

SUMMARY OF POLICY REVIEW

The following policies, amongst others, apply to the proposal.

Provincial Planning Statement (2024)		
Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Planning for People and Homes</p> <p>Policy: 2.1.6, 2.2.1, and 2.3.1.2</p>	<p>Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, promoting densities for new housing which efficiently use land, and requiring transit-supportive development in proximity to transit, including corridors. This includes supporting all types of residential intensification including the redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and</p>	<p>The proposed development supports the creation of complete communities. The proposed draft plan of subdivision facilitates a development, which accommodates an appropriate range and mix of housing, transportation options, and open space to meet long-term needs and it makes efficient use of land and supports transit. The proposed development is the redevelopment of an underutilized commercial site (shopping mall) for residential use.</p> <p>The proposal is consistent with these policies.</p>

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<p>Planning for People and Homes</p> <p>Policy: 2.1.6, 2.2.1, and 2.3.1.2 (continued)</p>	<p>introduction of new housing options within previously developed areas.</p> <p>Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit supportive.</p>	
<p>Settlement Area</p> <p>Policy: 2.3.1.1</p>	<p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p>	<p>The proposed development is located within a settlement area and incorporates the proposed Eastgate Major Transit Station Area.</p> <p>The proposal is consistent with this policy.</p>
<p>Strategic Growth Areas</p> <p>Policy: 2.4.1.3</p>	<p>Planning authorities are encouraged to identify and focus growth and development in strategic growth areas, which includes support for redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.</p>	<p>The proposed development is the redevelopment of an underutilized shopping mall into a mixed-use development directly adjacent to the terminus of a future higher-order transit station.</p> <p>The proposal is consistent with this policy.</p>
<p>Major Transit Station Areas</p> <p>Policy: 2.4.2.1 and 2.4.2.2</p>	<p>Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the <i>Planning Act</i>. The delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.</p>	<p>The subject property is adjacent to a planned light rail transit station and is planned to achieve a minimum density target of 100 people and jobs per hectare.</p> <p>The proposal is consistent with this policy.</p>

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Major Transit Station Areas Policy: 2.4.2.1 and 2.4.2.2 (continued)	Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.	

Urban Hamilton Official Plan		
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Residential Intensification Policy: B.2.4.1.1	Residential Intensification is encouraged throughout the entire built-up area.	The proposal complies with this policy as the subject lands are located within the built-up area. The proposal complies with this policy.
Residential Intensification Criteria Policy: B.2.4.1.4	Residential intensification in the built-up area shall be evaluated on: the relationship with existing neighbourhood character, contribution towards achieving a range of dwelling types, compatible integration with the surrounding area, contribution towards achieving the planned urban structure, existing infrastructure capacity, incorporation of sustainable design elements, contribution towards supporting active transportation, contribution towards supporting transit, availability of public community facilities/services, ability to retain natural attributes of the site, and compliance with all other applicable policies.	The proposed development represents a compatible form of infill development. It will provide a greater range of housing types and achieve the planned urban structure. The increased density will support the use of existing and planned transit, and commercial uses. A Concept Plan, prepared by BDP. Quadrangle dated February 21, 2024, was submitted in support of the proposed development. The Concept Plan, Appendix “D” attached to Report PED24222, shows that the proposed development has been designed to ensure an appropriate transition from the existing adjacent low density residential buildings west of Kenora Avenue. Block B and Block C, which are adjacent to Kenora Avenue, contain three storey townhouse buildings. The proposal complies with this policy.

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<p>Urban Design Policies – General Policies and Principles</p> <p>Policy: B.3.3.2.2 – B.3.3.2.10</p>	<p>The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable. These principles include:</p> <ul style="list-style-type: none"> • Fostering a sense of community pride and identity; • Creating quality spaces; • Creating places that are safe, accessible, connected, and easy to navigate; • Enhancing the character of the existing environment; • Creating places that are adaptable to future changes; • Promoting the reduction of greenhouse gas emission and protecting and enhancing the natural environment; • Enhancing physical and mental health; and, • Designing streets as a transportation network and as a public space. 	<p>An Urban Design, Public Realm, and Built Form Report, prepared by Bousfields Inc. and BDP. Quadrangle was submitted in support of the proposed development. The report includes a number of design recommendations that encourages the transformation to a mixed use, transit oriented development.</p> <p>Condition Nos. 41 to 44 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved, that architectural guidelines be prepared, and that a design control architect be retained for the development blocks. These conditions will ensure that the proposed development is designed and reviewed comprehensively to create a quality space that is safe, accessible, connected, and easy to navigate.</p> <p>Further design details, such as landscaping, building material and lighting will be addressed through the future Site Plan Control stage.</p> <p>The proposal complies with these policies.</p>
<p>Urban Design Policies – Wind</p> <p>Policy B.3.3.3.2 c)</p>	<p>New development shall be designed to minimize impact on neighbouring buildings and public spaces by minimizing the impacts of shadows and wind conditions.</p>	<p>Note No. 3 of Appendix “C” attached to Reports PED24222 requires that the owner at the Site Plan Control stage for each block provide a Quantitative Wind Study prepared in accordance with the Terms of Reference set out by the City of Hamilton, which demonstrates that the proposed development meets the performance standards for all, privately-owned publicly accessible spaces, public realm, private and/or public amenity spaces, sidewalks, walkways, and pedestrian spaces. The study shall account for the development blocks subject to the Site Plan Control application and the cumulative impact of adjacent development blocks and lands.</p>

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<p>Contaminated Sites</p> <p>Policy: C.3.6.1.2</p>	<p>Where there is potential for site contamination due to previous uses of a property and a more sensitive land use is proposed, a mandatory filing of a Record of Site Condition is triggered as outlined in provincial guidelines. The Record of Site Condition shall be submitted by the proponent to the City and the Province. The Record of Site Condition shall be to the satisfaction of the City.</p>	<p>The proposed development consists of mixed use buildings which are considered a sensitive land use.</p> <p>Condition No. 54 of Appendix “C” attached to Report PED24222 requires that a Record of Site Condition is submitted during the Site Plan Control stage for each block.</p> <p>The proposal complies with these policies.</p>
<p>Tree Management</p> <p>Policy: C.2.11.1</p>	<p>The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.</p>	<p>A Tree Management Plan, prepared by Adesso Design Inc. dated March 2024, was submitted in support of the development. A total of 137 trees have been inventoried, including 35 municipal trees, 94 trees, including eight municipal trees, have been proposed to be removed.</p> <p>The Tree Protection Plan has not yet been approved. The decision to retain trees is to be based on condition, aesthetics, age, and species. The proponent has indicated that the proposed trees to be removed conflict with proposed buildings, underground parking structures, streets, or servicing.</p> <p>To ensure existing tree cover is maintained, 1 for 1 compensation is required for the 86 trees (10 cm diameter at breast height (DBH) or greater) that are proposed to be removed from private property. A Landscape Plan will be required to confirm compensation tree plantings and cash-in-lieu requirements.</p> <p>Condition Nos. 45, 46 and 47 of Appendix “C” attached to Report PED24222 requires an updated Tree Protection Plan to be submitted and approved, that the Owner agrees to remove any vegetation between September 1 and March 30, and to</p>

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<p>Tree Management</p> <p>Policy: C.2.11.1 (continued)</p>		<p>require a Landscape Plan to be submitted and approved. Through the clearance of the associated conditions, the owner will be encouraged to explore opportunities to retain additional trees on-site.</p> <p>Eight municipal trees have also been proposed for removal. Forestry and Horticulture staff have reviewed the Tree Management Plan and it is not approved. The City’s goal is to plant trees for many reasons including replacement of canopy loss due to development. A permit will be issued upon approval of the Tree Management Plan and applicable fees will be required. Condition Nos. 48 to 50 of Appendix “C” attached to Report PED24222 requires submission of an updated Tree Management Plan, payment of fees for municipal trees, and submission of a revised Landscape Plan.</p> <p>The proposal complies with this policy.</p>
<p>Transportation</p> <p>Policy: C.4.5.12</p>	<p>The City shall require transportation impact studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements. These studies shall be submitted as part of applications for Official Plan amendments, subdivision approvals, major rezoning, and major site plan approvals.</p>	<p>A Transportation Impact Study, prepared by LEA Consulting Ltd., dated July 2023 and updated March 2024, has been submitted in support of the proposed application. The report has not yet been approved by Transportation Planning and updates are required to examine cul-de-sac connections off of both Kenora Avenue and Centennial Parkway North and changes to subdivision phasing. Transportation Planning staff are supportive of the required changes to the Transportation Impact Study being completed as conditions of draft plan approval. Condition No. 22 of Appendix “C” attached to Report PED24222 requires an updated Transportation Impact Study to be submitted and approved.</p> <p>The proposal complies with this policy.</p>

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<p>Infrastructure Policy: C.5.3.6</p>	<p>All redevelopment within the urban area shall be connected to the City’s water and wastewater system.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by Lithos Group Inc. dated August 2, 2023, and updated March 8, 2024, was submitted in support of the application.</p> <p>Development Engineering staff are in support of the development proposal subject to Condition Nos. 1 to 4, 9 to 11, 14, and 15 of Appendix “C” attached to Report PED24222.</p> <p>The proposal complies with this policy.</p>
<p>Noise Policy: B.3.6.3.1</p>	<p>Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.</p>	<p>A Noise and Vibration Impact Study, prepared by RWDI dated March 12, 2024, was submitted in support of the application. Staff analysis found that the dBA levels predicted for the northerly limits of Block B and Block D would be categorized as “Class 4” due to the dBA reading over 65 dBA due to the proximity of the northerly limits of Block 2 and Block 3 to the loading docks associated with the Fortinos Supermarket. Class 4 areas are in proximity to existing stationary noise sources and are not able to meet the 65 dBA limit with reasonable mitigation measures.</p> <p>Condition No. 51 of Appendix “C” attached to Report PED24222 requires an updated Noise and Vibration Impact Study to be submitted for peer review and approval by a Qualified Acoustical Professional, and implement any recommendations thereof, all at the expense of the owner. City Staff will ensure any recommendations resulting from the peer review are implemented through the Subdivision Agreement and as part of the future Site Plan Control process. Should a “Class 4” reclassification continue to be required, Council approval would be required for the reclassification through a separate process.</p> <p>The proposal complies with this policy.</p>

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<p>Sub-Regional Service Nodes - Function</p> <p>Policy: E.2.3.2.2 and E.2.3.2.5</p>	<p>Sub-Regional Service Nodes shall provide a range of uses that allow for access to housing, jobs, services, and recreation in proximity to each other and may be accessible by higher order transit.</p> <p>Sub-Regional Service Nodes shall function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing, and housing with supports, shall be encouraged. The predominant form of new housing shall be in medium and high density buildings.</p>	<p>The proposed development introduces residential uses, in the form of medium and high density buildings, to an area with a large amount of retail and service commercial uses and a planned higher order transit station resulting a range of uses in proximity of each other.</p> <p>The proposal complies with this policy.</p>
<p>Pedestrian Focus Streets</p> <p>Policy: E.4.3.2</p>	<p>Secondary plans and corridor studies shall confirm the locations and refine the boundaries for pedestrian focus streets.</p>	<p>The proposed development is located within the Centennial Neighbourhoods Secondary Plan which further defines the pedestrian focus streets designation. Review of the Centennial Neighbourhoods Secondary Plan policies is located below.</p> <p>The proposal complies with this policy.</p>
<p>Pedestrian Focus Streets</p> <p>Policy: E.4.3.4</p>	<p>In addition to the policies of the specific Commercial and Mixed Use designations, the following policies shall apply to pedestrian focus streets:</p> <ul style="list-style-type: none"> a) A minimum of 75% of the block face located between two roads shall be developed with buildings. b) Buildings shall be built up to the streetline and parking, driveways or lanes shall not be 	<p>The proposed development is located adjacent to Queenston Road and Centennial Parkway North which are identified as a pedestrian focus street.</p> <p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations intended to implement the pedestrian focus street policies including building façade widths, minimum building heights and the location of permitted uses.</p> <p>Further design details, such as driveways, building entrances, transit shelters, and weather protection will be addressed through the future Site Plan Control stages.</p>

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<p>Pedestrian Focus Streets</p> <p>Policy: E.4.3.4 (continued)</p>	<p>permitted between the buildings and the street, except as set out in E.4.3.4 g).</p> <p>c) Each building or store front shall face onto the pedestrian focus street with the main entrance of each building or store and substantial fenestration facing on to the street.</p> <p>d) Notwithstanding Policy E.4.6.9 Mixed Use – Medium Density Designation, only commercial uses shall be permitted on the ground floor, and a place of worship and day nursery shall only be permitted above the ground floor of a building facing a Pedestrian Focus Street. (OPA 69) (OPA 155)</p> <p>e) On-street parking shall be provided where feasible and appropriate.</p> <p>f) A minimum height of two storeys shall be encouraged.</p> <p>g) Single use buildings exceeding a ground floor area of 5,000 square metres shall generally be directed to the interior of a property with smaller stores oriented onto the pedestrian focus street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances, or other similar means to animate the streetscape.</p>	<p>The proposal complies with this policy.</p>

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<p>Pedestrian Focus Streets</p> <p>Policy: E.4.3.4 (continued)</p>	<p>h) Sidewalks shall be required on both sides of the street and shall be of sufficient width to:</p> <p>i) accommodate anticipated pedestrian volumes;</p> <p>ii) comfortably and safely accommodate the needs of persons with disabilities and seniors;</p> <p>iii) ensure sufficient space for coordinated street furnishings, public utilities, and tree plantings; and,</p> <p>iv) accommodate sidewalk cafés, kiosks, and street vendors where possible.</p> <p>i) Transit shelters and stops shall be provided, where appropriate;</p> <p>j) New buildings and spaces shall be designed to reflect a human scale of development, contribute to public safety and security, and create a significantly enhanced pedestrian environment.</p> <p>k) New buildings shall be encouraged to have awnings, canopies, arcades, or front porches to provide weather protection.</p> <p>l) Hotels shall be encouraged to locate on pedestrian focus streets with the main façade</p>	

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<p>Pedestrian Focus Streets</p> <p>Policy: E.4.3.4 (continued)</p>	<p>and entrance facing the pedestrian focus street. The main automobile arrival areas may be located on a pedestrian focus street provided the pedestrian circulation is accommodated.</p>	
<p>Mixed Use – High Density Designation - Function</p> <p>Policy: E.4.5.3</p>	<p>Areas designated Mixed Use - High Density shall evolve into compact, mixed use people places where people can live, work and shop. To achieve this function, new development shall be designed and oriented to create comfortable, vibrant, and stimulating pedestrian oriented streets within each Mixed Use – High Density area.</p>	<p>The proposed draft plan of subdivision facilitates the evolution of the property into a compact mixed use people place.</p> <p>Condition Nos. 41 to 44 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved, that architectural guidelines be prepared, and that a design control architect be installed. These conditions will ensure that the development is designed and reviewed comprehensively to create comfortable, vibrant, and stimulating pedestrian oriented streets.</p> <p>Further design details, such as landscaping, building material and lighting will be addressed through the future Site Plan Control stages.</p> <p>The proposal complies with this policy.</p>
<p>Mixed Use – High Density Designation – Permitted Uses</p> <p>Policy: E.4.5.5</p>	<p>The following uses shall be permitted on lands designated Mixed Use – High Density on Schedule E-1 – Urban Land Use Designations:</p> <p>a) commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices, medical clinics, personal services, financial establishments, live work units, artist studios, restaurants, gas bars and drive-through facilities;</p>	<p>The proposed draft plan of subdivision will facilitate a development which includes mixed use buildings and multiple dwellings.</p> <p>The proposal complies with this policy.</p>

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<p>Mixed Use – High Density Designation – Permitted Uses</p> <p>Policy: E.4.5.5 (continued)</p>	<p>b) Notwithstanding Policy E.4.5.5 a), drive-through facilities on pedestrian focus streets shall only be permitted in accordance with Section E.4.5.21 and all other applicable policies of this Plan.</p> <p>c) institutional uses such as hospitals, places of worship, and schools;</p> <p>d) arts, cultural, entertainment, and recreational uses;</p> <p>e) hotels, conference, and convention centres;</p> <p>f) multiple dwellings; and,</p> <p>g) accessory uses.</p>	
<p>Division of Land</p> <p>Policy: F.1.14.1.2</p>	<p>Council shall approve only those plans of subdivision that meet the following criteria:</p> <ul style="list-style-type: none"> • Conforms to the policies and land use designations of the Urban Hamilton Official Plan; • Implements the City’s staging of development program; • Can be supplied with adequate services and community facilities; • Shall not adversely impact upon the transportation system and the natural environment; • Can be integrated with adjacent lands and roadways; 	<p>The proposed draft plan of subdivision complies with the policies and land use designations of the Urban Hamilton Official Plan, implements the City’s staging of development program, can be adequately serviced, will not adversely impact the transportation system and the natural environment, can be integrated with adjacent land and roadways, will not adversely impact municipal finances, and meets all requirements of the <i>Planning Act</i>.</p> <p>The proposal complies with this policy.</p>

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Division of Land Policy: F.1.14.1.2 (continued)	<ul style="list-style-type: none"> • Shall not adversely impact municipal finances; and, • Meets all requirements of the <i>Planning Act</i>. 	
Centennial Neighbourhoods Secondary Plan		
Theme and Policy	Summary of Policy or Issue	Staff Response
Urban Design Policy: B.6.7.3.2	<p>The following policy goals shall provide direction for planning and development in the Centennial Neighbourhoods Secondary Plan:</p> <p>a) Provide high quality urban design and a consistent, identifiable neighbourhood image;</p> <p>b) Ensure design promotes pedestrian walkability, cycling, physical activity, social interaction, and public gathering spaces;</p> <p>d) Promote design variety within streetscapes and identified Streetscape Improvement Areas; and,</p> <p>f) Encourage public space enhancements in higher order transit station areas to support opportunities for gathering and social interaction.</p>	<p>An Urban Design, Public Realm, and Built Form Report, prepared by Bousfields Inc. and BDP. Quadrangle was submitted in support of the proposed development. In staff’s opinion, the design of the proposed Draft Plan of Subdivision encourages the transformation to a mixed use, transit oriented development.</p> <p>Condition Nos. 41 to 44 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved, that architectural guidelines be prepared, and that a design control architect be installed for the development blocks.</p> <p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>These conditions will ensure that the proposed development is designed and reviewed comprehensively to provide high quality urban design, to promote walkability and cycling, promote variety within streetscapes, and support opportunities for social interaction.</p> <p>Further design details, such as landscaping, building material and lighting will be addressed through the future Site Plan Control stages.</p>

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Urban Design Policy: B.6.7.3.2 (continued)		The proposal complies with this policy.
Active Transportation, Transit and Transportation Linkages Policy: B.6.7.3.3	The following policy goals shall provide direction for planning and development in the Centennial Neighbourhoods Secondary Plan: e) Minimize and encourage consolidation of access driveways along primary corridors for improved safety.	A Concept Plan, prepared by BDP. Quadrangle dated February 21, 2024, was submitted in support of the proposed development. The Concept Plan, Appendix “D” attached to Report PED24222, shows that the proposed development limits the number of driveways onto primary corridors by providing connections to local road “Street ‘A’”. The proposal complies with this policy.
Centennial Node Policies Policy: B.6.7.5.1 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.	The proposed draft plan of subdivision will facilitate a development which consists of mixed use buildings and multiple dwellings. The proposal complies with this policy.
Centennial Node Policies Policy: B.6.7.5.1 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 two hectares which will reduce the amount of existing retail commercial uses, a retail impact	The subject lands exceed two hectares, and the proposed development will result in the demolition of a portion of the existing shopping centre. In the instance of the subject lands, staff completed the work to ensure conformity with Policy B.6.4.5.1 b) up front. Through the development of the Centennial Neighbourhoods Secondary Plan and the implementing City-initiated Zoning

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<p>Centennial Node Policies</p> <p>Policy: B.6.7.5.1 b) (continued)</p>	<p>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.</p>	<p>By-law amendment, staff have identified criteria that need to be met for the redevelopment of Eastgate Square, which includes the preservation of the major commercial function of the site.</p> <p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations that prohibit dwelling units on the ground floor and require dwelling units to be accommodated in a mixed use building. These regulations are intended to maintain the retail function of the Centennial Node, and the subject lands.</p> <p>The proposal complies with this policy.</p>
<p>Centennial Node Policies</p> <p>Policy: B.6.7.5.1 d)</p>	<p>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.</p>	<p>The proposed draft plan of subdivision is located adjacent to a High Order Transit Station on Queenston Road.</p> <p>Condition Nos. 16 to 19 of Appendix “C” attached to Report PED24222 requires submission of a Grading Plan, Landscape Plan, and traffic modelling to insure integration with the High Order Transit Station.</p> <p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>The proposal complies with this policy.</p>

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<p>Centennial Node Policies</p> <p>Policy: B.6.7.5.1 h)</p>	<p>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.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property.</p> <p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations that prohibit dwelling units on the ground floor and require dwelling units to be accommodated in a mixed use building. These regulations are intended to maintain the retail function of the Centennial Node.</p> <p>The proposal complies with this policy.</p>
<p>General Commercial Policies</p> <p>Policy: B.6.7.7.2 a) and e)</p>	<p>a) Existing commercial areas shall evolve over time through infilling, additions to existing buildings and redevelopment into mixed use, pedestrian-oriented places.</p> <p>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.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property.</p> <p>Condition Nos. 41 to 44 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved, that architectural guidelines be prepared, and that a design control architect be installed for the development blocks. These conditions will ensure that the proposed development is designed and reviewed comprehensively to create a quality space that is safe, accessible, connected, and easy to navigate.</p> <p>Condition Nos. 37 to 40 of Appendix “C” attached to Report PED24222 ensures that the proposed Hamilton Street Railway transit facilities are integrated into the proposed development directly adjacent to the terminus of the proposed light rail transit corridor. This will improve the access and integration of public transportation, including rapid transit.</p>

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<p>General Commercial Policies</p> <p>Policy: B.6.7.7.2 a) and e)</p> <p>(continued)</p>		<p>Condition Nos. 16 to 19 of Appendix “C” attached to Report PED24222 requires submission of a Grading Plan, Landscape Plan, and traffic modelling to insure integration with the High Order Transit Station.</p> <p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>The proposal complies with this policy.</p>
<p>General Commercial Policies</p> <p>Policy: B.6.7.7.2 f)</p>	<p>Development within the mixed use designations shall contribute to vibrant people places with increased day and night activity through the introduction of residential uses.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property.</p> <p>The proposal complies with this policy.</p>
<p>General Commercial Policies</p> <p>Policy: B.6.7.7.2 h)</p>	<p>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</p> <p>By-law shall define the proportion of commercial and non-commercial uses to be provided on a site.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property.</p> <p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations that prohibit dwelling units on the ground floor and require dwelling units to be accommodated in a mixed use building. These regulations are intended to maintain the retail function of the Centennial Node. The proponent proposes to demolish approximately 50% of the existing mall with approximately 30,691 square metres of the original mall building to remain. An additional 9,717 square metres of retail commercial gross floor area is proposed in surrounding mixed use buildings, both adjacent to the existing mall and throughout the site, resulting in a total proposed retail commercial gross floor of 40,408 square</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>General Commercial Policies</p> <p>Policy: B.6.7.7.2 h) (continued)</p>		<p>metres. It is Staff’s opinion that this will retain the commercial function of the site. The proposal also includes an additional 2,689 square metres of non-residential gross floor area, consisting of office, the proposed Hamilton Street Rail bus terminal, and community space, for a total proposed non-residential gross floor area of 43,097 square metres.</p> <p>The proposal complies with this policy.</p>
<p>Mixed Use – High Density Designation</p> <p>Policy: B.6.7.7.4 c) and e)</p>	<p>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.</p> <p>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.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property. The density of individual blocks will be reviewed at the Site Plan Control stage. As a whole, the proposal has a residential density of approximately 245 units per hectare when including the existing commercial lands (Block 1).</p> <p>The western portion of the property, along Kenora Avenue, is designated as a transition area. The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations to limit the height of buildings to three storeys within the transition area. The proposal complies with this requirement. The height of individual buildings will be reviewed at the Site Plan Control stages.</p> <p>The proposal complies with this policy.</p>
<p>Pedestrian Focus Streets</p> <p>Policy: B.6.7.7.5</p>	<p>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:</p>	<p>The proposed development is located adjacent to Queenston Road and Centennial Parkway North which are both identified as pedestrian focus streets.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Pedestrian Focus Streets</p> <p>Policy: B.6.7.7.5 (continued)</p>	<p>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.</p> <p>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).</p> <p>c) Pedestrian focus streets shall be a focus for retail activity and shall provide pedestrian oriented design at grade along the street.</p> <p>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.</p> <p>e) New buildings shall be built close to the street to provide street presence and enclosure.</p> <p>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.</p> <p>g) Minor setbacks of portions of a building from the primary building face in order to enhance the</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations intended to implement the pedestrian focus street policies including minimum building height and requirement for mixed use buildings.</p> <p>Further design details, such as streetscape design, building entrances and public realm will be addressed through the future Site Plan Control stages.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Pedestrian Focus Streets</p> <p>Policy: B.6.7.7.5 (continued)</p>	<p>public realm and accommodate public amenity space shall be permitted.</p> <p>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.</p>	
<p>Urban Design</p> <p>Policy: B.6.7.12.1 b)</p>	<p>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:</p> <p>i) How the proposed building and site design relate to the existing and planned context of the area, including considering the relationship of the site to other existing or planned buildings in the area;</p> <p>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;</p> <p>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,</p>	<p>Condition No. 41 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved.</p> <p>Further design details will be addressed through the future Site Plan Control stages.</p> <p>Condition Nos. 42 and 43 of Appendix “C” attached to Report PED24222 requires that architectural guidelines be prepared, and that a design control architect be installed. These conditions will ensure that the proposed development is designed and reviewed comprehensively to be compatible with other existing and planned buildings in the area and minimize shadowing and other potential adverse impacts on private amenity areas and the surrounding area.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Urban Design</p> <p>Policy: B.6.7.12.1 b) (continued)</p>	<p>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).</p>	
<p>Urban Design</p> <p>Policy: B.6.7.12.1 c), d), f), g), and h)</p>	<p>c) Development shall be consistent with the City-Wide Corridor Planning Principles and Design Guidelines.</p> <p>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.</p> <p>f) Landscaping shall form an integral part of all developments. Distinctive, high quality landscape elements shall be provided.</p> <p>g) Sites shall incorporate a mix of hard and softscaping treatments to ensure a comfortable transition between public and private realm.</p> <p>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.</p>	<p>Condition Nos. 42 and 43 of Appendix “C” attached to Report PED24222 requires that architectural guidelines be prepared, and that a design control architect be installed for the development blocks.</p> <p>Condition No. 44 of Appendix “C” attached to Report PED24222 requires a Landscape Plan to be submitted and approved.</p> <p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>These conditions will ensure that the proposed development is designed and reviewed comprehensively to include an appropriate public realm.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Gateway Improvement Area</p> <p>Policy: B.6.7.12.2</p>	<p>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:</p> <p>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:</p> <p>iii) Centennial Parkway and Queenston Road intersection.</p>	<p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to provide design direction for the gateway improvement area.</p> <p>The proposal complies with this policy.</p>
<p>Streetscape and Public Realm</p> <p>Policy: B.6.7.12.3 d) and e)</p>	<p>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.</p> <p>e) The design, style and choice of pavement materials, street furniture and landscape treatments within the public realm should be consistent and coordinated.</p>	<p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure continuity of pedestrian movement and consistent design and style.</p> <p>The proposal complies with this policy.</p>
<p>Streetscape Improvement Area</p> <p>Policy: B.6.7.12.4 a)</p>	<p>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:</p>	<p>Queenston Road and Centennial Parkway North are both identified as Streetscape Improvement areas. Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Streetscape Improvement Area</p> <p>Policy: B.6.7.12.4 a)(continued)</p>	<p>i) In the public realm, the City shall implement streetscape improvements in accordance with Policy B.6.7.17 b).</p> <p>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).</p>	<p>to ensure appropriate interface between private development and the public realm.</p> <p>The proposal complies with this policy.</p>
<p>Transition Areas</p> <p>Policy: B.6.7.13 a) to d)</p>	<p>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.</p> <p>b) Proposals for development shall demonstrate the transition to existing residential, open space or institutional uses.</p> <p>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.</p>	<p>The subject property is designated “Mixed Use – High Density” and abuts low density residential uses to the west of Kenora Avenue and the west portion north of Delawana Drive.</p> <p>The northern and western portions of the property, along Kenora Avenue and Delawana Drive, are designated as a transition area. The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations to limit the height of buildings within the transition area. The submitted concept plan includes three storey buildings within the transition area, as required by the Zoning By-law. The height of individual buildings will be determined during the Site Plan Control stage in accordance with the in-effect Zoning By-law.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Transition Areas</p> <p>Policy: B.6.7.13 a) to d) (continued)</p>	<p>d) All developments shall provide appropriate screening between existing sensitive land uses and commercial uses, mixed uses, and parking areas.</p>	
<p>Implementation</p> <p>Policy: B.6.7.17 a) and b)</p>	<p>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.</p> <p>b) The study may provide recommendations for, but is not limited to, any of the following elements:</p> <ul style="list-style-type: none"> 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; 	<p>Queenston Road and Centennial Parkway North are both identified as Streetscape Improvement areas. The applicant has agreed to undertake the Streetscape and Public Realm Design Study for this area on the City’s behalf. Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Implementation</p> <p>Policy: B.6.7.17 a) and b) (continued)</p>	<p>iv) Design direction for the interface between the private realm and streetscapes and other public realm elements;</p> <p>v) Design direction for development around Gateway Improvement Areas and Prominent Intersections;</p> <p>vi) Detailed guidance for the design, size, and location of new privately owned public spaces within developments; and,</p> <p>vii) Identification of cost estimates for capital improvements, to allow for incorporation into the capital budget planning process and growth related development charges.</p>	
<p>Implementation</p> <p>Policy: B.6.7.17 e)</p>	<p>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.</p>	<p>A Transportation Impact Study, prepared by LEA Consulting Ltd., dated July 2023 and updated March 2024, has been submitted in support of the proposed application. The report included demand management measures. In staff’s opinion, the proposed measures are appropriate to encourage sustainable travel choices.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Implementation</p> <p>Policy: B.6.7.17 h)</p>	<p>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.</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations for setbacks, building height, permitted uses, and other specific directions on built form. The proposal will be further reviewed for conformity at the Site Plan Control stage. The applicant has not proposed any amendments to the in-effect Zoning by-law.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 a)</p>	<p>Site Specific 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.</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations that prohibit dwelling units on the ground floor and require dwelling units to be accommodated in a mixed use building. These regulations are intended to maintain the retail function of the Centennial Node. The proponent proposes to demolish approximately 50% of the existing mall with approximately 30,691 square metres of the original mall building to remain. An additional 9,717 square metres of retail commercial gross floor area is proposed in surrounding mixed use buildings, both adjacent to the existing mall and throughout the site, resulting in a total proposed retail commercial gross floor of 40,408 square metres. It is Staff’s opinion that this will retain the commercial function of the site. The proposal also includes an additional 2,689 square metres of non-residential gross floor area, consisting of office, the proposed Hamilton Street Rail bus terminal, and community space, for a total proposed non-residential gross floor area of 43,097 square metres.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 b)</p>	<p>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</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. This will introduce residential uses to the property.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 b) (continued)</p>	<p>service commercial, residential, office and entertainment uses.</p>	<p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 d)</p>	<p>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).</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains a regulation for minimum building height along Centennial Parkway North. The height of individual buildings will be reviewed at the Site Plan Control stage and will be required to comply with the Zoning By-law, which establishes minimum heights along Centennial Parkway North.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 e)</p>	<p>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.</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains a regulation for minimum and maximum building height within the area with a maximum height of three storeys. The height of individual buildings will be reviewed at the Site Plan Control stage and will be required to comply with the Zoning By-law, which establishes minimum heights along the portion of the site identified as a maximum height of three storeys.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 f)</p>	<p>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.</p>	<p>The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains a regulation for maximum building height along the westerly edge of the subject property. The height of individual buildings will be reviewed at the future Site Plan Control stage and will be required to comply with the maximum building height of three storeys (11 metres) established in the Zoning By-law. The submitted concept plan includes three storey buildings in this location.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 f) (continued)</p>		<p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 h)</p>	<p>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.</p>	<p>The western portion of the property, along Kenora Avenue, is designated as a transition area. The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations to establish a gradation of building heights across the site. Special Figure 18 identifies two different Zoning Areas on the subject lands, Area A, which is located adjacent to existing low density residential uses along Kenora Avenue and Delawana Drive, and Area B, which is the remainder of the site. Area A is limited to a maximum height of 11 metres (three storeys) and permits residential uses on the ground floor. Development Blocks 3 and 9 of the proposed Draft Plan of Subdivision implement the regulations of Area A. Area B is intended to facilitate the mixed use, high density redevelopment of the balance of the subject lands. Area B permits a maximum building height of 62 metres (20 storeys) and does not permit dwelling units at-grade. Area B contains additional setback provisions from Area A to further ensure an appropriate transition from the existing low density development to the west and north. Development Blocks 3 to 8 and 10 to 12 of the proposed Draft Plan of Subdivision implement the regulations of Area B. These zoning regulations establish a gradation in building height. The regulations of the Zoning By-law will be further reviewed to ensure compliance is achieved at the Site Plan control stage.</p> <p>The height of individual buildings will be confirmed at the Site Plan Control stage and must comply with the Zoning by-law.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 i)</p>	<p>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:</p> <p>i) The tallest buildings on the site should be located within or near this area.</p> <p>ii) Redevelopment in this area shall be integrated with and supportive of any transit facilities on or adjacent to the site.</p> <p>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.</p> <p>iv) Redevelopment shall include gateway design elements in accordance with Policy B.6.7.12.2.</p>	<p>The proposed draft plan of subdivision will facilitate a development which contains mixed use buildings and multiple dwellings. Building heights for the development blocks will be confirmed at the future Site Plan Control stage and must be in accordance with the Zoning By-law.</p> <p>The submitted Concept Plan identifies 20 storey residential mixed-use buildings near the intersection of Queenston Road and Centennial Parkway North, which are the tallest buildings identified on the lands. The Concept Plan also implements a public plaza at the corner of Centennial Parkway North and Queenston Road, a privately owned public space, and pedestrian connections to nearby transit facilities, including the planned light rail transit terminus and Hamilton Street Rail bus terminal. The proposed public plaza and commercial component at the intersection of Centennial Parkway North and Queenston Road will provide a gateway feature and opportunities for gathering and social interaction and is located within the pedestrian focus area of the site. Conditions Nos. 42 and 43 of Appendix “C” attached to Report PED24222 require Urban Design and Architectural Guidelines be prepared and a Control Architect be installed to ensure these items are implemented comprehensively at the Site Plan Control stage.</p> <p>Condition Nos. 37 to 40 of Appendix “C” attached to Report PED24222 ensures that the Hamilton Street Railway transit facilities are integrated into the proposed development.</p> <p>Condition No. 55 of Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure that the future light rail transit facilities are integrated into the proposed development and a</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 i) (continued)</p>		<p>publicly accessible open space in Block 12 is integrated with the streetscape.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 j)</p>	<p>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.</p>	<p>Pedestrian linkages will be further reviewed at the Site Plan Control stage. In addition, Blocks 12 to 14 include Privately Owned Public Spaces to extend the public realm further into the site and provide pedestrian connections between the planned light rail transit terminus, the proposed Hamilton Street Rail bus terminal, the future Street ‘A’, and the remaining Eastgate Square Mall. Condition No. 22 attached to Report PED24222 requires a revised Transportation Assessment that will include details for pedestrian and bicycle crossings between Blocks 12, 13, and 14.</p> <p>Condition No. 42 of Appendix “C” attached to Report PED24222 requires Urban Design and Architectural Guidelines that will further explore and identify pedestrian connections, which will be implemented at the Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 k) and l)</p>	<p>Bike parking shall be required for any redevelopment on the site. The site shall be considered for future bike share program facilities.</p>	<p>Bicycle parking will be provided as per the regulations of Zoning By-law No. 05-200 Section 5: Parking Regulations and will be reviewed at the future Site Plan Control stages.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 m)</p>	<p>Nothing in the policies of this Plan is intended to prevent the potential future subdivision of the site into smaller parcels of land.</p>	<p>This policy was incorporated into the Secondary Plan as a result of consultation and stakeholder engagement. The intent of the policy is to clarify that the subdivision of the land can occur.</p> <p>The proposal complies with this policy.</p>
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 n) iii)</p>	<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>The proposed development is a major redevelopment as the property is transitioning to a mixed use area from the current use of an enclosed shopping mall. The Transit Oriented Corridor Mixed Use High Density (TOC4, 633) Zone contains regulations to regulate this transition.</p> <p>The proposal complies with this policy.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 o)</p>	<p>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:</p> <ul style="list-style-type: none"> 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, 	<p>An Urban Design, Public Realm, and Built Form Report, prepared by Bousfields Inc. and BDP. Quadrangle was submitted in support of the proposed development. In staff’s opinion, the recommendations of the report, together with the proposed special conditions of Draft Plan approval will ensure that the proposed design encourages the transformation of the site to a mixed use, transit oriented development.</p> <p>Condition Nos. 41 to 44 of Appendix “C” attached to Report PED24222 requires a Sun Shadow Study to be submitted and approved, that architectural guidelines be prepared, and that a design control architect be installed.</p> <p>Condition No. 55 of the Draft Plan of Subdivision Special Conditions in Appendix “C” attached to Report PED24222 requires submission of a Streetscape and Public Realm Design Study to ensure appropriate interface between private development and the public realm.</p> <p>These conditions will ensure that the proposed development is designed and reviewed comprehensively to provide high quality urban design to promote walkability, cycling, and variety within streetscapes, and support opportunities for social interaction.</p> <p>Further design details, such as landscaping, building material and lighting will be addressed through the future Site Plan Control stage.</p> <p>The proposal complies with these policies.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 o) (continued)</p>	<p>vi) Appropriate transitions to surrounding properties in terms of buffering and screening.</p>	
<p>Site Specific Policy – Area F</p> <p>Policy: B.6.7.18.6 p)</p>	<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:</p> <p>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,</p> <p>ii) That the proposed development will achieve the vision and directions of this Plan.</p>	<p>A Concept Plan, prepared by BDP Quadrangle dated February 21, 2024, was submitted in support of the proposed development. The Concept Plan, Appendix “D” attached to Report PED24222, shows that the proposed development has been designed to achieve the vision and directions of this Plan. The proposed Concept Plan, subject to the recommended special conditions of Draft Plan approval, will ensure the site is redeveloped in accordance with the policies and vision of the Centennial Neighbourhoods Secondary Plan, as discussed and demonstrated in the policy analysis above.</p> <p>The proposal complies with this policy.</p>