

B & F Investments
(Nova Scotia) Company

201 Robert Street
Company

BARTON & FERGUSON

Urban Design Brief

166 & 186 FERGUSON AVENUE

203 ROBERT STREET



The Future of Barton & Ferguson



Winter View along
Ferguson Ave N

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EXECUTIVE SUMMARY

Arcadis has prepared this urban design brief on behalf of B & F Investments (Nova Scotia) Company and 201 Robert Street Company to support the submission of the proposed mixed-use high rise residential project at 166 and 186 Ferguson Avenue and 203 Robert Street in the City of Hamilton (herein referred to as the “subject lands”). This Urban Design Brief provides a rationale for the urban design vision of the proposed development, outlining how key City policies, requirements and guidelines have informed the proposed design solution. The proposed development is guided by the Urban Hamilton Official Plan (“UHOP”) and Urban Design Guidelines along with the Downtown Secondary Plan, Tall Building Guidelines, and City-Wide Corridor Guidelines.

This urban design brief illustrates how the proposed development represents the optimal design approach for the subject lands, as aligned with the conditions of notable contextual elements including neighbouring built form, streetscape, and land use characteristics. The brief also highlights key aspects of urban design that the proposed development will contribute towards, including the integration, design, and function of the proposed development in the public realm and neighbourhood context.

It is determined that the proposed development provides a valuable contribution to the neighbourhood context and public realm surrounding the site. Further, the proposal is representative of good planning and urban design principles.



View of the Site, looking north from Cathcart Street

1.0 INTRODUCTION

The subject site is located at 166 and 186 Ferguson Avenue North and 203 Robert Street in the City of Hamilton. Located within the West Harbour (Setting Sail) Secondary Plan boundary, along the Barton-Kenilworth Commercial Corridor, and within the James Street North Mobility Hub boundary, the subject site is uniquely positioned to support the economic revitalization and intensification of these areas.

The subject site is composed of three parcels currently occupied by two vacant lots and a sizeable parking lot containing 700 of parking spaces. Located within a fifteen-minute walk of the West Harbour GO Station, Hamilton GO Station, planned B-Line LRT, several bus routes, and trails, the site is well serviced by existing and proposed transit and active transportation routes.



Barton & Ferguson Today



Perspective View of the Site

2.0 SITE CONTEXT & EXISTING CONDITIONS

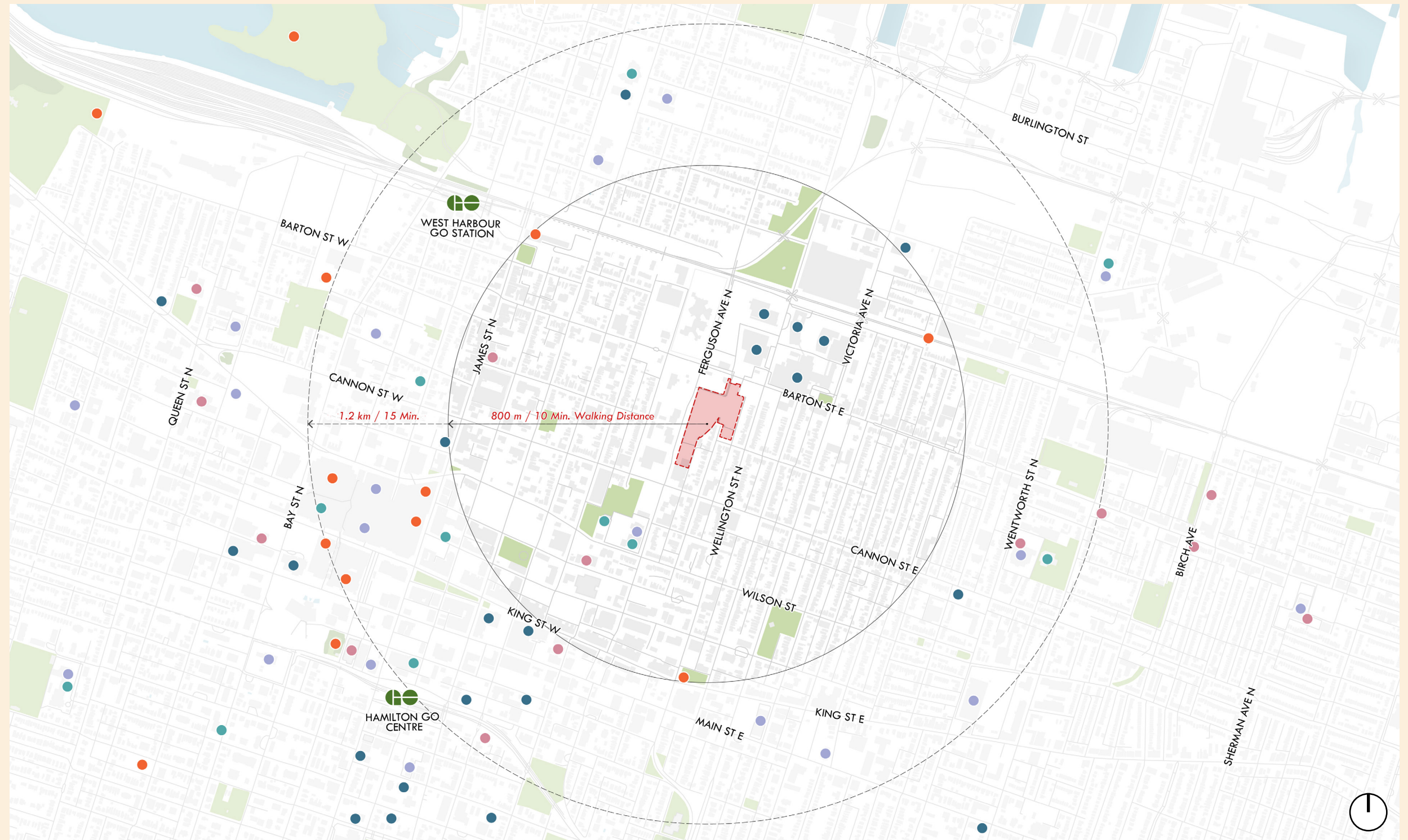
An understanding of the existing conditions of the site, as well as the surrounding community that the Barton & Ferguson development will become a part of, is foundational to ensuring the future community becomes a valuable and contextually appropriate part of the existing neighbourhood.

The following sections provide a comprehensive existing conditions analysis of the subject site and its surrounding context to ensure the proposed development responds to the existing and planned conditions of the site at a range of scales.

2.1 COMMUNITY CONTEXT

The subject site is generally located at the intersection of Barton Street East and Ferguson Avenue North, on lands municipally known as 166 and 186 Ferguson Avenue North and 203 Robert Street. The site is located primarily amongst institutional uses, big box retailers, and low-rise residential uses. A large supply of surface parking is provided for institutional and employment uses both within and around the subject site.

Within the broader Hamilton context, the site is ideally positioned for growth and connectivity, being located in proximity to the Downtown Urban Growth Centre, the planned Hamilton light rail transit line, and within the James Street North Mobility Hub Study area. A range of community amenities and open spaces are also available within a fifteen-minute walk from the subject site. While community uses exist within a 15-minute proximity of the site, the map adjacent highlights a general void in community amenities in the immediate surroundings, aside from hospital facilities. The site is centred on an under-served neighbourhood within the City of Hamilton, further emphasizing the value of bringing community renewal and amenities to the site and its surroundings.



Community Amenities within a 15-Minute Walking Distance

- Subject Site
- Healthcare
- Childcare
- Recreation
- Education
- Point of Interest / Landmark

PARKS & OPEN SPACES

Another essential consideration for the site design, was how the location tied in with the broader open space and natural heritage network within the City of Hamilton.

The site is surrounded by a number of neighbourhood-scale park spaces, and is further connected to the larger community open spaces including the waterfront through on-street bike routes adjacent to the site. Green and open space introduced through the master plan of the site will contribute to increased community outdoor space, serving both the hospital and the neighbouring communities. Increased green/open space along Barton Street will also serve to enhance the streetscape pedestrian experience and bring vibrancy to the corridor, which currently is devoid of open space in proximity of the site.



Parks & Open Space Network within a 15-Minute Walking Distance

- Subject Site
- Open Space
- Trail
- Trans Canada Trail

2.2 NEIGHBOURHOOD CONTEXT

The neighbourhood context provides another layer of analysis to understand the amenities and facilities that currently serve the immediate community, as well as potential voids in the offerings that the site design could work to overcome.

NEIGHBOURHOOD DESTINATIONS

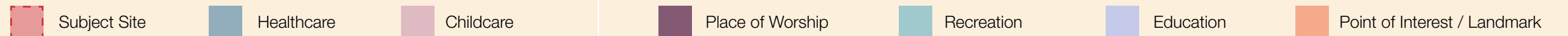
The neighbourhood surrounding the subject site includes a variety of community amenities that would supplement the amenities provided as a part of the proposed development.

Hamilton General Hospital is located immediately north of the subject site and Beasley Park, Beasley Skatepark, and Dr. JE Davey Elementary School are all situated to the south of the site. A number of places of worship can also be found in proximity to the subject site, including St. Stephen of Hungary Roman Catholic Parish, Eucharist Church, and Streetlight Christian Church. Retailers are similarly located around the neighbourhood, including a Food Basics, the Good Shepherd Venture Centre Food Bank, a few convenience stores, and a few restaurants.

The current neighbourhood offerings highlights the need to include additional community amenities and retailers within the development to not only serve the existing and future community, but also create a vibrant, mixed-use development along Barton Street.



Community Amenities Surrounding the Site



SITE SURROUNDINGS

In the immediate surroundings, the subject site is currently abutted by the following uses:

North



Immediately north and within the same block as the subject site are two fast food retailers and a vacant parcel of land. Institutional and retail uses characterize the area north of Barton Street East, notably including the Hamilton General Hospital and related healthcare facilities, which range from 3 to 7-storeys, and the 6-storey Hamilton-Wentworth Detention Centre. Single storey restaurants, grocers and other employment uses are also located north of the subject site, contributing to the significant supply of surface parking that front Barton Street East.

East



A low-density residential neighbourhood consisting of primarily single-family residential dwellings are located directly east of the subject site. Complementary retail uses situated along Cannon Street East serve the residential uses in the neighbourhood.

South



A range of light industrial, retail, and residential uses are located south of the subject site. While the residential uses south of Cannon Street East are largely composed of single-family dwellings, two apartment buildings, standing at 12- and 18-storeys respectively, are located along Cathcart Street. The neighbourhood is also served by community amenities south of the site, namely Dr. JE Davey Elementary School and the Beasley Community Centre.

West



A diversity of land uses can be found west of the subject site, including retail uses, open space, institutional uses, and a range of housing types. Beasley Park and Beasley Skatepark are neighbourhood-scale green spaces that sit beside Dr. JE Davey Elementary School. The City of Hamilton Marshal's Department is also located west of the subject site, adjacent to an 8-storey apartment building at 185 Ferguson Avenue North. Three-storey townhomes along Elgin Street, and low-rise dwellings characterize most residential uses in the area.

BUILT FORM

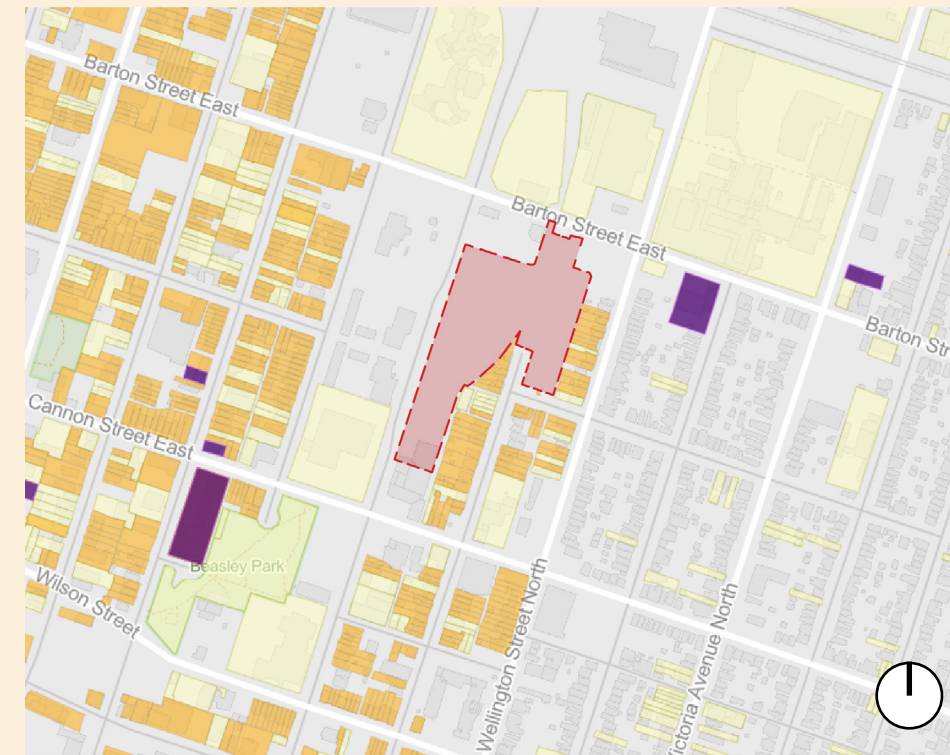
The subject site is largely defined by a considerable surface parking lot and two parcels of vacant land, contributing little to the neighbourhood built form. The area surrounding the subject site is characterized by a low-density retail, industrial, institutional, and residential form that often includes one to two storey buildings that are fronted by surface parking.

Apartment buildings and notable neighborhood landmarks, including Hamilton General Hospital, related healthcare facilities, and Hamilton-Wentworth Detention Centre, provide variation in neighbourhood building heights, built form and architectural style.

Buildings adjacent to the subject site are predominantly one to two storeys in height, although 7-, 8-, and 12-storey buildings are also positioned along Ferguson Street North and Cannon Street East. The site is adjacent to several properties with heritage value, including the Mark Preece Family House - a 19th century stone industrial building, 19th century brick workers' cottages on Cathcart Street, and 19th century brick dwellings on Wellington Street North.

Residential buildings were constructed in the Edwardian, Late Victorian and Victory Housing styles with hip, front gable, or side gable roofs, using brick, stone, timber and / or clapboard. Art Modern style commercial buildings can also be observed around the subject site, utilizing glass blocks and stone building materials. Hamilton General Hospital and the Hamilton-Wentworth Detention Centre were constructed in the Postwar Modern and Brutalism styles respectively, sharing the use of brick, flat roofs, simple lines, and a lack of ornamentation, although the latter also features large, unusual geometric forms.

A prevailing architectural style is not evident within the neighbourhood context, providing the opportunity to provide an enhanced neighbourhood character and sense of place through iconic architecture that reflects existing materials and historic uses. The following images highlight some of the predominant architectural features within the community, including buildings that can be considered distinct within the immediate surroundings.



- Subject Site
- Designated Heritage Properties
- Registered Heritage Properties
- Inventoried Heritage Properties

Heritage Properties adjacent to the Site



Hamilton General Hospital



Ron Joyce Centre



Hamilton-Wentworth Detention Centre



Cathcart St Heritage Buildings



Wellington St Heritage Buildings



185 & 195 Ferguson Ave N



The Mark Preece Family House



Good Shepherd Venture Centre Food Bank



220 Cannon St E



125 Wellington St N



West Avenue Residences



217 Cannon St E

2.3 STREETScape CONTEXT

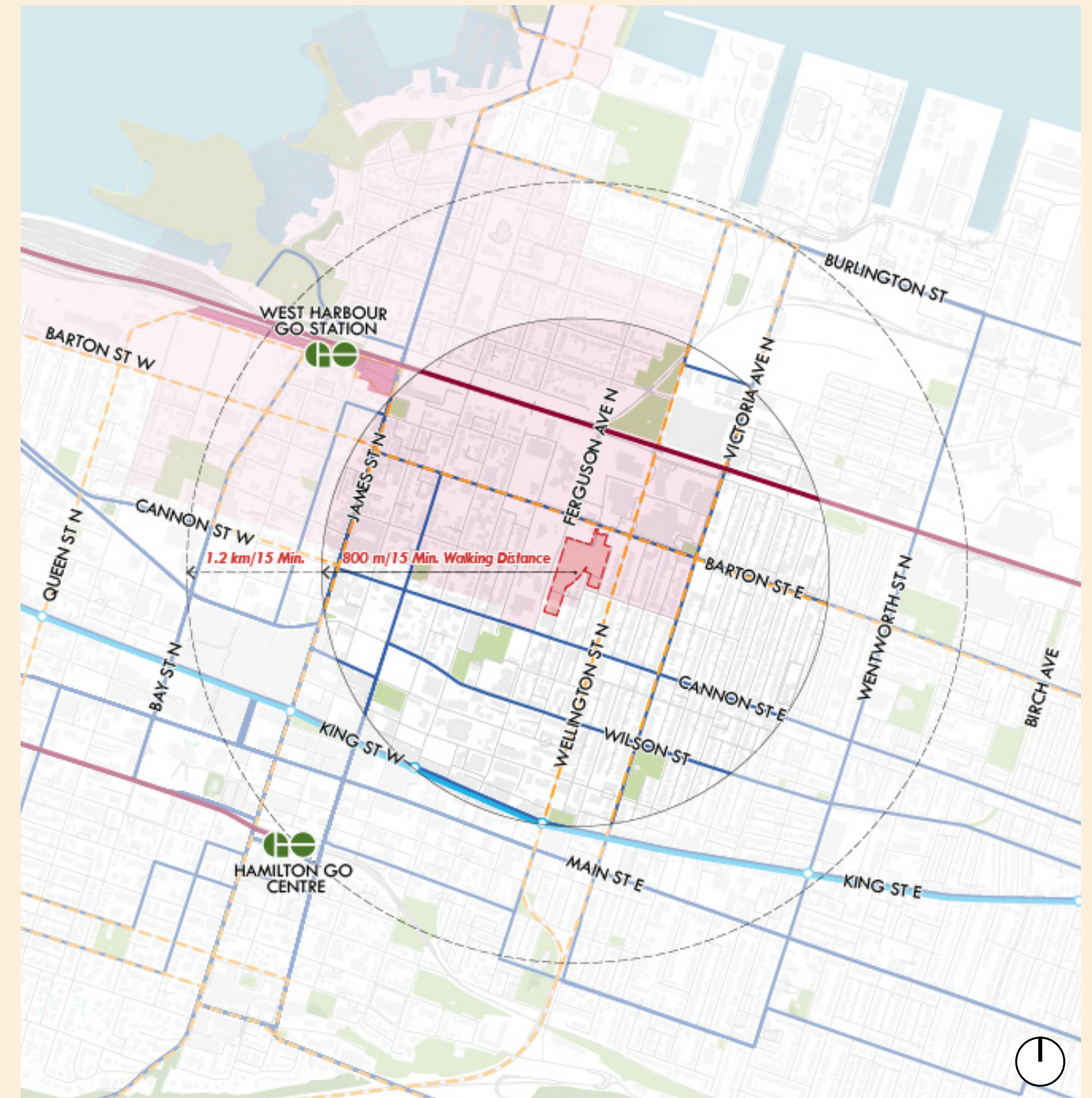
2.3.1 TRANSPORTATION AND TRANSIT

The subject site is well situated with strong access to vehicular and transit routes. Barton Street East and Cannon Street West are classified as Minor Arterials and Wellington Street North is classified as a Major Arterial in Schedule C: Functional Road Classification of the Urban Hamilton Official Plan.

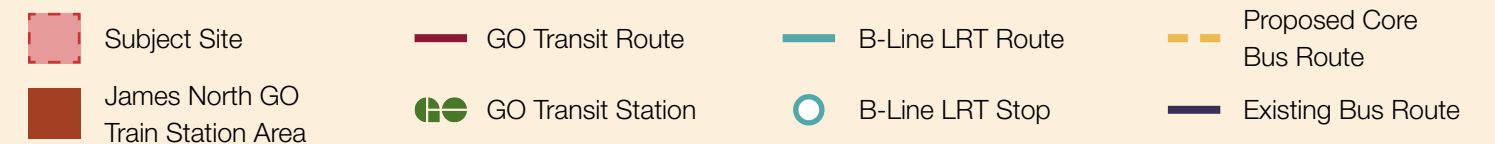
Existing bus routes run along Barton Street East and Cannon Street East with bus stops positioned along the north and south site boundary, at the intersections of Barton Street East and Ferguson Avenue North, Barton Street East and Wellington Street North, Cannon Street East and Ferguson Avenue North, and Cannon Street East and Wellington Street North. The '(Re)envision the HSR' project also proposes a Core bus route along Wellington Street North. Notably, the subject site is within a 15-minute walk from existing and planned higher order transit. The Hamilton Centre GO Station and West Harbour GO Station are located southwest and northwest of the site respectively, with the site being located within mobility hub area of the latter. The planned LRT route along King Street is also located within a 15-minute walk from the subject site. Upon completion of the LRT, the site will be served by the proposed Wellington Street station approximately 850 metres south. The Trans Canada trail runs along Ferguson Avenue North and a potential trail connection is identified through the subject site, between Ferguson Avenue North and Cathcart Street, by Schedule M-5: Public Realm of the Hamilton West Harbour Planning Area Study.

2.3.2 STREETScape

Barton Street East is a Minor Arterial characterized by institutional and commercial uses adjacent to the subject site, often fronted by parking lots. Uses along Ferguson Avenue North include retail, residential and light industrial, framed by wide landscaping strips, various mature trees, on street parking, and large amounts of surface parking. Small-scale commercial uses along Wellington Street North and Cannon Street East are similarly fronted by parking, but uses also include low density residential dwellings. While laneways provide parking access to residential uses along Wellington Street North, off-street front yard parking is provided for residential uses along Cathcart Street. Landscape strips have not been provided along Barton Street East, Wellington Street North, Cathcart Street nor Cannon Street East, although a few mature trees can be identified along Cannon.



Transit Routes within a 15-Minute Walking Distance of the Site



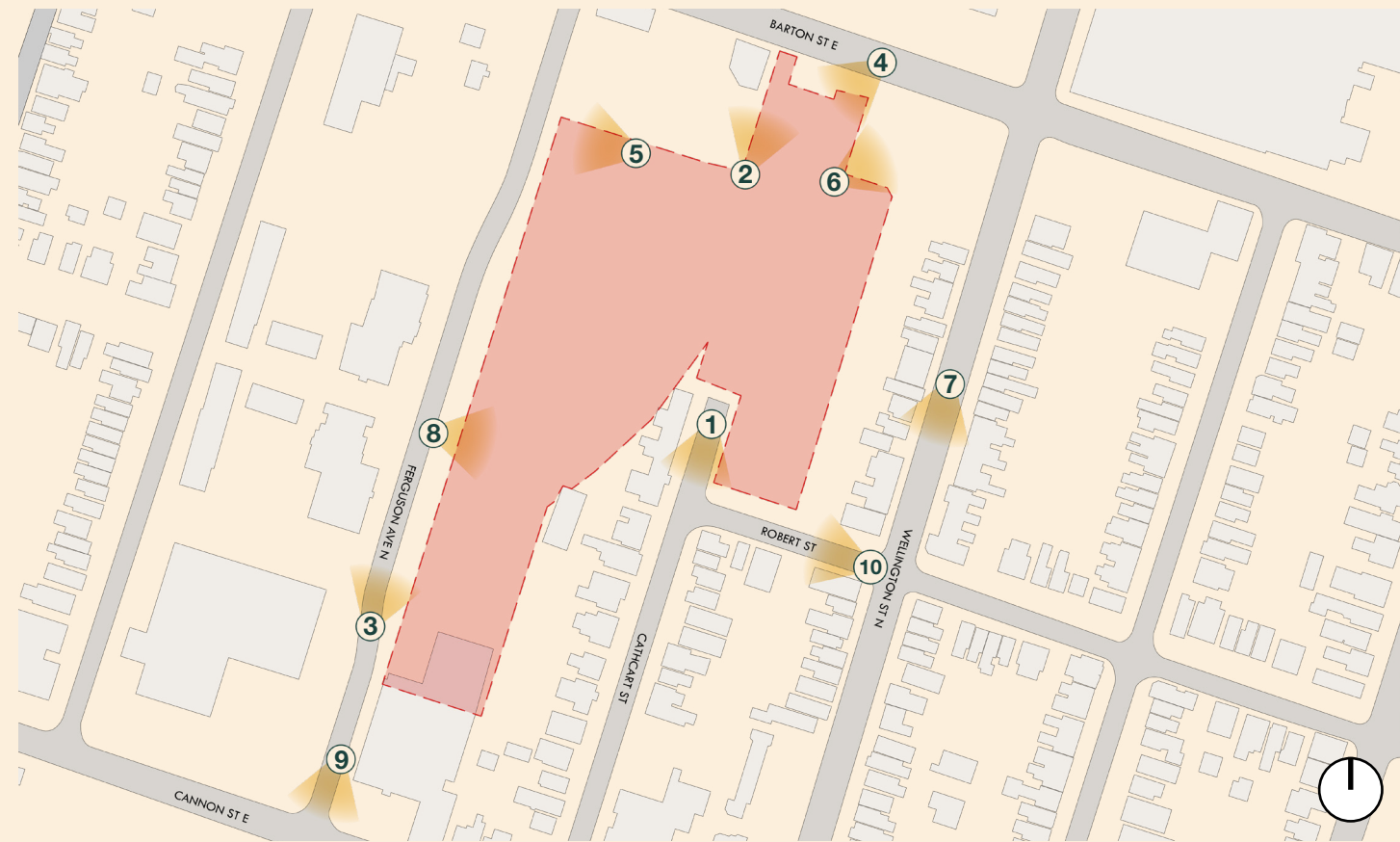
2.4 SITE CONTEXT

The subject site is located in the Beasley neighbourhood in the City of Hamilton, on the southeast corner of Barton Street East and Ferguson Avenue North generally. The site has been analyzed within the context of the Barton Street, Wellington, Cannon Street and Ferguson Avenue block (the “City Block”). The subject site is irregular in shape, being composed of three parcels municipally known as 166 and 186 Ferguson Avenue North and 203 Robert Street. Parcels that are not included in the subject site, but are within the same block, currently limit the portion of lands that front onto Barton Street East. This includes Tim Horton’s and A&W restaurants and their respective drive throughs. The site can be accessed by one entrance on Barton Street East and two entrances on Ferguson Avenue North.


The site is predominantly characterized by surface parking which serves the Hamilton General Hospital on the north side of Barton Street East. In recent years, 166 Ferguson Avenue

North and 203 Robert Street have sat vacant following the demolition of a building at each respective address. Fences currently separate all three parcels that make up the subject lands.

The site is currently lacking in any significant natural features. While 166 Ferguson Avenue North and 203 Robert Street remain vacant and unpaved, the majority of lands are occupied by a flat surface parking lot that is lined with trees along the perimeter. In the past, the topography of the site ranged from 82 to 86 metres, with a significant elevation change along the present-day access road from Barton Street East. Currently, the site is primarily flat, as a retaining wall was constructed between the parking lot and the residential uses along Cathcart Street and north of Robert Street.



Site Views Key Map

 Subject Site



View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8



View 9

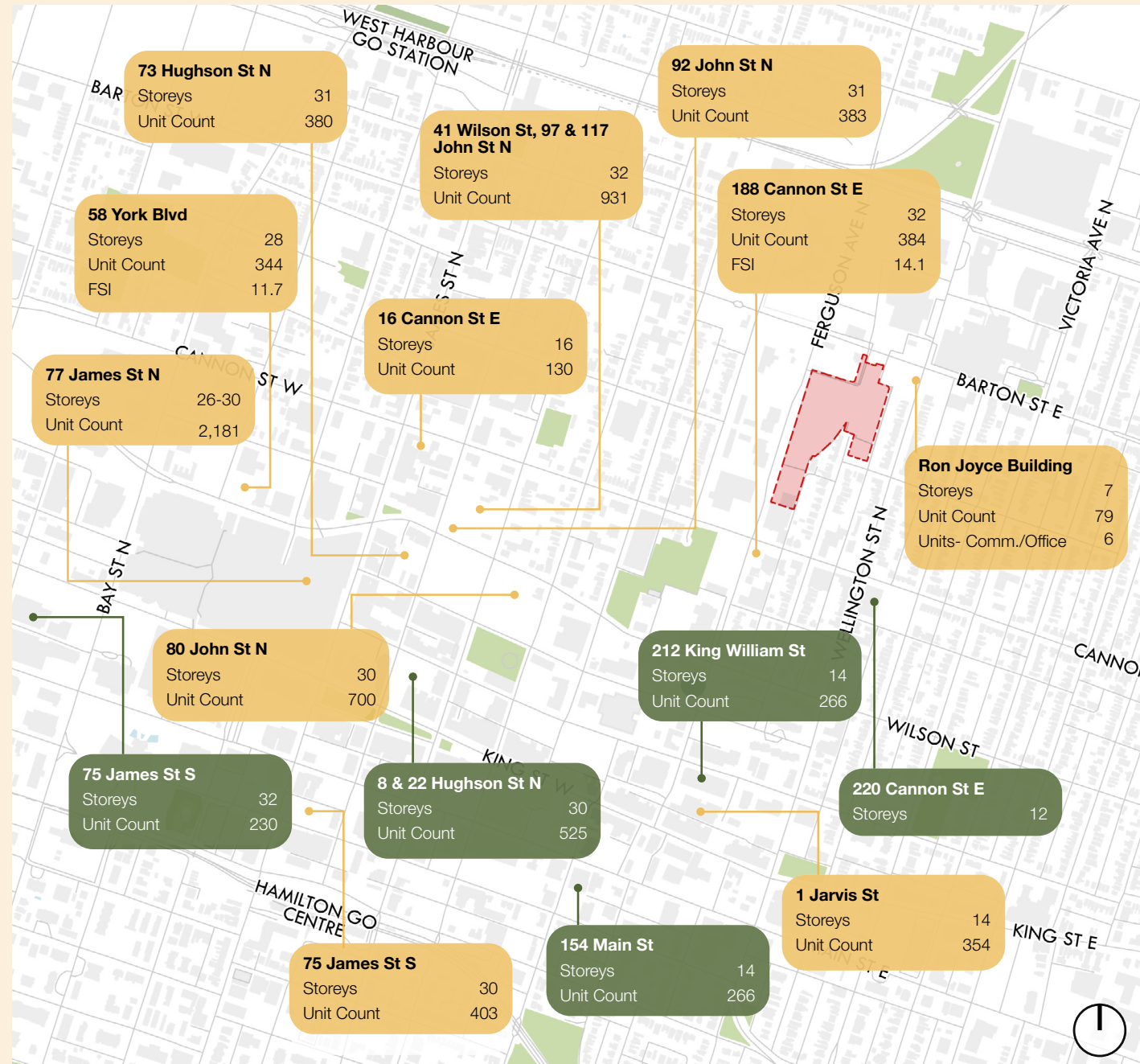


View 10

2.5 EMERGING CONTEXT

The neighbourhood surrounding the proposed development is experiencing growth and several existing and proposed developments are located adjacent to the site and within Downtown Hamilton. New developments will bring building heights ranging from 12 to 32 storeys, marking a shift towards higher density development in the City.

Of particular note to the site is the development at 92 John Street North, directly south of the site along Cannon Street West. One block from the site, this development anticipates 383 new residential units and a tower at 31-storeys in height. This development further justifies the inclusion of higher density development on the subject lands.



Emerging Developments in Proximity to the Site

- Subject Site
- Proposed Development / Not Yet Constructed
- Existing Development

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3.0 POLICY CONTEXT

The proposal has been shaped by key urban design policy and guidelines within the City of Hamilton’s policy framework. The following section highlights policies and guidance relevant to the development of the subject lands and identifies the elements of the proposed development that exemplify urban design best practice outlined in applicable City documents. The key documents reviewed include:

- Urban Hamilton Official Plan
- Downtown Hamilton Tall Building Guidelines
- City of Hamilton Official Plan
- Hamilton-Wentworth Official Plan
- West Harbour (Setting Sail) Secondary Plan
- City of Hamilton Urban Design Guidelines
- Barton-Kenilworth Commercial Corridor Study
- James Street North Mobility Hub Study

3.1 URBAN HAMILTON OFFICIAL PLAN

The Urban Hamilton Official Plan (UHOP) provides long-term guidance for land use planning and development over the next 30 years. On July 9, 2009, the UHOP was adopted by Council and came into effect pursuant to a decision of the Ontario Municipal Board (“OMB”) on August 16, 2013, although some policies, schedules, maps, and appendices remain subject to appeal. For the sections which remain subject to appeal, the applicable sections of the former Official Plans remain in effect.

Under Schedule E-1: Urban Land Use Designations of the UHOP, the subject lands are designated as Neighbourhoods and Mixed Use - Medium Density. The UHOP also identifies the subject site as being within “Lands Subject to Non-Decision 113 West Harbour Setting Sail.” Given the status of the non-decision for the West Harbour (Setting Sail) Secondary Plan, the UHOP will be reviewed informatively, while the City of Hamilton Official Plan and Hamilton Wentworth Official Plan, and the West Harbour Setting Sail Secondary Plan would also be applied to the subject lands.

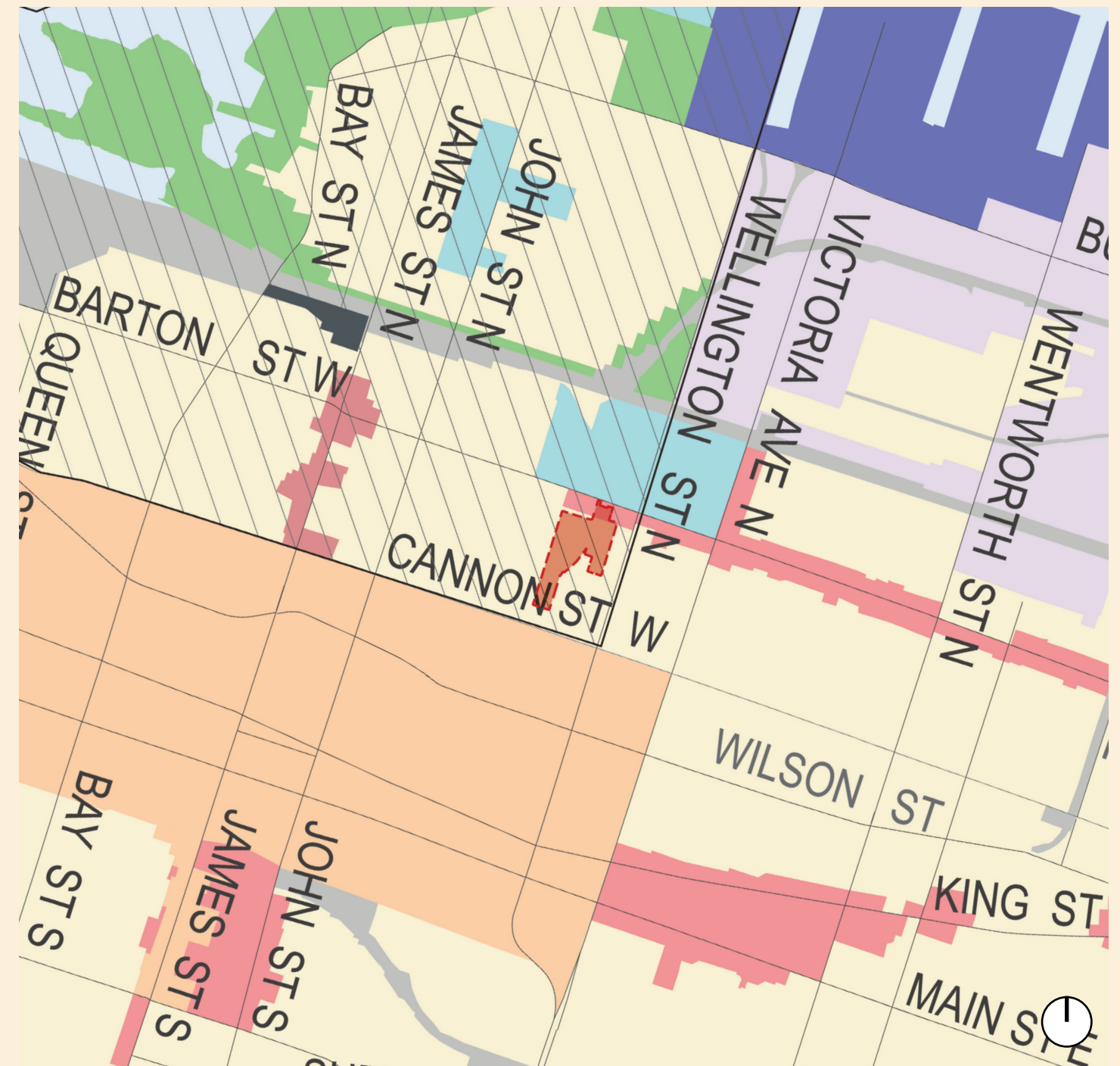
The following Urban Hamilton Official Plan policies have been identified as being applicable to the subject lands and highlight the alignment between the proposed development and Official Plan guidance:

CHAPTER E – URBAN SYSTEMS AND DESIGNATIONS

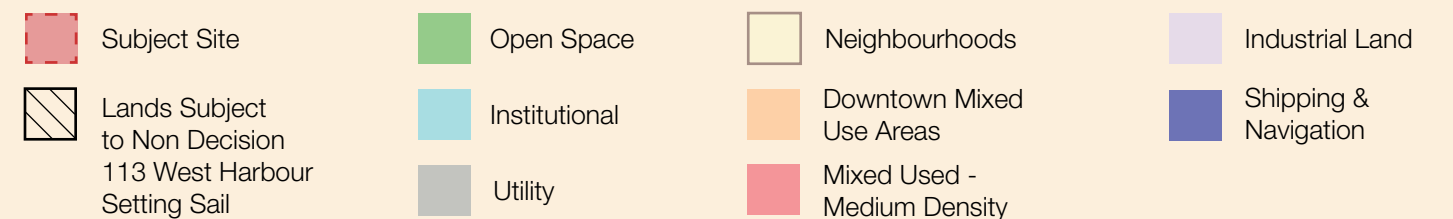
E3.0 Neighbourhoods Designation

(3.2.4) The existing character of established Neighbourhoods designated areas shall be maintained. Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.

(3.2.6) Supporting uses such as local commercial, community facilities/services, and open space and parks, should be clustered to create a focal point for the neighbourhood and to facilitate access by all forms of transportation.



Urban Hamilton Official Plan- Schedule E-1, Land Use Designations



(3.2.7) The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

a) New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a safe and attractive public realm.

b) Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.

c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.

d) Development shall improve existing landscape features and overall landscape character of the surrounding area.

(3.2.12) Innovative neighbourhood designs incorporating energy and environmental design standards and the conservation of natural resources shall be promoted in accordance with Section B.3.3 – Urban Design Policies and Section B.3.7 – Energy and Environmental Design Policies.

4.6 Mixed Use – Medium Density Designation

(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.

(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.

(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.

(4.6.21) On non-pedestrian focus streets, buildings shall be located close to the street with no parking, drive-throughs, or stacking lanes between the building and the street. Larger single use buildings over 5,000 square metres may be situated in the interior or at the rear of the site with smaller foot print buildings located close to the street. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances, or other similar means to animate the streetscape.

(4.6.22) Development applications shall be encouraged to provide a mix of uses on the site.

(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.

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

(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.

(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.

(4.6.29) The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City. (OPA 167)

UD RESPONSE

The proposed development exemplifies design excellence and innovation, putting forward a visionary plan that calls back to the site's historic identity and carries it into the future through the thoughtful integration of design elements that reflect sustainability, active living, and industrial heritage.

Careful consideration has been given to ensuring the proposed development is designed to fit within the built form context and reflect the character of the surrounding neighbourhood. The building massing has been designed to ensure a human-scaled environment is created at street-level and visual interest is added to Hamilton's skyline. The consistent six-storey podiums set a streetwall height that fits a lower-scale context, reflecting the height of adjacent buildings to frame the public realm while maintaining access to sunlight. Building corners will be provided a clear hierarchy to enhance the arrival experience and visitor security by encouraging pedestrian activity. Building materials for the podiums will also draw upon the architectural styles of neighbouring buildings and notable community destinations, such as Hamilton General Hospital, to further align the proposed development with the character of the surrounding neighbourhood.

The highest densities within the proposed development are located closest to the intersection of Barton Street East and Ferguson Avenue North, gradually stepping down in height towards Cathcart Street. Slender tower forms, adequate separation distances, variable tower placement, and the use of stepbacks will continue to reduce these impacts at the tower level, minimizing visual bulk to reduce shadowing and maintain views between buildings. A Visual Impact Assessment analyzing the impact of the proposed development on public views of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies has been provided as a part the application.

The proposal represents a significant opportunity for revitalization; it envisions the subject site being transformed from a vast surface parking lot, to an animated community hub where people can gather, be active and celebrate the history of their neighbourhood. The proposed development reorganizes the irregularly shaped site by using an internal road system that maximizes usable area and prioritizes pedestrian connectivity. Vehicular and pedestrian routes from Barton Street East and Ferguson Avenue North are framed by landscaping elements that lead to the core of the site, a central open space that acts as a focal point within the community. The landscape plan significantly improves upon the existing character of the site, providing ornamental planting, interactive spaces, and architectural canopies, seating, and paving that enhance the site's sense of place. Landscape elements provide visual interest and shade to the site, while screening sensitive uses and facilitating comfortable pedestrian movement. Advanced stormwater management strategies have also been integrated into the site's landscape design to support resilience and sustainability, such as permeable surfaces and green roofs.

Clustered around the central open space are retail uses located on the ground floor of Blocks 5 and 6 and a community centre located on the ground floor of Block 7, which further animate the public realm and contribute to the central open space as a focal point. Back of house activities are positioned away from public view to maintain an attractive and safe public realm. Underground parking is provided in all proposed buildings to balance site access with active transportation and transit modes, and a limited number of surface parking spaces are provided at the rear / side of Blocks 4 to 7.

3.2 DOWNTOWN HAMILTON TALL BUILDINGS GUIDELINES

The Downtown Hamilton Tall Building Guidelines is a reference document that guides the design of tall buildings within Hamilton's Downtown and builds on existing plans and policies. These guidelines set clear expectations and best practices that may be relied upon in the evaluation of applications. While the subject lands fall just outside of the northern boundary of the Downtown area, the Tall Building Guidelines have been referenced for their guidance related to best practices for taller buildings in the Hamilton context.

The following excerpts represent some of the relevant guidance that has been considered in the design of the site:

CHAPTER 3.0 – CONTEXTUAL CONSIDERATIONS

3.1 Heritage Conservation

The shape and form of Tall Buildings should respond to and respect Hamilton's existing rich architectural legacy, as represented in the stock of heritage buildings and districts.

b. Building bases should respect the grain and scale of the surrounding historic fabric;

d. Symmetry features of original design and construction should be maintained;

f. New buildings should demonstrate similar proportions and massing of adjacent heritage structures and continue the rhythm of the traditional street façade; further, the streetscape rhythm may be maintained and defined by respecting the existing historic vertical fabric, horizontal bays and materiality;

h. Modern approaches to building design are a suitable option as long as they respect and enhance the existing historic character of adjacent buildings

3.2 Neighbourhood Transition

To ensure that new development is sensitive to and compatible with the existing or planned low-rise residential neighbourhoods, tall buildings should be designed to transition in scale towards existing or planned low-rise residential and existing or planned open space areas Tall buildings should be designed to:

a. limit the maximum height, including mechanical units, balconies, railings, overhangs and other projections, and employ measures such as the use of setbacks, stepbacks and building articulation to minimize shadow impact on properties;

b. transition to the height of adjacent, existing residential development The portion of the building base adjacent to the low-rise residential building should not exceed the height of the adjacent development; and,

c. the tower portion of a building should be set back a minimum of 12.5m (excluding balconies) from the property line adjacent to residential neighbourhood to mitigate shadow impact and protect privacy and overlook

3.4 Vibrant Streets

a. Along main retail streets, including James Street and King Street, ground floors of tall buildings should be designed to facilitate an active interface with the street through the use of: clear glazing, multiple entrances, generous ground floor heights, and be generally flush with the sidewalk;

b. In areas where there are no active uses at grade, the articulation of the façade shall provide an active frontage through the use of: fenestration, grade related units, architectural articulation, canopies, etc ;

Beyond these general considerations, the more detailed guidance provided in Section 4.0 Building Articulation, related to the design of the podium (base) level and tower placement, stepbacks and separation distances have been adhered to within the site design. Section 5.0 Public Realm Interface, also applies to the site, particularly along the Ferguson Avenue North frontage and the small frontage on Barton Street East.

3.3 CITY OF HAMILTON OFFICIAL PLAN & HAMILTON-WENTWORTH OFFICIAL PLAN

The Urban Hamilton Official Plan ("UHOP") was adopted by Council on July 9, 2009 and became substantially in force and effect pursuant to a Decision of the Ontario Municipal Board ("OMB") on August 16, 2013, although some policies, schedules, maps, and appendices remain subject to appeal. For the sections which remain subject to appeal, the applicable sections of the former Official Plans remain in effect. As such, both the City of Hamilton Official Plan and Hamilton-Wentworth Official Plan still apply to the site.

In the review of both documents, the following guidance was identified as relevant to the subject site:

C.3.1 A wide range of urban uses, defined through Area Municipal Official Plans and based on full municipal services, will be concentrated in the Urban Areas. These areas are intended to accommodate approximately 96% of new residential housing units in the Region to the year 2020. Accordingly, the Plan establishes a land use strategy for the Urban Area that consists of:

- *Compact urban form, including mixed use areas.*

C.3.1.1 A compact higher density form, with mixed use development in identified Regional and Municipal centres and along corridors, best meets the environmental, economic principles of sustainable development. Mixed forms of development within an Urban Area is preferable to widespread, low density residential development and scattered rural development, because:

- *Growth can be accommodated by building on vacant or redeveloped lands, without taking up agricultural or natural areas;*
- *Higher density development can reduce per capita servicing costs and makes more efficient use of existing services;*
- *Efficient and affordable public transit systems can be established;*

- *Effective community design can ensure people are close to recreation, natural areas, shopping and their workplace; and,*
- *A compact community makes walking and bicycling viable options for movement."*

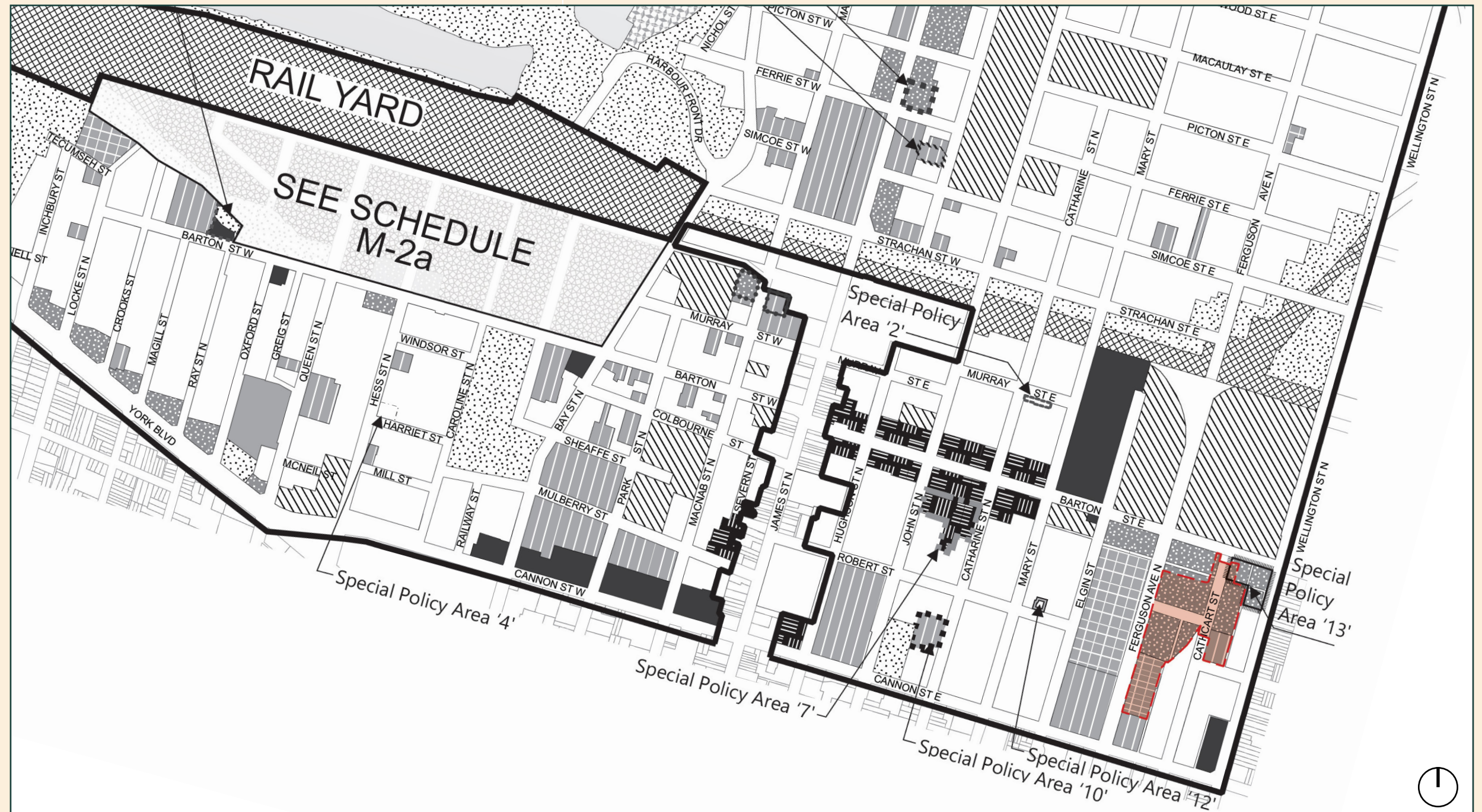
UD RESPONSE

Per the previous Official Plans, urban development in the City of Hamilton is encouraged to accommodate residential growth, higher density development and to promote sustainable design within the City's urban areas. The compact, mixed-use development proposed for the site represents the best practices outlined by the Official Plans in the highlighted excerpts. The proposal transforms vacant lots and under-utilized parking areas into a compact, vibrant community that pairs a high-quality residential lifestyle with a mix of complementary uses and community amenities. The central open space brings additional passive and active recreational facilities to the community, whilst integrating sustainable design practices through innovative stormwater management. Additionally, the community represents a pedestrian-first environment, prioritizing safe pedestrian movement over vehicular to make active transportation a more viable and attractive mode of transportation.

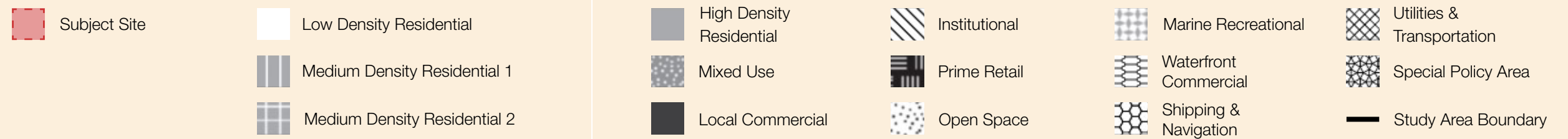
3.4 WEST HARBOUR (SETTING SAIL) SECONDARY PLAN

The West Harbour was a centre for industry in Hamilton, positioning textile, glass, tobacco, iron and steel facilities close to ports and railway systems. As industry has left over the past 200 years, the rich cultural history of West Harbour has remained while the area has grown and evolved. In the present day, strategic redevelopment and public improvements are planned for West Harbour with the intent of positioning the area as a community and recreational destination.

The subject site is optimally located within the West Harbour (Setting Sail) Secondary Plan area, along the Ferguson-Wellington Corridor – one of three areas where major growth and community improvement is desirable. Under Schedule M-2: General Land Use of the West Harbour Secondary Plan, the subject site is designated Medium Density Residential 1 adjacent to Cathcart Street, Medium Density Residential 2 along Ferguson Avenue North and south of Robert Street, and Mixed Use in the remaining area. The guidance on the following page, contained within the West Harbour Secondary Plan, has been identified as relevant to the site.



West Harbour Secondary Plan, Schedule M-2- General Land Use



General Policies

(A.6.3.3.1.13) (A.6.3.3.1.14) (A.6.3.3.1.17) In Medium Density Residential 1 areas, Medium Density Residential 2 areas, and Mixed Use Areas:

- existing grid patterns of streets, blocks and open spaces, and/or those proposed by this plan, shall be respected;
- buildings generally shall be built close to or at the front property line and front yard setbacks shall be generally consistent with the setbacks of adjacent buildings;
- parking areas generally shall be provided at the rear of sites or underground, with access from public streets or laneways;
- the main entrances to buildings shall face public streets;
- private amenity space shall be provided on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors;
- common amenity space shall be consolidated on the site to create useable spaces;
- the design and massing of buildings shall minimize shadow and wind impacts on the public realm; and
- the design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.

UD RESPONSE

The West Harbour Secondary Plan encourages development on the subject site that is pedestrian-oriented, supported by community amenities, and contextually appropriate. The proposed development is connected by an internal road network across the site, in areas designated Medium Density Residential 1, Medium Density Residential 2, and Mixed Use Areas. Following a grid pattern, the proposed road network divides the existing large-scale site to create a block pattern that facilitates appropriately scaled development and enhances connectivity. Porosity between buildings has been considered to ensure comfortable pedestrian movement through the site, and to/from neighbouring destinations (e.g. Hamilton General Hospital).

Balancing site access between modes, vehicular and active transportation connections are provided on Barton Street East, Ferguson Avenue North and/or Robert Street, including a trail extension from Ferguson Ave N to Cathcart Street aligned with Schedule M-5: Public Realm. Where applicable, lobby entrances are oriented towards these streets and buildings are positioned close to the site's front and side property lines to support pedestrian connectivity and create a continuous streetwall that frames the public realm. The podiums also utilize massing articulation and stepbacks to promote natural air circulation while reducing downdrafts. Landscaped green roofs at the podium-level and two structured canopies in the central open space have been proposed to further minimize adverse wind impacts to the public realm. Above the podium-level, slender and articulated towers are positioned with adequate separation distances to protect privacy, views, and sunlight access for the public realm and neighbouring properties.

(A.6.3.3.1.18) James Street and Barton Street are the prime retail streets in West Harbour. In Prime Retail areas:

- mixed use developments with ground-floor, street-related commercial and community uses are permitted and encouraged;*
- most of the street-facing portion of the ground floor of buildings shall be reserved for street-related commercial and/or community uses, including retail stores, restaurants, take-out restaurants, business and personal services, and/or professional offices;*
- the ground floors of all buildings shall have windows and doors opening onto the street to provide "eyes on the street" and an interesting pedestrian experience;*
- the range of uses permitted on upper floors shall include residential, live/work and office. Two-storey retail stores are permitted, and personal services are permitted on the second floor of buildings;*

UD RESPONSE

Properties adjacent to Barton Street are identified as Prime Retail areas in the West Harbour Secondary Plan, favourable for mixed use development that supports an animated public realm and strong connections to the streetscape. While the Barton Street East frontage of the development parcel is limited, Blocks 5 to 7 are proposed as mixed use residential buildings with ground floor, street-related commercial and/or community uses. To foster an animated public realm, the ground floors of buildings will feature transparent glazing and entrances oriented toward public streets to promote the visibility and connection to ground floor uses, while also improving security for building occupants.

Urban Design

(A.6.3.3.4.1) New development, redevelopment and alterations to existing buildings in West Harbour shall respect, complement and enhance the best attributes of West Harbour and shall adhere to the following urban design principles:

- i) Create a comfortable and interesting pedestrian environment;*
- ii) Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;*
- iii) Generally locate surface parking at the rear or side of buildings;*
- iv) Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level; and,*
- v) Ensure barrier-free access from grade level in commercial mixed use developments.*

A.6.3.3.4.5 The vistas of Hamilton Harbour and the key views leading to the harbour identified on Schedule "M-5" shall be preserved.

UD RESPONSE

The West Harbour Secondary Plan promotes development that embodies high-quality urban design and emphasizes the best qualities of West Harbour. The proposed development speaks to the site's historic role in the water and sanitation systems that upheld the City's past industries, reimagining the subject site as a major community hub that both honours its industrial heritage and exemplifies contemporary urban design best practices.

The proposed development provides a strategic opportunity to bring vibrancy and strength to the economic context of West Harbour through the configuration of an intensified urban form that remains compatible with the surrounding neighbourhood. The proposed development is defined by a built form that supports the fit and transition of greater heights on the subject site to adjacent heights in the neighbourhood. Articulation, stepbacks and reduced heights are incorporated into the base buildings to set a human-scaled streetwall that is compatible with the built form and heights of adjacent uses. To create greater separation and screening between sensitive uses, open spaces, landscape buffers and access roads are also strategically placed between proposed buildings and adjacent properties. Design elements, such as ornamental planting, canopy structures, interactive spaces, play structures, architectural paving treatments, and seating further contribute to the creation of a comfortable, engaging, and pedestrian-oriented public realm. Access to ground floor community and commercial entrances are barrier-free and oriented towards public roads to enhance pedestrian connectivity. A safe and attractive pedestrian environment is also promoted by locating parking largely underground, with surface parking screened and parking accesses positioned at the rear or side of proposed buildings. A Visual Impact Assessment analyzing the impact of the proposed development on key views and vistas of and leading to Hamilton Harbour has been provided as a part of this application.

3.4.3. Areas of Major Change – Ferguson-Wellington Corridor

(A.6.3.5.3.2) The location of new streets and street extensions in Wellington-Ferguson as shown on Schedule "M-2" is approximate, and as such some flexibility regarding the final configuration of streets is permitted. Should the land south of Barton Street, north of the proposed pedestrian connection (shown on Schedule "M-5"), east of Ferguson Avenue, west of existing development located between Cathcart Street and Wellington Street be developed for commercial purposes, the proposed street extensions may not be required.

(A.6.3.5.3.4) The following shall apply to the lands south of Barton Street, north of the proposed pedestrian connection (shown on Schedule "M-5"), east of Ferguson Avenue, west of existing development located between Cathcart Street and Wellington Street, designated Mixed Use on Schedule "M-2":

- ii) New buildings on Barton Street shall be built close to or at the front property line with any storeys above the third storey set back from the property line to create a defined street wall;*
- iii) Buildings and/ or landscaping shall be used to help define and enhance the streetscape of Ferguson Avenue;*
- iv) Parking shall not be permitted in front of buildings facing Ferguson Avenue and Barton Street; and,*
- v) Driveway access for commercial development shall be from Barton Street or Ferguson Avenue. For loading purposes truck access shall be limited to Barton Street.*

UD RESPONSE

The Ferguson-Wellington Corridor is one of three areas planned for significant change in the West Harbour. Schedule M-1: Planning Area and Sub-Areas of the West Harbour Secondary Plan identifies the subject site as being located within the Ferguson-Wellington Corridor, an area where strategic development and public realm improvements should be focused. The subject site is also notably located outside of the Stable Areas where low density development that preserves the predominant residential character of the area is encouraged.

Block 6 of the proposed development is located on lands described by (A.6.3.5.3.4). The Block 6 podium is positioned close to the front property line to support the definition of a six-storey streetwall that has been designed to be proportionate with the surrounding built form. The site includes minimal frontage along Barton Street East, with the existing A&W and Tim Horton's locations separating the site from Barton Street East. This feature will limit the development's ability to create a continuous, active streetwall along Barton Street East. However, the development of Block 6 initiates the development of a vibrant frontage to frame Barton Street.

The configuration of the proposed development retains the internal roads located at the northwest corner of the subject site and proposes pedestrian and open space connections to Cathcart Street from Barton Street East and Ferguson Avenue North. Surface parking provided as a part of the proposed development is located away from public roads and on the rear or side of buildings, a stark shift from the current surface parking condition. Access to loading areas will be proposed internally or at the rear of proposed buildings to screen back-of-house activities from adjacent streets, specifically Barton Street East.

3.5 CITY OF HAMILTON URBAN DESIGN GUIDELINES

The City of Hamilton Urban Design Guidelines provide direction for the design of vibrant spaces and development that is oriented around the pedestrian and compatible with the unique characteristics of the community. The following Urban Design Principles were identified in section 3.3.1 Urban Deigns Goals - section 3.3.2.4 in Volume 1 - Chapter B – Communities of the Urban Hamilton Official Plan.

(3.3.1.4) Create communities that are transit-supportive and promote active transportation

(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.

(3.3.3.1) New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.

(3.3.3.2) New development shall be designed to minimize impact on neighbouring buildings and public spaces by c) minimizing the impacts of shadows and wind conditions.

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

(3.3.10.4) Where surface parking is proposed, it should be located to the sides or rear of buildings to enable the development of a continuous street edge and the creation of quality urban spaces consistent with Section B.3.3.2 – General Policies and Principles.

(3.4.3.3) New development or redevelopment in downtown areas containing heritage buildings or adjacent to a group of heritage buildings shall:

a) *encourage a consistent street orientation in any new building forms;*

b) *maintain any established building line of existing building(s) or built form by using similar setbacks from the street;*

c) *support the creation of a continuous street wall through built form on streets distinguished by commercial blocks or terraces;*

UD RESPONSE

The built form, scale and layout of the proposed development is designed to be both compatible with the existing neighbourhood character and introduce intensification to the subject site. The site design represents an innovative uses of under-utilized lands-bringing a vibrant community hub to lands previously dedicated to surface parking. The design represents an urban renewal of the lands, promoting pedestrian-oriented intensification that is compatible with surrounding communities.

Through an iterative design process, the proposed development has minimized the impacts of shadowing and wind on neighboring properties and public spaces. The proposal also supports a human-scale streetscape through the design of podium heights, stepped back terraces, and parking concealed underground and away from building frontages. The proposed 6-storey podiums set the streetwall height, bridging heights from institutional uses and apartment buildings with lower density residential uses. Above the podiums, the built form of the towers is stepped back and articulated to reduce the perception of building heights from the street level.

3.6 JAMES STREET NORTH MOBILITY HUB STUDY HUB STUDY

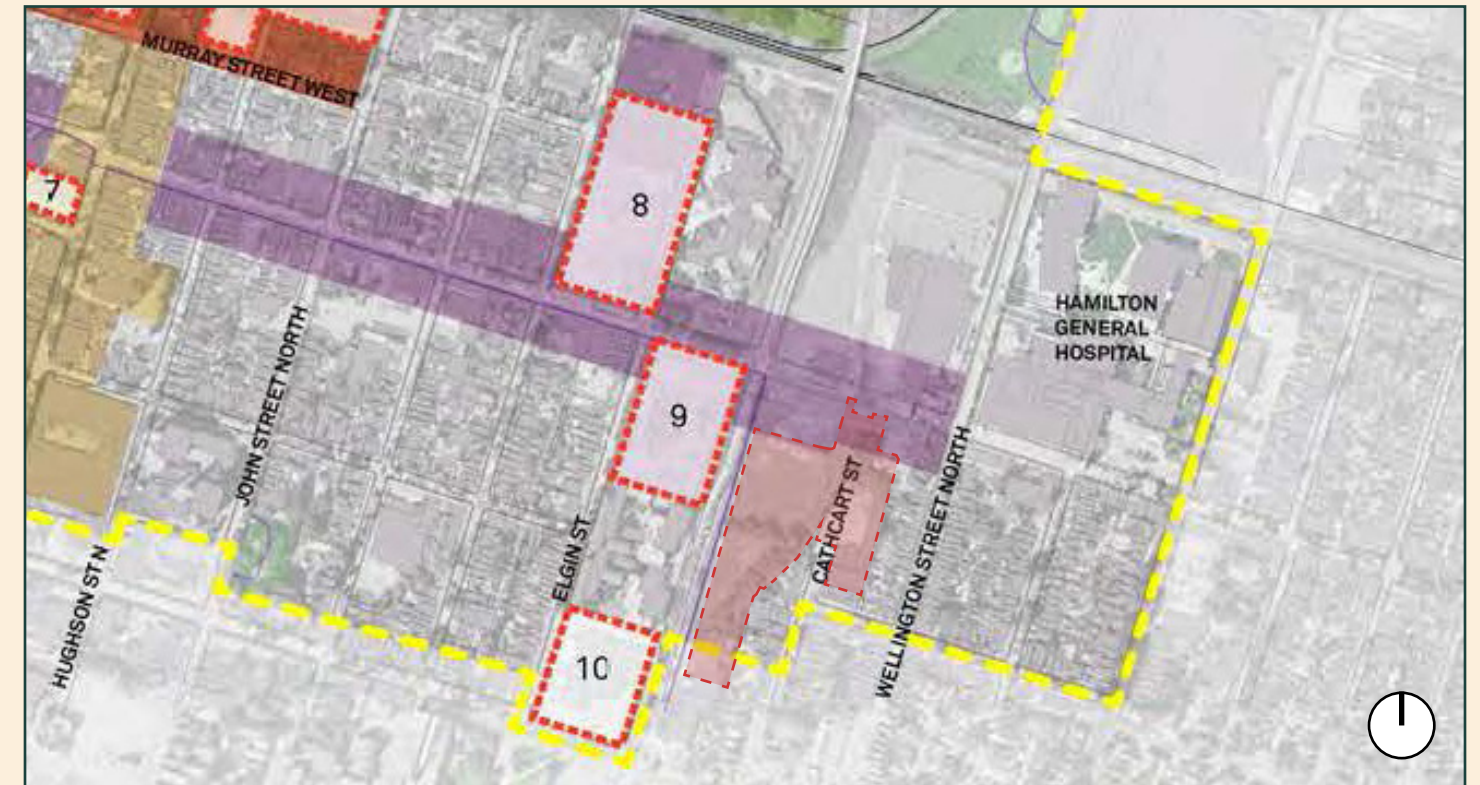
The James Street North Mobility Hub Study provides guidance related to intensification, land use, connectivity, placemaking, and implementation within the James North (now West Harbour) GO train station area to support significant growth and intensification. The subject site is located within Focus Area E and adjacent to Opportunity Sites 8 and 9 identified in the document. The following policies related to design, connectivity and the public realm were identified in the James Street North Mobility Hub Study as being relevant to the subject site. The below map also highlights the site's location in proximity to the Mobility Hub focus areas, notably within the Barton Street West focus area.

DENSITY TARGETS FOR MOBILITY HUBS

Recommendations for the Mobility Hub include the promotion of appropriate intensification, generally in the form of mid-rise development. However, it is noted that increased density where viable can help to meet the goals of the Mobility Hub.

The study notes that in some areas, tall buildings may be appropriate, given adjacent land uses, lot characteristics and context. Tall buildings in close proximity to rapid transit will further help to reach density targets. These locations are noted in the following sections, and the Criteria for Taller Buildings can be found in Appendix D.

FOCUS AREAS



James Street North Mobility Hub Study, Focus Areas

- Subject Site
- Mobility Hub Study Area
- X Opportunity Site
- Focus Area C:** Station Area
- Focus Area E:** Barton St W
- Focus Area D:** James St N from Cannon St to the GO Station

[...] within the eastern area of the Mobility Hub a few larger sites (Opportunity Sites 8, 9 and 10), with lot depths greater than 50 metres, exist that are appropriate for taller buildings up to 10 to 12 storeys. To properly address these issues the following criteria should be met when planning for taller buildings.

1. A. *Front Facade: Angular Plane* The building envelope should allow for a minimum of 5 hours of sunlight onto the primary street sidewalks from March 21st – September 21st.

1. B. *Front Facade: Pedestrian Perception* Step-back “Pedestrian Perception” step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.

2. *Rear Transition to Neighbourhoods: Deep* The rear transition between a deep property and areas designated in *Setting Sail as Low Density Residential, Institutional, Public Open Space, and Marine Recreational* should be created through setback and angular plane provisions.

4. *Side Property Line: Step-backs at Upper Storeys* There should be breaks at upper storeys between new and existing buildings that provide sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.

5. *Side Property Line: Existing Side Windows* Existing buildings with side wall windows should not be negatively impacted by new developments.

6. *Side Property Line: Side Street Setbacks* Buildings should be setback along the side streets to provide transition to adjacent residential properties with front yard setbacks.

7. *Building Width: Maximum Width* Where mid-rise building frontages are more than 60 metres in width, building facades should be articulated or “broken up” to ensure that facades are not overly long.

9. *Balconies and Projections* Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.

10. *Roofs and Roofscapes* Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

UD RESPONSE

The James Street North Mobility Hub Study identifies Focus Area E as being an area prime for intensification, and highlights lots greater than 50 metres in depth, including Opportunity Sites 8 and 9 adjacent to the site, as being favourable for development of greater heights and densities. Within the Opportunity Site 8 demonstration plan, 8- and 12-storey mid-rise buildings are identified, while on the Opportunity Site 9 demonstration plan, 10-, 8-, and 6-storey mid-rise buildings are identified with heights focused along Barton Street East and Ferguson Avenue North.

It should be noted, that while the proposed development exceeds these recommendations, the Study was produced in 2014, and the Province has since seen increased flexibility and the encouragement of higher densities in proximity to rapid transit networks. The site conditions, including the current car-oriented use as surface parking, as well as the presence of key community features adjacent to the site (e.g. Hamilton General Hospital) justify the inclusion of a higher density, high-rise built form within the site. Additionally, the proposed development presents heights and densities greater than highlighted in adjacent Opportunity Sites as a response to the significantly greater lot depth observed on the subject site.

The proposed development provides a block pattern that supports a human-scale public realm while enabling intensified development. Base buildings proposed along Barton Street East and Ferguson Avenue North align with the lowest heights illustrated in the Opportunity Site 9 demonstration plan, creating a continuous streetwall within this planned context. To support a comfortable pedestrian environment and maximize sunlight on public open spaces and neighbouring properties, stepbacks, building articulation, and adequate screening and separation between proposed buildings and existing buildings have been incorporated as mitigation measures.

3.7 BARTON KENILWORTH COMMERCIAL CORRIDOR STUDY

The Barton-Kenilworth Commercial Corridor Study provides urban design direction for the revitalization of the Barton and Kenilworth Commercial Corridors. The guidelines are intended to support the creation of building facades that contribute to a vibrant streetscape and preservation of the Corridors’ historic character. Of the subject site, 21 metres of the northern site boundary fronts onto the Barton Corridor and are therefore subject to the guidelines contained within this study. The following guidelines have been identified as being relevant to the proposed development:

Ground Floor: The ground floor should be oriented to enhance the pedestrian experience.

Entrances: Entrances should be oriented to the street and be highly visible, in order to navigate pedestrians from the public boulevard into the building.

Windows: Windows create social interaction with the streetscape by allowing interiors to be seen by pedestrians.

Upper Floors: Upper floors should complement the architectural style and materials of the ground floor. Typically, upper floors will consist of less window area than the ground floor.

Roof Line: The roof line is appropriate for the design of the building and surrounding buildings.

Scale, Proportion and Rhythm: An architectural sense of visual harmony is created when the various components and accent features comprising the façade work together.

Articulation: Providing changes in plane along a façade can create visual interest.

Building Materials and Colours: Building materials should be durable and of a high quality. Typical materials include: stone, brick, wood, metal and glass. Building colours should consist of a palette that is derived from existing building materials.

Awnings and Canopies: Awnings and canopies create articulation of the façade while providing weather protection for pedestrians.

Rooftop Units and Utilities: Rooftop mechanical units and utilities that are visible on or above the façade can detract from the aesthetics of the building by causing visual clutter.

Loading Doors and Loading Areas: Where possible, loading doors and loading areas should be located along side or rear elevations.

Landscaping: Providing landscape elements (i.e. plant material) contributes to the unique style of the façade. Landscaping also enhances the pedestrian experience.

UD RESPONSE

The proposed development supports the economic revitalization of the Barton-Kenilworth Commercial Corridor through façade improvements and contributions to the streetscape. The development marks a shift from surface parking along Barton Street East, to a vibrant streetwall condition on the portion of the lands fronting the corridor. The proposed podiums contribute to a pedestrian-friendly environment by orienting ground floor commercial uses, community uses and / or lobby entrances toward the street frontage and maximizing their visibility using glazing. Upper floors of the proposed development utilize scale, articulation and building materials from the surroundings to contribute to an overall sense of architectural harmony when considering the building as a whole. Views to back-of-house building elements, including mechanical penthouses and loading areas, are reduced or screened from public view to enhance the public realm. Landscape elements are also used throughout the site design to shape the character of the pedestrian environment and contribute to a vibrant streetscape experience, particularly along Barton Street East.

4.0 THE VISION

4.1 DESIGN VISION

The Barton-Ferguson development bridges the gap between Hamilton's industrial past and a sustainable future by celebrating the site's historic water and sanitary systems and former railways, which once supported the area's industrial activity. These historical linkages inspire the design through the use of materials like brick and steel and are reimagined with modern sustainable technologies such as advanced stormwater management and green infrastructure. Located near Hamilton General Hospital, the project emphasizes health and wellness through light-filled

spaces, green pathways, and amenities that promote active living and community well-being. Innovative multimodal traffic solutions ensure safe coexistence for pedestrians, cyclists, and vehicles, with dedicated bike storage, accessible pathways, and carefully designed access to vehicles and pedestrian entrances. By integrating its industrial heritage with sustainable mobility and wellness, the development brings a vibrant, inclusive, and forward-looking urban community to a key, under-utilized site in the City of Hamilton.

THE VISION

THE BARTON-FERGUSON DEVELOPMENT UNIQUELY BRIDGES HAMILTON'S INDUSTRIAL PAST AND ITS ASPIRATIONS FOR A VIBRANT, SUSTAINABLE FUTURE. WITH THE SITE'S HISTORIC WATER SYSTEMS AND RAILWAYS SERVING AS ITS FOUNDATION, THE DEVELOPMENT IS ENVISIONED AS A ROBUST, CONTEMPORARY COMMUNITY, CENTRED ON WELL-BEING AND ACTIVE LIVING.



Aerial View of Central Open Space

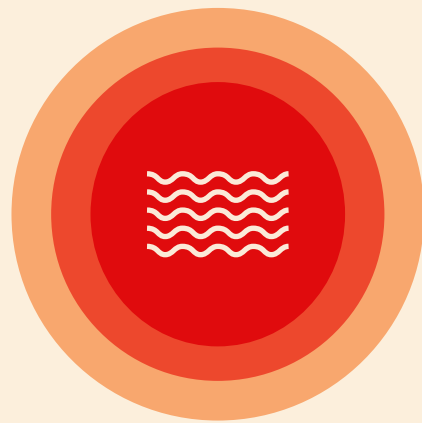
4.2 KEY DESIGN OBJECTIVES

To achieve the vision of establishing a vibrant and sustainable community that honours the site's historic identity, key urban design objectives were identified to shape the proposed development. These objectives guided decision-making throughout the design process and supported the creation of a built form and public realm that achieved the vision established at the outset. The following design objectives informed the proposal:

HONOURING THE INDUSTRIAL HERITAGE OF WATER, SANITATION & RAILWAYS

The site's water and sanitary systems reflect the ingenuity and resilience of Hamilton's industrial past. These historical utilities, essential to supporting the factories and railways that once dominated the area, provide a unique narrative for the development. The project pays homage to this legacy by incorporating design elements that echo the functionality and materials of the original systems, such as exposed steel accents, brickwork reminiscent of historic pump stations, and linear patterns inspired by underground pipe networks.

Public art installations and interpretive features within the landscape design further celebrate the historic railways and water systems within the site, transforming historical infrastructure into educational and cultural touchpoints. Pathways and plazas highlight the historical significance of the site's water management systems and past railway alignment, connecting residents and visitors to the industrial roots of their new community.



CONNECTING TO THE FUTURE THROUGH INFRASTRUCTURE INNOVATION

While honouring the past, the development reimagines the role of water and sanitary systems for a modern, sustainable urban neighborhood. Advanced stormwater management systems, including permeable surfaces and green roofs, draw inspiration from the site's historical infrastructure while addressing contemporary environmental challenges. These features not only mitigate runoff but also enhance the green spaces that form the community's core, creating a seamless blend of historical reference and future-oriented design.

Underground parking and reconfigured service networks ensure that the new infrastructure aligns with the needs of a high-density, health-focused community. By integrating these systems with sustainable technologies, such as energy-efficient water treatment and recycling capabilities, the development ensures that the site's legacy of water and sanitary innovation continues to serve future generations.



A COMMUNITY ROOTED IN HERITAGE AND INNOVATION

The central open space of the development symbolizes the connection between past and future, balancing tradition with contemporary design in the new community. Designed as both a gathering place and a functional hub, it incorporates water features and landscaping that reference the historical flow of water through the site. Additionally, references to the site's historic railways are incorporated through design elements such as furnishings, walkway alignments and a play structure. These elements not only provide aesthetic and recreational value, but also reinforce the narrative of resilience and adaptability that defines Hamilton's industrial heritage.



TRANSFORMATIVE IMPACT

The Barton-Ferguson project embodies the evolution of Hamilton from an industrial powerhouse to a modern, health-focused city. By celebrating the site's historical water and sanitary systems and integrating them into a visionary urban design, the development creates a community that is both rooted in its past and equipped for the future. This thoughtful approach ensures a sustainable, connected neighborhood that honors the ingenuity of its heritage while paving the way for innovation and growth.



HEALTH & WELL-BEING

The proximity of the Barton-Ferguson development to Hamilton General Hospital offers a unique opportunity to create a community centered around health and wellness. By prioritizing active living, the design integrates spaces that encourage physical activity, relaxation, and social interaction, from green pathways and fitness zones to wellness clinics and community gathering areas. This emphasis on health aligns with the hospital's role in the community and fosters a holistic environment where residents can thrive.

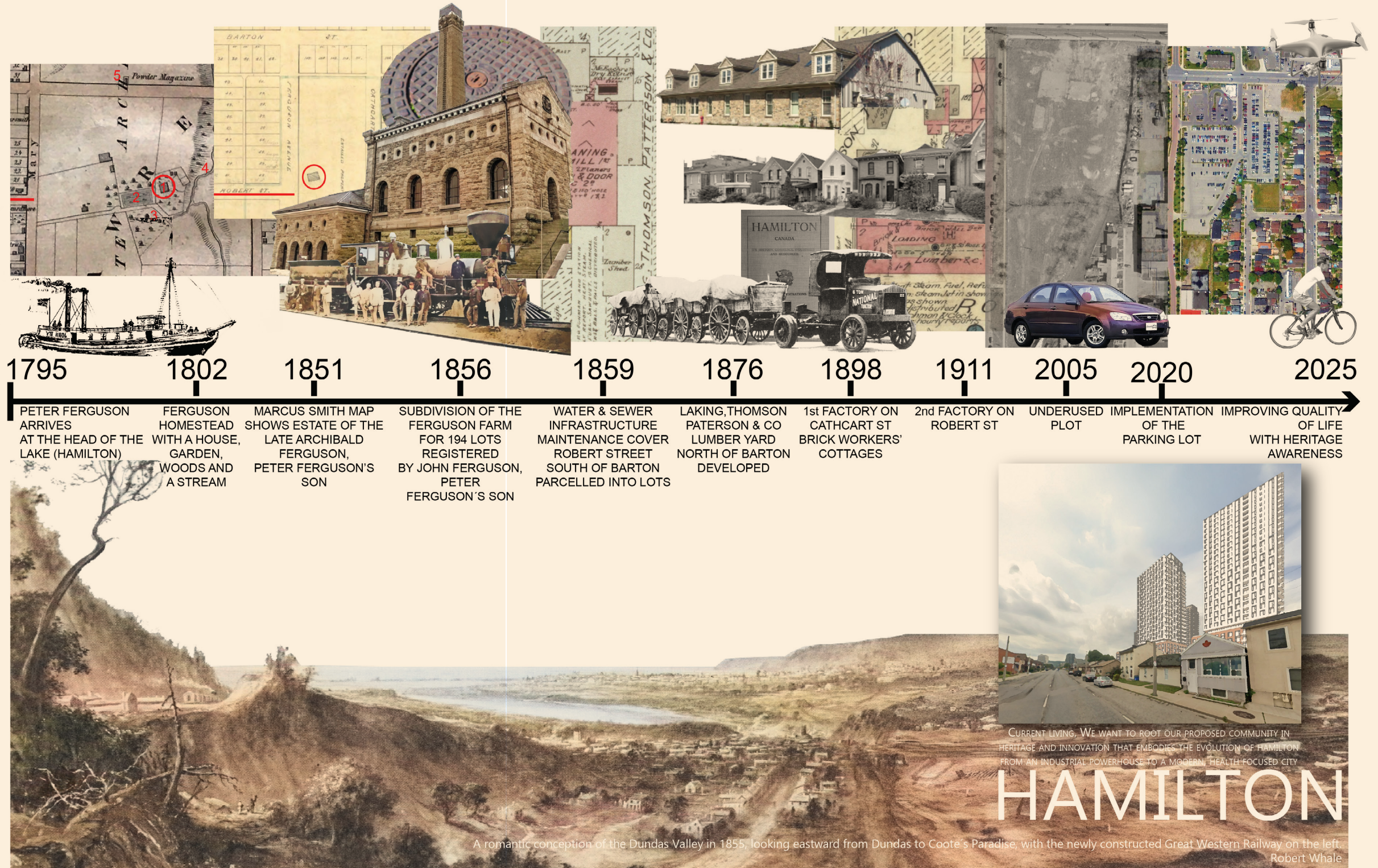
The development represents a much-needed infusion of urban renewal and animation to the site. If the lands were solely used for parking, Hamilton would lose a critical opportunity for growth and revitalization in a key area. The proposed development maximizes the potential of this prime site, transforming it into a dynamic, mixed-use community that supports both the hospital's mission and the broader urban development goals of the city.

4.3 REFLECTING THE SITE'S HERITAGE

The site's redevelopment represents a new future for the Barton & Ferguson community. However, the rich history of the lands was not forgotten in the design of the site. The Barton & Ferguson community represents a balance between tradition and contemporary design, bringing a vibrant new community to lands once an essential part of Hamilton's industrial heritage.

Significant historic site features include the presence of a 19th Century Planing Mill and Lumber Yard within the site's bounds, as well as 19th Century water and sewer infrastructure that served the broader City. The Grand Trunk Railway also passed through the centre of the site.

The site design pays homage to these historic features through the use of materials and design features that reflect the past, whilst defining a modern identity for the site. Notably, the central open space includes a pedestrian pathway that was designed to follow the alignment of the Grand Trunk Railway that passed through the site. Additionally, a 19th Century maintenance cover has been preserved within the site to honour the site's significance in Hamilton's infrastructural evolution. The heritage designated and registered buildings adjacent to the site (e.g. workers' cottages and brick dwellings on Cathcart Street and Wellington Street) have been sensitively transitioned to in the building design to mitigate adverse impacts. Finally, the architectural design employs a material palette that balances modern materials like glass, with materials historically used on site (e.g. steel and brick) to reflect the long-standing image of the site. Collectively, these features aim to ensure that new development both reflects and respects the rich history of the site and neighbourhood.



Site Evolution Timeline

4.4 FOSTERING A SENSE OF PLACE

The urban design, architectural and landscape approach to the Barton & Ferguson development has included an emphasis on the experience of the future community and the sense of place created. The development represents a stark change from the current site use- transforming the under-utilized site from its primary surface parking use, to a vibrant, compact and sustainable community that will serve as a destination within the emerging Barton Street context.

With an urban renewal project of this scale, it is essential to consider creating value for not only future residents, but the existing community. Adjacent to the Hamilton General Hospital, the site is well-positioned to become an extension of this key

institutional use, becoming a hub for health and wellness for surrounding neighbourhoods, hospital users and employees and the broader Hamilton community.

Fostering a sense of place hinges on establishing the site as a live-work-play environment. A mix of uses, supported by a distinct central gathering space for the community, work to give the development a 24/7 quality. The following design priorities have been strategically applied to the site and building design to foster a strong sense of place for the Barton & Ferguson community.

EXPLORE THE BARTON & FERGUSON DEVELOPMENT.
(ARCADISVIZ.COM/360/B&F/)

A VIBRANT ENVIRONMENT

A mix of uses, including commercial/retail at the ground floor will animate the development and bring activity to the lands during all hours of the day. The use of glazing at the ground floor serves to animate the public realm and create an enticing pedestrian experience.

INTERACTIVE OPEN SPACE

The central open space for the site has been designed to serve as the heart of the community, offering a range of passive and active uses. Play space, a reflection pond, shaded seating areas and a variety of planted/green spaces create an attractive space to draw users into the community. The open space is inspired by the industrial heritage of the site, utilizing design elements that reflect past uses and further define the community's sense of place.

PEDESTRIAN-FIRST ENVIRONMENT

Unlike the past use of the site which was dominated by cars, the site focuses on the pedestrian-first. Porosity between buildings is used to leverage existing connections through the site to ensure it is accessible and can be conveniently enjoyed by residents, visitors and passerbys. Back of house uses, such as loading and servicing, have been strategically located to ensure central spaces are oriented to the pedestrian.

COMPLEMENTARY MATERIALITY

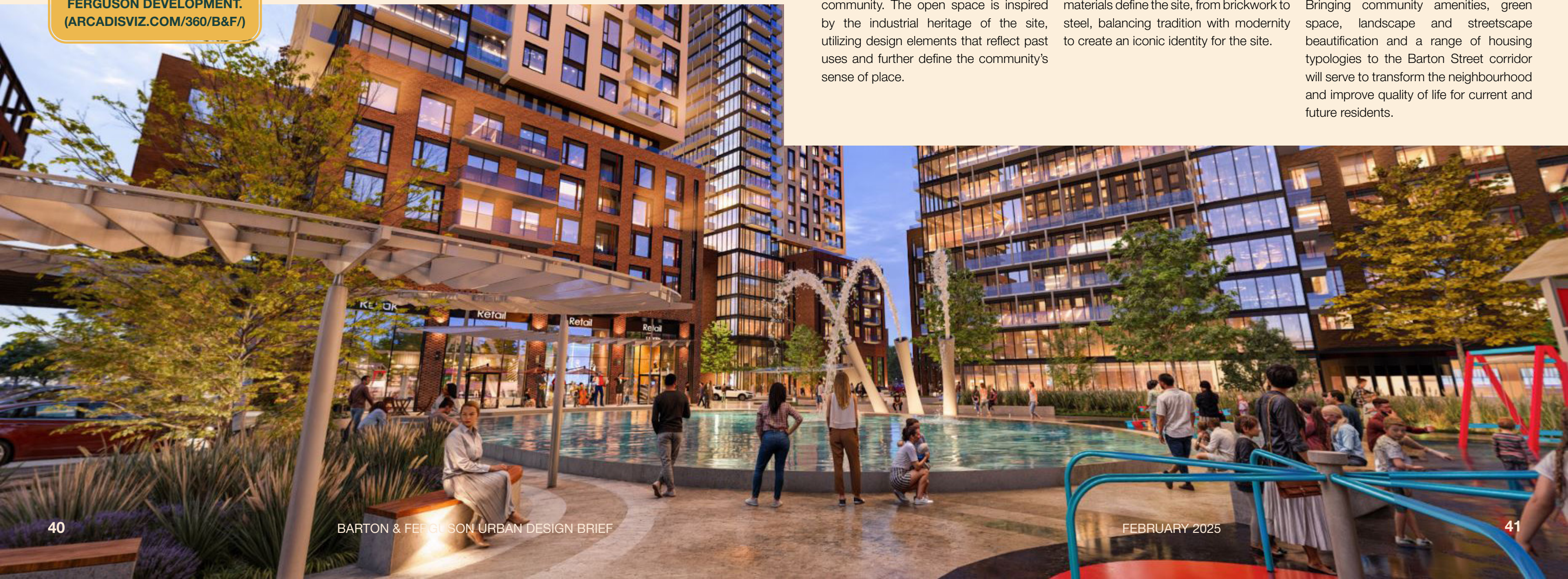
The architectural design focuses on using materials that reflect the existing context and past uses of the site. A mix of materials define the site, from brickwork to steel, balancing tradition with modernity to create an iconic identity for the site.

PRIORITIZING HEALTH & WELLNESS

To align with the adjacent health care uses, the site focuses on health and well-being as core priorities. Green space, the encouragement of active forms of transportation, a community centre and commercial spaces that can accommodate healthy foods and amenities define the site. This priority is a central element in the site's identity and overall sense of place.

TRANSFORMING INTO A COMMUNITY HUB

The Barton & Ferguson community strives to become a hub for the surrounding neighbourhoods and the broader City. Bringing community amenities, green space, landscape and streetscape beautification and a range of housing typologies to the Barton Street corridor will serve to transform the neighbourhood and improve quality of life for current and future residents.



5.0 THE PROPOSAL

5.1 THE MASTER PLAN

The development process for the master plan was iterative and guided by the desire to create a vibrant mixed-used community hub that offered a series of built form and open space experiences, centred around elements of the site's heritage. The master plan for the subject site is composed of seven towers positioned atop of six podiums and focused around a central open space.

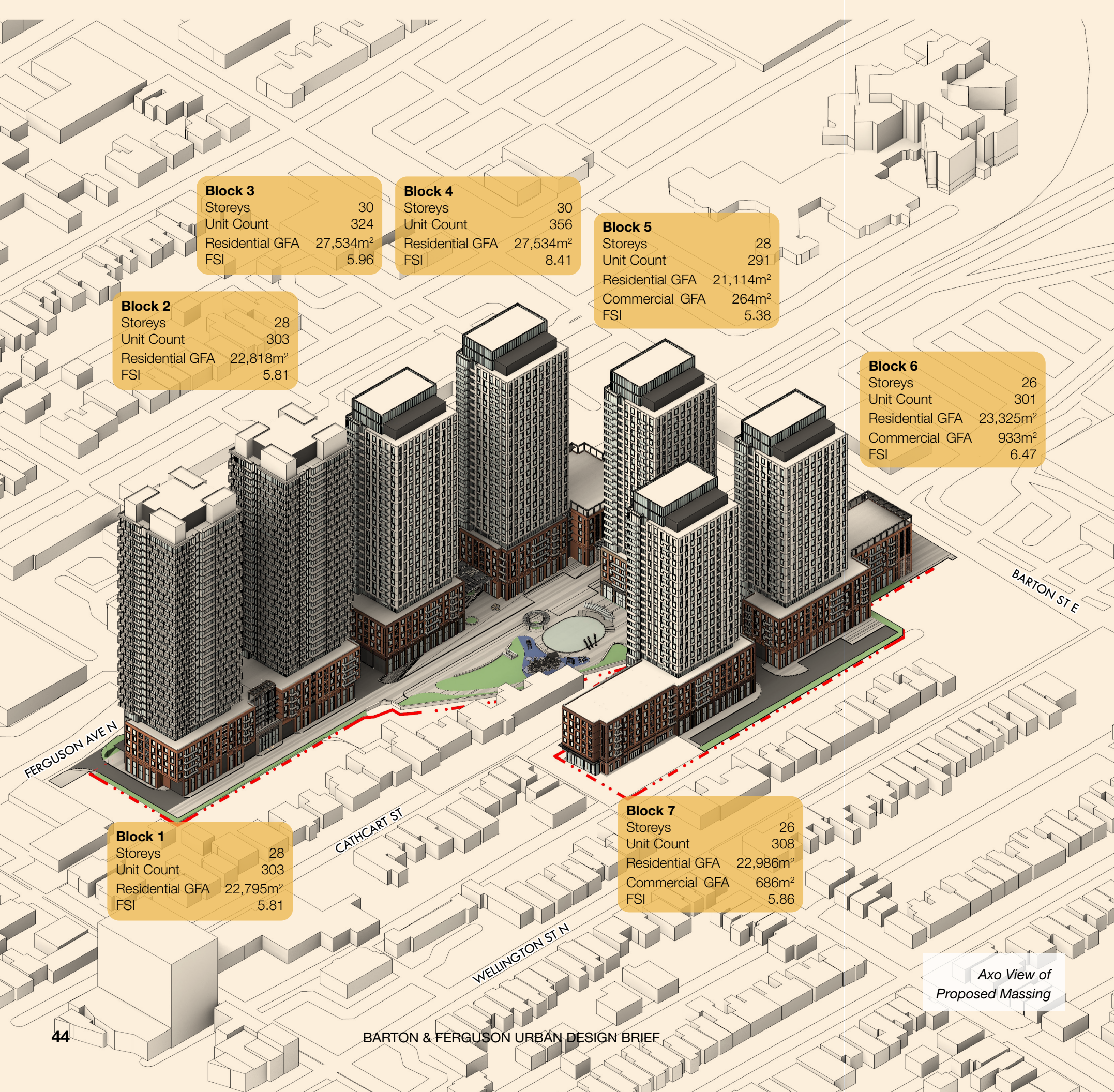
The architectural design of the current master plan reflects the aspirations for this site as a vibrant community, balancing density, height, and character to establish it as a viable placemaking entity. The thoughtful repetition of materials, details, and floor plates across the buildings creates visual cohesion and strengthens the sense of place. This approach pays homage to the industrial heritage of the site, where uniformity in structures and materials was a hallmark of functionality and purpose. While the repetition fosters harmony and identity in the early phases, the master plan allows for evolution over time. As the development progresses, a balance will emerge between consistent elements and differentiated architectural expressions, producing a dynamic yet cohesive neighbourhood.

| Block | Storeys | Unit Count | Resi. GFA | Indoor Amenity | Outdoor Amenity |
|--|---------|--------------|------------------------------|----------------------------|----------------------------|
| 1 | 28 | 303 | 22,795 m ² | 350 m ² | 233m ² |
| 2 | 28 | 303 | 22,818 m ² | 410 m ² | 233 m ² |
| 3 | 30 | 324 | 27,534 m ² | 486 m ² | 1,039 m ² |
| 4 | 30 | 356 | 27,534 m ² | 486 m ² | 1,039 m ² |
| 5 | 28 | 291 | 21,114 m ² | 342 m ² | 284 m ² |
| 6 | 26 | 301 | 23,325 m ² | 359 m ² | 846 m ² |
| 7 | 26 | 308 | 22,986 m ² | 403 m ² | 734 m ² |
| Total | - | 2,186 | 168,106 m² | 2,836 m² | 4,407 m² |
| Open Space (incl. sidewalks/walkways) | | | | | |
| Total | | | | | 8,375 m² |

Site Statistics, by Block



Proposed Conceptual Site Plan



5.2 SITE DESIGN

The proposed development consists of seven residential towers atop six-storey podiums. Four towers are proposed along Ferguson Avenue North, one tower framing the open space and abutting the existing A&W / Tim Horton's site, and two towers extending from the Barton Street East frontage to Cathcart Street.

Ground level programming is provided throughout the proposed development, supporting the establishment of the site as a community destination. To support street-level animation throughout the site, commercial uses are provided in blocks 5 and 6, in closest proximity to the Barton Street East corridor and a community centre is located on the ground floor of Block 7, with direct access from the neighbourhood extending from Cathcart Street. Along Barton Street East, the abutting building (Block 6) features an increased ground-level setback to enhance the pedestrian experience along the corridor, and a public art installation will act as a gateway to the site. Additionally, at-grade townhome units are proposed along Ferguson Avenue North within the podium to contribute to streetscape animation and provide a complementary built form to the existing buildings along the corridor.

The centre of the proposed development is defined by an open space to which pedestrian and vehicular connections lead. At Cathcart Street, an architectural ramp/staircase is proposed to introduce access from Cathcart Street to the site and enhance pedestrian movement where topographic changes currently exist. This design feature serves to ensure the proposed development becomes an extension of the existing community, extending Cathcart Street as a pedestrian gateway into the site.

Circulation around the proposed buildings and central open space is facilitated by active transportation and vehicular access from Barton Street East, Ferguson Avenue North and Cathcart Street. Building entrances are positioned close to vehicular and pedestrian connections to support active transportation connectivity and streetscape animation. In Blocks 1 to 4, entrances are located along Ferguson Avenue North, and in Blocks 5 to 7, building entrances are located towards wider internal roads or open spaces. Surface parking is limited within the site, with the majority of parking housed underground to minimize impact on the public realm and to transition away from the current state of the site. Back of house uses, including loading areas and access to underground parking, are contrastingly located away from public view, either within or behind proposed buildings. The site design aligns with the City's relevant guidance, with its focus on the pedestrian experience and ensuring building location and orientation support an activated and vibrant pedestrian realm surrounding the site and in its central open space.



Barton Street East interface, with public art gateway and increased setback

5.3 BUILDING DESIGN

The proposed development consists of six 6-storey podiums and seven towers that range from 26- to 30-storeys in height, with the greatest heights concentrated closest to the intersection of Barton Street East and Ferguson Avenue North.

PODIUM DESIGN

The scale and orientation of the base buildings and towers are intended to support an active residential community and public realm, while being considerate of and compatible with the surrounding community. The proposed podiums have been scaled and placed to create a continuous street wall that fits into the neighbourhood context and transitions proposed heights to heights observed in adjacent buildings. With consideration for the proportions of the proposed towers, the 6-storey podiums define a human-scale streetscape that support the integration of the proposed development with existing and planned neighbourhood heights. Along Ferguson Avenue North, a series of at-grade townhomes have been integrated within the podium to transition to lower-density residential uses to the south and to activate the ground-level without straying from the residential character of the streetscape. Interior to the site, commercial and community spaces are proposed on the ground level to animate the central open space. Additionally, the use of transparent glazing and residential amenity spaces on the ground floor framing the central open space also serve to animate the pedestrian experience through the centre of the site. Podium-level activity, including outdoor amenity spaces and green roofs, has been programmed into the building design for resident enjoyment and enhanced sustainability.

TOWER DESIGN

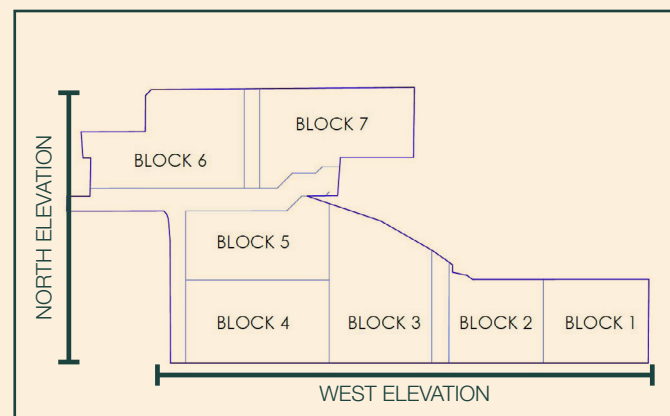
The seven towers have been designed to reduce visual bulk and minimize shadow and view impacts on sensitive neighbouring uses. Slender tower design, paired with a 25-metre minimum separation distance and variable stepbacks maximize sky views from surrounding view corridors. The tower placement atop the podiums strategically includes greater stepbacks on frontages adjacent to sensitive uses and serve to frame and enclose the interior open space.

BUILDING ARTICULATION & MATERIALITY

Taking inspiration from the site's industrial history in water and sanitation, the proposed development references historic industrial massing, materiality, and architectural details, making the connection between tradition and contemporary urban living and design. The use of brickwork and steel, balanced with contemporary design materials such as glass, characterizes the development.

To speak to the industrial history of the site, the use of repetitive details in the building articulation that are characteristic of historic industrial and institutional buildings, are carried upward from the visually heavier podiums to the more slender and light towers. A continuity in the material and color palette from the street level façade through the podiums and towers is proposed to develop a visual cohesion throughout the proposed development. Rather than relying on completely distinct building massing and shapes that could risk fragmenting the site's identity, the measured repetition of the massing ensures that the development feels unified and intentional. Over the development horizon, carefully articulated variations in design and massing will enhance individuality while maintaining the overall integrity of the neighbourhood. The following building elevations highlight the approach to building design, articulation and materiality.

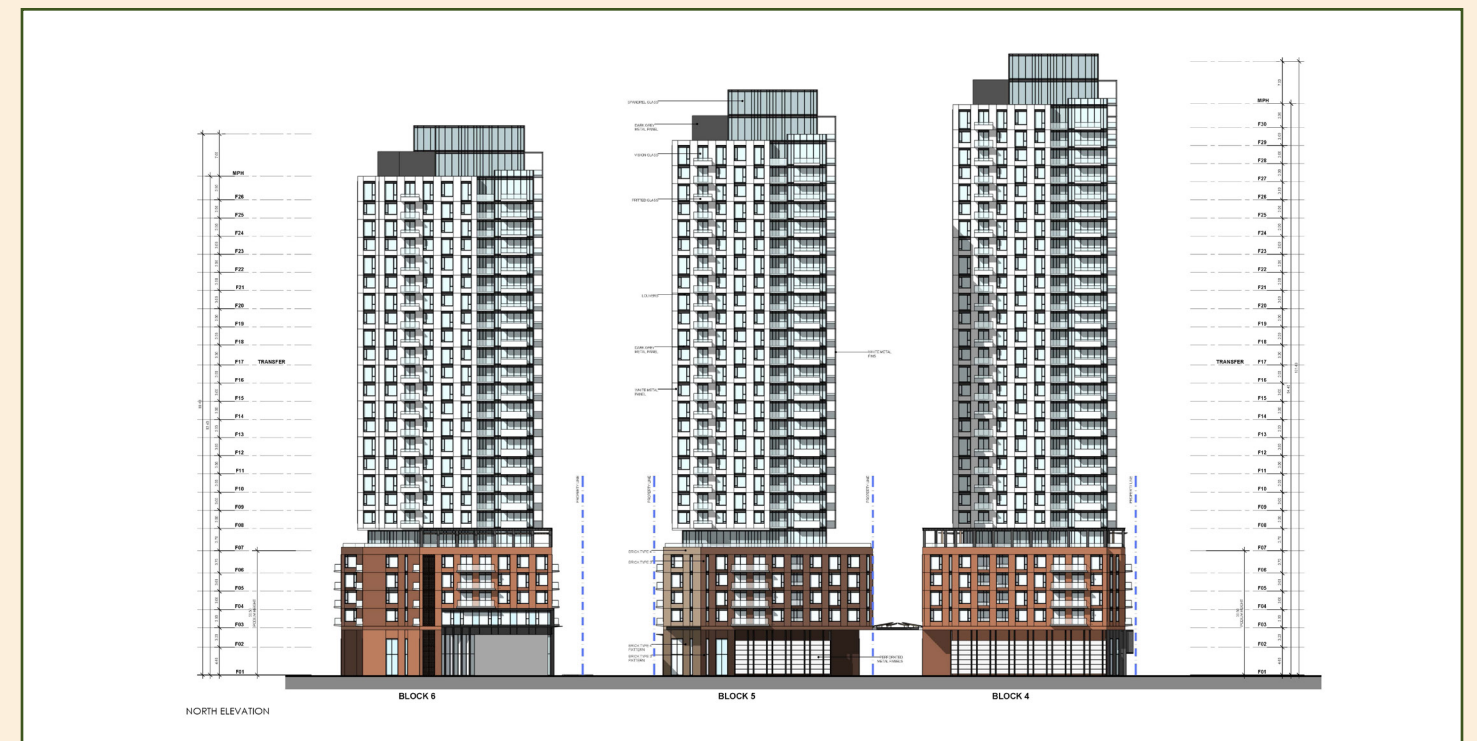
The overall approach to architectural design ensures the Barton & Ferguson development will become a unique and vibrant community where heritage, health, and sustainability converge in a meaningful and enduring way.



Elevation Key Map



West Elevation



North Elevation

GROUND FLOOR USES

At-grade, active uses promote an animated public realm and encourage a relationship between the public realm and the proposed development. The ground floor uses proposed as a part of the development support a high degree of connectivity with the community, helping integrate the proposed development with the surrounding neighbourhood while introducing significant community value. Street-related commercial uses and community amenities are oriented around public spaces and notable roadways to facilitate visual and physical access to the proposed development for both residents and the wider community.

Residential amenity spaces are provided on the ground floors of Blocks 1 and 2, with six townhouse units positioned along Ferguson Avenue North to enable community cohesion and maintain this visual and physical connection to the street. A similar approach is taken in Blocks 3 and 4, which includes two and five townhouse units respectively and proposes ground floor amenities oriented towards the central open space. Blocks 5 and 6 provide ground level retail uses adjacent to the proposed open space and an internal road. As a result of the site's reduced frontage along Barton Street East, retail units within Block 6 are located adjacent to the public roadway but remain oriented toward the internal road. Amenity spaces are proposed in Blocks 6 and 7, again, located in proximity to the central open space. A community centre is also proposed in Block 7, supporting community wellbeing and social engagement.



5.4 LANDSCAPE DESIGN

Where the site is currently dominated by a substantial surface parking lot, the proposal imagines a vibrant community designed around the pedestrian experience. A central open space is fundamental to achieving this objective in the proposal, acting as a focal point or heart of the site, spanning the space framed by Blocks 3 to 5, Block 7, Ferguson Avenue North, and the residential buildings along Cathcart Street. The open space creates a seamless connection between both interior and exterior spaces on-site and outside of the site, with both internal roads and walkways providing access from the surrounding roadways. The open space's central location provides for an intimate, protected amenity space.

The central open space will serve as a community hub, offering both active and passive activity, framed by a retail edge. The space will have multi-seasonal functionality, with flexibility

for activities like skating in the winter to vendor markets in the summer. Design elements celebrating the industrial heritage of the site are featured throughout the open space, utilizing contemporary architectural treatments and placemaking elements to create engaging spaces that foster social connection and community well-being. An overhead canopy structure between buildings on Ferguson Avenue North defines the initial impression of the proposed development and welcomes residents and visitors to the site through the creation of a unique arrival experience. Moving through the site, the open space facilitates passive and active activities for all age groups, throughout the year, including a stage/plaza seating area, reflecting pool/splash pad/skating rink, and children's play space. The design of both passive and active amenities draws from the industrial heritage of the site, featuring water as a focal point given the site's infrastructural

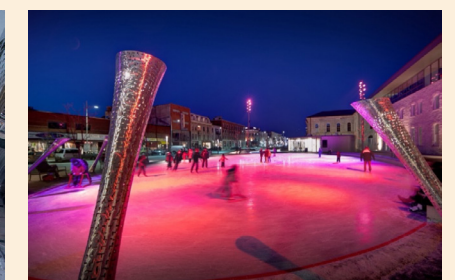
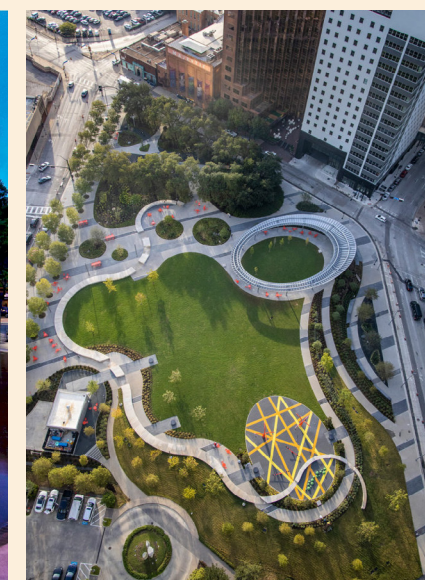
heritage, as well as motifs like a train car play space. Open spaces are also extended into buildings through rooftop amenity spaces, located on the podium-level of Blocks 1 and 2, 4, 6, and 7. A high-quality landscape treatment and character is created through the provision of these amenity spaces and elements that encourage activity, wellness, and connection in the community.

In addition to the central open space, the public realm will also be designed to enhance street-level animation and facilitate pedestrian movement. Landscape elements frame both public and internal roads, guiding pedestrians towards building entrances and open spaces. The landscape approach focuses on enhancing pedestrian connectivity and contributing to an attractive streetscape along both Barton Street East and Ferguson Avenue North. Ferguson Avenue North will remain

a fully landscaped residential street on a brick lined road. A more welcoming, open and slightly setback commercial retail feel to the project will be provided off of Barton Street East with public art as a gateway feature, and the built form including open retail, food and restaurant uses. This entrance will extend and lead into the open space heart of the project which will feature an architectural paving treatment inspired by rail lines, aligning with the Grand Trunk Railway that historically ran through the site and tying the site to its historic identity. Access to the development and residential and community uses from the south will be provided by way of Cathcart Street, with landscaped ramp and stairs bridging the current topographic gap between the site and Cathcart Street. Overall, the landscape approach aims to not only improve the pedestrian experience within the site, but also extend into the site's surroundings.



Proposed Landscape Plan



Landscape Design Precedents



Proposed Landscape Treatment & Stairs/Ramp from Cathcart Street into the Development



Overhead Canopy Feature & Landscape Design from Ferguson Avenue North into the Site (between Blocks 3 & 4)

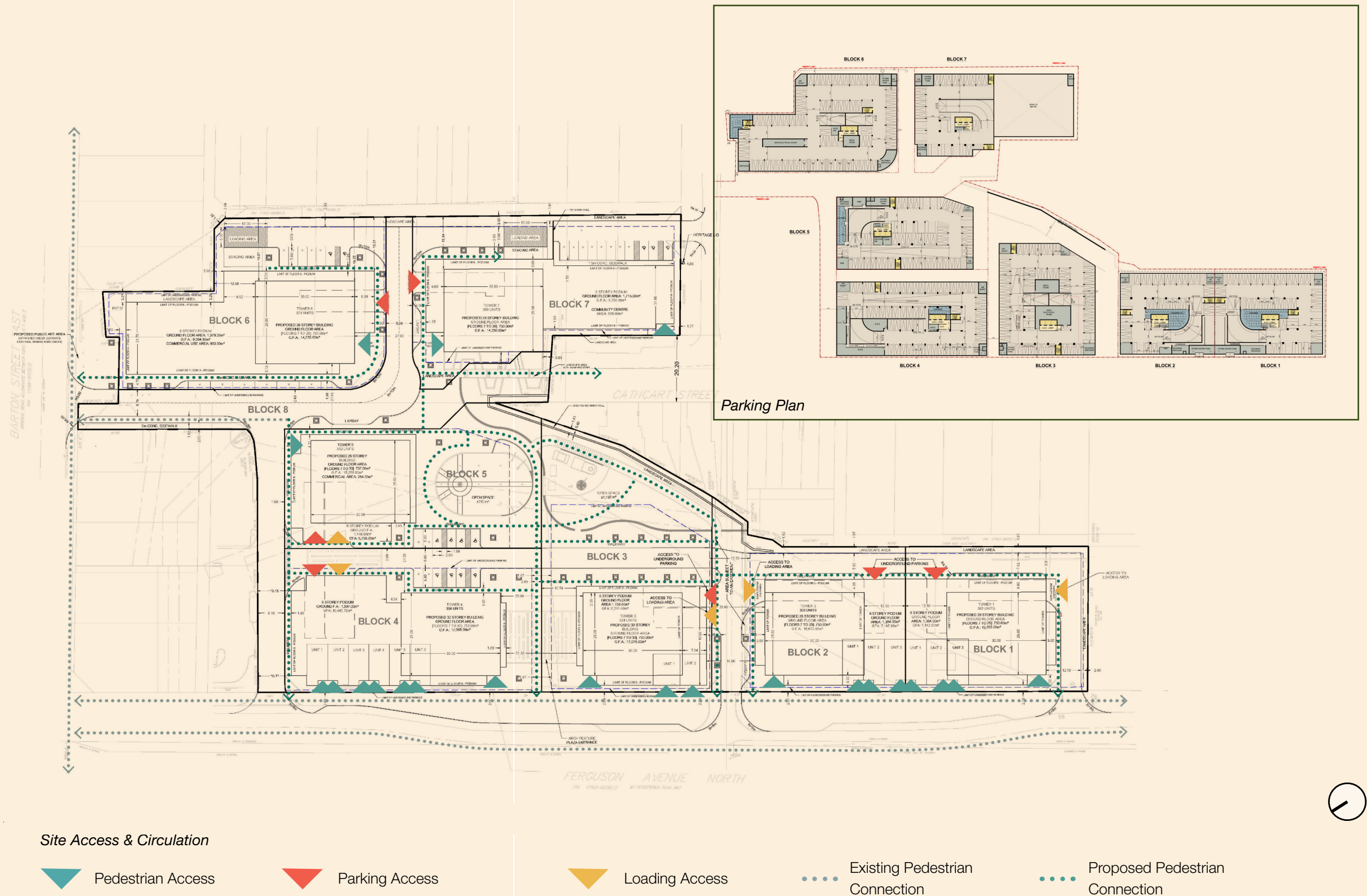
5.5 SITE CIRCULATION & ACCESS

VEHICULAR ACCESS & PARKING

Vehicular access to the site is focused along Ferguson Avenue North, with three access points located north of Block 4, Block 2 and the industrial uses south of the site, respectively. The proposed development also retains the existing internal road with access from Barton Street East. Surface parking located east of Blocks 6 and 7 is accessible through the eastern extension of this internal road. A north-south road proposed west of Block 5 provides access to additional surface parking by the central open space. Access to parking and loading areas are located along all proposed internal roads. In the development as a whole, the number of vehicular parking spaces provided is greater than the required number in relevant planning policy with 1,642 total underground spaces provided through all blocks, in addition to 30 total surface parking spaces. The majority of parking is provided underground to minimize the impact of parking on the public realm, marking a stark transition from the current use of the site as surface parking to a more pedestrian-oriented environment.

ACTIVE TRANSPORTATION ACCESS

Active transportation connections are proposed throughout the subject site to create a pedestrian-friendly environment that improves upon the experience associated with the existing parking lot. Proposed walkways enhance permeability throughout the site, supporting access to ground floor uses and the central open space from within the site and from the surrounding community. Porosity is created throughout the development through the provision of mid-block pedestrian connections between podiums. Further strengthening this connection to the public realm, residential access points are located adjacent to notable roadways and public spaces. Similar to proposed parking, the number of proposed bike storage spaces exceeds the requirements, with 1,796 short and long term bike storage spaces.



5.6 PHASING & IMPLEMENTATION

The lands will be developed through a phased implementation approach, ensuring that the large-scale community is developed strategically to ensure interim use of the site and to establish a sense of place during all phases. Additionally, it should be noted that the phasing has been largely informed by the servicing requirements for each new block constructed on site.

As a basis for the phasing approach, the design has considered the historic use of the site or the 'Memory,' as well as the current site context. The 'Memory' served as a design framework to ensure the future development reflects historic uses of the site and includes elements that pay homage to the original use. The current context has been used as a basis for connections surrounding the site, maintaining existing alignments and informing interim uses for the site before full build-out. Four phases are proposed for the site, including the following:

PHASE 1 (BLOCKS 1 & 2)

Development is initiated at the southernmost edge of the site along Ferguson Avenue North. Two 28-storey towers are proposed atop a shared six-storey podium, establishing a street wall along Ferguson Avenue North and introducing 606 residential units to the site. In this phase, existing parking along Barton Street East, in closest proximity to the hospital, is maintained and uninterrupted as an interim use for the site. This will allow for continued use of the lands to serve the parking needs of the adjacent Hamilton General Hospital, ensuring a transition from full parking provision to the eventual removal of parking in the last phase.

PHASE 2 (BLOCKS 3 & 4)

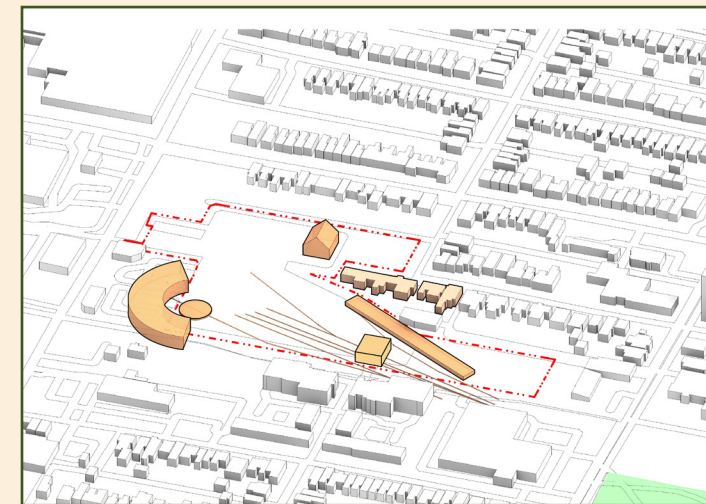
Phase 2 introduces the buildings south of the existing commercial uses along Barton Street East. Two buildings are introduced at 30-storeys in height, framing the Ferguson Avenue North corridor. The central open space is initiated and built-out during this phase to serve the 680 additional residences introduced, as well as the residents of the first phase of development. A small portion of existing surface parking, directly connected to Barton Street East and the Hamilton General Hospital, is maintained.

PHASE 3 (BLOCK 5)

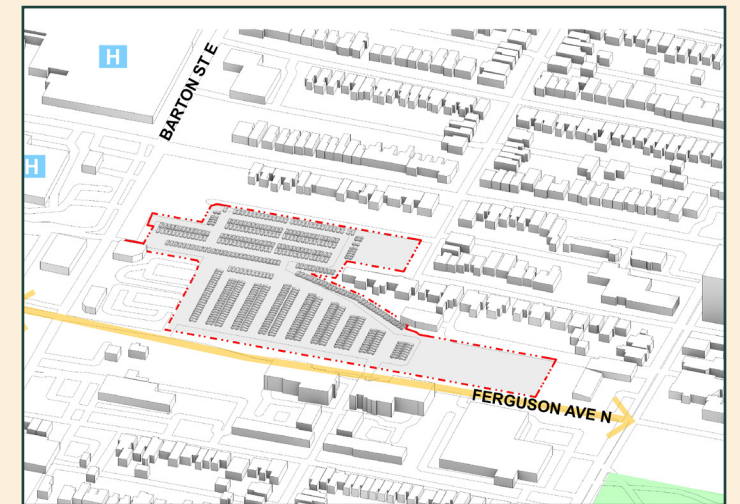
Phase 3 initiates the development of Block 5, enclosing the central open space within the development and introducing 291 new residential units. Ground floor commercial use is introduced to the site within this phase of development, framing the interior open space and incorporating retail into the site. This phase encloses the development from the abutting A&W and Tim Horton's restaurants along Barton Street East.

PHASE 4 (BLOCKS 6 & 7)

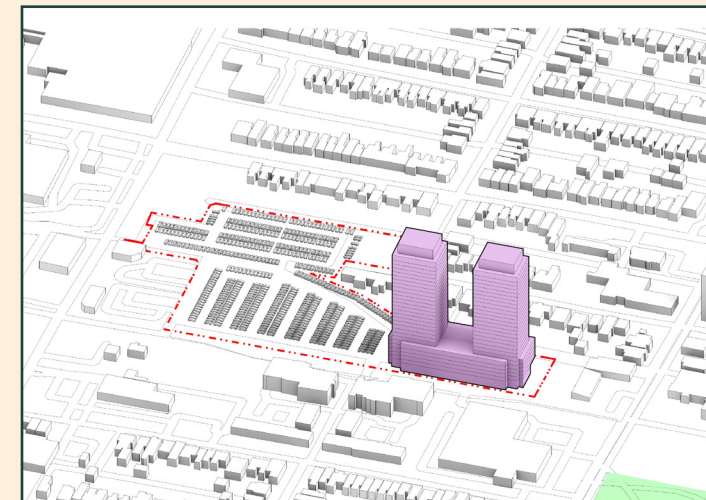
The last phase of development introduces two final buildings of 26-storeys in height and 609 additional residential units. All existing surface parking is phased out in this stage of development. This phase establishes direct connection with Barton Street East, and includes a proposed community centre space at the southern edge of the site along Cathcart Street. This community centre bridges the gap between the development and existing neighbourhood to the south, creating a direct linkages along Cathcart Street.



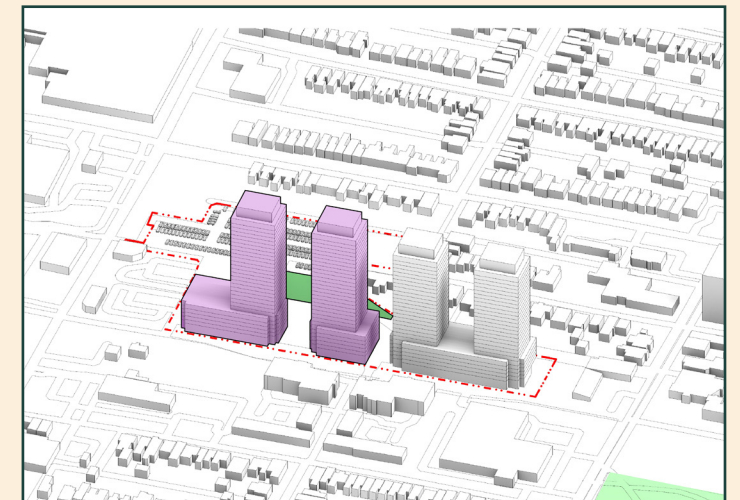
MEMORY



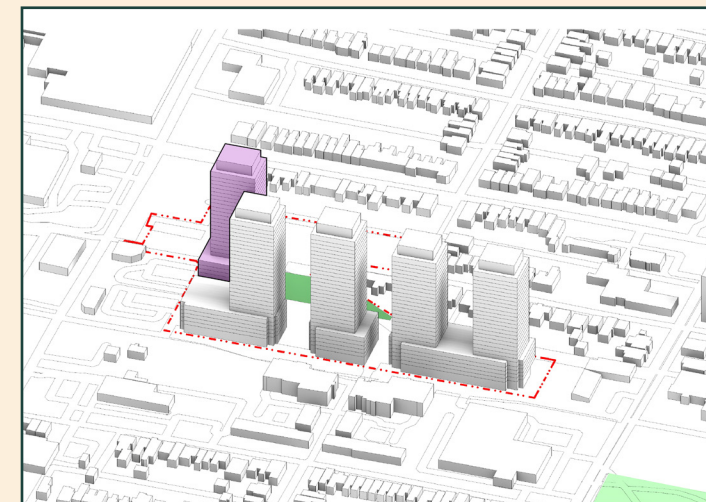
CONTEXT



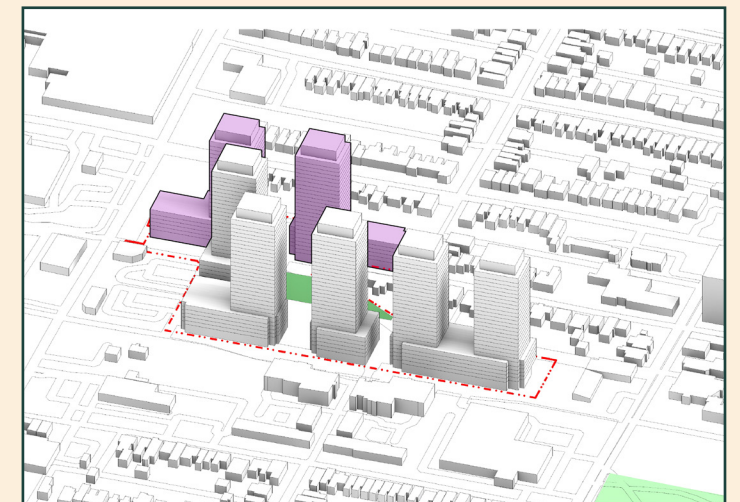
PHASE 1



PHASE 2



PHASE 3



PHASE 4

5.7 SUSTAINABILITY & MICROCLIMATE

SUSTAINABILITY FEATURES

Sustainability is a central theme around which the proposed development was designed. The project draws from the site's historic water and sanitary systems to introduce modern features that continue to prioritize sustainability, ensuring the development of environmentally and socially resilient community. These systems, remnants of the city's industrial era, not only serve as a tangible link to the site's heritage but also inspire the design and planning of a forward-thinking community that integrates robust infrastructure with contemporary urban living. The site features a number of elements to ensure future resilience and to reduce its environmental impact upon implementation. The following sustainable design features have been considered within the site design:



Sustainable Design

- Incorporating passive design strategies such as natural daylighting and shading to reduce the need for artificial lighting and cooling.
- Designing future-oriented green spaces and green roofs on podiums to support biodiversity and mitigate wind effects.
- Providing landscaping with native plants to promote biodiversity and reduce maintenance needs, while designing the site to ensure vegetation and trees can flourish.



Water

- Utilizing advanced stormwater management techniques such as green roofs, energy-efficient water treatment and recycling capabilities to reduce and reuse rainwater.
- Implementing greywater recycling systems for non-portable water uses such as irrigation or toilet flushing.
- Utilizing permeable paving materials to manage stormwater and mitigate on-site runoff, while highlighting the site's heritage.

Promoting Social & Environmental Resilience

- Highlighting the legacy of water and sanitary innovation in the architectural design of the development by referencing the historic flow of water through the site.
- Designing pedestrian-friendly streetscapes with landscaped walkways and mid-block connections to promote active transportation.
- Creating an expansive central open space containing community amenities that support year-round programming to enhance community well-being and active living.
- Incorporating a mix of uses to support a vibrant and diverse urban community with access to community amenities and services within walking distance.



SUN/SHADOW STUDY

A Sun Shadow Study Analysis for the proposed development was prepared, aimed at addressing the specific criteria contained in the City of Hamilton Development Application Guidelines Sun Shadow Study Draft, and demonstrating that the proposed development will not cause undue impacts with respect to shade.

The proposed development is a 7 tower masterplan divided into 7 blocks, with a single tower on each block. Each block has a 6 storey podium, with a single shared podium between blocks 1&2. The podiums rise to 20.5m above grade before transitioning to typical tower floorplates. Blocks 1,2 & 5 are 28 storey towers with a height of 88.4m above grade with an additional 7m Mechanical Penthouse. Blocks 3 & 4 are 30 storey towers with a height of 94.4m and an additional 7m Mechanical Penthouse. Blocks 6 & 7 are 26 storey towers with a height of 82.4m and an additional 7m Mechanical Penthouse. The As of Right massing shown in this study is 40m in height.

The Shadow Study Analysis demonstrates that the proposed development meets the City's standards for sun across the public realm, common amenity areas and primary gathering spaces in downtown Hamilton.

Public Realm

A minimum of 3 hours of sun coverage is required for the public realm, including sidewalks, public amenity spaces on March 21st. The criteria is achieved along the sidewalk on Barton Avenue before 1:00pm March 21st, along with all sunlight hours during June 21, before 12:00pm September 21st and only casts incremental shadows on December 21st as well. This criteria is achieved along the sidewalk on Ferguson Street after 2:00pm on March 21st, as well as after 1:21pm, on June 21st, after 1:12pm on September 21st and 2:00pm onwards on December 21st. This criteria is also achieved along the sidewalk on Wellington Avenue before 4:00pm on March 21st, along with before 5:00pm on June 21st, before 4:00pm on September 21st, and all day on December 21st. The proposal does not cast any net shadows south of the proposed site on any of the 4 dates included in the study inclusive of March

21st. The proposal includes future POP Park space located in the centre of the site & development. No net shadows are cast in this area of the site between 10:00am and 2:00pm on March 21st.

Common Amenity Areas

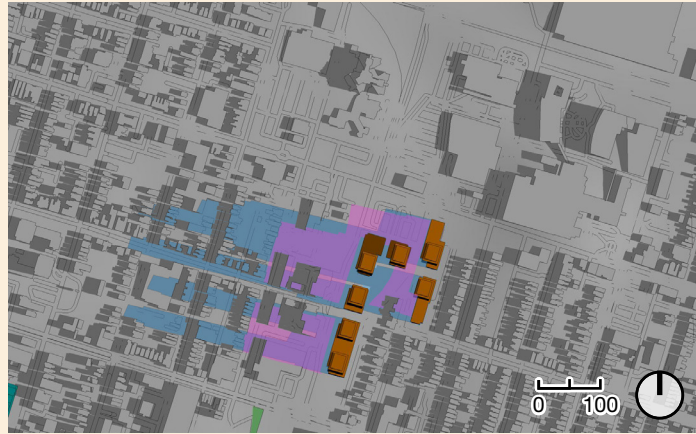
Adjacent sites that fall under the definition of Common Amenity Areas for this study and proposed development are Beasley Park, and Jackie Washington Rotary Park. As seen in the study, no net shadows are cast in Beasley Park or Jackie Washington Rotary Park on any dates or times shown in this study, inclusive of March 21st.

Primary Gathering Spaces in Downtown Hamilton

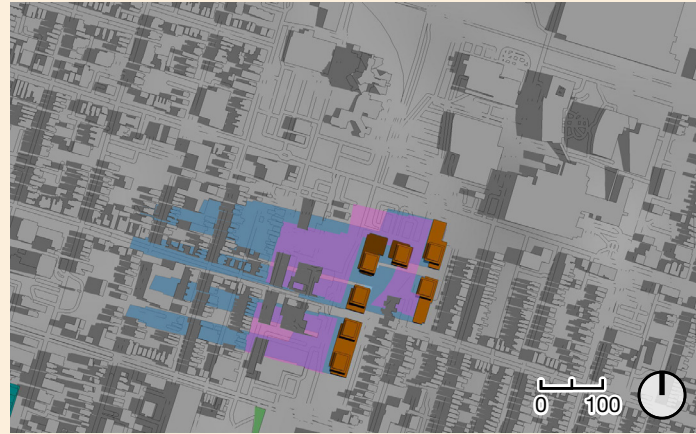
The subject site does not cast any net shadows on the Primary Gathering Spaces outlined in the Sun Shadow Study Guidelines.

Based on our analysis, the net shadow impact on the Public Realm, Common Amenity Areas and Primary Gathering Spaces in Downtown Hamilton is adequately limited or non-existent as defined by the requirements outlined in Hamilton Sun Shadow Study Development Application Guidelines.

MARCH 21



March 21 - 8:49 am (1.5 Hours After Sunrise)



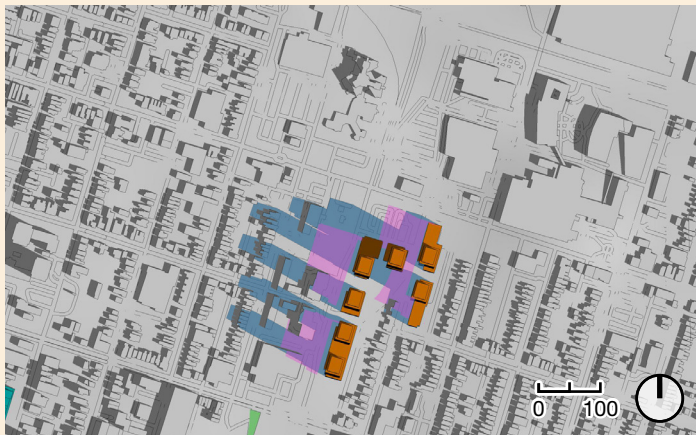
March 21 9:00 am



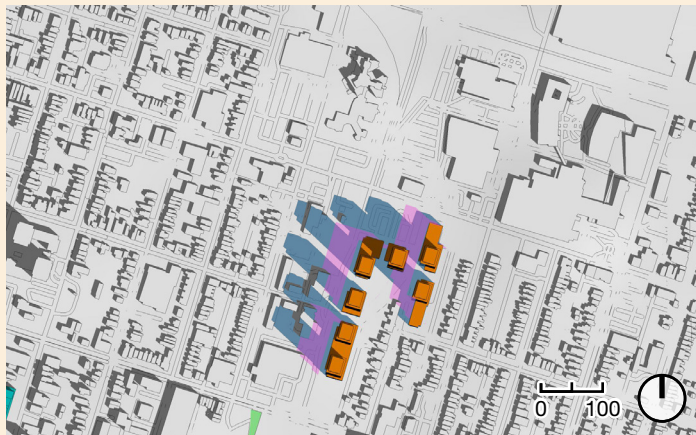
March 21 - 1:26 pm (Solar Noon)



March 21 - 2:00 pm



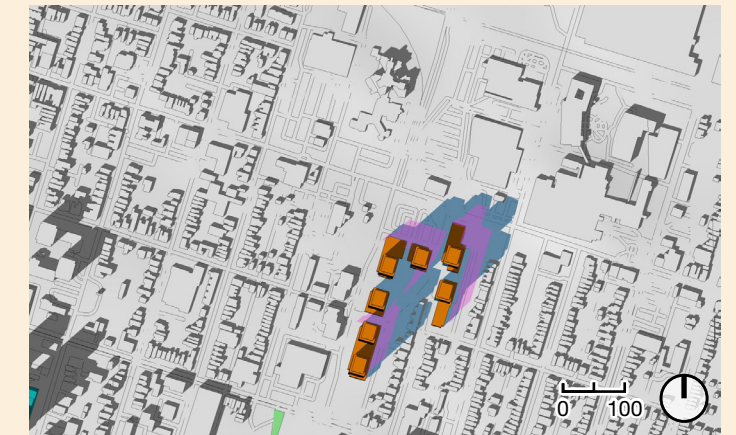
March 21 - 10:00 am



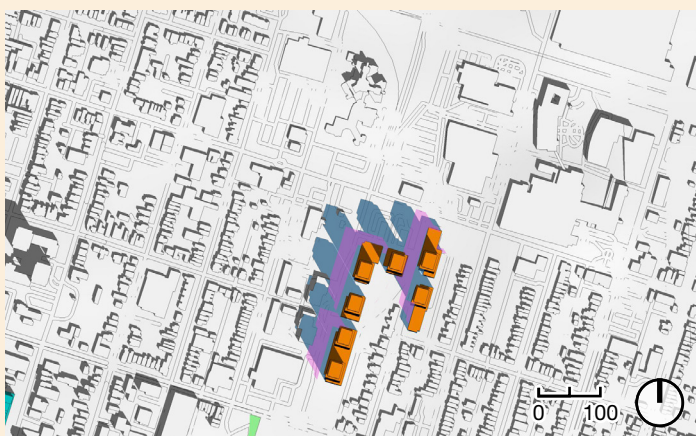
March 21 - 11:00 am



March 21 - 3:00 pm



March 21 - 4:00 pm



March 21 - 12:00 pm



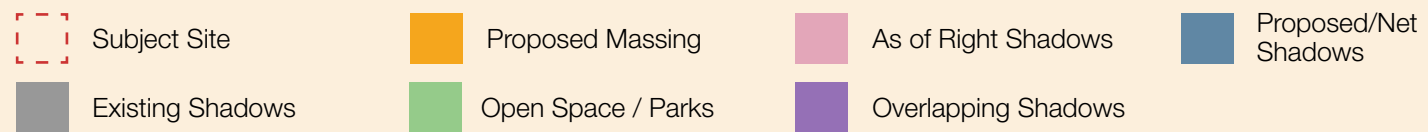
March 21 - 1:00 pm

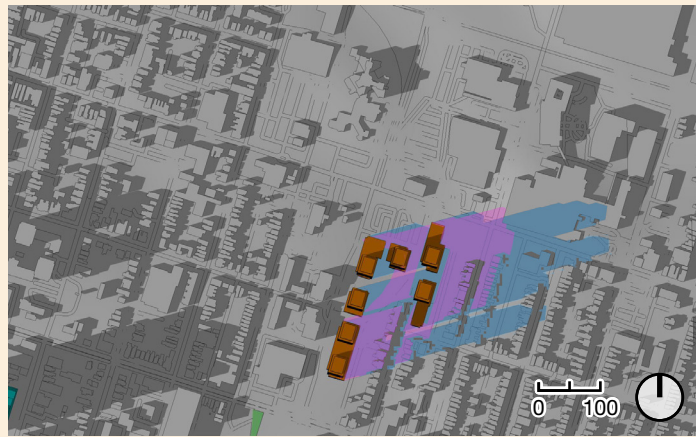


March 21 - 5:00 pm



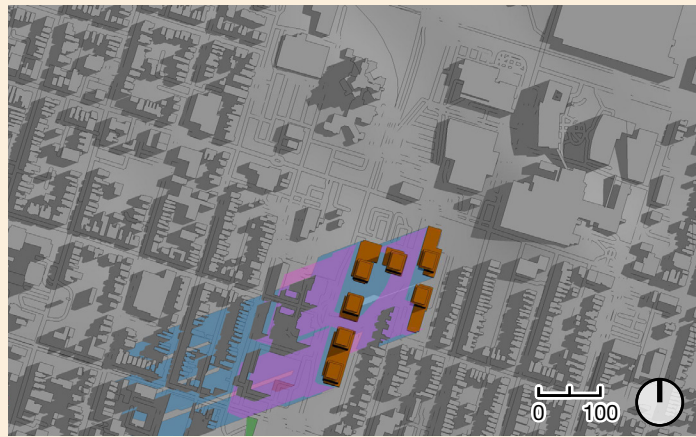
March 21 - 6:00 pm



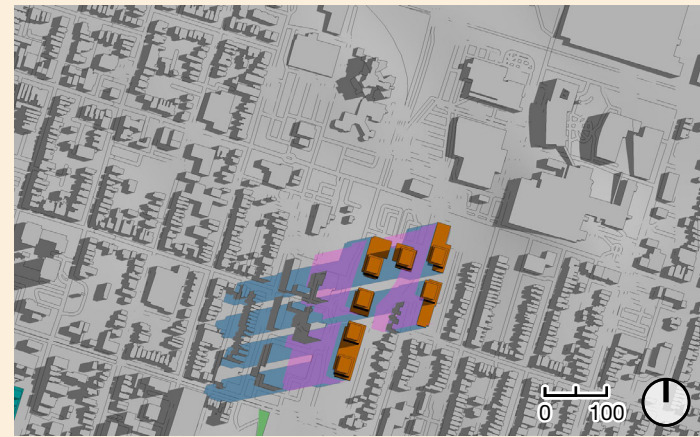


March 21 - 6:03 (1.5 Hours Before Sunset)

JUNE 21



June 21 - 7:09 am (1.5 Hours After Sunrise)



June 21 8:00 am



June 21 9:00 am



June 21 - 10:00 am



June 21 - 11:00 am



June 21 - 12:00 pm



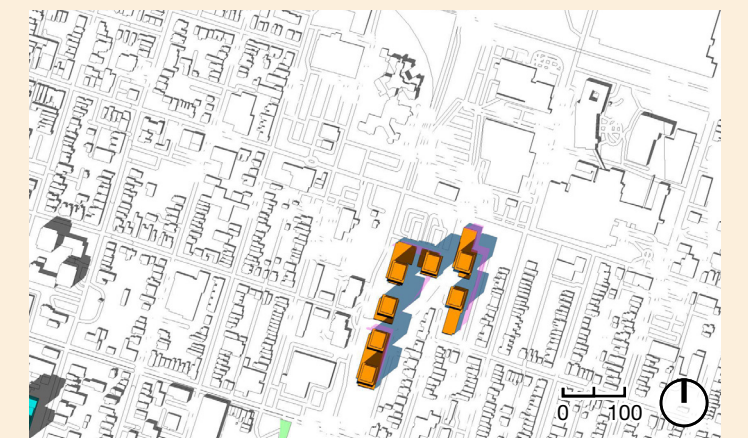
June 21 - 1:00 pm



June 21 - 1:21 pm (Solar Noon)



June 21 - 2:00 pm



June 21 3:00 pm

- Subject Site
- Proposed Massing
- As of Right Shadows
- Proposed/Net Shadows
- Existing Shadows
- Open Space / Parks
- Overlapping Shadows



June 21 - 4:00 pm



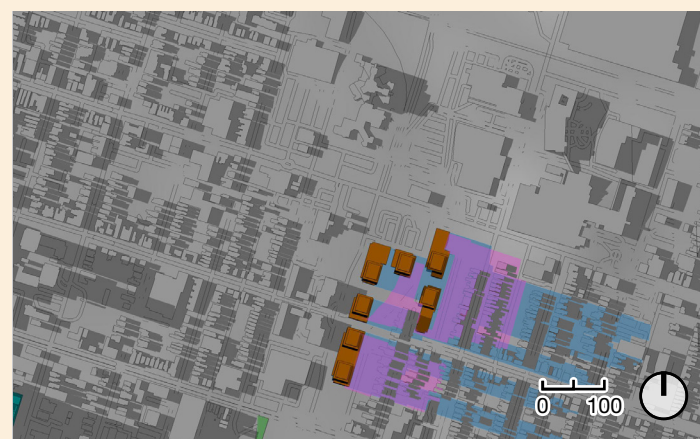
June 21 - 5:00 pm



June 21 - 6:00 pm



June 21 - 7:00pm

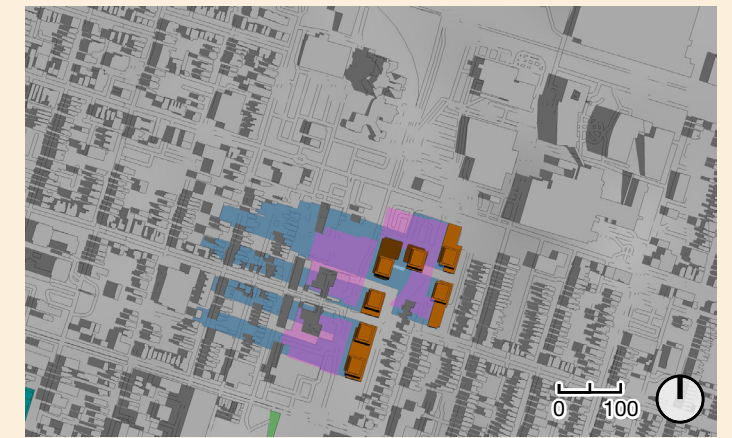


June 21 - 7:33 pm (1.5 Hours Before Sunset)

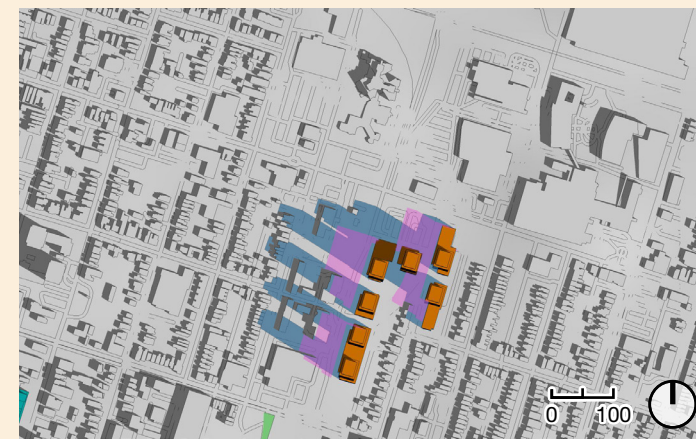
SEPTEMBER 21



September 21 - 8:39 am (1.5 Hours After Sunrise)



September 21 9:00 am



September 21 - 10:00 am



September 21 - 11:00 am



September 21 - 12:00 pm



September 21 - 1:00 pm

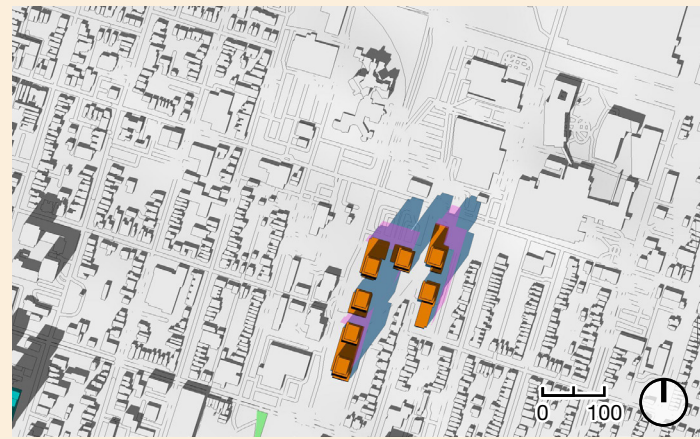
- Subject Site
- Proposed Massing
- As of Right Shadows
- Proposed/Net Shadows
- Existing Shadows
- Open Space / Parks
- Overlapping Shadows



September 21 - 1:12 pm (Solar Noon)



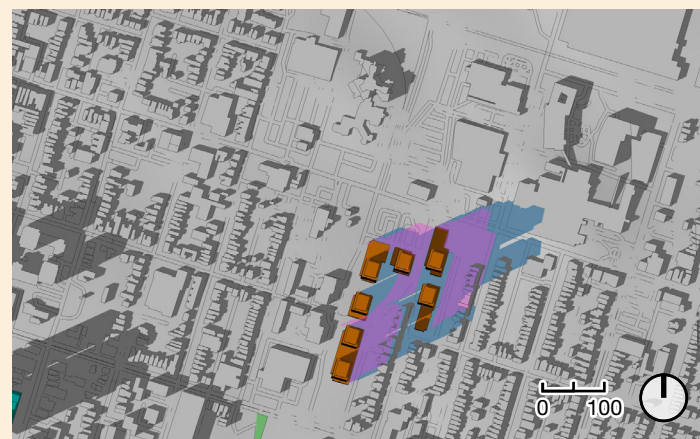
September 21 - 2:00 pm



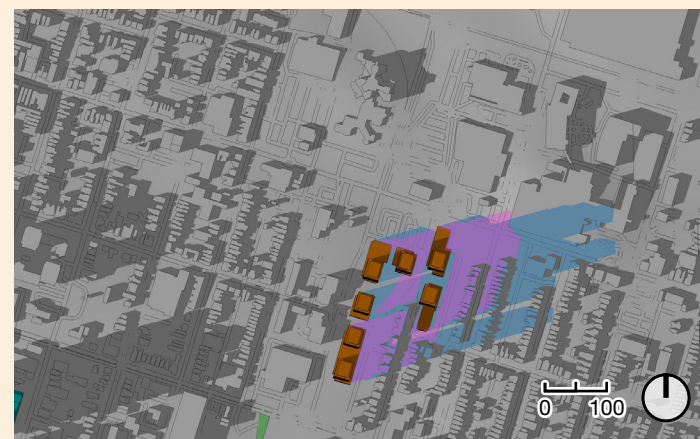
September 21 - 3:00 pm



September 21 - 4:00 pm

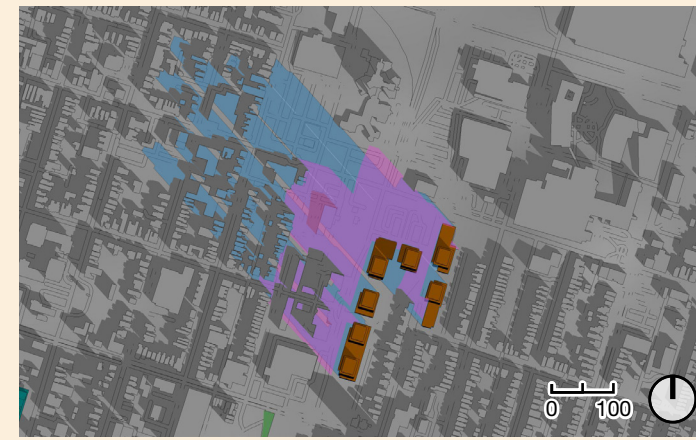


September 21 - 5:00 pm

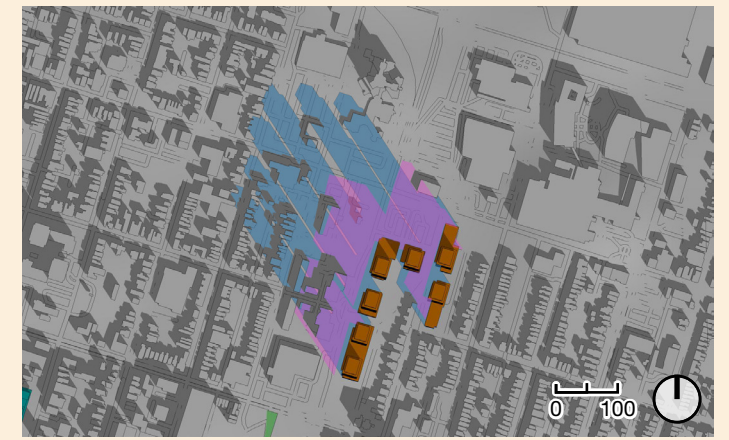


September 21 - 5:47 pm (1.5 Hours Before Sunset)

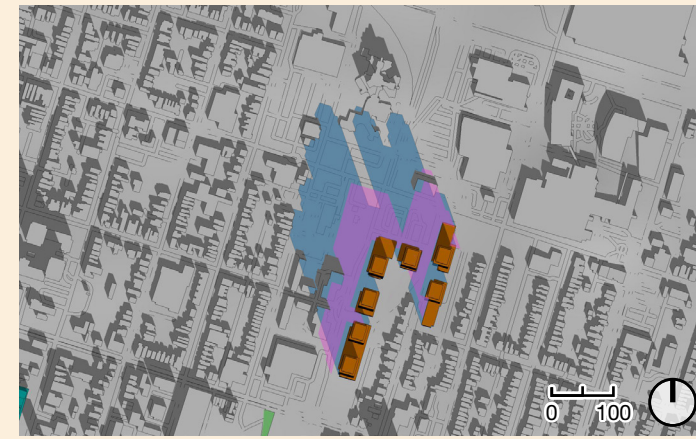
5.6.5 SHADOW STUDY DECEMBER 21



December 21 - 9:18 am (1.5 Hours After Sunrise)



December 21 - 10:00 am



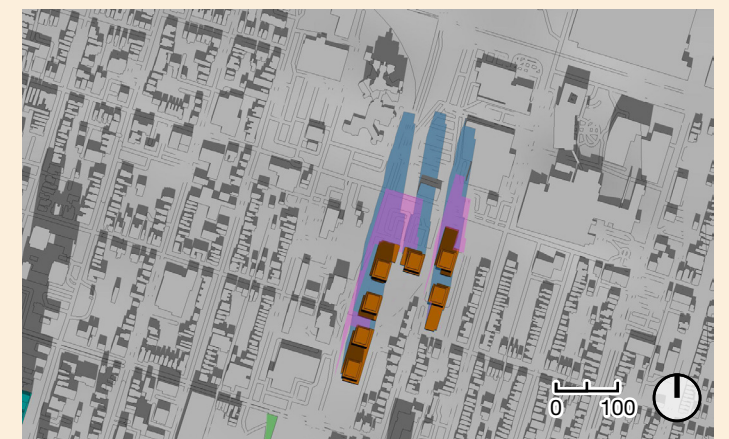
December 21 - 11:00 am



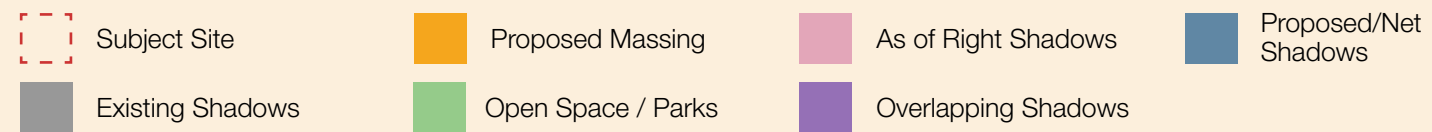
December 21 - 12:00 pm



December 21 - 12:17 pm (Solar Noon)



December 21 - 1:00 pm

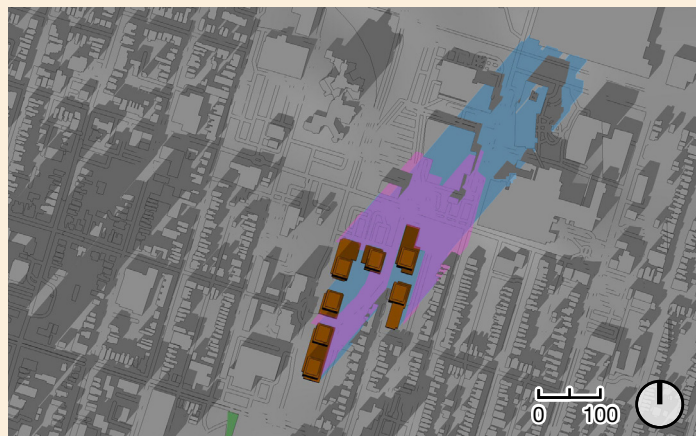




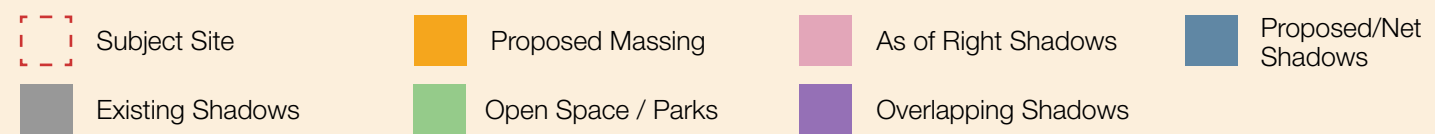
December 21 - 2:00 pm



December 21 - 3:00 pm



December 21 - 3:17 pm (1.5 Hours Before Sunset)



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6.0 CONCLUSION

The Barton & Ferguson development is not just a single-use, high density development— it represents a long-term, multi-phased (10+ years) vision for revitalization in this neighbourhood of Hamilton. The Barton & Ferguson community represents a strategic development opportunity for intensified mixed-use in the West Harbour and Ferguson-Wellington Corridor. The proposed development is positioned to play a key role in the economic renewal of these neighbourhoods, spurring the future development of adjacent properties to introduce contemporary and sustainable development that celebrates the neighbourhood's industrial heritage.

Through the design process, consideration for neighbouring uses and built form have been thoughtfully integrated throughout the site and building design. The proposed development aims to be integrated into the neighbourhood, while providing an engaging place that improves the quality of life for visitors and residents alike. The proposed community uses and their locations should be considered in light of the future development of the broader City block, with opportunities to expand connections through emerging developments.

The proposal transforms the site's existing surface parking lot into seven towers, ranging from 26- to 30-storeys in height, atop 6-storey podiums. The proposed development will offer a total of 2,186 residential units, ranging from bachelor to 3 bedrooms typologies, in addition to a range of amenities that include a ground floor community centre in Block 7, podium-level amenity spaces in Blocks 1 and 2, 4, and 7, and a thoughtfully designed central open space. Proposed buildings frame the central open space as a focal point of the site, highlighting it as a gathering space that supports social interaction, activity, and community wellbeing. The design also includes 1,642 underground parking spaces, 30 surface parking spaces and 1,796 bicycle parking spaces.

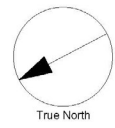
The proposal is aligned with the relevant policies outlined in the Urban Hamilton Official Plan, City of Hamilton Official Plan, Hamilton-Wentworth Official Plan, West Harbour (Setting Sail) Secondary Plan, Design Guidelines, James Street North Mobility Hub Study, and Barton-Kenilworth Commercial Corridor Study. Overall, the proposal is representative of good planning, urban design practices and strong architectural values that will help revitalize the West Harbour community and the City of Hamilton overall.



View of the Site from Ferguson Avenue N

APPENDIX A: PROPOSAL SITE PLAN

SITE PLAN



| FORMER CITY OF HAMILTON ZONING BY-LAW | | | |
|---|--|--------------------------------------|--------------|
| E-3 DISTRICTS MULTIPLE DWELLINGS, LODGES, CLUBS, ETC. | REQUIRED | PROVIDED | MODIFICATION |
| PERMITTED USES | A MULTIPLE DWELLING | MULTIPLE DWELLING | |
| MAXIMUM HEIGHT | ANY OTHER USE, 20.0 m | 3 STOREY | |
| MINIMUM FRONT YARD | AT LEAST ONE ONE-HUNDRED AND TWENTIETH PART OF THE PRODUCT OBTAINED BY MULTIPLYING THE HEIGHT OF THE BUILDING OR STRUCTURE BY ITS WIDTH, BUT NO SUCH FRONT YARD SHALL HAVE A DEPTH OF LESS THAN 3.0 m; AND NEED NOT HAVE A DEPTH OF MORE THAN 7.5 m; PROVIDED THAT WITH RESPECT TO SAID OTHER BUILDING AND STRUCTURES, WHERE A FRONT YARD ADJACENT TO A STREET OF A WIDTH OF LESS THAN 20.0 m, THE REQUIRED DEPTH SHALL BE INCREASED BY HALF OF THE DIFFERENCE BETWEEN THE ACTUAL WIDTH OF THE STREET AND 20.0 m; PROVIDED, HOWEVER, THAT WHERE A DEEPER FRONT YARD IS REQUIRED FOR ANY LOT IN ANOTHER DISTRICT ON THE SAME SIDE OF THE STREET BETWEEN TWO INTERSECTING STREETS, THE FRONT YARD SHALL BE INCREASED IN DEPTH TO WHAT WOULD HAVE BEEN REQUIRED HAD THE FRONT YARD BEEN REQUIRED BY THIS SECTION BEEN IN SUCH OTHER DISTRICT | N/A | X |
| MINIMUM SIDE YARD | FOR EVERY OTHER BUILDING OR STRUCTURE, IN EACH SIDE LOT LINE A SIDE YARD OF A WIDTH OF AT LEAST ONE ONE-HUNDRED AND TWENTIETH PART OF THE PRODUCT OBTAINED BY MULTIPLYING THE HEIGHT OF THE BUILDING BY ITS LENGTH, LESS 1.5 m; WHERE NO TALL CONY, SUNROOM OR ANY WINDOW OF A HABITABLE ROOM OVERLOOKS THE SIDE YARD, BUT NO SUCH SIDE YARD SHALL HAVE A WIDTH OF LESS THAN 1.5 m; AND NEED NOT HAVE A WIDTH OF MORE THAN 8.0 m; BUT PLUS 3.0 m WHERE ANY BALCONY, SUNROOM OR WINDOW OF A HABITABLE ROOM DOES OVERLOOK SUCH SIDE YARD; BUT NO SUCH SIDE YARD SHALL HAVE A WIDTH OF LESS THAN 4.5 m; AND NEED NOT HAVE A WIDTH OF MORE THAN 13.0 m; PROVIDED THAT WITH RESPECT TO SAID OTHER BUILDINGS AND STRUCTURES, WHERE A SIDE LOT LINE IS A STREET LINE, THE SIDE YARD ON THAT SIDE SHALL HAVE A WIDTH OF AT LEAST 3.0 m; AND NEED NOT HAVE A WIDTH OF MORE THAN 7.5 m; AND THAT WHERE A SIDE LOT LINE IS THE STREET LINE OF A STREET LESS THAN 20.0 m WIDE, THE REQUIRED WIDTH OF THE SIDE YARD ON THAT SIDE SHALL BE INCREASED BY HALF OF THE DIFFERENCE BETWEEN THE ACTUAL WIDTH OF THE STREET AND 20.0 m | 0.00m BLOCKS 1, 2, 7 | X |
| MINIMUM REAR YARD | FOR EVERY OTHER BUILDING OR STRUCTURE, A REAR YARD OF A DEPTH OF AT LEAST ONE ONE-HUNDRED AND TWENTIETH PART OF THE PRODUCT OBTAINED BY MULTIPLYING THE HEIGHT OF THE BUILDING OR STRUCTURE BY ITS WIDTH, LESS 1.5 m; WHERE NO BALCONY, SUNROOM OR ANY WINDOW OF A HABITABLE ROOM OVERLOOKS THE REAR YARD, BUT NO SUCH REAR YARD SHALL HAVE A DEPTH OF LESS THAN 3.0 m; AND NEED NOT HAVE A DEPTH OF MORE THAN 13.0 m; PLUS 3.0 m WHERE ANY BALCONY, SUNROOM OR ANY WINDOW OF A HABITABLE ROOM DOES OVERLOOK SUCH REAR YARD, BUT NO SUCH REAR YARD NEED HAVE A DEPTH OF MORE THAN 13.5 m | 1.7m (BLOCK 7) | X |
| MINIMUM LOT WIDTH | MULTIPLE DWELLING, 15.0 m | 7.2m | X |
| MINIMUM LOT AREA | MULTIPLE DWELLING, 450.00 m ² | 2,416.88 m ² (BLOCK 1) | X |
| MAXIMUM FLOOR AREA RATIO | NO BUILDING OR STRUCTURE IN AN "E" DISTRICT SHALL HAVE A GROSS FLOOR AREA GREATER THAN THE AREA WITHIN THE DISTRICT OF THE LOT ON WHICH IT IS SITUATE, MULTIPLIED BY THE FLOOR AREA RATIO FACTOR OF 1.7 BLOCK 2= 2,208.31 m ² x 1.7 = 3,754.12 m ² | 423.97 m ² (BLOCK 2) | X |
| MINIMUM LANDSCAPED AREA | 25% | 15% BLOCK 1 | X |

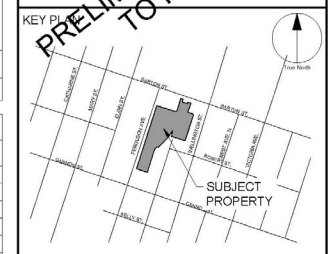
| PARKING REQUIREMENTS | |
|--|---|
| LOADING SPACES | IN ANY DISTRICT, WHENEVER A BUILDING OR STRUCTURE IS ERRECTED, CONVERTED OR ALTERED FOR, OR ITS USE CONVERTED TO, AN INDUSTRIAL USE, LOADING SPACE SHALL BE PROVIDED AND MAINTAINED ON THE SAME PREMISES WITH EVERY SUCH BUILDING OR STRUCTURE IN SUCH A MANNER AS TO SUCH AN EXTENT AS TO RENDER UNNECESSARY ANY OBSTRUCTION OF OR INTERFERENCE WITH TRAFFIC UPON ANY STREET OR ALLEY BY REASON OF ANY LOADING OR UNLOADING OPERATIONS, AND FOR EVERY 1,000 m ² OF FLOOR AREA, OR BUILDING FLOOR AREA USED FOR ANY SUCH PRINCIPAL PURPOSE AS OVERLAND, IN EXCESS OF 200 m ² OF SUCH AREA, THERE SHALL BE PROVIDED ONE LOADING SPACE AT LEAST 3.0 m WIDE, 7.5 m LONG, AND WITH A VERTICAL CLEARANCE OF AT LEAST 4.3 m |
| PARKING SPACES - MULTIPLE DWELLING | (1) 1 SPACE PER CLASS A DWELLING UNIT WITHIN AREA "D", SHOWN ON SCHEDULE "H" TOTAL No of UNITS = 2,352 |
| MEDICAL OFFICE, INCLUDING DOCTOR, DENTIST, OPTOMETRIST, CHIROPODIT, PRACTITIONER | 1 SPACE PER 13.0 m ² OF FLOOR AREA |
| GENERAL OFFICE, MEDICAL LABORATORY | 1 SPACE PER 31.0 m ² OF FLOOR AREA IN EXCESS OF 450.0 m ² |
| SALES ESTABLISHMENT, LEASING ESTABLISHMENT, SERVICE SHOP, RETAIL STORE, SHOPPING CENTRE, AND ANY OTHER COMMERCIAL USE NOT OTHERWISE MENTIONED IN PARAGRAPH NUMBER 1 OF COLUMN 1 OF TABLE 1 | 1 SPACE FOR EVERY 31.0 m ² OF FLOOR AREA FOR THAT PORTION OF THE FLOOR AREA BETWEEN 450.0 m ² AND 1,000.0 m ² ; AND ADDITIONAL: (1) 1 SPACE FOR EVERY 17.0 m ² OF FLOOR AREA FOR THAT PORTION OF THE FLOOR AREA BETWEEN 1,000.0 m ² AND 12,000.0 m ² ; AND (2) 1 SPACE FOR EVERY 30.0 m ² OF FLOOR AREA FOR THAT PORTION OF THE FLOOR AREA IN EXCESS OF 12,000.0 m ² |
| MINIMUM RESIDENTIAL VISITOR PARKING | MULTIPLE DWELLINGS WITHIN AREA "E", SHOWN ON SCHEDULE "H" 0.20 OF A SPACE PER CLASS A DWELLING UNIT |
| MINIMUM LOADING SPACES FOR RESIDENTIAL USE | GREATER THAN 30 TO 100 UNITS 1 SPACE (1.0m x 3.7m x 4.3m) GREATER THAN 101 UNITS 1 SPACE (1.0m x 3.7m x 4.3m) GREATER THAN 450 TO 900 1 (1.0m x 3.7m x 4.3m) GREATER THAN 900 TO 1,050 1 (1.0m x 3.7m x 4.3m) GREATER THAN 1,050 TO 1,400 2 (1.0m x 3.7m x 4.3m) GREATER THAN 1,400 TO 13,000 3 (1.0m x 3.7m x 4.3m) EACH ADDITIONAL 7,400 OR PART THEREOF OVER 13,000 (1.0m x 3.7m x 4.3m) |
| MINIMUM LOADING SPACES FOR COMMERCIAL USE | GREATER THAN 30 TO 100 UNITS 1 SPACE (1.0m x 3.7m x 4.3m) GREATER THAN 101 UNITS 1 SPACE (1.0m x 3.7m x 4.3m) GREATER THAN 450 TO 900 1 (1.0m x 3.7m x 4.3m) GREATER THAN 900 TO 1,050 1 (1.0m x 3.7m x 4.3m) GREATER THAN 1,050 TO 1,400 2 (1.0m x 3.7m x 4.3m) GREATER THAN 1,400 TO 13,000 3 (1.0m x 3.7m x 4.3m) EACH ADDITIONAL 7,400 OR PART THEREOF OVER 13,000 (1.0m x 3.7m x 4.3m) |
| REQUIRED MANUEVERING SPACE FOR PARKING AREAS | PARKING ANGLE 90 DEGREES - 6.0m 6.0m |
| Class A Dwelling Unit shall mean a dwelling unit having a kitchen, as well as such sanitary and sleeping accommodation as is required by law | |

CLIENT

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| ISSUES | | |
|--------|-------------|------|
| No. | DESCRIPTION | DATE |
| ### | ### | ### |



| LAND USE SCHEDULE | | | |
|-------------------|--------------------------------|-----------|---------|
| BLOCKS/LOTS | DESCRIPTION | AREA (ha) | # UNITS |
| 1 | RESIDENTIAL | 0.24 | 303 |
| 2 | RESIDENTIAL | 0.27 | 303 |
| 3 | RESIDENTIAL | 0.37 | 324 |
| 4 | RESIDENTIAL | 0.34 | 356 |
| 5 | MIXED USE | 0.30 | 302 |
| 6 | MIXED USE | 0.36 | 301 |
| 7 | RESIDENTIAL & COMMUNITY CENTRE | 0.33 | 308 |
| 8 | CONDOMINIUM ROAD | 0.28 | 0 |
| TOTAL | | 2.49 | 2197 |

LEGEND

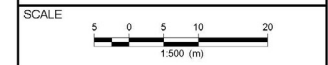
- LIMIT OF UNDERGROUND
- PROPOSED BLOCKS' LINES

BENCHMARK
PROVIDE BENCHMARK INFORMATION...

SOURCE
PROVIDE SOURCE INFORMATION...



PROJECT
MIXED USE COMMERCIAL
RESIDENTIAL DEVELOPMENT
BARTON & FERGUSON AVE., HAMILTON ON



PROJECT NO
136464

DRAWN BY:
M. ROJAS

PROJECT MGR:
C. JANDU

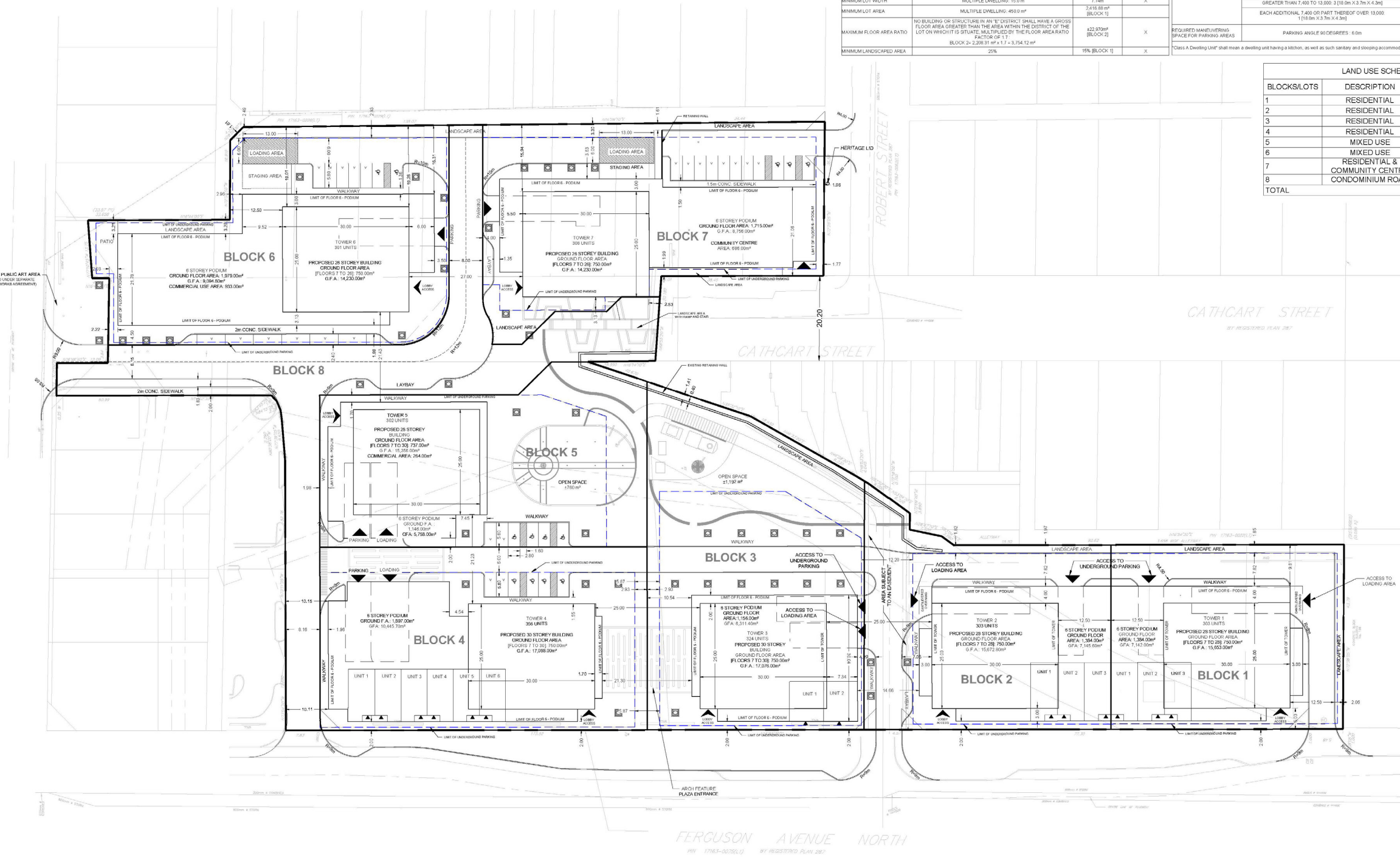
CHECKED BY:

APPROVED BY:
C. JANDU

SHEET TITLE
SITE PLAN

SHEET NUMBER
SP 1.0

ISSUE
0



File Location: C:\Users\janduc\OneDrive\Documents\Projects\136464\SP.dwg; Project: January 28, 2025 4:17:11 PM by Rqad, Shadlow, Mizarawa

APPENDIX B: FLOOR PLANS

TYPICAL TOWER

ART SCULPTURE



6 STOREY

6 STOREY

6 STOREY

6 STOREY

6 STOREY

6 STOREY

25000

6 STOREY

SWITCHBACK RAMP & STAIRS

FLEX PLAZA

PLAYGROUND & OPEN GREEN SPACE

COVERED PLAZA

GROUND FLOOR PLAN



BARTON & FERGUSON

Barton & Ferguson of the Past