

25 Rymal Road West, Hamilton URBAN DESIGN BRIEF URBAN DESIGN REVIEW PANEL SUBMISSION



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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC Planning") has been retained by the owner of 25 Rymal Road (the 'subject lands') to prepare an Urban Design Brief as part of a submission to the City's Urban Design Review Panel (UDRP). Materials submitted to UDRP have been prepared in support of a future Zoning By-law Amendment.

The subject lands are located on the south side of Rymal Road West, in proximity to Upper James Street, in the Hamilton urban area.

This Urban Design Brief is intended to summarize the design intent, provide analysis and response to existing design policies and provide design direction with an overall objective of achieving a high standard of design. This Urban Design Brief illustrates how the proposed development has met the design vision of the City's *Urban Hamilton Official Plan* and demonstrates how the proposed development has been designed to be compatible with the surrounding neighbourhood.

1.1 THE POLIICY FRAMEWORK

Under the Urban Hamilton Official Plan (UHOP), the Subject lands are designated as "Mixed Use - Medium Density" (see **Figure 1**). The intent of the "Mixed Use - Medium Density" designation is to *permit a full range of retail, service commercial, and residential accommodation at a moderate scale and to increase the proportion of multiple storey, mused use buildings that have retail and service commercial uses at grade. The proposed development includes the retention of an existing multi-tenant commercial building and the development of a 12-storey*

mixed-use building with 88 residential units and approximately 129 square metres of commercial space. A mix of one, two and three bedroom units are proposed. The proposed development represents an efficient use of a currently underutilized property; will assist the City in achieving its residential growth targets within the existing built-up area; and will contribute to the development of complete communities.

1.2 OUR APPROACH

MHBC has prepared this Urban Design Brief to illustrate how the proposed development has met key design policies and objectives of the City's Urban Hamilton Official Plan. This Brief has been prepared in accordance with the City of Hamilton's terms of reference for Urban Design Briefs and provides the rationale for the arrangement of the urban design components of a development. This includes the location and design of the building, compatibility and fit within the context, vehicular and pedestrian circulation systems, parking, site bufferina and landscaping.

We look forward to presenting this project at the next available UDRP meeting.

Yours truly, MHBC

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Andrea Sinclair MUDS, BES, MCIP, RPP Partner & Urban Designer



FIGURE 1: URBAN HAMILTON OFFICIAL PLAN - SCHEDULE E



2.0

Background & Existing Conditions

2.1 DESCRIPTION OF EXISTING ON-SITE ATTRIBUTES & CONSIDERATIONS

The Subject Lands have a total area of approximately 0.43 hectares, with approximately 76.2 metres of frontage on Rymal Road West. The Subject Lands are currently comprised of a multi-tenant commercial building and associated surface parking. **Figure 2** illustrates the location of the Subject Lands.

EXISTING TOPOGRAPHY AND VEGETATION

The topography of the Subject Lands is generally flat. The eastern portion of the Subject Lands consists of the existing commercial building. There are some mature trees at the rear of the property adjacent to the property boundary. Almost the entirety of the Subject Lands is developed with surface parking and the commercial building. There is a small grassed buffer between the public sidewalk and the surface parking lot.

EXISTING BUILDINGS AND STRUCTURES

An existing 2-storey commercial building is located in the eastern portion of the Subject Lands. A Tim Hortons restaurant with a drivethru component is located in the northern half of the building, and a 2-storey retail/office space is located in the southern half of the building. The two halves of the building are distinct in style. The restaurant component is consistent with the design of many other Tim Hortons with materials that mimic the look of wood and stone. The other half of the building includes two types of bricks and has a peaked roof. The existing building is proposed to remain as-is.

There are no other structures on the Subject Lands aside from a fenced in garbage area adjacent to the existing building. A wooden privacy fence is provided at the eastern and southern property boundaries to screen the drive-thru and parking lot from surrounding properties.

2.2 DESCRIPTION AND ANALYSIS OF SITE CONTEXT

COMMUNITY CONTEXT

The subject lands are located on the south side of Rymal Road West, in proximity to Upper James Street, in Hamilton. The UHOP identifies the Upper James Street / Rymal Road area as a Community Node signifying the importance of the area for the City of Hamilton. The intent of Community Nodes is to provide community scale retail stores and services to residents within the Node and surrounding neighbourhoods in a vibrant, mixed use area.

Both Rymal Road West and Upper James Street are designated as Major Arterials under Schedule C of the UHOP. The primary function of Major Arterial roadways is to "carry *relatively high volumes of intramunicipal and inter-regional traffic through the City.*" Rymal Road serves as an important east-west route in southern Hamilton, while Upper James serves as an important northwest route connecting Downtown to the North and Highway 6 to the south. Further, this area serves as an important commercial hub for this part of Hamilton.

NEIGHBOURHOOD CONTEXT

The Subject lands are surrounded by lowrise residential and commercial uses. The Subject Lands are primarily surrounded by low-rise commercial uses, with low-rise residential uses to the south. The surrounding area also includes existing transit, multiple parks and an elementary school. As a result, the Subject Lands are located in proximity to a number of community amenities. The neighbourhood context is illustrated on **Figure 3**.

The direct interface of the Subject lands in all directions are as follows:

NORTH: Low-rise commercial uses occupy the north side of Rymal Road West. The South Hamilton Square includes a number of commercial uses including a major grocery store, services, entertainment, and office and restaurants.

EAST: A low-rise commercial use, a gas station and car wash, is located immediately to the east of the Subject Lands. Further east, beyond Upper James Street are more commercial uses including a fast food restaurant and retail.

SOUTH: The lands to the south of the Subject Lands consist of existing low-rise residential uses. 1-storey and 2-storey homes front Kennedy Avenue.

WEST: Low-rise commercial uses occupy the lands to the west. Immediately west of the Subject Land is a car wash. Further west are more commercial uses including a car dealership and professional offices.



EXISTING COMMERCIAL DEVELOPMENT ON SUBJECT LANDS PROPSOED TO REMAIN.



EXISTING SURFACE PARKING LOT PROPOSED TO BE PARTIALLY REDEVELOPED. THE ABOVE IMAGE ALSO ILLUSTRATES THE EXISTING TRANSIT STOP ADJACENT TO THE PROPERTY AND MATURE TREES ALONG THE REAR PROPERTY LINE (PROPOSED TO REMAIN).



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FIGURE 3: NEIGHBOURHOOD CONTEXT MAP

STREETSCAPE CONTEXT

The Subject Lands are located along the south side of Rymal Road West, which is identified as a Major Arterial within the UHOP. Rymal Road West serves as an important east-west corridor in this part of Hamilton. The streetscape is representative of a typical arterial commercial street. There are two lanes of through traffic in both directions with a centre turning lane. There are sidewalks on both sides of the street as well.

Low-rise commercial uses generally front the portion of Rymal Road West in proximity to the Subject Lands. The area consists primarily of 1 and 2-storey retail and restaurants with large setbacks from Rymal Road West. The commercial buildings primarily consist of national and multinational retail tenants and the style is representative of those uses. There isn't a defining character in the area as these tenants often update their buildings to be consistent of their corporate design. The buildings typically consist of brick and/or concrete and have flat roofs. Parking is typically located in large surface lots between the street and the buildings. The streetscape at the southern portion of Rymal Road West (adjacent to the Subject Lands) generally lacks vegetation, while the northern portion includes setbacks with trees.

SITE CONTEXT

The topography of the Subject Lands and surrounding properties is generally flat. Properties that border the Subject Lands to the south (which front Kennedy Avenue) generally have mature vegetation in their rear vards which provides a natural buffer. Properties to the south of the Subject Lands include a mix of older and infill 1 and 2storey detached housing. Parking is typically provided in front yards and garages. Properties immediately east and west of the Subject Lands are consistent with the development described in the Streetscape Context Section. Streetscape and site context are illustrated as shown in **Images** 1 to 4.



IMAGE 1: LOOKING WEST ALONG RYMAL ROAD WEST



IMAGE 2: LOOKING WEST ALONG RYMAL ROAD WEST



IMAGE 3: LOOKING EAST ALONG RYMAL ROAD WEST



IMAGE 3: LOOKING NORTH ALONG KENNEDY AVENUE

2.3 DESCRIPTION OF APPLICABLE DESIGN REQUIREMENTS

The City of Hamilton provides urban design policies and guidelines through a range of approved policy and guideline documents. The Urban Design policies of the City of Hamilton Urban Official Plan (UHOP) are relevant to the proposed development. The City's Corridor Planning Principles and Design Guidelines are also applicable to the Subject Lands and will continue to be evaluated during the more detailed site plan process. There are no Secondary Plans applicable to the Subject Lands.

URBAN HAMILTON OFFICIAL PLAN

Section 3.3 of Chapter B in the Urban Hamilton Official Plan outlines Urban Design Policies to create compact and interconnected, pedestrian-oriented, and transit-supportive communities within which all people can attain a high quality of life. The policies of this section of the Official Plan direct design in both the public and private realms.

B.3.3.1 Urban Design Goals

B.3.3.1.1 Enhance the sense of community pride and identification by creating and maintaining unique places.

The proposed development will revitalize an underutilized site by providing a mixed-use building on what is currently a surface parking lot. The proposed building will positively contribute to the existing streetscape.

B.3.3.1.2 Provide and create quality spaces in all public and private development.

The proposed development includes high quality building materials and enhanced architectural design. The stepping down in building height has created an opportunity for private outdoor amenity space at multiple levels within the development. On-site landscaping will include high-quality materials.

B.3.3.1.3 Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.

The proposed development will include a barrier free connection to the existing public sidewalk system. The building design meets all AODA requirements. The provision of a mixed use building in place of the current surface parking lot will create more pedestrian activity on the surrounding streetscape.

B.3.3.1.4 Create communities that are transit-supportive and promote active transportation.

The proposed compact built form and site layout are supportive of active transportation and existing and planned transit within the surrounding neighbourhood, including transit stops east and west of the Subject Lands The proposal introduces additional density in support of the existing transit facilities in the area.



RENDERING OF PROPOSED MIXED-USE BUILDING

The proposed development has a compact built form and supports active transportation and the existing transit service along Rymal Road. The building will have direct access to the public sidewalk system and will bicycle parking will be provided.

B.3.3.1.5 Ensure that new development is compatible with and enhances the character of the existing environment and locale.

The Subject Lands are located along a Mixed Use corridor and are surrounding on three sides by commercial development. The Subject Lands are further located along an existing transit route and are an ideal location The building has been for intensification. designed with consideration of the low rise residential uses to the south. To provide an appropriate height transition, the proposed building steps down in height as it approaches the adjacent low rise residential units. Shadow studies illustrate that there will be no impacts to the existing low rise residential area.

B.3.3.1.6 Create places that are adaptable and flexible to accommodate future demographic and environmental changes.

The proposed development introduces a new use on site (residential development), which itself is varied by providing a mix of unit sizes and affordability levels. The redevelopment of a surface parking lot for a mixed use building creates flexibility in site use.

B.3.3.1.7 Promote development and spaces that respect natural processes and features and contribute to environmental sustainability.

The infill development of a mixed use building will result in a more compact form of development and a more sustainable use of the property. The proposed development maximizes the efficiency of the site and makes efficient use of existing services and transit. Bicycle parking and sustainable landscape materials will be incorporated. The building has also been designed to allow for the future installation of solar panels. Other sustainable measures are also being explored including the use of locally sourced and/ or recycled materials and water conservation and energy efficiently techniques.

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.



RENDERING ILLUSTRATING HEIGHT TRANSITIONS

The building has been designed with consideration of the low rise residential uses to the south. To provide an appropriate height transition, the proposed building steps down in height as it approaches the adjacent low rise residential units. The above illustrates how the height transitions from 12 storeys along Rymal Road to 6 storeys at the rear of the site.

The proposed development represents the intensification of an underutilized parcel that is sympathetic to the surrounding build form and provides landscaping and fencing at the interface with residential. As previously noted the building height steps down as it approaches existing residential with the rear of the building measuring six storeys in height. Rooftop terraces have been designed at depths that will minimize overlook.

B.3.3.1.9 Encourage innovative community design and technologies.

The proposed development has incorporated parking within the structure of the building where possible. It has been designed to allow for the retention of the existing commercial buildings and has been designed so that the residential component can function separately from the commercial unit. The stepping down of building height provides for height transitions while also creating opportunities for rooftop amenity space. As previously noted the building has been designed to accommodate future installation of solar panels.

B.3.3.1.10 Create urban places and spaces that improve air quality and are resistant to the impacts of climate change.

The redevelopment of the surface parking lot to a mixed use building will result in a more compact form of development than currently promote the of exists, use active transportation, and assist in reducina emissions. The provision of white or light roofs in place of the existing asphalt parking lot will help to reduce the heat island effect. Future residents will have the opportunity to use alternative forms of transportation given the site's proximity to existing transit. Bicycle parking will be provided. Other sustainable measures are also being explored including the use of locally sourced and/ or recycled materials and water conservation and energy efficiently techniques.

B.3.3.2.3 Principles

Urban design should foster a sense of community pride and identity by:

a. Respecting existing character, development patterns, built form, and landscape;

The Subject Lands are surrounded on three sides by commercial development. The Rymal Road corridor is designated mixed use and is intended to intensify over time. The proposed development is a more efficient use of the site and has been designed respecting existing built form while still allowing more density and height.

b. Promoting quality design consistent with the locale and surrounding environment;

Rymal Road, in proximity to the Subject Lands, has developed overtime as a low-rise commercial area with large amounts of surface parking. The proposed development provides an opportunity to revitalize and improve this portion of Rymal Road with a form of development which is more efficient and compact.

c. Recognizing and protecting the cultural history of the City and its communities;

The proposed development does not negatively impact any buildings of cultural significance.

d. Conserving and respecting the existing built heritage features of the City and its communities;

The Subject Lands do not contain any built heritage resources. Notwithstanding, the existing building on the Subject Lands is proposed to be retained.

e. Conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;

The topography of the Subject Lands is generally flat and the portion proposed to be developed consists of surface parking. There are no natural heritage or topographic features on the Subject Lands.

f. Demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;

The proposed development retains the existing commercial building while adding additional residential uses that compliment the surrounding residential neighbourhood. The public and private realms will be well delineated. Stepbacks in building height are proposed to demonstrate sensitivity with low rise uses to the south.

g. Contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;

The streetscape and site will be enhanced with improved landscaping. Significant amenity is provided through the use of rooftop amenity areas.

h. Respecting prominent sites, views, and vistas in the City; and,

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There are no prominent views or vistas within the Subject Lands. The proposed development will not impact any prominent views or vistas.

i. Incorporating public art installations as an integral part of urban design.

No public art is proposed at this point in time.

B.3.3.2.4 Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by:

a. organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;

The proposed development has been designed in a logical matter in terms of building orientation, building height transitions, site access and parking layout.

b. 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;

The proposed development introduces a new built form which is more efficient and sustainable than the single storey commercial uses that currently dominate the streetscape.

c. using materials that are consistent and compatible with the surrounding context in the design of new buildings;

The proposed development includes high quality materials that compliment the surrounding neighbourhood while still providing for contemporary design.

d. creating streets as public spaces that are accessible to all;

No new streets are being created. The proposed development will include direct connections to the existing public sidewalk and roadway system.

e. creating a continuous animated street edge in urban environments;

The existing streetscape along Rymal Road will be enhanced with landscaping and will be animated through the provision of ground



RENDERINGS ILLUSTRATING OUTDOOR AMENITY SPACE

Significant outdoor amenity space is proposed in the form of multiple rooftop terraces. Balconies provide additional outdoor amenity space. The depth of terraces minimizes overlook onto surrounding properties.

floor commercial uses located close to and immediately adjacent to the public street and sidewalk. This represents an improved condition when compared to the existing surface parking lot.

f. including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;

The public and private realms will be well defined through landscaping and signage.

g. creating public spaces that are humanscale, comfortable, and publicly visible with ample building openings and glazing;

No new public spaces are proposed however the proposed development will connect directly to the existing public sidewalks. Ground floor commercial units will have large amounts of glazing and well defined building openings.

h. creating, reinforcing, and emphasizing important public vistas and view corridors; and,

There are no important public vistas and view corridors in this location. The proposed development will assist in the transition of this area over time to more intense compact forms of development.

i. minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.

The building will be constructed to ensure acceptable noise levels within the building. Rooftop amenity areas are elevated and are located on the side and rear of the building where they will be buffered from the road traffic along Rymal Road.

B.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

a. connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways; The proposed development is located along an existing public street and will have direct access to the street and public sidewalk system.

b. providing connections and access to all buildings and places for all users, regardless of age and physical ability;

Barrier free access is provided both within and through the Subject Lands. The building has been designed to meet AODA standards, including the provision of barrier free units.

c. ensuring building entrances are visible from the street and promoting shelter at entrance ways;

The entrance to the commercial space is visible from the street and provides shelter at the entranceway.

d. integrating conveniently located public transit and cycling infrastructure with existing and new development;

The Subject Lands are currently serviced existing bus stops on Rymal Road. Bicycle parking is provided as part of the proposed development. The proposed compact built form and site layout are supportive of active transportation and transit use.

e. providing appropriate way-finding signage considering size, placement, and material that clearly identifies landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features;

Appropriate wayfinding and/or signage elements will be incorporated.

f. providing pedestrian-scale lighting;

Lighting will be provided throughout the development.

g. designing streets and promoting development that provides real and perceived safety for all users of the road network;

A compact form of development with residential and commercial units facing the public realm will contribute to a safe community.

h. including urban braille components in streetscape improvements;

No changes to the public sidewalk fronting Rymal Road are anticipated with the proposed development.

i. considering traffic calming techniques in redevelopment projects and secondary planning; and,

No new roads are being constructed.

j. creating places and spaces which are publicly visible and safe.

The proposed development will be highly visible and Crime Prevention through Environmental Design (CPTED) measures have been incorporated.

B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:

a. complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;

The proposed development intensifies an underutilized site. Over time it is intended that the Rymal Road corridor will continue to intensify and that more compact, sustainable forms of development will be provided. The proposed development will animate the existing surroundings through the provision of an attractive mixed use development.

b. respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;

There are no cultural or natural heritage features on the Subject Lands.

c. allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;

The proposed development is located within an existing parking lot. Existing built form on the Subject Lands is proposed to remain on-site.

d. complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,

The proposed development incorporates high quality contemporary building materials. The surrounding area does not have a consistent theme of architectural style, materials or colours.

e. encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

The impacts of shadowing have been minimized by providing appropriate height transitions and by orienting the building such that shadows largely impact the adjacent road instead of adjacent low-rise residential uses. The shadow study is attached herein.

B.3.3.2.8 Urban design should promote environmental sustainability by:

a. achieving compact development and resulting built forms;

The infill development of residential units in a high density mixed-use building will result in a more compact form of development than currently exists.

b. integrating, protecting, and enhancing environmental features and landscapes, including existing topography, forest and vegetative cover, green spaces and corridors through building and site design;

The portion of the Subject Lands proposed to be redeveloped is currently used for surface parking. There are no existing environmental features.

c. 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;

Various stormwater techniques are being explored.

d. encouraging the use of Leadership in Energy and Environmental Design (LEED) or other environmental building rating tools for buildings and

infrastructure for all development and redevelopment;

LEED certification is not being sought for this development. However the owner is looking at a number of sustainability elements including the potential provision of solar panels.

e. encouraging the reduction of resource consumption in building and site development and avoiding the release of contaminants into the environment; and,

The proposed development will result in a more sustainable form of development. Green building elements are being considered.

f. encouraging energy efficiency in neighbourhood design and development as set out in Section B.3.7.1.

Section B.3.7.1:

a. a compact urban form with a nodes and corridors urban structure;

The development proposes a compact built form that is compatible with the surrounding community.

b. development of mixed use urban environments that support public transit and active transportation;

The Subject Lands are located within proximity to a wide range of services, facilities, trails and open space, and public transit which, together, provide opportunities for active transportation and transit.

c. employment opportunities in proximity to housing thereby reducing commuting distances and traffic congestion; and,

The proposal is located in proximity to a variety of community services, facilities, retail, and employment.

d. designs that facilitate the establishment or expansion of public transit in the future.

The proposed develops site urban form is compact in nature and supports the existing public transit that is already in place along Rymal Road.

B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:

a. creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;

The proposed development encourages physical activity and active transportation through the provision of bicycle parking and the location in proximity to a wide range of services and land uses.

b. ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use;

The combination of the abutting public sidewalk network, nearby open spaces, and private amenity areas (including rooftop terraces) will encourage active and passive recreation uses.

c. encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses; and,

The proposed development introduces a new use on site (residential development), which contributes to the development of a complete community. Additionally the site will provide direct access points for pedestrians.

d. reducing air, noise, and water pollution through the following:

- *i)* facilitating and promoting the use of active transportation modes through building and site design;
- *ii) providing adequate green space, landscaped buffering, and storm water management facilities;*
- *iii) using appropriate pavement treatments;*
- *iv) promoting energy efficient design of sites and buildings; and,*

v) promoting innovative construction materials and techniques.

The proposed development will facilitate and promote active transportation, and the provision of amenity areas will provide green space, and landscaping. High-quality materials are proposed to be used in the construction of the proposed development.

B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate:

- a. adequate and accessible space for pedestrians, bicycles as well as transit, other vehicles, and utilities;
- b. continuous sidewalks;
- c. landscaping such as street trees and landscaped boulevards;
- d. pedestrian amenities such as lighting, seating, way-finding signage, and urban braille;
- e. on-street parking;
- f. public art; and,
- g. amenities and spaces that encourage pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafés.

The existing streetscape along Rymal Road will be enhanced with landscaping and the high quality building façade, which will is an appropriate treatment to compliment the surrounding streetscape.

The building entrance will connect directly to the public sidewalk network. Indoor and outdoor amenity space will be provided including balconies and rooftop terraces. Bicycle parking has also been provided. New landscaping will be introduced as part of the proposed development.

B.3.3.3.2 Built Form

New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

a. creating transitions in scale to neighbouring buildings;

b. ensuring adequate privacy and sunlight to neighbouring properties; and,

c. minimizing the impacts of shadows and wind conditions.

The proposed building introduces transitions in scale to neighbouring low-rise residential buildings. Adequate privacy and sunlight will be provided. Shadow studies demonstrate there will be no negative shadow impacts to the residential area to the south.

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

The proposed height is in keeping with Official Plan permissions and height has appropriately been transitioned to the south.

B.3.3.3.4 New development shall define the street through consistent setbacks and building elevations

The building is set close to the street, helping to define the street.

B.3.3.3.5 Built form shall create comfortable pedestrian environments by:

a. locating principal façades and primary building entrances parallel to and as close to the street as possible;

The proposed development includes a primary building entrance from Rymal Road. The principal façade also faces the existing public street. The building is set close to the street.

b. including ample glazing on ground floors to create visibility to and from the public sidewalk;

The proposed building includes ample glazing on ground floors to create visibility to and from the internal walkway network.

c. including a quality landscape edge along frontages where buildings are set back from the street;

Landscaping is provided where it can be accommodated on site.

d. locating surface parking to the sides or rear of sites or buildings, where appropriate; and,

Surface parking is structured within the building where feasible and will be screened from the public street.

e. using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

Step-backs have been incorporated to maximize sunlight and to transition height away from the low rise residential uses to the south.

B.3.3.6 Urban Services and Utilities

B.3.3.6.3 Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telecommunication facilities, and metering equipment shall be located away from and/ or screened from public streets and adjacent residential areas or other sensitive land uses, to minimize their visual impacts and operational effects. Location and screening of telecommunications antennas accordance shall be in with the telecommunications antenna siting protocol policy described in Policy C.3.4.9.

Building services and utilities will be screened where possible. Loading and service areas will be screened from residential uses by fencing and landscaping.

3.3.7 Storage, Service and Loading Areas

3.3.7.1 Service and loading areas shall be located away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes and shall be screened as necessary from views from the public right-of-way.

Any loading and servicing areas will be located at the rear of the building and away from the public street.

3.3.7.2 Service and loading areas shall be buffered to reduce visual and noise impacts, particularly when located adjacent to residential areas. Buffering methods should include berms, tree and shrub plantings, noise walls, fences, and/or the

use of quality construction materials and methods

Service and loading areas will be buffered from abutting residential areas through the use of landscaping and fencing.

B.3.3.8 Signage, Display Areas & Lighting

B.3.3.8.1 All signs shall be designed as an integral element of the site layout and building design.

Noted.

B.3.3.8.2 Signs shall not dominate the overall character of a site or development and should complement the site, architecture, and context in which they are to be placed.

Noted. Signage will be designed to complement the architecture of the proposed building.

B.3.3.8.5 Lighting of buildings and display areas shall be provided at levels sufficient for building identification and safety. All building lighting shall be oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky shall be encouraged.

The proposed development has been carefully designed and oriented to ensure there are no negative impacts related to lighting.

B.3.3.9 Access and Circulation

3.3.9.1 Joint access driveways shall be considered between adjacent sites to minimize disruption of the public sidewalk, maximize the areas available for landscaping, and minimize expanses of pavement.

3.3.9.2 On large sites, clearly defined internal driving aisles shall be provided to provide visual and functional definition of the site, to direct traffic, and to frame parking areas.

B.3.3.9.3 To ensure safety and promote their priority over vehicular traffic, pedestrian walkways shall differ in material and appearance from driving surfaces.

The proposed development maintains the existing driveway. Internal drive aisles direct traffic within the site and frame parking areas. Any proposed pedestrian walkways will be constructed of a different material than parking and driveway areas.

B.3.3.9.4 Landscaped walkways shall be provided along buildings, particularly in areas with high levels of pedestrian traffic. Walkways shall be connected to other pedestrian routes on the site and linked to pedestrian entry points at the street, and where appropriate to adjacent developments.

The proposed internal walkway connects directly to the public sidewalk system and directly to building entrances.

B.3.3.9.5 Pedestrian walkways shall be made continuous across driving aisles as well as across driveway entrances at the street where appropriate.

A continuous walkway is proposed from the public sidewalk to building entrances.

3.3.9.6 Transit access shall be enhanced by:

- a. connecting sidewalks to transit stops and shelters;
- b. locating transit stops and principal building entrances in close proximity to each other, where appropriate; and,
- c. ensuring lighting, seating, trash receptacles, and route information are available at each transit stop.

Building entrances are located close to existing transit service and bus stops. A direct pedestrian connection is provided from the building to the public sidewalk system providing safe access to existing transit routes.

B.3.3.10 Parking

3.3.10.1 To create and enhance safe, attractive pedestrian oriented streetscapes, surface parking shall be discouraged, and parking located below grade or in parking structures shall be encouraged.

B.3.3.10.4 Where surface parking is proposed, it should be located to the sides or rear of buildings to enable the development

of a continuous street edge and the creation of quality urban spaces consistent with Section B.3.3.2 – General Policies and Principles.

The existing surface parking lot is proposed to be redeveloped with the proposed mixed-use building. New parking will be located underground and within the building structure. Where parking will still be visible it is located to the side and rear of the proposed building.

B.3.3.10.5 Parking areas shall be connected to the street through safe, landscaped pedestrian walkways.

A continuous walkway is provided connecting to building entrances and the public sidewalk. The walkway is sheltered from weather.

B.3.3.10.6 Perimeters of surface parking lots shall be landscaped with appropriate materials that allow visibility from the public realm to the interior of the parking area.

Landscaping is provided along the perimeter of the site where possible.

B.3.3.10.9 Parking lots shall be lit with sufficient light for safety. On surface parking lots, lighting shall be internally oriented so as not to cause glare on adjacent properties or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky are encouraged.

Lighting will be provided throughout the development. The proposed residential buildings have been carefully designed and oriented to ensure there are no negative impacts related to lighting.

B.3.3.10.10 Bicycle parking facilities shall be located as close as possible to the entry points to buildings. A variety of bicycle parking formats, such as sheltered racks and lockers, catering to both employees and visitors is encouraged.

Bicycle parking facilities are proposed and will be located close to building entrances where possible.

B.3.3.11 Barrier Free Design

B.3.3.11.2 The City shall require barrier free design, wherever possible, on private sector sites and in private sector buildings and facilities through site plan approval, enforcement of the Ontario Building Code,

and implementation of all applicable provincial legislation, standards and guidelines.

The proposed development has been provided with barrier free access and units.

CITY-WIDE CORRIDOR PLANNING PRINCIPLES AND DESIGN GUIDELINES

The City-Wide Corridor Planning Principles and Design Guidelines were prepared in 2012 and provide direction for new development, public investments and future planning studies along the city's corridors. The guidelines apply to a number of corridors within the City of Hamilton, including Rymal Road.

A significant number of the guidelines included within this document have been addressed through the urban design direction within the Official Plan. The following provides an overview of how the proposed development has positively considered the Corridor Planning Principles and the Corridor Design Guidelines:

Corridor Planning Principles

The proposed development supports the Corridor Planning Principles by:

- Facilitating development and investment that contributes to the economic and social vitality of the corridor. This has been achieved through the provision of a mixed-use building within what is currently a surface parking lot;
- By promoting a proposed development that respects the character of the existing neighbourhood (including residential uses to the south) and incorporates high quality building and urban design;
- By providing a compact, mixed use urban environment that supports existing transit and active transportation; and
- Promoting a sustainable built environment that uses resources efficiently and encourages a high quality of life.

Corridor Design Guidelines

The Corridor Design Guidelines identify development potential relative to property size. According to the guidelines, the existing lot area is suitable for multi-storey apartment / mixed use buildings ranging from 2-12 storeys. The maximum height is to be determined in relationship to actual property depth and street width. As previously noted, the height of the building ranges from 6 to 12 storeys, with the height stepping down as it approaches existing low rise residential.

The following is summarizes how the proposed development has considered the remaining guidelines:

- A landscape strip has been provided along the shared property lines with lowdensity residential uses.
- No parking is provided between the building and the public street.
- No vehicular driveways are located between the building and the public street. Existing driveways are being maintained.
- Parking, for the most part, is located within the building both below and atgrade. The proposed development will result in less surface parking than what currently exists on-site.
- Loading and service areas are screened from public view.
- The proposed building has a principal entrance facing the arterial street. The street facing façade has a combination of windows and doors allowing for a view of the public sidewalk from inside the building.
- No residential units are located on the ground floor. Commercial uses are located on the ground floor, directly adjacent to the arterial street. The building is set close to the street and falls within the recommended setbacks of between 1.5 and 4.5 metres.
- A shadow study has been completed to demonstrate that the proposed development does not negatively impact the abutting residential area. Shadows were measured on March 21st.

3.0

Site Design

3.1 INTRODUCE PROPOSAL & OUTLINE FUNCTIONAL REQUIREMENTS

SITE DESIGN

The Subject Lands measure approximately 4,272 square metres in size and contain a commercial building and associated surface parking. As part of the proposed development, the existing commercial building is to be retained. The proposed mixed use building will be located within the existing surface parking lot and has been oriented to face Rymal Road. All existing driveway accesses are proposed to be retained.

The Subject Lands are proposed to be

redeveloped with 12 storey mixed-use apartment building containing a total of 88 residential units. The building contains a mix of 1 bedroom, 2 bedroom and 3 bedroom units. In addition to the residential units, the proposed development contains a ground floor commercial unit that is 129.2 square metres in size. The building has been designed with a series of stepbacks in order to transition height from the rear of the site to the Rymal Road frontage. The building is six-storeys in height at the back of the site and reaches 12 storeys along Rymal Road.

Vehicular access to the Subject Lands is proposed via existing driveways from Rymal



SITE PLAN

Road. Given the new mixed use building, parking for the Subject Lands has been reconfigured to include a combination of existing surface parking, underground parking and structured parking located on the ground floor of the proposed building. In total 120 parking spaces are provided. In addition to vehicle parking, bicycle parking spaces will be accommodated within the building and onsite.

Pedestrian access to the Subject Lands is proposed from Rymal Road. An internal walkway directly connects pedestrians to the public sidewalk along Rymal Road. This internal walkway connects to building entrances and the parking.

Waste and servicing areas will be located away from public view.

The intent of the proposed site layout is to optimize the use of the land, while preserving the existing commercial building and ensuring that the proposed residential units appropriately transition to the surrounding context.

BUILDING DESIGN

The proposed building includes a contemporary design and a well defined building base. The primary building frontage faces Rymal Road, however all façades have been designed with a high level of design detail and articulation. The proposed building has a maximum height of 12 storeys as permitted by Official Plan Policy 468 which reads:

Additional height up to a total of 12 storeys may be permitted without an amendment to this Plan, provided the applicant demonstrates:

- a) The development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning Bylaw; (OPA 167)
- b) The development shall incorporate sustainable building and design

principles including but not limited to use of locally sourced and/ or recycled materials, water conservation and energy efficiently techniques and low impact development approaches: (OPA 167)

- c) there are no adverse shadow impacts created on existing residential uses within adjacent lands designated Neighbourhoods;
- buildings are progressively stepped back d) from adjacent areas designated The Zoning by-law Neiahbourhoods, mav include angular plane an requirement to set out an appropriate transition and stepping back of heights; and,
- e) buildings are stepped back from the street to minimize the height appearance from the street, where necessary.

In response to the above policy: the proposed development contains a range of unit sizes; will incorporate a number of sustainable building and design principles; does not have adverse shadow impacts on existing residential uses; and steps back adjacent designated from areas Neighbourhoods. In our opinion step backs from the street are not necessary, and in fact there is multiple guidelines that encourage the building to be set close to the street. Stepbacks have been incorporated to the rear of the building where there is the more sensitive interface with existing residential Along the Rymal Road development. frontage there are various projections and recessions which help to break up the mass. The second storey projects out from the storeys above helping to establish а The Shadow Study pedestrian scale. attached herein illustrates that there are no shadow impacts on the abutting low rise residential area.

Overall, the proposed development has been designed to respect surrounding residential

25 Rymal Road W., Hamilton Urban Design Brief



TECHNIQUES TO BREAK UP MASSING

The numbers above illustrate how various techniques have been used to break up the building mass.

- 1. Projections
- 2. Recessions
- 3. Vertical Articulation

and commercial development. This approach will result in a compact, transit supportive development that provides for a range of unit sizes while still being sensitive to the surrounding context.

LANDSCAPE DESIGN

Trees will be provided along rear and interior lot lines to provide for a landscape buffer. The existing wood privacy fence at the rear of the site will remain as will the mature trees at the shared property line with existing residential dwellings. Additional landscaping will be provided within the rooftop amenity spaces.

CONSTRAINTS

The Subject Lands lend themselves to redevelopment given the limited number of constraints. The property is relatively flat,

- 4. Horizontal Articulation
- 5. Changes in Building Materials/Colours

has full municipal services and is located along an existing public street and an existing transit route. There are no natural heritage features on the site. There are no cultural heritage features on the site. The existing commercial building is proposed to be retained so there will be no loss to commercial floor area as a result of the redevelopment proposal.

The adjacency of low-rise residential development directly south of the subject lands is a potential constraint to the redevelopment of the Subject Lands. To constraint, mitigate this potential the proposed development concept has been designed respect and consider the to surrounding built form by incorporating significant transitions in building height. The proposed maximum building height of 12

storeys is appropriate given the mixed-use corridor and adjacency to transit. Transitioning height down to 6 storeys helps address the interface with existing to residential to the south. Rooftop amenity areas have been designed at depths that minimize overlook onto surrounding properties. addition, fencing In and landscaping will also be provided along the shared property line between the development and the existing residential area.

3.2 ANALYSIS OF PROPOSAL & RECOMMENDATIONS

APPLICABLE DESIGN REQUIREMENTS

The proposal has considered the applicable Urban Hamilton Official Plan design policies, and the City-Wide Corridor Planning Principles and Design Guidelines as noted in **Section 2.3** of this report. In our opinion the proposed redevelopment has appropriately considered the applicable policies and guidelines.

FIT WITHIN EXISTING CONTEXT

The proposed development has been designed to be compatible with surrounding residential development as well as the existing commercial structure on the Subject Lands. The proposed redevelopment is aligned with the vision for Rymal Road as a mixed-use corridor and the Official Plan makes provision for a building height of 12 storeys provided certain criteria is met.

As noted throughout this brief, a key design consideration for the proposed development was how to transition the height across the site. The current proposal has a building height that ranges from 6 storeys at the rear to 12 storeys along Rymal Road. Rooftop terraces have been designed at depths that will minimize overlook opportunities. The existing privacy fence will remain in place following construction of the proposed building. The proposed development will make efficient use of underutilized land and existing infrastructure without compromising the residential surroundina land uses. The proposed massing of buildings will not create functional or physical adverse impacts on the surrounding area. This is demonstrated in the attached shadow studies which illustrate that the residential neighbourhood will not be impacted by shadows from the proposed development. The site is ideally located for intensification to take advantage of a variety community of existing facilities and commercial opportunities within walking and cycling distance, supporting the use of active transportation.

SENSITIVITY TO EXISTING AND PLANNED NEIGHBOURHOOD

The Subject Lands are located within a designated Mixed Use area. The low-rise commercial form of development along Rymal Road is intended to redevelop overtime to sustainable, more compact forms of development, consistent with what is being proposed. As noted herein, efforts have been made to sensitively integrated the proposed development within the existing community. The proposed redevelopment represents a more efficient and sustainable use of the subject lands, while still providing for transition to lower rise residential lands to the south.

Apartment style units are not a common housing type in the wider neighbourhood. The proposed development will offer a range of unit sizes and will contribute to a wider range of housing options within the The form of housina neighbourhood. provided is more attainable and will allow people to age in place, while also providing options for first time home owners. The scale of the proposed building respects the existing built form of the neighbourhood while adding new housing.

The proposed development will support existing transit and active transportation through the provision of bicycle parking and a direct connection to the public sidewalk.

LANDSCAPE ENHANCEMENTS TO THE SITE AND NEIGHBOURHOOD

The proposed development will offer existing site users, future residents, and the wider neighbourhood an enhanced landscape than currently exists. Trees will be planted where possible and additional landscaping will be included within the rooftop amenity areas. A pedestrian walkway is proposed through the site and will connect the Subject Lands to the public sidewalk system.

CONSIDERATIONS & RECOMMENDATIONS

The proposed development will serve as a catalyst to the revitalization of Rymal Road. The proposed mixed-use building will: support transit; provide for a range of unit sizes; support active transportation; provide additional commercial opportunities; and will help the City achieve it's intensification goals.

The proposed building has been designed to appropriately transition to abutting properties while still providing for an efficient building. Overall, the proposal will optimize the use of the land, while preserving the existing commercial building. The proposed development complementary is and the prevailing compatible with design character of the surrounding low-rise while neighbourhood aligning with the planned function of the area. It is our recommendation that the proposal is in keeping with the City's design intent and that the proposed applications should be approved.



Appendix A | Architectural Package



REGISTERED PLAN No. R - 3506 PART OF LOT 5 PLAN 62R-12162, PART 7,8,9 HAMILTON TOWNSHIP OF GLANFORD

OWNERS	APPLICANT
BOZZO HOMES 25 RYMAL RD.WEST, HAMILTON, ON L9B 1B5 PHONE #	<u>REINDERS + LAW LTD.</u> 64 ONTARIO STREET NORTH, MILTON ON L9T 2T1
	P (905)457-1618 F (905)457-8852

TRUE	CONSTRUCTION
NORTH	NORTH

SITE STATISTICS

226.10

ITEM		EXISTING ZONING BYLAW REQUIREMENTS	PROPOSAL
ZONING CATEGORY		C5 (EXCEPTION 318)	C5 (EXCEPTION 318)
LOT AREA (ha)		0.4272	4,272 sq. m
LOT WIDTH (sm)		76.2 m	76.2 m
GROUND FLOOR AREA (sm)		N/A	975.1 sq. m
LOT COVERAGE (max.)		75%	22.8 % *
FRONT YD. (min.)		0 m	0.6 m
REAR YARD (min.)		7.5 m	8.87 m
SIDE YARD EAST (min.)		7.5 m	5.11 m *
SIDE YARD WEST (min.)		7.5 m	7.5 m
NUMBER OF PARKING SPACES 88 UNITS = 88 PARKING SPACES RESTAURANT = 1 PER 8.0 SO.M. = 223.8 S	q. m/8.0 = 28 PARKING SPACES	116 88 28	120 89 31
NUMBER OF ACCESSIBLE PARKIN 101 - 200 MIN. 1 SPACE + 3% TOTAL REQU	G SPACES JIRED SPACES	4.5 116 * 3% = 3.5 + 1 = 4.5	5
PARKING STALL DIMENSIONS (m) PARKING WHEN ABUTTED BY COL BARRIER FREE PARKING	UMN (m)	2.8 m X 5.8 m 3.1 m X 5.8 m 4.4 m X 5.8 m	2.8 m X 5.8 m 3.1 m X 5.8 m 2.4 m X 6.0 m
PARKING AISLE		6.0 m	6.0 m
LOADING SPACE DIMENSIONS (m)	3.5 m X 12.0 m	3.50 m X 12.0 m
LOADING SPACE		1	1
PERCENTAGE OF LOT LANDSCAPE	ED	20%	19.2% (818.9 sm)
MAX. BUILDING HEIGHT		22 m	36.0 m *
AMENITY AREA (sm PER DWELLIN 4.0 sq. m PER UNIT LESS OR EQUAL TO 50 sq 6.0 sq. m PER UNIT GREATER OR EQUAL TO 5	IG UNIT) g. m 0 sq. m	502 sm	627 sm
PLANTING STRIPS AND FENCING	SETBACK	1.5 m	1.5 m
* MINOR VARIANCE MAY BE REQU	JIRED		
COVERAGE			
BUILDING FOOTPRINT AREA	= 975.1 m ²	22.8%	
ASPHALT PAVING	$= 2,478.0 \text{ m}^2$	58.0%	
LANDSCAPE / OPEN SPACE	$= 818.9 \text{ m}^2$	19.2%	
TOTAL	$= 4,272 \text{ m}^2$	100.00%	

	1 BED	2 BED	3 BED	TOTAL
3RD FLOOR	1	8	1	10
4TH FLOOR	1	8	1	10
5TH FLOOR	1	8	1	10
6TH FLOOR	1	8	1	10
7TH FLOOR	2	7	0	9
8TH FLOOR	2	7	0	9
9TH FLOOR	2	7	0	9
10TH FLOOR	1	6	0	7
1TH FLOOR	1	6	0	7
12TH FLOOR	1	6	0	7
TOTAL	13	71	4	88

LEGEND:	
	PROPERTY LINE
	BUILDING SETBACK LINE
	LINE OF BUILDING ABOVE
	PROPOSED FIRE ROUTE (USING HEAVY DUTY PAVING)
	HEAVY DUTY PAVING
	LIGHT DUTY PAVING
	CONCRETE PAD OR SIDEWALK
	PROPOSED CONCRETE CURB
	NEW BUILDING AREA (FOOTPRINT)
	EXISTING BUILDING AREA (FOOTPRINT)
•	PRINCIPAL ENTRANCE TO THE BUILDING
•	SECONDARY ENTRANCES TO, OR EGRESSES FROM THE BUILDING
◯ FRS	FIRE ROUTE SIGNS
Ϋ́ BFS	BARRIER FREE SIGNS (RB93)
G	BARRIER FREE LOGO (PAVED ON ASPHALT)
STP O	STOP SIGNS
	EXISTING CATCHBASIN AND STRUCTUR
	PROPOSED CATCHBASIN AND STRUCTURE
7	PROPOSED SIAMESE CONNECTION TO SPRINKLER SYSTEM
	PROPOSED DRAINAGE FLOW
	PROPOSED FENCE
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ARCHITECTURE. ENGINEERING

REINDERS + LAW LTD.

ARCHITECTURE.ENGINEERING 64 Ontario Street North MILTON, ON L9T 2T1 T. 905.457.1618 F. 905.457.8852

EMAIL@REINDERS.CA WWW.REINDERS.CA

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	SITE STATISTICS	EVIOTINO			
	ITEM	EXISTING ZONING BYLAW REQUIREMENTS	PROPOSAL		
	ZONING CATEGORY	C5 (EXCEPTION 318)	C5 (EXCEPTION 318)		
	LOT AREA (ha) LOT WIDTH (sm)	0.4272 76.2 m	4,272 sq. m 76.2 m	TRUE NORTH	
	GROUND FLOOR AREA (sm)	N/A	975.1 sq. m		
	LOT COVERAGE (max.) FRONT YD. (min.)	75% 0 m	22.8 % * 0.6 m		
	REAR YARD (min.)	7.5 m	8.87 m		
	SIDE YARD EAST (min.) SIDE YARD WEST (min.)	7.5 m 7.5 m	5.11 m * 7.5 m		
	NUMBER OF PARKING SPACES	116 88	120 89		
	RESTAURANT = 1 PER 8.0 SQ.M. = 223.8 sq. m/8.0 = 28 PARKING SPACE NUMBER OF ACCESSIBLE PARKING SPACES	ES 28 4.5	31 5		
	101 - 200 MIN. 1 SPACE + 3% TOTAL REQUIRED SPACES	116 * 3% = 3.5 + 1 = 4.5 2.8 m X 5.8 m	2.8 m X 5.8 m		
	PARKING WHEN ABUTTED BY COLUMN (m)	3.1 m X 5.8 m 4 4 m X 5.8 m	3.1 m X 5.8 m 2.4 m X 6.0 m		
		6.0 m	6.0 m		
	LOADING SPACE DIMENSIONS (M)	3.5 III X 12.0 III 1	3.50 III X 12.0 III 1		
	PERCENTAGE OF LOT LANDSCAPED MAX. BUILDING HEIGHT	20% 22 m	19.2% (818.9 sm) 36.0 m *		
	AMENITY AREA (sm PER DWELLING UNIT) 4.0 sq. m PER UNIT LESS OR EQUAL TO 50 sq. m 6.0 sq. m PER UNIT GREATER OR EQUAL TO 50 sq. m	502 sm	627 sm		
	PLANTING STRIPS AND FENCING SETBACK * MINOR VARIANCE MAY BE REQUIRED	1.5 m	1.5 m		
	COVERAGE_BUILDING FOOTPRINT AREA $= 975.1 \text{ m}^2$ ASPHALT PAVING $= 2,478.0 \text{ m}^2$ LANDAGE (COPULATION) $= 200.0 \text{ m}^2$	22.8% 58.0%			
	$\begin{array}{rcl} LANDSCAPE / OPEN SPACE & = 818.9 \text{ m}^2 \\ \hline \\ TOTAL & = 4,272 \text{ m}^2 \\ \hline \end{array}$	19.2% 100.00%			
	LEGEND			=	
	PROPERTY LINE BUILDING SETBACK				
	LINE OF BUILDING ABOVE				
	PARKING AREA	1,871.3	3 sq. m		
	COMMON AREA	68.1 si	<i>q. m</i>		
	TOTAL	1,939.4	4 sq. m		
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	SITE STATISTICS	5				
	ITEM ZONING CATEGORY LOT AREA (ha) LOT AREA (ha) LOT WIDTH (sm) GROUND FLOOR AREA (sm) LOT COVERAGE (max.) FRONT YD. (min.) REAR YARD (min.) SIDE YARD EAST (min.) SIDE YARD EAST (min.) NUMBER OF PARKING SPACE 88 UMITS = 88 PARKING SPACE 80 UMITS = 80 PARKING SPACE DIMENSION 10 ADING SPACE OF LOT LANDS 10 ADING SPACE MAY BE 10 ADING STALP AND FENC 10 ADING SPACE MAY BE 10 ADING FOOTPRINT AREA 10 A	ES 23.8 sq. m/8.0 = 28 PARKING RKING SPACES L REQUIRED SPACES S (m) COLUMN (m) S (m) CAPED ELLING UNIT) 50 sq. m ING SETBACK REQUIRED = 975.1 m ²	EX ZONII REQU C5 (EXC 7 5 SPACES 116 * 3% 2.8 r 3.1 r 4.4 r 3.5 n 5 5	KISTING NG BYLAW JIREMENTS CEPTION 318) 0.4272 76.2 m N/A 75% 0 m 7.5 m	PROPOSAL C5 (EXCEPTION 318) 4,272 sq. m 76.2 m 975.1 sq. m 22.8 % * 0.6 m 8.87 m 5.11 m * 7.5 m 120 89 31 5 2.8 m X 5.8 m 3.1 m X 5.8 m 1.5 m 1.5 m	
	LANDSCAPE / OPEN SPACE TOTAL LEGEND PROPERTY LINE BUILDING SETBACK LINE OF RUIL DING APOVE	= 818.9 m ² = 4,272 m ²	100.	9.2%		
18'45"E		ING AREA MON AREA TOTAL		1,326.4 68.1 sq 1,394.5	sq. m . m sq. m	
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ITEM		EXISTING Zoning Bylaw Requirements	PROPOSAL
ZONING CATEGORY		C5 (EXCEPTION 318)	C5 (EXCEPTION 318)
LOT AREA (ha)		0.4272	4,272 sq. m
LOT WIDTH (sm)		76.2 m	76.2 m
GROUND FLOOR AREA (sm)		N/A	975.1 sq. m
LOT COVERAGE (max.)		75%	22.8 % *
FRONT YD. (min.)		0 m	0.6 m
REAR YARD (min.)		7.5 m	8.87 m
SIDE YARD EAST (min.)		7.5 m	5.11 m *
SIDE YARD WEST (min.)		7.5 m	7.5 m
NUMBER OF PARKING SPACES 88 UNITS = 88 PARKING SPACES RESTAURANT = 1 PER 8.0 SQ.M. = 223.8 sq	. m/8.0 = 28 PARKING SPACES	116 88 28	120 89 31
NUMBER OF ACCESSIBLE PARKIN 101 - 200 MIN. 1 SPACE + 3% TOTAL REQU	G SPACES IRED SPACES	4.5 116 * 3% = 3.5 + 1 = 4.5	5
PARKING STALL DIMENSIONS (m)		2.8 m X 5.8 m	2.8 m X 5.8 m
PARKING WHEN ABUTTED BY COL	UMN (m)	3.1 m X 5.8 m	3.1 m X 5.8 m
BARRIER FREE PARKING		4.4 m X 5.8 m	2.4 m X 6.0 m
PARKING AISLE		6.0 m	6.0 m
LOADING SPACE DIMENSIONS (m)		3.5 m X 12.0 m	3.50 m X 12.0 m
LUADING SPACE	-	1	10.0% (010.0)
PERCENTAGE OF LOT LANDSCAPE	D	20%	19.2% (818.9 sm)
MAX. BUILDING HEIGHT AMENITY AREA (sm PER DWELLIN 4.0 sq. m PER UNIT LESS OR EQUAL TO 50 sq 6.0 sq. m PER UNIT GREATER OR EQUAL TO 5	G UNIT) . m D sq. m	502 sm	627 sm
PLANTING STRIPS AND FENCING S	ETBACK	1.5 m	1.5 m
* MINOR VARIANCE MAY BE REQU	IRED		
	- 075 1 m ²	22.8%	
	$- 973.1 \text{ m}^2$ $- 2.478.0 \text{ m}^2$	22.0 /0 58.0%	
LANDSCAPE / OPEN SPACE	= 2,470.0 m ² = 818.9 m ²	19.2%	
TOTA:	4.070 0	100.000/	

949.0 sq. m

101.4 sq. m

1,050.4 sq. m



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AL	0 ISSUED FOR SPA 0 ISSUED FOR SPA no. revisions dd GENERAL NOTE: THESE DRAWINGS ARE COPYRIGHT PROPERTY OF REINDERS + LAW L DRAWINGS MAY NOT BE USED FO CONSTRUCTION WITHOUT THE PER REINDERS + LAW LTD. AND UNL SEALED AND SIGNED BY THE ARC ENGINEER REPRODUCTION OF THE WITHOUT THE CONSENT OF REIND IS STRICTLY PROHIBITED. DO NOT SCALE THESE DRAWINGS. OR DISCREPANCY IS TO BE REPO IMMEDIATELY TO: REINDERS + LA cad file 22007 date plotted 10/24/2022 plc	10/04/2022 ate T AND THE LTD. THE R MISSION OF ESS CHITECT/ SE DRAWING ERS + LAW ANY ERROF RTED W LTD. at scale 1:	KR init SLTD.
	drawn SM designed GR reviewed KR date 2024-02-22 scale 1:150 project 25 RYMAL ROAD WE HAMILTON, ON drawing 3RD -6TH LEVEL FLOOR PLAN	ERS	
			٩G

REINDERS + LAW LID. Architecture.Engineering 64 ONTARIO STREET NORTH MILTON, ON L9T 2T1 T. 905.457.1618 F. 905.457.8852 email@reinders.ca www.reinders.ca drawing no. 22007_P3

rev. no.

BUILDING SETBACK LINE OF BUILDING ABOVE

LEGEND

PROPERTY LINE

RENTABLE AREA

COMMON AREA

TOTAL

EFFICIENCY 90.3%

N18°18'45"E

56.0

	1 BED	2 BED	3 BED	ТОТ
3RD FLOOR	1	8	1	10
4TH FLOOR	1	8	1	10
5TH FLOOR	1	8	1	10
6TH FLOOR	1	8	1	10
7TH FLOOR	2	7	0	9
8TH FLOOR	2	7	0	9
9TH FLOOR	2	7	0	9
10TH FLOOR	1	6	0	7
1TH FLOOR	1	6	0	7
12TH FLOOR	1	6	0	7
TOTAL	13	71	4	88



SITE STATISTI	CS							
ITEM		EXISTIN ZONING B' REQUIREM	NG YLAW IENTS	PROPOSAL				
ZONING CATEGORY LOT AREA (ha) LOT WIDTH (sm) GROUND FLOOR AREA (s	m)	C5 (EXCEPTIC 0.4272 76.2 n N/A	ON 318) C5 2 n	(EXCEPTION 318) 4,272 sq. m 76.2 m 975.1 sq. m	TRU	E TH	CONSTRUCT NORTH	ΓΙΟΝ
LOT COVERAGE (max.) FRONT YD. (min.) REAB YARD (min.)		75% 0 m 7.5 m	1	22.8 % * 0.6 m 8 87 m				
SIDE YARD EAST (min.) SIDE YARD WEST (min.)		7.5 m 7.5 m	1	5.11 m * 7.5 m				
NUMBER OF PARKING SP 88 UNITS = 88 PARKING SPACES RESTAURANT = 1 PER 8.0 SQ.M.	ACES = 223.8 sq. m/8.0 = 28 PARKING S	116 SPACES 28		120 ⁸⁹ 31				
PARKING STALL DIMENS	ONS (m)	4.5 116 * 3% = 3.5 · 2.8 m X 5 3.1 m X 5	+ 1 = 4.5	5 2.8 m X 5.8 m 3.1 m X 5.8 m				
BARRIER FREE PARKING PARKING AISLE		4.4 m X 5 6.0 m 3.5 m X 12	.8 m 1 2 0 m 3	2.4 m X 6.0 m 6.0 m				
LOADING SPACE PERCENTAGE OF LOT LAI	NDSCAPED	1 20% 22 m	1	1 9.2% (818.9 sm) 26.0 m *				
AMENITY AREA (sm PER 4.0 sq. m PER UNIT LESS OR EQU 6.0 sq. m PER UNIT GREATER OR	DWELLING UNIT) AL TO 50 sg. m EQUAL TO 50 sg. m	502 sn	'n	627 sm				
PLANTING STRIPS AND F * MINOR VARIANCE MAY	ENCING SETBACK BE REQUIRED	<u>1.5 m</u>]	1.5 m				
<u>COVERAGE</u> BUILDING FOOTPRINT AF ASPHALT PAVING LANDSCAPE / OPEN SPA	$\begin{array}{rl} \text{EA} & = 975.1 \text{ m}^2 \\ & = 2,478.0 \text{ m} \\ \text{CE} & = 818.9 \text{ m}^2 \end{array}$	22.8% ² 58.0% 19.2%						
TOTAL	= 4,272 m ²	100.00%						
					=			
BUILDING SETBACK	E			_				
R	ENTABLE ARE	4 6	800.7 sq.	. m				
	TOTAI	۰ ٤	892.3 sq. 1					
	EFFIC	IENCY 8	, 89.7%					
					0 ISSUED FOR SI	PA	10/04/20 date	022 K ir
3RD ELOOR	1 BED	2 BED	3 BED 1	TOTAL	GENERAL NO THESE DRAW PROPERTY O	<u>TE:</u> INGS ARE CO F REINDERS	OPYRIGHT AND TH + LAW LTD, THE	ΗE
4TH FLOOR		8	1	10	DRAWINGS M CONSTRUCTIC REINDERS +	AY NOT BE ON WITHOUT LAW LTD.	USED FOR THE PERMISSION AND UNLESS THE ARCHITECT/	OF
6TH FLOOR	1	8	1	10	ENGINEER RE WITHOUT THE IS STRICTLY	PRODUCTION CONSENT (PROHIBITED.	I OF THESE DRAW DF REINDERS + L	VINGS .AW L
8TH FLOOR	2	7	0	9	DO NOT SCA OR DISCREPA IMMEDIATELY	LE THESE DI NCY IS TO TO: REINDE	RAWINGS. ANY EF BE REPORTED RS + LAW LTD.	ROR
9TH FLOOR 10TH FLOOR	2 1	7 6	0 0	9 7	cad file date plotted	22007 10/24/20)22 plot scale	1:1
1TH FLOOR 12TH FLOOR	1	6 6	0 0	7 7				
TOTAL	13	71	4	88				
					drawn	SM		
					designed	GR		
					reviewed	KR		
					scale	2024-(02-22	
					project	1:150		
					25 RYM/ HAMILTO	AL ROA N, ON	D WEST	
					drawing 7TH TO	9TH LE	EVEL	
					FLOOR F	PLAN		
					F		NDER W	5
						CTURE	.Enginee	RIN
						ERS +	- LAW L	тD
					ARCHITE 64 ONT MILTON T. 905.45	CTURE. ARIO S N, ON 7.1618	ENGINEEF TREET NO I L9T 2 F. 905.457.8	RTF RTF 771 8852
					ARCHITE 64 ONT MILTON T. 905.45 EMAIL@REIN drawing no.	ARIO S N, ON 7.1618 Nders.ca	ENGINEER TREET NO I L9T 2 F. 905.457.8 www.reinder	RTI 271 385 25.C



= r	TEM	EXISTING ZONING BYLAW	PROPOSAL				
= Z	ONING CATEGORY	C5 (EXCEPTION 318	C5 (EXCEPTION 318)		TDILE	CONSTRUCT	
L	.OT AREA (ha) .OT WIDTH (sm)	0.4272 76.2 m	4,272 sq. m 76.2 m		NORTH	NORTH	ON
G	GROUND FLOOR AREA (sm) .OT COVERAGE (max.)	N/A 75%	975.1 sq. m 22.8 % *				
F	RONT YD. (min.) REAR YARD (min.)	0 m 7.5 m	0.6 m 8.87 m				
5	SIDE YARD EAST (min.)	7.5 m	5.11 m *				
N 8	SIDE YARD WEST (min.) IUMBER OF PARKING SPACES 18 UNITS = 88 PARKING SPACES	7.5 m 116 88	7.5 m 120 89				
Ř	ESTAURANT = 1 PER 8.0 SQ.M. = 223.8 sq. m/8.0 = 28 PARKING SPACE NUMBER OF ACCESSIBLE PARKING SPACES	s 28 4.5	31 5				
F	PARKING STALL DIMENSIONS (m)	2.8 m X 5.8 m	2.8 m X 5.8 m				
E	ARKING WHEN ABOTTED BY COLUMIN (III) BARRIER FREE PARKING PARKING AISI F	4.4 m X 5.8 m 6 0 m	2.4 m X 6.0 m 6 0 m				
	OADING SPACE DIMENSIONS (m) OADING SPACE	3.5 m X 12.0 m 1	3.50 m X 12.0 m 1				
F	PERCENTAGE OF LOT LANDSCAPED MAX. BUILDING HEIGHT	20% 22 m	19.2% (818.9 sm) 36.0 m *				
А 4 6	NMENITY AREA (sm PER DWELLING UNIT) .0 sq. m PER UNIT LESS OR EQUAL TO 50 sq. m .0 sq. m PER UNIT GREATER OR EQUAL TO 50 sq. m	502 sm	627 sm				
P = *	PLANTING STRIPS AND FENCING SETBACK [*] MINOR VARIANCE MAY BE REQUIRED	1.5 m	1.5 m	=			
) E A	COVERAGE_BUILDING FOOTPRINT AREA $= 975.1 \text{ m}^2$ ASPHALT PAVING $= 2,478.0 \text{ m}^2$ ANDSCADE (OPEN SPACE $= 818.9 \text{ m}^2$	22.8% 58.0%					
1	$\begin{array}{ll} \text{CANDSCAPE / OPEN SPACE} &= 818.9 \text{ m}^2\\ \text{TOTAL} &= 4,272 \text{ m}^2 \end{array}$	19.2% 100.00%					
:	LEGEND			_			
	PROPERTY LINE BUILDING SETBACK						
	LINE OF BUILDING ABOVE						
	RENTABLE AREA	659.	8 sq. m				
	COMMON AREA	88.9	sq. m				
	TOTAL	748.	7 sq. m				
	EFFICIEN	ICY 88.1	%				_
			-				
				0 1551	IED FOR SPA	10/04/202	2 K
					revisions	date	.z ^
	1 BED	2 BED 3	BED TOTAL	- <u>GENI</u>	ERAL NOTE:		
	3RD FLOOR 1	8	1 10	PRO DRA	SE DRAWINGS ARE (PERTY OF REINDERS WINGS MAY NOT BE	COPYRIGHT AND THE S + LAW LTD. THE I USED FOR	<u> </u>
	4TH FLOOR 1	8	1 10	CON REIN SEAI	STRUCTION WITHOU ⁻ DERS + LAW LTD. _ED AND SIGNED B`	T THE PERMISSION (AND UNLESS Y THE ARCHITECT/	ΟF
	6TH FLOOR 1	8	1 10	ENG WITH	NEER REPRODUCTIC	ON OF THESE DRÁWI OF REINDERS + LA	NGS WL
	7TH FLOOR 2	7	0 9	DO I OR I	NOT SCALE THESE DISCREPANCY IS TO). DRAWINGS. ANY ERF) BE REPORTED	ROR
	8TH FLOOR 2	7	0 9		DIATELY TO: REIND	DERS + LAW LTD.	
	10TH FLOOR 2	6	0 9	date p	e 22007 plotted 10/24/2	2022 plot scale	1:1
	1TH FLOOR 1	6	0 7				
	12TH FLOOR 1	6	0 7				
_	TOTAL 13	71	4 88				
				drawr	SM		
				desig			
				review	ved		
				date	KR		
					2024	-02-22	
				scale	1:150)	
				proje	ct	_	-
				25	RYMAL RO	AD WEST	
					VILTUN, UN		
				drawin 10T	H_TO_12TH	LEVEL	
				FLC	OR PLAN		
							5
				AR	CHITECTURE	.ENGINEEF	21N
				RE	INDERS -	+_LAW LT	D
				AR 64 MI T. 9	CHITECTURE	E.ENGINEERI Street Nor N L9t 2 F. 905.457.8	NG RTH T 1 852
				EMA	IL@REINDERS.CA	A WWW.REINDER	3.C/
				drawir	ng no.	re	v. r



ITE STATISTICS	6]				
		EXIST ZONING	TING BYLAW F	PROPOSAL					
NING CATEGORY I AREA (ha) I WIDTH (sm) OUND FLOOR AREA (sm) I COVERAGE (max.) ONT YD. (min.) AR YARD (min.) DE YARD EAST (min.) DE YARD EAST (min.) DE YARD WEST (min.) DE YARD WEST (min.) IMBER OF PARKING SPACES ITAURANT = 1 PER 8.0 SQ.M. = 22 IMBER OF ACCESSIBLE PAI - 200 MIN. 1 SPACE + 3% TOTAL RKING STALL DIMENSIONS RKING WHEN ABUTTED BY RRIER FREE PARKING RKING SPACE DIMENSION: ADING SPACE MAY BE I INTY AREA (sm PER UNIT GREATER OR EQUA ANTING STRIPS AND FENC VERAGE JILDING FOOTPRINT AREA SPHALT PAVING	2S 23.8 sq. m/8.0 = 28 PARKING S RKING SPACES . REQUIRED SPACES 5 (m) COLUMN (m) 50 sq. m LIO 50 sq. m ING SETBACK REQUIRED = 975.1 m ² = 2,478.0 m	C5 (EXCEP 0.42 76.2 N/, 75' 0 r 7.5 7.5 7.5 7.5 7.5 8PACES 28 4.1 116 * 3% = 3. 2.8 m X 3.1 m X 4.4 m X 6.0 3.5 m X 1 20' 22 502 1.5	TION 318) C5 (172 172 1 m A % m m m m 6 5 5 + 1 = 4.5 5.8 m 2 5.8 m 2 5.8 m 3 5.8 m 2 m 12.0 m 3.1 % 19. m sm m m	EXCEPTION 318) 4,272 sq. m 76.2 m 975.1 sq. m 22.8 % * 0.6 m 8.87 m 5.11 m * 7.5 m 120 § 931 5 2.8 m X 5.8 m 1.1 m X 5.8 m 1.4 m X 6.0 m 6.0 m 50 m X 12.0 m 1 2% (818.9 sm) 36.0 m * 627 sm 1.5 m		TRUE NORTH	CON	NORTH	DN
NDSCAPE / OPEN SPACE ITAL EGEND	= 818.9 m ² = 4,272 m ²	19.29 100.009	%						
					0 15	SSUED FOR SPA		10/04/2022	KR
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					drav des revi date scal	^{wn} 5 ^{igned} 6 ^{ewed} 7 ^e 2 ^e 1 ject 5 RYMAL AMILTON,	SM GR KR 2024-02-22 I:150 ROAD W ON	EST	
					drav RC FL	^{wing})OFTOP OOR PLA	.N		



drawing no. 22007_P6 rev. no.













Appendix B | Shadow Study

25 RYMAL ROAD WEST Hamilton, Ontario

Sun Study Spring Equinox March 21st - 8:50 AM to 6:03 PM









Mar. 21, 2023 - 8:50 AM (SUNRISE + 1.5 HR)







Mar. 21, 2023 - 9:50 AM

(2 OF 12)

Mar. 21, 2023 - 10:50 AM

Mar. 21, 2023 - 11:50 AM

(4 OF 12)

Mar. 21, 2023 - 12:50 PM

(5 OF 12)

Mar. 21, 2023 - 1:24 PM (SOLAR NOON)

Mar. 21, 2023 - 1:50 PM

Mar. 21, 2023 - 2:50 PM

Mar. 21, 2023 - 3:50 PM

Mar. 21, 2023 - 4:50 PM

(10 OF 12)

Mar. 21, 2023 - 5:50 PM

(11 OF 12)

Mar. 21, 2023 - 6:03 PM (SUNSET - 1.5 HR)

(12 OF 12)

25 RYMAL ROAD WEST Hamilton, Ontario

Sun Study Fall Equinox December 21st - 8:30 AM to 5:50 PM

Mar. 21, 2023 - 8:35 AM (SUNRISE + 1.5 HR)

(1 OF 12)

Mar. 21, 2023 - 9:35 AM

(2 OF 12)

Mar. 21, 2023 - 10:35 AM

(3 OF 12)

Mar. 21, 2023 - 11:35 AM

(4 OF 12)

Mar. 21, 2023 - 12:35 PM

Mar. 21, 2023 - 1:10 PM (SOLAR NOON)

Mar. 21, 2023 - 1:35 PM

(7 OF 12)

Mar. 21, 2023 - 2:35 PM

(8 OF 12)

Mar. 21, 2023 - 3:35 PM

(9 OF 12)

Mar. 21, 2023 - 4:35 PM

(10 OF 12)

Mar. 21, 2023 - 5:35 PM

(11 OF 12)

Mar. 21, 2023 - 5:50 PM (SUNSET - 1.5 HR)

(12 OF 12)