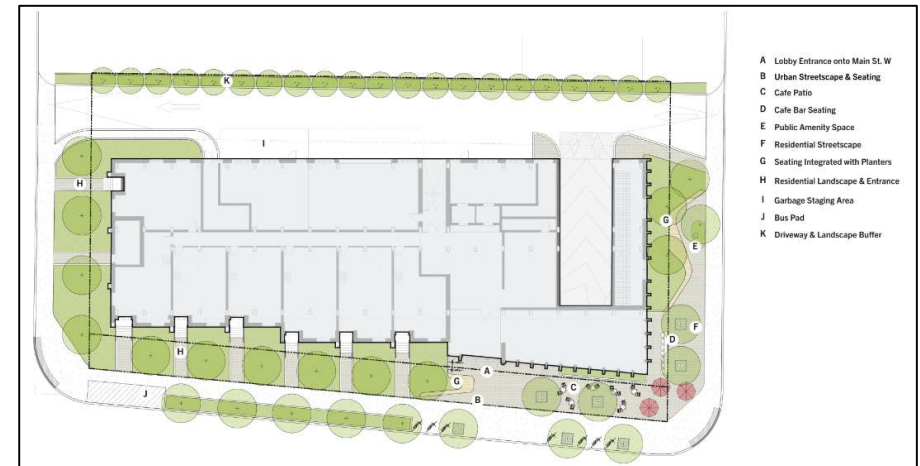


The interior of the residential lobby and cafe will feature wood finishes to create an inviting atmosphere. The warm interior will be highly visible from the exterior to contribute to the vibrant streetscape and to distinguish the public and commercial areas from the individual ground level private entries.

The lighter tones of the upper volume create the visual illusion of a lighter massing. The material palette is consistent on all sides of the building. The red brick compliments the stepping volumes of the podium and enhances the quality of the street wall facades along Cottrill Street, Main Street West, and Kingsmount Street North.



The red brick of the podium references the material of the Binkley United Church. The double brick fins at the exterior of the lobby and café are a reinterpretation of the split column



4.0 Design Requirements

4.1 Urban Hamilton Official Plan

The *Urban Hamilton Official Plan* (“UHOP”) provides broad policies for guiding urban design for development and redevelopment in the urban area of the City of Hamilton. The general goal of the UHOP design policies is to encourage a built form that enhances the identity of Hamilton’s communities with quality public and private space that is inclusive, transit-supportive, and environmentally sustainable while respecting the existing character of the neighbourhood.

First, the UHOP speaks to the goals of it’s Urban Design Policies.

Landscape Design

The landscape of the proposed development will contribute to a lively urban streetscape and encourage pedestrian comfort. A café patio and public amenity space with integrated seating emphasize the public areas of the building. The plantings at the green roof residential units and outdoor amenity spaces at level 2 and level 12 create a soft and friendly aesthetic, enhancing the pedestrian experience. The streetscape features continuous sidewalks, landscape strips and street trees creating a buffer to the ground floor residential units. The sidewalks are 1.5m wide and clearly visible from the building entrances. A landscape buffer is located at the north side of the site to transition into the residential neighborhood.

B.3.3.1 Urban Design Goals
The following goals shall apply in the urban area:

- 3.3.1.1 *Enhance the sense of community pride and identification by creating and maintaining unique places.*
- 3.3.1.5 *Ensure that new development is compatible with and enhances the character of the existing environment and locale.*
- 3.3.1.8 *Promote intensification that makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods.*
- 3.3.1.10 *Create urban places and spaces that improve air quality and support active, healthy lifestyles that reduce greenhouse gas emissions and are resistant to the impacts of climate change.*

The goals of the UHOP are further expounded through the Principles of the Urban Design Guidelines which are found in policy B.3.3.2.3 and beyond:

Principles

B.3.3.2.3 Urban design should foster a sense of community pride and identity by:

- a) *respecting existing character, development patterns, built form, and landscape;*

- b) *promoting quality design consistent with the locale and surrounding environments;*
- c) *recognizing and protecting the cultural history of the City and its communities;*
- d) *conserving and respecting the existing built heritage features of the City and its communities;*
- f) *demonstrating sensitivity toward community identity through and*
understanding of the character of a place, context and setting in both the public and private realm;
- g) *contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;*
- h) *respecting prominent sites, views, and vistas in the City; and,*

B.3.3.2.6 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:

- a) *complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,*

The subject lands are designated “Secondary Corridor” (Schedule E) (See **Figure 2**). Corridors are intended to evolve

and enhance the mixed use nature of the City’s corridors to provide for vibrant and transit supportive development.

Figure 2 - UHOP Schedule E



Urban Hamilton Official Plan
Excerpt from Schedule E
Urban Structure

LEGEND

Urban Structure Elements

- Neighbourhoods
- Major Activity Centres
- Major Open Space

Corridors

- Primary
- Secondary
- Priority Transit Corridor

Other Features

- Rural Area
- Urban Boundary

★ **SUBJECT LANDS**
(1570 Main Street West,
Hamilton, ON)

Residential intensification is encouraged with a strong focus on high quality urban design while protecting for the City’s cultural heritage resources. Chapter E of the UHOP and the Ainslie Wood Westdale Secondary Plan provides specific policies regarding the function, scale, and design of the neighbourhood.

B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) creating transitions in scale to neighbouring buildings;*
- b) ensuring adequate privacy and sunlight to neighbouring properties; and,*
- c) minimizing the impacts of shadows and wind conditions.*

B.3.3.3.3 New development shall be massed to respect existing and planned street proportions.

B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E - Urban Systems and Designations and in the Zoning By-law.

B.3.3.3.5 Built form shall create comfortable pedestrian environments by:

- a) locating principal façades and primary building entrances parallel to and as close to the street as possible;*

- b) *including ample glazing on ground floors to create visibility to and from the public sidewalk;*
- c) *including a quality landscape edge along frontages where buildings are set back from the street;*
- d) *locating surface parking to the sides or rear of sites or buildings, where appropriate; and,*
- e) *using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.*

In addition to the above, the Urban Design Policies of the UHOP provides guidance for urban services and utilities, storage and loading areas, signage and lighting, access and circulation, parking, and barrier free design, all of which have been considered throughout the design process and are reflected in the review of the City of Hamilton's Site Plan Guidelines in Section 5.3 of this brief.

Below are relevant Residential Intensification Policies found in Volume 1 of the UHOP in context with the proposed development.

B.2.4.1.4 Residential intensification developments within the built-up area shall be evaluated based on the following criteria:

- a) *a balanced evaluation of the criteria in b) through l), as follows;*

- b) *the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;*
- c) *the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;*
- d) *the compatible integration of the proposed development with the surrounding area in terms of use, scale, form and character. In this regard, the city encourages the use of innovative and creative urban design techniques;*
- e) *the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 - Urban Structure;*
- f) *existing and planned water, wastewater and stormwater capacity;*
- g) *the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;*
- i) *the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;*
- j) *the availability and location of existing and proposed public community facilities/services;*
- k) *the ability of the development to retain and/or enhance the natural attributes of the site and surrounding*

community including, but not limited to native vegetation and trees; and,

- l) compliance of the proposed development with all other applicable policies

The subject lands are also further designated as “Mixed Use - Medium Density” on Schedule E-1 of the UHOP (see **Figure 3**). Chapter E - Section 4.6 Mixed Use - Medium Density Designation also contains information regarding the Scale (Section 4.6.8) and Design (4.6.16 - 4.6.29) of proposed development within these designations.

Figure 3 - UHOP Schedule E-1



Urban Hamilton Official Plan
Excerpt from Schedule E-1
Urban Land Use Designation

LEGEND

- Neighbourhoods
- Open Space
- Institutional
- Utility

Commercial and Mixed Use Designations

- Mixed use - Medium Density
- District Commercial

Employment Area Designations

- Industrial Land

Other Features

- Rural Area
- Urban Boundary

SUBJECT LANDS

- (1570 Main Street West, Hamilton, ON)

Scale

- E.4.6.8 Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:*
- a) The development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; (OPA 167)*
 - b) The development shall incorporate sustainable building and design principles including but not limited to use of locally sourced and/ or recycled materials, water conservation and energy efficient techniques and low impact development approaches: (OPA 167)*
 - c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;*
 - d) buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,*
 - e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.*

Design

- E.4.6.16 New development shall be designed and oriented to create comfortable, vibrant and stimulating pedestrian oriented streets within each area designated Mixed Use - Medium Density.*
- E.4.6.17 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.*
- E.4.6.19 To strengthen the pedestrian focus in areas where it does not currently exist, the City shall require infilling of retail, service commercial, and mixed use buildings in a physical arrangement which assists in creating a vibrant and active street environment. Such buildings shall be located up to the street along a pedestrian focus street.*
- E.4.6.24 New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.*

E.4.6.25 Areas designated Mixed Use - Medium Density shall be integrated with the surrounding neighbourhoods through frequent street and pedestrian linkages.

E.4.6.26 Automobile access shall continue to be an important mode of transportation from the surrounding neighbourhoods, but it shall be balanced with the need to improve pedestrian access and opportunities for active transportation.

E.4.6.27 Reduced parking requirements shall be considered to encourage a broader range of uses and take advantage of a higher level of transit service.

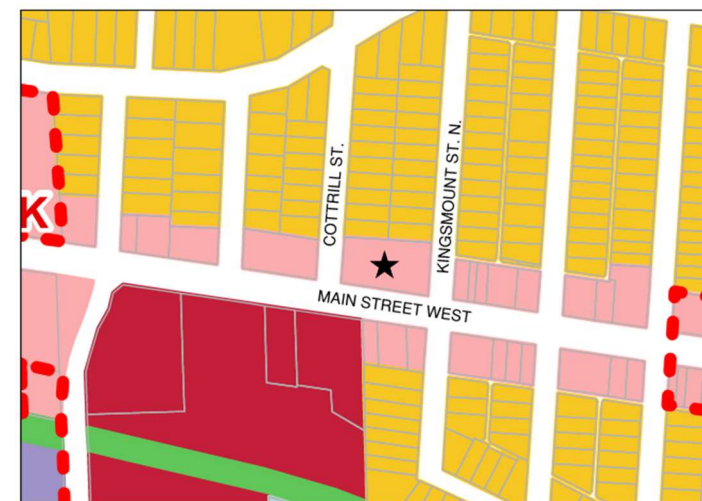
Refer to Section 5 for discussion of the Official Plan design policies about the proposal.

4.2 Ainslie Wood Westdale Secondary Plan

The Ainslie Wood Westdale Secondary Plan (“AWWSP”), in Volume 2, Chapter B-6 of the UHOP, provides detailed and community-specific guidance to growth and change. The goals of the AWWSP are to “provide a variety of residential densities, commercial, mixed use, open space and other areas to meet the diverse needs of its many citizens which include homeowners, students, businesspeople, shoppers and others. The predominantly low density residential appearance of the Ainslie

Wood Westdale neighbourhoods shall be preserved and restored, with higher densities directed away from the single-detached residential areas, and towards appropriate locations such as along major roads” (6.2.3). The Ainslie Wood Westdale Secondary Plan designates the subject lands “Mixed Use - Medium Density” on Map B.6.2-1: Land Use Plan (See **Figure 4**).

Figure 4 - Ainslie Wood Westdale Secondary Plan




Urban Hamilton Official Plan
Excerpt from Ainslie Wood Westdale Secondary Plan
Land Use Plan Map
Map B.6.2-1

LEGEND

 Low Density Residential 2

Commercial and Mixed Use Designations

 Mixed use - Medium Density

 District Commercial

Parks and Open Space Designations

 General Open Space

Other Features

 Secondary Plan Boundary

 Area of Site Specific Policy

SUBJECT LANDS
★ (1570 Main Street West, Hamilton, ON)

The following urban design principles, as outlined in Policy B.6.2.13, are applicable to the proposed development:

B.6.2.13.1 The objectives for urban design in Ainslie Wood Westdale community are as follows:

- (a) Built forms and landscaped areas, including residential neighbourhoods, commercial areas, arterial roads, and other areas shall be enhanced through high quality design initiatives.*
- (b) New development, including infill and additions to existing buildings, shall complement and enhance the existing character of the surrounding environment, through the use of appropriate building materials and attention to the scale, massing, colour, and special features of the existing built context.*
- (c) Public urban spaces, including roads, sidewalks, and open spaces, shall also be enhanced to harmonize with the existing built form and to provide community amenities.*

The Ainslie Wood Westdale Secondary Plan builds upon the UHOP goals of creating a vibrant public realm. The following policies have guided the design of the proposed streetscape and publicly accessible spaces:

B.6.2.13.2 Urban Design Policies In addition to Section B.3.3 - Urban Design of Volume 1, the

following policies shall apply to lands within the Ainslie Wood Westdale community:

- (e) Street trees may be planted and replaced along arterial and residential roads in the community. Trees shall be planted to improve the appearance of the streetscapes and to replace trees which are lost due to disease. The replacement of trees shall be carried out in conjunction with the overall street tree planting program for the City, depending on the priorities and budget associated with this program.*

4.3 City-Wide Corridor Planning Principles and Design Guidelines

The City-Wide Corridor Planning Principles and Design Guidelines provide design direction for new development along the City's corridors. Corridors, including Main Street West, are defined as "areas of street-oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterials roads serving as major transit routes". Intensification is identified as a key element of corridor development where diverse housing types are provided and supported by transit. The design goals of the Corridor Guidelines include encouraging intensification, the creation of active streetscapes, and minimizing negative impacts on adjacent properties.

Part A - Section 2.0 of the Corridor Principles and Guidelines begins laying out guidelines for planning within Hamilton's

corridors. Section 2.1 describes intensification in corridors. It states how a large portion (i.e. 40%) of the City's intensification target is directed to Nodes and Corridors. This corridor represents a new and developing corridor, and the guidelines lay out intensification supported by transit which provides a diversity of housing types and living environments that reduce the dependency on automobiles, creating livable environments. The Official Plan policy recognizes Corridors as a distinct structural element from Neighbourhoods, but the Corridor Guidelines state that they also serve as a central focal point; an integral part of the surrounding neighbourhood that brings benefits of a Corridor in a manner respectful to the surrounding neighbourhoods.

In Part A - Section 2.2 of the City-Wide Corridor Planning Principles and Design Guidelines, explains that the corridors will evolve over time. The UHOP and Ainslie Wood Westdale Secondary Plan provides policy direction on the growth and design of Main Street West. However, the impacts of the planned LRT route and the larger Major Transit Station Area will impact the long term growth in the area.

The following are the Corridor Design Goals found in Section 4.1 of the City-Wide Corridor Planning Principles and Design Guidelines:

4.1 Corridor Design Goals

These guidelines are intended to guide site and building design to achieve the following goals:

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

The proposed development is in alignment with these goals in that it represents intensification and infill development which provides an alternative and needed type of housing unit to the community while simultaneously creating an attractive streetscape which is more accessible for pedestrians. It is supportive of the use of transit along this corridor via pedestrian connections to infrastructure and a reduced parking ratio in accordance with the City's proposed parking by-law.

5.0 Design Analysis

The proposed site and building design consider the importance of creating an enhanced public realm, contributing to the vitality of the Main Street West streetscape, and adding vibrancy with additional residential units on an important corridor that is compatible with the existing site and neighbourhood context.

The proposed development incorporates commercial space at the corner of Kingsmount Street North and Main Street West at a reduced setback. The commercial area will provide a continuation of the commercial spaces to the east of the subject lands. The proposed development introduces walk up residential units on the western side of the building. In contrast to the commercial area, the residential units are further setback from the streetline and incorporate steps and landscape area which distinguishes the units but provides continuity with the street.

Site Circulation and Parking has been designed to ensure a multi-modal, pedestrian friendly function. The development will provide a functional and attractive streetscape for pedestrians along the Main Street West Corridor by providing at grade commercial. The commercial spaces provide an important interface between pedestrians and the development and helps to create a sense of place.

Vehicular access is restricted from the Main Street West frontage. As a result, entry to the site is provided via Kingsmount

Street North and exits onto Cottrill Street. Parking is provided underground.

The proposed development will provide a total of 74 parking spaces (three barrier free). Five of the 74 parking spaces will be small spaces. 18 short-term bicycle parking spaces are provided on site in addition to 124 long term bicycle parking spaces. A waste loading area is proposed at the rear of the site at the centre of the proposed building.

The site presents several unique opportunities for amenity areas based on the limited availability of outdoor space. 900 square metres of amenity area is proposed throughout the site including 229 square metres of outdoor and 88 square metres of internal amenity area on the 12th floor. Programming for the amenity spaces has not yet been determined and will be covered under a future Site Plan application.

The height, massing, and transitions which are proposed as part of this multiple dwelling are designed with consideration of the surrounding neighbourhood context. The proposed building is 12 storeys (38.4 metres) in height. While there are mid-rise buildings from 3-8 storeys along the Main Street West corridor, and higher uses proposed across the street of up to 20 storeys, the majority of the immediately surrounding uses are low-rise residential buildings, 1-3½ storeys in height. As such, design features have been integrated to mitigate the impact on the surrounding buildings and to soften the transition of scale of the proposed building.

The podium of the proposed building incorporates design elements to reflect the architectural features of Binkley United Church. The façade along Main Street West introduces red brick and a pavilion like treatment to the lobby and café area.

6.0 Conclusion

The design of the proposed development is an appropriate and complementary redevelopment of the lands located at 1570 Main Street West. The front façade will enhance the Main Street West corridor by defining the streetscape and providing character and an activated pedestrian experience to an area otherwise dominated by parking fronted low-rise commercial uses. The ground floor commercial establishes a pedestrian scale and engaging streetscape. The redevelopment will provide 174 residential units to the area with a mixture of 1, 2 and 3-bedroom units.

The proximity of the proposed development to a Major Activity Centre (McMaster University) and District Commercial shopping area will also increase pedestrian and transit activity in the neighbourhood supporting more sustainable urban design practices. The proposed development will not have adverse impacts on Main Street West and will improve the streetscape by providing a pedestrian scaled multi-unit building and site design that conforms to the intent of the applicable architectural and urban design guidelines. The site redevelopment is complementary to the existing built environment of the Ainslie Wood North neighbourhood and respects existing conditions through its use of stepbacks and location on the southern portion

of the lot. As such, the proposed built form is in keeping with the Urban Design Policies of the Urban Hamilton Official Plan, Ainslie Wood Westdale Secondary Plan, and City Wide Corridor Guidelines.

The proposed built form is in keeping with the City of Hamilton urban design expectations.

Respectfully Submitted,

LANDWISE



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