

Authority: Item 14, Economic Development
and Planning Committee
Report; 09-014 (PED09166)
CM: Date June 24, 2009

Bill No. 163

CITY OF HAMILTON

BY-LAW NO. 09-163

To Adopt:

Official Plan Amendment No. 219 to the Official Plan of the former City of Hamilton.

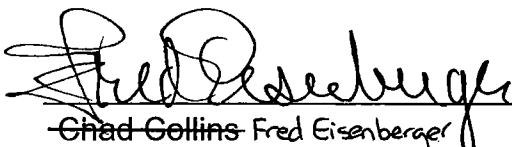
Respecting:

480 and 500 Centennial Parkway North and 20 Warrington Street

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

1. Amendment No. 219 to the Official Plan of the former City of Hamilton Planning Area consisting of Schedule 1, hereto annexed and forming part of this by-law, is hereby adopted.

PASSED and ENACTED this 9th day of July, 2009.


-Ghad Collins- Fred Eisenberger
-Acting Mayor


Kevin C. Christenson
City Clerk

**Amendment No. 219
to the**

former City of Hamilton Official Plan

The following text, together with:

- Schedule "A" (Schedule "A" - Land Use Concept); and,
- Schedule "B" (Schedule "B" - Special Policy Areas);

attached hereto, constitute Official Plan Amendment No. 219 to the City of Hamilton Official Plan.

Purpose and Effect:

The purpose of the Amendment is to re-designate the subject lands from "Industrial" to "Commercial" to permit a mix of commercial uses, and to establish design direction to recognize the visual prominence of the location.

Location:

The lands affected by this Amendment comprise approximately 14.75 hectares bounded by the South Service Road, Centennial Parkway North, Canadian National Railway Line, and Warrington Street, municipally known as 480 and 500 Centennial Parkway North and 20 Warrington Street, in the former City of Hamilton.

Basis:

The amendment can be supported on the following basis:

- The lands are suitably located for the planned commercial uses given their location adjacent to a major highway and arterial roads.
- The lands are a brownfield site, and are being redeveloped.
- The proposed policies ensure that the development is compatible with the surrounding existing and planned development, and ensures the physical form is compact, human in scale, and designed to be pedestrian friendly and transit supportive, in accordance with the proposed Urban Design Guidelines.
- The proposal is consistent with the City of Hamilton Official Plan policies for the "Commercial" designation.

Actual Changes:

Map Changes:

- (a) Schedule "A" - Land Use Concept - be revised by re-designating the subject lands from "Industrial" to "Commercial", as shown on the attached Schedule "A" of this Amendment.
- (b) Schedule "B" - Site-Specific Policy Areas - be revised by removing the subject lands from Special Policy Area 11, and adding a new Special Policy Area as Special Policy Area 99, as shown on the attached Schedule "B" of this Amendment.

Text Changes:

- (a) The following new policies are added to Subsection A.2.9.3 - Other Policy Areas as Policy A.2.9.3.92:

"A.2.9.3.92 In addition to Subsection A.2.2 - Commercial Uses, for those lands located at 480 and 500 Centennial Parkway North and 20 Warrington Street, shown on Schedule "B" as SPECIAL POLICY AREA 99, and designated "Commercial" on Schedule "A", the following policies shall apply:

- i) The Centennial Parkway North site shall be recognized as a SHOPPING CENTRE, which comprises a mix of retail and non-retail uses, and serves as a mixed-use gateway into the City of Hamilton along a major highway (Queen Elizabeth Way) and at the head of a major arterial street (Centennial Parkway North).
- ii) In addition to Section A.2.2.6 - A.2.13, Shopping Centres of this Plan, the following provisions shall apply to Special Policy Area 99:
 - a) A maximum total floor area of 45,058 square metres shall be permitted for the entire site, of which, a maximum floor area devoted to retail and service uses shall be 23,226 square metres. However, an additional 1 square metre of retail and service uses shall be permitted for every 1 square metre of non-retail and service uses, as identified in the Zoning By-law, for which construction has substantially commenced on the site. In addition, the maximum floor area for a single retail store shall be 18,581 square metres.

Urban Design Guidelines

- iii) prior to development of 480 and 500 Centennial Parkway North and 20 Warrington Street, shown as Site-Specific Area 99, the proponent shall complete urban design guidelines for the development of the site, to the satisfaction of the City. Urban design guidelines shall be in accordance with the following Urban Design Principles and Policies.

A.2.9.3.92.1 Urban Design Principles

The Centennial Parkway North site is a gateway location in the City of Hamilton, arriving from the Queen Elizabeth Way along Centennial Parkway North. The site will evolve as a mixed-use area with a physical form that is human-scaled, pedestrian-friendly, and transit-supportive.

The following urban design principles will direct the development of the site:

The site will:

- a) Have a high quality form of urban design including streetscapes, views and vistas, gateways, walkways, and amenity spaces;
- b) Be a "gateway" location into the City that promotes a sense of arrival;
- c) Be a mixed-use area with a range of commercial uses, employment uses, and amenity spaces;
- d) Have a concentration and arrangement of uses and buildings that encourages comfortable pedestrian activity on and surrounding the site, and which facilitates public transit ridership;
- e) Have a connected circulation system internally that comfortably and efficiently links all buildings, transit facilities, parking areas, and amenity spaces to the bounding public streets;
- f) Have a prominent multi-storey building, or buildings, of high quality architectural design at the intersection of Centennial Parkway North and the South Service Road;
- g) Have a strong edge and frame facing the bounding public streets, including the placement and design of buildings and high quality landscaping;
- h) Have an incorporation of framing views and vistas within the site by aligning buildings and building elements to create terminus views; and,
- i) Have an appropriate transition to surrounding properties in terms of buffering and screening.

A.2.9.3.92.2 Design Policies

The Centennial Park North site shall be developed in accordance with the following urban design policies. In the event that conditions and/or restrictions arise as a result of the Record of Site Condition, specific design solutions will be incorporated in consultation with the City through the Site Plan approvals process.

A.2.9.3.92.2.1 Entrance Gateways

Entrance Gateways are access points to a site, and provide a sense of arrival to a development. Two types of Entrance Gateways shall be provided at the site: Primary Entrance Gateways, and Secondary Entrance Gateways.

- a) Primary Entrance Gateways identify the principal vehicular and pedestrian entry point to the site, and may include information signage for traffic circulation through the site. There should be one Primary Entrance Gateway to the site, from Centennial Parkway North.
- b) Secondary Entrance Gateways serve as secondary vehicular and pedestrian entry points to the site. There could be multiple Secondary Entrance Gateways to the site, from South Service Road and Warrington Street.
- c) All Entrance Gateways should be given special built form and landscape treatment, including the consideration of appropriate positioning of buildings, adequate sight lines, and the inclusion of both vertical and horizontal elements, including signage and landscape features. Given their principal function, the Primary Entrance Gateway should be more visually prominent than the Secondary Entrance Gateway(s) in terms of scale and design.

A.2.9.3.92.2.2 Built Form

- a) For all buildings on the site, the following policies apply:
 - i) Buildings shall be sited and designed to enhance the public nature of streets, amenity spaces, and pedestrian routes.
 - ii) Buildings should be generally sited parallel to the public street.
 - iii) The principal building façade will be the building wall containing the primary building entrance. The principal building façade shall be varied and articulated, through the use of elements such as bay projections, canopies and/or varied roof lines, in order to provide visual interest and to break up long walls to create the impression of smaller building units.
 - iv) Principal building entrances shall be located at grade, and shall be easily accessed from the public sidewalk on the bounding public streets and the pedestrian walkways internal to the site.
 - v) Principal building entrances shall be emphasized on the building's façade through architectural treatments.
 - vi) Other building façades shall be designed in a similar fashion to the principal building façade, in regards to colour, material, and articulation.
 - vii) All building signage shall be designed in a manner integral to the

building design in terms of size, form, material, and colour.

- viii) Roof-top mechanical equipment shall be enclosed or screened, particularly in a manner integral with the overall building design in terms of form, material, and colour.
 - ix) Canopies over doorways, arcades and other treatments are encouraged in the design of a building façade, particularly along pedestrian routes, to provide a comfortable pedestrian environment for walking.
 - x) Stacking lanes and order stations for drive-through facilities shall not be located between a building wall and the road allowance of a bounding public street.
- b) For buildings that are located abutting Centennial Parkway North and South Service Road, the following additional policies apply:
- i) Buildings along Centennial Parkway North shall be located close to the edge of the respective road allowance so as to frame the streetscape.
 - ii) Buildings along the South Service Road may be located further from the street edge with landscape treatment to define the street edge, which may contain a tiered design of lawn, low hedges, trees, masonry, and decorative metal fences and gates culminating in taller plantings.
 - iii) The streetscape shall create a positive community image, which may include the coordinated use of high quality paving materials, wide sidewalks, street furniture, pedestrian-scale lighting and signage, and enhanced landscaping.
- c) For buildings abutting Warrington Street, the rail line, and the hydro corridor, the following additional policies apply:
- i) Loading and service areas shall be adequately screened with the use of a landscaped buffer, which may contain landscape berms, evergreen and deciduous trees and shrubs, and fencing.
 - ii) Façades that face a loading area or service area shall be finished with material and architectural features consistent with the principal façade of the building.
- d) For the prominent buildings at the Centennial Parkway North and South Service Road intersection, the following policies shall apply:
- i) Buildings shall be placed so the tallest buildings are at the corner of Centennial Parkway North and the South Service Road.
 - ii) Buildings shall have a distinct architectural appearance, including a

high level of architectural detailing, given their prominence on the site. Detailing may include varied rooflines, canopies, decorative architectural details, and projecting bays. Large blank walls and a continuous, repetitive façade shall not be permitted.

- iii) Buildings shall have articulated facades facing both the bounding public streets and the interior of the site.
- iv) A high quality of landscape design along the edges of the property and within the interior shall provide a setting that is pedestrian-friendly and visually attractive.
- v) Design of the buildings shall complement the landscape design between the building wall and the road allowances at the corner, in order to promote a sense of entry into the site and into the City from the Queen Elizabeth Way.
- vii) Loading areas and service areas shall not be located between a building's wall and the road allowance of Centennial Parkway North or South Service Road.
- viii) Buildings and their landscape features are encouraged to have feature lighting to signify and highlight these buildings during night-time.

A.2.9.3.92.2.3 Pedestrian Realm

- a) Pedestrian routes that connect to buildings, transit stops or facilities, and pedestrian routes in the surrounding community shall be provided. Internal walkways and linkages shall be designed as a condition of Site Plan Approval.
- b) Pedestrian walkways that connect parking areas to building entrances shall be provided. These walkways shall be designed to contribute to the safety and visual continuity of the entire pedestrian system, and may include such elements as special paving materials, trees, and lighting.
- c) Barrier-free design of buildings, streets, and publicly accessible exterior spaces shall be implemented.
- d) Crosswalks and differentiated paving materials and patterns shall be constructed at primary crossings of principal internal streets to provide connectivity between the site's different areas.
- e) Parking areas, servicing lanes, utility and mechanical equipment, and drop off and loading zones shall be designed and located in a manner that has minimal physical impact on public sidewalks and accessible exterior spaces. Shared driveways and service lanes at the side and rear of buildings are to be provided for these functions.

A.2.9.3.92.2.4 Landscaped Areas

- a) Landscaping shall be used to enhance the overall aesthetic qualities of the development with a high quality design. This design may include a range of different hard and soft landscape elements and features to create pedestrian comfort, soften the site's edges, highlight Entrance Gateways, prominent buildings, screen loading and service areas, and buffer the site from neighbouring uses, as necessary.
- b) Landscaped areas shall be provided as a screen or buffer to address the interface with the publicly accessible or visual areas of the site.
- c) Landscaped buffers and/or visual barriers shall be provided to screen loading and service areas from users using the bounding public streets or internal drive aisles.
- d) Landscaped islands shall be provided throughout parking lots to identify, reinforce and connect pedestrian routes, separate roads from parking areas, define edges, and to visually and physically divide large parking areas into smaller sections.

A.2.9.3.92.2.5 Parking Entrances, Loading Zones and Service Lanes

- a) The location of entrances to parking areas, loading zones, and service lanes shall be coordinated with the location of pedestrian routes to limit vehicular and pedestrian movement conflicts on the site.
- b) A landscaped strip shall be provided between any surface parking area that abuts a public street to define the street edge and screen the parking area. The minimum width of the landscaped strip shall be set out in the implementing Zoning By-law.
- c) All loading zones and service lanes shall be screened and landscaped. Screens shall be designed to complement the materials and details of the associated building facades.
- d) Wherever possible, on-site loading zones and service lanes shall be consolidated and shared at the rear or side of buildings.
- e) On-street parking along internal drive aisles is encouraged to provide the 'look and feel' of a public street.

A.2.9.3.92.2.6 Vehicular Access

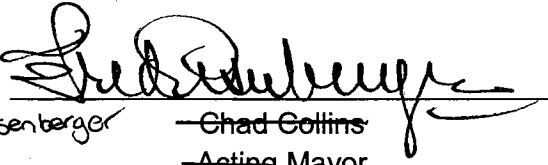
- a) The number and location of vehicular access points shall be limited so as to minimize disruption to traffic flow and to minimize the impact on local streets."

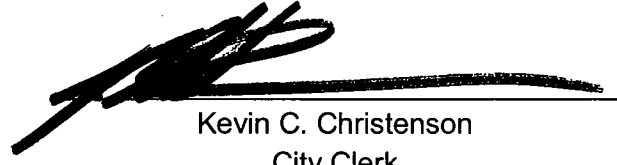
Implementation:

An implementing Zoning By-law and Site Plan Control will give effect to this Amendment.

This is Schedule '1' to By-law No. 09-163 passed on the 9th day of July, 2009.

**The
City of Hamilton**


Fred Eisenberger ~~Chad Collins~~
 ~~Acting Mayor~~


Kevin C. Christenson
City Clerk

Schedule A
Amendment No. 219
to the Official Plan
for the
former City of Hamilton

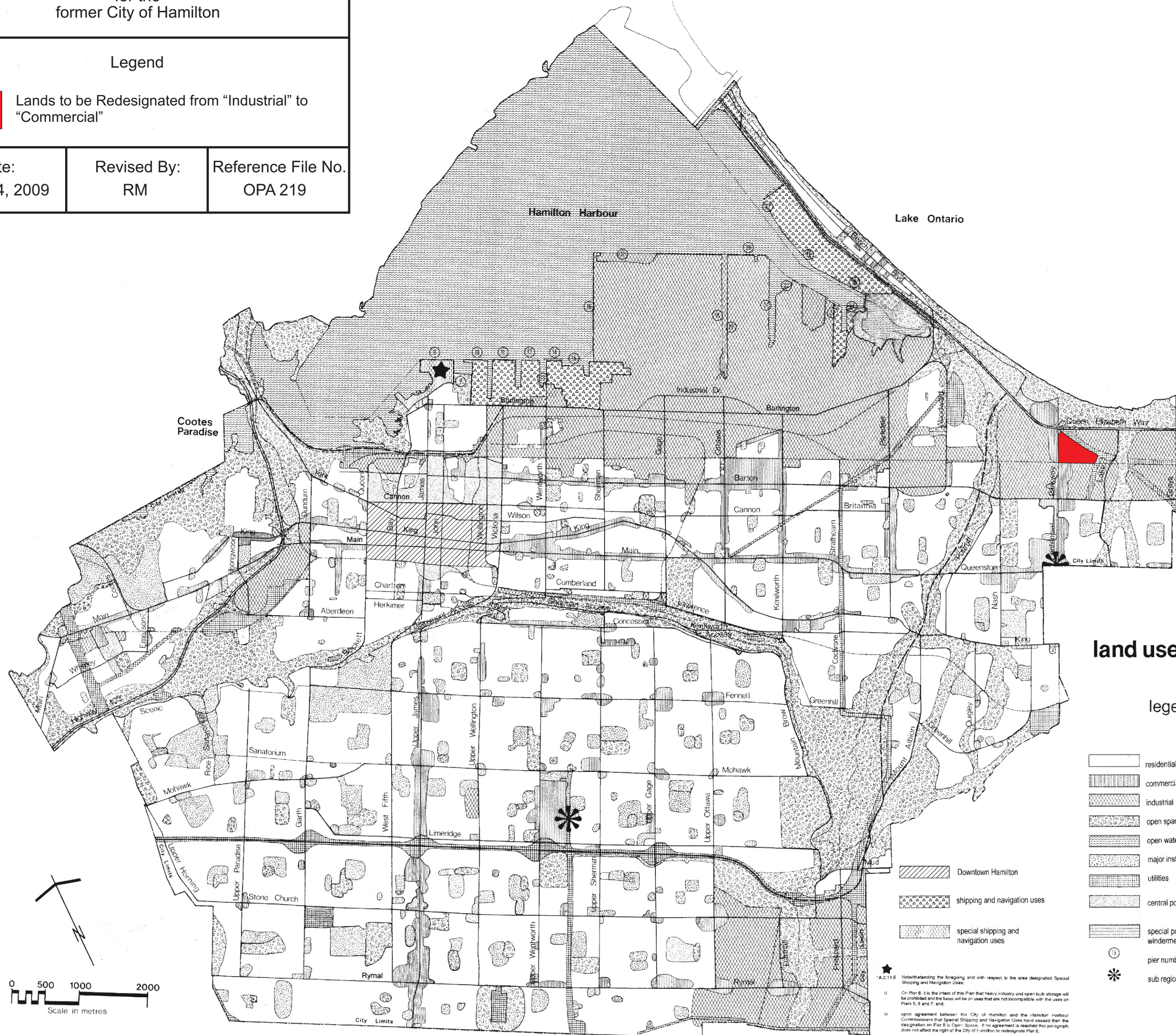
Legend

 Lands to be Redesignated from "Industrial" to "Commercial"

Date:
June 24, 2009





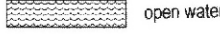
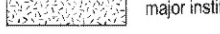





Revised By:
RM

Reference File No.
OPA 219



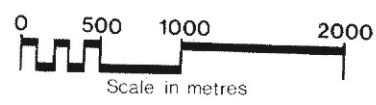
land use concept

legend

-  residential
-  commercial
-  industrial
-  open space
-  open water
-  major institutional
-  utilities
-  central policy area
-  special policy area: windermere basin
-  pier numbers
-  sub regional centre

schedule A
to the official plan
for
the city of hamilton

February 2009



*A.2.11.8 Notwithstanding the foregoing and with respect to the area designated Special Shipping and Navigation Uses:


1) On Pier 8, it is the intent of this Plan that heavy industry and open bulk storage will be prohibited and the focus will be on uses that are not incompatible with the uses on Piers 5, 6 and 7; and

2) upon agreement between the City of Hamilton and the Hamilton Harbour Commissioners that Special Shipping and Navigation Uses have ceased then the designation on Pier 8 is Open Space. If no agreement is reached this paragraph does not affect the right of the City of Hamilton to redesignate Pier 8.

3) It is recognized that lands known as Pier 8 serve as an area of transition between the recreational and open space uses of the west harbour and the intense industrial, Shipping and Navigation Uses in the centre and east harbour. On this basis, the implementing zoning by-law for Pier 8 permits, in addition to Special Shipping and Navigation Uses and limited commercial uses, water oriented commercial activities.

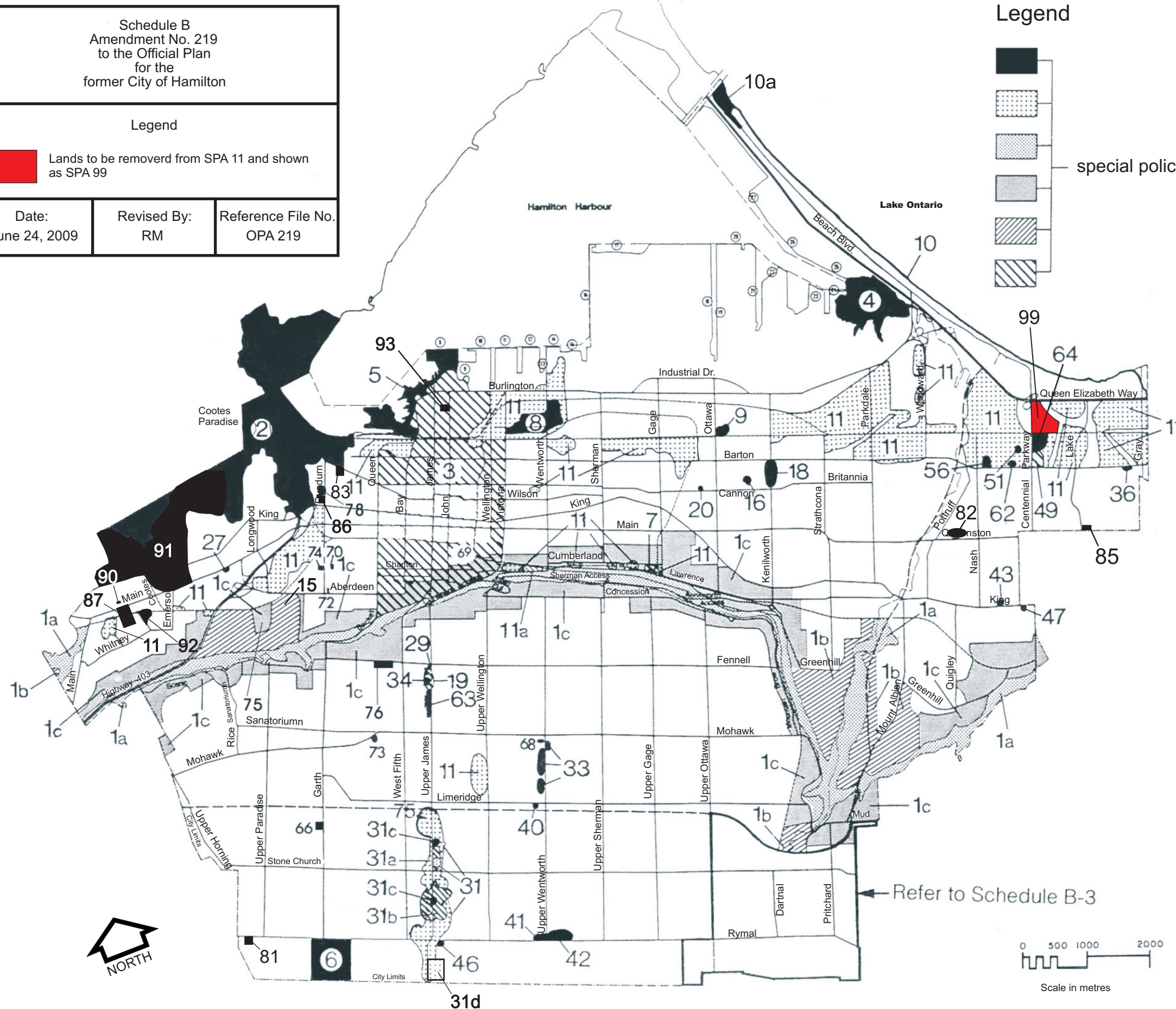
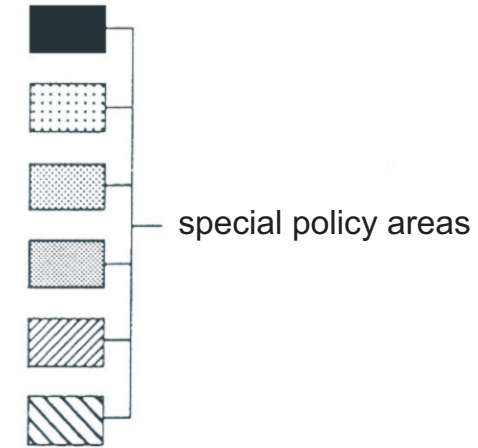
Schedule B
Amendment No. 219
to the Official Plan
for the
former City of Hamilton

Legend

 Lands to be removed from SPA 11 and shown as SPA 99

Date: June 24, 2009	Revised By: RM	Reference File No. OPA 219
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Legend



special policy areas

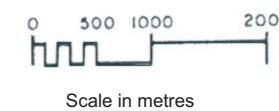
AREA	REFER TO POLICY	AREA	REFER TO POLICY
1(a)	A.2.9.1	56	A.2.9.3.51
1(b)	A.2.9.1	62	A.2.9.3.57
1(c)	A.2.9.1	63	A.2.9.3.58
2	A.2.9.2	64	A.2.9.3.59
3	A.2.9.3	65	A.2.9.3.60
	A.2.9.3.1	66	A.2.9.3.61
4	A.2.9.3.2	67	"Deleted"
5	A.2.9.3.3	68	A.2.9.3.63
6	A.2.9.3.4	69	A.2.9.3.64
7	A.2.9.3.5	70	A.2.9.3.65
8	A.2.9.3.6	71	A.2.9.3.66
9	A.2.9.3.7	72	A.2.9.3.67
10	A.2.9.3.8	73	A.2.9.3.68
10a	A.2.9.3.8	74	A.2.9.3.69
11	A.2.9.3.9	75	A.2.9.3.70
11(a)	A.2.9.3.9	76	A.2.9.3.71
16	A.2.9.3.14	77	A.2.9.3.72
17	"Deleted"	78	A.2.9.3.73
18	A.2.9.3.16	79	"Deleted"
19	A.2.9.3.17	80	Denied by OMB
20	A.2.9.3.18	81	A.2.9.3.76
26	A.2.9.3.21	82	A.2.9.3.77
27	A.2.9.3.22	83	A.2.9.3.78
29	A.2.9.3.24	84	Pending
30	A.2.9.3.25	85	A.2.9.3.80
31	A.2.9.3.26	86	A.2.9.3.81
31(a)	A.2.9.3.26	87	A.2.9.3.82
31(b)	A.2.9.3.26	89	Pending OMB
31(c)	A.2.9.3.26	90	A.2.9.3.85
32	A.2.9.3.27	91	A.6.4.9.1
33	A.2.9.3.28	92	A.6.4.9.2
34	A.2.9.3.29	93	A.2.9.3.86
35	A.2.9.3.30	99	A.2.9.3.92
36	A.2.9.3.31		
37	A.2.9.3.32		
38	"Deleted"		
40	A.2.9.3.35		
41	A.2.9.3.36		
42	A.2.9.3.37		
43	A.2.9.3.38		
45	A.2.9.3.40		
46	A.2.9.3.41		
47	A.2.9.3.42		
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49	A.2.9.3.44		
50	A.2.9.3.45		
51	A.2.9.3.46		
53	"Deleted"		
54	"Deleted"		
55	A.2.9.3.50		

For other Special Policy Areas numbers, refer to Schedules: B-1, B-2, and B-3.

schedule B

to the official plan
for
the City of Hamilton

January 2007



Refer to Schedule B-3