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APPENDIX A: CONSULTATION SUMMARY
ACRONYMS AND ABBREVIATIONS

BLAST: B, L, A, S and T lines (refers to City’s planned light rail transit network)

CLB: Complete Liveable Better

CNTMP: Centennial Neighbourhood Transportation Management Plan

GRIDS: Growth Related Integrated Development Strategy

GTAH: Greater Toronto Area and Hamilton

HSR: Hamilton Street Railway

LRT: Light Rail Transit

OMB: Ontario Municipal Board

PIC: Public Information Centre

PPS: Provincial Policy Statement

PPU: Person Per Unit

QEW: Queen Elizabeth Expressway

ROW: Right of Way

TAC: Technical Advisory Committee

TDM: Transportation Demand Management

TOD: Transit-Oriented Design

UHOP: Urban Hamilton Official Plan
INTRODUCTION
1.1 BACKGROUND

The Centennial Neighbourhoods area is about to undergo considerable change. Today, the area is home to one of the City’s largest commercial hubs, which includes Eastgate Square shopping mall and a number of big box and arterial commercial retail uses stretching along Centennial Parkway and Queenston Road. The area also includes a major industrial park, as well as a mix of established and diverse residential neighbourhoods, parks and community facilities. In the coming years, there will be two major transit investments which will impact the area. Firstly, Metrolinx is planning to build a new GO bus and rail station called the Confederation Station, named for the nearby Confederation Park. Construction is planned to begin in 2017, with a target completion date for 2019. The second major transit improvement is part of the City’s light rail transit (LRT) plan. The first phase of the LRT is expected to connect McMaster University to the Queenston Road traffic circle through downtown Hamilton along King Street East. Three additional stations (Parkdale, Nash Road and Eastgate Square) are expected to be part of the second phase of the LRT, which has a completed environmental assessment, but no funding or timing has been determined to complete Phase 2 of the LRT which includes the transit hub at Eastgate Square Mall\(^1\). (see Figure. 1.1).

\[\text{FIGURE 1.1: HAMILTON LRT PROJECT}\]

\(^1\) Note that there are currently no plans to link the City’s LRT network with the Confederation GO station. Additional commentary on this is provided in this report.
The City’s Official Plan identifies the lands around Eastgate Square as a Sub-Regional Service Node. Eastgate Square is one of three major urban nodes – with the Downtown Urban Growth Centre being the preeminent Node, and Eastgate Square and Limeridge Mall planned as secondary Nodes. The expectation is that the two Sub-Regional Service Nodes will continue to have a major retail/shopping function but, that over time, they will also be planned to accommodate a wider range of uses including transit-supportive, mixed use development. To assist with the transition, Policy 2.3.2.11 of the Urban Hamilton Official Plan states that “detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with rapid transit planning projects”.

The goal of the Centennial Neighbourhoods Secondary Plan project is to create a new long term land use plan which capitalizes on the planned major transit improvements and provides more detailed guidance for built form and public infrastructure improvements.
1.2 STUDY AREA

The Centennial Neighbourhoods Study Area is illustrated on Figure 1.2. Generally, the limits of the Study Area are bounded by the Queen Elizabeth Expressway (QEW) to the north, the Red Hill Valley Parkway to the west, Lake Avenue to the east and Heather Road, Secord Drive, Glen Echo Drive, Dover Drive, Cromwell Crescent, Meadowvale Avenue and Neil Avenue to the south. The limits of the Secondary Plan Area are based on the potential area of influence in and around the Sub-Regional Node, taking into account opportunities for redevelopment, proximity to existing high density residential development, transitional development areas and natural and physical barriers (such as the Red Hill Valley Parkway and QEW). The Study Area is approximately 388 gross hectares. Although outside the Plan Area, it is important to note Confederation Park and Lake Ontario are immediately north of the Plan boundary.

Figure 1.2 also illustrates the limits for the Centennial Neighbourhood Transportation Management Plan which was undertaken in parallel to the Secondary Plan and where the limits overlap the Old Town Secondary Plan area.
FIGURE 1.2: SECONDARY PLAN STUDY AREA AND CNTMP PLAN AREA
1.3 PURPOSE

1.3.1 REPORT PURPOSE

The purpose of this report is to document the overall secondary plan process as well as the analysis, key findings and recommendations which underpin the Centennial Neighbourhoods Secondary Plan. This report is intended to provide a summary of the major elements included in the Secondary Plan, including land use, public realm, urban design and infrastructure. This report includes policy recommendations for the Secondary Plan and a summary of transportation analysis, options and recommendations is provided in the Centennial Neighbourhoods Transportation Management Plan document. Transportation policies in the Secondary Plan will be based on the recommendations in this document.
1.3.2 WHAT IS THE PURPOSE OF A SECONDARY PLAN?

Secondary Plans are part of the Official Plan and provide more detailed guidance for areas which are expected to undergo significant change or have a specific set of issues which require more detailed policy direction. Typically, most secondary plans include:

- Land use plan and policies;
- Transportation plan and policies;
- Built form and urban design policies;
- Site specific policies; and,
- Implementation policies.

1.4 SECONDARY PLAN PROCESS

The Secondary Plan process is illustrated below on Figure 1.3. The Secondary Plan process is divided into four main phases. Phase 1 included the project launch, background review of issues and opportunities and a draft vision statement. Phase 2 examined a series of alternative land use, streetscape and public realm improvement options for the Secondary Plan. This report represents the completion of Phase 3 and includes the recommended land use, streetscape and public realm plans for the area. Phase 4 will be led by the City and involves policy development based on the recommendations in the Secondary Plan Study and will include additional public and stakeholder engagement.
As illustrated in Figure 1.3, the Secondary Plan process also included a series of three public open house events. A detailed summary of consultation events, activities and feedback is provided in Chapter 4 of this report. Focus group sessions were held before each Public Information Centre (PIC) with a small group of landowners, business owners and interested parties.

1.5 ORGANIZATION

This report is divided into six main chapters. This first chapter provided an introduction, outlining some of the drivers for the Secondary Plan, as well as the Study Area and Secondary Plan process. The second chapter is intended to provide the general policy context for the Secondary Plan. Chapter 3 describes the existing conditions, as well as issues and opportunities for the Study Area. The fourth chapter summarizes the consultation activities undertaken for this study and the fifth chapter describes the various land use, public realm and streetscape options considered. The sixth and final chapter presents the key recommended elements for the Secondary Plan and includes policy recommendations.
2 POLICY CONTEXT, SUPPORTING STUDIES AND GUIDELINES
2.1 PROVINCIAL PLANS

Land use planning in Ontario is undertaken in a top-down, policy-led approach, whereby the Province of Ontario provides policy direction to municipalities who in turn are responsible for implementing the policy directions into local Official Plans, Zoning by-laws and other planning tools. There are two main Provincial planning documents which are of relevance for the Centennial Neighbourhoods Secondary Plan:

- Provincial Policy Statement (PPS, 2014); and,

A brief summary of key policies and policy directions is provided below. A more detailed overview of the Provincial planning framework is provided in the Background Report.

2.1.1 PROVINCIAL POLICY STATEMENT (2014)

Some of the key policies from the PPS which provide direction for the Secondary Plan from the PPS are as follows:

- Land use patterns and settlement areas should be planned to support densities and mix of uses which efficiently use land, support active transportation and are transit-supportive (where transit is available, policy 1.1.3.2);
- Municipalities are expected to plan for intensification by identifying appropriate areas for intensification (policy 1.1.3.3);
- Municipalities shall establish minimum targets for intensification (policy 1.1.3.5);
- Municipalities shall establish phasing policies to ensure targets are achieved (policy 1.1.3.7);
- Municipalities shall provide a mix of housing choices and densities (policy 1.4.1);
- Development of new housing should be directed to locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (policy 1.4.3); and,
- Significant built heritage and cultural heritage landscapes shall be preserved (policy 2.6.1).

2.1.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

The Growth Plan for the Greater Golden Horseshoe provides a high-level urban structure plan and policies for municipalities which are located in the Greater Golden Horseshoe. The policies of the Growth Plan built upon the PPS policies and provide specific policies intended to help build healthy, balanced and complete communities. The Places to Grow Act requires that all
decisions under the Planning Act conform to the Growth Plan. Some of the key policies which provide direction for the Secondary Plan from Places to Grow are as follows:

- By the year 2015 and for each year afterwards, municipalities are to plan to achieve an intensification target of 40% (policy 2.2.3);
- Major transit areas and intensification corridors will be designated in Official Plans and planned to achieve higher residential and employment densities and a mix of uses (policy 2.2.5.1);
- Major transit station areas will be planned to support active transportation and integrate with various modes of transportation (policy 2.2.5.2);
- Intensification corridors will be planned to accommodate and support local services (policy 2.2.5.3);
- Major office development should be planned for the Urban Growth Centre, as well as Major Transit Station Areas and Intensification Corridors (policy 2.2.6.4);
- Municipalities may permit conversion of employment lands to a non-employment use only through a comprehensive review (policy 2.2.6.5); and,
- Community infrastructure, land use and community infrastructure investment will be coordinated to implement the policies of the Plan (policy 3.2.6).

At the time of the preparation of this report the Province was undertaking a comprehensive review of the Growth Plan. There are a number of changes proposed for the Growth Plan which could have implications for the Centennial Neighbourhoods Secondary Plan. Some of the key changes of relevance include:

- Intensification rate: the intensification rate of 40% is proposed to be increased to 60%;
- Densities: at present the density targets within the Growth Plan apply to designated greenfield areas and the draft Growth Plan is proposing to include minimum density targets for lands along transit corridors (160 people and jobs per hectare along LRT/BRT corridors) and areas served by GO rail services (150 people and jobs per hectare);
- Employment lands: a more detailed policy framework is proposed for employment lands which distinguish between two types of employment lands.

The expectation is that the once the final version of the Growth Plan is issued (targeted for 2017), the City will begin its own policy alignment process and identify changes to the Urban Hamilton Official Plan and where appropriate, secondary plans.
2.2 CITY OF HAMILTON URBAN OFFICIAL PLAN (2013)

2.2.1 URBAN STRUCTURE

The City of Hamilton’s Urban Official Plan provides a long-term urban structure for the City, which envisions intensification of the City’s Built-Up Area along key nodes and corridors. The direction for the nodes and corridors urban structure was determined back in 2006 through the City’s growth management planning study (Growth Related Integrated Development Strategy, GRIDS) and subsequently implemented into the Official Plan through an Urban Structure Study (and official plan amendment). The nodes and corridors framework is based on a hierarchy of nodes and corridors:

**Nodes**

1. Downtown Urban Growth Centre;
2. Sub-Regional Service Nodes (Limeridge and Eastgate Mall);
3. Community Nodes.

**Urban Corridors**

1. Primary Corridors (Queenston); and,
2. Secondary Corridors (Centennial).

**SUB-REGIONAL SERVICE NODE: EASTGATE SQUARE**

The Urban Hamilton Official Plan Schedule E – Urban Structure designates the area around Eastgate Square as a Sub-Regional Service Node. As the Sub-Regional Service Node, Eastgate Square is to be planned to achieve a density of between 100 and 150 people and jobs per hectare (see policy E.2.3.2.7 of the Urban Official Plan). Eastgate is planned to function as the eastern rapid transit terminus for the City’s future LRT and is planned to accommodate a significant portion of residential intensification. Ultimately, there is rapid transit planned to extend further, connecting the Sub-Regional Node to Fruitland Road and Fifty Road over the long term.

---

2 The density targets provided in the Urban Hamilton Official were determined through the City’s Urban Structure Study project, which identified the policy framework for implementing GRIDS.

3 The 2007 Transportation Master Plan (TMP) recommended that transit node at Eastgate be connected to a hub at Fruitland/Fifty Road via rapid transit (see Exhibit 7.1 from the 2007 TMP for more details). The City is currently undertaking a review of the 2007 TMP.
Note that the Sub-Regional Service Node area identified on Schedule E of the Urban Hamilton Official Plan does not include the Confederation GO Station, as the identification and confirmation of the GO station occurred after the adoption of the City’s Official Plan.

**PRIMARY CORRIDOR: QUEENSTON ROAD**

As a Primary Corridor, Queenston Road forms the eastern link to the Downtown and McMaster University in the west end of the City. Primary Corridors are to be planned for higher order transit services and should include densities and built form which are transit-supportive and a street environment which is pedestrian-focused.

**SECONDARY CORRIDOR: CENTENNIAL PARKWAY**

As a Secondary Corridor, Centennial Parkway forms a link to the planned Confederation GO Station, connecting Eastgate Square with a regional transit service. Secondary Corridors are to be planned for higher order transit services (i.e. transit which operates on a separate right of way) and should also include densities and built form which are pedestrian-friendly and transit supportive.

As intensification corridors, both the Primary and Secondary Corridors should also feature development which is compatible with adjacent built form, providing appropriate transitions in height, scale and massing.

**NATURAL HERITAGE SYSTEM**

The eastern and western edges of the Study are bounded by the Red Hill Creek Valley and Battlefield Creek. Schedules B-2, B-6 and B-8 of the Urban Hamilton Official Plan depict the extent of the natural heritage features along the edges of the Secondary Plan Study Area.

2.2.2 CURRENT OFFICIAL PLAN LAND USE

The current official plan land uses according to Schedule E-1 are reflected and presented on Figure 2.1. The predominant designation within the Study Area is the Neighbourhoods designation which accounts for 106 hectares of the net area (excluding roads). The intent of the Neighbourhoods designation is to provide residential uses and complementary facilities and services which are intended to serve the community including parks, schools, trails, recreation centres, places of workshop, retail, offices, restaurants and other services. As illustrated in Figure 2.1, the Official Plan does not identify detailed land uses within the Neighbourhoods designation. The two mixed-use designations, Mixed-Use High Density and Mixed-Use Medium Density account for 59 net hectares combine of the total designated area. The industrial lands
The fourth largest group of lands is comprised of the two commercial designations – the District Commercial and Arterial Commercial designations which account for 40 hectares. Open Space areas represent 35 hectares (including parks, recreational areas, cemeteries and natural heritage areas) and institutional areas account for 5 hectares. Utilities represent a small portion of land, totaling 1 hectare.

### 2.2.3 OLD TOWN SECONDARY PLAN

A small portion of the lands covered by the Old Town Secondary Plan are included in the study area and these lands will be included in the Centennial Neighbourhoods Secondary Plan, as they are designated as part of the Sub-Regional Service Node in the Hamilton Official Plan. An excerpt showing these lands is illustrated below on Figure 2.2.

**FIGURE 2.2: EXCERPT FROM THE OLD TOWN SECONDARY PLAN**
2.3 HIGHER ORDER TRANSIT

2.3.1 THE BIG MOVE (2008)

Metrolinx is the Provincial agency responsible for planning, coordinating and delivering The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA). The Big Move is a Regional Transportation Plan which provides a long term vision, goals and objectives and policies for developing a comprehensive transportation network within the GTHA.

The Plan identifies fifty-two projects for improving the system, two of which have a significant impact on the Centennial Neighbourhoods Secondary Plan:

- Rapid transit along the Main/King corridor (B-line); and,
- Rapid transit along Centennial Parkway to Rymal Road and across to Ancaster (S-line Corridor).

In addition to the above, GO transit completed an Environmental Assessment for extending rail services to Niagara Region with a future GO rail station along Centennial Parkway (Niagara Rail Service Expansion Class Environmental Study, 2011). The Confederation GO Station was part of this Environmental Assessment and as noted in the introduction, Metrolinx recently announced that the Confederation Station will be constructed between 2017-2019. This station will provide both rail and bus services.

2.3.2 BLAST NETWORK (2007)

The BLAST network is the City’s long term planned light rail transit plan, conceived as part of the City’s Transportation Master Plan. The long term plan includes five light rail transit corridors, including the B-line (15 years, priority), L-line (25 years), A-line (within 25 years), S-line (beyond 25 years), T-line (within 25 years). While the current plan shows the S-line terminating at Eastgate Square, the CNTMP has recommended that the line be extended to the GO rail Confederation Station. Figure 2.3 illustrates the latest version of the BLAST network.
FIGURE 2.3: BLAST NETWORK

Hamilton Long Term Rapid Transit System “B.L.A.S.T” (Conceptual Only)
2.4 OTHER RELEVANT PLANNING STUDIES AND GUIDELINES

In addition to the plans and policies discussed in this chapter there are also a number of other plans, studies and documents which have been considered in the preparation of the Secondary Plan Study.

2.4.1 ARTERIAL COMMERCIAL STUDY (2016)

The City of Hamilton recently completed a review of the Arterial Commercial designation in the Urban Hamilton Official Plan. The study examined the policies and land use within this designation to ensure it properly addresses the existing and proposed land uses and the planned character of the areas. One of those areas is located within the Secondary Plan study area on the north side of Barton Street on either side of the Centennial Parkway intersection running north to the railway lands. The Study provided the following recommendations for the Arterial Commercial lands located within the Study Area:

- Extend the “Secondary Corridor” north to future GO Transit Station (i.e. amend Schedule E Urban Structure the Urban Hamilton Official Plan to link the GO Transit Station with Eastgate Square);
- Permit additional land uses consistent with a “Secondary Corridor”, such as:
  - Additional commercial uses; and
  - Potential for secondary residential uses, subject to a planning application to address compatibility (i.e. mixed uses).
- Prohibit uses that are inconsistent with the vision for the area (i.e. enclosed storage, contractor services / industrial supply);
- Promote intensification and encourage infill development of Arterial Commercial sites

The above-noted recommendations have been considered in developing the options and policies for the Centennial Neighbourhoods Secondary Plan.

2.4.2 TRANSIT ORIENTED DEVELOPMENT GUIDELINES (2010)

In 2010, the City completed its Transit-Oriented Development (TOD) Guidelines. The Guidelines are intended to promote transit-oriented development (i.e. compact, mixed use development near transit facilities with high quality pedestrian environments). The City of Hamilton adopted the Transit Oriented Development Guidelines to establish a set of principles to be followed for development at key transit station locations. The 10 guiding principles are:

- Promote Place Making: Creating a Sense of Place
- Ensure a Mix of Uses/Appropriate Land Uses
• Require Density and Compact Urban Form
• Focus on Urban Design
• Create Pedestrian Environments
• Address Parking Management
• Respect Market Considerations
• Take a Comprehensive Approach to Planning
• Plan for Transit and Promote Connections (for all models)
• Promote Partnerships and Innovative Implementation

2.4.3 CITY WIDE CORRIDOR PLANNING PRINCIPLES AND DESIGN GUIDELINES (2012)
The City Wide Corridor Planning Principles and Design Guidelines generally apply to areas within 400 metres of corridors identified in the Official Plan. The 400 metre zone is important to consider for long range planning purposes, as this area represents locations which are within walking distance to transit. The City Wide Corridor Planning Principles and Design Guidelines include several Transportation Demand Management (TDM) measures intended to promote alternative modes of transportation (cycling, walking, transit, etc.). Both the Transit Oriented Development Guidelines and the Corridor Planning and Design Guidelines provide direction for the types of built form, uses and infrastructure investments which are required to create vibrant pedestrian, cycling and transit-oriented places.

2.4.4 CITY–WIDE TRANSPORTATION MASTER PLAN
The City is currently in the process of updating its Transportation Master Plan. The TMP considers and addresses:

• A balanced transportation system;
• A healthier city;
• Upper and Lower City connectivity;
• Complete communities;
• Complete Livable Better Street design;
• Improved transit services and connections;
• Improved cycling infrastructure for commuters and recreational users;
• Goods movement network connectivity; and,
• Better education tools for use of available transportation infrastructure, transit service and operating rules related to bicycle lanes, sidewalks, transit service, active transportation, mobility devices, etc.

The CNTMP speaks more directly to the integration of the Secondary Plan with the City-Wide Transportation Master Plan.
2.4.5 OTHER RELEVANT PLANS AND STUDIES

Listed below are the other studies reviewed as part of the work to prepare the plans. A more fulsome description of the following documents is provided in the Background Report:

- Vision 2020 (adopted in 1992);
- GRIDS (Growth Related Integrated Development Strategy, 2006);
- Kently Neighbourhood Plan (1970);
- Greenford Neighbourhood Plan;
- Riverdale East Neighbourhood Plan;
- Riverdale Neighbourhood Action Plan (2012);
- Hamilton Zoning By-Law No. 6593;
- Zoning By-Law No. 05-200;
- Stoney Creek Zoning By-Law No. 3692-92;
- Hamilton Transportation Master Plan Update (2016);
- Centennial Neighbourhoods Transportation Management Plan (on-going);
- Truck Route Master Plan (2007);
- Shifting Gears (Cycling Master Plan, 2009);
- Transforming Hamilton Through Culture: Cultural Plan (2013);
- Step Forward: Hamilton Pedestrian Mobility Plan (2012);
- Main King Queenston Corridor Strategy (2012);
- Centennial GO Station Development (on-going);
- Confederation Park Master Plan (2010); and,

Information from these studies was compiled, reviewed and considered in the creation of the preferred plan and policy recommendations.
3 EXISTING CONDITIONS, ISSUES AND OPPORTUNITIES
3.1 LAND USE & BUILT FORM

3.1.1 EXISTING LAND USE

The existing land uses are illustrated on Figure 3.1 (page 24) and summarized in Table 3.1 below. The area is fairly balanced, with a mix of land dedicated to residential (28%), commercial (26%) and industrial uses (14%). The area has two major park spaces, as well as a cemetery, several institutional uses and lands along the Red Hill Valley which makes up 12% of the total area. The remainder of the Study Area is comprised of roads (18%) and utility (3%) uses.

**TABLE 3.1: EXISTING LAND USE**

<table>
<thead>
<tr>
<th>EXISTING LAND USE</th>
<th>AREA (HA.)</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Low</td>
<td>75</td>
<td>19%</td>
</tr>
<tr>
<td>Residential Medium</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>Residential High</td>
<td>31</td>
<td>8%</td>
</tr>
<tr>
<td>Sub-Total: Residential</td>
<td>109</td>
<td>28%</td>
</tr>
<tr>
<td>Commercial - Office</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Commercial - General</td>
<td>79</td>
<td>20%</td>
</tr>
<tr>
<td>Commercial - Recreational</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>Commercial - Automotive</td>
<td>14</td>
<td>4%</td>
</tr>
<tr>
<td>Sub-Total: Commercial</td>
<td>99</td>
<td>26%</td>
</tr>
<tr>
<td>Industrial - Light</td>
<td>29</td>
<td>7%</td>
</tr>
<tr>
<td>Industrial - Medium</td>
<td>24</td>
<td>6%</td>
</tr>
<tr>
<td>Sub-Total: Industrial</td>
<td>53</td>
<td>14%</td>
</tr>
<tr>
<td>Park</td>
<td>10</td>
<td>3%</td>
</tr>
<tr>
<td>Open Space</td>
<td>27</td>
<td>7%</td>
</tr>
<tr>
<td>Institutional</td>
<td>10</td>
<td>3%</td>
</tr>
<tr>
<td>Sub-Total: Community Uses</td>
<td>47</td>
<td>12%</td>
</tr>
<tr>
<td>Roads</td>
<td>68</td>
<td>18%</td>
</tr>
<tr>
<td>Utility</td>
<td>12</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>388</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Existing land use categories based on City of Hamilton’s Land Use survey classifications. “Commercial-Recreational” refers to commercially operated recreational uses (e.g. fitness clubs). Note that the percentages may not add up due to rounding. Also note that this classification of existing land use is different from the summary information presented in Figure 2.1 in chapter 2, which classifies properties based on existing Official Plan designation.*
Top: Sam Manson Park is the area’s largest park space, providing active recreational opportunities for people living in the area. Bottom: The area also includes several institutional uses, such as this place of worship.
Top: Eastgate Square is one of the major commercial destinations located in the Study Area. The area also includes a number of commercial uses, such as this auto dealership shown above (bottom).
3.1.2 EXISTING BUILDING HEIGHTS

Generally, the majority of existing development within the Study Area is two storeys or less in height. However, as noted above, there are also a couple of pockets of high rise development concentrated in two main locations. The first area stretches along most of the length of the Queenston Road corridor, which features a mix of taller residential buildings. The second pocket of higher density development is located on a block of land which is north of Queenston Road and south of Barton Street and to the east of Centennial Parkway. In addition to this, there are also several pockets of mid-rise development tucked in some of the local streets off of Queenston Road, Barton Street and Centennial. The existing building heights are illustrated on Figure 3.2.
3.1.3 AGE OF CONSTRUCTION

The majority of development within the Plan Area was constructed over the course of two decades, between 1950 and 1970 (see Figure 3.3). A number of the high-rise apartment buildings were built in the 1970s as part of larger high-density housing boom which had been occurring across the Greater Toronto and Hamilton Area around that time, also around the same time as when Eastgate Square opened (1973). In recent years, the area has seen a handful of neighbourhood infill projects (two developments since 2001) and some commercial redevelopment along Queenston Road and Centennial Parkway. The most recent commercial redevelopment has taken place north of Barton Street, along Centennial Parkway with the addition of a major big box retail development.
Above: Looking north on Delawana Drive from Granville Avenue. Below: Looking east down Queenston Road. These images highlight some of existing high rise development in the Secondary Plan Area.
3.1.4 INTENSIFICATION & REDEVELOPMENT OPPORTUNITIES

A significant portion of the lands within the Study Area have been developed and are built-up. There are only six vacant infill lots located in the Area, two of which are in the industrial area (refer back to Figure 3.2 for details), meaning that intensification within the area will occur as the result of redevelopment and land consolidation. While the majority of the Study Area is built-out, there is underutilized land, in the form of older, single storey arterial commercial development and large surface parking lots.

The expectation is that the addition of higher-order transit to the area will encourage redevelopment of the remaining vacant and underutilized lands, and that the existing relatively stable residential neighbourhoods will see modest change. The majority of intensification is expected to occur along the Queenston Road and Centennial Parkway corridors, with the initial focus around the major transit hubs (Queenston Road/Centennial Parkway and Confederation Station). Figure 3.4 illustrates the concept for intensification — it is important to note that this concept aligns with the policies of the Urban Hamilton Official Plan, which directs intensification to the Sub-Regional Node and along the Primary and Secondary Corridors. The lands along these corridors with physical potential for intensification comprise of approximately 125 hectares, although only a fraction of these lands would be available for redevelopment between now and 2031, as they are presently occupied with active commercial uses and it will take some time for the intensification market to mature.
3.2 EXISTING TRANSPORTATION

The following sub-section provides a review of the current transportation network within the Secondary Plan Area. The Neighbourhood Transportation Management Plan (2016) report provides a more detailed description of the network and should be reviewed in conjunction with this report.

3.2.1 ROAD NETWORK

The area is well served through a network of arterial and collector roads. Major arterial roads include Centennial Parkway and Queenston Road, with Barton Street functioning as a Minor Arterial Road. The area is also bounded by two major expressways, including the Red Hill Valley Parkway and the QEW which links the City of Hamilton to Niagara Region to the east and the Greater Toronto Area to the west. Kenora Drive, Nash Road, Lake Avenue and Delawana Drive function as collector roads, facilitating access to the neighbourhoods. The current road network is illustrated on Figure 3.5 (page 34).

3.2.2 TRANSIT NETWORK

Hamilton Street Railway currently runs bus transit along all of the arterial roads and collectors in the Study Area, including a major terminal at Eastgate Square. It is expected that Eastgate Square will continue to function as a major transit hub into the future. Currently there is a GO Bus stop at Nash Road and Barton Street, which will be relocated to the Confederation GO Station location. The current planned transit network is illustrated on Figure 3.6 (page 35). HSR will periodically re-evaluate routing to improve efficiency.
3.2.3 ACTIVE TRANSPORTATION

The Secondary Plan Area features several important active transportation connections and linkages. Generally, most of the streets include sidewalks, although there remain a few gaps in the network that were identified through the Centennial Neighbourhoods Transportation Management Plan (CNTMP)\(^5\). There are no separated bike lanes within the Study Area and cycling along arterial roads is a major challenge. Given the recent reconstruction of Centennial Parkway and Queenston Road, many of the CNTMP’s active transportation recommendations are focused on improving connectivity via Collector Roads (for example cycling routes are proposed for Nash Road and Lake Avenue). Refer to the CNTMP for additional detail.

\(^5\) The CNTMP identified gaps along Lake Avenue, portions of Centennial at the north and several of the local roads which serve the industrial/commercial lands north of Barton Street. Refer to the CNTMP for more details on the current and planned active transportation networks.
3.3 PUBLIC REALM

3.3.1 WHAT IS PUBLIC REALM?

The term public realm is used to describe publicly owned streets, sidewalks, pathways, right of ways, parks and plazas, publicly accessible open spaces and any public and civic building and facilities. From a design perspective, the public realm can be described in terms of the following three core elements:

- Parks, recreational areas and trails;
- Gateways;
- Streetscapes; and,
- Major civic facilities and institutions.
3.3.2 PARKS, RECREATION AND TRAILS

The Centennial Neighbourhoods Area is generally well-served through several parks, trails and recreational facilities. These facilities are internal to the neighbourhoods located off of main corridors and include the Sam Manson Park, Henry and Beatrice Warden Park, Riverdale Recreation Centre and several trails. The City’s Recreational Trails Master Plan identifies several improvements planned for the area, including trail improvements to Sam Manson Park, a trail crossing over the Red Hill Valley Parkway to link Roxborough Park (located on west side of the Red Hill Valley Parkway) to the Centennial Neighbourhood Area and trail improvements to the Battlefield Creek trails system (located along the eastern edge of the Secondary Plan Area).

While the City’s Recreational Trails Master Plan identifies some improvements for the area, it will be important to ensure that the current complement of parks, recreational and trails provide an appropriate range of programs in alignment with the growth levels contemplated in the Secondary Plan.
3.3.3 GATEWAYS

Gateways are major entranceways into an area and offer opportunities for improved wayfinding, signage, landscaping, lighting and enhanced private realm treatment (building orientation/height, façade treatment, entrance treatment, etc.). Gateways are typically planned to consider the lands around a major intersection, including the roadway area, sidewalk area, landscaping, street furniture and any private property frontages which interface with the public realm (i.e. both the public and private realm). There are several major gateways into the Secondary Plan Area, all of which are devoid of any wayfinding, signage or enhanced public realm treatments. The right-of-ways tend to be wide and have potential for improvement, as they are also places which are highly visible, exposed to a high volume of users and have comfortable setbacks. The types of improvements for gateway areas could include landscaping, tree planting, public art, wayfinding signage, with the type of treatment varying depending on the function of the gateway area. There are also many opportunities to introduce the new palette of directional and wayfinding signage proposed in the City’s Wayfinding Strategy which will help to further develop the character of the neighbourhood. Key gateways include:

- Barton Street and Red Hill Creek Parkway;
- Barton Street and Centennial Parkway;
- Centennial Parkway/QEW (near planned GO Station);
- Centennial Parkway/Queenston Road;
- Centennial Parkway/Red Hill Creek Parkway.

Above: Gateway treatments can help to provide a pedestrian focus for major streets.
Above: Gateway signage at Eastgate Square.
Top: Gateway at Barton Street/Red Hill Valley Parkway. Bottom: Gateway at Barton Street and Centennial. As illustrated above, the gateway areas could benefit from significant public realm improvements.
3.3.4 STREETSCAPES

The area’s three major streets are generally similar in character and have been developed with an emphasis on prioritizing vehicular movements. While there are similarities, there are also important distinctions which are described below.

CENTENNIAL PARKWAY

- There is a continuous sidewalk for most of the length of Centennial Parkway within the Secondary plan area. Sidewalks are provided on both sides of the street, with the exception of the area under construction north of Arrowsmith Drive, where the sidewalk extends on the east side of the street.
- Some intersections are congested. In particular, the main arterial road intersections can be intimidating for pedestrians to cross. However, it is important to note that there have been improvements made at the Centennial Parkway and Queenston Road intersection in an effort to improve safety.
- Generally there is inconsistent landscaping treatment in both the public and private realm, with much of the space devoid of trees and landscaping.
There is an absence of public art and formal public spaces along this corridor, as the overwhelming focus of the private realm is advertising and access to front yard parking.

QUEENSTON ROAD

- Portions of Queenston Road are heavily landscaped, with buildings setback between 10 and 20 metres, providing a more comfortable pedestrian setting compared to Centennial Parkway.
- The sense of place along Queenston Road varies, as there are stretches of corridor which are not as well treated. Some properties have grass boulevards and street trees and other landscaping with buildings fronting on the road, while others have large areas of parking located adjacent to the road with the building set far back from the road edge.
BARTON STREET

- Sidewalks are narrow in some locations (less than 1.8 metres) and located close to the street edge in a number of instances (without a landscaped buffer). The sidewalk runs the entire length of Barton Street, on both sides of the street.
- In general, there is very minimal landscaping along Barton Street, with a few small pockets of tree plantings on the south side of the street, where the corridor runs adjacent to residential neighbourhoods (at both the east and west ends of the corridor).
- There are portions of Barton Street where streetscape conditions are poor (no landscaping, no tree planting, wayfinding, sidewalks immediately adjacent to road without separation, etc.). These locations tend to be along the north side of the street adjacent to older industrial and commercial properties.

Streetscape concepts, including opportunities for improvement are addressed in Chapters 5 and 6.
3.4 MUNICIPAL SERVICING

A high level analysis of municipal servicing issues and opportunities was undertaken to support the Secondary Plan Study. The assessment examined current water, wastewater and stormwater servicing. As the area is already built up, the entire Study Area has access to existing municipal services. The development age varies throughout the Study Area and select infrastructure that has not been rehabilitated may be nearing the end of its service life. The City has made upgrades to a number of elements in recent years and some areas may have the ability to accommodate intensification without major improvements. The expectation is that the City will undertake further modeling and analysis of the infrastructure systems in the Study Area as part of the Secondary Plan process.

3.4.1 OVERALL NETWORK

The following section provides a review of high-level infrastructure issues and opportunities for the Study Area which generally applies to all three aspects of municipal infrastructure:

- Municipal infrastructure in the area is aged and some areas will need rehabilitation. Accordingly, there are opportunities to coordinate improvements associated with intensification and redevelopment and these opportunities will need to be reviewed and incorporated into the capital budget planning process.
- The existing infrastructure capacity will need to be reviewed for increased discharge or demands associated with intensification.
- As a built-up area, there is an existing road network which provides adequate space for municipal infrastructure corridors.
- Depending on the timing of Phase 2 of Hamilton Rapid Transit corridor, any impacts associated with the LRT on infrastructure will need to be assessed.
- Confirmation of impacts to utility servicing (gas, bell, hydro, cable) existing network should also be considered to ensure that all aspects of infrastructure are understood.
- Modeling of infrastructure should be completed to confirm network available capacity to support redevelopment and identify gaps.
3.4.2 WATER

Figure 3.7 (page 47) shows the current extents of municipal water services in the Study Area. The following summarizes potential water issues and opportunities:

- The area is serviced through Pressure District H1, which covers the entire area.
- The existing network has the potential to provide good support for additional growth in this district.
- A limited number of new watermains may be needed such as on Queenston Road west of Lake Avenue.
- In general, water supply is not expected to be a significant barrier to intensification in the Study Area based on the levels of growth contemplated for the Secondary Plan area.
- Consideration should be given by the City to require or encourage new development or redevelopment to minimize required fire flows through the use of appropriate building materials, fire walls, maximum building separations, sprinkler systems where not required explicitly by Ontario Building Code.

3.4.3 SANITARY

Figure 3.8 (page 48) and Figure 3.9 (page 49) show the current extents of municipal wastewater services in the Study Area. The following summarizes the potential sanitary sewer issues and opportunities:

- The area is currently serviced through gravity sewers and planned improvements and may not require pumping station facilities;
- A capacity review of the sewers in the study area adjacent to intensification corridors should be undertaken to identify areas where the sewers can support increased flow and where there are opportunities to manage increased sanitary flows. This should be undertaken to identify the scope of improvements and costing for budgeting.
- There is a need to examine opportunities to redevelop with demand management methods to maintain or reduce sanitary peak flow to pre redevelopment flows.
- System limitations with existing flows should also be addressed (i.e. trunk sewer system with high infiltration).
- Upstream and downstream sewer systems / sanitary flows that are flowing into the study area will need to be reviewed to identify external (to study area) limitations, which could be assessed as part of the City-wide review of sanitary services.
3.4.4 STORMWATER

Figure 3.10 (page 50) and Figure 3.11 (page 51) show the current extent of municipal stormwater services in the Study Area. The following summarizes potential for stormwater issues and opportunities:

- Some areas discharge directly to Red Hill Creek, Battlefield Creek or Stoney Creek outlets without stormwater management controls and there are opportunities to introduce some water quality control measures.
- Some storm sewer outfalls to Stoney Creek, Battlefield Creek and Red Hill Creek have been identified as erosion sites in the City of Hamilton’s Watercourse Erosion Assessment Study
- Any increased discharges associated with redevelopment would need to address potential impacts to the environment.
- The intensification corridors (Queenston Road and Centennial Parkway) have a high make up of commercial development with high impermeable areas. Intensification in these areas may not have an increased loading on the storm system and opportunities to increase green space with redevelopment will assist with water quantity and quality.
- There is limited water quality features with aged storm sewers and existing development. This should be an area to focus on with redevelopment with low impact development opportunities.
- New development may provide opportunities for improved stormwater quality controls.
3.5 SUMMARY OF KEY ISSUES AND OPPORTUNITIES

They following provides a brief summary of the key issues and opportunities:

- The Urban Hamilton Official Plan provides strong policy direction for the Sub-Regional Node, which is to be planned for intensification, mixed use development and achieve a density target of between 100 and 150 people and jobs per hectare over the long term.
- A number of the properties within the Plan Area have existing site specific permissions. Some of these permissions will need to be carried forward in the policies of the secondary plan.
- Major transit investments are planned for the area. The addition of GO rail services and the extension (in Phase 2) of the City’s LRT corridor will provide the basis for intensification.
- The Centennial Neighbourhoods Secondary Plan Area includes a diverse mix of existing uses. While most of the lands within the area have already been developed, there are opportunities for intensification and redevelopment. A large portion of the lands which front onto Centennial Parkway and Queenston Road feature surface parking lots and one storey buildings, some of which are aged and could be redeveloped.
- There will be a need to address the potential for land use compatibility, both in terms of building heights and also with respect to the existing established industrial areas.
- There are a number of opportunities to improve the public realm as the area intensifies. Streetscapes and key intersections/gateway areas offer the potential to positively improve the area’s sense of place and further help to support opportunities for intensification.
- The area includes two major parks and a major recreational facility which are well-used by current residents. As intensification occurs within the area, there will be a need to ensure that the spaces are improved to accommodate the needs of additional residents.
- The area is fully-serviced and there is a need to better understand the existing system’s ability to accommodate intensification.
4 CONSULTATION AND PUBLIC ENGAGEMENT
4.1 CONSULTATION AND ENGAGEMENT PROGRAM

The Centennial Neighbourhoods Secondary Plan included a robust program of community, stakeholder and city staff engagement. The purpose of the following section is to provide a short summary of the key activities conducted in support of the Secondary Plan. A detailed summary of consultation activities and comments received is provided in Appendix A.

4.2 CONSULTATION WITH CITY DEPARTMENTS

At key intervals of the Secondary Plan process, planning staff, with support from the planning consultant, presented key findings to the City’s Technical Advisory Committee (TAC). To date, the Centennial Neighbourhoods Secondary Plan has been presented to the City’s TAC four times:

- TAC #1: Presentation on background for project (presented by City planning staff);
- TAC #2 Phase 1: Presentation on existing issues and opportunities, February 11, 2015;
- TAC #3: Phase 2: Presentation on land use options, September 28, 2015; and,
- TAC #4: Phase 3: Presentation on recommended land use plan (presented by City staff February 23, 2016).
4.3 CONSULTATION WITH STAKEHOLDERS

The City formed a Focus Group comprised of representatives from the Secondary Plan Area. Members of the Focus Group included a mix of residents, business owners and developers. The Secondary Plan team met with the Focus Group at three intervals, approximately two to three weeks before major public events. 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:

- Focus Group Meeting #1: Workshop on issues and opportunities, April 8\textsuperscript{th}, 2015
- Focus Group Meeting #2: Workshop on land use and public realm options, November 10\textsuperscript{th}, 2015;
- Focus Group Meeting #3: Workshop on recommended land use and public realm improvement plans, April 7\textsuperscript{th}, 2016.

City staff also held a number of one-on-one meetings with interested stakeholders. A list of stakeholder meetings is also provided in Appendix A.
4.4 CONSULTATION WITH GENERAL PUBLIC

To date, three major public events have been held in conjunction with the Centennial Neighbourhoods Transportation Management Plan.

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

The event occurred on Tuesday April 30th, 2015 between 6:00pm and 9:00pm at St. Gregory the Great Church. There were approximately 86 people in attendance. The project was introduced to the public through presentations of background information and their 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.
4.4.2 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 approximately 33 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.

4.4.3 PUBLIC EVENT #3: PHASE 3, RECOMMENDED OPTION

The third public event occurred on Thursday April 28th, 2016 between 6:30pm and 8:30pm at Lake Avenue Public Elementary School. There were 43 official participants who signed in at the event. 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.

There were translators available at the events in order to expand the audience reached at the events. A summary of the Public Events can be found in Appendix A.

4.4.4 OTHER EVENTS

In addition to the above-noted scheduled events, which were advertised on the City’s social media, twitter, project website and in newspapers, City Staff conducted two pop-up events. The first event was held during the summer of 2015 on August 5\textsuperscript{th} at Sam Manson Park. The second event was held on April 29\textsuperscript{th}, 2016 at Eastgate Square. This enabled the project team to gather input from youth, parents and other community members who were not able to attend the formal public events.

City staff also met with the Riverdale Planning Team on a couple of occasions to provide updates to the Team and also to receive feedback plan’s progression.

In the event that people could not attend the events, or did and had notes and opinions afterwards, they had the opportunity to fill out a comment form on the City’s project website:

https://www.hamilton.ca/city-planning/planning-community/centennial-neighbourhoods
5 SECONDARY PLAN
VISION AND OPTIONS
5.1 VISION AND PRINCIPLES

The following summarizes the long term vision for the Centennial Neighbourhoods Secondary Plan. The vision statement is based on the principles developed in Phase 1:

*The Centennial Neighbourhoods Study Area is home to some of the City’s most vibrant shopping, recreation, living and mixed use spaces. The Area will feature two major transit hubs, which are supported by compact, mixed-use development along the Queenston Road and Centennial Parkway corridors. The Study Area’s existing, low-density 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 one of the City’s most interesting and dynamic places.*

The following key guiding principles were also identified as part of the Phase 1 public engagement exercises:

- Protect and enhance natural areas and green spaces;
- Create safe, vibrant streetscapes;
- Provide more places to meet, relax and socialize;
- Increase active transportation throughout the community;
- Provide opportunities for a greater variety of recreational choices;
- Promote mixed use development and intensification in strategic locations;
- Promote transit-oriented development;
- Provide sustainable infrastructure; and,
- Provide opportunities for a greater variety of housing choices.

5.2 APPROACH FOR OPTIONS

To better understand the potential for change within the Plan Area, a series of options was prepared based on background analysis and consultation results to test the range of possible choices related to land use, public realm improvement and streetscaping. To illustrate potential land use options, the Study Area was subdivided into four districts, focusing on areas of major change. Each district has been presented demonstrating current Official Plan land use, potential alternative land use options and a public realm demonstration plan. Independent of the land use and public realm options, two alternative streetscape concepts were prepared for both Centennial Parkway and Queenston Road. The following chapter presents the various Secondary Plan options.
5.3 LAND USE OPTIONS

5.3.1 LAND USE OPTIONS

Figure 5.1 illustrates the four districts where major land use change is contemplated.

FIGURE 5.1: DISTRICT ORGANIZATION, LAND USE OPTIONS

As illustrated in Figure 5.1, the Secondary Plan Area was subdivided into the following four districts to better understand the potential for land use change:

- District 1: Regional Gateway
- District 2: Eastgate Square and Centennial Parkway
- District 3: Queenston Road East
- District 4: Queenston Road West

When the land use options were prepared, the Secondary Plan Area did not include the employment areas north of Barton Street and west of Centennial Parkway (labeled as “Study Area Expansion”). Based on public engagement and stakeholder feedback, these lands were
recommended to be included in the Secondary Plan Area, although no major land use change is contemplated at this time since all lands are designated as employment uses and would only be eligible for conversion through a comprehensive review of the City’s Official Plan. Chapter 6 provides additional policy direction for these lands.

The residential neighbourhoods identified on Figure 5.1 are predominantly comprised of established lower density residential (although not exclusively). As previously noted in Chapter 3, the residential neighbourhoods may experience some modest infilling and intensification over time, but the expectation is that the lands within the four district areas will be the focus of major change. The following subsection presents the various land use options for each of the four district areas.

**DISTRICT 1: REGIONAL GATEWAY**

*Figure 5.2* on the following page presents the land use options for District 1. The majority of existing land uses in District 1 are low density commercial. The area is bounded on both sides by relatively stable and established light/general industrial activities. The lands in District 1 could be subject to major change in the coming decades. The introduction of GO station rail and bus service, with potential improved local transit to connect the GO station to Eastgate Square, access to the QEW and opportunities to provide development with unobstructed views of Confederation Park and Lake Ontario, could provide the right mixture of conditions for major land use change. The three land use options consider:

- Option 1: Maintaining the current Official Plan land use;
- Option 2: Re-designating the arterial commercial lands to mixed-use medium density; and,
- Option 3: Re-designating all commercial lands (arterial commercial and district commercial) to mixed use, with a pocket of high density mixed use development around the intersection of Barton Street and Centennial Parkway, and the new Confederation GO station.
FIGURE 5.2: DISTRICT 1 LAND USE OPTION OPTIONS

OPTION #1 – CURRENT OFFICIAL PLAN

OPTION #2 – MIXED USE MEDIUM DENSITY

OPTION #3 – MIXED USE MEDIUM AND HIGH DENSITY
Key public and stakeholder commentary on the land use options for District 1 included:

- There was support for both higher densities and the introduction of a mix of uses in District 1. Some of the key opportunity areas include the big box and arterial commercial lands along Centennial, as well as the industrial area along Barton Street.
- Higher densities and taller buildings were said to be more effective if located closer to the highway for views of the lake and as a focal point from the highway, and also for access to the GO station.
- A few respondents expressed the need to add affordable housing to this area as it intensifies.
- The current landowner of the District Commercial site expressed an interest in maintaining the current commercial permissions, as a portion of the site has a Record of Site Condition for commercial uses.

DISTRICT 2: EASTGATE SQUARE AND CENTENNIAL PARKWAY

Figure 5.3 shows the three land use options for District 2. The majority of existing land uses in District 2 are low density commercial uses along Centennial Parkway and including Eastgate Square shopping mall. The lands along the south side of Barton Street are presently developed as high density residential. While there are a number of underutilized commercial properties along Centennial corridor, these businesses are generally well-established and the expectation is that major redevelopment along this stretch of land would require a catalyst – such as the introduction of rapid transit. There is also the potential for intensification in and around the Eastgate Square shopping mall, although it is acknowledged that the right development format and market circumstances would need to be present to see major change on this site. The three land use options consider:

- Option 1: Maintaining the current Official Plan land use;
- Option 2: Re-designating the district commercial lands to mixed-use medium density and recognizing the established high density apartments along Barton Street; and,
- Option 3: Re-designating the district commercial lands as mixed-use high density and introducing medium density residential as infill.
FIGURE 5.3: DISTRICT 2 LAND USE OPTIONS

OPTION #1 – CURRENT OFFICIAL PLAN

OPTION #2 – MEDIUM AND HIGH DENSITY MIXED USE

OPTION #3 – CONCENTRATED DENSITY
Key public and stakeholder commentary on the land use options for District 2 included:

- Several respondents expressed their support for higher densities along Centennial Parkway however, it was also noted that there would be a need for appropriate transitions between the higher density areas and lower density existing neighbourhoods.
- It was also noted that the Secondary Plan and CNTMP would need to effectively plan for traffic management at entrances to the higher density areas (i.e. manage number of access points, include operational improvements where required, etc.).
- Higher densities and taller buildings should be attenuated closer to the street instead of the back of the lot (Eastgate). Also they should be focused at the transit hubs (Eastgate).
- A couple respondents expressed their desire to see more affordable housing options, one named townhouses as a typology.
- A couple respondents noted that the standalone parcel located at the southernmost part of the study area facing Centennial Parkway has longstanding issues with sanitary sewer backups.

DISTRICT 3: QUEENSTON ROAD EAST

Figure 5.4 shows the three land use options for District 3. District 3 is the smallest of the four areas of major change and includes lands fronting on both sides of Queenston Road, east of Centennial Parkway. The character of the area is defined by a mix of commercial and residential uses, as the south side is generally comprised of low density commercial plazas and the north side is comprised of high-rise residential apartments. The eastern edge of the area is bounded by a valley system, offering opportunities for unique views and vistas. A small portion of the lands within this District are expected to be part of the Sub-Regional Node. The three land use options consider:

- Option 1: Maintaining the current Official Plan land use;
- Option 2: Extending the mixed-use medium density designation along both sides of Queenston Road; and,
- Option 3: Re-designation of a significant portion of the Queenston Road corridor for mixed-use high density development and introducing medium density as infill.
FIGURE 5.4: DISTRICT 3 LAND USE OPTIONS

OPTION #1 – CURRENT OFFICIAL PLAN

OPTION #2 – MEDIUM AND HIGH DENSITY

OPTION #3 – CONCENTRATED DENSITY
Key public and stakeholder commentary on the land use options for District 3 included:

- Overall, Option 2 was considered to be most favorable.
- Generally additional high density in this area was not supported. Comments were made pertaining to the shadows that would be cast with taller buildings.
- There was strong support for medium density mixed use for lands along Queenston Road.
- One respondent expressed their desire for affordable housing protection.

**DISTRICT 4: QUEENSTON ROAD WEST**

Figure 5.5 shows the three land use options for District 4. District 4 extends along the western expanse of Queenston Road and includes lands on both sides of the corridor. These lands have the potential to undergo major change in the coming years, as the City’s rapid transit plans include two proposed LRT stations (at Nash Road and Eastgate Square). And while certain stretches of the corridor have well-established high density residential development which are not expected to change, there are also a number of opportunities for change along the corridor in the form of underutilized lots. The three land use options consider:

- Option 1: Maintaining the current Official Plan land use;
- Option 2: Extending the mixed-use high density designation along both sides of Queenston Road for the majority of the corridor; and,
- Option 3: Re-designation of a significant portion of the Queenston Road corridor for mixed-use high-density development and identifying certain locations for lower intensity development in the form of medium-density residential development.

Key public and stakeholder commentary on the land use options for District 4 included:

- Comments received did not indicate a clear preference for any one of the three options.
- Generally respondents liked the mix of high and medium density mixed use along the corridor, stating again that adequate transitions are needed between higher density / taller buildings and existing development. Also making sure that uses are complementary towards one another.
- One respondent noted that high density should be centered around the intersection of Queenston Road and Nash Road and that it should be a destination with outdoor use.
- A couple of respondents expressed the desire for new development to face the park for increased social interaction.
- It was noted that there are historical sewer back up issues in the area of the properties adjacent to Centennial Parkway south of Queenston Road.
FIGURE 5.5: DISTRICT 4 LAND USE OPTIONS

OPTION #1 – CURRENT OFFICIAL PLAN

OPTION #2 – MIXED USE MEDIUM AND HIGH DENSITY

OPTION #3 – CONCENTRATED DENSITY
5.3.2 POPULATION AND EMPLOYMENT GROWTH POTENTIAL

Most of the Centennial Neighbourhoods Secondary Plan area was built-out between 1950 and 1980 and, while there has been fairly limited residential development since that time, there has continued to be a relatively steady stream of commercial development. The historical trends data does not provide an adequate forecast of what the future might hold for the area and, accordingly, to better understand the potential for intensification, a bottom-up analysis of intensification opportunities was undertaken. The estimate of growth potential concentrated on the areas of major change illustrated in Figure 3.3 (i.e. excluding residential neighbourhoods and industrial areas) and included a block-by-block assessment of intensification potential within four main districts. Each district was sub-divided into smaller development blocks (37 blocks total; 14 in District 1; 9 in District 2; 5 in District 3; and, 9 in District 4). In total, these areas represented 125 hectares.

Each block was assessed based on a range of factors including the current built form (quality/condition of buildings, amount of surface parking), adjacent land uses, proximity to future planned transit, etc. Based on the assessment, growth potential estimated the potential for intensification within the block by assigning a percentage (anywhere from 0% to 50%)\(^6\). The resulting net area was then multiplied by a density to generate an estimate of units and/or jobs. Units were then multiplied by a persons per dwelling unit (PPU) factor to generate population (1.76)\(^7\).

Further adjustments to the unit, population and employment forecast were made by looking at various targets – including the City’s intensification target, the GRIDS Traffic Zone data and the City’s official plan housing/population forecasts. Some of recent development trends in the area were also considered which show that there has been limited residential development/redevelopment in the area. Most redevelopment in the areas has been modest additions to vacant lots.

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\(^6\) Percentages of redevelopment for individual blocks are based on block-specific factors (noted above) and also consider other factors, such as the overall intensification target for the City, recent development trends in the Hamilton market place and the timing of major transit projects.

\(^7\) The PPU of 1.76 was derived from the City’s Development Charges Background Study (2014).
Table 5.1 summarizes the growth potential associated with each land use option. Note that the figures presented in Table 5.1 were primarily developed for the purposes of testing the infrastructure needs associated with the various land use options.

**TABLE 5.1: POPULATION AND EMPLOYMENT GROWTH POTENTIAL**

<table>
<thead>
<tr>
<th>Population Growth Potential (people), 2011-2031</th>
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<tbody>
<tr>
<td>Option</td>
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<tr>
<td></td>
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<tr>
<td>Option 1</td>
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<tr>
<td>Option 2</td>
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<tr>
<td>Option 3</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Employment Growth Potential (jobs), 2011-2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Option 1</td>
</tr>
<tr>
<td>Option 2</td>
</tr>
<tr>
<td>Option 3</td>
</tr>
</tbody>
</table>

### 5.4 PUBLIC REALM IMPROVEMENTS

Public Realm elements were identified by the focus group and public as very important to the overall success of the Secondary Plan. Many of these elements/opportunities were also identified in the CNTMP; further emphasizing their importance. To better understand where the specific emphasis should be placed, a series of public realm improvement opportunities was identified for each of the four Districts. Generally, the opportunities identified for each District build upon the findings from Phase 1 and identify potential improvements which are generally independent from the four land use options. The public realm improvements consider:

- Opportunities for streetscape improvement;
- Opportunities for new public spaces;
- Opportunities to enhance existing public spaces;
- Gateway improvement opportunities; and,
- Active transportation improvements.

Figure 5.6 presents the public realm improvement opportunities for each of the Districts.
FIGURE 5.6: PUBLIC REALM IMPROVEMENT OPPORTUNITIES

**DISTRICT 1**

1. Connect to and enhance Red Hill Valley Trail
2. Opportunities for New Public Open Space with New Developments
3. Arrival Gateway at Centennial Parkway
4. Open Space Improvements for Incarnation Parish
5. Access/Connections to Transit Hub

**DISTRICT 2**

1. Opportunities for New Public Open Space with New Developments
2. Arrival Gateway at Centennial Parkway
3. Public Realm Improvements at Transit Hub
4. Open Space Improvements for St. Gregory the Great Church
5. New Connections

**DISTRICT 3**

1. Opportunity for New Public Open Space with New Developments
2. Arrival Gateway at Queenston Road
3. Enhancements of Outdoor Space at Community Facilities
4. Enhancement of Existing Henry and Beatrice Warden Park When Triggered

**DISTRICT 4**

1. Opportunities for New Public Open Space with New Developments
2. Arrival Gateway at Queenston near Red Hill Valley
3. Enhancements of Existing Sam Manson Park When Triggered
4. Encourage Public Use Improvements and Amenities at Eastlawn Cemetery
5. New Connections Between District and Adjacent Communities and Improved Connections within District.
The following summarizes the key comments received from the public and stakeholders.

For District 1:

- Many of the comments received related to active transportation and the need for better facilities specifically along Nash Road (recognizing that recent road reconstruction had occurred along Centennial Parkway and that there would be limited opportunities for improvements within the road right-of-way).
- There was low interest in providing for shared public / private space enhancement at Incarnation Parish. This space, while technically considered a public space, was viewed as private space.
- Generally there was interest in gateways, streetscaping and active transportation improvements identified.

For District 2:

- There were few comments made about the District 2 Public Realm.
- Generally there was support for Gateways, Streetscaping and Active Transportation Improvements. A comment was made that the Gateway should be moved closer to King street, to the study boundary edge.
- A comment was made that improvements are not necessary at Eastgate.

For District 3:

- There was a concern about traffic generated from new development and if the infrastructure can accommodate the increase.
- Comments were made pertaining to the desire for connections between the parks in this District across Queenston Road for both walking and cycling as well as to the existing trail to Battlefield Park south of Queenston Road through the park to the other park on the other side of Lake Avenue.

For District 4:

- A comment was made that areas for socialization are needed such as a family centre, which could be both indoor and outdoor.
- One respondent expressed their desire to see cycling lanes on Queenston Road, Barton Street and King Street, although through the Focus Group sessions it was also discussed that Queenston Road and Centennial Parkway might not be ideal for cycling lanes due to the heavy volume of traffic.
- One individual wanted to see a greenway/corridor connection between the park and the Queenston Road Commercial area.
5.5 STREETSCAPES CONCEPTS

The Centennial Neighbourhood Transportation Management Plan examined a range of alternative transportation solutions including opportunities to increase road capacity (road widenings), improve transit services and enhance active transportation networks. One of the key interface areas between the Secondary Plan and the Transportation Management Plan was the function of major streets in the area. Streetscapes, which include pedestrian facilities, furniture, landscaping, lighting etc., are the primary public realm location for pedestrians. Streetscapes are a critical element in establishing a strong sense of place for the public realm, as these spaces have the potential to influence the character of a neighbourhood through thoughtful and functional design. The Secondary Plan examined opportunities for enhancing the public realm along the two major intensification corridors (Queenston Road and Centennial). The expectation is that the character of these streets will evolve as intensification occurs and the goal of the options was to better understand what the ideal character of the public realm should be.

Figure 5.7 presents the two streetscape options for Centennial Parkway and Figure 5.8 illustrates the two streetscape options for Queenston Road. Some of the key comments and feedback received on the streetscape options are noted below.

For the Centennial Parkway:

- Initially, there was some support for the cycle track cross section for Centennial Parkway with the centre turning lane and patios on either side.
- For the ‘Moderate Enhancement’ cross section there was no support for the parking/driving lanes between the road and the building, however there was support for an enhanced landscape buffer.
- Through the focus group sessions it was also noted that along Centennial Parkway that there could be an opportunity to blend the two options, allowing for wider setbacks and more green space along the corridor to provide a balance between traffic and pedestrians.
- Through the CNTMP exercise it was noted that there would be limited potential for cycling facilities along Centennial.

For Queenston Road:

- Initially, there was some support for cycle track facilities along Queenston Road.
- There was little to no support for on road bike lanes along Queenston Road.
- Through the CNTMP exercise it was noted that there would be limited potential for cycling facilities along Queenston.
FIGURE 5.7: CENTENNIAL PARKWAY STREETSCAPE CONCEPTS

CENTENNIAL PARKWAY WITH CYCLE TRACK (URBAN CORRIDOR)

- Building frontage on lot line.
- Sidewalk / Road interaction
- Existing roadway to minimize construction
- Shade and ornamental trees
- Cycle track for efficient cyclist movement

CENTENNIAL PARKWAY WITH MODERATE ENHANCEMENTS

- Maximized landscape buffer
- Existing roadway to minimize construction
- Parking relocated to rear, avoid street frontage parking
FIGURE 5.8: QUEENSTON ROAD STREETSCAPE CONCEPTS

QUEENSTON ROAD WITH LRT (AS PER ENVIRONMENTAL ASSESSMENT)

QUEENSTON ROAD, EAST OF CENTENNIAL PARKWAY (URBAN STREET WITH CYCLE TRACK)
5.6 COMMENTARY AND DIRECTIONS

Based on feedback through the various consultation activities conducted with the Focus Group, City Staff and members of the public, as well as further analysis, the different options were further refined to develop a set of recommended plans and concepts which are presented in the next chapter. The following summarizes the key directions for the Secondary Plan:

- Define the Sub-Regional node boundary;
- Mixed-use intensification should be planned for along Queenston Road and Centennial Parkway corridors, as envisioned in the Urban Hamilton Official Plan;
- Concentrate higher density development around the main transit hubs (GO station, Centennial/Queenston Road and Nash Road/Queenston Road);
- Ensure that appropriate transitions in height and density are planned for between established lower density residential areas and higher density intensification areas;
- Transitions between industrial areas should also be considered;
- Maintain and, where possible, increase the supply of affordable housing;
- Provide active transportation improvements, focusing on pedestrian realm improvements/connections along Queenston Road and Centennial Parkway, and cycling connections along Nash Road and Lake Avenue;
- Manage traffic impacts associated with redevelopment;
- Create neighbourhood greenways to calm traffic and improve walking and cycling connections (neighbourhood greenways are streets designed with traffic calming and landscape features to reduce speeding, create a pleasant experience for residents and all users of the streets);
- Enhance the character of the streetscapes along Centennial, Queenston Road and Barton Street. Recognize that recent road improvements along Centennial and Queenston will mean that the timing of enhancements will take time to materialize.
- Streetscapes should feature appropriate building setbacks and green space; and,
- Focus public realm improvements along streetscape and established public spaces.
6 SECONDARY PLAN
DIRECTIONS
6.1 VISION

The Centennial Neighbourhoods Study Area is home to some of the City’s most vibrant shopping, recreation, living and mixed-use spaces. The Area features two major transit hubs, which are supported by compact, mixed-use development along the Queenston Road and Centennial Parkway corridors. The Study Area’s stable, low density residential neighbourhoods are safe, well connected and affordable. The area’s attractive and accessible public spaces, green spaces and streetscapes, along with its strong network of transportation infrastructure, provide a unique sense of place that makes the Centennial Neighbourhoods an interesting, dynamic and exciting place.
6.2 GUIDING PRINCIPLES

The guiding principles for the Centennial Neighbourhoods Secondary Plan are to:

- Protect and enhance natural areas and green spaces;
- Create safe, vibrant streetscapes;
- Provide more places to meet, relax and socialize;
- Increase active transportation throughout the community;
- Provide opportunities for a greater variety of recreational choices;
- Promote mixed use development and intensification in strategic locations;
- Promote transit-oriented development;
- Provide sustainable infrastructure; and,
- Provide opportunities for a greater variety of housing choices.
6.3 LAND USE PLAN & POLICY RECOMMENDATIONS

6.3.1 LAND USE PLAN RATIONALE

The recommended land use plan is depicted on Figure 6.1 (page 83). The intent of the Secondary Plan is to concentrate the majority of future higher density intensification in the Sub-Regional Node area (along the Queenston Road and Centennial Parkway corridors). Currently, these locations tend to have lower density, stand-alone commercial uses with the physical potential to accommodate mixed-use redevelopment. They are in proximity to future transit investments (GO Station and LRT Station Hub) which is expected to encourage higher density transit-oriented mixed-use development. The Sub-Regional Node boundary was refined to align the limits of the area with the most potential and opportunity for redevelopment. In most cases, the Node boundary is based on the location of the mixed use designations (Medium and High Density Mixed Use), which are intended to be the focus of future intensification. High Density Mixed Use areas are concentrated on larger parcels which are located near major intersections and future higher order transit stops. The Medium Density Mixed Use designations tend to be located on the smaller parcels of land and those areas which may need to address interfaces issues with existing low density residential development.

The areas of the Node which front onto Queenston Road and Centennial Parkway have been identified as Pedestrian Predominant Streets and generally align with parcels which are part of the Sub-Regional Node. This means that redevelopment of these areas will need to have specific focus on the improving the pedestrian environment.

Where there are existing pockets of high density residential development, the goal is to limit the amount of opportunity for redevelopment to ensure that an adequate supply of rental housing is maintained in the area (provided that the buildings remain structurally sound and that rental market remains constrained – see Policy B.3.2.5.6 of the Urban Hamilton Official Plan for additional detail).

In select locations, medium density intensification is used in transitional locations to provide for a gradual change in building scale between the denser areas and the established lower density neighbourhoods.

Established employment areas to the north of Barton Street have been designated to recognize existing industrial zoning, concentrating light industrial uses on the edge, with the heavier general industrial uses in the middle of the park. Intensification along the northern stretch of

---

8 The key factors in determining the limits of the Sub-Regional Node was proximity to major transit stations and opportunities for intensification.
Centennial Parkway needs to be sensitive to existing, established industrial uses, given the potential for land use compatibility issues. This approach respects the existing Provincial planning framework which allows municipalities to contemplate employment area conversions through a municipal comprehensive review.

Some commercial areas to the north of Barton Street on Centennial Parkway have been maintained as commercial areas, reflecting historic environmental constraints.

6.3.2 ALIGNMENT WITH URBAN OFFICIAL PLAN POLICIES

The policies of this Secondary Plan should be read in conjunction with the policies of the Urban Hamilton Official Plan. In the event of a conflict between two policies, the more detailed policies contained within this Plan shall prevail.

6.3.3 SUB-REGIONAL SERVICE NODE

The limits of the Sub-Regional Service Node are depicted on Figure 6.1. The land use policies of this Secondary Plan have been prepared to meet a long term density target of 100 to 150 people and jobs per hectare within the Node. The limits of the Sub-Regional Service Node were identified to include lands which are in close proximity to planned future transit stop and lands with potential for higher density development and redevelopment. Generally, lands within established areas which have more limited potential for intensification were not included in the Node.

6.3.4 GROWTH POTENTIAL

The Secondary Plan has the potential to accommodate an additional 3,230 people and 1,100 jobs by 2031. The 2031 growth potential represents an intensification rate of 20% across the Sub-Regional Node area, which would achieve a gross density of 106 people and jobs per hectare by 2031.

There is physical potential for additional growth beyond 2031 and the expectation is that the City will examine additional opportunities for intensification when updating the City-wide growth management strategy (which will allocate growth up to 2041). It should be noted that the land use plan and policies of the Plan would allow the City to meet the upper limit of the density target by 2031 (150 people and jobs per hectare) should absorption occur at a higher rate than contemplated herein.

Table 6.1 summarizes the 2031 growth potential for the Sub-Regional Node.
Table 6.1: Population and Employment Growth Potential for Sub-Regional Node

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<td>1,100</td>
<td>4,330</td>
<td>1,520</td>
<td>4,915</td>
<td>10,765</td>
</tr>
</tbody>
</table>
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN:
FIGURE 6.1: RECOMMENDED LAND USE PLAN

LEGEND
- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2
- Medium Density Residential 3
- High Density Residential 1
- Mixed Use - Medium Density
- Mixed Use - High Density
- Institutional
- Light Industrial
- General Industrial
- Utilities
- Arterial Commercial
- Local Commercial
- District Commercial
- General Open Space
- Natural Open Space
- Community Park
- Neighbourhood Park
- Commuter Rail Station
- Secondary Plan Limits
- Sub-Regional Service Node Boundary
- Pedestrian Predominant Street

MAP PREPARED BY: MAK, DILLON CONSULTING
CHECKED BY: PJK, DILLON CONSULTING

Scale 0 100 200 400 700
6.3.5 LAND USE DESIGNATIONS

RESIDENTIAL DESIGNATIONS

The Secondary Plan identifies five different types of residential development. Generally, the designations are consistent with the typologies described in the Official Plan, and include:

a) Low Density Residential 2
b) Low Density Residential 3
c) Medium Density Residential 2
d) Medium Density Residential 3
e) High Density Residential 1

Low Density Residential 2

a) The planned function of the Low Density Residential 2 designation is to recognize the existing low density residential development within the Secondary Plan Area.
b) The Low Density Residential 2 designation allows for singles, semis, duplexes and triplexes.
c) The planned density for Low Density Residential 2 designation shall be between 0 and 40 units per hectare.
d) Infilling and redevelopment of parcels within this designation should be modest in scale, and be sensitive to the established character (in terms of height, scale, massing, coverage, etc.) of adjacent properties.
e) The maximum height for Low Density Residential 2 buildings is 3 storeys.

Low Density Residential 3

a) The planned function of the Low Density Residential 3 designation is to recognize the existing low density residential development within the Secondary Plan Area.
b) The Low Density Residential 3 designation allows for singles, semis, duplexes, triplexes, quadplexes, block and street townhomes at a higher density than the Low Density Residential 2 designation.
c) The planned density for Low Density Residential 2 designation shall be between 40 and 60 units per hectare.
d) Infilling and redevelopment of parcels within this designation should be modest in scale and be sensitive to the established character (in terms of height, scale, massing, coverage, etc.) of adjacent properties.
e) The maximum height for Low Density Residential 3 buildings is 3 storeys.
a) The planned function of the Medium Density Residential 2 designation is to allow for a range of medium density residential development within the Secondary Plan Area. In some instances, lands designated as Medium Density are also intended to function as a transitional building typology to allow for a gradual change in density (between low density and high density).

b) The Medium Density Residential 2 designation allows for street and block townhomes and low-rise apartments.

c) The planned density for Medium Density Residential 2 designation shall be between 60 and 75 units per hectare.

d) The maximum height for Medium Density Residential 2 buildings is 6 storeys.
Medium Density Residential 3

a) The planned function of the Medium Density Residential 3 designation is to allow for a range of medium density residential development within the Secondary Plan Area. In some instances, lands designated as Medium Density are also intended to function as a transitional building typology to allow for a gradual change in density (between low density and high density).

b) The Medium Density Residential 3 designation allows for block townhomes and low rise apartments at a higher density than the Medium Density Residential 2 designation.

c) The planned density for Medium Density Residential 2 designation shall be between 75 and 100 units per hectare.

d) The maximum height for Medium Density Residential 3 buildings is 6 storeys.

High Density Residential 1

a) The planned function of the High Density Residential 1 designation is to allow high density residential development within the Secondary Plan Area.
b) Generally, the lands designated on Figure 6.1 as High Density Residential 1 reflect existing, established high density residential development.

c) The High Density Residential 1 designation allows for mid and high-rise apartments, which are greater than 6 storeys. Specific height limits are illustrated on Figure 6.2 (page 95).

d) The planned density for High Density Residential 1 designation shall be between 100 and 200 units per hectare.
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY

MIXED USE AND COMMERCIAL DESIGNATIONS

Mixed–Use Medium Density

a) The planned function of the Mixed-Use Medium Density designation is to provide opportunities for development in a mixed-use, medium density format. Permitted uses include commercial, residential, institutional and recreational uses.

b) Development is permitted in a mid-rise format, which generally should be no taller than 6 to 8 storeys. In some circumstances, a lower building height may be required to address the need for appropriate transitions in building scale and density based on proximity to lower density development. Refer to Section 6.3.6 for site specific building height limits.

c) The minimum height for new development shall be two storeys.

d) Low density residential development, such as singles and semi-detached dwellings, are not permitted.
e) The desired format for lands designated for mixed-use development is to have uses mixed within the same building. However, stand-alone uses, including expansions to existing uses, are also permitted, provided that the other applicable policies of this Plan are met.

f) Live-work opportunities are permitted and encouraged within this format.

g) The minimum density for the residential portion of a mixed-use development shall be 60 units per net hectare.

h) Where development is mixed within a building, the ground floor uses should be commercial at the street-level.

**Mixed-Use High Density**

a) The planned function of the Mixed-Use High Density designation is to provide opportunities for development in a mixed-use, high density format. Permitted uses include commercial, residential, institutional and recreational uses.
b) Development is permitted in a high-rise format, which is generally (although not exclusively) taller than 8 storeys, up to a maximum of 15 storeys. Refer to Figure 6.2 for specific building height limits (page 95).

c) The Plan envisions the tallest building to be at the main gateway intersection of Queenston Road and Centennial Parkway and allows for up to 20 storeys on the north-west corner where the future LRT transit hub is to be located.

d) In some circumstances, a lower building height may be required to address the need for appropriate transitions in building scale and density based on proximity to lower density development. Similarly, in some circumstances, a taller building height may also be permitted (subject to further study).

e) The minimum building height shall be two storeys.

f) Low density residential development, such as singles and semi-detached dwellings, and medium density development, such as townhomes and low rise apartments, are not permitted.

g) The desired format for lands designated for mixed-use development is to have uses mixed within the same building. However, stand-alone uses, including expansions to existing uses, are also permitted, provided that the other applicable policies of this Plan are met.

h) Live-work opportunities are permitted and encouraged within this format.

i) The minimum density for the residential portion of a mixed-use development shall be 100 units per net hectare.

j) Where development is mixed within a building, the ground floor uses should be commercial at the street-level.

k) Refer to Section 6.3.6 for site specific building height limits.

**District Commercial**

Sections E.4.7 of the Urban Hamilton Official Plan (District Commercial) shall apply to the lands designated District Commercial on Figure 6.2 Land Use Plan and reflect current designation and policies determined through an OMB settlement.

**Local Commercial**

Section E.3.8 of the City’s Official Plan (Local Commercial) shall apply to the lands designated Local Commercial on Figure 6.1 Land Use Plan and reflect current designation.

**Arterial Commercial**

Section E.4.8 of the City’s Official Plan (Arterial Commercial) shall apply to the lands designated Arterial Commercial on Figure 6.1 Land Use Plan.
INDUSTRIAL DESIGNATIONS

General Industrial

a) Section E.5.2 of the City’s Official Plan (Employment Area Industrial Land) shall apply to the lands designated as General Industrial on Figure 6.1 Land Use Plan (page 83). These lands represent the heavier industrial uses within the Secondary Plan Area.

b) The expectation is that lands designated as General Industrial will remain as employment uses until the City completes its next municipal comprehensive review, where at such time the City will comprehensively assess its long term employment land needs.

Light Industrial

a) The planned function of the Light Industrial designation is to recognize existing light industrial activities within the Secondary Plan Area and provide direction for land use compatibility.

b) The expectation is that lands designated as Light Industrial will remain as employment uses until the City completes its next municipal comprehensive review, where at such time the City will comprehensively assess its long term employment land needs.

c) Permitted uses include light industrial uses in an enclosed building, such as a limited range of light manufacturing, research and development, building or contracting supply establishment, tradesperson’s shop, warehousing, waste management facilities, private power generation, limited agricultural uses, office, and accessory uses. Ancillary uses which primarily support businesses and employees within the Employment Area shall also be permitted.

d) Uses which are accessory to the above-noted uses are also permitted.

e) Outdoor storage of raw materials and finished products are permitted. Outdoor storage should not be located in the front yard and should be screened from the street.

f) Major retail uses, along with residential and other sensitive uses, are not permitted.

g) Uses which are within the Light Industrial designation which are not in conformity to the policies of this plan will be allowed to continue as legal non-conforming uses.

h) The future Confederation GO rail station is currently designated as Light Industrial and is subject to site specific policies. Refer to section 6.5.3 for additional details.
INSTITUTIONAL AREAS

a) The planned function of the lands designated as Institutional on Figure 6.1 (page 83) is to recognize existing Community Facilities located in the Study Area.

b) Existing Community Facilities within the Secondary Plan Area include three schools (St. David’s Catholic Elementary School, Lake Avenue Public School and St. Charles Adult and Continuing Education Centre), two places of worship (Incarnation of our Blessed Lord and St. Gregory the Great) and several community buildings (Dominic Agostino Riverdale Recreation Centre, Red Hill Library and the Ontario Early Years Centre).

c) As the area intensifies and grows over time, the expectation is that some of the above-noted facilities (and any facilities adjacent to the plan area) may need to be expanded to meet future demand. The City will undertake periodic reviews of city-run facilities to ensure that an appropriate level of service is provided.

d) As the long term plan for the Centennial Neighbourhoods is to grow and intensify, the City will work with the Hamilton-Wentworth School Board to ensure that an appropriate level of service is provided.
PARKS, RECREATION AND OPEN SPACE DESIGNATIONS

General Open Space

a) The planned function of the Open Space system is to provide for the protection of natural heritage features and also includes a variety of passive recreational opportunities, such as trails, for residents and visitors to the City.
b) The areas identified as Open Space are part of the City’s Major Open Space designation. Refer to policy E.2.8 of the Urban Hamilton Official Plan for additional details.
c) The Eastlawn Cemetery is identified as Open Space on Figure 6.1 (page 83).

Natural Open Space

a) The planned function of the Natural Open Space system is to provide for the protection of natural heritage features which are part of the City’s Natural Heritage System.
b) Refer to the section C.2.0 of the Urban Hamilton Official Plan for additional details.
Community Park

a) There is one Community Park located in the Centennial Neighbourhoods Secondary Plan Area. The Sam Manson Park serves the neighbourhoods in and around the Secondary Plan Area, providing active recreation opportunities for the residents. This park will be maintained and enhanced when feasible (see Section 6.4 for more details).

b) Refer to policy B.3.5.3 of the Urban Hamilton Official Plan for additional policies on Community Parks.

Neighbourhood Park

a) There is one Neighbourhood Park located in the Centennial Neighbourhoods Secondary Plan Area. Henry and Beatrice Warden Park serves the east side of the Centennial Neighbourhoods Secondary Plan Area and provides a range of small-scale active and passive recreational opportunities. This park will be maintained and enhanced when feasible (see Section 6.4 for more details).

b) Refer to policy B.3.5.3 of the Urban Hamilton Official Plan for additional policies on Neighbourhood Parks.

6.3.6 BUILDING HEIGHTS

Generally, the maximum building heights depicted in the Plan have been derived based on the following considerations:

- The future planned land use and proximity to planned major transit station areas;
- Potential for negative sun/shadow impacts on surrounding land uses;
- Site specific considerations, such 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 through the various consultation and engagement sessions.

In addition to the above, several site specific assessments were undertaken to test the maximum building heights against the City-Wide Corridor Planning Principles and Design Guidelines. The site specific assessments included a series of building sun/shadow assessments to support policy development. The analysis was conducted for several sample sites and was not exhaustive. Also note that at the time of the preparation of this Study the City was in the process of finalizing a Tall Buildings Study for the Downtown. While the Tall Buildings Guidelines are specific to the Downtown, there may be some aspects of the Guidelines which could apply.
The planned maximum building heights are shown on Figure 6.2. The heights depicted on Figure 6.2 are intended to reflect the planned maximum heights based on the analysis completed for the Secondary Plan Study. The following policies shall apply:

a) On a site-by-site basis, the City may allow for marginally taller buildings where the findings of supporting studies, such as an urban design study and sun/shadow, can demonstrate that there are no negative impacts on adjacent properties.

b) The City may require a peer review for any studies which propose to exceed the planned building heights.

c) All developments which are proposed to be taller than 6 storeys shall require a sun/shadow study and an urban design study to demonstrate how the development fits within the context of the site and surrounding area.

The heights depicted on Figure 6.2 are based on the number of storeys per building and assume that the implementing Zoning by-law will identify precise building heights in metres.
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN:
FIGURE 6.2: MAXIMUM BUILDING HEIGHTS
6.3.7 TRANSITIONAL AREAS

Transitional Areas are shown on Figure 6.3 (98). Transitional Areas are intended to provide additional guidance for development to ensure appropriate transitions are provided for between residential and industrial development, and also between denser forms of mixed-use/residential development. Note that the following policies are not intended to limit the application of other Urban Hamilton Official Plan policies within the Secondary Plan Area.

For lands within the Neighbourhood Transition Area, the following policies apply:

a) New development should minimize negative effects, such as extreme changes in building scale and character, shadowing and overview on adjacent properties, streets and public spaces.

b) Landscaped buffers should include a mix of trees, bushes and shrubs to soften transition between taller buildings and lower rise formats.

c) New development shall respect the existing built form of adjacent neighbourhoods by providing a gradation in building height and densities, and by locating and designing new development to include building step-backs and set-backs, site landscaping and appropriately locating parking, loading and service areas.

d) Fencing, where appropriate, should also be provided.

e) Parking areas should be located underground or in the rear of the building and should also include an appropriate amount of landscaping.
f) Service areas and garbage enclosure should be located at the rear of the building and attractively screened and located away from neighbouring residents.

g) The maximum building height should be derived from the combination of a 45 degree angle build to plane from the street right-of-way and any adjacent single, semi or duplex residential dwelling.

For lands within the Industrial Transition Area, the following policies apply:

a) The lands within Industrial Transition Area are designated for Mixed-Use Development. Residential uses are permitted, subject to the applicant completing a land use compatibility study.

b) The land use compatibility study should consider the Ministry of the Environment’s D-6 Guidelines for industrial facilities, as well as any applicable Official Plan policies. The land use compatibility study should recommend any additional measures such as landscaped buffering and appropriate setbacks to minimize potential negative effects of residential uses on established light industrial uses.

c) Sensitive uses, including residential uses, should not be located in proximity to any noxious or potentially harmful activities within the area of influence. At the time of the Secondary Plan, there did not appear to any current uses which would limit the potential for residential development; however, this assessment should be confirmed at the time of development.
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN: FIGURE 6.3: TRANSITIONAL AREAS
6.4 PUBLIC REALM PLAN & POLICY RECOMMENDATIONS

6.4.1 OVERALL PUBLIC REALM IMPROVEMENT PROGRAM

The overall public realm improvement program is illustrated on Figure 6.4 (page 102). The intent of the parks, open space and public realm improvement plan is to proactively identify areas which should be improved over the long term to both attract investment and also ensure that a high quality of public spaces and amenities are provided in line with the scale of intensification planned for the area. The key elements of the plan are:

- Gateway Improvement Areas;
- Streetscape Improvement Areas; and,
- Public Spaces (Improvement Areas/Potential New Public Spaces).

In addition to the above, the Plan for Centennial Neighbourhood includes a portion of land which is identified as a Pedestrian Predominant Street. Policy 2.3.2.13 of the Urban Official Plan states that “Secondary plans prepared for each Node shall identify pedestrian predominant streets. On pedestrian predominant streets, buildings shall be built to the streetline with store fronts and other active uses opening onto the street. New development in other areas of the Nodes shall be designed and built to create a comfortable pedestrian environment”.

The Pedestrian Predominant Street area for the Centennial Neighbourhood Secondary Plan depicted on the Land Use Plan has been identified to generally align with the limits of the Sub-Regional Node. The CNTMP also provides direction and recommendations for enhancing the public realm. This direction will be incorporated into the policies for the Secondary Plan.
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN:
FIGURE 6.4: PARKS, OPEN SPACE AND PUBLIC REALM IMPROVEMENTS
6.4.2 GATEWAY IMPROVEMENT AREAS

Gateways are the main entrance areas into the area. Today, most of the current gateway locations identified on the Plan do not have an overly positive sense of place. As intensification occurs, the expectation is that each of the Gateway Improvement Areas will be enhanced with signage, lighting, public art and landscaping to make the areas more attractive and provide a stronger sense of place for the Centennial Neighbourhoods area. Gateway Improvement Areas include the lands in and around the following locations:

a) Centennial Parkway/QEW/Confederation GO Station (major gateway);
b) Barton Street/Centennial Parkway intersection (major gateway);
c) Red Hill Valley Parkway/Barton Street intersection (minor gateway);
d) Red Hill Valley Parkway/Queenston Road (minor gateway); and,
e) Centennial Parkway/Queenston Road (major gateway).

The City should consider developing concepts for each of the Gateway Improvement Areas through the future urban design study. The concept should:

a) Consider appropriate range of applicable background and guiding documents, including the Secondary Plan, Urban Hamilton Official Plan, as well as the Public Art Master Plan and the Downtown Way-finding Study.
b) Identify themes, wayfinding/signage and other enhancements based on the role and function of the gateway, where major gateways are those locations which have a significant public and private realm improvement opportunity and minor gateways have mostly a public realm improvement opportunity;
c) Examine interface conditions with the private realm;
d) Consider timing and capital planning requirements for future road projects (as well as any collaboration opportunities with public and private utilities).

There may be a need to identify more detailed private realm urban design direction to emphasize the importance of massing and architectural treatment to help further define gateway locations. Direction for private realm urban design should be undertaken through an urban design study (refer to section 6.5.4 of this report for more details).

6.4.3 STREETSCAPE IMPROVEMENT AREAS
Streetscape Improvement Areas are identified to ensure that Barton Street, Centennial Parkway and Queenston Road through the Plan Area are improved in alignment with the scale of planned intensification. The expectation is that the streetscape environment along these three arterials will be enhanced to include wider sidewalks, consistent tree planting and landscaping, pedestrian scale lighting, street furniture and transit shelters. Each street should have its own unique sense of place and should consider different approaches to signage, paving, species selection, public art, etc.

The improvement of streetscapes within the right of way (ROW) will be the responsibility of the City and improvements outside of the ROW are the responsibility of private developers (see 6.4.4 for additional details).

The recommended streetscape concepts for Queenston Road and Centennial Parkway are shown in Figures 6.5 and 6.6.
FIGURE 6.5: QUEENSTON ROAD STREETSCAPE CONCEPT
FIGURE 6.6: CENTENNIAL PARKWAY STREETSCAPE CONCEPT
Figure 6.7 provides an illustration of how the Centennial Parkway streetscape environment could evolve over time as intensification occurs. The image on the top illustrates the current conditions, with multiple access points and one-storey arterial commercial developments. The other two images show how the combination of mixed-use intensification and streetscape improvements could work together to improve the overall character of the area, while still maintaining the major transportation function of the street.
FIGURE 6.7: CENTENNIAL PARKWAY STREETSCAPE EVOLUTION
6.4.4 PEDESTRIAN PREDOMINANT STREETS

Pedestrian Predominant Streets are shown on Figure 6.1 (page 83). In addition to the Policy E.4.3 of the City’s Official Plan, the following policies shall apply to lands which are identified as Pedestrian Predominant and shall be designed to ensure:

a) Buildings are located relatively close to the street and incorporate a mix of hard and softscaping treatments to ensure a comfortable transition between public and private realm;
b) Where possible and appropriate, redevelopment along Queenston Road and Centennial Parkway should reduce the number driveways and consolidate access points;
c) Building entrances shall face the street;
d) Commercial uses should be located on the ground floor of buildings facing the street (residential permitted above).
e) 75% of the block face between two streets occupied by buildings;
f) A minimum of two storeys is required where infilling and intensification is proposed to take place;
g) Attractive streetscapes which include sidewalks, street furnishings, trees and high quality transit shelter/stops;
h) New drive-through facilities are not permitted;
i) A number of the specific design conditions for all major streets, such as set-backs and step-backs will be determined through an urban design study to be undertaken by the City as part of the Secondary Plan’s implementation. If required, the Design Study may result in an
amendment to the Secondary Plan.

6.4.5 OTHER PUBLIC REALM IMPROVEMENTS

Conceptual future public spaces are associated with the two major transit hubs located within the Plan Area (at Eastgate Square and the Confederation GO Station). The expectation is that these locations, as highly visible and well-used public spaces will be pedestrian-friendly and attractively designed public spaces. The general size and location of new public spaces is intended to be conceptual and the expectation is that the urban design study will refine the design, size and location for new public spaces.

The City will work with Metrolinx to coordinate public realm improvements in the vicinity of the GO station. The public space as Eastgate Square will be developed as part of the overall re-development of the site.

Potential Public Space Improvement Areas are intended to recognize the long-term need to upgrade and improve the Plan Area’s three major public open spaces to ensure that they have the diversity of amenities and capability to accommodate additional residents moving into the area (as a result of intensification). The three public space improvement areas are Sam Manson Park (and the Red Hill Library), Henry and Beatrice Warden Park and the Domenic Agostino Community Centre. Specific plans and programs for each area will be developed through the urban design study at a later date as part of the Plan’s implementation strategy.

6.4.6 CAPITAL FUNDING

Capital funding for the majority of the above-noted improvements would be generated from development charges associated with the anticipated intensification for the Secondary Plan Area. The recommended urban design study discussed in Section 6.5.4 should include cost estimates for capital improvements. The City’s DC study should identify which portion of the improvements can be applied to development charges (i.e. growth related portion).

6.5 ADDITIONAL POLICY RECOMMENDATIONS

6.5.1 AFFORDABLE HOUSING

The Centennial Neighbourhoods area currently includes a fairly large complement of affordable housing stock. As the area intensifies, it will be important for the City to ensure that an adequate supply of affordable housing is maintained. To support affordable housing, the City will consider:

a) Discouraging the conversion of rental units to condominium units within the Plan Area;

b) Providing Community Improvement Plan incentives for affordable housing;
c) Providing opportunities for bonusing in exchange for affordable housing;
d) Where public lands are being sold and redeveloped for private development, the City will place a priority on affordable housing projects (for redevelopment purposes); and,
e) As part of City-wide efforts, monitor the supply of affordable housing and consider new tools as they become available.

6.5.2 TRANSPORTATION AND ALIGNMENT WITH TRANSPORTATION MANAGEMENT PLAN

The Centennial Neighbourhoods Transportation Management provides a recommended framework for improving the transportation network in the Plan Area (and beyond). The following policies are provided for summary purposes (refer to the CNTMP document for more details):

a) For streets, the City will protect right-of-way for Complete Liveable Better Streets, improve/optimize traffic signal timings (including pedestrian crossing timings), design and deliver traffic calming where needed with support, and promote Smart Commute and Active and Sustainable School Transportation programs.
b) For transit, the City will consider transit priority measures, work with HSR to ensure an sufficient level of bus service and bus stops are provided (including any extensions and modifications to existing HSR routes), proactively plan for the B-line Rapid Transit to Eastgate Square and beyond and the S-line Rapid Transit to GO Transit Station.
c) For Active Transportation the City will promote neighbourhood greenways, deliver the three previously identified projects in the Recreational Trails Master Plan, construct missing sidewalks, provide cycling facilities on Nash Road, Lake Avenue, Warrington and South Service Road, and work to improve pedestrian and cyclist Red Hill Valley Parkway interchange improvements.

The City will continue to work with Metrolinx, MTO, Sobi and other agencies/stakeholders to implement the recommendations of the Neighbourhood Transportation Master Plan.

6.5.3 SPECIAL POLICY AREAS

Special Policy Areas are illustrated on Figure 6.8.

SPECIAL POLICY AREA 1

Special Policy Area 1 applies to the Smart Centres Lands. There is an existing site specific policy within the Urban Hamilton Official Plan. The current site-specific policies should be maintained to recognize a number of permissions related to the development of the site as per the decision made by the Ontario Municipal Board (UHC-4).
SPECIAL POLICY AREA 2

Special Policy Area applies the planned Confederation GO Rail and Bus Station. Lands within Special Policy Area 2 will be designed to support an integrated approach to mobility. While it is understood that the short term concept for the rail station is expected to concentrate on accommodating commuters, over time, the expectation is that there may be potential to further intensify the lands on the station site. The City will work with Metrolinx to monitor travel demands and adjust the long term land use and transportation vision for the site accordingly. Any redevelopment for the site will need to consider a variety of studies, including a noise and vibration study, as well as land use compatibility study and urban design study.

Long term policy considerations for Special Policy Area 2 include, but are not limited to the following:

- Opportunities to reduce surface parking and maximize the land area for highest and best uses which will support the transit function of the site, including potential for mixed-use redevelopment;
- Opportunities to enhance the station area design and connect the station to the surrounding lands, including those lands along Centennial which have been designated for Mixed Use High Density;
- Opportunities to connect the City’s rapid transit corridor and integrate the two systems (GO and HSR) on the site;
- Opportunities to address any potential land use compatibility issues; and,
- Opportunities to enhance the public realm within and around the station area.

The above-noted long term policy opportunities should be addressed either through a periodic review of the Secondary Plan and/or the City’s urban design study recommended in 6.5.4.

SPECIAL POLICY AREA 3

Special Policy Area 3 applies to Eastgate Square transit hub lands. The expectation is that Eastgate Square will continue to be a major, regional-scale shopping destination. The City encourages the proactive intensification of lands in and around the shopping centre and the inclusion of mixed-use development at an appropriate time. Through the urban design study and the future design of the rapid transit corridor extension along Queenston, the City will proactively work with the landowners to ensure any new rapid transit facilities which may be located on the site are designed to be pedestrian-friendly and transit-supportive.

Where redevelopment or expansion of commercial uses is proposed for the site, the City will require an updated site plan which demonstrates how the proposed redevelopment aligns with the vision and policies of the Secondary Plan and any other applicable plan or guideline.
SPECIAL POLICY AREA 4
Special Policy Area 4 applies to vacant lands on Centennial Parkway. The special policy should allow for up to 6 storeys within the Medium Density Residential-3 designation, with potential for up to 8 storeys where it is demonstrated that there will no negative sun/shadow/wind impacts associated with the additional height. Housing with supports should also be permitted.

SPECIAL POLICY AREA 5
Special Policy Area 5 applies to the lands which are designated for employment uses. The expectation is that these lands will be maintained as employment uses for the foreseeable future. During the next City-wide Municipal Comprehensive Review, the City should undertake a detailed assessment of lands within this area to confirm intensification opportunities and any other potential improvements/enhancements which would help to support the nearby planned transit infrastructure. The City will also consider the lands within Special Policy Areas 2, 7 and 9 when undertaking the detailed assessment of land uses within the industrial area.

Some of the longer term opportunities to be addressed in through the municipal comprehensive review process include, but are not limited to:

- Opportunities to leverage proximity and visibility along the QEW and the Red Hill Valley Parkway as well as proximity to the GO station to forms of employment uses, such as office uses, to the area;
- Opportunities to introduce transitional land uses along the edge of the industrial area; and,
- Opportunities to address any brownfield redevelopment issues.

The recommended urban design study which is to be completed as part of the implementation of the Secondary Plan should provide some guidance on how to physically improve area (streetscapes, connections, active transportation, buffering, way-findings, etc.).

Lands which are adjacent to Special Policy Area 5 will require a land use compatibility study to demonstrate how the redevelopment proposal implements the transitional area policies of this plan.
SPECIAL POLICY AREA 6
Special Policy 6 applies to a collection of parcels which front onto Queenston Road. The existing permissions allow for a selection of limited commercial uses which should be maintained. (UHN-10)

SPECIAL POLICY AREA 7
Special Policy Area applies to the City of Hamilton’s existing waste transfer facility. As part of the next municipal comprehensive review and city-wide waste management master plan, the City could consider re-locating the transfer facility, to maximize development opportunities in and around the Confederation GO station. The current site-specific policy allows for the transfer station and some modifications to the existing policy would be required to articulate the above-note direction (UCW-1C).

SPECIAL POLICY AREA 8
Special Policy Area 8 applies to St. David’s Catholic Elementary School. The purpose of this policy is to recognize existing site specific policies/permissions within the Old Town Secondary Plan which allows for medium density redevelopment on the current school site.

SPECIAL POLICY AREA 9
Special Policy Area 9 applies to a portion of lands north of Barton Street and west of Centennial Parkway which are currently designated for Arterial Commercial purposes. The special policy states that notwithstanding the current permissions within the Urban Official Plan that the lands are zoned to allow for the continuation of existing industrial or commercial uses that are compatible with surrounding non-employment land uses. Limited light industrial and commercial uses may be permitted provided they are compatible with surrounding non-employment land uses. At such time as the industrial uses(s) cease(s) and alternative land uses are proposed, the following criteria shall be met.

6.5.4 POTENTIAL IMPLEMENTATION ACTIONS
The following should be considered for implementation:

a) Urban design study for the Secondary Plan Area to further refine the public realm improvement opportunities and also to provide additional guidance for private realm development, including the GO station area, the transit hub at Eastgate Square and the transit stop at Nash Road/Queenston Road and the properties which are part of the Pedestrian Predominant zone identified on the land use plan. The urban design study should also provide further guidance for transitional area development. The design study should include an analysis and assessment of built
form conditions within the established neighbourhood area and identify recommendations for zoning (building setbacks, coverage, etc., as these areas may experience re-development pressures in the future) to provide guidance for any small-scale redevelopment. As noted previously, the design study would also need to identify capital costs for all proposed improvements. The urban design study should also consider the City’s Development Engineering Guidelines, opportunities for additional green connections and greenways (e.g. Sam Manson Park/Red Hill Library/Eastlawn Cemetery and beyond) and other items deemed appropriate for consideration by the City. The City will be responsible for completing the urban design study. The urban design study’s recommendations may require an amendment to the Secondary Plan (depending on the nature of the recommendations). The design study should be completed in the short term, within the next 1-2 years.

b) Municipal servicing study to understand the specific water, sanitary and stormwater infrastructure gaps within the area to ensure that any growth-related improvements are captured in the City’s development charges by-law update. This study should be undertaken by the City, either before (if possible) or after the adoption of the Secondary Plan.

c) Upon completion of the urban design study, the City should update the zoning for lands within the Secondary Plan Area.

d) The City could consider the use of other development tools, such as Community Improvement Plan policies and bonusing to promote transit-supportive intensification.

### 6.6 NEXT STEPS

The next step in the process is to begin Phase 4, where City Staff will draft an Official Plan Amendment and present the draft Amendment to the City’s Planning Committee. The draft Amendment will then be presented to the public for additional commentary. Phase 4 will include:

- Draft Official Plan Amendment to implement the Secondary Plan;
- Presentation to City’s Planning Committee;
- Statutory Public Meeting and Open House under the Planning Act;
- Refinement of the Official Plan Amendment; and,
- Council Adoption.

The recommended action and implementation items noted in Section 6.4 and 6.5 would occur after Council adoption of the Secondary Plan.
APPENDIX A – PUBLIC CONSULTATION SUMMARY

Focus Group #1 Summary

Tuesday, April 8th, 2015 – Dominic Agostino Riverdale Community Centre – 1:00pm – 3:00pm

SUMMARY OF EVENTS

Focus Group participants met at 1:00pm at the Dominic Agostino Riverdale Community Centre. The City welcomed everyone and introduced the role of the Focus Group and the mandate as well as the code of conduct.

The consultant team from Dillon presented on the Secondary Plan, including the purpose, the context and process, the Arterial Commercial Study and upcoming community engagement.

The consultant team from IBI presented on the Transportation Management Plan including the study purpose, scope, study area, Environmental Assessment and process, links between land use and transportation, health information, problem and opportunity statement and next steps.

Next item on the agenda included a group discussion following questions and activity centering around the Secondary Plan (issues and opportunities, input on consultation activities), and then the Transportation Management Plan (Transportation Issues Mapping and evaluation of networks criteria).

Lastly, the next steps involved introducing the survey and notifying participants of the Public Information Centre on April 30th 2015.

Public Information Centre #1 Summary

Tuesday, April 30th, 2015 – St. Gregory the Great Church – 6:00pm – 9:00pm

SUMMARY OF EVENTS

The doors to the event opened at 6:00pm. Participants were encouraged to review the content provided on the panel boards and at the tables. There were approximately 86 people in attendance.

Presentations commenced at 6:30pm welcoming participants, introducing the City and consultant team, and going over the Overview of the Study. At 6:40pm, there were presentations to provide background information for both studies, Secondary Plan and Transportation Management Plan.

At 6:55pm there was an overview of the upcoming group activities including providing comments and sticky notes on the maps and ranking the proposed list of principles.
At 7:00pm the room was broken out into discussion group round tables for the activities. There was an opportunity for participants to switch tables at 7:45pm. The one side of the room related to the Secondary Plan the other revolved around the Transportation Management Plan. The secondary plan

At 8:30pm there were summary presentations, and at 8:50pm there was a wrap up, conclusion and thank-you to participants. The event adjourned at 9:00pm.

**ACTIVITY #1 SUMMARY OF STICKY NOTES COMMENTS**

**Active Transportation / Infrastructure Comments**

- Bike/Pedestrian connections across QEW to Lake Ontario / Confederation Park
- Need improvements to walkability (Barton / Centennial)
  - Sidewalk improvements / provision of sidewalks
- Need cycling infrastructure, should be multi-use (path vs. lane on road)
  - Connecting into Red Hill Valley, on Queenston, on Centennial

**Land Use / Urban Design Comments**

- Revitalization of industrial lands / waste transfer station (north) and vacant / underutilized land (south) e.g. vacant gas station could be redeveloped
- Some interest in public art / signage for area/Hamilton.
- Intensification in certain areas while maintaining stable neighbourhoods
- Streetscaping interest along Centennial
  - Benches, shade, plantings etc.
- Diversity in uses along Centennial
  - Fewer car oriented uses
  - Removal of unfavourable uses (adult novelty store)
  - Additional facilities
  - More local businesses, More opportunities for better non-franchised restaurants with patios

**Parks / Recreation Comments**

- Parkland is considered important, beautify existing areas
- Need to create green space / public plazas / multi-use parks
- Existing parks lack programming and could benefit from: tree planting, washrooms, benches, lighting, water features, picnic areas, bike storage, parking, signage etc.
- Interest in new recreation facilities: public tennis courts, recreation centre

**Transit Comments**

- Need for more frequent bus service and expanded connections (to Stoney Creek and recreation areas)
• Interest in rapid transit and immediate need for GO Station.

Other Comments

• Concerns about litter (Barton, Queenston)
• Tagging / Graffiti issues in the area
• Speeding is an issue (Riverdale / Lake Avenue Rd N)
• Snow clearing along Queenston
• Community facilities (Small Theatre, Farmers Market, Rec Centre)

For detailed comments refer to the Figures attached:

Figure 1: Active Transportation / Infrastructure Comments
Figure 2: Land Use / Urban Design Comments
Figure 3: Parks / Recreation Comments
Figure 4: Transit Comments
Figure 5: Other Comments

ACTIVITY #2 SUMMARY OF PRINCIPLES (LARGE & SMALL)

<table>
<thead>
<tr>
<th>Guiding Principle</th>
<th>Number of X’s from Activity Sheets</th>
</tr>
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<tbody>
<tr>
<td>Promote mixed use development</td>
<td>4</td>
</tr>
<tr>
<td>Provide opportunities for intensification in strategic locations</td>
<td>1</td>
</tr>
<tr>
<td>Support opportunities for high quality urban design and architecture</td>
<td>2</td>
</tr>
<tr>
<td>Create safe, vibrant streetscapes</td>
<td>6</td>
</tr>
<tr>
<td>Protect stable residential neighbourhoods from incompatible development</td>
<td>5</td>
</tr>
<tr>
<td>Provide more places to meet, relax and socialize</td>
<td>6</td>
</tr>
<tr>
<td>Improve the public realm</td>
<td>3</td>
</tr>
<tr>
<td>Increase active transportation throughout the community</td>
<td>6</td>
</tr>
<tr>
<td>Increase and improve connections to transit</td>
<td>3</td>
</tr>
<tr>
<td>Promote transit–oriented development</td>
<td>4</td>
</tr>
<tr>
<td>Maintain the area’s strong commercial focus</td>
<td>2</td>
</tr>
<tr>
<td>Provide opportunities for a greater variety of recreational choices</td>
<td>6</td>
</tr>
</tbody>
</table>
Provide sustainable infrastructure (e.g. Low Impact Development) & 4
Provide opportunities for a greater variety of housing choices & 4
Protect and enhance natural areas and green spaces & 9
Improve transit – more frequent service, build the LRT & 1
Provide parking & 1
Maintain supply of local food services (food bank/social infrastructure) & 1
All of the above & 1

Focus Group #2 Summary
Tuesday, November 10th, 2015 – Fortinos Community Room, Eastgate Square – 9:30am – 12:30pm

SUMMARY OF EVENTS
The focus group started at 9:30am. The City reviewed the role of the Focus Group and the mandate. The consultants from Dillon presented on the Secondary Plan. The first topic related to the feedback received from previous consultation events, presentation of the options for the 4 districts and the options for the streetscapes.

There was then a group discussion and workshop involving the focus group participants reviewing the options map. Providing comments and using coloured sticky dots express their approval (green dot) or disapproval (red dots) for the options.

After the break, the consultant from IBI presented on the Transportation Management Plan, including a summary of feedback received from previous consultations. They also reviewed the opportunity statement, the alternatives and next steps. There was a discussion on the TMP with an AIMM exercise including: Advantages (what makes sense); Impediments (why might not work); Maybes (what are the questions); and, Mitigation (suggestions for improving it to gain your support.)

The meeting adjourned at 12:30pm.

Public Information Centre #2 Summary
Tuesday, December 1st – Lake Avenue Public Elementary School – 6:30pm – 9:00pm

SUMMARY OF EVENTS
The doors to the event opened at 6:30pm. Participants were encouraged to review the content provided on the panel boards and at the tables. There were approximately 33 people in attendance.
Presentations commenced at 6:45pm welcoming participants, introducing the City and consultant team, and explaining the purpose of the public event which was to provide a brief status update on the Secondary Plan and provide the public with an opportunity to review, discuss and debate the Secondary Plan Options. Consultants provided presentations to update participants of what has happened since last Public Information Centre.

At 7:20pm, facilitators explained the workshop activities, and the workshop activities lasted between 7:30pm and 8:45pm.

Participants gathered at three tables where they discussed the worksheets which presented the land use options for Districts 1-4, the different options for Public Open Space Improvements and the Proposed Streetscape Cross Sections.

At 9:50pm, the workshop concluded and facilitators / hosts of the event thanks participants for their feedback and closed the meeting.

MAJOR COMMENTS

Detailed comments are documented in the Specific Map Comments from December 1st Public Information Centre #2 document set.

Some of main comments received at the session are noted below:

- Higher densities around transit hubs and key intersections (LRT / GO & Nash / Queenston)
- Greater attention to transitioning from high density to established neighbourhoods (perhaps the use of more finer grain densities)
- Policies are needed to introduce affordable housing into the neighbourhood to ensure that existing stock of affordable housing is maintained (particularly the stock of rental housing)
- Generally, there was support for mixed use development/redevelopment along Queenston and Centennial.
- Comments were made about the need to upgrade infrastructure that will handle the influx of new residents.
- Concerns were raised about increases in populations increasing congestion on already busy roads.
- Some concerns were also raised about some of the public realm improvement areas (particularly those that relied on the use of semi-public spaces, such as the cemetery and institutional areas).

A visual summary of the detailed comments received from the activity can be found in the figures listed below:

**Figure 6 – District 1 – Regional Gateway Land Use Options**

**Figure 7 – District 2 – Eastgate Square / Centennial Parkway Land Use Options**
Focus Group #3 Summary

Tuesday, April 7th, 2016 – Dominic Agostino Riverdale Community Centre – 12:30pm – 2:30pm

SUMMARY OF EVENTS

The City welcomed participants after the meeting commenced at 12:30pm. The consultants from Dillon presented the summary of feedback from the previous consultation. Next they presented the Draft Recommended Secondary Plan, and then next steps for the study.

Next the consultants from IBI presented for the Transportation Management Plan (TMP). They also presented the summary of feedback from previous consultations, and presented the Preferred Alternatives and next steps.

Lastly there was a group discussion on both the Secondary Plan and Transportation Management Plan.

The meeting adjourned at 2:30pm.

Public Information Centre #3 Summary

Thursday, April 28th, 2016 – Lake Avenue Public Elementary School – 6:30pm – 8:30pm

SUMMARY OF EVENTS

Doors opened for the event at 6:30pm. Participants were encouraged to walk around and visit the displays for both the Secondary Plan and the Transportation Management Plan. They also had the chance to speak with the City and consultants to ask questions. There were 43 official participants who signed in.

Presentations started at 7:00pm, the consultants from Dillon presented the purpose of the meeting, context and purpose of the study, the study process, feedback from previous consultations. The rationale for the recommendations was presented as well as the elements of the secondary plan, draft long term vision, goals and objectives and then the maps and elements for the Secondary Plan. Lastly implementation mechanisms was presented and then next steps.
The consultant from IBI then presented for the Transportation Management Plan. They also presented the study purpose, study area, opportunity statement, vision statement, project process, feedback from previous consultation, recommended solutions and next steps.

There was an open house between the hours of 7:30pm and 8:30pm. Participants also had the opportunity to comment on the Draft Secondary Plan maps which were posted in the room.

The event adjourned at 8:30pm.

Detailed comments received on the activity can be found in the figures below:

**Figure 13 – Preferred Land Use Option**

**Figure 14 – Public Realm Plan**

**Figure 15 – Special Policy Areas**

**Figure 16 – Building Heights**
Elevation of curbs to roads needs to be looked at in the whole area

- Need to provide infrastructure for cyclists
- People on scooters/wheelchairs should be able to use bike lanes (multi-use)

Bike connections are hard to access

Walking / bike riding access to the lake

Pedestrian / Cycling Access to Water

Pedestrian / Cycling Access to Water

Centennial isn’t walkable

Centennial too busy for bikes. Alternate bike route on Lake Ave to the Lake

Sidewalks needed on Lake Ave N

Wider boulevard on Centennial in winter snow gets pushed onto sidewalk, pedestrians can’t get through

There are no curbs or sidewalks here, only ditches. Blamimore Drive.

Wider sidewalks on Centennial need to be improved

- Lessen lanes for vehicles to widen sidewalk to get more foot traffic

- Sidewalks on Centennial are safe

- Sidewalks on Centennial need to be improved

- Lessen lanes for vehicles to widen sidewalk to get more foot traffic

- Sidewalks on Centennial are safe

need to keep a supply for public parking at strategic spots

- Parking capacity and fumes could be an issue

There isn’t anything along King Street

Queenston Road is in rough shape

Queenston feels narrow for bikes as a driver and a rider

Cycling lanes on Queenston

Pedestrian Crossing

Pedestrian Crossing

GENERAL

- Storm sewers are separated but sometimes there are issues
  - Put bike lanes beside sidewalk, not on road

Note: The following map shows the specific public comments posted from our April 30th Public Event.
How can we use the landfill lands? Will it stay? Are there any changes?

Public space / plaza for GO Station

This may not have been a good idea (commercial development)

Would not mind seeing some facilities along Centennial

Add benches, plants and cover areas along major walking areas (Queenston, Centennial, Barton)

Convert industrial land into dog parks. The closest one is 25 minutes drive.

- Too Dense
- Transit improvement may push up rent

- Multiple dwelling taxes make housing less affordable

Maintain a supply of affordable housing in the neighbourhood

- No public art - do not like it
- Signage for Hamilton

-Tight walking areas (Queens to John Walking areas)

-Downtown Stoney Creek
-Signage for waterfa ls, trails, parks, rec centres

Opportunities

- Need to strengthen
- Check owners of vacant land

- Opportunity for redevelopment
- Gas station is an eye sore and has been vacant for a long time

- More local businesses (specialized)
- More opportunities for better quality non-franchised restaurants with patios

- Mixed Use Building
- Intensification

- Intensification
- Intensification
- Intensification

Safer Neighbourhood

Industrial area needs improvement

Remove Adult Novelty Store

Intensification

Lots of Storefronts opening up, but not a lot of other uses

Streetscape along Centennial

FIGURE 2
PIC #1 - ACTIVITY #1

ISSUES/OPPORTUNITIES IN STUDY AREA

LAND USE / URBAN DESIGN ISSUES / OPPORTUNITIES

Note: The following map shows the specific public comments posted from our April 30th Public Event.
FIGURE 3
PIC #1 - ACTIVITY #1
ISSUES/OPPORTUNITIES
IN STUDY AREA

PARKS / RECREATION
ISSUES/OPPORTUNITIES

Note: The following map shows the specific public comments posted from our April 30th Public Event.
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY
CITY OF HAMILTON
FIGURE 4
PIC #1 - ACTIVITY #1
ISSUES/OPPORTUNITIES IN STUDY AREA

Note: The following map shows the specific public comments posted from our April 30th Public Event.

- GO Station needs to come NOW.
- Need transit to recreation areas
- Increase the number of times the #51 & #56 run
- Like Rapid Transit
- More buses outside of peak hours, express to certain locations
- Incentive for people who own cars to use buses
- Transportation lacking to Stoney Creek
- Want rapid transit would decrease travel time
- Raise LRT along Queenston
- Bus congestion into basgate (lane designation for turning in)
- CARPOOLING
Emergency preparedness, how do people move out of the area?

Farmers market at Lake Ave. Public School or Domenic Agosti no Rec Centre

Neighbourhood is close to the shopping mall and two parks

Speed is too fast on Rivendale, it’s gotten very busy

Speeding along Lake Avenue Rd happens when congestion occurs on Queenston/Lentennial

- Litter management
- No Littering Zone and/or Major Cleanup - Adopt a Road Program

Businesses along Queenston do not keep sidewalks clear of snow

Small Theatre for Plays

- Community hub / rec centre needed near Eastgate
- Possible Bike Sharing Program / Hub in Urban Area

Graffiti problem in the area

Tagging / Graffiti

Litter management
CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY
CITY OF HAMILTON
SPECIFIC MAP COMMENTS FROM DECEMBER 1st PUBLIC INFORMATION CENTRE #2

FIGURE 6: DISTRICT 1 - REGIONAL GATEWAY LAND USE OPTIONS

“Green Dots” - Like
“Red Dots” - Dislike

Neighbourhoods
High Density Residential
Medium Density Residential
Mixed Use - High Density
Mixed Use - Medium Density
Institutional
Open Space / Park
Neighbourhood Park
District Commercial
Arterial Commercial
Industrial
Business Park
Utility
Future Rapid Transit Corridor
Major Transit Hub
GO Station

OPTION #1 - CURRENT OFFICIAL PLAN

Look at other uses besides industrial along Barton Street over the long term.
Residential facing waterfront over long term would be a significant improvement. Take advantage of waterfront views and Confederation Park.
Long term vision should allow mixed-use and higher density.

Area should be studied in next Employment areas review and contemplated for conversion.

Need requirement for affordable housing (not >33% of income).

Where will people living here go if displaced?
Encourage more office uses in this area.
Higher density along route to the GO station.
Like high rise opportunity - mixed use.
Go high density. Should support the GO train.
The taller the buildings the better. Need to have a landmark building you can view from the highway.
No residential close to QEW.

General Comments about District 1
• This area: vision is seen as a gateway boulevard and destination.
• Opportunity for cycling lanes / track
• Combine increasing density and multi-modal options as they become available. (i.e. GO or Transit.)
• Affordable housing needed
• Dog Park wanted
• Affordable Housing (city housing, rent geared to income, build in 33% wage to housing as affordable housing.
• Need more appropriate option for road capacity we have now and in near future.
General Comments about District 2

- Already a lot of people living here - higher density (Option 3) not preferred.
- Keep Eastgate - people need it.
- Spread out intensification preferred.
- Mix in town homes also as affordable.
- Affordable housing options.
- Missing? Hospital vs. Urgent care @ St. Joe. Need for "kids" urgent care.
- Gradation of heights on Eastgate Square site is needed. Lower heights getting closer to residential neighbourhood.
- More trees along Centennial.

New housing (Toronto)

Address problems (current) with traffic for and from mall impacting on residential areas.

Like area for high density. It won't create traffic issues down by Centennial and Queenston. Closer to GO Station.

Put tallest buildings here.

Sanitary sewer back ups for many years. Need infrastructure improvement if new construction occurs.

Apartments would be problematic.

Alternate land uses on this site. Should be focused on Centennial and Queenston.

Too high.

Like more residential because of need, growing population in area.
FIGURE 8: DISTRICT 3 - QUEENSTON ROAD EAST LAND USE OPTIONS

CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY
CITY OF HAMILTON

SPECIFIC MAP COMMENTS FROM DECEMBER 1ST PUBLIC INFORMATION CENTRE #2

OPTION #1 - CURRENT OFFICIAL PLAN

- Some commercial near green spaces could be good to support using green spaces.
- Be careful that transportation system can support number of cars it brings in.
- Want more uses like walk in labs (medical.)
- More grocery stores (walking distance)
- Affordable housing protection.

OPTION #2 - MEDIUM AND HIGH DENSITY MIXED USE

- Should be coordinating plans for green spaces and then considering them together.

OPTION #3 - CONCENTRATED DENSITY

- Sewer backups in this area.
- Vacant building lot (commercial) with open space adjacent.
- Should be high density (orange)
- Too much commercial.
- Save some sun exposure for residents on north side.
- Dog park wanted.

GENERAL COMMENTS ABOUT DISTRICT 3
- Some commercial near green spaces could be good to support using green spaces.
- Be careful that transportation system can support number of cars it brings in.
- Want more uses like walk in labs (medical.)
- More grocery stores (walking distance)
- Affordable housing protection.
General Comments about District 4

- 40km/h should be implemented in residential neighbourhoods.
- Want bike lanes on Queenston, Barton, King.
- To support development, need LRT extension
- Areas for socialization needed. Family centre, indoor & outdoor.
- Follow the principle of complementary uses. Mixed use is ok as long as compatible. We should make sure to address shadow effects of bigger buildings.
- Lower heights needed abutting low density housing.
- Encourage hotels in the area.
- Mixed use is best.
- Like the mix of high and medium density mixed-use.
**CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY**
**CITY OF HAMILTON**

**SPECIFIC MAP COMMENTS FROM DECEMBER 1st PUBLIC INFORMATION CENTRE #2**

**FIGURE 10: PUBLIC OPEN SPACE IMPROVEMENTS**

**“Green Dots” - Like**
- Gateway Improvement Area
- Streetscaping Improvements
- Active Transportation Improvements (Cycling/Walking)
- GO Station

**“Red Dots” - Dislike**

**DISTRICT 1**

Comments
1. Extend active transportation improvements all the way up Nash connect to park here.
2. Gateway to battle of Stoney Creek war of 1812. Gateway to Confederation Park needed.
3. Traffic, maybe don’t want to hang out at Incarnation Parish. Accessibility not good. Potential on other side.
4. East-west (Barton) corridor was reconstructed without bike lanes. Need alternate/other streets to bike on.

**DISTRICT 2**

Comments
1. Gateway should be closer to King Street.
2. More improvements not necessary at Eastgate.

**DISTRICT 3**

Connections between parks (walking/cycling)
Connect to existing trail (to Battlefield Park) south of Queenston through park to park on other side of Lake Ave.

Comments
1. Identified Gateway area could be a gateway. Not sure what it is a gateway of.
2. Dog Park wanted.

**DISTRICT 4**

Comments
1. There should be a greenway/corridor connection between the park and Queenston Commercial Area provided.

**General Comments for Public Open Space Improvements**
- 50km/h should be 40km/h on community neighbourhood roads.
- Cycle lanes
- Streetscaping & beautifying is important. Bury utility lines on major streets (Barton/Queenston/Centennial).
- Not work investment for bike lanes everywhere.
- Some areas could be retrofitted for bike lanes at a low cost.
- Improvements at places of worship not a good idea.
- 4 gateways should be identical with common elements.
- Generally like opportunities for New Public Open Space with New Developments.
FIGURE 11: QUEENSTON ROAD - STREETSCAPE OPTIONS

QUEENSTON ROAD (WEST OF CENTENNIAL) - LIGHT RAIL TRANSIT APPROVED PRELIMINARY DESIGN

Comments
• Put LRT along both curbs, not in centre.
• No bikes? They are needed.
• Shared bus/bike lane
• Need a bike lane to get us to/ across the Red Hill.

QUEENSTON ROAD (EAST OF CENTENNIAL) - CYCLE TRACK

Comments
• Combined sidewalk bike lanes should be considered.
• Why is paved median necessary?
• Cycle track safer for cyclists.
• Sidewalk cafe.

QUEENSTON ROAD (EAST OF CENTENNIAL) - BIKE LANES

Comments
• None

CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN STUDY
CITY OF HAMILTON

SPECIFIC MAP COMMENTS FROM DECEMBER 1st PUBLIC INFORMATION CENTRE #2

FIGURE 11: QUEENSTON ROAD - STREETSCAPE OPTIONS

“Green Dots” - Like
“Red Dots” - Dislike

General Comments on Queenston Streetscape Options
• Street furniture is important.
Comments
• Where will LRT fit?
• Reserve some space for transit vehicles on Centennial over the long term.
• Love the trees, places to sit.
• Cycle path warranted on Centennial.
• Preferred for aspect of socializing
• Underground parking vs. surface.

Comments
• Where are bikes?

General Comments
• Get trucks off Centennial Parkway south of Queenston.
• Street furniture is important.
1. The max height should align with Medium Density (Not 12 Storeys).
2. What about LRT Connection to GO Station? Perfect location for multi-modal hub and recreational hub (outdoor concerts). GO/LRT/Highway
1. Build a stairway from the baseball park to the street level. Please ensure bike access / trail will remain (bikes, strollers etc.) This is “blind” & narrow and not conducive to mixed use. Widen?

2. These parks are not connected (Goes over busy road.) Build an underpass?

3. Consider space for kiss’n’ride and/or parking in the event a future LRT stop is close by this intersection. Will allow easy access to LRT. Making it easy to access LRT = more people not driving! Example of poor planning = Finch Station in Toronto discourages out-of-town commuters to use public transit.

4. Exit from Red Hill Valley Parkway to Service Road will relieve Barton of some truck traffic on route to South Service Road between Centennial & Fruitlan. Includes Postal Outlet, Beer Depot, etc.!!

5. Construction here planned? Please allow at minimum bike and pedestrian access between Centennial and residential street. (Bus stop and community access).
1. With MTO’s rebuilding of QEW / Centennial Interchange, is there an opportunity to build Red Hill Valley Parkway to South Service Road Offramp? This would relieve truck traffic going from RHVP to Barton to Centennial to the South Service Road. This is their only access to South Service road / North service road until the Fruitland Exit.
1. Reflect current heights (check). Existing heights are 16, 14 storeys.
2. Existing heights are 9 storeys.
3. Existing heights are 7-9 storeys.
4. Open Kenora Avenue up all the way from Barton to Queenston.
5. Should be a medium density height! Beside Remax building, 12 storeys is not acceptable. Shouldn’t be more than 3-4 storeys.
6. Live on Neil Avenue and don’t want 15 storey building behind property.
7. There is construction going on here (near St. David’s) Please allow walking and bike access between the area and Centennial. Please lower the height here (4-6 storeys max.)