

## City of Hamilton – Design Review Panel Applicant Project Summary Sheet

<b>Applicant Name:</b>	GSP Group Inc on behalf of Calloway REIT (Stoney Creek) Inc.
<b>Panel Meeting Date:</b>	March
<b>Project Address:</b>	200 Centennial Parkway North, Hamilton
<b>Date of Panel Pre-Consult [if applicable]:</b>	N/A

### Project Data

<b>Application Type [e.g. Site Plan, Re-zoning]:</b>	ZBA
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**Proposed Use, Description of Project and Brief description of adjacent uses: [e.g. Office, Residential]:**

The proposed development is confined to the southern portion of the Overall Site, which is referred to as the Proposed Development Area. The northern portion of the Overall Site is subject to long-term leases and no-build agreements and is therefore not a candidate for redevelopment. The proposal consists of redeveloping the Proposed Development Area into a mixed use, residential and commercial development.

Details of the surrounding land uses are as follows:

**North:** Commercial uses are located to the north of the Overall Site across Barton Street East, including: a gas station, a redevelopment site, an auto-shop and mini-grocer, and a home renovation company. North of Barton Street East, the lands are generally characterized by commercial and light industrial uses. The Confederation GO Station is located to the north across Centennial Parkway North and can be reached within a 13-minute walk (approximately 800 metres).

A public tender was issued in April 2020 to construct the future GO train station, which will include a pedestrian tunnel, and direct stair access from the platform to Centennial Parkway North. The Confederation GO Station will be part of the Lakeshore West line with access to Toronto’s Union Station as well as in-between stations. In the interim, GO Bus Route 12 currently operates out of the station and provides regional connections to Burlington GO Station, Mapleview Mall, the Dundas Street-Highway 407 Park & Ride, Grimsby, St. Catharines, and Niagara Falls. The Confederation GO Station is identified as one (1) of three (3) higher order transit station areas within the Centennial Neighbourhoods Secondary Plan.

**East:** Residential uses prevail to the east, including two (2) 7-storey buildings, beyond which are several slab-style high-rise residential buildings with heights of 12-storeys, 10-storeys, and 11-storeys. St. Charles Adult and Continuing Education – Stoney Creek Campus is located approximately 85 metres to the east and Dominic Agostino Riverdale Community Centre and Lake Avenue Elementary School are located approximately 120 metres to the east.

**South:** A 145-unit townhouse complex (East Gate Estates) is located immediately to the south, beyond which is a cluster of four (4) slab high-rise buildings with heights of 14-storeys, 15-storeys, 11-storeys, and 12-storeys as well as several retail plazas along Centennial Parkway North. The planned LRT corridor follows Queenston Road with LRT stations planned at the intersections of Nash Road and Eastgate Square Mall. These stops represent two (2) of the three (3) higher order transit station areas identified within the Centennial Neighbourhoods Secondary Plan. The Eastgate Square Mall station is notable as it will form the eastern terminus of the LRT route and will therefore serve as a feeder transit station for the LRT. The Eastgate Square Transit Terminal is located to the south of the Overall Site at Queenston Road and can be reached within a 12-minute walk (±800 metres).

**West:** Across Centennial Parkway North, on the west side of the street, there is a gas station, a retail/office plaza , automotive dealership, and a hotel.

**Policy and guideline documents examined in preparing proposal [please list specific guidelines examined]:**

**Sub-Regional Node: Eastgate Node**  
 V1, E.2.3.2.2 to 2.3.2.6  
 V1, E.2.3.2.7 to 2.3.2.9  
 V1, E.2.3.2.12 to 2.3.2.18  
**Secondary Corridor: Centennial Parkway**  
 V1, E.2.4.3-2.4.6  
 V1, E.2.4.8  
 V1, E.2.4.10 to 2.4.12  
 V1, E.2.4.14  
 V1, E.2.4.16 to 2.4.17  
**Urban Land Use Designation: “Mixed Use – High Density”**  
 V1 E.4.5.2 to 4.5.5  
 V1 E.4.5.7 to 4.5.8  
 V1 E.4.5.10  
 V1 E.4.5.12  
 V1 E.4.5.14  
 V1 E.4.5.17  
 V1 E.4.5.19 to 4.5.20  
**Residential Intensification**  
 V1, E2.4.1.4  
**Urban Design**  
 V1, B.3.3.2.4  
 V1, B.3.3.3.2 to 3.3.3.3  
 V1, B.3.3.3.5

**Centennial Secondary Plan :**  
**General Land Use Policies**  
 V2, 6.7.3.1  
**Urban Design Policies**  
 V2, B.6.7.3.2  
 V2, B.6.7.12.1  
**Centennial Sub-Regional Service Node (Centennial Node)**  
 V2, B.6.7.5  
**Land Use Designation: “Mixed Use – High Density – Pedestrian Focus”**  
 V2, B.6.7.7.2  
 V2, B.6.7.7.4  
**Pedestrian Focus Streets**  
 V1, E.4.3  
 V2, B.6.7.7.5  
**Higher Order Transit Station Areas**  
 V2, B. Policy 6.7.4.1 e)  
 V2, B.6.7.17 j)  
**Neighbourhood Transition Areas**  
 V2, B. B.6.7.13  
**City-Wide Corridor Guidelines**  
 Policy 4.3, 4.3.1, 4.3.2 (Height)  
 Policy 4.6 (Parking and Loading)  
 Policy 4.7.1 (Pedestrian Focus Area)

**Existing zoning:** G-1/S-635 (Designated Shopping Centre) in ZBL No. 6593, proposal to rezone to C4 (Mixed Use High Density) in ZBL No. 05-200 to conform with Centennial Neighbourhoods Secondary Plan.

**Zoning/Site Plan Details [complete relevant sections]**

**Permitted height and/or permitted density:**

*Secondary Plan:* 15 storeys with permissions for 20 subject to design  
*C4 ZBL 05-200:* 40m

**Proposed height and/or proposed density:**

Storeys: 20, 15, 9, 16, 12, 9  
 70m

<b>Permitted Setbacks</b>	<b>Front Yard</b>	Max. 4.5m
	<b>Side Yard</b>	Min. 7.5m
	<b>Rear Yard</b>	Min. 7.5m

<b>Proposed Setbacks</b>	<b>Front Yard</b>	3.0m
	<b>Side Yard</b>	21.72m
	<b>Rear Yard</b>	11.42m

**Permitted Parking** [please provide ratio and total e.g. 0.5/unit – 60 spaces]

**Residential:**

Unit > 50m<sup>2</sup>: 1 per unit

Unit < 50m<sup>2</sup>: 0.3 per unit

Notwithstanding above, for any use within the Commercial and Mixed Use (C4) Zone, the required motor vehicle parking may be reduced in accordance with the following regulations:

i) 1 motor vehicle space for every 5 long term bicycle spaces is provided and maintained up to a maximum of 10% of the original motor vehicle parking requirement;

**Retail:**

i) 0 where a use is less than 450.0 square metres in gross floor area;

ii) 1 for each 17.0 square metres any gross floor area between 450.0 square metres and 4,000.0 square metres; and,

iii) 1 for each 50.0 square metres of gross floor area greater than 4,000.0 square metres.

**Proposed Parking** [please provide ratio and total e.g. 0.5/unit – 60 spaces]

**Residential:**

Required Spaces: 822

(-10% Bicycle Parking)

822 – 82 = 740

Provided Spaces: 844

**Retail:**

*Phase 1A:*

Unit 1: 308.7m<sup>2</sup>

Unit 2: 301.4m<sup>2</sup>

Unit 3: 182.2m<sup>2</sup>

*Phase 2A:*

Unit 4: 195.5m<sup>2</sup>

Unit 5: 370.8m<sup>2</sup>

Total Retail: 1,358.6m<sup>2</sup>

Area between 450.0 square metres and 4,000.0 square metres: 908.6m<sup>2</sup>

908.6m<sup>2</sup> / 17m<sup>2</sup>

Required Spaces = 53.4 (53)

Provided Spaces: 0

**If certain zoning provisions cannot be met, please explain why:**

***Building Height***

A maximum building height of 40.0 metres is permitted in the Mixed Use High Density (C4) Zone, whereas the maximum proposed building height is 70 metres (representing 20 storeys).

A maximum building height of 20 storeys is permitted in the Centennial Neighbourhoods Plan provided certain criteria are met. The Proposed Development Area fulfills this criteria as per the evaluation provided in Section 5.3 of the Planning Justification Report dated Dec. 2021. Therefore, from a policy perspective, the Proposed Development Area has already been identified and recognized as an appropriate location for a 20 storey building, and the purpose of the required modification to the Mixed Use High Density (C4) Zone is to fulfil the policy objectives of the UHOP with respect to building height.

***Retail Parking***

No parking within the building has been provided for the retail component of the proposed development. The Overall Site features an expansive parking area with a surplus of parking spaces (refer to Table 7) that will be able to accommodate parking for the proposed retail component. Given the existing as well as the planned transit infrastructure available within the area in addition to the existing availability of retail parking, the proposed reduction to the required retail parking requirements is considered contextually appropriate. The commercial parking amendment is supported by WSP within the Parking Study dated Dec. 2021. The parking study concluded that the 53 required retail spaces for the respective phases of the new development can be accommodated within the remaining retail parking supply as a surplus already exists.

***Maximum Building Setback from a Street Line***

A maximum setback of 4.5 metres from a streetline is permitted, whereas the setback from Barlake Avenue is 11.5 metres. The intent of this policy is to create an intimate streetscape by creating a street wall and enclosing the street. In this case, Barlake Avenue is a Local Road, perpendicular to the proposed development, and terminates at the lot line. Regard for the adjacent existing residential is mitigated by providing an increased yard setback at this location, as a design transition. For these reasons, the intent of

this regulation does not apply in this case and the proposed modification to the maximum building setback from a street line is considered appropriate.

### Disclosure of Information

#### Consent of Owner to the Disclosure of Application Information and Supporting Documentation

Application information is collected under the authority of the *Planning Act*, R.S.O. 1990, c. P.13. In accordance with that Act, it is the policy of the City of Hamilton to provide public access to all Design Review Panel applications and supporting documentation submitted to the City.

Calloway REIT (Stoney Creek) Inc. c/o Allan Scully, the Owner, hereby agree and acknowledge that the information  
(Print Name of Owner)

contained in this application and any documentation, including reports, studies and drawings, provided in support of the application, by myself, my agents, consultants and solicitors, constitutes public information and will become part of the public record. As such, and in accordance with the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c. M. 56, I hereby consent to the City of Hamilton making this application and its supporting documentation available to the general public, including copying and disclosing the application and its supporting documentation to any third party upon their request.

Feb 14, 2022

Date

  
Signature of Owner

**NOTE 1:** Where owner or applicant is a corporation, the full name of the Corporation with name and title of signing officer must be set out.

**NOTE 2:** Design Review Panel meetings are public.

Owner: Calloway REIT (Stoney Creek) Inc.  
Signing officer Name: Allan Scully, EVP Development