



URBAN DESIGN BRIEF

SANDYFORD APARTMENTS 1 Old Ancaster Road Hamilton, Ontario

Prepared for:
Sandyford Holdings Limited
110 James Street S
Hamilton, ON • L8P 2Z2

KNYMH
ARCHITECTURE • SOLUTIONS

Prepared by:
KNYMH Inc.
101-1006 Skyview Drive
Burlington, Ontario L7P 0V1

February 19th, 2026

Contents

1.	INTRODUCTION	1
1.	1. Introduction & Context for the Urban Design Brief	1
2.	EXISTING SITE CONDITIONS & CONTEXT	2
1.	1. Location of Subject Lands – 1 Old Ancaster Road, Hamilton, ON	2
2.	2. Subject Parcel & Limit of Proposed Development Area	3
3.	3. Existing Site	4
4.	4. Surrounding Context	5
5.	5. Context Map and Surrounding Built Environment	7
6.	6. Existing & Future Transit	17
3.	APPLICABLE PLANNING POLICY	18
1.	1. Provincial Planning Statement	18
2.	2. Urban Hamilton Official Plan	18
3.	3. Applicable Secondary Plans	20
4.	4. Other Applicable Planning Policy	21
4.	PROPOSED SITE DESIGN & URBAN DESIGN ANALYSIS	23
1.	1. Site Summary	23
2.	2. Future Road Widening	23
3.	3. Built Form (B.3.3.3)	24
4.	4. Community Context	28
5.	5. Building Services & Utilities (B.3.3.6)	28
6.	6. Signage, Display Areas, & Lighting (B.3.3.8)	28
7.	7. Public interface – Pedestrian Use, Access & Circulation (B.3.3.9)	29
8.	8. Public interface – Vehicles; Parking, Access & Circulation, Parking (B.3.3.9-10)	30
9.	9. Landscaping	30
10.	10. Storage, Service and Loading Areas (B.3.3.7)	31
11.	11. Barrier Free Design (B.3.3.11)	31
5.	POLICY ANALYSIS OF PROPOSED DEVELOPMENT	32
1.	1. Analysis of Provincial Planning Statement	32
2.	2. Urban Hamilton Official Plan • Vol 1, Chapter B	34
3.	3. Urban Hamilton Official Plan • Vol 1, Chapter E	37
4.	4. Urban Hamilton Official Plan • Vol 3, Chapter B	44
5.	5. Corridor Planning Principles & Design Guidelines	45
6.	CONCLUSION	51
7.	DISCLAIMER	51
8.	REFERENCES	52
9.	TABLE OF FIGURES	53
10.	APPENDICES	54

1. INTRODUCTION

1. Introduction & Context for the Urban Design Brief

KNYMH Inc. has been retained by Sandyford Holdings Limited to develop this Urban Design Brief for 1 Old Ancaster Road in Hamilton, Ontario. The Urban Design Brief is complementary to a submission package requested by the City of Hamilton (Ref: FC-24-060) as part of the applicant's proposal to amend the Official Plan and Zoning By-Law (See *Planning Justification Report* as part of this package in kind.)

The Urban Design Brief's Objective is to provide a description of the project proposal, and evaluate the proposal's fit when viewed within the framework of the City of Hamilton's planning Policies & standards including the Urban Hamilton Official Plan, Site Plan Guidelines, and City-Wide Corridor Planning Principles & Design Guidelines.

2. EXISTING SITE CONDITIONS & CONTEXT

1. Location of Subject Lands – 1 Old Ancaster Road, Hamilton, ON

The subject development is located in the community of Dundas of Hamilton, Ontario. See Figure 1 below.

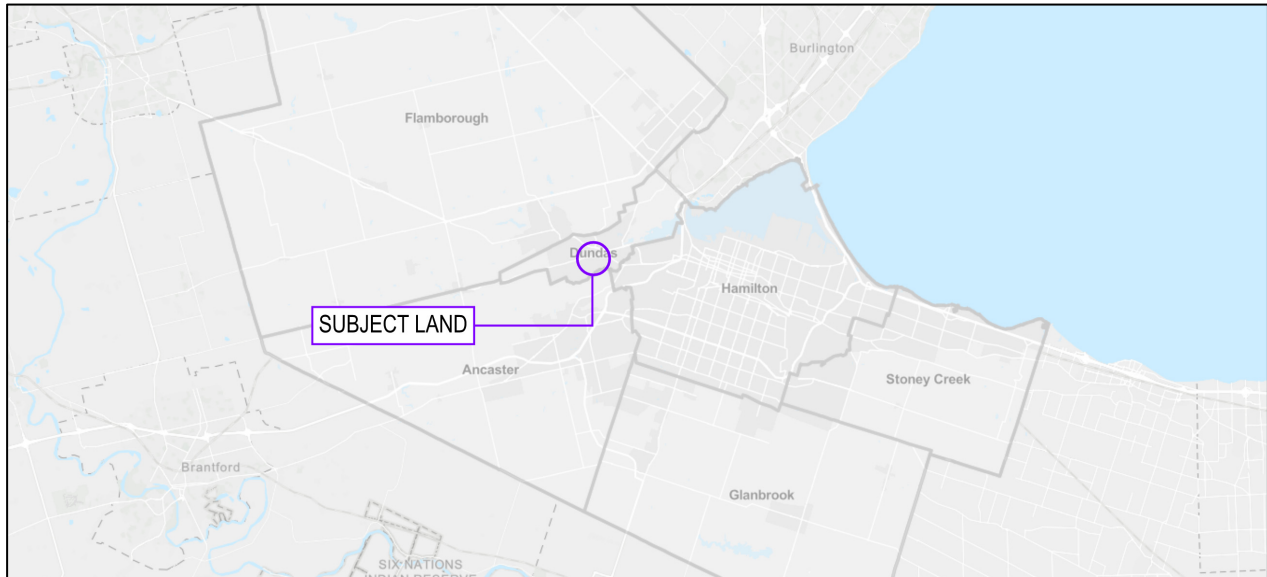


Figure 1 - City of Hamilton Context Map (City of Hamilton, 2025)

The address subject parcel of land is 1 Old Ancaster Road. This location is south of the existing Dundas community core at King St West, and the eastern limits of the Dundas Valley where the watershed of Spring Creek terminates at Spencer Creek, leading to Burlington Bay to the east. See Figure 2 below.

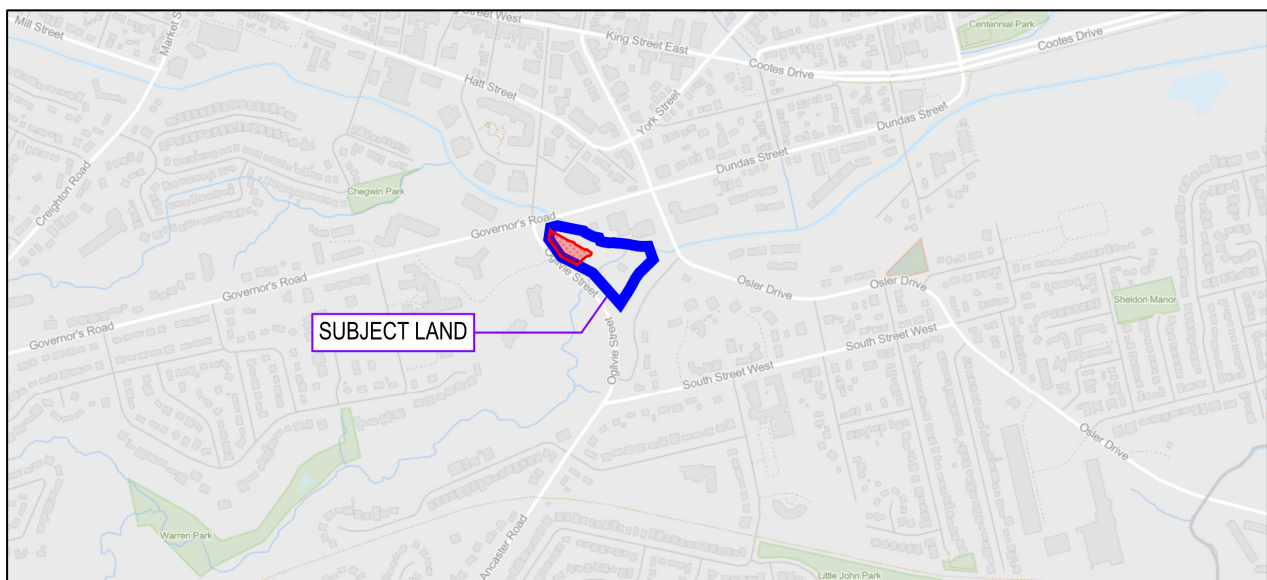


Figure 2 - Dundas Community Context Map (City of Hamilton, 2025)

2. Subject Parcel & Limit of Proposed Development Area

The proposed development is located at the south-east corner of the intersection of Governor's Road and Ogilvie Street. The site at 1 Old Ancaster Road is located in the former Town of Dundas, now part of the City of Hamilton.

The existing lot is a through lot, currently fronting on Old Ancaster Road to the east, and opposing lot line on Governor's Road to the West. The south lot line abuts Ogilvie Street. The lot includes a section of Spencer Creek, flowing from west to east towards Lake Ontario. The tributary of Spring Creek flows into the property from the south, intersecting/terminating at Spencer Creek near the centre of the subject land.

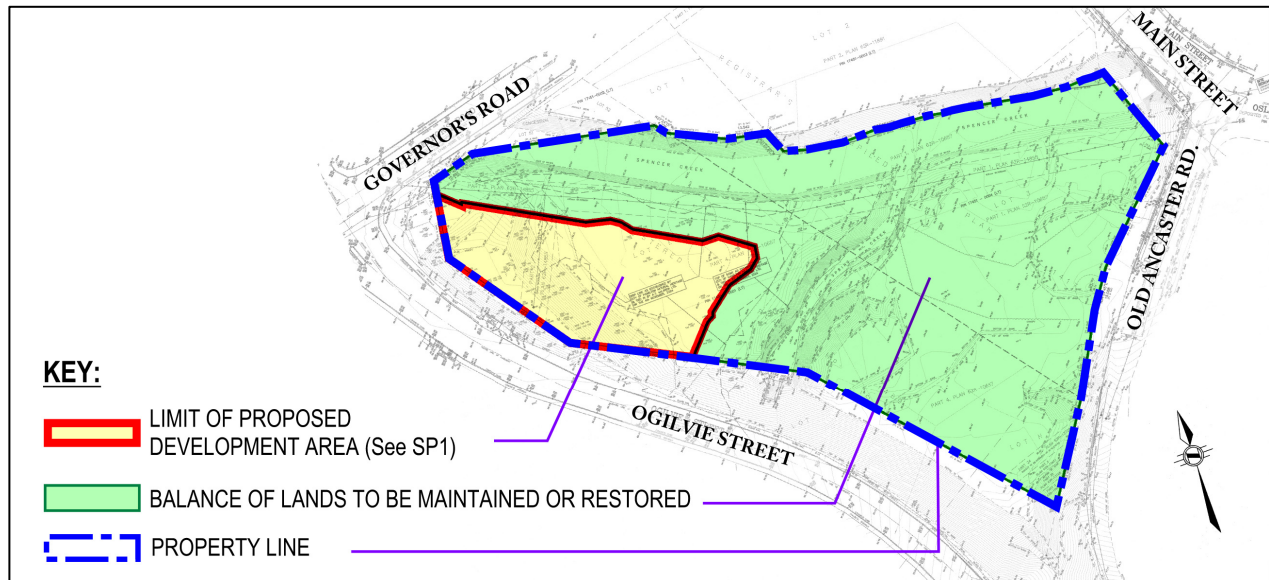


Figure 3 - Subject Property & Limit of Proposed Development Area

(Schematic Representation Only, Based on Appendix C Survey – See Appendix B Architectural Site Package for Technical Drawing)

The proposed area of development is specifically limited, introduced in Figure 3 above.

The subject land legal identification is Lot 3 of Registrar's Compiled Plan No. 1417, and part of Lots D, E, F & H of Registered Plan No. 1460. See Appendix C Survey.

The existing property measures 1.90ha; as shown above, this is divided into 0.32ha of proposed development area, and a balance of 1.58ha as the balance of lands to be maintained/restored. The extent of the proposed development area can be reviewed in greater detail as presented in Architectural site plan drawing SP1, included in Appendix B.

Please see Environmental Impact Study prepared by other and accompanying this submission for the subject of the balance of creek lands to be maintained/restored.

See Section 3.2. Urban Hamilton Official Plan & associated Figure 9 on page 19 for elaboration on the proposed land use with regards to existing official plan use designations.

3. Existing Site

The subject land occupies a strategic position near the southeast corner of Governor's Road and Ogilvie Street, forming a gateway location to the Dundas core. See Figure 4 below for street perspective of subject land.



Figure 4 - Existing Subject Lands from Governor's & Ogilvie (Google, 2025)

The proposed land is existing greenfield of natural features and limited infrastructure. The periphery on Ogilvie and Governor's Rd, on the public realm, is lined with civil interface of asphalt paving and curb, with sidewalk extending across Governor's and terminating at a bus stop south of the intersection. Existing hydro transmission lines and posts travel east/west along Governor's road. An existing watermain and easement is present parallel to Spencer's Creek – see Appendix C survey.

For contrast of the extent of **proposed development area** versus **the balance of lands to be maintained or restored**, see Figure 3 on page 3 above.



Figure 5 - Northwest Aerial Photograph (Microsoft, 2025)

The southeast section of the property, (beyond the limit of proposed development and within the land proposed to remain maintained as shown in Figure 3 above,) was host to a 186sq m. storage building up to as recent as 2015.

The form of construction appearing to be of block exterior walls with access doors & overhead vehicle access door. At the time of survey & current site photography, this former use has been completely demolished. The lands it formerly occupied are vacant and based on the survey appear devoid of ruins. Extent of former building can be seen from City of Hamilton mapping referenced in Figure 6 below on page 7.

For detailed topographical mapping and narrative of existing environmental features, refer to the following supplemental consulting reports:

- Appendix C **Topographical Survey** by *AT McLaren*, incl significant trees, canopy, and extent of watercourse
- **Environmental Impact Statement** by *GEI*

4. Surrounding Context

The surrounding area is characterized by a mix of residential, institutional, and open space uses, with a strong heritage and natural identity shaped by the Niagara Escarpment and Spencer Creek.

Key Context Features

a) Municipal & Neighbourhood Setting

- Within the Dundas community, part of the City of Hamilton's urban structure.
- The property sits in the former Town of Dundas (now part of Hamilton), an historic valley community framed by the Niagara Escarpment with a traditional main street along King Street

b) Immediate Surroundings

- Near Governor's Road and Ogilvie Street; within walking distance of the Dundas core.
- The surroundings are mixed, the neighbourhood includes transit accessible routes, local services, green/open spaces
- Located at a prominent edge-of-downtown location along a key corridor.
- Location provides good visibility and frontage on a primary corridor

c) Natural Features

- Proximity to Spencer Creek, Dundas Valley Conservation Area, and the Niagara Escarpment.
- Dundas is interlaced with the Spencer Creek system and extensive conservation lands (Spencer Gorge, Dundas Peak, Tew/Webster Falls), giving the area strong valley and escarpment character and popular trail access
- Spencer Creek runs along the north side of the development area while Spring Creek runs along the eastern edge of the development site.
- Topography - the subject lands on the North side of Spring Creek are generally uniform in grade, with grade sloping down towards Spencer Creek on the North side and down to Spring Creek at the midpoint. South of Spring Creek the elevation rises along the slope of the valley towards Old Ancaster Road and South Street W.

d) Parks and Open Space

- Dundas Driving Park provides major recreational amenities. The park offers multi-use amenities and loop paths, within close proximity to the site and within the neighbourhood context.

e) Transit

- The area is served by HSR Route 52 and related routes with connections to McMaster University and central Hamilton. *(see expanded text in 2.6.Existing & Future Transit on page 17 below.)*

f) Infrastructure, Access & Utilities

- The site offers good vehicular access and visibility, with access to public transit
- Access to local utilities

g) Land Use Trends

- Surrounding lands are considered key sites for proposed mixed-use intensification and proximity to the Dundas core.

h) Heritage Character

- Dundas core retains strong heritage character
- Maintains many cultural assets, for example, Old Town Hall, the Carnegie Gallery, The Dundas Museum & Archives, and the walkable historic Main Street streetscape

5. Context Map and Surrounding Built Environment

The neighbourhood includes transit-accessible routes, local services, green/open spaces (including parts of the Dundas Valley) and is relatively close to the Dundas downtown core.

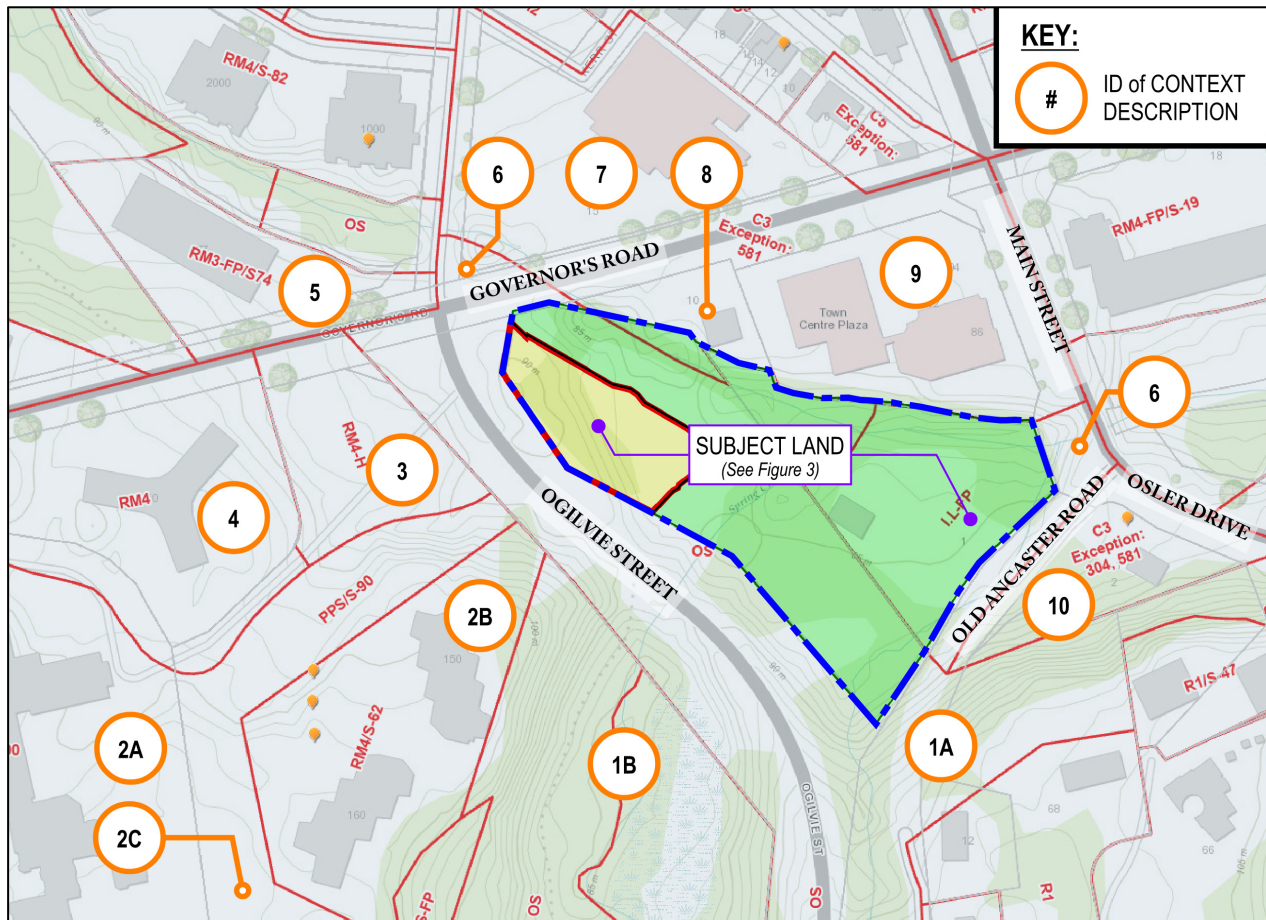


Figure 6 – Context to Adjacent Lands (City of Hamilton, 2025)

As identified in Figure 6 above, the following describes the surrounding existing development and natural features.

The immediate surroundings to the subject lands include a variety of public (natural & institutional) and private (residential & commercial) uses.

Entries for uses most likely to be regularly accessed by hypothetical future residents (e.g., nearby commercial uses, nearby public conservation uses) will remark if the land is considered to be a walkable distance from the proposed property, based on an estimated path of travel for a pedestrian.

Site #1A
Conservation Lands
East of Ogilvie



Image: Dundas Valley Conservation Lands (view looking North-west from Ogilvie & Old Ancaster Road)

Continuation of Conservation Lands – see discussion for Site #1B following.

Site #1B
Conservation Lands
West of Ogilvie



Image: Dundas Valley Conservation Lands (view looking North-east from Ogilvie & Old Ancaster Road)

Designated as a World Biosphere Reserve by the United Nations Educational, Scientific and Cultural Organization (UNESCO), the Dundas Valley consists of 1,200 hectares of Carolinian forests, meadows, cold-water streams, geological formations, naturalized trails and is home to a variety of native species of plants, birds and wildlife found within the valley and along the Niagara Escarpment.

This public conservation use is considered walkable from the subject lands at a distance of approximately 250m from proposed principal entrance.

St. Joseph's Villa Campus of Care

Site #2A

56 Governor's Road, Dundas, Ontario
St. Joseph's Villa



Image: St. Joseph's Villa, 56 Governor's Road, Dundas

St. Joseph's Villa is one of Ontario's largest long term care homes and community outreach centres. For more than 146 years, they have offered compassionate long-term and palliative care and currently home to approximately 390 residents.

The Villa encompasses a large area west of the subject property and is accessible from both Ogilvie St. and Governor's Rd., with the primary entrance located off of Overfield St. Constructed of multiple low-rise additions (wings), the site includes large areas of surface parking buffered by landscaped boulevards and mature trees along the street edge.



Former site of The House of Providence (1879 – 1970)

Image Credit: <https://sjhs.ca/tag/house-of-providence/>

For Dundas residents, St. Joseph's Villa sits on the site of the former House of Providence which was opened in 1879 by the Sisters of St. Joseph Hamilton as a welcoming place to care for seniors, orphan children, the sick and disadvantaged. At the time, a local pastor, Fr. McNulty, raised the funds needed to purchase the site; named Coleman's Castle. Coleman's Castle was a home built by James Coleman; a prominent Dundas businessman and became home to the House of Providence until it was destroyed by fire in 1900. The community rallied together to rebuild within one year and the House of Providence operated on this site until a newer, more modern St. Joseph's Villa was constructed and opened in 1970. Although greatly loved by the community, the historic House of Providence was demolished in 1971 after another devastating fire.

Since then, additions have included:

- The Margaret and Charles Juravinski Wing
- The Neil and Anne McArthur Family Wing,
- Orchid Garden, a 12-bed unit opened in January 2015
- St. John Vianney Residence built in 2016 to provide a home for eight retired priests
- Margaret's Place – 6-bed Hospice with 4 additional rooms for specialized care, opened in Fall of 2020.

More than just a long-term care facility, the St. Joseph Villa campus offers:

- Adult Day Programs
- Weekly classes for the community to attend
- Space for community swimming lessons
- Specialized services to enhance quality of life and improve mental and physical well being
- Weekly spiritual and faith services
- Short-term care, rehabilitation accommodations for individuals recovering from surgery

Its history of care within Dundas is what makes the St. Joseph Care Campus so well supported by the Hamilton community.

Site #2B

150 & 160 Ogilvie Street, Dundas Ontario
St. Joseph's Villa – St. Joseph's Estates



Image: St. Joseph's Villa – St. Joseph's Estates, 150 & 160 Ogilvie Street, Dundas

St. Joseph's Estates is located on the St. Joseph Care Campus, offering independent living and accommodations to residents, who are 55 years of age and older. Built in 1996 and 1997, this residence consists of 2, six-storey structures with ground level walk-outs and surface parking. St. Joseph Estates offers one, two and three bedroom suites with a total of 107 units.

Located Within the St. Joseph campus, the building is surrounded by mature trees, landscaped green space and pedestrian trails such as the Lower Spring Creek Trail. Access to the site is from an internal roadway connected to two separate driveways: one from Ogilvie St. and one from Governor's Rd.

Site #2C **170 Ogilvie Street, Dundas Ontario** **St. Joseph's Villa – Margart's Place Hospice**



Image: St. Joseph's Villa – Margart's Place Hospice, 170 Ogilvie Street, Dundas

Part of the St. Joseph's Campus of Care, Margaret's Place provides end of life care for individuals and their families, by offering both hospice residence with 24-hour care to those living with a life-limiting illness as well as a respite program, offering relief programming for caregivers. Constructed through community donations, this facility is operated by a professional medical team with the support of volunteer resources.

Within the St. Joseph campus, the building is surrounded by mature trees, landscaped green space and pedestrian trails. It is not directly visible from the primary municipal roadways.

Site #3 **Existing Open Green Space**



Images: Existing Green Space at the south-west corner of Governor's Rd. and Ogilvie St. – Part of St. Joseph Care Campus, Dundas

Located at the south-west corner of Governor's Rd. and Ogilvie St. this site provides greenspace for the community and a buffer to neighboring structures of St. Joseph's Villa and Governor's Estates Apartments.

Site #4
50 Governor's Road, Dundas, Ontario
Governor's Estates (Apartments)



Image: Governor's Estates, 50 Governor's Road, Dundas

Both the unique shape and prominent artwork displayed on its north-facing facade, makes Governor's Estates a landmark within the neighbourhood. This high-rise (12+ storey), multi-unit residential building sits on a one-storey parking podium and is located west of the subject property.

Constructed at the high point of the incline of Governor's Road, the building is surrounded by the St. Joseph's Care Campus, mature trees and an established landscape. Access to the site's main entrance and interior parking garage are from two points along Governor's Road.

Site #5
77 Governor's Rd



Image: 77 Governor's Road, Dundas

As a six-storey, multi-unit residential building with surface parking, 77 Governor's Road is located north-west of the subject property. Both vehicular and pedestrian access to the site is from Governor's Road. This property is nestled within a heavily forested landscape with Spencer Creek and the accompanying trail running alongside the northern edge of the property, with links to other surrounding trails such as the Chegwin Park Path.

Site #6

Spencer Creek



Image: Spencer Creek, Dundas

Spencer Creek watershed is considered the largest and most significant watershed of Hamilton Harbour, with its main trunk flowing into Webster's Falls in Dundas. The portion of the creek running through the subject site is referred to as Lower Spencer Creek.

Over many years, the route of the creek has been significantly straitened and channelized to accommodate urban development, but the creek itself has long been a part of Dundas' history of settlement and industry; used as both a water passageway and a source of power for local industry.

The conservation of both native plant, bird and wildlife species and their habitats is a priority to the ecological importance of the creek to the Hamilton community.

Site #7

15 Governor's Road, Dundas, Ontario

Metro Grocery Store



Image: Metro Grocery Store, 15 Governor's Road, Dundas

As a busy, centrally located grocery store location for Dundas residents, this site is located directly north; across Governor's Rd, from the subject site. Multiple openings allow traffic to flow through the large surface parking area from both Governor's Rd and Ogilvie St. The site includes surface parking for approximately 125 vehicles.

This commercial use is considered walkable from the subject lands at a distance of approximately 250m from proposed principal entrance.

To the rear of the grocery store, established residential homes and heritage properties facing onto Hatt Street, are buffered by backyards and vegetation. Among these heritage properties are:

- 2 Hatt Street (Designated under the Ontario Heritage Act) – c. 1804
- 60 Main Street - Dundas Town Hall (Designated under the Ontario Heritage Act) – c. 1849
- 6 – 18 and 30-34 Hatt Street (Inventoried Properties)
- 31 – 37 Ogilvie Street (Inventoried Properties)

Located directly at the south-western point of this large commercial site (at the intersection of Governor's and Ogilvie), Spencer Creek visibly flows across this corner, below the street-level pedestrian walkway, bordered by naturalized landscape. At this corner, both Ogilvie St. and Governor's Rd. bridge the Creek.

Site #8

6 Governor's Rd, Dundas, Ontario

Commercial Space (Vacant)

Former Governor's Variety Store and Sammy's Used Cars)



Image #1: Commercial Space (Vacant), 6 Governor's Road, Dundas

Image #2: Spencer Creek separates 6 Governor's Road from the subject property.

Located adjacent to the subject site, along the eastern edge, Spencer Creek divides this site from the subject site. The vacant commercial property was once the site of a local variety store and used car lot. The existing two-storey structure appears to be undergoing some renovation works. Located on Governor's Rd. the site has a wide curb cut for vehicular access to the site with minimal landscape buffering the streetscape from the municipal sidewalk and traffic.

This commercial use is considered walkable from the subject lands at a distance of approximately 250m from proposed principal entrance.

Site #9
86-94 Main Street, Dundas, Ontario
Town Centre Plaza



Image #1: Town Centre Plaza, 86-94 Main Street, Dundas
(view looking south-west from the intersection of Governor's Rd. and Main St.)
Image #2: Town Centre Plaza (view looking south-east from Governor's Rd.)

Located east of the project site, Town Centre Plaza includes two structures containing multiple retail and personal service businesses. The site includes surface parking for approximately 85 vehicles, with entry and exits from 2 locations along Governor's Rd. (no entry or exit along Main Street). Located at the corner of Governor's Rd. and Main St., the streetscape is buffered by a landscaped boulevard running alongside the municipal sidewalk.

These commercial uses are considered walkable from the subject lands at a distance of approximately 300m-400m from proposed principal entrance.

Site #10 (Commercial / Business)
1 Osler Drive, Dundas, Ontario
Enterprise Rent-A-Car



Image: Enterprise Rent-A-Car, 1 Osler Drive, Dundas (Photo Credit: Google Maps)

The property, located southeast of the project site, consists of a modest one-storey building with an office and two-bay garage, along with on-site parking for approximately 25 vehicles. Site access is provided via Old Ancaster Road, with exit onto Osler Road. Situated in a mixed-use area near Main Street West, the location is nestled against a dense forest area. Although municipal sidewalks do not continue along Main Street in front of this property, the streetscape is framed by two landscaped boulevards. The primary occupant is Enterprise Rent-A-Car's Dundas branch, operating as a commercial vehicle rental business.

6. Existing & Future Transit

Existing Transit Service

The south and west streets abutting the proposed development are served by the Hamilton Street Railway's municipal bus system.

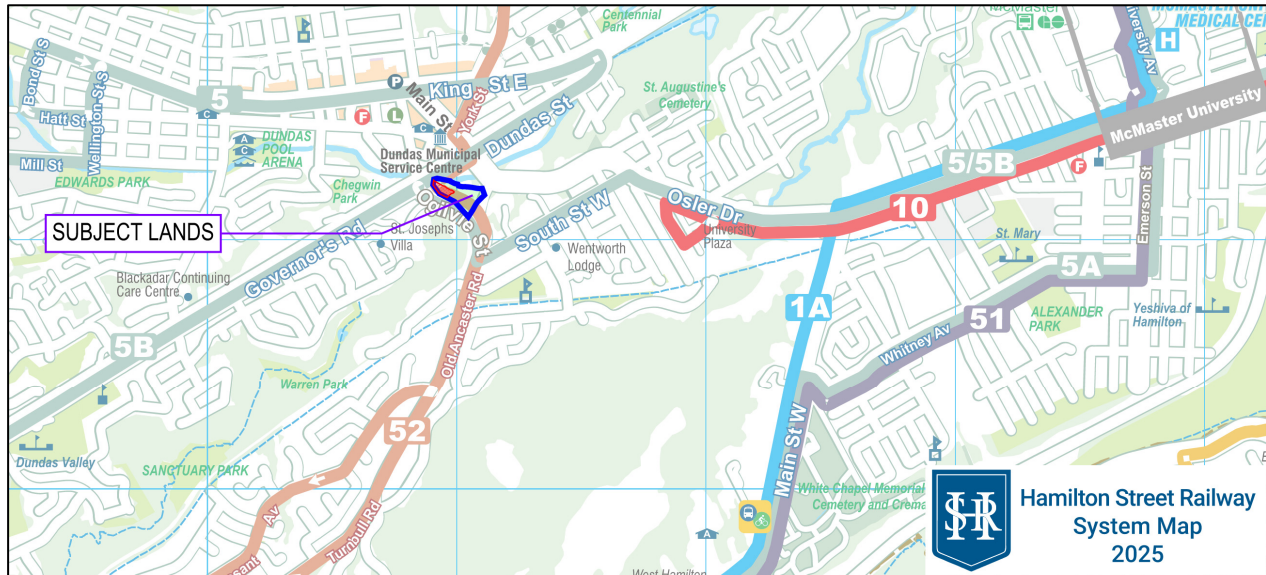


Figure 7 - Portion of HSR Route Map (City of Hamilton, 2025)

Existing transit service is provided in two route categories.

Route #5 – Delaware approaches from the east, and travels north to serve a loop within the Dundas community node. **Variant loop #5B** continues west on Governor's Road instead of downtown. (NB, Delaware route variation #5A does not abut the property.)

All variations of Route #5 travel eastward for complete linkage with Hamilton's public transit network, including providing transfer linkage at the Frank A. Cooke Terminal located in Downtown Hamilton. All routes continue further east, branching to separate service loops in kind after being east of Kenilworth Avenue.

Secondly, **Route #52 – Dundas Local** serves the community on a roughly perpendicular axis. This route serves the north and south local regions of the Dundas community, and by way of its routing across the subject property in kind with Route #5 at Governor's Road and Ogilvie St, provides transfer opportunities to link the greater Dundas community with the remainder of the Hamilton public transit system.

Future Transit Service

Although it does not abut the subject lands, the future LRT enhancement of the B Line is anticipated to enhance public transit service for future residents of the proposed development. The western terminus of the planned LRT route is at McMaster University, 3km east of the subject property. It is anticipated the route/service of existing HSR transit will be adjusted to enhance access through this linkage, and provide improved connection through the municipality to a similar and much greater scale than the relationship currently present with Route 52's linkage eastward via Route 5's cross-town service.

3. APPLICABLE PLANNING POLICY

1. Provincial Planning Statement

The Provincial Planning Statement, (PPS,) is a document issued by the Ministry of Municipal Affairs and Housing of the Government of Ontario under the Planning Act to inform municipalities of provincial interests and guidance in the quality of the natural & built environment. It has been updated roughly each decade, with the version in force coming into effect October 20th, 2024¹.

Of note within the PPS is the objective to empower planners and local policy to shape growth of *complete communities*, described as the following:

Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations

Detailed discussion of application of the Provincial Planning Statement follows in Section 5.1. starting on page 32 below.

2. Urban Hamilton Official Plan

The UHOP Vol 1 Chapter B addresses goals for design of *Communities*. This chapter's policies guide development to form strong communities developing a positive influence on the economy and its citizens, identifying 4 key qualities:

Strong communities are:

Complete Opportunities to live, work, learn, shop, and play are provided and are accessible.

Healthy Healthy and safe lifestyles are supported by quality built and natural environments.

Diverse Neighbourhoods are unique in character and enable a variety of lifestyle choices and housing opportunities for all.

Vibrant Interesting and creative streetscapes and human scale public places are created through quality design, pedestrian amenities, and attention to land use mix.

¹ (Ministry of MAH, 2024)

The UHOP Vol 1 Chapter E: Urban Systems and Designations, as illustrated with map in Schedules E & E-1, identifies categories of land use and the associated policy guidelines ascribed to the character of these designations.

As identified in the figures below, the subject land's urban design evaluation will include the municipal planning policies as the apply to:

- Urban Structure including Neighbourhoods land use (UHOP Vol 1, Chapter E Sections 2.0 & 2.2.3)
- Community Nodes (UHOP Vol 1, Chapter E, Section 3.0)

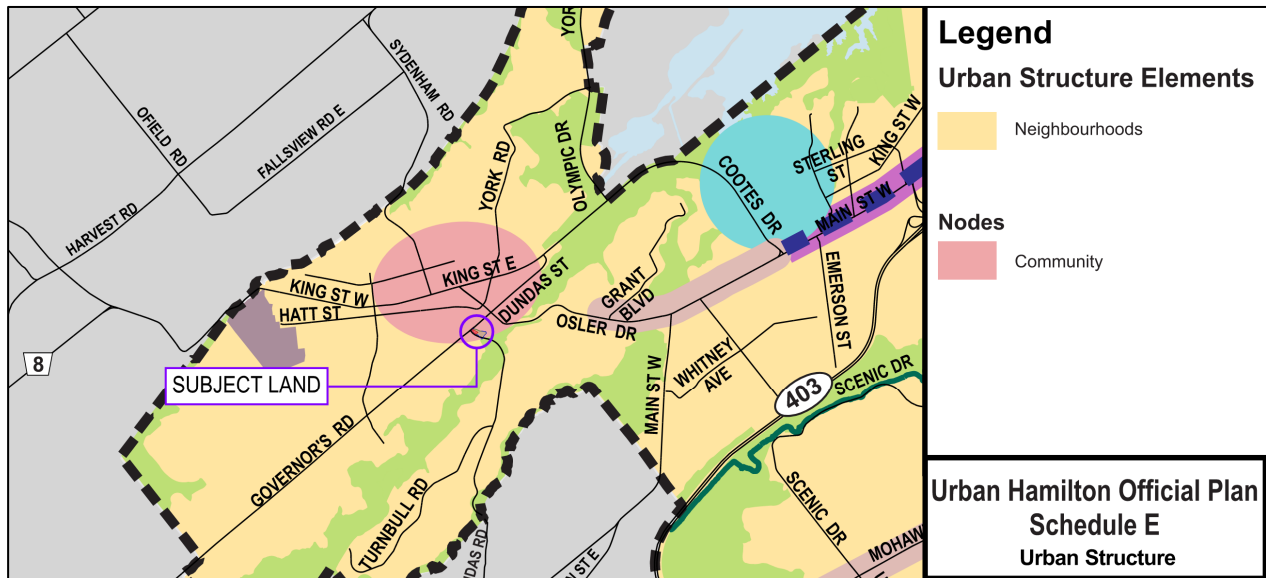


Figure 8 - Part of UHOP Schedule E – Urban Structure (City of Hamilton, 2023)

As shown ins Figure 9 below, the official plan Schedule E-1 designation assigned is the Open Space use. For exclusively the area identified as the Limit of Proposed Development Area as illustrated within the existing lot, (Figure 3 on page 3 above,) the application package includes the proposal for the land use designation to be amended to suit the proposed development, whereas the balance of remaining land in the parcel is to remain existing Open Space use.

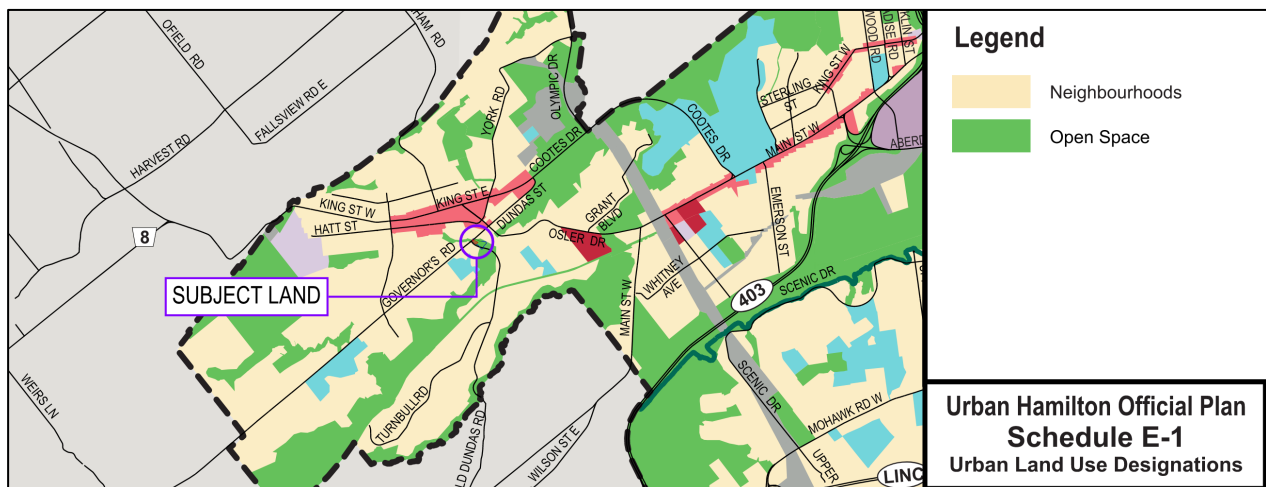


Figure 9 - Part of UHOP Schedule E-1 – Urban Land Use Designations (City of Hamilton, 2025)

The goals associated with these policies relevant to the application are outlined from the following in section E.1.0:

- a) Designate land uses to facilitate the development of a node and corridor based urban structure.
- b) Support and facilitate development and investment that contributes to the development of the overall urban structure.
- c) Accommodate growth through the development of compact, mixed use urban environments that support existing or planned transit, including higher order transit, and active transportation.
- d) Develop complete communities where people can live, work, learn, and play.
- e) Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs.
- f) Promote and support design which enhances and respects the character of existing neighbourhoods and creates vibrant, dynamic, and liveable urban places.
- g) Promote and support appropriate residential intensification throughout the urban area with focused attention to development in the strategic growth areas of the Urban Nodes, Urban Corridors, and Major Transit Station Areas.
- h) Recognize that Hamilton's neighbourhoods will evolve over time to accommodate projected household growth, and changing demographics, and respond to the changing needs of complete communities.
- i) Protect and enhance a system of linked natural areas.

Detailed discussion of application of Volume 1 of the Urban Hamilton Official Plan follows in Section 4 starting page 23 for Vol. 1 Chapter B.3.3 Urban Design, and in Section 5.2. starting page 34 for remaining Volume 1 discussion.

3. Applicable Secondary Plans

Volume 2 of the Urban Hamilton Official Plan contains the secondary plans applicable throughout the city. Please see Figure 10 following, indicating absence of applicable Secondary Plan for the Dundas area including the subject lands. (Note, however, special policy areas are included as illustrated in the next section)

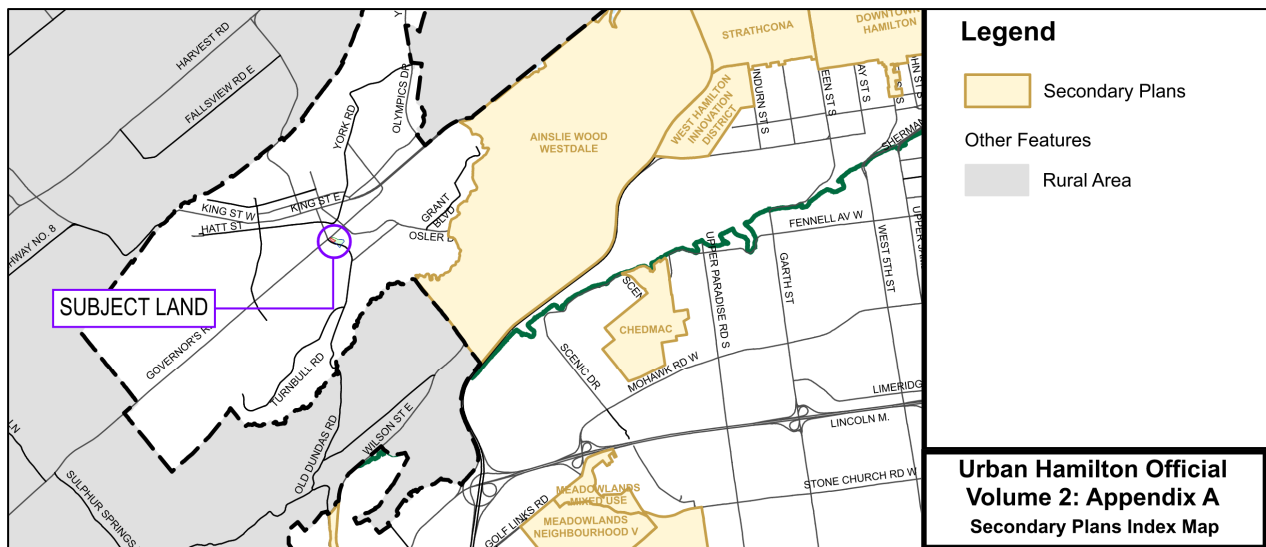


Figure 10 - Part of UHOP Vol. 2 Appendix A – Secondary Plans Index Map (City of Hamilton, 2025)

4. Other Applicable Planning Policy

Dundas Area Specific Policy UD-1

Volume 3 of the Urban Hamilton Official Plan details Special Policy Areas, Area Specific Policies & Site Specific policies applicable throughout the city.

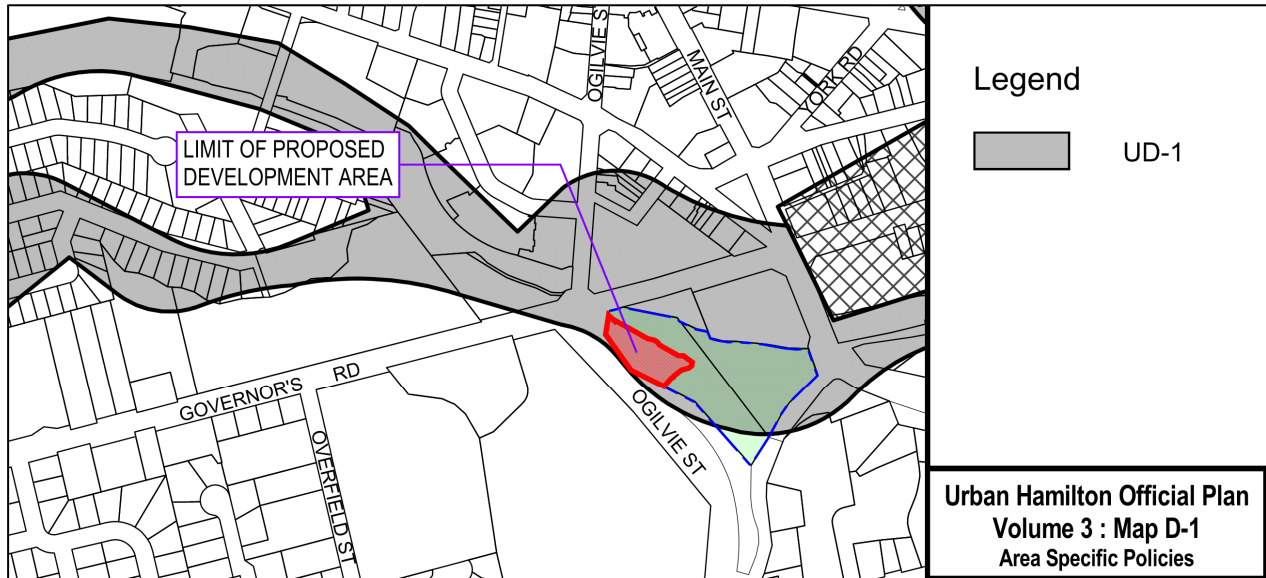


Figure 11 - Part of UHOP Vol 3, Map D-01 (Hamilton, 2011)

Volume 3 Map D-1, partially included in Figure 11 above, confirms the application of UD-1 Dundas Two Zone Floodplain area and additional policies outlined in UHOP Vol 3 – B.2 section UD-1. The guidelines in this article pertain to the risks present and considerations for detailed review for any proposed development subject to flooding from Spencer Creek.

Discussion of application of Dundas Area Specific Policy continues in Section 5.4 on page 44 below.

Corridor Planning Principles & Design Guidelines

Hamilton Planning policy offers additional guidance for the desired form of intensification along identified corridors in the supplemental Corridor Planning Principles & Design Guidelines.

The abutting roadways are not directly abutting identified *Corridors* per the official plan, however, the guidelines can be directed to for major arterial roadways in a Community Node in the absence of a secondary plan. Supplementally, our experience has been these guidelines can be used as a basis of reference and design analysis when abutting major arterial roads in proximity to identified *Corridors*.

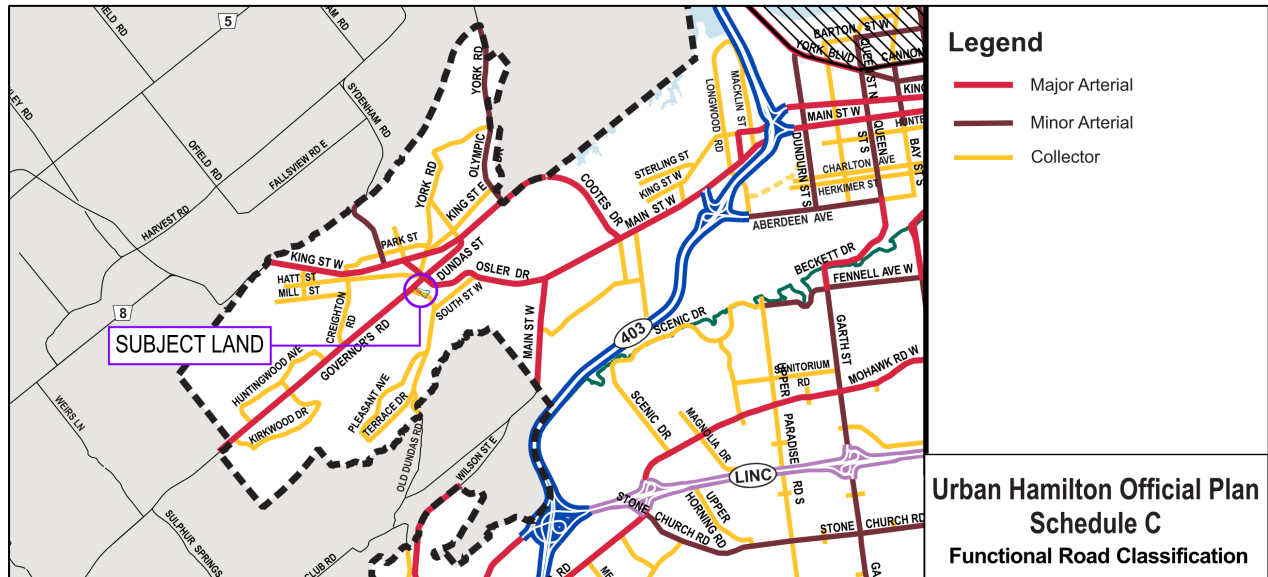


Figure 12 - UHOP Schedule C Functional Road Classification at Subject Lands (City of Hamilton, 2013)

The northwestern part of the subject lands is the street line abutting Governor's Road, classified as a Major Arterial roadway above in Figure 12 above.

Discussion of application of the Corridor Planning Principles & Design Guidelines continues in Section 5.5 on page 45 below.

4. PROPOSED SITE DESIGN & URBAN DESIGN ANALYSIS

For graphical review of the concept, please see Appendices A,B,D & E, which include Rendering, Site Plan, Floor Plans and Elevations.

This Section 4 provides a series of subject sub-headings under which a summary of design and high-level analysis is commenced. Following, a review of applicable policy from Subsection 4.2 Urban Hamilton Official Plan starting on Page 34 below includes a summary of UHOP Vol 1 Chapter B subsection 3.3 Urban Design Policies, with direct commentary and/or direction to analysis provided in Section 4 hence.

The proposed development is reviewed on the basis of the limits of the property as indicated by electronic survey data – see Appendix C Topographic Survey – and further, to within the “Limit of Proposed Development Area”, distinct from the balance of lands to be maintained or restored. (*See discussion complete with site diagram in subsection 2.2.Subject Parcel & Limit of Proposed Development Area on page 3 above.*)

1. Site Summary

The form presented for review in this application proposes a 12 storey residential building with no underground storeys.

Building Services & Utilities (B.3.3.6) below.) The building is oriented lengthwise along Ogilvie Street.

The development is solely residential use with 153 units, at an approximate proportion of 6% 3 Bedroom units, 7% 1 Bedroom units, and the remaining ±87% comprised of 2 Bedroom units.

Vehicle access (tenant, visitor, and services) is provided by a public roadway connection at the eastern limit of the street line abutting Ogilvie Street. Pedestrian access is provided primarily where the principal entrance is adjacent to the public sidewalk along Ogilvie Street. There are two secondary pedestrian access points to supplement; one further west towards the intersection at Governor’s Road, and the second further east adjacent to the vehicle access discussed previously.

2. Future Road Widening

A road widening easement of 5.0m measured from the Governor’s Road street line has been requested from the municipality. This future road widening easement has been added to and reflected on the architectural drawing package referenced and attached herein.

3. Built Form (B.3.3.3)

The design of the 12 storey building proposes a **principal massing** division of the elevation vertically, providing a separation of the first four storeys from the upper eight storeys. The proportion of the 1:2 division is elected for a balance of the two masses; i.e., a short podium would appear disconnected and feeble to the superior tower massing behind; alternatively, a taller podium such as a 1:1 proportion would lose distinction as a “podium” base, and instead present as a wider portion of a singular 12 storey tower stepping back. See Figure 13 - Southwest Isometric - Principal Massing below.

The composition of segments discussed in the following feature a progression of façade complexity, where the base is most complex as it abuts the pedestrian realm, and capital at height being the least complex.

The corner of the building facing the intersection of Governor’s Road and Ogilvie Street is enhanced with aluminum and glazing reaching from ground to parapet.

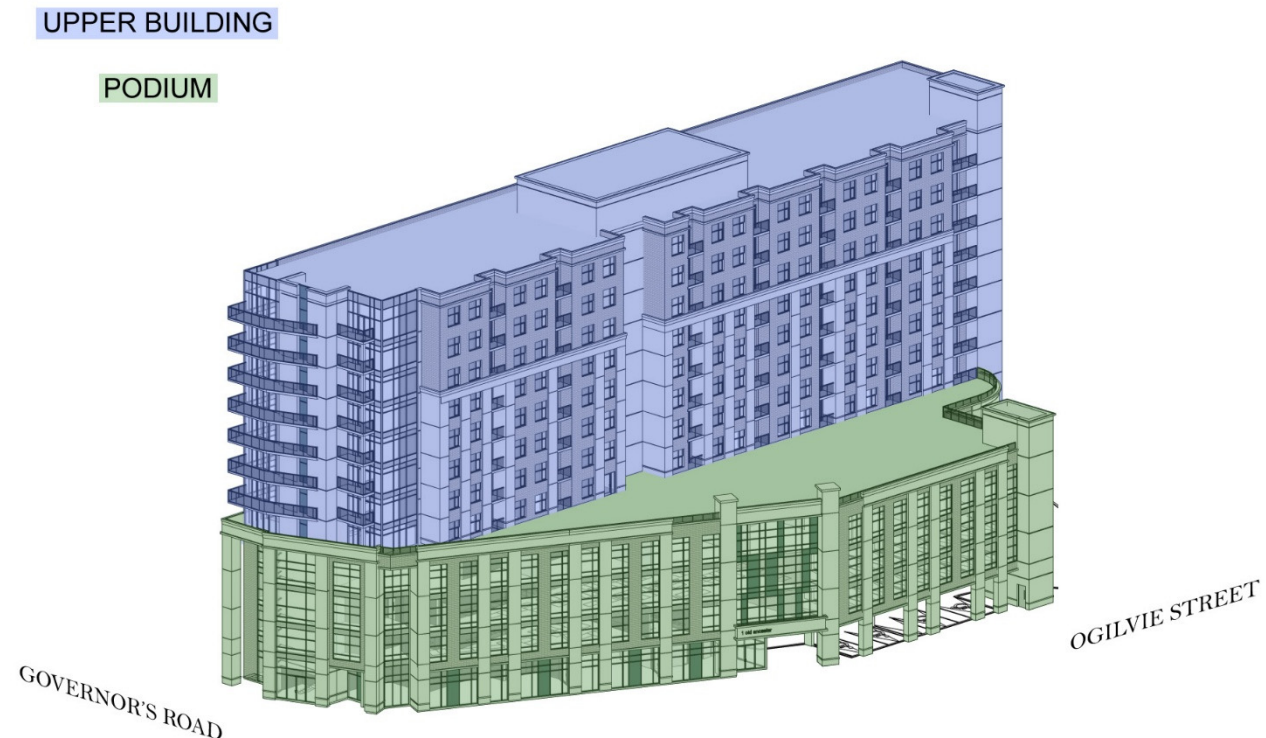


Figure 13 - Southwest Isometric - Principal Massing

The **principal massing** is to form the first stage of visual reception of the proposed built form by creating a division based on the scale of the intended interface. The **Podium** segment is to be focused on its interface with the pedestrian and street scale environment. The **Upper Building** segment is focused on the built form’s interface with the surrounding environment at approach and its relation to other built form in the neighbourhood.

In reference to the description of a “first stage”, each of these principal massing segments is further subdivided into **secondary massing**. See Figure 14 - Southwest Isometric below.

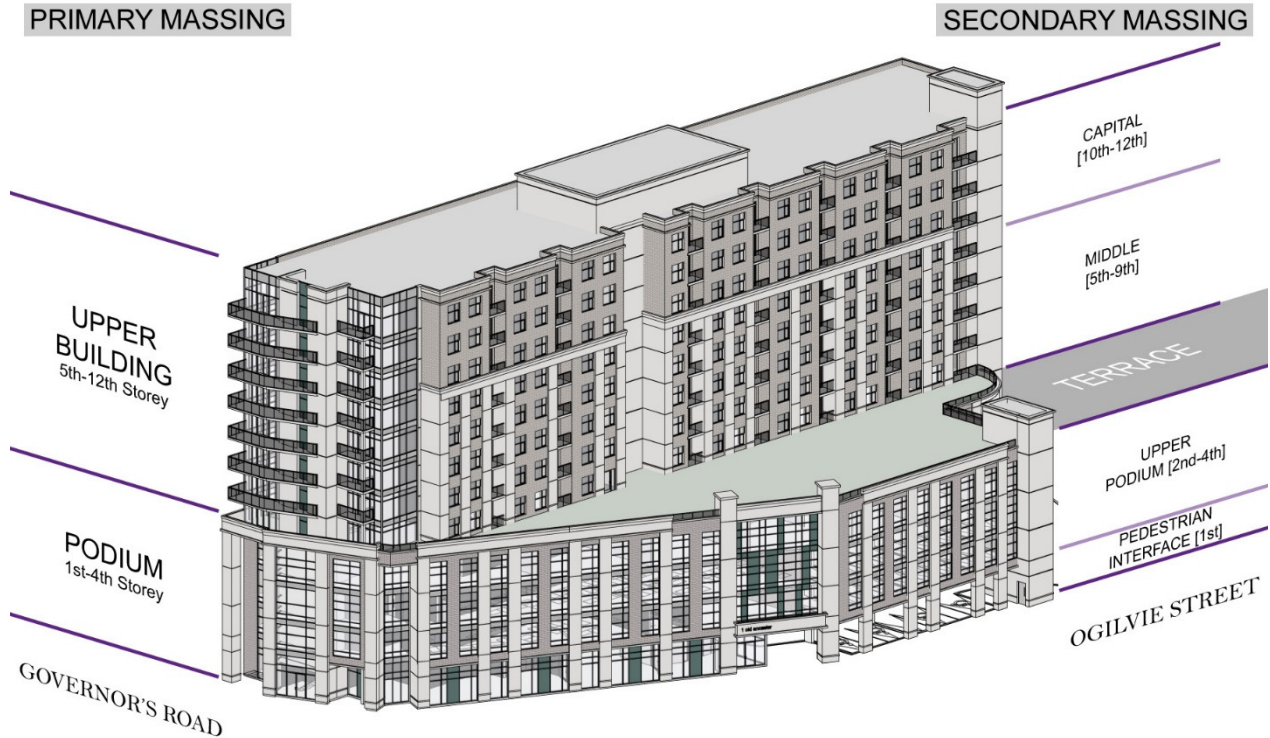


Figure 14 - Southwest Isometric – Secondary Massing

Podium – 1st to 4th Storeys

The design of the **Podium** is divided into the **Pedestrian Interface** and **Upper Podium** as pictured above. It is scaled to four storeys, provides larger glazing at the entries and features landscaped areas with paved, accessible pedestrian approaches.

At the single storey **Pedestrian Interface**, a combination of footprint changes, façade elements, extent of glazing, and unique floor height are used to add individual character to the storey. As the name identifies, this zone of the building is the direct interface with adjacent and approaching persons at the eye level. Increased visual glazing, location of amenity at ground level, and open to air sight lines to the private access driveway provide interconnectivity of the built form to the environment, and passive eyes-on-the-street security design.

The **Upper Podium**, spanning 2nd to 4th floors, comprises the remainder of this segment of primary massing. The rhythm of glazed façade commenced by the 1st level is continued to these storeys, including spandrel glazing where interior areas are service/parking use at these levels, for sake of the podium façade representation at the pedestrian scale. The surface of the podium (5th floor) provides a mixture of private common amenity use and exclusive private terrace use, where permitted by unit location.

Contrasting the features described to make the pedestrian interface and upper podium distinct, the façade design of the podium (principal mass) proposes the appearance of embedded columns at regular interval; these are narrow in

contrast to the adjacent façade elements, and their uniform presence extending from base to parapet of the primary mass provides unity for the podium.

The principal entrance to the building faces Ogilvie Street and is an integral part of the podium design. From this base rhythm of embedded columns discussed previously, the principal entrance is highlighted by an enlargement and prominence of a pair of these elements framing the entrance location. The space separating these columns is further enhanced with a continuous field of aluminum glazing assembly with contemporary finish pattern proposed.

Upper Building – 5th to 12th Storeys

(see Figure 14 - Southwest Isometric – Secondary Massing on page 25 above)

The **Upper Building** portion of the **primary massing** is further horizontally bisected into **secondary massing** of the **Middle** and **Capital** segments.

The **Middle** segment commences from the 5th floor with interface at the open air terrace above the podium levels. Extending to the 9th floor, these floors include residential dwellings and commence the presence of exterior private balconies in the façade. Opaque/translucent/frosted glazing should be considered to provide obscuration of both views onto the balcony surface, and from behind the balcony onto adjacent surfaces below. Relative to the Podium below, and commencing a trend to the building above, the façade at this portion of the elevation has begun to simplify with regular rhythm of cladding and consistent deployment of glazed elements.

The **Capital** segment provides the final element that caps the building. Extending from the 10th to 12th floors, these levels continue to feature private residential balconies. The façade composition continues to simplify, where the façade design of embedded columns generally have terminated. This termination, and division between middle and capital segments, is constructed by the presentation of an entablature to the embedded colonnade rising from below. With the termination of the lighter embedded features, the capital segment is darker to provide the appearance of being further recessed.

Long Building

Note: For harmony of addressing similar architectural features in the same reporting context, this subheading is also in light of the Urban Design Guidelines discussed later in Section 5.5 Corridor Planning Principles & Design Guidelines on page 45 below.

Subsection B.4.9 of the **Corridor Planning Principles and Design Guidelines** provides the following guideline,

Where a building or portion of a building is greater than 60m long and greater than 3 storeys high it should be divided into two separate built forms above the 3rd storey. This will allow a space for light to reach the street and minimize the canyon effect. This is especially important for buildings along the south side of east/west arterials.

The width of the upper building massing, ranging from 5th to 12th floors, is approximately 87 metres. As this exceeds the guideline threshold, the design has taken into consideration the intent and objectives of the policy in the design of the footprint and façade.

Principally, the guideline addresses shadowing effects; for discussion of shadow impact and related angular plane, please see Section 5.5 Corridor Planning Principles & Design Guidelines starting on page 45 below, and associated Appendix F Shadow Impact Analysis Graphics.



Figure 15 - Horizontal Break-up of Upper Building Massing

An objective of the design of the upper building's massing is to horizontally break up presented form into separate visual elements and avoid the negative appearance from a homogenous 'wall' elevation. The illustration in Figure 15 uses colour to indicate the segments created. The two primary segments shown in green comprise the majority of the residential interface. These are interrupted by a recessed break in the middle of the horizontal span; this break is muted in features, even lacking the vertical bisectioning of the middle/capital masses discussed above. This language is repeated on the outer extents of the building (southwest and southeast corners also shown in orange) – here, a similar consistent verticality of façade is used in a relatively narrow horizontal extent of plan to frame the primary residential massing shown in green.



Figure 16 - Horizontal Break-up of Podium Massing

The podium massing, being 4 storeys, shall be considered under this guideline which applies to greater than 3 storeys.

The language of the Upper Building is repeated here, dividing the horizontal breadth of the elevation into subsections. At the podium however, this feature is inverted from the muted approach above; here, the vertical interruptions are enhanced as an anchor for the building. The primary entrance / pedestrian access to the building is at the centre in orange, where the vertical embedded columns project above the standard parapet height.

4. Community Context

See Section 2.5 Context Map and Surrounding Built Environment on page 7 above.

The architectural form of surrounding development represents mid-to-high density residential/institutional use ranging from mid-20th century to modern contemporary styles. The proposed development should continue to feature the use of contemporary accents, (e.g. visually engaging form of aluminum spandrel glazing as a component of massing division,) with elements homologous to traditional architectural form (e.g. finish representing appearance of embedded column and entablature.) The proposed development height is in keeping with exiting nearby residential high buildings to the southwest.

The walkable proximity to natural spaces is a strong feature for intensification, providing a greater volume of residents the walkable opportunity to access limited urban natural spaces.

Additionally, the proposed development is in walkable proximity to multiple commercial zoned properties. At time of this report, these uses include a supermarket, pharmacy, and pet store; all strongly supportive of frequent residential patronage.

See further discussion of the proposed pedestrian interface to the public realm in Section 4.7 on page 29 below.

5. Building Services & Utilities (B.3.3.6)

A stormwater retention tank is proposed to be installed on the site, located within the footprint of the building to the west side of the lot.

The transformer providing electrical service to the building is located at the southeast corner of the property. The transformer is required to be adjacent to service vehicle access by utility authorities. The location within the developable area has been selected to maximize the possible distance from the intersection of Governor's Road and Ogilvie Street, while still satisfying access requirements and in a practical interface between public utility connection and private electrical room power reception. Landscape screening features should be considered adjacent to the transformer service as part of a site plan application, to the extent permitted by utility authorities having jurisdiction on obstructions in proximity to a transformer.

The building does not include a sub-grade parkade, (parkade is at ground level and above,) and so ground ventilation projections typically encountered for a development of this size are not present.

Above grade mechanical ventilation points serving the parkade or residential occupancy are to be integrated with the aesthetic design of the building façade by way of louvre placement and finish selection.

A large rooftop mechanical penthouse has been proposed for enclosure/shielding of building services. If/where future design coordination with engineers confirms unit placement exterior to this enclosure, (e.g. generator or make up air supply units,) visual screening should be considered for submission and review at site plan application.

6. Signage, Display Areas, & Lighting (B.3.3.8)

Any exterior lighting proposed for the development should be reflected on the photometric study provided as part of a complete site plan application. Proposed lighting should be adequately shielded to mitigate glare and light pollution to abutting private and public realm.

A variety of bicycle parking options are proposed in this design. Tenant bicycle storage is provided in ground level secure interior storage, and additional secure storage within the above grade levels adjacent to the parkade space above. Temporary visitor bicycle parking is provided covered within the interior open to air parkade, located across the principal accessway from the principal entrance which provides convenient access and eyes-on passive security from this high-traffic area.

8. Public interface – Vehicles; Parking, Access & Circulation, Parking (B.3.3.9-10)

Vehicle access to the site is from the southeast corner of the subject property to Ogilvie Street. The proposed location, when compared to the extent of the street lines of the subject land, is that which is intended to interfere the least with the smooth operation of the intersection.

The private condominium drive provides direct access to the open to air parkade within the built form. This access includes a turnaround function for the dead end services fork to the east, used for waste management. (*See further discussion of waste management uses in Section 4.10 Storage, Service and Loading Areas (B.3.3.7) starting on page 31.*) The westward turn of the fork proceeds into the terrace parkade covered by the 2nd floor and up. The open to air parkade within is exterior unconditioned space, enclosed by the form of the building but not as a complete envelope. This parkade includes tenant and visitor parking, accessible spaces, access to building services, access to bicycle parking (visitor and long term tenant storage – see previous section), and multiple points of secure access to the building. The ramp providing access to multiple levels in a circulation spiral is also within the built form.

The entirety of the parking service for the proposed development is located within the built form of the proposed development. It is proposed the future required parking remain thusly occluded from the public view, in consideration of the site context of adjacency to two higher order streets and the opposing natural lands of Spencer Creek. The parking at grade and above should be screened from public view with built environment or landscaping where possible without impinging upon safe visibility for maneuvering & pedestrian use of these spaces.

9. Landscaping

To the north and east of the proposed construction, immediately outboard of the limit of proposed development area (See Figure 3, page 3,) the balance of lands to be maintained include natural vegetation to remain. Note: Appendix G includes concept landscape design; refer to landscape architect's complete submission for information on existing tree inventory.

The street lines to the south and west: as the proposal is situated to maximize the sustaining area of creek lands to be maintained, have the built form of the podium in proximity to these lot lines. With accent of strip landscaping, the area immediately adjacent to the footprint is paved as pedestrian network; this is in service of connecting the multiple disparate pedestrian access points to/from the building and allowing access between the public sidewalk and proposed development to be served by 3 accessible walkways, and therefore maximizing the possible landscaping in the public boulevard shoulder.

5th floor open to air amenity terrace's landscape concept includes outdoor planting areas, seating/gathering areas, and recreational pet exercise area.

10. Storage, Service and Loading Areas (B.3.3.7)

A loading/drop-off space is provided for tenants. The proposed space is located in the centre of the site at ground level, adjacent to the principal entrance as a lay-by to access within the open-to-air parkade. This location is located near the main entry within the parkade offering convenience and safe circulation away from the public pedestrian movement. In consideration of the future tenants, future property management should schedule/restrict the times of day the loading space and associated movement activities may be used/permitted.

11. Barrier Free Design (B.3.3.11)

Proposed development of residential use provides a mixture of 1 to 3 bedroom suites of varying sizes. Per OBC as an apartment building of this use/classification, the building and access thereto is to meet the accessibility criteria prescribed by the OBC including the following:

- Access to the building and all regularly accessible common tenant areas to be served by a barrier free path of travel.
- 15% of the suites provided must meet additional accessibility requirements, providing a stock of accessible units greater than other non-custom built homes offered by development of townhomes or single dwellings.

Additionally, as prescribed by applicable zoning by law, a proportion of required parking is to be to accessible dimension and location standards; please refer to Appendix D floor plans & parkade for deployment of proposed spaces.

5. POLICY ANALYSIS OF PROPOSED DEVELOPMENT

1. Analysis of Provincial Planning Statement

Provincial Planning Statement 2024		
Ref:	Policy:	Comment:
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups	Proposed development provides a mix of dwelling opportunities and contributes to the variety of dwelling lifestyles available. Provision of rental product increases diversity of residential dwelling opportunities in a presently condominium-dominated new construction market. Development is adjacent to major arterial Governor's Road and collector Ogilvie Street, providing direct access to higher order roadway classifications and promoting transit activity as both roads are actively served by current transit network – see Section 2.6 Existing & Future Transit on page 17. Provision of an apartment building of this classification includes compliance with the inclusion of barrier free design standards – see Section 4.11 Barrier Free Design (B.3.3.11) on page 31.
2.2.1.	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:	
2.2.1.b	permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including ... development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;	Proposed development provides a mixture of one to three bedroom suites of varying sizes. Per OBC as an apartment building, 15% of these must meet additional accessibility requirements, providing an increased stock of accessible units within the municipality as compared to development of townhomes, singles, or stacked units not subject to this requirement – see Section 4.11 Barrier Free Design (B.3.3.11) on page 31.
2.2.1.c.	promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and	Proposed development is density oriented towards adjacent arterial roads with transit support.

Provincial Planning Statement 2024		
Ref:	Policy:	Comment:
2.2.1.d	requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	Development is adjacent to major arterial Governor's Road and collector Ogilvie Street, providing direct access to higher order roadway classifications and promoting transit activity as both roads are actively served by current transit network – see Section 2.6 Existing & Future Transit on page 17.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	See comment for policy reference 2.1.6 above.
2.9.1.	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:	
2.9.1.a	support the achievement of compact, transit-supportive, and complete communities;	Proposed development provides increased density in community node planning designation, with accessible pedestrian connection and proximity to mixed use development included within the node. See comment for policy reference 2.2.1.d above discussing transit access.
2.9.1.b	incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems...	Proposed development to contain a stormwater management retention design, ensuring development meets outflow requirements – Civil engineer's design to be reviewed & approved at site plan approval stage. See Section 4.5 Building Services & Utilities (B.3.3.6) , page 28.
2.9.1.c	support energy conservation and efficiency;	Proposed development is compact and dense, providing efficiency in building envelope and HVAC cost. Centralized nature of building services increases this contribution to efficiency.
4.1.1	Natural features and areas shall be protected for the long term.	Please refer to Environmental Impact Statement and Summary of Environmentally Significant Areas Impact Evaluation Group prepared by other and submitted as part of this application.

2. Urban Hamilton Official Plan • Vol 1, Chapter B

Review of Vol 1 Chapter B Section 3.3 Urban Design can be found included in the design analysis above in Section 4 starting on page 23 above. The following is a review of the outstanding references found in Vol 1 Chapter B;

Urban Hamilton Official Plan • Vol 1, Chapter B, Section 2.4: Residential Intensification		
Ref:	Policy:	Comment:
B.2.4.1.1	Residential intensification shall be encouraged throughout the entire built-up area, in accordance with the policies of Chapter E – Urban Systems and Designations and Chapter F – Implementation.	See table review of Chapter E commencing in Section 5.0 starting on Page 37 below.
B.2.4.1.2	The City's primary strategic growth areas shall be the Urban Nodes and Major Transit Station Areas as illustrated on Schedule E – Urban Structure and as further defined in secondary plans and corridor studies for these areas, included in Volume 2	Subject land is located within the southern region of the Dundas Community Node. See Section E.3.5 Medium Density Residential below for review for desired location of intensification within Community Nodes district.
B.2.4.1.3(b)	The residential intensification target specified in Policy A.2.3.3.4 shall generally be distributed through the built-up area as follows: ... b) The Urban Nodes and Urban Corridors identified in Section E.2.0 - Urban Structure, excluding the Downtown Urban Growth Centre, shall be planned to accommodate approximately 40% of the residential intensification target.	
B.2.4.1.4	Residential intensification developments shall be evaluated based on the following criteria:	
B.2.4.1.4.b	the relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form;	See Section 4.3 Built Form (B.3.3.3), page 24 and subsequent Section 4.4 Community Context.
B.2.4.1.4.c	the development's contribution to maintaining and achieving a range of dwelling types and tenures;	Proposed development of rental units provides a mixture of one to three bedroom suites of varying sizes. Per OBC as an apartment building, 15% of these must meet additional accessibility requirements, providing a stock of accessible units greater than other non-custom built homes offered by development of townhomes or single dwellings – see Section 4.11 Barrier Free Design (B.3.3.11) on page 31.
B.2.4.1.4.d	the compatible integration of the development with the surrounding area in terms of use, scale, form and character. In this regard, the City encourages the use of innovative and creative urban design techniques;	See Section 4.3 Built Form (B.3.3.3), page 24 and subsequent Section 4.4 Community Context.

Urban Hamilton Official Plan • Vol 1, Chapter B, Section 2.4: Residential Intensification		
Ref:	Policy:	Comment:
B.2.4.1.4.e	the development's contribution to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;	See discussion of E.2.0 Urban Structure below.
B.2.4.1.4.f	existing and planned water, wastewater and stormwater capacity;	See comment for policy reference 2.1.9.b above.
B.2.4.1.4.g	the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;	Future submission of plans for proposed construction to meet the energy efficiency design standards of the then-active Ontario Building Code. It is understood the current design scheme is to exceed OBC requirements and is to be designed to exceed NECB Tier 1 by 25%. Proposed development includes geothermal system for common building environmental services. See comment for policy reference 2.9.1.b above discussing stormwater management.
B.2.4.1.4.h	the contribution of the proposed development to supporting and facilitating active transportation modes;	See comment for policy reference 2.2.1.d above discussing transit access.
B.2.4.1.4.i	the contribution of the development to be transit-supportive and supporting the use of existing and planned local and regional transit services;	See comment for policy reference 2.2.1.d above discussing transit access.
B.2.4.1.4.j	the availability and location of existing and proposed public community facilities/services;	See Section 2.5 Context Map and Surrounding Built Environment on page 7. See Section 4.4 Community Context in page 28 above.
B.2.4.1.4.k	the ability of the development to retain and/or enhance the natural attributes of the site and surrounding community including, but not limited to native vegetation and trees;	Please refer to Environmental Impact Statement and Summary of Environmentally Significant Areas Impact Evaluation Group prepared by other and submitted as part of this application.

Urban Hamilton Official Plan • Vol 1, Chapter B, Section 2.4: Residential Intensification		
Ref:	Policy:	Comment:
B.2.4.2	Residential Intensification in the Neighbourhoods Designation	
B.2.4.2.1	Residential intensification within lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation.	See review of section E.3.0 below.
B.2.4.2.2	When considering an application for a residential intensification development within the Neighbourhoods designation, the following matters shall be evaluated:	
B.2.4.2.2.a	the matters listed in Policy B.2.4.1.4;	See B.2.4.1.4 above.
B.2.4.2.2.b	compatibility with adjacent land uses including matters such as shadowing, overlook, noise, lighting, traffic, and other nuisance effects;	See B.4.3.2 Maximum Building Height Related to Street Width & shadow analysis in Section 5.5 Corridor Planning Principles & Design Guidelines, starting page 45. See traffic impact analysis included with this submittal package. See discussion of 4.3 Built Form (B.3.3.3), page 24 regarding balcony glazing translucency. See Section 4.6 Signage, Display Areas, & Lighting (B.3.3.8) on page 28.
B.2.4.2.2.c	the relationship of the proposed building(s) with the height, massing, and scale of nearby residential buildings;	See discussion of 4.3 Built Form (B.3.3.3), page 24. See 5.5 Corridor Planning Principles & Design Guidelines, starting page 45, and including discussion of height/massing abutting arterial corridors and shadow analysis.
B.2.4.2.2.d	the consideration of transitions in height and density to adjacent residential buildings;	
B.2.4.2.2.e	the relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood;	
B.2.4.2.2.f	the provision of amenity space and the relationship to existing patterns of private and public amenity space;	See discussion of amenity spaces proposed with the design in Section 4.3 Built Form (B.3.3.3), page 24.
B.2.4.2.2.g	the ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations;	See discussion of 4.3 Built Form (B.3.3.3), page 24
B.2.4.2.2.h	the ability to complement the existing functions of the neighbourhood;	See discussion of neighbourhood context in 4.3 Built Form (B.3.3.3), page 24 and subsequent Section 4.4 Community Context.

Urban Hamilton Official Plan • Vol 1, Chapter B, Section 2.4: Residential Intensification		
Ref:	Policy:	Comment:
B.2.4.2.2.i	the conservation of cultural heritage resources; and,	Proposed lands do not appear to contain any cultural heritage features. See Section 2.3 Existing Site on page 4 above.
B.2.4.2.2.j	infrastructure and transportation capacity and impacts.	Please see traffic analysis and civil engineering design prepared as part of this application package. Civil engineer's complete design to be required as part of site plan application. See Section 2.6 Existing & Future Transit page 17

3. Urban Hamilton Official Plan • Vol 1, Chapter E

As identified in Section B 2.4.1.4.e, review of Section E.2.0:

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 2.0: Urban Structure		
Ref:	Policy:	Comment:
E.2.1	Urban Structure	
	Hamilton's urban structure shall be a node and corridor structure guided by the following general principles:	
E.2.1.a	Urban Nodes, Urban corridors and delineated Major Transit Station Areas shall be the focus of intensification and re-urbanization activities (i.e. population growth, private and public redevelopment, and infrastructure investment)	Proposed development is higher density intensification of residential units within Community Node designation. See discussion in Section 4.3 Built Form (B.3.3.3) on page 24 above and subsequent Section 4.4 Community Context.
E.2.1.b	Nodes and corridors provide focal points of activity for Hamilton's local communities and neighbourhoods.	See Section 4.7 on page 29 for discussion of pedestrian interface between proposed development and public realm.
E.2.1.d	Nodes and corridors provide a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design.	See comment for policy reference 2.2.1.d above discussing transit access.
E.2.1.e	Nodes and corridors evolve with higher residential densities and mixed use developments to achieve their planned functions and support existing and planned transit, including higher-order transit.	

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 2.0: Urban Structure		
Ref:	Policy:	Comment:
E.2.2.5	The Urban Nodes and delineated Major Transit Station Areas referenced in Policy E.2.2.1 (UHOP Schedule E) are strategic growth areas and intensification and higher-density mixed uses in a transit-supportive and compact built form shall be encouraged and promoted in these areas.	Development is higher density intensification proposed in community node, adjacent to major arterial and collector roadways with existing transit service. See comment for policy reference 2.2.1.d above discussing transit access.
E.2.3	Urban Nodes	
	Urban Nodes are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding Neighbourhoods. Most Urban Nodes will have access to higher order transit and will exhibit a wide variety of land uses and densities designed and oriented to support and facilitate transit and active transportation. These Urban Nodes shall be designed and planned to provide a recognized sense of place to adjacent neighbourhoods. This Plan sets out a hierarchy of Urban Nodes, including the more intensely developed Downtown Hamilton which acts as a node within the context of the Greater Golden Horseshoe, Sub-Regional Service Nodes which are major centres of retail activity to the City, and Community Nodes which act as focal points to a former local municipality or to a number of neighbourhoods.	See Section 2.5 Context Map and Surrounding Built Environment on page 7. See Section 4.4 Community Context in page 28 above. See comment for policy reference 2.2.1.d above discussing transit access.
E.2.3.3	Community Nodes	
E.2.3.3.2	Within each Community Node a range of uses shall be provided that allow for access to housing, employment, services, and recreation in close proximity to each other and transit. The Community Nodes shall provide services to residents within the former area municipalities and surrounding neighbourhoods in a mixed use environment.	See Section 2.5 Context Map and Surrounding Built Environment on page 7. See Section 4.4 Community Context in page 28 above. See comment for policy reference 2.2.1.d above discussing transit access.
E.2.3.3.6	Community Nodes shall be linked to the higher order transit system through connecting conventional transit or by higher order transit, where possible. Where possible, the City shall direct local routes through the Community Nodes	See comment for policy reference 2.2.1.d above discussing transit access.

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 2.0: Urban Structure		
Ref:	Policy:	Comment:
E.2.3.3.7	Community Nodes shall generally be planned to achieve a target density of 100 to 150 persons and jobs per hectare measured across each node.	The density as a calculation of the existing subject lot area is 80 units per hectare. Note, the subject lot is comprised of two areas - See 2.2 Subject Parcel & Limit of Proposed Development Area on page 3 with included figure describing the relationship between the existing subject lot, the subdivision into two secondary areas identified as the “limit of proposed development area”, and “balance of lands to be maintained or restored.”
E.2.3.3.13	The Community Nodes shall be planned to have a strong pedestrian focus.	See Section 4.7 on page 29 for discussion of pedestrian interface between proposed development and public realm. See Section 4.3 Built Form (B.3.3.3) on page 24 for discussion of the pedestrian interface and ground level engagement of the proposed development.
E.2.3.3.16	Pedestrian focus streets shall be identified in each Community Node. On Pedestrian focus streets, buildings shall be built to the streetline with store fronts and other active uses opening onto the street.	
E.2.3.3.18	New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building heights and by locating and designing new development to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.	See discussion of 4.3 Built Form (B.3.3.3), page 24. See 5.5 Corridor Planning Principles & Design Guidelines, starting page 45, and including discussion of height/massing abutting arterial corridors and shadow analysis.
E.2.3.3.19	Streets within the Community Nodes shall be designed to provide strong pedestrian linkages and active transportation opportunities between the surrounding Neighbourhoods and the Nodes	See Section 4.7 on page 29 for discussion of pedestrian interface between proposed development and public realm. See Section 4.8 on page 30 for discussion of vehicle access interface between proposed development and public streets. See comment for policy reference 2.2.1.d above discussing transit access.
E.2.3.3.20	Automobile access will continue to be important to Community Nodes but it shall be balanced with the need to improve pedestrian and transit access and opportunities for active transportation.	

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 2.0: Urban Structure		
Ref:	Policy:	Comment:
E.2.3.3.22	Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support transit.	See traffic consultant reporting as part of this submission package. Development is adjacent to major arterial Governor's Road and collector Ogilvie Street, providing direct access to higher order roadway classifications and promoting transit activity as both roads are actively served by current transit network – see Section 2.6 Existing & Future Transit on page 17.

As identified in Section B 2.4.2.1, proposed residential intensification is reviewed for compliance with Section E 3.0: Neighbourhoods Designation.

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 3.0: Neighbourhoods Designation		
Ref:	Policy:	Comment:
E.3.2	Neighborhoods Designation – General Policies	
E.3.2.1	Areas designated Neighbourhoods shall function as complete communities, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.	Proposed development contributes to variety of dwelling and lifestyle available, contributing rental units of a variety of sizes and contributing higher density to the core designation abutting transit access & major arterial/collector roadway with walkable proximity to adjacent core designation uses.
E.3.2.3	The following uses shall be permitted on lands designated Neighbourhoods on Schedule E-1 – Urban Land Use Designations: a) residential dwellings, including second dwelling units and housing with supports;	Proposed development is comprised of new rental residential units. Note, building & units of this configuration are not amenable to addition of secondary dwelling units and it is understood this comment is directed to provision.
E.3.2.4	The existing character of established Neighbourhoods designated areas shall be maintained. Residential intensification within these areas shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.	See Section 4.3 Built Form (B.3.3.3), page 24, including massing, and subsequent Section 4.4 Community Context.
E.3.2.7.b	Garages, parking areas, and driveways along the public street shall not be dominant. Surface parking between a building and a public street (excluding a public alley) shall be minimized.	See discussion of provision of parking in Section 4. 8 Public interface – Vehicles; Parking, Access & Circulation, Parking (B.3.3.9-10) on page 30 above.

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 3.0: Neighbourhoods Designation		
Ref:	Policy:	Comment:
E.3.2.7.d	Development shall improve existing landscape features and overall landscape character of the surrounding area.	See Section 4.9 Landscaping on page 30. Please refer to Environmental Impact Statement and Summary of Environmentally Significant Areas Impact Evaluation Group prepared by other and submitted as part of this application.
E.3.3	Residential Uses – General Policies	
E.3.3.1	Lower density residential uses and building forms shall generally be located in the interiors of neighbourhood areas with higher density dwelling forms and supporting uses located on the periphery of neighbourhoods on or in close proximity to major or minor arterial roads.	Proposed higher density development is located in a Community Note (Figure 8, page 19) and proposed to be included in the periphery of Neighbourhood land use designation. Proposed development is a corner lot at the intersection of a major arterial and collector roadway (Figure 12, page 22)
E.3.5	Medium Density Residential	
E.3.5.1	Medium density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads, or within the interior of neighbourhoods fronting on collector roads.	See comment for policy reference E.3.3.1. above.
E.3.5.2	Uses permitted in medium density residential areas shall include all forms of multiple dwellings.	Proposed development of rental units provides a mixture of one to three bedroom suites of varying sizes.
E.3.5.5	Medium density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities, public transit, schools, active or passive recreational facilities, and local or District Commercial uses.	See Section 4.3 Built Form (B.3.3.3), page 24, including context subheading. See 2.6 Existing & Future Transit on page 17.
E.3.5.7	For medium density residential uses, the net residential density for the purpose of estimating unit yield and/or population growth, as part of the preparation of Secondary Plans, Special Policy Areas, Infrastructure Master Plans and Community Plans, shall be greater than 60 units per hectare and not greater than 100 units per hectare.	See comment for policy reference E.2.3.19-20. above. See density and lot structure comment for policy reference E.2.3.3.7 above.

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 3.0: Neighbourhoods Designation		
Ref:	Policy:	Comment:
E.3.5.8	For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 12 storeys without an amendment to this Plan, provided the Applicant demonstrates that:	
E.3.5.8.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 By-law;	Proposed development of rental units provides a mixture of one to three bedroom suites of varying sizes. Provision of rental product increases diversity of residential dwelling opportunities in a presently condominium-dominated new construction market.
E.3.5.8.b	the development shall incorporate sustainable building and design principles including but not limited to the use of locally sourced and/or recycled materials, water conservation, energy efficiency techniques, and low impact development approaches;	See comment for policy reference B.2.4.1.g above discussing OBC & energy efficiency design objectives.
E.3.5.8.c	the development shall not unduly overshadow or block light on adjacent sensitive land uses the public realm and outdoor private amenity areas;	See discussion of 4.3 Built Form (B.3.3.3), page 24 See 5.5 Corridor Planning Principles & Design Guidelines, starting page 45, and including discussion of height/massing abutting arterial corridors and shadow analysis.
E.3.5.8.d	buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,	See discussion of 4.3 Built Form (B.3.3.3), page 24 See 5.5 Corridor Planning Principles & Design Guidelines, starting page 45, and including discussion of height/massing abutting arterial corridors and shadow analysis.
E.3.5.8.e	buildings are stepped back from the street to minimize the height appearance from the street, where necessary.	
E.3.5.9	Development within the medium density residential category shall be evaluated on the basis of the following criteria:	
E.3.5.9.a	Developments should have direct access to a collector or major or minor arterial road. If direct access to such a road is not possible, the development may gain access to the collector or major or minor arterial roads from a local road only if a small number of low density residential dwellings are located on that portion of the local road.	Proposed site access direct to collector road. See Section 4.8 on page 30 for discussion of vehicle access interface and rationale for connection to collector road instead of higher order arterial road.

Urban Hamilton Official Plan • Vol 1, Chapter E, Section 3.0: Neighbourhoods Designation		
Ref:	Policy:	Comment:
E.3.5.9.b	Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design, and physical and functional considerations.	See discussion under Part 4 Site Design & Urban Analysis commencing on page 23, including sections for Built Form, Engineering functionality, and pedestrian/vehicle interface.
E.3.5.9.c	Development shall be comprised of sites of suitable size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.	See Section 4.9 Landscaping on page 30. See discussion of Built Form in Section 4.3 on page 24, and Corridor Guidelines analysis in Section 5.5 on page 45.
E.3.5.9.d	Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.	See Section 4.7 on page 29 for discussion of pedestrian network and site context with the built environment and traffic design. See Section 4.8 on page 30 for discussion of vehicle access interface between proposed development and public streets.
E.3.5.9.e	The City may require studies, in accordance with Chapter F – Implementation Policies, completed to the satisfaction of the City, to demonstrate that the height, orientation, design, and massing of a building or structure shall not unduly overshadow, block light, or result in the loss of privacy of adjacent residential uses.	See discussion of Built Form in Section 4.3 on page 24, and Corridor Guidelines analysis in Section 5.5 on page 45. See Appendix F – Shadow Impact Analysis.
E.3.5.9.f	The orientation, design, and massing of a building or structure higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage resources, cultural heritage landscapes, and other parts of the City as identified through secondary plans or other studies, through the submission of a Visual Impact Assessment to the satisfaction of the City	See discussion of 4.3 Built Form (B.3.3.3), page 24. See 5.5 Corridor Planning Principles & Design Guidelines, starting page 45, and including discussion of height/massing abutting arterial corridors and shadow analysis.

4. Urban Hamilton Official Plan • Vol 3, Chapter B

The subject lands are identified as being included in the UD-1 Dundas Two Zone Flood Area. In this case, the proximity to the existing Spencer Creek waterway exposes the subject area to increased risk of damage to property and safety risk to development.

It is understood that pre-consultation by the proponent's consultant team has occurred for engagement with planning staff and the Hamilton Conservation Authority to review the implications of proposed development in proximity to the floodplain and flood fringe areas. An Environmental Impact Statement and Hydraulic Assessment are included as part of the submission which speak to the interface between Spencer Creek and the proposed development.

The proposed development, as bound by the red-coloured "limit of proposed development" on architectural drawing SP1 (See Appendix B), are based in coordination with environmental consultant GEI to be located at at least an 8.0m buffer from the staked ESA limit.

5. Corridor Planning Principles & Design Guidelines

The Corridor Planning Principles and Design Guidelines (hereinafter “Corridor Guidelines”) are provided as a supplement to the UHOP, providing additional guidance & direction for the city’s primary and secondary corridors.

The following principles are identified in the Corridor Guidelines’ Section 3, noting:

Corridors should be planned and developed to:

- (a) Support and facilitate development and investment that contributes to the economic and social vitality of the Corridor and adjacent neighbourhoods.*
- (b) Promote and support development which enhances and respects the character of existing neighbourhoods where appropriate and creates vibrant, dynamic, and livable urban places through high quality urban design.*
- (c) Develop compact, mixed use urban environments that support transit and active transportation.*
- (d) Promote and support an innovative sustainable built environment that uses resources efficiently and encourages a high quality of life.*
- (e) Identify areas of change as the locations for new development along Corridors.*

B.1.0 - 2.4 Where Do These Principles & Guidelines Apply?

The application of the guidelines to the subject development area is based on the following article 2.4 Nodes from the Corridor Guidelines

“These Guidelines may apply to properties fronting arterial roads in Nodes, as identified in the Urban Hamilton Official Plan in the absence of an approved Secondary or Node Plan....” (City of Hamilton, 2012)

As reviewed in Figure 8 (page 19) and Figure 12 (page 22) previously, the subject lands exist within the Dundas Community Node, and the abutting Governor’s Roadway on the northwest street line is a major arterial roadway subject to review under these guidelines.

Note, Ogilvie is not an identified corridor and its functional roadway classification is a collector, and thus this review will not review the corridor guidelines from this street line.

B.4.2 Development Potential & Property Size

Table 1 from section B.4.2 provides an approximate development range proportional to the property size. It is noted that these guidelines are designed to be achievable for development sizes falling within these criteria. See abbreviated copy of table in Figure 18.

Typical Minimum Property area, width and depth	Typical Height	Examples of appropriate built form
Lot Area: 1020 sq. m Width: 30 m Depth: 35 m Max Depth: 50 m	2 to 12 storeys*	Multi storey apartment/mixed use buildings
* Maximum building height to be determined in relationship to actual property depth and street width.		

Figure 18 - Subsection B.4.2 Table 1

For the purposes of review of this guideline, the “lot” shall be considered to be the limit of proposed development area (Figure 3, page 3) and not the true “lot” as exists at the time of this report.

The proposed development has an area of 3,205sm, with a lot dimension of approximately 107.2m wide and 41.5m deep. The proposal is for a 12 storey building comprised of residential occupancy.

B.4.3.1 Maximum Building Height Related to Property Depth

The proposal does not abut single detached, semidetached, or duplex residential.

B.4.3.2 Maximum Building Height Related to Street Width

Subsection 4.3.2 prescribes the guideline for height in relation to the deemed street width. From the guidelines,

New buildings should be limited in height by a 45 degree build to plane beginning from a line at grade parallel to the front property line at a distance of 80% of the width of the arterial street right-of-way.

West Elevation: Governor's Road

Governor's Road is identified as Major Arterial road by the official plan. Vol. 1 Ch. C Sentence 4.5.2.d.ii of the UHOP provides a typical right-of-way width, with exception as noted in Vol.1 Schedule C-2 Future Right of Way Dedications.

The section diagram included shortly for this review is placed at the building's upper storeys' closest perpendicular proximity to the street line. In other words, the section is oriented parallel to this perpendicular measurement.

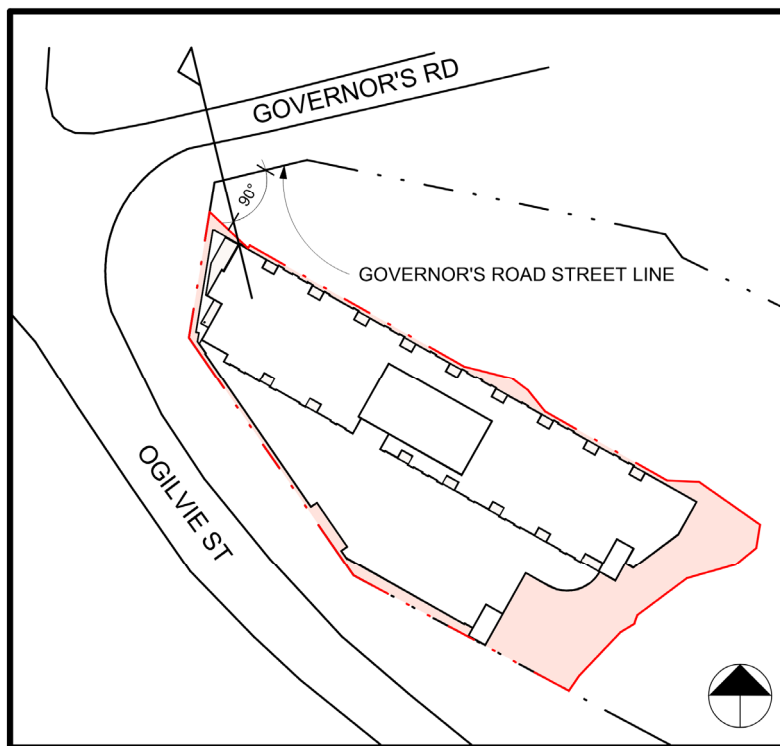


Figure 19 - Key Plan for Location and Orientation of Corridor Section

The future right of way width of this road is 30.480m. The following Figure 20 shows, from the perspective of the north facing southward, a schematic line extending from the street line parallel w/ Governor's Road. The schematic line extends up 80% of the defined right-of-way width before turning to the 45 degree plane described above.

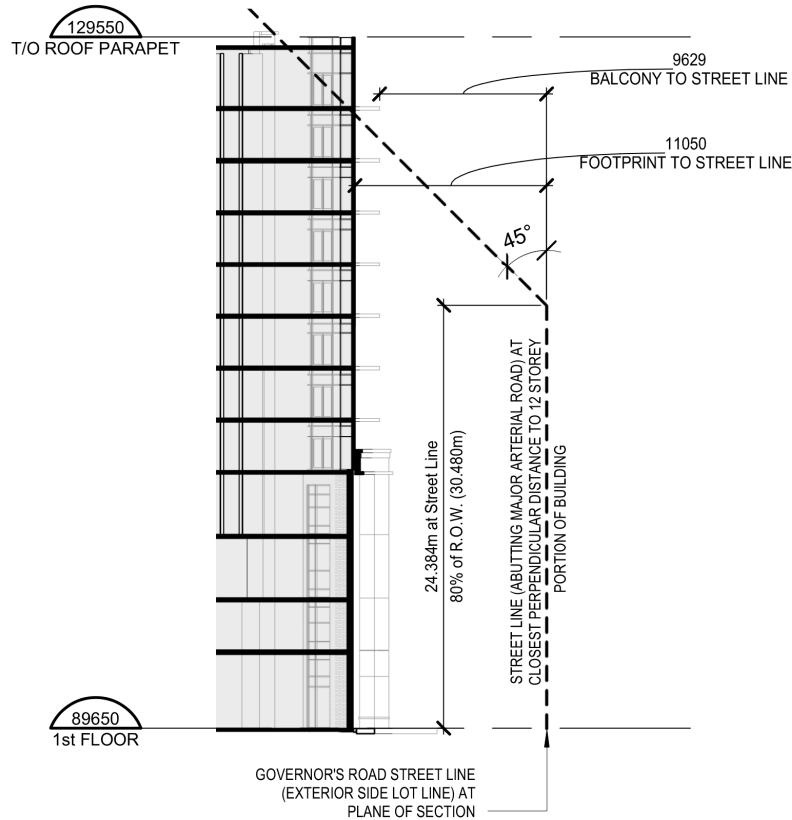


Figure 20 - Site Section at Upper Storeys' Closest Proximity to Governor's Road, Facing West

As the building is oriented at an angle to the subject street line, supplemental to the above 2-dimensional section drawing, the additional axonometric view of the following Figure 21 was generated for perspective of the magnitude of the projection in 3 dimensions.

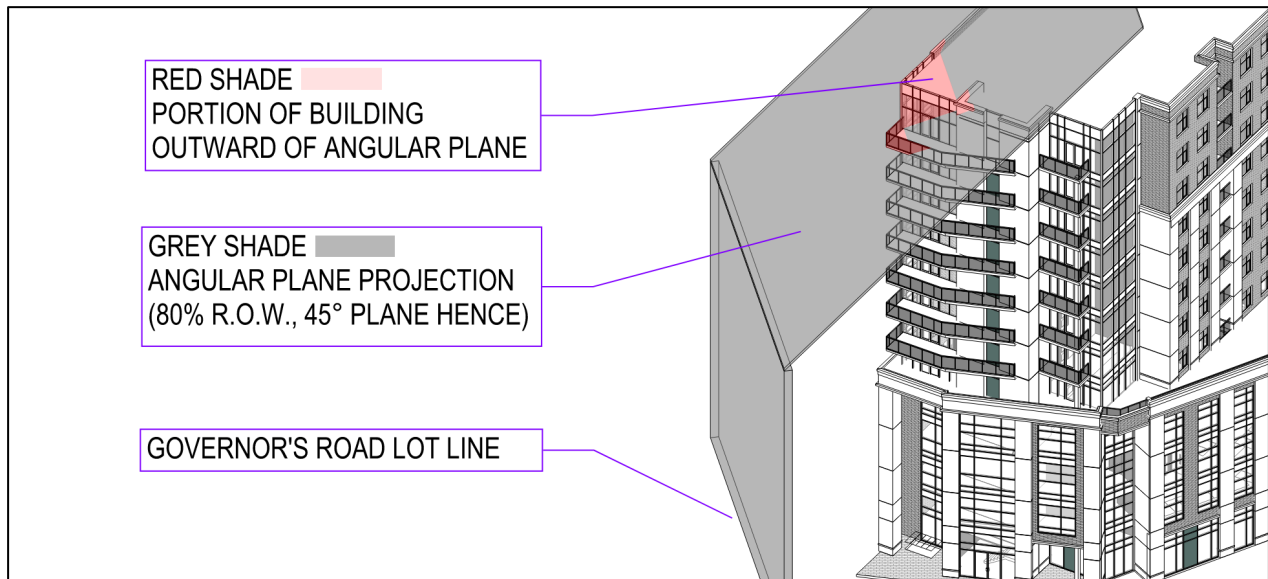


Figure 21 - Axonometric view from the West

As illustrated, the projection at an angle to the building as opposed a parallel building face to the street line results in a comparatively lesser volume of projecting structure.

Corridor Guidelines' Section B.4.3.2's content functions as guidelines for analysis of built form abutting arterial roads; however, a more granular analysis of the proposed conditions should be reviewed via the Shadow Analysis of the proposed development included with this package. With these we can review & evaluate the condition proposed and its relationship to Governor's Road.

Note: The following is intended to a shadow analysis of scope limited to the context of the projection into the angular plane from the corridor guidelines; for complete shadow impact analysis of the proposed development, refer to study prepared by KNYMH.

Please see Shadow Analysis graphics in Appendix F. Per City of Hamilton Guidelines, the conditions at 26 minutes past the hour at intervals of 1 hour each, ranging from 10:26am to 5:26pm Eastern Daylight Time.

Section 4.12. of the Corridor Guidelines notes;

1. *Upper floor setbacks, building orientation and shape should be considered in the design of multi storey buildings and incorporated wherever possible to minimize the shading of adjacent properties, public spaces and the public sidewalk.*
2. *Shadows of the proposed building design should be measured on March 21st when the sun's angle is half way between winter and summer as light levels will improve over the summer months when people tend to be outdoors.*
3. *To minimize shadow impacts adjacent properties, adjacent public spaces and the public sidewalk on one side of the street should receive a minimum of 5 hours of sunlight throughout the day measured on March 21st.*

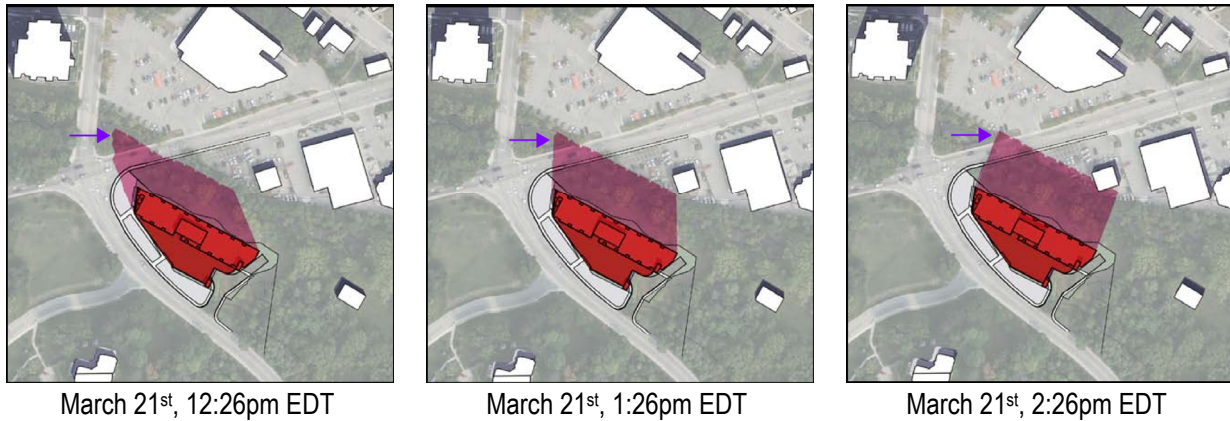


Figure 22 - Portion of Appendix F Shadow Graphics from Noted Times

Sentence 4.12.3 informs us one side of the adjacent street should receive 5 hours of sunlight, and by way of this indirectly conveys the value that a significant factor contributing to negative shadow impacts is the duration of shadow coverage.

From the images in Figure 22 above, selected based on solar maximum when shadows move slowest, the subject projection appears to be present for not greater than half an hour as it moves from west to east.

B.4.5 Landscaping

Please see discussion of landscaping in Section 4.9 on page 30 above.

B.4.6 Parking & Loading

Please see discussion of the Public Interface with regards to Vehicles in Section 4.8 Public interface – Vehicles; Parking, Access & Circulation, Parking (B.3.3.9-10) on page 30 above.

B.4.9 Long Buildings

This subsection is discussed as a subheading in Section 4.3 Built Form (B.3.3.3) starting on page 24 above.

6. CONCLUSION

The Urban Design Brief has reviewed a description of the project proposal. The content & attachments evaluate the proposal's fit when viewed within the framework of Provincial Policy Statement and the City of Hamilton's planning Policies and standards including the Urban Hamilton Official Plan, Site Plan Guidelines, and City-Wide Corridor Planning Principles & Design Guidelines.

In consideration of this design brief's review, that as the proposed development

- provides increased diversity and accessibility in dwelling/lifestyle available (*B.2.4.1.4.c*),
- provides a built form contextual to the surrounding existing development (*B.2.4.1.4.b*),
- provides a pedestrian oriented design and person-scaled interface at the streetscape (*B.3.3.3*),
- provides intensification adjacent to higher order road classification (*E.3.5.1*),
- provides intensification at the periphery of the Neighbourhood land use area (*E.3.3.1*),
- provides intensification in walking proximity to parkland & commercial land uses and the Dundas Community Node (*E.3.5.5*),
- is supportive of existing transit network supportive of future rapid transit expansion (*B.2.4.1.4.h*, and *Provincial Policy 2.2.1.d*), and
- is designed to minimize negative impact from cast shadows on the opposing streetscape while at proximity to the building height guidelines (*E.3.5.9.f*, and *Corridor Guidelines 4.3.2, 4.12*),

it is our conclusion that the proposal is representative of an optimized design solution for the subject lands when evaluated with the City of Hamilton planning policy.

7. DISCLAIMER

The contents within this document are representations of the intended design of the project. These should not be seen as the only way in which the final project can be accomplished.

8. REFERENCES

- City of Hamilton. (2012). *City-Wide Corridor Planning Principles and Design Guidelines*.
- City of Hamilton. (2013). *Urban Hamilton Official Plan*.
- City of Hamilton. (2013). *Vol 1 Schedule C Functional Road Classification*. Retrieved from City of Hamilton, Urban Hamilton Official Plan: <https://www.hamilton.ca/sites/default/files/2024-10/uhop-vol1-schedule-c-functionalroadclassification-dec2023.pdf>
- City of Hamilton. (2013). *Vol 3: SPAs, Area Specific & Site Specific*. Retrieved from City of Hamilton, Urban Hamilton Official Plan: <https://www.hamilton.ca/build-invest-grow/planning-development/official-plan/urban-hamilton-official-plan#volume-3-spas-area-specific-site-specific>
- City of Hamilton. (2023). *Vol 1 Schedule E Urban Structure*. Retrieved from City of Hamilton, Urban Hamilton Official Plan: <https://www.hamilton.ca/sites/default/files/2024-12/uhop-vol1-schedule-e-urbanstructure-dec2023-1.pdf>
- City of Hamilton. (2025). *Base Mapping*. Retrieved from City of Hamilton, Interactive Mapping: <https://spatialsolutions.maps.arcgis.com/apps/webappviewer/index.html?id=63e206c3d6344daabdbf384c94ebdfc5>
- City of Hamilton. (2025). *HSR Trip Planning*. Retrieved from City of Hamilton: <https://www.hamilton.ca/home-neighbourhood/hsr/schedule-route-tools/trip-planning-tools>
- City of Hamilton. (2025). *Interactive Zoning*. Retrieved from City of Hamilton, Interactive Mapping: <https://www.hamilton.ca/build-invest-grow/planning-development/zoning/interactive-zoning-mapping>
- City of Hamilton. (2025). *Vol 1 Schedule E-1 Urban Land Use Designations*. Retrieved from City of Hamilton, Urban Hamilton Official Plan: <https://www.hamilton.ca/sites/default/files/2025-07/uhop-vol1-schedule-e1-urbanlanduse-mar2025.pdf>
- City of Hamilton. (2025). *Vol 2 Appendix A Secondary Plans Index Map*. Retrieved from City of Hamilton, Urban Hamilton Official Plan: <https://www.hamilton.ca/sites/default/files/2025-03/uhop-vol2-appendixa-secondaryplansindexmap-jan2025.pdf>
- Google. (2025). *Street View*. Retrieved from Google Maps: <https://maps.app.goo.gl/EY1qpDMaBFkuocuE6>
- Hamilton, C. o. (2011). *Urban Official Plan Vol 3*. Retrieved from City of Hamilton: <https://www.hamilton.ca/sites/default/files/2022-07/uhop-volume3-mapD-1-areaspecificpolicies.pdf>
- Microsoft. (2025). *Aerial Photography*. Retrieved from Bing Maps: <https://www.bing.com/maps?cp=43.261846%7E-79.953166&lvl=18.3&style=g&pi=9>
- Ministry of MAH. (2024). *Provincial Planning Statement, 2024*. Retrieved from Ontario MMAH: <https://www.ontario.ca/page/provincial-planning-statement-2024>

9. TABLE OF FIGURES

Figure 1 - City of Hamilton Context Map (City of Hamilton, 2025).....	2
Figure 2 - Dundas Community Context Map (City of Hamilton, 2025).....	2
Figure 3 - Subject Property & Limit of Proposed Development Area	3
Figure 4 - Existing Subject Lands from Governor's & Ogilvie (Google, 2025)	4
Figure 5 - Northwest Aerial Photograph (Microsoft, 2025)	4
Figure 6 – Context to Adjacent Lands (City of Hamilton, 2025)	7
Figure 7 - Portion of HSR Route Map (City of Hamilton, 2025)	17
Figure 8 - Part of UHOP Schedule E – Urban Structure (City of Hamilton, 2023).....	19
Figure 9 - Part of UHOP Schedule E-1 – Urban Land Use Designations (City of Hamilton, 2025)	19
Figure 10 - Part of UHOP Vol. 2 Appendix A – Secondary Plans Index Map (City of Hamilton, 2025)	20
Figure 11 - Part of UHOP Vol 3, Map D-01 (Hamilton, 2011).....	21
Figure 12 - UHOP Schedule C Functional Road Classification at Subject Lands (City of Hamilton, 2013).....	22
Figure 13 - Southwest Isometric - Principal Massing	24
Figure 14 - Southwest Isometric – Secondary Massing	25
Figure 15 - Horizontal Break-up of Upper Building Massing	27
Figure 16 - Horizontal Break-up of Podium Massing.....	27
Figure 17 - West Property Pedestrian Connections in Blue (Based on Drawing SP1).....	29
Figure 18 - Subsection B.4.2 Table 1	46
Figure 19 - Key Plan for Location and Orientation of Corridor Section	47
Figure 20 - Site Section at Upper Storeys' Closest Proximity to Governor's Road, Facing West.....	48
Figure 21 - Axonometric view from the West	49
Figure 22 - Portion of Appendix F Shadow Graphics from Noted Times.....	50

10. APPENDICES

Appendix A	Concept Rendering by KNYMH inc.
Appendix B	Arch. Site Drawing Package by KNYMH inc.
Appendix C	Topographic Survey of Existing Land by A.T. McLaren Ltd.
Appendix D	Architectural Floor Plans by KNYMH inc.
Appendix E	Architectural Elevations by KNYMH inc.
Appendix F	Shadow Impact Analysis Graphics by KNYMH inc.
Appendix G	Landscape Concept Drawings by Whitehouse Urban Design

Appendix A

Concept Rendering



1 OLD ANCASTER

EFFORT GROUP
DUNDAS, ON

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
www.knymh.com



ARTIST CONCEPT

Appendix B

Architectural Site Drawing Package

- SP1 • Site Plan
- SP2 • Schematic Development Areas Plan
- SP3 • Development Plan

GOVERNORS ROAD

15m BUFFER FROM SPENCER CREEK
SPENCER CREEK SETBACK

RED BOUNDARY DENOTES PROPOSED DEVELOPMENT AREA - 3,205.4m²

8M BUFFER PER GEI 2025-03-12

10m BUFFER PER GEI 2025-03-12

TEMPORARY LOADING / WASTE PAD
5m² PER FRONT LOAD BIN = 85m²
REC = 6 3YD³ BINS
ORG = 2 2YD³ BINS
GARB = 9 3YD³

15m BUFFER FROM SPRING CREEK

1 SITE PLAN
SP1 1:200

ZONING BY-LAW SUMMARY

CITY OF HAMILTON ZONING BY-LAW

GENERAL INFORMATION	
ZONING	PENDING
LOT AREA	19,052 m ² (1.90 ha)
CREEK BLOCK AREA & LAND DEDICATED TO CONSERVATION AUTHORITY	15,846.6 m ² (1.58 ha)
DEVELOPABLE AREA	3,205.4 m ²

	REQUIRED	PROPOSED	COMPLY
MINIMUM PARKING SPACES			
0.5 SPACES/UNIT: 0.5*153 = 77	77	158	TENANT
0.15 VISITOR SPACES / UNIT: 0.15*153 = 23	23	23	VISITOR
BF: 1 SPACE + 3% OF REQ'D SPACES: 1+(0.03*181) = 7	7	7	BF
MIN. LOADING SPACES - NO MIN. LOADING SPACES			
0	0	0	
MIN. BICYCLE PARKING SPACES			
0.1 SHORT-TERM SPACES / UNIT: (0.1*153 = 16)	16	16	
+ 0.7 LONG-TERM SPACES / UNIT: (0.7*153 = 108)	108	108	
MIN. FRONT YARD SETBACK			
7.5 m	TBD	TBD	
MIN. SIDE YARD SETBACK			
7.5 m	TBD	TBD	
MIN. REAR YARD SETBACK			
7.5 m	TBD	TBD	
MIN. LANDSCAPING (30% OF SITE AREA)			
30%	242.2 m ²	TBD	
MAX. HEIGHT			
10.5 m	12 STOREY	39.5 m	
MIN. AMENITY AREA			
4.0 m ² / UNIT UNDER 50 m ² (4.0*0 = 0)			
6.0 m ² / UNIT OVER 50 m ² (6.0*153 = 918 m ²)	918 m ²	254 m ²	EXTERIOR
MIN. 2-BEDROOM+ UNITS			
25%	93%		

STORAGE LOCKERS			
Level	Locker Width	Locker Length	Count
2nd FLOOR	900	1500	35
3rd FLOOR	900	1500	117
STORAGE LOCKERS			
			152

LONG-TERM VERTICAL BIKE LOCKERS			
Level	Locker Width	Locker Length	Count
1st FLOOR	600	500	9
2nd FLOOR	600	500	81
3rd FLOOR	600	500	9
4th FLOOR	600	500	9
LONG-TERM BIKE LOCKERS			
			108

SUITE BREAKDOWN						AREA BREAKDOWN	
Level	1BR+D	2BR	2BR+D	3BR+D	TOTAL UNITS	TOTAL GROSS FLOOR AREA	COMMON FLOOR AREA
12th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
11th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
10th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
9th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
8th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
7th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
6th FLOOR	1	13	3	1	18	1,477 m ²	203 m ²
5th FLOOR	1	14	3	0	18	1,497 m ²	248 m ²
4th FLOOR	2	0	6	1	9	1,109 m ²	289 m ²
3rd FLOOR	0	0	0	0	0	191 m ²	191 m ²
2nd FLOOR	0	0	0	0	0	404 m ²	404 m ²
1st FLOOR	0	0	0	0	0	623 m ²	623 m ²
TOTAL	10	105	30	8	153	14,167 m ²	3,174 m ²

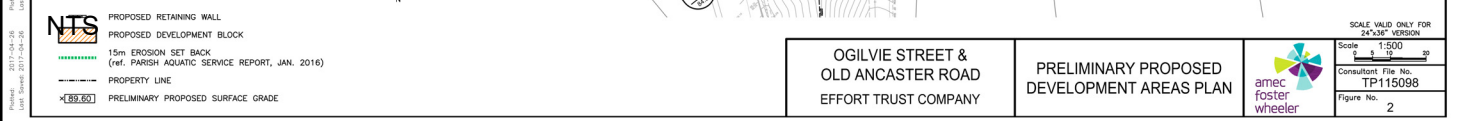
RESIDENTIAL SUITE AREA	
12th FLOOR	1,275 m ²
11th FLOOR	1,275 m ²
10th FLOOR	1,275 m ²
9th FLOOR	1,275 m ²
8th FLOOR	1,275 m ²
7th FLOOR	1,275 m ²
6th FLOOR	1,275 m ²
5th FLOOR	1,275 m ²
4th FLOOR	1,275 m ²
3rd FLOOR	0 m ²
2nd FLOOR	0 m ²
1st FLOOR	0 m ²
TOTAL	10,993 m ²

PARKING SCHEDULE		
Level	Parking Space Type	Count
Tenant		
1st FLOOR	Barrier-Free	6
1st FLOOR	Standard	12
2nd FLOOR	Standard	50
3rd FLOOR	Standard	53
4th FLOOR	Standard	37
Total Tenant Parking Spaces		158
Visitor		
1st FLOOR	Barrier-Free	1
1st FLOOR	Standard	22
Total Visitor Parking Spaces		23
Grand total		181

SITE PLAN LEGEND

RETAIL UNITS ENTRANCE	BALCONY FROM 11TH FLOOR TO 12TH FLOOR	EXTENT OF UNDERGROUND (SEE A200)
BLDG EXITS	SITE TRAFFIC CONTROL SIGNAGE	FIRE ROUTE (SEE A200)
SECONDARY DOORS AND SERVICE DOORS	Pavement markings and signage are to be implemented as per the Traffic Control/Pavement Marking Plans	TERRACE RAILING (CONC. SIDEWALK)
EXCLUSIVE USE DOOR	STOP SIGN	PUBLIC PATHWAYS (MATERIAL AS NOTED)
PARKING GARAGE ENTRY	ALL WAY STOP SIGN	LINE PAINTING PEDESTRIAN CROSSING
TERRACE AT 5TH FLOOR (EXCLUSIVE USE)	NO PARKING	LOADING-LAY-BY
BALCONY FROM 3RD FLOOR TO 4TH FLOOR	ACCESSIBLE PARKING SIGN	LINE PAINTING
BALCONY FROM 5TH FLOOR TO 12TH FLOOR	FIRE ACCESS ROUTE	GROUND FLOOR PATIOS (PRIVATE USE ARE FOR ADJACENT SUITE)
	VISITOR PARKING SIGN	WASTE AREA AT GRADE
	LOADING SPACE SIGN	LIGHT DUTY ASPHALT
	VISITOR PARKING ONLY	HEAVY DUTY ASPHALT
	AREA DRAIN (SEE CIVIL DRAWINGS)	
	DEPRESSED CURB (SEE CIVIL DRAWINGS)	
	WASTE TRUCK PATH (SEE A200)	
	STREETLIGHT (SEE ELEC. DWG.)	
	WALL MT. EXT. LIGHT (SEE ELEC. DWG.)	
	GROUND EXT. LIGHT (SEE ELEC. DWG.)	
	TRANSFORMER (SEE ELEC. DWG.)	

KEY PLAN



SITE HATCH KEY

PV UNIT PAVING, SEE LANDSCAPE PLANS	LANDSCAPE AREA, SEE LANDSCAPE PLANS
CSW PEDESTRIAN NETWORK (CONC. SIDEWALK)	ROOFTOP TERRACE, SEE LANDSCAPE PLANS
PUBLIC PATHWAYS (MATERIAL AS NOTED)	CONCRETE, SEE LANDSCAPE PLANS
LINE PAINTING PEDESTRIAN CROSSING	RETAINING WALL, SEE LANDSCAPE PLANS
LOADING-LAY-BY	LOWEST BUILDING FOOTPRINT
LINE PAINTING	2ND LOWEST BUILDING FOOTPRINT
GROUND FLOOR PATIOS (PRIVATE USE ARE FOR ADJACENT SUITE)	3RD LOWEST BUILDING FOOTPRINT
WASTE AREA AT GRADE	4TH LOWEST BUILDING FOOTPRINT
LIGHT DUTY ASPHALT	MECHANICAL ROOF BUILDING FOOTPRINT
HEAVY DUTY ASPHALT	COMMERCIAL AREA AT GRADE

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK
ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY
ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK
THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED FOR CONSTRUCTION MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK

KEY TO DETAIL LOCATION
No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

DRAWING SETS ISSUED
OPA & ZBA

No. 1
DATE (DD,MM,YY) 2026.02.09
BY KNYMH

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

REVISIONS TO DRAWING
No. (DD,MM,YY) BY

NOT FOR CONSTRUCTION

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394
www.knymh.com info@knymh.com

THIS DOCUMENT IS INCOMPLETE AND MAY NOT BE USED FOR REGULATORY APPROVAL, PERMIT OR CONSTRUCTION AND ARE FOR USE BY CONSULTANTS, SUBCONSULTANTS, OWNER AND CONTRACTORS TO PROVIDE THEIR INPUT TO THE COORDINATION OF THIS DOCUMENT

EFFORT GROUP

SANDYFORD
1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

DRAWING SHEET TITLE:

SITE PLAN

DRAWING SCALE:
As indicated

PROJECT NUMBER:
18080

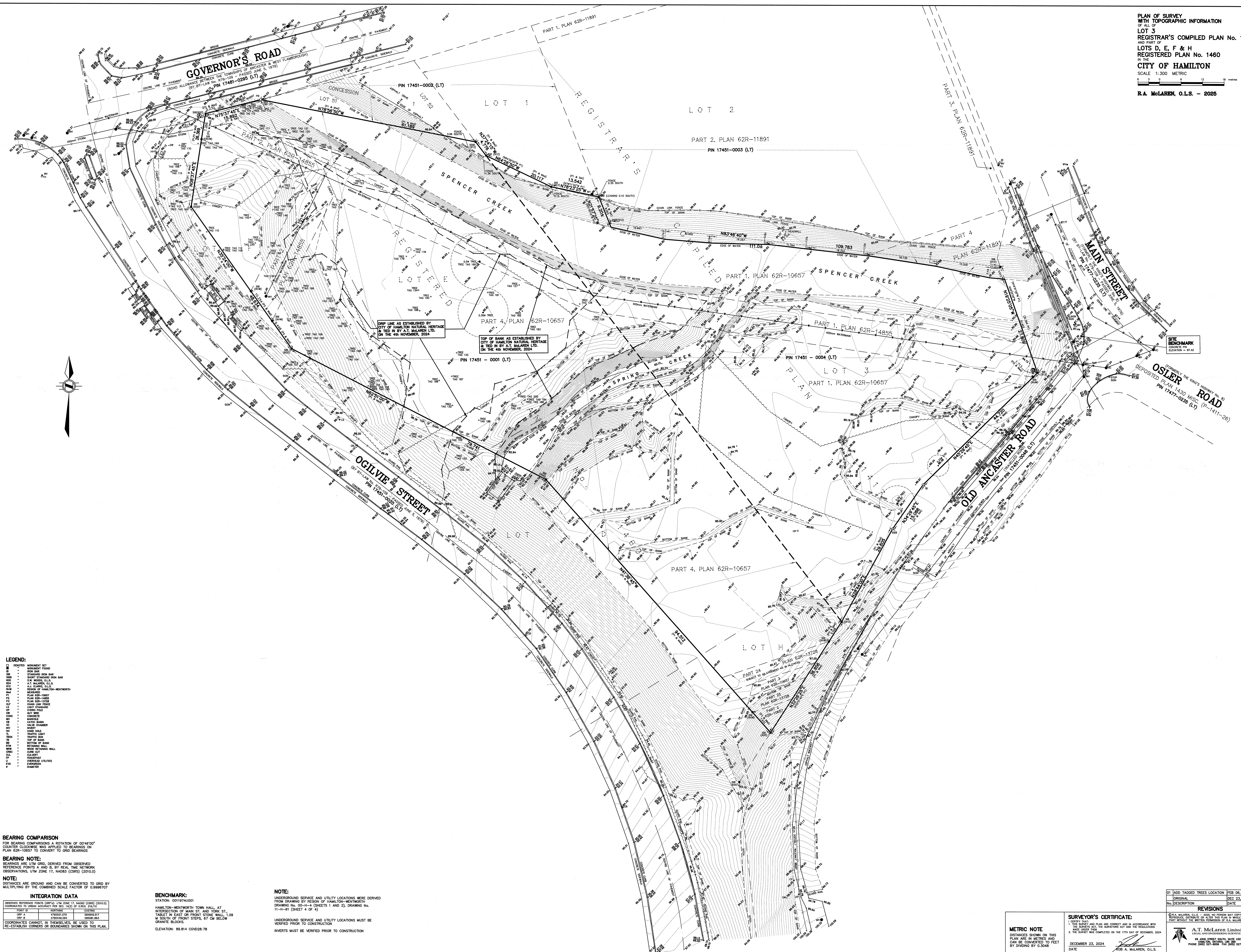
DRAWN BY: CHECKED BY:
Author Checker

DRAWING SHEET NUMBER:
SP1

PLOT DATE:
FEBRUARY 09, 2026

Appendix C

Topographic Survey of Existing Land



- LEGEND:**
- DS0785
 - DS0786
 - DS0787
 - DS0788
 - DS0789
 - DS0790
 - DS0791
 - DS0792
 - DS0793
 - DS0794
 - DS0795
 - DS0796
 - DS0797
 - DS0798
 - DS0799
 - DS0800
 - DS0801
 - DS0802
 - DS0803
 - DS0804
 - DS0805
 - DS0806
 - DS0807
 - DS0808
 - DS0809
 - DS0810
 - DS0811
 - DS0812
 - DS0813
 - DS0814
 - DS0815
 - DS0816
 - DS0817
 - DS0818
 - DS0819
 - DS0820
 - DS0821
 - DS0822
 - DS0823
 - DS0824
 - DS0825
 - DS0826
 - DS0827
 - DS0828
 - DS0829
 - DS0830
 - DS0831
 - DS0832
 - DS0833
 - DS0834
 - DS0835
 - DS0836
 - DS0837
 - DS0838
 - DS0839
 - DS0840
 - DS0841
 - DS0842
 - DS0843
 - DS0844
 - DS0845
 - DS0846
 - DS0847
 - DS0848
 - DS0849
 - DS0850
 - DS0851
 - DS0852
 - DS0853
 - DS0854
 - DS0855
 - DS0856
 - DS0857
 - DS0858
 - DS0859
 - DS0860
 - DS0861
 - DS0862
 - DS0863
 - DS0864
 - DS0865
 - DS0866
 - DS0867
 - DS0868
 - DS0869
 - DS0870
 - DS0871
 - DS0872
 - DS0873
 - DS0874
 - DS0875
 - DS0876
 - DS0877
 - DS0878
 - DS0879
 - DS0880
 - DS0881
 - DS0882
 - DS0883
 - DS0884
 - DS0885
 - DS0886
 - DS0887
 - DS0888
 - DS0889
 - DS0890
 - DS0891
 - DS0892
 - DS0893
 - DS0894
 - DS0895
 - DS0896
 - DS0897
 - DS0898
 - DS0899
 - DS0900
 - DS0901
 - DS0902
 - DS0903
 - DS0904
 - DS0905
 - DS0906
 - DS0907
 - DS0908
 - DS0909
 - DS0910
 - DS0911
 - DS0912
 - DS0913
 - DS0914
 - DS0915
 - DS0916
 - DS0917
 - DS0918
 - DS0919
 - DS0920
 - DS0921
 - DS0922
 - DS0923
 - DS0924
 - DS0925
 - DS0926
 - DS0927
 - DS0928
 - DS0929
 - DS0930
 - DS0931
 - DS0932
 - DS0933
 - DS0934
 - DS0935
 - DS0936
 - DS0937
 - DS0938
 - DS0939
 - DS0940
 - DS0941
 - DS0942
 - DS0943
 - DS0944
 - DS0945
 - DS0946
 - DS0947
 - DS0948
 - DS0949
 - DS0950
 - DS0951
 - DS0952
 - DS0953
 - DS0954
 - DS0955
 - DS0956
 - DS0957
 - DS0958
 - DS0959
 - DS0960
 - DS0961
 - DS0962
 - DS0963
 - DS0964
 - DS0965
 - DS0966
 - DS0967
 - DS0968
 - DS0969
 - DS0970
 - DS0971
 - DS0972
 - DS0973
 - DS0974
 - DS0975
 - DS0976
 - DS0977
 - DS0978
 - DS0979
 - DS0980
 - DS0981
 - DS0982
 - DS0983
 - DS0984
 - DS0985
 - DS0986
 - DS0987
 - DS0988
 - DS0989
 - DS0990
 - DS0991
 - DS0992
 - DS0993
 - DS0994
 - DS0995
 - DS0996
 - DS0997
 - DS0998
 - DS0999
 - DS1000

BEARING COMPARISON
FOR BEARING COMPARISONS A ROTATION OF 0°46'00"
COUNTER CLOCKWISE WAS APPLIED TO BEARINGS ON
PLAN 62R-10657 TO CONVERT TO GRID BEARINGS

BEARING NOTE:
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED
REFERENCE POINTS A AND B, BY REAL TIME NETWORK
OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)

NOTE:
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY
MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.9998707

INTEGRATION DATA

POINT ID	NORTHING	EASTING
DS0785	4700445.004	569046.017
DS0786	4700445.004	569046.017
DS0787	4700445.004	569046.017
DS0788	4700445.004	569046.017
DS0789	4700445.004	569046.017
DS0790	4700445.004	569046.017
DS0791	4700445.004	569046.017
DS0792	4700445.004	569046.017
DS0793	4700445.004	569046.017
DS0794	4700445.004	569046.017
DS0795	4700445.004	569046.017
DS0796	4700445.004	569046.017
DS0797	4700445.004	569046.017
DS0798	4700445.004	569046.017
DS0799	4700445.004	569046.017
DS0800	4700445.004	569046.017
DS0801	4700445.004	569046.017
DS0802	4700445.004	569046.017
DS0803	4700445.004	569046.017
DS0804	4700445.004	569046.017
DS0805	4700445.004	569046.017
DS0806	4700445.004	569046.017
DS0807	4700445.004	569046.017
DS0808	4700445.004	569046.017
DS0809	4700445.004	569046.017
DS0810	4700445.004	569046.017
DS0811	4700445.004	569046.017
DS0812	4700445.004	569046.017
DS0813	4700445.004	569046.017
DS0814	4700445.004	569046.017
DS0815	4700445.004	569046.017
DS0816	4700445.004	569046.017
DS0817	4700445.004	569046.017
DS0818	4700445.004	569046.017
DS0819	4700445.004	569046.017
DS0820	4700445.004	569046.017
DS0821	4700445.004	569046.017
DS0822	4700445.004	569046.017
DS0823	4700445.004	569046.017
DS0824	4700445.004	569046.017
DS0825	4700445.004	569046.017
DS0826	4700445.004	569046.017
DS0827	4700445.004	569046.017
DS0828	4700445.004	569046.017
DS0829	4700445.004	569046.017
DS0830	4700445.004	569046.017
DS0831	4700445.004	569046.017
DS0832	4700445.004	569046.017
DS0833	4700445.004	569046.017
DS0834	4700445.004	569046.017
DS0835	4700445.004	569046.017
DS0836	4700445.004	569046.017
DS0837	4700445.004	569046.017
DS0838	4700445.004	569046.017
DS0839	4700445.004	569046.017
DS0840	4700445.004	569046.017
DS0841	4700445.004	569046.017
DS0842	4700445.004	569046.017
DS0843	4700445.004	569046.017
DS0844	4700445.004	569046.017
DS0845	4700445.004	569046.017
DS0846	4700445.004	569046.017
DS0847	4700445.004	569046.017
DS0848	4700445.004	569046.017
DS0849	4700445.004	569046.017
DS0850	4700445.004	569046.017
DS0851	4700445.004	569046.017
DS0852	4700445.004	569046.017
DS0853	4700445.004	569046.017
DS0854	4700445.004	569046.017
DS0855	4700445.004	569046.017
DS0856	4700445.004	569046.017
DS0857	4700445.004	569046.017
DS0858	4700445.004	569046.017
DS0859	4700445.004	569046.017
DS0860	4700445.004	569046.017
DS0861	4700445.004	569046.017
DS0862	4700445.004	569046.017
DS0863	4700445.004	569046.017
DS0864	4700445.004	569046.017
DS0865	4700445.004	569046.017
DS0866	4700445.004	569046.017
DS0867	4700445.004	569046.017
DS0868	4700445.004	569046.017
DS0869	4700445.004	569046.017
DS0870	4700445.004	569046.017
DS0871	4700445.004	569046.017
DS0872	4700445.004	569046.017
DS0873	4700445.004	569046.017
DS0874	4700445.004	569046.017
DS0875	4700445.004	569046.017
DS0876	4700445.004	569046.017
DS0877	4700445.004	569046.017
DS0878	4700445.004	569046.017
DS0879	4700445.004	569046.017
DS0880	4700445.004	569046.017
DS0881	4700445.004	569046.017
DS0882	4700445.004	569046.017
DS0883	4700445.004	569046.017
DS0884	4700445.004	569046.017
DS0885	4700445.004	569046.017
DS0886	4700445.004	569046.017
DS0887	4700445.004	569046.017
DS0888	4700445.004	569046.017
DS0889	4700445.004	569046.017
DS0890	4700445.004	569046.017
DS0891	4700445.004	569046.017
DS0892	4700445.004	569046.017
DS0893	4700445.004	569046.017
DS0894	4700445.004	569046.017
DS0895	4700445.004	569046.017
DS0896	4700445.004	569046.017
DS0897	4700445.004	569046.017
DS0898	4700445.004	569046.017
DS0899	4700445.004	569046.017
DS0900	4700445.004	569046.017

BENCHMARK:
STATION: 0011974U001
HAMILTON-WENTWORTH TOWN HALL, AT
INTERSECTION OF MAIN ST. AND YORK ST.,
TABLET IN EAST OF FRONT STONE WALL, 1.09
M SOUTH OF FRONT STEPS, 67 CM BELOW
GRANITE BLOCKS.
ELEVATION: 85.814 CVD028.78

NOTE:
UNDERGROUND SERVICE AND UTILITY LOCATIONS WERE DERIVED
FROM DRAWING BY REGION OF HAMILTON-WENTWORTH
DRAWING NO. 0004-4 (SHEETS 1 AND 2), DRAWING NO.
11-H-81 (SHEET 4 OF 4)
UNDERGROUND SERVICE AND UTILITY LOCATIONS MUST BE
VERIFIED PRIOR TO CONSTRUCTION
INVERTS MUST BE VERIFIED PRIOR TO CONSTRUCTION

METRIC NOTE
DISTANCES SHOWN ON THIS
PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET
BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE:
1. THE SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH
THE SURVEY ACT AND THE REGULATIONS
2. THE SURVEY WAS COMPLETED ON THE 17TH DAY OF DECEMBER, 2024
DATE: 17 DEC 2024
R.A. McLAREN, O.L.S.

REVISIONS

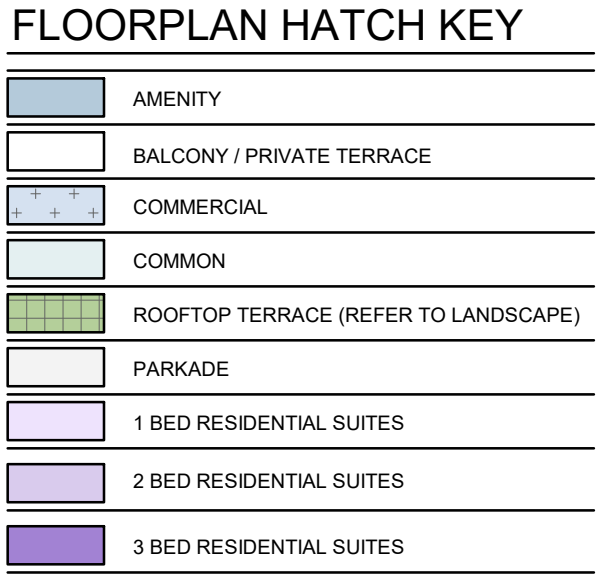
NO.	DESCRIPTION	DATE
01	ADD TAGGED TREES LOCATION	FEB 06, 2025 MN
02	ORIGINAL	DEC 23, 2024 MN

A.T. McLaren Limited
LEGAL AND PROFESSIONAL SERVICES
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO, CANADA L8N 2B9
PHONE (905) 527-8559 FAX (905) 527-0032

THIS PLAN OF SURVEY RELATES TO A/C/S PLAN SUBMISSION FORM NUMBER 90323

Appendix D

Architectural Floor Plans



	"PRINCIPAL ENTRANCE" AS PER ANTO BUILDING CODE AND FIRE ACCESS/FIRE CODE
	RETAIL UNIT ENTRANCE
	BLDG EXITS
	SECONDARY DOORS AND SERVICE DOORS
	EXCLUSIVE USE DOOR
	PARKING GARAGE ENTRY
	TERRACE AT 5TH FLOOR (EXCLUSIVE USE)
	BALCONY FROM 3RD FLOOR TO 4TH FLOOR
	BALCONY FROM 5TH FLOOR TO 12TH FLOOR

(B)	BALCONY FROM 6TH FLOOR TO 12TH FLOOR
	SITE TRAFFIC CONTROL SIGNAGE: Pavement markings and signage are to be implemented as per the Traffic Control/Pavement Markings Manual. TEXT TRAFFIC CONTROL SIGNAGE: 1- R-1 STOP SIGN 1- R-11 ALL WAY STOP SIGN 1- R-311 NO PARKING 1- R-30 ACCESSIBLE PARKING SIGN 1- SN-1 FIRE ACCESS ROUTE 1- SN-3 VISITOR PARKING SIGN 1- SN-3 LOADING SPACE SIGN 1- SN-5 VISITOR PARKING ONLY AD AREA DRAIN (SEE CIVIL DRAWINGS) DC DEPRESSION CURB (SEE CIVIL DRAWINGS) WASTE TRUCK PATH (SEE A200)

	EXTENT OF UNDERGROUND (SEE A200)	
	FIRE ROUTE (SEE A200)	
TR PD	TERRACE RAILING PRIVACY DIVIDER	SEE LANDSCAPE DRAWINGS
	SURFACE PAINTED SYMBOL OF ACCESSIBILITY	
	HYDRANT (SEE CIVIL DWG.)	
Y	FIRE DEPARTMENT CONNECTION	
	STREETLIGHT (SEE ELEC. DWG.)	
	WALL MT. EXT. LIGHT (SEE ELEC. DWG.)	
	GROUND EXT. LIGHT (SEE ELEC. DWG.)	
	TRANSFORMER (SEE ELEC. DWG.)	

	UNIT PAVING, SEE LANDSCAPE PLANS
	PEDESTRIAN NETWORK (CONC. SIDEWALK)
	PUBLIC PATHWAYS (MATERIAL AS NOTED)
	LINE PAINTING PEDESTRIAN CROSSING
	LOADING/LAY-BY
	LINE PAINTING
	GROUND FLOOR PATIOS (PRIVATE USE ARE FOR ADJACENT SUITE)
	WASTE AREA AT GRADE
	LIGHT DUTY ASPHALT HEAVY DUTY ASPHALT

	LANDSCAPE AREA. SEE LANDSCAPE PLANS
	ROOFTOP TERRACE. SEE LANDSCAPE PLANS
	CONCRETE. SEE LANDSCAPE PLANS
	RETAINING WALL. SEE LANDSCAPE PLANS
	<u>LOWEST BUILDING FOOTPRINT</u>
	<u>2ND LOWEST BUILDING FOOTPRINT</u>
	<u>3RD LOWEST BUILDING FOOTPRINT</u>
	<u>4TH LOWEST BUILDING FOOTPRINT</u>
	MECHANICAL ROOF-BUILDING FOOTPRINT
	COMMERCIAL AREA AT GRADE

PLOT DATE:
FEBRUARY 09, 2026



CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK

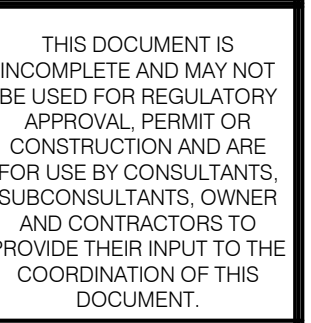
THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED "FOR CONSTRUCTION" MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

[illegible][illegible]

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394

www.knymh.com info@knymh.com

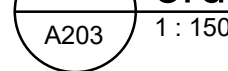


SANDYFORD

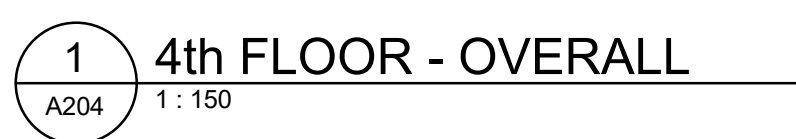
1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

DRAWING SCALE: As indicated	PROJECT NUMBER: 18080
------------------------------------	------------------------------

PLOT DATE: FEBRUARY 09, 2026	A202
---------------------------------	------



PLOT DATE:
FEBRUARY 09, 2026



CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK

THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED FOR CONSTRUCTION MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

[illegible]

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT

THIS DOCUMENT IS INCOMPLETE AND MAY NOT BE USED FOR REGULATORY APPROVAL, PERMIT OR CONSTRUCTION AND ARE FOR USE BY CONSULTANTS, SUBCONSULTANTS, OWNER AND CONTRACTORS TO PROVIDE THEIR INPUT TO THE COORDINATION OF THIS DOCUMENT.

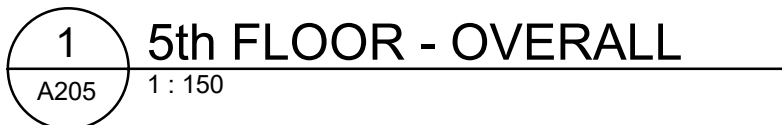
1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

DRAWING VERSION:

PLOT DATE:

FEBRUARY 09, 2026

A204



CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK

THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED "FOR CONSTRUCTION" MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

[illegible]

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT



THIS DOCUMENT IS INCOMPLETE AND MAY NOT BE USED FOR REGULATORY APPROVAL, PERMIT OR CONSTRUCTION AND ARE FOR USE BY CONSULTANTS, SUBCONSULTANTS, OWNER AND CONTRACTORS TO PROVIDE THEIR INPUT TO THE COORDINATION OF THIS DOCUMENT.

1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

DRAWING SCALE: As indicated	PROJECT NUMBER: 18080
------------------------------------	------------------------------

DRAWN BY: Author	CHECKED BY: Checker	DRAWING SHEET NUMBER:
DRAWING VERSION:		A205
PLOT DATE: FEBRUARY 09, 2026		



CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK

THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED "FOR CONSTRUCTION" MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

[illegible]

REVISIONS TO DRAWING	DATE	BY
No. (DD.MM.YY)		

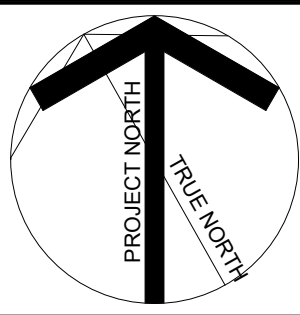
NOT FOR CONSTRUCTION

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394

www.knymh.com info@knymh.com



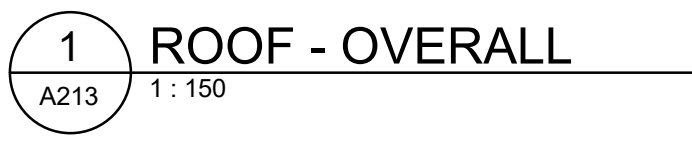
THIS DOCUMENT IS
INCOMPLETE AND MAY NOT
BE USED FOR REGULATORY
APPROVAL, PERMIT OR
CONSTRUCTION AND ARE
FOR USE BY CONSULTANTS,
SUBCONSULTANTS, OWNER
AND CONTRACTORS TO
PROVIDE THEIR INPUT TO THE
COORDINATION OF THIS
DOCUMENT.

1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

DRAWING SHEET TITLE:

6th-12th FLOOR TYP.
OVERALL

DRAWING SCALE: As indicated		PROJECT NUMBER: 18080	
DRAWN BY: Author	CHECKED BY: Checker	DRAWING SHEET NUMBER: A206	
DRAWING VERSION:			
PLOT DATE: FEBRUARY 09, 2026			



CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK

ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY

ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK

THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED "FOR CONSTRUCTION" MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

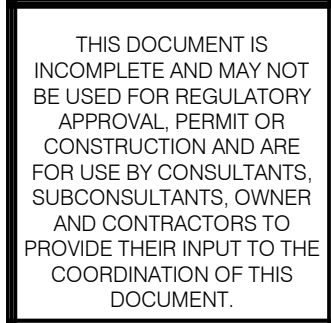
[illegible]

REVISIONS TO DRAWING	No.	DATE (DD,MM,YY)	BY
NOT FOR CONSTRUCTION			

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394

www.knymh.com info@knymh.com



SANDYFORD
1 OLD ANCASTER ROAD
DUNDAS, ONTARIO

PLOT DATE:
FEBRUARY 09, 2026

Appendix E

Architectural Elevations



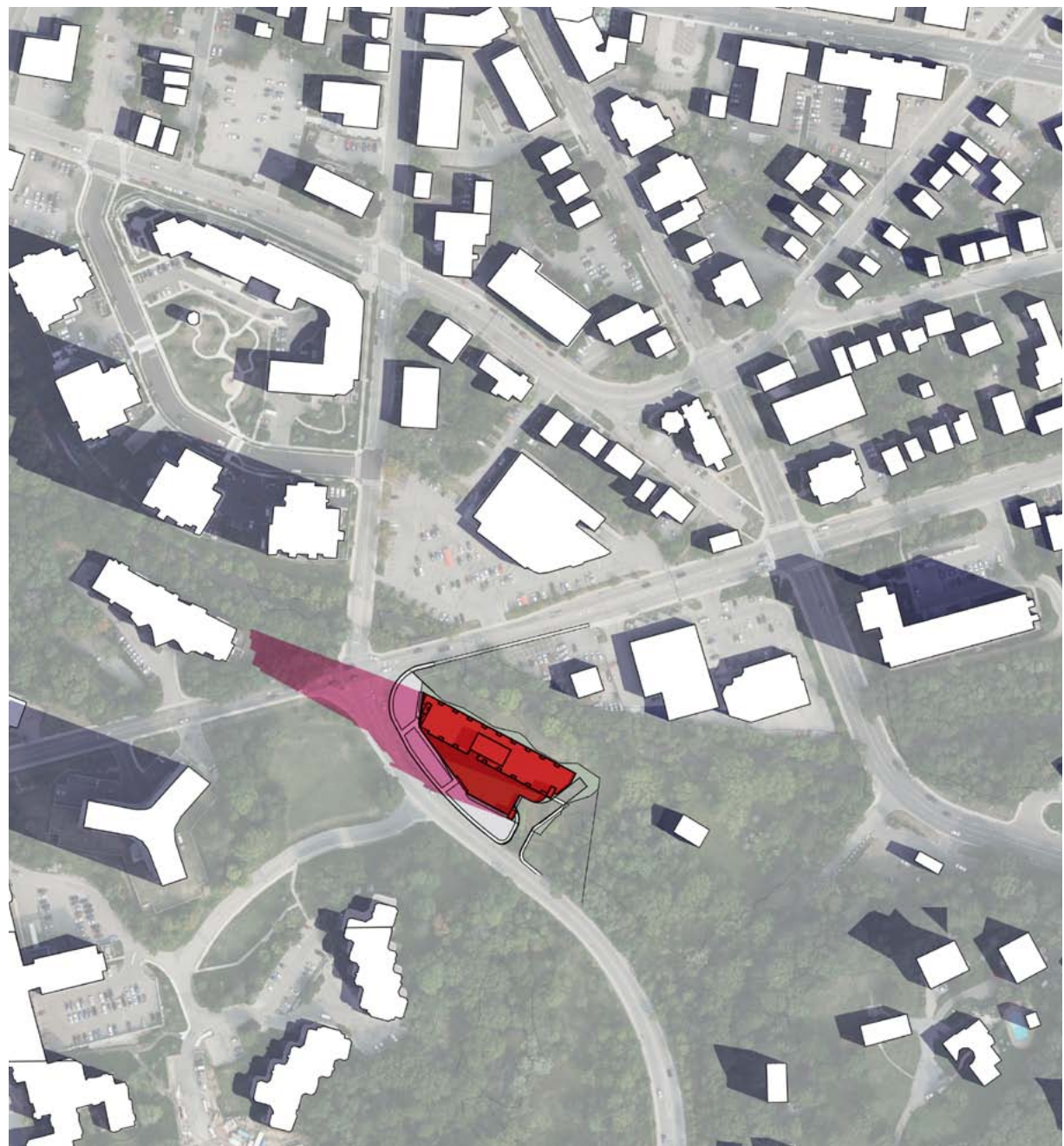
PLOT DATE:
FEBRUARY 09, 2026

Appendix F

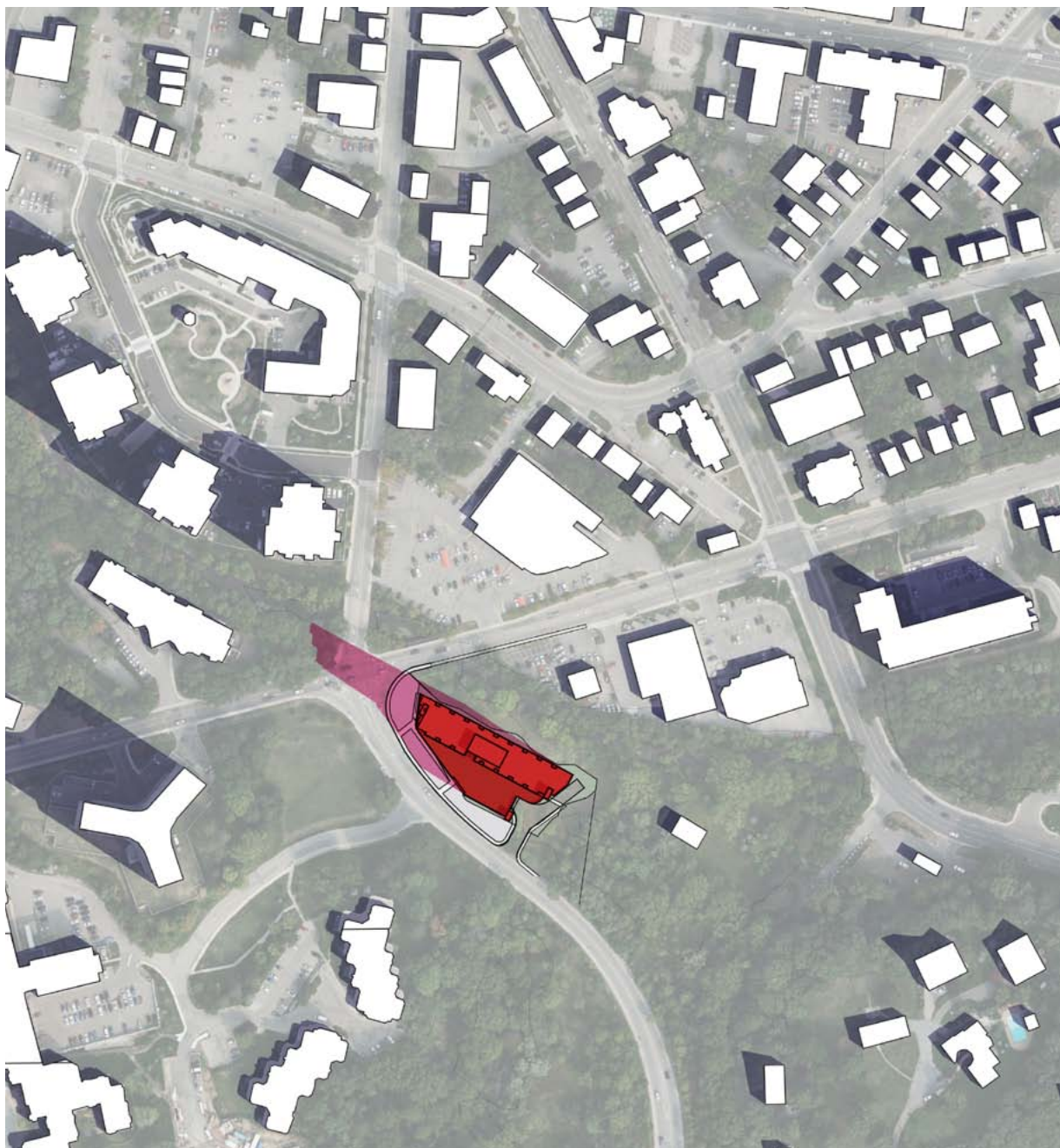
Shadow Impact Analysis Graphics



MARCH 21, 8:26 AM



MARCH 21, 9:26 AM



MARCH 21, 10:26 AM



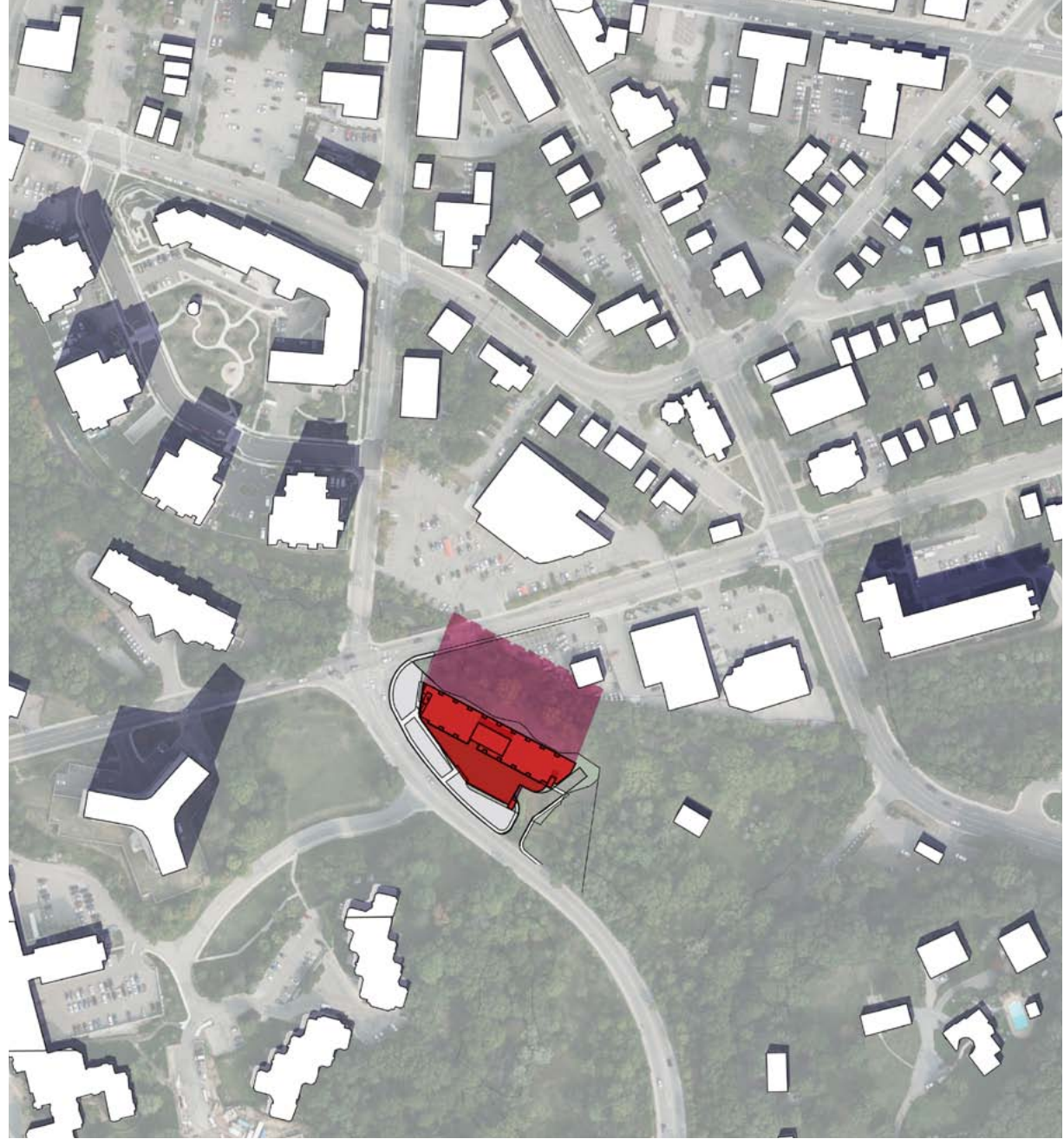
MARCH 21, 11:26 AM



MARCH 21, 12:26 PM



MARCH 21, 1:26 PM



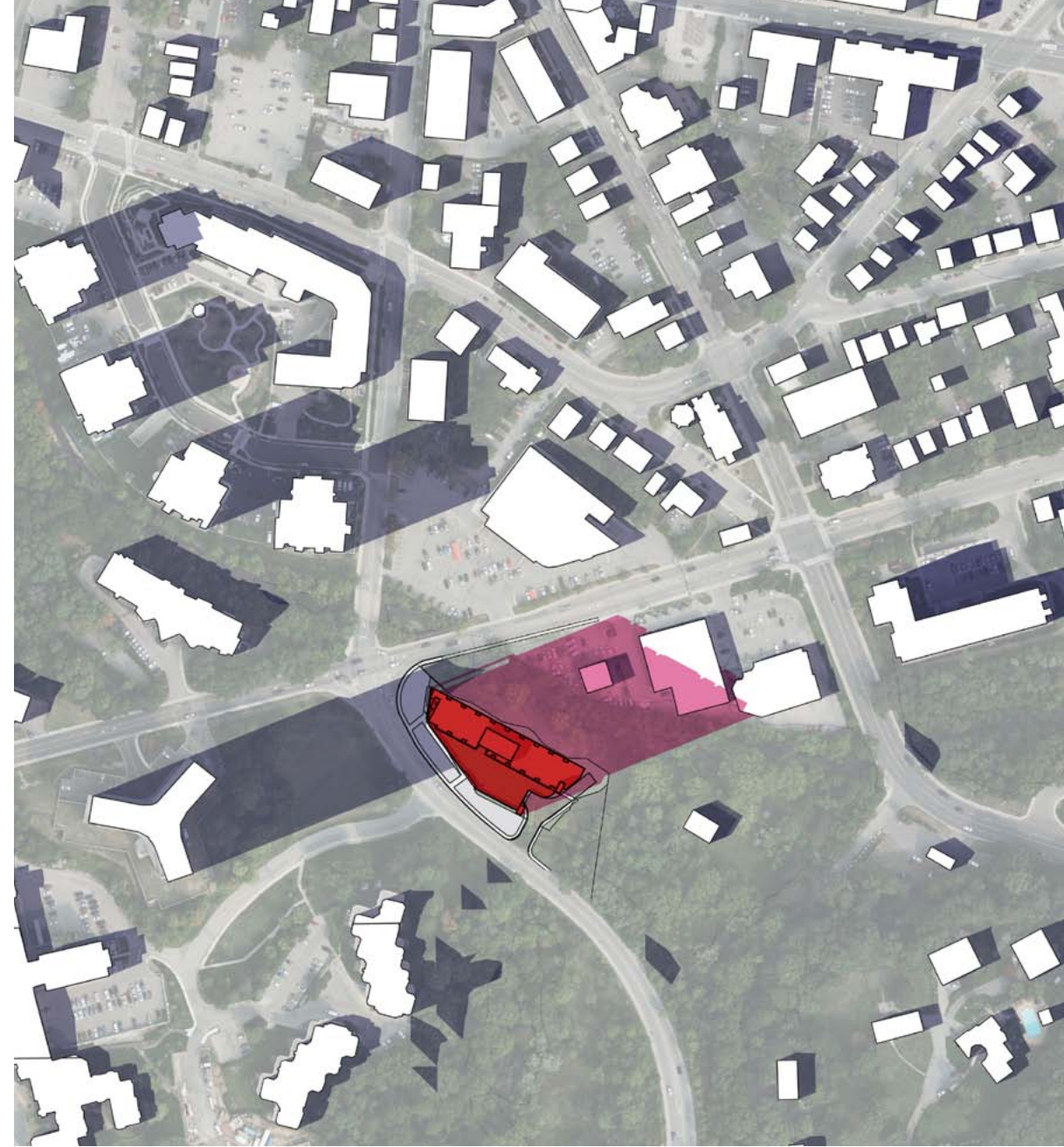
MARCH 21, 2:26 PM



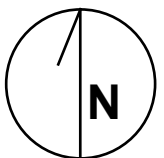
MARCH 21, 3:26 PM



MARCH 21, 4:26 PM



MARCH 21, 5:26 PM



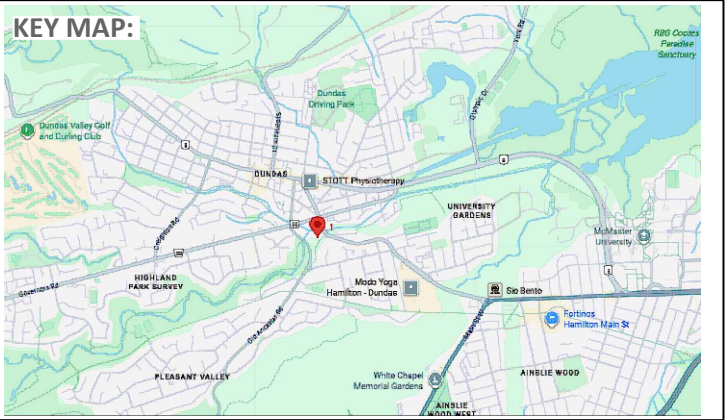
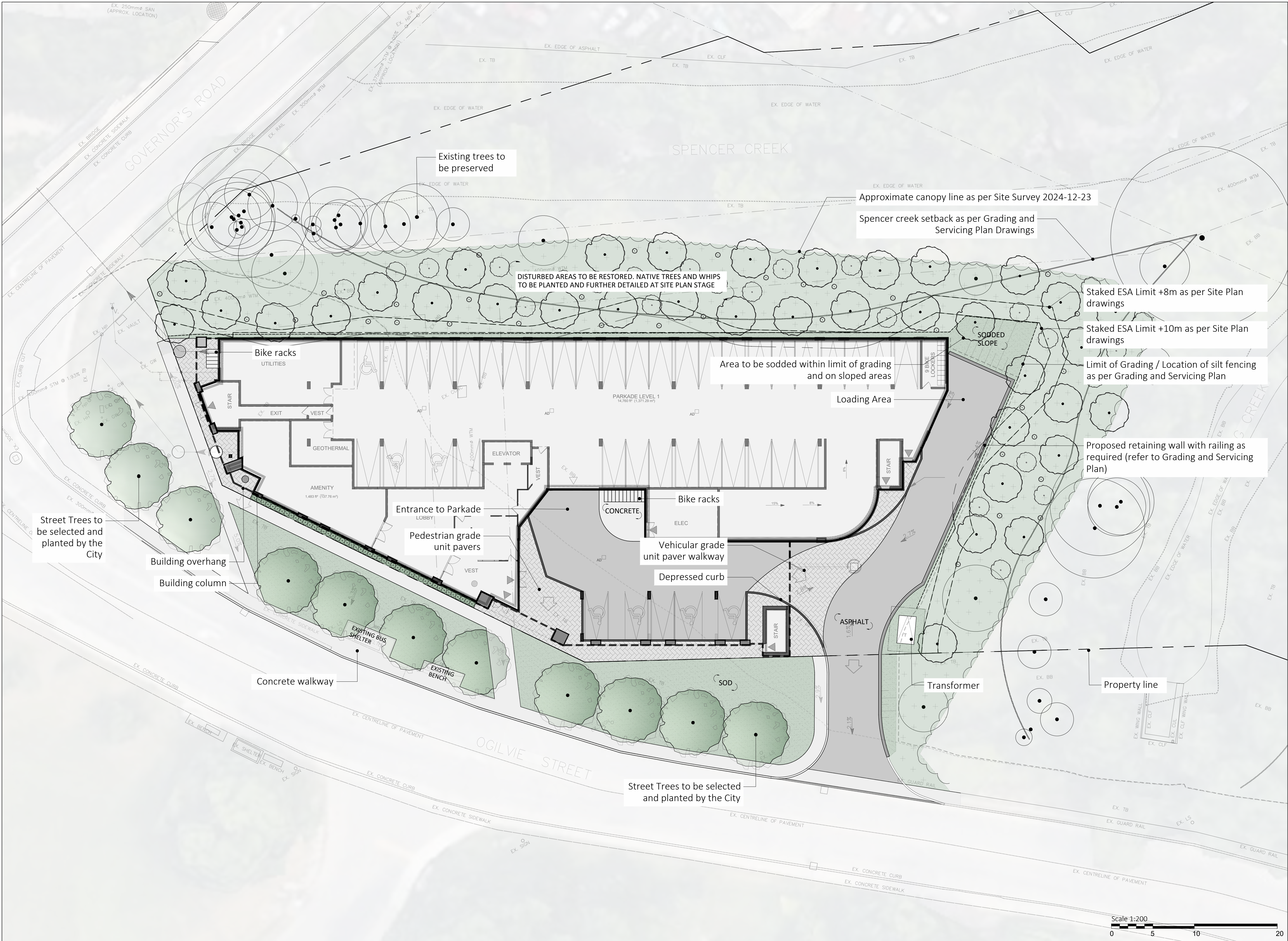
Appendix G

Landscape Concept Drawings

- L1 • Landscape Concept
- L2 • 5th Floor Amenity Concept

Note:

Appendix of Landscape design limited to Concept pages – refer to complete Landscape submission package for comprehensive design by Landscape Architect.



LEGEND:

	Concrete		Existing Trees to be preserved
	Asphalt		Proposed Tree
	Sod		Proposed Restoration Plantings
	Proposed Elevation		Native Whip
	Existing Elevation		Native Tree Seeding
			Native Caliper Tree

- Landscape Notes**
1. Dimensions are shown in meters unless noted otherwise. Do not scale drawings.
 2. Contractor to review layout on site with Landscape Architect prior to commencing work.
 3. Contractor to verify grades and identify discrepancies prior to initiating work. Report any changes, discrepancies, or substitutions to the Landscape Architect for review prior to work.
 4. It is the contractor's responsibility to locate and verify all existing utilities and services prior to construction.
 5. Plant material support systems must be removed by the contractor at time of final acceptance. No extras will be paid to complete this work.
 6. Contractor to provide minimum one (1) year warranty from date accepted on all work unless otherwise specified.
 7. Grading and servicing shown is for information purposes. For grading and servicing information refer to engineering drawings.
 8. For lighting information and power distribution refer to the electrical drawings.
 9. Drawings are for construction only if Landscape Architects stamp is signed and dated by the Landscape Architect, and plans are approved by the Municipality.
 10. Tree planting within the municipal right-of-way to be undertaken by the Municipality unless noted otherwise.
 11. Unless otherwise specified all landscaped areas are to be sodded.
 12. Unless otherwise specified, all undeveloped areas shall be undisturbed and kept free and clear of debris.
 13. The Owner is to be aware of the Migratory Birds Convention Act, 1994. This Act is implemented by Environment Canada and the Owner is to make every effort to avoid removal of vegetation from the period of March 31st to August 31st

STAMP:

FINAL STAMP TO BE SIGNED AND DATED

NOT FOR CONSTRUCTION

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

REVISIONS / SUBMISSIONS		
NO.	DESCRIPTION	DATE:

CLIENT: Effort Trust

PROJECT TITLE: Old Ancaster Road

SHEET TITLE: Landscape Concept

DWG No. L1	DRAWN BY: KZ
SHEET No. 1 of 4	DESIGN BY: LWS and KZ
PROJECT No: 121-25	CHECKED BY: LWS
SCALE: As shown	NORTH ARROW:

Whitehouse Urban Design Inc.
3 Shadabaker Place, Unit 1, Hamilton, ON L8L 0C8
905-546-1887

