DESIGN REVIEW PANEL MEETING PRESENTATION

399 GREEN HILL AVENUE, HAMILTON, ONTARIO

Team

Owner:	**Medallion Corporation**
Architect:	**IBI Group**
Planner:	**Bousfields Inc**
Landscape:	**IBI Group**

May 20, 2022

IBI

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Townhouses

There are 26, 3 storey (11 metre) back-to-back townhouses on the easterly portion of the subject site, oriented to Mount Albion Road. These are located in two blocks of townhouses separated by a mid-block pedestrian connection from Mount Albion Road.

The townhouse units which face Mount Albion Road have direct access from the street, and those which are located internal to the site gain their access from a central, shared walkway. A variety of building materials are proposed including masonry and brick. Balconies are proposed on the third floor.

Total Residential Unit Distribution And Amenity Space

527 new residential dwelling units are proposed in Buildings ‘A’ and ‘B’ and the townhouses of which will be 47bachelor units (8.9%), 220 one-bedroom units (41.7%), 234 two-bedroom units (44.4%) and 26 townhouse units (4.9%). The total residential and non-residential gross floor area is 40,356 square metres and the resulting density is in the order of 363.2 units per hectare or a floor area ratio (“FAR”) of 2.65

742 square metres of indoor residential amenity space will be provided for the residents of Buildings ‘A’ and ‘B’, which is approximately 1.5 square metres per unit. There is approximately 1,988 square metres of outdoor amenity space averaging approximately 3.7 square metres per unit.

Open Space

The primary focus for outdoor space is the central courtyard and adjacent plaza. These outdoor spaces will feature a large outdoor amenity area with a number of seating options, shaded areas, and paved and grassed surfaces. A dog park for residents has been incorporated to the north of Building ‘B’. The final design and landscaping for the central courtyard and the forecourt along Greenhill Avenue will be determined through the site plan approval process.

Access, Parking And Loading

The existing entrances on Harrisford Road, Greenhill Avenue, and Mount Albion Road will be maintained, as driveway connecting Harrisford Road and Mount Albion Road.

A total of 481 parking spaces will be provided for all uses: 422 for residents and 59 spaces will be reserved for commercial uses and visitors. There will also be 12 barrier-free parking spaces (approximately 2.5% of all parking spaces). All tenant parking will be located in two levels of underground parking and there will be 24 surface parking spaces well screened from the public streets, which will provide convenient visitor and commercial parking. A total of 274 bicycle parking spaces are proposed: 264 spaces for long-term residential bicycle parking, 5 spaces for short-term residential bicycle parking, and 5 spaces short-term commercial bicycle parking. There will be 2 Type ‘G/B’ loading spaces.

The underground parking ramps and loading space locations are located and accessed at the north end of the subject site and each apartment building will have its own ramp.

Pedestrian connections to and from the subject site will be provided from Harrisford Street, Greenhill Avenue, and Mount Albion Road. There is also a mid-block connection from Mount Albion Road between the townhouses and a walkway between Building ‘B’ and the townhouses which connects to Greenhill Avenue and the internal driveway. All will be designed to have appropriate landscaping features, lighting, and visibility measures.

Height, Massing, and Density

As noted in Section 5.1 above, it is our opinion that the subject site is an appropriate location for mid-rise intensification. It is contextually appropriate from a built form perspective, given its frontage along an existing collector (i.e., Mount Albion Road), its proximity to the existing 12-storey mid-rise buildings to the north and its separation from low-rise residential uses to the south, west, and east. Any built form impacts resulting are limited and acceptable.

From an urban structure perspective, the proposed 12-storey building heights respect the pattern of building heights in the area and represent a good “fit”. At 36.5 metres (42 metres including mechanical penthouse) it is only xx metres higher than the adjacent mid-rise buildings.

From a massing perspective, the proposed buildings have been organized into distinct visual elements that respect the existing built form context along the Mount Albion Road and Greenhill Avenue frontages. The proposed buildings will have an appropriate pedestrian scale along the adjacent public streets.

Building ‘A’ is oriented to Greenhill Avenue while Building ‘B’ frames the interior courtyard and is buffered from Mount Albion Road by the proposed stacked townhouses. Changes in building articulation, insets, and material and colour throughout the site and along these frontages will provide visual interest along the corridor and clearly delineate the entrances into the site.

From a density perspective, it is our opinion that the proposed overall density (i.e., FAR of 2.65) can be accommodated on the subject site with no impacts on adjacent public streets and private properties. An attractive public realm is to be provided along both Greenhill Avenue and Mount Albion Road, and Buildings ‘A’ and ‘B’ are generally well set back from the apartment buildings to the north. The placement of higher density land uses near existing and planned transit stop/station locations conforms to the UHOP policies.

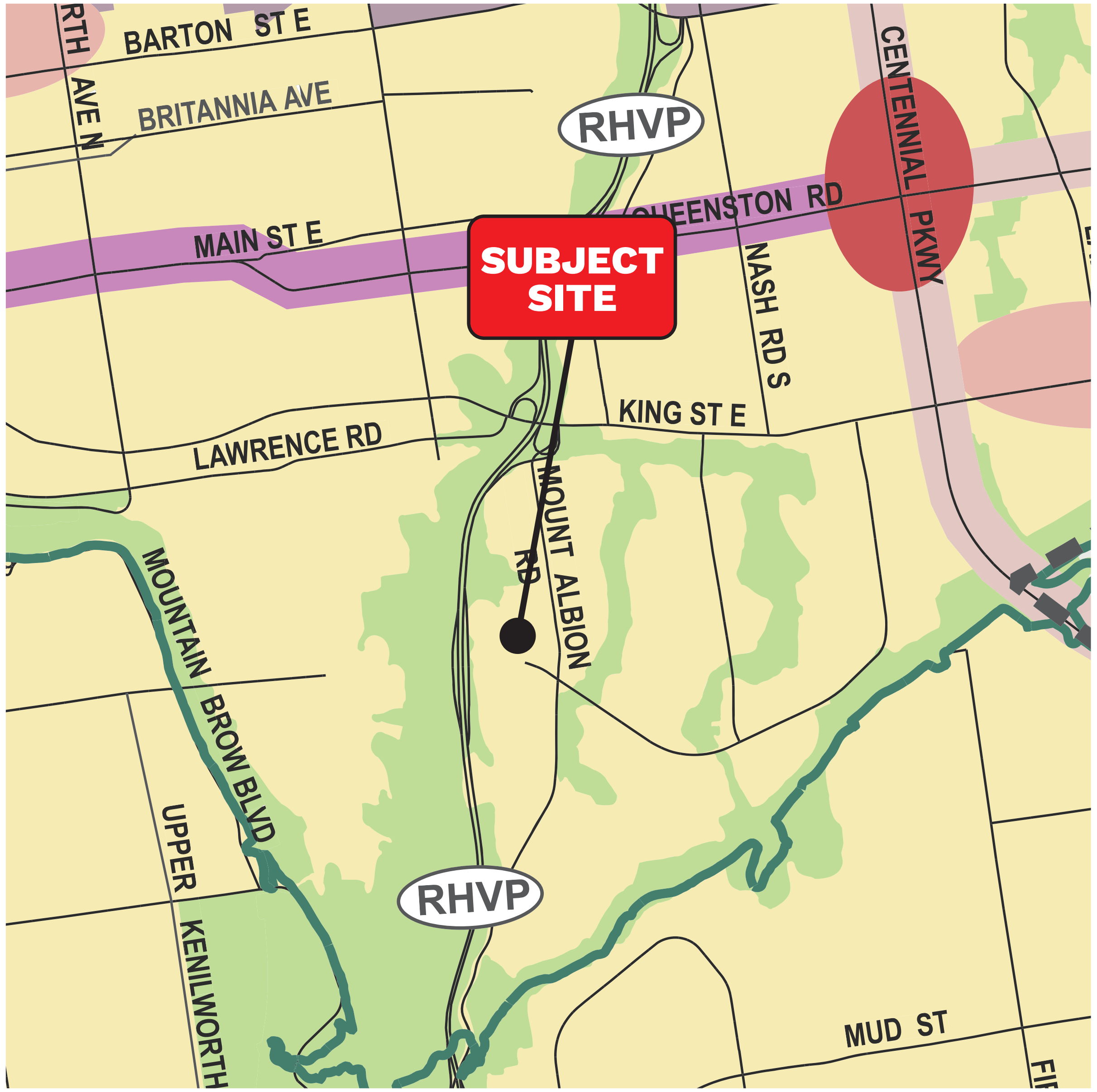
We note that while the Official Plan includes density limitations for high density residential areas, the specific 200 units per hectare limitation applies to all *Neighbourhoods* designation areas outside of Central Hamilton and does not take into account unique site or design-related considerations which support further intensification on the subject site. Key considerations include the placement of all the resident parking below grade (a significant cost), the proposed landscaping on the site and the high-end design which includes a variety of building materials, building step-backs and special façade treatments (to be secured through the site plan approval process).

In summary, based on the following planning and urban design considerations the proposed development is supportable:

- the subject site’s location;
- proximity to transit services;
- the surrounding built form and land use context;
- the size and depth of the subject site; and,
- limited potential shadow impacts on surrounding low-rise residential uses.

Statistic	Building A	Building B	Townhouses	Project Total
Site Area (Existing)	14,521 m² (1.45 hectares)			
Net Site Area (Less Daylight Triangles)	14,510 m² (1.45 hectares)			
Residential GFA	16,645 m²	16,820 m²	4,050 m²	37,515 m²
Non-Residential GFA	1,000 m²	0 m²	0 m²	1,000 m²
Below Grade GFA	885 m²	956 m²	0 m²	1,841 m²
Total GFA[1]	17,645 m²	16,820 m²	4,050 m²	38,515 m²
Total All Built Area	18,530 m²	17,776 m²	4,050 m²	40,356 m²
Building Height	12 storeys (42 m incl. MPH)	12 storeys (42 m incl. MPH)	3 storeys (11 m)	12 storeys (42 m incl. MPH)
Floor Area Ratio[2]	2.65 : 1			
Proposed Dwelling Units				
Bachelor	38 units (15.4%)	9 units (3.5%)	-	47 units (8.9%)
One Bedroom	102 units (41.5%)	118 units (46.3%)	-	220 units (41.7%)
Two Bedroom	106 units (43.1%)	128 units (50.2%)	-	234 units (44.4%)
Townhouse	-	-	26 units	26 units (4.9%)
TOTAL Dwelling Units	**246 units**	**255units**	**26 units**	**527 units**
Amenity Areas				
Total Indoor Amenity Areas	742 m²			
Total Outdoor Amenity Areas	1,988 m²			
TOTAL Amenity Area	**2,730 m²**			
Vehicle Parking Spaces				
Resident	422 spaces (including 2% barrier-free spaces)			
Visitor	59 spaces (visitor and retail, including 2% barrier-free spaces)			
TOTAL Vehicle Parking	**481 spaces**			
Bicycle Parking Spaces				
Residential				
Long-Term Spaces	264 residential			
Short-Term Spaces	5 residential			
Retail				
Long-Term Spaces	0 residential			
Short-Term Spaces	5 residential			
TOTAL Bicycle Spaces	**274 spaces**			

PLANNING AND POLICIES



Neighbourhoods	
Employment Areas	
Major Activity Centres	
Major Open Space	

Nodes

- Downtown Urban Growth Centre
- Sub Regional Service
- Community

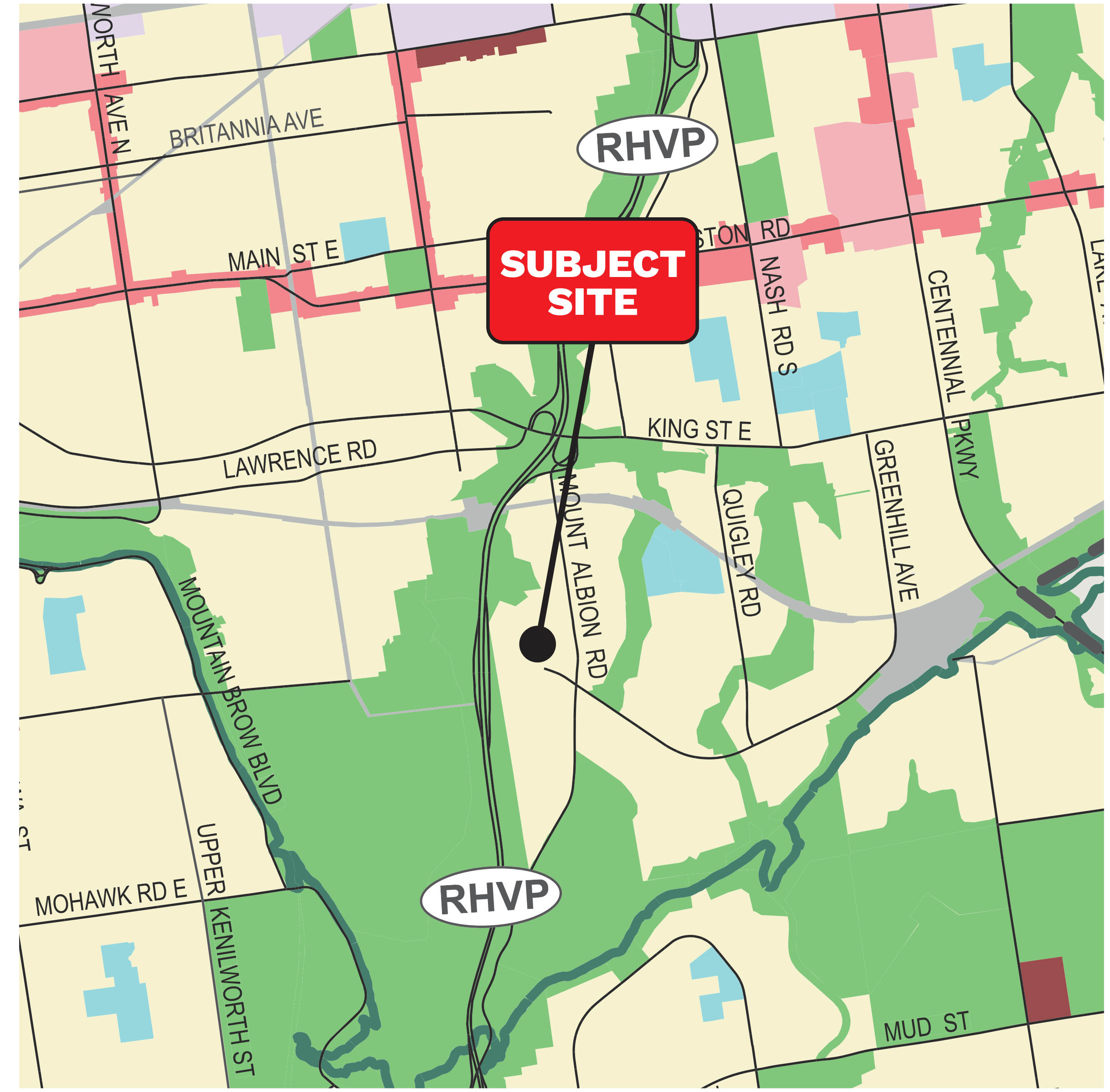
Corridors

- Primary
- Secondary

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Lands Subject to Non Decision 113 West Harbour Setting Sail

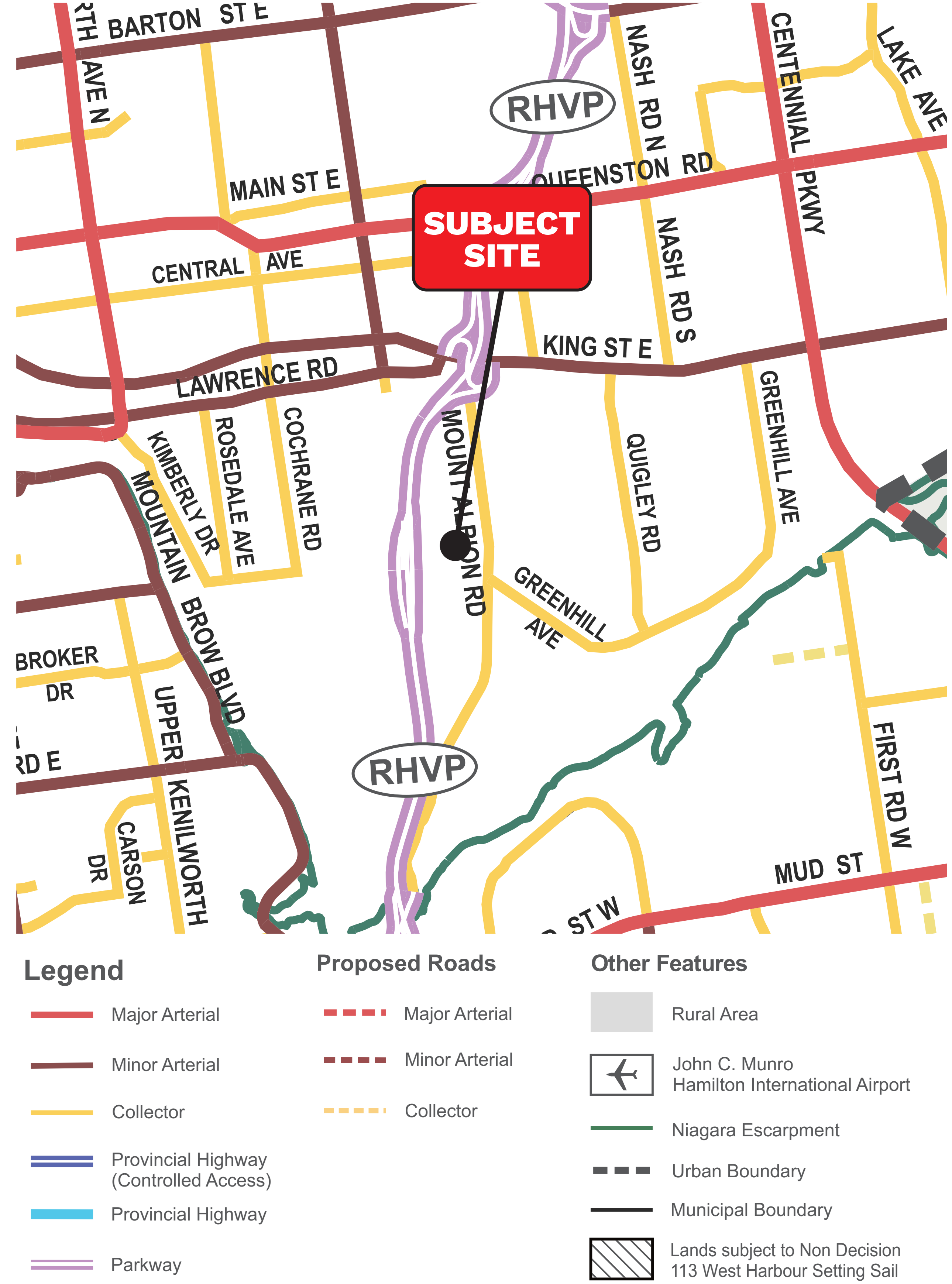
Urban Structure Map



- Neighbourhoods
- Open Space
- Institutional
- Utilitiy
- Downtown Mixed Use Area
- Mixed Use - High Density
- Mixed Use - Medium Density
- District Commercial
- Arterial Commercial
- Industrial Land
- Business Park
- Airport Employment Growth District
- Shipping & Navigation

Urban Landuse Designation Map

Transit Network Map



Road Network Map

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399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Road and Transit Network
May 20, 2022

General Urban Design (Section B.3.3)

The preamble provides that the design and placement of buildings, infrastructure, open spaces, landscaping and other community amenities affects how people live and interact with each other. The intent of the urban design policies is to create compact and interconnected, pedestrian-oriented, and transit-supportive communities within which all people can attain a high quality of life.

Urban design goals are set out in Section B.3.3.1. Applicable goals are as follows:

> *B.3.3.1.1 Enhance the sense of community pride and identification by creating and maintaining unique places.*
>
> *B.3.3.1.2 Provide and create quality spaces in all public and private development.*
>
> *B.3.3.1.3 Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.*
>
> *B.3.3.1.4 Create communities that are transit-supportive and promote active transportation.*
>
> *B.3.3.1.5 Ensure that new development is compatible with and enhances the character of the existing environment and locale.*
>
> *B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes.*
>
> *B.3.3.1.7 Promote development and spaces that respect natural processes and features and contribute to environmental sustainability.*
>
> *B.3.3.1.8 Promote intensification that makes appropriate and innovative use of buildings and sites and is compatible in form and function to the character of existing communities and neighbourhoods.*
>
> *B.3.3.1.9 Encourage innovative community design and technologies.*
>
> *B.3.3.1.10 Create urban places and spaces that improve air quality and are resistant to the impacts of climate change.*

The general policies and principles for urban design that are intended to contribute to the achievement of these goals are set out in Section *B*.3.3.2. Development is to follow appropriate urban design principles in order to successfully integrate new development and redevelopment in the urban area and with surrounding neighbourhoods. However, not every design direction will apply in all situations.

The physical design of a site must relate to its role in the overall urban structure of the City, while enhancing the function of the applicable urban structure element (Policy B.3.3.2.1).

The following design principles apply to all development and redevelopment and have been laid out in a table format to reflect the physical and urban design "Principles" and the operationalizing components. Non applicable principles and components have been removed).

Principle	Operationalizing Components
B.3.3.2.3 Foster sense of community pride and identity by, in part:	• Respecting existing character, development patterns, built form, and landscape; • Promoting quality design consistent with the locale and surrounding environment; • Demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm; • Contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas; • Incorporating public art installations as an integral part of urban design.
B.3.3.2.4 Create quality spaces by, in part:	• Organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping; • Recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric; • Using materials that are consistent and compatible with the surrounding context in the design of new buildings; • Creating streets as public spaces that are accessible to all; • Creating a continuous animated street edge in urban environments; • Including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs; • Creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing; • Minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.
B.3.3.2.5 Create safe, accessible, connected, and easy to navigate spaces by, in part:	• Connecting buildings and spaces through an efficient, intuitive, and safe network sidewalks, and pathways; • Providing connections and access to all buildings and places for all users, regardless of age and physical ability; • Ensuring building entrances are visible from the street and promoting shelter at entrance ways; • Integrating conveniently located public transit and cycling infrastructure with existing and new development; • Providing pedestrian-scale lighting; • Designing streets and promoting development that provides real and perceived safety for all users of the road network; • Creating places and spaces which are publicly visible and safe.
B.3.3.2.6 Ensure compatibility and enhance the character of the existing environment by, part:	• Complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities; • Complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and, • Encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

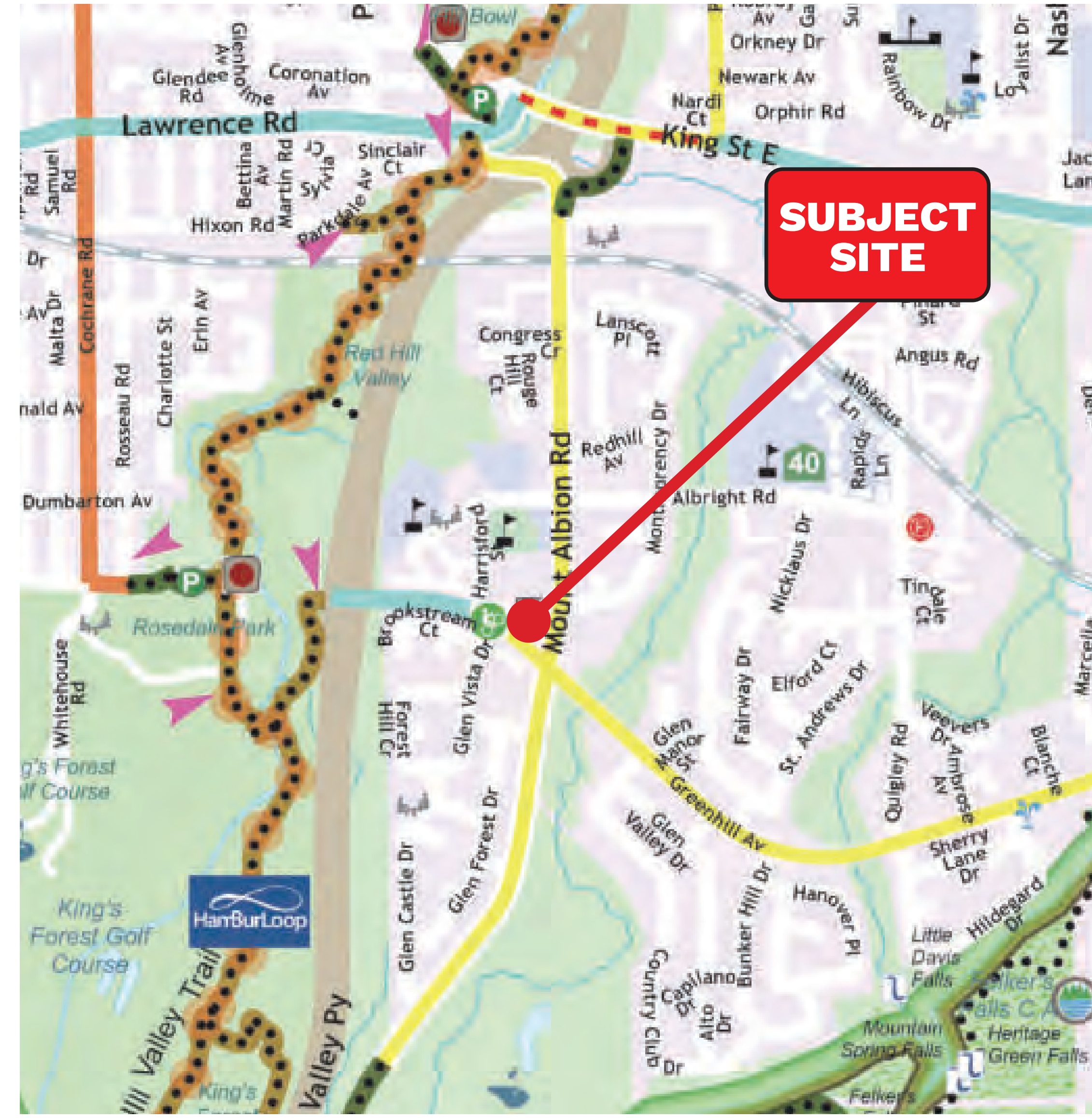
Principle	Operationalizing Components
B.3.3.2.7 Create adaptable places by, in part:	• Designing buildings, sites, and public spaces that can be used for a variety of uses in the future; • Encouraging design that accommodates the changing physical needs of people and their lifestyles through all stages of their lives; and, • Encouraging innovative design of built forms and public spaces.
B.3.3.2.8 Promote urban design through environmental sustainability by, in part:	• Achieving compact development and resulting built forms; • Integrating, protecting, and enhancing environmental features and landscapes, including existing topography, forest and vegetative cover, green spaces and corridors through building and site design; • Encouraging on-site storm water management and infiltration through the use of techniques and technologies, including storm water management ponds, green roofs, and vegetated swales; • Encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment; and, • Encouraging energy efficiency in neighbourhood design and development as set out in Section B.3.7.1.
B.3.3.2.9 Enhance and support community health and well-being by:	• creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation; • ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses; • encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses; and, • reducing air, noise, and water pollution through: • facilitating and promoting the use of active transportation modes through building and site design; • providing adequate green space, landscaped buffering, and storm water management facilities; • using appropriate pavement treatments; • promoting energy efficient design of sites and buildings; and, • promoting innovative construction materials and techniques.
B.3.3.2.10 Design streets not only as a transportation network but also as important public spaces by, in part, providing:	• adequate and accessible space for pedestrians, bicycles as well as transit, other vehicles, and utilities; • continuous sidewalks; • landscaping such as street trees and landscaped boulevards; • pedestrian amenities such as lighting, seating, way-finding signage, and urban braille; • public art; and, • amenities and spaces that encourage pedestrian activity and animate the streetscape.

DETAILED CONTEXT

Legend

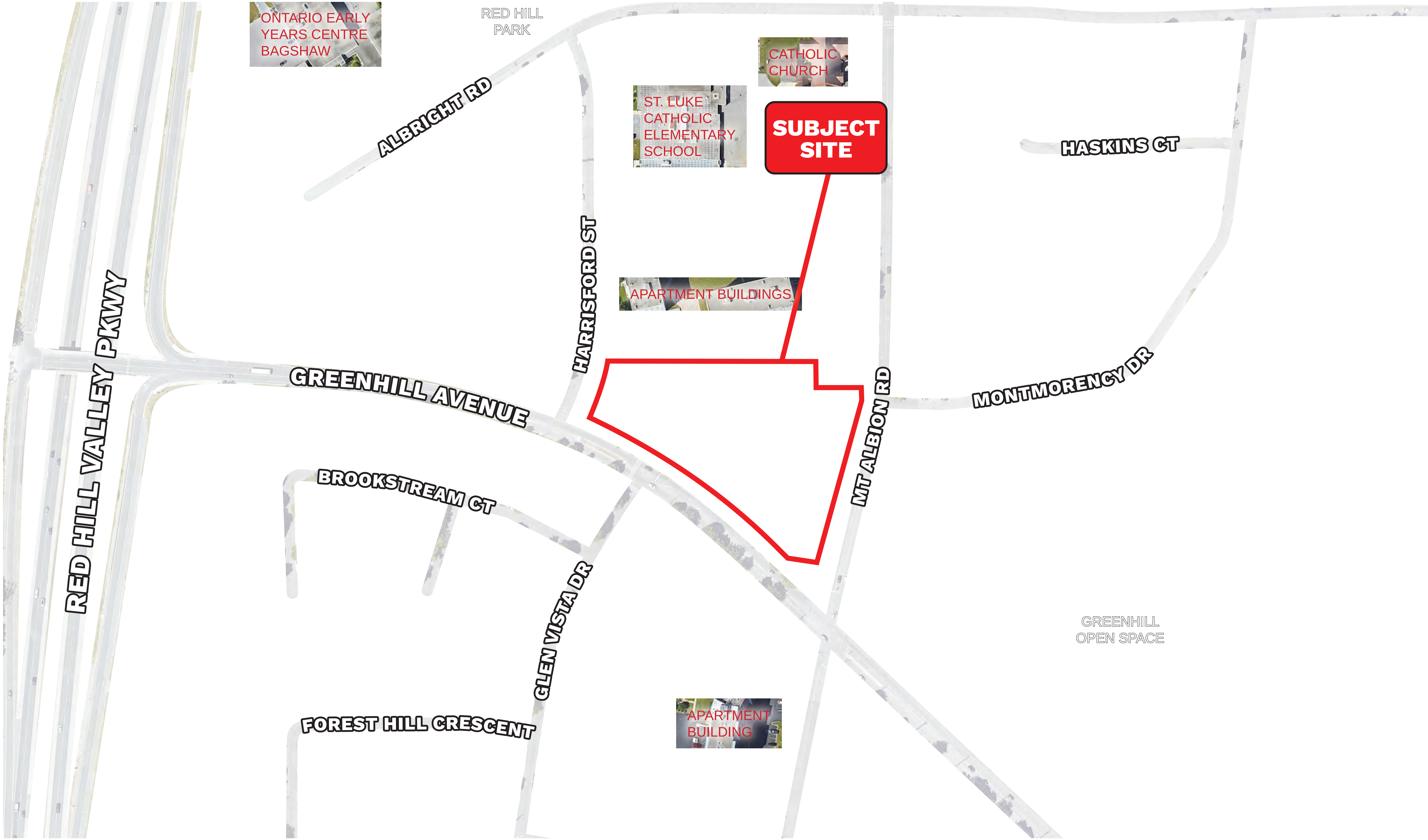
- Subject Site (SS)
- Bus Route 4
- Bus Route 11
- Bus Stops Close to SS
- Schools
- Rec Centres
- Retail
- Parks and Open Space
- Golf Club
- Places of Worship

Area Context



- Walking or Hiking Trail
- Boardwalk
- Paved Multi-Use Trail
- Unpaved Multi Use Trail
- Designated Bicycle Lane
- Signed On-Street Bicycle Route
- Cautionary Unsigned Bicycle Route
- Paved Shoulder
- High Volume and / or Narrow Lane
- Provincial Cycling Network
- Greenbelt Route
- SoBi Bike Share Coverage
- SoBi Bike Share Station (Inset D only)
- Access Point
- Two Way Bicycle traffic on 1-way street
- General Traffic Flow

Cycling & Trail Network Map



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399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Context Plan
May 20, 2022


399 Greenhill Ave
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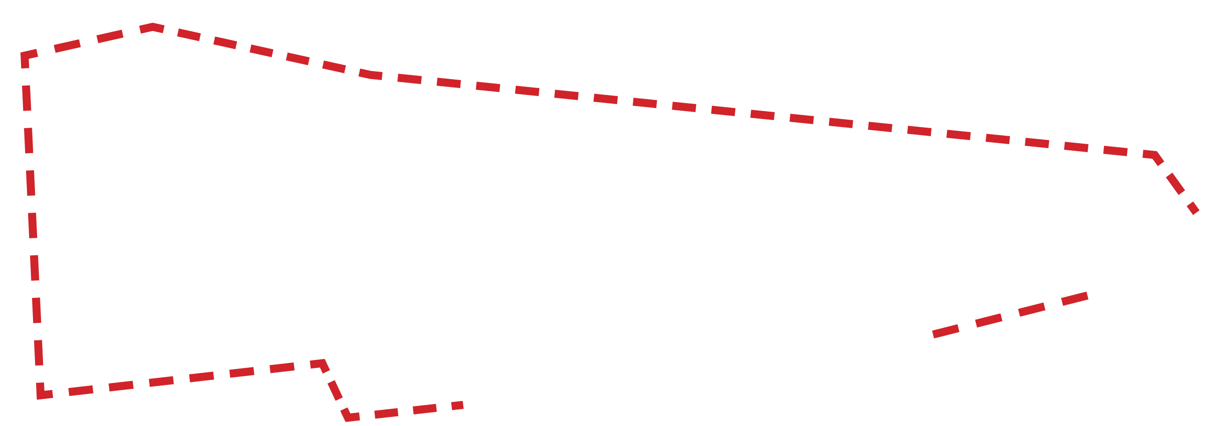

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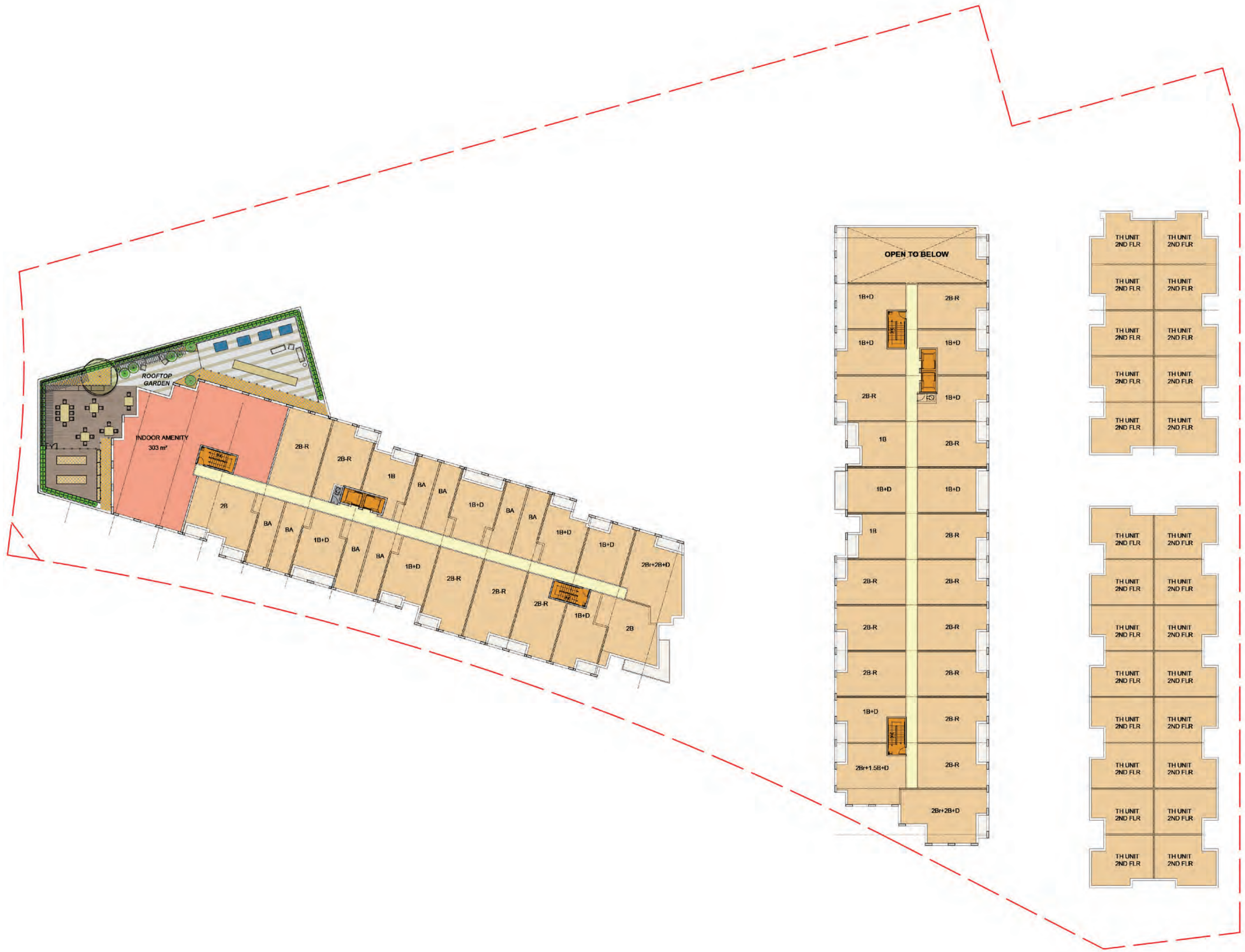
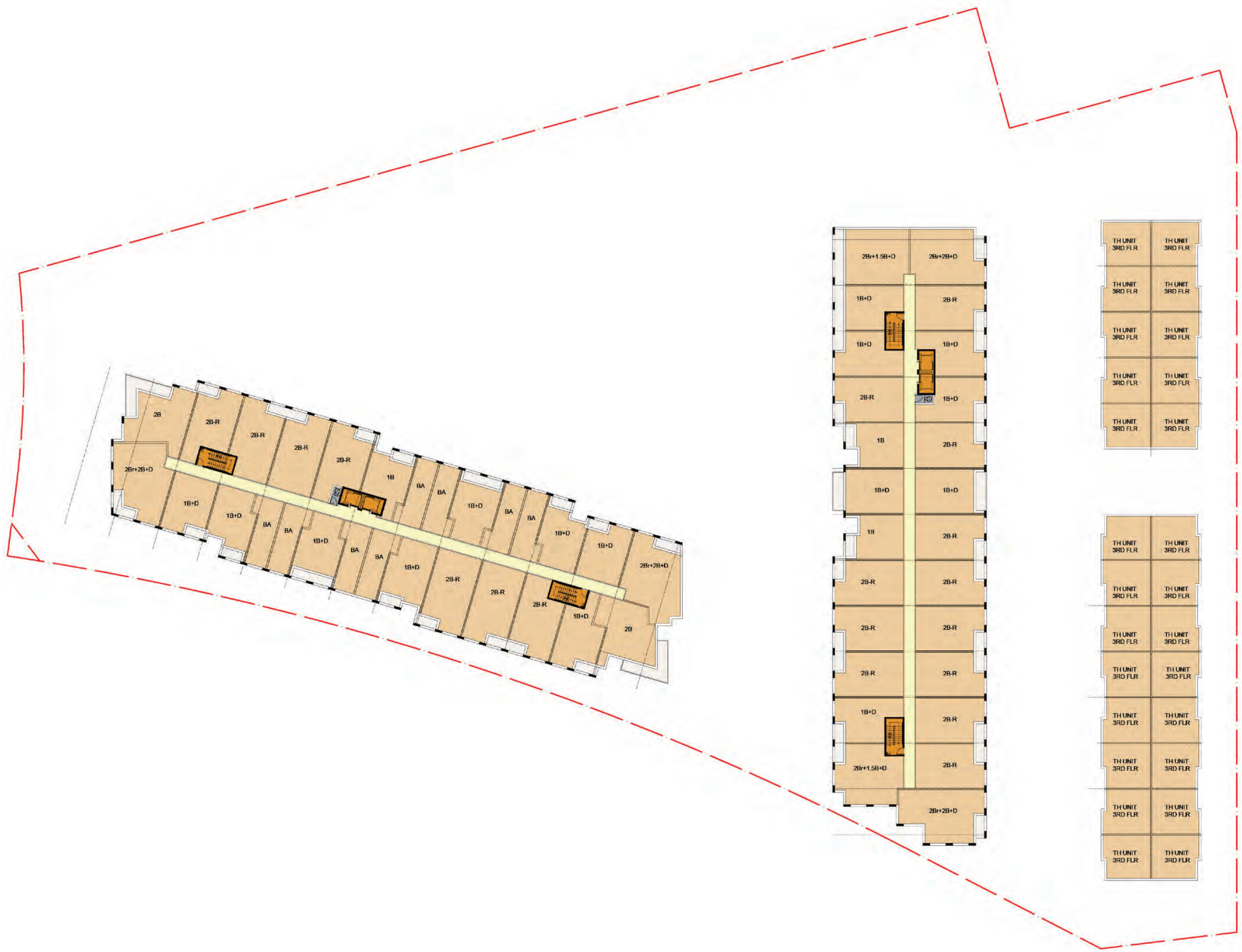


399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Level 02 Floor Plan
May 20, 2022



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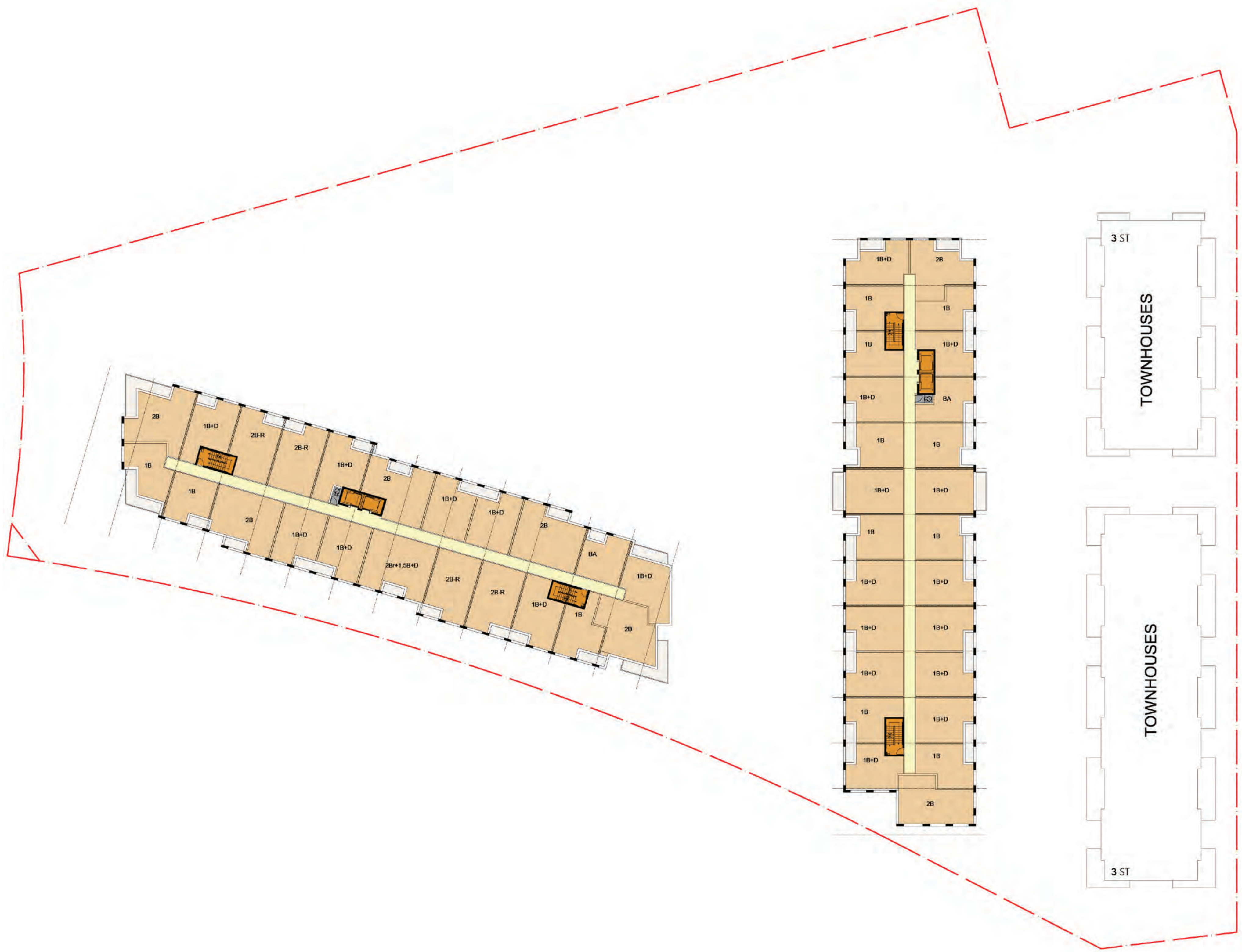
399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Level 03 Floor Plan
May 20, 2022



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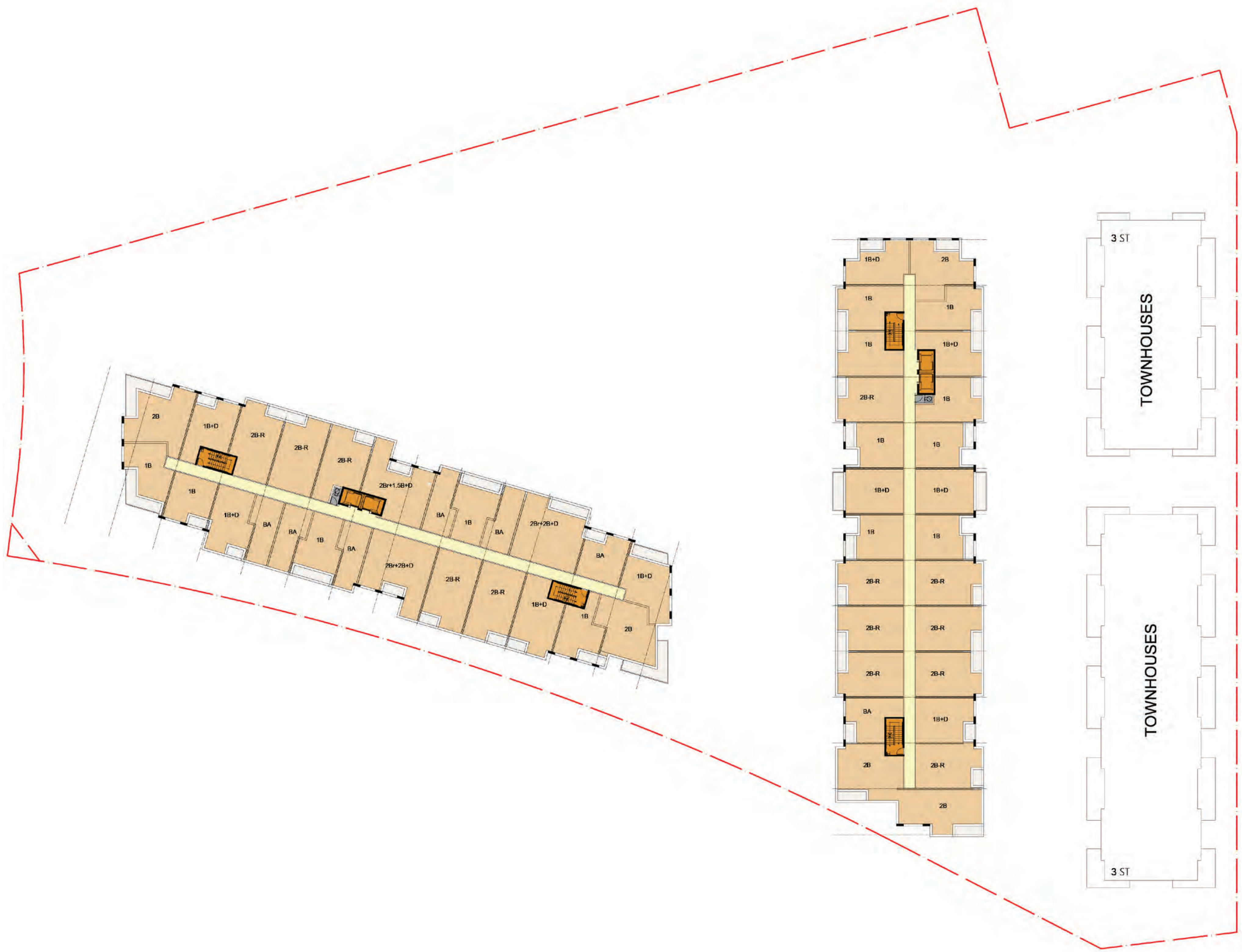
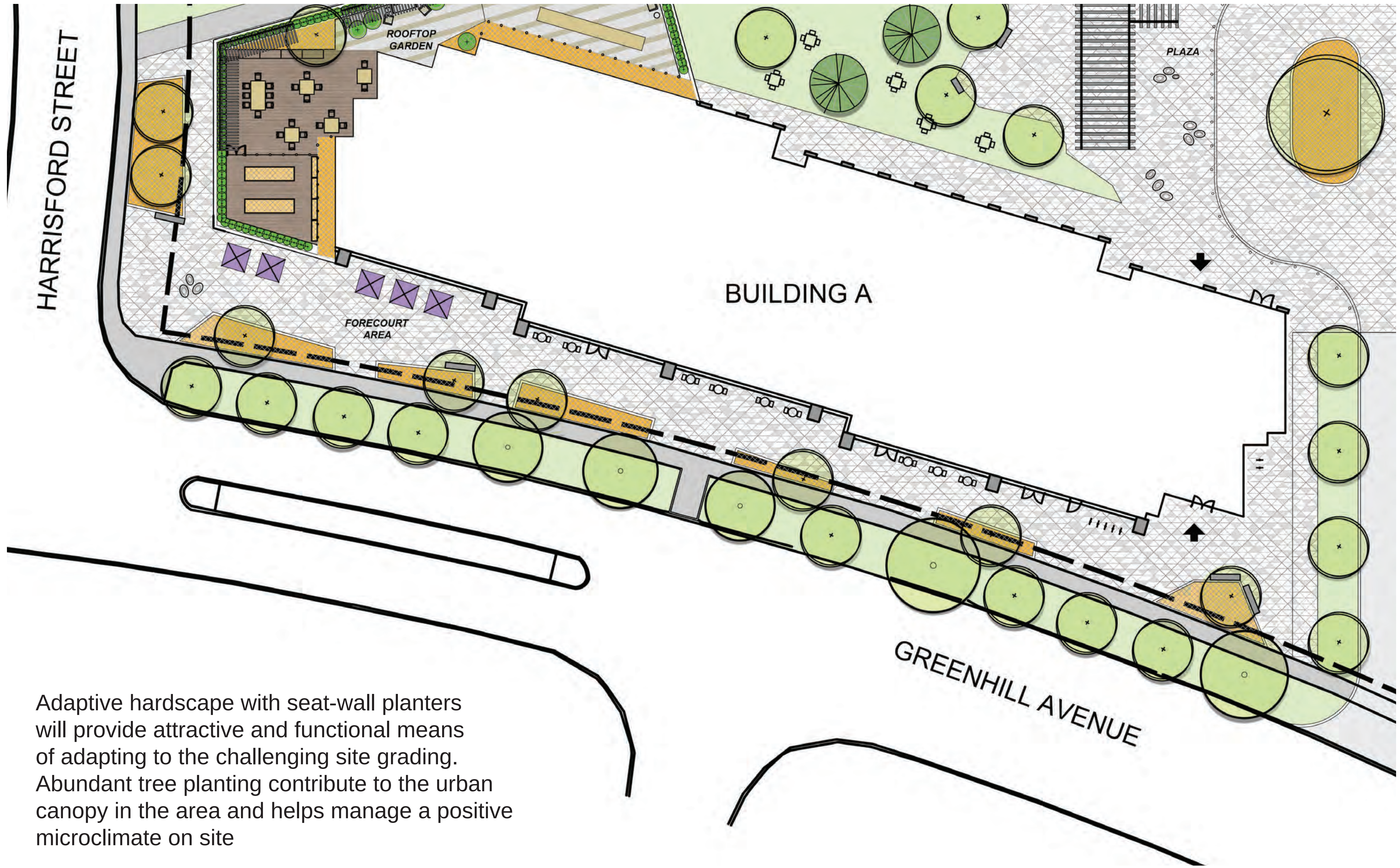
399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Level 04 Floor Plan
May 20, 2022


3 ST
TOWNHOUSES
TOWNHOUSES
3 ST

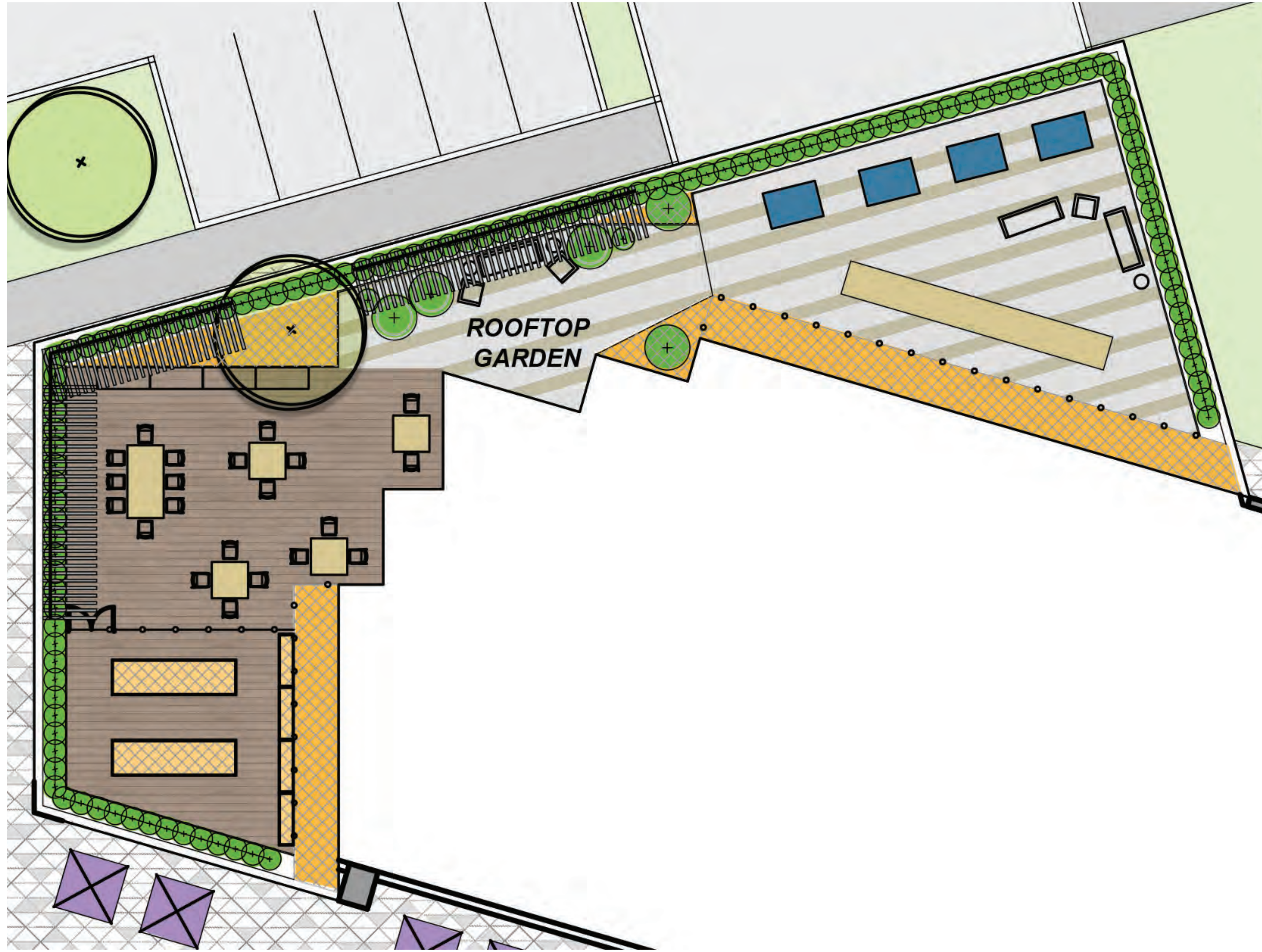
Streetscape

Precedent Imagery



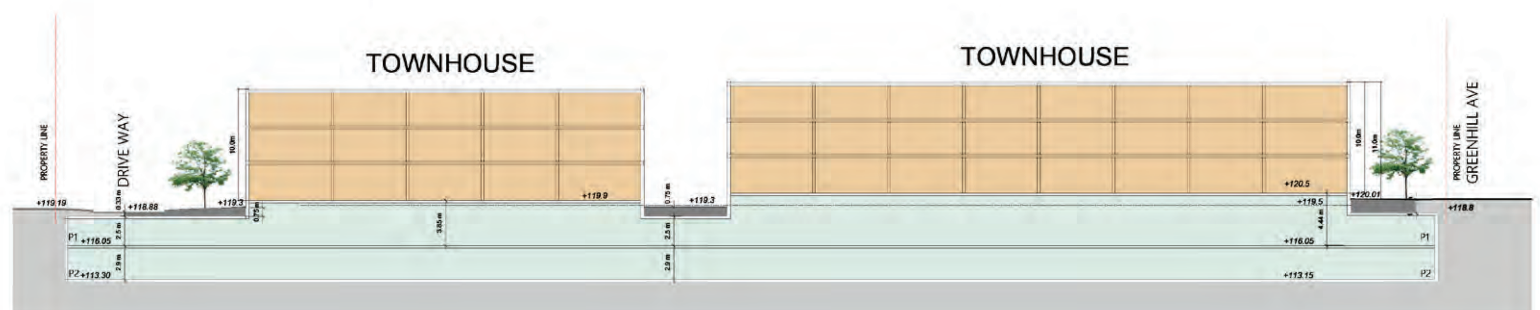
Adaptive hardscape with seat-wall planters will provide attractive and functional means of adapting to the challenging site grading. Abundant tree planting contribute to the urban canopy in the area and helps manage a positive microclimate on site

Rooftop Amenity

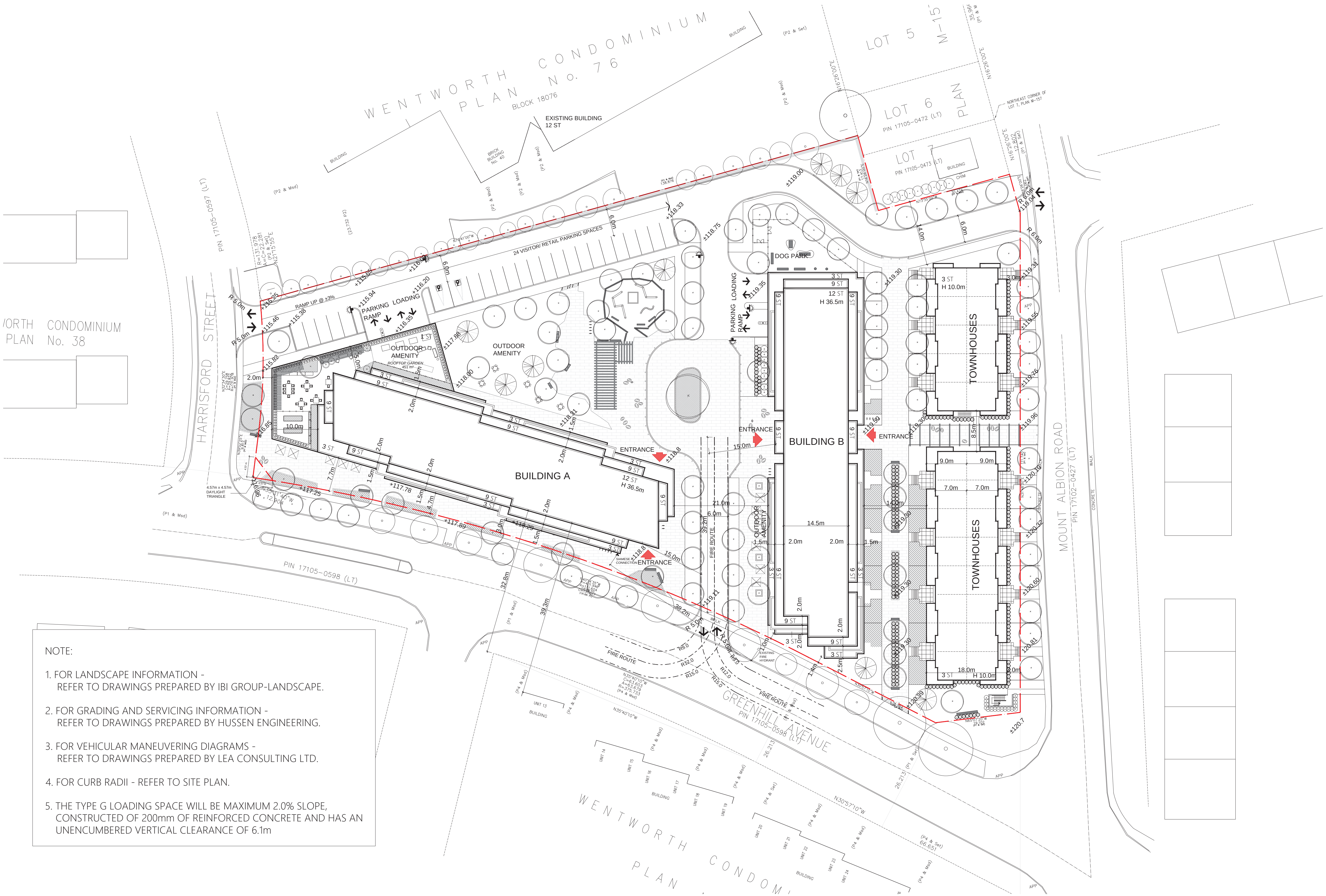


The rooftop amenity is a garden in the sky; a natural space in an unnatural location. A high percentage of greenery and planting makes the space comfortable for a variety of activities.

Townhouse Elevation

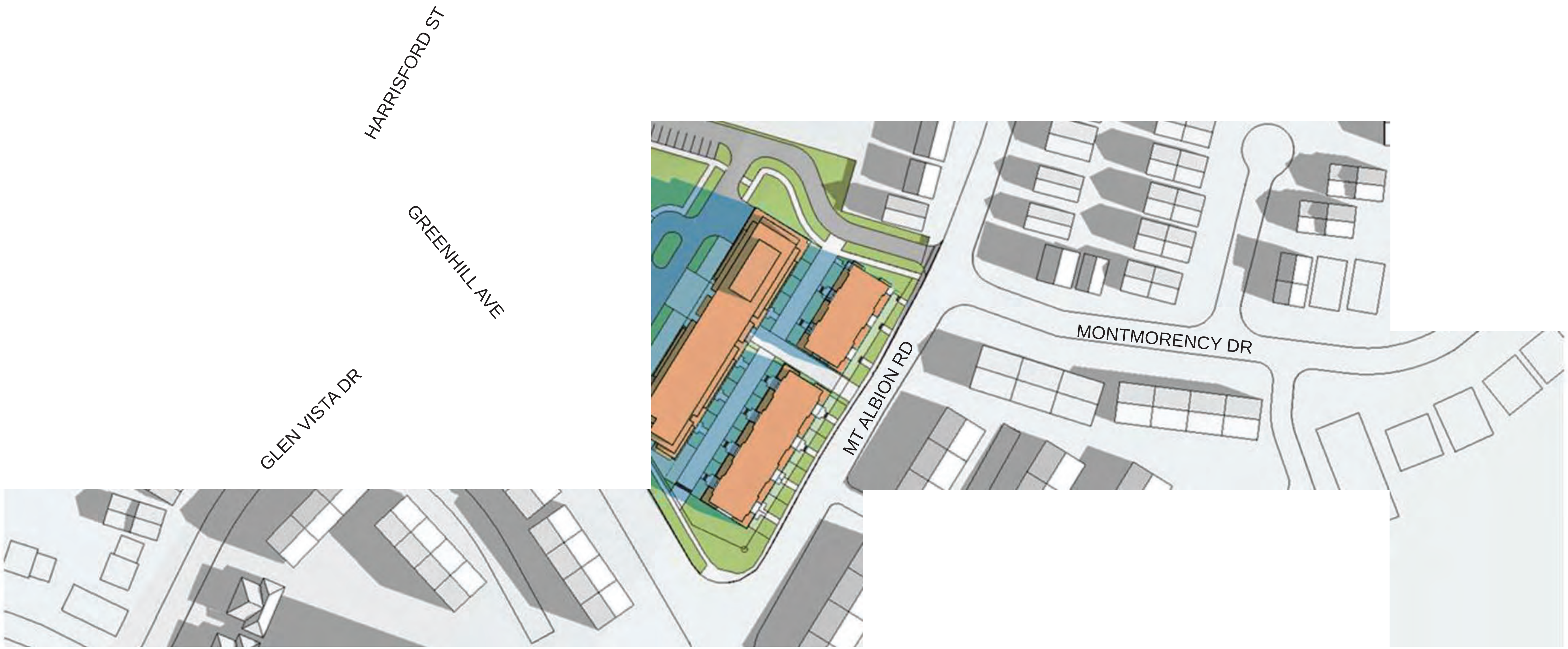


Townhouse Building Section D



NOTE:

1. FOR LANDSCAPE INFORMATION - REFER TO DRAWINGS PREPARED BY IBI GROUP-LANDSCAPE.
2. FOR GRADING AND SERVICING INFORMATION - REFER TO DRAWINGS PREPARED BY HUSSEN ENGINEERING.
3. FOR VEHICULAR MANEUVERING DIAGRAMS - REFER TO DRAWINGS PREPARED BY LEA CONSULTING LTD.
4. FOR CURB RADII - REFER TO SITE PLAN.
5. THE TYPE G LOADING SPACE WILL BE MAXIMUM 2.0% SLOPE, CONSTRUCTED OF 200mm OF REINFORCED CONCRETE AND HAS AN UNENCUMBERED VERTICAL CLEARANCE OF 6.1m



PROPOSED BUILDINGS

PROPOSED SHADOW

MARCH 21, 9:18 DST

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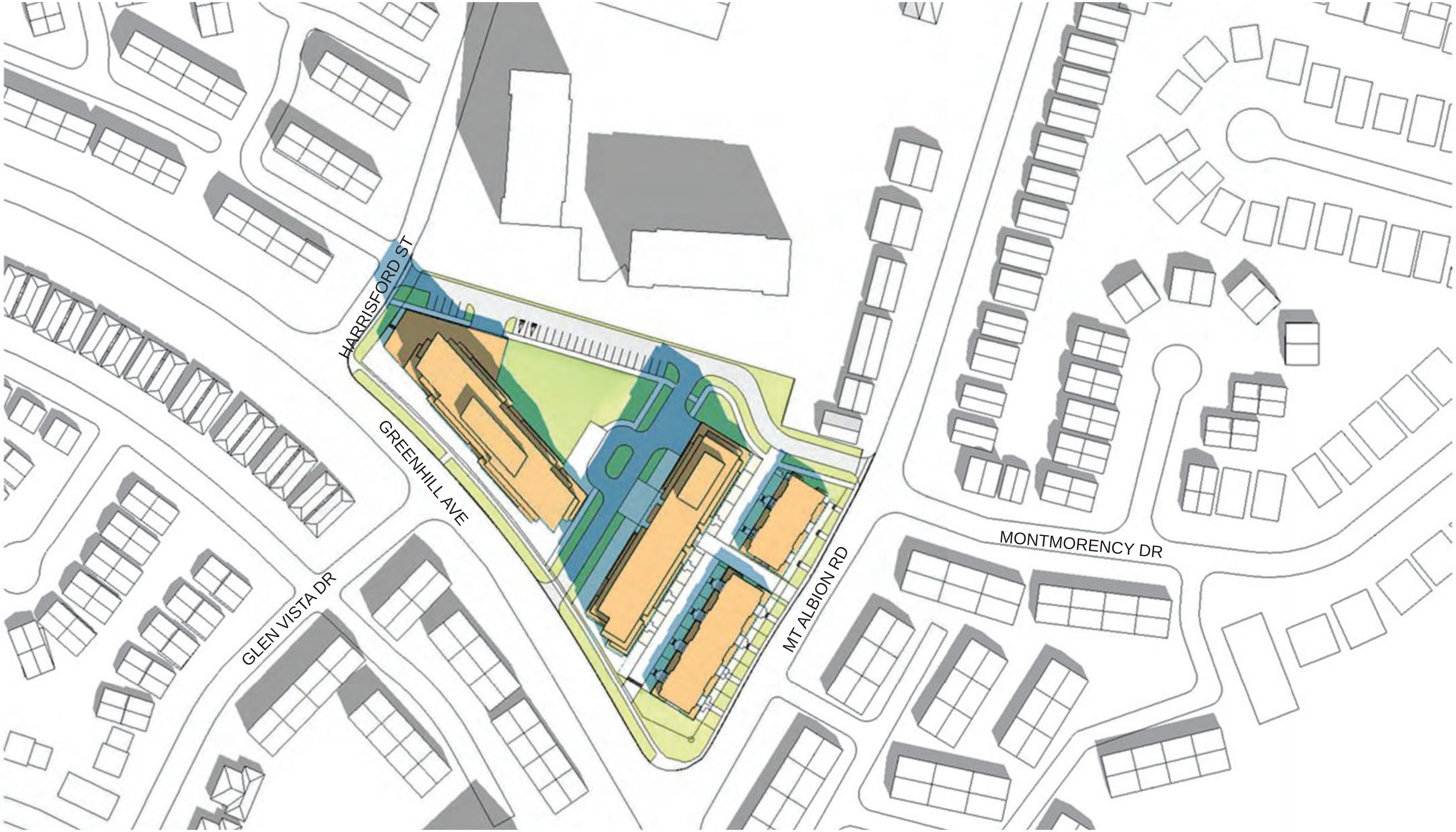
399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022



PROPOSED BUILDINGS

PROPOSED SHADOW

MARCH 21, 12:18 DST

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399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

PROPOSED BUILDINGS

PROPOSED SHADOW

MARCH 21, 13:18 DST

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Shadow Study
May 20, 2022

PROPOSED BUILDINGS
PROPOSED SHADOW

MARCH 21, 15:18 DST

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399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

PROPOSED BUILDINGS
PROPOSED SHADOW

MARCH 21,16:18 DST

399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

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PROPOSED BUILDINGS
PROPOSED SHADOW

MARCH 21,18:18 DST

399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
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May 20, 2022

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PROPOSED BUILDINGS

PROPOSED SHADOW

JUNE 21, 12:18 DST

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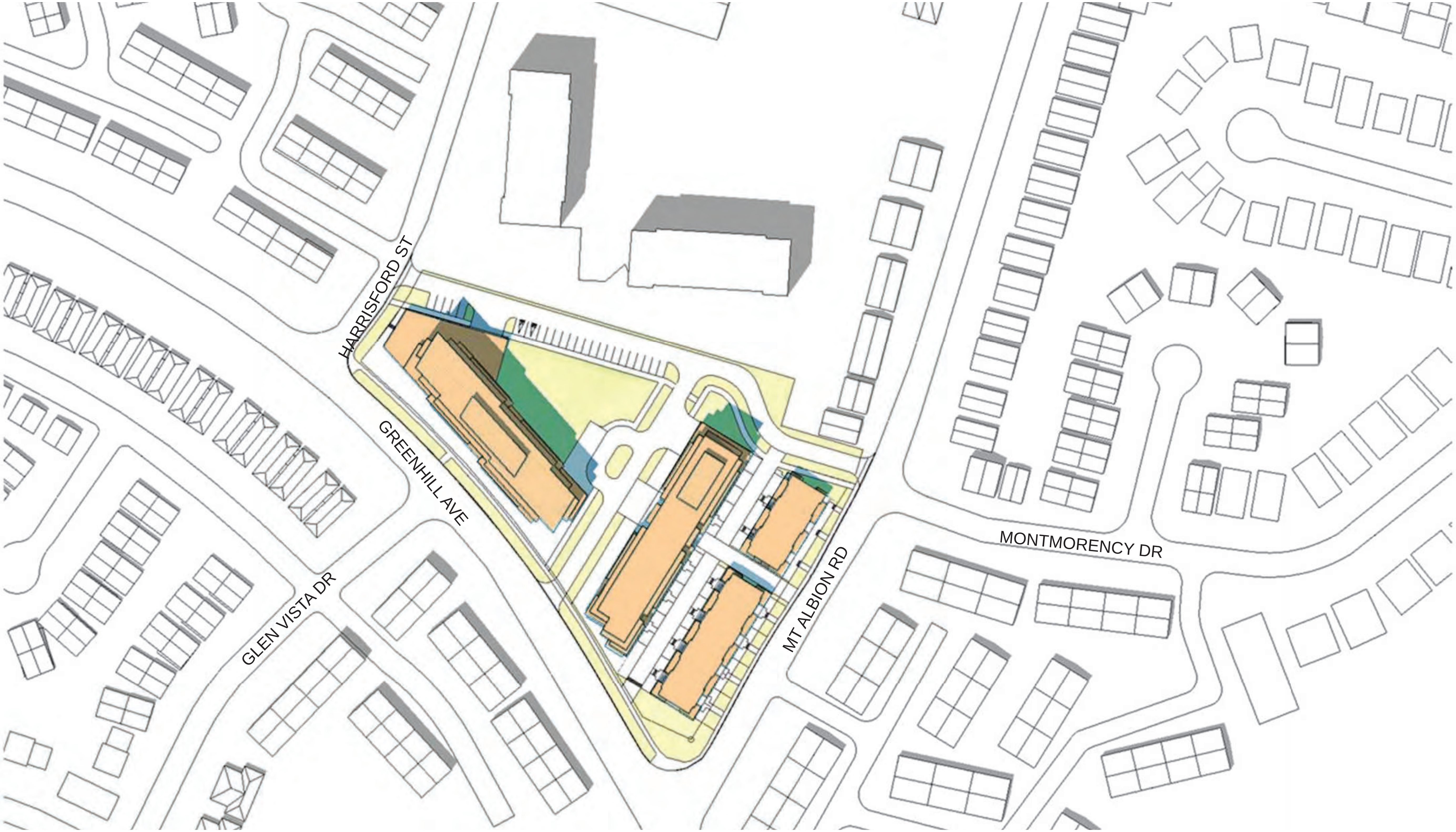
399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022



PROPOSED BUILDINGS

PROPOSED SHADOW

JUNE 21, 14:18 DST

PROPOSED BUILDINGS
PROPOSED SHADOW

JUNE 21, 15:18 DST

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May 20, 2022

PROPOSED BUILDINGS

PROPOSED SHADOW

JUNE 21, 16:18 DST

399 GREENHILL DEVELOPMENT

399 Greenhill Avenue, Hamilton, Ontario

Shadow Study

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PROPOSED BUILDINGS

PROPOSED SHADOW

JUNE 21, 17:18 DST

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399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

PROPOSED BUILDINGS

PROPOSED SHADOW

JUNE 21, 18:18 DST

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399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

PROPOSED BUILDINGS

PROPOSED SHADOW

SEPTEMBER 21, 9:18 DST

399 GREENHILL DEVELOPMENT

399 Greenhill Avenue, Hamilton, Ontario

Shadow Study

May 20, 2022

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PROPOSED BUILDINGS

PROPOSED SHADOW

SEPTEMBER 21, 10:18 DST

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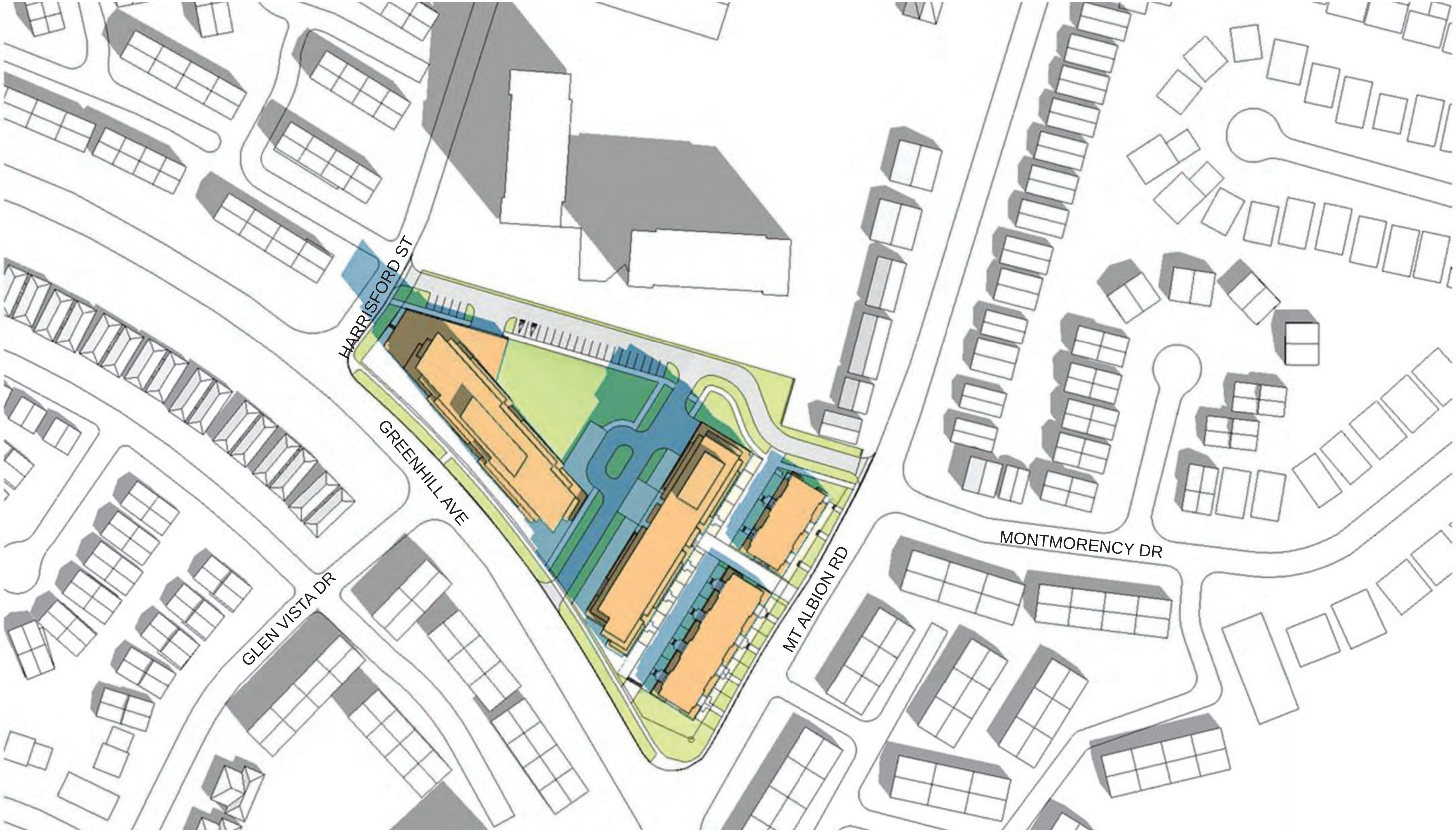

PROPOSED BUILDINGS
PROPOSED SHADOW

SEPTEMBER 21,11:18 DST

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399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
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PROPOSED BUILDINGS
PROPOSED SHADOW

SEPTEMBER 21, 12:18 DST

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399 Greenhill Avenue, Hamilton, Ontario
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May 20, 2022

PROPOSED BUILDINGS

PROPOSED SHADOW

SEPTEMBER 21, 13:18 DST

399 GREENHILL DEVELOPMENT

399 Greenhill Avenue, Hamilton, Ontario

Shadow Study

May 20, 2022

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PROPOSED BUILDINGS

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SEPTEMBER 21, 14:18 DST

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PROPOSED BUILDINGS

PROPOSED SHADOW

SEPTEMBER 21, 15:18 DST

IBI BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

399 GREENHILL DEVELOPMENT
399 Greenhill Avenue, Hamilton, Ontario
Shadow Study
May 20, 2022

PROPOSED BUILDINGS

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1 EXECUTIVE SUMMARY

The Development proposed by Medallion Developments Inc. for 399 Greenhill Avenue in Hamilton, Ontario has been assessed for Environmental standards with regard to Pedestrian Level Wind Velocities relative to comfort and safety. The pedestrian level wind and gust velocities measured for the forty-four (44) locations tested are within the safety criteria and most are within the comfort criteria described within the following report.

The proposed Development is located in the City of Hamilton and occupies the southern portion of the block of lands bound by Albright Road to the northeast, Mount Albion to the southeast, Greenhill Avenue to the southwest, and Harrisford Street to the northwest. The site is currently occupied by a low rise commercial building that will be removed. The Development involves a proposal to construct two 12 storey buildings denoted Buildings A and B, as well as two 3 storey townhouse blocks. Based upon this analysis, wind conditions on and around the proposed Development are predicted to be mainly suitable for strolling, standing, or better, year-round, under normal to high ambient wind conditions, with localised windy conditions within the gap between Buildings A and B.

Suburban lands supporting mainly low to mid-rise residential buildings and low-rise institutional buildings surround the property, with open lands supporting mature vegetation to the northwest through west and south through east of the site beyond. The site is situated approximately 5km southwest of Lake Ontario.

Urban developments provide surface roughness, which induces turbulence that can be wind friendly, while suburban settings similarly, though to a lesser extent, prevent wind from accelerating as the wind's boundary layer profile thins at the pedestrian level. Conversely, open settings afford wind the opportunity to accelerate. Mid to high-rise buildings typically exacerbate wind conditions within their immediate vicinity, to varying degrees, by redirecting wind currents to the ground level and along streets and open areas. Transition zones from open, and/or suburban, to urban settings often prove problematic, as winds exacerbated by relatively more open settings are redirected to flow over, around, down, and between urban buildings.

The proposed Development's buildings penetrate winds that formerly flowed over the site. The increased blockage relative to the existing setting causes wind to redirect to flow over the buildings, without consequence, and/or, depending upon the angle of incidence, around, or down the buildings towards the pedestrian level, as downwash. At the pedestrian level, the winds redirect to travel horizontally along the buildings, around the corners and beyond, creating windswept areas at or near the gap between Buildings A and B.

The Development is punctuated with steps, balconies, notches, canopies and other features that discourage downwash associated with prevailing winds, deflecting a portion of said flows around the building at elevations well above the pedestrian level. This results in a moderate upset to the impending wind climate realised at the site with inclusion of the proposed Development, relative

to the existing setting. Where mitigation was required, it was achieved through the incorporation of the following design features:

- stepped façades
- irregular facades
- moderate height
- balconies
- canopies
- landscaping

and others, that were included in the proposed Development's massing and landscape design. Additional mitigation is recommended for areas within the gap between Buildings A and B, as well as for the western entrance to Building B and Outdoor Amenity Spaces throughout the site, in order to achieve comfortable conditions that are suitable for the intended uses. Comfort conditions expected at the proposed Development site are in many cases improved, or similar to the existing setting, and considered acceptable to the suburban context.

Respectfully submitted,

Nicole Murrell, M.Eng.

Paul Kankainen, M.A.Sc.

Stephen Pollock, P. Eng.

Figure 7c: Pedestrian level wind velocity comfort categories.

Comfort Categories - Summer - Existing

Sitting Standing Strolling Walking Uncomfortable

34

Theakston Environmental

Figure 7d: Pedestrian level wind velocity comfort categories.

Comfort Categories - Summer - Proposed

Sitting Standing Strolling Walking Uncomfortable

35

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Figure 9a: Pedestrian level wind velocity safety criteria.

Safety Criteria - Existing

All-Weather Areas Exceeding All-Weather Areas

39

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Environmental

Figure 9b: Pedestrian level wind velocity safety criteria.

Safety Criteria - Proposed

All-Weather Areas   Exceeding All-Weather Areas

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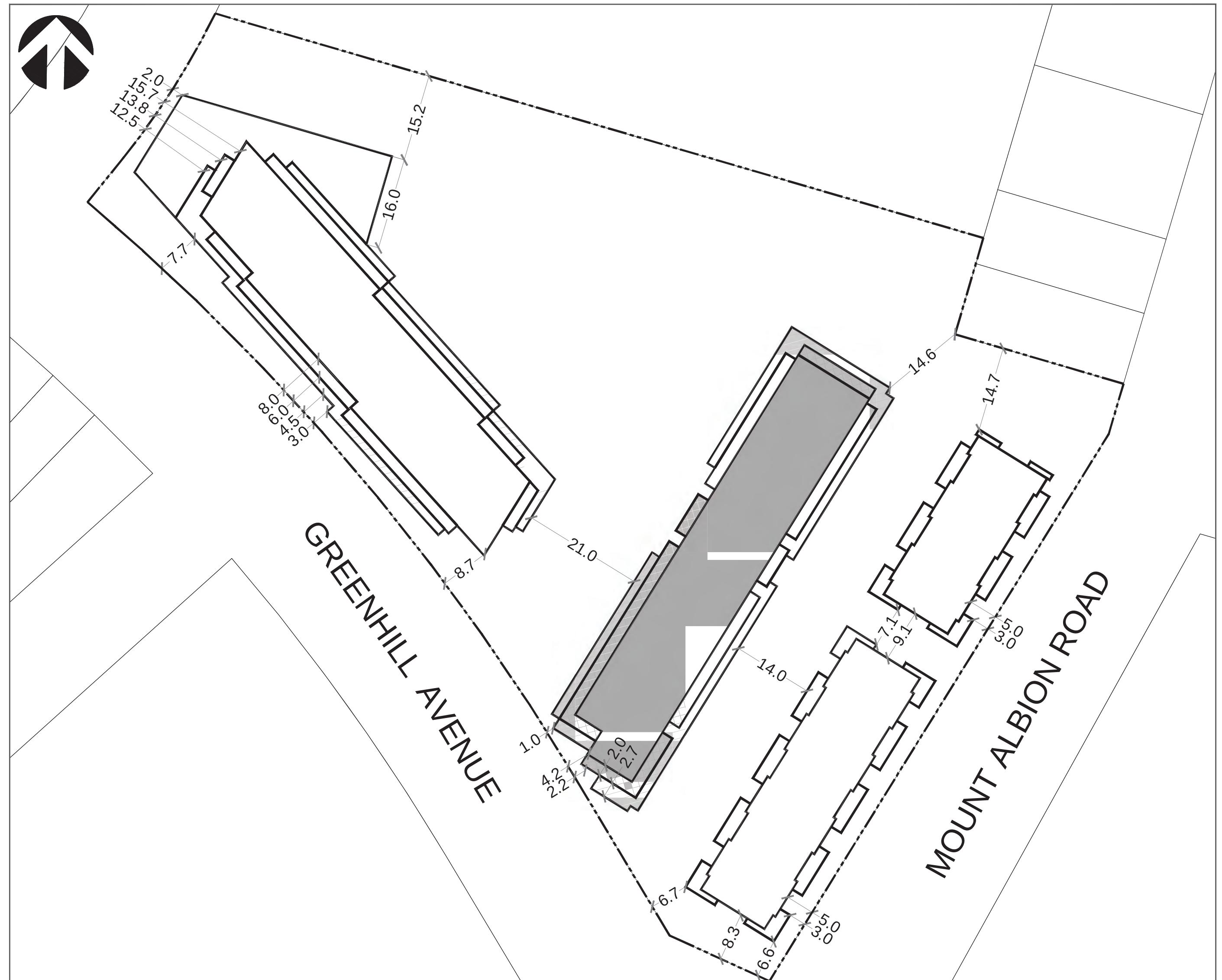
40



This is Schedule "2" to By-law No. 22 -

Passed the ___ day of _______ 2022

Mayor

Clerk

Schedule "2"

Map Forming Part of
By-law No. 22 -

to Amend City of Hamilton By-law No. 05-200

Scale: N.T.S	File Name/Number: __-_____
Date: March 18, 2022	Prepared By: Bousfields Inc.

Subject Property
399 Greenhill Avenue, Hamilton

- Max. Building Height 6.5m
- Max. Building Height 11.0m
- Max. Building Height 29.0m
- Max. Building Height 36.5m