

B & F Investments
(Nova Scotia) Company

201 Robert Street
Company

BARTON & FERGUSON

Visual Impact Assessment

166 & 186 FERGUSON AVENUE

203 ROBERT STREET

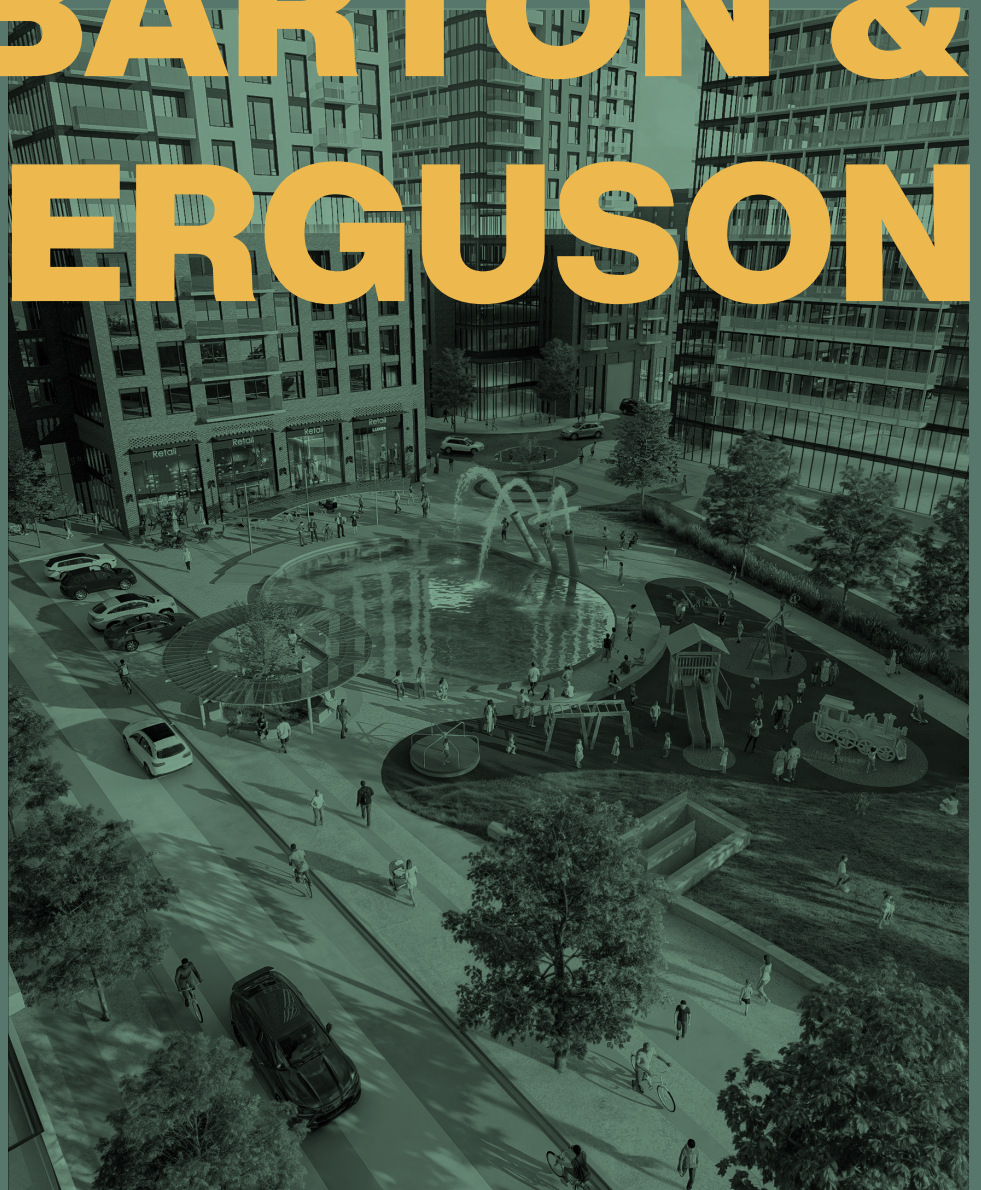


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EXECUTIVE SUMMARY

Arcadis has prepared this visual impact assessment (VIA) on behalf of B & F Investments (Nova Scotia) Company and 201 Robert Street Company to support the submission of the proposed mixed-use residential project at 166 and 186 Ferguson Avenue and 203 Robert Street in the City of Hamilton (herein referred to as the “subject site”). This visual impact assessment provides an analysis of the potential viewshed impacts resulting from the proposed development.

The proposed site and building design demonstrate a thoughtful approach that balances intensification with the preservation of neighbourhood character and scenic resources. The introduction of the proposed development will bring notable changes to the site, however the design of the proposed buildings prioritizes sensitivity to the built context surrounding the site. Design elements such as setbacks, articulation, materiality, and stepbacks, respond to the adjacent context and ensure the proposed development does not generate significant impacts to important views and vistas.

The subject site is not located within any key views or vistas identified in Appendix M-5 of the West Harbour (Setting Sail) Secondary Plan nor the Niagara Escarpment area. As a result, visual impacts on Hamilton Harbour and the Escarpment that are produced by the proposed development will be minor in nature.





1.0 INTRODUCTION

1.1 OVERVIEW

An analysis of the impact on key views and vistas resulting from the proposed development at 166 and 186 Ferguson Avenue North and 203 Robert Street is provided in this visual impact assessment. The VIA highlights the impact of the proposed development on views from points of interest, as well as contributions to existing views and the emergence of new views. This report provides an overview of the proposed development, its surrounding context, pertinent viewshed policies, and analysis of eight (8) key views to the site, comparing existing conditions and post-development conditions.



Aerial View of the Site

1.2 PROPOSED DEVELOPMENT

The proposed development presents a revitalized site that transforms an expansive surface parking lot into a mixed-use residential development, consisting of seven towers ranging from 26- to 30-storeys atop six 6-storey podiums. In addition to a ground floor community centre in Block 7, at-grade retail uses are proposed in Blocks 5 and 6 to promote an animated public realm. At the centre of the proposed development, an open space invites people to gather, play, and relax with a variety of active and passive elements designed around the industrial heritage of the site. The proposed development aims to be an active and vibrant space that embodies design excellence and provides intensified uses that support the vitality of the neighbourhood, while being integrated into the surrounding community. Based on the conceptual master plan, the proposed land use permissions are capable of offering 2,300 residential units, serviced by underground parking spaces and long-term bike parking spaces. The proposed built form may be subject to change during the site plan application process.



Conceptual Site Master Plan

2.0 EXISTING CONDITIONS & CONTEXT

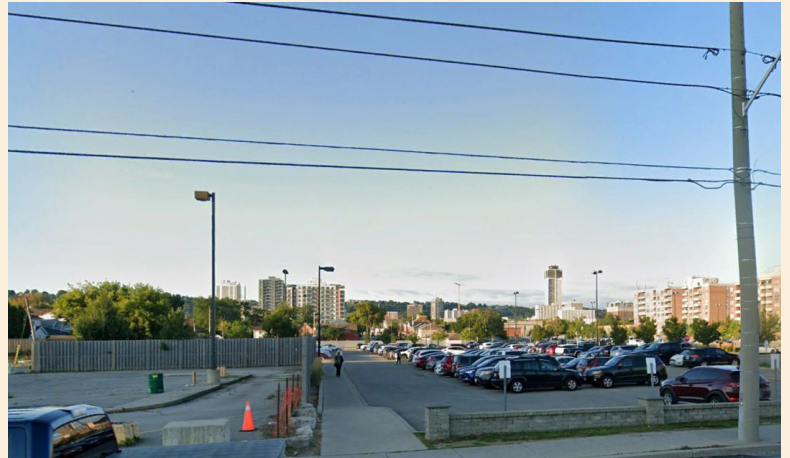
2.1 THE SITE TODAY

The subject site is generally located at the southeast corner of Barton Street East and Ferguson Avenue North, within the West Harbour Secondary Plan Area, the James Street North Mobility Hub boundary, and along the Barton-Kenilworth Commercial Corridor.

The site is irregular in shape, being composed of three parcels municipally known as 166 and 186 Ferguson Avenue North and 203 Robert Street. The site includes a sizeable parking lot that contains 628 parking spaces which are leased to Hamilton General Hospital. The site itself only has a small frontage on Barton Street East east of the existing Tim Horton's, which will remain.

The site is located amongst institutional uses, industrial uses, big box and smaller scale retailers, apartments, and low-rise residential uses. The site is ideally positioned for growth and connectivity, being located within a 15-minute walk to a range of community amenities, and existing and proposed transit infrastructure, including the Hamilton GO Centre, West Harbour GO Station, and planned Hamilton LRT.

Located north of the Niagara Escarpment, the subject site does not fall within the regulated area of the Niagara Escarpment Plan. Views of the Escarpment from the subject site are minimal. Consideration for views of and to the site have been incorporated into the design of the proposed development, ensuring impacts to significant views and vistas are minimal.



View of the site from Barton Street East



View of the site from Cathcart Street



View of the site from Ferguson Avenue North

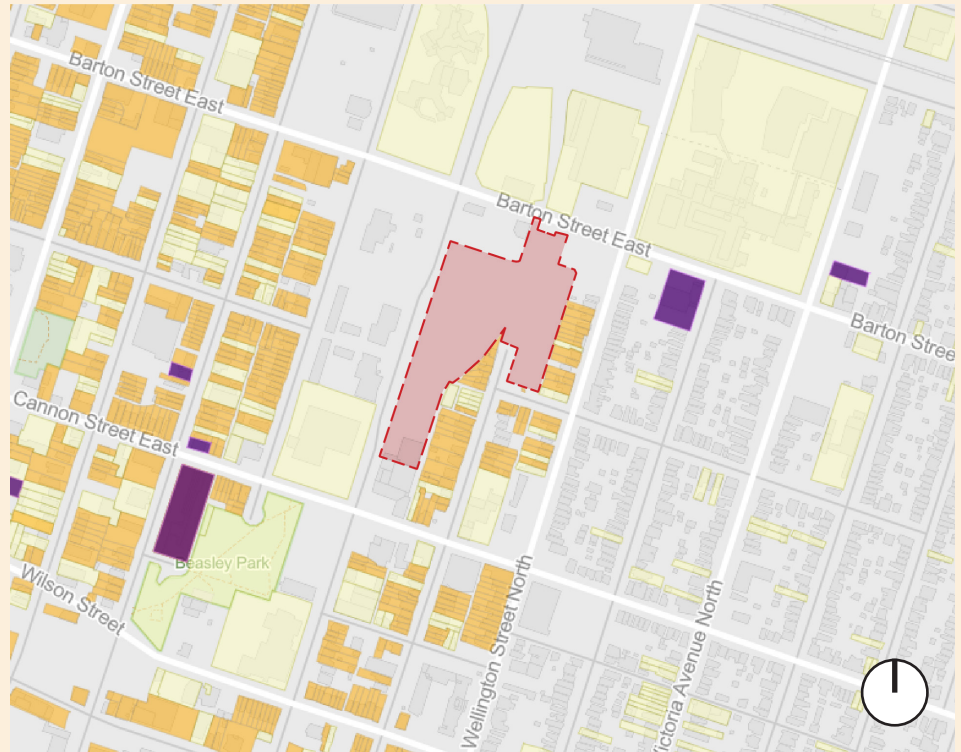


Perspective View of the Site

 Subject Site

2.2 HERITAGE CONTEXT

The surrounding neighbourhood includes a number of heritage designated and registered properties, as noted on the adjacent map. Of particular interest are registered properties abutting the site along Cathcart Street and Wellington Street. This viewshed analysis has incorporated views of these registered heritage properties to understand the visual impacts of future development on these assets.



Heritage Properties adjacent to the Site



Cathcart St Heritage Buildings



Wellington St N Heritage Buildings

- Subject Site
- Designated Heritage Properties
- Registered Heritage Properties (Non-designated)
- Inventoried Heritage Properties



The Mark Preece Family House



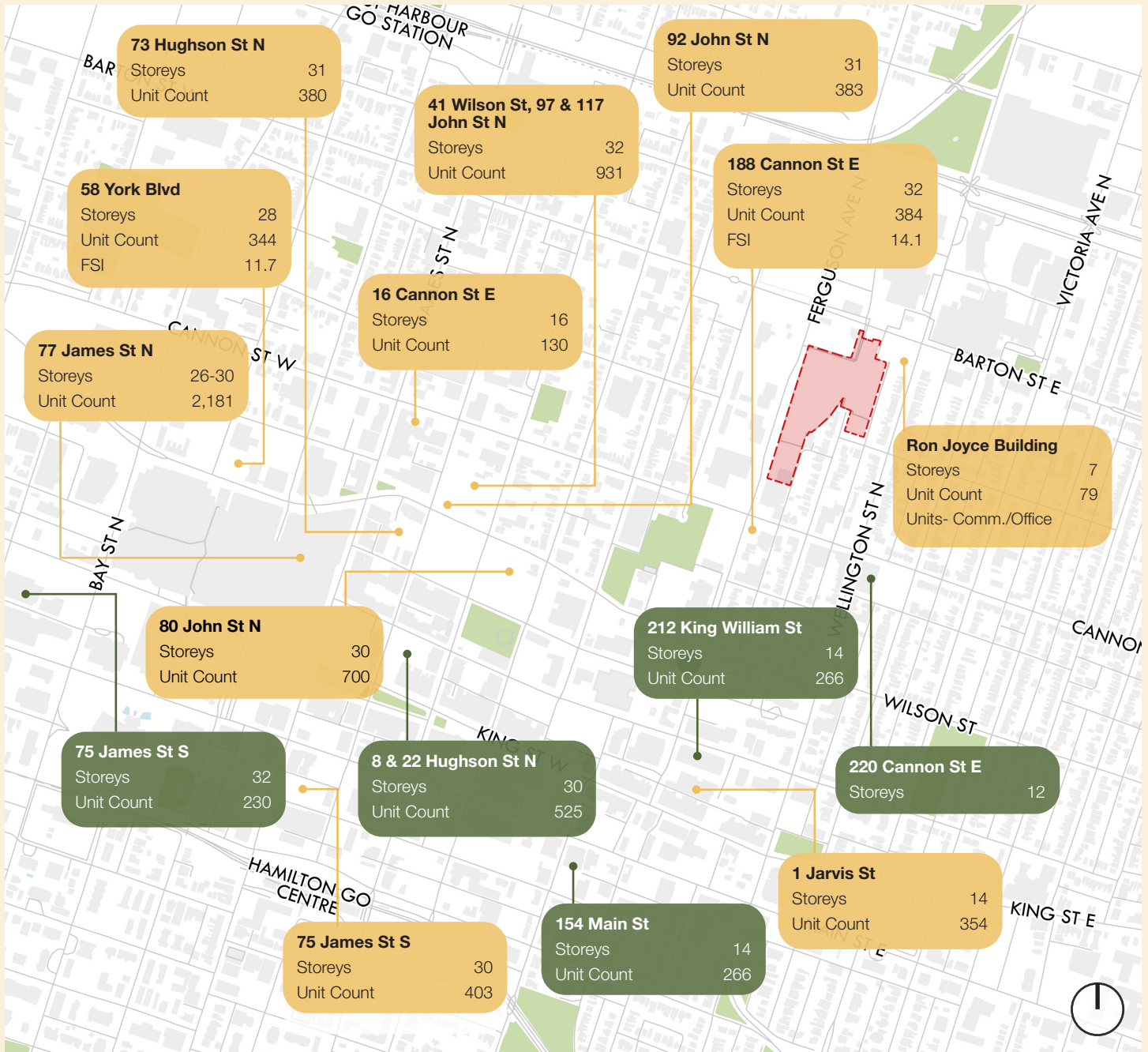
West Avenue Residences



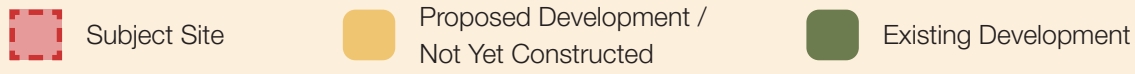
Robert St Heritage Buildings

2.3 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. This emerging context has been considered in the development proposal and may impact the views studied upon implementation.



Emerging Developments in the Surrounding Context



3.0 POLICY CONTEXT

The Urban Hamilton Official Plan, City of Hamilton Official Plan, Hamilton-Wentworth Official Plan, and West Harbour (Setting Sail) Secondary Plan provide long-range planning direction on growth and development in the City of Hamilton and West Harbour neighbourhood. The following section highlights policies and guidance from the City's policy framework that relate to the visual impact assessment for the proposed development.

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. 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 visual impact assessment:

VIEWSHED

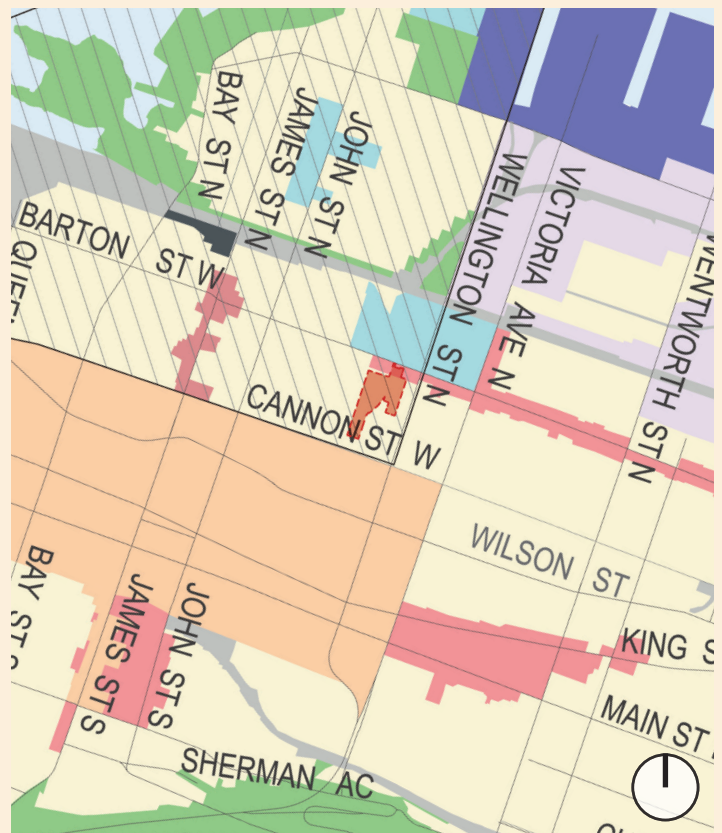
E3.0 Neighbourhoods Designation

Under section 3.3.5 of the Urban Hamilton Official Plan, public views and vistas are defined as "significant visual compositions of important public and historic buildings, natural heritage and open space features, landmarks, and skylines which enhance the overall physical character of an area when viewed from the public realm. Vistas are generally panoramic in nature while views usually refer to a strong individual feature often framed by its surroundings. Examples of existing significant vistas include the panorama of the Niagara Escarpment, Hamilton Harbour and the Downtown skyline as viewed from various vantage points throughout the City."


Section 3.3.5.2 goes on to describe how views and vistas shall be incorporated into site design, stating, "views and vistas

shall be achieved through alignment of rights-of-way, layout of pedestrian circulation and open space systems, and the siting of major features, public uses, and built form."

In response to the UHOP's guidance related to viewsheds, the site was designed with consideration for not only local views from surrounding streets and destinations (e.g. Hamilton General Hospital), but also broader skyline views (e.g. from the Escarpment to the Harbour). The design ensures key views and vistas are not negatively impacted by the presence of future development, but rather enhanced through the introduction of a vibrant community to Hamilton's skyline.



UHOP Schedule E-1, Land Use Designations

 Subject Site

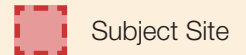
3.2 WEST HARBOUR (SETTING SAIL) SECONDARY PLAN

The West Harbour Secondary Plan (SP) identifies eight core planning principles which describe aspirations for the West Harbour and act as metrics against which initiatives for the area are evaluated. Under the two of the eight principles: promote a healthy harbour and enhance physical and visual connection, the Secondary Plan states development and the public realm should respectively *“identify and protect key views and improve public access to the harbour,”* and *“Preserve and augment important public vistas and view corridors to and from the waterfront.”* The Secondary Plan further adds in A.6.3.3.4.5, *“The vistas of Hamilton Harbour and key views leading to the harbour identified on Schedule ‘M-5’ shall be preserved.”*

In accordance with associated policies in the West Harbour Secondary Plan, the proposed development generates minimal impact to views and vistas to and from the West Harbour waterfront. The proposed development is located a distance away from the Hamilton Harbour shoreline and

associated views and vistas identified in Schedule M-5: Public Realm of the Secondary Plan (see below).

In response to the SP’s guidance related to viewsheds, the site does not directly impact any of the identified views and vistas within the SP. Views along Barton Street East and Ferguson Avenue North have been provided to analyze the impact on both corridors, which have been identified for future streetscape initiatives by the SP. To highlight the overarching importance of the Hamilton Harbour within the City, a distant view of the site from the Escarpment has also been provided within the analysis to identify impacts on the City’s skyline, with the Harbour as a backdrop. This view is essential to visualizing the broader impact of the future development.



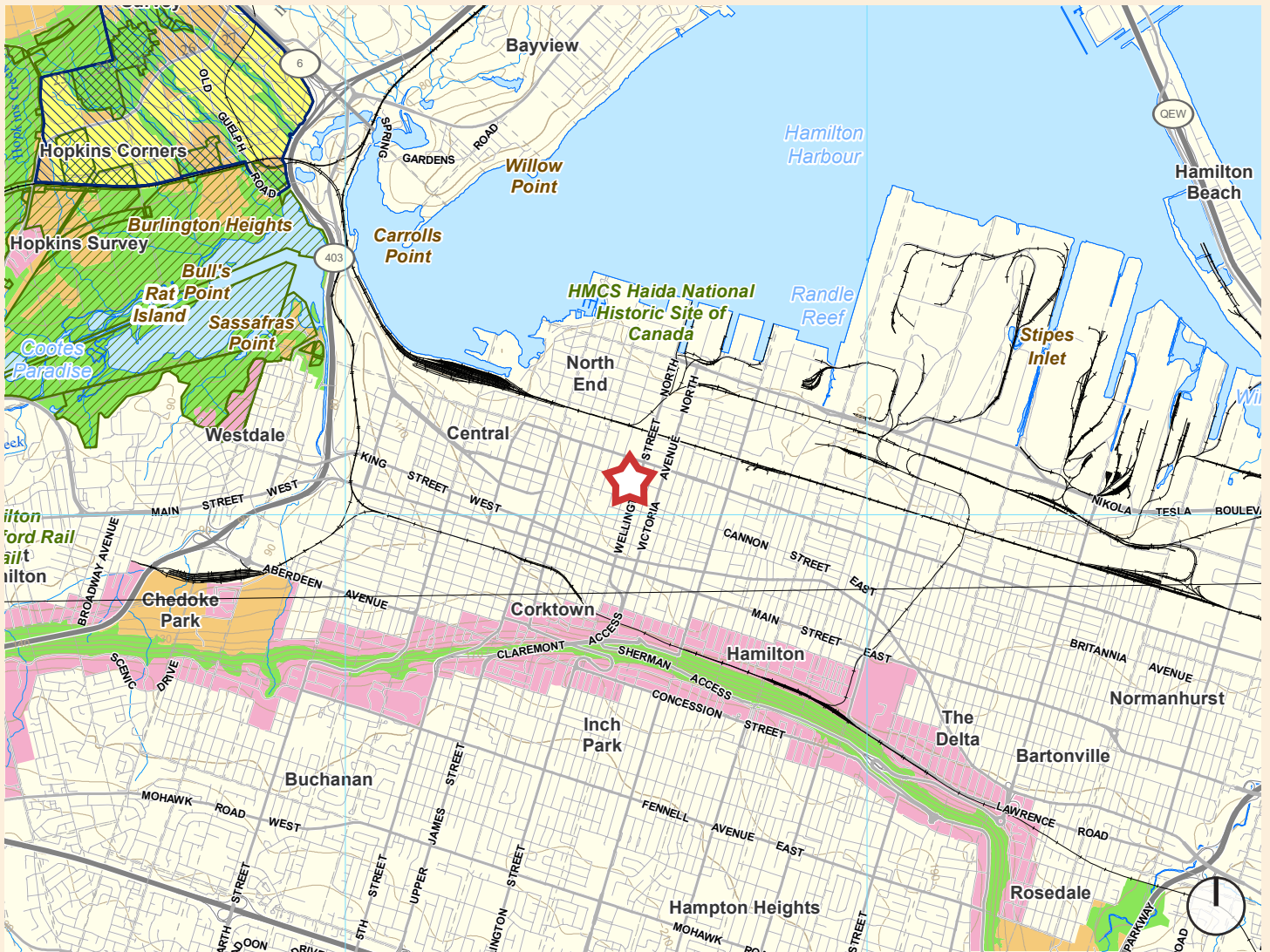
West Harbour (Setting Sail) Secondary Plan-
Schedule M-5 Public Realm of the Secondary Plan



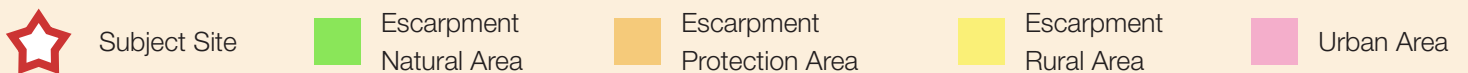
3.3 NIAGARA ESCARPMENT LOCATION MAP

The subject site is located outside of any land use designations identified in the Niagara Escarpment Plan. The site is located approximately 1.09 kilometres north of lands designated Urban Area in the City of Hamilton by the Niagara Escarpment Plan and 1.48 kilometres north of lands designated Escarpment Natural Area. As a result of the distance from the Niagara

Escarpment, the proposed development contributes minimal visual impacts to the existing scenic resources. To highlight the importance of the Niagara Escarpment and related views within the City, a view has been provided within this study from the Escarpment to illustrate the impact to Hamilton's skyline.



Niagara Escarpment Plan City of Hamilton



3.4 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 viewshed best practices.

The following excerpts represent some of the relevant guidance that has been considered in the design of the site with regards to view preservation:

CHAPTER 3.0 – CONTEXTUAL CONSIDERATIONS

3.6 Views & Landmarks

Tall Buildings within Downtown Hamilton should respond to the city's unique topography and landscape, including the Escarpment and the Waterfront.

a. Any development application shall identify, maintain and enhance viewing opportunities towards the Escarpment;

b. Tall buildings should be located in a fashion that preserves key views to existing landmarks and termini to and from the Downtown;

c. Tall buildings shall contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of sky views;

d. The silhouette of existing important landmark buildings should be protected, and the view corridor leading to them should remain legible;

e. Tower step backs should be increased to preserve the view to an existing important local landmark;

f. Views of the Escarpment should be preserved; and,

g. An assessment of impact on views to/from the Escarpment will be required as part of development applications

4.0 VISUALIZATION METHODOLOGY

The methodology used to prepare this visual impact assessment is described in the following section, including the methodology employed to create the visualizations and analysis (4.1), as well as the viewpoints selected for the exercise (4.2).

4.1 METHODOLOGY



SELECTION OF KEY VIEWPOINTS

The selection of view and vista points was undertaken based on a viewshed analysis and pertinent policy identified in the Urban Hamilton Official Plan and West Harbour Secondary Plan. These viewpoints were selected to demonstrate potential visual impacts of the proposed development from various perspectives and scales, as well as the impact on sensitive uses surrounding the site.



CONTEXTUAL 3D MODEL DEVELOPMENT

A 3D contextual model was prepared in SketchUp to establish the massing of the proposed building and ensure the analysis provided accurately represents the future built environment. It should be noted that views within closer proximity of the site include a massing with facade details, while views from distant viewpoints use a white massing model, as facade details will be less visible from these distances.



VIEWSHED MODELLING

The 3D model of the proposed building was inserted into the real-world environment using Google Earth Pro. Geographic coordinates were used to accurately position the model within the surrounding built form, creating an interactive viewshed model that visualized how the new development would fit into its context.



VIEWSHED ANALYSIS

Using viewshed tools within Google Earth Pro, the visibility of the proposed building was analyzed from selected viewpoints. This analysis helped determine the ways in which the proposed development would affect the visual character of the area, ensuring compliance with local planning policies.



COMPOSITE IMAGE CREATION

The 3D contextual model and views from selected vantage points were combined and aligned using Adobe Photoshop. Composite images were generated to simulate the proposed building in the urban environment and identify visual impacts to the existing context.



ACKNOWLEDGEMENT OF LIMITATIONS

Several views utilize a simplified massing without facade detailing to ensure the clarity of longer views, however this may limit the visualizations developed.



View Analysis Key Map

5.0 VISUAL IMPACT OBSERVATIONS

The following section highlights eight key views surrounding the proposed development, providing direct comparisons between existing and future conditions, with analysis related to the impact on/creation of views.

5.1. VIEW 1 ANALYSIS BASELINE CONDITION

View 1 is located along Ferguson Avenue North looking north, at the southernmost point of the subject site, looking north toward Hamilton General Hospital. Within this view, predominant features include streetlights and mature trees which line landscape strips on either side of the road, an industrial building south of the site, and a 9-storey residential apartment building west of the site. Vacant, fenced lots and surface parking areas dominant the current view of the site from this pedestrian vantage point along Ferguson Avenue North.



View 1- Existing Condition

PROPOSED CONDITION

The proposed development frames Ferguson Avenue North, bringing renewed vitality to a streetscape previously defined by surface parking and fenced, vacant lots. While the development significantly impacts the visual feel of the corridor, it also brings life and animation to a formerly desolate visual environment. In the warmer months, the mature tree canopy lining Ferguson Avenue North will help lessen the visual impacts of the proposed development on this view in the warmer months.

The development was strategically designed to employ stepbacks and alternate materiality along the podium-level to

reduce the visual mass of the proposed towers and create a more human-scale experience at the ground level. The podium articulation aims to provide a continuous street wall, reflecting the heights of adjacent buildings along Ferguson Avenue North. The podium heights along Ferguson Avenue North are in keeping with neighbouring building heights to provide a transition from the apartments west of Ferguson Avenue North and lower density industrial and retail uses south of the site.



View 1- Proposed Condition

5.2 VIEW 2 ANALYSIS

BASELINE CONDITION

View 2 looks north from the low-rise residential, heritage registered buildings along Cathcart Street, across the existing parking lot on site and toward the Hamilton Health Sciences facilities. From this view, notable features include low-rise residential buildings, scattered trees and foliage and overhead utilities extending into the site. At the end of Cathcart Street, a retention wall addresses a notable grade change from the subject site to the street level. As a result of the grade change from the subject site to Cathcart Street, there is a limited view of the low-rise and mid-rise buildings from within the site past the retention wall.



View 2- Existing Condition

PROPOSED CONDITION

The view from Cathcart Street highlights the proposed development as a visual landmark that remains well connected to the surrounding community. Mature trees along Cathcart Street soften the view and create a visual green buffer to the site. The proposed towers are clearly visible from this view and rise above the low-rise residential buildings south of the site. The separation between towers serve to reduce the visual mass of the proposed development on the existing conditions, preserving the open air and sky views. The orientation of the buildings creates a new view through the site, extending from Cathcart Street and through the centre of the proposed

development. The site remains visually open at this location, welcoming visitors into the proposed development with the ground level community centre and stairs that lead directly from Cathcart Street into the central open space on site. While this view highlights a significant change from the current vacant and surface parking uses, the direct visual connectivity created to Cathcart Street and framed by tall buildings overhead creates an inviting environment to extend the existing community towards Barton Street East.



View 2- Proposed Condition

5.3 VIEW 3 ANALYSIS

BASELINE CONDITION

View 3 looks west on Barton Street East from Hamilton General Hospital. In this view, the urban character of the area is the defining visual trait, characterized by views of the Hamilton General Hospital, residential buildings, and a lack of naturalized features. The visibility of small-scale retail uses along Barton Street East are reduced due to large front yard setbacks for the provision of surface parking and the positioning of the Hospital. The view is largely car-oriented, with minimal streetscaping or buildings framing Barton Street East to enhance the pedestrian experience and views.



View 3- Existing Condition

PROPOSED CONDITION

The proposed towers are clearly visible above the existing rooflines of the residential buildings fronting along Barton Street East. With sufficient tower separation distances and variation in stepbacks, the visibility of sky views have been maintained. The podiums help ground the proposed development and fit the buildings into the existing context. This effect is felt particularly along Barton Street East, in which the podiums, with significant tower setbacks, line Barton Street East and create an active streetwall for pedestrians walking the corridor. With future streetscaping efforts identified in the Secondary Plan

for Barton Street East, the development represents the initiation of a future built form that responds to and interacts with Barton Street East, rather than facing internally and disconnected from the pedestrian realm. Through the use of transitional heights and materials similar to neighbouring buildings, the podium design demonstrates a respect to the scale and character of the surrounding neighbourhood, responding directly to the height of the hospital across Barton Street East.



View 3- Proposed Condition

5.4 VIEW 4 ANALYSIS

BASELINE CONDITION

View 4 is positioned on the Ferguson Avenue North bridge, looking south above the railway tracks between Simcoe Street East and Barton Street East. A protected pedestrian walkway is located on the eastern side of the roadway, while mature trees are visible on both sides of Ferguson Avenue North. From this view, the roofline of Hamilton General Hospital can be seen north of the site and the rooflines of the Hamilton-Wentworth Detention Centre and Downtown Hamilton can be seen west of the site. Predominant sky views characterize the existing condition.



View 4- Existing Condition

PROPOSED CONDITION

The proposed development creates three distinct tower silhouettes in the city skyline from the perspective of the bridge. The towers act as a visual landmark in the area, providing a visual cue for the transition between low-rise uses north of the railway and Downtown Hamilton south of the subject site. The tower separation reduces the appearance of visual bulk and creates sky views between the towers. From this perspective, the development becomes a focal point of the view, serving as a visual anchor for pedestrian or vehicular movement across the bridge. While the facade details have not been included from

this distance to simplify the model, the range of materials used within the proposed built form aim to reflect the surrounding context and promote compatibility, including the brick motifs that are evident in the foreground of this view.



View 4- Proposed Condition

5.5 VIEW 5 ANALYSIS

BASELINE CONDITION

View 5 is located at the top of the Sherman Access, overlooking Downtown Hamilton and a part of the Niagara Escarpment within Sam Lawrence Park. From this lookout point, the taller buildings located in Downtown Hamilton are most prominent and define Hamilton's skyline. Claremont Access and Wellington Street visually lead north, toward the site and Lake Ontario. Moving away from the Escarpment, the urban form transitions from lower-density neighbourhood character, supported by a mature tree canopy, to a higher-density urbanized character towards Lake Ontario.



View 5- Existing Condition

PROPOSED CONDITION

The proposed development is visually nestled amongst other tall buildings located in Downtown Hamilton, contributing three tower silhouettes to the city skyline. From this perspective, the proposed development contributes visual interest to the skyline while remaining comparable in visual height to several buildings seen in this view. The proposed towers do not visually obstruct views of any other tall buildings from the Escarpment nor the view of Lake Ontario, as a result of the tower separation. This view aims to highlight the positive impact the proposed development will have on Hamilton's skyline from a pedestrian perspective amongst the trails of the escarpment.

The proposed development serves to enhance the view, representative of the growth and renewal being experienced throughout the City. While not included from this distance, the facade materials proposed reflect materials from a number of the buildings in the foreground of this view, including brick and glass motifs, to contribute to Hamilton's visual identity.



View 5- Proposed Condition

PROPOSED CONDITION- EMERGING CONTEXT

To further support the visual analysis of the future Hamilton skyline, emerging mid- to high-rise developments within the City have been conceptually illustrated in a second version of the view to understand the impact of the proposed development in the future context. This addition highlights a sense of cohesion within the comprehensive development picture, and the proposal has a less significant impact when considered amongst both taller and buildings of equal height forthcoming in the City. This image reflects the high-density development that is set to emerge in Hamilton. The proposal begins to bridge the gap in the growing skyline within Downtown Hamilton

and creates a more urban identity for the West Harbour area. The building separation ensures views to the Hamilton Harbour, as well as sky views, are preserved between buildings in the presence of future development. Overall, the heights proposed for the development allow it to emerge as a complementary part of the future Hamilton skyline.



View 5- Proposed Condition, with Emerging Developments

 Subject Site

Emerging Developments

- | | |
|--|--|
| 1. 98-206 Wellington St S - 6 Storeys (Proposed*) | 10. 41 Wilson St - 31/31/31 Storeys (Under Construction) |
| 2. 195 Wellington St S - 9 Storeys (Proposed*) | 11. 71 Rebecca St - 30 Storeys (Conditional Site Plan Approval) |
| 3. 304-314 Main St E - 25/25 Storeys (Proposed) | 12. 80 John St N - 30 Storeys (Proposed**) |
| 4. 188 Cannon St E - 32 Storeys (Proposed**) | 13. 92 John St N - 31 Storeys (Conditional Site Plan Approval) |
| 5. 100 Ferguson Ave S - 12 Storeys (Proposed**) | 14. 134 Mary St - 30 Storeys (Proposed) |
| 6. 186 Hunter St E - 14 Storeys (Proposed**) | 15. 0 Harbourside Way - 45 Storeys (Proposed) |
| 7. 46-48 Ferguson Ave S - 29 Storeys (Proposed**) | 16. 600 James St N - 9 Storeys (Proposed**) |
| 8. 117 Jackson St E - 30/39 Storeys (Proposed*) | |
| 9. 108-114 James St N - 35 Storeys (Proposed) | |

Note: The developments shown unless under construction, are subject to revision or cancellation.

() Meaning the development is proposed with an approved planning application such as an Official Plan or Zoning Bylaw Amendment.*

*(**) Meaning the development is proposed and has submitted an application for Site Plan Approval with an approved planning application such as an Official Plan or Zoning Bylaw Amendment.*

5.6 VIEW 6 ANALYSIS

BASELINE CONDITION

The St. Stephen of Hungary Roman Catholic Parish and smaller scale retail stores are featured in View 6 looking east along Barton Street East. From this perspective, some existing buildings are positioned at the front property line, defining the edge of the public realm, while other buildings are out of view, fronted by surface parking lots. On the left side of this view, the Hamilton General Hospital can be seen in the distance. The streetscape to date is largely devoid of street trees or pedestrian amenities, and inconsistent building setbacks created a varied street wall condition.



View 6- Existing Condition

PROPOSED CONDITION

The proposed development has a large visual impact on the views experienced along Barton Street East. The development can be seen emerging above existing retail buildings and the Parish. At this viewpoint, the 6-storey podiums, visible along Barton Street East align with neighbouring heights, notably reflecting the height and materiality of the Hamilton General Hospital across the street. In the vantage point of this view, an enhanced street wall condition is visible through the proposed development, in which the podium frames Barton Street East and animates the public realm.

Above the base building, the proposed towers dominate much of the eastern sky view, with separation distances and variation in tower placement providing some sky view between towers and greater visual interest while walking along Barton Street East. The development represents a significant change from this perspective, however, it also reflects an extension of the urbanized character of downtown Hamilton and the creation of a new visual identity along Barton Street East. The development becomes a clear destination along the corridor through its visual impact.



View 6- Proposed Condition

5.7 VIEW 7 ANALYSIS

BASELINE CONDITION

View 7 is located just south of the intersection of Wellington Street North and Cannon Street East, looking north toward the subject site. Low-rise residential and retail buildings are positioned at the edge of the street, framing much of the public realm. The 12-storey apartment building on Cannon Street East is also visible behind the townhomes fronting Wellington Street North. In this view, the visibility of other smaller scale retailers by the intersection is reduced due to the provision of large front yard setbacks to accommodate surface parking.

Mature trees are scattered along Wellington Street North, although the streetscape is largely lacking in landscaping elements and is defined by a narrow sidewalk. Overhead utility lines clutter the view and interrupt clear sky views from this perspective.



View 7- Existing Condition

PROPOSED CONDITION

From this location, the tops of the proposed towers are visible above the townhomes on the west side of Wellington Street North. The portion of the towers that are visible at street level are visually aligned with the 12-storey apartment building on Cannon Street East, just south of the subject site. The minimal visual impacts of the proposed development from this view allow the neighbourhood character and sky views to be maintained, while also providing a more urban character as viewed from Wellington Street. The visual impact from this point of view is minimal.



View 7- Proposed Condition

5.8 VIEW 8 ANALYSIS

BASELINE CONDITION

View 8 is located immediately south of the intersection of Wellington Street North and Barton Street East. From this south-facing view, the vacant parcel on the southwest corner of the intersection is visible, along with low-rise residential buildings along Wellington Street North and apartment buildings in the distance. At this location, Wellington Street North is a one way, four lane road with on-street parking. This view also highlights the heritage listed row homes along the western edge of Wellington Street North, beyond the vacant parcel of land.



View 8- Existing Condition

PROPOSED CONDITION

For the purposes of this view, a high-level massing of the future Ron Joyce building, to be constructed on the vacant lands at the corner of Barton Street East and Wellington Street North, has been included. With the implementation of this emerging building, the majority of the podium-level of the proposed development is visually blocked from Wellington Street North, and only the Block 7 tower is clearly visible from this perspective. The proposed development has minimal impact on the ground-level view looking south along Wellington Street North upon implementation of the Ron Joyce building. The majority of the impact is to sky views looking west from Wellington Street N. The towers, paired with the corner development, obscure views beyond the development looking southwest.

Located behind the low-rise heritage listed row homes, the podium and tower setbacks provide a transition between the existing built form along Wellington Street North. To mitigate the impact of the proposed development from this view, strategic materiality selection and stepbacks at the podium level help ground the proposed development and align with the character and heights of the surrounding neighbourhood. This aims to reduce the visual prominence of the proposed buildings by providing ample transition. Soft landscaping positioned between low-rise buildings and the proposed development screen back-of-house uses on site from sensitive neighbouring properties. The proposed development is also separated from the streetscape by the low-rise buildings fronting on Wellington Street North, retaining the baseline street-level conditions on Wellington Street North.



View 8- Proposed Condition, including the future Ron Joyce building illustrative massing

5.9 VIEW ANALYSIS SUMMARY

The visual impact analysis evaluated views from various street-level vantage points and locations, ensuring visual impacts to the pedestrian and cyclist environment are minimized. Based on an analysis of the eight generated views, it can be concluded that the overall view impacts brought forth by the proposed development will range in significance depending on the vantage point, but all aim to enhance the city skyline and neighbourhood features. While the development represents a significant change for the neighbourhood and the broader City, it is also aims to bring urban renewal to the community and to enhance community amenities, the pedestrian experience, and the health and wellness of the Barton Street corridor. The existing condition, vast swaths of surface parking and a car-oriented environment, adds little value to the surrounding community, both visually and in utility. Contrarily, the proposed development aims to enhance the offerings of the neighbourhood, serving not only the adjacent community but also Hamilton General Hospital and extending the reach of Downtown Hamilton.

Consideration for sensitive neighbourhood uses, such as low-rise buildings, are incorporated into the site and building design to mitigate visual impacts generated by the proposed development. Through the introduction of stepbacks, facade articulation, tower placement, and soft landscaping, view impacts are reduced and a more harmonious fit with the neighbourhood context is achieved.

The design of the podiums uses materiality and massing that strategically aligns with the character and height of the surrounding built form to ensure a seamless transition to surrounding neighbourhoods. Separation distances and tower placement also play a role in reducing the visual mass of the proposed buildings and preserving sky views above the podium level. From a distance, the development also adds value to Hamilton's overall skyline, becoming a new visual anchor from afar.

Views to the Escarpment are not expected, as outlined in Appendix M-5 of the West Harbour (Setting Sail) Secondary Plan and demonstrated through the view analysis.

For the purposes of this visual impact assessment, renderings of the proposed development have been provided throughout to supplement simulated views, illustrating building details, materiality, and articulation in greater detail. These renderings also serve to exemplify the sense of place and community value derived through the future development. It is our opinion that the measures outlined and evident in the proposed building design are sufficient in demonstrating the proposed development, while significant in scale, is considerate of view preservation and neighbourhood transition. The site design meets the City's requirements for viewshed preservation and aims to preserve and enhance existing views, whilst minimizing potential impact.





6.0 MITIGATION MEASURES

Based on an analysis of the visual impacts generated by the proposed development in simulated views, it can be concluded that the proposed setbacks, stepbacks, heights, tower arrangement, and site orientation contribute to the mitigation of visual impacts based on the following rationale.

The subject site is large and irregular in shape, allowing for the east-west alignment of buildings and towers to be shifted slightly, reducing the perception of uniformity and visual bulk in the skyline. In the building design, the use of materials is drawn from neighbouring building, as well as historic uses of the site, which supports a sense of visual cohesion. Compatible heights and articulation at the podium-level ensure the pedestrian experience is comfortable and buildings frame adjacent streets to provide animation and ground-level visual interest. At the podium level, the use of materiality, transparency, and articulation in the façades support the development of visual and physical connections along the streetscape. Towers are separated by an appropriate distance to maintain this sense of pedestrian scale at grade, in addition to maximizing views of the sky.

A variety of mitigation measures have been employed in the building design to reduce the visual impact on surrounding uses in the immediate and wider community. In an effort to minimize the mass of the proposed development, facades that face open spaces and smaller, existing buildings have been articulated with gradual transitions through setbacks, building stepback, and façade articulation. Podiums are slim and typically fit only one tower (as opposed to multiple towers on top of a bulkier base building), allowing for more connectivity and porosity through the site. The use of complementary materials to adjacent buildings serves to highlight existing features and harmonize with the neighbourhood character.

As such, it is of our opinion that the design of the proposed development and the measures outlined provide adequate consideration for the potential

visual impact at varying contextual scales. As the development of the building progresses through the design / build stage, it is recommended that continued consideration for view preservation and enhancement is provided.





7.0 CONCLUSION

The built form of the proposed development has been designed with a thoughtful approach that balances intensification in a community planned for growth and revitalization, and the preservation of the area's visual character and scenic resources.

While the introduction of several mixed-use residential towers on the site will bring notable changes, the proposed development demonstrates sensitivity to its surrounding context through its proposed building massing. Setbacks and articulation are provided on all sides to respond to the adjacent context and foster a comfortable pedestrian experience. The building design further incorporates materials and colours reflective of the surrounding environment, maintaining the neighbourhood character and ensuring a harmonious fit into the existing context.

The subject site is located outside of view corridors and vistas identified by the West Harbour Secondary Plan, producing little visual impact to the waterfront.

Overall, the proposed development was designed with strong consideration for the surrounding context. It aims to enhance the urban environment without significant impacts to the functionality or visual resources of the neighbourhood, particularly views that have been identified in the City's policy framework for preservation. The development, while significant in scale, employs numerous mitigation measures to lessen its visual impact and ensure that it can become a valuable asset for the surrounding community and broader City. Representative of the growth and urban renewal envisioned for the Barton Street corridor, the development represents the opportunity to enhance Hamilton's skyline and to create a destination within the neighbourhood for community gathering and health and wellness, while serving a key community asset- the Hamilton General Hospital.

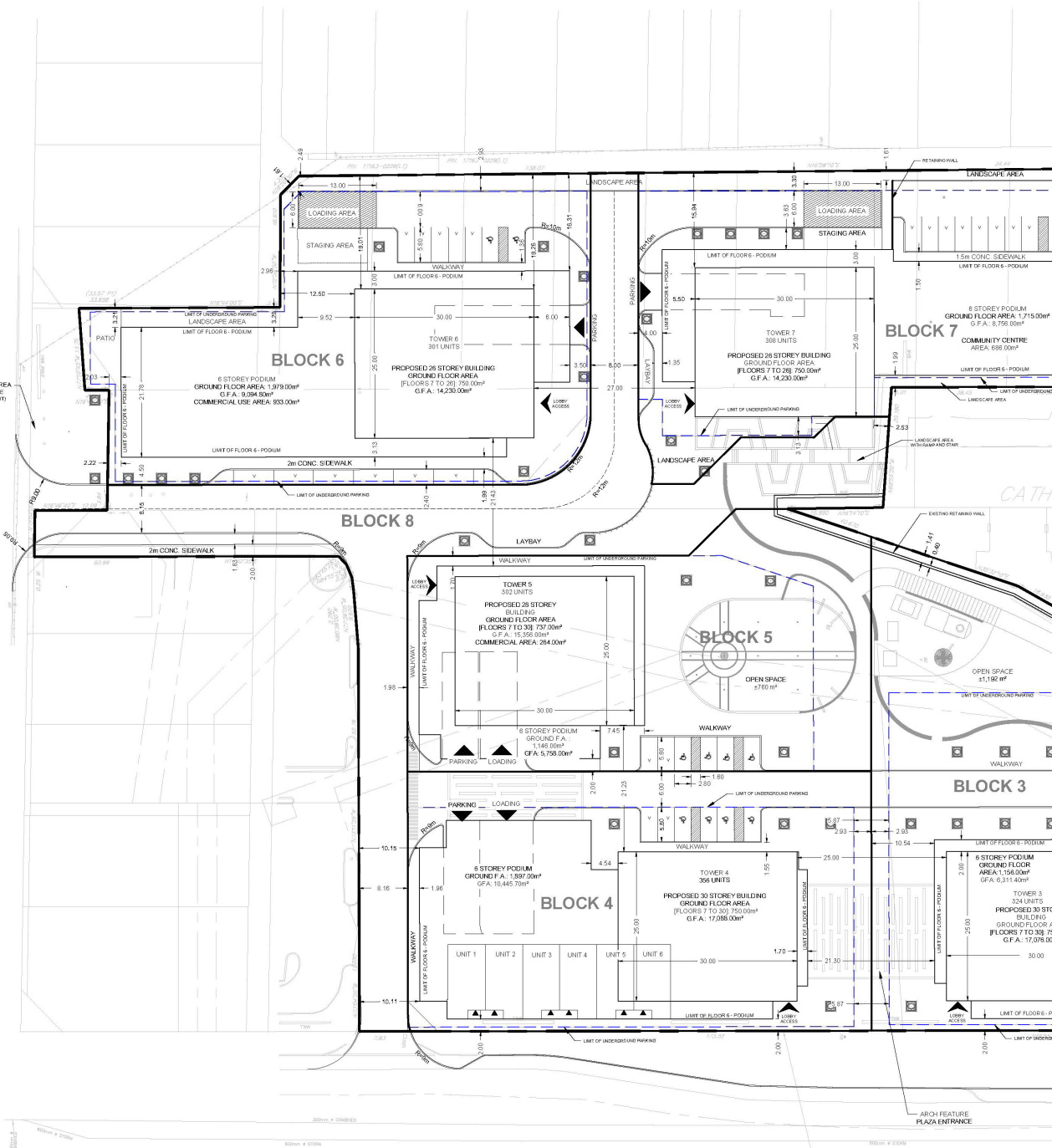




APPENDIX A: PROPOSED SITE & FLOOR PLANS

BARTON STREET EAST
ORIGINAL ROAD ALLOWANCE BETWEEN CONC. CURBS 1 AND 2
REV. 17/08-01/10/13

PROPOSED PUBLIC ART AREA
APPROVED UNDER SEPARATE
EXTERNAL WORKS AGREEMENT





FORMER CITY OF HAMILTON ZONING BY-LAW				PARKING REQUIREMENTS	
E-3 DISTRICTS MULTIPLE DWELLINGS, LODGES, CLUBS, ETC	REQUIRED	PROVIDED	MODIFICATION		
PERMITTED USES	A MULTIPLE DWELLING	MULTIPLE DWELLING			
MAXIMUM HEIGHT	ANY OTHER USE: 26.0 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 BUILDINGS AND STRUCTURES, WHERE A FRONT YARD ADJUTS UPON 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 OF WHAT WOULD HAVE BEEN REQUIRED HAD THE FRONT YARD REQUIRED BY THIS SECTION BEEN IN SUCH OTHER DISTRICT	N/A	X	LOADING SPACES	1 LOADING SPACE PER BLOCK
MINIMUM SIDE YARD	FOR EVERY OTHER BUILDING OR STRUCTURE, ALONG 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 BUILDINGS BY ITS LENGTH, LESS 1.5 m WHERE NO BALCONY, 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 13.5 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	PARKING SPACES - MULTIPLE DWELLING	(ii) 1 SPACE PER CLASS A DWELLING UNIT WITHIN AREA 2, 7; SHOWN ON SCHEDULE 14; TOTAL NO. OF UNITS = 2,522
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 13.5 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	1.77m (BLOCK 7)	X	GENERAL OFFICE, INCLUDING DOCTOR, DENTIST, OPTOMETRIST, DISTOPATH, DRUGLESS PRACTITIONER	1 SPACE PER 19.0m ² OF FLOOR AREA
MINIMUM LOT WIDTH	MULTIPLE DWELLING: 15.0 m	7.74m	X	GENERAL OFFICE, MEDICAL LABORATORY	1 SPACE PER 31.0m ² OF FLOOR AREA IN EXCESS OF 450.0m ²
MINIMUM LOT AREA	MULTIPLE DWELLING: 450.0 m ²	2,416.88 m ² (BLOCK 1)		SALES ESTABLISHMENT, LEASING ESTABLISHMENT, SERVICE SHOP, RETAIL STORE, SHOPPING CENTRE AND ANY OTHER COMMERCIAL USE NOT OTHERWISE MENTIONED IN PARAGRAPH NUMBER 4 OF COLUMN 1 OF TABLE 1	1 SPACE FOR EVERY 31.0m ² OF FLOOR AREA FOR THAT PORTION OF THE FLOOR AREA BETWEEN 450.0m ² AND ADDITIONAL THEREOF; OF BUILDING FLOOR AREA USED FOR ANY SUCH PRINCIPAL PURPOSE AFORESAID, IN EXCESS OF 270.0 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
MAXIMUM FLOOR AREA RATIO	NO BUILDING OR STRUCTURE IN AN "E-3" 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.	122.970m ² (BLOCK 2)	X	MINIMUM RESIDENTIAL VISITOR PARKING	MULTIPLE DWELLINGS WITHIN AREA "B": SHOWN ON SCHEDULE 14; 0.20 OF A SPACE PER CLASS A DWELLING UNIT
MINIMUM LANDSCAPED AREA	BLOCK 2: 2,098.31 m ² x 1.7 = 3,754.12 m ²	15% (BLOCK 1)	X	MINIMUM LOADING SPACES FOR RESIDENTIAL USE	GREATER THAN 30 TO 100 UNITS: 1 SPACE [18.0m x 3.7m x 4.3m] GREATER THAN 100 UNITS: 1 SPACE [9.0m x 3.7m x 4.3m] AND 1 SPACE [18.0m x 3.7m x 4.3m] 0 TO 450m ² : 1 [9.0m x 3.7m x 4.3m] GREATER THAN 450 TO 900: 1 [9.0m x 3.7m x 4.3m] GREATER THAN 900 TO 1,450: 1 [18.0m x 3.7m x 4.3m] GREATER THAN 1,450 TO 2,400: 2 [18.0m x 3.7m x 4.3m] GREATER THAN 2,400 TO 13,000: 3 [18.0m x 3.7m x 4.3m] EACH ADDITIONAL 7,400 OR PART THEREOF OVER 13,000: 1 [18.0m x 3.7m x 4.3m]
				MINIMUM LOADING SPACES FOR COMMERCIAL USE	GREATER THAN 450 TO 900: 1 [9.0m x 3.7m x 4.3m] GREATER THAN 900 TO 1,450: 1 [18.0m x 3.7m x 4.3m] GREATER THAN 1,450 TO 2,400: 2 [18.0m x 3.7m x 4.3m] GREATER THAN 2,400 TO 13,000: 3 [18.0m x 3.7m x 4.3m] EACH ADDITIONAL 7,400 OR PART THEREOF OVER 13,000: 1 [18.0m x 3.7m x 4.3m]
				REQUIRED MANEUVERING SPACE FOR PARKING AREAS	PARKING ANGLE 90 DEGREES - 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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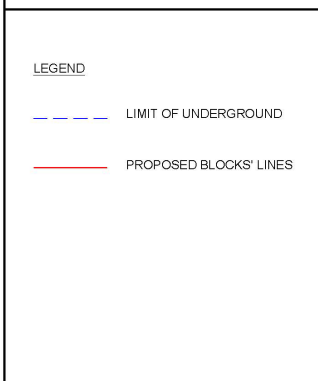
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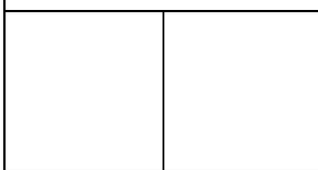
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PRELIMINARY - SUBJECT TO REVISION

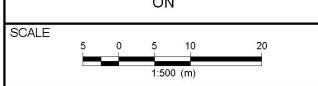


BENCHMARK
PROVIDE BENCHMARK INFORMATION...

SOURCE
PROVIDE SOURCE INFORMATION...



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



PROJECT NO:
136464

DRAWN BY:
M. ROJAS

CHECKED BY:

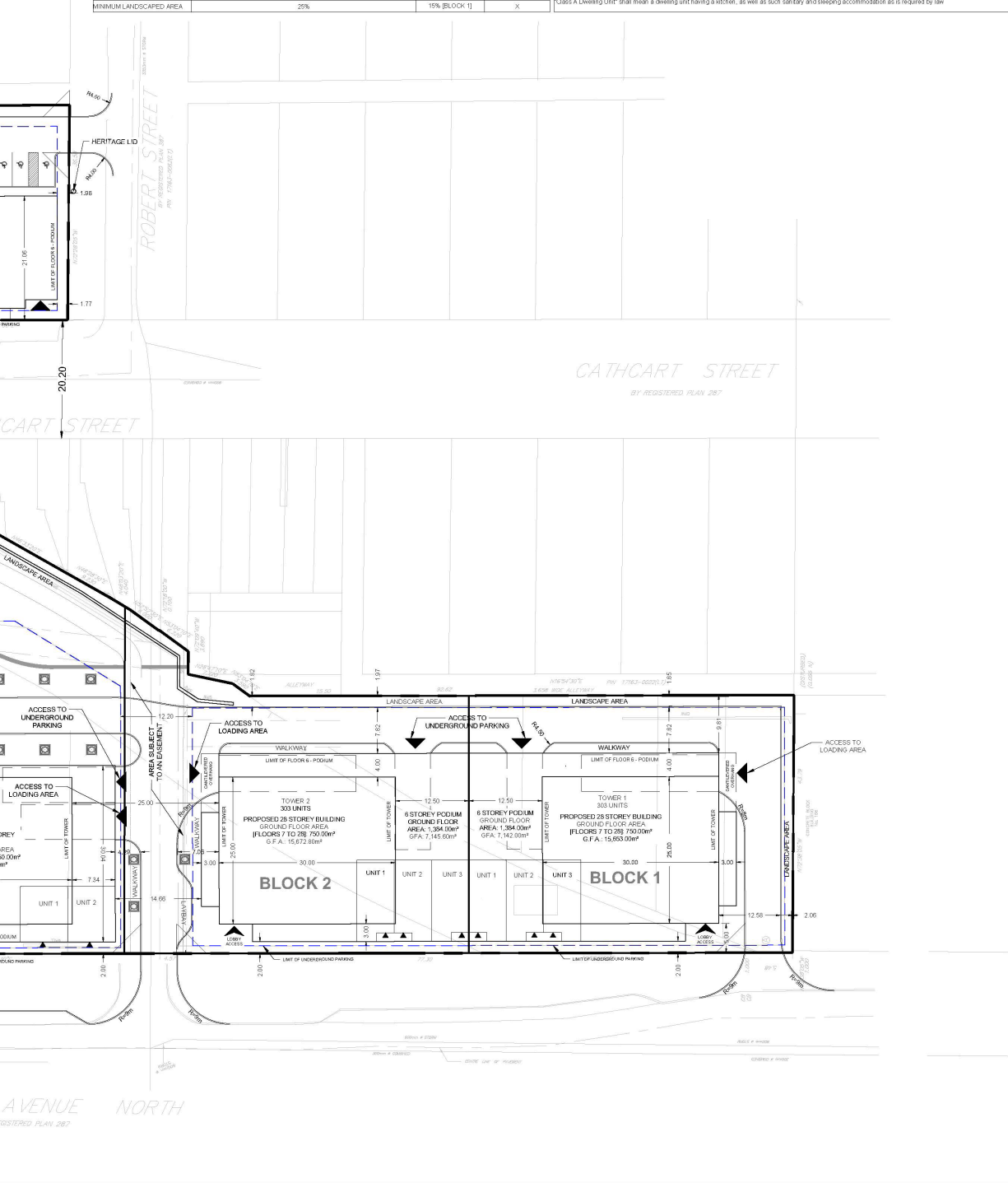
PROJECT MGR:
C. JANDU

APPROVED BY:
C. JANDU

SHEET TITLE
SITE PLAN

SHEET NUMBER
SP 1.0

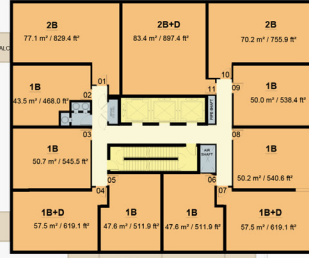
ISSUE
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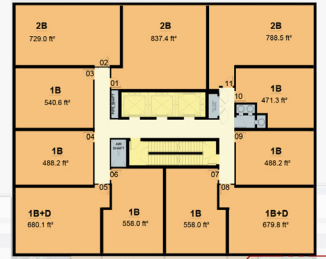
TYPICAL TOWER

ART
SCULPTURE

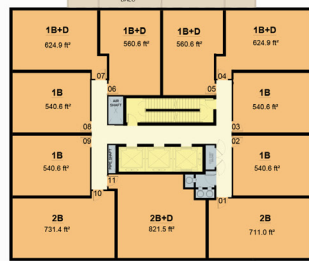
6 STOREY



SWITCHBACK
RAMP & STAIRS

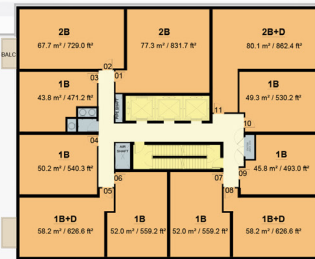


6 STOREY



FLEX PLAZA

6 STOREY



COVERED PLAZA



PROPOSED

6 STOREY

PLAYGROUND & OPEN GREEN SPACE

6 STOREY

6 STOREY

25000

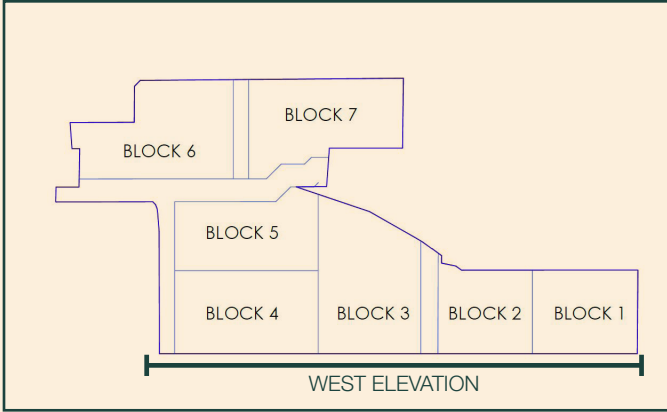
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1B 49.2 m ² / 497.8 ft ²			1B 45.8 m ² / 493.4 ft ²
1B 51.5 m ² / 554.6 ft ²			1B 44.9 m ² / 483.8 ft ²
2B 66.4 m ² / 714.8 ft ²	2B+D 78.4 m ² / 843.6 ft ²		2B 70.0 m ² / 753.2 ft ²

2B+D 796.4 ft ²	2B+D 837.4 ft ²	2B 729.0 ft ²
1B 540.8 ft ²		1B 471.2 ft ²
1B 540.5 ft ²		1B 540.8 ft ²
1B+D 627.5 ft ²	1B 558.0 ft ²	1B 558.0 ft ²
		1B+D 627.8 ft ²

2B 729.0 ft ²	2B+D 837.4 ft ²	2B+D 796.4 ft ²
1B 471.2 ft ²		1B 540.8 ft ²
1B 539.3 ft ²		1B 539.3 ft ²
1B+D 627.8 ft ²	1B 558.0 ft ²	1B 558.0 ft ²
		1B+D 627.5 ft ²

1238

APPENDIX B: ELEVATIONS



Elevation Key Map



West Elevation

