

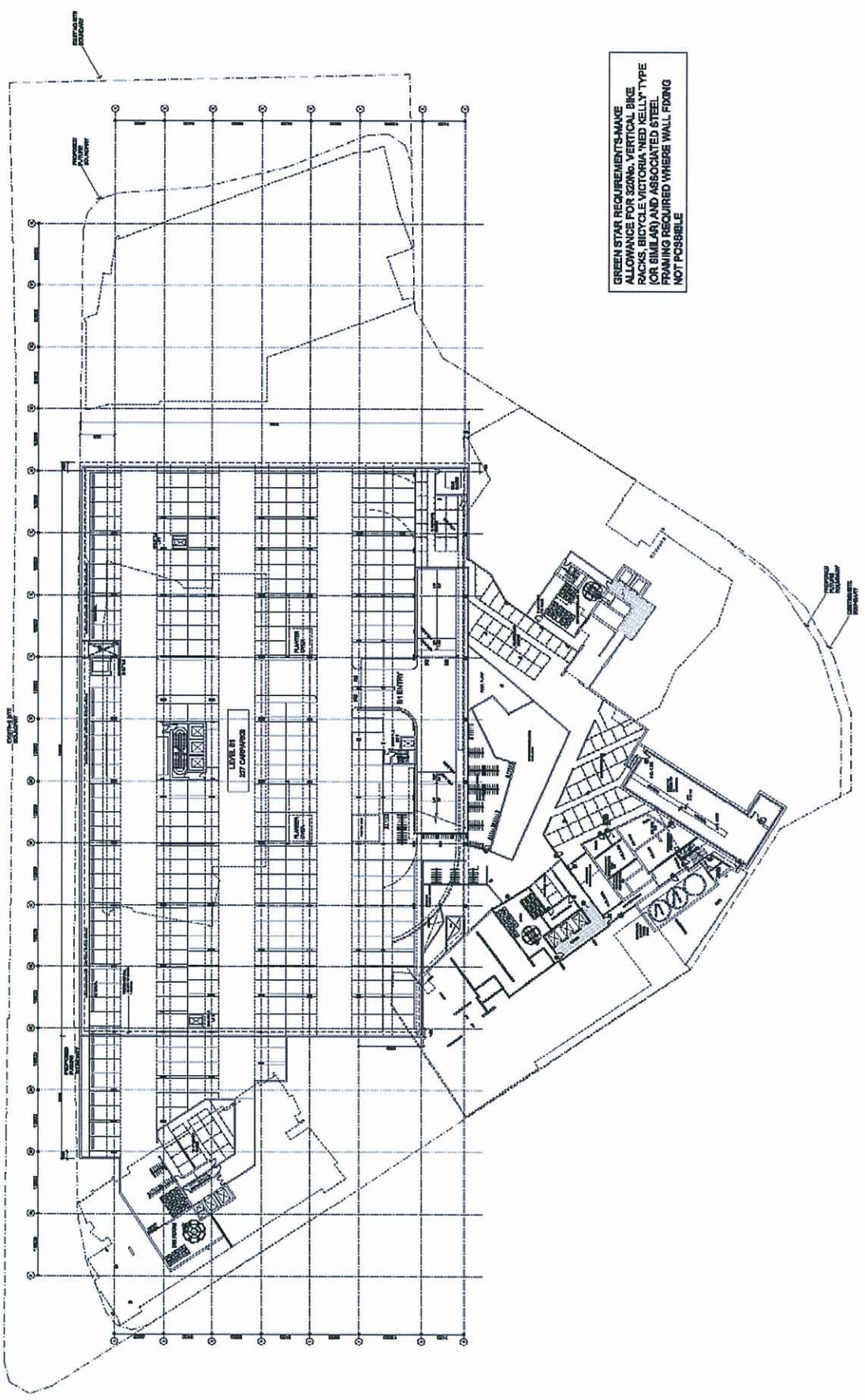
Appendix B

Development Plans

Appendix B

1	PROJECT INFORMATION	DATE
2	CLIENT INFORMATION	DATE
3	DESIGNER INFORMATION	DATE
4	REVISIONS	DATE
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GREEN STAR REQUIREMENTS MAKE ALLOWANCE FOR 2000g. VERTICAL BIKE RACKS, BICYCLE VICTORIA NED KELLY TYPE (OR SIMILAR) AND ASSOCIATED STEEL FRAMING REQUIRED WHERE WALL FIXING NOT POSSIBLE



1. PLAN-BASEMENT LEVEL

COX
CONSULTANTS
100 King Street West
Suite 1000
Toronto, Ontario M5X 1C5
Canada
Tel: 416-593-9300
Fax: 416-593-9301
www.cox.ca

Devine
LIMITED
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Toronto, Ontario M5X 1C5
Canada
Tel: 416-593-9300
Fax: 416-593-9301
www.devine.ca

HAMILTON HARBOUR
HAMILTON HARBOUR
HAMILTON

BASEMENT LEVEL B1
FLOOR PLAN

DATE: 10/11/02
DRAWN: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

21

1	REVISIONS TO DRAWING	DATE	BY	APP'D
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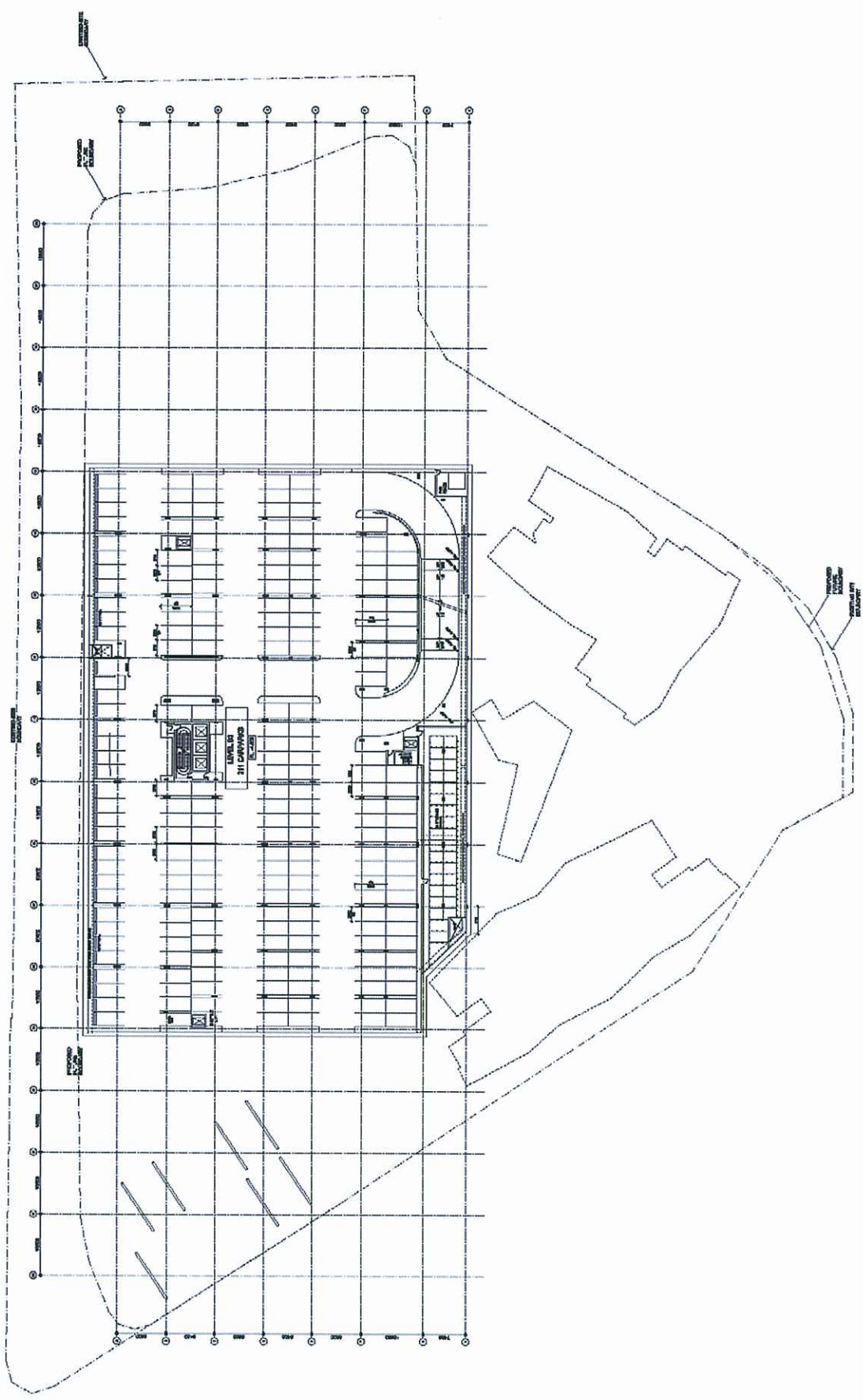
COX

Devine

HAMILTON HARBOUR
REDEVELOPMENT SOUTH SHORE
BASEMENT LEVEL 13
FLOOR PLAN
DAG TENDER ONLY
NOT FOR CONSTRUCTION

DATE: 10/10/2011
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

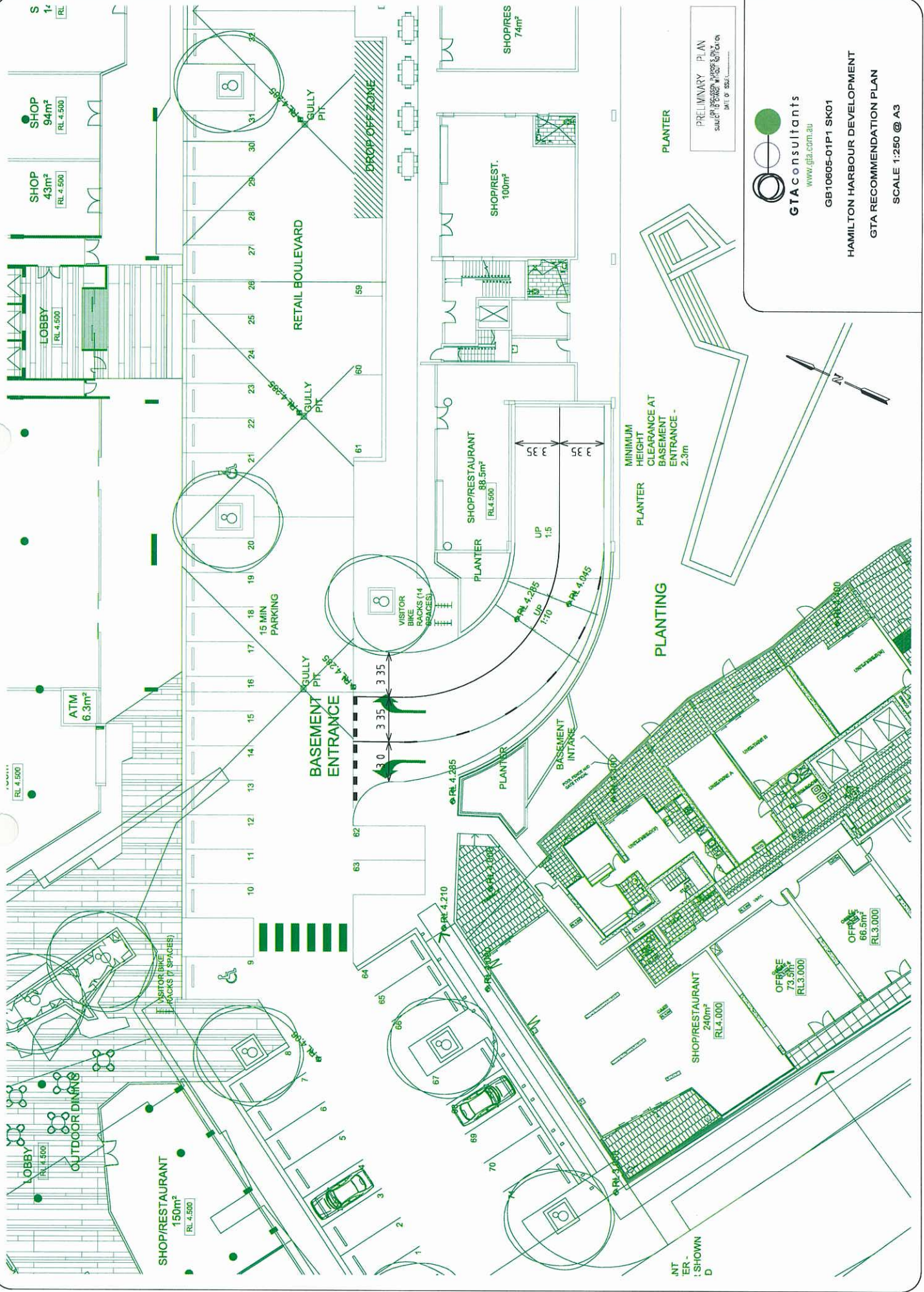
PROJECT NO: A411-04
SHEET NO: 5



1 PLAN-BASEMENT LEVEL 13

Appendix C

Car Park Layout Recommendations



GTA consultants
www.gta.com.au

GB10605-01P1 SK01
HAMILTON HARBOUR DEVELOPMENT
GTA RECOMMENDATION PLAN
SCALE 1:250 @ A3

PRELIMINARY PLAN
SUBJECT TO GOVERNMENT APPROVAL
DATE OF ISSUE: _____

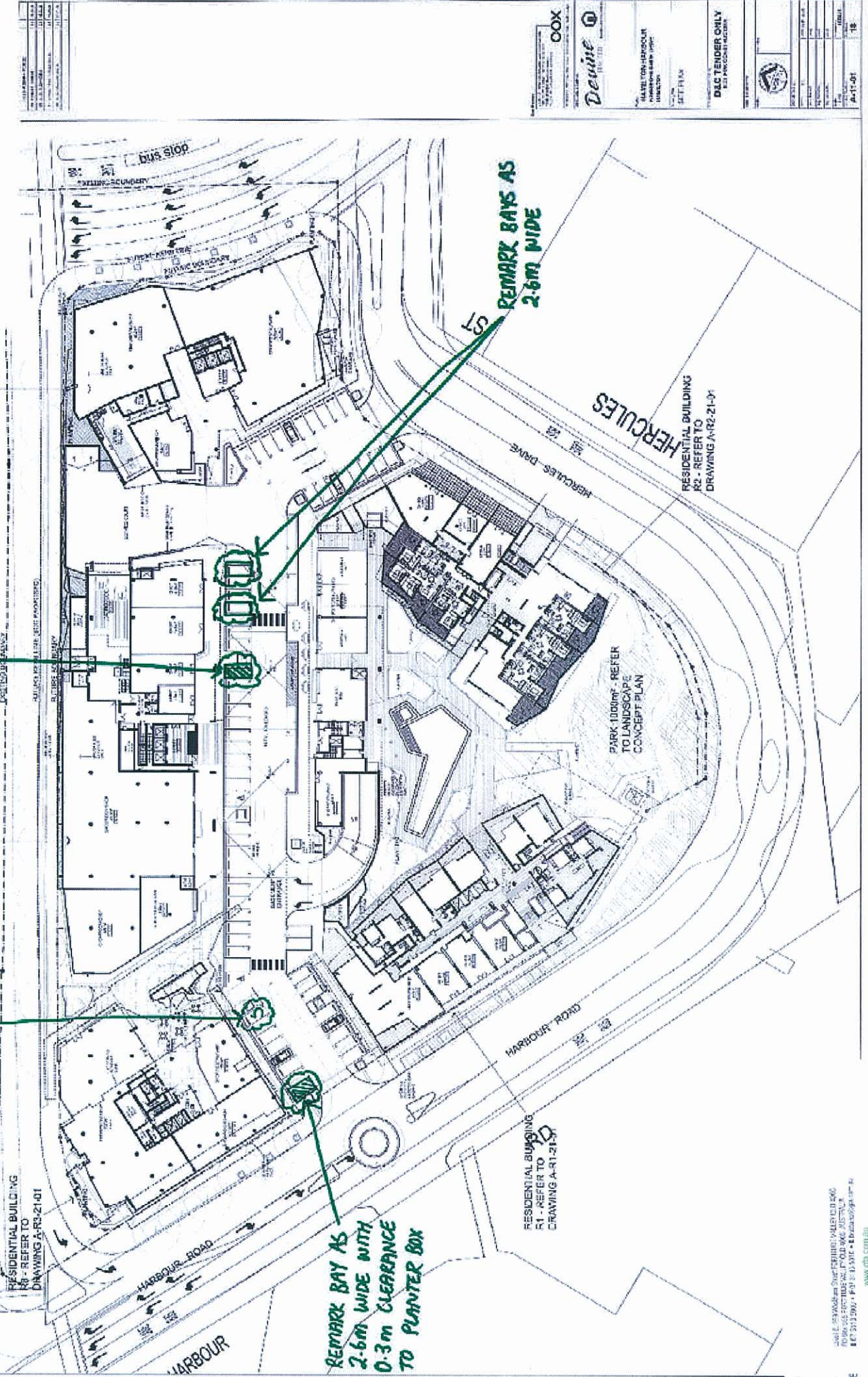
6810605 APPENDIX C1 CAR PARKING RECOMMENDATIONS

REMARK BAY AS
2.6m WIDE WITH 0.5m
CLEARANCE TO PLANTER

DESIGNATE AS
SMALL CAR BAY

COMMERCIAL BUILDING
C1 - REFER TO
DRAWING A-C1-21-01

COMMERCIAL BUILDING
C2 - REFER TO
DRAWING A-C2-21-01



00X

Devine

HAUTE TON-HERCULES
HAMILTON

SET PLAN

DESIGNER ONLY
NOT FOR CONSTRUCTION

18

GB10605 APPENDIX C2
CAR PARKING RECOMMENDATIONS

REMARK AS
4 x 2.4M WIDE
BAYS

COLUMNS REDUCING BAY LENGTH,
AS DISCUSSED IN REPORT

**MOVE COLUMN TO
OUTSIDE DOOR
OPENING & CLEARANCE
ZONE**

- INSUFFICIENT DOOR OPENING CLEARANCE:
- RELOCATE WALL, OR
- REMOVE CAR BAY.

GREEN STAIN REMOVAL ALLOWANCE FOR STAIN. VERTICAL BIKE RACKS. BICYCLE VICTORIA RED WELLY TYPE FOR SWIMMING AND ASSOCIATED STEEL. PAINTING REQUIRED WHERE WALL FIXING NOT POSSIBLE.

Q. What is the purpose of the program?

0-6

200K

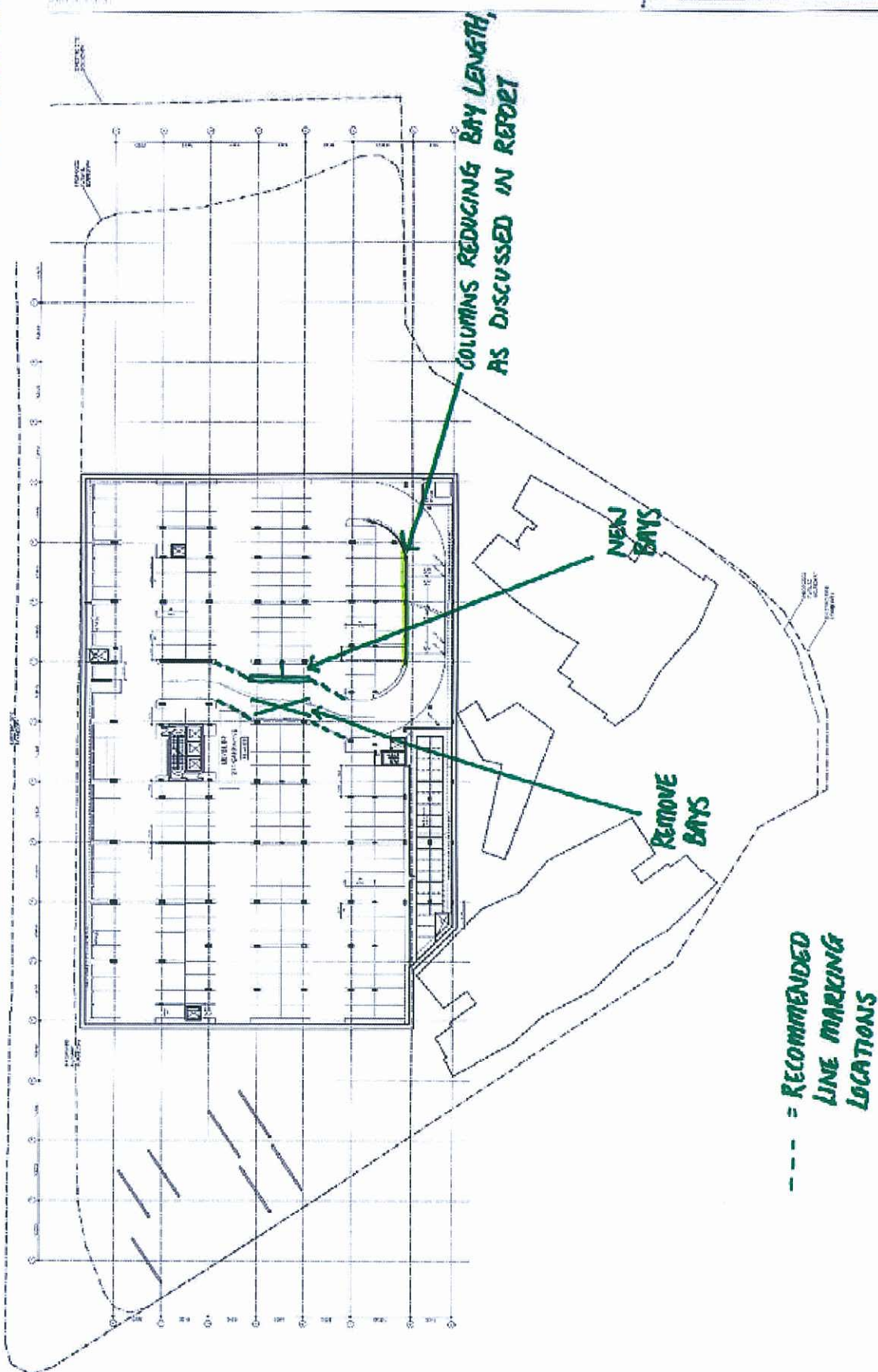
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התאחדות

DOI: 10.1002/anie.200500404

www.cga.com.au

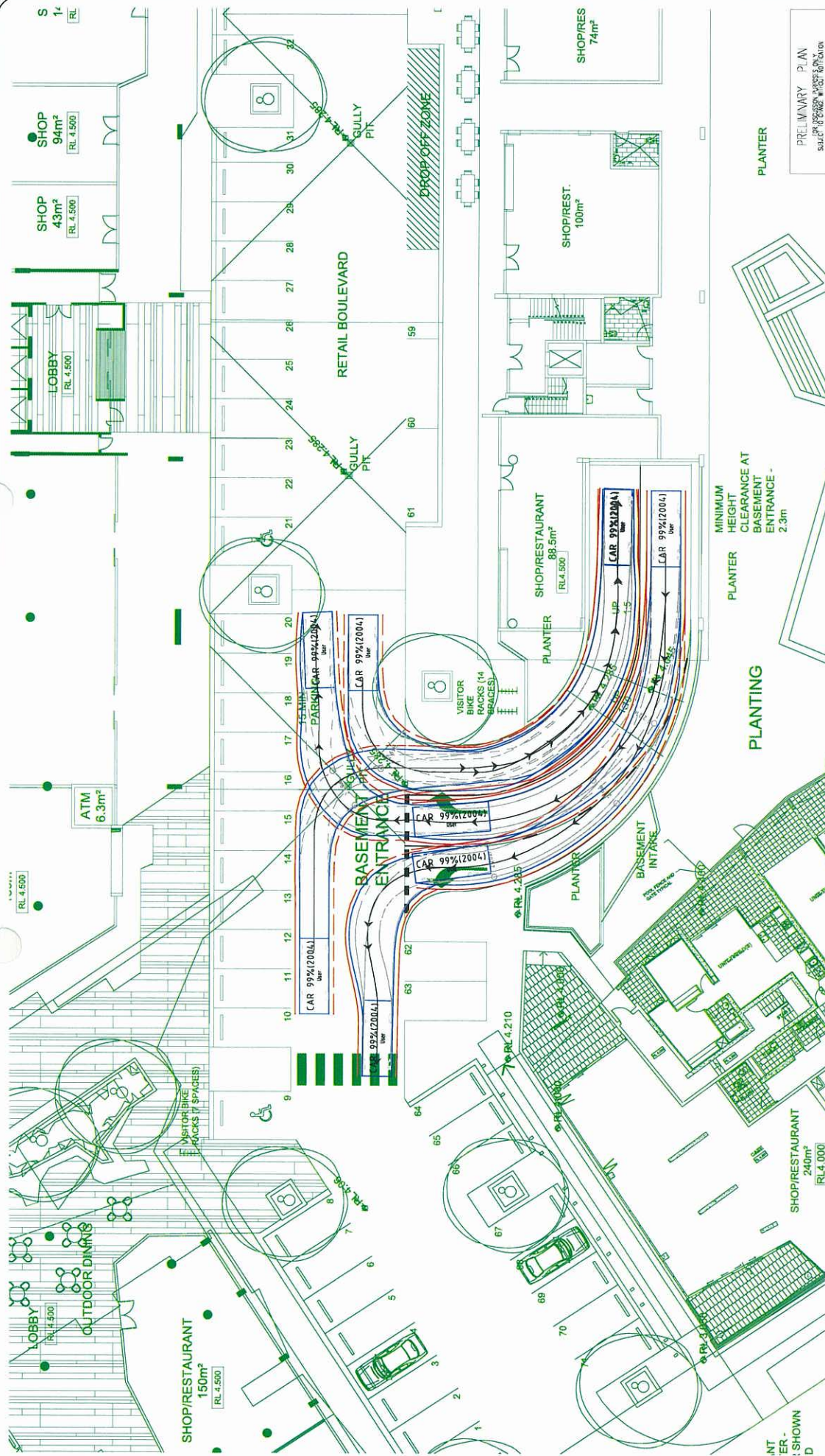
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 2. **CONCLUSION**
 3. **REFERENCES**
 4. **APPENDIX**
 5. **INDEX**
 6. **FIGURES**
 7. **TABLES**
 8. **NOTES**
 9. **ACKNOWLEDGMENTS**
 10. **FOOTNOTES**
 11. **BIBLIOGRAPHY**
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 224. **NOTES**
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 226. **FOOTNOTES**
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 228. **LIST OF SYMBOLS**



--- = RECOMMENDED
LINE MARKING
LOCATIONS

Appendix D

Swept Path Assessment



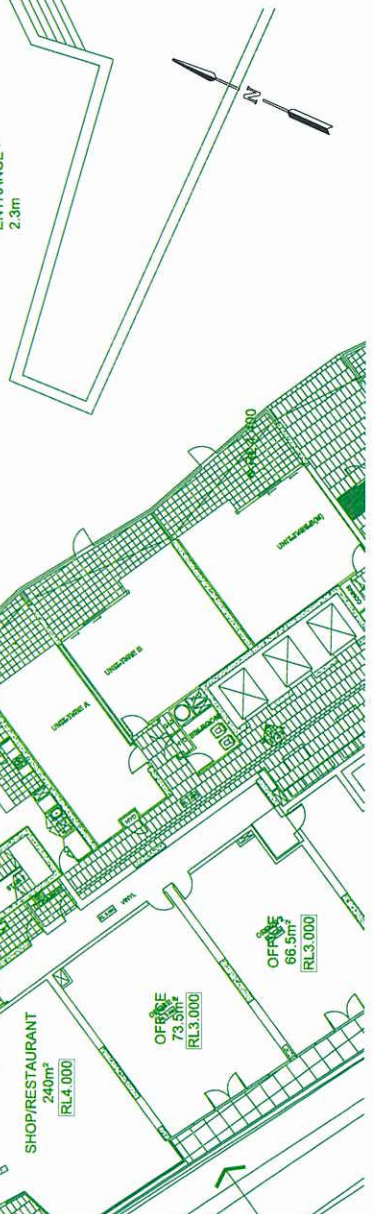
PRELIMINARY PLAN
 SUBJECT TO APPROVAL
 DATE OF ISSUE: _____



GB10605-01P1 AT5
 HAMILTON HARBOUR DEVELOPMENT
 SWEEP PATH ANALYSIS
 INGRESS & EGRESS MOVEMENTS
 SCALE 1:250 @ A3

CAR 99%(2004)		metres
Width	1.94	
Track	1.84	
Lock to Lock Time	6.00	
Steering Angle	31.4	

ACTUAL CAR LENGTH OF 6.00M USED FOR THE PURPOSE OF THIS ASSESSMENT. DIMENSION THAT AFFECTS SWEEP PATH AS SPECIFIED IN FIGURE B1 OF AS/NZS6861:2004



MINIMUM HEIGHT CLEARANCE AT BASEMENT ENTRANCE - 2.3m

PLANTING

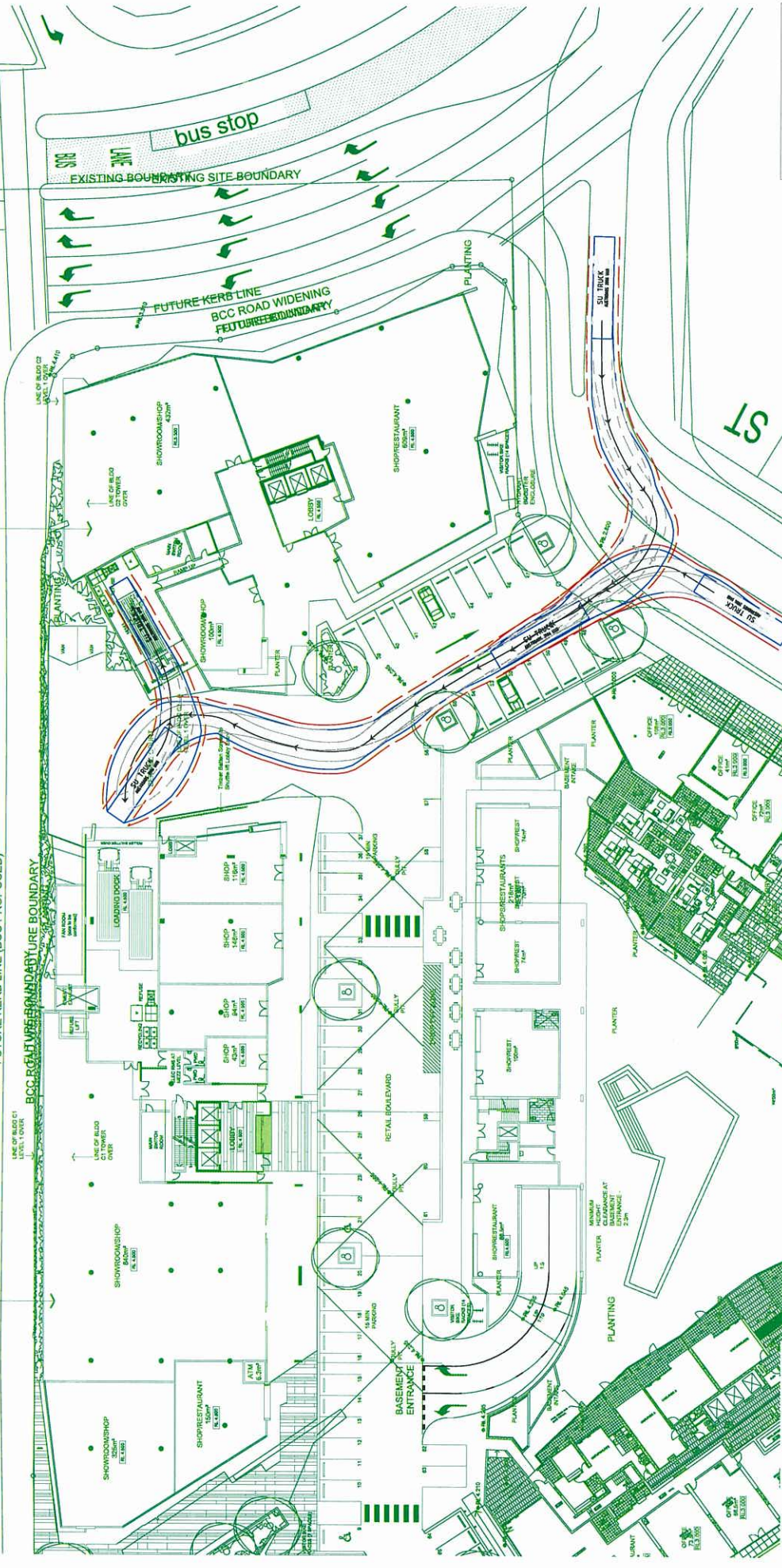
PLANTER

NOT SHOWN

EXISTING SITE BOUNDARY

FUTURE KERB LINE (BCC PROPOSED)

BCC RELATIVE BOUNDARY



bus stop

EXISTING BOUNDARY

FUTURE KERB LINE
BCC ROAD WIDENING
FUTURE BOUNDARY

ST

HERCULES DRIVE

RCLES

PARK 1000m² - REFER
TO LANDSCAPE
CONCEPT PLAN

PRELIMINARY PLAN
SCALE 1:500 @ A3
DATE 01/05/2020

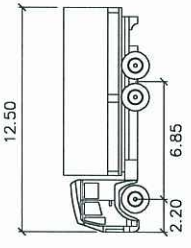


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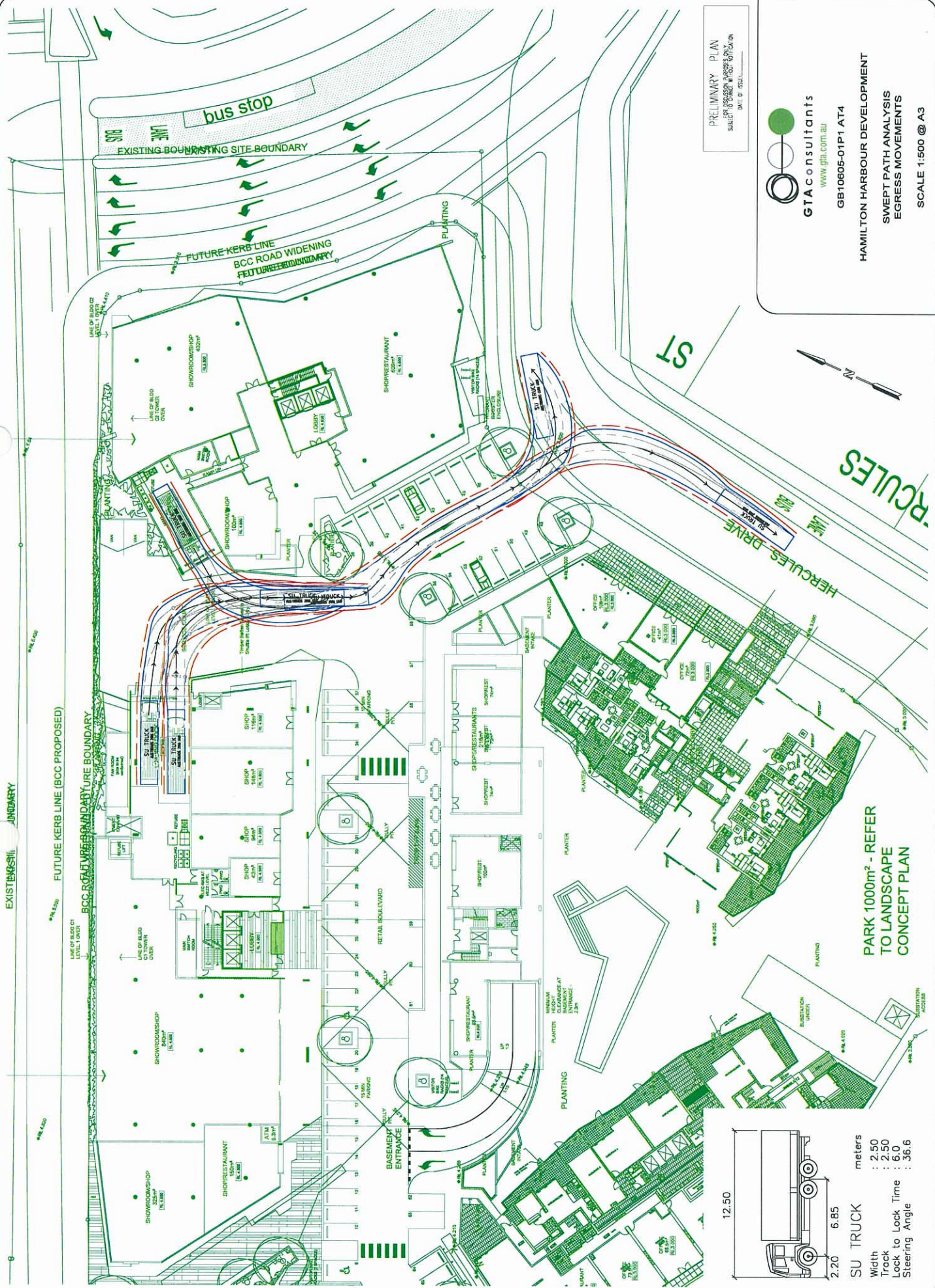
GB10805-01P1 AT3

HAMILTON HARBOUR DEVELOPMENT
SWEEP PATH ANALYSIS
INGRESS MOVEMENT

SCALE 1:500 @ A3



SU TRUCK meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6



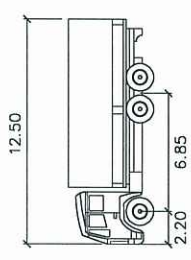
PRELIMINARY PLAN
 SUBJECT TO APPROVAL & CONDITION
 DATE OF ISSUE: _____

GTA consultants
 www.gta.com.au

GB10805-01P1 AT4
 HAMILTON HARBOUR DEVELOPMENT
 SWEEP PATH ANALYSIS
 EGRESS MOVEMENTS
 SCALE 1:500 @ A3



PARK 1000m² - REFER
 TO LANDSCAPE
 CONCEPT PLAN



SU TRUCK	parameters	values	units
Width	:	2.50	meters
Track	:	2.50	
Lock to Lock Time	:	6.0	
Steering Angle	:	36.6	

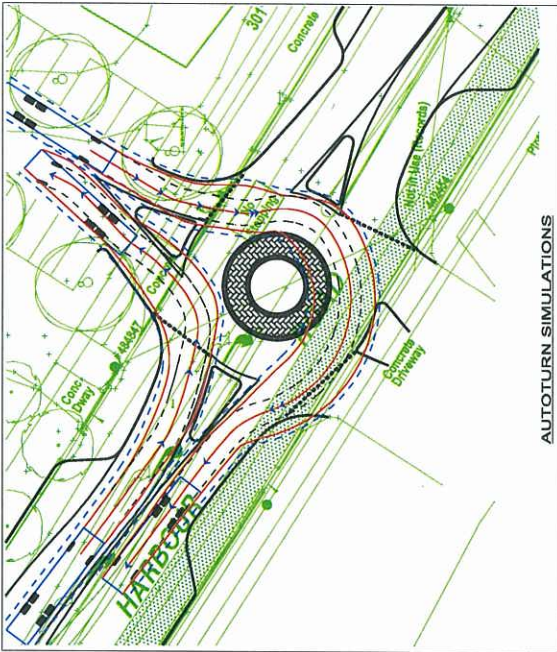
Appendix E

Concept Roundabout



PRELIMINARY PLAN
SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY
DATE OF ISSUE: _____

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services
shown are approximate only and the exact
positions should be proved by J10.



AMENDMENTS

DATE	DESCRIPTION	BY
P2 17 09 08	MODIFY AS PER ARCHITECT'S COMMENTS - S.M.	B.M.
P1 09 09 08	FIRST ISSUE - G.J.	B.M.

GENERAL NOTES

DESIGNER: GRAEME JARRETT
DRAWN: GRAEME JARRETT
DATE: 5/15/2008
CHECKED: BETH WHITMAN
CAD FILE NO: GB1001-GB-01P1.dwg

CLIENT: DEVINE LIMITED
HAMILTON HARBOUR DEVELOPMENT
HARBOUR ROAD
FUNCTIONAL CONCEPT
ROUNDABOUT PROPOSAL
DRAWING NO: GB10001-03
ISSUE: P2

GTACONSULTANTS

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SCALE: 1"=50' 1:1250
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Appendix F

Sidra Intersection Summary



Movement Summary

East Site Access

AM 2022

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Harbour Road										
5	T	467	4.9	0.247	0.0	LOS A	0	0.00	0.00	60.0
6	R	11	0.0	0.013	9.2	LOS A	0	0.27	0.64	47.6
Approach		478	4.8	0.247	0.2	LOS A	0	0.01	0.01	59.6
East Site Access										
7	L	73	0.0	0.100	9.8	LOS A	3	0.30	0.64	47.3
9	R	11	0.0	0.100	10.0	LOS B	3	0.30	0.79	46.9
Approach		84	0.0	0.100	9.8	LOS A	3	0.30	0.66	47.2
Harbour Road										
10	L	21	0.0	0.092	8.2	LOS A	0	0.00	0.67	49.0
11	T	152	5.3	0.092	0.0	LOS A	0	0.00	0.00	60.0
Approach		173	4.6	0.092	1.0	LOS A		0.00	0.08	58.4
All Vehicles		735	4.2	0.247	1.5	Not Applicable	3	0.04	0.10	57.6

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: East Site Access AM 2022 with dev't

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Movement Summary

East Site Access

PM 2022

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Harbour Road										
5	T	300	5.0	0.159	0.0	LOS A	0	0.00	0.00	60.0
6	R	11	0.0	0.013	10.2	LOS B	0	0.40	0.68	46.8
Approach		311	4.8	0.159	0.4	LOS A	0	0.01	0.02	59.4
East Site Access										
7	L	219	0.0	0.324	11.3	LOS B	13	0.50	0.79	45.7
9	R	24	0.0	0.324	11.6	LOS B	13	0.50	0.87	45.4
Approach		243	0.0	0.324	11.3	LOS B	13	0.50	0.80	45.7
Harbour Road										
10	L	12	0.0	0.176	8.2	LOS A	0	0.00	0.67	49.0
11	T	320	5.0	0.176	0.0	LOS A	0	0.00	0.00	60.0
Approach		332	4.8	0.176	0.3	LOS A		0.00	0.02	59.5
All Vehicles		886	3.5	0.324	3.3	Not Applicable	13	0.14	0.24	54.9

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: East Site Access PM 2022 with dev't

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Movement Summary

West Site Access / Apartment Access

AM 2022

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Harbour Road										
1	L	5	0.0	0.333	5.8	LOS A	23	0.33	0.47	50.1
2	T	474	5.1	0.332	5.0	LOS A	23	0.33	0.42	51.0
3	R	5	0.0	0.333	11.8	LOS B	23	0.33	0.62	45.3
Approach		484	5.0	0.332	5.1	LOS A	23	0.33	0.42	50.9
West Site Access										
4	L	5	0.0	0.078	6.1	LOS A	3	0.33	0.50	50.0
5	T	5	0.0	0.078	5.2	LOS A	3	0.33	0.45	50.9
6	R	77	0.0	0.078	12.1	LOS B	3	0.33	0.64	45.3
Approach		87	0.0	0.078	11.3	LOS B	3	0.33	0.62	45.8
Harbour Road										
7	L	405	0.0	0.370	5.4	LOS A	23	0.14	0.44	51.4
8	T	158	5.1	0.370	4.6	LOS A	23	0.14	0.38	52.5
9	R	11	0.0	0.367	11.3	LOS B	23	0.14	0.64	46.1
Approach		574	1.4	0.370	5.3	LOS A	23	0.14	0.43	51.6
Apartment Access										
10	L	23	0.0	0.044	7.7	LOS A	2	0.53	0.61	48.6
11	T	5	0.0	0.045	6.7	LOS A	2	0.53	0.57	49.4
12	R	11	0.0	0.045	13.6	LOS B	2	0.53	0.68	44.4
Approach		39	0.0	0.045	9.2	LOS A	2	0.53	0.62	47.4
All Vehicles		1184	2.7	0.370	5.8	LOS A	23	0.24	0.45	50.7

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Movement Summary

West Site Access / Harbour Road

PM 2022

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Harbour Road										
1	L	8	0.0	0.276	6.9	LOS A	18	0.54	0.58	48.7
2	T	316	5.1	0.280	6.0	LOS A	18	0.54	0.54	49.4
3	R	5	0.0	0.278	12.8	LOS B	18	0.54	0.66	44.4
Approach		329	4.9	0.280	6.2	LOS A	18	0.54	0.54	49.3
West Site Access										
4	L	13	0.0	0.255	7.4	LOS A	12	0.52	0.62	48.8
5	T	5	0.0	0.250	6.4	LOS A	12	0.52	0.59	49.5
6	R	231	0.0	0.252	13.3	LOS B	12	0.52	0.70	44.5
Approach		249	0.0	0.252	12.8	LOS B	12	0.52	0.70	44.8
Harbour Road										
7	L	216	0.0	0.352	5.3	LOS A	22	0.11	0.44	51.6
8	T	316	5.1	0.352	4.5	LOS A	22	0.11	0.38	52.7
9	R	23	0.0	0.354	11.3	LOS B	22	0.11	0.65	46.3
Approach		555	2.9	0.352	5.1	LOS A	22	0.11	0.41	52.0
Apartment Access										
10	L	7	0.0	0.019	7.6	LOS A	1	0.53	0.57	48.7
11	T	5	0.0	0.019	6.6	LOS A	1	0.53	0.54	49.4
12	R	5	0.0	0.019	13.5	LOS B	1	0.53	0.65	44.5
Approach		17	0.0	0.019	9.0	LOS A	1	0.53	0.59	47.5
All Vehicles		1150	2.8	0.354	7.2	LOS A	22	0.33	0.52	49.3

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement

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