
SURROUNDING CONTEXT PLAN

LEGEND
- Cultural Heritage Resources
- Parks
- Schools
- Child Care Centres
- Commercial/Retail
- Health Care Centres

Hamilton Street Railway Network
- Bus Routes
- Bus Stops

Official Plan Schedule E: Urban Structure
- Secondary Corridor
- Community Node

Relevant Development Applications
1. 1912 Rymal Road East
2. 2080 Rymal Road East
3. 2126 Rymal Road East
4. 69 Sanders Blvd. & 1630 Main Street West
NEIGHBOURHOOD CONTEXT

SITE PHOTOS
URBAN HAMILTON OFFICIAL PLAN

The proposed development of a 10-storey building with commercial at-grade and 4-storey stacked townhouses supports policy directions within the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the UHOP by providing higher densities along Rymal Road to support appropriate growth.

Section 3.3 of the UHOP outlines general Urban Design Goals for urban areas. A summary of the proposed development response to the goals (3.3.1.1-3.3.1.8) is as follows:

The proposed development will provide appropriate intensification through the design of a mid-rise, mixed-use building and stacked townhouses that will enhance the character of Rymal Road East as a corridor and gateway entrance from the east. The proposal includes commercial and retail opportunities that will support animated pedestrian-oriented streetscape along Rymal Road East. The proposed context-sensitive building design will gradually increase height towards Rymal Road and mitigate shadow impacts in the surroundings by implementing stepbacks and angular plane considerations. The site will support adjacent land uses by integrating residential and commercial uses, diverse housing options and open spaces. The proposal will contribute to environmental sustainability by providing a woodland buffer along its rear and a 0.11-hectare public park to support a balanced and comfortable microclimate, enhance environmental sustainability, promote opportunities for active and passive recreation and enhance the quality of the surrounding public realm. The development further contributes to the existing Whitedeer Park Natural Open Space by providing a woodland buffer aimed to remain in a natural state (Policy 7.6.5.3 and 7.6.5.4).

WEST MOUNTAIN (HERITAGE GREEN) SECONDARY PLAN

The subject property is located within the West Mountain (Heritage Green) Secondary Plan Area per Chapter B-7 of the UHOP. The proposed development will seek an amendment to Policy 7.6.2.2 to permit a higher density residential development with ground floor commercial uses. Supported by the planned growth within the West Mountain SP Area, a higher density will allow the development to accommodate increased demographic demands while providing additional housing options appropriately. The proposed site design integrates landscaping and building setbacks to mitigate adverse impacts on the surrounding neighbourhood. The development proposal provides two vehicular access points from Rymal Road East and Whitedeer Road to alleviate any increased traffic volumes on surrounding streets. The site design includes a public park at the rear of the property to support a balanced and comfortable microclimate, enhance environmental sustainability, promote opportunities for active and passive recreation and enhance the quality of the surrounding public realm. The development further contributes to the existing Whitedeer Park Natural Open Space by providing a woodland buffer aimed to remain in a natural state (Policy 7.6.5.3 and 7.6.5.4).

CITY-WIDE CORRIDOR PLANNING PRINCIPLES AND DESIGN GUIDELINES

Rymal Road is designated Secondary Corridor and subject to the vision and policies outlined in the City-Wide Corridor Planning Principles and Design Guidelines. The proposed development support residential intensification and introduce higher densities along a prominent corridor to support future growth. The high-quality building design will enhance the streetwall along Rymal Road East and provide various opportunities for placemaking, landscaping improvements and retailing. The mixed-use nature of the development will continue to establish the area as a Community Node [UHOP Schedule E: Urban Structure] and attract new residents to the Upper Stoney Creek neighbourhood. The proposal creates opportunities for attractive streetscapes along Rymal Road East and Whitedeer Road accessible to people of all ages and abilities.

RELEVANT URBAN DESIGN POLICIES & GUIDELINES
HEIGHT, MASSING & DENSITY

Table 1 of the City-Wide Corridor Planning Principles and Design Guidelines (Guideline 4.2) recommends that lot areas of 2.5 hectares should be designed to accommodate a "mix of building types (2-12 storeys) and uses that correspond to the existing context and a comprehensive plan for the site". The proposal responds to this recommendation with a 10-storey mixed-use building and two 4-storey stacked townhouses. The proposed 10-storey building is located adjacent to Rymal Road East to allow for a minimum 11.57-metre setback along the rear/north side. The building conforms to 45-degree angular plane considerations to maintain an appropriate scale to the street and transition to the surroundings (Guideline 4.3). The site design incorporates side step backs, balconies and a continuous streetwall to create a dynamic and high-quality built form and ensure a comfortable, safe and visually appealing experience in the public realm (Guideline 4.8). The design includes a 6-storey podium along the corridor for a continuous streetwall and creates two separate massing in the upper floors to promote light penetration. The space between the upper floors on the 7-10th storeys integrates 159.30 square metres of outdoor amenity space for residential use (Guideline 4.9).

Angular Plane Considerations

Massing Articulation

Final Site Massing

Angular Plane Analysis Prepared by DPAI Architecture Inc.

Massing Articulation Prepared by DPAI Architecture Inc.

Block Massing Diagram Prepared by DPAI Architecture Inc.
MASSING GUIDELINES

- Setback Upper Floors for Light Penetration
- Continuous Streetwall
- High-Quality Streetscaping

Left: Rymal Road at Whitedeer Intersection Looking East; Right Top: Perspective View from Whitedeer Road; Right Bottom: Perspective View of Residential Entrance; Renders Prepared by DPAI Architecture Inc.
LANDSCAPING

Landscaping is incorporated into site design to mitigate impacts and integrate the adjacent residential dwellings to the west and northeast of the property. Site design uses landscape buffering in the form of planted areas and fencing around the perimeter of the property to provide privacy and screening and enhance the quality of the public realm. Landscaping includes native species throughout the property to better integrate with the surrounding natural environment. Along Rymal Road East, landscaping will conform to the existing enhancements made in the vicinity and provide a continuous streetwall consistent with the immediate surrounding area (Guideline 4.5).
SIDEWALKS & STREETSCAPES

The site design locates the main entrances to the 10-storey building and ample windows along Rymal Road to enhance the building relationship to the street by a pedestrian-oriented streetwall and streetscape with proposed commercial units at-grade to support interaction between indoors and outdoors, activity and vitality. Opportunities to animate the streetscape along the corridor may be explored through signage and placemaking initiatives in the future (Guideline 4.7). Enhanced landscaping along the southside and high-quality design elements will lend to an animated public realm for residents and visitors alike. Newly proposed sidewalks along the rear of the property will promote pedestrian activity through accessible design elements (Guideline 4.10).

PARKING & LOADING

The majority of parking is located underground to provide a more pleasant and visually appealing experience at street level. The underground parking can be accessed from the private driveway proposed between the mid-rise building and stacked townhouses which connects Rymal Road East and Whitedeer Road. Parking facilities and access from the main street are screened to prioritize the high-quality pedestrian-oriented relationship between built form and the public realm. Garbage and loading areas are integrated into the interior of the 10-storey building and screened from the view of the public street and adjacent dwellings (Guideline 4.6).

SHADOW IMPACTS

The shadow impact of the proposed 10-storey and 4-storey buildings on adjacent properties is minimized through setbacks, appropriate building orientation and placement, and massing considerations in the site design process. The built form concentrates the highest floors along Rymal Road East and gradually steps down towards the northern side of the property. The location of parking, drive aisles and loading are strategically located in the rear yard to provide additional separation between the building envelope and the adjacent residential dwellings (Guidelines 4.12).