

## Design Brief

468-474 Millen Road, Hamilton, ON



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## **1.0 Introduction**

The applicant (Great Lakes Estates Inc.) is proposing a residential development at 468-474 Millen Road (“Subject Lands”) in the City of Hamilton (“City”). The Subject Lands consist of approximately 5,545.5 square metres (1.37 acres) of land located at the northeast corner of North Service Road and Millen Road.

The proposed development consists of one fifteen-storey tower with three levels of underground parking containing a total of 247 vehicular parking spaces for residents and visitors. A total of 215 dwelling units are proposed, consisting of four typologies, namely, 90 one-bedroom units, 51 one-bedroom & den units, 63 two-bedroom/ two-bedroom & den units and 11 three-bedroom units. Additionally, the ground level provides 72 square metres of bicycle storage space and three layover parking spaces within the Millen Road right-of-way for short-term parking. Vehicular access to the site will be via a single driveway from Millen Road, while several pedestrian connections from the building to the sidewalks on Millen Road and North Service Road are also provided.

This Design Brief has been prepared to provide the information needed for review and evaluation of the proposed development by the Design Review Panel and in support of the upcoming Zoning By-law Amendment application associated with the proposed development of the Subject Lands. The purpose of this Design Brief is to present a contextual analysis that discusses abutting properties, key destinations, and linkages within an 800-metre radius (Section 2.2 of this brief), to provide a summary and response to the applicable City urban design policies and guidelines (Section 5 of this brief), and to provide a height analysis of the surrounding context (Section 4.8).

## **2.0 Site Contextual Analysis**

### **2.1 Existing Site Conditions**

The Subject Lands are located at the northeastern corner of North Service Road and Millen Road and possess a relatively flat topography. Currently, several buildings and structures are present on the Subject Lands, including three single-storey houses with siding cladding (Photograph 1), a split-level brick house (Photograph 2), one detached garage, and two sheds. There are remnants of a previous house towards the northeast of the Subject Lands. All buildings and structures will be removed to implement the proposed development.

There is scattered tree cover and vegetation across the Subject Lands, with the majority of trees located near the north and east property lines as shown in Figure 1. As illustrated in Photograph 4, a dedicated bicycle lane runs along the property's length on Millen Road.





*Figure 1: Aerial Imagery of the Subject Lands (Obtained from Google Earth). The dashed red line indicates the extent of the Subject Lands.*



*Photograph 1: 468 Millen Road (right), 470 Millen Road (centre) & 472 Millen Road (left). 468 & 470 Millen Road are currently unoccupied.*





*Photograph 2: 474 Millen Road (left) and 472 Millen Road (right)*



*Photograph 3: View of the Subject Lands looking northeast from the intersection of Millen Road and North Service Road.*



*Photograph 4: Looking north from Millen Road with Subject Lands (right), bike lane (center) and Seasons Retirement Community (left)*



## 2.2 Surrounding Contextual Analysis

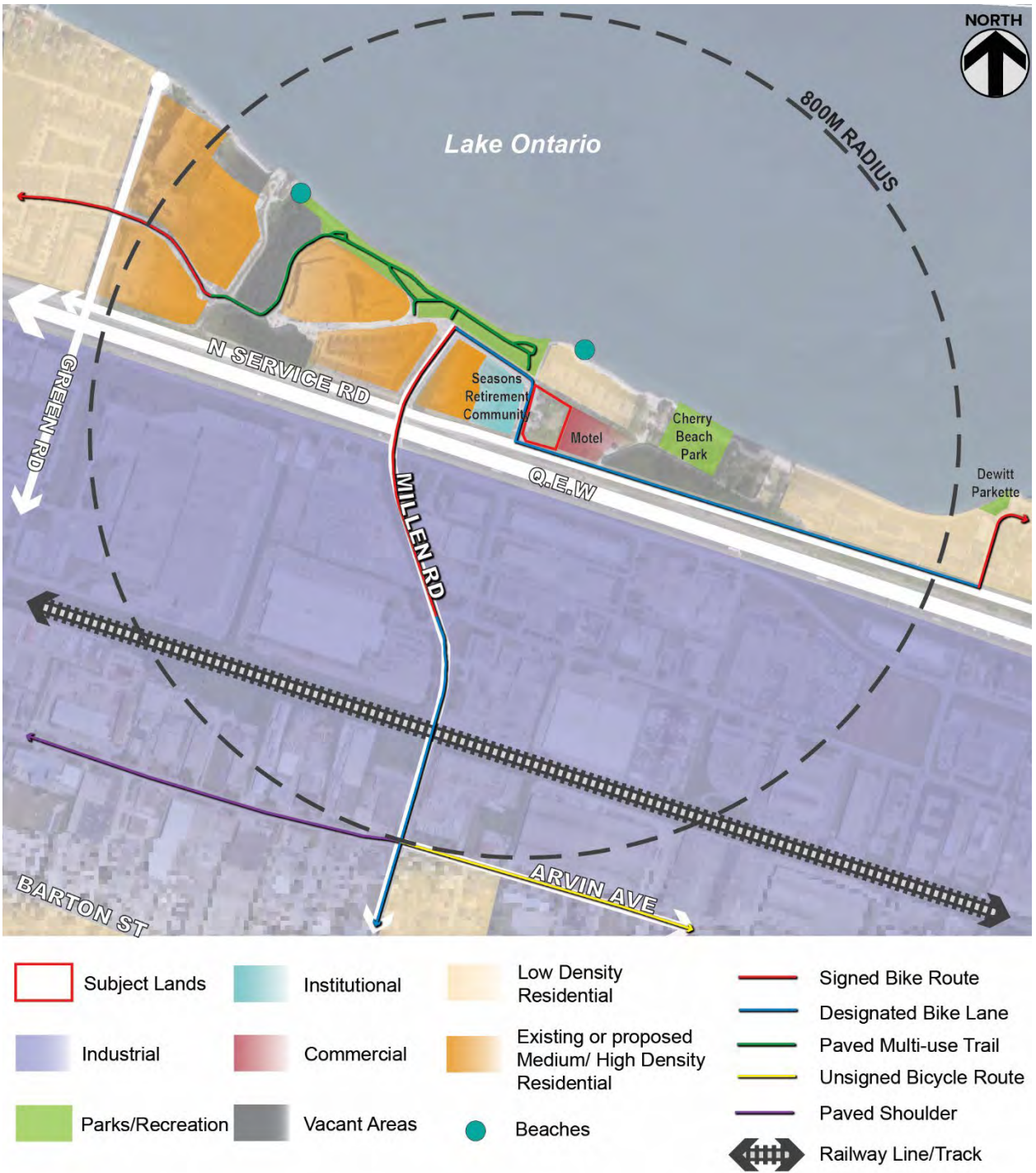


Figure 2: Surrounding Context Map



*Photograph 5: Multi-use trail and waterfront area*

### 2.2.1 Built Form & Land Use of the Surrounding Streetscape

The following section provides information regarding the built form and land use of the surrounding streetscape.

**North:** The development directly to the north of the Subject Lands comprises low density housing in the form of two-storey townhouse condos (Bal Harbour) with a total of 24 units across 6 buildings and 3 detached garage buildings, illustrated in Photograph 6 below. Access to these townhouses is exclusively via a private road off Millen Road. Key architectural features of this development include gable roofs, front access garages, and an exterior finish predominantly composed of stucco. The rear yards of these units are between the buildings and the Lake Ontario shoreline.





*Photograph 6: 2-storey townhouse condos (484 Millen Road/ Bal Harbour) to the north of the Subject Lands*

**West:** To the west, a 9-storey retirement building currently dominates the Millen Road streetscape. This building consists of a one-storey podium, as depicted in Photographs 7 & 8 below. This building has a large footprint, and the façade is distinguished by the use of different colors. Additionally, a sidewalk runs along the property boundary of Seasons Retirement Community (8 Shoreview Place) along Millen Road and Shoreview Place. These sidewalks connect to a crosswalk (Photograph 9), providing a pedestrian pathway connecting to the waterfront. Moving further to the west, within the 800-meter radius, there are both existing and proposed high-density residential developments as shown in Figure 2.



*Photograph 7& 8 : Seasons Retirement Community (8 Shoreview Place), located to the west of the Subject Lands*





*Photograph 9: Crosswalk connecting Seasons Retirement Community (8 Shoreview Place) to the waterfront*

**East:** To the east of the Subject Lands, there is a commercial motel property (Lake Trail Motel at 423 North Service Road), consisting of two one-storey buildings and a one-storey shed. The exterior façade materials primarily consist of siding and stone cladding along with some stucco as shown in Photograph 10 below.



*Photograph 10: Commercial Motel property (423 North Service Road) to the east of the Subject Lands*



**South:** To the south, the Subject Lands border North Service Road, while further south lies the Queen Elizabeth Way (Q.E.W), a provincial highway. The area south of the Q.E.W predominantly consists of industrial uses. A railway line is approximately 550 metres south of the Subject Lands.

### **Streetscape Overview:**

In the vicinity, the development to the west of the Subject Lands encompasses a substantial land area with a significant building footprint, creating a distinct contrast with the smaller, two-storey townhouses of the development to the north. The commercial motel property to the east occupies a fraction of its extensive lot. The nearby properties exhibit a wide range of building heights, ranging from one to nine storeys. These varying land uses and built form collectively shape the diverse and unique character of the surrounding streetscapes.

### **2.2.2 Natural Features, Parks and Open Spaces**

Lake Ontario is within an 80-metre distance from the Subject Lands and the waterfront features multi-use trails and green spaces as shown in Photograph 5 and Figure 2. The surrounding area immediately adjacent to the Subject Lands has a relatively flat topography with an elevation difference of less than a metre from Millen Road to the motel property to the east.

Within walking distance from the Subject Lands are two parks/ parkettes, namely Cherry Beach Road and Dewitt Parkette in addition to a recreational area along the waterfront. Both Millen Road and North Service Road are equipped with dedicated bike lanes that connect to the paved multi-use trail along the waterfront (Photograph 5). Additionally, within an 800-meter radius, two beaches are available for residents of the area.

There are three parks/ parkettes and two beaches (Community beach and Public beach) within an 800-metre radius or 10-minute walking distance of the Subject Lands. There is another parkette just outside the 800-metre radius known as Dewitt Parkette. The largest of these is the Cherry Beach Park which is located to the east of the Subject Lands. Additionally, there is a large green space in close proximity to the Subject Lands which features benches along the waterfront and a paved multi-use trail.

### **2.2.3 View Corridors & Vistas to and from the site**

The Subject Lands hold a strategic position, notably visible from the Q.E.W, a highway with significant vehicular traffic. It's important to consider this prominent view corridor, highlighted in Photograph 9, as the proposed development will be visible from this highway.

As previously mentioned, the Subject Lands are in close proximity to Lake Ontario to the north. Lake Ontario is visible from Millen Road and will also be within the sightlines of the

proposed development on the Subject Lands, as depicted in Photograph 10. This location will offer scenic views of Lake Ontario to the residents of the proposed development as well as pedestrians/cyclists using Millen Road. The proposed development retains this view to Lake Ontario.



*Photograph 9: View of the Subject Lands from Q.E.W (Obtained from Google Street View).*



*Photograph 10: View of Lake Ontario from Millen Road with Subject Lands to the east (Obtained from Google Street View).*



## 2.2.4 Other existing and proposed tall buildings in the vicinity

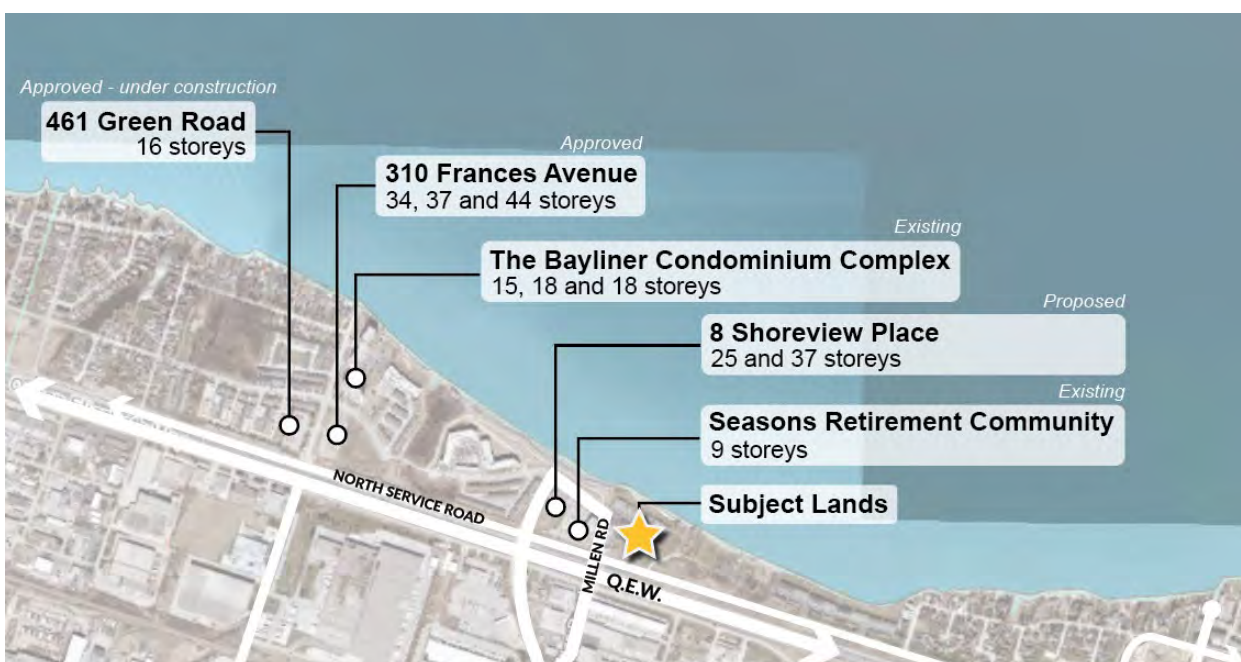


Figure 3: Height Analysis of surrounding context

Within close proximity to the Subject Lands are developments ranging from 9 storeys (existing and built) to 44 storeys (approved for development and not yet built) that have been proposed, approved, under construction or already constructed as shown in the figure above.

## 2.2.5 Others

As shown in Figure 2, there are signed bike routes, designated bike lanes and the paved multi-use trail in the vicinity of the Subject Lands. Additionally, North Service Road is classified as a minor arterial road under the City OP while Millen Road is a collector road as indicated by the City at the Pre-Consultation meeting. Further to the south of the Subject Lands, the Q.E.W. is a provincial highway.

Lastly, there are no focal points/nodes, gateways, public art or heritage resources in the vicinity of the Subject Lands.

## 3.0 Proposed Development & Design Goals

### 3.1 Proposed Development

The proposed residential development is designed as a 15-storey structure with an approximate height of 50 metres. This proposed development provides a total of 215 dwelling units, consisting of four typologies, namely, 90 one-bedroom units, 51 one-bedroom & den units, 63 two-bedroom/ two-bedroom & den units and 11 three-bedroom

units. Additionally, 247 resident and visitor parking spaces and 72 square metres of bicycle parking space on the ground level are provided.

To facilitate access for vehicles and residents to the loading area and the underground parking, one vehicular access from Millen Road is proposed. The loading area is located inside the walls of the proposed building. The primary pedestrian entrance to the building is also located on the west elevation, fronting on Millen Road. Several other pedestrian connections from the building to Millen Road and North Service Road are also proposed.

There is an outdoor amenity landscaped area to the north and south of the proposed building. Additionally, there is a courtyard area between the V-shape of the proposed building. There's also an outdoor rooftop terrace at the 11th level of the proposed building. Lastly, there are private patios located to the east of the development on the ground floor and the eastern area of the Subject Lands will be generously landscaped.

A 14-metre setback along the southerly lot line is required by the Ministry of Transportation ("MTO"). Within this setback area, no essential component of the development has been proposed. Only non-essential landscaping and the continuation of a pedestrian walkway connecting the proposed building with the sidewalk on North Service Road are located within this 14-metre setback area. There's an approximately 3-metre-wide easement along the north property line. No building or structure is proposed within this easement.

A Zoning By-law Amendment application to change the zoning of the Subject Lands from Residential Dwelling ("R1") and Neighbourhood Development ("ND-1") in the Stoney Creek Zoning By-law 3692-92 to a modified Multiple Residential ("RM5") zone is necessary to facilitate the construction of the proposed residential apartment building.



*Figure 4: Rendering of the proposed development. Looking towards the building from the southeast corner of 8 Shoreview Place (Seasons Retirement Community)*



## 4.0 Conceptual Design Considerations

### 4.1 Site Design

The site layout of the proposed development strategically positions the building at an angle, optimizing the views of Lake Ontario from the building and creating an iconic vista of the lake. In the north, a 12.8 metre setback from the property line provides ample space for outdoor amenities and landscaped areas while minimizing shadows on neighboring properties.

The site is adjacent to North Service Road, which is under the MTO's jurisdiction, and thus the 14-metre setback requirement from the MTO has been complied with and implemented in the design for the site. The proposed building's location is balanced between complying with the 14-metre setback requirement from North Service Road to the south with providing sufficient buffer from the low-rise residential development to the north.

The site design is focused on enhancing the visual appeal of Millen Road, achieved through incorporation of key landscaping elements, including new sidewalks, greenery, and a curved building edge. The primary residential entrance facing Millen Road for the proposed development is also buffered from the drive aisle with the incorporation of landscaping.

Additionally, limiting vehicular access to a single driveway from Millen Road and eliminating driveways between the building and the right of way enhance the visual quality and safety of the public realm by minimizing opportunities for pedestrians and traffic conflict, and improving the overall pedestrian experience with more attractively landscaped public-private interface.

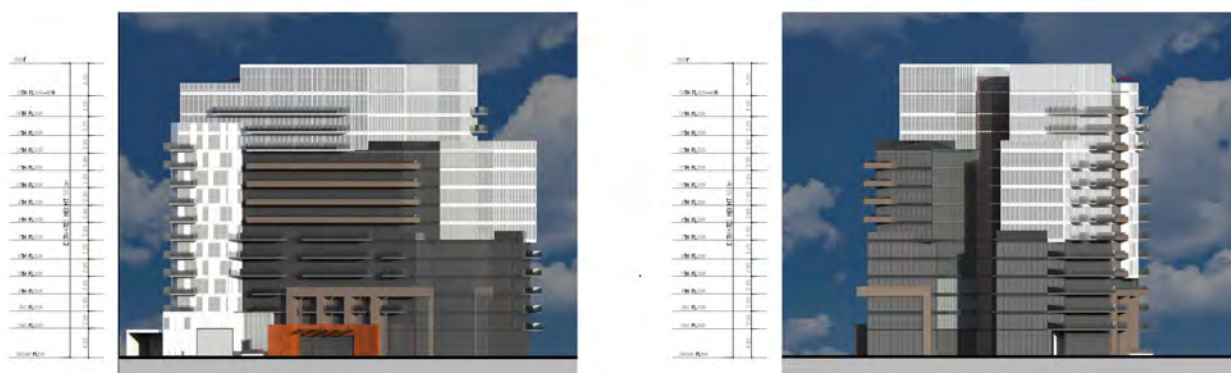
### 4.2 Built Form, Architectural Design and Massing

The proposed development places a strong emphasis on built form and architectural design, to create a distinctive and visually appealing landmark along North Service Road and the Q.E.W and to integrate well with the surrounding properties.

The proposed building incorporates distinctive design that breaks up the overall massing vertically and horizontally to effectively relate the building to its surrounding context. The proposed design has incorporated building step-backs, various cladding materials as well as architectural elements within the facades to achieve this.

In detail, the preliminary design proposes a total of seven different building materials, all of which are shown in the elevation drawing submitted along with this Design Brief. The west elevation is divided into three visually unique blocks: from the 1<sup>st</sup> to 6<sup>th</sup> floor, 7<sup>th</sup> to 11<sup>th</sup> floor and 12<sup>th</sup> to 15<sup>th</sup> floor as shown in Figure 5 below through deliberate changes in building materials. The east elevation is also visually divided in numerous modules

through the use of different building materials and colors. The south elevation is physically broken vertically by orientating the building in a V-shape and creating an internal courtyard in the middle. The use of different materials also further divides this elevation into smaller modules. By incorporating a stepback at the 12<sup>th</sup> floor, the proposed design lessens the overall building massing on the west, south and east elevations. The north elevation features prominently two non-coplanar building blocks with distinctly different building materials. These design considerations, coupled with the stepback, create a dynamic and interesting building elevation while lessening the building massing when viewed from the northerly neighbour as well as the public spaces along Lake Ontario.



*Figure 5: West elevation as seen from Millen Road (left) and South elevation (right) as seen from North Service Road*

In terms of architectural design, the proposed building features a modern and dynamic design that incorporates a wide range of appropriate materials and interesting architectural moments. The building's V-shape design not only creates a distinctive design along busy thoroughfares but also a semi-enclosed internal space or courtyard within the development for the residents' enjoyment. Another notable architectural feature is the curved building edge at the ground level when viewed from Millen Road, enhancing the overall visual appeal from the street level. At the ground level, the building façade will feature ample glazing as shown in Figure 4 to enhance visibility to and from the public sidewalks.

### 4.3 Shadow Study and Analysis

To analyze how shadows from the proposed development would impact the surrounding environment, ICON Architects conducted a shadow study. The study focuses on the effect of shadows on the low-density development to the north, open spaces, and sidewalks in the vicinity of the Subject Lands. The study examines the shadow impacts on March 21 (Figure 6) and June 21 (Figure 7) at various times as shown in the figures below. The timing is adjusted for both dates as per the sunrise and sunset timing.

#### **March 21**

Parts of Millen Road to the west of the Subject Lands experience shadowing from 8:51 am to 12:51 pm. Between 12:51 pm and 2:51 pm, the proposed development only casts



shadows on a portion of the garage and the private road associated with the 2-storey low rise townhouse development to the north. At 3:51 pm, there is minimal shadowing on the habitable portion of the townhouse development to the north while most of the shadowing impacts the garage and the private road which are non habitable. For less than two hours between 4:51 pm to sunset (6:03 pm), there is some shadowing impact on the 2-storey low rise townhouse dwellings to the north. Additionally, the rear amenity areas of the 2-storey low rise townhouse development are only impacted for a duration of less than 15 minutes between 5:51 pm to sunset (6:03 pm). As shown in Figure 6 below, the proposed development at 8 Shoreview place also casts shadows on the 2-storey low rise townhouse condo starting from 5:51 pm. Between 3:51 pm and 6:03 pm (sunset), the proposed building is expected to generate shadow on the landscaped areas of the adjacent property to the east. The proposed development does not cast shadow on any nearby public parks, parkettes or open spaces as shown in Figure 6.

### **June 21**

On June 21<sup>st</sup>, from 7:09 am to 11:09 am, the proposed development generates shadows on parts of Millen Road, North Service Road and the Q.E.W. Between 12:09 pm to 4:09 pm, most of the shadows generated are within the Subject Lands with some shadowing on the private open space portion of the property to the east. From 4:09 pm to sunset (7:33 pm), shadows are cast onto the buildings on the property to the east. Notably, the motel buildings are only shadowed from 6:09 pm until sunset. The 2-storey low rise townhouse dwellings and particularly the rear amenity areas are not shadowed by the proposed development as demonstrated in the June 21 shadow analysis. As shown in Figure 7 below, the proposed development at 8 Shoreview Place also casts shadows on the property to the east starting from 7:09 pm. The proposed development does not cast shadow on any nearby public parks, parkettes or open spaces as shown in Figure 7.

### **Summary**

In summary, the study revealed that shadow impact caused by the proposed development on the neighbouring properties to the north and east as well as onto Millen Road and North Service Road public realm are not extensive nor prolonged. In particular, though the detached garages, private road and small parts of the dwellings on northerly development are shadowed by the proposed development between 3:51 pm to sunset on March 21, the rear yards are not shadowed at all, guaranteeing access to sunlight for the residents of this development. The onsite amenity areas also receive adequate sunlight while providing much needed shade during the peak sunny hours. Lastly, the proposed development does not cast any shadows on the nearby parks and parkettes.

Moreover, the study also found that the outdoor amenity landscaped area to the north of the development as well as an outdoor rooftop terrace on the mechanical penthouse level and the private patios to the east are adequately shadowed during peak sunny times, providing temperature regulation, protection from heat or UV radiation and comfort for the users of the space. Outside of these peak sunny times, they also receive adequate sunlight in the morning (i.e. prior to 10 am).

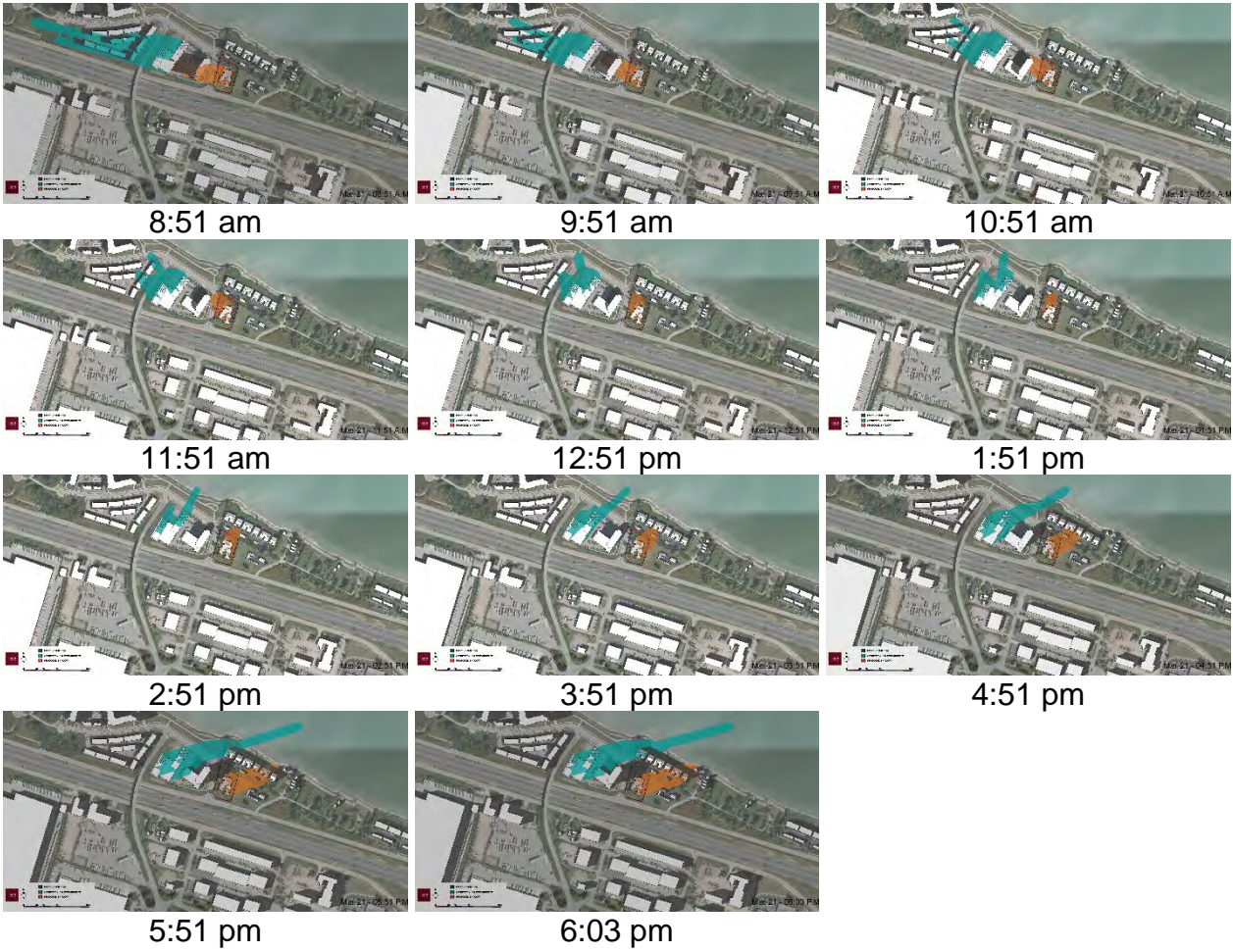
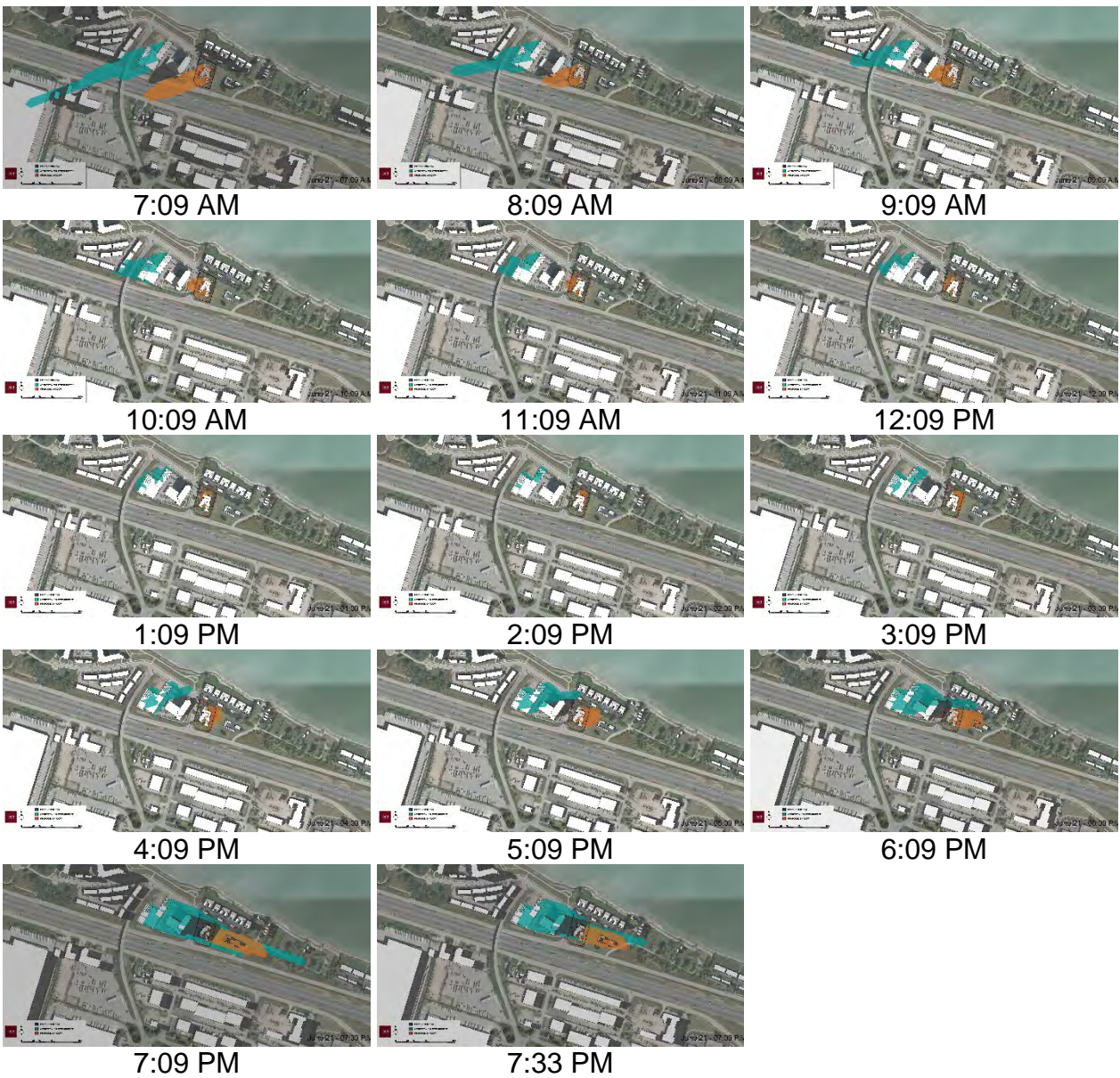


Figure 6 – Shadows on March 21





*Figure 7 – Shadows on June 21*

#### 4.4 Wind Analysis

A Pedestrian Level Wind Opinion Letter (Qualitative Wind Study) has been prepared by Gradient Wind Engineering Inc. to provide a professional opinion regarding anticipated pedestrian wind conditions for the Subject Lands and the surrounding areas based on consideration of existing and approved surrounding developments, statistical knowledge of the Hamilton wind climate, and experience with similar projects in Hamilton, for the purpose of the Design Review Panel. A full Wind Study will be submitted as part of the Zoning By-law Amendment application. Overall, the letter determined the site and surrounding areas are expected to experience wind conditions suitable for walking or better throughout the year, with somewhat calmer conditions during the warmer months,

and the potential for intermittently uncomfortable conditions near the building corners during the colder months as prominent winds accelerate around the building.

Along the south and west elevations, as well as in any additional seating or amenity areas within the landscaped spaces to the north and east, mitigation measures such as plantings or raised planters, and/or targeted overhead pergola structures, are likely required to ensure calm conditions suitable for sitting or more sedentary activities during the summer. These will be incorporated into the landscape design for the site. Areas along the building facades, such as patios and access points, benefit from a combination of the proposed shelters and cantilevered balconies, making them suitable for standing or more sedentary activities throughout the year. The rooftop outdoor amenity, exposed to Lake Ontario, is expected to offer favorable conditions during the summer, but additional mitigation in the form of coniferous plantings and pergolas may be required for sitting or more sedentary activities. The exact composition of all wind mitigation measures will be determined in detail during the Zoning By-law Amendment application stage when a full wind study (quantitative wind study) is conducted.

#### 4.5 Accessibility

The proposed development prioritizes safety, accessibility, and inclusivity through its design and emphasized connectivity to the public realm. To ensure accessibility for all, the development will feature carefully planned barrier-free circulation throughout the site and within various spaces, including terraces. Detailed design features which promote a welcoming and inclusive environment that is accessible to all, regardless of their physical abilities will be considered and implemented during the Site Plan application stage.

As noted earlier, the primary residential entrance to the west of the proposed development is buffered from the drive aisle with ample landscaping. This entrance is proposed to directly connect the building to the new public sidewalk on Millen Road. At the Site Plan application stage, these sidewalks will be designed to be *Accessibility for Ontarians with Disabilities Act* (AODA) compliant.

Overall, the proposed development will be compliant with AODA Standards to ensure that there is adequate accessibility for persons with disabilities.

#### 4.6 Landscaping and Amenity areas

The proposed development offers various amenity areas throughout the Subject Lands. On the ground level, there are outdoor amenity landscaped areas to the north and south of the proposed building on the Subject Lands which feature green spaces, seating areas, benches, and pedestrian paths connecting to public sidewalks on Millen Road and North Service Road.

Additionally, there is a courtyard area between the V-shape of the proposed building. The proposed landscaping of the courtyard area can be seen in Figure 8 below. This area will feature seating and sculptural benches. There's also an outdoor rooftop terrace at the 11<sup>th</sup>

level of the proposed building which is strategically located on the northern side of the building, providing enhanced views of Lake Ontario.



Figure 8 – Courtyard section

There are private patios located to the east of the proposed building on the Subject Lands as shown in Figure 9 below. These private patios feature plantings and privacy screens between each residential unit. Along the easterly lot line is also a row of large and medium-sized canopy deciduous trees to provide more privacy for future residents.

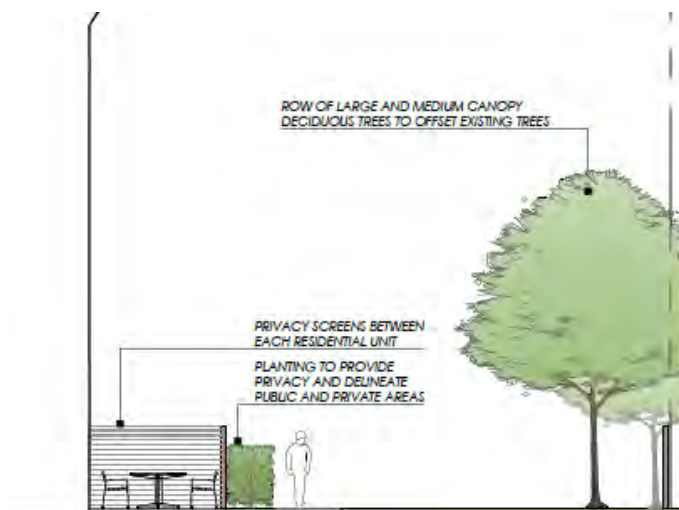


Figure 9 – Patio cross section

## 4.7 Parking

All parking requirements for the development will be met via three underground parking levels, resulting in efficient land use. The underground parking as well as the loading area can be accessed via a single driveway on Millen Road. Additionally, the project proposes the provision of three layover parking spaces along the western property boundary in the



road allowance of Millen Road which could be utilized by taxis or short term delivery vehicles.

Additionally, a bicycle storage facility has been provided at the ground level and a new sidewalk along Millen Road is proposed to enhance the connectivity of the development to the public realm.

## 4.8 Height Analysis

The proposed building is at a height of 15 storeys, approximately 50 metres tall, which falls within the range of building heights in its immediate vicinity, as indicated in Figure 3.

Additionally, the proposed development fits within the alternative 45-degree angular plane taken from the neighbouring townhouse dwellings to the north instead of at the property line. As discussed in detail in Section 5.3.1.1 of this Design Brief, this demonstrates the proposed development does not visually overwhelm the neighbouring buildings and their respective amenity areas in the further north.

Lastly, the height of the proposed building is not expected to cause any significant shadow or wind impacts as discussed in Sections 4.3 and 4.4 of this Design Brief. Mitigation measures to improve wind comfort at select locations during certain times will be considered and tested in the full Wind Study conducted at the Zoning By-law Amendment application.

In summary, the proposed development's height is not out of character for the immediate area, does not visually overwhelm the low-density development to the north nor generate excessive shadow and adverse wind impacts on the surrounding areas.

## 5.0 Policy Analysis

The following section describes the conceptual design of the proposed development and provides detailed analysis of how the proposed development aligns with the City's vision as outlined in the Urban Hamilton Official Plan (City OP) as well as the Tall Building Design Guidelines by the City.

### 5.1 Urban Hamilton Official Plan (City OP)

The City's OP provides policies regarding residential intensification, residential high density in the neighbourhood designation and urban design policies & principles. The following section will outline how these policies are achieved through analysis of the proposed development.

#### 5.1.1 Residential Intensification

The following section will analyse the residential intensification policies of the City OP in detail.

### 5.1.1.1 General Residential Intensification Policies

## POLICY AND ANALYSIS

**2.4.1.4** *Residential intensification developments within the built-up area shall be evaluated based on the following criteria:*

POLICY WORDING	ANALYSIS
<p><i>b) the relationship of the proposed development to existing neighbourhood character so that it builds upon desirable established patterns and built form;</i></p>	<p>The existing neighborhood's built form character is eclectic, ranging from 2-storey low density residential uses to high density residential/mixed use buildings, some of which have received approval for heights of up to 44-storeys, as depicted in Figure 3. The property to the west of the Subject Lands has a 9-storey building (retirement residence) in a long rectangular shape. Immediately to the west of this existing building, on the same site, are two significantly taller buildings proposed. Please refer to Figure 3. As such, the proposed development's height will complement the established diverse neighborhood character.</p> <p>The built form and pattern of development of the surrounding area also responds to its proximity to Lake Ontario with low-rise developments adjacent to the lake, transitioning to taller residential and mixed-use buildings south of Shoreview Place. The proposed 15-storey development continues this pattern while having respect for the City's Tall Building Guidelines for Downtown Hamilton by addressing the immediate interfaces with the adjoining properties and mitigating potential setbacks and shadow impacts. Evaluation of the proposed development against the City's Tall Building Guidelines for Downtown Hamilton is provided in Section 5.2 of this brief.</p>
<p><i>c) the contribution of the proposed development to maintaining and achieving a range of dwelling types and tenures;</i></p>	<p>The proposed development consists of 215 dwelling units of varied unit sizes which will contribute to the existing range of dwelling types in the City. The tenure of the dwelling units will be contemplated at a later stage.</p>
<p><i>d) the compatible integration of the proposed development with the surrounding area in terms of use, scale, form and</i></p>	<p>The proposed 15-storey residential apartment building is a highly compatible use for the surrounding area which comprises largely residential uses of</p>

POLICY WORDING	ANALYSIS
<p><i>character. In this regard, the City encourages the use of innovative and creative urban design techniques;</i></p>	<p>various scales in addition to commercial and institutional uses.</p> <p>As shown in the streetscape sections below (Figure 10), the proposed development is taller than the immediate adjoining properties. In order to mitigate any potential impacts of this, considerable setbacks have been incorporated while siting the building on the Subject Lands, particularly addressing the properties to the north and west. Furthermore, the building's massing creates a distinctive visual effect from North Service Road and the Q.E.W., establishing a prominent visual focal point as shown in Figure 5 previously. The existing trees will be maintained on the north portion of the property to maintain the existing tree canopy and provide mitigation of the height of the proposed building. Section 5.3.1.2 of the brief analyzes the proposed development's scale in relation to the surrounding properties.</p>
<p><i>e) the contribution of the proposed development to achieving the planned urban structure as described in Section E.2.0 – Urban Structure;</i></p>	<p>Please refer to section 5.3.1 of this Design Brief.</p>
<p><i>g) the incorporation and utilization of green infrastructure and sustainable design elements in the proposed development;</i></p>	<p>The site has been carefully planned to reduce impermeable surfaces on the Subject Lands, promoting effective stormwater drainage. Furthermore, the proposal encompasses the preservation of existing vegetation and introduces additional landscaping elements to enhance the overall environment.</p>
<p><i>h) the contribution of the proposed development to supporting and facilitating active transportation modes;</i></p>	<p>The site design features onsite amenities that encourage active transportation, such as the inclusion of accessible bike storage on the ground level and pedestrian pathways that are connected to the public sidewalks on Millen Road and North Service Road.</p>
<p><i>j) the availability and location of existing and proposed public community facilities/services;</i></p>	<p>The Subject Lands are within 80 metres of the waterfront, where residents of the future development will have easy access to paved multi-use trails, parkettes, and other green spaces, offering convenient access to recreational amenities.</p>



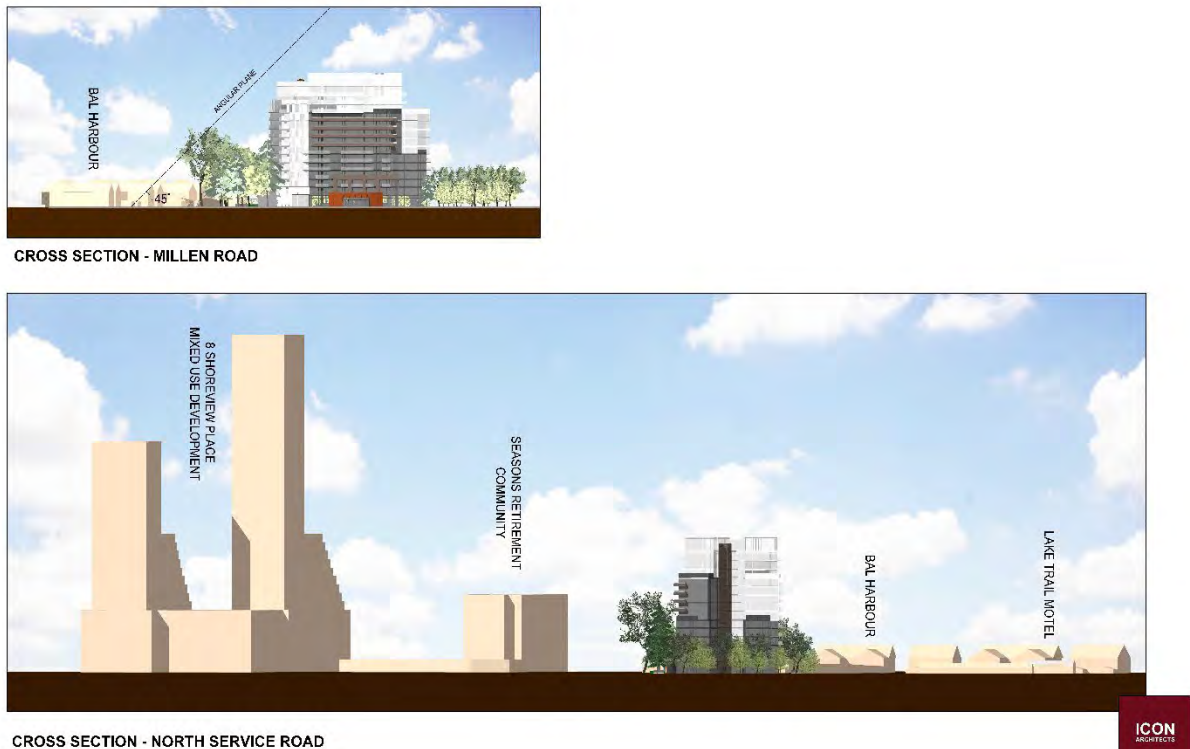


Figure 10 – Streetscape cross sections

## POLICY

- 2.4.2.1** Residential intensification within the built-up area and on lands designated Neighbourhoods identified on Schedule E-1 - Urban Land Use Designations shall comply with Section E.3.0 – Neighbourhoods Designation. (OPA 167)

## ANALYSIS

Please refer to section 5.3.1 of this Design Brief.

### 5.2.1 Urban Design Policies & Principles

The urban design goals outlined in the City's OP under Policy 3.3.1 encompass various facets of community enhancement and sustainability. These goals aim to foster a sense of community pride and unique identity, promote the creation of high-quality public and private spaces, facilitate pedestrian-friendly environments that are safe and accessible for all, encourage transit-supportive communities, ensure compatibility with existing surroundings, and accommodate future demographic and environmental changes. Moreover, the goals endorse adaptable and flexible places, respect for natural processes, intensification that aligns with existing neighborhood character, innovation in community design, and the creation of urban spaces that enhance air quality, support healthy lifestyles, reduce greenhouse gas emissions, and withstand the impacts of climate change. The following section will analysis the urban design policies & principles of the City's OP in detail.

### 5.2.1.1 General Policies and Principles

#### **POLICY**

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

- a) respecting existing character, development patterns, built form, and landscape;*
- b) promoting quality design consistent with the locale and surrounding environment;*
- a) demonstrating sensitivity toward community identity through an understanding of the character of a place, context and setting in both the public and private realm;*
- g) contributing to the character and ambiance of the community through appropriate design of streetscapes and amenity areas;*
- h) respecting prominent sites, views, and vistas in the City; and,*

#### **ANALYSIS**

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As noted in Section 2.2.1 of this brief, the existing character and development pattern of the adjacent lands is diverse in terms of lot coverage, height, materials and overall design approach. The proposed development respects this existing diverse character and demonstrates sensitivity to community identity by strategically positioning the building to minimize impact on neighboring properties and Millen Road's public realm and preserving the existing vegetation in the north.

Quality design consistent with the locale and surrounding environment is promoted through a distinctive architectural design with unique V-shape massing, a curved building edge and dynamic elevation design, and the incorporation of new attractive landscaping elements in addition to, retaining existing

Additionally, the proposed development contributes positively to the character and ambiance of the community by enhancing streetscapes with landscaping elements, thus fostering a sense of community pride. Moreover, the proposed design limits the number of driveways on Millen Road to reduce curb cuts while placing no driveways between the building and the street to enhance the overall preserves the streetscape character.

The proposed development respects and enhances views of Lake Ontario by positioning the building at an angle. The provision of terraces facing the lake also provides more opportunities for residents to have direct view of this natural feature.

Overall, the design of the building contributes to the overall cityscape.

**POLICY AND ANALYSIS**

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

POLICY WORDING	ANALYSIS
<p>a) <i>organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping;</i></p> <p>b) <i>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;</i></p>	<p>The site layout of the proposed development strategically positions the building at an angle, optimizing the views of Lake Ontario and creating a scenic vista. The setback from Millen Road preserves the view/vista to Lake Ontario along this public street. To the north, the setback from the property line provides ample space for outdoor amenities and landscaped areas while minimizing shadows on neighboring properties. This is augmented through the retention of the existing trees along the north property line.</p> <p>Section 4.1 of this Design Brief provides additional information regarding site organization and functionality.</p>
<p>c) <i>using materials that are consistent and compatible with the surrounding context in the design of new buildings;</i></p>	<p>The materials of the building will be compatible to with the surrounding context. This will be considered in detail at the Site Plan application stage. Preliminary approaches to materials are shown in the renders of the project.</p>
<p>e) <i>creating a continuous animated street edge in urban environments;</i></p>	<p>The proposed development creates animated street edges by implementing a curved building edge, enhancing its inviting appearance. Furthermore, the landscaping and outdoor amenity area to the north contribute to increased vibrancy and engagement at the street level. Lastly, limiting the number of driveways on Millen Road reduces curb cuts and helps create a continuous street edge which contributes to a continuous animated street edge.</p>
<p>f) <i>including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;</i></p>	<p>As depicted in Appendix B - Landscape Plan, extensive landscaping is incorporated along both street frontages, facilitating the transition between the public and private realm.</p>



POLICY WORDING	ANALYSIS
<p><i>h) creating, reinforcing, and emphasizing important public vistas and view corridors; and,</i></p>	<p>As noted earlier, the proposed building has been positioned at an angle to provide as many residential dwellings with views of Lake Ontario as possible</p> <p>Additionally, there is a need for a 3-metre road widening requirement on Millen Road. Consequently, the setback of the proposed building enhances the view corridor to Lake Ontario from North Service Road compared to the current situation. This improvement is because one of the existing houses on the subject property is situated on the lot line adjacent to Millen Road, while the other houses are approximately 1 metre away from this lot line along Millen Road.</p>
<p><i>i) minimizing excessive street noise and stationary noise source levels through the design, placement, and construction of buildings and landscaping</i></p>	<p>The southern property line of the Subject Lands borders North Service Road and the Q.E.W. To mitigate noise, substantial landscaping has been implemented along this boundary, serving as noise buffers. Furthermore, a noise impact study will be conducted during the Zoning By-law Amendment application stage to ensure noise considerations are adequately addressed. The required MTO setback has been incorporated into the site design.</p>

**POLICY AND ANALYSIS**

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

POLICY WORDING	ANALYSIS
<p><i>b) providing connections and access to all buildings and places for all users, regardless of age and physical ability;</i></p>	<p>The proposed development will be constructed in compliance with AODA (<i>Accessibility for Ontarians with Disabilities Act</i>) standards and the <i>Ontario Building Code</i> (OBC).</p>
<p><i>c) ensuring building entrances are visible from the street and promoting shelter at entrance ways;</i></p>	<p>As shown in Appendix A - Conceptual Site Plan, the area between the western property line and the residential entrance is clear of any landscaping. As a result, the building entrance will be visible from the Millen Road.</p>

POLICY WORDING	ANALYSIS
e) <i>integrating conveniently located public transit and cycling infrastructure with existing and new development;</i>	There are designated bike lanes along both Millen Road and North Service Road. Bike storage is provided as part of the proposal so as to promote bike usage and integrate with the existing biking infrastructure.

## POLICY AND ANALYSIS

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

POLICY WORDING	ANALYSIS
a) <i>complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;</i>	<p>As noted earlier, the site layout of the proposed development strategically positions the building to optimize the views of Lake Ontario, to provide adequate setbacks from neighbouring buildings and right-of-ways. Building design considerations including step-backs, materials and massing help integrate the proposed built form more effectively into the surrounding context.</p> <p>Outdoor pedestrian amenities such as landscaped areas, amenity areas and pathways are located in the northern portion of the development to improve the Subject Lands' connection to the public open spaces to the north. Amenity and landscaped areas along Millen Road will also complement and animate the adjacent public realm.</p>
b) <i>respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;</i>	There are no cultural heritage features in the vicinity of the Subject Lands. The proposal encompasses the preservation of existing vegetation and introduces additional landscaping elements to enhance the overall environment.
e) <i>complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,</i>	The massing pattern of the immediately adjacent lots is quite diverse. The proposed development complements the existing and proposed tall buildings in the area as shown in Figure 3. The materials of the building will be compatible with the surrounding context. This will be considered in further detail at the Site Plan application stage.

**POLICY AND ANALYSIS**

**3.3.2.7** *Places that are adaptable in accommodating future change are desirable and should be created by:*

POLICY WORDING	ANALYSIS
<p><i>b) encouraging design that accommodates the changing physical needs of people and their lifestyles through all stages of their lives; and,</i></p>	<p>The proposed development includes 215 dwelling units of various sizes and configurations, ensuring a diverse range of housing options. These units will be designed to meet the accessibility standards outlined in the <i>Accessibility for Ontarians with Disabilities Act (AODA)</i> and the <i>Ontario Building Code (OBC)</i>. This inclusive approach ensures that the proposed building can accommodate individuals of all ages and abilities.</p>
<p><i>c) encouraging innovative design of built forms and public spaces.</i></p>	<p>The proposed development incorporates various innovative design features, such as a cascading massing, a curved building edge, and strategic building placement. These design elements are discussed in greater detail in section 4.2 of this Design Brief, highlighting the innovative approach taken in shaping the built form of the project.</p>

**POLICY AND ANALYSIS**

**3.3.2.8** *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: (OPA 167)*

POLICY WORDING	ANALYSIS
<p><i>a) achieving compact development and resulting built forms that promotes the reduction of greenhouse gas emissions; (OPA 167)</i></p>	<p>The proposed development is compact in nature and achieves a density of 406 units per hectare.</p>
<p><i>b) integrating, protecting, and enhancing environmental features and landscapes, including existing topography, forest and vegetative cover, green spaces and corridors through building and site design;</i></p>	<p>The proposal encompasses the preservation of existing vegetation and introduces additional landscaping elements to enhance the overall natural environment.</p>
<p><i>c) encouraging on-site storm water management and infiltration through the use of techniques and</i></p>	<p>The site has been carefully planned to reduce impermeable surfaces on the Subject Lands, promoting effective stormwater drainage.</p>



POLICY WORDING	ANALYSIS
<i>technologies, including storm water management ponds, green roofs, vegetated swales, and low impact development techniques and green infrastructure; (OPA 167)</i>	Storm water management will be considered at the Zoning By-law amendment application stage through the Functional Servicing Brief. The proposed development features a rooftop terrace with landscape areas. Other low impact development techniques and green infrastructure will also be considered at the Site Plan application stage.

## POLICY

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

- c) encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses; and,*
- d) reducing air, noise, and water pollution through the following:*
  - i. facilitating and promoting the use of active transportation modes through building and site design;*
  - ii. providing adequate green space, landscaped buffering, and storm water management facilities;*

## ANALYSIS

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The proposed development provides a compact form of residential development in a location directly accessible via a provincial highway as well as the local road network. Additionally, the Subject Lands are in close proximity to the recreational uses offered by the waterfront. Surrounded by institutional, residential, recreational, and commercial uses in various directions, the Subject Lands contribute to the area's diverse land uses.

The proposed development supports and implements the use of active transportation, such as biking, by providing bike storage spaces on the ground level of the proposed building. As previously mentioned, ample landscaping is proposed to the south of the development, interfacing with North Service Road and the Q.E.W to address the impacts of noise and pollution as well as incorporate the MTO setback. Additionally, a new sidewalk along Millen Road is proposed to enhance connectivity to the waterfront. These features collectively align with urban design principles and policies to promote good physical and mental well-being.

## 5.2.1.2 Built Form

### **POLICY**

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- 3.3.3.1** *New development shall be located and organized to fit within the existing or planned context of an area as described in Chapter E – Urban Systems and Designations.*
- 3.3.3.2** *New development shall be designed to minimize impact on neighbouring buildings and public spaces by:*
- a) creating transitions in scale to neighbouring buildings;*
  - b) ensuring adequate privacy and sunlight to neighbouring properties; and,*
  - c) minimizing the impacts of shadows and wind conditions.*
- 3.3.3.3** *New development shall be massed to respect existing and planned street proportions.*
- 3.3.3.4** *New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E – Urban Systems and Designations and in the Zoning By-law*

### **ANALYSIS**

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The proposed development fits the existing and planned context of the area through its proposed height and land use as depicted in Figure 3. Additionally, visually appealing materials will be considered at the Site Plan application stage and preliminary design materials are shown in the renderings submitted.

The massing of the building as discussed in Section 4.2 and the height of the proposed building as discussed in Section 4.8 of this Design Brief demonstrate high compatibility in terms of scale between the proposed development and the surrounding properties. This is effectively achieved through a combination of building design, material choices, retention and provision of vegetation, building setbacks and building step-backs.

As noted in section 4.3, the shadow impact caused by the proposed development on the neighbouring properties to the north and east are not extensive nor prolonged hence ensuring that the neighbouring properties receive adequate sunlight. Additionally, there's an outdoor amenity area to the north of the development which is heavily landscaped and includes retention of existing trees to provide privacy for the properties to the north. This ensures that there is adequate privacy for the neighbouring development to the north. The transition in scale and the overall compatibility of the proposed development is addressed as part of the 45 degree angular plane analysis in Section 5.3.1.1 of this Design Brief.

Lastly, as noted earlier, the setback of the proposed building from Millen Road enhances the view corridor to Lake Ontario from North Service Road compared to the current situation. This improvement is because one of the existing houses on the subject property is situated on the lot line adjacent to Millen Road, while the other houses are approximately 1 metre away from this lot line along Millen Road. The increased setback proposed aligns more seamlessly with the overall streetscape, creating a more harmonious and proportional visual presence as seen in the streetscape section in Figure 8. The 14 metre setback required by the MTO is incorporated into the site design and layout and is proposed to be landscaping.

## POLICY AND ANALYSIS

### 3.3.3.5 *Built form shall create comfortable pedestrian environments by:*

POLICY WORDING	ANALYSIS
<i>a) locating principal façades and primary building entrances parallel to and as close to the street as possible;</i>	The principal residential entrance is located on the west elevation of the proposed building, parallel to Millen Road. This principal entrance is easily visible from the street.
<i>b) including ample glazing on ground floors to create visibility to and from the public sidewalk;</i>	At the ground level, the building façade will feature ample glazing as shown in Figure 4 (section 3.1 of this Design Brief) to create visibility to and from the public sidewalks. The exact materials of the proposed building will be considered at the Zoning By-law Amendment application stage.
<i>c) including a quality landscape edge along frontages where buildings are set back from the street;</i>	As shown in the Appendix B - Landscape Plan, ample landscaping has been provided along both street frontages.
<i>d) locating surface parking to the sides or rear of sites or buildings, where appropriate; and,</i>	All of the building residential parking is located underground. Only three layover parking spots are provided within the Millen Road's right-of-way for short-term parking.
<i>e) using design techniques, such as building step-backs, to maximize sunlight to pedestrian areas.</i>	As noted in section 4.3 of this brief, the shadow impact caused by the proposed development on Millen Road and North Service Road is not extensive nor prolonged. The onsite amenity areas also receive adequate sunlight while providing much needed shade during the peak sunny hours.



### 5.2.1.3 Views and Vistas

#### **POLICY**

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- 3.3.5.2** *Views and vistas shall be achieved through alignment of rights-of-way, layout of pedestrian circulation and open space systems, and the siting of major features, public uses, and built form.*

#### **ANALYSIS**

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The orientation of the proposed building has been carefully designed to maximize the views of Lake Ontario from the future residential units. This design consideration prioritizes the preservation of scenic vistas and contributes to the overall appeal of the development. This is achieved through the setbacks to the street for the proposed development, the addition of the sidewalk on the east side of Millen Road, and the architectural approach to the façade to provide a view corridor to Lake Ontario at the street level for those in vehicles, as well as pedestrians and cyclists.

### 5.2.1.4 Storage, Service and Loading Areas

#### **POLICY**

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- 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.*
- 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.*

#### **ANALYSIS**

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As depicted in Appendix A - Conceptual Site Plan, the loading area is architecturally integrated within the building and shielded from public view, effectively creating a barrier to minimize any noise from the service or loading operations. Furthermore, landscaping along Millen Road serves as an additional buffer against noise disturbances and the view of the loading area.

### 5.2.1.5 Access, Circulation and Parking

#### **POLICY**

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

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

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

## **ANALYSIS**

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As shown on Appendix A - Conceptual Site Plan, the pedestrian walkway and driving surfaces differ in material. More details regarding the exact materials will be considered at the Site Plan application stage.

Landscaped areas are strategically incorporated along the sidewalks and internal pedestrian walkways. All pedestrian pathways are connected to a newly proposed sidewalk along the east side of Millen Road, enhancing pedestrian circulation both within and outside the Subject Lands.

This comprehensive design approach prioritizes safe and convenient pedestrian movement throughout the development and its surroundings.

## **POLICY**

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

**3.3.10.4** *Where surface parking is proposed, it should be located to the sides or rear of buildings to enable the development of a continuous street edge and the creation of quality urban spaces consistent with Section B.3.3.2 – General Policies and Principles.*

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

## **ANALYSIS**

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All of the building residential parking is located underground. There are only three on-street layover parking spaces proposed on Millen Road. As a result, it is not anticipated to have any negative impacts on the street edge. Additionally, a 72-square-metre bicycle storage facility has been provided on the ground level of the proposed development in proximity to the principal pedestrian entrance.

### 5.2.1.6 Accessibility

## POLICY

**3.3.11.2** *The City shall require barrier free design, wherever possible, on private sector sites and in private sector buildings and facilities through site plan approval, enforcement of the Ontario Building Code, and implementation of all applicable provincial legislation, standards and guidelines.*

## ANALYSIS

As noted earlier, the proposed development will be constructed in compliance with AODA (*Accessibility for Ontarians with Disabilities Act*) standards and the *Ontario Building Code* (OBC).

### 5.3.1 Neighbourhoods Designation

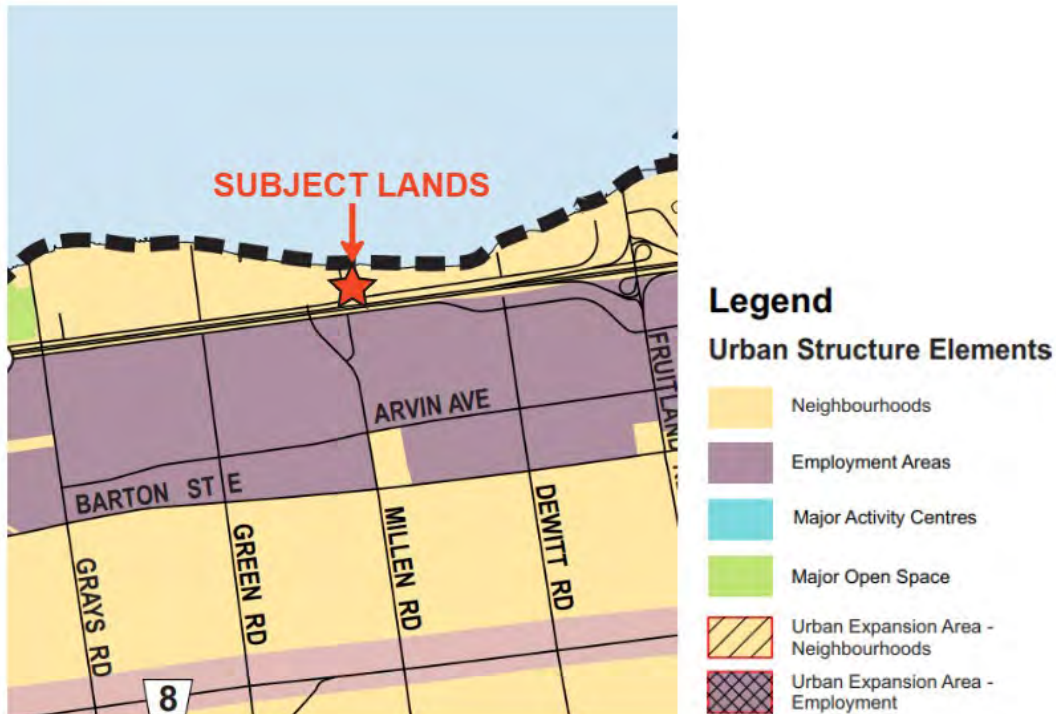


Figure 11 – Schedule E of the City's OP

As shown in Figure 11 above, the Subject Lands are designated as 'Neighbourhoods' in Schedule E of the City's OP. The policy goals for the Neighbourhoods land use designation are the development of vibrant, compact, and transit-friendly communities. These neighbourhoods are envisioned as complete communities, offering residents opportunities to live, work, shop, learn, and engage in recreational activities. To accommodate diverse housing needs, various housing types and densities are planned, including affordable housing options. The policies promote design that preserves the



existing neighborhood character while facilitating its gradual evolution. Additionally, the City OP encourages residential intensification of a suitable scale. The following section will analyse the proposed development with regards to the policies of this designation.

### 5.3.1.1 General Policies

#### POLICY

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- 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.*
- 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.*

#### ANALYSIS

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The proposed development consists of 215 dwelling units with varied unit sizes which will offer a range of dwelling types within the development. Overall, as noted earlier, the existing neighbourhood character is diverse – ranging from 2-storey low density housing to high rise buildings which have been approved for up to a height of 44 storeys as shown in Figure 3. As a result, the proposed development contributes to a full range of residential dwelling types within its neighbourhood as well as fits the diverse character of the neighbourhood. B.2.4 – Residential Intensification has been addressed in section 5.1.1 of this Design Brief.

#### POLICY AND ANALYSIS

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- 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:*

POLICY WORDING	ANALYSIS
a) <i>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.</i>	The proposed development does not provide any surface parking area. All parking requirements are provided in three underground levels. Access to the underground levels is recessed from the front face of the building along Millen Road, minimizing any visual impacts on the public realm,
c) <i>Adequate and direct pedestrian access and linkages to community facilities/services and local</i>	A new sidewalk on Millen Road as well as pedestrian connections between the proposed building and this sidewalk are proposed to improve

POLICY WORDING	ANALYSIS
<i>commercial uses shall be provided.</i>	connectivity to the waterfront. Additionally, a bicycle storage facility has been provided at the ground level which is located near the vehicular entrance.
<i>d) Development shall improve existing landscape features and overall landscape character of the surrounding area.</i>	The well-planned landscaping, and outdoor amenity areas enhance the overall landscape character of the surrounding area. Additionally, the building has been designed and located on the site to retain the trees on the northern property line, adjacent to the low-density residential homes to the north.
<i>e) Development shall comply with Section B.3.3 – Urban Design Policies and all other applicable policies.</i>	Please refer to section 5.2.1 of this brief.

## POLICY

- 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.*
- 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.*
- 3.6.1** *High density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads.*
- 3.6.4** *High density residential uses shall be located within safe and convenient walking distance of existing or planned community facilities/services, including public transit, schools, and active or passive recreational facilities.*

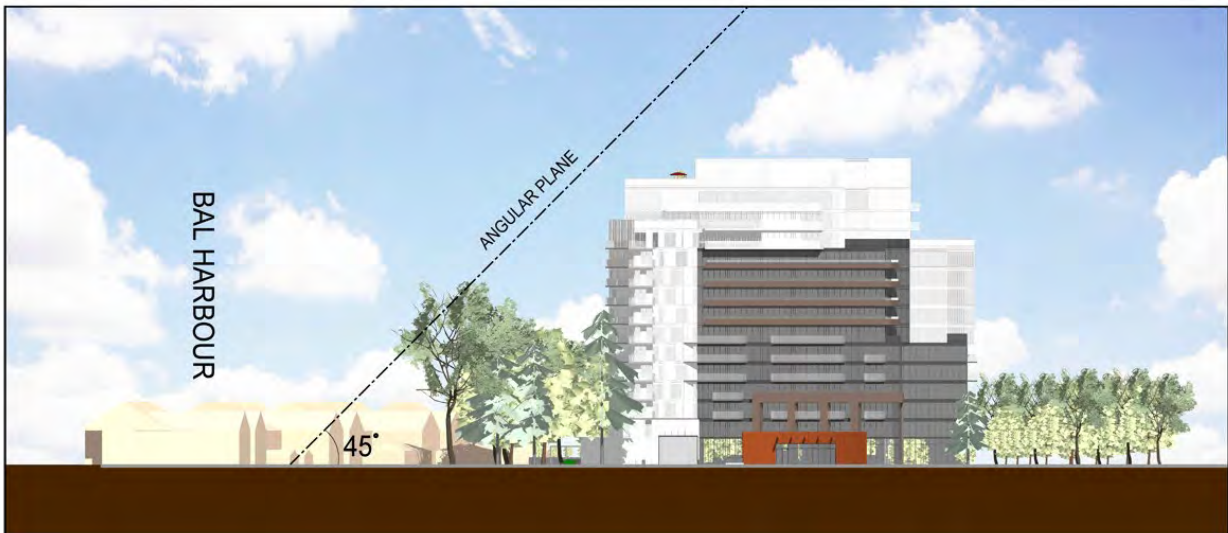
## ANALYSIS

The proposed high-density development is situated at the periphery of the immediate neighbourhood and in proximity to a minor arterial road and recreational open spaces along Lake Ontario.

As the neighboring townhouse development to the north (Bal Harbour) is considered low density, the proposed development has been intentionally set back from the northern property line so as not to overwhelm and create excessive shadow on Bal Harbour. As

discussed in Section 4.3, the sun shadow analysis demonstrated minimal shadow impact on the low-density development to the north.

Figure 12 demonstrates a 45-degree angular plane taken from a townhouse dwelling of Bal Harbour. The 45-degree angular planes are typically taken at the property lines of the studied property. However, the location of the angular plane has been moved northward to the dwellings instead of the southerly property line of this development because the area south of the dwellings is not intended for active or passive recreation of the residents. This area is instead occupied by detached garages and a private roadway. This alternative 45-degree angular plane, taken at the dwellings, measures the proposed development's visual impact on the townhouse dwellings and their rear yard to the north. As seen in Figure 12, the proposed development fits within the alternative 45-degree angular plane, indicating the low-density development is not visually overwhelmed. Furthermore, the retention of the existing trees on the north property line provides further screening for Bal Harbour.



*Figure 12: Cross section from Millen Road looking towards the Subject Lands. The 45 degree angular plane from the 2 storey townhouse development (Bal Harbour) is illustrated in the figure.*

Additionally, the proposal aligns with the height and massing of several existing and approved high-rise buildings in the area, as illustrated in Figure 3.

#### 5.3.1.2 Function, Scale and Design of High Density Residential

### **POLICY AND ANALYSIS**

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



POLICY WORDING	ANALYSIS
<p><i>a) Development 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 be permitted indirect access to a collector or major or minor arterial roads from a local road upon which only a small number of low density residential dwellings are fronting on the local road. (OPA 109)</i></p>	<p>City staff advised that Millen Road is a Collector Road during the formal consultation process for the proposed development. City staff have also advised that only one access to Millen Road will be permitted and no access from North Service Road will be permitted. The proposed development has one driveway access to Millen Road – the collector road.</p>
<p><i>b) Multiple dwellings greater than 12 storeys shall not generally be permitted immediately adjacent to low density 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, progressive building step backs, and/or other design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses. (OPA 167)</i></p>	<p>There is an effective distance of over 45 metres between the townhouse dwellings to the north and the proposed development. This distance is to mitigate any potential impacts that may arise due to the height difference. As shown in Figure 12 and discussed above, the proposed building is within the 45-degree angular plane taken from the existing two-storey townhouse dwellings. The existing trees on the north property line will be retained so that the view from the Bal Harbor development to the proposed development is screened by these trees.</p>
<p><i>d) Development shall:</i></p> <p><i>i) provide adequate landscaping, amenity features, on-site parking, and buffering where required; .</i></p> <p><i>ii) be compatible with existing and future uses in the surrounding area in terms of heights, massing, and an arrangement of buildings and structures;</i></p> <p><i>iii) provide adequate access to the property, designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;</i></p>	<p>The proposed development provides:</p> <p>i. Outdoor amenity and landscaped areas, rooftop terrace, on-site underground parking , and landscape buffering along all property lines;</p> <p>ii. Compatibility with existing and future uses in the surrounding area through appropriate setbacks, height and building massing, retention of the existing trees on the north property line</p>

POLICY WORDING	ANALYSIS
<p><i>iv) 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; and, (OPA 167)</i></p> <p><i>v) incorporate sustainable building and design principles including but not limited to use of locally sourced and/or recycled materials, water conservation and energy efficiently</i></p>	<p>iii. Both vehicular and pedestrian entrances are from Millen Road and are buffered from each other with the help of landscaping elements and placement in the site design. There is no opportunity for conflicts between traffic and pedestrians;</p> <p>iv. Varied dwelling unit sizes are proposed. These include various typologies, namely, one-bedroom units, one- bedroom &amp; den units, two-bedroom/ two-bedroom &amp; den units and three-bedroom units.</p> <p>v. Sustainable building and design principles such as reduced impermeable surfaces and preservation of existing vegetation have been considered and implemented into the proposal.</p>
<p><i>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): i) surface parking areas; ii) parking structures; iii) utility and service structures such as garbage enclosures; and, iv) expanses of blank walls.</i></p>	<p>Please refer to section 5.2.1 of this brief.</p>
<p><i>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: i) unduly overshadow or block light on adjacent sensitive land uses the public realm and outdoor private amenity areas; and, (OPA 167) ii) or result in the loss of privacy of adjacent residential uses. (OPA 167)</i></p>	<p>A shadow study conducted by Icon Architects is summarized in section 4.3 of this Design Brief. The study revealed that shadow impact caused by the proposed development on the neighbouring properties to the north and east, the surrounding open spaces as well as Millen Road and North Service Road are not extensive nor prolonged. The onsite amenity areas also receive adequate sunlight while providing much needed shade during the peak sunny hours. Additionally, the rear amenity areas of the 2-storey low</p>

POLICY WORDING	ANALYSIS
	<p>rise townhouse condos are only impacted for a duration of less than 15 minutes between 5:51 pm to sunset (6:03 pm) – this impact exists currently from the Seasons Retirement Community building.</p>
<p><i>g) The orientation, design, and massing of a building or structure higher than 12 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 (OPA 167)</i></p>	<p>The views to and from the Subject Lands are explored in detail section 2.2.4 of this Design Brief. Overall, the views to and from the site are addressed in two parts:</p> <p>Views from the Subject Lands are enhanced through a deliberate building orientation that maximizes the number of residents with views of Lake Ontario.</p> <p>Additionally, as noted earlier the setback of the proposed building from Millen Road enhances the view corridor to Lake Ontario from North Service Road compared to the current situation. This improvement is because one of the existing houses on the subject property is situated on the lot line adjacent to Millen Road, while the other houses are approximately 1 metre away from this lot line along Millen Road.</p> <p>Lastly, views to the Subject Lands from the Q.E.W. are considered by incorporating stepbacks in the building's overall massing. This architectural feature results in a unique cascading visual effect when observed from the Q.E.W., creating a transitional impression.</p>



## 5.2 Tall Building Guidelines

The City of Hamilton has Tall Building Guidelines which guide the development of tall buildings in Downtown Hamilton. City staff outlined that even though this document applies to the Downtown area, the policies represent best practices for this built form and provide direction on height, massing, transitions, sun/shadowing and building articulation to create appropriate building envelopes. As a result, the design guidelines outlined in this document will be analyzed in relation to the proposed development.

### 5.2.1 General Policies

#### **DESIGN GUIDELINE**

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### **3.2 Neighbourhood Transition**

*Tall buildings should be designed to:*

*a. limit the maximum height, including mechanical units, balconies, railings, overhangs and other projections, and employ measures such as the use of setbacks, stepbacks and building articulation to minimize shadow impact on properties;*

*b. transition to the height of adjacent, existing residential development. The portion of the building base adjacent to the low-rise residential building should not exceed the height of the adjacent development; and,*

*c. the tower portion of a building should be set back a minimum of 12.5m (excluding balconies) from the property line adjacent to residential neighbourhood to mitigate shadow impact and protect privacy and overlook.*

#### **ANALYSIS**

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As analyzed in section 4.2 and 4.3, the building height and massing result in limited shadow impacts on neighbouring properties. Additionally, as noted earlier, compatibility with existing and future uses in the surrounding area has also been achieved through appropriate setbacks, height and building massing. Figure 12 also shows that the proposed building is within the 45 degree angular plane of the low rise development to the north.

As shown in Appendix A- Site Plan, the tower portion of the building is set back a minimum of approximately 17 metres from the north property boundary (including the easement).

## DESIGN GUIDELINE

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### 3.3 Parks and Open Spaces

*a. Tall buildings should be oriented and massed to minimize shadow impacts on parks, open spaces and school yards at all times of the day; Encourage supplementing the parks and open space network through publicly accessible and/or public open spaces*

## ANALYSIS

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As analyzed in the shadow study analysis of section 4.3 of this Design Brief, the shadow impact caused by the proposed development on Millen Road and North Service Road are not extensive nor prolonged. Additionally, the proposed development does not cast any shadows on the nearby open spaces, parks/ parkettes.

## DESIGN GUIDELINE

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### 3.4 Vibrant Streets

*Tall buildings should be designed with active frontages, where there is an active visual engagement between the street and ground floors of buildings*

*e. Building entrances should be emphasized as a focal point of a building's façade and be placed in highly visible locations where they have the ability to animate a longer stretch of street;*

*g. Tall buildings should be oriented and massed to minimize shadow impacts on the public realm. It should be demonstrated that the full width of the sidewalk in the context of the development shall allow for a minimum of 3 hours of sun coverage between 10:00 am and 4:00 pm as measured from March 21<sup>st</sup> to September 21<sup>st</sup>.*

## ANALYSIS

The curved building edge, pedestrian linkages to Millen Road as well as the integration of the layover parking spots into the landscaped islands contribute towards an active residential street frontage and engagement on the street level. The proposed building will also be visible from the Q.E.W. Appropriate stepbacks as well as visually distinguished massing blocks have been incorporated into the building massing to create a distinct visual impact which will serve as a focal point.

Figure 6 (Shadows on March 21) shows that there are shadows cast on Millen Road from 9:51 am (approximately 10 am) to 12:51 pm (approximately 1 pm) which allows for a minimum of 3 hours of sun coverage between 10:00 am and 4:00 pm and complies with policy 3.4 g.

## 5.2.2 Site Organization & Building Base

### **DESIGN GUIDELINE**

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#### **4.2.4 Façade Articulation**

*d. Residential façades should be massed volumetrically (projections, setbacks and overhangs) to create an engaging and continuous interface with the street;*

### **ANALYSIS**

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As noted in section 4.2 of this brief, the massing design of the building incorporates distinctive massing by introducing visually unique blocks from the 1<sup>st</sup> to 6<sup>th</sup> floor, 7<sup>th</sup> to 11<sup>th</sup> floor and 12<sup>th</sup> to 15<sup>th</sup> floor as shown in Figure 5 below. By incorporating stepbacks in its building design at the 7<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> floors, the proposed development takes on an engaging and dynamic visual appearance when viewed from different angles. Additional façade articulation is achieved through the curved building edge along Millen Road.

Furthermore, the preliminary design proposes a total of seven diverse building materials, all of which are showcased in the elevation drawing submitted along with this Design Brief.

### **DESIGN GUIDELINE**

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#### **4.2.5 Public-Private Transitions**

##### *Setbacks*

*f. Setbacks from a public sidewalk or open space should be designed to complement and enhance the public realm;*

##### *Screening*

*h. Provide appropriate screening of private dwelling units with soft landscaping, while ensuring views to streets and open spaces are maintained for natural surveillance (refer to 3.4.c).*

### **ANALYSIS**

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A setback of 6.5 metres is provided from Millen Road to the curved building entrance (excluding the road widening). This setback ensures that the public and private realm are appropriately buffered from each other while complementing the streetscape. Additionally, there are no units on the ground level that directly face the street. This improves the over privacy of the proposal.



## **DESIGN GUIDELINE**

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### **4.2.6 Site Servicing, Access and Parking**

*h. Above-grade parking structures should be fronted by permitted uses other than parking at street level. Upper storeys should be screened from view from the street.*

## **ANALYSIS**

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This is not applicable as all the parking needs of the proposed development are provided in the underground levels and are out of the public view.

## **DESIGN GUIDELINE**

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### **4.2.7 Publicly Accessible Open Spaces**

*a. Publicly Accessible Open Spaces should be defined by animated edges, active at-grade uses and should provide direct, universally accessible connections to public streets and open spaces;*

### **4.2.8 Private Open Spaces**

*b. Amenity areas are intended for recreational purposes, and should be large enough to accommodate landscaping, patios, privacy areas, balconies, communal lounges, swimming pools, play areas and similar uses;*

*c. Amenity areas should be visible and accessible from common areas;*

*f. Private Open Spaces should be located and designed to maximize sunlight access during the day;*

*h. Accessible green roofs or usable amenity space at setback levels are encouraged, and should be large enough to accommodate landscaping, as well as any combination of the following: patios, privacy areas, play zones, etc.; and,*

## **ANALYSIS**

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While there are no publicly accessible open spaces provided on the Subject Lands; there are private amenity areas proposed. These include the outdoor amenity landscaped area to the north, the private patios to the east, the outdoor rooftop terrace and the play area to the south of the proposed building. These areas are positioned so that they are visible to the residents of the proposed buildings but are well screened from the street level so as to improve privacy.

As noted in section 4.3 of this Design Brief, the private patios to the east are adequately shadowed during peak sunny times, providing temperature regulation, protection from heat or UV radiation and comfort for the users of the space. Outside of these peak sunny times, they also receive adequate sunlight in the morning (i.e., prior to 10 am).

### 5.2.3 Building Tower

## DESIGN GUIDELINE

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### 4.3.1 Tower Floorplate Size and Shape

*a. The maximum gross floor area for the floor plate of the tower portion of a tall building proposed should not exceed 750 square metres for residential purposes*

### 4.3.2 Placement, Stepbacks and Separation Distances Placement

*a. Towers should be arranged to minimize shadow and adverse wind impacts on adjacent properties and public spaces, including streets, parks and open spaces, and other shadow sensitive areas such as school yards and outdoor amenity areas;*

### 4.3.3 Orientation and Articulation (Overall Massing)

*a. The tower portion of a tall building should be slender in form in order to reduce the overall perception of mass;*

*b. The tower portion of a tall building should be oriented to maximize building efficiency performance;*

### 4.4 Tower Top

*Tower top should be designed as a “fifth façade” Design*

*g. Design strategies should be employed to lighten tower top volumes and provide a termination to the continuous mid-volume of the tower, in order to create a visually attractive skyline profile, such as stepbacks and other architectural treatments in the upper most floors;*

## ANALYSIS

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Even though the floor plate size of the proposed development exceeds the suggested 750 sqm by 442 sqm, it is important to note that the floor plate is V-shaped and consists of 2 towers joined at the north portion of the building. Consequently, this design necessitates a larger floor plate size. Additionally, the floor plate reduces in size as the building rises. Lastly, it has also been demonstrated that the proposed development (and the proposed floor plate) does not cause adverse shadowing impacts on the neighboring properties because of strategic building step-backs and adequate setbacks from the property lines.

The shadow study & wind analysis detailed in section 4.3 and 4.4 of this Design Brief revealed that the proposed development will produce minimal shadow and wind impacts on adjacent properties and public spaces, Millen Road, North Service Road and amenity areas within and outside the Subject Lands. Some wind mitigation measures may be required but the exact composition of all wind mitigation measures will be determined in detail during the zoning by-law amendment application stage when a full wind study (quantitative wind study) is conducted.

The tower top has been visually lightened by incorporating step-back and a rooftop terrace. This feature not only adds an appealing aesthetic to the building but also ensures that it harmonizes with the surrounding skyline and maintains a balanced presence in the neighborhood.

## **6.0 Conclusion**

The proposed development for the Subject Lands demonstrates a thoughtful and comprehensive approach to urban design with a focus on site design, accessibility, and compatibility with the adjacent lands.

Additionally, the development's design successfully fits into the streetscape of Millen Road and North Service Road and positively contributes to the urban design quality of the area through its facade design, massing, well-connected network of pedestrian walkways, retention of trees, landscaping, and careful consideration of service areas and parking. A summary of the proposal's positive urban design merits is as follows:

- The proposed residential development achieves compatibility with the surrounding land uses and the adjacent streetscape through a combination of site design, building siting, massing, orientation, setbacks, stepbacks, and retention of trees;
- The proposed residential development will foster a strong sense of place and distinctive visual identity for the vicinity through its unique design, attractive public-private interface, incorporation of accessibility and sustainability features and provision of landscaped terraces;
- The proposed residential development will preserve and enhance views of Lake Ontario;
- The proposed residential development implements a pedestrian-friendly built environment through thoughtful site planning choices such as building siting, improved pedestrian connectivity, attractive and generous landscaping and provision of bike parking spaces in close proximity to the entrances and sidewalks;

- The proposed building height is compatible with building heights in its immediate vicinity, does not overwhelm adjacent low-density properties nor create excessive shadow and adverse wind impact on the surrounding areas;
- The proposed residential development implements guidelines from the City OP as well as the City's Tall Building Design Guidelines.

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# 7.0 Appendices

## Appendix A- Conceptual Site Plan



Appendix B- Landscape Plan

