

**Local Planning Appeal Tribunal**  
Tribunal d'appel de l'aménagement  
local



**ISSUE DATE:** October 02, 2019

**CASE NO(S):** PL180235

The Ontario Municipal Board (the “OMB”) is continued under the name Local Planning Appeal Tribunal (the “Tribunal”), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

**PROCEEDING COMMENCED UNDER** subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	Queenston Road Holdings Inc.
Subject:	Proposed Official Plan Amendment No. OPA 92
Municipality:	City of Hamilton
OMB Case No.:	PL180235
OMB File No.:	PL180235
OMB Case Name:	Queenston Road Holdings Inc. v. Hamilton (City)

**Heard:** August 29, 2019 by telephone conference call

**APPEARANCES:**

**Parties**

**Counsel\*/Representative**

Queenston Road Holdings Inc.

P. Foran

City of Hamilton

J. Wice

**MEMORANDUM OF ORAL DECISION DELIVERED BY R.G.M. MAKUCH ON  
AUGUST 29, 2019 AND ORDER OF THE TRIBUNAL**

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[1] City of Hamilton (“City”) Council enacted By-law No. 18-029 adopting and approving Official Plan Amendment No. 92 (“OPA 92”) to the Urban Hamilton Official Plan (“UHOP”). The purpose of the amendment was to incorporate the Centennial

Neighbourhoods Secondary Plan (“CNSP”) into the UHOP, identifying land uses, densities, development forms, development standards and site-specific policies.

[2] This enactment was appealed by First Capital Holdings (Ontario) (“First Capital”) as well as Queenston Road Holdings Inc. (“Queenston”). First Capital has since withdrawn its appeal. The only parties remaining are Queenston and the City.

[3] Queenston’s appeal is on the grounds that OPA 92 proposes to include 860 Queenston Road as part of the sub-Regional Service Node and continues to designate it as Mixed Use Medium Density under UHOP and relies on a previous Ontario Municipal Board (OMB) decision (PL170282), where a settlement was reached and the OMB approved OPA 97 and related site specific by-law respecting Queenston’s lands. OPA 97 already provides for part of the subject lands being re-designated from Mixed Use Medium Density under UHOP to a Neighbourhoods (high Density) designation permitting the development of a 14-storey, 219 unit residential building on the subject site.

[4] The Tribunal was advised that the City and Queenston have settled their differences and are asking the Tribunal to allow the appeal and modify OPA 92 in accordance with Attachment 1 hereto.

[5] The only evidence before the Tribunal on this appeal is the affidavit of Melanie Pham, sworn August 27, 2019. Ms. Pham is the Senior Planner, Community Planning and Geographic Information Systems (GIS) with the City of Hamilton. She is the lead Planner involved in the preparation of Urban Hamilton Official Plan Amendment (“UHOPA”) No. 92, which is the subject of this appeal herein. Her duties with respect to OPA 92 included marshalling UHOPA No. 92 through the statutory public process, up to and including its adoption by Council for the City.

[6] Ms. Pham’s affidavit sets out the process carried out by the City leading up to the adoption of OPA 92 and its enactment, it also describes how OPA No. 92 has the effect of creating new area specific land use designations and policies for the Centennial

Neighbourhoods, as well as removing some lands from an existing Secondary Plan, the Old Town Secondary Plan, and adding these to the CNSP. The Appellant's lands, located at 860 Queenston Road, are included in this area.

[7] At the time of the adoption of the CNSP, Tribunal Case No. PL170282 was in progress for the lands located at 860 Queenston Road. That appeal related to an application for an Official Plan amendment to the Old Town Secondary Plan, as well as a zoning by-law amendment application. The purpose of the applications was to permit a high density multiple dwelling building on a portion of the lands.

[8] The CNSP designated the Appellant's lands for Mixed Use—Medium Density land uses, but also created Site Specific Policy Area J on the Appellant's lands which recognized that an appeal was in progress. The site-specific policy area permitted future development in accordance with any decision of the Tribunal, and required the City to update the CNSP in the future to reflect the decision of the Tribunal.

[9] The appeal in Case No. PL170282 was considered by another panel of this Tribunal in March 2018, at a settlement reached with the City to allow the proposed multiple dwelling building, with modifications. The lands located at 860 Queenston Road were designated Mixed Use—Medium Density, High Density Residential 1 and Natural Open Space. The order issued by the Tribunal permitted a 14-storey multiple dwelling with a maximum of 219 dwelling units on the lands designated High Density Residential 1. A "Site Specific Policy Area E" was created in the Old Town Secondary Plan to affect the settlement.

[10] The proposed settlement herein reflects the decision issued by the Tribunal for PL170282 and relates only to the lands owned by the Appellant, located at 860 Queenston Road. In summary, the settlement proposed would:

- a) Modify Map B.6.7-1, to change the designation on a portion of the lands from Mixed Use—Medium Density to High Density Residential 1 and Natural Open Space;

- b) Modify Map B.6.7-2 to change the maximum permitted height within the High Density Residential 1 designation from 8 to 14 storeys, and to remove permitted heights from the lands designated Natural Open Space;
- c) Replace the wording of Site Specific Policy Area J within the CNSP with:
  - i. A policy that requires the lands designated as High Density Residential 1 to be developed in accordance with the Local Planning Appeal Tribunal Decision for PL170282, that being a 14-storey multiple dwelling with a maximum of 219 dwelling units;
  - ii. A policy which clarifies that the existing office building located within the Mixed Use—Medium Density designation is permitted, notwithstanding other policies in the CNSP which require a minimum building height of three storeys along Queenston Road; and,
- d) Remove “Site Specific Policy - Area E” from the Old Town Secondary Plan, since UHOPA No. 92 deletes these lands from the Old Town Secondary Plan.

[11] The Tribunal is satisfied based on the uncontroverted affidavit of Ms. Pham that the designations and the policies applicable to the subject lands should be revised to reflect the Tribunal’s decision for Case No. PL170282. The designations implement a specific development proposal which has been reviewed in detail, and the Tribunal previously found that the proposed development was consistent with the Provincial Policy Statement, 2014 ("PPS 2014"), conformed with the Growth Plan for the Greater Golden Horseshoe, 2017 and has recognized the development is appropriate and represents good planning.

[12] The proposed natural open space designation is based on the result of more refined studies that were completed for the lands. It recognizes and prohibits development within an area identified as a linkage in the City’s natural heritage system, and is contiguous with a larger open space system to the east and south, which

includes Battlefield Creek and Little League Park. This designation conforms to the UHOP's policies for the Open Space designation in Volume 1, Chapter C, Section 3.3 of the UHOP and is therefore appropriate.

[13] The Tribunal is satisfied that the proposed High Density Residential 1 designation and the policy recognizing a 219-unit multiple dwelling on the High Density Residential 1 lands is consistent with the overall vision and intent of the Secondary Plan. The lands are within an area identified as a Sub-Regional Service Node in the CNSP. As per Policy E.2.3.2.3 of the UHOP, a Sub-Regional Service Node is a major centre of retail activity for the City with a regional function. The UHOP vision for these nodes is these areas are to be planned for a mix of uses and significant densities which are supportive of higher order transit (UHOP Policies E.2.3.2.2 and E.2.3.2.6). Policy 6.7.5.1c) of the CNSP states the Node shall be the focus for commercial, residential and mixed use growth, development and intensification. The High Density Residential 1 designation will allow for development and intensification to take place on these lands in accordance with this direction.

[14] The Tribunal is also satisfied that the proposed maximum height modification reflects the Tribunal's earlier approval and is appropriate to the context of the area and compatible with adjacent land uses. The proposed building height is consistent with the range of building heights permitted by the CNSP within the Sub-Regional Service Node, which range from three to 20 storeys. The proposed development is located on an arterial road that is recognized as a Secondary Corridor on "Schedule E – Urban Structure" of the UHOP, and there are other high-density residential uses located on the north side of the road near the site, ranging from 8 to 14 storeys in height. Policy E.3.6.7a) of the UHOP states that high density uses should have direct access to an arterial or collector road. Although there are low density residential uses to the south of the lands, Policy E.3.6.7b) of the UHOP notes that high profile multiple dwellings may still be considered adjacent to low density uses where transitional features such as screening and design features are incorporated into the building design. The proposal, as approved previously by the Tribunal, incorporates a number of screening and design

features such as setbacks, fencing and landscaping. In addition, Policy E.3.6.7c) of the UHOP states that high profile development may be appropriate where it would result in the preservation of natural heritage system features. The proposed development is consistent with this policy as well, since it preserves a linkage area on the site.

[15] Furthermore, the Tribunal is also satisfied that the settlement conforms to the Growth Plan for the Greater Golden Horseshoe, 2019. The proposed amendments conform to the guiding principles of the plan in Policy 1.2.2, in that they prioritize intensification and higher densities in strategic growth areas, as the Sub-Regional Service Node is considered a strategic growth area for the City. These also support a range and mix of housing options, and they protect and enhance natural heritage. The lands are within a settlement area, and within the built-up area, where Policy 2.2.2(1)a) directs that a significant portion of new growth should occur through intensification. The lands are also within a strategic growth area near planned higher order transit, areas where Policy 2.2.1c) directs that growth should be focused. Policy 2.2.4(3)b) directs that major transit station areas on priority transit corridors should be planned for a minimum density target of 160 residents and jobs per hectare. The lands subject to the settlement are located within 500 metres of a major transit station on a priority transit corridor, and within an area that the CNSP identifies as a higher order transit station area. Therefore, the settlement will assist in achieving an increased density in proximity to a major transit station, as intended by the Growth Plan.

[16] Finally, the Tribunal is satisfied that the settlement proposed is consistent with the PPS 2014 in that the proposed amendments provide for an efficient development and land use pattern (Policy 1.1.1a) and are consistent with the policies that focus on growth and development in settlement areas (Policy 1.1.3.1). In particular, as per Policy 1.1.3.2, the proposed changes support a land use pattern that efficiently uses land and resources, is appropriate for infrastructure that is planned or available, is transit-supportive, and supports an opportunity for intensification. The settlement also maintains the natural heritage system and recognizes a linkage on the site, which is consistent with Policy 2.1.2.

**ORDER**

[17] The Tribunal finds that the settlement before it, represents good planning and is in the public interest. Accordingly, the appeal is allowed. Revised Official Plan Amendment No. 92 is modified in accordance with Attachment 1 hereto and is approved pursuant to subsection 17(49.4) of the *Planning Act*.

[18] The Tribunal may be spoken to if problems arise in the implementation of this Decision and Order.

*“R.G.M. Makuch”*

R.G.M. MAKUCH  
VICE-CHAIR

If there is an attachment referred to in this document,  
please visit [www.elfto.gov.on.ca](http://www.elfto.gov.on.ca) to view the attachment in PDF format.

**Local Planning Appeal Tribunal**

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## LOCAL PLANNING APPEAL TRIBUNAL

**PROCEEDING COMMENCED UNDER** subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: Queenston Road Holdings Inc.  
 Subject: Proposed Official Plan Amendment No. OPA 92  
 Municipality: City of Hamilton  
 LPAT File No.: PL180235  
 LPAT Case No.: PL180235

**BEFORE:** )  
 ) Thursday, the 29th  
 )  
 ) day of August, 2019

## DECISION AND ORDER

The Tribunal held a settlement hearing by telephone conference call to consider the resolution of the appeal by Queenston Road Holdings Inc. made under subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended (the "*Planning Act*"), respecting City of Hamilton Official Plan Amendment No. 92.

The Tribunal was advised that the specified parties identified pursuant to subsection 17(49.11) had agreed upon a revised Official Plan Amendment and the Tribunal was provided with the Affidavit of Melanie Pham sworn August 27, 2019, filed as Exhibit 1, which confirmed that Official Plan Amendment No. 92, as revised, is consistent with the Provincial Policy Statement, 2014 and conforms with the Growth Plan for the Greater Golden Horseshoe, 2019.

On the basis of the uncontested opinion evidence provided and the submissions of the Parties,



**THE TRIBUNAL ORDERS THAT:**

1. Revised Official Plan Amendment No. 92, attached to this Decision as Schedule A, is approved pursuant to subsection 17(49.4) of the *Planning Act*, and
2. The Tribunal may be spoken to if problems arise in the implementation of this Decision and Order.

## SCHEDULE “A”

### Urban Hamilton Official Plan Amendment No. 92

The following text, together with:

Appendix “A”	Centennial Neighbourhoods Secondary Plan
Appendix “B”	Volume 1, Schedule E-1 – Urban Land Use Designations
Appendix “C”	Volume 1, Appendix A – Parks Classification Map
Appendix “D”	Volume 1, Appendix B – Major Transportation Facilities and Routes
Appendix “E”	Volume 2, Appendix A – Secondary Plans Index Map
Appendix “F”	Volume 2, Centennial Neighbourhoods Secondary Plan – Land Use Plan – Map B.6.7-1
Appendix “G”	Volume 2, Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node – Map B.6.7-2
Appendix “H”	Volume 2, Centennial Neighbourhoods Secondary Plan – Transportation and Connections – Map B.6.7-3
Appendix “I”	Volume 2, Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas – Map B.6.7-4
Appendix “J”	Volume 2, Centennial Neighbourhoods Secondary Plan – Transition Areas – Appendix A
Appendix “K”	Volume 2, Old Town Secondary Plan – Land Use Plan – Map B.7.2-1
Appendix “L”	Volume 3, Map 1 – Area Specific Policies Key Map
Appendix “M”	Volume 3, Map H-4 – Area Specific Policies
Appendix “N”	Volume 3, Map 2 – Urban Site Specific Key Map

attached hereto, constitutes Official Plan Amendment 92 to the Urban Hamilton Official Plan.

#### **1.0 Purpose and Effect:**

The purpose of this amendment is to:

- Incorporate the Centennial Neighbourhoods Secondary Plan into the Urban Hamilton Official Plan, identifying land uses, densities, development forms, development standards and site specific policies;
- Amend various policies, schedules and appendices of the Urban Hamilton Official Plan to reflect the principles, policies, land use

designations and land use features in the Centennial Neighbourhoods Secondary Plan; and,

- Make minor housekeeping updates to an Appendix in the Official Plan.

The effect of this amendment to the Urban Hamilton Official Plan is to establish a detailed policy framework to guide the development of lands within the Centennial Neighbourhoods Secondary Plan.

## **2.0 Location:**

The lands affected by this Amendment are generally bounded by the Red Hill Valley Parkway to the west, Lake Avenue to the east, the Queen Elizabeth Way (QEW) to the north, and by the properties just south of Queenston Road to the south, as illustrated on Appendix “F” to this amendment.

## **3.0 Basis:**

The basis for this Amendment is as follows:

- The proposed Secondary Plan helps to achieve the overall vision, goals and objectives of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Urban Hamilton Official Plan.
- Changes to the Urban Hamilton Official Plan allow for consistency between the policies of the Urban Hamilton Official Plan and the policies proposed in the new Centennial Neighbourhoods Secondary Plan;
- The proposed amendment is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017).

## **4.0 Actual Text and Schedule/Map/Appendix Changes:**

### **4.1 Volume 1 – Parent Plan**

#### 4.1.1 Chapter E – Urban Systems and Designations

##### Section E.4.2 – Commercial and Mixed Use Designations – General Policies

a) That Policy 4.2.9 be amended by:

- i) Adding the phrase “Volume 2 or” before the words “Volume 3” so the policy reads as follows:

“4.2.9 Notwithstanding Policies E.4.2.3 and E.4.2.6, four major commercial areas currently exist in the City of Hamilton that exceed 25,000 square metres of retail and commercial service space, but are not anticipated to evolve into mixed use areas during the life of this Plan. These four areas are not identified as *Urban Nodes* or *Urban Corridors*, are within the Neighbourhood element of the Urban Structure on Schedule E - Urban Structure, are designated District Commercial on Schedule E-1 - Urban Land Use Designations and have area or site specific requirements contained in Volume 2 or Volume 3. The amount or type of retail uses in these locations shall not be expanded without an amendment to the Urban Structure. The four major commercial areas are located:”

- ii) Changing the address in part d) of Policy 4.2.9 to “502 to 560 Centennial Parkway North” so the policy reads as follows:

“4.2.9d) at 502 to 560 Centennial Parkway North.”

Section E.4.3 - Pedestrian Focus Streets

- a) That Table 4.3.1 in Policy 4.3.1 be amended by:

- i) Adding two new table lines in the Hamilton portion of the table:

Queenston Road	Nash Road	East side of Centennial Parkway
Centennial Parkway	South side of Queenston Road	Railway line north of Bancroft Street

so the table reads as follows:

Street	From	To
<b>Hamilton</b>		
Queenston Road	Nash Road	East side of Centennial Parkway
Centennial Parkway	South side of Queenston Road	Railway line north of Bancroft Street

#### 4.1.2 Volume 1 – Schedules and Appendices

- a) That Schedule E-1 be amended by:
- i) redesignating the lands located in the general area of Centennial Parkway North, south of the railway line from “Arterial Commercial” to “Industrial Land”, as shown on Appendix “B” of this amendment.
  - ii) redesignating the lands located in the general area of Centennial Parkway North, north of Barton Street East from “Arterial Commercial” to “Mixed Use – High Density”, as shown on Appendix “B” of this amendment.
  - iii) redesignating the lands located in the general area southwest of Centennial Parkway North and Barton Street East from “District Commercial” to “Mixed Use – Medium Density”, as shown on Appendix “B” of this amendment.
  - iv) redesignating the following lands from “Mixed Use – Medium Density” to “Mixed Use – High Density”, as shown on Appendix “B” of this amendment:
    - 1) lands located in the general area of Queenston Road just east of Nash Road;
    - 2) lands generally located on the north east corner of Queenston Road and Centennial Parkway; and
    - 3) lands located in the general area of the east side of Centennial Parkway North, near Delawana Drive.
  - v) redesignating the lands in the general area of Eastgate Court and lands on the south side of Barton Street East, between Kenora Avenue and Centennial Parkway North from “District Commercial” to “Neighbourhoods”, as shown on Appendix “B” of this amendment.
  - vi) redesignating the following lands from “Mixed Use – Medium Density” to “Neighbourhoods”, as shown on Appendix “B” of this amendment:
    - 1) lands located in the general area on the north side of Queenston Road, between Woodman Drive North and Nash Road;

- 2) lands located at 23 Delawana Drive;
  - 3) lands located at 31-37 Delawana Drive; and,
  - 4) lands located in the general area of Queenston Road and Riverdale Drive.
- vii) making a minor boundary adjustment between the “District Commercial” designation and the “Business Park” designation on lands located in the general area of Centennial Parkway North just south of the Queen Elizabeth Way, as shown on Appendix “B” of this amendment, to recognize existing property boundaries.
  - viii) redesignating the lands located in the general area just west of Henry and Beatrice Warden Park from “Mixed Use – Medium Density” to “Open Space”, as shown on Appendix “B” of this amendment.
  - ix) redesignating the lands located in the general area of the Red Hill Valley Parkway, north of the railway line from “Industrial Land” to “Open Space”, as shown on Appendix “B” of this amendment.
  - x) redesignating the lands located in the general area southeast of Centennial Parkway North and Barton Street East from “District Commercial” to “Mixed Use – High Density”, as shown on Appendix “B” of this amendment.
- b) That Appendix A be amended by adding the Centennial Neighbourhoods Secondary Plan, as shown on Appendix “C” attached to this amendment.
  - c) That Appendix B be amended by:
    - i) extending the “Potential Rapid Transit Line” on Centennial Parkway north to the Railway line, as shown on Appendix “D” of this amendment.
    - ii) changing the “HSR Terminal” at Eastgate Square to a “Future Multi-Modal Hub” as shown on Appendix “D” of this amendment.
    - iii) changing the text “Proposed New GO Centre (LIUNA Station)” in the legend to “Proposed GO Station”, as shown in Appendix “D” of this amendment.

- iv) Adding a new “Proposed GO Station” at the southwest corner of Centennial Parkway and the Railway north of Barton Street East, as shown on Appendix “D” of this amendment.

## **4.2 Volume 2 – Secondary Plans**

### 4.2.1 Chapter B, Secondary Plans

- a) That Chapter B, Secondary Plans be amended by adding a new Section 6.7 – Centennial Neighbourhoods Secondary Plan, as shown on Appendix “A” attached to this amendment.

### Section B.7.2 – Old Town Secondary Plan

- b) That Chapter B, Secondary Plans be amended by:
  - i) adding the word “generally” after “The Old Town Secondary Plan area is”, changing the word “lines” to “boundaries” and deleting the phrase “south of King Street” in the first sentence, so that it reads as follows:

“The Old Town Secondary Plan area is generally bounded by the rear lot lines of the properties fronting on the north side of Queenston Road, Gray Road to the East, the Niagara Escarpment to the South, to the west by the western property boundaries in line with Alpine Avenue just East of Centennial Parkway North, north of King Street East, as well as Centennial Parkway North.”;
  - ii) deleting Policy 7.2.4.3 Mixed Use – High Density Designation;
  - iii) renumbering Policy 7.2.4.4 District Commercial Designation to Policy 7.2.4.3;
  - iv) deleting Policy 7.2.8.3 Site Specific Policy – Area C; and,
  - v) deleting Policy 7.2.8.5 Site Specific Policy – Area E.

### 4.2.2 Secondary Plan Maps

- a) That Appendix A be amended by adding the Centennial Neighbourhoods Secondary Plan, as shown on Appendix “E”, attached to this amendment.
- b) That the Old Town Secondary Plan Land Use Plan Map B.7.2-1 be amended by removing lands located in the general area of Queenston

Road and Centennial Parkway, as shown on Appendix “K”, attached to this amendment.

- c) That Map B.6.7-1 Centennial Neighbourhoods Secondary Plan – Land Use Plan be added, as shown on Appendix “F”, attached to this amendment.
- d) That Map B.6.7-2 Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node be added, as shown on Appendix “G”, attached to this amendment.
- e) That Map B.6.7-3 Centennial Neighbourhoods Secondary Plan – Transportation and Connections be added, as shown on Appendix “H”, attached to this amendment.
- f) That Map B.6.7-4 Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas be added, as shown on Appendix “I”, attached to this amendment.
- g) That Appendix “A” Centennial Neighbourhoods Secondary Plan – Transition Areas be added, as shown on Appendix “J”, attached to this amendment.

### **4.3 Volume 3 – Special Policy Areas, Area Specific Polices and Site Specific Policies**

#### 4.3.1 Chapter B – Urban Area Specific Policies

- a) That Policy UH-1, 1.0 be amended by deleting Policy 1.0 f) in its entirety.

#### 4.3.2 Chapter C – Urban Site Specific Policies

- a) That Chapter C – Urban Site Specific Policies, be amended by deleting the following site specific areas in their entirety:
  - i) UHN-10 – Lands located at 505 to 537 Queenston Road, former City of Hamilton;
  - ii) UHC-4 – Lands located at 480 and 500 Centennial Parkway North and 20 Warrington Street, former City of Hamilton; and,
  - iii) UHE-7 – Lands located at Lands located at 398, 400, 402 Nash Road North and 30, 50, 54 Bancroft Street.



- b) That Chapter C – Urban Site Specific Policies be amended by deleting the words “and 460 Kenora Avenue” from the title of Urban Site Specific UCW-1C, and replacing the comma with the word “and” so that it reads as follows:

**“UCW-1C Lands located at 27 Olympic Drive and 37 Kilbride Road”**

- c) That Chapter C – Urban Site Specific Policies be amended by deleting policy 3.0, in its entirety, of Urban Site Specific UCW-1C.

4.3.3 Volume 3 Maps

- a) That Map 1 – Area Specific Policies Key Map be amended by deleting “UH-1f”, as shown on Appendix “L”, attached to this amendment.
- b) That Map H-4 – Area Specific Policies Map be deleted, as shown on Appendix “M”, to this amendment.
- c) That Map 2 – Urban Site Specific Key Map be amended by deleting UHC-4, UCW-1C, UHN-10 and UHE-7, as shown on Appendix “N” to this attachment.

**5.0 Implementation:**

Implementing Zoning By-law Amendments and site plans will give effect to this Amendment.

This is Schedule “1” to By-law No. XX-XXX passed on the XX day of XX, 2019.

**The  
City of Hamilton**

\_\_\_\_\_  
Fred Eisenberger  
MAYOR

\_\_\_\_\_  
Janet Pilon  
CITY CLERK

## 6.7 Centennial Neighbourhoods Secondary Plan

The Centennial Neighbourhoods Secondary Plan area is generally bounded by the Red Hill Valley Parkway to the west, Lake Avenue to the east, the Queen Elizabeth Way (QEW) to the north, and by local streets and properties just south of Queenston Road to the south. The area contains a wide variety of land uses and residential densities.

The focal point of the Secondary Plan is the Centennial Sub-Regional Service Node, or the "Centennial Node", which is a major centre of retail activity for the City with a regional function. The Centennial Node is centred on the intersection of Queenston Road and Centennial Parkway and extends north of this intersection along Centennial Parkway North and west along Queenston Road. The major anchor for the Node is a shopping mall (Eastgate Square Mall) located on the northwest corner of Queenston Road and Centennial Parkway.

The Centennial Node plays an important role in the future *transit* network of the City, as it is planned as a terminus point for *Light Rail Transit* services and is also serviced by interregional transit. The Centennial Node also has an important function as part of the City's urban structure by connecting different areas of the City. It connects to other existing and planned nodes in the City via a primary corridor on Queenston Road west of Centennial Parkway and secondary corridors on Centennial Parkway and on Queenston Road east of Centennial Parkway.

The Urban Hamilton Official Plan vision for Sub-Regional Service Nodes is that these areas are to be planned to achieve a mix of uses and significant densities which are supportive of *higher order transit*. Commercial uses are an important component of Sub-Regional Service Nodes. Sub-Regional Service Nodes will also accommodate a significant proportion of City-wide *residential intensification*. The planning framework for the Centennial Node supports provincial policy directions regarding the efficient use of land, intensifying within existing *built-up areas*, and creating *transit-supportive* densities around *major transit station areas* and along priority *transit* corridors.

Surrounding the Centennial Node are residential neighbourhoods with a variety of residential densities and other community uses, such as parks, open spaces and institutional uses. The residential uses and other associated uses work together to form a complete community where people have opportunities to live, work, learn, and play. The neighbourhoods supply a variety of different housing types which support various household needs and incomes. These neighbourhoods may accommodate some residential *intensification* over time, primarily along arterial roads or on larger sites where

changes are comprehensively reviewed; however they are generally regarded as stable.

North of Barton Street East, a large *employment area* provides an important employment function, by contributing to the provision of jobs in close proximity to where people live, and by contributing to the City’s overall supply of employment lands. The *employment area* benefits from valuable transportation connections, as the area is also a key entryway into the City, with access points from the Red Hill Valley Parkway and the QEW, and abuts the future Confederation GO station.

The primary purpose of the Centennial Neighbourhoods Secondary Plan is to guide *redevelopment* and *intensification* within the Centennial Node to achieve more transit-supportive densities and an appropriate mix of uses, while maintaining the regional commercial function of the Node. This is balanced with the need to ensure that the Node is appropriately integrated with surrounding neighbourhoods in the community and existing employment areas. As such, the Secondary Plan provides direction for both the Centennial Node and adjacent neighbourhoods and employment areas.

Section B.6.7 – Centennial Neighbourhoods Secondary Plan, Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, Map B.6.7-2 - Centennial Neighbourhoods - Maximum Building Heights in the Node, Map B.6.7-3 - Centennial Neighbourhoods - Transportation and Connections Plan, Map B.6.7-4 - Centennial Neighbourhoods – Site Specific Policy Areas, and Appendix A - Centennial Neighbourhoods - Transition Areas, constitute the Centennial Neighbourhoods Secondary Plan.

### **6.7.1 Vision**

The Centennial Neighbourhoods Secondary Plan area is home to some of the City’s most vibrant shopping, recreation, living and mixed use spaces. The Centennial Node will feature a *higher order transit* corridor and two major *transit* hubs, which are supported by compact, *mixed use development* along the Queenston Road and Centennial Parkway corridors.

The Secondary Plan area’s existing residential neighbourhoods are safe, well connected and *affordable*. The area’s attractive and accessible public spaces, green spaces and streetscapes, along with its strong network of transportation *infrastructure* provide a unique sense of place that makes the Centennial Neighbourhoods an interesting, dynamic and exciting place.

### **6.7.2 Principles**

Eleven planning principles represent the foundation of the Centennial Neighbourhoods Secondary Plan. The principles provide direction for accommodating *development*, promoting *compatible intensification*,

preserving the area's green spaces and promoting opportunities for *active transportation*.

6.7.2.1 The Centennial Neighbourhoods Secondary Plan is based on the following principles:

- a) Protect and enhance parks and natural areas;
- b) Create safe, connected, vibrant streetscapes;
- c) Provide more opportunities and spaces for people to meet, relax and socialize;
- d) Promote *active transportation* throughout the community;
- e) Provide opportunities for mixed use development and intensification in strategic locations;
- f) Promote transit-oriented *development*;
- g) Provide a variety of housing choices;
- h) Protect existing residential neighbourhoods from *incompatible development*;
- i) Provide sustainable *infrastructure*;
- j) Improve the appearance and function of the public realm; and,
- k) Provide opportunities for a greater variety of recreational choices.

### 6.7.3 Policy Goals

In addition to the policy goals in Volume 1, Chapters B, C, and E, the following policy goals shall provide direction for planning and *development* in the Centennial Neighbourhoods Secondary Plan:

#### 6.7.3.1 Land Use

- a) Support and implement the *planned function* of the Sub - Regional Service Node identified on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan;
- b) Protect and enhance existing residential areas;
- c) Support the provision and maintenance of a mix of housing types and tenures that meet the housing needs of residents throughout their life

cycle and provide opportunities for residents to remain within the community;

- d) Ensure *compatibility* between areas of different land uses, densities and heights;
- e) Promote *development* that fosters a healthy, safe, efficient, connected and visually pleasing urban environment;
- f) Encourage and foster a healthy balance of housing, employment, community services and recreation opportunities that are connected, accessible and people-oriented;
- g) Direct the majority of *intensification* to the Sub – Regional Service Node;
- h) Encourage residential infill *development* within existing residential neighbourhoods;
- i) Promote and encourage appropriate *development* in proximity to *major transit station areas* in support of and to take advantage of investment in public transit;
- j) Support Eastgate Square Mall as a regional commercial shopping centre while providing direction and opportunity for mixed use *redevelopment* of the site over the planning horizon of this plan;
- k) Provide appropriate community facilities and amenities to serve current and future residents; and,
- l) Support the transition of the Centennial Node from low density, auto-dependent lands uses and built form to a more compact, transit supportive environment.

### 6.7.3.2 Urban Design

- a) Provide high quality urban design and a consistent, identifiable neighbourhood image;
- b) Ensure design promotes pedestrian walkability, cycling, physical activity, social interaction and public gathering spaces;
- c) Encourage innovative building and site *development* and green infrastructure which contributes to the physical environment of the community, is forward looking in response to climate change, and enhances desirability as a place to live, learn, work and play;

- d) Promote design variety within streetscapes and identified Streetscape Improvement Areas;
- e) Promote interesting gateway and design features at Gateway Improvement Areas and Prominent Intersections identified on Map B.6.7-3 – Centennial Neighbourhoods - Transportation and Connections;
- f) Encourage public space enhancements at *major transit station areas* to support opportunities for gathering and social interaction; and,
- g) Ensure appropriate transitions between different building heights and uses.

#### **6.7.3.3 Active Transportation, Transit and Transportation Linkages**

- a) Enhance the neighbourhood's primary corridors as places for all modes of transportation and users of all ages, abilities, and incomes in an equitable manner, including pedestrians, cyclists, transit riders and drivers;
- b) Support the public *transit* system, future *rapid transit* corridors and connections to the GO *transit* station to decrease reliance on the private automobile;
- c) Promote, enhance and support a safe, healthy, attractive, accessible and efficient *active transportation* network through the application of a complete streets approach that supports all modes of transportation;
- d) Encourage an integrated transportation network throughout the Secondary Plan area; and,
- e) Minimize and encourage consolidation of access driveways along primary corridors for improved safety.

#### **6.7.3.4 Municipal Services and Utilities**

- a) Provide adequate services, public facilities and *infrastructure* to support *development*.

#### **6.7.3.5 Open Space and Parks**

- a) Provide an integrated and interconnected system of parks and open spaces that are accessible to all residents, to serve a wide range of active and passive recreational needs;

- b) Maintain and enhance existing neighbourhood and community parkland, and strategically review opportunities to acquire additional parkland when and where appropriate;
- c) Provide appropriate programming and facilities within existing parks to serve the surrounding neighbourhoods;
- d) Preserve and protect significant natural heritage features; and,
- e) Maintain and enhance the urban tree canopy.

#### 6.7.4 General Policies

6.7.4.1 The Centennial Neighbourhoods Secondary Plan shall guide *development* within the Secondary Plan area. The following policies apply to the Secondary Plan area:

- a) The Centennial Neighbourhoods Secondary Plan area shall include a range of housing forms and tenures and a mix of employment, commercial, institutional and open space uses.
- b) The Centennial Neighbourhoods Secondary Plan contains 3 *higher order transit* station areas, which are shown on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections around the following locations:
  - i) the planned *Light Rail Transit* stop at the intersection of Queenston Road and Nash Road;
  - ii) the planned *Light Rail Transit* stop on Queenston Road south of Eastgate Square Mall; and,
  - iii) the planned GO bus and rail station at the southwest corner of Centennial Parkway North and Goderich Road.
- c) *Higher order transit* station areas include lands within the Sub-Regional Service Node as well as commercial areas, employment areas and a variety of high density and medium density residential uses in stable neighbourhoods outside the Node. Together, population and employment growth in these areas contribute to achieving *transit-supportive* densities around these *transit* stations.
- d) The *higher order transit* station areas around the 2 proposed *Light Rail Transit* stops are planned to achieve a minimum density of 160 residents and jobs per hectare in the long term.

- e) There are lands designated High Density Residential and Mixed Use – High Density which are not located within a *higher order transit* station area, but are important contributors to the function of these *transit* stations.
- f) Reductions in parking requirements for *development* proposals may be considered where *Transportation Demand Management* measures are implemented and a Parking Justification Study has been submitted which demonstrates that parking can be adequately accommodated on site, to the satisfaction of the City.
- g) The City may require consultation with the Design Review Panel prior to any public or private *development* approvals, to ensure that the design objectives and policies of this Plan are reflected in all projects. Applications for an Official Plan Amendment or Zoning By-law Amendment which may alter the planned function and vision of the Secondary Plan shall be referred to the Design Review Panel.

### 6.7.5 Centennial Sub-Regional Service Node (Centennial Node)

The Centennial Sub-Regional Service Node is generally identified by the Urban Hamilton Official Plan (UHOP) on Schedule E - Urban Structure of Volume 1. The detailed boundary of the Node is identified on Map B.6.7-1 Centennial Neighbourhoods – Land Use Plan. For the purposes of this Plan, the Sub-Regional Service Node is referred to as the Centennial Node.

The Centennial Node has historically been characterized by predominantly single storey auto-oriented *development*. The Centennial Node is planned to transform over time to a multi-storey built form, through infilling, additions to existing buildings and *redevelopment*. This transformation will include the introduction of additional medium and high density residential uses in the Node.

The transformation of the Centennial Node will facilitate a more pedestrian focused and *transit-supportive* environment, contributing to a unique sense of place within the Secondary Plan area.

It is recognized that this transformation will take time, and may continue beyond the planning period of this Plan. Some auto oriented uses and built forms will continue to exist in the area in the interim. It is expected that change to built form and land uses will occur incrementally as other changes occur in the area, such as the introduction of GO *transit* services and light rail *transit* to the Centennial Node.

- 6.7.5.1 In addition to Section E.2.3.2 Sub-Regional Service Nodes of Volume 1, within the area identified as the Sub-Regional Service Node shown on Map



B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, the following policies shall apply:

- a) The Centennial Node shall function as a mixed use area with retail uses, residential uses and other population serving employment uses such as but not limited to offices, personal services and local institutions. Retail shall be an important part of the Node, providing a regional function serving the needs of residents across the City and surrounding area as well as serving the weekly and daily shopping needs of residents within the Centennial Node and in surrounding neighbourhoods.
- b) The regional retail function of the Centennial Node is an essential part of the Node's function, and is dependent on maintaining a significant amount of retail floor space in the Node. There are a number of large sites in the Centennial Node which contribute significantly to the existing overall retail floor space amount. Accordingly, where *redevelopment* is proposed on sites larger than 2 hectares which will reduce the amount of *existing* retail commercial uses, a retail impact study may be required which demonstrates to the satisfaction of the City that the planned retail function of the Centennial Node is not being negatively impacted.
- c) The Centennial Node shall be the focus for commercial, residential and mixed use growth, *development* and *intensification* within the Centennial Neighbourhoods Secondary Plan. The majority of new *development*, particularly commercial and *mixed use development*, shall be directed to locate within the Node boundary.
- d) The Centennial Node shall be connected to the *active transportation* network, the City's public transportation network, future *rapid transit* and interregional public transportation services and shall have a strong pedestrian focus.
- e) Automobile access will continue to be important to the Centennial Node; however, it shall be balanced with the need to improve *transit* access and opportunities for *active transportation*.
- f) The Centennial Node is planned to achieve a minimum density target of 100 people and jobs per hectare by the year 2031. It is anticipated that the Node will achieve a density between 100 and 150 persons and jobs per hectare by 2031. The Centennial Node may continue to increase in density beyond 150 persons and jobs per hectare after 2031 provided adequate *infrastructure* is available and the transportation network is functioning adequately to accommodate additional density.

- g) The minimum building height for all lands with frontage on Queenston Road shall be 3 storeys.
- h) Large scale commercial sites, including Eastgate Square Mall, are important to the retail function of the Centennial Node. The continued maintenance and function of large scale commercial sites is desirable. It is recognized that large commercial sites may need to transition gradually over the long term to the more mixed use form of *development* envisioned by the Secondary Plan.
- i) Notwithstanding Policy E.4.3.4 a) and b) of Volume 1, Policy B.6.7.5.1 g) and Policies B.6.7.7.5 a) and b), to support the continued use and gradual transition of commercial sites, for properties designated Mixed Use – Medium Density or Mixed Use – High Density, the following requirements shall apply:
  - i) For sites with an area greater than 2 hectares, small scale new buildings for commercial uses may be permitted which do not meet the minimum building heights.
  - ii) For all sites, limited small scale additions or expansions to buildings existing on the date of approval of this Plan may be permitted which do not meet the minimum building heights and which are not built directly up to the street line.
- j) Lands designated High Density Residential 1 within the Centennial Node identified on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan shall be subject to Section E. 3.6 – High Density Residential of Volume 1, Policy B.6.7.6.2 and Policy B.6.7.6.7.
- k) Where there is a Transition Area shown on all or a portion of a property shown on Appendix A – Centennial Neighbourhoods – Transition Areas, Policy B.6.7.13 shall apply.

## 6.7.6 Residential Designations

Outside of the Centennial Node, the Centennial Neighbourhoods Secondary Plan area has stable residential neighbourhoods with a mix of housing types, densities and housing forms. The residential policies define the location and scale of each type of residential use, and shall help ensure that a variety of residential housing types are provided to meet the housing needs of area residents.

- 6.7.6.1 The residential areas within the Centennial Neighbourhoods Secondary Plan are designated Low Density Residential 2, Low Density Residential 3, Medium Density Residential 2, Medium Density Residential 3 and High Density Residential 1 as identified on Map B.6.7-1 - Centennial

Neighbourhoods - Land Use Plan. Generally the residential designations recognize existing residential land uses within the Secondary Plan area.

#### 6.7.6.2 General Residential Policies

In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following policies shall also apply:

- a) *Development* shall provide a mix of housing opportunities in terms of built form, style and tenure that are suitable for residents of different age groups, income levels and household sizes.
- b) Reverse frontage lotting patterns shall not be permitted, and new multiple dwelling residential *development* shall be oriented to the street.
- c) The existing character of established residential neighbourhoods shall be respected. *Residential intensification* within these areas shall comply with Section B.2.4 – Residential Intensification of Volume 1 and other applicable policies of this Plan.
- d) Existing rental housing is an important asset to the Centennial Neighbourhoods area and contributes significantly to the supply of *affordable* housing. The preservation and proper maintenance of the supply of rental housing is strongly encouraged. Conversions of rental housing to condominium ownership shall comply with Policy B.3.2.5 of Volume 1.

#### 6.7.6.3 Low Density Residential 2 Designation

In addition to Section E.3.4 – Low Density Residential of Volume 1, for lands designated Low Density Residential 2 on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.4.3 of Volume 1, for lands designated Low Density Residential 2, only single detached, semi-detached, and duplex dwellings shall be permitted.
- b) Notwithstanding Policy E.3.4.4 of Volume 1, the maximum *net residential density* shall be 40 units per hectare.

#### 6.7.6.4 Low Density Residential 3 Designation

In addition to Section E.3.4 – Low Density Residential of Volume 1, for lands designated Low Density Residential 3 on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, the following policies shall apply:

- a) In addition to Policy E.3.4.3 of Volume 1, the following additional residential uses shall be permitted:
  - i) fourplex dwellings; and,
  - ii) all forms of townhouses.
- b) The *net residential density* shall be 40 units or greater per hectare and not greater than 60 units per hectare.

#### 6.7.6.5 Medium Density Residential 2 Designation

Notwithstanding Policy E.3.5.7 of Volume 1, for lands designated Medium Density Residential 2 on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan the *net residential density* shall be 60 units or greater per hectare and not greater than 75 units per hectare.

#### 6.7.6.6 Medium Density Residential 3 Designation

Notwithstanding Policy E.3.5.7 of Volume 1, for lands designated Medium Density Residential 3 on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan, the *net residential density* shall 75 units or greater per hectare and not greater than 100 units per hectare.

#### 6.7.6.7 High Density Residential 1 Designation

In addition to Section E.3.6 – High Density Residential of Volume 1, for lands designated High Density Residential 1 on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.6.6 b) of Volume 1, additional density may be permitted up to 300 units per hectare without amendment to this Plan, subject to Policy B.6.7.6.7e).
- b) Outside of the Centennial Node, the maximum building height shall be 8 storeys or the *existing* building height as recognized on the date of the adoption of this Plan, whichever is greater.
- c) For lands within the boundary of the Centennial Node, the maximum building height shall be in accordance with the heights shown on Map B.6.7-2 - Centennial Neighbourhoods – Maximum Building Heights in the Node.
- d) Where *development* abuts an area designated Low Density Residential or Medium Density Residential, as identified on Appendix A – Centennial Neighbourhoods – Transition Areas, *development* shall provide an appropriate transition in accordance with Policy B.6.7.13.

- e) A *development* application with a density that is greater than 200 units per hectare shall require a Zoning By-law Amendment to permit the increase in density, except where the density is already permitted by the Zoning By-law regulations existing as of the time of adoption of the Secondary Plan.

## 6.7.7 Commercial and Mixed Use Designations

The mixed use designations of the Centennial Neighbourhoods Secondary Plan area are generally focused within the Centennial Node along the primary corridors of Centennial Parkway and Queenston Road. District Commercial, Arterial Commercial and Local Commercial uses are located outside of the Node. The commercial and mixed use areas provide an important regional retail function, as well as meeting the daily and weekly retail needs of the surrounding neighbourhoods. The mixed use areas within the Centennial Node are intended to transition over time to a more compact, pedestrian focused and *transit-supportive* environment that supports *higher order transit* and *major transit station areas* within the Secondary Plan.

- 6.7.7.1 The commercial areas within the Centennial Neighbourhoods Secondary Plan are designated Mixed Use – Medium Density, Mixed Use – High Density, Local Commercial, District Commercial and Arterial Commercial, as identified on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan.

### 6.7.7.2 General Commercial Policies

- a) Existing commercial areas shall evolve over time through infilling, additions to existing buildings and *redevelopment* into mixed use, pedestrian-oriented places.
- b) *Development* shall be consistent with the policies of Section 6.7.15 – Transportation and Connections.
- c) Adequate internal traffic circulation, parking, loading and manoeuvring facilities shall be accommodated on-site.
- d) The *redevelopment* of commercial areas is encouraged in a coordinated and comprehensive manner.
- e) New *development* shall balance the needs for improved pedestrian access, opportunities for active forms of transportation and accommodation of public transportation, including *rapid transit*, with existing automobile use and access.

- f) *Development* within the mixed use designations shall contribute to vibrant people places with increased day and night activity through the introduction of residential uses.
- g) As part of a mixed use building containing both residential and commercial uses, amenity space shall be provided exclusively for the residential component and shall be functionally separated from public areas associated with the commercial component.
- h) When major *redevelopment* occurs on a site larger than 2.5 hectares existing as of the date of approval of this Plan, the *redevelopment* shall include an appropriate mix of uses, in accordance with Policy E.2.3.2.14 of Volume 1. The Zoning By-law shall define the proportion of commercial and non-commercial uses to be provided on a site.
- i) Notwithstanding Policy E.2.3.2.14 of Volume 1 and Policy B.6.7.7.2 h), a mix of commercial and other uses shall not be required for major *redevelopment* on lands greater than 2.5 hectares abutting industrial designations or uses, if it is determined that the uses:
  - i) are not *compatible* with the industrial uses, having regard for provincial guidelines concerning *compatibility* between industrial facilities and *sensitive land uses*; or,
  - ii) due to other adverse impacts caused by the industrial uses.
- j) In addition to Policies E.4.5.5 b), E.4.5.21, E.4.6.6 b) and E.4.6.29 of Volume 1, applications to amend this Plan or the Zoning By-law to permit a drive-through facility, gas bar, motor vehicle service station or car wash shall require demonstration that the proposed facility:
  - i) cannot be located in other potential locations in the Local Commercial, Mixed Use – Medium Density or Mixed Use - High Density designations which are not part of the *Light Rail Transit* corridor;
  - ii) shall not change the planned streetscape character;
  - iii) enhances the pedestrian environment;
  - iv) shall not compromise the safe, efficient and comfortable movement of pedestrians;
  - v) shall not preclude the *planned function* and design intent for the *Light Rail Transit* corridor including:

- 1) a comfortable, active and visually stimulating walking and shopping environment;
  - 2) a streetscape with buildings and storefronts oriented to the street; and,
  - 3) the operation of the *Light Rail Transit* and the associated traffic movements in the *Light Rail Transit* corridor.
- vi) shall not have an adverse impact on surrounding residential neighbourhoods, including but not limited to potential noise and traffic impacts; and,
- vii) addresses the General Policies and Principles of Section B.3.3.2, the Built Form policies of Section B.3.3.3, and the Access and Circulation policies of Section B.3.3.9 of Volume 1.

*Existing Motor Vehicle Dealerships in the Centennial Node*

- k) Several *existing* motor vehicle dealerships are located within the boundary of the Centennial Node. These are transitional uses that pre-date the Centennial Neighbourhoods Secondary Plan and are legal non-complying. It is the intent of the Plan that these uses will cease to exist within the Centennial Node over time. Many of the *existing* motor vehicle dealerships have existed in the area for a significant period of time and may have achieved an acceptable level of tolerance that can be continued in the interim. The following policies shall apply to these uses:
- i) Legal non-complying motor vehicle dealerships may be recognized as an *existing* use in the Zoning By-law in accordance with Policy F.1.12.8 of Volume 1.
  - ii) Notwithstanding Policy F.1.12.9 of Volume 1, *existing* motor vehicle dealerships shall not expand beyond the boundary of legally zoned sites *existing* as of the date of approval of this Plan.
  - iii) All additions or alterations to buildings *existing* at the date of the approval of this Plan shall enhance the pedestrian environment by providing distinctive high quality landscape elements and a high level of streetscape design at grade along the street.
  - iv) New buildings or the demolition of existing buildings and replacement with new buildings shall only be permitted if the proposal complies with Policy E.4.3.4 of Volume 1 and Policies B.6.7.7.5 and B.6.7.12.1.

- v) Notwithstanding Policy B.6.7.7.2 k) iv) and Policy E.4.3.4 a) of Volume 1, for *existing* car dealership uses, minor reductions from the block face requirement may be considered for new buildings when the *development* complies with all other applicable provisions of Policy E.4.3.4 of Volume 1 and Policies B.6.7.7.5 and B.6.7.12.1.
- vi) Notwithstanding Policy E.4.3.4 b) of Volume 1 and Policy B.6.7.7.2 k) v), landscaped areas with limited outdoor display of vehicles may be permitted between a building and the street, and shall be regulated by the Zoning By-law.

### 6.7.7.3 Mixed Use – Medium Density Designation

In addition to Section E.4.6 - Mixed Use – Medium Density Designation of Volume 1, the following policies shall apply to the Mixed Use – Medium Density Designation, as identified on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) Maximum building heights shall be in accordance with Schedule B.6.7-2 Centennial Neighbourhoods - Maximum Building Heights in the Node.
- b) Minimum building heights shall be in accordance with Policy B.6.7.5.1 g) and Policy B.6.7.7.5 a), as applicable.
- c) Any *development* with a proposed height of 7 or 8 storeys shall meet the requirements of Policy E.4.6.8 of Volume 1.
- d) Where a Transition Area is located on any portion of a property, as identified on Appendix F – Centennial Neighbourhoods – Transition Areas, the *development* shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.
- e) Notwithstanding Policy E.4.6.5 a) of Volume 1 and in addition to Policy E.4.6.6 of Volume 1, the following uses shall be prohibited, even as an accessory use, along Queenston Road, west of Nash Road:
  - i) drive through facilities; and,
  - ii) gas bars and car washes.

### 6.7.7.4 Mixed Use – High Density Designation

In addition to Section E.4.5 - Mixed Use – High Density Designation of Volume 1, the following policies shall apply to the Mixed Use – High Density



Designation, as identified on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) Maximum building heights shall be in accordance with Schedule B.6.7-2 - Centennial Neighbourhoods - Maximum Building Heights in the Node.
- b) Minimum building heights shall be in accordance with Policy B.6.7.5.1 g) and Policy B.6.7.7.5 a), as applicable.
- c) Where residential *development* is proposed, the intent is that the form of *development* shall be high density building(s), where each building, if considered as a free-standing solely residential building, achieves a density of approximately 100 units per hectare or greater. For large sites, where only a portion of a site is being *redeveloped*, the intent is that this target density be achieved for that portion of the site affected by the *redevelopment* proposal, including building areas, parking and landscaping areas and internal driveway aisles and accesses, not the entire site.
- d) Notwithstanding Policy B.6.7.7.4 a) and in addition to Policy B.6.7.12.1 c), additional height may be permitted above the heights noted on Map B.6.7-2 – Centennial Neighbourhoods – Maximum Building Heights in the Node without amendment to the Secondary Plan, subject to the following requirements:
  - i) The additional height shall be limited to a maximum of 5 additional storeys;
  - ii) The increase in height is authorized through a Zoning By-law amendment;
  - iii) *Development* shall have frontage on a Major Arterial or Minor Arterial road; and,
  - iv) *Development* shall not preclude the ability of other properties in the Centennial Node to develop in accordance with the heights permitted on Map B.6.7-2 - Centennial Neighbourhoods - Maximum Building Heights, in terms of *infrastructure* and transportation network capacity. An infrastructure and servicing study and traffic impact study may be required to demonstrate conformity with this policy.
- e) Where a Transition Area is located on any portion of a property, as identified on Appendix F – Centennial Neighbourhoods – Transition Areas, *development* shall demonstrate an appropriate transition to adjacent uses and is subject to Policy B.6.7.13.

### 6.7.7.5 Pedestrian Focus Streets

In addition to Section E.4.3 – Pedestrian Focus Streets - of Volume 1 the following policies shall apply to all lands identified as *pedestrian focus streets* on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) All lands designated Mixed Use – Medium Density and Mixed Use – High Density identified as *pedestrian focus streets* shall have a minimum height of 2 storeys.
- b) Notwithstanding Policy B.6.7.7.5 a), for properties adjacent to Queenston Road, the minimum height shall be 3 storeys, in accordance with Policy B.6.7.5.1 g).
- c) *Pedestrian focus streets* shall be a focus for retail activity and shall provide pedestrian oriented design at grade along the street.
- d) Street design that invites all forms of *active transportation* while accommodating automobiles and *transit* vehicles is commonly referred to as complete streets. *Development* shall provide a high level of streetscape design to assist in the creation of complete streets.
- e) New buildings shall be built close to the street to provide street presence and enclosure.
- f) Building entrances shall be emphasized as a focal point of a building's façade and be placed in highly visible locations where they provide opportunity to animate the street.
- g) Minor setbacks of portions of a building from the primary building face in order to enhance the public realm and accommodate public amenity space shall be permitted.
- h) Notwithstanding Policy E.4.3.4 b) of Volume 1, where multiple buildings are located on a single site, buildings may be located in the interior of the site as long as the development provides an adequate block face along the *pedestrian focus street*, in accordance with Policy E.4.3.4 a) of Volume 1 and the Zoning By-law.

### 6.7.7.6 Local Commercial Designation

Section E.3.8 - Local Commercial of Volume 1 shall apply to lands designated Local Commercial on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan.

6.7.7.6.1 Notwithstanding Policy E.3.8.2 a) of Volume 1, the following uses shall be prohibited on lands designated Local Commercial along Queenston Road, even as accessory uses:

- i) drive through facilities; and,
- ii) motor vehicle service stations.

**6.7.7.7 District Commercial Designation**

Section E.4.7 – District Commercial of Volume 1 shall apply to lands designated District Commercial on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan.

**6.7.7.8 Arterial Commercial Designation**

Section E.4.8 – Arterial Commercial Designation of Volume 1 shall apply to lands designated Arterial Commercial on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan.

**6.7.8 Employment Area Designations**

Employment areas in the Secondary Plan are located north of Barton Street East. East of Centennial Parkway North, employment uses are generally located along Barton Street East. West of Centennial Parkway North is a large area of industrial uses located adjacent to the planned GO *transit* rail and bus facility, a *major transit station area*. The continued functioning of employment areas is supported. Heavier industrial uses are directed to the northwest corner of the industrial area, to promote *compatibility* between industrial uses and planned mixed use *intensification* along Centennial Parkway North.

6.7.8.1 Employment Areas are designated General Industrial, Light Industrial and Business Park on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan.

6.7.8.2 Section E.5.3 – Employment Area – Industrial Land Use Designation of Volume 1 shall apply to lands designated General Industrial and Light Industrial.

6.7.8.3 Section E.5.4 – Employment Area – Business Park Designation of Volume 1 shall apply to lands designated Business Park.

6.7.8.4 In addition to Policy E.5.3.5 of Volume 1, for sites designated General Industrial or Light Industrial on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan which are visible from the Red Hill Valley Parkway, enhanced landscaping, tree planting and higher quality building design shall be provided

in the areas visible from the Red Hill Valley Parkway to improve both the City's and the employment area's image.

6.7.8.5 Notwithstanding the permitted uses in Policy E.5.3.2 of Volume 1, for lands designated Light Industrial on Map B.6.7-1 - Centennial Neighbourhoods Secondary Plan - Land Use Plan, new industrial uses which result in significant potential for frequent noise, vibration, odours, dust, or other emissions shall be prohibited.

6.7.8.6 In addition to Policies E.5.3.5 and E.5.4.7 of Volume 1, *development* of lands designated General Industrial, Light Industrial or Business Park on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan shall be subject to the industrial design requirements in Policy B.6.7.12.5.

### **6.7.9 Parks and Open Space Designations**

The parks and open space areas of the Centennial Neighbourhoods Secondary Plan contribute to the character of the neighbourhood and are an essential component in the day to day life of residents, by providing green space opportunities to meet both active and passive recreational needs.

#### **6.7.9.1 Parks and Open Space Designations**

In addition to Section B.3.5.3 – Parkland Policies – and Section C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated Neighbourhood Park, Community Park, General Open Space and Natural Open Space on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) All existing parks in the Secondary Plan area shall be retained for use as parks and shall not be *developed* for other uses.
- b) Significant natural features shall be preserved and maintained.
- c) Where future opportunities exist, the provision of additional Neighbourhood Parkland shall be encouraged.
- d) The provision of additional trails and multi-use pathways on lands designated as Parks or Open Space is encouraged.

#### **6.7.9.2 Natural Open Space**

In addition to Policy B.3.5.3.5 b) – Parkland Policies and Section C.3.3 – Open Space Designations of Volume 1, on lands designated Natural Open Space on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan, natural features and *ecological functions* shall be protected and enhanced.

### 6.7.10 Institutional Designation

Institutional uses such as schools, places of worship, *cultural facilities* and long term care facilities are important to quality of life for residents. Existing institutional uses are recognized throughout the Secondary Plan area.

- 6.7.10.1 In addition to Policy E.6.2.6 of Volume 1, on lands designated institutional on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan which are no longer required for institutional uses, Medium Density Residential 2 development may be permitted without an amendment to this Plan, subject to Policies B.6.7.6.2 and B.6.7.6.5.

### 6.7.11 Utility Designation

- 6.7.11.1 In addition to Section C.3.4 – Utility Designation, and Section B.3.3.6 – Urban Services and Utilities of Volume 1, the following policies shall apply to lands designated Utility on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) A major hydroelectric operation owned by Hydro One (2549 Barton Street East) is designated utilities on Map B.6.7-1 – Centennial Neighbourhoods – Land Use Plan and connects to utility corridors outside of the Secondary Plan. Grading and drainage of land within or adjacent to the hydroelectric site shall have regard for comments from Hydro One or its successor.
- b) Where feasible, urban services, utilities and overhead wires should be buried underground as part of future planned road reconstruction, streetscape installation projects or *development*.
- c) Utilities shall be planned for and installed on a coordinated and integrated basis in order to be more efficient and cost effective and to minimize disruptions.

### 6.7.12 Urban Design

As *redevelopment* and *intensification* occur within the Secondary Plan, urban design plays an important role in fostering an attractive, liveable and functional community. High quality building and site design creates a sense of place and can provide other significant community benefits, such as encouraging physical activity and social interaction, reducing crime and mitigating impacts on climate change.

The intent of the Urban Design policies is to promote human-scaled design, improve the pedestrian and cyclist experience, and ensure built form respects the neighbourhood's character and contributes to sustainable *development*.

### 6.7.12.1 General Urban Design Policies

In addition to Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall also apply to lands within the Centennial Neighbourhoods Secondary Plan area:

- a) Policies B.6.7.12.1 b) to n) shall apply to commercial and mixed use areas, institutional uses, townhouses and *multiple dwelling developments*. They shall not apply to employment areas and single detached, semi-detached and duplex dwellings.
- b) For any *development* application with a proposed height greater than 6 storeys, and for properties in the area of a gateway or prominent intersection, an Urban Design Report and a Sun/Shadow Study shall be required which demonstrate the following design elements:
  - i) How the proposed building and site design relate to the existing and planned context of the area, including taking into account the relationship of the site to other existing or planned buildings in the area;
  - ii) That potential adverse impacts on adjacent uses have been mitigated, including that proposed buildings or *structures* do not unduly overshadow, block light, or result in loss of privacy for adjacent buildings;
  - iii) That buildings are oriented and massed to minimize shadow impacts on the public realm and on private amenity areas both on adjacent lands and within the *development*; and,
  - iv) That buildings are progressively stepped back from adjacent areas designated for low and medium density residential uses, institutional uses, open space, or other *sensitive land uses*, where necessary to achieve 6.7.12.1 b) ii) and iii).
- c) *Development* shall be consistent with the City-Wide Corridor Planning Principles and Design Guidelines.
- d) The City shall consider recommendations in the Streetscape and Public Realm Design Study described in Policy B.6.7.17 a) when evaluating *development* proposals.
- e) Connections to existing *active transportation* features of the neighbourhood shall be provided through the provision of sidewalks and other amenities such as street furniture and short and long-term bicycle parking.

- f) Landscaping shall form an integral part of all *developments*. Distinctive, high-quality landscape elements shall be provided.
- g) Sites shall incorporate a mix of hard and soft-scaping treatments to ensure a comfortable transition between public and private realm.
- h) *Development* fronting on Queenston Road or Centennial Parkway shall have a high quality design, promote pedestrian activity, be *transit-supportive*, and is encouraged to create accessible public spaces. Public transportation access, cycling *infrastructure* and pedestrian amenities shall be integrated with existing and new *development*.
- i) Private and public parking areas shall be subject to the following:
  - i) Parking areas shall be buffered from the street through the use of building placement or where this is not possible, with enhanced landscaping; and,
  - ii) The location of parking areas shall not negatively affect the pedestrian and cycling environment or access to buildings.
  - iii) New *development* is encouraged to provide electric vehicle (EV) charging stations.
  - iv) The provision of additional surface parking areas in excess of Zoning By-law requirements is discouraged.
  - v) The construction or reconstruction of large surface parking areas shall incorporate landscaping, including landscaped islands, into the design of parking areas.

#### 6.7.12.2 Gateway Improvement Areas and Prominent Intersections

Section B.3.3.4 - Gateways of Volume 1 shall apply to Gateway Improvement Areas and Prominent Intersections shown on Map B.6.7-3 – Centennial Neighbourhoods - Transportation and Connections. In addition to Section B.3.3.4 - Gateways of Volume 1, the following policies shall also apply:

- a) Gateway Improvement Areas have been identified in the following general areas and are intended to promote a sense of arrival into the Centennial Neighbourhoods. These locations include:
  - i) Centennial Parkway North, at Goderich Road;
  - ii) Queenston Road, just east of the Red Hill Valley Parkway;

- iii) Centennial Parkway and Queenston Road intersection; and,
  - iv) Barton Street East and Nash Road North intersection.
- b) A Prominent Intersection has been identified at the intersection of Barton Street East and Centennial Parkway North. A Prominent Intersection is not intended to portray a sense of arrival into the neighbourhood but is a visually prominent area which also requires special design considerations.
- c) Gateway and Prominent Intersection design shall be consistent with any design directions adopted by Council pursuant to Policy B.6.7.17 a), and with the recommendations of the Centennial Neighbourhoods Transportation Management Plan.

### 6.7.12.3 Streetscape and Public Realm

- a) Proposed *Major Transit Station Areas* have been conceptually identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation Connections. The design of *development* in these areas is encouraged to provide publicly accessible spaces connected to the public realm to create a vibrant streetscape and provide more opportunities for social interaction.
- b) The *development* of corner sites around existing and proposed major *transit* stations presents an opportunity for publicly accessible corner plazas to be created as part of *development*. Plaza type public spaces can animate the street, make development human scale and pedestrian friendly and provide places for people to relax and socialize. These types of public spaces are encouraged as part of the design of new *development* at corner sites.
- c) Pedestrian and cycling connections between the public realm and the private realm shall be encouraged wherever possible to improve pedestrian and cycling access to properties.
- d) Streetscape design shall provide for ease and continuity of pedestrian movement and a comfortable, barrier-free pedestrian environment. Streetscape elements may include, but are not limited to, street furniture, pavement markings, wayfinding signage, planters or gardens, tree planting, and public art.
- e) The design, style and choice of pavement materials, street furniture and landscape treatments within the public realm should be consistent and coordinated.



#### 6.7.12.4 Streetscape Improvement Areas

- a) Streetscape Improvement areas are identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. Along streets which are identified as streetscape improvement areas, the following policies shall apply:
  - i) In the public realm, the City shall implement streetscape improvements in accordance with Policy B.6.7.17 b).
  - ii) Streetscape improvements within the private realm shall be provided as part of *development*, subject to Section B.6.7.12 – Urban Design, Section B.6.7.15 – Transportation, and shall be guided by any design direction established in accordance with Policy B.6.7.17 a).

#### 6.7.12.5 Industrial Design

In addition to Policy E.5.3.5 and Policy E.5.4.7 of Volume 1, the following policies shall apply within the Light Industrial and Business Park designations shown on Map B.6.7-1 - Centennial Neighbourhoods - Land Use Plan:

- a) *Development* shall be consistent with any streetscape design guidelines adopted by Council for the Centennial Neighbourhoods Secondary Plan area pursuant to Policy B.6.7.17 a).
- b) Building design is encouraged to incorporate sustainable design measures including but not limited to Leadership in Energy and Environmental Design (LEED).
- c) Buildings that incorporate sustainable design measures shall be encouraged to have orientation, massing, material selection and landscaping as a visible representation of their sustainable design.
- d) Buildings shall front onto the street to help shape the public realm. Where a plant or warehouse component is proposed, the principal entrance and office area should be located closer to the street, and pedestrian connections provided throughout the site to the street, for visibility and street presence, where feasible.
- e) Pedestrian connections shall be provided to buildings and public sidewalks.
- f) Buildings shall have architectural variation in form and materials.
- g) Appropriate screening of storage, service and loading areas shall be required.

### 6.7.13 Transition Areas

Transition areas are areas within the Centennial Node where a Mixed Use or High Density Residential designation abuts areas outside the Node which are a different use and/or intensity. There are two types of transition areas within the Centennial Neighbourhoods Secondary Plan, neighbourhood transition areas and industrial transition areas. Neighbourhood transition areas are areas that abut low or medium density residential uses or other *sensitive land uses* in adjacent stable neighbourhoods. Industrial transition areas are areas which abut industrial uses. The intent of the transition areas policies is to ensure that *development* within the Node transitions appropriately to the existing land uses and densities outside the Node. Transition areas are shown conceptually on Appendix A – Centennial Neighbourhoods – Transition Areas.

#### *Neighbourhood Transition Areas*

- a) Where lands within the Centennial Node designated High Density Residential 1, Mixed Use-High Density or Mixed Use-Medium Density abut low or medium density residential uses or other sensitive land uses, *development* shall respect the character and existing built form of these areas by providing an appropriate transition in scale and heights between the proposed development and the adjacent neighbourhood.
- b) Proposals for *development* shall demonstrate the transition to *existing* residential, open space or institutional uses.
- c) *Development* shall use various transition elements, including landscaped buffers, fencing, trees, setbacks, massing, scale or other built form considerations, or a combination thereof to minimize the impact of new high density or *mixed use development* on adjacent *existing* uses.
- d) All *developments* shall provide appropriate screening between existing *sensitive land uses* and commercial uses, mixed uses, and parking areas.

#### *Industrial Transition Areas*

- e) Proponents of new *sensitive land uses* within 300 metres of lands designated General Industrial, Light Industrial or Business Park shall demonstrate *compatibility* with existing industrial uses and shall be responsible for addressing and implementing necessary mitigation measures to the satisfaction of the City and in accordance with all applicable provincial and municipal guidelines and standards. The

City may require the submission of a land use compatibility study or other studies deemed appropriate with an application for *development* to identify potential adverse impacts including but not limited to noise, vibration, odours, dust or other emissions, and to determine appropriate mitigation measures.

- f) Any new *sensitive land uses* north of Barton Street shall be located a minimum of 70 metres from lands designated Light Industrial or Business Park. This separation distance shall not include parking areas *ancillary* to a *sensitive land use*.
- g) Notwithstanding Policy B.6.7.13 f), the minimum setback requirement shall not apply to the lands directly to the east of the GO Transit Rail and Bus Station lands, designated Light Industrial and identified as Site Specific Policy – Area A on Map B.6.7-4 – Centennial Neighbourhoods - Site Specific Policy Areas.
- h) Proponents of new *sensitive land uses* within 400 metres of the railway that crosses Centennial Parkway North shall complete a *Noise Study*, and shall implement any control measures necessary to meet provincial sound level criteria and the criteria contained in Section B.3.6.3 of Volume 1.

#### **6.7.14 Cultural Heritage Policies**

In addition to Section B.3.4 of Volume 1, the following policies shall apply:

- 6.7.14.1 *Cultural heritage landscapes* shall be *conserved* and protected with the intent of retaining major characteristics through the review of Planning Act applications. The Red Hill Valley, as shown on Appendix F – Cultural Heritage Resources of Volume 1, is a *cultural heritage landscape*.
- 6.7.14.2 As part of the City-wide inventory of *cultural heritage landscapes*, the extent of the Red Hill Valley *cultural heritage landscape* identified in Policy B.6.7.14.1 shall be confirmed.

#### **6.7.15 Transportation and Connections**

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) provides direction for the transportation network in the Centennial Neighbourhoods. The policies of this Plan are intended to support the recommendations of the CNTMP and other transportation master plans prepared for the overall City and adjacent neighbourhoods. The *transportation system* within the Secondary Plan area is intended to accommodate all users and modes of transportation, with a priority placed on developing complete streets through the promotion of *active transportation*, improving pedestrian and cycling connections, enhancing public

transportation and balancing the needs of automobile and truck users with those of *active transportation* modes.

Transportation is one of the leading sources of greenhouse gas emissions in Hamilton. In addition to providing public health benefits, increasing opportunities for *active transportation* and *transit* use is an important way to reduce our contribution to emissions to mitigate our impacts on climate change.

#### 6.7.15.1 General Transportation Policies

In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following transportation policies shall also apply:

- a) The integrated transportation network for the Centennial Neighbourhoods Secondary Plan area shall consist of public roads, public laneways, pedestrian sidewalks, multi-use pathways, cycling routes, public *transit* routes, the planned accommodation of *rapid transit* along Queenston Road and Centennial Parkway, interregional transit, truck routes and railway lines. The *transportation system* is detailed on Map B.6.7-3 - Centennial Neighbourhoods - Transportation and Connections Plan.
- b) All transportation improvements shall be in accordance with the recommendations of relevant City approved plans, including but not limited to:
  - i) Centennial Neighbourhoods Transportation Management Plan;
  - ii) Hamilton Transportation Master Plan;
  - iii) Hamilton's Cycling Master Plan;
  - iv) City-wide Truck Route Master Plan;
  - v) Pedestrian Mobility Master Plan; and,
  - vi) Hamilton Recreational Trails Master Plan.
- c) *Development* of the *transportation system* in the Centennial Neighbourhoods Secondary Plan area shall proceed on the basis of the recommendations of the CNTMP, and in accordance with the documents listed in Policy B.6.7.15.1 b).
- d) Transportation improvements shall support the direction of this plan to encourage *active transportation* and *transit* trips in daily living.

- e) All major intersections should be designed to support safe pedestrian crossing points and connections to public walkways. Where warranted, and in accordance with the CNTMP, pedestrian crossings shall be enhanced in order to facilitate the movement of pedestrians throughout the Secondary Plan area.
- f) In the vicinity of intersections, boulevard tree plantings should be closely spaced in order to enhance the pedestrian environment.
- g) Consideration shall be given to incorporating *Urban Braille* along Major and Minor Arterial Roads within the Centennial Node Boundary in order to enhance the accessible sidewalk network.
- h) The City shall plan for and protect corridors and rights-of-way for all modes of transportation and *infrastructure* facilities to meet current and projected needs.
- i) Where feasible, access points along major arterial and minor arterial roads shall be consolidated to reduce driveways for improved safety.

#### 6.7.15.2 Active Transportation Network

- a) The City shall promote *active transportation* through the application of the Pedestrian Mobility Plan, Cycling Master Plan, Recreational Trails Master Plan and the Complete Liveable Better streets framework in the Hamilton Transportation Master Plan to enhance walkability and bikeability throughout the Secondary Plan area.
- b) Trails, cycling facilities and pedestrian pathways shall be encouraged to connect people to prominent destinations, such as parks, open spaces, institutional uses and commercial areas.
- c) Where lands shown as locations for proposed trails and connections on Map B.6.7-3 - Centennial Neighbourhoods - Transportation Connections are privately owned, the trails and connections shall be achieved through land dedications, easements, or any other measures deemed appropriate.
- d) An *active transportation* connection shall be encouraged over the Red Hill Valley Parkway as shown on Schedule B-6.7-3 Transportation and Connections Plan to provide an additional connection for walking and cycling.
- e) When *development* occurs on properties fronting on Major or Minor Arterial Roads, on-site pedestrian and cycling amenities shall be required in order to encourage *active transportation*.

- f) Any missing sidewalks adjacent to *developments*, as identified in the Centennial Neighbourhoods Transportation Management Plan, shall be constructed as part of the *development*.
- g) The pedestrian and bicycle network shall be implemented in accordance with the Hamilton Cycling Master Plan, the Hamilton Recreational Trails Master Plan and the Centennial Neighbourhoods Transportation Management Plan. Proposed trails, sidewalks, connections, cycling *infrastructure* and greenways are shown on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections in accordance with the recommendations of these plans.
- h) Additional pedestrian trails and bicycle lanes may be provided on public street rights-of-way and public open space lands without amendment to this Plan.
- i) Generally, Neighbourhood Greenways are residential streets where pedestrians and cyclists are given priority over other forms of transportation. Proposed Neighbourhood Greenways are identified on Map B.6.7-3 – Centennial Neighbourhoods - Transportation and Connections.
- j) Neighbourhood Greenways shall be established in accordance with the Centennial Neighbourhoods Transportation Management Plan to calm traffic and improve walking and cycling connections. Public realm improvements may include, but are not limited to:
  - i) Street furniture and amenities (e.g. seating, planters or gardens, public art, bicycle racks, pedestrian-scale lighting, water fountains, tree or shade canopies);
  - ii) Way-finding signage and pavement markings;
  - iii) Traffic speed and volume management (e.g. traffic calming, signs and pavement markings);
  - iv) Bike lanes to narrow road width;
  - v) Other measures that may give bicycles priority; and,
  - vi) Sustainable stormwater *infrastructure* (e.g. LID).

#### 6.7.15.3 Public Transit Network and Rapid Transit

- a) *Development* along public *transit* routes shall incorporate access to public *transit* and public *transit infrastructure*, where feasible.

- b) Proposed major transit stations and *major transit station areas* are identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. Minor changes to the location of major transit stations associated with planned *rapid transit* on Queenston Road may be permitted without amendment to this plan.
- c) The major transit station on Queenston Road near Centennial Parkway may continue to be used as a hub for bus *transit* as well as *rapid transit*.
- d) Where feasible, public *transit* stops should be designed to maximize *transit* use and access.
- e) A *rapid transit* corridor is proposed along Queenston Road west of Centennial Parkway through the Centennial Neighbourhoods Secondary Plan area.
- f) Any lands required for *rapid transit* corridors and *transit* facilities shall be dedicated to the City, to the satisfaction of the City, in accordance with Section C.4.5.6 of Volume 1.
- g) The extension of Goderich Road to Kenora Ave is shown on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. This extension will improve road network connectivity and provide pedestrian and cycling access to the GO Transit Rail and Bus station from Kenora Avenue. This extension may be established at the time of *redevelopment* of the lands directly to the west of the GO Station lands, or through other means.
- h) Cycling connections shall be provided between the Light Rail Transit stop adjacent to Eastgate Square Mall and the wider cycling infrastructure network in the area.

### **6.7.16 Infrastructure, Energy and Sustainability Policies**

Municipal services, such as sewers, water, stormwater systems and public/private utilities shall be provided, maintained and upgraded, as may be required, to accommodate the needs of existing and future *development* in the Centennial Neighbourhoods Secondary Plan area.

6.7.16.1 In addition to with Section C.5.0 – Infrastructure of Volume 1, the following policies shall also apply:

- a) The City shall monitor the capacity and reassess the need to manage stormwater runoff, as may be required.

- b) To increase energy efficiency and reduce the environmental impact of buildings, all commercial, institutional, mixed use and *multiple dwelling* buildings will be encouraged to:
  - i) Build to higher energy efficient standards as outlined in the Ontario Building Code;
  - ii) Have green roofs and cool roofing materials;
  - iii) Provide solar capture equipment;
  - iv) Utilize grey water recycling;
  - v) Plant trees and other vegetation to provide shade and additional tree canopy; or,
  - vi) Any combination of the above.
- c) The approval of *development* applications shall be contingent on the availability of water and wastewater capacity.
- d) Low Impact Development (LID) is a design technique which contributes to aquatic habitat protection, can help regulate water runoff, improve water quality and reduce the flooding risks associated with extreme weather events. *Redevelopment*, including the *redevelopment* or creation of parking lots, shall utilize Low Impact Development (LID) measures in site design where feasible to reduce water runoff and improve water quality.

#### 6.7.17 Implementation

- a) The City shall undertake a Streetscape and Public Realm Design Study of the Streetscape Improvement areas identified conceptually on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. The study shall provide recommendations for the design of the public realm and the interface between private development and the public realm.
- b) The study may provide recommendations for, but is not limited to, any of the following elements:
  - i) Streetscape improvements for the public realm that establish a unique sense of place for each street;
  - ii) Public realm treatments for Gateway Improvement Areas and Prominent Intersections identified on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections;



- iii) Proposed signage in accordance with the City's Wayfinding Strategy;
  - iv) Design direction for the interface between the private realm and streetscapes and other public realm elements;
  - v) Design direction for *development* around Gateway Improvement Areas and Prominent Intersections;
  - vi) Detailed guidance for the design, size and location of new privately owned public spaces within *developments*; and,
  - vii) Identification of cost estimates for capital improvements, to allow for incorporation into the capital budget planning process and growth related development charges.
- c) There will be a long-term need to upgrade and improve the area's three major public open spaces to ensure that they have the diversity of amenities and programming needed to accommodate additional residents moving into the areas as a result of *intensification*. These public spaces are Sam Manson Park, Henry and Beatrice Warden Park and the Domenic Agostino Community Centre lands. The City will periodically review the facilities, amenities and programs offered in these spaces and plan for appropriate upgrades on an incremental basis as *intensification* occurs.
- d) A Municipal Servicing Study shall be undertaken by the City to confirm network capacity and determine if there are any specific water, sanitary and stormwater *infrastructure* gaps within the area, as well as verify downstream and upstream impacts through system modelling. The City shall ensure that the cost of any growth-related improvements needed are incorporated into the capital budget planning process.
- e) *Development* proposals shall consider the City's *Transportation Demand Management* Land Development Guidelines. A proposal for *development* may be required to submit a *Transportation Demand Management* Options Report, at the discretion of the City, to review measures that can be taken to encourage sustainable travel choices.
- f) During the next municipal review of the Urban Hamilton Official Plan the City shall consider amending Schedule E - Urban Structure of Volume 1 to extend the Secondary Corridor on Centennial Parkway north to the GO transit station.
- g) For the purposes of this Plan, the term *development* shall also include the term *redevelopment*.

- h) Notwithstanding Policy E.4.5.16 of Volume 1, the Zoning By-law shall establish provisions to implement the policies of this Plan, including but not limited to minimum and maximum setbacks, requirements for heights, densities, permitted uses, and other specific directions on built form.
- i) *Development* proposals may include infrastructure for drainage control located on private lands. Where deemed necessary, the City may require the registration of Site Plan agreements on title of a property, to give the City legal authority to ensure that these controls continue to function appropriately in the future.
- j) *Higher order transit* station areas in this Plan will be reviewed as part of a future *municipal comprehensive review* process which will confirm *major transit station area* delineations and *major transit station area* density targets.

#### **6.7.18 Site Specific Policies**

Site Specific Policy Areas have been identified on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas.

##### **6.7.18.1 Site Specific Policy – Area A (395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street)**

For the lands located at 395 and 397 Centennial Parkway North, 25 Arrowsmith Road and 185 Bancroft Street, designated Light Industrial and shown as Area A on Map B.6.7-4 - Centennial Neighbourhoods – Site Specific Policy Areas, the following policies shall apply:

- a) Notwithstanding the permitted uses in Policy E.5.3.2 of Volume 1, these lands shall only be used for an interregional bus and rail transportation facility.
- b) The site shall be designed to accommodate a seamless integration of various modes of transportation including rail, bus, future *rapid transit*, vehicles, pedestrians, and cyclists.
- c) The site shall provide a safe, interesting, and engaging public realm. Over the long term, a public space shall be incorporated into the site design adjacent to Centennial Parkway North to provide opportunities for gathering and socialization.
- d) The *transit* station shall be well-designed for a high quality user experience that encourages appropriate connections via walking or cycling and makes the *transit* system more attractive to potential

users. The design of the station shall be consistent with the urban design policies of Section B.6.7.12.

- e) The site shall be designed to minimize its ecological footprint through measures such as low impact design, the use of sustainable energy, and innovative water, landscape and waste management practices, where feasible.
- f) Enhanced landscaping shall be provided along the edges of the property and throughout the site.

**6.7.18.2 Site Specific Policy – Area B (71, 83 and 85 Centennial Parkway South)**

For the lands located at 71, 83 and 85 Centennial Parkway South, designated Medium Density Residential 3 and shown as Area B on Map B.6.7-4 - Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the following policies shall apply:

- a) In addition to Policy E.3.5.2 of Volume 1, *housing with supports* shall also be permitted.
- b) A retirement home shall be considered a *multiple dwelling*.
- c) Notwithstanding Policy E.3.5.8 of Volume 1, additional building height to a maximum of 8 storeys may be permitted.
- d) Notwithstanding Policy E.3.5.7 of Volume 1 and Policy 6.7.6.6, the maximum *net residential density* shall be 135 units per hectare.
- e) For the purpose of density requirements, two retirement home dwelling units may be considered as one dwelling unit, where units do not contain full kitchens.

**6.7.18.3 Site Specific Policy – Area C (460 Kenora Avenue)**

For the lands located at 460 Kenora Avenue, designated Light Industrial and shown as Area C on Map B.6.7-4 - Centennial Neighbourhoods Secondary Plan - Site Specific Policy Areas, the following additional policies shall apply:

- a) Notwithstanding Policy E.5.3.8 – Hazardous Waste Management Facilities and in addition to Policy E.5.3.2 Employment Area – Industrial Land Designation of Volume 1, the existing *waste management facility* shall be permitted.
- b) To reduce the potential for negative impacts such as odors on the mixed use areas along Centennial Parkway north, consideration shall be given to re-locating this facility to a new location in the east

Hamilton or Stoney Creek area if a suitable alternative site can be located.

- c) Any proposal to expand the *existing waste management facility* at this location shall be required to consider the adjacent lands designated mixed use and any impacts to the potential for future residential *development*.
- d) If the *existing waste management facility* use ceases at this location, only light industrial uses shall be permitted, in accordance with Policy B.6.7.8.5.
- e) The future extension of Goderich Road to Kenora Avenue through these lands is shown on Map B.6.7-3 – Centennial Neighbourhoods – Transportation and Connections. At such time as the existing use as a *waste management facility* ceases on these lands, the City will extend Goderich Road to Kenora Avenue to provide improved road, pedestrian and cycling connectivity to the GO station.

**6.7.18.4 Site Specific Policy – Area D (502 to 560 Centennial Parkway North)**

For the lands located at 502 to 560 Centennial Parkway North, designated District Commercial and Business Park and shown as Area D on Map B.6.7-1 - Centennial Neighbourhoods Secondary Plan - Land Use Plan, the following policies shall apply:

- a) The lands shall be developed with a mix of retail and non-retail uses and serve as a mixed use gateway into the City.
- b) On the lands designated District Commercial, the following policies shall apply:
  - i) In addition to the uses permitted in Policy E.4.7.2 – District Commercial of Volume 1, the following uses shall also be permitted:
    1. one department store;
    2. hotel and convention centre;
    3. entertainment uses; and
    4. arts and cultural uses.
  - ii) Notwithstanding Policies E.4.7.2 b) and E.4.7.8 – District Commercial of Volume 1, main floor offices and stand-alone

office buildings shall be permitted in accordance with the Zoning By-law.

- iii) Notwithstanding Policy E.4.7.2 c) - District Commercial of Volume 1, no residential uses shall be permitted.
  - iv) Notwithstanding Policies E.4.7.3 c) and E.4.7.7 of Volume 1, the maximum amount of gross floor area for one department store shall not exceed 18,581 square metres.
- c) On the lands designated Business Park, the following policies shall apply:
- i) Notwithstanding the uses permitted in Policy E.5.4.3 of Volume 1, the following uses shall not be permitted:
    - 1. retail establishments as *ancillary* uses, except as provided in policy 6.7.18.4 c) ii);
    - 2. *waste processing facilities* and *waste transfer facilities*.
  - ii) Notwithstanding Policies E.5.4.5 and E.5.4.6 of Volume 1, the following uses shall be permitted:
    - 1. office buildings with a minimum gross floor area of 2,000 square metres and a maximum gross floor area of 3,999 square metres; and
    - 2. limited *ancillary* uses and convenience retail, as defined in the Zoning By-law, on the ground floor of an office building with a minimum gross floor area of 2,000 square metres and a maximum gross floor area of 3,999 square metres.
- d) Notwithstanding Policies E.4.7.3 c) and E.4.7.7 – District Commercial and Section E.5.4.6 and E.5.4.7 – Employment Area – Business Park Designation of Volume 1, the following provisions shall apply:
- i) The maximum gross floor area for all *development* shall not exceed 45,058 square metres.
  - ii) *Development* of the site shall be completed in a phased manner consisting of an initial permitted *development* of 23,226 square metres of retail and service commercial uses. An additional 1 square metre of retail and service commercial uses shall be permitted for every 1 square metre of non-retail, employment and service uses, as identified in the Zoning By-law, for which construction has substantially commenced on the site.

- iii) Notwithstanding Policy 6.7.18.4 d) i) an increase in the total maximum gross floor area for all *development* may be permitted without amendment to this Plan subject to the following requirements:
  - 1. The maximum gross floor area for all retail and service commercial uses shall not exceed 34,142 square metres.
  - 2. Office uses shall be limited, and shall be secondary to the primary function of the lands to serve the daily and weekly shopping needs of residents in the surrounding neighbourhoods.
  - 3. The City may require the submission of studies to demonstrate that an increase in gross floor area can be appropriately accommodated on the site. Required studies may include, but are not limited to, a Servicing Report and a Transportation Impact Study. In this regard, the Zoning By-law may establish a holding provision on the lands for *development* in excess of 45,058 square metres of gross floor area, to implement this provision.
  
- e) Prior to *development* the proponent shall complete urban design guidelines for the *development* of the site, to the satisfaction of the City.
  
- f) Urban design guidelines shall be in accordance with the Design Principles and Policies in Policies B.6.7.18.4 g) and h). In the event that conditions and/or restrictions arise as a result of the Record of Site Condition, specific design solutions shall be incorporated in consultation with the City through the Site Plan approvals process.
  
- g) The following Design Principles shall apply:
  - i) The Centennial Parkway North site is a gateway location in the City of Hamilton, arriving from the Queen Elizabeth Way along Centennial Parkway North. The site shall evolve as a mixed use area with a physical form that is human-scaled, pedestrian-friendly, cycle friendly, and *transit-supportive*.
  
  - ii) Notwithstanding Section B.3.3 – Urban Design and Policies E.4.7.11 to E.4.7.17 – District Commercial Design of Volume 1, the site shall:

1. Support a high quality form of urban design including streetscapes, views and vistas, gateways, walkways, and amenity spaces;
  2. Be a "gateway" location into the City that promotes a sense of arrival;
  3. Be a mixed use area with a range of commercial uses, employment uses, and amenity spaces;
  4. Concentrate the arrangement of uses and buildings such that it encourages comfortable pedestrian and cycling activity on and surrounding the site, and which facilitates public *transit* ridership;
  5. Have a connected circulation system internally that comfortably and efficiently links all buildings, *transit* facilities, parking areas, and amenity spaces to the bounding public streets;
  6. Have a prominent multi-storey building, or buildings, of high quality architectural design at the intersection of Centennial Parkway North and the South Service Road;
  7. Have a strong edge and frame facing the bounding public streets, including the placement and design of buildings and high quality landscaping;
  8. Incorporate framing views and vistas within the site by aligning buildings and building elements to create terminus views; and
  9. Appropriately transition to surrounding properties in terms of buffering and screening.
- h) The lands shall be developed in accordance with the following urban design policies:
- i) Entrance Gateways
    1. Entrance Gateways are access points to a site, and provide a sense of arrival to a *development*. Two types of Entrance Gateways shall be provided at the site: Primary Entrance Gateways, and Secondary Entrance Gateways.
    2. Primary Entrance Gateways identify the principal vehicular and pedestrian entry point to the site, and may include

information signage for traffic circulation through the site. There should be one Primary Entrance Gateway to the site, from Centennial Parkway North.

3. Secondary Entrance Gateways serve as secondary vehicular and pedestrian entry points to the site. There could be multiple Secondary Entrance Gateways to the site, from South Service Road and Warrington Street.
  4. All Entrance Gateways should be given special built form and landscape treatment, including the consideration of appropriate positioning of buildings, adequate sight lines, and the inclusion of both vertical and horizontal elements, including signage and landscape features. Given their principal function, the Primary Entrance Gateway should be more visually prominent than the Secondary Entrance Gateway(s) in terms of scale and design.
- ii) For all buildings on the site, the following built form policies apply:
1. Buildings shall be sited and designed to enhance the public nature of streets, amenity spaces, and pedestrian realm.
  2. Buildings should generally be sited parallel to the public street.
  3. The principal building façade shall contain the primary building entrance. The principal building façade shall be varied and articulated, through the use of elements such as bay projections, canopies and/or varied roof lines, colours and other elements in order to provide visual interest and to break up long walls to create the impression of smaller building units.
  4. Principal building entrances shall be located at grade, and shall be easily accessed from the public sidewalk on the adjacent public streets and the internal pedestrian walkways.
  5. Principal building entrances shall be emphasized on the building's façade through architectural treatments.
  6. Other building façades shall be designed in a similar fashion to the principal building façade, with respect to colour, material, and articulation.



7. All building signage shall be designed in a manner integral to the building design in terms of size, form, material, and colour.
  8. Roof-top mechanical equipment shall be enclosed or screened, particularly in a manner integral with the overall building design in terms of form, material, and colour.
  9. Canopies over doorways, arcades and other treatments are encouraged in the design of a building façade, particularly along pedestrian routes, to provide a comfortable pedestrian environment for walking.
  10. Stacking lanes and order stations for drive-through facilities shall not be located between a building wall and the road allowance of a bounding public street.
- iii) For buildings that are located abutting Centennial Parkway North and South Service Road, the following additional policies apply:
1. Buildings along Centennial Parkway North shall be located close to the edge of the respective road allowance so as to frame the streetscape.
  2. Buildings along the South Service Road may be located further from the street edge with landscape treatment to define the street edge, which may contain a tiered design of lawn, low hedges, trees, masonry, and decorative metal fences and gates culminating in taller plantings.
  3. The streetscape shall create a positive community image, which may include the coordinated use of high quality paving materials, wide sidewalks, street furniture, pedestrian-scale lighting and signage, and enhanced landscaping.
- iv) For buildings abutting Warrington Street, the rail line, and the hydro corridor, the following additional policies apply:
1. Loading and service areas shall be adequately screened with the use of a landscaped buffer, which may contain landscape berms, evergreen and deciduous trees and shrubs, and fencing.

2. Façades that face a loading area or service area shall be finished with material and architectural features consistent with the principal façade of the building.
- v) For the prominent buildings at the Centennial Parkway North and South Service Road intersection, the following policies shall apply:
1. Buildings shall be placed so the tallest buildings are at the corner of Centennial Parkway North and the South Service Road.
  2. Buildings shall have a distinct architectural appearance, including a high level of architectural detailing, given their prominence on the site. Detailing may include varied rooflines, canopies, decorative elements, and projecting bays. Large blank walls and a continuous, repetitive façade shall not be permitted.
  3. Buildings shall have articulated façades facing both the bounding public streets and the interior of the site.
  4. A high quality of landscape design along the edges of the property and within the interior shall provide a setting that is pedestrian-friendly and visually attractive.
  5. Design of the buildings shall complement the landscape design between the building wall and the road allowances at the corner, in order to promote a sense of entry into the site and into the City from the Queen Elizabeth Way.
  6. Loading areas and service areas shall not be located between a building's wall and the road allowance of Centennial Parkway North or South Service Road.
  7. Buildings and their landscape features are encouraged to have feature lighting to signify and highlight these buildings during night-time.
- vi) Pedestrian Realm
1. Pedestrian routes that connect to buildings, *transit* stops or facilities, and pedestrian routes in the surrounding community shall be provided. Internal walkways and linkages shall be designed as a condition of Site Plan Approval.

2. Pedestrian walkways that connect parking areas to building entrances shall be provided. These walkways shall be designed to contribute to the safety and visual continuity of the entire pedestrian system, and may include such elements as special paving materials, trees, and lighting.
3. Barrier-free design of buildings, streets, and publicly accessible exterior spaces shall be implemented.
4. Crosswalks and differentiated paving materials and patterns shall be constructed at primary crossings of principal internal streets to provide connectivity between the site's different areas.
5. 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.

vii) Landscaped Areas

1. Landscaping shall be used to enhance the overall aesthetic qualities of the *development*. Landscape treatment may include a range of different hard and soft landscape elements and features to create provide outdoor amenity spaces, pedestrian comfort, soften the site's edges, highlight entrance gateways, prominent buildings, screen loading and service areas, and buffer the site from neighbouring uses, as necessary.
2. Landscaped areas shall be provided as a screen or buffer to address the interface with the publicly accessible or visual areas of the site.
3. Landscaped buffers and/or visual barriers shall be provided to screen loading and service areas from users using the bounding public streets or internal drive aisles.
4. 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 and physically divide large parking areas into smaller sections.

viii) Parking Entrances, Loading Zones and Service Lanes

1. The location of entrances to parking areas, loading zones, and service lanes shall be coordinated with the location of pedestrian and cycling routes to limit vehicular and pedestrian/cycling movement conflicts on the site.
2. A landscaped strip shall be provided between any surface parking area that abuts a public street to define the street edge and screen the parking area. The minimum width of the landscaped strip shall be set out in the implementing Zoning By-law.
3. 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.
4. Wherever possible, on-site loading zones and service lanes shall be consolidated and shared at the rear or side of buildings.
5. On-street parking along internal drive aisles is encouraged to provide the 'look and feel' of a public street. This shall not occur on the main drive aisle into the site.

iv) Vehicular Access

1. 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.

**6.7.18.5 Area/Site Specific Policy – Area E (505 to 537 Queenston Road)**

For lands located at 505 to 537 Queenston Road, designated Medium Density Residential 3 and shown as Area Specific Policy – Area E on Map B.6.7-4 – Centennial Neighbourhoods – Site Specific Policy Areas, the following policies shall apply:

- a) In addition to Policy E.3.5.2 of Volume 1, limited commercial uses shall also be permitted within *existing* buildings.
- b) Commercial uses shall be restricted to low impact uses such as offices, service uses and small scale retail uses. High traffic generating uses such as restaurants and commercial entertainment shall not be permitted.
- c) Appropriate buffering shall be provided between commercial uses and adjacent residential uses to mitigate potential adverse impacts, such

as negative visual impacts, reduced privacy, increased noise, and light from parking areas. In this regard, measures such as setbacks, landscape strips and visual barriers may be used.

- d) Enlargements or additions to existing buildings may be permitted only if they are in keeping with the established built form and residential character of the area.
- e) *Development* shall be sympathetic to and shall ensure *compatibility* with the low profile residential character of the area, and shall provide streetscape features and enhancements consistent with the residential character of the area, including the provision of landscaping along Queenston Road and Woodman Drive.
- f) Notwithstanding Policy E.3.5.7 of Volume 1 and Policy B.6.7.6.6, where lot consolidation has taken place, an increase in *net residential density* greater than 100 units per hectare and not greater than 200 units per hectare shall be permitted.

6.7.18.6 **Site Specific Policy – Area F (75 Centennial Parkway North (Eastgate Square Mall))**

For the lands located at 75 Centennial Parkway North (Eastgate Square Mall), designated Mixed Use – High Density and shown as Site Specific Policy - Area F on Map B.6.7-4 – Centennial Neighbourhoods – Site Specific Policy Areas, the following policies shall apply:

- a) Special Policy Area F (Eastgate Square Mall) is the largest commercial site in the Centennial Neighbourhoods Secondary Plan, and is the focal point of the Centennial Node. It is essential to the function of the area as a Sub-Regional Node, providing a regional retail function as well as meeting the weekly and daily shopping needs of surrounding areas. This commercial function shall be maintained and supported.
- b) The lands are encouraged to evolve over the long term to a more compact, pedestrian friendly form that accommodates a mix of uses in addition to retail, such as but not limited to service commercial, residential, office and entertainment uses.
- c) The lands are intended to be an important location for access to public transit, including *higher order transit*. A major *transit* station shall be located adjacent to the site which shall provide the site with access to *higher order transit*. The site may also continue to have a *transit* terminal function for bus transit.

- d) Notwithstanding Policies B.6.7.5.1 g) and B.6.7.7.5 b), for *development* fronting onto Centennial Parkway North, the minimum height shall be 2 storeys, except as permitted by Policy B.6.7.5.1 i).
- e) Notwithstanding Policy B.6.7.18.6 d), and Policies B.6.7.5.1 g) and B.6.7.7.5 b), for the area with a maximum height of 3 storeys, shown on Map B.6.7-2 – Centennial Neighbourhoods Secondary Plan – Maximum Building Heights in the Node, the minimum height shall be 2 storeys.
- f) *Development* along the westerly and northerly edges of the site, adjacent to a residential designation, shall be a maximum of 3 storeys in height, as shown on Map B.6.7-2 – Centennial Neighbourhoods – Maximum Building Heights in the Node.
- g) Minor changes to the limits of the area with a maximum height of 3 storeys, identified on Map B.6.7-2 – Centennial Neighbourhoods – Maximum Building Heights in the Node may be permitted without amendment to this plan.
- h) New *development* is intended to have a gradation of building heights across the site, with the lowest heights along the westerly and northerly edges of the site, transitioning to higher heights along Queenston Road and Centennial Parkway, and towards the intersection of Queenston Road and Centennial Parkway. The implementing Zoning By-law shall establish requirements for heights to ensure that this gradation is achieved, to provide an appropriate transition between taller buildings and existing low density residential areas.
- i) The area generally near the intersection of Queenston Road and Centennial Parkway is intended to be a focal point for the site, where the greatest amount of activity is taking place. Accordingly, the following policies shall apply to this area:
  - i) The tallest buildings on the site should be located within or near this area.
  - ii) *Redevelopment* in this area shall be integrated with and supportive of any *transit* facilities on or adjacent to the site.
  - iii) Public spaces which are located in prominent areas and are integrated with the streetscape environment contribute to a vibrant, active streetscape and provide opportunities for people to meet, relax and socialize, which is consistent with the goals of this plan. Major *redevelopment* shall include a publicly accessible open space or plaza area which provides opportunities for gathering and

social interaction. This shall be located within the *pedestrian focus* area of the site, as identified on Map B.6.7-1 – Land Use Plan.

- iv) *Redevelopment* shall include gateway design elements in accordance with Policy B.6.7.12.2.
- j) When *redevelopment* occurs, elements of the *pedestrian focus streets* are encouraged to be extended throughout the site through the provision of visible, attractive pedestrian linkages.
- k) Bike parking shall be required for any *redevelopment* on the site.
- l) The site shall be considered for future bike share program facilities.
- m) Nothing in the policies of this Plan is intended to prevent the potential future subdivision of the site into smaller parcels of land.
- n) Significant changes to the built form on the site, which shall be considered major redevelopment for the purposes of Policy E.2.3.2.14 of Volume 1 and Policy B.6.7.7.2 h) and shall be regulated by the Zoning By-law, include:
  - i) changes to the primary use of the lands for an enclosed shopping mall;
  - ii) the demolition of a significant amount of the gross floor area *existing* on the site on the date of approval of this Plan as part of a *development*, or,
  - iii) a significant increase in gross floor area from that *existing* on the date of approval of this Plan.
- o) If the current use, form or function of the lands as a shopping mall is proposed to be changed, by adding residential uses or by significant changes to the commercial built form, a public realm and built form plan shall be submitted with a *development* application, which shall demonstrate how the *development* achieves the following design elements:
  - i) A high quality public realm design including streetscapes, views and vistas, gateways, walkways, and amenity spaces;
  - ii) An arrangement of uses and buildings that encourages comfortable pedestrian activity on and surrounding the site, and which facilitates public *transit* ridership;

- iii) A well-connected internal circulation system that comfortably and efficiently links all buildings, *transit* facilities, parking areas, and amenity spaces within the site to the bounding public streets;
  - iv) A strong urban presentation to the street featuring amenities such as sidewalks, hard and soft landscaping, outdoor patios and other streetscape elements;
  - v) Framing of views and vistas within the site by aligning buildings and building elements to create terminus views; and,
  - vi) Appropriate transitions to surrounding properties in terms of buffering and screening.
- p) If *redevelopment* is proposed for a portion of the site, and the current use, form or function of the lands as a shopping mall is proposed to be changed by adding residential uses or by significant changes to the commercial built form, a concept plan of the entire site shall be submitted with a *development* application identifying:
- i) How the area can be developed in accordance with the vision and direction described in this Plan and particularly in Policy B.6.7.18.6; and,
  - ii) That the proposed *development* will achieve the vision and directions of this Plan.
- q) The concept plan shall not be considered an approved *development* plan. The concept plan may be amended from time to time in response to changes in the market or other considerations.
- r) Notwithstanding Policy B.6.7.7.5 f), the existing shopping mall may have entrances that are located along any portion of the building's façade, and which are significantly set back from the street.

**6.7.18.7 Site Specific Policy – Area G (33 Cromwell Crescent)**

For the lands located at 33 Cromwell Crescent, designated Institutional and shown as Site Specific Policy - Area G on Map B.6.7-4 – Centennial Neighbourhoods – Site Specific Policy Areas, the following policies shall apply:

- a) In addition to Policy E.6.2.6 of Volume 1, *multiple dwellings* and all forms of townhouses shall also be permitted.



- b) At such time as the institutional use on the lands ceases, the lands are intended to be comprehensively redeveloped for residential purposes in accordance with the following policies:
  - i) Only single detached, semi-detached or street townhouse dwellings shall be permitted fronting onto Cromwell Crescent.
  - ii) Any *redevelopment* shall not provide vehicular access to Cromwell Crescent, with the exception of single detached, semi-detached or street townhouse dwellings with individual driveway accesses.
  - iii) *Development* shall be *compatible* with adjacent existing residential dwellings. Notwithstanding that the site is designated Institutional, Transition Areas policies B.6.7.13 a) to d) shall apply to *development* on site specific policy area G.
  - iv) The maximum building height shall be 6 storeys.

**6.7.18.8 Area Specific Policy – Area H (north side of Barton Street)**

For the lands located on the north side of Barton Street East, designated Light Industrial and Business Park, shown as Area H on Map B.6.7-4 - Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the City shall assess of the appropriateness of these lands as employment lands during the next municipal comprehensive review, and may consider a conversion to other uses. The assessment shall consider, but is not limited to the following factors:

- a) the existing function of the lands;
- b) the proximity of the lands to major transportation routes;
- c) opportunities to introduce transitional land uses along the edge of the industrial area; and,
- d) consideration of the potential need for arterial commercial lands City-wide.

**6.7.18.9 Area Specific Policy – Area I (45 Goderich Road)**

For the lands located at 45 Goderich Road, designated Arterial Commercial and shown as Area I on Map B.6.7-4 - Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the following policies shall apply:

- a) In addition to Policy E.4.8.2 of Volume 1, office uses shall also be permitted, except a medical clinic.
- b) Offices shall not exceed 4,000 square metres of gross floor area for each free standing building.

**6.7.18.10 Site Specific Policy – Area J (860 Queenston Road)**

For the lands located at 860 Queenston Road, designated High Density Residential 1, Mixed Use – Medium Density and Natural Open Space, and shown as Area J on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the following policies shall apply:

- a) Notwithstanding any other policy of this Secondary Plan, the lands designated High Density Residential 1 shall be developed for a 14 storey *multiple dwelling* with a maximum of 219 dwelling units, in accordance with the Local Planning Appeal Tribunal Decision for PL170282, dated July 3, 2018.
- b) Notwithstanding Policies 6.7.5.1 g) and 6.7.7.5 b), for the lands designated Mixed Use – Medium Density, the building *existing* on the date of approval of this plan shall be permitted.

**6.7.18.11 Area Specific Policy – Area K (398, 400, and 402 Nash Road North and 30, 50, and 54 Bancroft Street)**

For the lands located at 398, 400, 402 Nash Road North and 30, 50, 54 Bancroft Street, designated Light Industrial and shown as Area K on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, Commercial Recreation shall also be permitted in addition to the uses permitted in Policy E.5.3.2 – Industrial Land Designation of Volume 1.

**6.7.18.12 Area Specific Policy – Area L (670, 674, 686, 692, 700 and 706 Queenston Road)**

For the lands located at 670, 674, 686, 692, 700 and 706 Queenston Road, designated Mixed Use – High Density and shown as Area L on Map B.6.7-4 – Centennial Neighbourhoods Secondary Plan – Site Specific Policy Areas, the following policies shall apply:

- a) New *development* is intended to have a gradation of building heights across the site, with the highest heights in the *pedestrian focus street* area, and lower heights on the southern portion of the site, outside of the *pedestrian focus street* area.
- b) In the southern portion of the lands outside of the *pedestrian focus street* area, the following policies shall apply:

- i) Notwithstanding Policy B.6.7.7.4 c), residential uses may have densities in the range of 60 to 100 units per hectare.
  - ii) Notwithstanding Policies B.6.7.5.1 g) and B.6.7.7.5 b), a minimum height of 2 storeys may be permitted.
- c) *Redevelopment* in the *pedestrian focus street* area shall be integrated with and supportive of any *transit* facilities adjacent to the site.
- d) The reconstruction of any portion of an *existing* building on the site, which does not result in significant changes to the commercial built form, shall not be considered major *redevelopment*.
- e) The *existing* drive through facilities and gas bar located in the *pedestrian focus street* area may be recognized as *existing* uses in the Zoning By-law in accordance with Policy F.1.12.8 of Volume 1.
- f) In addition to Policy B.6.7.18.12 e), and notwithstanding the requirements of Policies E.4.3.4 a) and b) and E.4.5.21 of Volume 1, the *existing* drive through facilities and gas bar may be demolished and rebuilt in similar locations in accordance with the specific area provisions in the Zoning By-law.
- g) The following policies shall apply to the relocation of any of the *existing* drive through facilities on the site, outside of the specific areas identified in the Zoning By-law:
- i) Notwithstanding Policy E.4.5.5 b) of Volume 1, Policy E.4.5.21 a) of Volume 1 shall not apply.
  - ii) The relocation of *existing* drive through facilities shall comply with Policies E.4.5.21 b) to e) of Volume 1.

Appendix B  
APPROVED Amendment No. 92  
to the Urban Hamilton Official Plan

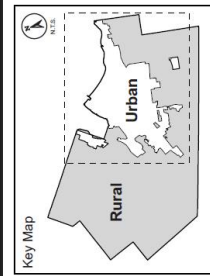
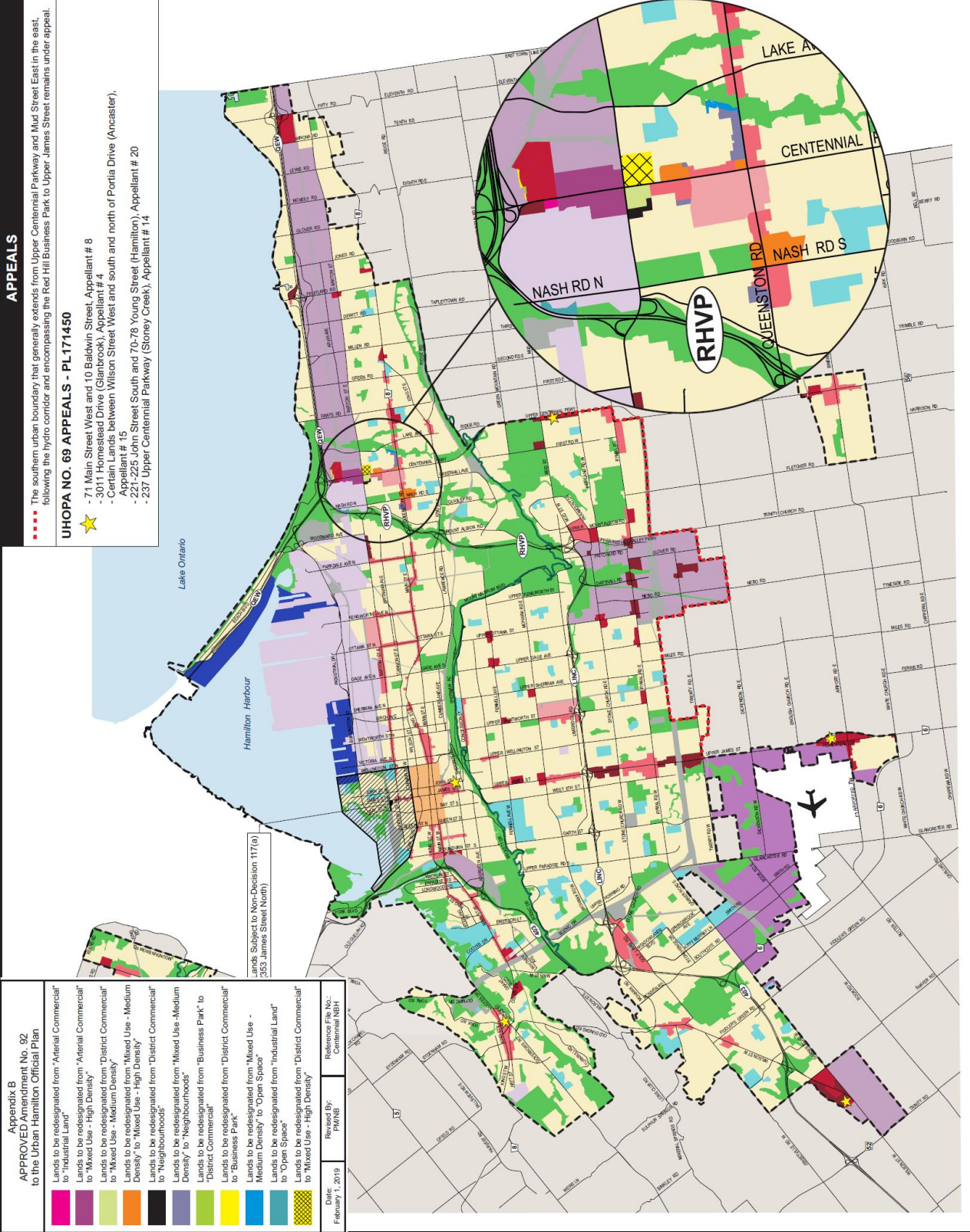
- Lands to be redesignated from "Aerial Commercial" to "Industrial Land"
- Lands to be redesignated from "Aerial Commercial" to "Mixed Use - High Density"
- Lands to be redesignated from "District Commercial" to "Mixed Use - Medium Density"
- Lands to be redesignated from "Mixed Use - Medium Density" to "Mixed Use - High Density"
- Lands to be redesignated from "District Commercial" to "Neighbourhoods"
- Lands to be redesignated from "Mixed Use - Medium Density" to "Neighbourhoods"
- Lands to be redesignated from "Business Park" to "District Commercial"
- Lands to be redesignated from "District Commercial" to "Business Park"
- Lands to be redesignated from "Mixed Use - Medium Density" to "Open Space"
- Lands to be redesignated from "Industrial Land" to "Open Space"
- Lands to be redesignated from "District Commercial" to "Mixed Use - High Density"

Date: February 1, 2019  
Prepared By: PHINE  
Reference File No.: Centennial NH

APPEALS

- - - - - The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal.
- UHOPA NO. 69 APPEALS - PL171450**
- ★ - 71 Main Street West and 10 Baldwin Street, Appellant # 8
- ★ - 3011 Homestead Drive (Glanbrook), Appellant # 4
- ★ - Certain Lands between Wilson Street West and south and north of Portia Drive (Ancaster), Appellant # 15
- ★ - 221-225 John Street South and 70-78 Young Street (Hamilton), Appellant # 20
- ★ - 237 Upper Centennial Parkway (Stoney Creek), Appellant # 14

Lands Subject to Non-Decision 117(a)  
363 James Street North



Note: For Rural Land Use Designations, refer to Schedule D of the Rural Hamilton Official Plan.

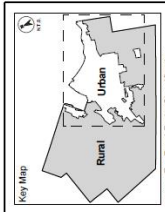
- Neighbourhoods
- Open Space
- Institutional
- Utility
- Commercial and Mixed Use Designations**
- Downtown Mixed Use Area
- Mixed Use - High Density
- Mixed Use - Medium Density
- District Commercial
- Aerial Commercial
- Employment Area Designations**
- Industrial Land
- Business Park
- Airport Employment Growth District
- Shipping & Navigation
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Lands Subject to Non-Decision 113 West Harbour Setting Sall

Council Adoption: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

Urban Hamilton Official Plan  
Schedule E-1  
Urban Land Use Designations

Not To Scale  
Date: Nov. 26, 2019  
Hamilton  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
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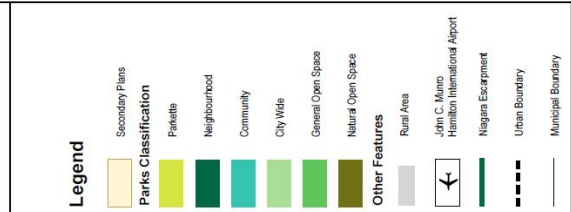




Note: For Rural Parks Classification Designations, refer to Appendix A of the Rural Hamilton Official Plan.

**APPEAL**

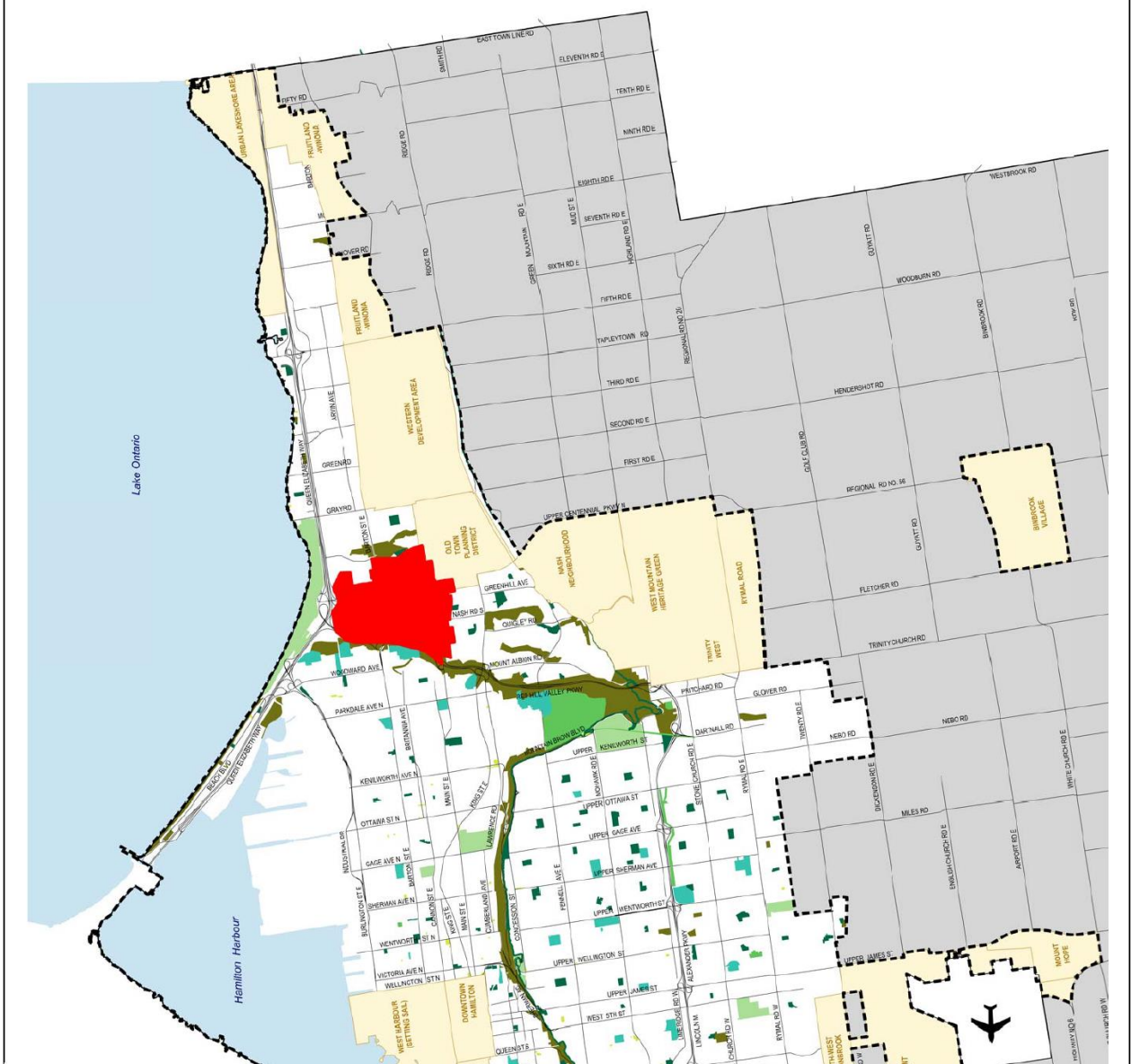
The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.



Council Adopted: July 9, 2009  
Ministerial Approval: March 16, 2011  
Effective Date: August 16, 2013

**Urban Hamilton Official Plan**  
Appendix A  
Parks Classification Map  
(Part of Official Plan)

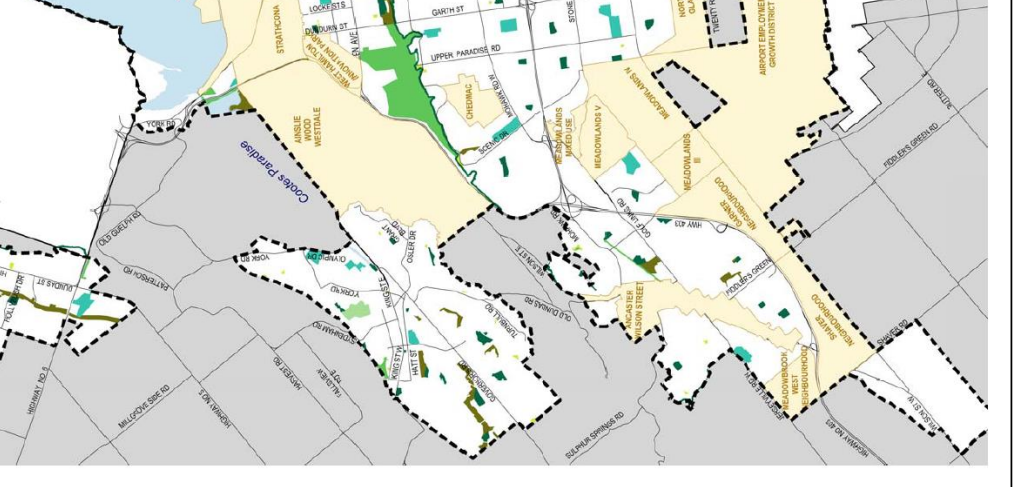
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
50 The Mall, Hamilton, Ontario L8N 3Z5  
Tel: 905.546.3100  
www.hamilton.ca



Appendix C  
APPROVED Amendment No. 92  
to the Urban Hamilton Official Plan

Centennial Neighbourhoods Secondary Plan  
to be added

Date: February 14, 2019  
Revised By: MP/NB  
Reference File No.: Centennial NBH



**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

**Appendix D**  
**APPROVED Amendment No. 92**  
**to the Urban Hamilton Official Plan**

— Add "Potential Rapid Transit Line"  
● Change "HSR Terminal" to "Future Multi Modal Hub"  
● Add "Proposed GO Station"

Date: February 14, 2019  
 Revised By: PM/INB  
 Reference File No.: Centennial NBH



**Legend**

- Provincial Highway (Controlled Access)
- Parkway
- Railway
- Railroad
- Port of Hamilton
- HSR Terminal
- Hamilton GO Centre
- Future Multi Modal Hub
- Potential Rapid Transit Line (B.L.A.S.T.)
- Proposed GO Station
- Potential Rapid Transit Line (B.L.A.S.T.)
- Future Multi Modal Hub

**Other Features**

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan**  
**Appendix B**  
**Major Transportation Facilities and Routes**

Date: July 22, 2019  
 Map 10-0000  
 Hamilton  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 City of Hamilton  
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**APPEAL**

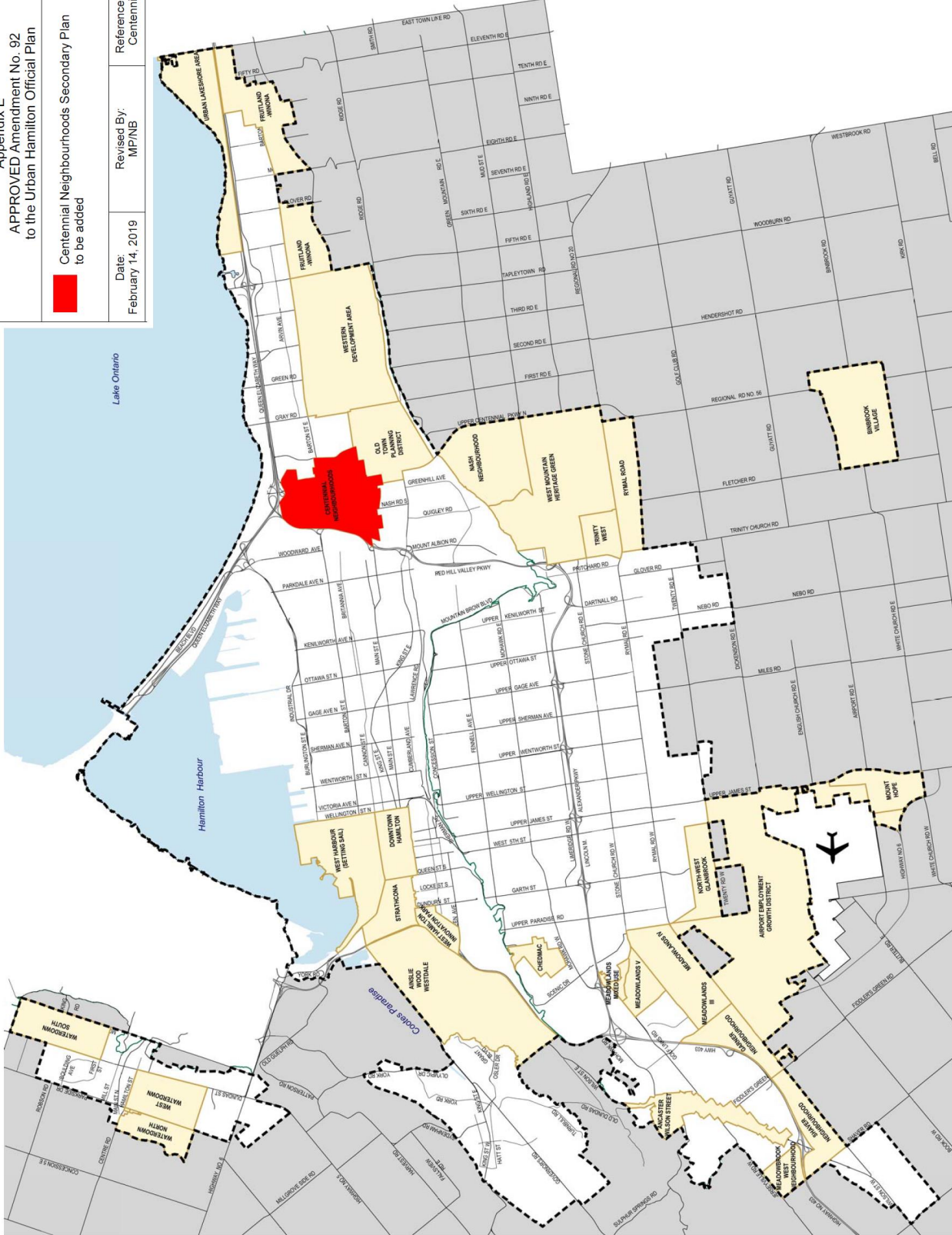
**Appendix E**  
**APPROVED Amendment No. 92**  
**to the Urban Hamilton Official Plan**

Centennial Neighbourhoods Secondary Plan  
 to be added



Date: February 14, 2019  
 Revised By: MP/NB  
 Reference File No.: Centennial NBH

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal - see illustration on Schedules E and E-1, Volume 1.



**Legend**

- Secondary Plan Area
- Pending Secondary Plan Areas
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

**Urban Hamilton Official Plan**  
**Volume 2: Appendix A**  
 Secondary Plans Index Map

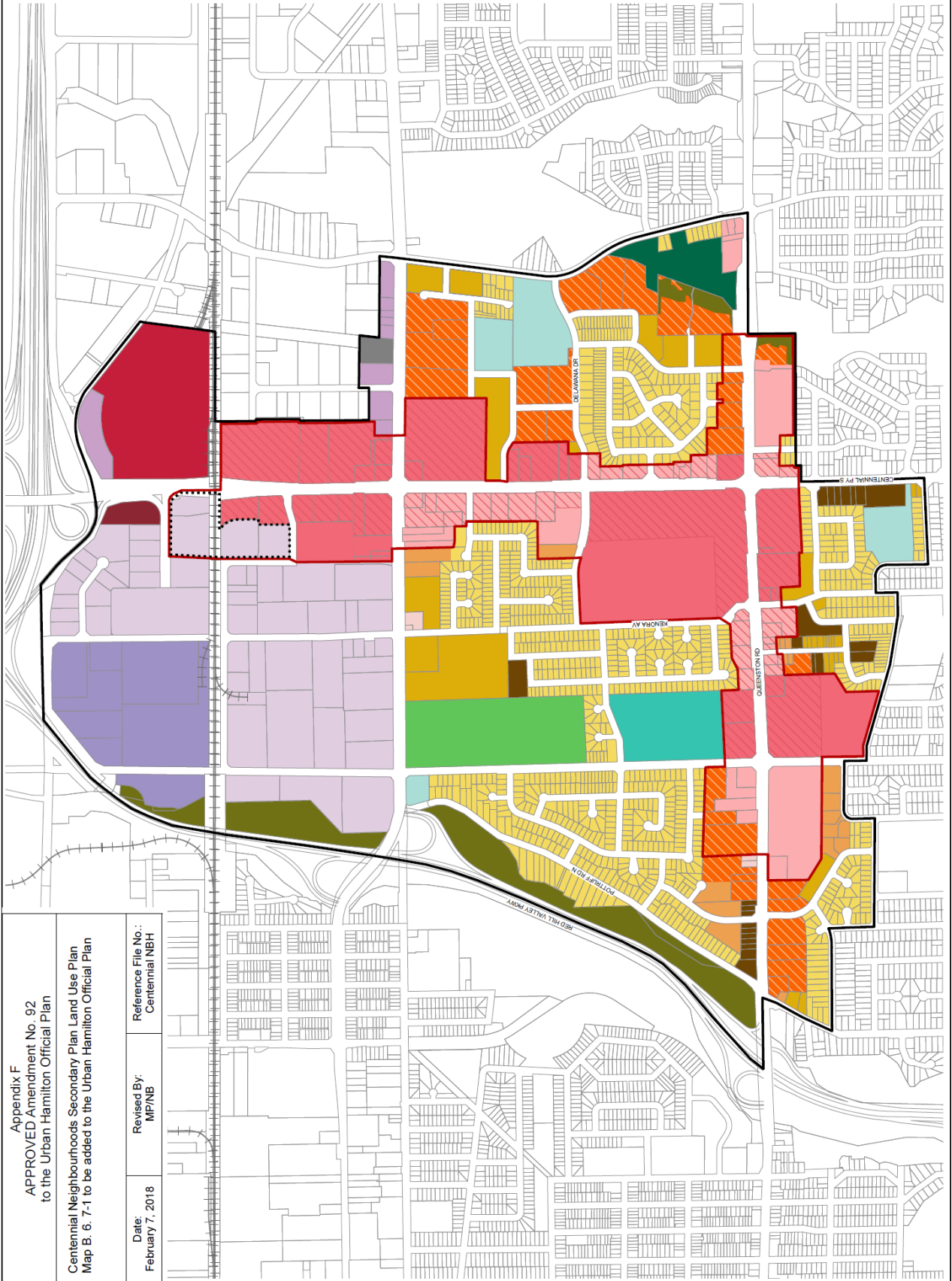
Hamilton  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 Date: May 20, 2013  
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Appendix F  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan  
 Centennial Neighbourhoods Secondary Plan Land Use Plan  
 Map B. 6. 7-1 to be added to the Urban Hamilton Official Plan

Date:  
 February 7, 2018

Revised By:  
 MP/NB

Reference File No.:  
 Centennial NBH



**Legend**

- Residential Designations**
  - Low Density Residential 2
  - Low Density Residential 3
  - Medium Density Residential 2
  - Medium Density Residential 3
  - High Density Residential 1
- Commercial and Mixed Use Designations**
  - Local Commercial
  - Mixed Use - Medium Density
  - Mixed Use - High Density
  - District Commercial
  - Arterial Commercial
- Industrial Designations**
  - Light Industrial
  - General Industrial
  - Business Park
- Parks and Open Space Designations**
  - Neighbourhood Park
  - Community Park
  - General Open Space
  - Natural Open Space
- Other Designations**
  - Institutional
  - Utilities
- Other Features**
  - Pedestrian Focus Street
  - Railways
  - Commuter Bus and Rail Station
  - Sub-Regional Service Node
  - Boundary
  - Secondary Plan Boundary

Urban Hamilton Official Plan  
 Centennial Neighbourhoods  
 Secondary Plan  
 Land Use Plan  
 Map B.6.7-1

Hamilton  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 80 Front Street East, Suite 400, Hamilton, Ontario L8N 3Z5  
 Tel: 905.546.1000 ext. 2222  
 Fax: 905.546.1000 ext. 2223  
 Email: info@cityofhamilton.ca



Appendix G  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

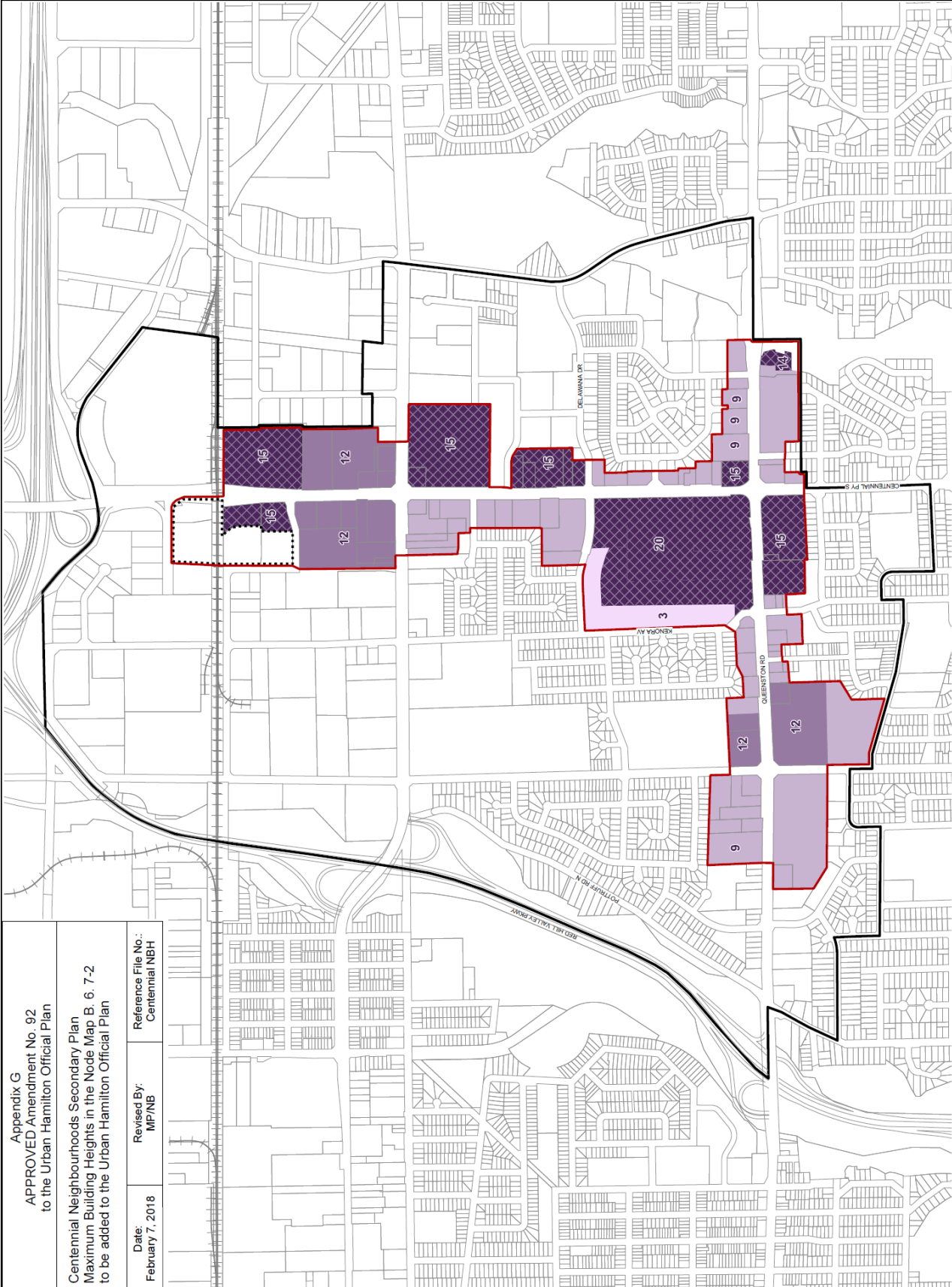
Centennial Neighbourhoods Secondary Plan  
 Maximum Building Heights in the Node Map B. 6. 7-2  
 to be added to the Urban Hamilton Official Plan

Date:  
 February 7, 2018

Revised By:  
 MP/NB

Reference File No.:  
 Centennial NBH

**Note:** Building Heights outside of Node Boundary shall be recognized as of the date of this Plan.



**Legend**

- Max. 3 Storeys
- Max. 6-8 Storeys (9 where indicated)
- Max. 12 Storeys
- Greater than 12 Storeys
- Railways
- Commuter Bus and Rail Station
- Sub-Regional Service Node Boundary
- Secondary Plan Boundary

**Urban Hamilton Official Plan**  
**Centennial Neighbourhoods**  
 Secondary Plan  
 Maximum Building Heights in the Node  
 Map B.6.7.2

Map 11-0006  
 Date: August 2017

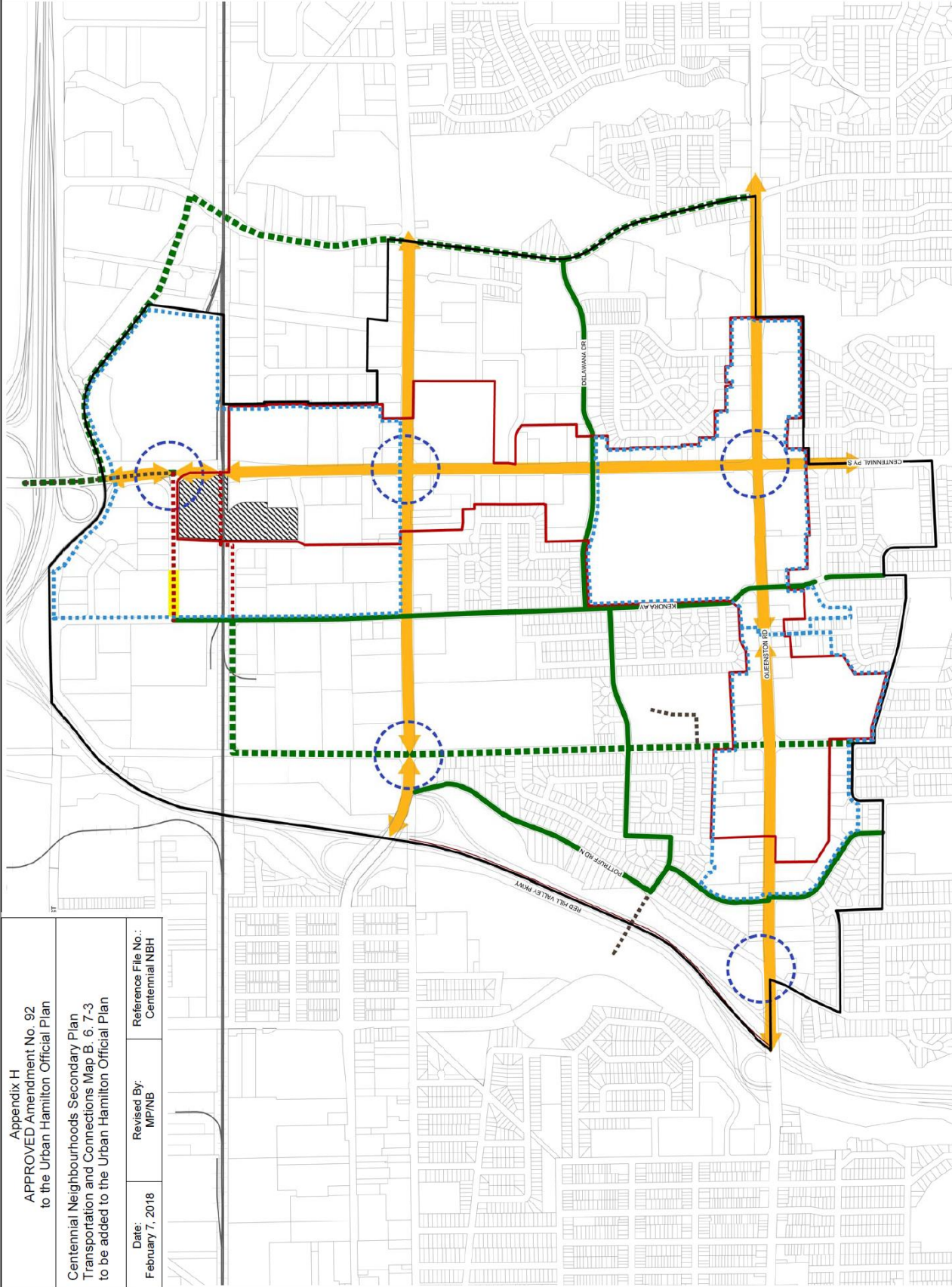
**Hamilton**

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 100 King Street West, 11th Floor  
 Hamilton, Ontario L8N 2K5  
 Tel: 905.521.2200  
 Fax: 905.521.2201

Appendix H  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Centennial Neighbourhoods Secondary Plan  
 Transportation and Connections Map B. 6. 7-3  
 to be added to the Urban Hamilton Official Plan

Date: February 7, 2018  
 Revised By: MP/NB  
 Reference File No.: Centennial NBH



**Legend**

- Proposed Trails
- Proposed Walking and Cycling Connection
- Higher Order Transit Station Area
- Neighbourhood Greenways
- Planned Cycling Infrastructure
- Proposed Road Extension
- Commuter Bus and Rail Station
- Higher Order Transit Station
- Streetscape Improvement Area
- Prominent Intersection
- Gateway Improvement Area
- Sub-Regional Service Node Boundary
- Railways
- Secondary Plan Boundary

Urban Hamilton Official Plan  
 Centennial Neighbourhoods  
 Secondary Plan  
 Transportation and Connections  
 Map B.6.7-3

Hamilton  
 Date: April 2017  
 NOT TO SCALE  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 100 King Street West, 10th Floor  
 Hamilton, Ontario L8P 2K7  
 Tel: 905.541.4200  
 Fax: 905.541.4201  
 www.hamilton.ca

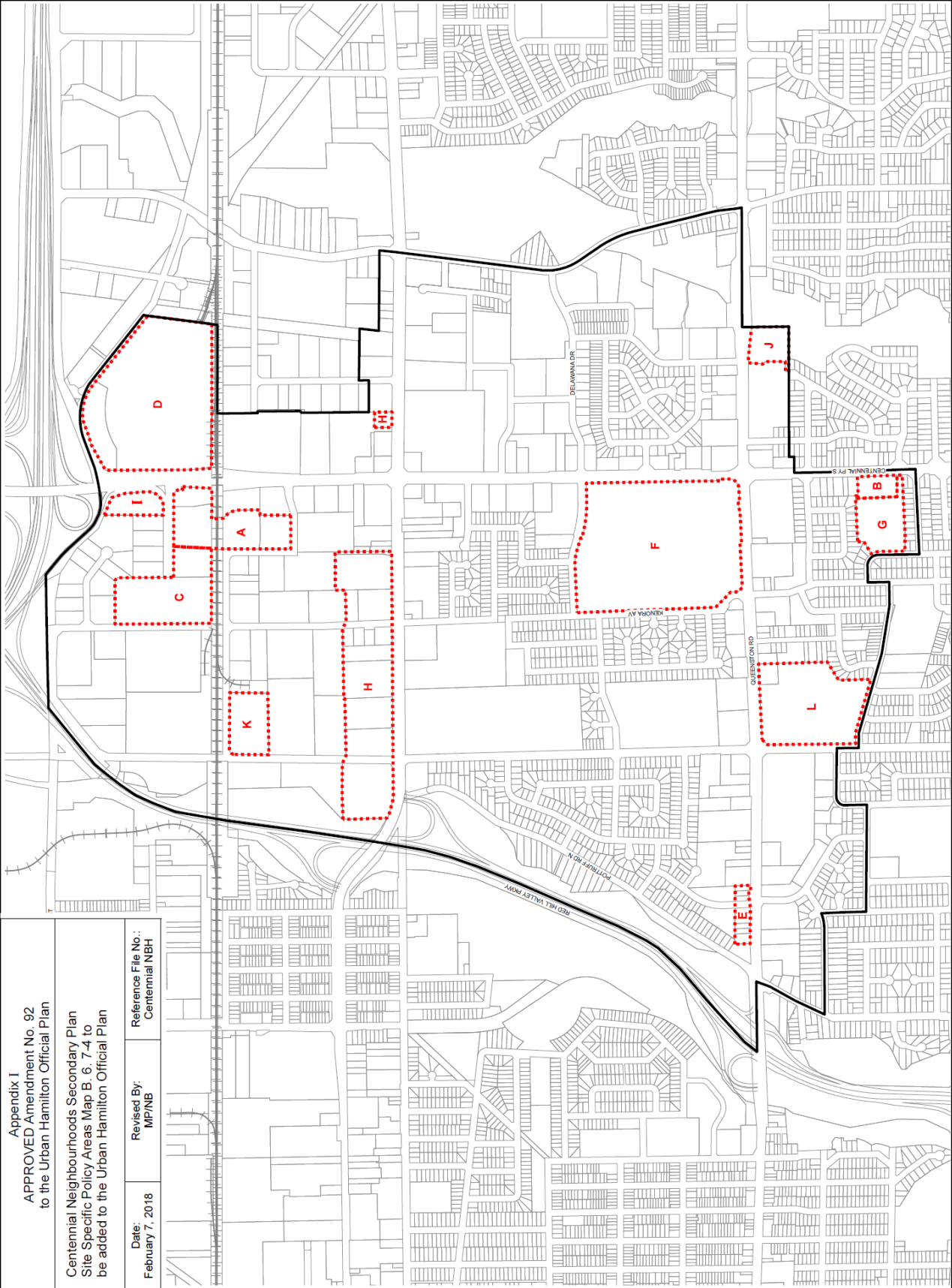


Appendix I  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Centennial Neighbourhoods Secondary Plan  
 Site Specific Policy Areas Map B.6.7-4 to  
 be added to the Urban Hamilton Official Plan

Date: February 7, 2018  
 Reference File No.: Centennial NBH

Revised By:  
 MP/NB



**Legend**

- Site Specific Policy Areas
- Railways
- Secondary Plan Boundary

Urban Hamilton Official Plan  
 Centennial Neighbourhoods  
 Secondary Plan  
 Site Specific Policy Areas  
 Map B.6.7-4



Map 7-3-08  
 Date: August 2007



PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 100 King Street West, 12th Floor  
 Hamilton, Ontario L8Z 1R7  
 Tel: 905.541.4200  
 Fax: 905.541.4201

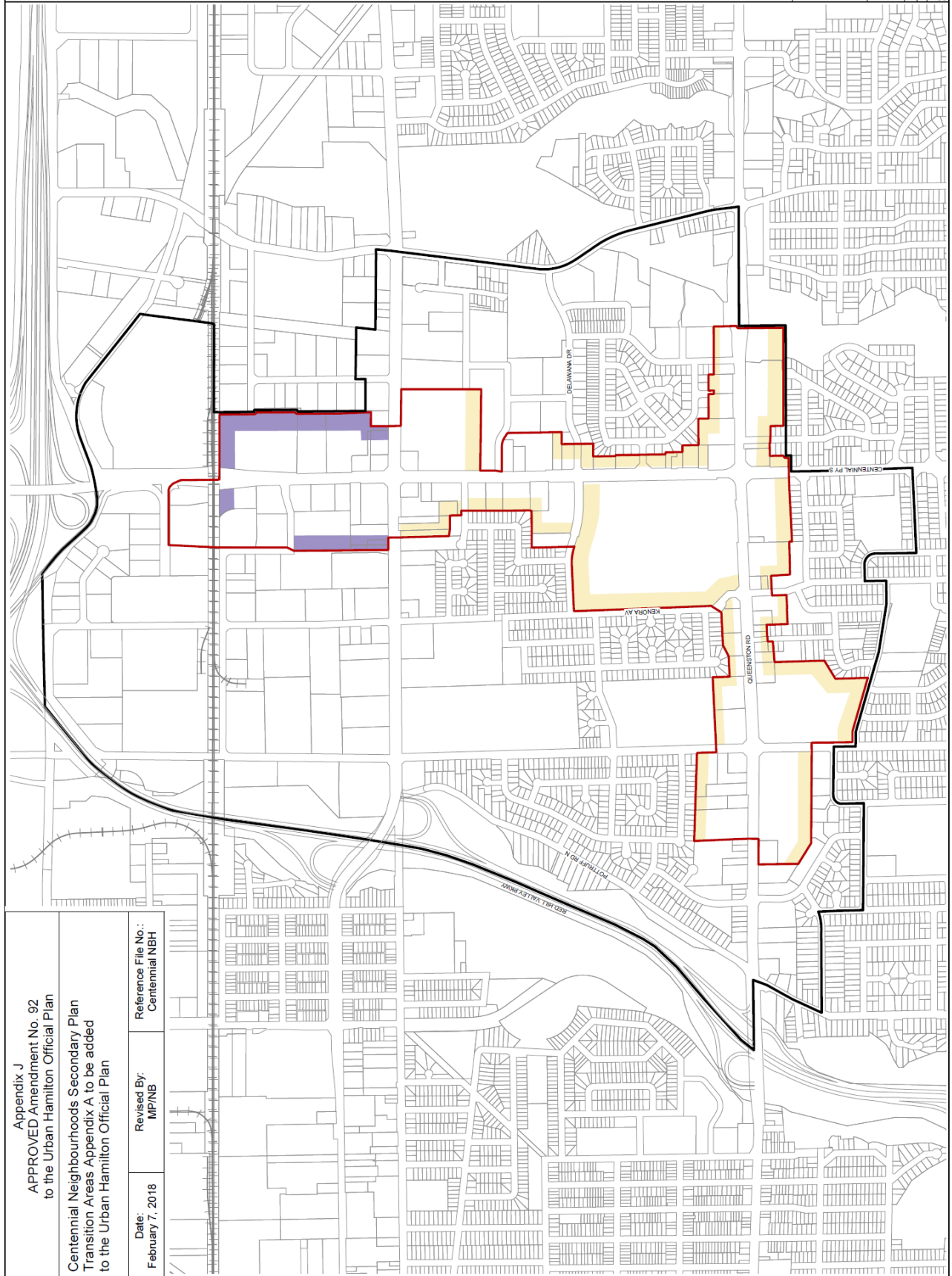
Appendix J  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Centennial Neighbourhoods Secondary Plan  
 Transition Areas Appendix A to be added  
 to the Urban Hamilton Official Plan

Date: February 7, 2018

Revised By:  
 MP/NB

Reference File No.:  
 Centennial NBH



**Legend**

- Industrial Transition Areas
- Neighbourhood Transition Areas
- Railways
- Sub-Regional Service Node Boundary
- Secondary Plan Boundary

Urban Hamilton Official Plan  
 Centennial Neighbourhoods  
 Secondary Plan  
 Transition Areas  
 Appendix A



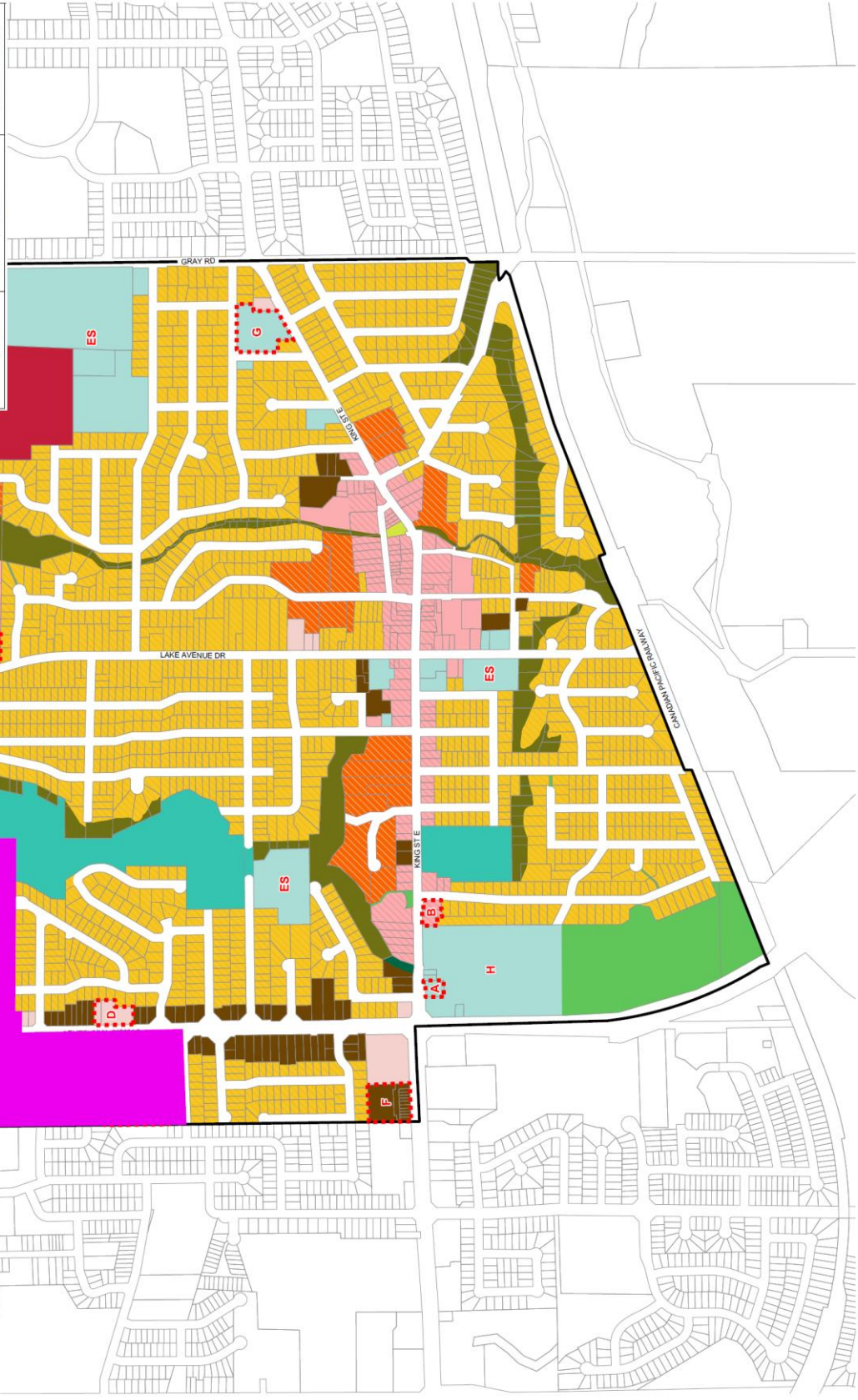
Date: April 2017  
 Not To Scale  
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 City of Hamilton  
 100 King Street West, Hamilton, ON L8N 2R5  
 905.521.2200



Appendix K  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Lands to be deleted from Old Town Secondary Plan and added to Centennial Neighbourhoods Secondary Plan

Date: February 14, 2019  
 Revised By: MP/NB  
 Reference File No.: Centennial NBH



**Legend**

- Residential Designations**
  - Low Density Residential 2a
  - Medium Density Residential 3
  - High Density Residential 1
- Commercial and Mixed Use Designations**
  - Local Commercial
  - Mixed Use - Medium Density
  - Mixed Use - Medium Density - Pedestrian Predominant
  - Mixed Use - High Density
  - District Commercial
- Parks and Open Space Designations**
  - Parkette
  - Neighbourhood Park
  - Community Park
  - General Open Space
  - Natural Open Space
- Other Designations**
  - Institutional
  - ES - Elementary School
  - H - Historic Site
- Other Features**
  - Area or Site Specific Policy
  - Secondary Plan Boundary

Council Adopted: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

Urban Hamilton Official Plan  
 Old Town  
 Secondary Plan  
 Land Use Plan  
 Map B.7.2-1

Date: January 2019  
 Map 1:10,000  

 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT  
 100 King Street West, Hamilton, Ontario L8P 2K7  
 Tel: 905.546.1000 ext. 2300  
 Fax: 905.546.1000 ext. 2301  
 www.hamilton.ca

**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

Appendix L  
**APPROVED** Amendment No. 92  
 to the Urban Hamilton Official Plan

**X** Urban Area Specific Policy Area UH-1f to be removed

Date: February 14, 2019  
 Revised By: PM/MB  
 Reference File No.: Centennial NBH

Legend  
 Refers to Urban Area Specific Policy Area # Volume 3, Chapter B

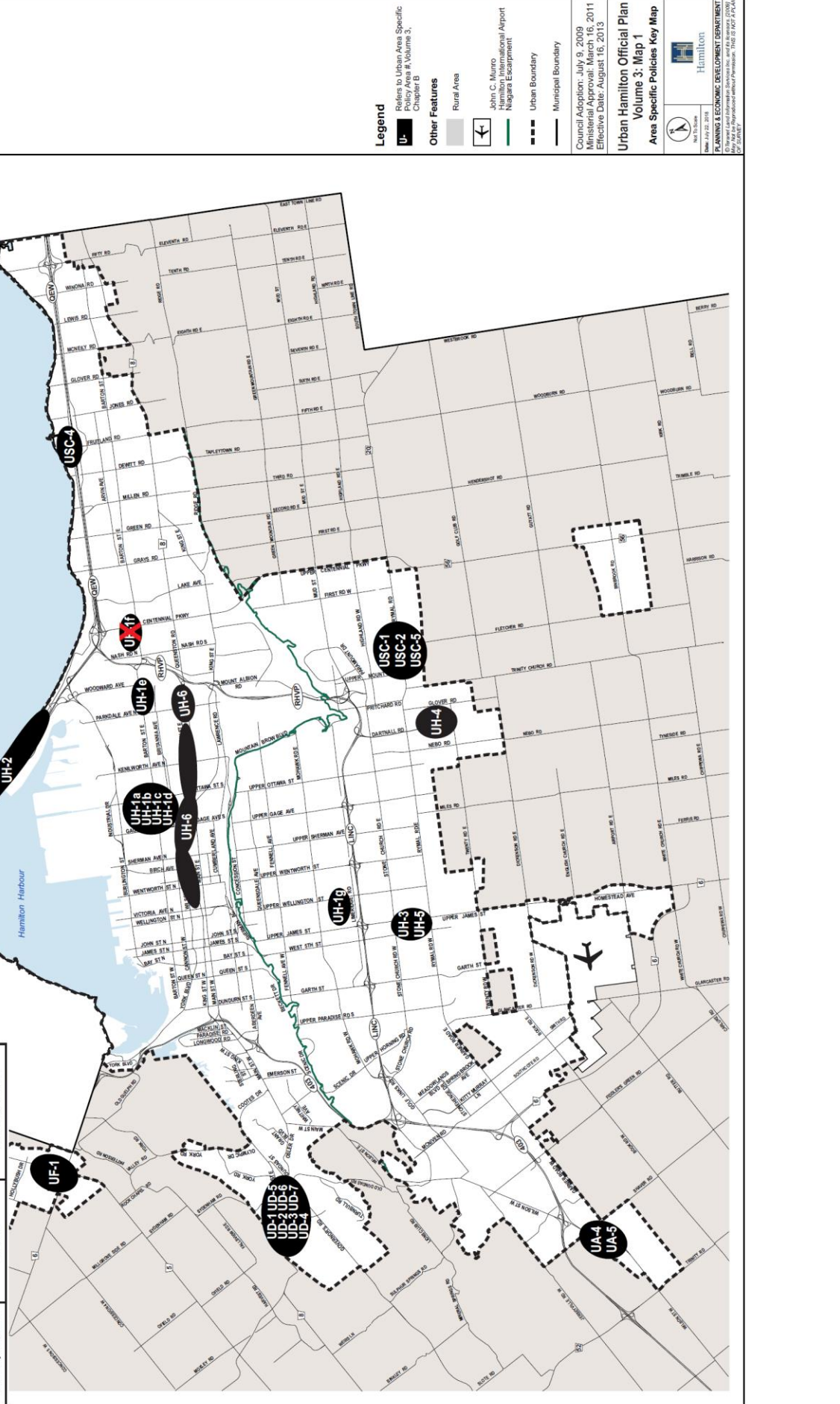
**Other Features**

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

Urban Hamilton Official Plan  
 Volume 3: Map 1  
 Area Specific Policies Key Map

Hamilton  
 Planning & Economic Development Department  
 400 King Street West  
 Hamilton, Ontario L8N 2K5  
 Tel: 905.546.1000  
 Fax: 905.546.1001  
 www.hamilton.ca





Appendix M  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Map to be deleted from the  
 Urban Hamilton Official Plan




Date:  
 February 14, 2019

Revised By:  
 MP/NB

Reference File No.:  
 Centennial NBH



Legend

-  UH-1f
-  UHC-4
-  Railways

Council Adopted: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

Urban Hamilton Official Plan  
 Volume 3: Map H-4  
 Area Specific Policies



Not To Scale

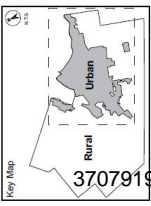
Date: Feb. 28, 2017



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For Rural Site Specific Areas, refer to Volume 3, Appendix A of the Rural Hamilton Official Plan.

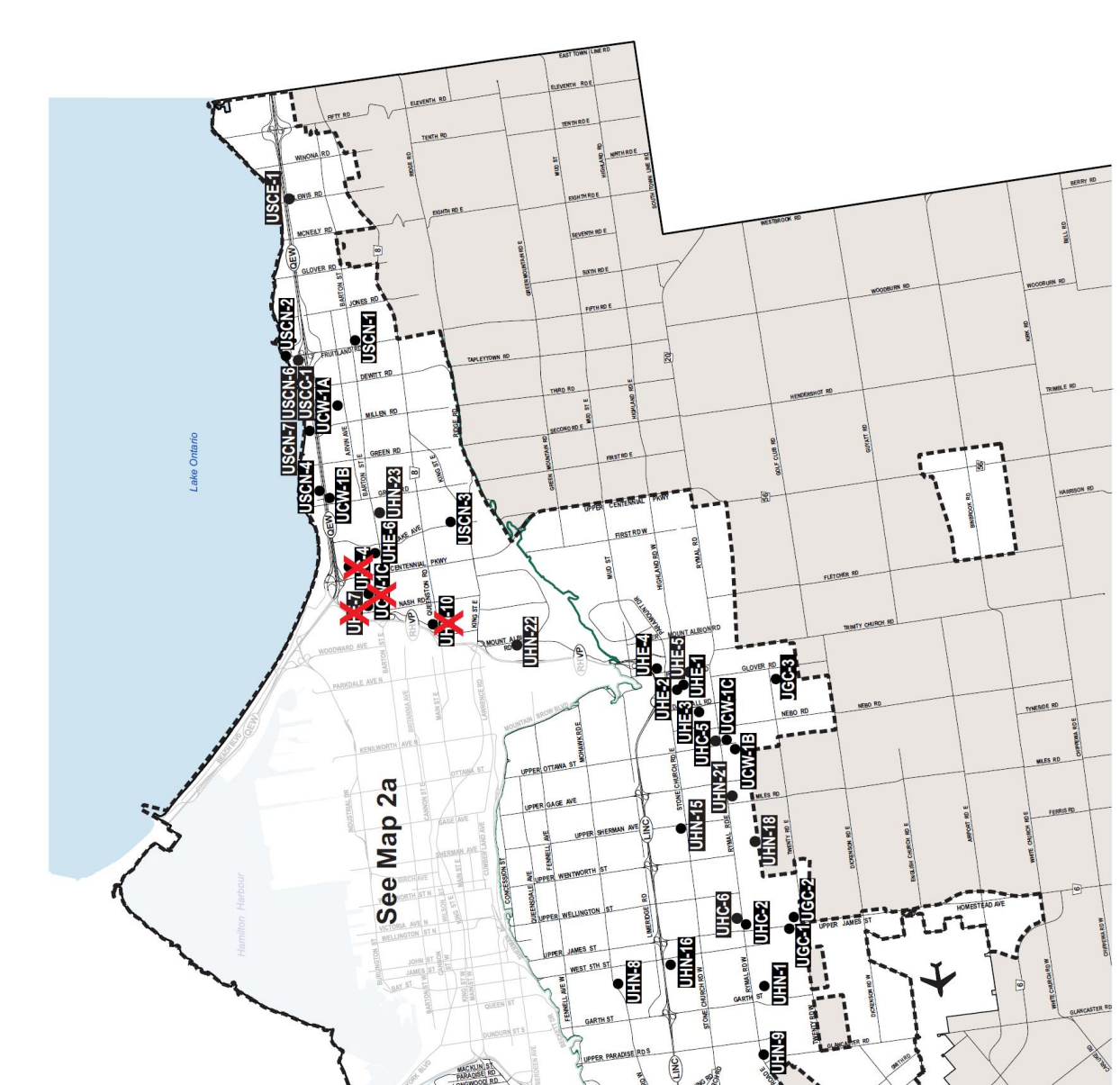
**APPEAL**

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East to the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal – see illustration on Schedules E and E-1, Volume 1

- Legend**
- Site Specific Areas (SSA)
    - Refers to Urban Site Specific Area #, Volume 3, Chapter 6
  - Other Features**
    - Rural Area
    - John C. Munro Hamilton International Airport
    - Niagara Escarpment
    - Urban Boundary
    - Municipal Boundary

Council Adoption: July 9, 2009  
 Ministerial Approval: March 16, 2011  
 Effective Date: August 16, 2013

Urban Hamilton Official Plan  
 Volume 3: Map 2  
 Urban Site Specific Key Map



See Map 2a

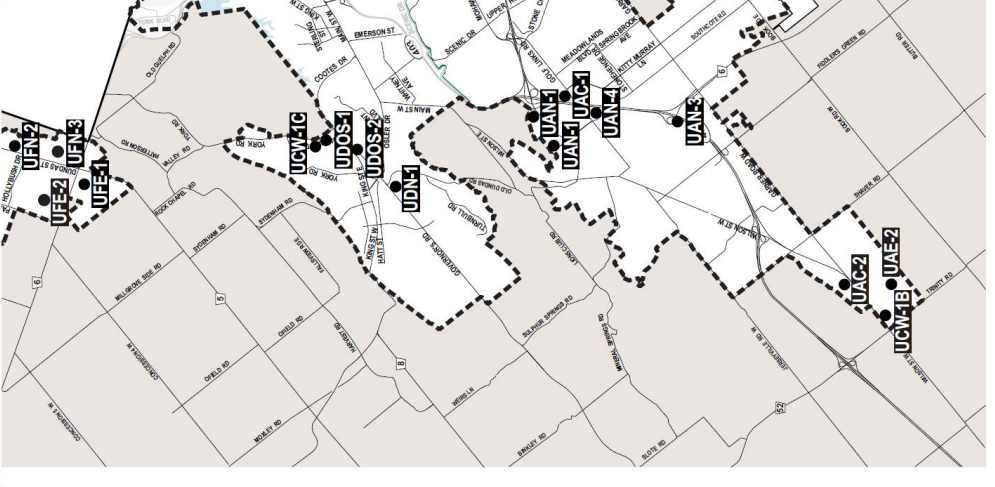
Appendix N  
 APPROVED Amendment No. 92  
 to the Urban Hamilton Official Plan

Urban Site Specific Areas to be removed:  
 UHC-4  
 UCW-1C  
 UHN-10  
 UHE-7

Date:  
 February 14, 2019

Revised By:  
 PIM/NB

Reference File No.:  
 Centennial NBH



Hamilton  
 Planning & Economic Development Department  
 Date: Nov. 23, 2018  
 No. 10-2018