

Authority: Item 20 Planning Committee
Report: 13-012 (PED09220)
(PED13131)
CM: August 16, 2013

Bill No. 223

CITY OF HAMILTON

BY-LAW NO. 13-XXX

To Adopt:

Official Plan Amendment No. 152 to the former City of Stoney Creek Official Plan

Respecting:

Lands Located at 512 Highland Road West, Stoney Creek

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Amendment No. 152 to the Official Plan of the former City of Stoney Creek Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted and approved.

PASSED this 11th day of September, 2013

R. Bratina
Mayor

R. Caterini
City Clerk

Amendment No. 152

to the

Official Plan for the former City of Stoney Creek

The following text, together with Schedule "A", General Land Use Plan and Schedule "A3", Secondary Plan West Mountain Planning District, of the Official Plan of the former City of Stoney Creek, attached hereto, constitute Official Plan Amendment No. 152.

Purpose:

The purpose of this Amendment is to redesignate the subject lands from "Service Commercial", "Open Space", and "Residential" to "Shopping Centre" in the City of Stoney Creek Official Plan, in order to permit a community shopping centre with various retail uses, including one supermarket and one department store as anchor tenants.

Location:

The lands affected by this Amendment include lands bounded by Highland Road West, Stone Church Road East, Upper Mount Albion, and the future Trinity Church Road Extension in Stoney Creek, and known as the Heritage Green Neighbourhood.

Basis:

The intent of the Amendment is to permit the development of a unified commercial shopping area in conjunction with the lands to the north. The basis for the redesignation is as follows:

- The proposed development is consistent with the Provincial Policy Statement;
- The proposal will have no negative impact on the planned function of other commercial developments in the area;
- The proposed development conforms with the Region of Hamilton-Wentworth Official Plan; and,
- The proposed development is compatible with the existing and planned development in the immediate area, and is in keeping with the character of the surrounding neighbourhood and community.

Actual Changes:

1. Schedule "A" General Land Use Plan is hereby amended by redesignating the subject lands from "Service Commercial", "Open Space", and "Residential" to "Shopping Centres", as shown on the attached Schedule "A" of this Amendment.
2. Schedule A3 Secondary Plan West Mountain Planning District is hereby amended by

redesignating the subject lands from “Service Commercial”, “Neighbourhood Park”, and “Medium-High Density Residential” to “Community Shopping Centre”, as shown on the attached Schedule “B” of this Amendment.

3. That the following “Commercial” Policies shall apply to the subject lands:

“13.3.20.1 Urban Design Principles:

The subject lands shall be developed in accordance with the following urban design principles:

- a) An urban form that is compatible with the adjacent residential neighbourhood;
- b) A strong community image with a ‘central street’ and pedestrian-friendly environment that shall provide a central gathering point and focal point around which the development shall be organized;
- c) Gateways that facilitate connectivity, orientation, and ‘way finding’ to, and within, the site for both vehicles and pedestrians;
- d) Landscape areas that act as screens and buffers to enhance the development, while minimizing the visual impacts of service lanes, parking areas, and loading zones; and,
- e) A comprehensive pedestrian system for the entire site that links all buildings to the central street, transit node, and adjacent neighbourhoods with sidewalks on streets, pathways, trails and/or pedestrian walkways.

Urban Design Policies:

13.3.20.2 The subject lands shall be developed in accordance with the following urban design policies:

13.3.20.2.1 Gateways:

Gateways introduce and indicate entrance into and exit from a central focus area. They define the transition from one area to another, and make a powerful impression. Corner gateways shall be provided.

- a) Corner Gateways shall serve as primary project indicators. Three corner gateways are proposed for the subject lands. Two corner gateways (1) at the south-east corner of Stone Church Road West and Trinity Church Arterial Road; and (2) at the south-west corner of Stone Church Road East and Upper Mount Albion Road, shall include design elements and features to represent the natural heritage and architectural style. The third corner gateway is located at the north-west corner of Upper Mount Albion Road and Highland Road West, and shall be recognized as a focal point of the neighbourhood and be given special architectural design and landscape treatment, subject to

the following design elements:

13.3. 20.2.2 Built Form:

- a) Buildings shall be sited and designed to enhance the public nature of streets, open spaces, and pedestrian routes.
- b) For buildings located on Upper Mount Albion Road, the following policies shall apply:
 - i) Buildings shall be located close to the street line with minimum setback from the edge of the road allowance to provide for a pedestrian-friendly streetscape.
 - ii) Buildings shall address both sides of the street line in a prominent fashion to create a pleasant and attractive pedestrian experience, and facilitate interaction between different activities.
 - iii) Commercial buildings and their principal entrances shall be located at grade, easily accessible from the public sidewalk.
 - iv) Building heights shall create a streetscape scaled to the pedestrian.
 - v) Design features such as varied roof lines, building fenestration, and canopies shall be encouraged on all facades of buildings.
 - vi) Principal building facades and entrances shall be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from, the public street.
 - vii) The main entrance of buildings shall be emphasized in the design of buildings.
 - viii) Canopies over doorways, arcades, and other treatments are encouraged to provide weather-protected useable outdoor space.
 - ix) Building facades should be varied and articulated by use of bay projections, canopies and/or varied roof lines to provide visual interest for pedestrians. Long walls along streets or pedestrian routes shall be broken up by a series of bays and/or projections to create the impression of smaller building units.
 - x) The ground floor coverage of buildings should be maximized.
 - xi) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens should be designed in a manner integral with the overall building design in terms of form, material, and colour.
 - xii) All buildings on a public street shall be designed with windows and signage facing the street.

- xiii) Buildings are to be generally sited parallel to the public street.
 - xiv) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.
 - xv) The streetscape shall create a positive community image through the coordinated use of high quality paving materials, wide sidewalks, street furniture, pedestrian-scale lighting and signage, and enhanced landscaping.
 - xvi) All facades addressing a parking lot shall be finished with material and architectural features consistent with the principal facade of the building, and shall incorporate building elements and landscaping to screen any service lanes and loading zones from public view.
 - xvii) Drive-through windows shall not face the public street.
- (c) For buildings along Stone Church Road East and Highland Road West, the following policies shall apply:
- i) Buildings shall be compatible with the surrounding built form and exhibit a 'Village' character with articulated and/or pitched roofs.
 - ii) Buildings are to be generally sited parallel to the public street.
 - iii) Roof-top mechanical equipment shall be enclosed or screened. Roofs and screens shall be designed in a manner integral with the overall building design in terms of form, material, and colour.
 - iv) Principal building facades and entrances should be oriented towards the public street or to exterior spaces that are directly adjacent to, and visible from the public street, and not to loading zones and parking lots.
 - v) All commercial buildings on a public street shall be designed with windows and signage facing the street.
 - vi) On-site parking shall be in consolidated parking areas located to the side or rear of buildings.
 - vii) Drive-through windows shall not face the public street.

13.3. 20.2.3 Setbacks and Building Frontage:

- a) Minimum and maximum setbacks shall be set out in the Zoning By-law according to the following policies:
 - i) Buildings on Upper Mount Albion Road shall be located as close to the street line as possible to provide a well-defined and pedestrian-friendly street.

- ii) Buildings on the proposed local road shall be located close to the street line to prevent front yard parking and to define the street, while maintaining small landscape areas allowing a transition from the private to the public realm.
- iii) Buildings on Stone Church Road East shall be located further from the street line to allow for a generous continuous landscape area, while providing a level of definition to the street edge.
- b) Constructed elements in the setback, such as wide sidewalks with street trees, pedestrian-scale lighting, and street furniture shall be provided.
- c) Commercial buildings along Upper Mount Albion Road shall have a limited depth, as set out in the Zoning By-law, to encourage pedestrian-friendly, street-related development.
- d) Buildings shall be designed to incorporate varied rooflines, canopies, decorative architectural details and/or projecting bays. Large blank walls and continuous rows of monotonous and repetitive facades shall not be permitted.

13.3. 20.2.4 Pedestrian Realm:

- a) Pedestrian systems that connect pedestrians to all buildings, the transit node, and pedestrian routes in the surrounding community shall be provided. Private sidewalks and linkages shall be designed as a condition of Site Plan Approval.
- b) Pedestrian walkways within parking lots that connect pedestrians from parking areas to building entrances shall be provided. These walkways shall be designed with paving materials, trees, and lighting that contribute to the safety and visual continuity of the entire pedestrian system.
- c) Pedestrian weather protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of pedestrian streets, in particular along Upper Mount Albion Road and the proposed local road at entrances to buildings, shall be provided.
- d) Buildings shall be designed with the primary windows and signage facing onto the street.
- e) Barrier-free design of buildings, streets, and publicly accessible exterior spaces shall be implemented.
- f) Cross walks and differentiated paving materials and patterns shall be constructed to identify pedestrian routes where they cross streets and other vehicular routes.
- g) Parking areas, servicing lanes, utility and mechanical equipment, and

drop off and loading zones shall be designed and located in a manner that has minimal physical impact on public sidewalks and accessible exterior spaces. Shared driveways and service lanes at the side and rear of buildings are to be provided for these functions.

13.3. 20.2.5 Landscape Areas and Buffers:

- a) Landscape areas shall be provided between commercial development along Upper Mount Albion Road.
- b) Landscaped islands shall be provided throughout parking lots to identify, reinforce and connect pedestrian routes, separate roads from parking areas, define edges, and to visually break down large parking areas into smaller quadrants.
- c) The Zoning By-law regulation shall identify a minimum landscaped area as a percentage of the overall property area.

13.3. 20.2.6 Parking Entrances, Loading Zones and Service Lanes:

- a) The location of parking entrances, loading zones, and service lanes shall be coordinated with the locations of pedestrian routes in order to reinforce streets as primary public spaces.
- b) Parking entrances, loading zones, and service lanes shall have the least possible impact on the streetscape and public open spaces.
- c) Surface parking areas abutting a public street shall be adequately setback from the property line in order to provide a landscape strip that defines the street edge and provides safety pedestrian amenity. The Zoning By-law shall set out a minimum setback from the property line.
- d) Vehicular access to parking areas shall be restricted to common entrances to the overall development, and shall be designed to minimize crossing of pedestrian routes, sidewalks, and trails.
- e) All loading zones and service lanes shall be screened and landscaped. Screens shall be designed to complement the materials and details of the associated building facades.
- f) Loading zones and service lanes shall be located to avoid conflict with pedestrian and vehicular traffic, and away from the adjacent residential areas.
- g) Wherever possible, on-site loading zones and service lanes shall be consolidated and shared. These facilities shall be located at the rear of buildings or shared between buildings.
- h) Drive-through windows and associated traffic stacking areas shall be located to the rear of buildings internal to the site to have minimum impact on the streetscape and public open spaces.

13.3. 20.2.7 Vehicular Access:

- a) The number and location of vehicular access points shall be limited so as to minimize disruption to traffic flow and to minimize the impact on local streets.
- b) Shared access points shall be encouraged to reduce the number of curb cuts and facilitate pedestrian movement.

13.3. 20.2.8 Signage:

- a) Signage shall be designed in a manner integral to the building design in terms of size, form, material, and colour.
- b) Way finding signage shall be implemented along major vehicular and pedestrian routes.
- c) Signage along all pedestrian routes shall be provided at pedestrian scale.

13.3. 20.2.9 Lighting on pedestrian routes shall be pedestrian scale.”

Implementation:

An implementing Zoning By-law Amendment will give effect to the intended use on the subject lands.

This is Schedule "1" to By-law No. 13-, passed on the 11th day of September, 2013.

**The
City of Hamilton**

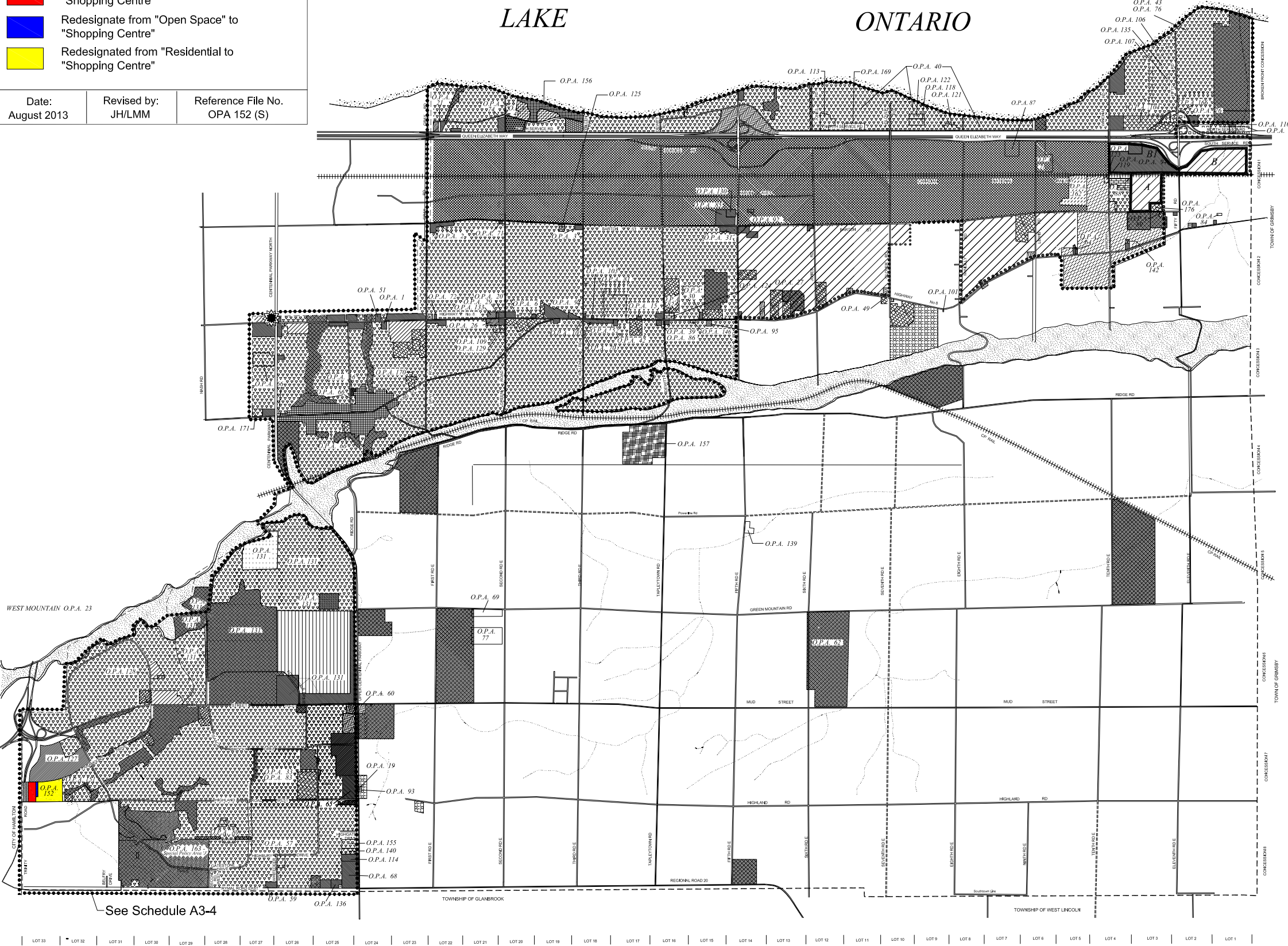
R. Bratina
Mayor

R. Caterini
Clerk

Schedule A
Amendment No. 152
To the Official Plan
for the
former City of Stoney Creek

- Redesignate from "Service Commercial" to "Shopping Centre"
- Redesignate from "Open Space" to "Shopping Centre"
- Redesignated from "Residential to "Shopping Centre"

Date: August 2013 Revised by: JH/LMM Reference File No. OPA 152 (S)



CITY OF STONEY CREEK OFFICIAL PLAN Schedule "A" General Land Use Plan

Legend

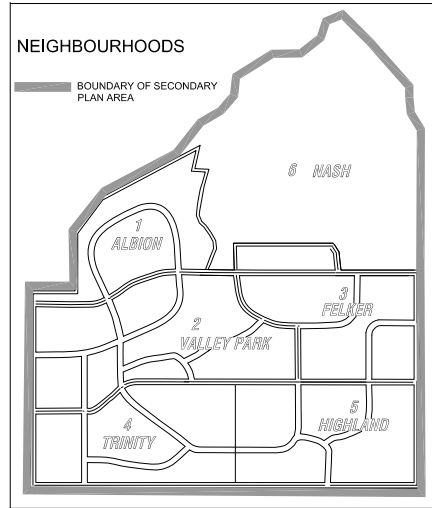
Land Use Designations

- | | | | |
|--|----------------------------|--|------------------------------------|
| | Residential | | Special Policy Area 'A' |
| | Medium Density Residential | | Special Policy Area 'B' |
| | Downtown | | Special Policy Area 'C1' |
| | Shopping Centres | | Special Policy Area 'F' |
| | General Commercial | | Special Policy Area 'G' |
| | Highway Commercial | | Special Policy Area 'H' |
| | Service Commercial | | Special Policy Area 'I' |
| | Industrial - Business Park | | Special Policy Area 'J' |
| | Institutional | | Area subject to Policy A.12.6c |
| | Winona Urban Community | | Area subject to Policy A.12.6.2 |
| | Open Space | | Municipal Boundary |
| | Escarpment Natural Area | | Business Improvement Area (B.I.A.) |
| | Agricultural | | Provincial Highway |
| | Rural Industrial | | Regional Road |
| | Rural Lakeshore | | Municipal Road |
| | | | Railway |
| | | | Water Course |
| | | | Urban Policy Area |
| | | | O.P.A. Official Plan Amendment |
| | | | Sub-Regional Centre |



LOT 33 LOT 32 LOT 31 LOT 30 LOT 29 LOT 28 LOT 27 LOT 26 LOT 25 LOT 24 LOT 23 LOT 22 LOT 21 LOT 20 LOT 19 LOT 18 LOT 17 LOT 16 LOT 15 LOT 14 LOT 13 LOT 12 LOT 11 LOT 10 LOT 9 LOT 8 LOT 7 LOT 6 LOT 5 LOT 4 LOT 3 LOT 2 LOT 1

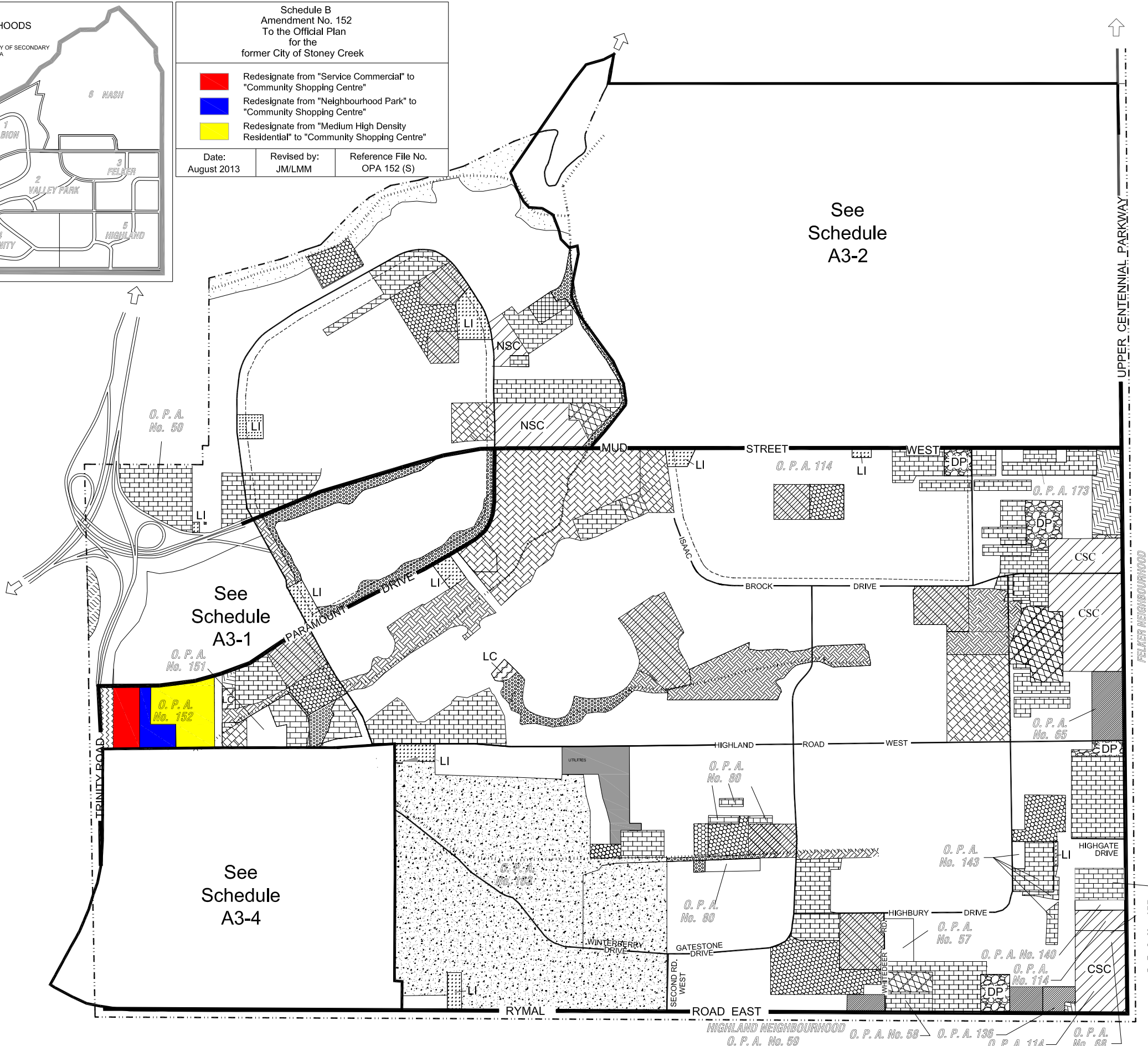
See Schedule A3-4



Schedule B
Amendment No. 152
To the Official Plan
for the
former City of Stoney Creek

■ Redesignate from "Service Commercial" to "Community Shopping Centre"
■ Redesignate from "Neighbourhood Park" to "Community Shopping Centre"
■ Redesignate from "Medium High Density Residential" to "Community Shopping Centre"

Date: August 2013 Revised by: JM/LMM Reference File No. OPA 152 (S)



CITY OF STONEY CREEK OFFICIAL PLAN

Schedule "A3" Secondary Plan West Mountain Planning District (Heritage Green)

Legend

500 0 500m

Land Use Designations

	Low Density Residential		Local Institutional
	Medium Density Residential		Institutional
	Medium - High Density Residential		Escarpment Natural Area
	Community Shopping Centre		Parkette
	Neighbourhood Shopping Centre		Community Park
	General Commercial		General Open Space
	Local Commercial		City Wide Park
	Highway Commercial		Neighbourhood Park
	Service Commercial		Open Space - Community Park
	Elementary School		DP- Detention Pond *
	DP - Detention Pond		* Parkland designations deferred in OPA 126
	Special Policy Area 'D'		Arterial Road
	Special Policy Area 'J' - Natural Open Space		Collector Road
			Off Street Bikeway and/or Walkway
			On Street Bikeway