



Urban Design Brief:

8 Shoreview Place

8 Shoreview Place
Hamilton, Ontario

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Prepared for:
Seasons Retirement Communities (Stoney Creek) GP Inc.

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SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This Urban Design Brief has been prepared in support of a Site Plan Application on behalf of Seasons Retirement Communities (Stoney Creek) GP Inc., regarding the lands municipally known as 8 Shoreview Place, Stoney Creek, in the City of Hamilton (referred to as “subject site”). Whitehouse Urban Design Inc has been retained to provide a design brief for the Development Review Panel. The purpose of the Design Brief is to provide a concise summary of the City’s applicable urban design policies and guidelines, and offer a contextual analysis that addresses abutting properties, key destinations, and linkages within a 100 km radius. This design brief has been prepared in keeping with the City of Hamilton’s guidelines regarding the same, and the City’s Urban Design Policies and Principles.

The Subject Site is a 1.17-hectare parcel with street frontage along Shoreview Place. The land is currently vacant. The subject site is proposed to include a new high density residential development, which will include a podium with parking provided underground, at grade and within the podium.

The proposed development features two towers, tower A at 25 storeys with 264 new units and tower B at 37 storeys with 466 new units, therefore 730 new residential units are proposed on site. There is a total of 968 parking spaces proposed on site, 5 of which are for commercial use. Along with vehicular parking spaces, the proposed development includes 10 short-term bicycle parking spaces.

1.2 Site Context

The subject site is 1.17 hectares, designated under Neighbourhoods within Schedule E-1 Urban Land Use Designations and is located within the Lakeshore Neighbourhood in Stoney Creek.

As shown in Figure 1, the subject site abuts Lake Ontario to the north and Grayside and Confederation Park neighbourhoods to the west. There are no structures and heritage attributes associated with the site.

The Lakeshore Neighbourhood is comprised of mainly residential built forms varying in density. The eastern boundary of the Lakeshore neighbourhood extends to Cherry Beach Road and is mainly comprised of single detached dwellings and a low density commercial building currently operating as a motel. Directly abutting the site to the east is a medium-high rise commercial building currently operating as a retirement community. The Lakeshore Neighbourhood extends south until the Queen Elisabeth Way. On the south side of the Queen Elisabeth Way is Hamilton business park which is mainly comprised of low-med density industrial buildings and is designated as an employment area in Schedule E-1 Urban Land Use Designations. The western edge of the Lakeshore Neighbourhood is comprised of both low-medium density attached and single detached dwellings and mid-high density residential developments. Abutting the Lakeshore neighbourhood to the west is Confederation Park, which includes a series of parks, beaches, trail networks, and low density commercial and residential developments. A notable landmark within 2.5 km of the subject site is Wild Waterworks. The Lakeshore neighbourhood is bound by Lake Ontario to the north and includes a trail network that extends west of the subject site.

There are four educational institutions and six public parks within a two-kilometer radius of the subject site. A notable landmark within 1.5 km of the subject site is Confederation Park.

Figure 1 - Site Context Map



1.3 Streetscape Context

Shoreview Place:

Shoreview Place runs east to west along the northern boundary of the site is a two-way local road connecting various residential developments north of the Queen Elizabeth Way to Millen Road, which provides access south of the Queen Elizabeth Way. Shoreview Place is primarily residential consisting of both low-medium density single and attached dwellings and medium to high density developments. The pedestrian realm is made up of sidewalks, sodded boulevards, and street trees.

View towards the East on Shoreview Place



View towards the West on Shoreview Place



Millen Road:

Millen Road borders the western side of the site and is a two-way minor arterial road running North to South, with 1 lane of traffic on either side. Millen Road connects to the south of the QEW, offering convenient access from the subject site to numerous amenities that cater to the needs of the local community and support the growth of the area's developments. Millen Road is comprised of low to mid density residential developments of both attached and detached dwellings.

View towards the North on Millen Road



View towards the South on Millen Road



SECTION 2

Municipal Policy Review

2.1 The Urban Hamilton Official Plan (UHOP) Section B.3.3 - Urban Design Policies & Principles

The Urban Design principles for the proposed development are based on the applicable policies in B.3.3.2.3 through B.3.3.2.10 inclusive, which apply to all development and redevelopment. These principles include:

- fostering a sense of community pride and identity;
- visually connecting the public and private realms;
- making places safe, accessible, connected, and easy to navigate;
- creating communities that are transit supportive and promote active transportation;
- creating places that are adaptable to future demographic and environmental changes;
- encouraging innovative community design and technology;
- enhancing the character of the existing environment; and
- promoting compatible intensification that makes appropriate and innovative use of buildings and sites.

Urban Design Policies for Circulation, Site Organization, and Compatibility with Surrounding Context:

Urban Design Policies in Section B.3.3 applicable to **Circulation** accomplish the above principles through:

- connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails; (OPA 167)
- providing connections and access to all buildings and places for all users, regardless of age and physical ability;
- ensuring building entrances are visible from the street and promoting shelter at entrance ways;
- integrating conveniently located public transit and cycling infrastructure with existing and new development; and,
- locating principal façades and primary building entrances parallel to and as close to the street as possible;

Urban design policies in Section B.3.3 applicable to **site organization** accomplish the above principles through:

- organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;
- minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.
- complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;
- locating service and loading areas away from streets so as to minimize disruption or conflicts with adjacent land uses and pedestrian routes; and,
- buffering service and loading areas to reduce visual and noise impacts, particularly when located adjacent to residential areas.

Urban design policies in Section B.3.3 applicable to **compatibility with surrounding context** accomplish the above principles through:

- relating to its role in the overall urban structure;
- conserving and respecting the existing built heritage features of the City and its communities;
- respecting prominent sites, views and vistas in the City;
- recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric;
- using materials that are consistent and compatible with the surrounding context in the design of new buildings; and,
- creating, reinforcing, and emphasizing important public vistas and view corridors;

- respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics; and,
- encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open spaces uses;

Urban Design Policies for Landscape Design:

Urban design policies in Section B.3.3 applicable to **Landscape Design** accomplish the above principles through:

- contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;
- including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;
- creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and active transportation (OPA 167);
- ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses (OPA 142);
- including continuous sidewalks in street design;
- including in street design landscaping such as street trees and landscaped boulevards;
- amenities and spaces that encourage social interaction, pedestrian activity and animate the streetscape such as public gathering places, patios and sidewalk cafes (OPA 167); and,
- including a quality landscape edge along frontages where buildings are set back from the street.

Urban Design Policies for Architectural Design:

Urban design policies in Section B.3.3 applicable to **Architectural Design** accomplish the above principles through:

- conserving, maintaining, and enhancing the natural heritage and topographic features of the City and its communities;
- creating a continuous animated street edge in urban environments;
- creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing;
- allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style;
- complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.
- achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions (OPA 167);
- creating transitions in scale to neighbouring buildings;
- ensuring adequate privacy and sunlight to neighbouring properties; and
- minimizing the impacts of shadows and wind conditions.
- including ample glazing on ground floors to create visibility to and from the public sidewalk; and,
- using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

2.2 The Urban Hamilton Official Plan (UHOP) Section E.3 - Neighbourhoods Designation

The Site is designated “Neighbourhoods” in the Urban Hamilton Official Plan’s Urban Structure and Urban Land Use Plan (See Figure 4). According to Section 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.

E.3.1 The following goals apply to the Neighbourhoods land use designation:

- **E.3.1.1** Develop compact, mixed use, transit supportive, and active transportation friendly neighbourhoods;
- **E.3.1.3** Plan and designate lands for a range of housing types and densities, taking into account affordable housing needs;
- **E.3.1.4** Promote and support design which enhances and respects the character of existing neighbourhoods while at the same time allowing their ongoing evolution; and
- **E.3.1.5** Promote and support residential intensification of appropriate scale and in appropriate locations throughout the neighbourhoods.

E.3.2.1 Areas designated Neighbourhoods shall function as complete communities and include the full range of residential dwelling types, densities, and supporting uses intended to serve the local residents.

E.3.2.4 Residential intensification shall enhance and be compatible with the scale and character of the existing neighbourhood;

E.3.2.7 The City shall require quality urban and architectural design. Development of lands within the Neighbourhoods designation shall be designed to be safe, efficient, pedestrian oriented, and attractive, and shall comply with the following criteria:

- a) New development on large sites shall support a grid system of streets of pedestrian scale, short blocks, street oriented structures, and a safe and attractive public realm.
- 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.
- c) Adequate and direct pedestrian access and linkages to community facilities/services and local commercial uses shall be provided.

Figure 2 - Urban Hamilton Official Plan Schedule E Urban Structure

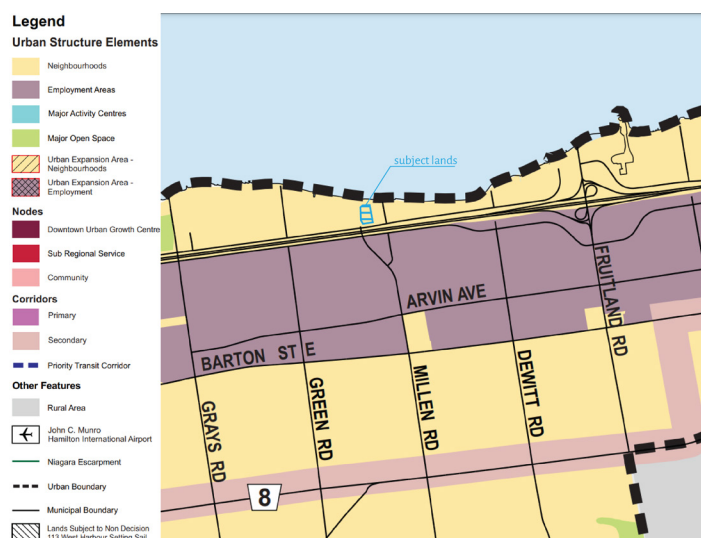
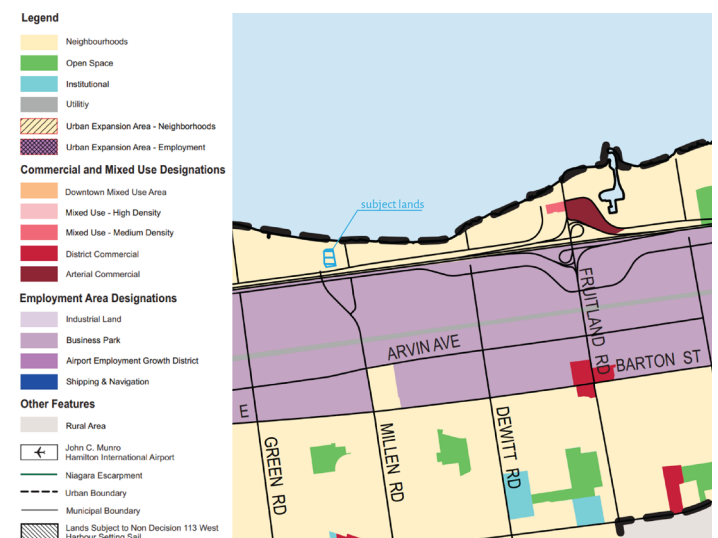


Figure 3 - Urban Hamilton Official Plan Schedule E-1 Urban Land Use



d) Development shall improve existing landscape features and overall landscape character of the surrounding area.

e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.

E.3.2.8 Proposals for supporting uses, except local commercial uses, within the Neighbourhoods designation shall be evaluated on the following criteria:

- a) compatibility with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking, and landscaping;
- b) access to a collector or major or minor arterial road shall be preferred;
- c) provision of adequate off-street parking with appropriate buffering and landscaping from residential uses;
- d) compliance with Section B.3.3 – Urban Design Policies and B.3.5 – Community Facilities/Services Policies; and
- e) adjacency and integration with parks to provide an attractive extension of parks and maximize the use of parkland facilities.

E.3.3.1 Higher density dwelling forms and supporting uses should be located on the periphery of neighbourhoods on or in close proximity to major or minor arterial roads.

E.3.3.2 Development or redevelopment adjacent to areas of lower density shall ensure the height, massing, and arrangement of buildings and structures are compatible with existing and future uses in the surrounding area.

E.3.6.3 Local commercial uses may also be permitted on the ground floor of buildings containing multiple dwellings, provided the provisions of Section E.3.8 - Local Commercial are satisfied.

E.3.6.7 High density residential areas are characterized by multiple dwelling forms in proximity to major or minor arterial roads.

Development within the high density residential category shall be evaluated on the basis of the following criteria:

- a) Developments should have direct access to a collector or major or minor arterial road.
- b) High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential use. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.
- c) High profile development may be considered appropriate, subject to the other policies of this plan, where it would result in the preservation of natural heritage system features or public view corridors which may otherwise be compromised by more dispersed, lower profile development.
- d) Development shall:
 - provide adequate landscaping, amenity features, on-site parking, and buffering where required;
 - be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures; and
 - provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets.
- e) In accordance with the policies of Section B.3.3 - Urban Design Policies, development shall contribute to an attractive public realm by minimizing the view of the following elements from the abutting public streets (excluding public alleys):
 - surface parking areas;

- parking structures;
 - utility and service structures such as garbage enclosures; and
 - expanses of blank walls.
- f)** 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.
- g)** 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, and other parts of the City as identified through secondary plans or other studies.

SECTION 3

Design Proposal

3.1 Site Organization and Circulation

3.1.1 Site Organization

The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings, visually connects the public and private realms, and promotes active transportation. The proposed development accomplishes these objectives and more through an intuitive site design that accommodates both pedestrian and vehicular circulation efficiently and safely.

The new residential development at 8 Shoreview Place will consist of 730 new units and will have a 5-storey podium with underground parking, parking at the ground level, and within the podium. Additionally, there will be two towers of 25 and 37 storeys and outdoor amenity areas

on the 6th storey and at the ground level. The 5-storey podium will be consistent along all 4 sides of the building. The building will include residential units and an at-grade outdoor amenity space in the north-west portion of the site and will have direct access to the municipal sidewalk along Shoreview Place. There will be a total of 968 vehicular parking spaces combined below-ground, at grade and within the podium with access to Shoreview Place. Commercial units are proposed along the north side of the building along Shoreview Place and along the east side. There are 5 vehicular parking spaces and 5 bicycle parking spaces designated for commercial use and are provided directly adjacent to the commercial units along the east side of the building.

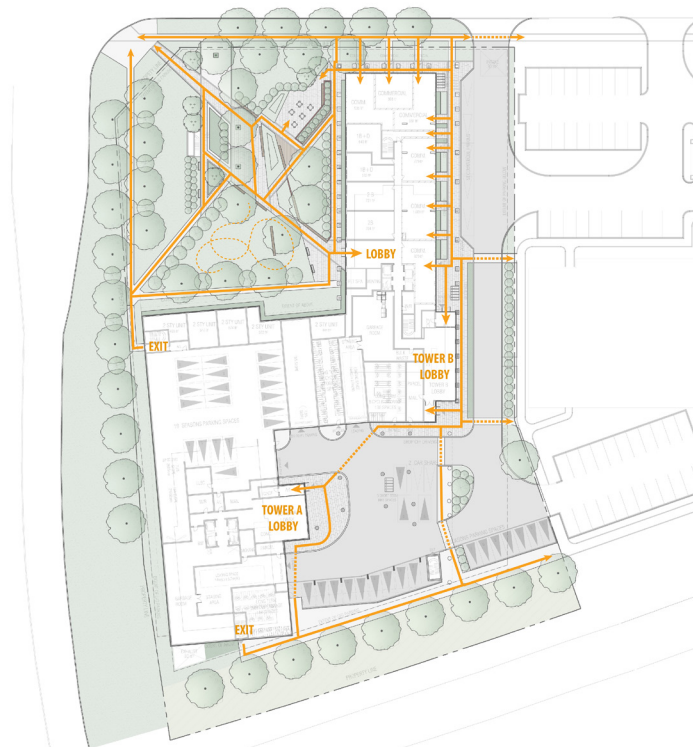
Site Plan - Graziani + Corazza Architects



3.1.2 Pedestrian Circulation

Pedestrian circulation is straightforward and sensible. A municipal sidewalk is provided along Shoreview Place and has direct access to various amenity features at grade. The municipal sidewalk directly connects to the outdoor amenity space along the northwest side, commercial units along the north and east side, and lobby entrances along the east and west sides of the building. The Amenity space has been provided at the corner of Shoreview Place and Millen Road to encourage usage of the space and promote visits to the commercial spaces within the building. There are two lobby entrances for Tower B and one for Tower A, the main entrances for both towers are located on the east side of the building and are conveniently located near the parking ramps and the drop off driveway. The main doors for both towers are indicated with paving materials and architectural accents to clearly define them from others. Crosswalks have been provided at areas where high pedestrian traffic is proposed.

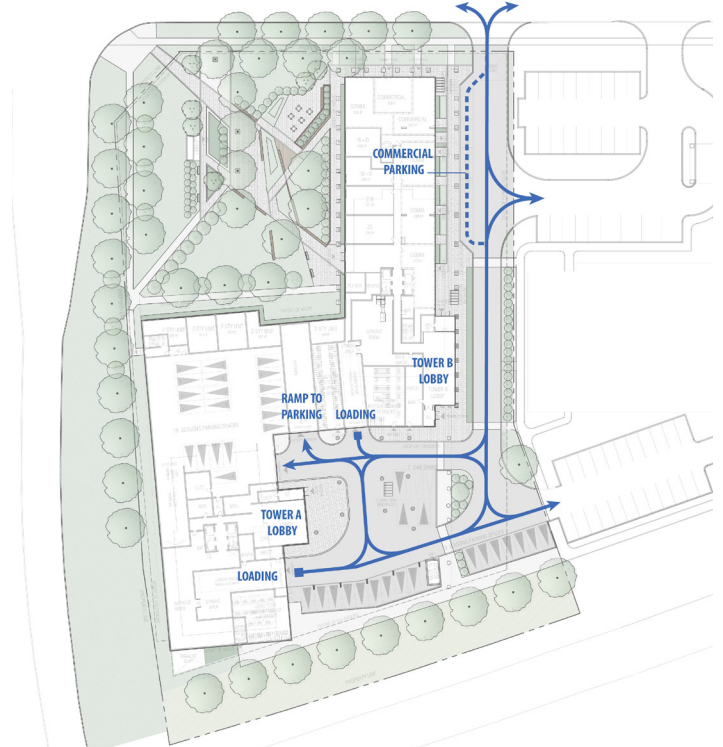
Figure 4 - Pedestrian



3.1.3 Vehicular Circulation

Vehicular traffic will enter the site off Shoreview Place and majority of the traffic will be directed to parking either underground or within the podium through the ramp located within the building footprint. A drop-off area is provided at grade for either drop off and pick up within the south portion of the building under the building canopy. The drop off area is also conveniently located within close proximity to tower A and B lobby entrances. Vehicles leaving the site can exit along the same drive aisle that they entered through. There are two designated loading areas accessible at-grade for both tower A and B and can be accessed off the central drive aisle to facilitate easier entry and exit for loading vehicles.

Figure 5 - Vehicular Circulation



3.2 Massing and Relationship to Context

3.2.1 Massing

The proposed development takes into consideration the surroundings of the Lakeshore Neighbourhood by incorporating step-backs for floors above the 5th floor podium, in order to maintain the visual harmony with nearby low-rise housing, lake Ontario waterfront and Shoreview Place. The cascading step-backs aid in reducing shadow impacts along Shoreview Place and provide a visual guide from the podium to the towers.

As shown in figure 4, the proposal includes two towers situated on a 5 storey podium where tower A reaches a maximum height of 25 storeys and tower B reaches 37 storeys. Both Tower A and B progressively step back at the 6th to 14th storey to support a transition in scale to neighbouring developments.

A Sun/Shadow study prepared by Ralph Bouwmeester & Associates examines the shadowing impacts that may be created by the proposed development onto surrounding properties during the Spring Equinox. The results of the study show that there is consistent shading on the townhouse subdivision to the west of the site throughout the morning. However, by noon the shadows only fall onto the nearest two townhouse blocks to the site, with shadows no longer being cast onto neighboring sites by 1pm. By 5pm, shadows fall onto the property of a neighbouring semi-detached house at the eastern terminus of Shoreview Place.

Figure 6 - Massing and Relationship to Context



3.2.2 Compatibility with Surrounding Land Uses

The proposed development aims to introduce a new high-rise building in a suitable location that supports residential growth while respecting the character and scale of the surrounding neighborhood. The site components, including 'hidden' parking and building setbacks, are organized to ensure consistency and compatibility with the existing neighborhood. The development also provides additional density within the Stoney Creek neighborhood, utilizing vacant land and offering commercial opportunities for expansion and growth. Overall, the development is designed to mitigate negative impacts to the pedestrian realm and support the community's needs.

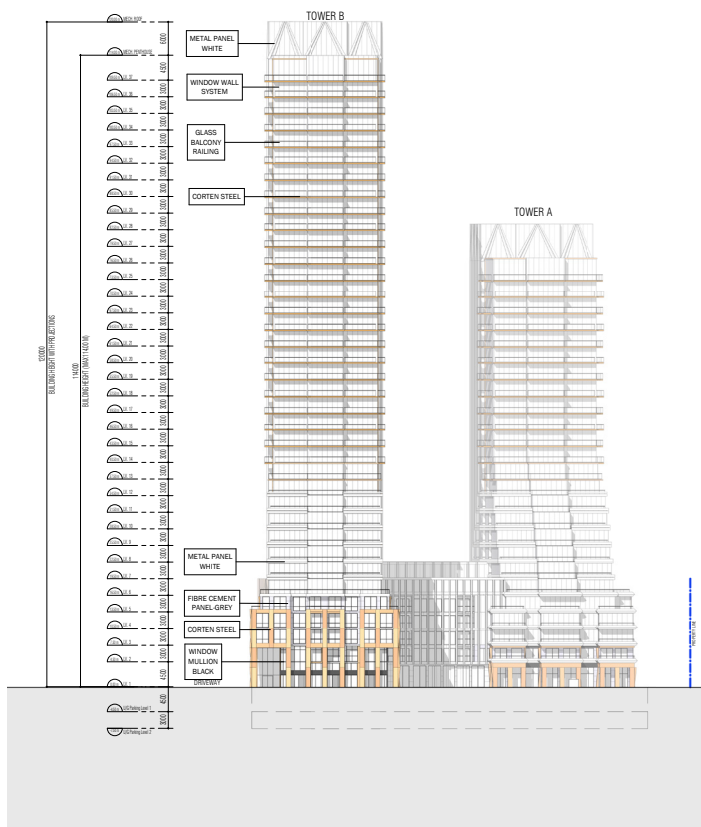
The proposed massing of the architecture is reflective of nearby development applications in the area, such as at 310 Frances Avenue to the west. The proposal is within a 450-meter radius of the site and entails three towers with a maximum height of 44 storeys along the lake shore with surroundings that reflect those of the subject site at 8 Shoreview Place. The construction of both new high-rise developments, namely 8 Shoreview Place and 310 Frances Avenue, will aid in achieving the city's objective of intensification and expansion in the region.

3.3 Architectural Design

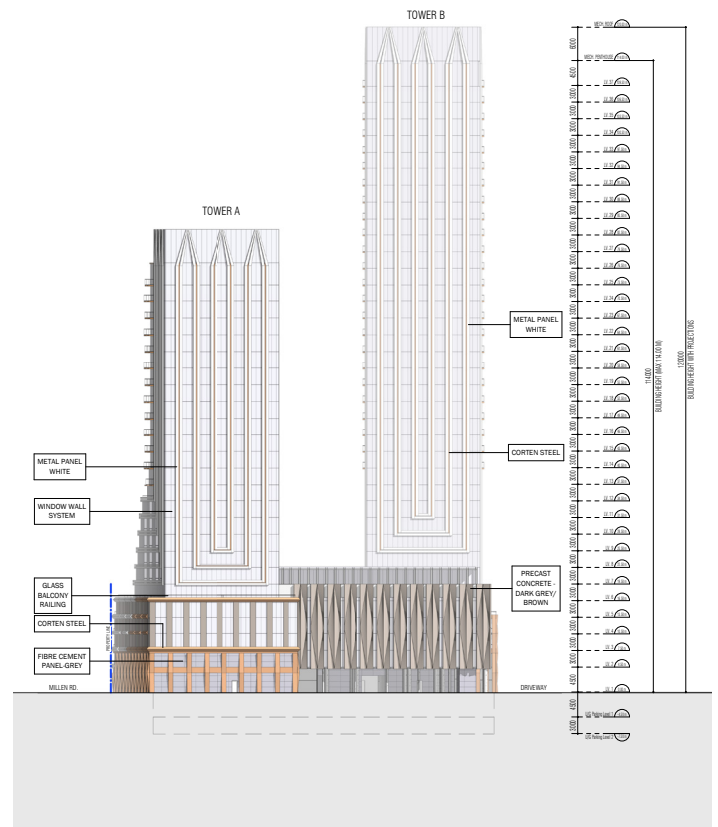
Materiality for the architectural design proposal finds harmony and balance across the structures by making consistent use of certain components. The technique of repeating materials, while limiting the use of those that are visually more ‘heavy’ on the higher floors, is effective in creating balance while giving the feel of becoming more delicate and intricate above the podium. The podium facades make consistent use of corten steel, black mullions at windows, and grey fibre cement panels. Tower A offers an artful display of precast concrete in dark grey and brown that begs the eye to pause and contemplate. This feature is visually stimulating on it’s

own and serves to provide relief from the architectural rhythm created by equally spaced columns around the balance of the podium. Above the podium, materiality focuses on white metal panels and glass. The result of this careful use of materials at certain levels serves to anchor the building in a strong visual base, allowing the towers to float above. At a distance, where one would perceive the higher floors, the towers blend into the sky and adjacent waterfront horizon. Immediately adjacent to the building, the pedestrian experience is influenced by the strong visual presence of the rhythmic podium.

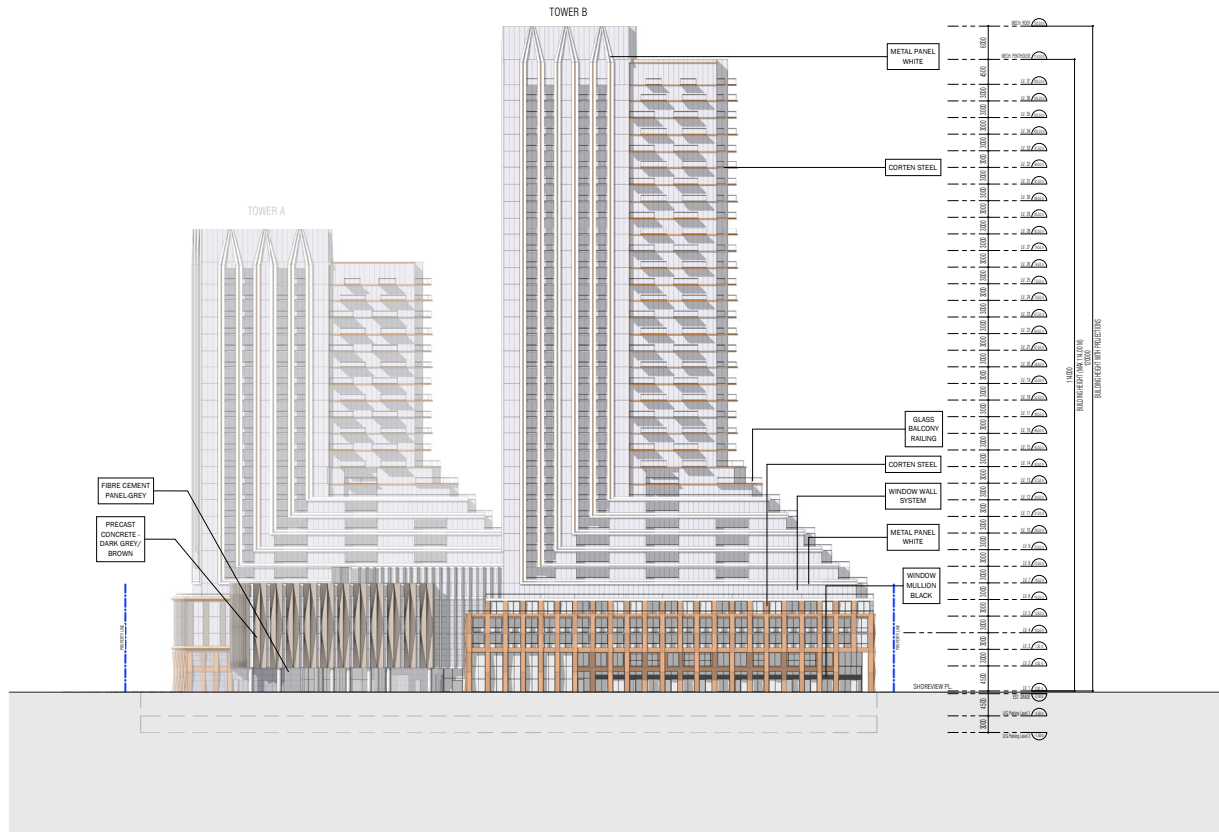
North Elevation



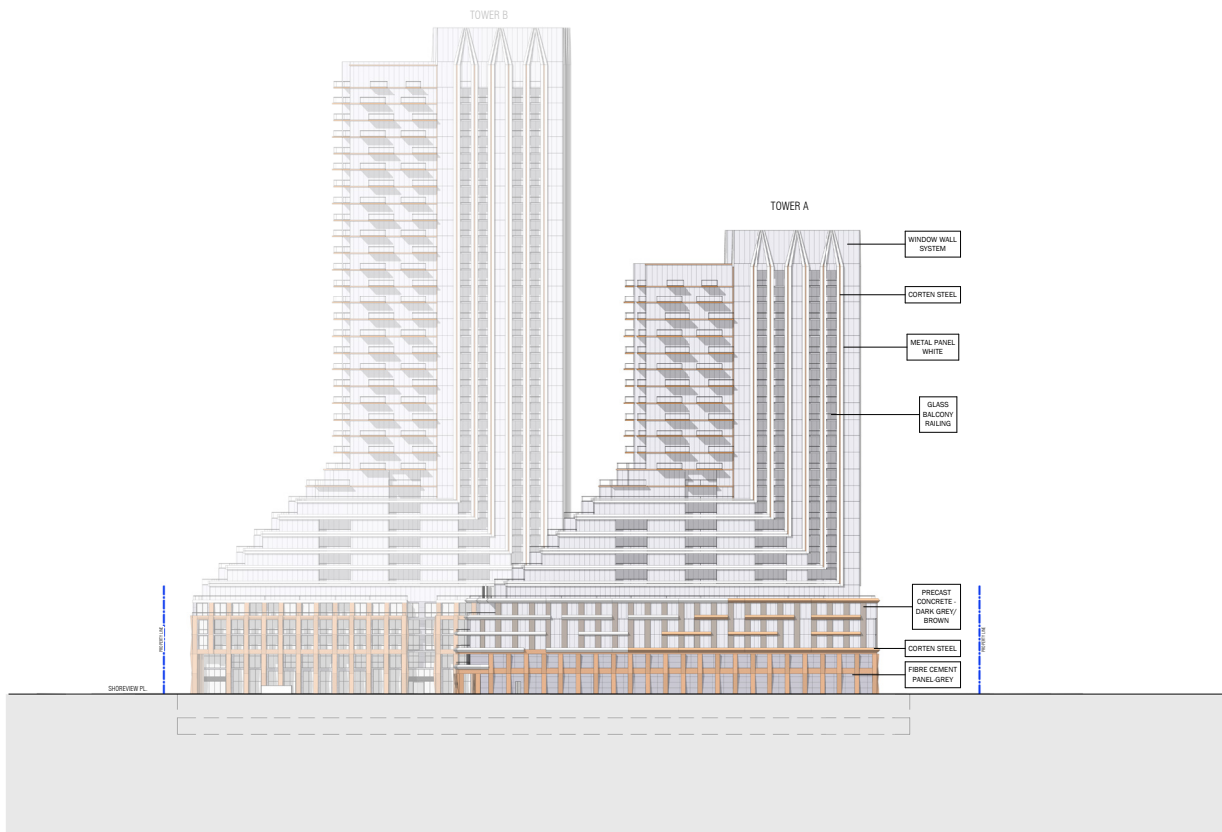
South Elevation



East Elevation



West Elevation





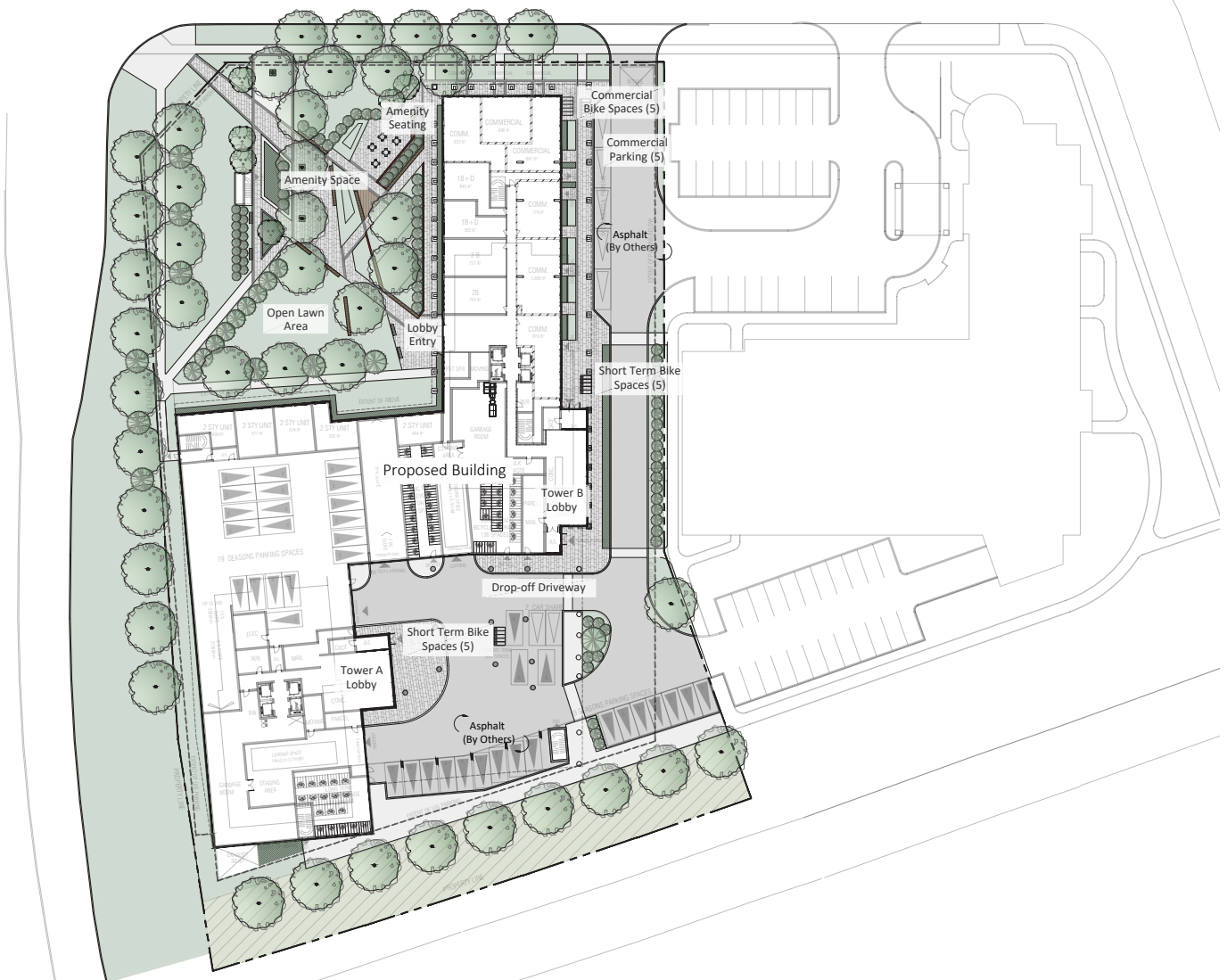


3.4 Landscape Design

Landscape for the site is designed to meet certain functions, while offering a park setting within the property. Walkways vary in width, define and create spaces while providing barrier free access across the site. Lawns are provided for passive leisure or un-programmed play, with separations of use created by the walkways themselves. Hard surfaces provide spaces suitable for the provision of accessories such as tables and chairs. The overall space and materiality is carefully considered to offer a variety of experiences, from lounging on a blanket under a tree on the lawn to sitting with friends at a table and playing cards.

Plantings are strategically placed to assist in providing privacy, defining spaces and creating different experiences, as well as serving to buffer wind. The proposed plantings introduce a variety of coniferous and deciduous trees, perennials, shrubs, and grasses that create diverse and colourful textures year-round. Along Shoreview Place and the northern portion of Millen Road, street trees are planted within the public right-of-way with a second row of trees planted inside the property to create a double row streetscape with canopy over the sidewalk.

Conceptual Landscape Plan - Whitehouse Urban Design Inc.



In addition to the ground floor, publicly visible, private park, there are 2 large rooftop amenity spaces on the 6th floor. These are positioned on either side of the indoor amenity space offered at the same level. This combination provides a unique feature for the residents and guests of the building. Through the process of design development these spaces will be considered collectively and will feature amenities such as dining and lounging areas, BBQs for food preparation, play opportunities, plantings for beauty as well as the provision of shade and wind buffering. Inspiration for these outdoor amenity spaces can be seen at figures 7-10.

Figure 7 - Outdoor Rooftop Amenity Inspiration



Figure 9 - Outdoor Rooftop Amenity Inspiration



Figure 8 - Outdoor Rooftop Amenity Inspiration



Figure 10 - Outdoor Rooftop Amenity Inspiration



SECTION 4

Analysis and Conclusion

4.1 Analysis of Proposal: Policy Reference and Design Response

4.1.1 Design Theme: Circulation

B.3.3.2.5.A: Places that are safe, accessible, connected, and easy to navigate shall be created by connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails (OPA 167).

The site offers internal pathways connecting pedestrians from outdoor amenity space along Shoreview Place into primary points of ingress and egress for pedestrians. These entrances and exits are placed all along the periphery of the north tower (Tower B) where ground floor commercial uses are present. A primary circulation route down the central north-south axis of the site is facilitated via an existing drive aisle intended for both pedestrian and vehicular usage.

B.3.3.2.5.A: Places that are safe, accessible, connected, and easy to navigate shall be created by providing connections and access to all buildings and places for all users, regardless of age and physical ability.

The site provides sufficient connectivity that allows pedestrians to access entry/exit points from various locations around the building, offering more accessible options. Additionally, pathways connect the sidewalks to the northwestern outdoor amenity area, increasing the connectivity of the surrounding area to the site and increasing the permeability of the site along its frontage on Shoreview Place.

B.3.3.2.5.C: Places that are safe, accessible, connected, and easy to navigate shall be created by ensuring building entrances are visible from the street and promoting shelter at entrance ways.

The majority of public entrances to the building are visible from the street and are sheltered by upper storeys of the buildings podium, ensuring a comfortable experience for residents when entering and exiting the building.

B.3.3.2.5.D: Places that are safe, accessible, connected, and easy to navigate shall be created by integrating conveniently located public transit and cycling infrastructure with existing and new development.

The development is equipped with a drop-off driveway and bike spaces/parking readily available to influence active transportation to and from the site. There are a number of long-term bicycle parking spaces included within the underground and aboveground parking levels of the proposed development.

B.3.3.3.5.A: Built form shall create comfortable pedestrian environments by locating principal façades and primary building entrances parallel to and as close to the street as possible.

The proposed development includes multiple commercial entrances along Shoreview Place with pathways that lead to residential entrances and exits. This proximity to the street offers efficient access to and from the development.

4.1.2 Design Theme: Site Organization

UHOP B.3.3.2.4.A: Public and private development and redevelopment should create quality spaces by organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping.

The proximity of the development to Lake Ontario and the use of ample glazing in the construction of the building offers residents the chance to enjoy beautiful views from the shore. Additionally, the abundance of trees within the development provides residents with the calming presence of nature. The orientation of the buildings on site are clearly oriented towards Lake Ontario, further reinforcing and enhancing the importance of the vista.

UHOP B.3.3.2.4.I: Public and private development and redevelopment should create quality spaces by minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping.

The site is situated so that the amenity space is nestled in the corner of both towers, which act as a shield from the noise of the nearby highway. Additionally, the amenity space is filled with deciduous and coniferous trees. This provides residents with a pleasant outdoor experience while minimizing traffic noise. Noise is further attenuated by the berm that exists within the southern landscaped strip of the site, providing a necessary physical buffer to the North Service Road and highway. The berm is currently lined along its apex with young deciduous and coniferous trees which will provide a greater buffer as they grow over time.

UHOP B.3.3.2.6.A: New development and redevelopment should enhance the character of the existing environment by complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities.

The site enhances the character of the existing surroundings through its contemporary design and use of visually appealing building materials. Additionally, the pedestrian amenity space is oriented toward Lake Ontario, which provides a pleasant walking experience from the nearby lakeside trails and back onto the site.

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

The drop-off and loading areas are located away from the street and are situated within the proposed building. The loading areas are to be accessible from the southern drop-off driveway loop, and will be enclosed within the proposed building screened with overhead doors.

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

The loading space is located within the interior walls of the development, which creates a barrier for any unwanted noise coming from the space. The site is surrounded by deciduous and coniferous trees that act as an additional buffer to reduce unwanted noise and sights.

4.1.3 Design Theme: Compatibility with Surrounding Context

UHOP B.3.3.2.3.H: Urban design should foster a sense of community pride and identity by respecting prominent sites, views and vistas in the City.

The development respects the vista of Lake Ontario through the use of stepbacks in the building design and the 25-metre separation distance between the two towers. These design features aid in preserving the view of the lake from various angles by increasing overall permeability of the development.

UHOP B.3.3.2.4.C: Public and private development and redevelopment should create quality spaces by using materials that are consistent and compatible with the surrounding context in the design of new buildings.

The proposed development uses high-quality materials and a colour palette reflective of existing surrounding newer development. The building's base is of a similar height to nearby multiple dwellings and also reflects the colours and materiality of the existing building on the site.

UHOP B.3.3.2.9.C: Community health and well-being shall be enhanced and supported through encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open spaces uses.

The site offers a wide range of amenities such as bicycle parking, pedestrian pathways, and open amenity spaces, which provides residents with a complete and compact community within the development. The development of the site as proposed has the potential to greatly increase active transportation trip attraction to the area from nearby residential areas as short-term bicycle parking infrastructure is proposed, therefore having a positive impact on the health and well being of surrounding neighbourhoods.

4.1.4 Design Theme: Architectural Design

UHOP B.3.3.2.4.E: Public and private development and redevelopment should create quality spaces by creating a continuous animated street edge in urban environments.

The site provides multiple sidewalk entrances connecting to commercial buildings and amenity spaces, creating a lively and inviting experience along the street edge. The development will also seek to activate the shoreline of Lake Ontario to the north and allow for greater usage of this important public space.

UHOP B.3.3.2.4.G: Public and private development and redevelopment should create quality spaces by creating public spaces that are human-scale, comfortable, and publicly visible with ample building openings and glazing.

The site includes amenity spaces and attractive open lawn areas, while the development provides necessary amount of space for living conditions, and ample glazing for light entry. The 25-metre tower separation and building stepbacks lighten the perceived massing of the towers and support a pedestrian-oriented environment on site.

UHOP B.3.3.2.6.D: New development and redevelopment should enhance the character of the existing environment by complementing the existing massing patterns, rhythm, character, colour, and surrounding context.

The proposed development enhances the character of the existing environment by using colours and visually appealing materials such as glass and wood in the architectural design that can be found on neighbouring lots, complementing the rhythm of the surrounding area.

UHOP B.3.3.2.6.E: New development and redevelopment should enhance the character of the existing environment by encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.

The proposed development enhances the character of the existing environment by implementing a modern design through the use of stepbacks and a separation of 25 metres between the two towers. This design spreads out the development to aid in the reduction of shadowing and create a sense of harmony with surrounding structures.

UHOP B.3.3.2.8.A: Urban design should promote the reduction of greenhouse gas emissions, ability to adapt to the impacts of a changing climate now and in the future and protect and enhance the natural urban environment by achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions (OPA 167).

The development offers an abundance of bicycle parking to influence more active transportation and reduce travel by automobiles. The design of the exterior includes many trees surrounding the building, which will work to protect and enhance the natural urban environment and minimize greenhouse gas emissions.

UHOP B.3.3.2.A-C: New development shall be designed to minimize impact on neighbouring buildings and public spaces by creating transitions in scale to neighbouring buildings, ensuring adequate privacy and sunlight to neighbouring properties, and minimizing the impacts of shadows and wind conditions.

The proposed development provides setbacks from the 6th to 14th storey that aid in the preservation of desirable and comfortable sunlight conditions on site as well as on surrounding properties. Additionally, the 25-metre tower separation distance further supports providing the pedestrian realm with ample sunlight. The contemporary design, colour, and materiality of the architecture also renders the perceived massing of the towers to be lighter and helps to maintain harmony with surrounding neighbourhoods.

UHOP B.3.3.5.b: Built form shall create comfortable pedestrian environments by including ample glazing on ground floors to create visibility to and from the public sidewalk.

The proposed architectural design provides ample glazing on the ground floors, creating visibility to and from the public sidewalk. As such, the glazing provided supports the Crime Prevention Through Environmental Design method of “Eyes on the Street” and seeks to increase the perceived and actual safety of the public realm around the site.

UHOP B.3.3.5.e: Built form shall create comfortable pedestrian environments by using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.

The design of this development uses step-backs to create a gradual slope as the height of the structure increases, which helps to maximize sunlight to surrounding neighbourhoods. The staggered design of the development also allows for light to reach the amenity spaces.

4.1.5 Design Theme: Landscape Design

UHOP B.3.3.2.3.G: Urban design should foster a sense of community pride and identity by contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas.

The site features a large open area on its northwest corner, providing opportunity for high-quality and useful landscape design. The proposed landscaping features a network of pathways, seating areas, planters, trees, and open lawn areas, suitable for either active or passive recreational uses. The open space provides a direct linkage to the street corner at Millen Road and Shoreview Place, and therefore has a direct connection to the open space and multi-use trail network along Lake Ontario to the north.

UHOP B.3.3.2.4.F: Public and private development and redevelopment should create quality spaces by including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs.

Planters and other landscape features on-site are oriented to frame public entrances associated with the grade-related commercial units, and feature differed planting around private entrances into the residential lobby of the building. The landscape strips along the commercial units clearly visually portray the variation in unit size and shape, while distinct pavers demarcate pedestrian circulation areas along the base of the building.

UHOP B.3.3.2.9.A-B: Community health and well-being shall be enhanced and supported through creating high quality, safe streetscapes, parks, and open spaces that encourage social interaction, physical activity and active transportation (OPA 167) and ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for active and passive recreation uses (OPA 142).

The open space on site at both the ground level and atop the podium seek to facilitate a mix of active and passive recreational uses. The implementation of a variety of seating areas and planting fosters more passive social interaction, whereas open areas can be used for active recreation. Active transportation is also facilitated through the introduction of short-term bicycle parking spaces along the internal drive aisle and use of hard pavers that are suitable for cycling.

UHOP B.3.3.2.10.B: Streets shall be designed not only as a transportation network but also as important public spaces and shall include continuous sidewalks.

The internal drive aisle connecting the parking area to Shoreview Place features a continuous sidewalk along the building all the way to the main lobby entrances of Towers A and B. These sidewalks distinctly continue across the drive aisles via the continued use of pavers reserved for pedestrian traffic, improving the overall safety of all crosswalks on site.

UHOP B.3.3.2.10.C: Streets shall be designed not only as a transportation network but also as important public spaces and shall include landscaping such as street trees and landscaped boulevards.

The proposed landscaping places trees along the site's frontage of Shoreview Place as well as street trees and other plantings along the western boundary parallel to Millen Road. The internal drive aisle is also proposed to be lined with a landscape strip on either side just south of the commercial uses, with small planters proposed along the eastern side connecting to the existing building.

UHOP B.3.3.3.5.C: Built form shall create comfortable pedestrian environments by including a quality landscape edge along frontages where buildings are set back from the street.

The proposal features a landscape strip along Shoreview Place, with sidewalks branching through in different locations to provide access from the street to the various grade-related commercial units as well as the proposed outdoor open space on the northwestern portion of the lands.

4.2 Conclusion

The proposed development exemplifies a comprehensive alignment with the goals set forth in the Urban Hamilton Official Plan. The site organization of the project effectively fosters a dynamic and engaging environment that seamlessly connects public and private realms while actively promoting alternative transportation options. The circulation within the development ensures efficient movement with dedicated spaces for both pedestrians and vehicles, as well as a strategic layout to enhance the safety and convenience of all inhabitants and visitors within the vicinity. The architecture's massing respects the existing context, skillfully integrating with the surrounding neighborhood while bringing greater densities and a range of uses into the community. Well-placed vertical and horizontal articulations help mitigate any adverse external effects and blend harmoniously with the area. The project also exhibits efficient compatibility with the neighboring land uses. Recognizing the physical significance of the area, the design enhances the unique character of Stoney Creek's lakefront, setting a positive example of sustainable and cohesive urban growth. The architectural design enhances the development's appeal, with the tower and base structure boasting a seamless fusion of darker and lighter colors and materials, complementing the existing architectural landscape and contributing to a visually pleasing pedestrian realm. Through the full Site Plan Review process, the project design details will be finalized, ensuring the full implementation of the urban design policies in the Urban Hamilton Official Plan.