



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Planning Division

and

**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Transportation Planning and Parking Division

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	January 16, 2018
<b>SUBJECT/REPORT NO:</b>	Centennial Neighbourhoods Secondary Plan and Centennial Neighbourhoods Transportation Management Plan (Wards 5 and 9) (PED18007)
<b>WARD(S) AFFECTED:</b>	Wards 5 and 9
<b>PREPARED BY:</b>	Melanie Pham (905) 546 2424 Ext. 6685  Mohan Philip (905) 546 2424 Ext. 3438
<b>SUBMITTED BY:</b>	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department  Steve Molloy Acting Manager, Transportation Planning Section Transportation Planning and Parking Division
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That the Centennial Neighbourhoods Secondary Plan, for the area shown on Appendix "A" of PED18007, attached as Official Plan Amendment (OPA) No. **XX** to the Urban Hamilton Official Plan (UHOP) be **APPROVED**, and that:
- (i) The By-law of adoption for the Official Plan Amendment, attached as Appendix "B" to Report PED18007 which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council;

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- (ii) The Kentley Neighbourhood Plan and the Riverdale West Neighbourhood Plan be repealed in their entirety; and,
  - (iii) The portions of the Riverdale East and Greenford Neighbourhood Plans which are located within the boundary of the Centennial Neighbourhoods Secondary Plan be repealed.
- (b) That the Centennial Neighbourhoods Transportation Management Plan, attached as Appendix “C” to Report PED18007, be endorsed, and that:
- (i) The General Manager of the Public Works Department be authorized and directed to file the Centennial Neighbourhoods Transportation Management Plan, attached as Appendix “C” to Report PED18007, with the Municipal Clerk for a minimum thirty day public review period.
  - (ii) Upon the completion of the thirty day public review, the General Manager of the Public Works Department be authorized and directed to program and include the recommended Schedule A, A+ and B projects in the future Capital Budget submissions, provided no comments or “Part II Order” requests (applicable to Schedule B projects only) are received that cannot be resolved.
  - (iii) That the recommended projects, attached as Appendix “D” to Report PED18007, be received and approved.

## **EXECUTIVE SUMMARY**

### **Centennial Neighbourhoods Secondary Plan:**

The Centennial Neighbourhoods Secondary Plan area consists of land bounded to the west by the Red Hill Valley Parkway, to the east by Lake Avenue, to the north by the QEW, and to the south by local streets just south of Queenston Road, as shown on the Location Map attached as Appendix “A” to Report PED18007. The total study area is approximately 388 gross hectares in area.

The secondary plan study area includes the Eastgate Sub-Regional Service Node, portions of the Queenston Road Primary Corridor and the Centennial Parkway Secondary Corridor, all of which are elements of the City’s Urban Structure as identified on Schedule E in Volume 1 of the Urban Hamilton Official Plan (UHOP). The area also includes the location of a new GO Station on Centennial Parkway North just south of the QEW (Confederation Station) which is planned to open in 2019 and the planned eastern terminus of the Light Rail Transit (LRT) line at Eastgate Square Mall. It is an important

area in the City as it is a major centre of retail activity for the east end of the City and a strategic entryway into the City. It is one of the City's two major commercial nodes outside of the downtown. It is anticipated that the area is about to undergo considerable change with the introduction of rapid transit and inter-regional transit, which will both support and stimulate renewal, redevelopment and intensification.

The purpose of the Centennial Neighbourhoods Secondary Plan is to create a new long term land use plan which capitalizes on planned major transit improvements and provides guidance for built form and public infrastructure improvements. The Secondary Plan provides a detailed land use plan and related policies for the regulation of land use and development within the Secondary Plan area. In order to implement the plan, an amendment to the UHOP is required (attached as Appendix "B" to Report PED18007 ) to add the Secondary Plan to the UHOP.

The Secondary Plan process was divided into four main phases, as follows:

- Phase 1: included the background report and project launch;
- Phase 2: examined a series of alternative land use options and streetscape/public realm improvements;
- Phase 3: developed the preferred land use option; and,
- Phase 4: included the policy development and finalization of the proposed Secondary Plan document.

The Study process involved extensive consultation with various internal City departments, external agencies and the public at numerous points throughout the project.

As part of the planning process, a range of key principles were identified and a number of issues were discussed that contributed to shaping the final plan and policies. A summary of these items is described in the Centennial Neighbourhoods Secondary Plan Summary Report (see Appendix "E" to Report PED18007).

To support the Secondary Plan process, two main studies were conducted, as follows:

- Centennial Neighbourhoods Secondary Plan Study (Dillon Consulting), for Phases 2 and 3 of the project (see Appendix "E" to Report PED18007). The recommendations from the Study were used as the basis for the detailed Secondary Plan policies and land use plan; and,

- Centennial Neighbourhoods Transportation Management Plan Study (see Appendix “C” to Report PED18007).

As part of the Secondary Plan the need to complete two further studies has been identified; a Streetscape and Public Realm Design Study and a Municipal Servicing Study. The Streetscape and Public Realm Design Study aligns with the policies of Volume 1 of the Urban Hamilton Official Plan which direct Secondary Plans to create urban design guidelines for mixed use areas in Sub-Regional Service Nodes. The Municipal Servicing study will confirm stormwater and sewer service capacities and identify minor gaps in servicing infrastructure and upgrades that may be needed to facilitate intensification opportunities.

### **Centennial Neighbourhoods Transportation Management Plan:**

Public Works Department has completed the Centennial Neighbourhoods Transportation Management Plan (TMP). The purpose of the Centennial Neighbourhoods Transportation Management Plan Study was to develop a comprehensive transportation plan that will:

- (a) Follow the Municipal Class Environmental Assessment (EA) process;
- (b) Support the Centennial Neighbourhoods Secondary Plan study;
- (c) Identify future transportation needs and address existing transportation issues; and,
- (d) Identify and evaluate transportation options and recommend solutions.

The Transportation Management study area extends beyond the Secondary Plan study area as illustrated in Appendix “A” to Report PED18007. It is bounded by the QEW on the north, King Street on the south, Red Hill Valley Parkway on the west and Lake Avenue on the east. The Transportation Management Plan addresses the existing transportation problems in the area, identifies the future transportation needs and supports the Secondary Plan study, the Hamilton Transportation Master Plan study and the rapid transit plans. The study followed the requirements of the latest Municipal Class Environmental Assessment document and completed Phases 1 and 2 of the study process.

The Problem/Opportunity statement provides the justification of the need for improvements to the transportation system. During the Phase 1 study process, the following Problems/Opportunities were identified:

- Accommodate transportation needs of future land use;
- Take advantage of investment from development opportunities;
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, HSR and the Eastgate Transit Hub, future Rapid Transit, and GO Transit and future Confederation GO Station;
- Support alternative transportation choices including walking and cycling; and,
- Create livable neighbourhoods, complete communities and Complete Livable Better Streets.

The recommended solutions support the city wide Transportation Master Plan policies and programs.

***Alternatives for Consideration – See Page 38***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Centennial Neighbourhoods Secondary Plan:**

Financial: N/A

Staffing: There are no staffing implications.

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for an Official Plan Amendment.

**Centennial Neighbourhoods Transportation Management Plan:**

Financial: The study recommended several transportation improvement projects and funding will be required in future years to implement the recommendations. The estimated project costs that can be identified at this stage are indicated in Appendix “D” to Report PED18007 . For the proposed Rapid Transit project (Eastgate to Confederation GO Station) funding will be required to undertake the “Transit Project Assessment Process” (TPAP).

Staffing: There are no staffing implications.

Legal: Municipal infrastructure undertakings such as roads, water and wastewater projects are subject to Ontario's Environmental Assessment Act. The Act allows for the approval of the project if the planning process follows and completes the requirements set out in the Municipal Engineers Association Class Environmental Assessments document (October 2000, as amended in 2007, 2011).

## **HISTORICAL BACKGROUND**

### **Centennial Neighbourhoods Secondary Plan:**

#### **Chronology:**

April 2006 to June 2009:	The Eastgate Sub-Regional Service Node was identified for this area through the Growth Related Integrated Development Strategy (GRIDS) that recommended a nodes and corridors approach to growth and intensification (2006). This approach was advanced in the development of the UHOP where specific policy direction to guide future development of Nodes and Corridors was established (2009). Through the Urban Structure (Volume 1, Schedule E), a shaded oval was used to indicate the general location of the Sub-Regional Service Node. The policies contained in the UHOP (Policy E.2.3.2.11) require specific policy direction be developed and delineation of a node boundary for intensification be established through a Secondary Plan process for the Sub-Regional Nodes.
September 2009:	The City Wide Secondary Plan Review was approved by Council, identifying the "Eastgate Sub-Regional Service Node" area (Schedule E, Urban Structure, UHOP) as one of the immediate priorities for development of new Secondary Plans (PED08017(a)).
Fall 2014:	Study area boundary for the Secondary Plan developed by staff.
February 2015:	Centennial Neighbourhoods Secondary Plan Background Report (PED15015) received by Planning Committee.
April, 2015:	Circulation of notice of study commencement for the Secondary Plan and the Transportation Management Plan studies and

notice of first public consultation event to all property owners in the study area or within 120 metres of the study area.

- May 26, 2015: Funding for Light Rail Transit (LRT) and GO Transit infrastructure improvements announced by Provincial government. Funding commitment includes B-line LRT project extending to Queenston Circle and a new GO Rail and Bus Station (Confederation Station) in the Centennial Neighbourhoods Secondary Plan Study area (in operation by 2019).
- June 2015: Industrial area around GO station identified as a potential extension to the Secondary Plan study area.
- Spring 2015 to Summer 2016: Extensive consultation undertaken with the public, internal staff, and external agencies for Phases 2 and 3 of project (Details included in Relevant Consultation Section of Report and Appendices “E and F” to Report PED18007). Secondary Plan study area expanded to include industrial lands around GO Station.
- Fall 2016 to Spring 2017: Draft Secondary Plan policies and maps developed.
- February, 2017: Centennial Neighbourhoods Secondary Plan Study Summary Report finalized (Appendix “E” to Report PED18007).
- April 13, 2017: Draft Secondary Plan materials circulated to the public and various staff and agencies.
- April 26, 2017: Council votes to file an updated Environmental Assessment for the proposed LRT which includes the extension of the LRT to Eastgate Square Mall.
- May 2017 to August 2017: Various modifications and refinements made to the draft Secondary Plan based on comments received. Extension of LRT to Centennial Parkway confirmed. Growth Plan for the Greater Golden Horseshoe (2017) was released. Further modifications to the draft secondary plan were made.
- September 15, 2017: Revised draft of Secondary Plan circulated to the public and various staff and agencies.

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September 2017 to November, 2017: Final modifications and refinements made to Secondary Plan based on comments received.

### **Centennial Neighbourhoods Transportation Management Plan:**

The Centennial Neighbourhood Transportation Management Plan (CNTMP) study was initiated in early 2015 to support the secondary plan study, to identify and address the existing transportation problems and to plan for the future requirements based on the planned intensification and rapid transit projects. The study followed the Phases 1 and 2 of the Municipal Engineers Association's Municipal Class EA (October 2000, as amended in 2007 and 2011) process.

Several transportation challenges currently exist in the study area. Through field investigations and public consultations the project identified the problems faced by the residents and commuters. The identified problems include safety concerns, speeding, cut through traffic, lack of transit connectivity and services, unsafe biking and pedestrian facilities. Several solutions were considered for evaluation. The evaluation criteria and preferred solutions were presented to the public and stakeholders. The top four criteria identified are Capacity, Safety, Urban design and Mobility choices. The study was completed and the Project File Report was finalized in October 2016.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **Provincial Policy Statement (2014)**

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The Planning Act requires that, in exercising any authority that affects planning matters, planning authorities shall be consistent with policy statements issued under this Act. The following policies, amongst others, are applicable to the Secondary Plan.

The PPS recognizes that long term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns (Policy 1.0). Settlement areas are intended to be the focus of growth and their vitality and regeneration promoted (Policy 1.1.3.1). Land use patterns within settlement areas must be based on densities and a mix of land uses which efficiently use land and resources, are appropriate for the infrastructure and public services facilities which are planned or available, which minimize negative impacts to air quality and climate change and promote energy efficiency, which support active transportation, and which are transit-supportive and freight-supportive (Policy 1.1.3.2). Cities must provide a range of uses and opportunities for intensification and redevelopment, and planning authorities are directed to identify appropriate locations

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and promote opportunities for this, taking into account existing building stock, and the availability of infrastructure required to meet projected needs (Policy 1.1.3.3). The Secondary Plan provides for a variety of intensification and redevelopment opportunities, which is an efficient use of land and is transit-supportive and supportive of active transportation.

The PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4). Planning authorities are also required to establish minimum targets for intensification and redevelopment within built-up areas (Policy 1.1.3.5). The Secondary Plan sets out a number of development standards to ensure that potential effects of development are considered and mitigated or avoided. The Plan also implements the density targets set out in the UHOP for the Sub-Regional Node area.

The Secondary Plan is also consistent with other policies in the PPS which address:

- Providing an appropriate mix and range of employment uses (Policy 1.3.1);
- The preservation of employment lands (Policy 1.3.2.1);
- The potential conversion of employment lands through a comprehensive review (Policy 1.3.2.2);
- Accommodating residential growth through intensification and redevelopment (Policy 1.4.1a));
- Permitting all forms of housing required to meet the social, health and well-being requirements of current and future residents (Policy 1.4.3b));
- Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (Policy 1.4.3e));
- Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Policy 1.5.1a));
- Planning and providing for a full range and equitable distribution of publicly-accessible built and natural setting for recreation (Policy 1.5.1b));

- Providing efficient and appropriate levels of infrastructure (Policies 1.6.1 to 1.6.6); and,
- Ensuring compatibility between rail facilities and sensitive land uses (Policy 1.6.9.1b)).

The PPS requires that transportation and land use considerations shall be integrated at all stages of the planning process (Policy 1.6.7.5). The Centennial Neighbourhoods Transportation Management Plan has been completed concurrently with the Secondary Plan to inform the Secondary Plan and ensure that transportation has been considered throughout the process. This ensures that the transportation policies of the PPS contained in Sections 1.6.7 and 1.6.8 are being met.

The Centennial Neighbourhoods Secondary Plan conforms to the PPS.

### **Places to Grow - Growth Plan for the Greater Golden Horseshoe (2017)**

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) provides high level policy direction for municipalities within the Greater Golden Horseshoe to build healthy, balanced, and complete communities. The Growth Plan guides decisions on a wide range of issues, including: economic development; land use planning; urban form; housing; natural heritage and natural resource protection; and, provincial infrastructure planning. The *Places to Grow Act* requires that all decisions under the *Planning Act* conform to the Growth Plan.

The Growth Plan provides direction to municipalities on managing growth and emphasizes the importance of intensification and its ability to provide a diverse and compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods, active transportation goals and enhanced transit opportunities. The components of the Secondary Plan support the Growth Plan policies, through the provision of public transit, the efficient use of land, the efficient use of infrastructure, and the provision of high quality public spaces that support and create attractive and vibrant communities.

Concurrent with the preparation of the Secondary Plan, the Province undertook a comprehensive review of the Growth Plan. A new Growth Plan was approved in 2017. All decisions made on or after July 1, 2017 must conform to the updated Plan. There are a number of changes which were made to the Growth Plan which have implications for the Centennial Neighbourhoods Secondary Plan. The key relevant changes to the Growth Plan include:

- Growth forecasts are projected to 2041 instead of 2031;

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- Population forecasts for 2031 have been adjusted from 660,000 to 680,000 for the entire City of Hamilton. A forecast of 780,000 for 2041 has been established;
- Employment forecasts for 2031 have been adjusted from 300,000 to 310,000. A forecast of 350,000 for 2041 has been established;
- By 2031, 60% of residential development must take place within the City's built up area, instead of 40%. The Growth Plan allows for current Official Plan intensification targets to remain in effect until each municipality completes their next municipal comprehensive review;
- A minimum density target of 160 residents and jobs per hectare has been established for transit station areas on priority transit corridors served by LRT. For the Secondary Plan, this target would apply generally to a 500 metre area around the proposed Nash and Queenston LRT stop and the Eastgate Square Mall LRT stop; and,
- Municipalities are permitted to delineate exact transit station areas where density targets will be applied through more detailed review.

These changes have been reviewed during the final phase of the development of the Secondary Plan to ensure conformity to the current Growth Plan. A boundary has been delineated for the major transit station areas in the Secondary Plan and is shown on Appendix H of the Secondary Plan attached as Appendix "B" to PED18007. Within the major transit station areas, the density of the total possible build-out was estimated based on the proposed Secondary Plan policies and zoning requirements (see Table 1). The total possible density over the long term exceeds the minimum 160 residents and jobs per hectare. This review confirms that the proposed Secondary Plan designations are appropriate for meeting the target densities around the major transit station areas, required by the current policies of the Growth Plan.

**Table 1: Estimated Major Transit Station Area Densities (residents and jobs per hectare)(rj/ha)**

<b>Major Transit Station Area</b>	<b>Existing Density (rj/ha)</b>	<b>Potential Density (Built-Out) (rj/ha)</b>
Nash and Queenston Road intersection LRT stop	90	591
Eastgate Square Mall LRT stop	85	658

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The Centennial Neighbourhoods Secondary Plan Study Summary Report, attached as Appendix “E” to Report PED18007, incorporates a further review of the policies of the Growth Plan applicable to the Secondary Plan. The Centennial Neighbourhoods Secondary Plan conforms to the policies of the Growth Plan.

### **Urban Hamilton Official Plan (2013)**

The UHOP came into force and effect in August, 2013. The goal of the UHOP is to establish compact, complete communities where citizens can live, work, shop, play, and learn. One component of achieving this goal is through the development of Secondary Plans for smaller geographic areas within the City to provide more detailed direction for the evolution of land use and promotion of intensification. Once a Secondary Plan is completed, it is adopted as an amendment to the UHOP. The UHOP contains policy direction on strategic areas where Secondary Plans should be prepared, and what elements must be part of a Secondary Plan.

The UHOP is based on a nodes and corridors structure. That structure directs the majority of intensification to occur along major roads and in commercial nodes or activity centres. The general area around the intersection of Centennial Parkway and Queenston Road is identified as a Sub-Regional Service Node within this Urban Structure (Schedule E of the UHOP). In addition, Queenston Road is identified as a Primary Corridor west of Centennial Parkway, and as a Secondary Corridor east of Centennial Parkway. Centennial Parkway is also identified as a Secondary Corridor.

Node and corridor urban structure elements are recognized in the Official Plan as being important to the function of the City. They are identified as strategic areas for investment in the transportation and infrastructure network. As a principle, urban structure elements are to be the focus for population growth and public and private redevelopment. The UHOP directs the preparation of detailed secondary plans for sub-regional nodes to provide greater direction on mix of uses, heights, densities, built forms and design.

The Centennial Neighbourhoods Secondary Plan establishes permitted land uses, densities, development forms and development standards within the area. A detailed boundary for the Sub-Regional Service Node is identified as part of the Secondary Plan, along with policy directions to achieve a more compact, mixed use area. The plan also provides guidance on changes to the public realm, urban design, transportation and infrastructure.

The following land use designations in the UHOP apply to the Secondary Plan area, as shown on Schedule E-1 - Urban Land Use Designations of Volume 1:

- Neighbourhoods;
- Mixed Use - Medium Density and Mixed Use - High Density;
- District Commercial and Arterial Commercial;
- Open Space;
- Institutional;
- Industrial Land and Business Park; and,
- Utilities.

The proposed designations and policies of the Secondary Plan take their direction from the policies of the UHOP, and are consistent with the general intent and purpose of the plan. However, an amendment is required to the Urban Hamilton Official Plan in order for the Secondary Plan to be implemented. The purpose of the Official Plan Amendment is to:

- Incorporate the Centennial Neighbourhoods Secondary Plan into Volume 2 of the UHOP;
- Define the Sub-Regional Service Node Boundary;
- Change the majority of the lands designated Arterial Commercial and District Commercial on Centennial Parkway North, near Barton Street East and the proposed GO Station, to a Mixed Use designation to reflect the extension of the node area to the proposed GO Station;
- Refine the locations of the Mixed Use – Medium Density and Mixed Use – High Density Designations;
- Remove certain lands from the Old Town Secondary Plan and add them to the Centennial Neighbourhoods Secondary Plan;
- Implement policy to promote and encourage intensification and support higher order transit;
- Implement the recommendations of the Transportation Management Plan;

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- Amend existing Maps and Schedules in the Official Plan to reflect the Centennial Neighbourhoods Secondary Plan area;
- Remove site specific and area specific policies from Volume 3 that apply to the Secondary Plan area; and,
- Make minor text changes to references in Volume 1 to ensure correct references to areas in the Secondary Plan.

The proposed Official Plan amendment is attached as Appendix “B” to Report PED18007.

#### Transportation Management Plan

For the transportation management plan study several City documents provide guidance in assessing future transportation needs, in addition to Provincial policy directions. These include the City-wide Hamilton Transportation Master Plan, transportation policy papers, GRIDS study (2006), Rapid Transit study, Recreational Trails Master Plan, Cycling Master Plan, and Goods Movement study.

### **RELEVANT CONSULTATION**

#### **Staff/Agency Consultation:**

##### Technical Advisory Committee Meetings

At key intervals of the Secondary Plan process, Planning staff, with support from Dillon Consulting (where required), presented key findings to the City’s Technical Advisory Committee (TAC). The TAC is comprised of City staff who meet to provide the expertise of a multi-disciplinary team to assist with the development and refinement of the Secondary Plan. Members assisted in identifying issues, reviewing alternative solutions, and providing comments on the land use plan, policies and related studies. TAC includes representatives from the following departments and sections:

- Community and Emergency Services Department
  - Housing Services
  - Recreation
  - Neighbourhood and Community Initiatives

- Hamilton Fire Department
  - Hamilton Police Services
- Planning and Economic Development Department
  - Community Planning and GIS
  - Policy Planning and Zoning By-Law Reform
  - Development Planning, Heritage and Design
  - Business Development
  - Urban Renewal
  - Tourism and Culture
  - Parking Operations and Maintenance
  - Building Engineering and Zoning
  - LRT Office
- Public Health Services Department
  - Healthy Environments
- Public Works Department
  - Energy Fleet and Facilities
  - Landscape Architectural Services
  - Recycling and Waste Disposal
  - Transportation Planning Services
  - Traffic Operations and Engineering
  - Transit Planning and Customer Service

– Infrastructure Planning and Systems Design

The Centennial Neighbourhoods Secondary Plan project has been presented and discussed at the City's TAC five times:

- TAC 1: Background for project, September 30, 2014;
- TAC 2 Phase 1: Existing issues and opportunities, February 11, 2015;
- TAC 3: Phase 2: Land use options, September 28, 2015;
- TAC 4: Phase 3: Recommended land use plan, February 23, 2016; and,
- TAC 5: Phase 4: Draft secondary plan policies, April 25, 2017.

In addition to the Secondary Plan information, the Centennial Neighbourhoods Transportation Management Plan was also presented and discussed concurrently at TAC. After each of these meetings, information was circulated to TAC members for additional comment.

The original draft Secondary Plan and policies were circulated to staff in February 2017 for review. After a significant number of changes, a revised version was circulated on September 15, 2017. This resulted in a number of minor corrections to formatting, spelling and policy references in the document, but no additional substantive changes.

#### External Agency Consultation

A list of external agencies that were contacted regarding the project is included in Appendix "F" to Report PED18007. No substantive comments were submitted by these agencies regarding the final plan.

#### **Public Consultation:**

##### **Focus Group**

The City formed a Focus Group comprised of representatives from the Secondary Plan area. Members of the Focus Group included residents, business owners and commercial land owners/developers. The Secondary Plan team met with the Focus Group at three intervals, approximately two to three weeks before each major public event. The Focus Group provided valuable input on how to engage the public at large and also on a variety of the aspects of the Secondary Plan and Transportation Management Plan:



- Focus Group Meeting 1: Issues and opportunities workshop, April 8, 2015;
- Focus Group Meeting 2: Land use and public realm options workshop, November 10, 2015; and,
- Focus Group Meeting 3: Workshop on recommended land use and public realm improvements, April 7, 2016.

### **Public Information Centres**

Prior to the first Public Information Centre (PIC), postcard notifications were sent to every property owner and tenant in the Secondary Plan and Transportation Management Plan Study areas, and within 120 metres of the Secondary Plan study area. Notices for all three PICs were also posted in the Hamilton Spectator and the Stoney Creek Community News twice before the PIC dates. For the second and third PICs, postcards were also distributed to local businesses, placed at the customer service desk at Eastgate Square Mall, provided to high density apartment buildings and placed in community facilities such as the library and the Domenic Agostino Riverdale Community Centre.

Centennial Neighbourhoods has a diverse, multi-cultural population. To ensure that all residents felt comfortable participating, staff consulted with the Community Developer for the Riverdale Neighbourhoods area (Social Planning and Research Council) and arranged for translation services to be offered at all PICs in Urdu, Punjabi, Arabic and Hindi. Posters advertising the PIC events were also posted in area apartment buildings and community facilities, in English, Urdu, Punjabi, Arabic and Hindi.

Public comments were received at the PICs as well as for a period of time (generally 3 weeks) following the PICs. These comments were reviewed and incorporated into the next phases of the project as required.

### **PUBLIC EVENT #1: PHASE 1, ISSUES, OPPORTUNITIES AND VISION**

The event occurred on Tuesday April 30th, 2015 at St. Gregory the Great Church. There were 85 people in attendance. The project was introduced to the public through presentations of background information and the public's feedback was collected through an interactive activity providing participants with the chance to add their notes to large scale maps. The session focused on two key elements – confirming key issues and opportunities and discussing the key principles for the Secondary Plan.

#### PUBLIC EVENT #2: PHASE 2, LAND USE OPTIONS WORKSHOP

The second workshop occurred on Tuesday December 1st, 2015 between 6:30pm and 9pm at Lake Avenue Public Elementary School. There were 35 people in attendance. The consultant team explained the purpose of the event and provided an update. Different options for the area were presented, broken down into four districts. Participants were asked to provide their feedback on the options, identifying what they liked about the options, what they wanted to change and also any potential additional options which should be considered.

#### PUBLIC EVENT #3: PHASE 3, RECOMMENDED OPTION

The third public event occurred on Thursday April 28th, 2016 at Lake Avenue Public Elementary School. There were 43 people in attendance. The consultant team presented the purpose of the meeting, feedback from previous events, the rationale for the recommendations as well as elements of the Secondary Plan including draft schedules. Participants had the opportunity to provide their comments on the map schedules which were posted in the room for comment.

#### **Tactical Consultation**

Staff undertook several pop-up consultation opportunities to gather additional input from the local community. These efforts were meant reach out to groups or individuals that may not necessarily attend a public information centre.

#### Sam Manson Park – August 5, 2015

Planning staff visited the park in the evening of August 5, 2015 to talk to park participants about their community. Staff asked children and their parents what they liked about the community and what changes they would like to see in the area. Freezies were handed out to children who stopped to talk and share their thoughts.

#### Riverdale Fall Fest – September 2015 and 2016

Planning staff set up a booth at the Riverdale Fallfest held in September of both 2015 and 2016. A number of residents came by to chat about issues in their community, things they enjoyed about their community, and improvements they would like to see, and provide input/thoughts on the Secondary Plan process.

Riverdale Neighbourhood Association – Planning Team Meetings – February 2015 and January and May 2016

Planning staff attended the Riverdale Neighbourhood Association meetings at key intervals through the Secondary Planning process. There is a Neighbourhood Action Plan for the Riverdale area and Planning consulted with this group to ensure that any actions that could be accommodated through the Secondary Plan policies were considered.

Eastgate Square Mall Community Booth – April 29, 2016 and May 3, 2017

In an effort to connect with the greater community following the third PIC and following the release of the draft policies, Planning staff set up panels and provided handouts of the Secondary Plan information at the Eastgate Square Mall community booth. Staff were available during the full extent of the mall hours, spoke with a number of people throughout the day and solicited comments from passer-by.

Neighbourhood Walking Tour – August 2015

Planning staff and Traffic staff met with two Hamilton Police Officers familiar with the area, to do a walk-about and discuss issues and complaints regarding traffic, speeding and crime that had been heard at the first April PIC.

Housing and Homelessness Community Feedback Session – April 17, 2015

An evening trade show style event with booths from different City services and non-profit organizations was organized by the Housing Services Section of the City of Hamilton. The event took place in the Secondary Plan study area, in the Domenic Agostino Community Centre. Planning staff set up a booth and handed out information and discussed the secondary plan project with attendees. Attendees were asked to write observations and comments on a large aerial map of the study area.

**Individual Interviews and Councillor Updates**

City staff held one-on-one meetings with interested stakeholders, upon request. Staff also provided updates to the Ward Councillors at various points throughout the process.

**Comments on Final draft Secondary Plan**

Fourteen public comment submissions were received in response to the final circulation of the draft Secondary Plan. A table is attached as Appendix “G” to Report PED18007 describing the comments received and staff’s response to the comments, including

changes which staff made to the Plan to address the comments. A number of the issues noted are reflected in the Analysis and Rationale Section of this Report, and in the policy discussion on pages 31 to 34.

### **Project website**

A project website ([www.hamilton.ca/centennialneighbourhoods](http://www.hamilton.ca/centennialneighbourhoods)) was set up to provide ongoing updates and information to the public on the project. The website was updated regularly after each community event and during critical points in the Secondary Plan process. An online survey was posted on the website at the launch of the study to obtain information on how people use the area, travel patterns to from and within the area, identification of transportation issues, and thoughts on future vision for the area. Eleven responses to the survey were received.

### **Transportation Management Plan / EA requirements:**

The Municipal Class Environmental Assessment process requires public and stakeholder consultations. Consultation plans were developed and followed throughout the study process. As noted above, a joint public consultation program with the Secondary Plan study was undertaken including joint focus group meetings, PICs, and public notices. Transportation information, issues, evaluation methods and solutions were presented at the PICs and focus groups to gain input.

Project information was made available to the public throughout the study period by email, the project website ([www.hamilton.ca/centennialNTMP](http://www.hamilton.ca/centennialNTMP)), and telephone conversations. Agency consultations included the Conservation Authority, MOE, Metrolinx and the City's internal departments/sections including HSR. Agency, public, internal, and external stakeholder comments were received and addressed, as appropriate. Ward Councillors were consulted and updated on the project during various stages of the study process.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

### **1. Centennial Neighbourhoods Secondary Plan**

The Secondary Plan provides clear direction for development throughout the plan area with particular focus on the Centennial Node. Land use guidance for residential uses, commercial and mixed-use development, parks and open space areas and institutional uses, as well as urban design considerations are provided through the policies. As part of the Secondary Plan process, a number of issues were identified, both through public consultation and as a result of internal staff consultation. The main themes of the issues include the following:

- Ensuring adequate amounts of housing and quality affordable housing options;
- Ensuring that transit-supportive densities are provided around LRT stops and the proposed GO station;
- Needing clear guidance for intensification along the major corridors;
- Ensuring appropriate and sensitive transitions from high to low density and between commercial and residential uses;
- Preservation of stable residential neighbourhoods and neighbourhood parks and natural areas;
- Transportation movement through the neighbourhood, including management of traffic impacts associated with development;
- Maintaining a commercial focus in the Node and providing flexibility for commercial sites to evolve over the long term into more compact, mixed use areas;
- Desire for more public spaces for gathering and socializing, and appropriate design of existing public spaces;
- Significant improvements needed to streetscapes and the public realm to improve the pedestrian environment and active transportation opportunities, and create safer and more attractive streetscapes; and,
- Ensuring quality urban design, particularly for gateway areas, and for transition areas between densities and different types of uses.

The “Centennial Neighbourhoods Secondary Plan Summary Report” (see Appendix “E” to PED18007) provides a summary of the issues that were raised throughout the process and how they were addressed through the Secondary Plan recommendations. Transportation related issues were reviewed as part of the Transportation Management Plan process.

The Centennial Neighbourhoods Secondary Plan is a built up area, with a number of important elements that are reflected in the Secondary Plan:

- Sub-Regional Node - Eastgate Square Mall, as well as a number of other nearby commercial sites, provide a concentration of commercial activity that serves the daily and weekly shopping needs of surrounding neighbourhoods and creates a regional shopping draw.

- Commercial Corridors - Centennial Parkway and Queenston Road are the primary commercial corridors of the neighbourhood. Planning for the health, vitality and continued commercial success of these corridors played a significant role in the Secondary Plan process.
- Stable Residential Areas - Much of the surrounding neighbourhood around the Sub-Regional Service Node is characterized by stable residential forms ranging from low density to high density. The maintenance of these stable residential areas was an important consideration of the Secondary Plan.
- Location - Centennial Neighbourhoods is a primary gateway into the eastern part of the City with an entrance off the Queen Elizabeth Way and two entrances from the Red Hill Valley Parkway. Well served by highway access, it makes an attractive location for businesses to locate and an attractive community for people to live in.
- Higher Order Transit - Planned transit improvements for the area, including the GO bus/rail interregional transportation station (Confederation Station) to open in 2019, and the Light Rail Transit planned on Queenston Road connecting to Eastgate Square Mall, offer strategic benefits for new investment. Policy direction is required to ensure that transit-supportive densities and built form are achieved in the secondary plan area.

### 1.1 Plan Vision

The vision for the Plan was developed in consultation with the community. It aligns with the vision for the City as well as the vision of the community for this area. The vision is included in the Secondary Plan as noted below:

*“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.”*

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## 1.2 Sub-Regional Service Node

The main focal point of the Secondary Plan is the Centennial Node, which is the Sub-Regional Service Node. The Node forms a central part of the Plan, as the basis for establishing the Secondary Plan comes from policies in the Official Plan that direct the City to prepare a Secondary Plan for Sub-Regional Service Nodes. The Secondary Plan establishes a detailed boundary for the Node.

Consistent with the Official Plan policies for Sub-Regional Service Nodes, the Centennial Node is planned to achieve a density range of 100 to 150 units per hectare by the year 2031. The calculations for density estimates are described in greater detail in the Centennial Neighbourhoods Secondary Plan Study Summary Report on pages 82-83. The density estimates are calculated to 2031 since this is the current planning timeframe of the Urban Hamilton Official Plan.

Proposed policies for the Centennial Node focus the majority of redevelopment and intensification within this area. The intent of the policies is to create a more compact, mixed use form of development in the area over the long term while protecting the commercial function of the sub-regional node. Sub-regional nodes are directed by the Official Plan to plan for an excess of 100,000 square metres of retail floor area.

A “Pedestrian Focus Street” overlay has been applied to the majority of the mixed use designated properties in the Node. Additional policy direction is applied to properties on Pedestrian Focus Streets to ensure built forms and developments create comfortable, active and visually stimulating walking environments. The Pedestrian Focus Street policies establish a minimum building height of 2 storeys, require commercial uses on the ground floor of buildings, require new buildings to be built up to the street line, and direct parking areas to the side or rear of a development.

A unique characteristic of the Centennial Node is that it contains a concentration of numerous large commercial plazas. There are six large commercial plazas in the Node, the largest of which is the Eastgate Square mall. Based on feedback from several of these landowners, a number of policies have been established for the node which recognize that the intended built form for the area will be established on a gradual basis over time, and in the interim, some smaller scale development on these sites is appropriate and will help the area transition over time to its ultimate vision of a pedestrian focused area.

## 1.3 Supporting Studies

Two supporting studies were carried out which provided support and direction for the Secondary Plan.

### 1.3.1 Centennial Neighbourhoods Secondary Plan Study

A Centennial Neighbourhoods Secondary Plan Study was undertaken by Dillon Consulting in coordination with the City, for Phases 2 and 3 of the project, which included developing various alternatives for the plan and determining a recommended option. The recommendations from the Study were used as the basis for the detailed Secondary Plan policies and land use plan. Dillon's Summary Report is attached as Appendix "E" to Report PED18007.

The Secondary Plan policies refine and provide additional detail on Dillon's policy directions for the various elements of the Plan. A number of minor refinements to the recommended plan and policies were also made on the basis of additional detailed review and comments and consultations with various internal and external persons.

Refinements to the recommendations in Dillon's Summary Report include:

- Identifying additional lands as "Light Industrial" instead of "General Industrial" which currently permits heavier industrial uses. This change was made to prevent new heavy industrial uses from locating near the Mixed Use areas around the GO station, which could affect compatibility between industrial and new residential uses. A detailed review of existing uses in the industrial area was completed which identified that existing uses in the proposed "Light Industrial" area are light to moderate intensity uses and already conform to this designation.
- Applying the Pedestrian Focus Streets overlay to a more focused area on Queenston Road, instead of for the entire length of the Node.
- Simplifying the Building Heights map to reflect just the height permissions within the Centennial Node area.
- Allowing limited additional intensification on existing High Density sites in the neighbourhood, subject to a public Zoning By-law Amendment process.
- Eliminating minimum residential densities on Mixed Use – Medium Density sites, to allow for more flexibility in building uses and design.
- Allowing limited additional heights on Mixed Use – High Density sites, subject to a public Zoning By-law amendment process and meeting a number of additional requirements.
- Changes to Site Specific Policy Areas, including:

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- Refinement of Site Specific Policy Area 5, an area to be reviewed in the next Municipal Comprehensive review (see page 112 of Appendix “F”) to just include industrial lands abutting Barton Street East on the boundary of existing employment areas. All industrial areas City-wide, including those in the Centennial Neighbourhoods Secondary Plan, will be reviewed during the Municipal comprehensive review process. However, the site specific requires the properties fronting on Barton to be considered for conversion to an alternate designation (i.e. commercial) based on a number of specific factors unique to the Secondary Plan area.
- Elimination of Site Specific Policy Area 9 (see page 112 of Appendix “E”), as general policies and Secondary Plan directions eliminate the need for a site specific policy area.
- Addition of new Special Policy Areas J, K, and L (see Appendix “I” of the Official Plan Amendment attached as Appendix “B”). Area J references a site which is under appeal at the Ontario Municipal Board for a development proposal. Area K carries over a permission for a commercial recreation facility approved by Planning Committee in July 2017. Area L provides development direction for a large commercial site at the south east corner of Nash Road and Queenston Road.

### 1.3.2 Centennial Neighbourhoods Transportation Management Plan Study

The purpose of the Centennial Neighbourhoods Transportation Management Plan Study was to support the Secondary Plan process. The study assessed existing transportation conditions in the Secondary Plan area and abutting areas and also assessed future transportation needs based on the recommended Secondary Plan option. The Study evaluated various transportation options to address existing and future needs, and recommended a number of solutions summarized in Appendix “D” to Report PED18007. Policy recommendations were incorporated into the Secondary Plan’s transportation policies.

### 1.4 Land Use Designations

The proposed land use map for the Centennial Neighbourhoods Secondary Plan is attached to Appendix “B” to Report PED18007 (Official Plan Amendment) as Map B.6.7-1 (see Appendix “F” to the OPA). Tables 2 to 5 provide a summary of the general details for the residential, commercial, industrial and parks and open space designations, including permitted uses, densities, building heights, and general location of where the designations have been applied.

**Table 2: Residential Designations**

Residential designations generally recognize existing housing types and densities within the Secondary Plan. Where lands are being relocated from the Old Town Secondary Plan into the Centennial Neighbourhoods Secondary Plan, similar residential designations have been applied.

	<b>Permitted Uses</b>	<b>Density (Units / Net Hectare)</b>	<b>Maximum Building Height</b>	<b>Location</b>	<b>Reason for Designation</b>
<b>Low Density Residential 2</b>	Singles, Semis, Duplex	0 to 40	Max. 3 storeys	Existing - interior to the neighbourhood	Existing residential uses where desired density is lower than full range in Volume 1
<b>Low Density Residential 3</b>	Singles, Semis, Duplex, Triplex, all forms of Townhouses, Fourplex	41 to 60	Max. 3 storeys	Existing – interior to the neighbourhood and on the periphery of neighbourhood	Existing residential uses where the minimum density is higher than Volume 1 and should be maintained
<b>Medium Density Residential 2</b>	Multiple Dwellings, except Street Townhouses, Local Commercial permitted on the ground floor	60 to 75	Max. 6 storeys	Existing – mainly on the periphery of the neighbourhood	Areas where density is intended to be less than the full range in Volume 1 for Medium Density
<b>Medium Density Residential 3</b>	Multiple Dwellings, except Street Townhouses, Local Commercial permitted on the ground	75 to 100	Max. 6 storeys	Existing – mainly on the periphery of the neighbourhood	Areas where intended minimum density is higher than the full range in Volume 1 for Medium Density

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	floor				
<b>High Density Residential 1</b>	Multiple Dwellings, Local Commercial permitted on the ground floor	100 to 200 Provision to increase to 300 subject to specific criteria and public process	Max. existing heights (existing building heights range from 6 – 16 storeys)	Existing High Density sites, mostly on periphery of residential neighbourhoods	Recognizes existing High Density buildings and applies Volume 1 permissions. Permits limited infill

**Table 3: Commercial and Mixed Use Designations**

Mixed Use – Medium Density and Mixed Use – High Density designations have been applied to commercial lands throughout the Centennial Node, allowing for a wide range of uses. Outside of the Node, commercial designations generally recognize the function of existing commercial uses.

	<b>Permitted Uses</b>	<b>Maximum Building Height</b>	<b>Location</b>	<b>Reason for Designation</b>
<b>Mixed Use - Medium Density</b>	Permits a range of retail, service commercial, institutional, office, cultural, arts, recreation, entertainment, hotels and residential at a moderate scale	6 storeys, may increase to 8 subject to criteria	Within the Centennial Node – Applied to smaller and/or shallower lots, as well as some larger lots on the exterior edges of the node	Areas where Mixed Uses are appropriate at a moderate scale and where moderate heights are also appropriate
<b>Mixed Use – High Density</b>	Permits a range of retail, service commercial, institutional, office, cultural, arts, recreation, entertainment, hotels and	As per the Maximum Building Heights in the Node Plan. Heights range from 6 to 20 storeys depending on location	Within the Centennial Node – Applied to key sites in major transit station areas large lots with large	Areas where Mixed Uses are appropriate at a greater scale and where greater heights are appropriate

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**SUBJECT: Centennial Neighbourhoods Secondary Plan and Centennial Neighbourhoods Transportation Management Plan (Wards 5 and 9) (PED18007) - Page 28 of 40**

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	convention centres, and high density residential uses. Minimum residential density of 100 units per hectare		scale redevelopment potential, and locations which abut other high density uses	
<b>Local Commercial</b>	Commercial uses that cater to the daily and weekly needs of the surrounding neighbourhood, residential uses above the ground floor	None. Size restricts potential height.	Two existing locations (one on Queenston Road, one on Barton Street)	Sites are small and located outside of the Node, and Local Commercial uses are most appropriate
<b>District Commercial</b>	As per Site Specific Policy Area D – based on OMB decision (see <i>Site Specific Description in Section 1.5 below</i> )	None.	Applied to Walmart commercial plaza site abutting the QEW.	Existing site functioning as District Commercial and not anticipated to have major changes in function or uses
<b>Arterial Commercial</b>	Commercial uses catering to the travelling or drive-by consumer, including automotive uses, commercial entertainment and recreation, industrial supply and contractor uses, enclosed storage. Offices also permitted.	None.	One existing location as southwest corner of Centennial Parkway North and the QEW	Site is in a heavy traffic area on an arterial road, and meets the intent of Official Plan policies for Arterial Commercial uses. Location is not suitable for residential uses

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**Table 4: Industrial Designations**

All existing designated industrial lands have been maintained as industrial. Some General Industrial lands in close proximity to the Centennial Node have been changed to Light Industrial to reduce the risk of land use conflict between industrial lands and potential future residential uses in the Node.

	<b>Permitted Uses</b>	<b>Location</b>
<b>Light Industrial</b>	A broad range of industrial uses, excluding heavy industrial uses which result in significant potential for frequent noise, vibration, odours, dust, or other emissions	Majority of East Hamilton Industrial Area north of Barton Street East and West of Centennial Parkway North
<b>General Industrial</b>	Full range of industrial uses, including heavy industrial	Lands north of the railway and west of Kenora Avenue
<b>Business Park</b>	A broad range of industrial uses compatible with the design policies for business parks and limited ancillary commercial and office uses. Generally low to medium intensity uses	Hotel site abutting QEW and industrial lands on Barton Street East, east of Centennial Parkway North

**Table 5: Parks and Open Space Designations**

All existing parks and open spaces are recognized and maintained in the Secondary Plan.

	<b>Function</b>	<b>Location</b>
<b>Neighbourhood Park</b>	Caters to the recreational needs and interests of the residents living in the general vicinity. Generally contain a mix of active and passive parkland, sports facilities, informal and formal play areas	Henry and Beatrice Warden Park
<b>Community Park</b>	Provides recreational activities that are more intense than those located within a neighbourhood park. They are intended to serve more than one neighbourhood, and typically contain sports fields and/or recreational facilities	Sam Manson Park

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<b>General Open Space</b>	Includes opportunities for active and passive recreation, such as golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, and cemeteries	Eastlawn Cemetery
<b>Natural Open Space</b>	Provides important biological and ecological functions, and may include passive recreation opportunities	Red Hill Valley, lands adjacent to Henry and Beatrice Warden Park

**Table 6: Other Designations**

All existing Institutional and Utility uses are recognized and maintained in the Secondary Plan.

	<b>Permitted Uses</b>	<b>Location</b>	<b>Reason for Designation</b>
<b>Institutional</b>	Educational facilities, religious facilities, cultural facilities, health care facilities, long term care facilities, and day care facilities.	Place of worship on Barton Street and three existing schools, Lake Avenue Public Elementary School, St. David's Catholic Elementary School, and the St. Charles Adult and Continuing Education Centre.	Existing Institutional Uses. (Note: Institutional uses are also permitted within the Mixed Use – Medium Density and Mixed Use – High Density designations. Volume 1 of the UHOP also permits housing with supports, such as Long Term Care Facilities within any area designated as "Neighbourhoods". This includes the residential areas of the Secondary Plan, located outside of the Sub-Regional Service Node.)
<b>Utility</b>	Major facilities, corridors and rights-of-way for utilities and services; municipal works yards; parking lots; open space uses; transportation yards; heavy rail corridors and main	Hydro transmission property on Barton Street East and associated hydro lands	Existing hydro utility use

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	lines; waste management facilities.		
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### Pedestrian Focus Street Overlay

Pedestrian focus streets are commercial streets intended to cater to the pedestrian by creating a comfortable, active and visually stimulating walking environment. Areas identified as Pedestrian Focus Streets in the City are required to have buildings close to the street, a significant building block face along the street, active commercial uses at grade and a minimum height of 2 storeys. A Pedestrian Focus Street overlay has been applied to lands in the Centennial Node along the frontage of Centennial Parkway, and on Queenston Road from Nash Road to Centennial Parkway. These are key commercial corridor sections which are proposed for future higher order transit.

### 1.5 Area and Site Specific Policies:

A number of Area and Site Specific policies have been added to the Secondary Plan to recognize unique situations or existing site specific permissions that encompass specific properties or multiple properties within the study area. These policies provide more detailed direction for land use, built form, or urban design beyond the framework of the Secondary Plan policies. The following is a description of these Area and Site Specific policies.

#### **SPECIAL POLICY AREA A (CONFEDERATION GO STATION)**

Special Policy Area A applies to the planned Confederation GO Rail and Bus Station. These lands will be designed to support an integrated approach to mobility. The City will work with Metrolinx to monitor travel demands and implement the long term land use and transportation vision for the site. The policies address providing a high quality design that enhances user experience and appropriately connects the station to the surrounding lands, including those lands along Centennial which have been designated for Mixed Use High Density.

#### **SPECIAL POLICY AREA B (71 – 85 CENTENNIAL PARKWAY SOUTH)**

Special Policy Area B will permit housing with supports and retirement homes in addition to other residential uses, to allow for a retirement home use with various types of supportive living arrangements. The Special Policy area also allows up to an additional 2 storeys in building height to a maximum height of 8 storeys. A small amount of additional density is permitted to account for the potential additional height.

**SPECIAL POLICY AREA C (460 KENORA AVENUE – WASTE TRANSFER FACILITY)**

Special Policy Area C applies to the City of Hamilton's existing waste transfer facility. An existing site specific policy in Volume 3 permits this facility (UCW-1C). This site specific is being carried over to the Secondary Plan but is being amended to direct the consideration of re-locating the transfer facility. The relocation of the facility would assist in enabling development to support and take advantage of the transit hub to maximize development opportunities in and around the Confederation GO station and avoid potential land use conflict. If the waste transfer facility ceases to operate on this site, Goderich Road is proposed to be extended westerly through the site to connect to Kenora Avenue.

**SPECIAL POLICY AREA D (502 TO 560 CENTENNIAL PARKWAY NORTH)**

Special Policy Area D applies to the Smart Centres lands adjacent to the QEW, commonly known as the "Walmart" site. There is an existing site specific policy for this site within Volume 3 of the Official Plan that was implemented through an Ontario Municipal Board decision (UHC-4). These current site specific policies should be maintained to recognize the permissions/requirements for the development which were approved by the Ontario Municipal Board.

**SPECIAL POLICY AREA E (505 TO 537 QUEENSTON ROAD)**

Special Policy E applies to a row of small properties which front onto Queenston Road, which also have existing site specific policies within Volume 3 (UHN-10). The existing permissions allow for a limited selection of commercial uses within existing buildings, in addition to the uses permitted by the Medium Density Residential 2 designation.

**SPECIAL POLICY AREA F (EASTGATE MALL)**

Special Policy Area F applies to Eastgate Square Mall. The expectation is that Eastgate Square Mall will continue to be a major, regional-scale shopping destination and a key anchor for the Centennial Node. The site specific outlines the general future vision and development approach for the site. The future intensification of lands in and around the shopping centre and the inclusion of mixed-use development is encouraged. Where major redevelopment is proposed, a concept plan and a public realm and built form plan is required to address design and identify how the proposed redevelopment fits within the site and aligns with the vision and policies of the Secondary Plan.



**SPECIAL POLICY AREA G (ST. DAVID’S CATHOLIC ELEMENTARY SCHOOL)**

Special Policy Area G applies to St. David’s Catholic Elementary School. The purpose of this policy is to recognize previously existing site specific policies/permissions within the Old Town Secondary Plan which allow for medium density redevelopment on the current school site if the school use ceases.

**SPECIAL POLICY AREA H (BARTON ST. INDUSTRIAL LANDS)**

Special Policy Area H applies to the lands which are designated for employment uses along the periphery of the employment area, along Barton Street East. These lands will be maintained as employment uses until the completion of the next City-wide Municipal Comprehensive Review. At this time, the City should undertake a detailed assessment of the lands to assess the appropriateness of these lands as employment lands. The assessment will consider the existing function of the lands, the proximity to major transportation routes, opportunities to introduce transitional lands uses along the edge of the industrial area, and consideration of the potential need for arterial commercial lands City-wide.

**SPECIAL POLICY AREA I (45 GODERICH ROAD)**

Special Policy Area I applies to the only Arterial Commercial site in the Secondary Plan, located just north of the proposed GO Station. This special policy area permits offices in addition to arterial commercial uses. Offices are limited in size.

**SPECIAL POLICY AREA J (860 QUEENSTON ROAD)**

Special Policy Area J applies to the property located at 860 Queenston Road. The policy advises that the lands are part of an ongoing appeal at the Ontario Municipal Board. The appeal is discussed in greater detail in Section 1.6.3 of Report PED18007 below.

**SPECIAL POLICY AREA K (398, 400, AND 402 NASH ROAD NORTH AND 30, 50, AND 54 BANCROFT STREET)**

Special Policy Area K applies to a single property with multiple addresses, designated Light Industrial in the Secondary Plan. Council approved a motion on June 14, 2017 directing staff to recognize an existing Commercial Recreation use on this site in the Zoning By-law. An Official Plan amendment to allow this use was also required to implement this direction. The Official Plan amendment became final and binding on August 17, 2017. The site specific, allowing Commercial Recreation in addition to other permitted Industrial uses, is being carried over from Volume 3 of the Urban Hamilton Official Plan.

**SPECIAL POLICY AREA L (670, 674, 686, 692 AND 700 QUEENSTON ROAD)**

Special Policy Area L applies to a single commercial property with multiple addresses, designated Mixed Use – High Density in the Secondary Plan. Originally, two designations were applied to this property, a Mixed Use – High Density designation with a Pedestrian Focus Street overlay on the north half of the property, abutting Queenston Road, and a Mixed Use – Medium Density Designation on the south half of the property, which is located more internal to the surrounding residential neighbourhood. A concern was raised in comments submitted for this property about potential difficulties in applying policy with two designations being applied to a single property. After further review and discussions with the land owner, the dual designation was removed by changing the southerly lands to a Mixed Use – High Density designation. A Site Specific Policy Area was applied which provides direction for transitioning to a lower height and scale of development on the southerly portion of the lands that is sensitive to the site context and maintains the original intent of the policies.

**1.6 Additional Secondary Plan policies:**

**1.6.1 Light Rail Transit:**

The Council-endorsed Hamilton Light Rail Transit (LRT) Environmental Project Report (EPR) Addendum for the B-Line included an extension of the project from the Queenston Traffic Circle to Eastgate Square. Previously, Phase 1 of the LRT was planned to terminate at the Queenston Traffic Circle. To support transit-supportive development along the corridor, the City has implemented Transit Oriented Corridor (TOC) Zoning. This zoning is now being implemented for the Queenston Circle to Eastgate Square corridor section, and the Zoning within the Secondary Plan area has been coordinated to be implemented at the same time as the Secondary Plan approval. Several policies of the Secondary Plan reflect standards that have already been implemented along the other portions of the LRT corridor, including a minimum 3 storey height requirement for new development along the corridor, and a restriction on auto-oriented uses such as drive-throughs, gas bars and car washes.

**1.6.2 Stoney Creek Old Town Secondary Plan**

A portion of the lands in the south east corner of the Centennial Neighbourhoods Secondary Plan are currently located within the Old Town Secondary Plan for Stoney Creek. The boundary of the Old Town Secondary Plan follows the previous boundary between Hamilton and Stoney Creek. The Sub - Regional Service Node Urban Structure element overlaps this former geographical boundary. To comprehensively plan for the Node, all of the lands which are part of the Node should be part of a single Secondary Plan. Therefore, a portion of the Old Town Secondary Plan will be removed and added to the Centennial Neighbourhoods Secondary Plan as part of the proposed

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Official Plan Amendment (shown on Appendix K of the Secondary Plan attached as Appendix “B” to Report PED18007).

#### 1.6.3 860 Queenston Road Development Application Appeals

The lands located at 860 Queenston Road are currently subject to an Ontario Municipal Board Appeal for an Official Plan Amendment and Zoning By-law Amendment. The applications would permit the development of a 19 storey residential apartment building with 219 units. The applications were denied by Council on February 8, 2017. These lands are currently identified as “Open Space” and “Neighbourhood Shopping Centre” in the Old Town Neighbourhood Plan, and are designated “Open Space” in the Old Town Secondary Plan and “Mixed Use – Medium Density” in Schedule E-1 – Urban Land Use Designations of the Official Plan. The lands are being removed from the Old Town Secondary Plan and included in the new Centennial Neighbourhoods Secondary Plan through the Official Plan Amendment attached as Appendix “B”. The Centennial Neighbourhoods Secondary Plan designates these lands as “Mixed Use – Medium Density”, which is consistent with Schedule E-1 of the Official Plan. This designation permits a residential apartment building, but has a maximum height limit of six to eight storeys.

#### 1.6.4 Streetscape and Public Realm Design Study

There are no associated Urban Design Guidelines accompanying this Secondary Plan. Given the approved Corridor Planning Principles and Design Guidelines which apply to the main corridors in the Plan, it was decided sufficient guidance on design is provided in existing design guidelines and policies of the UHOP and proposed in the Secondary Plan to move forward with the Secondary Plan and incorporate general design direction in policy while relying on the already approved guidelines to implement urban design.

However, as part of the Secondary Plan process, improvements needed to public realm and streetscape design were an important theme heard during the public consultations. It was identified that there was a need to provide more design guidance on streetscapes, the public realm, and the interface between private development and the public realm, for certain key corridors in the Centennial Neighbourhoods area. Therefore, an additional study is recommended in the Secondary Plan Summary Report (see Appendix “E” to Report PED17196 / PW17088) as part of the implementation of the Secondary Plan, to provide more detailed design guidance for these areas. The study requirement is included in the implementation policies of the Secondary Plan. There are no restrictions on development in the interim prior to the study’s completion.

#### 1.6.5 Infrastructure

Through the Secondary Plan process, a high level infrastructure review was completed. This review showed that there are no significant restrictions that would prevent the target densities of the plan from being achieved. However, more detailed local modelling and study is needed to plan for upgrades within the area based on future development projections. A Municipal Servicing Study is recommended in the Secondary Plan to identify where there might be gaps in servicing levels, and where upgrades may be needed to address these gaps.

#### 1.6.6 Existing Car Dealerships

During the review of the Secondary Plan policies, a concern was raised by several existing car dealerships located within the boundary of the Centennial Node that the policies do not support continued operation and investment in their businesses. There are 5 existing car dealerships located within the Centennial Node. Car dealerships do not meet the policies of the Official Plan for Mixed Use areas, or for areas identified as Pedestrian Focus Streets, and as such, are not permitted uses in the Centennial Node. However, it is acknowledged that these uses have existed for some time in the area, as the area has historically contained a large number of car oriented uses. It is also acknowledged that change in the area will take time, and will occur incrementally. As such, policies have been included in the Secondary Plan which allows existing car dealerships to be recognized and permitted in the Zoning By-law. Design requirements have been applied to allow changes to these uses and sites that bring the built forms into greater conformity with the objectives of the Secondary Plan.

#### 1.6.7 Transitioning of Large Commercial Sites

A significant number of comments received regarding the Secondary Plan relate to large commercial sites with shopping centre type plazas that have multiple commercial tenants. In addition to Eastgate Square Mall, a 17 hectare site which is the largest commercial site in the Node and the only site with an enclosed shopping centre, there are 5 other commercial shopping centre sites within the Node that are larger than 2 hectares. Additionally, the Walmart shopping complex outside the Node boundary, at the south east corner of Centennial Parkway North and the QEW is also greater than 2 hectares in size. The main concern raised by several of these sites was ensuring that the policies provide enough language and flexibility to protect existing commercial functions while allowing gradual transitions to greater densities and mixes of uses over the long term. The policy wording has been updated to better articulate the goal of protecting the commercial focus in the Node. Several policies have been included which permit transitional types of development such as additions and expansions to existing buildings and single storey commercial pads on these sites. The policies

acknowledge that change will occur incrementally as the market evolves to support the type of higher density mixed use forms envisioned for the long term.

#### 1.6.8 Building Heights

In neighbourhood areas with existing pockets of high density residential development, building heights are limited to 8 storeys or to existing building heights where buildings are taller. The goal of this approach is to limit the opportunity for redevelopment to ensure that an adequate supply of rental housing is maintained in the area. Additional density is permitted generally through infill buildings and additions or alterations to existing buildings.

Within the Node, maximum building heights were developed based on the following considerations:

- The future planned land use and proximity to planned major transit station areas;
- The potential for negative sun/shadow impacts on surrounding land uses;
- Site specific considerations, such as property size, lot depth, lot width and potential for lot consolidation;
- Existing building heights within the surrounding area and the potential for context sensitive transitions; and,
- Public and stakeholder feedback received during various consultation and engagement sessions.

The Eastgate Square Mall site is permitted the greatest heights, up to 20 storeys if meeting appropriate design criteria. This site is identified as the main focal point of the Node. Within areas identified as Mixed Use – Medium Density, heights are limited to 6-8 storeys. Within areas identified Mixed Use – High Density, permitted heights range from 12 to 15 storeys. The Mixed Use – High Density locations are also permitted up to 5 additional storeys in height through a Zoning By-law Amendment, if a proposal can show that they are meeting all of the design policies of the Plan and transitioning appropriately to adjacent land uses.

## **2. Centennial Neighbourhoods Transportation Management Plan**

The Centennial Neighbourhoods Transportation Management Plan (TMP) has been prepared in conjunction with the Secondary Plan. The TMP notes that there has already been significant road improvements done on both Centennial Parkway and

Queenston Road and therefore it is unlikely that there will be major change along these corridors until such time as the rapid transit corridor is completed to the Eastgate Square Mall terminus. Many of the recommendations relate to improving active transportation opportunities throughout the Secondary Plan area. The policies of the Secondary Plan support the recommendations of the TMP.

## **ALTERNATIVES FOR CONSIDERATION**

### **Centennial Neighbourhoods Secondary Plan:**

#### **Alternative 1:**

Council could choose not to approve the Centennial Neighbourhoods Secondary Plan. This alternative would not implement the requirement for Secondary Planning for Sub-Regional Nodes required in Volume 1 of the Urban Hamilton Official Plan. Rejecting the Secondary Plan may also jeopardize appropriate comprehensive development standards and design for the area, and may not address the vision established for the neighbourhood and endorsed by the community. Consistency with Provincial direction respecting intensification, the development of complete communities, and meeting density targets for Major Transit Station Areas may not be achieved.

#### **Alternative 2:**

Council could choose to approve the Plan, with modifications. This alternative would establish comprehensive development standards for the Secondary Plan area. The intent of the Plan is to guide future growth and development to the year 2031 and beyond in a comprehensive manner. The policies accommodate this direction in a comprehensive, clear manner. Modification of the Plan may lead to development that is not consistent with the vision established for the area, and may not achieve the objectives of the plan. Modifications may potentially result in a plan that does not conform to Provincial policy requirements or other approved City policies, such as the policies of the Urban Hamilton Official Plan.

### **Transportation Management Study**

There are two alternatives to the recommendations of the Transportation Management Plan for Council to consider:

#### **Alternative 1:**

Do not endorse the Centennial Neighbourhoods Transportation Management Plan. This alternative would not promote comprehensive development or design of the

neighbourhoods, and may not support the first and last mile trips associated with the planned “BLAST” Rapid Transit projects and Metrolinx’s planned Confederation GO Station. Consistency with Provincial direction respecting intensification and the development of complete communities may not be achieved.

Alternative 2:

Approve with modifications and/or deletion of the recommendations listed in Appendix D attached to this Report. It is important that the modified recommendations be consistent and supportive of the future transportation needs, city wide transportation policies, sustainability and that minimises the environmental impacts.

## **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

### **Community Engagement & Participation**

*Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.*

### **Economic Prosperity and Growth**

*Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.*

### **Healthy and Safe Communities**

*Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.*

### **Clean and Green**

*Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.*

### **Built Environment and Infrastructure**

*Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.*

### **Culture and Diversity**

*Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.*

### **Our People and Performance**

*Hamiltonians have a high level of trust and confidence in their City government.*

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*OUR Vision: To be the best place to raise a child and age successfully.*

*OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.*

*OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.*

**APPENDICES AND SCHEDULES ATTACHED**

- Appendix “A” Location Map
- Appendix “B” Official Plan Amendment No. \_\_\_\_ to the Urban Hamilton Official Plan (Centennial Neighbourhoods Secondary Plan)
- Appendix “C” Centennial Neighbourhoods Transportation Management Plan: Project File
- Appendix “D” Centennial Neighbourhoods Transportation Management Plan Preferred Solutions/ Recommended Projects
- Appendix “E” Centennial Neighbourhoods Secondary Plan Study Summary Report
- Appendix “F” List of External Agencies and Groups Circulated
- Appendix “G” Public Comments received on Final Plan
- Appendix “H” Table of Official Plan Changes

MP/MP/jp