



Hamilton

CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

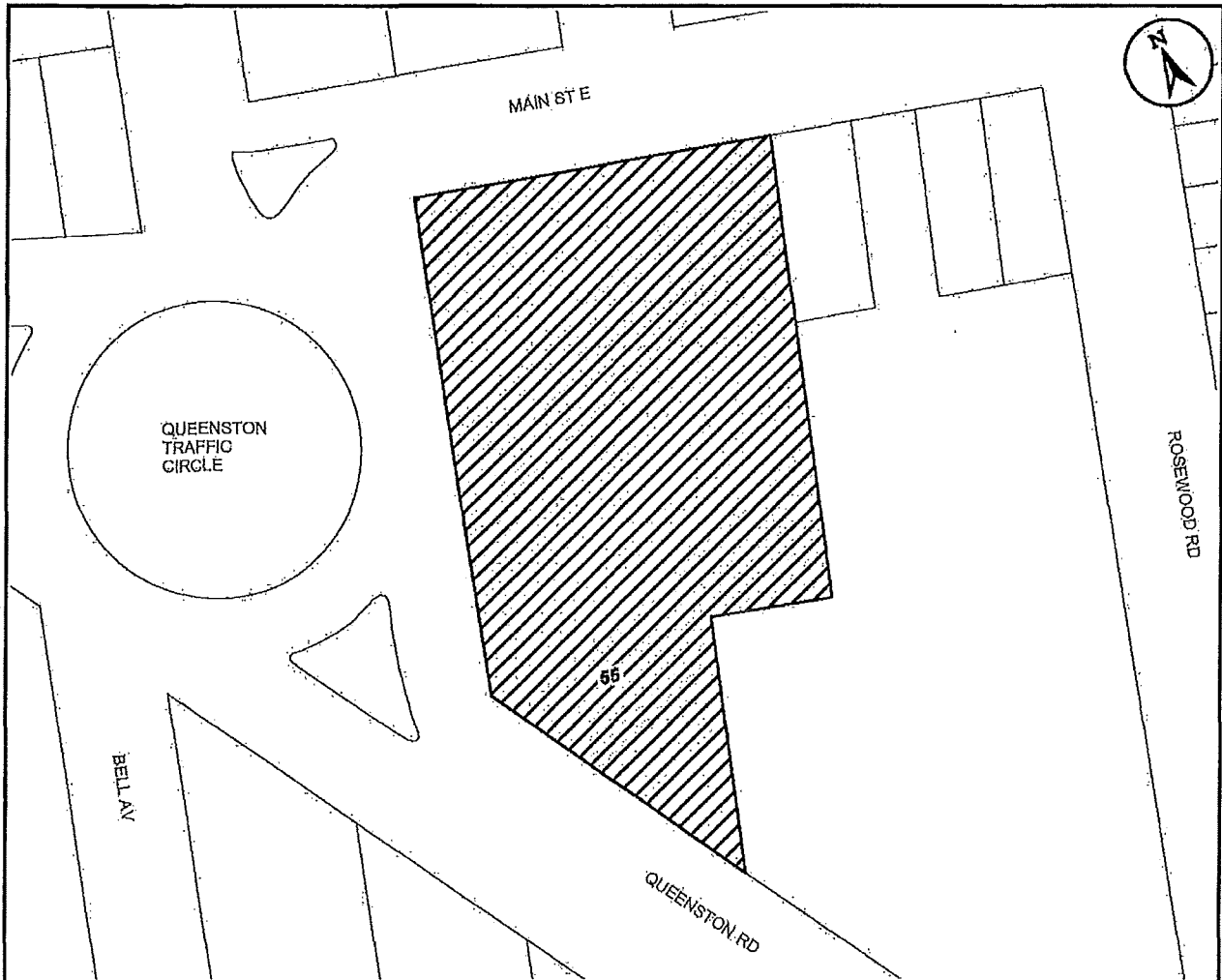
Table with 2 columns: Field Name and Content. Fields include TO, COMMITTEE DATE, SUBJECT/REPORT NO, WARD(S) AFFECTED, PREPARED BY, SUBMITTED BY, and SIGNATURE.

RECOMMENDATION

- (a) That approval be given to City Initiative CI-13-F, by The City of Hamilton, Owner, for a change in zoning from the Community Shopping and Commercial "H" District, to the Downtown Mixed Use (D3, 461, H54) Zone, to permit an eight-storey residential building and a six-storey mixed use building, in Zoning By-law No. 05-200 for the lands located at 55 Queenston Road, Hamilton, as shown on Appendix "A", on the following basis:
(i) That the draft By-law, attached as Appendix "B" to Report PED14186, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council.
(ii) That the change in zoning conforms to the Urban Hamilton Official Plan.
(b) That staff be authorized to include the subject lands in the implementation of the Commercial and Mixed Use Zoning for Zoning By-law 05-200;
(c) That upon finalization of the implementing Zoning By-law, the approved Normanhurst Neighbourhood Plan be amended to change the designation from "Commercial" to "Mixed Use".

EXECUTIVE SUMMARY

The purpose of this application is to add the subject lands into Zoning By-law No. 05-200 in order to permit an eight-storey residential building with a three-storey



<p>This is Schedule "A" to By-law No. 14-</p> <p>Passed the day of, 2014</p>	<p>----- Mayor</p> <p>----- Clerk</p>
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<p>Schedule "A"</p> <p>Map Forming Part of By-law No. 14-_____</p> <p>to Amend By-law No. 05-200 Map 1091</p>	<p>Subject Property</p> <p> 55 Queenston Road</p>
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City of Hamilton
City Motor Hotel - Zoning Study

Appendix B

Design Concept #3

July 30, 2014

195 James Street North Suite 203
Hamilton Ontario L8R2L2

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Summary

This third and final concept was prepared using feedback and information provided by the Public Charrette and Information Centre, a Traffic Impact Study, Functional Servicing Report, Design Review Panel and comments from City Staff.

Opportunities + Challenges

The site of the former City Motor Hotel is a significant site in the City not only because of its history and prominent location in the neighbourhood, but because it is a large parcel of land that could become a catalyst to new development in the district.

There are, however, a few challenges to the site that should be addressed. In Concept #1 we noted the following:

1. Possibility of a new Light Rail Transit station adjacent to development.
2. Road widenings threaten to remove a significant portion of the site.
3. The current official plan limits height to 8 storeys.

The future road widenings were discussed at both the Design Review Panel and Public design session. For Queenston Rd, the future road widening removes approximately 8m from the developable site. The additional width would set back any building from the street and interrupt the streetwall. In addition, the width of the street would make it very difficult to ever create a sense of urban scale. We are recommending that the building be built with a 3m setback from the property line.

The current Official Plan limits the building height to 8 storeys. However, a 12 storey tower was recommended by the Nodes and Corridors study undertaken by the City in 2011. The Design Review Panel recommended that the City consider allowing additional height in order to attract developers with project that was financially viable. Additionally, Concept 2, which was developed in collaboration with members of the public, proposed a 12-15 storey tower. We recommend that the City consider allowing additional height on this landmark site. The prominent location of the building on Main Street makes the building visible from a distance and it should be a landmark building. For example, the City could allow 8 storeys as-of-right and establish criteria to permit additional height in

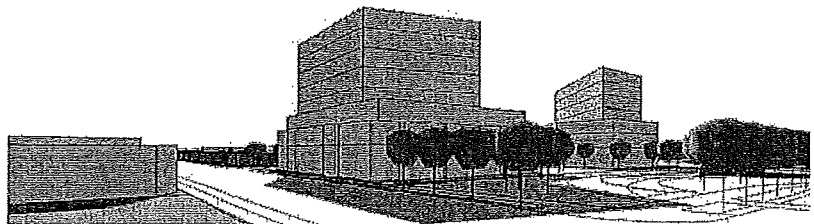
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exchange for a type of material on the exterior of the building or additional amenity at the ground plane. We believe that permitting some flexibility in height will increase the developability of the site.

Allowing additional height may also provide future development with the flexibility to increase the number of units on the site or reduce the footprint of the tower component. To illustrate this idea, in Concept 2, 27 units are contained in 9 storeys. Concept 3 contains approximately 30 units in 5 storeys. The smaller footprint of the tower in Concept 2 only permits 3 units per floor, however the additional height means a reduction of only 3 units when compared to Concept 3. Additional benefits of the smaller footprint in Concept 2 is reduced shadowing effect on the ground plane and greater set back from the hydro corridor and street. This comparison illustrates one of the various tradeoffs that are possible should additional height be permitted on the site.

The following revisions are a result of the feedback we received from the groups we engaged with for this project and are included in Concept 3.

1. Larger gap between North and South buildings to ensure a strong connection from the future Light Rail Transit stop to the parking lot.
2. The North tower was shifted to the East, away from the power corridor.
3. A larger proportion of parking was placed underground to create additional space on the ground plane for amenity space
4. Additional townhouses were placed on Main St to decrease the length of parking lot that is exposed to Main St.
5. Consider the entire ground around the reconfigured traffic circle as part of a new urban park.



View looking East along Main St

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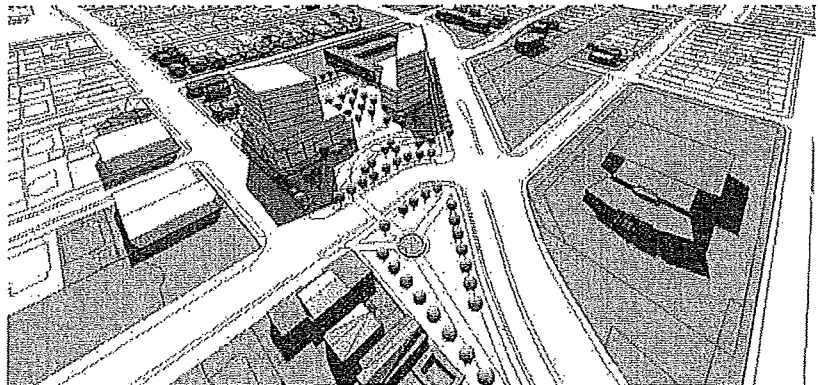
Key Concepts

Many Urban design best practises were Incorporated into this concept, with the following receiving particular attention.

1. Provide continuous street wall and connect the ground floor to the street by putting active uses on the ground floor.
2. Step buildings back to reduce shadowing of adjacent properties.
3. Respond to prominent locations on, and axis of the site.
4. Create a minimum two storey street wall, stepping back the facade above the base podium.
5. Provide for vehicular and pedestrian circulation.
6. Provide parking in the centre of the block.

In addition, the following design elements are highlighted in the following diagrams

7. Create large gap between buildings to connect site interior (tower entrances, parking) to Light Rail Transit stop and neighbourhood.
8. Consider entire reconfigured Queenston Traffic Circle as a whole.

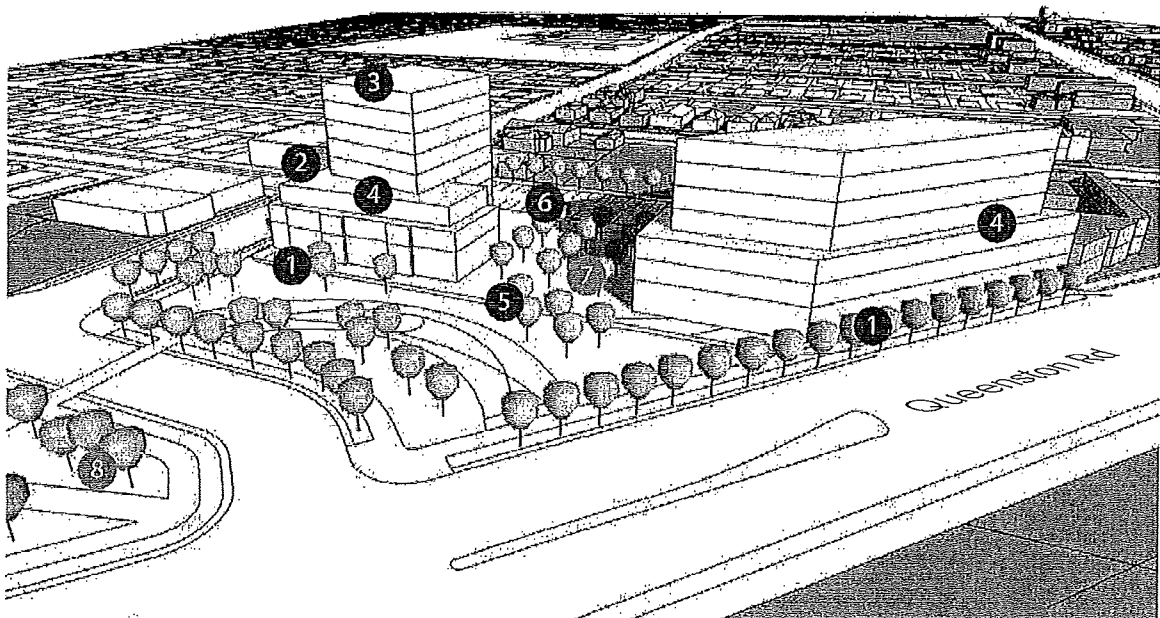


View looking South East

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Key Concepts

- ① Provide continuous street wall and connect the ground floor to the street by putting active uses on the ground floor.
- ② Step buildings back to reduce shadowing of adjacent properties.
- ③ Respond to prominent locations on, and axis of the site.
- ④ Create a minimum two storey street wall, stepping back the facade above the base podium.
- ⑤ Provide for vehicular and pedestrian circulation.
- ⑥ Provide parking in the centre of the block.
- ⑦ Create large gap between buildings to connect site interior (tower entrances, parking) to LRT stop and neighbourhood.
- ⑧ Consider entire reconfigured Queenston Traffic Circle as a whole.



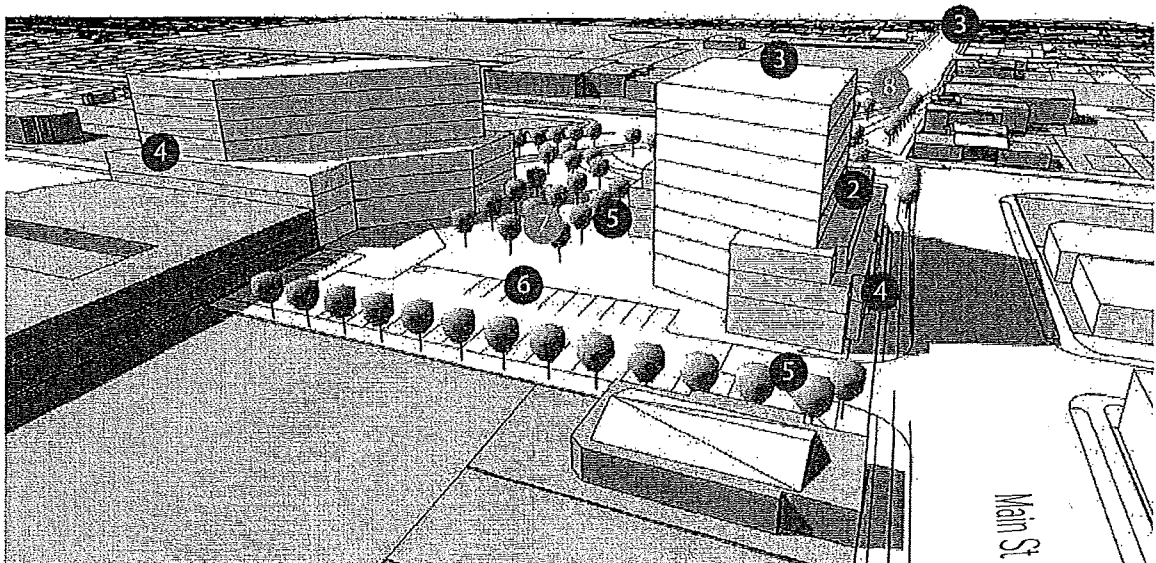
Aerial view of 55 Queenston Rd - Looking North-East

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Key Concepts

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-
- 7 Create large gap between buildings to connect site interior (tower entrances, parking) to LRT stop and neighbourhood.
 - 8 Consider entire reconfigured Queenston Traffic Circle as a whole.



Aerial view of 55 Queenston Rd - Looking South-West

Date of Sun Study : March 21st. Sunrise - 0551. Sunset - 1755.

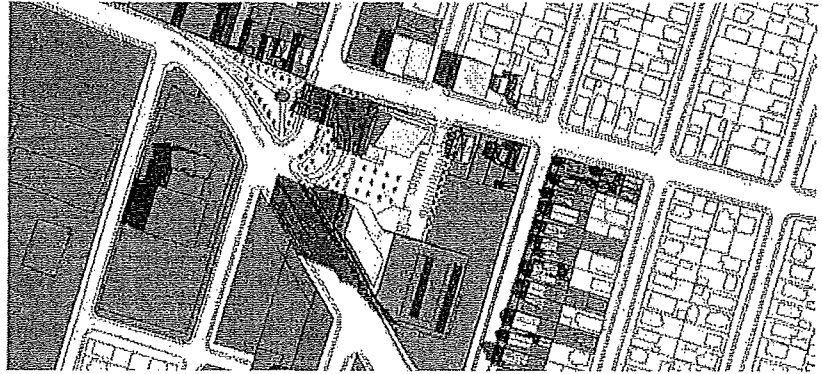
Sun Study

Generally, the sun study demonstrates that the proposed development has little effect on the neighbouring properties.

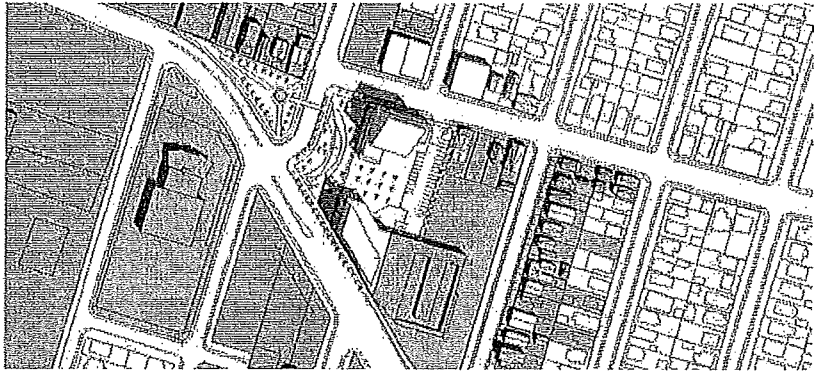
In concept 3, the tower was sculpted slightly to demonstrate that the building shape can improve or reduce the shadowing effects.

Where there is shadowing of adjacent properties, the shadows occur late in the day, after 3pm.

Note: March 21 is selected as it is close to the average sun conditions in terms of day length and sun angle.



0800

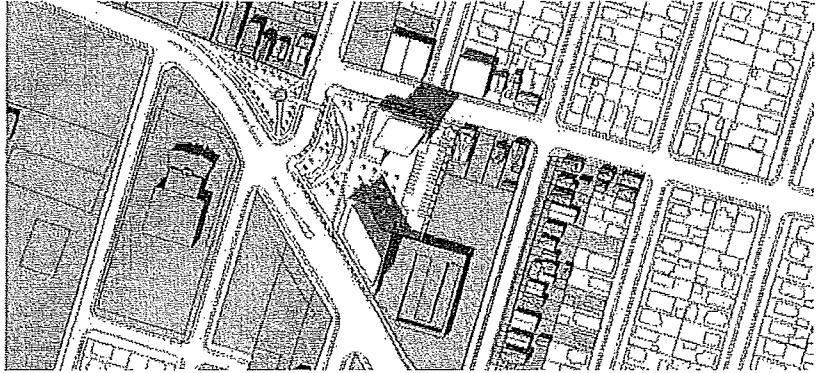


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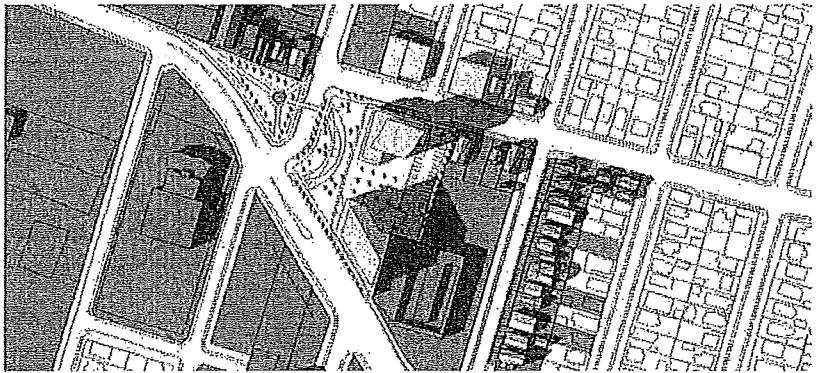


1200

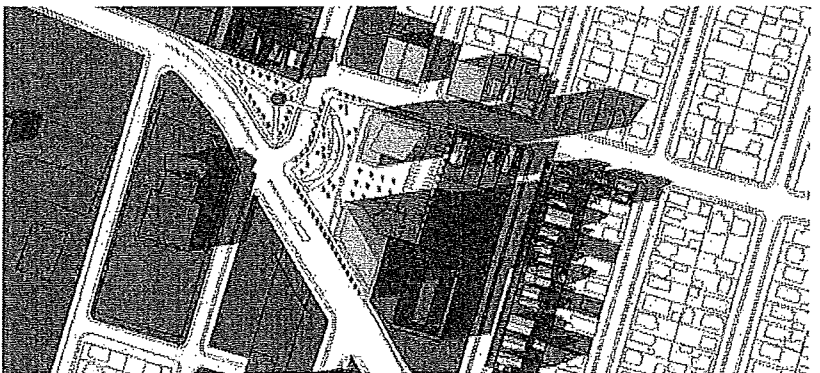
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1400



1600



1700

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**Preliminary
Parking
Requirements**

Parking for the development is proposed to be a mixture of surface and underground. The table below summarizes the required parking spaces for the conceptual development.

As noted in Concept 1, the changing attitudes towards cars as well as the possibility of Light Rail Transit being installed adjacent to the site could affect the amount of parking that may be required for this site. We recommend that City staff evaluate the parking needs and consider reducing the required parking where the outcome of said reduction improves the viability of the development or the project amenity on the ground plane.

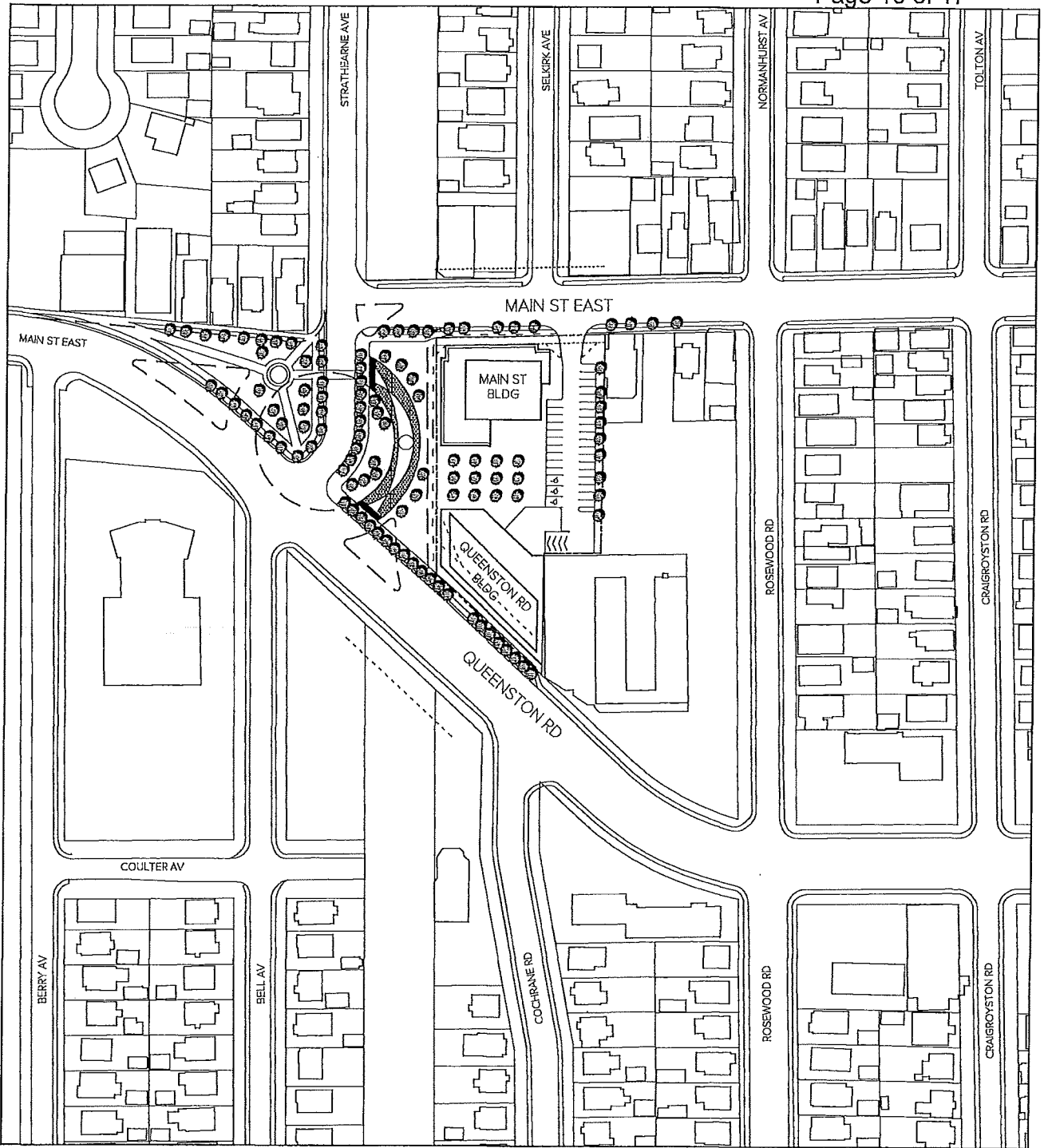
PRELIMINARY PARKING REQUIREMENTS

2014-07-31

Main St Building	# of Floors	# of Units	Total Units	Parking / unit	Required Parking	Notes
					15	
Townhouses			15	1	15	Floors 1, 2, & 3 (13 units)
					30	
Main St Tower	5	6	30	1	30	Floors 4-8
					64	
Queenston Building	# of Floors	# of Units			Required Parking	Notes
Commercial Suites	Area (m ²)	m ² /space				
Suite 1	160	8			20	Assume Restaurant
Suite 2	245	15			16	Assume office
Suite 3	190	8			13	Assume Restaurant
Suite 4	245	30			8	Assume retail
Suite 5	215	30			7	Assume retail
					24	
Queenston Podium	2	12	24	1	24	Floors 2 & 3 (13 units per storey)
					24	
Queenston Tower	4	6	24	1	24	Floors 4-7 (6 units per storey)
Total Parking Requirement					157	
					Surface Parking Provided	32
					Underground Parking Provided	125
Total Residential Units			93			

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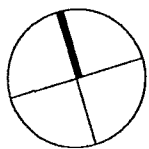


CONTEXT PLAN

1:2000

2014-07-28

A1



0 15 m 30 m 60 m



1: 2000

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