

**1809-1843**  
**RYMAL ROAD E**  
**CITY OF HAMILTON**

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**URBAN DESIGN BRIEF**

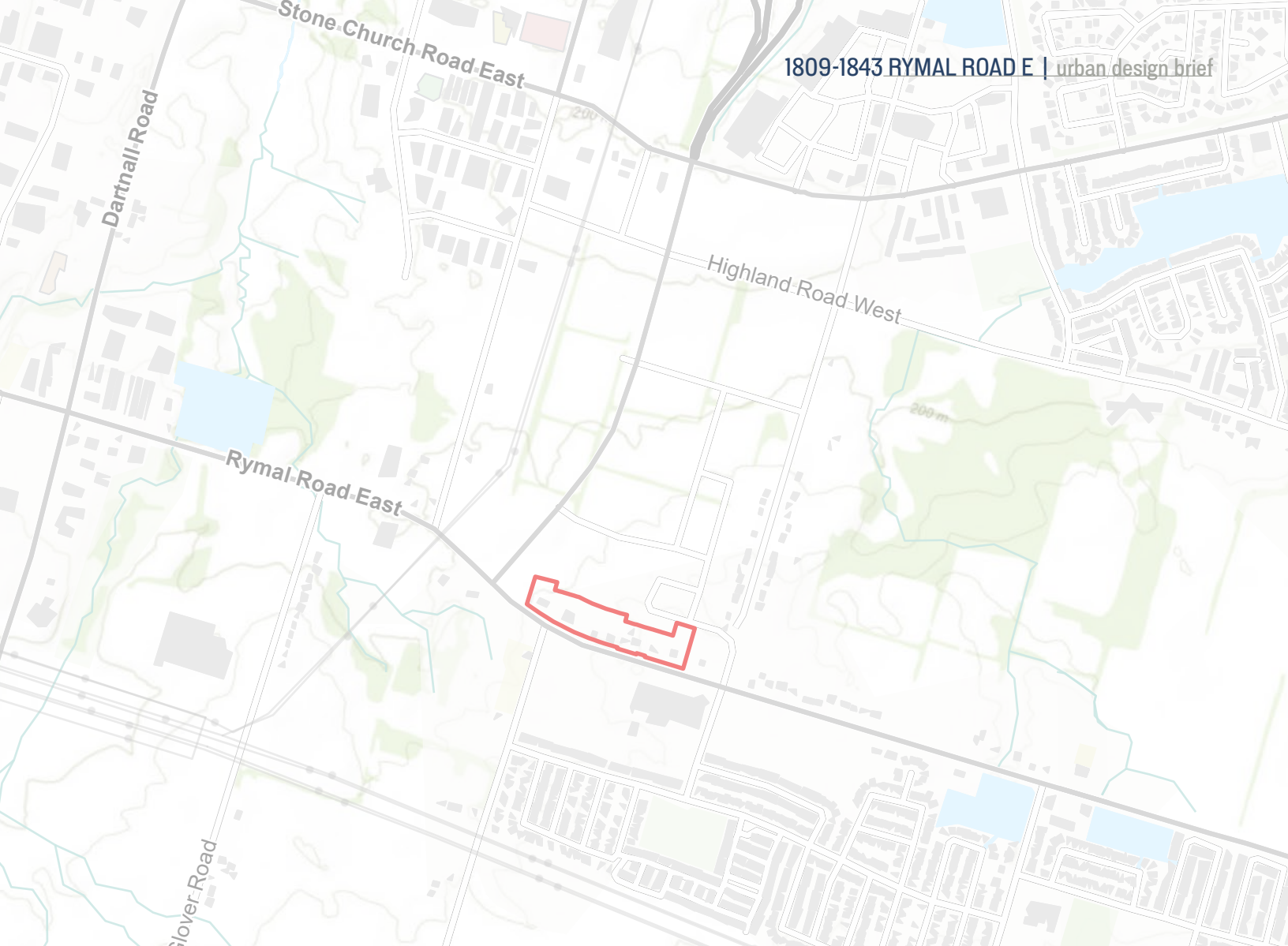
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**2023**

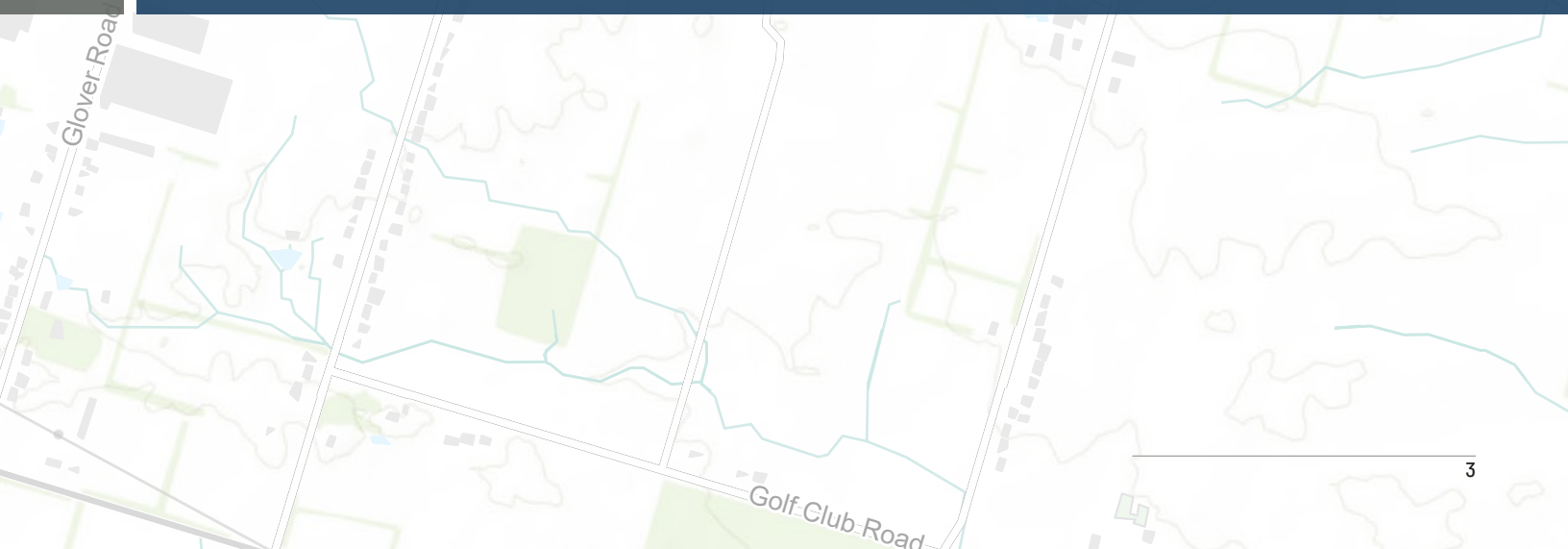


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# INTRODUCTION



# 1.0 | INTRODUCTION

MHBC Planning has been retained by Losani Homes to prepare an Urban Design Brief in support of the proposed development of the lands municipally known as 1809-1843 Rymal Road East, Stoney Creek (hereinafter referred to as the “subject lands”).

The purpose of this Urban Design Brief is to provide an analysis of the urban design policies of the Urban Hamilton Official Plan (UHOP), Trinity West Secondary Plan and applicable design guideline documents. The Urban Design Brief provides details and rationale for the proposed development. This Urban Design Brief has been prepared in accordance with the City of Hamilton Terms of Reference for the Urban Design Report.

## 1.1 PROJECT VISION

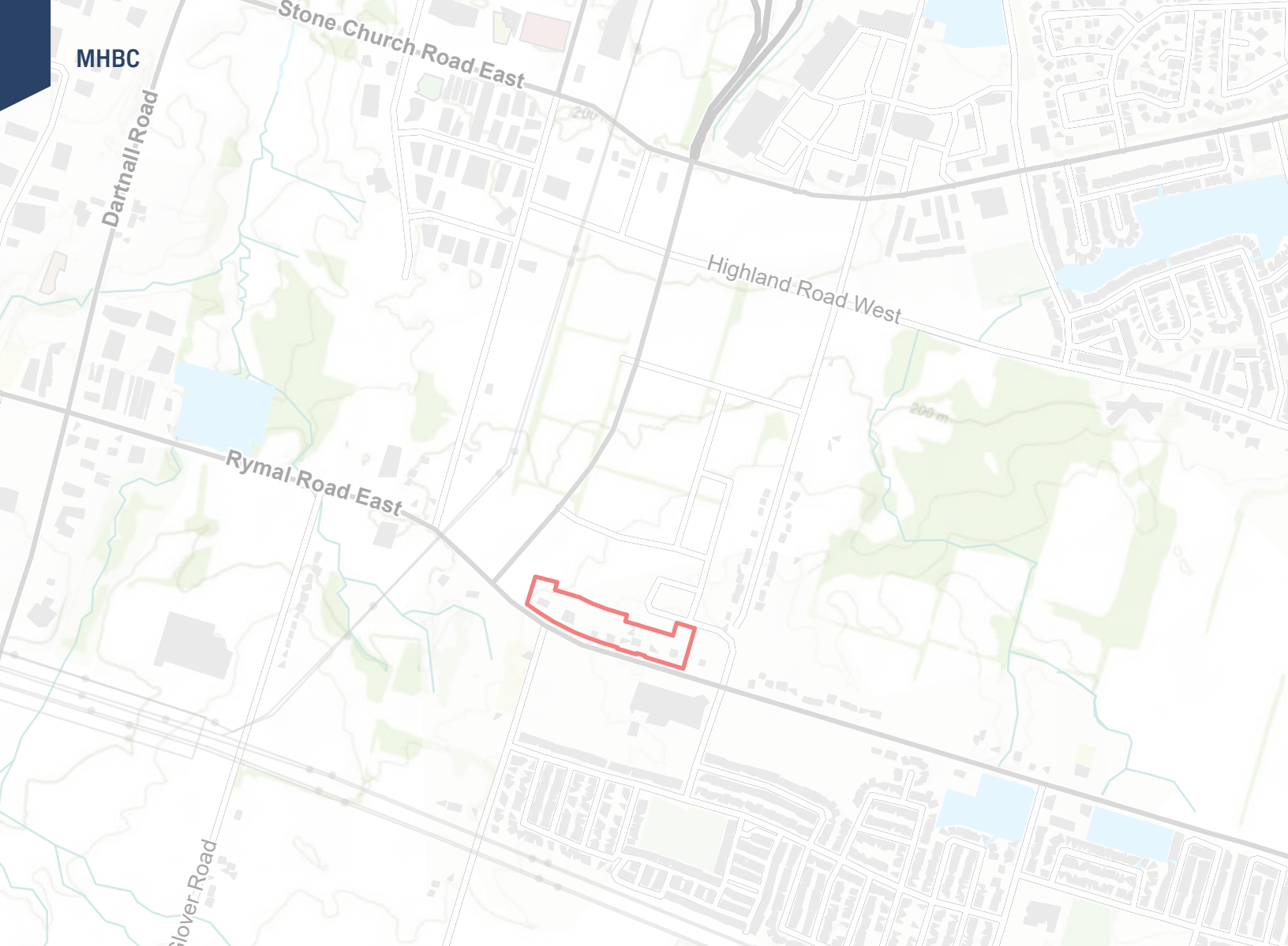
The overall vision for the subject lands is to create a mixed-use development containing residential and retail uses that will serve future residents and the surrounding community. The development is proposed at a transit supportive density, with a focus on the public realm and activation of the streetscape encouraging active transportation. The built form and architectural features envision a transition from existing neighbouring land uses to the higher density mixed-use development.



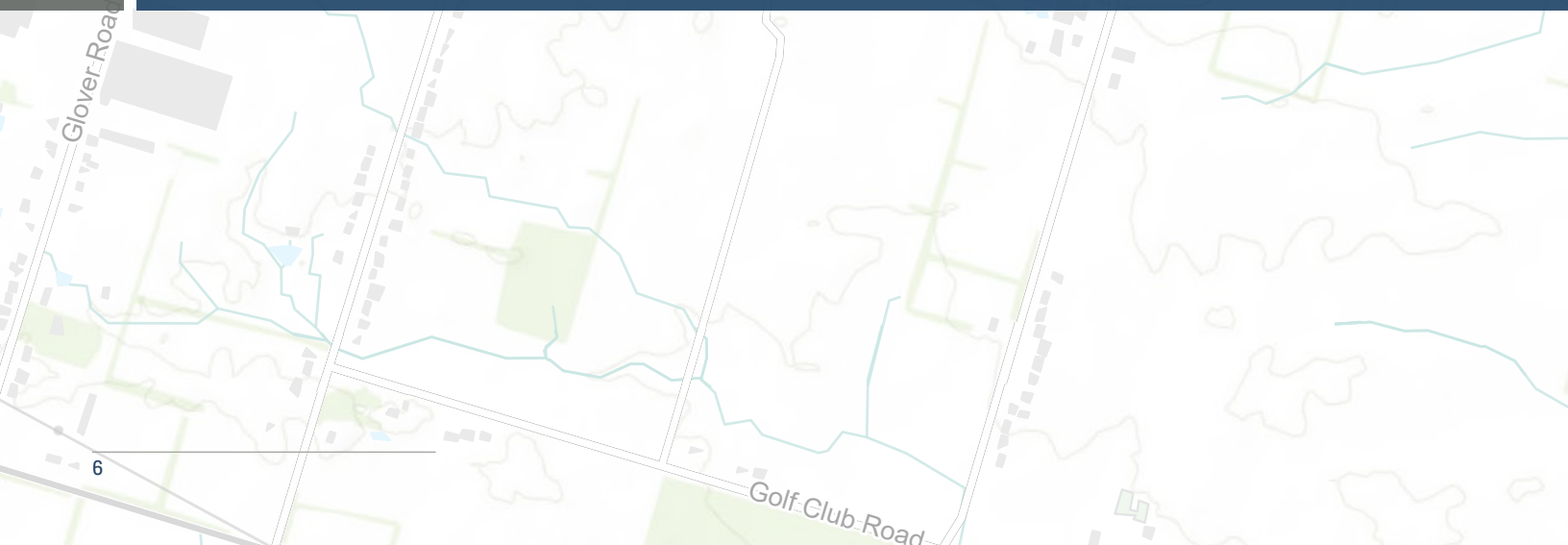
Render of Development prepared by Chamberlain Architects



Figure 1 - Location Plan



# BACKGROUND & CONTEXT



## 2.0 | BACKGROUND & CONTEXT

### 2.1 SITE ATTRIBUTES

The subject lands are located in the southeast portion of the City of Hamilton within the community of Stoney Creek Mountain. The subject lands are located north of Rymal Road East, between the Upper Red Hill Valley Parkway and Columbus Gate. The location of the subject lands is shown on **Figure 1**.

The subject lands have an area of approximately 2.39 hectares with approximately 330 metres of frontage on Rymal Road East and are comprised of eight (8) individual parcels containing: the Losani Central Park Subdivision sales centre, vacant lands, and single detached dwellings on large residential lots.

#### 2.1.1 Existing Topography and Vegetation

The subject lands are characterized by large rural residential lots which contain large, grassed areas with paved or gravel driveways. The vegetation on the lands consists of landscaped plantings of deciduous and coniferous trees and bushes. The lands on the west of the site have been graded and landscaped for the Central Park Sales Centre. The subject lands are generally flat with lands sloping to the west and towards Rymal Road East.

#### 2.1.2 Existing buildings and structures

The existing buildings on-site consist of 1-storey rural-residential dwellings with detached garages and the Losani Central Park sales centre. The existing residential buildings represent the previously rural character of the area and building materials consist mainly of siding with brick accents.

The Losani Sales Centre was recently built and intended as a temporary structure during the development of the lands to the north.

The recently developed neighbourhood to the north generally consists of single-detached, semi-detached and 3-storey townhouse dwellings. Building materials include high quality brick and siding finishes in a contemporary style.

To the south of the subject lands is a 1-storey commercial plaza and 2-storey Secondary School. The commercial plaza contains a gas station and commercial businesses and is designed with a building fronting onto Rymal Road. The school building is designed to be sited towards Rymal Road and contains large windows and brick finishes.

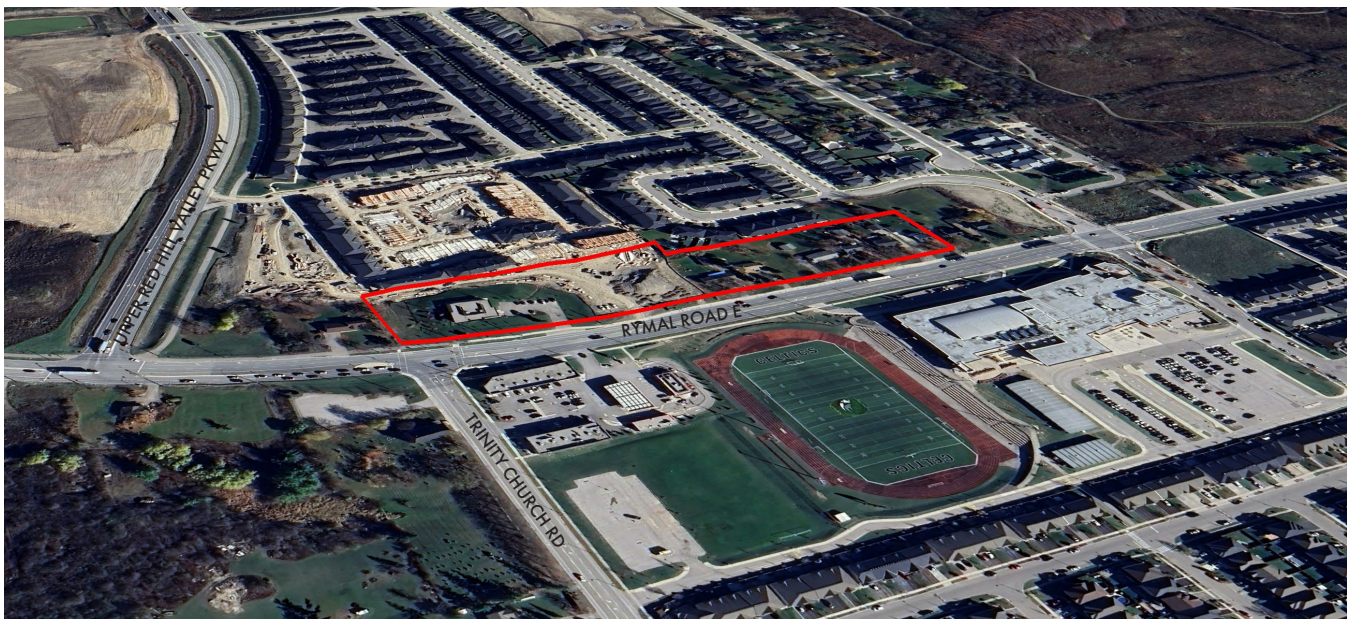


Image of Subject Lands (Google Earth, 2023)

## 2.2 SITE CONTEXT

### 2.2.1 Community Context

The subject lands are located within the urban boundary of the City of Hamilton in an area of growth and development within the Stoney Creek Mountain community. The area is generally an area of newer development, with a range and mix of uses, including a range of built forms. The Urban Hamilton Official Plan (UHOP) supports communities that are complete, healthy, diverse and vibrant. The UHOP supports housing for people of all incomes and demographics and supports built environments that shape the urban experience. Residential intensification is encouraged within the urban boundary to efficiently utilize land, services and transportation networks.

The subject lands are located within the Urban Boundary and adjacent to newly constructed Greenfield development. The proposed development provides an opportunity for diversification of form and type of residential units within the area, by introducing additional apartment buildings with ground floor commercial uses.

Rymal Road East is a Major Arterial Road and is planned as a higher-order transit corridor, The Upper Red Hill Valley Parkway is located to the west of the subject lands and provides access to the Hamilton Parkway road network.

The subject lands are serviced by the Hamilton Street Railway (HSR) transit system with bus stops for Route 44 (Rymal) located within approximately 50 metres of the subject lands. Route 44 provides a transit connection east west along Rymal Road and south along Centennial Parkway to the QEW, and future connections to the Confederation GO Station.

Rymal Road East is identified as a Potential Higher Order Transit Route and is planned to accommodate a more rapid form of transit. The City's proposed BLAST rapid transit network identifies Route 'S' located along parts of Rymal Road, including along the frontage of the subject lands. Route 'S' is planned to connect the Ancaster Business Park, Eastgate and the Confederation GO Station. The subject lands are well located to provide transit-supportive higher density development.



View of existing residential along Rymal Road E  
(Google Street View, 2023)



View of Rymal Road E and Trinity Church Road Intersection  
(Google Street View, 2023)



View of Transit Stop adjacent to Subject Lands  
(Google Street View, 2023)



### 2.2.2 Neighbourhood Context

The location of the subject lands within the context of the neighbourhood is included as **Figure 2** to this report. Generally, the surrounding land uses include the following:

**NORTH:** The Central Park Subdivision is located north of the subject lands and contains a range of unit types including single-detached, semi-detached, townhouse and apartment dwellings. Directly abutting the subject lands is the Central Park Midtown Condominium containing a range of townhouse dwellings.

**EAST:** East of the subject lands are large residential lots containing single-detached dwellings. Further to the east is the Eramosa Karst Conservation Area containing open space and recreational trails.

**SOUTH:** Directly south of the subject lands is Rymal Road East. On the south side of Rymal Road is Bishop Ryan Catholic Secondary School and a commercial plaza containing a variety of retail commercial uses. Further to the south is a mix of single detached and townhouse dwellings.

**WEST:** Directly east of the subject lands are vacant lands currently within Losani ownership. Further to the East is the Upper Red Hill Valley Parkway which connects to the Red Hill Valley Parkway and Lincoln Alexander Parkway, providing connections throughout the City and to Provincial highways.



North View (MHBC Planning, 2023)



East View (MHBC Planning, 2023)



South View (MHBC Planning, 2023)



West View (MHBC Planning, 2023)



Figure 2 - Context Plan

A multi-use trail is located along the Upper Red Hill Valley Parkway from Rymal Road East to Stone Church Road East.

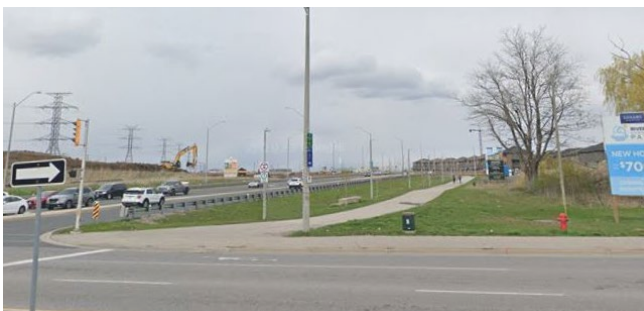
The subject lands are located within a developing neighbourhood with access to recreational parks and trails. The subject lands are well located to recreational trails and parks being within walking distance of the Eramosa Karst Conservation Area, Summit Park and multi-use trails located within the Central Park Subdivision and along the Upper Red Hill Valley Parkway.

The neighbourhood contains a number of established schools within a kilometre radius of the subject lands including Our Lady of the Assumption Catholic School, Shannen Koostachin Elementary School and Bishop Ryan Catholic Secondary School.

A commercial plaza is located directly to the south of the subject lands providing access to commercial amenities. A larger commercial node is located further to the north along Highland Road West. The proposed development is planned to contain street fronting retail units activating the street frontage along Rymal Road East and providing additional commercial amenities.

A multi-use trail is located along the Upper Red Hill Valley Parkway connecting to the existing active transportation route on Stone Church Road and the multi-use Red Hill Trail that continues north towards downtown.

Within the neighbourhood context, the subject lands are an appropriate location for intensification due to their proximity to the transportation/road network, nearby parks and schools.



View of Multi-use trail along Upper Red Hill Valley Parkway (Google Street View, 2023)

### 2.2.3 Streetscape Context

The subject lands are well connected to the arterial road network from Rymal Road East. Rymal Road is identified as a Major Arterial road providing a connection throughout the City in the east west direction. Upper Red Hill Valley Parkway located to the west is also identified as a Major Arterial road and provides a connection to the Lincoln Alexander Parkway and Red Hill Valley Parkway connecting to Provincial Highway 403 and Queen Elizabeth Parkway.

The streetscape context of Rymal Road includes the following features:

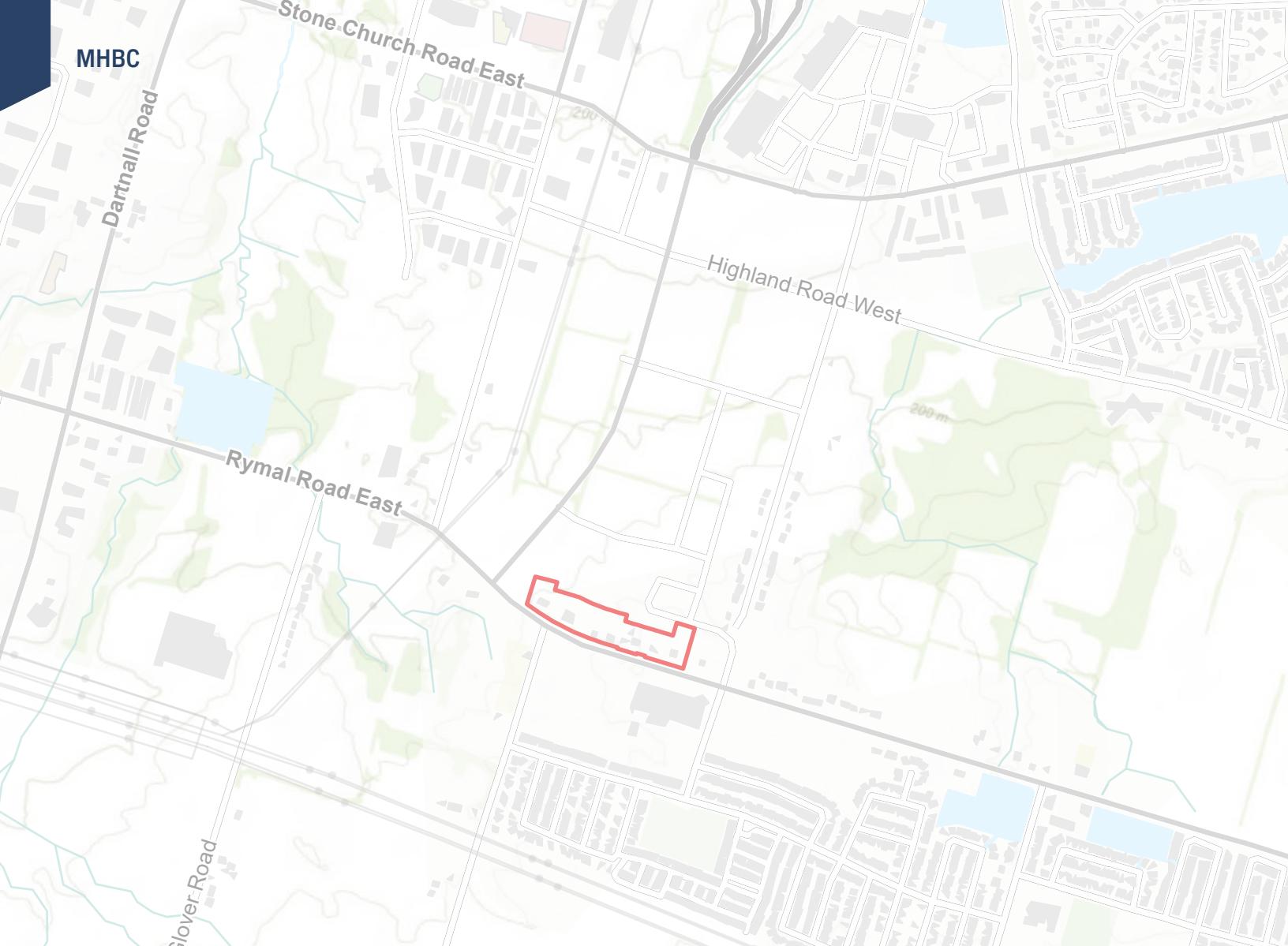
- Sidewalks on either side of Rymal Road East
- Signalized intersections at Trinity Church Road and Columbus Gate
- A dedicated center turning lane and four (4) travel lanes

Existing transit routes are located on Rymal Road East and existing bus stops are located on Rymal Road at the intersections of Trinity Church Road and Columbus Gate. It should be noted that a future multi-use pathway is proposed along the north side of Rymal Road East adjacent to the subject lands.

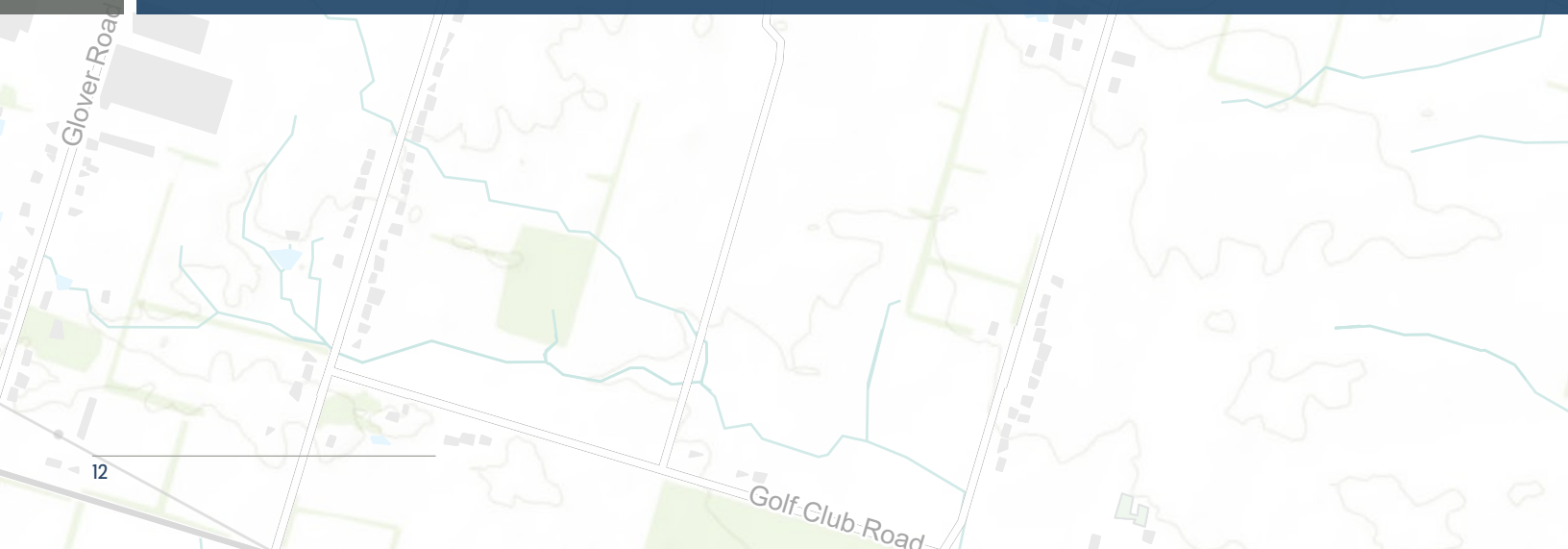


Eramosa Karst Conservation Area trail head (conservatinhamilton.ca, 2023)

MHBC



# DESIGN REQUIREMENTS



## 3.0 | DESIGN REQUIREMENTS

### 3.1 URBAN HAMILTON OFFICIAL PLAN

The UHOP applies to lands within the urban area of the City and provides direction and guidance on the management of communities, land use change and physical development. The policies of the UHOP express and enable change and transformation with the following guiding policies:

- Create compact and healthy urban communities that provide opportunities to live, work, play and learn;
- To provide a wide range and healthy supply of housing options for current and future residents;
- Planning for a City that is equitable and inclusive, and which meets the evolving needs of Hamilton's diverse population; and
- Strategic and wise use of infrastructure services and existing built environments.

Chapter B.3.3 of the UHOP provides urban design policies for the urban area. Guiding principles for urban design focus on fostering a sense of community pride and identity; creating quality spaces physically, and visually connecting public and private realms; providing safe, accessible, connected and easy to navigate places; enhancing the character of the existing environment; be adaptable to future change; promote the reduction of greenhouse gas emission; protect and enhance the natural urban environment; and contribute to a public space focused street design.

#### Secondary Corridor

The subject lands are designated "Secondary Corridor" on Schedule E – Urban Structure of the UHOP, as shown in **Figure 3**. Corridors are intended to maintain and enhance the mixed use nature of the City's corridors and provide a significant opportunity for creating vibrant pedestrian and transit oriented places. Investment in residential intensification, infill and redevelopment is encouraged with attention to urban design. Chapter E of the UHOP provides specific policies regarding the function, scale and design of Corridors.

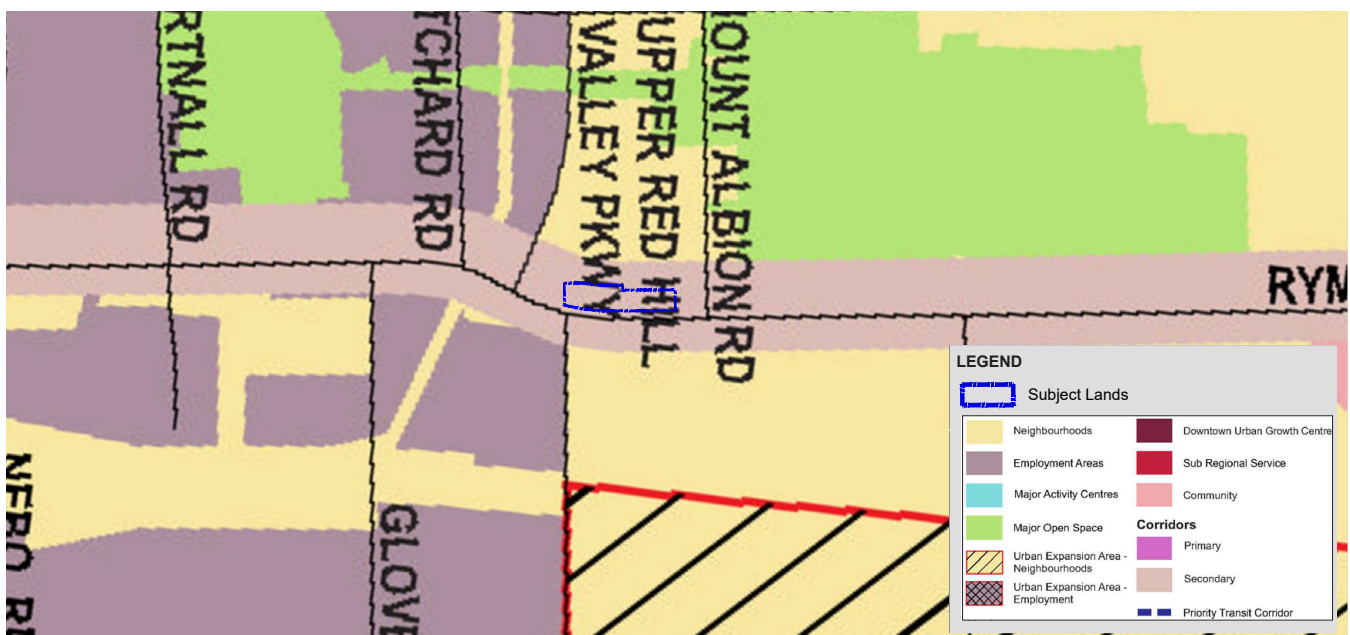


Figure 3 - Excerpt from UHOP Schedule E

### Mixed Use – Medium Density Designation

The subject lands are designated ‘Mixed Use – Medium Density’ on Schedule E-1 of the UHOP, as shown on **Figure 4**. The Mixed Use – Medium Density designation intends to permit a full range of retail, service commercial, entertainment and residential uses. Retail and commercial uses are directed to be at grade and development is encouraged to be multiple storey and mixed use. Chapter E.4.6 provides direction for scale and design of development within the Mixed Use – Medium Density designation.

### 3.2 TRINITY WEST SECONDARY PLAN

The subject lands are located within the Trinity West Secondary Plan which establishes land uses and development standards to guide the development or redevelopment of lands within the Secondary Plan area. The general land use objectives are to ensure the development of the area as a compact mixed-use, transit supportive and active transportation friendly neighbourhood. The Trinity West Secondary Plan encourages mixed-use development along Rymal Road that is accessible by transit and active transportation and at a density which supports transit.

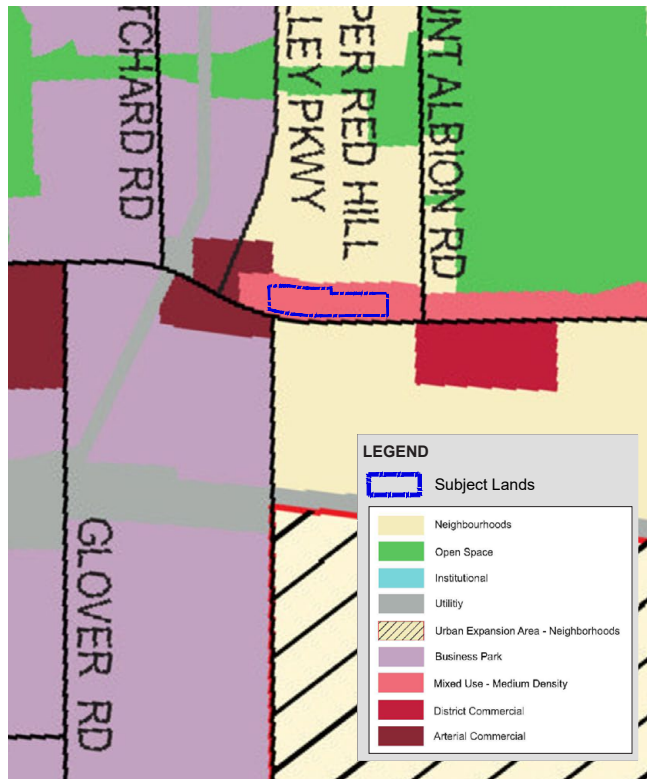


Figure 4 - Excerpt from UHOP Schedule E1

### Mixed Use – Medium Density

The subject lands are designated “Mixed Use – Medium Density” on Map B.7.7-1 – Trinity West – Land Use Plan, as shown on **Figure 5**. Section 7.7.4.1 of the Secondary Plan provides direction for the Mixed Use – Medium Density designation and Section 7.7.7 provides urban design policies for the Secondary Plan area.

### 3.3 CITY-WIDE CORRIDOR PLANNING PRINCIPLES AND DESIGN GUIDELINES

The City-Wide Corridor Planning Principles and Design Guidelines provide design direction for new development along the City’s corridors. Intensification is identified as a key element of corridor development where diverse housing types are provided and supported by transit. The design goals of the Corridor Guidelines include encouraging intensification, the creation of active streetscapes, and minimizing negative impacts on adjacent properties.

A discussion and analysis of the design principles of the proposed development is provided in **Section 5.0** of this report.

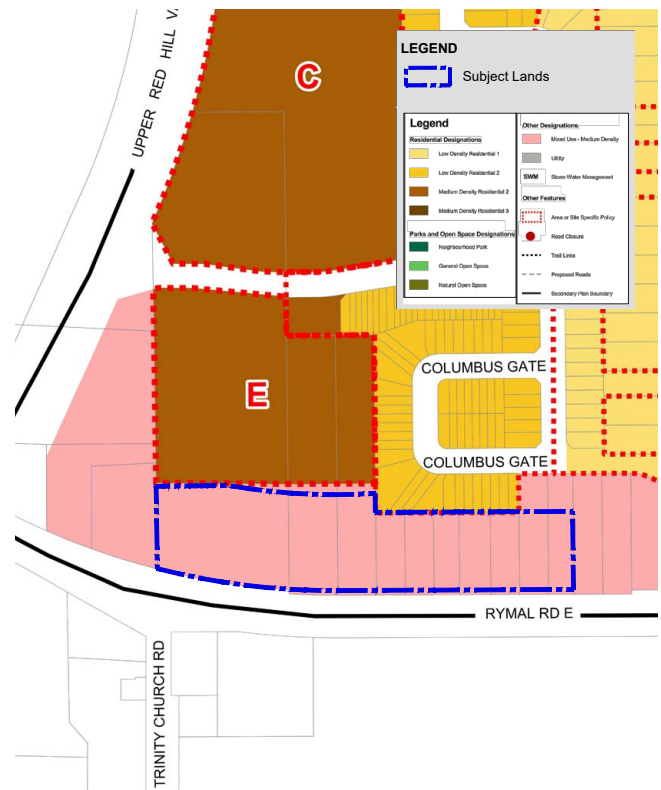
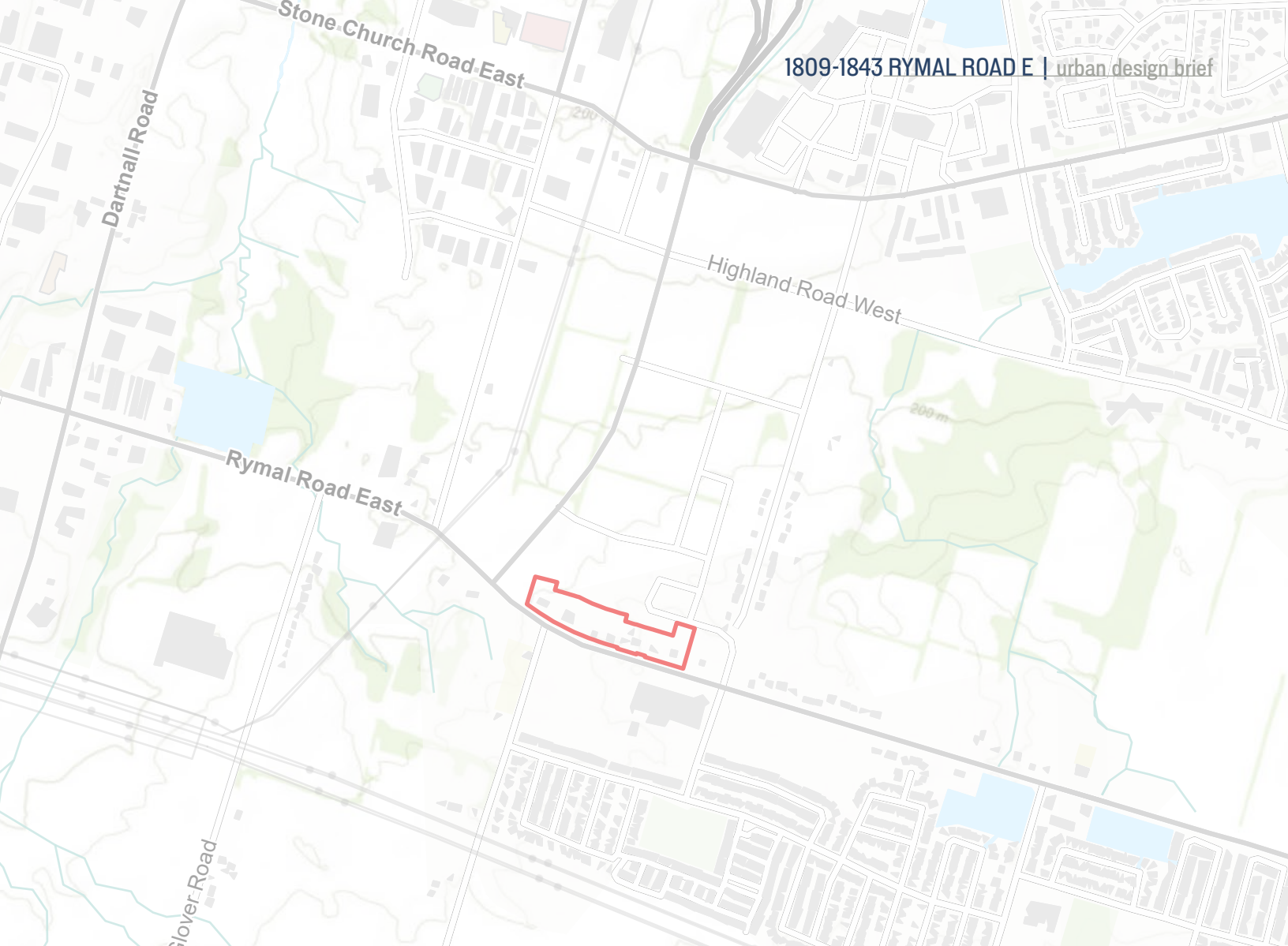
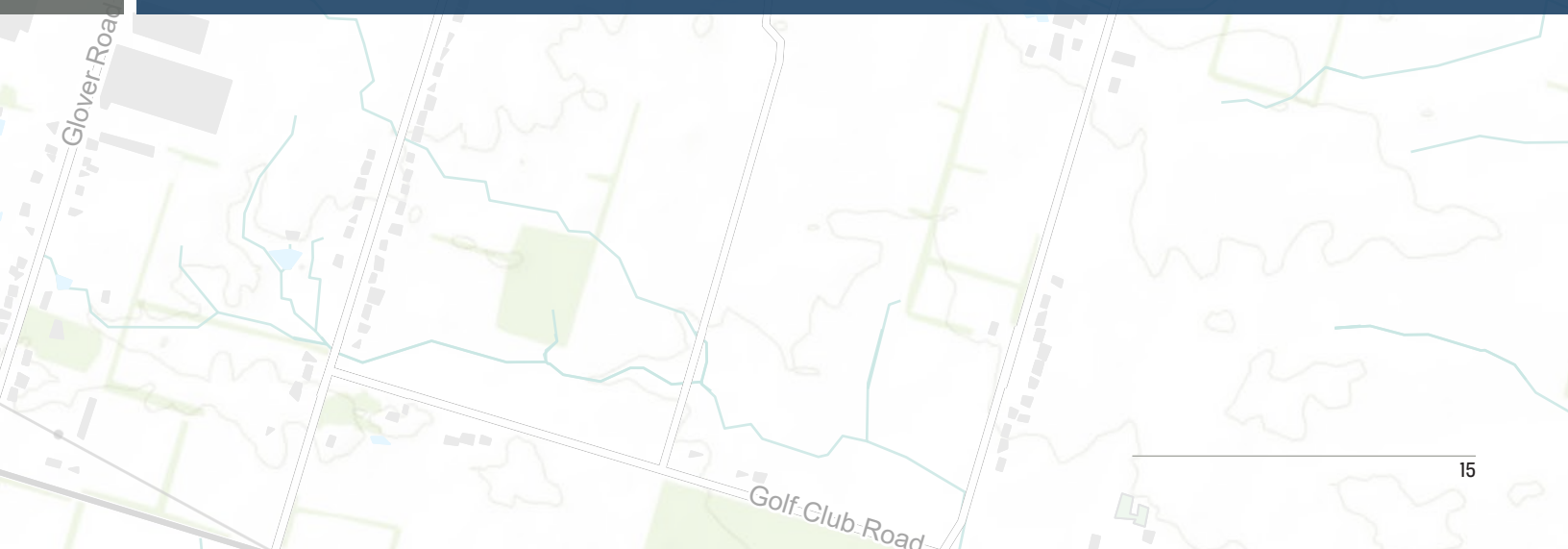


Figure 5 - Excerpt from Trinity West Secondary Plan, Map B.7.7



# PROPOSED SITE DESIGN



# 4.0 | PROPOSED SITE DESIGN

## 4.1 PROPOSED DEVELOPMENT

The proposed development is for two 12-storey mixed-use buildings containing a mix of residential and retail uses and two blocks of 2-storey residential townhouse units. A total of 812 units are proposed (800 apartment units; 12 block townhouse units) with an overall density of 340 units per hectare. Retail units are proposed on the ground floor of each apartment building adjacent to Rymal Road East for a total retail floor area of approximately 2,650 square metres.

Two vehicular accesses are proposed from Rymal Road East and parking is predominantly provided within two (2) levels of underground. Limited surface parking is proposed for commercial and visitor parking. The proposed conceptual site plan is included as **Figure 6**.

## 4.2 SITE DESIGN

### Site Layout and Access

The proposed mixed-use buildings are sited towards Rymal Road with ground floor retail unit entrances facing the street creating an active street frontage and integrating the public and private realm.

Building A and B propose a unique design, where at the rear portion of the building, 2 storey townhouse-style units, have direct exterior walk-up access. The proposed townhouse style units provide an internal transition from the mixed-use building along the frontage to the block townhouse units located at the rear, and townhouse developments further to the north.



Figure 6 - Concept Plan



Townhouse blocks are sited to the rear of the western portion of the subject lands behind Building A & B, providing a transition from the mixed use buildings to adjacent 3-storey townhouse dwellings to the north. The proposed townhouse unit entrances face internal to the site contributing to a community neighbourhood design.

Outdoor private amenities and landscaped areas are provided at the rear of the subject lands.

### Pedestrian and Vehicular Circulation

Pedestrian circulation has been considered and sidewalks are provided to allow for travel from the west to east end of the subject lands. Pedestrian sidewalks are provided throughout the site included along the street frontage, to the rear of the buildings to building entrances, and throughout the parking areas. Designated pedestrian crosswalks are provided throughout the development to enhance pedestrian comfort and safety.

Residential lobby entrances are provided from both Rymal Road and the rear of the buildings, parking areas facilitating convenient pedestrian access to retail uses, residential uses. Drop off locations are also provided at the rear of the buildings. Additional points of ingress and egress into the buildings are provided from stairwells. A circulation diagram is included as **Figure 7**.

Vehicular access is provided from Rymal Road East and circulation is permitted throughout the site from east to west. A total of two accesses are provided, one access is proposed to align with the existing signalized Trinity Church intersection, and the second access is proposed at the east end of the site, west of Columbus Gate. Underground parking access is located internal to the development with entrances proposed under buildings B and C. Vehicular travel to proposed townhouse units is separated from the main traffic circulation.



Figure 7 - Circulation Plan

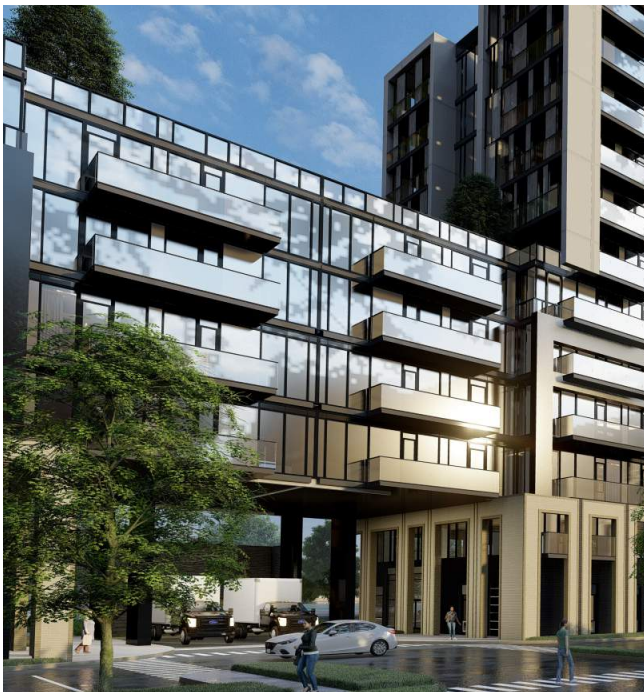
### Parking Areas

Parking is provided at grade and within two levels of underground. Surface parking is limited within both phases of development to encourage active transportation and pedestrian movement throughout the site. Surface parking areas provide opportunities for commercial and visitor parking and include the provision of parking islands that clearly designated the path of travel and provide opportunities for landscaping. Private parking is proposed for the 12 block townhouse units in the form of garages and driveways.

The majority of the parking is provided in the form of underground parking, which also provides access to bike storage and storage lockers. Long-term bicycle parking is provided encouraging the use of active transportation for future residents. Short-term bicycle parking spaces are provided at grade near residential entrances for visitors.

### Utilities, Loading & Waste Management

Garbage and loading rooms are provided internally to the buildings, between Buildings A and B and between Buildings C and D. Landscaping and fencing is proposed along the street frontage to further screen garbage and loading areas from view.



Rendering of Loading Area prepared by Chamberlain Architects

Loading and storage rooms are provided within the ground floor of each building and connect to service corridors providing access to retail units. Utilities will be located out of public view and where possible will be screened through the use of landscaping features.

## 4.3 BUILDING DESIGN

### Mixed Use Buildings

The proposed buildings are located to both minimize potential impacts for residential uses to the north of the subject lands and maximize the opportunity to enhance the public realm along Rymal Road East.

The location of the buildings in proximity to the Rymal Road frontage provides the opportunity to create active commercial uses, with ground floor retail unit entrances facing the street creating an active street frontage and integrating the public and private realm.

An example of a proposed ground floor plan of the mixed-use buildings is shown as Figure 8. The primary focus is on comfortable and convenient pedestrian access to both residential and commercial units. Main retail entrances will be clearly visible and directly accessible from the public sidewalk.

A service corridor is provided internal to the building providing retail units access to internal building services such as waste, mechanical and loading areas.



Figure 8 - Ground Floor Plan prepared by Chamberlain Architects

## Building Height & Scale

The proposed buildings have a mid-rise built form with maximum height of 12 storeys at the Rymal Road frontage. The height transitions from 12 storeys to 4 storeys for Buildings A and B and 6 storeys for Building C and D at the rear of the site.

## Building Base and Façade

The buildings are parallel to the Rymal Road East frontage. Design features including different building materials and articulation, create the appearance of a building base ranging in 2-3 storeys in height, which frames the public street. The addition of multiple commercial entrances, windows, and weatherproofing will further create the feel of a building podium and contribute to a comfortable pedestrian experience by animating the public realm. A taller ground floor height is provided (approximately 4.5 metres) which implements best practices for grade-related commercial uses. When combined with the 2<sup>nd</sup> floor, this achieves a facade height of approximately 7.5 metres. Above the ground floor, large windows and recessed covered balconies animate the public realm.

## Tower Design

The tower portions of the design have been located to maximize views of the surrounding area, and daylight into each unit. Different building materials

are proposed for this portion of the building, including more modern materials such as glass and cladding which will contrast the building base and create visual interest. Vertical articulation is provided to articulate different portions of the building and create a rhythm along the length of the proposed development.

No blank facades are proposed as all portions of the building will be visible from the public realm. Balconies are encouraged to be provided to contribute to the design of the buildings.

In between each of the tower portions, there is mid-rise portion which functions as a break between the towers to minimize the overall massing. This portion of the building will contain a mix of units and amenity space. The materials for this portion of the building will primarily be glass. Above the mid-rise portions, the towers are further separated, with a minimum separation distance of 22 metres.

The proposed towers are contained within the 45 degree angular plane from the rear property line which abuts medium density residential uses (townhouses). This assists with transitioning between the taller buildings and low rise residential uses. Overall, the building height transitions toward the low rise uses, minimizing the impact on the surrounding uses.



Rendering prepared by Chamberlain Architects

### 4.4 LANDSCAPE DESIGN

The proposed development proposes new landscaped areas including along the public street frontage and private amenity areas for residents.

#### Public Realm

The proposed development proposes new street trees along the building frontage in the Rymal Road right of way. A mix of plantings, lighting and street furniture are proposed to animate the public realm and delineate between the public and private space.

Consideration has also been provided to incorporate future connections to the planned multi-use pathway along Rymal Road.

Walkway connections are provided between Building A & B and between Building C & D to encourage active transportation for residents and visitors.

Landscaped strips are provided on the east and west property boundaries providing separation from adjacent residential uses.



Landscape Plan - Buildings A & B



Landscape Plan - Buildings C & D

### Private Realm

The development proposes at grade outdoor and rooftop amenity spaces, and streetscape design for commercial unit entrances. A 7.5 metre setback and landscaping is provided to adjacent residential uses to the north.

At-grade a mix of amenity areas are proposed at the rear of the buildings, including BBQ, dining and seating areas, dog runs and passive amenity area. Convenient walkway connections are proposed from the buildings to these areas.

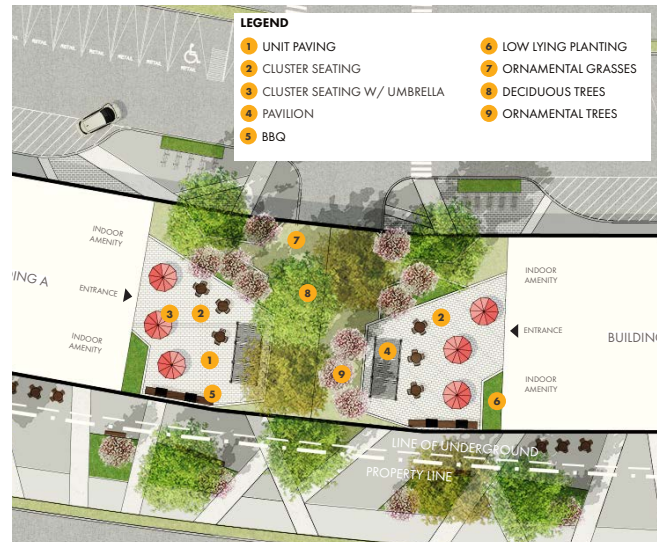
A landscaped buffer of trees is proposed along the rear property area to provide additional privacy for users of the amenity areas and residential uses to the north.

At the 7<sup>th</sup> level of the buildings, two outdoor amenity spaces are proposed. These spaces are proposed to be passive recreational spaces planned with plantings, seating, and an outdoor BBQ and dining area. These spaces will be adjacent to indoor amenity spaces, enhancing the seasonal use of these spaces.

### 4.5 DESIGN CONSTRAINTS

The subject lands contain a 6 metre watermain easement along the western edge of the property. The easement limits the extent for the underground parking structure and for tree or landscaped plantings.

An underground parking structure is required to provide sufficient parking for the development and extends across the majority of the site. The underground parking limits the landscape design of the site for the inclusion of large trees.



Rendering of Rooftop Amenity Area (Building A & B)

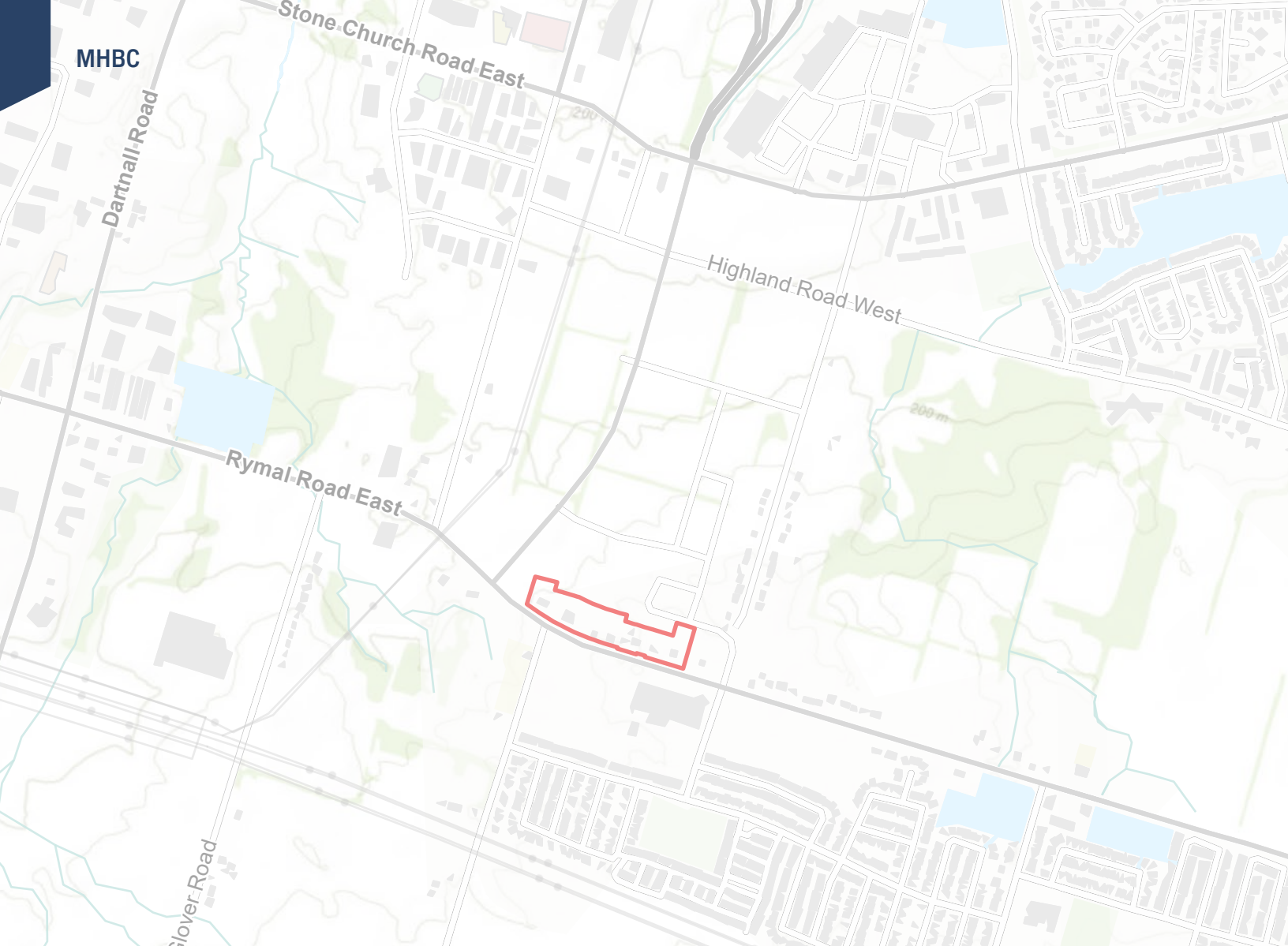


Rendering of Rooftop Amenity Area (Building C & D)

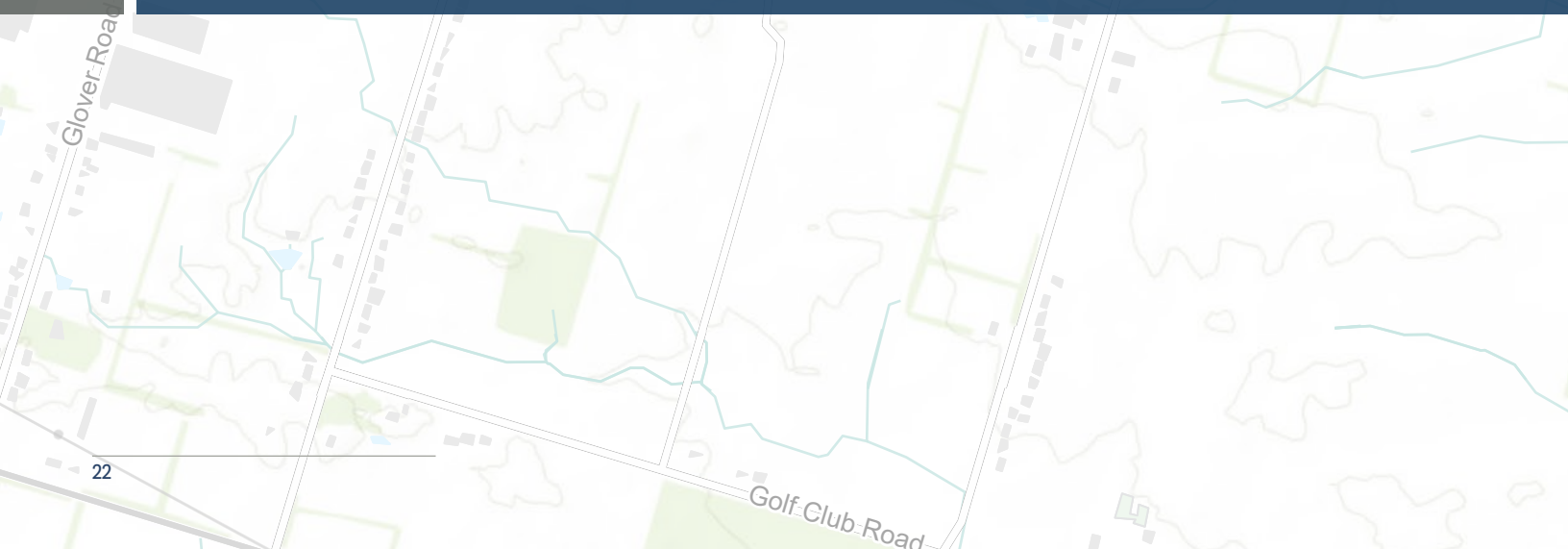


Rendering of Outdoor Common Amenity Area

MHBC



# ANALYSIS & RECOMMENDATIONS



# 5.0 | ANALYSIS & RECOMMENDATIONS

## 5.1 URBAN HAMILTON OFFICIAL PLAN

### Urban Design Policies (Chapter B.3.3)

Chapter B.3.3.3 of the UHOP provides design direction for built form of new development. The proposed development achieves the intent of the UHOP based on the following design elements, as follows:

- The development proposes a transition in height for the mixed-use buildings. Buildings A and B are proposed at 12 storeys and step down towards the rear of the site to 9-storeys, 7-storeys and 4-storeys at the rear of the buildings. 2-storey townhouse dwellings are proposed at the rear of the subject lands behind Building A & B, providing an additional transition and buffer of the proposed development to the existing 3-storey townhouse dwellings north of the subject lands.
- The shadow study demonstrates that there is minimal shadowing impacts on neighbouring properties to the north. Adjacent properties to the east receive sunlight the majority of the day with shadowing only occurring in late afternoon onwards. The adjacent property to the west receives sunlight from 10 am onwards.
- An increased setback of 20 metres or greater is maintained from the proposed mixed-use buildings to the rear property limit to maintain privacy of residents and adjacent properties
- The UHOP directs new development to define the street and create a comfortable pedestrian environment. The proposed development will enhance the existing streetscape by providing principal façade and prominent building entrances which are parallel and close to the street frontage. The height of the façade is proposed at approximately 7.5 metres and high quality building materials, which will provide an enhanced and active design.
- The street facing ground floor primarily consists of glazing and façade openings creating visibility into and from the development facilitating a safe pedestrian environment. Landscaping is proposed to create transitional areas between the public and private realm, and foster pedestrian comfort to encourage active transportation.
- Minimal vehicular access points are provided into the site (2), and surface parking is located at the rear limiting conflicts between vehicular movements and pedestrians using retail spaces. The overall design encourages active transportation and transit use.
- The proposed development proposes a transit-supportive density that supports the City's objective for the Rymal Road Corridor and future higher order transit route, in accordance with the policies in Section B.3.3.



Rendering of vehicular entrance to site prepared by Chamberlain Architects

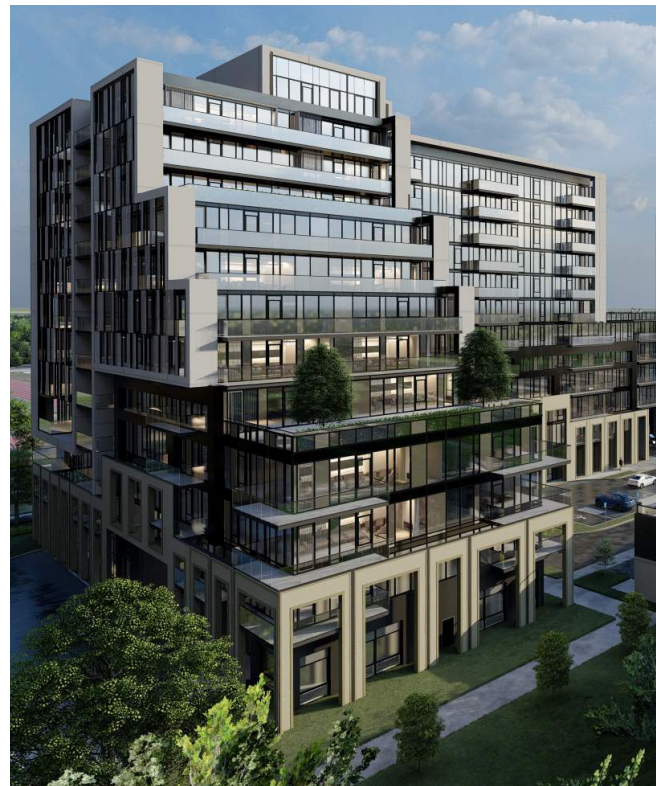
## Secondary Corridors (Chapter E.2.4)

Chapter E.2.4 provides policy direction for the scale and design of Urban Corridors. The intention of the UHOP is to evolve Secondary Corridors to an increased proportion of multiple storeys, mixed use buildings in small cluster locations with at grade retail and service commercial uses. The proposed development implements the UHOP policy direction for Secondary Corridors as follows:

- The subject lands are an ideal location for a cluster of multiple storey mixed-use buildings with close proximity to parks and schools, along a future Higher Order Transit corridor.
- Consideration for the adjacent low and medium density residential uses has been provided through the gradation of building heights from 12 storeys to 4 storeys, through the use of step-backs, and the configuration and orientation of the buildings to minimize overlook and shadowing.
- The proposed ground floor commercial uses will serve the surrounding community and future residents and contribute to the development of a complete community.
- The design of the proposed development activates the street frontage and creates a pedestrian-oriented environment with attention to details of building materials, building entrances, and massing of the façade.
- The majority of parking is provided underground maximizing the use of the subject lands and limiting conflicts between vehicles and pedestrians.



Rendering of proposed townhouses prepared by Chamberlain Architects



Rendering demonstrating gradation of buildings heights prepared by Chamberlain Architects



### Mixed Use – Medium Density Designation (Chapter E.4.6)

The UHOP Mixed Use – Medium Density designation provides policies for the scale and design of new development. The following provides a summary of how these criteria have been evaluated and considered:

- A mix of unit types and sizes are proposed as part of the development. The proposed unit mix includes 1 bedroom, 1 bedroom plus den and 2-bedroom units. The mixed-use building proposes unique ground floor access units near the rear of Buildings A and B. Two blocks of townhouse units are proposed.
- The proposed development may accommodate sustainable building techniques and principles to be detailed at site plan stage of development. Energy efficient appliances and lighting will be incorporated into the development. Landscaping is proposed providing green spaces over the underground parking making contributions to reducing the heat island effect. Overall, the proposed built form allows for a sustainable, compact design.
- The shadow study for the proposed development is provided as Appendix A. Adverse shadows are not anticipated.
- Step backs are provided for all proposed mixed-use buildings. Mixed-use buildings are proposed at 12-storeys adjacent to Rymal Road and stepback to 4 and 6 storeys adjacent to existing residential uses. The stepbacks achieve a 45 degree angular plane to the rear property line adjacent to existing townhouse dwellings.
- Rymal Road is an arterial road and secondary corridor. The street is proposed as a priority transit corridor and is intended to accommodate increased height and density to support planned and future transit services. The proposed buildings provide a reduced façade height and a building base through building articulation and the use of materials. It is our opinion that stepbacks to the street are not necessary for the planned function of the area.
- The proposed mixed-use buildings have been designed to be oriented towards the street with ground-floor commercial units. Pedestrian access will be provided from the public sidewalk to retail units encouraging a pedestrian-oriented streetscape design. No parking or drive lanes will be located between the building façade and the street, and landscaping will be provided to delineate the public and private realm.
- The first floor of the building is planned to have an increased height to accommodate commercial uses. The street facing building façade will appear to be 2-storeys in height creating a pedestrian-focused environment.
- Vehicular access to the subject lands was determined in consideration of the broader road network. Two vehicular accesses are proposed. One access is proposed to be aligned with Trinity Church Road where there is an existing signalized intersection providing safe vehicular and pedestrian movements. A second access is proposed at the east property limit of the subject lands and will allow for circulation within the site. A Transportation Impact Study has been completed which demonstrates that the proposed access locations can be supported.
- The proposed development has considered the adjacent residential uses through the design of the proposed buildings and the site. The buildings are progressively stepped back with the tallest portion of the building proposed along the street at 12-storeys, stepping back adjacent to the existing residential uses to the north. The buildings are sited towards Rymal Road providing physical separation from the adjacent residential uses. A shadow study and angular plane analysis have been completed.

## 5.2 TRINITY WEST SECONDARY PLAN

### Mixed Use – Medium Density (Chapter B.7.7.4.1)

The development proposes a building height of 12-storeys in consideration of the height permissions of the UHOP. The proposed height of the development considers the adjacent low rise residential dwellings to the north through the provision of stepbacks and transitioning of building types from mixed use at Rymal Road to residential townhouse dwellings to the rear of the lands.

An angular plane of 45 degrees is maintained to the adjacent low rise residential dwellings to the north.

### Urban Design Policies (Chapter B.7.7.7)

The urban design policies of the Trinity West Secondary Plan are further defined by Policy 7.7.7. The proposed development meets the relevant urban design policies based on the following:

- The buildings are sited towards Rymal Road with at-grade access to main residential lobby entrances and retail uses. The principle commercial entrances that face the street encouraging active transportation
- The façade of along Rymal Road is varied and breaks are provided to limit the amount of continuous building façade. The ground floor façade is two storeys in height animating the street frontage.
- The building façade proposes street facing window openings including retail entrances
- Street fronting commercial uses, with individual entrances will animate the street and provide ease of access to pedestrians from the public street
- Pedestrian sidewalks and enhanced landscaping are proposed along the entire building frontage to facilitate a pedestrian focused streetscape design.
- Walkways are located in proximity of the street frontage and adjacent to building entrances providing safe pedestrian movement
- Landscaping and fencing is proposed to screen loading areas from view and garbage storage is located internal to the building
- Enhanced pedestrian crossings are provided throughout the development and painting, or enhanced paving materials will be utilized to clearly identify crossings
- Parking and drop off areas are provided at the rear of the building to screen these from the public realm, and to encourage transit use and active transportation
- Stepbacks are provided for all proposed mixed-use buildings varying the roof line of the development and creating architectural interest
- A viewshed map has been completed as part of the analysis and is provided as Figure 9. The proposed development is highly visible from the Eramosa Karst Conservation Area and will have enhanced views of natural areas. A Visual Impact Assessment will be undertaken.



Rendering of Rymal Road E interface prepared by Chamberlain Architects

### 5.3 CITY-WIDE CORRIDOR PLANNING PRINCIPLES AND DESIGN GUIDELINES

The purpose and intent of this document is to provide direction for new development along Corridors, including Rymal Road to assist in achieving the City's vision for corridors. The proposed development has considered the Guidelines by:

- Providing a larger scale, mixed-use intensification development providing an opportunity for activating the streetscape
- Contributing to the overall attractiveness by providing active streetscape design and retail uses
- Minimizing adverse shadow impacts on the public realm and adjacent properties
- The proposed building base has been designed to appear at 2 storeys from the pedestrian realm for at least 75% of the street frontage
- Stepbacks are provided for all proposed mixed-use buildings to assist with transition of proposed building height on surrounding properties and to minimize impacts of overview
- The length of the building has been considered, and is broken in between Building B & C, with pedestrian connections and landscaped area to improve connections and daylight.
- Landscape buffers are provided along private properties
- All parking, and loading areas are screened from the public street and parking is provided at the rear of the building or below grade
- The number of vehicular access points has been limited to two, with an internal private road network.

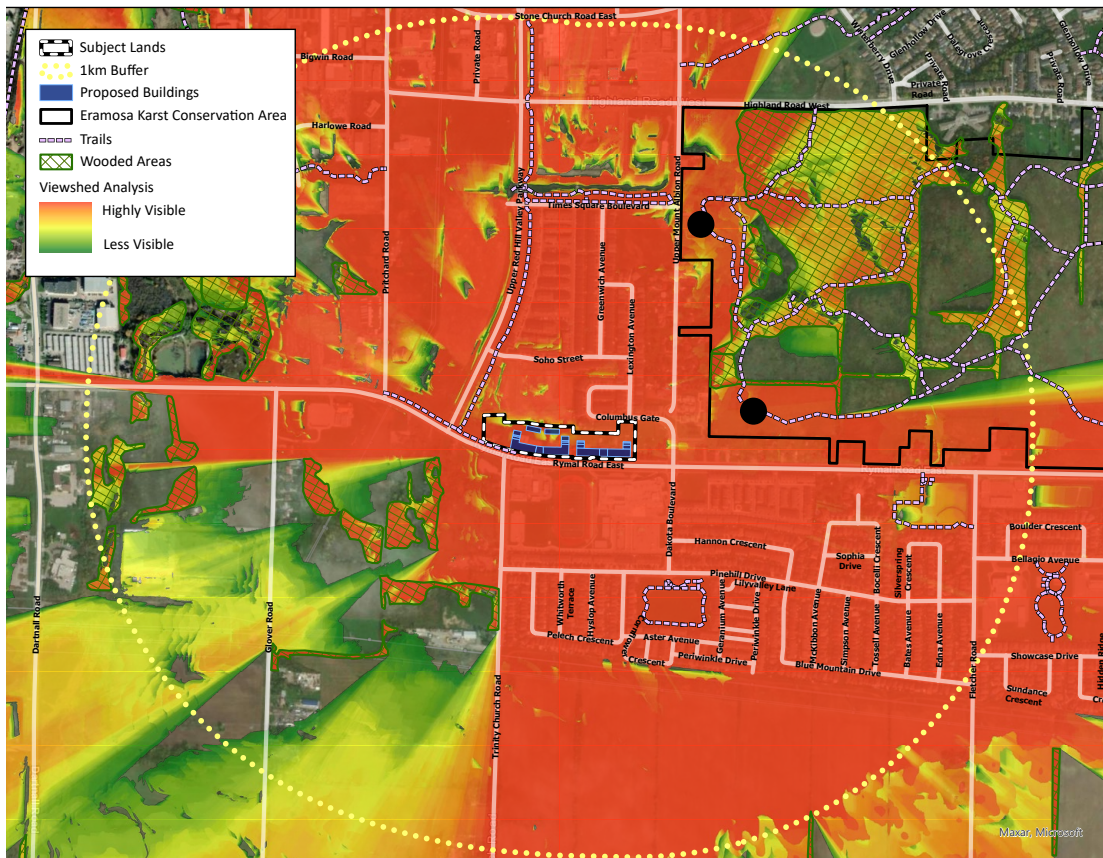


Figure 9 - Viewshed Map

### Angular Plane Analysis

- Rear Property Line** - The proposed development maintains a 45 degree angular plane along the private property limit at the rear of the buildings where the proposed development abuts townhouse developments. This has been prioritized in the overall design as it is an important consideration in the built form design. Significant building step-backs are proposed to minimize impacts on surrounding properties.
- Street Width** – The proposed development has consideration for the 45 degree angular plane at 80% of the right of way for Rymal Road East. As shown in the uppermost portion of the (top three floors) is not within the angular plane. This is intended to be a guideline and has considered that the context of Rymal Road East in this location is largely an auto-dominated corridor, and the surrounding land uses are predominantly institutional and commercial. Overall, the proposed building design has features which will mitigate the additional building height along the public street. Figures 10-13 illustrate the angular planes from both the rear property line and street for Building A, B, C & D.

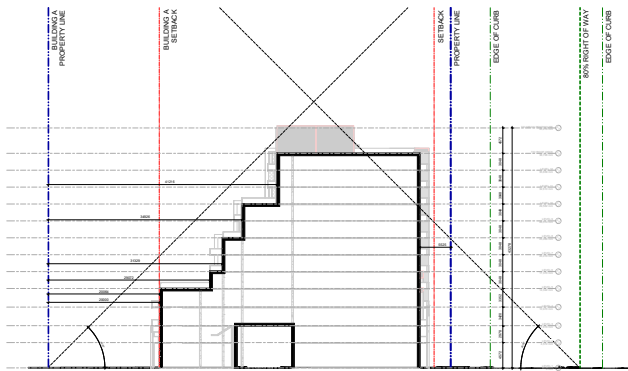


Figure 10 - Angular Plane Analysis: Building A

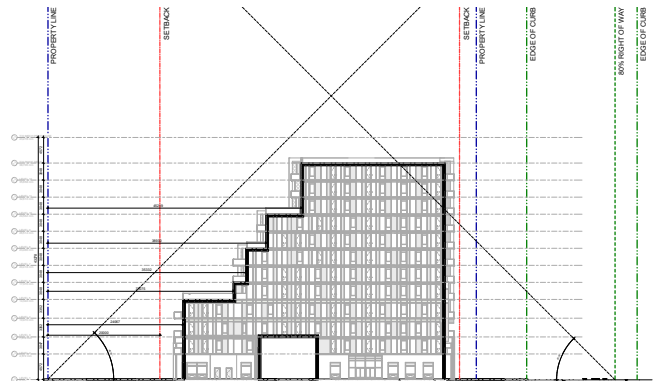


Figure 12 - Angular Plane Analysis: Building C

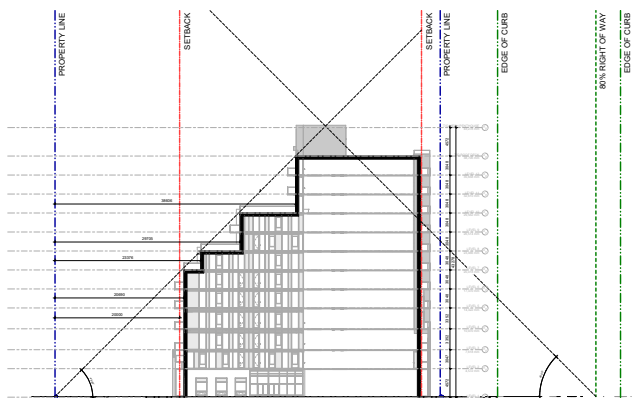


Figure 11 - Angular Plane Analysis: Building B

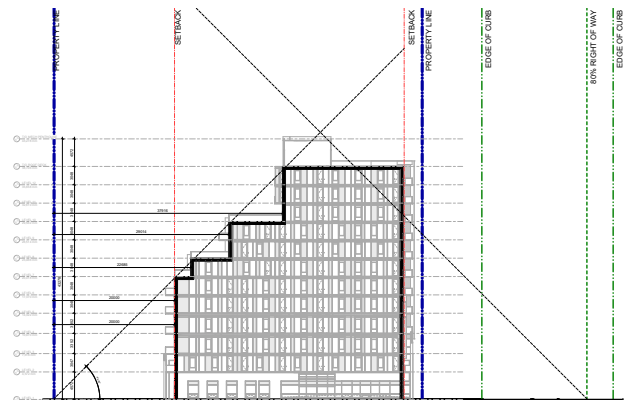


Figure 13 - Angular Plane Analysis: Building D

## 5.4 SUMMARY

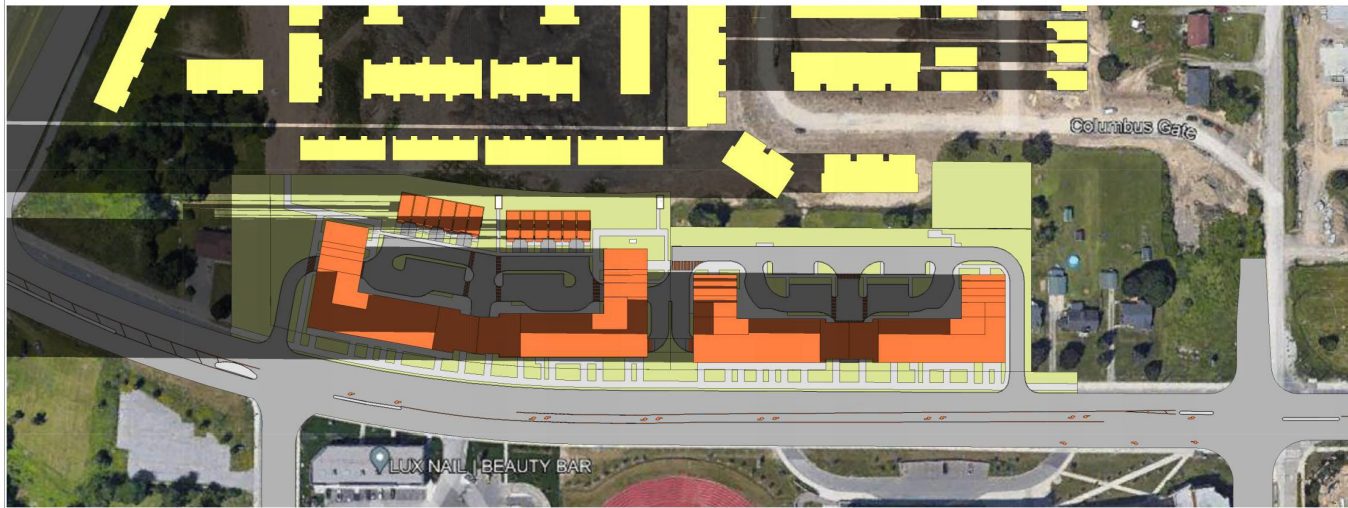
Overall, the proposed development meets the intent of the UHOP and additional policies and guidelines.

The implementation of this Report will be achieved through the site specific planning applications, including the Zoning By-law Amendment and future Site Plan Control applications.



Rendering prepared by Chamberlain Architects

# APPENDIX A SHADOW STUDY



2 1-Site Plan shadow study March 21st 6 30 AM  
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11 2-Site Plan shadow study March 21st 7 00 AM  
A.102 1 : 1500



12 3-Site Plan shadow study March 21st 8 00 AM  
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3 4-Site Plan shadow study March 21st 9 00 AM  
A.102 1 : 1500



4 5-Site Plan shadow study March 21st 10 00 AM  
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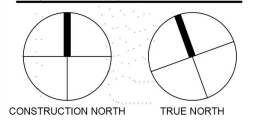


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NO.	ISSUED	DATE
1	NEIGHBOURHOOD MEETING	06.07.2023
2	CITY SUBMISSION	15.12.2023

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SEAL



Rymal Rd Assembly

Rymal Rd, Hamilton, ON

SHEET NAME

SHADOW STUDY I

START DATE	OCTOBER 2021
DRAWN BY	MA
CHECKED BY	CC
SCALE	1 : 1500
PROJECT NO.	121002

DRAWING

**A.102**

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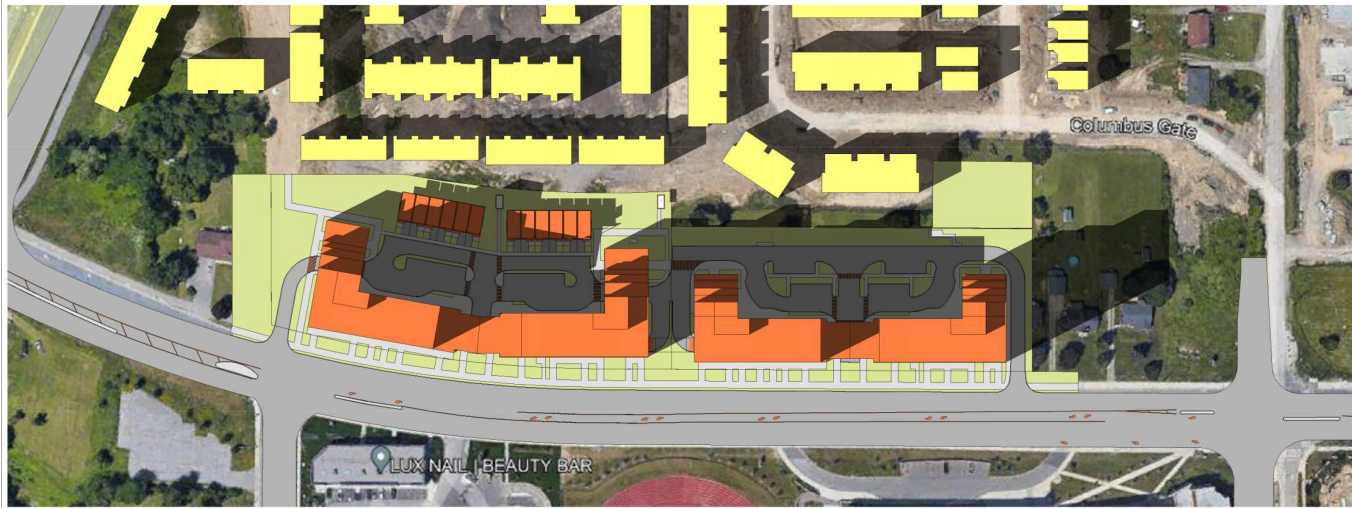
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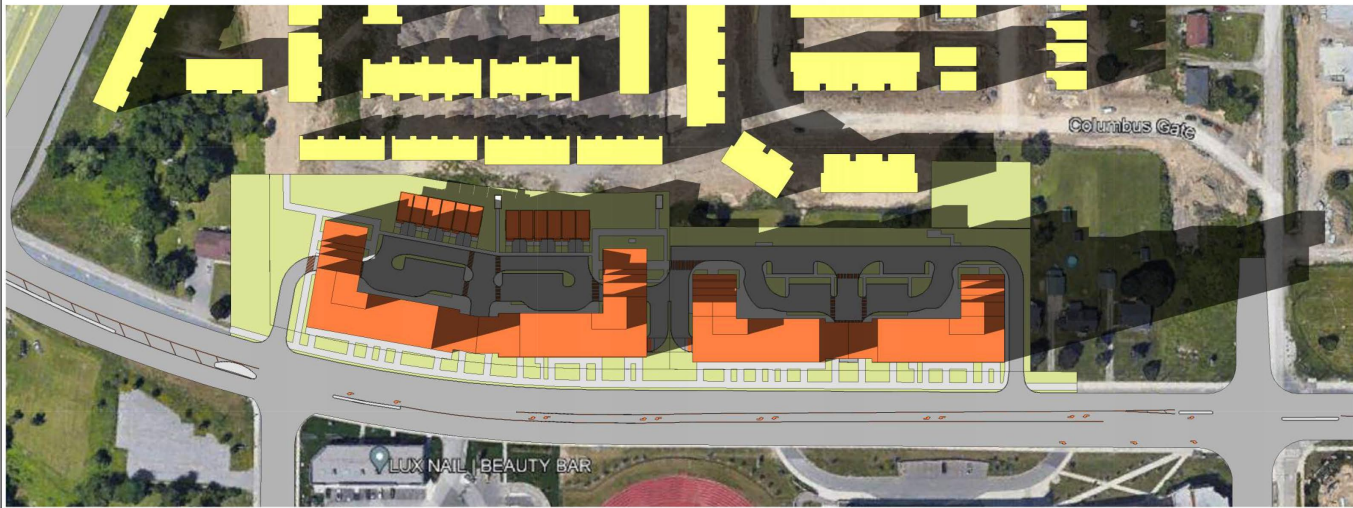
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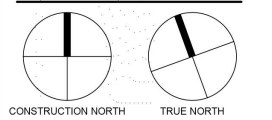


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NO.	ISSUED	DATE
	CITY SUBMISSION	10.18.2023

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Rymal Rd Assembly

Rymal Rd, Hamilton, ON

SHEET NAME

SHADOW STUDY II

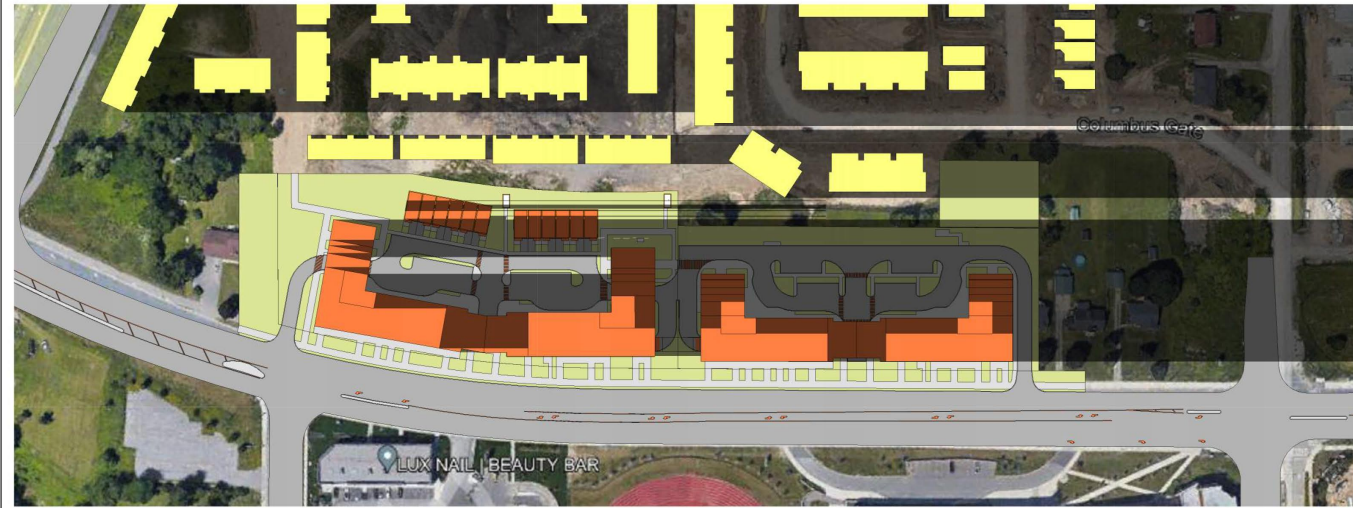
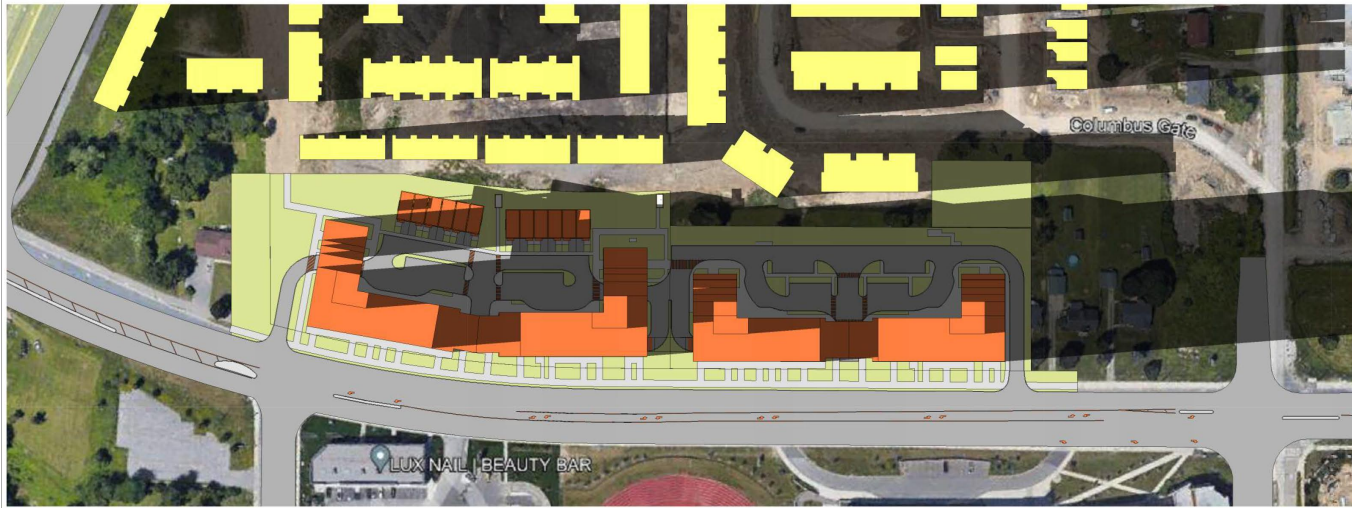
START DATE	OCTOBER 2021
DRAWN BY	MA
CHECKED BY	CC
SCALE	1 : 1500
PROJECT NO.	121002

DRAWING

**A.103**

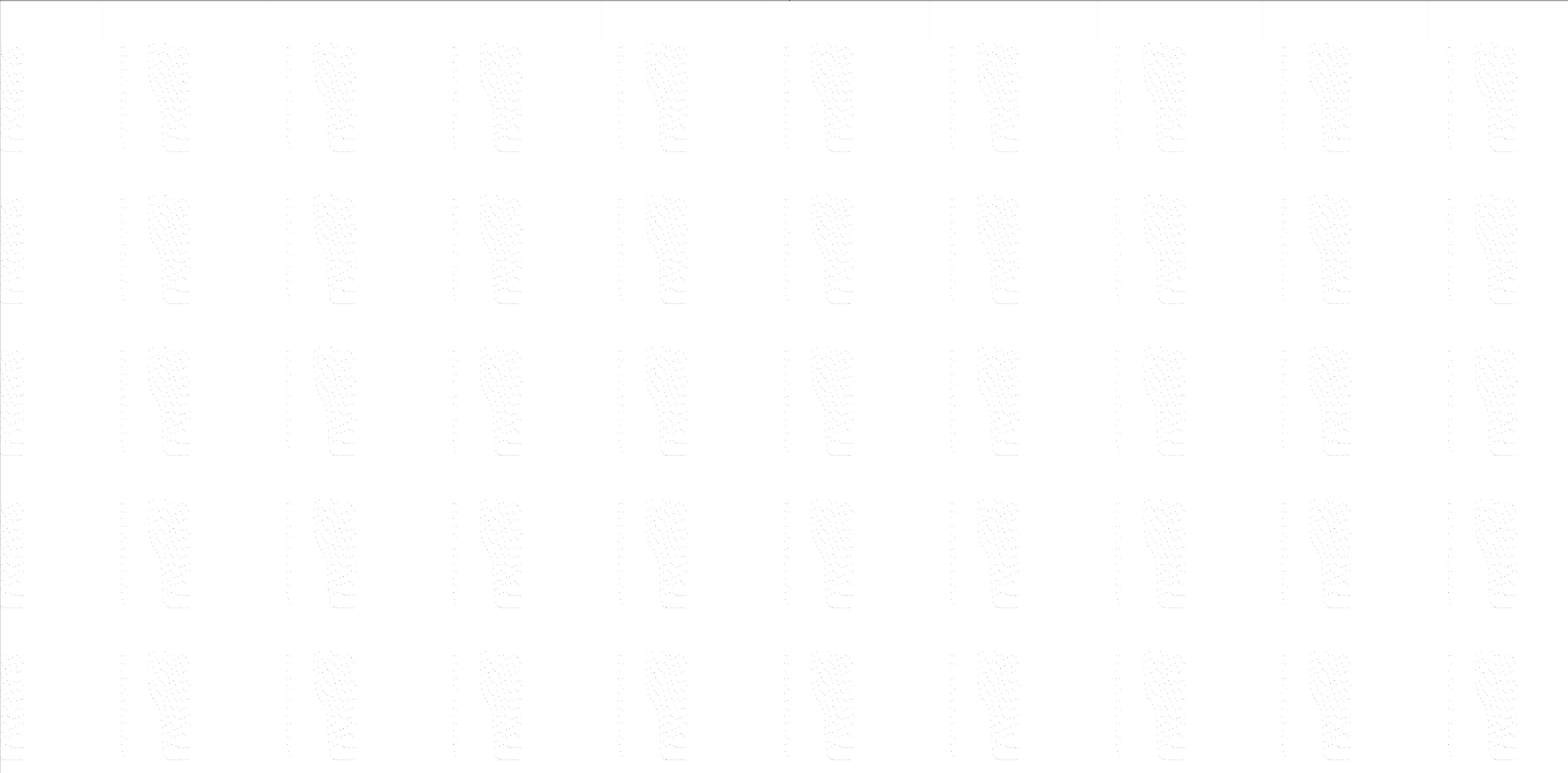
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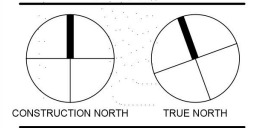
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CITY SUBMISSION		15.12.2023

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**SHADOW STUDY III**

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**MHBC**  
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