



CITY OF HAMILTON

**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division**

And

**PUBLIC WORKS DEPARTMENT
Transportation Division**

TO: Chair and Members Planning Committee	WARD(S) AFFECTED: WARD 1
COMMITTEE DATE: October 1, 2013	
SUBJECT/REPORT NO: The Strathcona Secondary Plan and Official Plan Amendment and the Strathcona Transportation Management Plan (PED13143 / PW13053) (Ward 1)	
SUBMITTED BY: Tim McCabe General Manager Planning and Economic Development Department Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Jocelyn Strutt (905) 546-2424 Ext. 1287 Margaret Fazio (905) 546-2424 Ext. 2218
SIGNATURE:	

RECOMMENDATION

- (a) That Official Plan Amendment No. [REDACTED] to the Urban Hamilton Official Plan be approved, and that the By-law, attached as Appendix "A" to Report PED13143 / PW13053, which has been prepared as a By-law of adoption, in a form satisfactory to the City Solicitor, be approved and forwarded to Council for approval;

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- (b) That the Strathcona Secondary Plan Urban Design Guidelines, attached as Appendix “B” to Report PED13143 / PW13053, be adopted;
- (c) That the Strathcona Transportation Management Plan, attached as Appendix “D” to Report PED 13143 / PW 13053, be endorsed;
- (d) That the General Manager of the Public Works Department be authorized and directed to file the Strathcona Transportation Management Plan, attached as Appendix “D” to Report PED13143 / PW13053, with the Municipal Clerk for a minimum thirty day public review period;
- (e) That upon the completion of the thirty day public review, the General Manager of the Public Works Department be authorized and directed to consider the recommended Schedule B projects for the purpose of future Capital Budget submissions, provided no comments or “Part II Order” requests are received that cannot be resolved;
- (f) That the recommended projects, attached as Appendix “E” to Report PED13143 / PW13053, be received and approved.

EXECUTIVE SUMMARY

Strathcona Secondary Plan:

The Strathcona Secondary Plan was initiated in 2005 and subsequently put on hold in 2009, when planning for rapid transit began. The project was reinitiated in 2011, once the preferred route was established for rapid transit. A portion of the rapid transit route travels through the Strathcona neighbourhood. This Report presents the completed Strathcona Secondary Plan and recommends its adoption by Council. The Strathcona Secondary Plan will direct future land use and development over a 25 year planning horizon in the area bounded by Highway 403 to the west, York Boulevard to the north, Queen Street to the east, and extends south to both sides of Main Street West, as illustrated on Appendix “F”.

The purpose of the Strathcona Secondary Plan is to determine land uses, including the promotion of transit-supportive development; protect the neighbourhood’s stable residential core; and, identify and protect the existing cultural and natural heritage features of the neighbourhood. Public consultation played a significant role in the development of the Plan.

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The Strathcona Secondary Plan provides a detailed land use plan and related policies for the regulation of land use and development within the Secondary Plan area. In order to implement the Plan, an Official Plan Amendment to the Urban Hamilton Official Plan (UHOP) is required. The purpose of the Official Plan Amendment is to incorporate the Secondary Plan into Volume 2 of the UHOP, including land use policies affecting the Plan, and to bring forward additional policies that remain under appeal as part of the UHOP, namely policies respecting the Natural Heritage System. The boundary of the Cootes Paradise ESA is also being amended to reflect existing land uses (Hamilton Cemetery and Kay Drage Park).

To support the Secondary Plan process, three additional studies were conducted, including a Commercial Review, Urban Design Guidelines, and Transportation Management Plan (TMP). Direction provided by existing City studies that influence transportation, urban design, or land use within the study area was also considered. The Commercial Review assessed the supply of retail and service commercial space within the Secondary Plan area, and recommended the most appropriate locations for directing and promoting retail and service commercial growth within the study area. The Urban Design Guidelines provide direction for future built form, site design and landscaping along the neighbourhood's primary corridors. Finally, the TMP makes recommendations on how to capitalize on the excess road capacity through the Secondary Plan area to improve the pedestrian environment, transit, landscaping, parking and cycling facilities. The Commercial Review (see Appendix "G") and Urban Design Guidelines (see Appendix "B") are described in the Summary Report entitled "Strathcona Secondary Plan Summary Report" (see Appendix "C").

The purpose of the Strathcona Transportation Management Plan (TMP) is to accommodate City Wide transportation requirements within the neighbourhood, while also enhancing current and future connectivity within and beyond the neighbourhood for all modes of transportation. The TMP also incorporates the future intent for Rapid Transit to be implemented along King Street West and to consider short-term transportation solutions prior to the implementation of Rapid Transit.

As part of the planning process, a number of issues were identified and contributed to shaping the final land use plan and Secondary Plan policies. These issues include preservation of the stable residential core, transportation through the neighbourhood, pedestrian connectivity, location and range of commercial uses, protection of the neighbourhood's heritage character and heritage resources, identification of areas for high density residential development and the depth required to achieve built form considerations for land use compatibility. A summary of the issues, opportunities and process undertaken to develop the Strathcona Secondary Plan are described in the "Strathcona Secondary Plan Summary Report" (see Appendix "C").

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The Strathcona Secondary Plan will manage growth and development within the neighbourhood. The Plan identifies a large, stable, low density residential core, which formed the basis of the land use plan. Locations for future high density residential development, commercial and mixed-use development were identified, as well as existing parks and open space areas and institutional uses. The Secondary Plan provides direction for compatibility of new development with the adjacent residential areas and encourages the protection of the neighbourhood's heritage character.

Accompanying the Secondary Plan is a set of Urban Design Guidelines that will assist in translating policies and performance standards into options for consideration by the City and proponents during the development approvals process. Attached as Appendix "B", staff recommends that these Urban Design Guidelines be adopted by Council. The Guidelines will not form part of the Official Plan, but through Council adoption, they will be used to guide future development along the neighbourhood's primary corridors (Main Street West, King Street West, Dundurn Street South, York Boulevard, and Queen Street), and will be implemented through the Site Plan Review process and inform the development of the new zoning regulations as part of the City's Comprehensive Zoning By-law.

Strathcona Transportation Management Plan:

The Strathcona Transportation Management Plan (TMP) was initiated in 2008. The neighbourhood is generally bounded by Highway 403 to the west, Queen Street to the east, the harbour to the north, and Main Street to the south.

The Municipal Class Environmental Assessment process has been followed for the Strathcona TMP. The study has been carried out according to the guidelines set out in Section A 2.7 of the Municipal Engineers Association (MEA) Class Environmental Assessment document (October 2000, as amended in 2007 and 2011). The TMP satisfies Phases 1 and 2 of the five phase Municipal Class EA process.

The study reviewed existing transportation conditions as follows: road, transit network, pedestrian network, bicycle/trail network, designated truck routes, traffic management, traffic operations, and collision history. The study also considered resources within the neighbourhood, such as natural heritage, archaeology, built and cultural heritage, connections and streetscapes, active transportation benchmarking program pilot project, contaminated sites, and environmentally significant areas within the study area.

The problem and opportunity statement identified at the onset of the project was derived via public input. The main message is the desire for improvement of the infrastructure for pedestrian and cycling modes of transportation - to create Complete Streets throughout the neighbourhood.

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An analysis of traffic operations was conducted to examine whether a lane could be removed from one or more of the main roads in the study area in order to reallocate that space to active transportation improvements. The analysis was based on either recent traffic counts or modelling for the Light Rail Transit (LRT) EA planning study. Two future scenarios were analyzed: 2021 with LRT, and 2021 without LRT.

A number of issues/concerns were expressed frequently and were dealt with outside the scope of this TMP study. The issues were grouped under two general headings:

- Miscellaneous issues; and,
- Traffic Control issues.

Each of the 'miscellaneous' issues are part of ongoing initiatives by the City and are not dependent on this TMP.

Alternative planning solutions were developed for each of the featured road corridors with a view to reducing the number of lanes, where feasible. Alternatives for King Street West were developed and evaluated in light of the completed LRT EA recommendation for the future corridor along this roadway, pending the Metrolinx funding decision, as well as the Transit Lane Only pilot, and its subsequent evaluation. Similarly, lane reductions on York Boulevard were considered short term only until at such time when congestion would require restoration of the six lane cross-section.

Alternative planning solutions were developed for each of the corridors identified through the public consultation process. The evaluation for each corridor was carried out assessing the impact on eight criteria.

The comments received at PIC#2, held on October 17, 2012, were generally supportive of the preliminary preferred alternatives.

The recommended alternatives for each corridor are outlined below:

Dundurn Street South (between King Street West and Main Street West):

Add on-street bicycle lanes between King Street West and Main Street West as per its designation set out in the City Wide Cycling Master Plan (2010), as well as change the location of sidewalk and tree line. This provision requires additional property on the west side of the roadway.

King Street West:

An EA has been completed and submitted to Metrolinx for a funding decision, which proposes the removal of two lanes and implementation of a two-way Light Rail Transit (LRT).

Council approved a one year pilot project to utilize one lane as a dedicated Transit Only Lane on King Street West, from Mary Street to New Street (just east of Dundurn Street). If the pilot does not become a permanent solution and LRT is not implemented, this study's preferred alternative is recommended, as follows:

- Implement a parking lane along the north lane throughout the study area.

Locke Street (between King Street West and Main Street West):

Remove one of the existing two lanes of traffic in order to implement a northbound on-street bicycle lane and a separated southbound bicycle lane, providing a buffer for pedestrians from traffic, and fulfilling the recommendation of the City Wide Cycling Master Plan (2010).

Main Street West:

Reduce the right of way by one lane and reallocate the space for widening sidewalks on both sides of the roadway. Phase 3 and 4 study process as well as consideration in the City Wide Transportation Master Plan for two-way conversion required prior to implementation.

Margaret Street:

Narrow the existing four lanes and widen sidewalks on both sides, to accommodate a greater pedestrian space and perceived speeding issues.

Queen Street (North/South):

Remove one lane of traffic between York Boulevard and Main Street West (with the exception of a section between King Street West and Market Street), and implement on-street parking bays and widened sidewalks to improve the pedestrian environment.

York Boulevard:

Remove one lane in each direction between Dundurn Street and Queen Street North, and implement continuous bicycle lanes to fulfil the recommendation of the City Wide Cycling Master Plan.

Miscellaneous:

A number of issues require further study, as follows:

- Lane allocation on Main Street West between Highway 403 and Strathcona Avenue;
- Improvements of configuration of and existing signage at the intersection of Dundurn Street South and Main Street West;
- Feasibility of the Kay Drage Park pedestrian or pedestrian/cycling bridge over the CP Rail line from the Strathcona neighbourhood into Kay Drage Park;
- Intersection improvements at south west corner of King Street West and at Dundurn Street South, to accommodate an expanded pedestrian space and a bike share station, as well as to redirect pedestrians away from the billboard, when walking towards the commercial (“Fortino’s”) plaza between King Street West and Main Street West; and,
- Pedestrian and cycling infrastructure improvements on York Boulevard between Dundurn Street South and the City of Burlington border.

Based on an assessment of the potential impacts resulting from the construction of the preferred alternatives, the proposed improvements to the main corridors in the Strathcona neighbourhood are not anticipated to result in significant natural environmental impacts. Mitigation measures are proposed for the recommended planning solutions to mitigate the impacts.

Alternatives for Consideration - See Page 40.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Strathcona Secondary Plan:

Financial: Not Applicable.

Staffing: There are no staffing implications.

Legal: As required by the Planning Act, Council shall hold at least one (1) formal Public Meeting to consider an Official Plan Amendment.

Strathcona Transportation Management Plan:

Financial: The preferred alternatives recommended in the Strathcona TMP include a wide range of improvements. It is important to plan and consider potential projects in the appropriate future capital budgets that may require undertaking further studies and implementing construction projects with other proposed road construction projects. Please refer to cost estimates per project in Appendix “E” of this Report.

Full construction on Main Street West will require further EA studies (Phases 3 and 4), to finalize and seek public input as to detailed design of the corridor. Any changes to intersections or further lane reduction along Main Street West, west of Strathcona Street North, towards Highway 403, will require further study that will need to incorporate impacts on the highway to the satisfaction of Ministry of Transportation Ontario (MTO). Public consultation brought forward comments that Main Street West be considered for a two-way conversion, which will require consideration in the City Wide Transportation Master Plan, prior to the implementation of the recommendations of this study.

Changes to Dundurn Street South, between King Street West and Main Street West, will require land negotiations with the current land owners along the corridor (“Fortino’s Plaza”) prior to detailed design process. Similarly, proposed changes at the south west corner of Dundurn Street South and King Street West will require further land negotiations with the “Fortino’s Plaza” land owners.

Pedestrian connection between the Strathcona neighbourhood and Kay Drage Park requires further exploration. Some of this may require land negotiations with CP Rail, and/or a feasibility study of a potential pedestrian bridge over the CP Rail line.

Staffing: N/A.

Legal: Municipal undertakings such as road, water, wastewater and transit projects are subject to Ontario’s Environmental Assessment (EA) Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007 and 2011). The Class Master Plan EA process has been followed for this study.

Under the provisions of subsection 16 of the Environmental Assessment Act, there is an opportunity for the Minister of the Environment to review the status of Schedule B projects and request a Part II Order, commonly referred to as a “bump up”. During the review period, members of the public, interest groups and review agencies may request that the Minister review the study and require the proponent to comply with Part II of the EA Act (which addresses individual EAs), before proceeding with a proposed undertaking. Under the Municipal Class EA process for Master Plan studies individual projects can be appealed, but not the Master Plan in its entirety. The Minister makes the decision on the “Part II Order” request and the Minister’s decision will be final.

It should be noted that Schedule B projects that require further review as part of the City Wide Five Year TMP Review will not be filed at this time.

HISTORICAL BACKGROUND

Strathcona Secondary Plan:

The Strathcona neighbourhood is located within the urban area of the City of Hamilton, west of the downtown, and is bounded to the west by Highway 403, to the east by Queen Street (North and South), to the north by the CN Rail line and yards, and to the south by Main Street West. The lands located north of York Boulevard are subject to the Setting Sail Secondary Plan for West Harbour, a separate secondary plan area; therefore, the boundaries of the Strathcona Secondary Plan area include lands south of York Boulevard. Additionally, both sides of Main Street West were included within the Secondary Plan area, in order to provide consistent land use and design direction along this important corridor. The study area boundary is illustrated in Appendix “F”.

The Strathcona neighbourhood is a strategic entryway into the City with Highway 403 access points at Main Street West, King Street West, and York Boulevard. The neighbourhood is located adjacent to areas for which Secondary Plans have been completed, including the Downtown Hamilton Secondary Plan (currently under review), the Ainslie Wood Westdale Secondary Plan, and the Setting Sail Secondary Plan for West Harbour.

Work on the Strathcona Secondary Plan was initiated in 2005. Public Information Centres were held in 2006 and 2007. In response to increasing traffic concerns within the neighbourhood, a Transportation Management Plan (TMP) was initiated in 2008. With the initiation of planning for City Wide rapid transit, both the Secondary Plan and Transportation Management Plan were placed on hold in 2009. While the Plan was on hold, additional planning policy and strategic initiatives were completed and adopted at

both the Municipal and Provincial level, including the Urban Hamilton Official Plan and the Places to Grow Growth Plan for the Greater Golden Horseshoe.

As part of the initial phase of the Secondary Plan project, three land use options were developed and evaluated. A preferred land use concept was presented to the community at a Public Information Centre in 2007. This preferred land use concept formed the basis for the project when it was re-initiated in 2011.

Strathcona Transportation Management Plan:

The Strathcona Transportation Management Plan (TMP) was originally initiated in April 2008. In April 2009, the City of Hamilton requested that no further work be completed on the Strathcona Transportation Management Plan (TMP) as there was the potential for the Hamilton Rapid Transit Preliminary Design and Feasibility Study (2011) to have an impact on the future roadway network in the Strathcona TMP study area.

The Hamilton Rapid Transit Preliminary Design and Feasibility Study has been completed. The Strathcona TMP was re-initiated in August 2011 to complete the previously initiated Municipal Class Environmental Assessment (EA) for the development of a comprehensive TMP that will address existing and future transportation issues and transportation management options.

Since the project was halted in April 2008, a Truck Route Master Plan and a Cycling Master Plan have been completed. Similarly, an EA has been completed, which identifies recommendations for routing of the proposed Light Rapid Transit (LRT) (along King Street West through Strathcona). A Pedestrian Mobility Plan is also ongoing. The information provided in the above noted studies has been incorporated into the Strathcona Transportation Management Plan EA.

The Strathcona neighbourhood is generally bounded by Highway 403 to the west, Queen Street to the east, the harbour to the north, and Main Street West to the south. The neighbourhood is divided by the major arterials crossing from east to west, namely York Boulevard and King Street West. The CN Rail line separates the neighbourhood from the Waterfront Trail.

The study area is illustrated in Appendix "F". Please note that the primary study area is indicated by the Secondary Plan Area. The study area was extended to the municipal boundary with the City of Burlington in order to capture potential pedestrian and cycling linkages between Strathcona and the Aldershot area of Burlington, including the Royal Botanical Gardens (RBG).

The Strathcona Transportation Management Plan study area is predominately residential. There are commercial uses along the arterial roads and institutional uses dispersed throughout the neighbourhood. The industrial uses are limited to the waterfront area. The study area includes Victoria Park, Kay Drage Park, and Dundurn Castle, as well as the Waterfront Trail and RBG.

The TMP needed to accommodate City Wide requirements, while addressing neighbourhood concerns and enhancing the connectivity in and beyond the neighbourhood transportation network for all modes of transportation, including movement of pedestrians, cyclists, transit, and vehicles.

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

Strathcona Secondary Plan:

Provincial Policy Statement:

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The Planning Act requires that, in exercising any authority that affects planning matters, planning authorities shall be consistent with policy statements issued under this Act. In regards to the growth and development of the Strathcona neighbourhood, the PPS sets the parameters for the planning process.

Section 1.0 of the PPS relates to building strong communities. Key policies to highlight include:

“Policy 1.1.1 Healthy, liveable and safe communities are sustained by:

- (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; and,
- (b) Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;”

“Policy 1.1.3.2 Land use patterns within settlement areas shall be based on:

- (a) Densities and a mix of land uses which:
 - 1. Efficiently use land resources;

2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and,
 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency, in accordance with Policy 1.8; and,
- (b) A range of uses and opportunities for intensification and redevelopment, in accordance with the criteria in Policy 1.1.3.3.”

Policy 1.1.3.3 states that planning authorities shall identify and promote opportunities for intensification and redevelopment. Direction for the provision of a wide range of housing types, densities and tenures to meet the needs of the community, both at present and into the future is provided in Policy 1.4.3.

Policy section 1.5 - Public Spaces, Parks and Open Space supports healthy, active communities by planning streets and spaces that facilitate pedestrian movement. Open spaces that encourage recreation are also promoted. Policy section 2.1 - Natural Heritage, requires the protection of natural features and areas for the long term.

Throughout the planning process for the Strathcona Secondary Plan, the PPS has been used as a guide, and as such, the Plan is consistent with the policies of the PPS. The Secondary Plan promotes the efficient use of land and development patterns that support strong, liveable and healthy communities, protect the environment, and facilitate economic growth.

Places to Grow Growth Plan:

The Places to Grow Growth Plan (the Growth Plan) provides policy direction for municipalities within the Greater Golden Horseshoe to build healthy, balanced and complete communities. The Places to Grow Act requires that all decisions under the Planning Act conform to the Growth Plan.

The Growth Plan guides decisions on a wide range of issues, including: economic development, land use planning, urban form, housing, natural heritage and natural resource protection, and provincial infrastructure planning. The Growth Plan is a 25-year plan that aims to:

- Create complete communities that offer more options for living, working, learning, shopping and playing;

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- Provide housing options to meet the needs of people at any age;
- Curb sprawl and protect farmland and green space; and,
- Reduce traffic gridlock by improving access to a greater range of transportation options.

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

The Strathcona Secondary Plan conforms to the policies of the Growth Plan.

Urban Hamilton Official Plan:

The Urban Hamilton Official Plan (UHOP) was adopted by City Council on July 9, 2009, and received Ministerial Approval on March 16, 2011. The Plan was subsequently appealed to the Ontario Municipal Board (OMB) and has remained under appeal until an OMB decision on the UHOP was issued on August 16, 2013, bringing significant portions of the Plan into effect. However, there are still some policy sections, select policies, and schedules that remain under appeal.

The goal of the new Official Plan is to establish compact, complete communities where citizens can live, work, shop, play, and learn. One component of achieving this goal is through the development of Secondary Plans applicable to specific neighbourhoods or geographic areas within the larger City. The following land use designations are applied to the study area, as shown on Schedule E-1: Urban land Use Designations:

- Neighbourhoods;
- Open Space;
- Institutional; and,
- Mixed-Use - Medium Density.

The Strathcona Secondary Plan refines the land use designations and provides for a wide range of uses, including direction for residential, commercial, parks and open space areas, institutional, and utility uses. The policies also provide guidance on urban design, cultural heritage resources, and transportation.

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

- Incorporate the Strathcona Secondary Plan into Volume 2 of the UHOP;
- Amend streets identified as “pedestrian predominant streets”;
- Amend the right-of-way width for a portion of Dundurn Street South;
- Delete three existing Urban Site-Specific policies; and,
- Amend the existing schedules to reflect the Strathcona Secondary Plan Area and the boundary of the Cootes Paradise ESA.

In order to reflect Council-approved directions for the City (provided through adoption of the UHOP), the Strathcona Secondary Plan also includes specific policies that currently remain under appeal, including:

- Natural Heritage System policies in relation to the Cootes Paradise ESA;
- Select Cultural Heritage policies in relation to “established historical neighbourhoods”;
- Select Residential Intensification policies;
- Select Transportation policies; and,
- Select definitions.

The proposed Amendment is attached as Appendix “A”.

Strathcona Transportation Management Plan:

A number of strategic City documents relate to the Strathcona TMP. They include, but are not limited to, the Corporate Strategic Plan, Public Works Business Plan, Vision 2020, Hamilton Recreational Trails Master Plan, Pedestrian Mobility Master Plan (on-going), Truck Route Master Plan, City Wide Transportation Master Plan, Cycling Master Plan, Hamilton Rapid Transit Preliminary Design and Feasibility Study, Active Transportation Benchmarking Program, and Bike Share Pilot Project. In addition, the TMP was conducted concurrently with the Strathcona Secondary Planning process.

Council's acceptance of the recommendations set forth in the Strathcona TMP will implement the above City Policies/Plans, in the following ways:

- Influencing the provincial policy development to benefit Hamilton;
- Maintenance of effective relationships with other public agencies;
- Creation a competitive business environment;
- Reducing air and greenhouse gas emissions;
- Innovation through creative solutions;
- Leadership in the greening and stewardship of the City of Hamilton;
- Provision of sustainable, strategic transportation infrastructure options; and,
- Provision and promotion of alternative modes of transportation according to the requirements set out by the Accessibility for Ontarians with Disabilities Act (AODA) and regulations.

RELEVANT CONSULTATION

Strathcona Secondary Plan:

Public consultation formed an integral component in the development of the Strathcona Secondary Plan. A variety of consultation methods were utilized and consultation occurred as follows:

- Public Information Centres;
- Citizens Liaison Committee;
- Technical Advisory Committee and Agency Consultation; and,
- Project Website.

The "Strathcona Secondary Plan Summary Report" (see Appendix "C"), provides a detailed description of the public consultation conducted and the comments and feedback received throughout the process.

Strathcona Transportation Management Plan:

In both the 2008 and 2011 studies, public consultation was designed to:

- Provide an open line of communication with the public, other municipalities, and agencies;
- Provide information to the public as a basis for engaging in active dialogue and ensuring public participation;
- Seek the public's input on the identification of issues, the development of alternative solutions, and the selection of the preferred alternatives; and,
- Ensure that the Plan has general support from the community.

The Community Advisory Group (CAG) was formed early on in the study to provide feedback prior to going out to the general public. The community group was initially called a "Community Advisory Group", and later changed its name to "Citizen's Liaison Committee" (CLC), while its function did not change.

The Strathcona TMP was coordinated with the Strathcona Secondary Plan review being undertaken by the Planning and Economic Development Department. Some combined CLC and Public Meetings were held in order to review both studies at the same time.

The following meetings/Public Information Centres were undertaken for this project:

- Community Advisory Group Meeting #1 - July 28, 2008;
- Public Information Centre (PIC #1) - October 28, 2008; and,
- Residents Meeting - March 25, 2009.

The project was then put on hold from 2009, until it restarted in the fall of 2011. The 2011 Strathcona TMP used materials from the first Public Consultation sessions in 2008 and 2009, but essentially started the Phase 1 and 2 EA process with a known LRT corridor for the area providing a future rapid transit context.

- Citizen's Liaison Committee #1 - September 29, 2011 (with the Secondary Plan);
- PIC #1 - November 8, 2011 (with the Secondary Plan);
- Citizen's Liaison Committee #2 - February 27, 2012;
- PIC #2 - October 17, 2012; and,
- Citizen's Liaison Committee #3 - May 7, 2013.

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The initial consultations with agencies and the public effectively re-shaped the direction and scope of the project. The Urban Official Plan offers a consideration of modes in the following priority:

1. Walking;
2. Cycling;
3. Transit; and,
4. Driving.

In the early stages of this project, the public expressed concerns, issues, and offered solutions, etc., that echoed the Official Plan direction entirely. The November 2011 PIC#1 again reconfirmed the direction of the study.

All PIC Notices were delivered in hard copy, to the residents and agencies. City staff received copies electronically, as did Cultural Community Groups. All notices were published in the Hamilton Spectator, two and one week prior to each PIC, and also made available on the Strathcona TMP project website. Feedback opportunities after each PIC extended to a minimum of two weeks after each meeting. Comments were received and addressed well after comment periods, wherever possible, and operational concerns were addressed throughout the study period.

Agency, public, internal, and external stakeholder comments were received and addressed.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Strathcona Secondary Plan:

The Secondary Plan provides clear direction for development throughout the neighbourhood and land use guidance for residential uses, commercial and mixed-use development, parks and open space areas, institutional uses, urban design considerations, as well as the protection of its heritage character. As part of the Secondary Plan process, a number of issues were identified, both through public consultation and as a result of internal staff consultation, and included the following:

- Managing cultural heritage resources;
- Preservation of the stable residential neighbourhood;
- Transportation and pedestrian movement through the neighbourhood;
- Focus area(s) for commercial development and range of uses;

- Main Street West: presence of a BIA, range of uses, traffic and pedestrian movement;
- Commercial uses on Locke Street North;
- Location of high density residential uses;
- Appropriate depths for redevelopment;
- Physical geography and impact of building heights for Main Street West;
- Built form;
- Transition into the neighbourhood and urban design; and,
- Drive through facilities and auto-oriented uses.

The “Strathcona Secondary Plan Summary Report” (see Appendix “C”) provides a summary of the issues and how they were addressed through the Secondary Plan.

1.0 The Strathcona Secondary Plan:

The Strathcona neighbourhood is an established neighbourhood, with a number of important neighbourhood elements that influenced the Plan. These include:

- Commercial Corridors - Main Street West and King Street West have traditionally been the primary commercial corridors of the neighbourhood. Planning for the health and vitality of these corridors played a significant role in the Secondary Plan process;
- Commercial Node - the existing commercial plaza along Dundurn Street South, between Main Street West and King Street West, serves the daily and weekly shopping needs of the neighbourhood, primarily a result of the existing grocery store, service commercial uses, and restaurants located on-site;
- Stable Residential Core - much of the neighbourhood, away from the commercial corridors, is characterized by stable, lower density residential forms. The protection of this stable residential core was an important consideration of the Secondary Plan;

- Victoria Park - one of the oldest parks in the City of Hamilton, Victoria Park is located at the centre of the neighbourhood, on King Street West, and has a rich history, including being host to the Crystal Palace. Recent redevelopment of the park has brought renewed community interest in using the park for recreation, social, and community events;
- Key Architectural and Historic Landmarks (including Scottish Rite, Cathedral of Christ the King, Zion United Church Erskine Presbyterian Church and the Staircase Café Theatre) throughout the neighbourhood define its character and make it a unique neighbourhood to live in. The retention of these landmarks is an important component to the Plan. Additionally, maintaining or enhancing views to these features, where applicable, was also considered;
- Location - Strathcona neighbourhood is a primary entrance into the City of Hamilton, with entrances off of Highway 403 from Main Street West and York Boulevard, and access to the highway from King Street West and York Boulevard for those coming from Downtown Hamilton or adjacent neighbourhoods. Its important highway access makes it an attractive location for businesses to locate, and facilitates residential intensification. Its proximity to Downtown Hamilton offers strategic benefits for new investment as well;
- History - As one of the oldest neighbourhood's in the City, Strathcona has a rich history and is represented by its remaining built heritage features and cultural heritage landscapes. The Secondary Plan seeks to identify and conserve, where possible, the neighbourhood's heritage resources and promote compatible development that complements the community's character.

The Strathcona Secondary Plan contains a mix of land uses that, when considered as a whole, contribute to the neighbourhood being a complete community. The neighbourhood's primary corridors of Main Street West and King Street West are planned as commercial corridors. The intent is to build on the traditional commercial role these corridors have played. King Street West is planned to be the primary commercial focus for the neighbourhood, with an enhanced pedestrian focus between Dundurn Street to Pearl Street. Additionally, King Street West is the planned corridor for future rapid transit. Main Street West will permit a specific range of commercial uses, and focus on promoting office uses, adaptive reuse of existing house built forms, and provides opportunities for the introduction of multiple dwellings.

A neighbourhood node is identified along Dundurn Street South and is planned to meet the daily and weekly needs of residents within the neighbourhood. The neighbourhood node will be a focal point for pedestrian activity, connectivity, and intensification by promoting the development of mixed-use buildings and providing a range of commercial, residential, and employment opportunities to meet the needs of the neighbourhood and create a unique entry into the neighbourhood and the City.

Two additional commercial areas along York Boulevard have also been identified, including the intersection of York Boulevard with Dundurn Street North, and the intersection of York Boulevard with Queen Street North. The commercial area at Dundurn Street North recognizes the existing hotel, and provides the opportunity to capitalize on potential tourism spin-offs from its proximity to Dundurn Castle on the north side of York Boulevard. The existing office building to the east is also included, allowing for flexibility with respect to future redevelopment. The intersection with Queen Street North is planned for commercial mixed-use development, with some intensification potential on the block.

The stable residential core of the neighbourhood forms the basis for the land use plan. Additionally, the protection of the stable residential core is a key element of the Secondary Plan, with policies addressing its protection.

High density residential uses have been identified along York Boulevard and Queen Street North. York Boulevard was identified as an area of change based on the potential for the corridor to be revitalized by encouraging residential intensification and providing opportunities for new development to address the street and foster a pedestrian-friendly environment through building design. Queen Street recognizes the existing multiple dwellings along the corridor and the opportunity for future higher density development to be accommodated on an existing large parcel that is currently being used as a parking lot.

The Secondary Plan also recognizes the existing parks and open space areas within the neighbourhood and the existing institutional uses, including the Strathcona Elementary School and the many Places of Worship.

1.1 Secondary Plan Supporting Studies:

Commercial Review:

A Commercial Review was initiated by the City in order to assess the supply of retail and service commercial space within the Secondary Plan area, and to determine the most appropriate locations for directing and promoting retail and

service commercial growth within the study area (see Appendix “G”). The Commercial Review analyzed the existing supply of retail space within the Secondary Plan area and concluded that, when compared to the City Wide average, the neighbourhood is oversupplied by retail and service commercial space.

Based on this information, the Report recommends that retail space be consolidated in order to provide the best opportunity for future commercial success. The following land use recommendations were made:

- King Street West: “Mixed-Use - Medium Density”, *Pedestrian Predominant Street*, based on its potential to foster a strong, pedestrian-oriented environment and planned higher order rapid transit;
- Main Street West: “Mixed-Use - Medium Density”, with area specific policies to limit the range of commercial uses;
- Dundurn Street South (between Main Street West and King Street West): “Mixed-Use - Medium Density”, based on future redevelopment opportunities and the potential to create a strong built form presence along the street; and,
- York Boulevard: “Mixed-Use - Medium Density”, focused on key intersections (York Boulevard at Dundurn Street North and York Boulevard at Queen Street North) and developed to encourage pedestrian activity.

Strathcona Transportation Management Plan:

The Strathcona Transportation Management Plan (TMP) was initiated in 2008, in response to a number of transportation-related issues identified through the Secondary Plan process. The TMP was subsequently placed on hold in 2009, along with the Secondary Plan, when planning for Rapid Transit was undertaken by the City of Hamilton. Both projects were re-initiated in 2011.

The objectives of the Strathcona TMP were to:

- Capitalize on the excess road capacity on the major transportation corridors, and use the space to improve transit, landscaping, parking, cycling, and pedestrian facilities;
- Improve the pedestrian environment, especially at pedestrian crossings; and,
- Expand the trail system in the study area to connect major points of interest.

This Study is described in detail further in the Analysis Section of this Report.

2.0 Land Use Designations of the Secondary Plan:

The proposed land use map for the Strathcona Secondary Plan is attached to Appendix “A” (Official Plan Amendment) as Map B.6.6-1 (see Appendix “J” to the OPA), and contains the following designations:

Residential Designations: “**Low Density Residential 3**”, “**Medium Density Residential 2**”, “**High Density Residential**”;

Commercial Designation: “**Mixed-Use - Medium Density**”;

Parks and Open Space Designations: “**Parkette**”, “**Neighbourhood Park**”, “**Community Park**”, “**General Open Space**”, “**Natural Open Space**”; “**Institutional**” Designation and “**Utility**” Designation.

2.1 Residential Designations:

Areas designated “Residential” fall into three primary categories: “Low Density Residential 3” (LDR3), “Medium Density Residential 2” (MDR2), and “High Density Residential” (HDR). The following table provides a summary of the residential designations, including permitted uses, densities, building height, and general location of where the designation has been applied.

	Permitted Uses	Density (Units / Net Hectare)	Building Height	Location
Low Density Residential 3	Singles, Semis, Duplex, Triplex, all forms of Townhouses	20 to 60	Max. 2.5-storeys	Interior to the neighbourhood.
Medium Density Residential 2	Singles, Semis, Duplex, Street Townhouses, Multiple Dwelling	60 to 100	Min. 2-storeys Max. 6-storeys	George Street between Pearl Street South and Ray Street South.
High Density Residential	Multiple Dwelling	100 to 300	Min. 2-storeys Max. 10-storeys (NB: Additional height subject to studies)	York Boulevard; Queen Street North; Existing High Density uses.

2.2 Commercial Designation:

The commercial areas within the Secondary Plan are designated “Mixed-Use - Medium Density”, and include the neighbourhood’s primary corridors of Main Street West, King Street West, Dundurn Street South (extending just south of Main Street West and just north of King Street West), and at strategic locations along York Boulevard (intersection of Dundurn Street North and intersection with Queen Street North).

A neighbourhood node has been identified along both sides of Dundurn Street South, extending just south of Main Street West to just north of King Street West. It is intended that the neighbourhood node will function as a focus area for pedestrian connectivity and redevelopment, and promote mixed-use development (including commercial and residential uses) in order to meet the needs of the neighbourhood and create a unique entrance into the neighbourhood. The neighbourhood node permits the same range of uses as the parent designation. Similar to the Pedestrian Predominant Streets Policy, auto-related uses are also prohibited. Building heights are consistent with the parent designation; however, increased height on the west side of Dundurn Street South (the existing commercial plaza) is permitted to a maximum twelve storeys.

The following table provides a summary of the Mixed-Use - Medium Density designation, including permitted uses, building height, and general location of where the designation has been applied.

	Uses	Building Height	Location
Mixed-Use - Medium Density	<p align="center"><u>Permitted Uses</u></p> <ul style="list-style-type: none"> ● Commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices oriented to serving residents, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars, and drive-through facilities; ● Institutional uses such as hospitals, Places of Worship, and schools; ● Arts, cultural, entertainment, and recreational uses; ● Hotels; ● Multiple dwellings; and, ● Accessory uses. 	<p align="center">Min. 2-storeys Max. 6-storeys Up to 10-storeys, subject to studies</p>	<p>Main Street West. King Street West. Dundurn Street (portions). York Boulevard (portions).</p>

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	<p align="center"><u>Prohibited Uses</u></p> <ul style="list-style-type: none"> • Vehicle dealership and garden centres. 		
Pedestrian Predominant Street (Overlay)	<p align="center"><u>Permitted Uses</u></p> <ul style="list-style-type: none"> • Same as Mixed-Use - Medium Density Designation. <p align="center"><u>Prohibited Uses</u></p> <ul style="list-style-type: none"> • Vehicle dealership, garden centre, gas bar, car wash. 	<p>Min. 2-storeys Max. 6-storeys Up to 10-storeys, subject to studies</p>	King Street West between Dundurn Street and Pearl Street.
Neighbourhood Node (Overlay)	<p align="center"><u>Permitted Uses</u></p> <ul style="list-style-type: none"> • Same as Mixed-Use - Medium Density Designation. <p align="center"><u>Prohibited Uses</u></p> <ul style="list-style-type: none"> • Vehicle dealership, garden centre, gas bar, car wash. 	<p>Min. 2-storeys Max. 6-storeys Up to 12-storeys on plaza site, subject to studies</p>	Dundurn Street extending just south of Main Street West and just north of King Street West.

2.3 Parks and Open Space Designations:

The parks and open spaces in the Secondary Plan are designated “Parkette”, “Neighbourhood Park”, “Community Park”, “General Open Space”, and “Natural Open Space”. The following table provides a summary of the parks and open space designations, including function and identification of where the designation has been applied.

	Function	Location
Parkette	Small open spaces with no or limited recreation facilities.	“York Boulevard Parkette”.
Neighbourhood Park	Cater to the recreational needs and interests of the residents living in the general vicinity. Generally contain a mix of active and passive parkland, sports facilities, informal, and formal play areas. May include natural areas.	“Tom Street Park”.

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Community Park	Provide recreational activities that are more intense than those located within a neighbourhood park. They are intended to serve more than one neighbourhood, and typically contain sports fields and/or recreational facilities.	"Victoria Park". "Cathedral Park". "Kay Drage Park".
General Open Space	Includes opportunities for active and passive recreation, such as golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, and cemeteries.	"Hamilton Cemetery". Wooded area behind Tom Street Park. Area south of Cathedral Park.
Natural Open Space	Provide important biological and ecological functions, and may include passive recreation opportunities.	Western edge of Secondary Plan, next to Highway 403 "Cootes Paradise ESA".

2.4 Institutional Designation:

Lands designated "Institutional" within the Secondary Plan reflect the existing Places of Worship throughout the neighbourhood and the existing Strathcona Public School.

2.5 Utility Designation:

The existing rail corridor on the western edge of the Secondary Plan is designated "Utility".

2.6 Area and Site Specific Policies:

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

Area Specific Policy - Area A:

Area Specific Policy - Area A applies to lands located on the north side of Main Street West, between Pearl Street South and Ray Street South, and on the south side of Main Street West, east of Locke Street South to just west of Queen Street South. Its purpose is to limit the range of commercial uses permitted under the “Mixed-Use - Medium Density” designation (primarily stand-alone retail and restaurant uses) and promote the adaptive reuse of the existing house built forms along this portion of Main Street West. Local commercial uses are permitted as part of a multiple dwelling, when located on the ground floor.

Area Specific Policy - Area B:

Area Specific Policy - Area B applies to lands located on the north side of Main Street West, between New Street and Pearl Street South, and on the south side of Main Street West, east of Dundurn Street South to the properties west of Locke Street South. Its purpose is to limit the range of commercial uses permitted under the “Mixed-Use - Medium Density” designation (primarily stand-alone retail and restaurant uses) and encourage the development of live-work units on the south side of Main Street West due to existing lot sizes. Local commercial uses are permitted as part of a multiple dwelling, when located on the ground floor.

Area Specific Policy - Area C:

Area Specific Policy - Area C applies to lands located along Strathcona Avenue North, Lamoreaux Street, Margaret Street, and George Street. Its purpose is to limit building height to what currently exists. Height restrictions are also included on properties designated “Mixed-Use - Medium Density” at the corner of Main Street West and Queen Street South. The height is restricted here to reflect the topography at this intersection.

Site-Specific Policy - Area D:

Site-Specific Policy - Area D applies to the property at 69 Pearl Street North (Zion United Church). Its purpose is to exempt the requirement for adequate on site parking to be provided when recreational uses are proposed. This exemption applies due to the existing site characteristics of the designated historic building that does not have the potential to accommodate parking on site.

Area Specific Policy - Area E:

Area Specific Policy - Area E applies to lands located on the south side of York Boulevard, along Strathcona Avenue North, including both sides of Inchbury Street and designated “Low Density Residential 3”. Its purpose is to recognize the existing residential dwellings, but to allow for multiple dwellings to be developed subject to a Zoning By-law Amendment and comprehensive development through lot assembly. The policy requires future development to demonstrate that the height, scale, and massing of the proposed multiple dwelling is compatible with the adjacent residential uses. A scoped Cultural Heritage Impact Assessment will also be required in order to document the existing built form(s).

Site-Specific Policy - Area F:

Site-Specific Policy - Area F applies to the property at 648 King Street West and designated “Mixed-Use - Medium Density” (located within the neighbourhood node). Its purpose is to permit the existing gas bar.

Site-Specific Policy - Area G:

Site-Specific Policy - Area G applies to the property at 398 King Street West and designated High Density Residential. Its purpose is to permit two additional uses, a wellness centre and two emergency shelters, consistent with previous planning approvals and an Ontario Municipal Board (OMB) decision (PL030896).

Site-Specific Policy - Area H:

Site-Specific Policy - Area H applies to the property at 16 Strathcona Avenue South, and is designated Low Density Residential 3. Its purpose is to permit a multiple dwelling, with a maximum of 5 units on the property, consistent with approved site-specific zoning (By-law 10-220).

3.0 Additional Secondary Plan Policies:

3.1 Urban Design Policies:

The intent of the Urban Design policies is to create and enhance a sense of place and identity within the neighbourhood by promoting human-scaled design, improving the pedestrian experience, and to foster connections between the built form and the neighbourhood’s character, including its open spaces, views and vistas, and its history as one of the oldest neighbourhoods in the City of Hamilton. Because of planned future development, primarily along the

neighbourhood's major corridors, the urban design policies also address issues of compatibility and transition with the adjacent low density residential built forms, which include: enhanced landscaping, stepping down of buildings at rear elevations, enhanced materials and appropriate building scale. Other considerations for the commercial corridors, particularly King Street West, include requiring primary building entrances to face the street, encouraging buildings to be built at the street line, and prohibiting surface parking between a building and the street. The policies also seek to incorporate active transportation into the design of new buildings and promote an enhanced public realm.

3.2 Cultural Heritage Resources:

The Strathcona Neighbourhood is one of the oldest neighbourhoods in the City of Hamilton, and contains a number of heritage buildings (listed in Volume 2 of the City's Inventory of Buildings of Architectural and/or Historical Interest and Cultural Heritage Landscapes) and three buildings that are designated under the Ontario Heritage Act. In addition to those designated or listed properties, a number of other buildings portray the neighbourhood's heritage.

A total of seven cultural heritage landscapes have been identified within the Secondary Plan area, and are representative of the buildings' context and their relationship to one another, existing street pattern, building heights, as well as the relationship of the urban built form with surrounding natural features. The cultural heritage landscapes contribute to defining the neighbourhood's identity. The extent of the identified cultural heritage landscapes will be confirmed as part of the City Wide inventory of cultural heritage landscapes being conducted by the Tourism and Culture Division.

Although the cultural heritage landscapes include identified areas of change within the Secondary Plan, including portions of Main Street West, King Street West, and York Boulevard, a scoped Cultural Heritage Impact Assessment may be required when new development is proposed within the High Density Residential designation or the Mixed-Use - Medium Density designation in these corridors.

3.3 Transportation:

The Transportation Management Plan forms the basis for the transportation policies. The transportation policies are intended to support the recommendations of the TMP and other related transportation plans prepared for the City. Active transportation was an important consideration to the neighbourhood, and the transportation system through the neighbourhood places a priority on developing complete streets by promoting active transportation,

improving pedestrian connections, enhancing public transportation, and balancing the needs of vehicular traffic with those of active transportation modes.

4.0 Urban Design Guidelines:

To guide the future development of lands within the Secondary Plan area, Urban Design Guidelines have been developed to support the Secondary Plan vision, principles, and policies (see Appendix “B”). The Guidelines will assist in the translation of policies and performance standards into options for consideration by the City and proponents during the development approval process, as well as to guide on-going and future public realm improvements. The Urban Design Guidelines reflect the overall design intent of the Secondary Plan, and provide direction for development along the neighbourhood’s primary corridors and neighbourhood node, including:

- Main Street West;
- King Street West;
- York Boulevard;
- Queen Street North/South; and,
- Dundurn Street South, extending just south of Main Street West and just north of King Street West.

The Urban Design Guidelines will guide development along the neighbourhood’s key locations by providing specific design direction relating to site design, built form, massing, and landscaping.

5.0 Official Plan Amendment:

An Official Plan Amendment has been prepared for the Urban Hamilton Official Plan (UHOP). The intent of the Amendment is to bring the Secondary Plan policies, mapping, and any additional policies as may be required, into the Urban Hamilton Official Plan. The Official Plan Amendment to the Urban Hamilton Official Plan is attached as Appendix “A”. The City of Hamilton’s Comprehensive Zoning By-law No. 05-200 will implement the Secondary Plan policies. The zoning will be completed as part of a separate work plan.

Strathcona Transportation Management Plan:

The problem and opportunity statement was formulated via extensive public input. It asks for improvement of pedestrian and cycling infrastructure in street corridors throughout the study area. Alternative planning solutions were developed for each of the featured road corridors with a view to reducing the number of lanes, where feasible, as required by the MEA document for Municipal Class EA - Schedule B and C projects.

Alternatives for King Street West were developed and evaluated in light of another EA recommendation that an LRT corridor is to be implemented on two lanes of King Street within the study area, pending a funding decision from Metrolinx and, ultimately, Council's approval. Also, a Council-approved Transit Lane Only pilot is currently being pursued along this corridor and in need of evaluation after completion. If neither LRT nor a permanent dedicated Transit Only Lane is implemented, Alternative A1 for King Street West from this study would be recommended for implementation. Similarly, lane reductions on York Boulevard were considered short term only until such a time when traffic conditions would require reconsideration of the six lane cross-section.

Alternative planning solutions were developed for each of the corridors identified through the public consultation process:

- Main Street West;
- King Street West;
- York Boulevard;
- Dundurn Street South;
- Locke Street;
- Queen Street North/South; and,
- Margaret Street.

The evaluation for each corridor was carried out, and alternative solutions within each corridor were compared to each other, based on the following criteria:

- Pedestrians;
- Cyclists;
- Drivers;
- Parking;
- Transit Passengers;
- Urban Design;
- Costs; and,
- Socio-economic.

The following sections describe the alternatives, and the results of the alternative evaluations for each corridor.

Dundurn Street South (King Street West to Main Street West):

Name	Description	EA Schedule
Do-nothing:	Existing conditions.	N/A
Alternative A1:	Remove one lane of traffic in each direction, and convert to on-street parking lanes (where merited).	A
Alternative A2:	Remove one lane of traffic in each direction and convert to on-street bicycle lanes.	A+
Alternative A3:	Remove one lane of traffic in each direction and convert to boulevard bike trail.	A+
Alternative B1:	Add bike lane on each side and keep existing east curb - Recommended . Additional land is required to the west side of Dundurn Street, to accommodate the bike lane as well as a separate, adequate - wider sidewalk away from the roadway.	Schedule B
Alternative B2:	Add bike lane to west side and keep existing lanes and curbs.	A

The alternatives with an A suffix (A1, A2, and A3) all assume the four lane section would be reduced to two lanes.

King Street West (HWY 403 to Queen Street):

An EA has been completed and submitted to Metrolinx for a funding decision, which proposes the removal of two lanes and implementation of a two-way Light Rail Transit (LRT).

Council approved a one year Pilot project to utilize one lane as a dedicated Transit Only Lane on King Street West from Mary Street to New Street (just east of Dundurn Street).

If the pilot does not become a permanent solution and LRT is not implemented, this study's preferred alternative is recommended, given that the following alternatives were considered:

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Name	Description	EA Schedule
Do-nothing:	Two lanes of traffic, narrow sidewalks on both sides of the street. No bike lanes.	N/A
Alternative A1:	Provide an on-street parking lane - Recommended . Not to be implemented until fully considered for two-way conversion within the upcoming City Wide Five (5) Year TMP Review.	A+
Alternative A2:	Remove one lane of traffic and convert to a two-way bike lane.	A+
Alternative A3:	Remove one lane of traffic and convert to a boulevard bike trail.	A+
Alternative B:	Convert north lane to a bus/Transit Only lane.	A+
Alternative C:	Convert King Street to a two-way street. To be considered in the upcoming City Wide Five (5) Year TMP Review.	A+

The alternatives with an A suffix (A1, A2, and A3) all assume the five lane cross section on King Street West (Locke Street to Highway 403) would be reduced to four lanes, and the four lane cross section (Queen Street to Locke Street) reduced to three lanes.

Locke Street (King Street West and Main Street West):

The following planning alternatives were developed and evaluated against one another:

Name	Description	EA Schedule
Do-nothing:	Two lanes of traffic northbound. Narrow sidewalks on both sides of the street. No bike lanes.	N/A
Alternative A1:	Remove one lane of traffic and implement wider sidewalks on both sides of the street and convert the east side lane to on-street parking.	A+

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Alternative A2:	Remove one lane of traffic, introduce a two-way bike lane on the east side, and widen sidewalks on both sides of the street.	A+
Alternative A3:	Remove one lane of traffic and implement wider sidewalks.	A+
Alternative A4:	Remove one lane of traffic and implement a sharrow lane on the east side and a counter flow, separated bike lane on the west side.	A+
Alternative A5:	Remove one lane of traffic and implement bike lanes with one north bound, and one south bound (counter flow), separated from traffic. Recommended. Also consider two-way conversion and move of bike lane to Pearl Street as part of the City Wide Five (5) Year TMP Review before implementation.	A+ - Approved under the Cycling Master Plan
Alternative B:	Convert to a 'naked street' (no delineation of lane, bike lane, or sidewalk definition - one street surface, and all modes of transportation have to find their own way through).	B

The alternatives with an A suffix (A1, A2, A3, A4, and A5) all assume the two lane, one-way street would be reduced to one lane.

Main Street West (HWY 403 to Queen Street):

Name	Description	EA Schedule
Do-nothing:	Five lanes of traffic, eastbound, sidewalk width varied, potential for cycling lanes, on-street parking along the north lane, intermittent in the study area.	N/A
Alternative A1:	Remove one lane of traffic and convert the north lane to an on-street parking lane.	A
Alternative A2:	Remove one lane of traffic and convert to a two-way bicycle lane on the north side.	A+

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Alternative A3:	Remove one lane of traffic and convert to a boulevard bike trail (at sidewalk level), on both sides of the street, with one lane counter flow to traffic.	A+
Alternative A4:	Remove one lane of traffic and develop wider sidewalks on both sides of the street - from Strathcona to Queen Street. - Recommended. Not to be implemented until fully considered for two-way conversion within the upcoming City Wide Five (5) Year TMP Review. Further study required for implementation of continuation of changes west of Strathcona Street and intersection changes at Dundurn Street South.	C (Phases 3 and 4 required beyond this study - subject to budget approval)
Alternative B:	Convert south lane to a Bus/Traffic Only Lane (keep all five lanes).	A+
Alternative C:	Convert Main Street to a two-way street. To be considered in the upcoming City Wide Five (5) Year TMP Review.	To Be Determined

The alternatives with an A suffix (A1, A2, and A3) all assume the five lane cross section would be reduced to a four lane cross section.

Margaret Street (Main Street West to King Street West):

Name	Description	EA Schedule
Do-nothing:	2 lanes of traffic in each direction. Wide stretch of asphalt, sidewalk separated from the street by boulevard. Parking permitted on both sides. Not on City Wide Cycling TMP.	N/A
Alternative A1:	Wider sidewalks at reconstruction (reduced traffic lane widths) - Recommended.	A+

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Alternative A2:	Add bicycle lanes (restriping the pavement only).	A+
Alternative A3:	Add sharrow lanes (lane markings only).	A+

Queen Street North/South (Main Street West to York Boulevard):

Name	Description	EA Schedule
Do-nothing	One way street. Wide right-of-way space.	N/A
Alternative A1:	Remove one traffic lane and implement a wider sidewalk and streetscaping and on-street parking, where merited Recommended . Not to be implemented until fully considered for two-way conversion within the upcoming City Wide Five (5) Year TMP Review.	A+
Alternative A2:	Remove one traffic lane and implement on-street bicycle lanes (two-way) either on one side of the street or both sides.	A+
Alternative A3:	Remove a lane of traffic and convert to a boulevard bike trail.	A+
Alternative B:	Implement traffic calming.	A
Alternative C:	Convert Queen Street North/South to a two-way street. To be considered in the upcoming City Wide Five (5) Year TMP Review.	To Be Determined

York Boulevard (Dundurn Street North to Queen Street North):

Name	Description	EA Schedule
Do-nothing:	Divided roadway, three lanes of traffic in each direction. Intermittent on street bike lanes. Wide sidewalks.	N/A

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Alternative A1:	Remove two of six lanes and implement wider streetscaping and on-street parking, where merited.	A+
Alternative A2:	Remove two of six lanes, and implement on-street bicycle lanes with separation from traffic lanes - Recommended The completed LRT EA recommends a possible requirement of full six lanes of traffic given back to vehicles.	A+ - Already approved under the Cycling Master Plan
Alternative A3:	Remove two of six lanes, and implement widened boulevard to accommodate bicycle trail (elevated to the same height as the sidewalk).	A+
Alternative B:	Convert the edge lanes to Bus/Transit Only Lanes, keep six lanes.	A+
Alternative C1:	Maintain six lanes, add sharrows to curb lane.	A+
Alternative C2:	Maintain six lanes, add bicycle lanes by narrowing planted Median.	A+

The alternatives with an A suffix (A1, A2, and A3) all assume the six lane cross-section would be reduced to four lanes.

Additional Projects and Considerations:

A number of issues/concerns related to transportation were expressed frequently by the members of the public during the course of the study and were dealt with outside the scope of this TMP study. The issues were grouped under two general headings:

- Miscellaneous issues; and,
- Traffic Control issues.

Each of these areas of concern is discussed below.

Miscellaneous Issues:

1. Car Pooling - public consultation has revealed a desire for carpool locations in the study area. The following potential future sites have been identified for further pursuit outside of this TMP:
 - Dundurn Castle Park Parking Lot (Pilot Project); and,
 - Fortino's Plaza.
2. Connection of the neighbourhood to Kay Drage Park via a trail is an ongoing, long-term initiative, and resulted in a recommendation of the TMP for a feasibility study of a pedestrian bridge connection across the CP tracks.
3. Hamilton CarShare - City's ongoing efforts to reduce the need for car ownership, and this was supported and promoted throughout the TMP study process by staff with members of the public.
4. BikeShare - City's ongoing efforts were promoted and supported throughout the TMP study process by staff with members of the public.
5. Accessibility for Ontarians with Disabilities Act (AODA) Compliance changes for existing mid-block pedestrian crossings on York Boulevard islands between Ralph's Gate and Ray Street North. Pedestrian counts were conducted along this corridor.

The City's risk management and legal obligations were examined in relation to placement of the existing mid-block crossings and City Traffic By-law implications, or if they should be made compliant with the AODA, as requested by the public. All five existing crossings were made AODA compliant in the fall of 2012.

6. Nefarious activities have been reported on York Boulevard between Dundurn Street North and the City of Burlington border. Site visits were conducted, with help from the Police Department, to investigate possible solutions that transportation planning could accommodate in relation to various activities. Some activities were found to be beneficial. Some activities were found to be related to the lay out of the land, and possible new land uses could aid in this, and, therefore, no transportation related recommendations are being put forward at this time. Ongoing City efforts, together with RBG, may aid in the land uses that may minimize this problem in the future.

7. Possible changes to the right-of-way and related land uses to take place along York Boulevard between the McQuesten Bridge and the City of Burlington boundary - as a result of ongoing work with Cootes to Escarpment Conservation and Land Management Strategy, RBG, City of Burlington, and City of Hamilton.
8. York Boulevard pedestrian and cycling path improvements are recommended to aid in continuity and connectivity of facilities with Strathcona Neighbourhood to the Waterfront Trail, the City of Burlington, and to ensure compliance with AODA.
9. A Bus Stop is recommended to be moved from York Boulevard at Crooks' Street to Locke Street North. Installed and made permanent on December 31, 2012.
10. Pedestrian Activated Signals are recommended for Pearl Street North at King Street and Main Street. Both have already been approved by Council. The first was installed in 2011, and the second is planned for implementation in 2013/2014.
11. Urban Braille is recommended for considerations during detailed design along major arterial roadways within the study area: Main Street West, Dundurn Street South (King Street West to Main Street West), King Street West, and Queen Street North (King Street West to Main Street West).

Each of these 'miscellaneous' items are part of on-going initiatives by the City, and are not dependent on this TMP, although it should be said that all these initiatives are supportive of the direction of this TMP and, therefore, aid in the pursuit of the goals of this study.

Traffic Control Issues:

A number of operational issues were raised by the public, although they are not normally part of a Transportation Management process, including:

1. Pedestrian activated crossing;
2. Signalized pedestrian crossings;
3. Warning signage;
4. Signal timings;
5. Pavement markings;
6. Traffic control;
7. Traffic calming; and,
8. Parking.

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These issues have been and continue to be considered by the Public Works Department.

Signage Review at the intersection of Dundurn Street South and Main Street West was also carried out to review the existing regulatory, warning and guide signs, and outdoor commercial advertising displays on eastbound Main Street West, approaching Dundurn Street South, and to identify means by which the various sign displays may be simplified to reduce driver workload (i.e. the amount of information a driver has to read, understand, and respond to).

The resulting recommendations are as follows:

- Signs that are faded or defaced or partially blocked by other signs are to be replaced/repositioned;
- Signs are to be spread out and placed only where they are required;
- Defaced Hazard Marker located within the right-in, right-out channelization at Frid Street is to be replaced;
- All trailblazer information indicating through movements (e.g. Hospital, GO Train - to be replaced) are to be grouped together in a single assembly and positioned on far side of Dundurn Street; and,
- All community Bylaw information signs to be relocated (50 km/h, except where posted, truck route sign, parking regulations) prior to end of eastbound and westbound Highway 403 on ramps.

Highway 403 Ramp/King Street Bicycle Access:

Improved pedestrian and cycling facilities in the vicinity of Highway 403 interchange ramps onto Main and King Streets and York Boulevard were called for by many members of the public during the course of this study. The ramp areas on these streets are under the jurisdiction of the MTO. One particular issue involved the pedestrian crossings and bicycle lanes on King Street West, crossing the Highway 403 on-ramps. This has been discussed with MTO staff. The cycling crossing has been resolved. This study recommends that Public Works staff continue discussions with MTO to ensure that AODA considerations for pedestrians are implemented at this crossing in the future.

ALTERNATIVES FOR CONSIDERATION

Strathcona Secondary Plan:

Option 1: Approve the Plan:

Council could choose to approve the Strathcona Secondary Plan. This alternative would allow for the implementation of the Secondary Plan and its policy and design direction for development within the neighbourhood. This would also support future rapid transit through the neighbourhood by promoting appropriate land uses and design standards that support transit. Consistency with Provincial direction respecting intensification and the development of complete communities would also be achieved.

Option 2: Not Approve the Plan:

Council could choose not to approve the Strathcona Secondary Plan. This alternative would not promote comprehensive development or design along the corridor, and may not address the vision established for the neighbourhood and endorsed by the community. Consistency with Provincial direction respecting intensification and the development of complete communities may not be achieved.

Option 3: Modify the Plan:

Council could choose to approve the Plan, with modifications. This alternative would provide the opportunity to provide comprehensive development and design standards for a portion of the Plan area. The intent of the Plan is to guide future growth and development over a 25-year period, in a comprehensive manner, and identify and guide development in areas of change. The policies accommodate this direction in a comprehensive, clear manner. Modification of the Plan may lead to development that is not consistent throughout the neighbourhood.

Strathcona Transportation Management Plan:

The preferred alternative solutions for each project within the Strathcona TMP have been identified using an evaluation and screening process that fulfils the requirements of the Municipal Engineers Association (MEA) Municipal Class EA document for Phases 1 and 2 for Schedule B and C projects. Municipal projects processed under the Schedule B provisions are considered to be approved under the Municipal Assessment Act, provided that the projects follow the appropriate planning and design process outlined in the MEA document. All Schedule C projects are required to go through further study to satisfy Phase 3 and 4 requirements, with additional public consultation.

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If the City does not follow the process outlined in the Municipal Class EA document, the City would be in violation of the Municipal Class EA Act. The Minister of Environment (MOE) could revisit the approval of a project and/or take away the City's right to use the Municipal Class EA document.

The preferred recommended alternatives for each evaluated EA project are for consideration in future budget deliberations and incorporation with other capital works projects/priorities, as follows:

Dundurn Street South (King Street West to Main Street West):

Alternative B1:	Add bike lane on each side, and keep existing east curb. Additional land is required to the west to accommodate the bike lane, as well as a separate, wider sidewalk away from the roadway.	EA Schedule B
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King Street West (HWY 403 to Queen Street):

This corridor has been subject to various studies. The EA for LRT recommends a long term solution of converting two lanes of traffic into two-way LRT along this corridor, and the project has been submitted to Metrolinx for a funding decision. The Transit Only Lane pilot is currently underway, and still to come is its evaluation. If neither LRT nor a permanent dedicated Transit Only Lane is implemented, Alternative A1 for King Street West from this study would be recommended for implementation.

Alternative A1:	Remove one lane of traffic and convert to on street parking. To be considered for two-way conversion within the City Wide Five (5) Year TMP Review.	EA Schedule A+
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Locke Street (King Street West and Main Street West):

Alternative A5:	Remove one lane of traffic and implement bike lanes (Main to King). Also consider auto two-way conversion and move of bike lane to Pear Street as part of the City Wide Five (5) Year TMP Review before implementation.	EA Schedule A+
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Main Street West (HWY 403 to Queen Street):

Alternative A4:	Remove one lane of traffic and develop wider sidewalks on both sides of the street - from Strathcona to Queen Street. To be considered for two-way conversion in the Five (5) Year Review of the City Wide TMP, prior to further studies/implementation.	EA Schedule C (Phases 3 and 4 still outstanding)
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Margaret Street (Main Street West to King Street West):

Alternative A1:	Wider sidewalks (reduced traffic lane widths). A beautified median introduction not feasible due to high frequency of driveways on both sides of the roadway. Recommended to take place at road reconstruction.	EA Schedule A+
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Queen Street North/South (Main Street West to York Boulevard):

Alternative A1:	Remove one traffic lane and implement a wider sidewalk and streetscaping and on-street parking, where merited. Not to be implemented until fully considered for two-way conversion within the City Wide Five (5) Year TMP Review.	EA Schedule B
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York Boulevard (Dundurn Street North to Queen Street North):

Alternative A2:	Remove two of six lanes and implement on-street bicycle lanes, with separation from traffic lanes. Recommended as a short-term/interim measure, given that the completed LRT EA, which is subject to funding decision from Metrolinx, recommends the provision of the full 3 lanes of traffic back to vehicles.	EA Schedule A+
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There are two alternatives for Council to consider with respect to the recommendations of this Report:

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1. To not endorse the Strathcona TMP and to not file Phases 1 and 2, Schedule B projects with the City Clerk for a minimum 30-day public review period.

This alternative is not recommended by staff because growth and development will not have a legal guide within this neighbourhood in the future, and the problem and opportunity statement within the Plan Strathcona TMP will not be realized.

2. To endorse the Strathcona TMP Municipal Class Environmental Assessment Master Plan, but not file the Schedule B project within it.

This alternative is not recommended by staff because although the general growth and development in the area may have a guide, the one project in question will not be able to be implemented.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN:

Strategic Priority #1:

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective:

- 1.1 Continue to grow the non-residential tax base;
- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit;
- 1.3 Promote economic opportunities with a focus on Hamilton's downtown core, all downtown areas, and waterfronts;
- 1.4 Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections;
- 1.5 Support the development and implementation of neighbourhood and City Wide strategies that will improve the health and well-being of residents; and,
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

APPENDICES / SCHEDULES

Strathcona Secondary Plan:

- Appendix “A”: Official Plan Amendment No. [REDACTED] to the Urban Hamilton Official Plan
- Appendix “B”: Strathcona Secondary Plan Urban Design Guidelines
- Appendix “C”: Strathcona Secondary Plan Summary Report
- Appendix “F”: Strathcona Secondary Plan Location Map
- Appendix “G”: Strathcona Secondary Plan Commercial Review

Strathcona Transportation Management Plan:

- Appendix “D”: Strathcona TMP - Project File Report
- Appendix “E”: Strathcona TMP - Project List

JS:MF
Attachs. (7)

DRAFT
Amendment No. X to
the Urban Hamilton Official Plan

The following text, together with:

- Appendix "A" (Volume 2, Chapter B, Section 6.6 – Strathcona Secondary Plan);
- Appendix "B" (Volume 1, Schedule B – Natural Heritage System);
- *Appendix "C"* (Volume 1, Schedule B-6 – Detailed Natural Heritage Features Local Natural Area);
- *Appendix "D"* (Volume 1, Schedule E-1 – Urban Land Use Designations);
- *Appendix "E"* (Volume 1, Appendix A – Parks Classification Map);
- *Appendix "F"* (Volume 1, Appendix F – Cultural Heritage Resources);
- *Appendix "G"* (Volume 1, Appendix F-2 – Area Specific Cultural Heritage Resources);
- *Appendix "H"* (Volume 1, Appendix G – Boundaries Map);
- *Appendix "I"* (Volume 2, Appendix A – Secondary Plans Index Map);
- *Appendix "J"* (Volume 2, Map B.6.6-1 – Strathcona Secondary Plan – Land Use Plan);
- *Appendix "K"* (Volume 2, Map B.6.6-2 – Strathcona Secondary Plan – Transportation Classification Plan);
- *Appendix "L"* (Volume 2, Appendix A – Strathcona Secondary Plan – Views and Vistas);
- *Appendix "M"* (Volume 2, Appendix B – Strathcona Secondary Plan – Cultural Heritage Resources); and,
- *Appendix "N"* (Volume 3, Map 2 – Urban Site Specific Key Map),

attached hereto, constitute Official Plan Amendment No. X to the Urban Hamilton Official Plan.

1.0 Purpose and Effect:

The purpose and effect of the Amendment is to:

- Incorporate the Strathcona Secondary Plan into the Urban Hamilton Official Plan, identifying land uses, densities, development forms, cultural heritage features, and development standards; and,
- Amend various policies and schedules of the Urban Hamilton Official Plan to reflect the principles, policies, land use designations and land use features in the Strathcona Secondary Plan.

Schedule '1'

The effect of the Amendment is to establish a policy framework to guide the development of lands within the Strathcona planning area.

2.0 Location:

The lands affected by this amendment are generally located adjacent to and south of Main Street West, south of York Boulevard, west of Queen Street and east of Highway 403, within the former City of Hamilton, as illustrated on Appendix "J" to this amendment.

3.0 Basis:

The basis for permitting this amendment is as follows; the proposed amendment, including the secondary plan:

- is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe; and,
- complies with Volume 1 of the Urban Hamilton Official Plan.

4.0 Actual Changes:

4.1 Text Changes:

4.1.1 Volume 1, Chapter E, Section E.4.3, Table E.4.3.1: Pedestrian Predominant Streets, is amended by:

- a. duplicating the "King Street" street name, adding the word "West", and adding a new entry for King Street West from "Dundurn Street" to "Pearl Street";
- b. to the Locke Street entry adding the word "South", and deleting the words "Main Street West" and replacing with the words "Railway Overpass"

so the "King Street" and "Locke Street" entries read as follows:

Schedule '1'**Table E.4.3.1: Pedestrian Predominant Streets**

Street	From	To
Hamilton		
King Street West	Longwood Road	Sterling Street
	Dundurn Street	Pearl Street
King Street	Wellington Street	Queen Street
Locke Street South	Main Street West Railway Overpass	Herkimer Street

- 4.1.2 Volume 2, Chapter B, Section B.6.0, is amended by adding a new Section B.6.6 – Strathcona Secondary Plan, as shown on Appendix "A" to this amendment.
- 4.1.3 Volume 3, Chapter 3, Urban Site Specific Policies, is amended by deleting the following Specific Policies in their entirety:
- a. UHN-5, 39 – 41 Devonport Street;
 - b. UHN-13, 398 King Street West; and,
 - c. UHC-3, 648 King Street West.

4.2 Schedule/Appendix/Map Changes:**4.2.1 Volume 1**

- a. That Schedule B – Natural Heritage System be amended by adding "Core Area", "Parks and General Open Space", and "Linkages" deleting "Linkages" and "Core Area", as shown on Appendix "B".
- b. That Schedule B-6 – Detailed Natural Heritage Features Local Natural Area Environmentally Significant Area be amended by deleting "Local Natural Area Environmentally Significant Area", as shown on Appendix "C".
- c. That Urban Hamilton Official Plan Volume 1, Schedule C-2 – Future Road Widenings, table be amended by:

Schedule '1'

- 1) deleting the "Dundurn Street" entry immediately after the "Dundas Street" entry; and,
 - 2) adding the following new entry to the "Road with Offset Road Allowance Widening" table following the "Dartnall Road" entry: "Dundurn Street" from "King Street" to Main Street", "Future Right-of-Way Width (Metres) of 30.5".
- d. That Schedule E-1 be amended by redesignating lands from "Neighbourhoods" to "Mixed Use-Medium Density" and from "Mixed Use-Medium Density" to "Neighbourhoods", as shown on Appendix "D".
 - e. That Appendix A – Parks Classification Map be amended by deleting all parks and identifying the subject lands as "Secondary Plan" area and "Strathcona" in text, as shown on Appendix "E".
 - f. That Appendix F – Cultural Heritage Resources be amended by deleting all "Cultural Heritage Resources" from the subject lands and adding a reference to "See Volume 2, Appendix B-Strathcona Secondary Plan: Cultural Heritage Resources", as shown on Appendix "F".
 - g. That Appendix G – Area Specific Cultural Heritage Resources be amended by deleting all "Cultural Heritage Resources" from the subject lands and adding a reference to "See Volume 2, Appendix B-Strathcona Secondary Plan: Cultural Heritage Resources", as shown on Appendix "G".
 - h. That Appendix H – Boundaries Map be amended by identifying lands as "Central Area", as shown on Appendix "H".

4.2.2 Volume 2

- a. That Appendix A – Secondary Plans Index Map be amended by deleting "Pending Secondary Plan Area" from the subject lands and identifying them as "Secondary Plan Area" and "Strathcona" in text, as shown on Appendix "I".
- b. That Map B.6.6-1 – Strathcona Secondary Plan – Land Use Plan be adopted, as shown on Appendix "J".
- c. That B.6.6-2 – Strathcona Secondary Plan – Transportation Classification Plan be adopted, as shown on Appendix "K".

Schedule '1'

- d. That Appendix A – Strathcona Secondary Plan – Views and Vistas be adopted, as shown on Appendix "L".
- e. That Appendix B – Strathcona Secondary Plan – Cultural Heritage Resources be adopted, as shown on Appendix "M".

4.2.3 Volume 3

- a. That Map 2 – Urban Site Specific Key Map be amended by deleting the identification of "UHC-3", "UHN-5", and "UNH-13", as shown on Appendix "N".

5.0 Implementation:

Implementing Zoning By-Law Amendments and site plans will give effect to this Amendment.

This is Schedule "1" to By-law No. [REDACTED] passed on the [REDACTED] day of [REDACTED].

**The
City of Hamilton**

**R. Bratina
MAYOR**

**R. Caterini
CLERK**

6.6 Strathcona Secondary Plan

The Strathcona Secondary Plan area is located west of downtown Hamilton and is bounded by Highway 403 to the west, Queen Street North to the east, York Boulevard to the north and Main Street West to the south. The Strathcona neighbourhood is a strategic entryway into the City with access points from Highway 403 at Main Street West, King Street West and York Boulevard and is characterized by its historic buildings and stable residential neighbourhood.

The Strathcona Secondary Plan establishes land uses and development standards that guide the *development* of lands located within the Strathcona Secondary Plan area. Section B.6.6 and Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan, Appendix A – Strathcona Secondary Plan: Views and Vistas and Appendix B – Strathcona Secondary Plan: Cultural Heritage Resources, form the Strathcona Secondary Plan.

6.6.1 Vision

Strathcona is a vibrant, diverse, green and livable neighbourhood that values its strong sense of community and historical character, promotes complementary redevelopment and cultivates a healthy, welcoming neighbourhood for all.

6.6.2 Principles

Six planning principles have been developed and represent the foundation of the Strathcona Secondary Plan. The principles provide guidance for accommodating *development*, promoting compatible intensification, preserving the neighbourhood's heritage and open space features and, promoting opportunities for active transportation.

6.6.2.1 Historic

The Strathcona Neighbourhood is an historic neighbourhood, comprised of unique buildings and natural features, including the Iroquois Ridge and views to the Harbour, landmark cultural assets such as Victoria Park, and the Scottish Rite as well as numerous recognizable places of worship that define the neighbourhood's unique sense of place.

6.6.2.2 Vibrant

The Strathcona Neighbourhood is a prospering, dynamic, engaged and proud community, made up of a mix of housing, uses, services and amenities for all ages, incomes, household types and cultures. It is a

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neighbourhood of choice for people to live, work, play and visit, providing opportunities for new investment and community engagement.

6.6.2.3 Green

The Strathcona Neighbourhood is a green neighbourhood, comprised of valuable open spaces and parks with views, vistas and connections towards the Niagara Escarpment and Hamilton Harbour. The neighbourhood promotes the conservation and protection of its shared resources and green infrastructure while promoting innovative and active transportation options, the efficient use of land and environmentally sustainable design.

6.6.2.4 Livable

The Strathcona Neighbourhood is a safe, attractive and green community for all ages that promotes well designed, human-scaled development where people are prioritized over vehicles. The neighbourhood embraces new employment opportunities, housing types and a diverse range of services and amenities to meet the needs of present and future generations, which promotes living opportunities for all ages.

6.6.2.5 Urban

The Strathcona Neighbourhood is a downtown neighbourhood with a distinctive, compact built form, which contributes to its strong sense of place and identity. Its unique main streets create opportunities for new development and designs that support a pedestrian-focused streetscape and accommodate enhanced connections within and throughout the community.

6.6.2.6 Connected

The Strathcona Neighbourhood connects people and places in a safe, seamless, comfortable way, utilizing traditional and innovative transportation modes. The neighbourhood promotes connections to its heritage, natural environment and public places, making it a healthy and balanced community.

6.6.3 Objectives

The following objectives shall apply to *development* within the Strathcona Secondary Plan area:

Strengthen Existing Neighbourhood

- a) Promote *development* that fosters a healthy, safe, efficient, connected and visually pleasing urban environment;
- b) Promote and protect the heritage character of the neighbourhood;

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- c) Encourage and foster a healthy balance of housing, employment, community services and recreation opportunities that are connected, accessible and people-oriented; and,
- d) Encourage *development* to reflect the historic character and cultural heritage of the Strathcona Neighbourhood through high quality urban design.

Urban Design

- a) Encourage design that promotes pedestrian walkability and physical activity, social interaction and enhanced public gathering spaces;
- b) Encourage innovative building and site development which contributes to the physical environment of the community and enhances the desirability of Strathcona as a place to live, work and play;
- c) Integrate views and vistas of historic landscapes, buildings and natural features, where possible, through design;
- d) Promote the expansion of the Urban Braille network along Main Street West, King Street West, Dundurn Street South, Queen Street North/South and York Boulevard; and,
- e) Promote design variety within streetscapes.

Active Transportation, Transit and Transportation Linkages

- a) Enhance the neighbourhood's primary corridors as places for all users, including pedestrians, cyclists, transit riders and drivers;
- b) Support the public transit system and future proposed Rapid Transit Corridor and decrease the reliance on the private automobile;
- c) Enhance and support a safe, attractive and efficient active transportation network; and,
- d) Encourage an integrated transportation network throughout the neighbourhood and to ensure the Strathcona Secondary Plan area remains well connected through various modes of transportation, linkages and trails.

Appendix "A"Volume 2, Chapter B – Hamilton Secondary Plans
Strathcona Secondary Plan**Land Use**

- a) Support and strengthen the neighbourhood node along Dundurn Street South, extending just south of Main Street West and just north of King Street West;
- b) Protect and enhance stable residential areas;
- c) Support the provision and maintenance of a mix of housing types and tenures that meets the housing needs of residents throughout their life cycles and provides opportunities for residents to remain within the community;
- d) Enhance and promote King Street West as a pedestrian-oriented commercial corridor that provides a community and cultural focus for the neighbourhood;
- e) Promote flexibility and *development* potential along Main Street West by permitting a limited range of commercial uses, promoting adaptive reuse of existing buildings and retention of historic character;
- f) Promote residential intensification along major and minor arterials throughout the neighbourhood; and,
- g) Ensure compatibility between areas of different land use or development intensity.

Municipal Services and Utilities

- a) Provide adequate services, public facilities and infrastructure to support *development*.

Natural Open Space and Parks

- a) Provide an integrated system of parks and open spaces to serve a wide range of active and passive recreational needs;
- b) Protect and preserve the existing trees and other important natural features within the neighbourhood, while undertaking new plantings where appropriate;
- c) Preserve and enhance public open spaces that are accessible and innovative;

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- d) Promote community health through a connected system of multi-use trails, parks and open spaces that are accessible to all residents;
- e) Recognize Victoria Park as the symbolic heart of the community and foster its evolution and role as an informal gathering space and focal point for the neighbourhood; and,
- f) Ensure natural heritage features are protected and enhanced.

6.6.4 General Policies

6.6.4.1 The Strathcona Secondary Plan has been developed to guide *development* within the Secondary Plan area. The following policies direct land uses and other matters common to all parts of the Strathcona Neighbourhood.

- a) For the purposes of this Plan, the term *development* shall also include the term *redevelopment*.
- b) Community gardens shall be permitted in all land use designations, except on lands designated Natural Open Space.
- c) When considering an application for *development*, the following matters shall be evaluated:
 - i) *Compatibility* with adjacent land uses including matters such as shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects;
 - ii) The consideration of transition in height to adjacent and existing residential development; and,
 - iii) The height, massing, scale and arrangement of the buildings and structures are *compatible* with adjacent development and are sympathetic to the character and heritage of the neighbourhood.
- d) All *development* shall be subject to the policies of Section 6.6.10, Urban Design of this Plan.
- e) *Development* shall respect and reflect the existing heritage character of the Strathcona Neighbourhood, and shall be in accordance with the policies of Section 6.6.11, Cultural Heritage Resources of this Plan.

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- f) The *development* of new *sensitive land uses* in the vicinity of lands designated Utility should include measures to mitigate noise and vibration associated with the utility, in accordance with all applicable provincial and municipal guidelines and standards, and shall be subject to Policy B.3.6.3 – Noise, Vibration and other Emissions of Volume 1.
- g) Proponents of new *sensitive land uses* in the vicinity of lands designated Business Park shall be responsible for addressing and implementing the necessary mitigation measures, to the satisfaction of the City, and in accordance with all applicable provincial and municipal guidelines and standards.

6.6.5 Residential Designations

The Strathcona Secondary Plan area is characterized by a large stable residential neighbourhood with a strong heritage character and includes a mix of housing types, densities and housing forms. The residential policies shall define the location and scale of each type of residential use, and shall help ensure that a variety of residential housing types are provided to meet the needs of area residents.

- 6.6.5.1 The residential areas within the Strathcona Secondary Plan are designated Low Density Residential 3, Medium Density Residential 2 and High Density Residential, as identified on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, and are subject to the policies of Section 6.6.5.

6.6.5.2 General Residential Policies

In addition to Section E.3.0 – Neighbourhoods Designation of Volume 1, the following policies shall apply to lands designated Residential:

- a) Residential *development* and infill *development* shall reflect and enhance the character of the residential areas through implementation of an architectural style that is sympathetic and complementary to the existing residential areas. Further direction regarding design for *development* is provided in Section 6.6.10, Urban Design Policies.
- b) A broad range and mix of housing types shall be encouraged within residential designations.
- c) *Development* within the Strathcona Secondary Plan area shall provide a mix of housing opportunities in terms of built form, style

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and tenure that are suitable for residents of different age groups, income levels and household sizes.

- d) Direct vehicle access to new individual dwelling units from arterial roads shall be discouraged and alternative forms of access, such as use of shared or common access points and rear lane arrangements shall be encouraged.
- e) Common element and condominium roads should be connected to the public *active transportation* network via sidewalks.
- f) Reverse frontage lotting patterns shall not be permitted, except where existing on the date of approval of this Secondary Plan.
- g) All *development* proposals shall consider and, wherever possible, address *compatibility* with adjacent uses in accordance with the Residential Intensification policies of Section B.2.4.2 of Volume 1.
- h) The existing character of established Neighbourhoods designated areas shall be maintained. *Residential intensification* within these areas shall enhance and be *compatible* with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification of Volume 1 and other applicable policies of this Plan.
- i) When considering an application for *residential intensification*, the following shall be evaluated:
 - i) the ability to respect and maintain or enhance the streetscape patterns including block lengths, setbacks and building separations; and,
 - ii) the relationship of the proposal to existing neighbourhood character so that it maintains, and where possible, enhances and builds upon desirable established patterns and built form.

6.6.5.3 Low Density Residential 3 Designation

In addition to Section E.3.4 – Low Density Residential of Volume 1, for lands designated Low Density Residential 3 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following policies shall apply:

- a) All forms of townhouse dwellings shall also be permitted.

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- b) Notwithstanding Policy E.3.4.4 of Volume 1, the *net residential density* range for Low Density Residential 3 areas shall be between 20 – 60 units per net hectare.
- c) Notwithstanding Policy E.3.4.5 of Volume 1, the maximum building height shall be 2.5 storeys.
- d) Infill *development* shall be sympathetic and complementary to the existing character and *cultural heritage attributes* of the neighbourhood, including setbacks, built form, building mass and height, including materials that are *compatible* with the existing adjacent residential forms.

6.6.5.4 Medium Density Residential 2 Designation

In addition to Section E.3.5 – Medium Density Residential of Volume 1, for lands designated Medium Density Residential 2 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following policies shall apply:

- a) Notwithstanding Policy E.3.5.2 of Volume 1, Medium Density Residential 2 areas shall permit single-detached, semi-detached, duplex, street townhouse dwellings and *multiple dwellings*.
- b) Policy E.3.5.4 of Volume 1 shall not apply.
- c) The minimum building height shall be 2 storeys and the maximum building height shall be 6 storeys.
- d) New *development* shall be sympathetic and complementary to the existing character and cultural heritage features of the neighbourhood, including setbacks, built form and, building mass, height and materials. The arrangement of buildings and structures on a site shall be *compatible* with the existing adjacent residential forms.
- e) As part of a *multiple dwelling*, excluding a triplex and townhouses, amenity space for occupants of the *multiple dwelling* shall be provided.

6.6.5.5 High Density Residential Designation

In addition to Section E.3.6 – High Density Residential of Volume 1, for lands designated High Density Residential on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following policies shall apply:

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- a) Notwithstanding Policy E.3.6.6 a) of Volume 1, the *net residential density* range for High Density Residential areas shall be greater than 100 units per net hectare and not greater than 300 units per net hectare.
- b) The minimum building height shall be 2 storeys and the maximum building height shall be 10 storeys. Additional height may be permitted, subject to the following criteria:
 - i) The *development* shall have frontage on a Major Arterial or Minor Arterial road where possible in order to minimize the impact on areas designated Low Density Residential 3;
 - ii) The completion of required studies, which shall include, but not be limited to: Sun/Shadow Study, Visual Impact Study and Wind Study;
 - iii) Submission of an Urban Design Brief that addresses design issues, including *compatibility* with lower density residential built forms, such as stepping the building back; and,
 - iv) Demonstration that the height, massing, setback and parking areas are *compatible* with adjacent residential development.
- c) Where a High Density *development* abuts an area designated Low Density Residential 3, consideration shall be given to:
 - i) The relationship of the proposed building(s) with the height, massing, and scale of the adjacent low density residential use(s);
 - ii) Promoting a transition in height to the adjacent low density residential use(s); and,
 - iii) *Compatibility* with the adjacent low density residential use(s) with respect to shadowing, overlook, noise, lighting and parking.
- d) As part of a *multiple dwelling*, excluding a triplex and townhouses, amenity space for occupants of the *multiple dwelling* shall be provided.

6.6.6 Commercial and Mixed Use Designations

The commercial and mixed use designations of the Strathcona Secondary Plan area are primarily focused along the neighbourhood's main streets,

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including: Main Street West, King Street West, Queen Street, York Boulevard and portions of Dundurn Street. These lands are intended to meet the daily and weekly retail needs of the Strathcona community. Residential and institutional uses are also encouraged in Commercial areas. Commercial areas will not only be a place to focus retail needs, but are intended to be a focus of the community where Strathcona residents can meet and engage in community activities.

A neighbourhood node is identified along Dundurn Street South, between Main Street West and King Street West. The neighbourhood node functions as a gateway into the neighbourhood and the City. It is planned as the focal area for intensification, *development* and to provide both the daily and weekly commercial needs of the neighbourhood and adjacent neighbourhoods. It is characterized by its important transportation connections and will be a focal point for public *transit* linkages and the promotion of *active transportation* options.

6.6.6.1 Mixed Use – Medium Density Designation

In addition to Section E.4.0 – Commercial and Mixed Use Designation of Volume 1, the following policies shall apply to all Commercial and Mixed Use Designations, as identified on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan:

- a) Existing commercial areas shall evolve over time into compact, mixed-use pedestrian-oriented places where people can live, work, shop, learn and play.
- b) Notwithstanding Policies E.4.3.4 (f) and E.4.6.7 of Volume 1, the minimum building height shall be 2 storeys and the maximum building height shall be 6 storeys.
- c) Notwithstanding Policy E.4.6.8 of Volume 1, additional height up to a maximum of 10 storeys may be permitted without amendment to this Plan, provided the applicant demonstrates:
 - i) That potential impacts have been mitigated on adjacent lands designated Low Density Residential 3;
 - ii) Buildings are progressively stepped back from adjacent low rise forms of housing in the Low Density Residential 3 designation and Medium Density Residential 2 designation. The Zoning By-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,

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- iii) Buildings are stepped back from any street to minimize the height appearance from the public realm, where necessary.
- d) Commercial and mixed use *development* shall maintain and enhance the character of the neighbourhood through an architectural style that is sympathetic and complementary to the existing character and heritage of the neighbourhood.
- e) The City shall promote and encourage shared access points along Arterial roads.
- f) Adequate internal traffic circulation, parking, loading and maneuvering facilities and facilities for *active transportation* shall be accommodated on-site.
- g) Landscaping shall form an integral part of all *developments* and shall provide buffering between adjacent residential or *sensitive land uses* and commercial, mixed-use, and parking areas.
- h) *Development* of properties with frontage on a Major Arterial, Minor Arterial or Collector road shall provide pedestrian amenities on site.
- i) Commercial areas are encouraged to be developed in a coordinated and comprehensive manner.
- j) New *development* shall balance the needs for improved pedestrian access, opportunities for active forms of transportation and accommodation of public transportation, including *rapid transit*, with existing automobile use and access.
- k) *Housing with supports*, including residential care facilities, shall be permitted on lands designated Mixed Use – Medium Density.
- l) Mixed Use – Medium Density areas shall function as vibrant people places with increased day and night activity through the introduction of residential *development*.
- m) Private and public parking areas shall be subject to the following:
 - i) The parking area should be buffered from the street through the use of building placement or enhanced landscaping; and,
 - ii) The location of parking areas shall not negatively affect the pedestrian environment or access to buildings.

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- n) Live-work units shall be encouraged along the south side of Main Street West, in accordance with the policies of 6.6.15.2 d) – Area Specific Policy – Area B of this Plan.
- o) As part of a mixed use building containing both residential and commercial uses, amenity space shall be provided exclusively for the residential component and shall be functionally separated from public areas associated with the commercial component. This requirement shall not apply to live-work units.

Pedestrian Predominant Street

- p) A portion of King Street West through the Secondary Plan area is identified as Mixed Use – Medium Density *Pedestrian Predominant Street* on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan. This area shall be a focus for retail activity and encourage enhanced pedestrian oriented design.
- q) *Development* shall cater to the pedestrian by creating a comfortable, active and visually stimulating walking environment, facilitated through the development of complete streets, buildings oriented to the public sidewalk, and outdoor cafes, and characterized by a high level of streetscape design and activity.
- r) *Development* shall support the *rapid transit* corridor along King Street West.
- s) In addition to Policy E.4.3.4 b) of Volume 1, the maximum building setback shall be 2 metres, except where a visibility triangle is required.

6.6.6.2 Strathcona Neighbourhood Node: Mixed Use – Medium Density

In addition to the policies of Section 6.6.6 – Commercial and Mixed Use Designations of this Plan, for the area identified as the Neighbourhood Node, located on both sides along Dundurn Street South extending just south of Main Street West and just north of King Street West, shown on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following policies shall apply:

- a) It is intended that the Neighbourhood Node shall function as a focus area for pedestrian connectivity and *development*, promoting *mixed use development*, including commercial and residential uses and employment opportunities to meet the needs of the neighbourhood. The area shall create a unique gateway into the community and the City.

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- b) The Neighbourhood Node shall be connected to the *active transportation* network and be a focal point for connecting to the City's public transportation network.
- c) The development of mixed use buildings shall be encouraged.
- d) In addition to Policy E.4.6.6 a) of Volume 1, gas bars and car washes shall be prohibited within the Neighbourhood Node.
- e) Notwithstanding Policy E.4.6.5 a) of Volume 1, applications to amend this Plan and/or the City's Zoning By-law to permit a drive-through facility within the Neighbourhood Node shall only be permitted in accordance with the following:
 - i) The proposed drive-through facility cannot be located in other potential locations in the Mixed Use – Medium Density designation which are not part of the Neighbourhood Node;
 - ii) The proposed drive-through facility complies with the requirements of Policies E.4.3.4 of Volume 1, including demonstration that the proposed drive-through facility:
 - 1) Does not change the existing and planned streetscape character;
 - 2) Maintains the pedestrian environment; and,
 - 3) Does not compromise the safe, efficient and comfortable movement of pedestrians.
 - iii) The proposed drive-through facility shall not preclude the planned function and design intent for the Neighbourhood Node, including:
 - 1) A comfortable, active and visually stimulating walking and shopping environment; and,
 - 2) A streetscape with buildings and storefronts oriented to the street.
 - iv) The proposed drive-through facility shall not have an adverse impact on surrounding residential neighbourhoods, including potential noise and traffic impacts; and,

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- v) The proposed drive-through facility shall address the policies of this Plan, the design principles of Section B.3.3.2 of Volume 1, the built form policies of Section B.3.3.3 of Volume 1, and the Access and Circulation policies of Section B.3.3.9 of Volume 1.
- f) Notwithstanding Policy 6.6.6.1 b) of this Plan, for *development* on the west side of Dundurn Street South, between Main Street West and King Street West, the minimum building height shall be 2 storeys, and the maximum building height shall be 12 storeys.
- g) The City may permit an increase in building height above the permitted height established in 6.6.6.2 f) above, provided that the upper stories are stepped back or terraced, and shall address the following:
 - i) Sun shadow impacts on public sidewalks or public spaces;
 - ii) Wind impacts on public sidewalks;
 - iii) Impacts on streetscapes and views of streetscapes, landmark structures or cultural heritage buildings from the public sidewalks;
 - iv) Proponents shall be required to submit a sun/shadow analysis, wind impact analysis and any other study as may be required by the City, including a visual impact analysis, as part of the complete application requirements for *development* that exceeds the maximum building height.
- h) Within the Neighbourhood Node, *intensification* shall be encouraged. Guidance for promoting appropriate *development* and built form is provided in the supporting Urban Design Guidelines.
- i) The Neighbourhood Node shall have a strong pedestrian focus and enhanced *active transportation* opportunities.
- j) Automobile access will continue to be important to the Neighbourhood Node, but it shall be balanced with the need to improve pedestrian and *transit* access, and provide opportunities for *active transportation*.
- k) Required parking shall be encouraged to be located under ground or accommodated in parking structures, where possible. Alternatively, surface parking lots shall be directed to the rear yard or interior side yard of commercial buildings.

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- l) Reductions in parking requirements shall be considered to encourage a broader range of uses and densities that support *rapid transit*.

6.6.7 Parks and Open Space Designations

The parks and open space areas of the Strathcona Secondary Plan contribute to the character of the neighbourhood and are an essential component to the day to day life of residents by providing green space opportunities to meet both active and passive recreational needs. Victoria Park is integral to the neighbourhood and provides gathering space for activities that enhance the sense of community.

6.6.7.1 Parks and Open Space Designations

In addition to Section B.3.5.3 – Parkland Policies of Volume 1, the following policies shall apply to lands designated Neighbourhood Park, Community Park, General Open Space and Natural Open Space on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan:

- a) The Strathcona Secondary Plan includes the following Parks and Open Space designations:
 - i) Parkette;
 - ii) Neighbourhood Park;
 - iii) Community Park;
 - iv) General Open Space; and,
 - v) Natural Open Space.
- b) The policies of Section B.3.5.3 – Parkland Policies of Volume 1 shall apply to the Open Space designations identified in Policy 6.6.7.1 a) above.
- c) All existing Parks and Open Space areas in the Strathcona Secondary Plan area shall be retained for use as parks and open space and shall not be redeveloped for other uses. They shall be used and maintained for active and passive recreation uses and conservation management. Important natural features and views and vistas shall be preserved and maintained.

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- d) Where future opportunities exist, the provision of additional Neighbourhood Park land shall be encouraged.
- e) The pedestrian trail and bicycle network identified through the Hamilton Cycling Master Plan and the Hamilton Recreational Trails Master Plan shall be implemented throughout the Secondary Plan Area to connect people and places both within the neighbourhood and to adjacent neighbourhoods, subject to the following:
 - i) Walking trails shall be promoted, as shown on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan and be subject to the policies of Section 6.6.12 – Transportation and Linkages;
 - ii) Cycling connections shall be promoted, as shown on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan and be subject to the policies of Section 6.6.12 – Transportation and Linkages; and,
 - iii) Pedestrian trails and bicycle lanes shall generally be provided on public street rights-of-way, sidewalks and public open space lands.
 - iv) Where possible, partnerships between the City and private land owners shall be encouraged to facilitate the extension of existing pedestrian trails and bicycle lanes and the addition of new pedestrian trails and bicycle lanes.
- f) The provision of any additional trails and multi-use pathways on lands designated as Parks and Open Space shall ensure that the integrity of the open space area is maintained.

6.6.7.2 General Open Space

In addition to Section B.3.5.3 – Parkland Policies and C.3.3 – Open Space Designations of Volume 1, the following policies shall apply to lands designated General Open Space on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan:

- a) Development of a pedestrian trail shall be encouraged in the vicinity of the Cathedral of Christ the King, to provide a pedestrian link from the Strathcona Neighbourhood to Kay Drage Park, as identified through the Strathcona Transportation Master Plan.

Appendix "A"Volume 2, Chapter B – Hamilton Secondary Plans
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In addition to Section B.3.5.3 – Parkland Policies and Section C.3.3 – Open Space Designations of Volume 1, for lands designated Natural Open Space on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the natural features and *ecological functions* shall be protected and enhanced within the neighbourhood.

6.6.8 Institutional Designation

Institutional uses such as schools, places of worship, retirement home and long term care facilities provide opportunities for enhancing the quality of life for residents and are permitted within the Strathcona Secondary Plan area in order to meet the needs of residents both within the Strathcona Neighbourhood as well as the greater community.

6.6.8.1 Institutional Designation

In addition to Section E.3.10 – Community Facilities/Services and Section E.6.0 – Institutional Designation of Volume 1, the following policies shall apply to lands designated Institutional on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan:

- a) Where an existing institutional use ceases operation or a new use is proposed on lands designated Institutional, retention of the existing building(s) and adaptive reuse, where appropriate, shall be encouraged.

6.6.9 Utility Designation**6.6.9.1** In addition to Section C.3.4 – Utility Designation, Policy B.3.3.6 – Urban Services and Utilities and Policy B.3.6.3 – Noise, Vibration and other Emissions of Volume 1, the following policies shall apply to lands designated Utility on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan:

- a) Where feasible, urban services, utilities and overhead wires should be buried underground as part of future planned road reconstruction, streetscape installation projects or *development*;
- b) Utilities shall be planned for and installed on a co-ordinated and integrated basis in order to be more efficient, cost effective and to minimize disruption.

6.6.10 Urban Design

The neighbourhood is characterized by its open spaces, views and vistas, strong history and its connection to other downtown neighbourhoods. The intent of the Urban Design policies is to create and enhance this neighbourhood character by promoting human-scaled design, improving the pedestrian experience, fostering connections between the built form and the neighbourhood's character, and encouraging sustainable design. Public art is also vital to fostering a strong sense of community and enhancing neighbourhood pride.

6.6.10.1 Urban Design Policies

In addition to Section B.3.3 – Urban Design Policies of Volume 1, the following policies shall also apply to lands within the Strathcona Secondary Plan area:

- a) *Development* within the Secondary Plan area shall be sympathetic to and reflect the historic character of the existing built form of the neighbourhood.
- b) Design requirements recommended through the Strathcona Secondary Plan Urban Design Guidelines shall apply to commercial and mixed-use areas, institutional uses and *multiple dwelling* developments. The Guidelines shall not apply to single detached, semi-detached and duplex dwellings.
- c) An Urban Design Brief may be required as part of a complete application requirement in order to demonstrate how the proposal meets the policies of this Secondary Plan, and to demonstrate consistency with the Strathcona Secondary Plan Urban Design Guidelines, where applicable.
- d) *Development* shall contribute to the development of complete streets along the neighbourhood's primary corridors, including Main Street West, King Street West, York Boulevard, Queen Street North/South and portions of Dundurn Street North/South, extending just north of King Street West and just south of Main Street West.
- e) *Development* proposals shall demonstrate *compatibility* with the City-Wide Corridor Planning Principles and Design Guidelines.
- f) *Development* shall be encouraged to incorporate *active transportation* features into the design of new sites. Opportunities to connect to and enhance the existing *active transportation* features of the neighbourhood shall be encouraged.

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- g) In order to mitigate the impact of new mixed use development on adjacent lands designated Low Density Residential 3, *development* shall use landscaping, fencing and trees, setbacks, massing, scale and other built form considerations, or a combination thereof, to minimize the impact and to buffer the adjacent low density residential uses from the new *development*.
- h) Within the Secondary Plan area, King Street West shall be planned as the primary commercial corridor. *Development* along this corridor shall promote a high quality of design, be *transit supportive*, promote pedestrian activity and create public spaces that are accessible. *Development* shall address the following:
- i) A relationship between the building and the street, so that the *development* contributes positively to the overall built form in the neighbourhood;
 - ii) Where retail uses are proposed, primary access shall be at the street level, with doors and windows opening onto King Street West;
 - iii) Buildings shall be encouraged to be built at the street line;
 - iv) Surface parking shall not be permitted between the building and the street;
 - v) The incorporation of public art installations as an integral part of urban design shall be encouraged; and,
 - vi) Public transportation, cycling infrastructure and pedestrian amenities shall be integrated with existing and new *development*.
- i) *Development* at the intersection of Main Street West and Dundurn Street South shall be designed as a gateway, to promote a sense of arrival into the neighbourhood and portray the community image and identity through: design of the built form, building orientation, unique landscaping, signage and, installation of public art, or any combination thereof, consistent with the direction provided through the Strathcona Secondary Plan Urban Design Guidelines.
- j) The installation of public art in public locations, shall be in accordance with the Public Art Master Plan.

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- k) Existing significant views and vistas contribute to the unique identity, sense of place and character of the Strathcona Neighbourhood and are shown on Appendix A – Strathcona Secondary Plan: Views and Vistas. These views and vistas shall be maintained and enhanced, where possible.
- l) In addition to the above policies, *development* along Main Street West, King Street West, York Boulevard, Queen Street and portions of Dundurn Street, extending just south of Main Street West to just north of King Street West, including the Neighbourhood Node, shall be consistent with the Strathcona Secondary Plan Urban Design Guidelines.

6.6.11 Cultural Heritage Resources

The Strathcona Secondary Plan area has a rich history and has contributed to the development of the City of Hamilton. The heritage resources that represent the neighbourhood's history should be identified and *conserved*, where possible, to ensure that the distinctive character remains. The Cultural Heritage policies are intended to protect the integrity of the neighbourhood's heritage resources and to promote *development* that complements the community's character and fosters an improved sense of place.

6.6.11.1 Cultural Heritage Resource Policies

In addition to Section B.3.4 – Cultural Heritage Resources Policies of Volume 1, the following policies shall also apply to the *cultural heritage resources* within the Strathcona Secondary Plan area:

- a) The Strathcona Neighbourhood is an *established historical neighbourhood* and as such, the following policies shall apply:
 - i) The City shall protect *established historical neighbourhoods*, as identified in the cultural heritage landscape inventory, this secondary plan and other City initiatives, by ensuring that new construction and *development* are sympathetic and complementary to existing cultural *heritage attributes* of the neighbourhood, including lotting and street patterns, building setbacks and building mass, height, and materials.
 - ii) *Intensification* through conversion of existing built heritage resources shall be encouraged only where original building fabric and architectural features are retained and where any new additions, including garages or car ports, are no higher than the existing building and are placed to the rear of the lot

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or set back substantially from the principal façade. Alterations to principal façades and the paving of front yards shall be avoided.

- b) Within the Strathcona Secondary Plan area, the City shall encourage:
 - i) The conservation of individual *cultural heritage properties* and areas of cultural heritage value, including streetscape features, traditional circulation patterns and important views and vistas; and,
 - ii) New *development* that respects and reflects the design of surrounding heritage buildings.
- c) New *development* on lands containing heritage buildings or *adjacent* to heritage buildings shall be encouraged to:
 - i) Maintain a consistent street orientation;
 - ii) Provide reduced building setbacks from the street where possible, except where a reduced building setback may have a negative impact on the adjacent heritage building, in which case a similar building setback shall be promoted;
 - iii) Ensure building heights reflect the existing built form, wherever possible or encourage built forms that are stepped back at upper levels to reflect established cornice lines of *adjacent* buildings or other horizontal architectural forms or features; and,
 - iv) Reflect the character, massing and materials of surrounding buildings.
- d) The City shall encourage the use of contemporary architectural styles, built forms and materials which respect the heritage context.
- e) Where alterations are proposed to *built heritage resources* within the Strathcona Secondary Plan area, the following principles shall be followed:
 - i) Maintain the basic relations of the horizontal divisions of the building;
 - ii) Maintain the original façade components and materials wherever possible;

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- iii) Replicate the original parts and materials wherever possible; and,
- iv) Remove elements that are not part of, or hide, the original design.

6.6.11.2 Archaeology Policies

- a) The policies of Section B.3.4.4 – Archaeology Policies of Volume 1 shall apply.

6.6.11.3 Built Heritage Resource Policies

- a) The policies of Section B.3.4.5 – Built Heritage Resource Policies of Volume 1 shall apply.

6.6.11.4 Cultural Heritage Landscapes

In addition to the policies of Section B.3.4.6 – Cultural Heritage Landscapes of Volume 1, the following policies shall also apply:

- a) A *cultural heritage landscape* is a defined geographical area characterized by human settlement activities that have resulted in changes and modifications to the environment, which is now considered to be of heritage value or interest. The Strathcona Neighbourhood has seven *cultural heritage landscapes*, as identified on Appendix B Strathcona Secondary Plan: Heritage Features and are known as:
 - i) Hamilton Cemetery;
 - ii) MacNab's Survey;
 - iii) Cathedral of Christ the King;
 - iv) Mills' Survey;
 - v) Arnold's Survey;
 - vi) Victoria Park; and,
 - vii) New-Beasley.

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- b) The City of Hamilton recognizes that Main Street West, King Street West and York Boulevard are identified as areas for change and intensification. New *development* should respect and reflect the existing *cultural heritage landscape* and be *compatible* with surrounding *development*. A scoped *cultural heritage impact assessment* may be required as part of a new *development* on lands designated High Density Residential or Mixed Use – Medium Density within *cultural heritage landscape* areas 2 – MacNab's Survey, 4 – Mill's Survey and 5 – Arnold's Survey as identified in Policy 6.6.11.4 a). The scoped *cultural heritage impact assessment* shall include the following:
- i) identification and evaluation of all potentially affected *cultural heritage resource(s)*, including detailed site(s) history and a *cultural heritage resource* inventory containing textual and graphic documentation;
 - ii) a description of the proposed *development* or *site alteration* and alternative forms of the *development* or *site alteration*;
 - iii) a description of all *cultural heritage resource(s)* to be affected by the development and its alternative forms; and,
 - iv) include photo documentation of the building.

Where a scoped *cultural heritage impact assessment* is required, the assessment shall be completed to the satisfaction of the City as part of a Complete Application under the Planning Act for *development*.

- c) Where an Official Plan Amendment proposes to redesignate lands to High Density Residential or Mixed Use – Medium Density within *cultural heritage landscape* areas 2 – MacNab's Survey, 4 – Mill's Survey and 5 – Arnold's Survey, as identified in Policy 6.6.11.4 a), a scoped *cultural heritage impact assessment* may be required, consistent with Policy 6.6.11.4 b) above.
- d) As part of the City-wide inventory of *cultural heritage landscapes*, the extent of the *cultural heritage landscapes* identified in Policy 6.6.11.4 a), shall be confirmed.
- e) In addition to Policies B.3.4.6.3 to B.3.4.6.5 of Volume 1, the City may investigate the feasibility of designating properties as heritage conservation districts subject to consultation with residents and the municipal heritage committee, in accordance with the Ontario

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Heritage Act, and as may be determined by City work plan priorities.

6.6.12 Transportation and Linkages

The Strathcona Transportation Management Plan (STMP) forms the basis for the transportation policies. The policies of this Plan are intended to support the recommendations of the Strathcona Transportation Management Plan and other transportation master plans prepared for the overall City and adjacent neighbourhoods. The transportation system within the Secondary Plan area is intended to accommodate all users and modes of transportation, with a priority placed on developing complete streets through the promotion of *active transportation*, improving pedestrian connections, enhancing public transportation and balancing the needs of automobile and truck users with those of *active transportation* modes.

6.6.12.1 Transportation Policies

In addition to Section C.4.0 – Integrated Transportation Network of Volume 1, the following transportation policies shall also apply to the Strathcona Secondary Plan area:

- a) The integrated transportation network for the Strathcona Secondary Plan area shall consist of public roads, public laneways, pedestrian sidewalks, multi-use pathways, cycling routes, public *transit* routes, the planned accommodation of *higher order transit* along King Street West, truck routes and railway lines. The *transportation system* is detailed on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan.
- b) All transportation improvements shall be in accordance with the recommendations of relevant plans, including but not limited to:
 - i) Strathcona Transportation Management Plan;
 - ii) Hamilton Transportation Master Plan;
 - iii) Hamilton's Cycling Master Plan;
 - iv) City-wide Truck Route Master Plan;
 - v) Pedestrian Mobility Master Plan;
 - vi) Hamilton Recreational Trails Master Plan; and,

vii) City of Hamilton Rapid Transit Initiative.

6.6.12.2 General Transportation Policies

- 6.6.12.2.1 Development of the *transportation system* in the Strathcona Secondary Plan area shall proceed on the basis of the recommendations of the Strathcona Transportation Management Plan, as may be amended.
- 6.6.12.2.2 Roads within the Strathcona Secondary Plan area shall be classified as Arterial, Collector or Local Roads, subject to the following:
- a) Arterial and Collector roads are identified on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan; and,
 - b) Roads shown on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, which are not classified as Arterial or Collector on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan, shall be considered Local roads.
- 6.6.12.2.3 Roads classified as Arterial, Collector and Local shall be developed in accordance with Section C.4.5 – Roads Network of Volume 1.
- 6.6.12.2.4 All intersections should be designed to support safe pedestrian crossing. Major intersections should support pedestrian crossings by providing safe crossing points and connections to public walkways.
- 6.6.12.2.5 Boulevard tree planting should be closely spaced in the vicinity of intersections in order to support pedestrians.
- 6.6.12.2.6 Where warranted, and in accordance with the Strathcona Transportation Management Plan, pedestrian crossings shall be enhanced in order to facilitate the movement of pedestrians throughout the Secondary Plan area.
- 6.6.12.2.7 *Development* along Major Arterial roads and Minor Arterial roads within the Strathcona Secondary Plan area shall have regard to the Council adopted Transit Oriented Development Guidelines and City Wide Corridor Planning Principles and Design Guidelines.
- 6.6.12.2.8 The City shall expand the *urban braille* network along Main Street West, King Street West and a portion of Dundurn Street, between Main Street West and King Street West, through the Secondary Plan area. Consideration shall also be given to incorporating *urban braille* along York Boulevard and Queen Street in order to enhance the accessible sidewalk network and connect to the *urban braille* network in downtown Hamilton.

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- 6.6.12.2.9 Where it has been determined through an environmental assessment, area master plan, secondary planning study, or development planning approval process, the City may decide to reduce or waive certain functional requirements, including requiring a reduced right-of-way width, provided it does not affect the safe operation of the roadway.
- 6.6.12.2.10 Where a reduced right-of-way width is established, the City may require the dedication of an easement for the installation and maintenance of municipal infrastructure.
- 6.6.12.2.11 In addition to policy C.4.5.6 – Road Widening of Volume 1, Dundurn Street South, between Main Street West and King Street West shall have an ultimate right-of-way width of 30.5 metres. Any required land for the widening shall be taken from the western side of the road.

New Transportation Corridors

- 6.6.12.2.12 The City shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs and not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

6.6.12.3 Active Transportation Network

- 6.6.12.3.1 *Active transportation*, including walkability, shall be promoted throughout the Secondary Plan area. Where possible, pedestrian amenities and connections shall be enhanced.
- 6.6.12.3.2 Secondary trails, cycling facilities and pedestrian pathways shall be encouraged to promote connections to prominent destinations, such as parks, open spaces, institutional uses and commercial areas.
- 6.6.12.3.3 Where feasible, off-street pedestrian linkages should be expanded to increase the *active transportation* network. Completion or connection of the proposed trails and cycling routes, shown on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan, shall be achieved through land dedications and easements, in order to connect existing pathways to future planned routes.
- 6.6.12.3.4 When *development* occurs, pedestrian amenities shall be required in order to promote a vibrant streetscape and encourage *active transportation* and a continuous street presence. Pedestrian amenities shall include, but not be limited to: street furniture, wayfinding signs, paved walkways and street trees.

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- 6.6.12.3.5 An Urban Design Brief, may be required as part of a Complete Application in order to demonstrate how pedestrian amenities will be accommodated.
- 6.6.12.3.6 In addition to the recommendations of the Strathcona Transportation Management Plan and any other applicable Master Plans identified in Policy 6.6.12.1 b) above, additional linkages and connections shall be encouraged within the Secondary Plan area, as detailed on Map B.6.6-2 Strathcona Secondary Plan: Transportation Classification Plan.

6.6.12.4 Public Transit Network

- 6.6.12.4.1 In order to support public *transit*, *intensification* shall be directed towards major and minor arterials, in accordance with the policies of Section 6.6.6 – Commercial and Mixed Use Designations and Section 6.6.5.5 – High Density Residential Designation.
- 6.6.12.4.2 *Development* along public *transit* routes shall also incorporate a high quality design, promote pedestrian connectivity along the street and incorporate access to public *transit* and public *transit* infrastructure, where feasible.
- 6.6.12.4.3 The intersection of King Street West and Dundurn Street shall be a primary node for public *transit*.
- 6.6.12.4.4 Where feasible, public *transit* stops should be designed to maximize *transit* use and access.

Rapid Transit

- 6.6.12.4.5 A *Rapid Transit* Corridor is proposed along King Street West through the Strathcona Secondary Plan area.
- 6.6.12.4.6 In order to promote a high quality pedestrian realm adjacent to the *Rapid Transit* Corridor, a 2.5 metre wide sidewalk shall be encouraged on both sides of the corridor.
- 6.6.12.4.7 Any lands required for the *Rapid Transit* Corridor shall be dedicated to the City, to the satisfaction of the City.

6.6.13 Infrastructure Policies

Municipal services, such as sewers, water, stormwater systems and public/private utilities shall be provided, maintained and upgraded, as may be required, to accommodate the needs of existing and future *development* in the Strathcona Secondary Plan area, in accordance with Section C.5.0 – Infrastructure of Volume 1, and the following:

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- 6.6.13.1 Innovative servicing technologies to improve stormwater management, including but not limited to green roofs and grey water recycling, in accordance with City By-laws and provincial regulations, shall be encouraged in building design and *development*, where feasible.
- 6.6.13.2 The City shall monitor the capacity and reassess the need to manage stormwater runoff, as may be required.
- 6.6.13.3 Infrastructure related works within the Strathcona Secondary Plan area shall have regard for the heritage character of the neighbourhood by maintaining heritage features and landscapes, where feasible.

6.6.14 Natural Heritage System**6.6.14.1 General Natural Heritage System Policies**

- 6.6.14.1.1 The Natural Heritage System shown on Schedule B - Natural Heritage System of Volume 1, comprised of privately-owned land is not available for use by the general public nor shall there be any intent or obligation by the City to purchase such lands.
- 6.6.14.1.2 The boundaries of *Core Areas* and *Linkages*, shown on Schedule B - Natural Heritage System of Volume 1, are general in nature. Minor refinements to such boundaries may occur through Environmental Impact Statements, *watershed* studies or other appropriate studies accepted by the City without an amendment to this Plan. Major changes to boundaries, the removal or addition of *Core Areas* and *Linkages* identified on Schedule B - Natural Heritage System and Schedule B-1-8 – Detailed Natural Heritage Features of Volume 1, shall require amendment to the Official Plan.

6.6.14.2 Natural Heritage System - Core Areas

It is the intent of this policy to preserve and enhance *Core Areas* and to ensure that any *development* or *site alteration* within or *adjacent* to them shall not negatively impact their natural features or their *ecological functions*.

- 6.6.14.2.1 In accordance with the policies of this Plan, Schedule B – Natural Heritage System of Volume 1, identifies *Core Areas* to include *key natural heritage features* and *key hydrological features*. *Core Areas* of the City's Natural Heritage System also include other locally and provincially significant natural areas. Schedule B – Natural Heritage System of Volume 1 shall be amended when new *Core Areas* are identified.

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6.6.14.2.2 *Core Areas* include *key natural heritage features*, *key hydrological features* and provincially significant and *local natural areas* that are more specifically identified by Schedule B-1-8 – Detailed Natural Heritage Features of Volume 1. *Core Areas* are the most important components in terms of biodiversity, productivity, and ecological and hydrological functions.

6.6.14.2.3 The natural features and *ecological functions* of *Core Areas* shall be protected and where possible and deemed feasible to the satisfaction of the City enhanced. To accomplish this protection and enhancement, vegetation removal and encroachment into *Core Areas* shall generally not be permitted, and appropriate *vegetation protection zones* shall be applied to all *Core Areas*.

6.6.14.3 **Core Areas - Outside the Greenbelt Plan Area**

6.6.14.3.1 Permitted uses within *Core Areas* as identified on Schedule B – Natural Heritage System of Volume 1 are established through the designations and policies of Chapter E – Urban Systems and Designations of Volume 1 and the policies of this Plan. Boundaries of *Core Areas* and associated *vegetation protection zones* may be further refined by the completion of an Environmental Impact Statement. Generally, permitted uses in *Core Areas* shall include:

- a) forest, fish and wildlife management;
- b) conservation, and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;
- c) *existing* uses, in accordance with Section F.1.12 - Existing, Non-Complying and Non-Conforming Uses of Volume 1, and according to the requirements in Section 6.6.14.5 – Environmental Impact Statements;
- d) *passive recreation uses* and small scale *structures* for recreation uses (such as boardwalks, footbridges, fences, docks, and picnic facilities) where permitted by Conservation Authority policies; however, the *negative impacts* on these features should be minimized; and,
- e) infrastructure projects, in accordance with Section C.5.0 – Infrastructure of Volume 1.

6.6.14.3.2 New *development* and *site alteration* shall not be permitted within provincially significant wetlands or significant coastal wetlands.

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- 6.6.14.3.3 New *development* and *site alteration* shall not be permitted within *significant woodlands, significant valleylands, significant wildlife habitat* and *significant areas of natural and scientific interest* unless it has been demonstrated that there shall be no *negative impacts* on the natural features or on their *ecological functions*.
- 6.6.14.3.4 New *development* and *site alteration* shall not be permitted on *adjacent lands* to the natural heritage features and areas identified in Policies 6.6.14.3.2 and 6.6.14.3.3 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there shall be no *negative impacts* on the natural features or on their *ecological functions*.
- 6.6.14.3.5 New *development* or *site alteration* subject to Policies 6.6.14.3.3 and 6.6.14.3.4 requires, prior to approval, the submission and approval of an Environmental Impact Statement which demonstrates to the satisfaction of the City that:
- a) There shall be no *negative impacts* on the *Core Areas* or their *ecological functions*.
 - b) *Connectivity* between *Core Areas* shall be maintained, or where possible and deemed feasible to the satisfaction of the City, enhanced for the movement of surface and ground water, plants and wildlife across the landscape.
 - c) The removal of other natural features shall be avoided or minimized by the planning and design of the proposed use or *site alteration* wherever possible and deemed feasible to the satisfaction of the City.
- 6.6.14.3.6 An Environmental Impact Statement shall propose a *vegetation protection zone* which:
- a) has sufficient width to protect the *Core Area* and its *ecological functions* from impacts of the proposed land use or *site alteration* occurring during and after construction, and where possible and deemed feasible to the satisfaction of the City, restores or enhances the *Core Area* and/or its *ecological functions*; and,
 - b) is established to achieve, and be maintained as *natural self-sustaining vegetation*.
- 6.6.14.3.7 Where *vegetation protection zone* widths have not been specified by watershed and sub-watershed plans, secondary, Environmental assessments and other studies, the following *vegetation protection zone* widths shall be evaluated and addressed by Environmental Impact

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Statements. Other agencies, such as Conservation Authorities, may have different *vegetation protection zone* requirements.

- a) *Woodlands* – 10-metre *vegetation protection zone*, measured from the edge (drip line) of the *woodland*;
- b) *Significant woodlands* – 15-metre *vegetation protection zone*, measured from the edge (drip line) of the *significant woodland*;
- c) *Significant Valleylands* – As required by the relevant Conservation Authority; and,
- d) *Significant Habitat of Threatened or Endangered Species* and *Significant Wildlife Habitat*: the minimum *vegetation protection zone* shall be determined through Environmental Impact Statements, dependent on the sensitivity of the feature.

6.6.14.3.8 *Vegetation protection zone* widths greater or less than those specified in Policy 6.6.14.3.7 a) to d) above may be required if ecological features and functions warrant it, as determined through an approved Environmental Impact Statement. Widths shall be determined on a site-specific basis, by considering factors such as the sensitivity of the habitat, the potential impacts of the proposed land use, the intended function of the *vegetation protection zone*, and the physiography of the site.

6.6.14.3.9 Permitted uses within a *vegetation protection zone* shall be dependent on the sensitivity of the feature, and determined through approved studies. Generally, permitted uses within a *vegetation protection zone* shall be limited to low impact uses, such as vegetation restoration, resource management, and open space. Permitted uses within the *vegetation protection zone* shall be the same uses as those within the *Core Area* in Policy 6.6.14.3.1 and the *vegetation protection zone* should remain in or be returned to a natural state.

6.6.14.3.10 All plantings within *vegetation protection zones* shall use only non-invasive plant species native to Hamilton. The City may require that applicants for *development or site alteration*, as part of an Environmental Impact Statement, develop a restoration or management plan for the *vegetation protection zone*.

6.6.14.4 Linkages

Linkages are natural areas within the landscape that ecologically connect *Core Areas*. Connections between natural areas provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage

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System. The City recognizes the importance of *Linkages* shown on Schedule B – Natural Heritage System of Volume 1 in reducing the adverse impacts of habitat fragmentation on natural areas. Habitat fragmentation results in loss of species diversity and reduced ecosystem health and resilience. It is the intent of this policy that *Linkages* be protected, restored, and enhanced to sustain the Natural Heritage System wherever possible.

- 6.6.14.4.1 The City shall encourage the connection of *Core Areas* within the municipality and adjacent to its municipal boundaries through the identification of *Linkages* in Environmental Impact Statements, Secondary Plans, watershed plans, and other studies.
- 6.6.14.4.2 On its own properties, including road rights-of-way, utilities, major infrastructure facilities, and storm water management ponds the City shall enhance *Linkages* by restoring natural habitat, where appropriate. The City shall support the naturalization of vegetation in inactive sections of parks and open space areas, where appropriate.
- 6.6.14.4.3 The City shall require the incorporation of *Linkages* into a design of new *development* requiring approval by this Plan to retain and enhance the cultural, aesthetic, and environmental qualities of the landscape, wherever possible.
- 6.6.14.4.4 Since *linkages* are best enhanced and protected through larger-scale planning processes, Secondary Plans shall identify and evaluate *Linkages* in greater detail, including *Linkages* currently identified in Schedule B – Natural Heritage System of Volume 1 and those that may be newly identified through the planning process. *Linkages* shall be mapped in Secondary Plans and policies for their protection and enhancement included.
- 6.6.14.4.5 Where new *development* or *site alteration* is proposed within a *Linkage* in the Natural Heritage System as identified in Schedule B – Natural Heritage System of Volume 1, the applicant shall prepare a *Linkage* Assessment. On sites where an Environmental Impact Statement (EIS) is being prepared, the *Linkage* Assessment can be included as part of the EIS report. Any required *Linkage* Assessment shall be completed in accordance with Policy F.3.2.1.11 - *Linkage* Assessments of Volume 1.
- 6.6.14.4.6 *Linkage* Assessments shall include the following information:
 - a) identify and assess the *Linkage* including its vegetative, wildlife, and/or landscape features or functions;

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- b) assess the potential impacts on the viability and integrity of the *Linkage* as a result of the development proposal; and,
- c) make recommendations on how to protect, enhance or mitigate impacts on the *Linkage(s)* and its functions through planning, design and construction practices.

6.6.14.4.7 In addition to the *Linkages* identified on Schedule B – Natural Heritage System of Volume 1, there may be *Hedgerows* that are worthy of protection, especially where:

- a) they are composed of mature, healthy trees and generally provide a wide, unbroken linkage between *Core Areas*;
- b) there is evidence that wildlife regularly use them as movement corridors or habitat;
- c) they contain tree species which are threatened, endangered, special concern, provincially or locally rare; or,
- d) groupings of trees which are greater than 100 years old.

6.6.14.5 Environmental Impact Statements (EIS)

6.6.14.5.1 Any required Environmental Impact Statement shall be completed in accordance with Section F.3.2.1 - Environmental Impact Statements of Volume 1, Policies 6.6.14.5.2 to 6.6.14.5.5, including Table 1 of this Plan, and comply with all provisions of Section 6.6.14.3– Core Areas – Outside of Greenbelt Plan Area.

6.6.14.5.2 When a *development* proposal has the potential to negatively impact a *Core Area's* natural features or their *ecological functions*, the proponent shall be required to prepare an EIS to the satisfaction of the City in consultation with the relevant Conservation Authority. An EIS inventories and describes the existing *Core Areas* and *ecological functions* of the site in the context of the surrounding landscape. An EIS also assesses the potential *negative impacts* that proposed *development* may have on *Core Areas* and *Linkages* and provides recommendations on natural area boundaries, mitigation measures, and design measures to accommodate or enhance existing natural features and functions.

6.6.14.5.3 An EIS shall be required for *development* and *site alteration* proposed within or *adjacent* to a *Core Area*. *Adjacent lands* for features are defined in Table 1 below. The distances for *adjacent lands* provided in Table 1 are guidelines only and the City may require an EIS for development proposed

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outside of the *adjacent* area if it is anticipated that impacts may be far-reaching.

Table 1: *Adjacent Land Distances to Trigger an Environmental Impact Statement (for lands outside the Greenbelt Plan area)*

Natural Heritage Feature	Boundary Definition	Extent of Adjacent Lands (outside of Greenbelt)
<i>Significant Woodlands</i>	Defined by City of Hamilton	50 metres, measured from the dripline
<i>Significant Wildlife Habitat</i>	As defined by the Province and City of Hamilton.	50 metres
<i>Environmentally Significant Areas (ESAs)</i>	As defined by the City of Hamilton	50 metres

6.6.14.5.4 The EIS may be scoped to reflect the type of *development* being proposed and the sensitivity and special characteristics of the natural area. The applicant's ecological consultant shall prepare a Terms of Reference for the EIS, which outlines the proposed scope of the EIS study. The EIS Terms of Reference shall be completed to the satisfaction of the City, in consultation with the relevant Conservation Authority.

6.6.14.5.5 The EIS must be submitted as part of a complete *development* application to ensure that environmental impacts are considered early in the design process when there is the greatest opportunity to design in harmony with the natural environment. In no case shall an EIS be a condition of approval granted under the Planning Act and the completion of an EIS does not guarantee that the *development* application will be approved.

6.6.14.6 Tree and Woodland Protection

6.6.14.6.1 The City recognizes the importance of trees and *woodlands* to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests, including *significant woodlands*, wooded areas, *hedgerows*, and tree cover within urban and rural settlement areas.

6.6.14.6.2 Opportunities for tree planting on City-owned lands (such as lands designated Open Space and inactive portions of parks) shall be identified and implemented in co-operation with government agencies and local interest groups. In restoration efforts, the City shall plant only native species, preferably those of local origin.

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6.6.14.6.3 Where the City is undertaking infrastructure work, existing *woodland* resources shall be protected and preserved, where feasible. If it is necessary for infrastructure works to destroy any trees, excluding trees that are listed as *threatened or endangered species*, the City shall endeavour to compensate by re-planting on site and/or planting trees elsewhere.

6.6.15 Area Specific Policies**Area Specific Policy – Area A**

6.6.15.1 Notwithstanding Policy E.4.6.5 – Permitted Uses of Volume 1, for the lands located on the north side of Main Street West, between Pearl Street South and Ray Street South and on the south side of Main Street West, east of Locke Street South to just west of Queen Street South, designated Mixed Use – Medium Density, shown as Area A on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:

- a) Only the following uses shall be permitted:
 - i) small scale offices, medical office, personal services, financial establishments, live-work units, artists studios;
 - ii) institutional uses;
 - iii) arts and cultural uses;
 - iv) hotel;
 - v) *multiple dwellings*; and,
 - vi) *accessory uses*.
- b) In addition to the uses identified in a) above, a retail establishment and a restaurant shall also be permitted only within an existing building.
- c) Where a *multiple dwelling* is proposed, local commercial uses may also be permitted on the ground floor, subject to the provisions of Section E.3.8 – Local Commercial of Volume 1.
- d) Where live-work units are proposed, the following policies shall also apply:

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- i) Within live-work units only small-scale retail, small-scale offices, restaurants and home business uses shall be permitted;
- ii) Live-work units shall have commercial uses at grade, and have entrances accessible directly from a Major Arterial Road;
- iii) Residential access and commercial parking areas shall be separate, to avoid conflict of shared uses; and,
- iv) Residential amenity space may be accommodated through the provision of balconies or decks.

Area Specific Policy – Area B

6.6.15.2 Notwithstanding Policy 4.6.5 – Permitted Uses of Volume 1, for the lands located on the north side of Main Street West, between New Street and Pearl Street South and on the south side of Main Street West, east of Dundurn Street South to the properties west of Locke Street South, designated Mixed Use – Medium Density, shown as area B on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:

- a) Only the following uses shall be permitted:
 - i) small scale offices, medical office, personal services, financial establishments, live-work units, artists studios;
 - ii) institutional uses;
 - iii) arts and cultural uses;
 - iv) hotel;
 - v) *multiple dwellings*; and,
 - vi) *accessory uses*.
- b) Where a *multiple dwelling* is proposed, local commercial uses may also be permitted on the ground floor, subject to the provisions of Section E.3.8 – Local Commercial of Volume 1.
- c) Any proposed *development* on lands identified as Site Specific Policy B shall be in accordance with the relevant policies of this Plan.

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- d) Where live-work units are proposed, the following policies shall also apply:
- i) Within live-work units only small-scale retail, small-scale offices, restaurants and home business uses shall be permitted;
 - ii) Live-work units shall have commercial uses at grade, and have entrances accessible directly from a Major Arterial Road;
 - iii) Residential access and commercial parking areas shall be separate, to avoid conflict of shared uses; and,
 - iv) Residential amenity space may be accommodated through the provision of balconies or decks.

Area Specific Policy – Area C

6.6.15.3 Notwithstanding the maximum building height identified in Policy 6.6.5.5 b) – High Density Residential Designation and 6.6.6.1 b) – Mixed Use – Medium Density Designation of this Plan, shown as Areas C-1 to C-4 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:

- a) For the lands know municipally as 1 Lamoreaux Street, 5 Lamoreaux Street, 9 Lamoreaux Street, 15 Lamoreaux Street, 47 Strathcona Avenue North, 36 Margaret Street and 36 Ray Street South, designated High Density Residential, shown as Area Specific Policy C-1 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the maximum building height shall be 3 storeys.
- b) For the lands known municipally as: 250 – 252 Main Street West, 260 – 264 Main Street West, 54 Queen Street South, 36 Queen Street South, 34 Queen Street South, 131-133 George Street, 137 George Street, 257-259 Main Street West, 255 Main Street West, 235 Main Street West, 74 Queen Street South, designated Mixed Use – Medium Density, shown as Area Specific Policy C-2 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the maximum building height shall be 4 storeys.
- c) For the lands know municipally as 37 Strathcona Avenue North, designated High Density Residential, shown as Area Specific Policy C-3 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the maximum building height shall be 5 storeys.

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- d) For the lands know municipally as 179 George Street and 180 George Street, designated High Density Residential, shown as Area Specific Policy C-4 on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the maximum building height shall be 8 storeys.

Site Specific Policy – Area D

- 6.6.15.4 For lands shown as Site Specific Policy Area D, on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, designated Institutional, and known municipally as 69 Pearl Street North, Policy E.6.2.5 b) of Volume 1 shall not apply.

Area Specific Policy – Area E

- 6.6.15.5 Notwithstanding Policy 6.6.5.3 – Low Density Residential 3 Designation of this Plan, for the lands located on the south side of York Boulevard, between Strathcona Avenue North and including both sides of Inchbury Street, designated Low Density Residential 3, shown as Area E on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:

- a) Only the following uses shall be permitted:
- i) existing residential dwellings, including additions thereto;
 - ii) *accessory* uses.
- b) In addition to a) above, *multiple dwellings* shall also be permitted, subject to a Zoning By-law Amendment and the following policies:
- i) Where a proposed *multiple dwelling* abuts existing residential development, the proposed *development* shall:
 - 1) Require comprehensive *development* through lot assembly in order to accommodate the proposed *multiple dwelling* and the required *compatibility* through design;
 - 2) Transition in height to the adjacent residential use(s);
 - 3) Demonstrate that the height, scale and massing of the proposed *multiple dwelling* is *compatible* with the adjacent residential use(s);

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- 4) Promote *compatibility* with the adjacent residential uses(s) with respect to shadowing, overlook, noise, lighting and parking;
 - 5) Submit an Urban Design Brief that addresses design issues, including *compatibility* with lower density residential built forms; and,
 - 6) A scoped *cultural heritage impact assessment* shall also be required, consistent with Policy 6.6.11.4 b) i) to iv) of this Plan.
- c) The policies of Section 6.6.5.5 of this Plan shall also apply where a *multiple dwelling* is proposed.
 - d) Where a *multiple dwelling* is proposed, local commercial uses may also be permitted on the ground floor, subject to the provisions of Section E.3.8 – Local Commercial of Volume 1.

Site Specific Policy – Area F

6.6.15.7 Notwithstanding Policy 6.6.6.2 d) – Strathcona Neighbourhood Node: Mixed Use – Medium Density, a gas bar shall also be permitted on the property located at 648 King Street West, designated Mixed Use – Medium Density, shown as Area F on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan.

Site Specific Policy – Area G

6.6.15.8 In addition to Policy E.3.6.2 – High Density Residential of Volume 1, for the property located at 398 King Street West, designated High Density Residential, shown as Area G on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, a wellness centre and two emergency shelters shall also be permitted.

Site Specific Policy – Area H

6.6.15.9 For the property located at 16 Strathcona Avenue South, designated Low Density Residential 3, shown as Area H on Map B.6.6-1 Strathcona Secondary Plan: Land Use Plan, the following shall apply:

- a) In addition to Policy E.3.4.3 – Low Density Residential of Volume 1 and Policy 6.6.5.3 a) of this Plan and notwithstanding policy E.3.4.4 of Volume 1 and Policy 6.6.5.3 b) of this Plan, a multiple dwelling containing a maximum of five dwelling units shall also be permitted; and,

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- b) Notwithstanding Policy E.3.4.5 of Volume 1 and Policy 6.6.5.3 c) of this Plan, the maximum building height shall be four storeys.

6.6.16 Glossary

In addition to Chapter G – Glossary of Volume 1, the following definitions shall also apply:

Core Areas: means key natural heritage features, key hydrologic features, and local natural areas.

Development (Urban): means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act but does not include:

- a) activities that create or maintain infrastructure used by a public body and authorized under an environment assessment process; or,
- b) works subject to the Drainage Act. (PPS, 2005, amended)

Environmentally Significant Areas (ESAs): means locally significant areas that meet any one of the following criteria:

- a) the area is a good representative of a biotic community characteristic of the natural landscapes of the City and not adequately represented in existing protected areas or the area is a good representative of pre-settlement biotic community;
- b) there are biotic communities that are rare in the City, Province, or Canada;
- c) the area is a large natural area (20 hectares or more in size); it may be sufficiently large to provide habitat for species requiring large habitat areas;
- d) there is habitat for species considered significant in the City, Province, or Canada;
- e) the site fulfills a significant hydrological function (groundwater recharge or discharge, ground or surface water quality, or flood attenuation);
- f) the site contains a regionally significant earth science Area of Natural and Scientific Interest (ANSI);

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- g) there is a high diversity of native species or biotic communities;
- h) the area provides *essential* habitat for the continuation of species; for example, significant areas of species concentrations, areas *essential* for certain stage of the life cycle, source areas for species;
- i) there are significant seasonal concentrations of wildlife;
- j) the area acts as a link between natural areas or functions as a corridor for wildlife;
- k) the area is in good natural condition, with few non-native species, particularly invasive non-natives; or,
- l) the area contains significant *fish habitat*.

Key Hydrologic Features: these features mean:

- a) Permanent and *intermittent streams*;
- b) *Lakes* (and their *littoral zones*);
- c) *Seepage areas and springs*; and,
- d) *Wetlands*.

Key Natural Heritage Features: means the following:

- a) *Significant habitat of endangered and threatened species*;
- b) *Fish habitat*;
- c) *Wetlands*;
- d) *Life Science Areas of Natural and Scientific Interest (ANSIs)*;
- e) Significant valleylands;
- g) *Significant wildlife habitat*;
- h) *Sand barrens, savannahs, and tallgrass prairies*; and
- i) *Alvars*.

Linkages: means natural areas within the landscape that ecologically connect *Core Areas*. They are avenues along which plants and animals can propagate, genetic interchange can occur, populations can move in response to environmental changes and life cycle requirements, and species can be replenished from other natural areas. Conserving linkages also protects and enhances *Core Areas*.

Significant Wildlife Habitat: means wildlife habitat areas which are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. Significant Wildlife Habitat

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will be identified based on criteria established by the Province. (PPS, 2005)

Significant Woodland: means an area which is ecologically important in terms of:

- a) Features such as species composition, age of trees, stand history;
- b) Functionally important due to its contribution to the broader landscape because of its location, size, or due to the amount of forest cover in the planning area; and
- c) Economically important due to site quality, species composition or past management history. (PPS, 2005)

In the City of Hamilton, significant woodlands must meet two or more of the following criteria:

Criterion	Description												
Size	<table border="1" data-bbox="769 947 1219 1283"> <thead> <tr> <th data-bbox="769 947 980 1094">Forest Cover (by planning unit)</th> <th data-bbox="980 947 1219 1094">Minimum patch size for significance</th> </tr> </thead> <tbody> <tr> <td data-bbox="769 1094 980 1136">< 5 %</td> <td data-bbox="980 1094 1219 1136">1 ha.</td> </tr> <tr> <td data-bbox="769 1136 980 1178">5-10 %</td> <td data-bbox="980 1136 1219 1178">2 ha.</td> </tr> <tr> <td data-bbox="769 1178 980 1220">11-15 %</td> <td data-bbox="980 1178 1219 1220">4 ha.</td> </tr> <tr> <td data-bbox="769 1220 980 1262">16-20 %</td> <td data-bbox="980 1220 1219 1262">10 ha.</td> </tr> <tr> <td data-bbox="769 1262 980 1283">21-30 %</td> <td data-bbox="980 1262 1219 1283">15 ha.</td> </tr> </tbody> </table> <p data-bbox="703 1325 1289 1398">Woodlands shall meet a minimum average width of 40 metres.</p>	Forest Cover (by planning unit)	Minimum patch size for significance	< 5 %	1 ha.	5-10 %	2 ha.	11-15 %	4 ha.	16-20 %	10 ha.	21-30 %	15 ha.
Forest Cover (by planning unit)	Minimum patch size for significance												
< 5 %	1 ha.												
5-10 %	2 ha.												
11-15 %	4 ha.												
16-20 %	10 ha.												
21-30 %	15 ha.												
Interior Forest	Woodlands that contain interior forest habitat. Interior forest habitat is defined as 100 metres from edge.												
Proximity/ <i>Connectivity</i>	Woodlands that are located within 50 metres of a significant natural area (defined as <i>wetlands</i> 0.5 hectares or greater in size, <i>ESAs</i> , <i>PSWs</i> , and <i>Life Science ANSIs</i>).												

Appendix "A"Volume 2, Chapter B – Hamilton Secondary Plans
Strathcona Secondary Plan

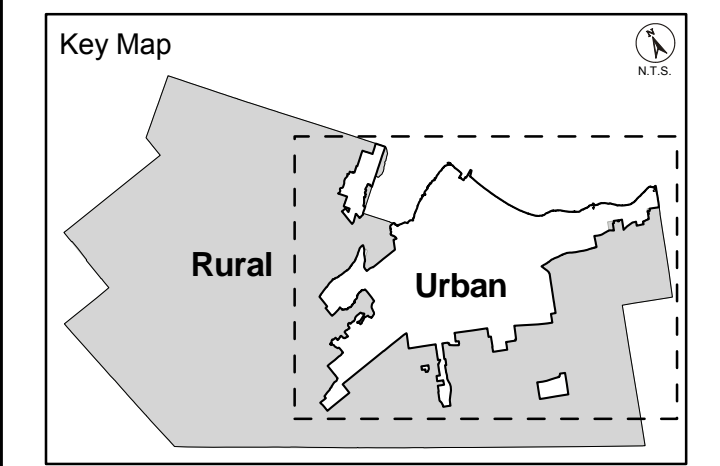
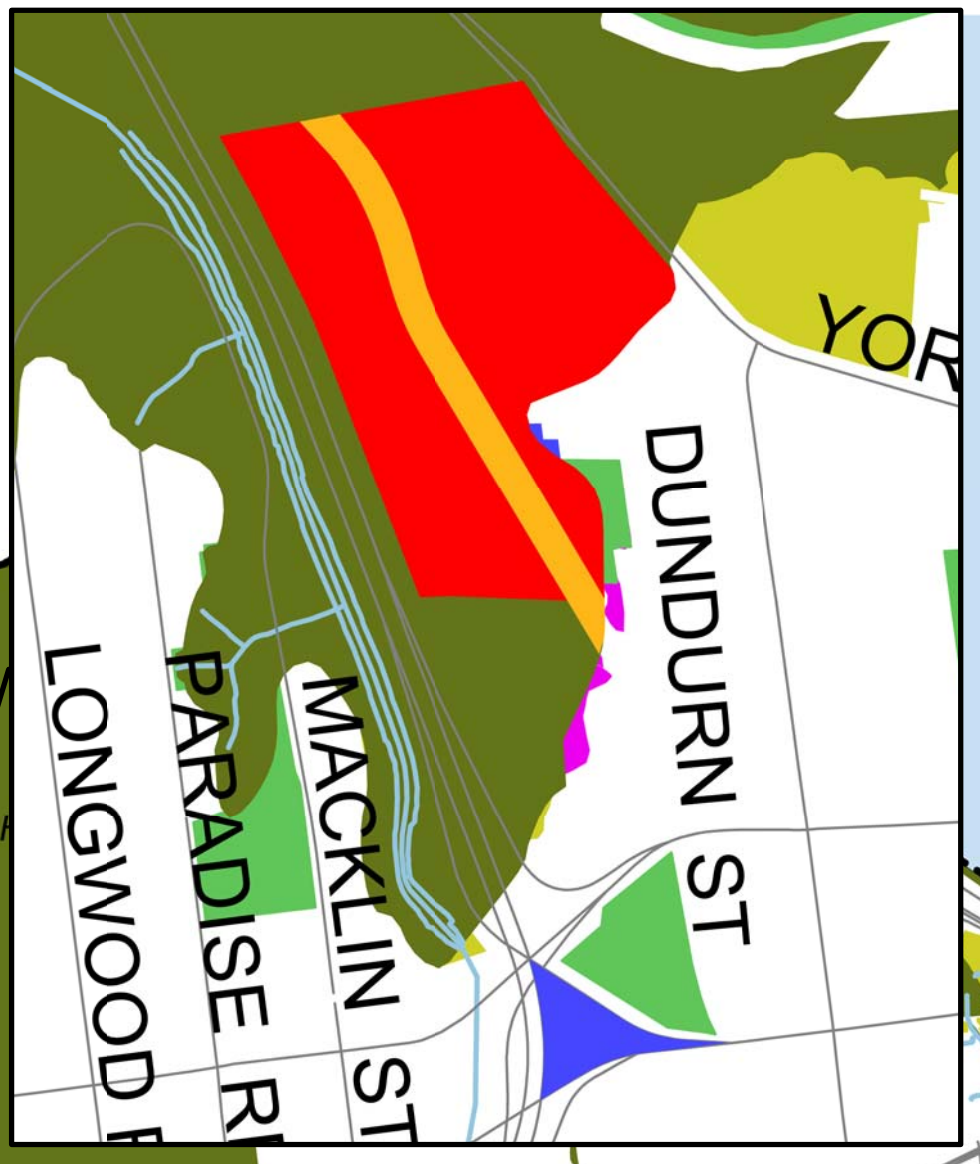
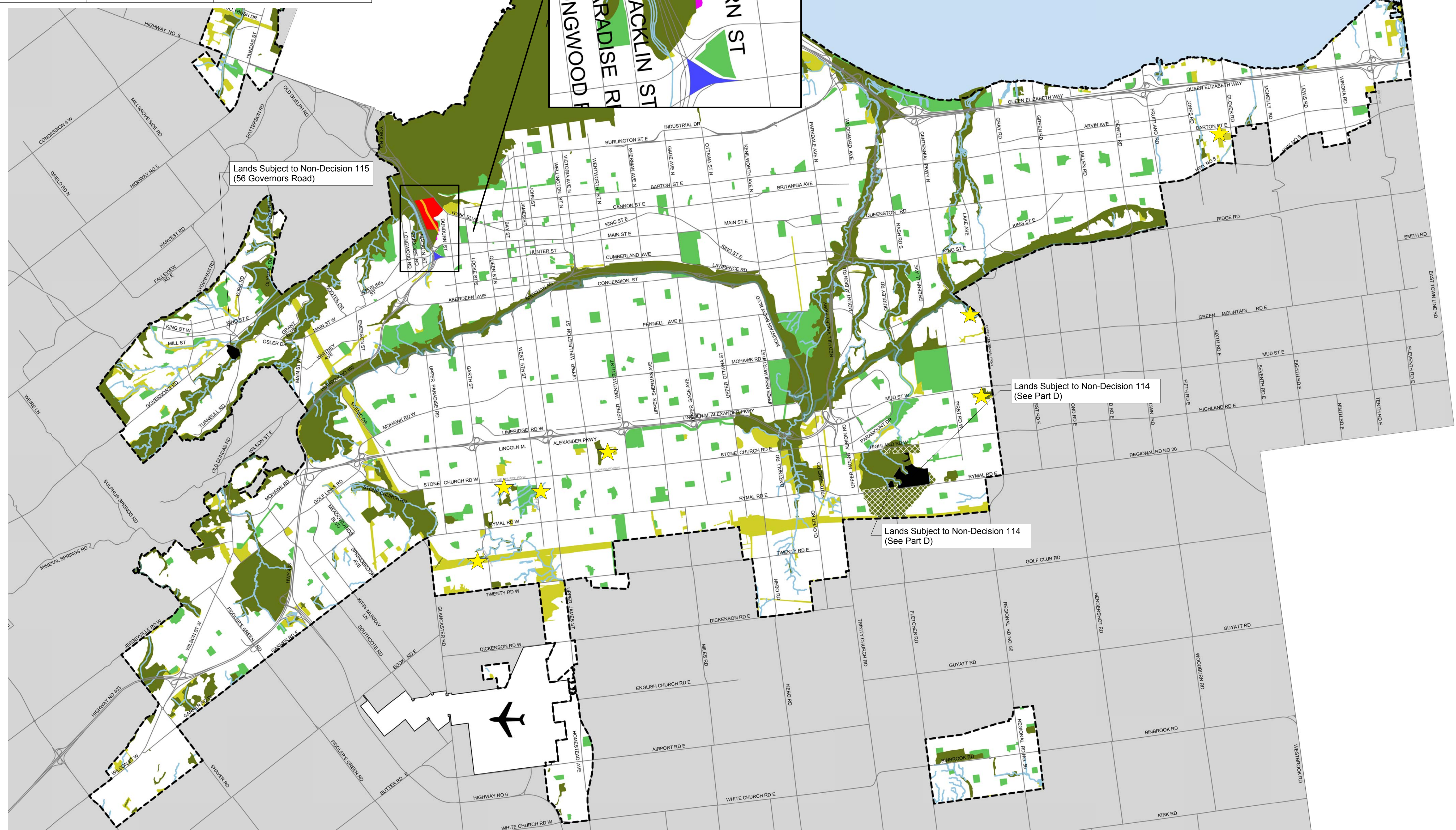
Proximity to Water	Woodlands where any portion is within 30 metres of any hydrological feature, including all streams, headwater areas, <i>wetlands</i> , and <i>lakes</i> .
Age	Woodlands with 10 or more native trees/hectare greater than 100 years old.
Rare Species	Any woodland containing threatened, endangered, special concern, provincially or locally rare <i>species</i> .

Wildlife Habitat: means areas where plants, animals, and other organisms live, and find adequate amounts of food, water, shelter, and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS, 2005)

Appendix B
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

- "Core Area" to be deleted and "Parks & General Open Space" to be added
- "Linkage" to be deleted
- "Parks & General Open Space" to be added
- "Core Area" to be deleted

Date: September 2013 Revised By: KM/LMM Reference File No.: OPA-U-___(H)



Note: For Rural Natural Heritage Features refer to Schedule B of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ Lands Under Appeal

- 305 Stone Church Road West
- 313 Stone Church Road East & lands bounded by Stone Church Road East, Upper Wellington Street, Lincoln M Alexander Parkway and Upper Wentworth Street
- 0 Upper Centennial Parkway
- 860, 884 Barton Street East
- 0 Upper Paradise Road
- 1125 West 5th Street
- 13 Mud Street West (Penny Lane Estates)
- Portion of 619 Centre Road

Legend

- Core Areas
- Area Specific Policy - USC-1 and USC-2 in Volume 3
- Linkages
- Parks & General Open Space (Excluding Parkettes)
- Streams

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Schedule B
Natural Heritage System**



Appendix C
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan



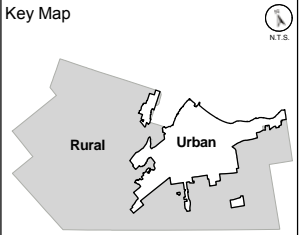
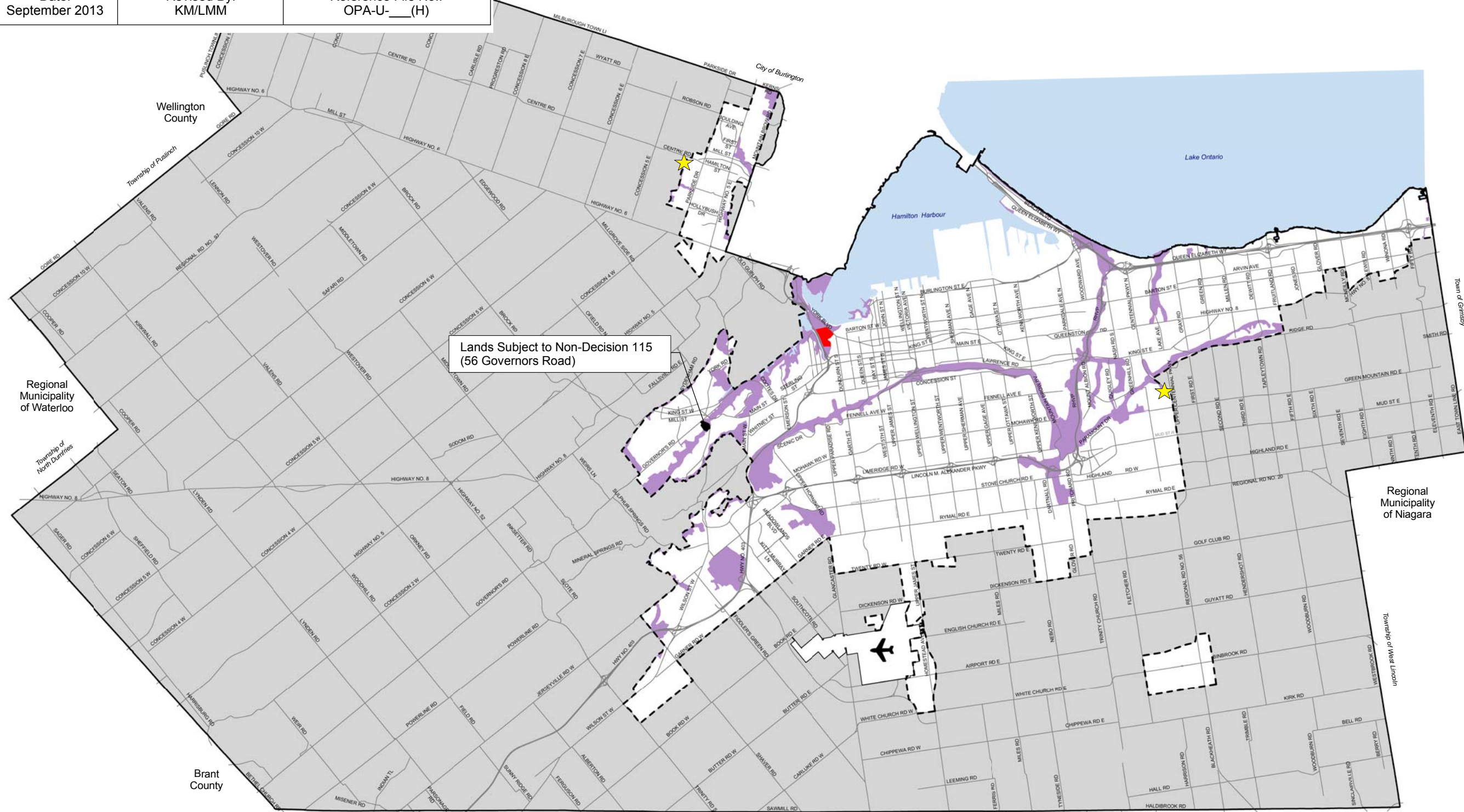
"Local Natural Area Environmentally Significant Area" to be deleted

Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-___(H)

Regional
Municipality
of Halton



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-6 of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

★ Land Under Appeal

- 0 Upper Centennial Parkway
- Portion of 619 Centre Road

Legend

Local Natural Area Environmentally Significant Area

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

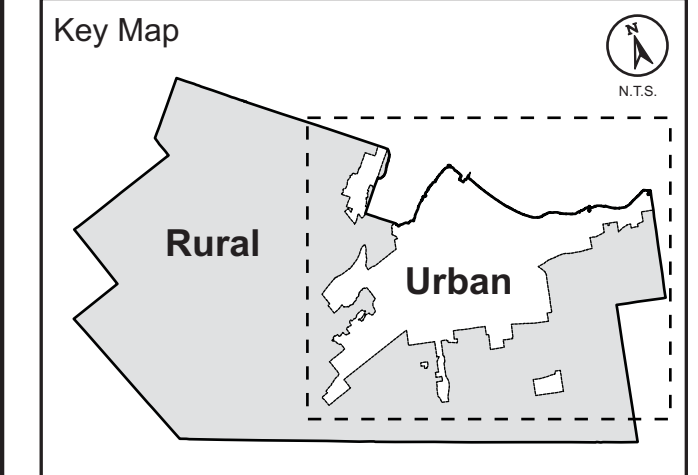
Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas



APPEALS

- - - - - The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.
- ★ **Lands Under Appeal**
 - 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Offield Road and 20 Rifle Range Road (AWW Lands)
 - 272 First Road West (PIN No. 170971125)
 - Highland Road and Mud Street (West side of Upper Centennial)
 - 0 Rymal Road East (PIN No. 170840029)
 - 2100-2190 Rymal Road East
 - 90 Glover Road (PIN No. 170840030)
 - 212 Glover Road (PIN No. 170840059)
 - 330 Nash Road (PIN No. 172950008)
 - 2782 Barton Street East (PIN No. 173120139)
 - Portion of 619 Centre Road



Note: For Rural Land Use Designations, refer to Schedule D of the Rural Hamilton Official Plan.

Legend

- Neighbourhoods
- Open Space
- Institutional
- Utility

Commercial and Mixed Use Designations

- Downtown Mixed Use Area
- Mixed Use - High Density
- Mixed Use - Medium Density
- District Commercial
- Arterial Commercial

Employment Area Designations

- Industrial Land
- Business Park
- Airport Business Park
- Shipping & Navigation

ALL LANDS UNDER APPEAL

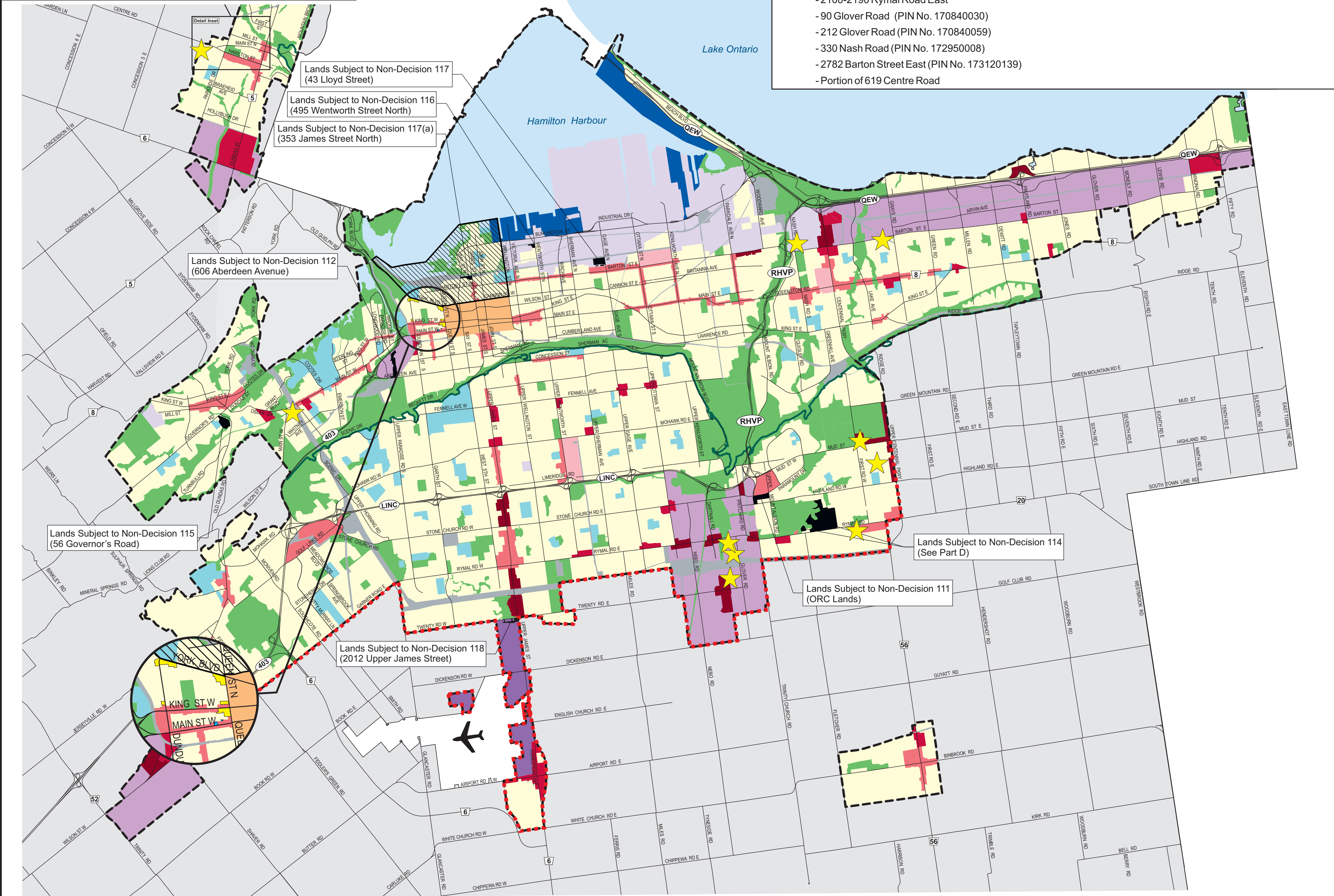
Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Lands Subject to Non Decision 113 West Harbour Setting Sail

Appendix D
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

Lands to be redesignated from "Neighbourhoods" to "Mixed Use - Medium Density"
 Lands to be redesignated from "Mixed Use - Medium Density" to "Neighbourhoods"

Date: September 2013
 Revised By: KML/MM
 Reference File No.: OPA-U-___(H)



Council Adoption: July 9, 2009
 Ministerial Approval: March 16, 2011
 Effective Date: August 16, 2013

Urban Hamilton Official Plan Schedule E-1 Urban Land Use Designations

Not To Scale


Date: Aug. 16, 2013

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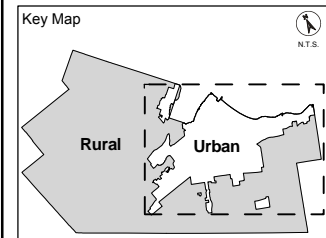
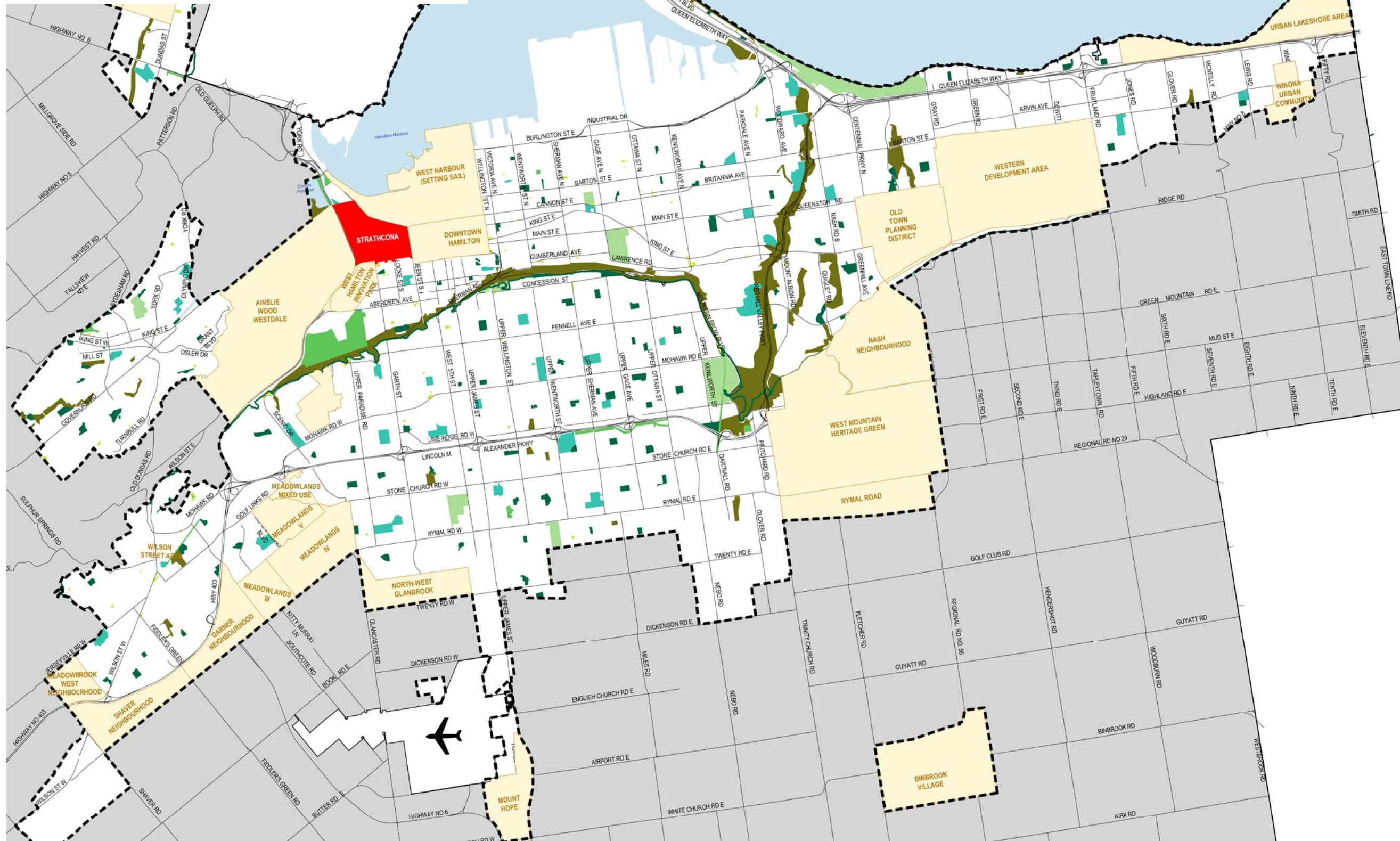
Appendix E
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

 Parks to be deleted and lands to be identified as "Strathcona Secondary Plan" Area and "Strathcona" Label to be added

Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-___(H)















Note: For Rural Parks Classification Designations, refer to Appendix A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1


Legend

-  Secondary Plans
- Parks Classification**
-  Parkette
-  Neighbourhood
-  Community
-  City Wide
-  General Open Space
-  Natural Open Space
- Other Features**
-  Rural Area
-  John C. Munro Hamilton International Airport
-  Niagara Escarpment
-  Urban Boundary
-  Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix A
Parks Classification Map
(Parks Outside of Secondary Plans)**

Not To Scale



Date: August 16/13
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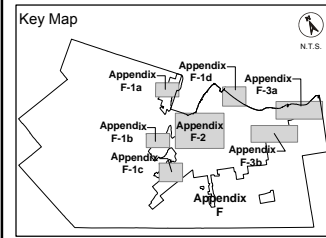
Appendix F
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

"Cultural Heritage Resources" to be deleted and
reference to "See Volume 2, Appendix
B-Strathcona Secondary Plan: Cultural Heritage
Resources" to be added

Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-___(H)



Note: For a detailed view of Cultural Heritage Resources, refer to Appendices F-1, F-2 & F-3.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1



Lands Subject to Non-Decision 115
(56 Governors Road)

Legend

- Cultural Heritage Landscapes
- Individually Designated Properties
- Heritage Conservation Districts
- Municipal Easements (Part IV)
- Ontario Heritage Trust Easements (Part V)

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix F
Cultural Heritage Resources**



Appendix G
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

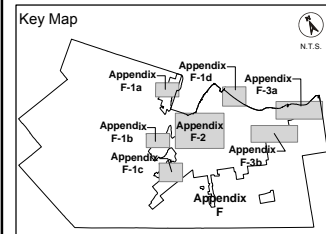
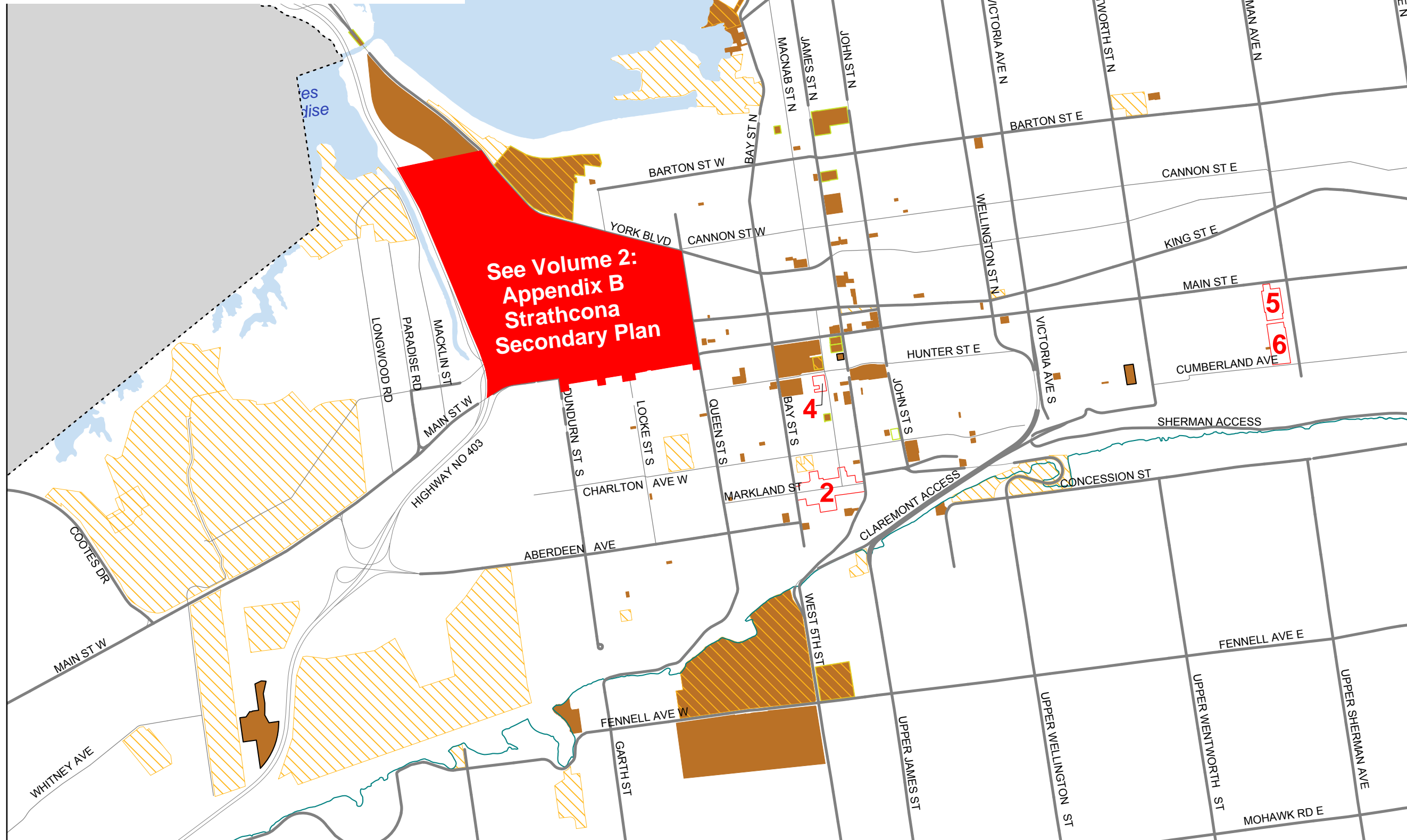
"Cultural Heritage Resources" to be deleted and reference to "See Volume 2, Appendix B-Strathcona Secondary Plan: Cultural Heritage Resources" to be added



Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-___(H)



Note: For a detailed view of Cultural Heritage Resources, refer to Appendices F-1, F-2 & F-3.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Cultural Heritage Landscapes
- Individually Designated Properties (Part IV)
- Heritage Conservation Districts (Part V)
 - 2 Durand-Markland
 - 4 MacNab-Charles
 - 5 St Clair Ave
 - 6 St Clair Blvd
- Municipal Easements (Part IV)
- Ontario Heritage Trust Easements

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Appendix F-2
Area Specific Cultural Heritage Resources**

Not To Scale
Date: August 16/13
Hamilton
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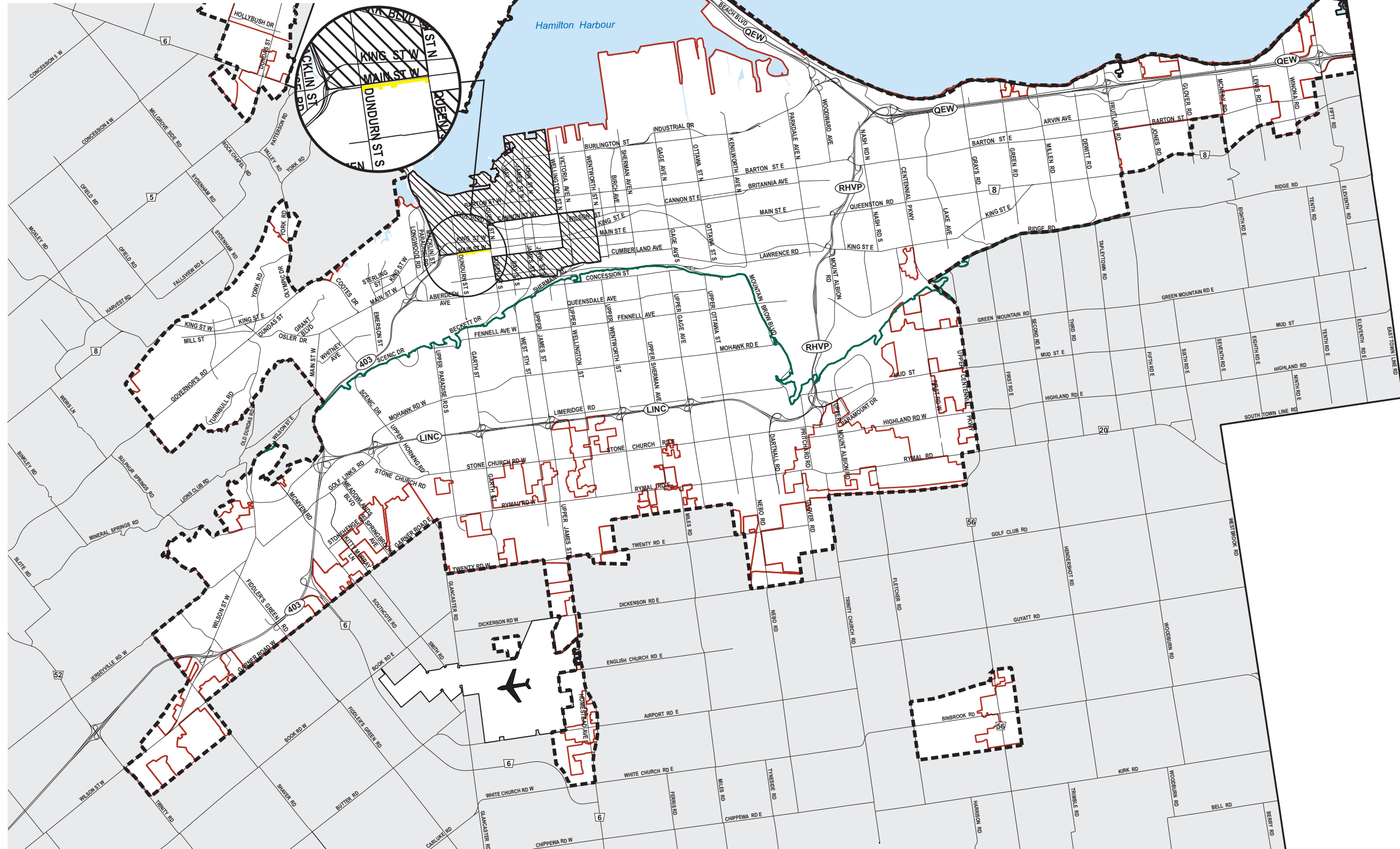
Appendix H
DRAFT Amendment No. ____
to the Urban Hamilton Official Plan

Lands to be identified as "Central Area"

Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-____(H)



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Built Boundary
- Built-up Area
- Central Area
- Other Features**
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

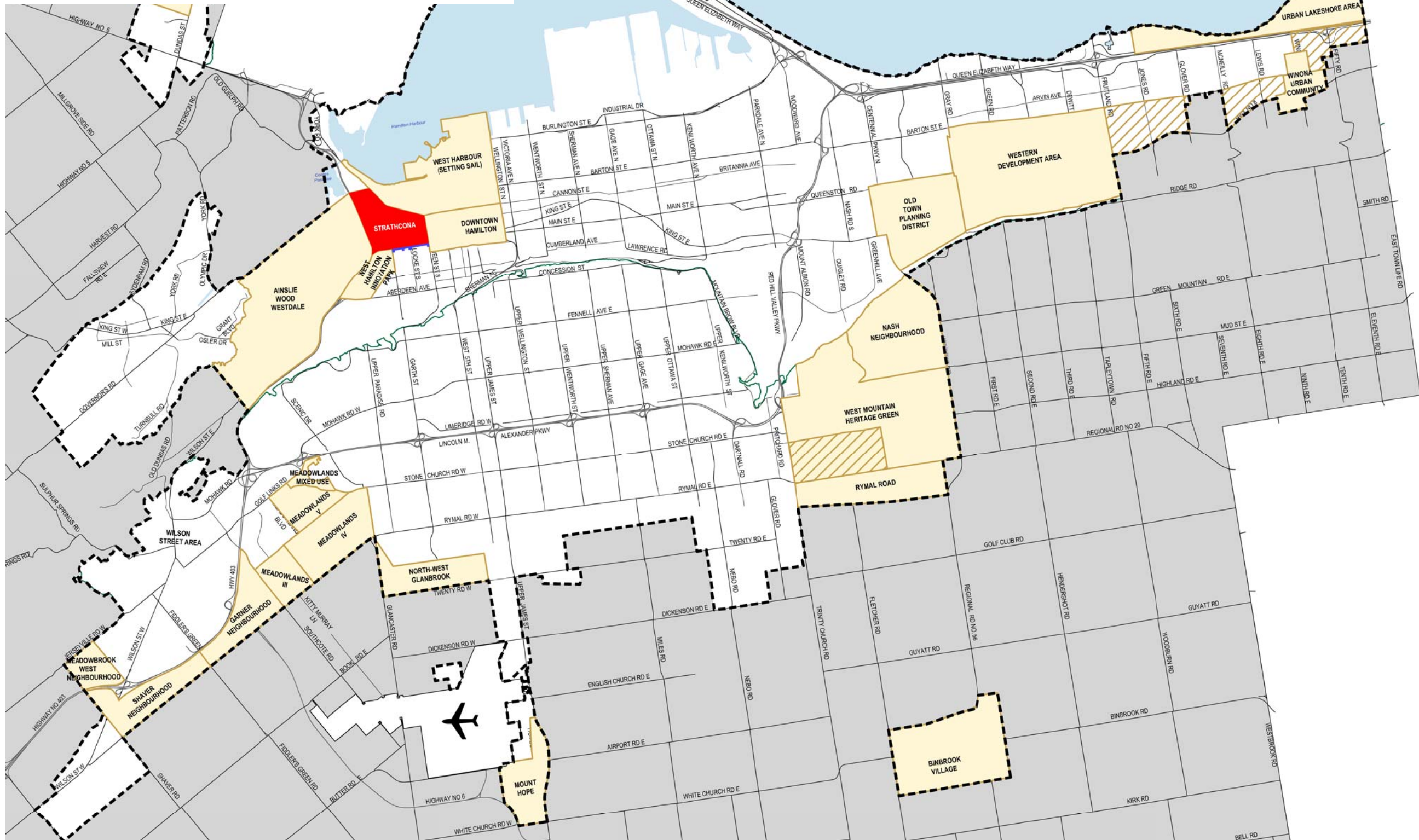
**Urban Hamilton Official Plan
Appendix G
Boundaries Map**



Appendix I
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

- "Pending Secondary Plan Area" to be deleted and lands to be identified as "Secondary Plan Area" and "Strathcona" label to be added
- Lands to be identified as "Strathcona Secondary Plan Area"

Date: September 2013	Revised By: KM/LMM	Reference File No.: OPA-U-___(H)
-------------------------	-----------------------	-------------------------------------



APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Secondary Plan Area
- Pending Secondary Plan Areas

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary (LEGEND)
- Municipal Boundary

Council Adopted: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Volume 2: Appendix A
Secondary Plans Index Map**



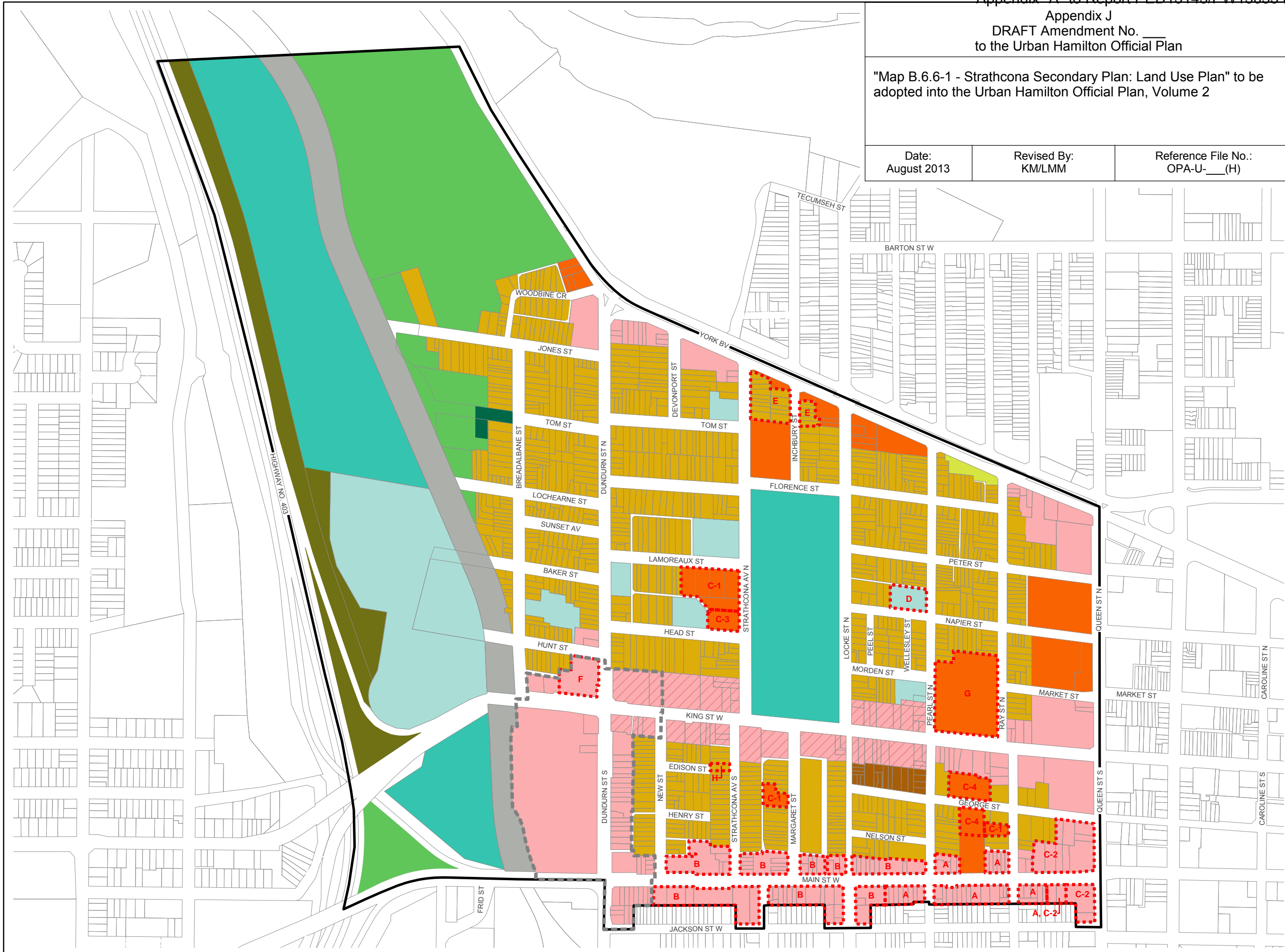
Appendix J
 DRAFT Amendment No. ____
 to the Urban Hamilton Official Plan

"Map B.6.6-1 - Strathcona Secondary Plan: Land Use Plan" to be adopted into the Urban Hamilton Official Plan, Volume 2

Date:
 August 2013

Revised By:
 KMLMM

Reference File No.:
 OPA-U-____(H)



Legend

- Residential Designations**
- Low Density Residential 3
 - Medium Density Residential 2
 - High Density Residential
- Commercial and Mixed Use Designations**
- Mixed Use - Medium Density
- Parks and Open Space Designations**
- Parkette
 - Neighbourhood Park
 - Community Park
 - General Open Space
 - Natural Open Space
- Other Designations**
- Institutional
 - Utility
- Other Features**
- Pedestrian Predominant
 - Area or Site Specific Policy
 - Neighbourhood Node
 - Secondary Plan Boundary

Urban Hamilton Official Plan
Strathcona
Secondary Plan
 Land Use Plan
 Map B.6.6-1

Not To Scale



Date: August 1, 2013

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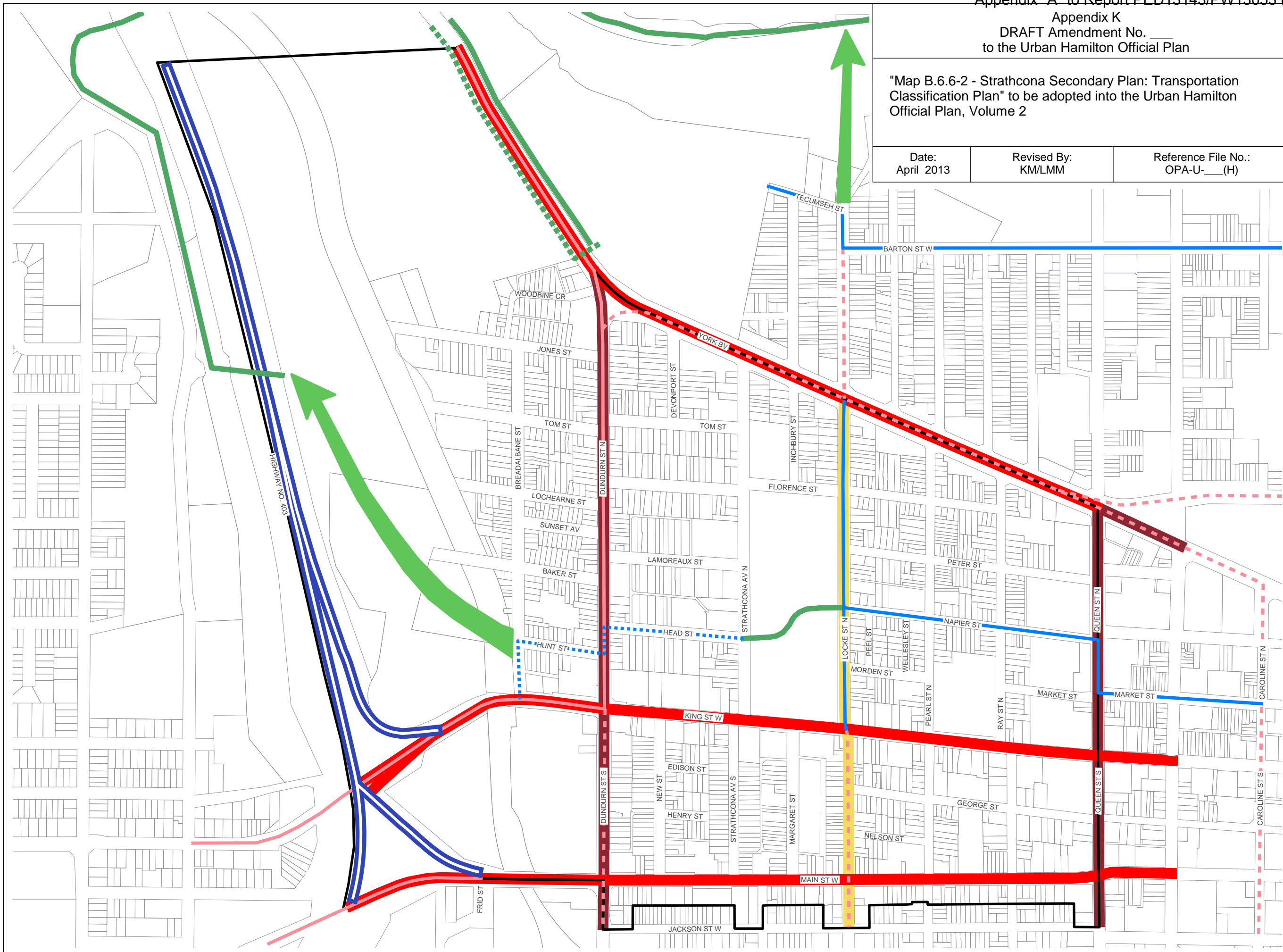
Appendix K
 DRAFT Amendment No. ____
 to the Urban Hamilton Official Plan

"Map B.6.6-2 - Strathcona Secondary Plan: Transportation Classification Plan" to be adopted into the Urban Hamilton Official Plan, Volume 2

Date:
 April 2013

Revised By:
 KMLMM

Reference File No.:
 OPA-U-____(H)



Legend

Road Classification

- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Provincial Highway (controlled access)

Existing Trails

- Existing Signed Bike Route
- - - Proposed Signed Bike Route
- Existing Bike Lane
- - - Proposed Bike Lane
- Existing Multi-Use Path
- - - Future Multi-Use Path
- ➔ Future Multi-Use Connection

Other Features

- Secondary Plan Boundary

Urban Hamilton Official Plan
Strathcona
Secondary Plan
 Transportation Classification Plan
 Map B.6.6-2



Not To Scale



Date: May 2, 2013

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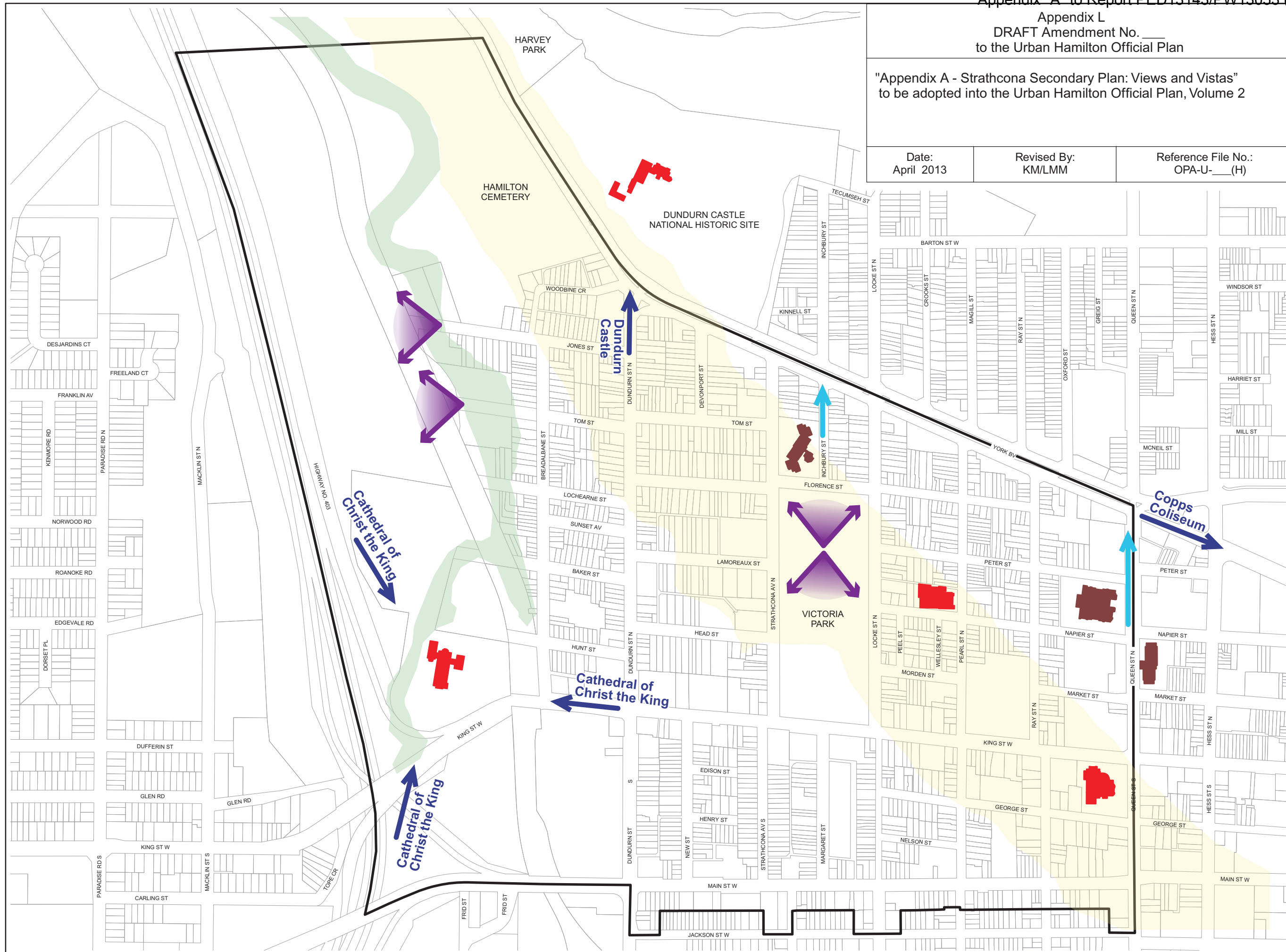
Appendix L
 DRAFT Amendment No. ____
 to the Urban Hamilton Official Plan

"Appendix A - Strathcona Secondary Plan: Views and Vistas"
 to be adopted into the Urban Hamilton Official Plan, Volume 2

Date:
 April 2013

Revised By:
 KM/LMM

Reference File No.:
 OPA-U-____(H)



Legend

- View of Harbour
- View of Landmark Building
- Panoramic View
- High Buildings (10 storeys or higher)
- Landmark Buildings
- Bluffs (Drop approximately 20m to the North and to the West)
- Iroquois Beach Ridge (Ridge of high land 32-36m above harbour water level)

Other Features:

- Secondary Plan Boundary

**Urban Hamilton Official Plan
 Strathcona Secondary Plan
 Views and Vistas
 Appendix A**

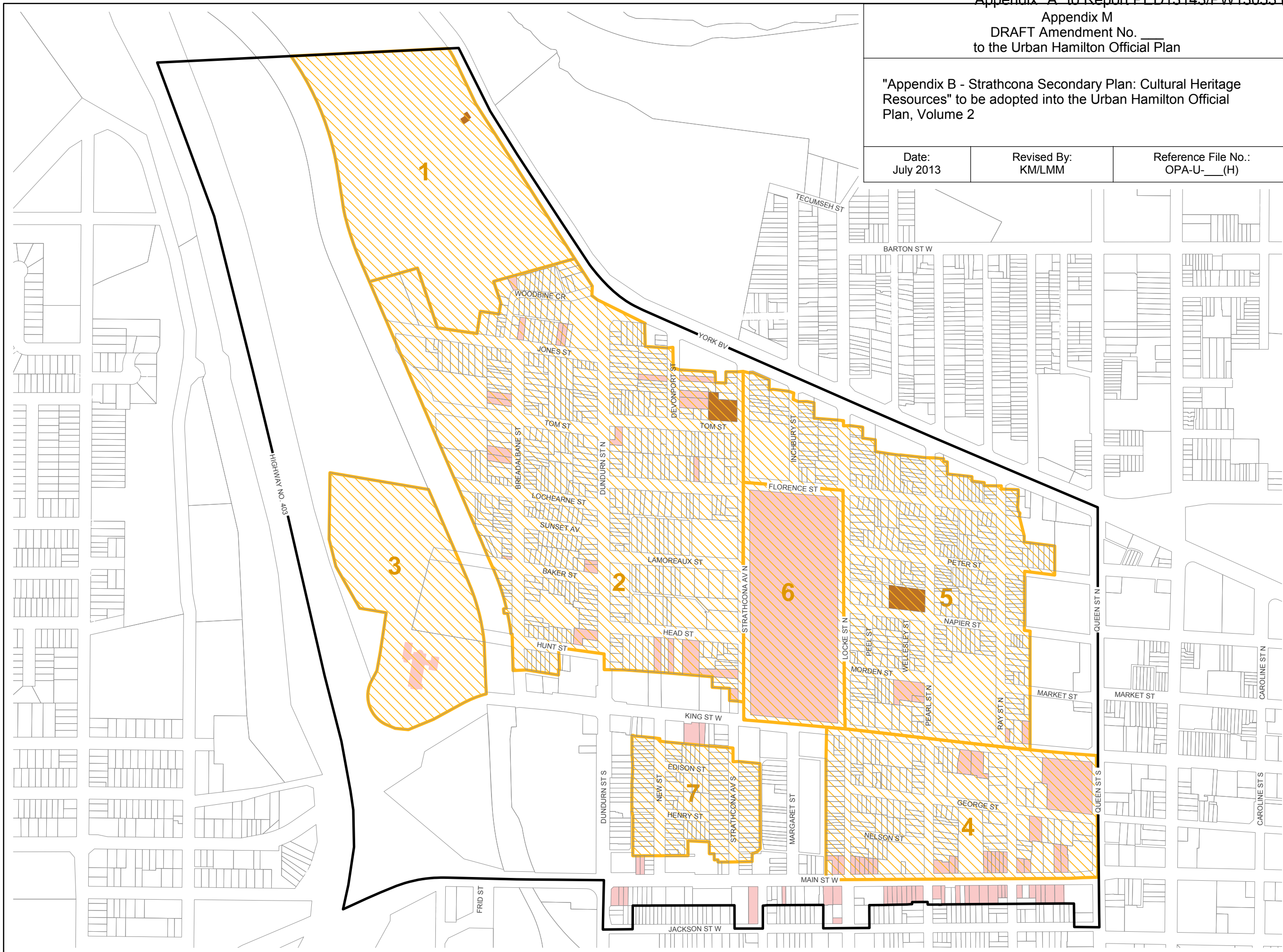
Appendix M
 DRAFT Amendment No. ____
 to the Urban Hamilton Official Plan

"Appendix B - Strathcona Secondary Plan: Cultural Heritage Resources" to be adopted into the Urban Hamilton Official Plan, Volume 2




Date:
 July 2013

Revised By:
 KML/MM


Reference File No.:
 OPA-U-____(H)



Legend

-  Designated under the *Ontario Heritage Act*
-  Listed in Volume 2: *Inventory of Buildings or Architectural and/or Historical Interest and Cultural Heritage Landscapes*
-  Cultural Heritage Landscapes
 1. Hamilton's Cemetery
 2. MacNab's Survey
 3. Cathedral of Christ the King
 4. Mill's Survey
 5. Arnold's Survey
 6. Victoria Park
 7. New - Beasley

Other Features

-  Secondary Plan Boundary

Urban Hamilton Official Plan
Strathcona
Secondary Plan
 Cultural Heritage Resources
 Appendix B



Not To Scale



Date: July 16, 2013

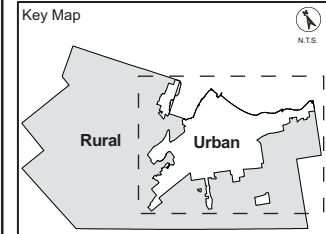
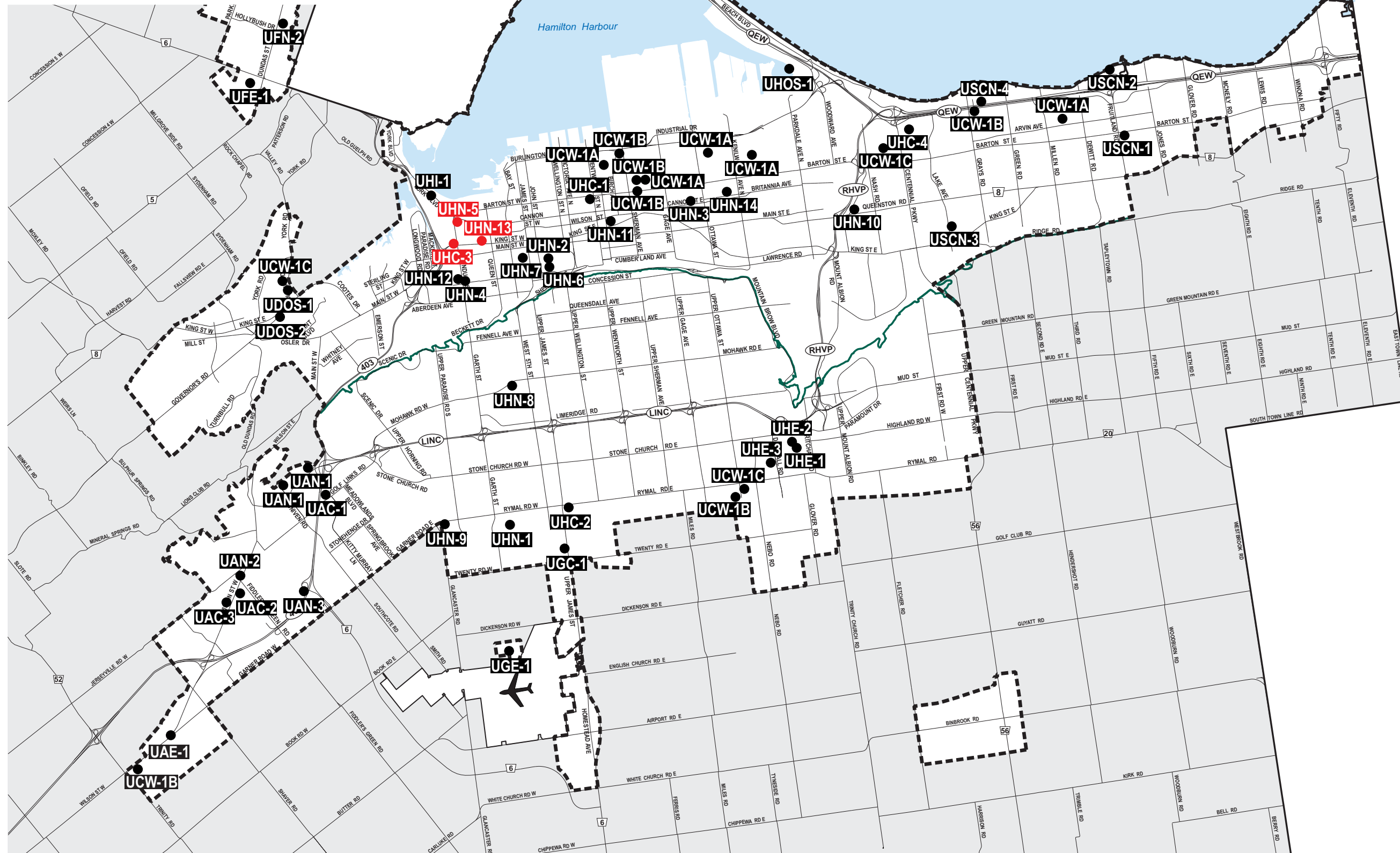
Appendix N
DRAFT Amendment No. ___
to the Urban Hamilton Official Plan

■ Site Specifics "UHC-3", "UHN-5" and "UHN-13" to be deleted

Date:
September 2013

Revised By:
KM/LMM

Reference File No.:
OPA-U-___(H)



Note: For Rural Site Specific Areas, refer to Volume 3: Appendix A of the Rural Hamilton Official Plan.

APPEAL

The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal – see illustration on Schedules E and E-1, Volume 1

Legend

- Site Specific Areas (SSA)
- U- Refers to Urban Site Specific Area #, Volume 3, Chapter B
- Other Features**
- Rural Area
- ✈ John C. Munro Hamilton International Airport
- Niagara Escarpment
- - - Urban Boundary
- Municipal Boundary

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

**Urban Hamilton Official Plan
Volume 3: Map 2
Urban Site Specific Key Map**



STRATHCONA SECONDARY PLAN

URBAN DESIGN GUIDELINES

Hamilton, Ontario

July 2013



Prepared for:
The City of Hamilton



Prepared by:
Bogdan Newman Caranci Inc.



This document has been prepared by:
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NEWMAN
CARANCI
INC.** Architects
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Hamilton

DISCLAIMER

The text and images contained in this document reflect a conceptual representation of the intended vision and character of proposed development within Strathcona. These guidelines incorporate current City standards, as applicable, at the time of approval of this document.

The guidelines depicted in this document are for the use of the original residential developer(s)/builder(s). Subsequent owners are encouraged to abide by these guidelines should any alteration be contemplated to a building as originally approved. Owners are responsible for ensuring that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

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SECTION 1 INTRODUCTION

1.1 Study Area and Context

1.2 Background Review

1.3 Purpose of the Guidelines

1.1 STUDY AREA AND CONTEXT

The following document is a series of urban design guidelines intended to guide development within the Strathcona neighbourhood, which falls within the urban boundary of the City of Hamilton. (Refer to Fig.1.0) The Strathcona Secondary Plan Study Area is bound by Highway 403 on the west, and York Boulevard, Main Street West and Queen Street on the north, south and east respectively. It is an urban neighbourhood which is located west of downtown Hamilton.

It is characterized as a stable residential neighbourhood with historic significance containing a variety of housing types and densities ranging from detached single family homes, to multi-unit apartment blocks. In addition to the residential land use, the Strathcona neighbourhood also consists of a number of institutional uses including schools, places of worship and retirement facilities. The other significant land use in Strathcona is commercial areas. These range from commercial plazas, to residential conversions, to retail and office space.

Within Strathcona, the general built form character of the residential neighbourhood can be characterized through the predominance of 1, 2 and 2.5 storey single detached dwellings. However, tall buildings and vacant sites are also found sporadically across the neighbourhood.

The commercial built form ranges from 1 storey strip plazas, to stand alone retail buildings, to 2 storey buildings converted from residential uses.

The Strathcona neighbourhood also has important transportation routes such as minor arterial roads (Queen Street and Dundurn Street), and major arterial roads including the full-time truck route York Boulevard with its large central landscaped median and direct access from Highway 403. Additionally, Main Street West and King Street West carry heavy vehicular traffic along their 4-5 lanes.

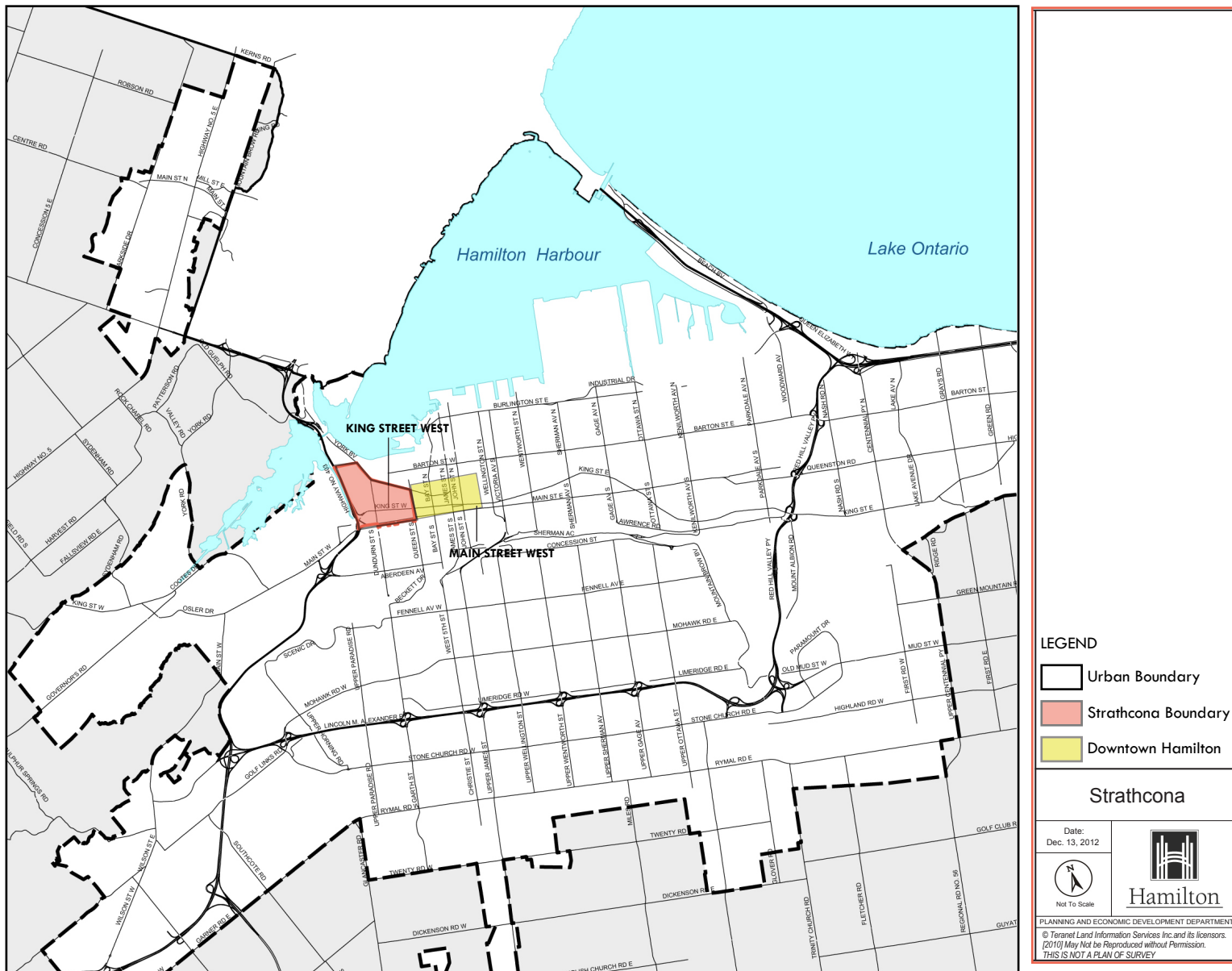


Fig.1.0: Location of the Strathcona Secondary Plan Study Area

1.2 BACKGROUND REVIEW

The Strathcona Secondary Plan Background Review had concluded that ‘additional work may be conducted with respect to urban design and enhancing design along key corridors’. The Strathcona Secondary Plan – Urban Design Guidelines is a component of the additional work specified above. A Commercial Review was also conducted as part of the Secondary Plan.

The Urban Hamilton Official Plan implements a “Nodes and Corridor” approach to defining the urban structure for the City of Hamilton. Nodes and corridors are intended to be the focus of urban development as they provide focal points of activity for Hamilton’s local communities and neighbourhoods. Not only do nodes and corridors provide a vibrant pedestrian atmosphere, but they also facilitate active transportation and tend to evolve to contain higher residential densities and mixed use developments. An important component to this is good urban design. Through all encompassing principles such as good neighbourhood design, transit oriented development and smart growth, urban design supports the creation of pedestrian friendly communities. The Urban Hamilton Official Plan promotes the development

of complete communities through intensification to promote a compact built-form, support alternative modes of transportation (i.e. walking, cycling and transit), a mix of uses, and increased densities.

Within the Urban Hamilton Official Plan, the Strathcona Secondary Plan Study Area has two primary corridors bisecting it: King Street West and Main Street West. Primary corridors represent an opportunity for creating vibrant pedestrian and transit-oriented places, facilitated through intensification, infill, redevelopment and careful attention to urban design. The Urban Design Guidelines and Commercial Review were initiated as a means of directing growth and development along the neighbourhood’s primary corridors and other significant transportation routes. In addition to the Strathcona Secondary Plan, a number of other studies have either been recently completed or are being conducted simultaneously, including: the Strathcona Neighbourhood-Waterfront Trail (outside the Secondary Plan study area), the Pedestrian Mobility Master Plan, the Truck Route Master Plan, the Rapid Transit Feasibility Study, the Public Art Master Plan, and the Cycling Master Plan. The Strathcona Transportation Management Plan, the Nodes and

Corridors Study and the Transit Oriented Development Guidelines also provide guidance for, and input into, transportation issues specific to the Strathcona neighbourhood. These studies informed the development of the Strathcona Urban Design Guidelines.

The Urban Design Guidelines will support future development and implement the design direction of the Strathcona Secondary Plan. The Guidelines will implement the neighbourhood vision by building on the historic character of the neighbourhood, and provide direction for complementary development of buildings and public spaces along Main Street West, King Street West, Queen Street, York Boulevard and portions of Dundurn Street. The Strathcona Urban Design Guidelines are meant to be read in conjunction with the policies of the Secondary Plan, the Urban Hamilton Official Plan, the Site Plan Guidelines, and the Transit Oriented Development Guidelines.



View looking east on Main Street West



View looking east on York Boulevard



View looking west on King Street West



View looking north on Queen Street North



View looking south on Dundurn Street South

1.3 PURPOSE OF THE GUIDELINES

The purpose of the Urban Design Guidelines is to describe and direct design, and illustrate how design elements can guide Strathcona's future redevelopment and intensification potential.

A series of seven principles were developed, and form the basis of the design direction provided for the neighbourhood. The development of the principles and guidelines were guided by discussions, Design Charettes and Public Information Centres, with the City, residents and members of the public.

These Guidelines focus on development along the five major transportation corridors of Strathcona: Main Street West, King Street West, Dundurn Street South (between King Street West and Main Street West), Queen Street and York Boulevard. The Design Guidelines are intended to provide guidance for the built form, streetscapes and open spaces along these corridors.

The Guidelines will ensure that all redevelopment and intensification projects are mutually supportive of Strathcona's vision of fostering an attractive, livable and vibrant community.

SECTION 2 THE EXISTING NEIGHBOURHOOD

2.1 Community Character

2.2 Opportunities and Constraints

2.1 COMMUNITY CHARACTER

The Strathcona neighbourhood is one of the oldest neighbourhoods in the City of Hamilton. With nearly 50 percent of the housing stock constructed prior to 1946, Strathcona consists of varying architectural styles reminiscent of a rich cultural history. Uses varying from small office spaces to large retail units, from churches to schools, and from residential to commercial spaces exist within Strathcona. Some of these uses act as strengths and serve as cues for future intensification or re-development along the corridors. Strathcona and its adjacent areas are also rich with open spaces. One such space is Victoria Park, in the heart of Strathcona. It serves as an integral amenity to the community at large and works as an important gathering and leisure space for residents.



The character of architecture in Strathcona



The character of architecture in Strathcona

2.2 OPPORTUNITIES AND CONSTRAINTS

In order to identify the opportunities and constraints in the neighbourhood, a SWOT (Strength, Weakness, Opportunity and Threats) Analysis was conducted and is the basis for developing the Urban Design Guidelines. These opportunities and constraints are measured against the existing transportation corridors, open spaces, streetscapes and linkages, and intensification and areas of change, and are discussed below.

2.2.1 Transportation Corridors

The East-West transportation corridors are vital connectivity routes from downtown Hamilton to Highway 403 and through to West Hamilton. The potential for enhancing these transportation routes is significant. York Boulevard, King Street West, Main Street West and Dundurn Street south of King Street are high volume traffic corridors. Queen Street North and other portions of Dundurn Street generally accommodate less traffic volume.

The City’s vision is to have a transportation system that offers a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling (adopted

from Transportation Master Plan, 2007). The City of Hamilton has also made City-wide pedestrian travel a key component of the Transportation Master Plan and has endorsed the International Charter for Walking to promote and enhance pedestrian movement.

Constraints

The following are the constraints presented by the existing transportation corridors:

- The heavy volumes of traffic and narrow sidewalks along King Street West and Main Street West.
- Cut through traffic on Florence Street, Strathcona Avenue and Locke Street North.
- The current Right of Ways (ROWs) of Main Street West and King Street West are inadequate and do not provide opportunities to address the integration of multiple transportation modes.
- Both the topography and the rail tracks, that form the western boundary of the study area, serve as barriers to access Kay Drage Park, directly adjacent to the rail tracks.

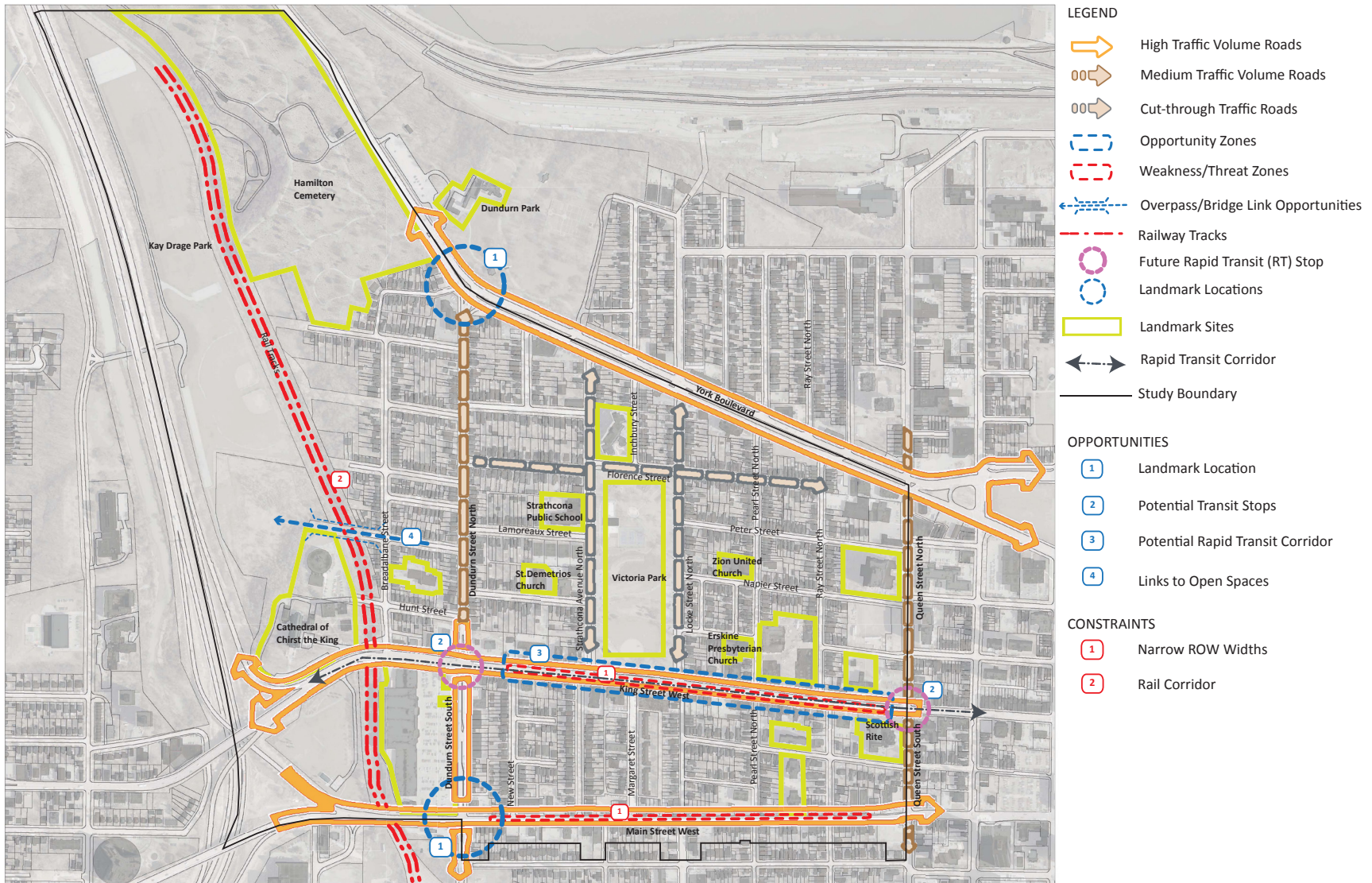


Fig.2.0: Opportunities and Constraints: Transportation Corridors

Opportunities

However, the location of Strathcona within the City-wide context creates a number of opportunities:

- To enhance pedestrian movement and active transportation throughout the neighbourhood.
- The intersection of York Boulevard and Dundurn Street North acts as an ideal Landmark Location for both the neighbourhood and the City because of the connection to Highway 403.
- A similar Landmark Location potential exists at the intersection of Dundurn Street South and Main Street West, where Highway 403 exits onto Main Street West.
- A Neighbourhood Node is identified along Dundurn Street South extending just south of Main Street West and just north of King Street West. Based on the direction from the Nodes and Corridors Study (City of Hamilton), Nodes are:
 - o focal points of activity in Hamilton's neighbourhoods
 - o connected and served by various modes of transportation (including higher order transit)

- o key areas for reurbanization activities (population growth, private and public redevelopment and infrastructure investment)
- o areas with vibrant pedestrian environments and good urban design that encourages active forms of transportation
- o places that evolve with higher residential densities and mixed-use development

By virtue of this definition, the Neighbourhood Node at Dundurn Street between Main Street West and King Street West is an opportunity for the Strathcona neighbourhood.

- The City of Hamilton is planning for higher order transit which represents one of the biggest transportation opportunities for Strathcona. The B-Line corridor running along King Street West through the neighbourhood is planned as a Rapid Transit (RT) corridor. The Rapid Transit corridor will foster and promote intensification and redevelopment along King Street West. (Refer to Fig.2.0)

2.2.2 Open Spaces

There are a number of open spaces within the study area. They include Victoria Park, Hamilton Cemetery, Kay Drage Park, and Cathedral Park. Victoria Park is a centrally located park and serves as a very important amenity for the Strathcona neighbourhood.

Opportunities

- Opportunities exist for enhancements to the open spaces themselves, as well as the introduction of smaller pocket open spaces along corridors where redevelopment or intensification is envisioned, such as along Main Street West and King Street West. (Refer to Fig.2.1)



One of the entrances to Victoria Park

2.2.3 Streetscapes and Linkages Constraints

- Pedestrian links to Kay Drage Park are limited due to the inability to cross the rail tracks.
- Portions of Main Street West are characterized by narrow sidewalks thereby creating an unfriendly pedestrian environment.
- Main Street West adjacent to the commercial plaza site is a high speed traffic zone and serves as a constraint in terms of pedestrian access to the existing plaza. Similarly, King Street West immediately north of the plaza is unsafe for the same reasons.
- The lack of pedestrian amenities along the length of both King Street West and Main Street West are also constraints with regards to streetscapes.

Opportunities

- With the introduction of Rapid Transit along the King Street West corridor, tremendous opportunity exists to improve the streetscaping of the corridor. Streetscape enhancements may include paving, street furniture, lighting, planting and urban art, among other things.

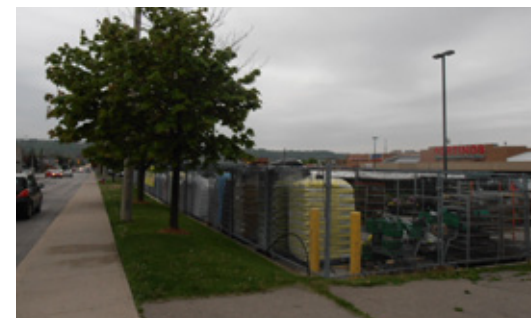
- With wider Right of Ways (ROWs), similar high level streetscape enhancements can be encouraged along York Boulevard, Queen Street and Dundurn Street South.
- Main Street West, as an important corridor for the neighbourhood, presents the opportunity for streetscape enhancements when redevelopment occurs or transportation enhancements are implemented. (Refer to Fig.2.1)
- The Neighbourhood Node along Dundurn Street South has the potential to be developed as a retail and pedestrian friendly streetscape.
- An opportunity exists to create a pedestrian connection from the neighbourhood to Kay Drage Park by a path over the Cathedral lands or a bridge over the tracks.
- The potential to introduce bicycle lanes along York Boulevard and Dundurn Street exists and would serve as a continuation to the existing bicycle lanes.



Portions on Main Street West are characterized by narrow sidewalks



With the introduction of a Rapid Transit system along King Street West, a tremendous opportunity for streetscape enhancements exists



The Neighbourhood Node within the Strathcona Secondary Plan presents the opportunity to have enhanced streetscaping

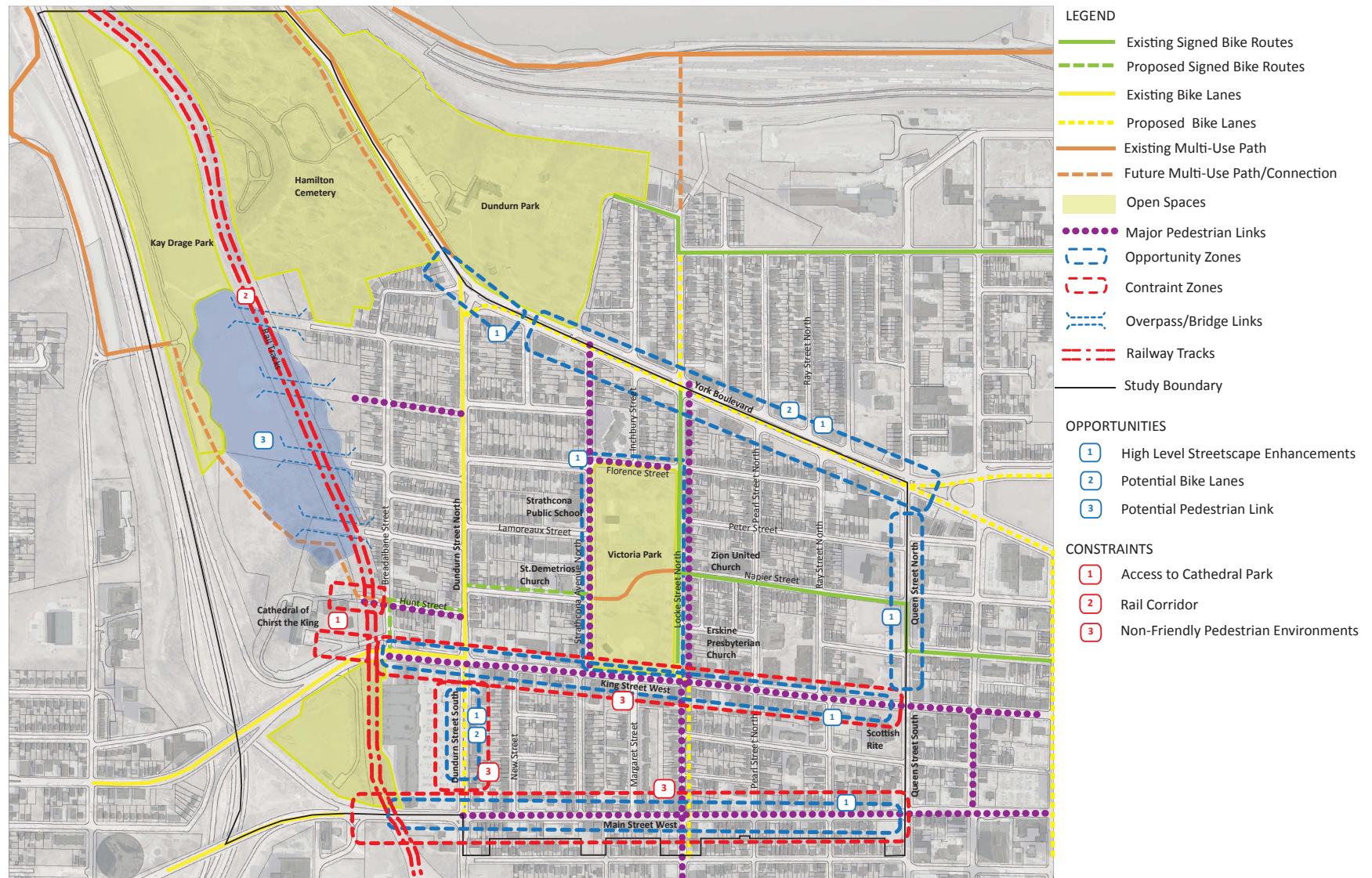


Fig.2.1: Opportunities and Constraints: Open Space, Streetscapes and Linkages

2.2.4 Intensification and Areas of Change

The Strathcona neighbourhood is a stable residential neighbourhood with mixed-use components, and has the potential to accommodate appropriate residential intensification along its urban corridors.

Constraints

The constraints that are accompanied with trying to intensify or redevelop within the context of an existing neighbourhood include:

- property ownership issues leading to land assembly constraints,
- lot size constraints whereby smaller lot depths could prevent the development of mid rise built forms,
- time required to consolidate different lots thereby preventing a timely and consistent development along any given corridor,
- fragmentation of lots thereby prohibiting a cohesive and comprehensive development along any given corridor, and
- for intensification to be successful a market demand must exist.

Opportunities

As discussed in Section 2.2.1, the introduction of a RT corridor (the B-Line) along King Street West, and the long term possibility of another RT corridor (the L-Line) along York Boulevard, present significant opportunities for intensification through re-development.

- With regards to intensification, Main Street West presents opportunities primarily for residential intensification, with limited commercial uses at grade. Larger commercial redevelopment may be encouraged at the intersections with Dundurn Street South and Queen Street South, where such activities already exist.
- King Street West presents significant potential to foster mixed-use development. The reconfiguring of King Street with rapid transit should reduce traffic volume and speed, making the street more conducive to a retail main street environment, particularly west of Pearl Street.
- Currently, York Boulevard consists of a mix of stand-alone residential uses, stand-alone commercial office spaces, and minimal retail space. The opportunity to intensify the commercial office spaces and the residential uses along York Boulevard exists and is supported by a wide Right of Way (ROW) and a median that acts as a green buffer.
- Opportunities for intensification in terms of building heights exists on Queen Street North, where both sides of the street are already flanked by tall buildings. Similarly the west side of Dundurn Street South between King Street West and Main Street West has the potential to redevelop as a more intensified version of the existing retail component with the addition of residential development and office space. (Refer to Fig.2.2)

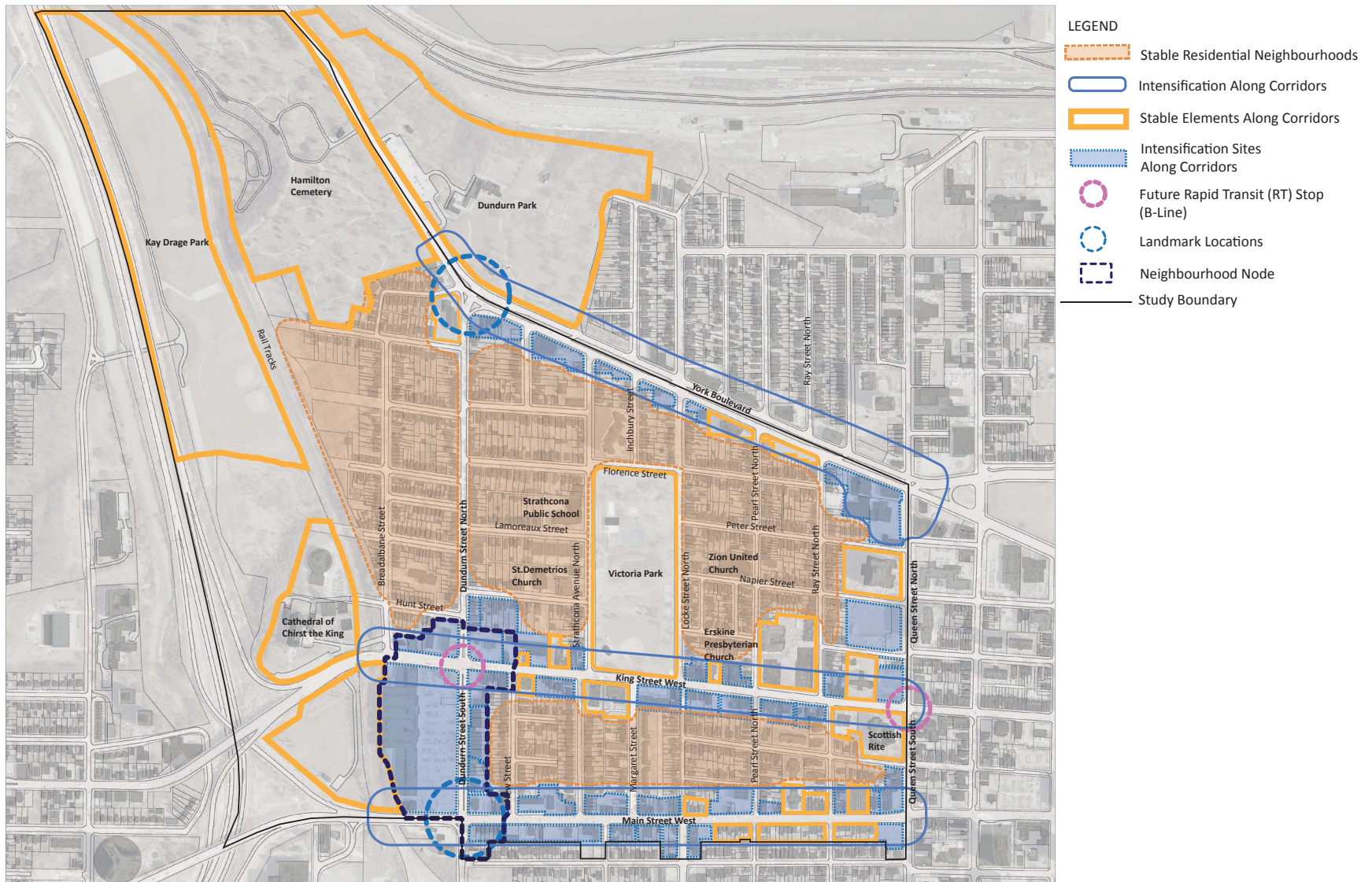


Fig.2.2: Opportunities and Constraints: Intensification and Areas of Change

2.2.5 Connection to Adjacent Neighbourhoods

The Strathcona neighbourhood is located adjacent to areas for which Secondary Plans have recently been completed. Its connection to the surrounding areas is crucial because of its transportation links, redevelopment potential, and because it represents the heritage of the City.

King Street West serves as an important corridor that connects the Strathcona neighbourhood to Downtown Hamilton in the east and the Ainslie Wood Westdale neighbourhood in the west. With the introduction of higher level transit along this corridor, King Street West becomes an important element to connect Strathcona to its surroundings by evolving into a pedestrian oriented mixed-use corridor. Development along this corridor should promote the enhancement of the public streetscape, strong urban design and architectural articulation that speaks to the neighbourhood's heritage character and its evolving role within the City.

Main Street West serves as a similar corridor that connects the Strathcona neighbourhood to Downtown Hamilton. Development along this corridor should also focus on streetscape enhancements despite the various constraints it presents.

Queen Street serves as an important north-south corridor that connects Strathcona to the West Harbour neighbourhood to the north and Kirkendall neighbourhood to the south. The development of a pedestrian friendly streetscape along Queen Street is integral to the neighbourhood's connectivity to adjacent neighbourhoods, the Waterfront and the escarpment.

Similarly, Locke Street serves as another important north-south connection linking the neighbourhood to the Waterfront to the north through a proposed trail system, and to the Kirkendall neighbourhood to the south via the street itself.

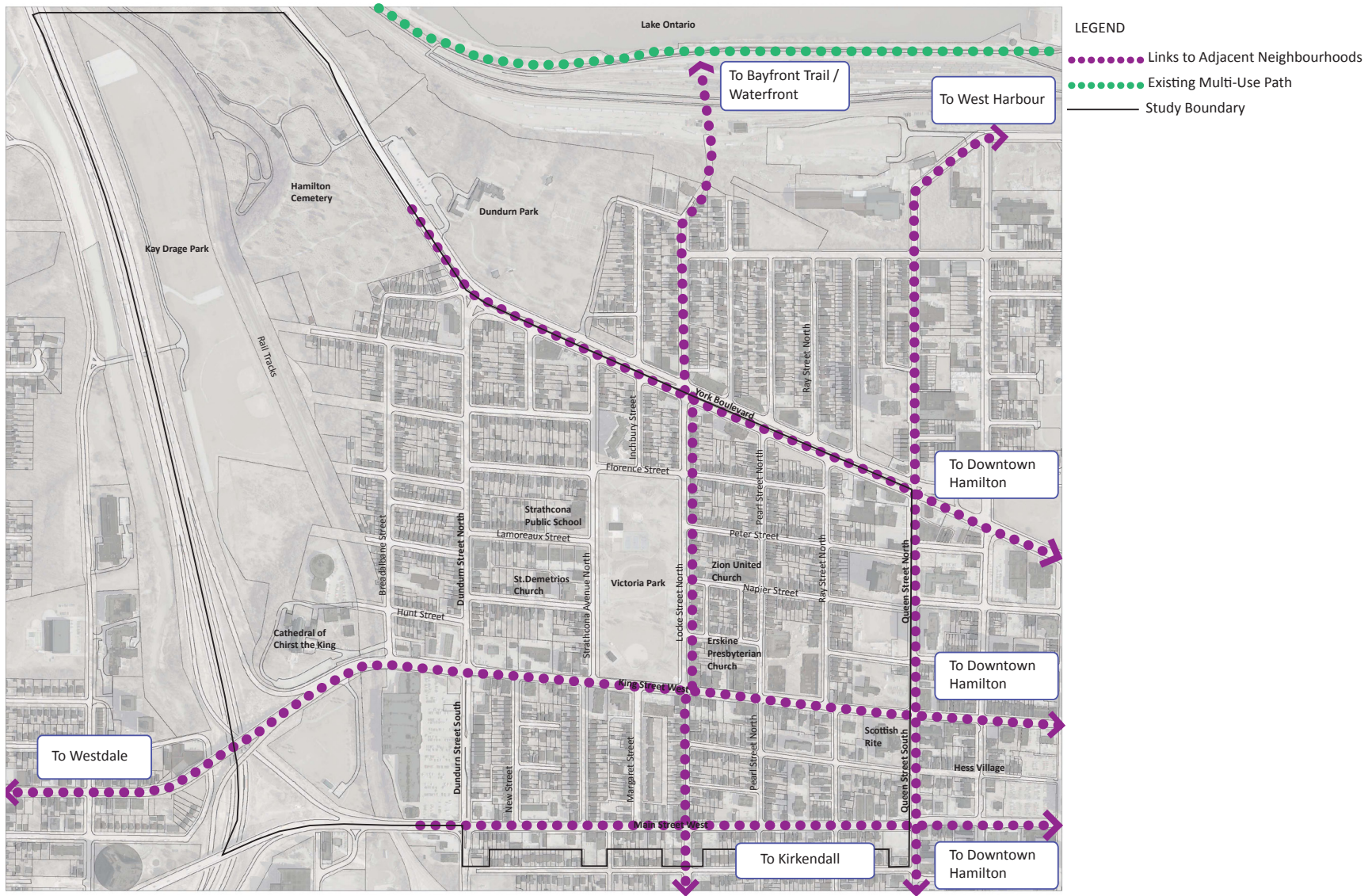


Fig.2.3: Important Linkage Corridors to Adjacent Neighbourhoods

SECTION 3 DESIGN PRINCIPLES

Seven urban design principles were developed for the Strathcona neighbourhood and are based on the Vision for the neighbourhood:

“Strathcona is a vibrant, diverse, green and livable neighbourhood that values its strong sense of community and historical character, promotes complementary redevelopment and cultivates a healthy, welcoming neighbourhood for all.”

The urban design principles that encompass this vision include:

- 1. Encourage Mixed Uses**
- 2. New Development Should Address the Street**
- 3. Intensification through Moderately Scaled Buildings**
- 4. Appropriate Transitions into the Existing Neighbourhood**
- 5. Improved Pedestrian Environment**
- 6. Support Transit Oriented Development**
- 7. Follow Sustainable Design Principles**

1. Encourage Mixed Uses

Mixed use development is encouraged along Main Street West, King Street West and Dundurn Street South as illustrated in the Secondary Plan Land Use schedule. This principle ensures ongoing activity within the neighbourhood and promotes livability through land use compatibility. Local commercial uses along York Boulevard and Queen Street may be included as part of a multiple dwelling. The 'Mixed-Use - Medium Density' designation includes a range of uses, including residential buildings with retail at grade level, commercial space and live/work units, in order to liven the streetscape.



2. New Development Should Address the Street

By siting buildings close to the street edge, orienting primary entrances to the street and minimizing setbacks, while still allowing for comfortable pedestrian movement, new development will address the street and reinforce the streetscapes of the neighbourhood. This will encourage enhanced street level activity and liven the streetscape.



3. Intensification through Moderately Scaled Buildings

Intensification through the provision of a mix of densities and encouraging higher density close to transit stops and major street intersections can be achieved through moderately scaled buildings varying in height from 4-10 storeys. This built form scale responds well to the existing built fabric as well as local market demands. It also promotes livability through pedestrian scaled development.



4. Appropriate Transitions into Existing Neighbourhood

Building heights should have a smooth transition to adjacent existing built form. This will protect the stable neighbourhood and ensure that any new development, redevelopment or intensification projects adjacent to heritage buildings consider the heritage context, respect the unique character of existing buildings and retain a sense of place by responding to the existing context. This can be achieved through various tools such as building articulation, massing and streetscaping.



5. Improved Pedestrian Environment

Improving the pedestrian environment enables a healthy streetscape for pedestrians, cyclists, transit users and vehicular traffic. Provision of pedestrian amenities including streetscaping (street trees, street furniture, enhanced transit stops), widening of sidewalks and encouraging small open spaces intermittently along arterial corridors, wherever possible, are examples of how a better pedestrian environment can be achieved.





6. Support Transit Oriented Development

To support Transit Oriented Development, urban design should emphasize compact development, enhance pedestrian safety, and encourage 'street-sharing' between pedestrians, cyclists and vehicles, balanced with increased density along major transit corridors. This will provide transportation alternatives including active transportation, public transit, and enhanced inter-regional transportation connections.



7. Follow Sustainable Design Principles

Apart from promoting energy efficiency and resource efficiency through sustainable building practices, sustainable design principles include promoting a healthy environment through ease of pedestrian walkability, creating mixed use focal zones, and promoting efficient infrastructure use through compact built form. Well designed streets and the use of plant materials to address microclimate design concerns are other methods of sustainable design practice. The use of urban plazas, green roofs and green parking lots should also be implemented where feasible within compact built form.



SECTION 4 CONCEPT VISION FOR THE FUTURE OF STRATHCONA

4.1 Overall Neighbourhood Concept

4.2 General Built Form Guidelines

4.3 General Streetscape Guidelines

4.1 OVERALL NEIGHBOURHOOD CONCEPT

Over the past few years, provincial and local planning policy direction has focused on accommodating growth in a healthy, sustainable manner. These policies require municipalities to accommodate growth through intensification and redevelopment in specified areas, including nodes and corridors.

Intensification is the development of a property, site or area at a higher density than currently exists and is considered an important planning objective for the Province of Ontario and the City of Hamilton. Intensification occurs through:

- Redevelopment of a property;
- The development of vacant and/or under utilized lots within previously developed areas;
- Infill development;
- Expansion, addition or conversion of or to existing buildings; or,
- Adaptive reuse.

These Guidelines focus on such redevelopment or intensification for the Strathcona neighbourhood. Based on the opportunities and constraints (as discussed in Section 2.2) that exist within Strathcona, a built form vision for the neighbourhood has been developed.

While Main Street West and King Street West are envisioned to be developed with 4 to 6 storey high built forms, Queen Street and York Boulevard are envisioned to develop with higher built forms ranging from 6 to 10 storeys with the possibility of slightly taller buildings in certain focal locations. The Neighbourhood Node at Dundurn Street South is envisioned as an area which can be developed with built forms having varying heights, depending on the location. For example, Dundurn Street South's intersections with King Street West and Main Street West could develop with taller built forms, whereas the east side of Dundurn Street South is envisioned as having lower built forms. (Refer to Fig. 4.0)

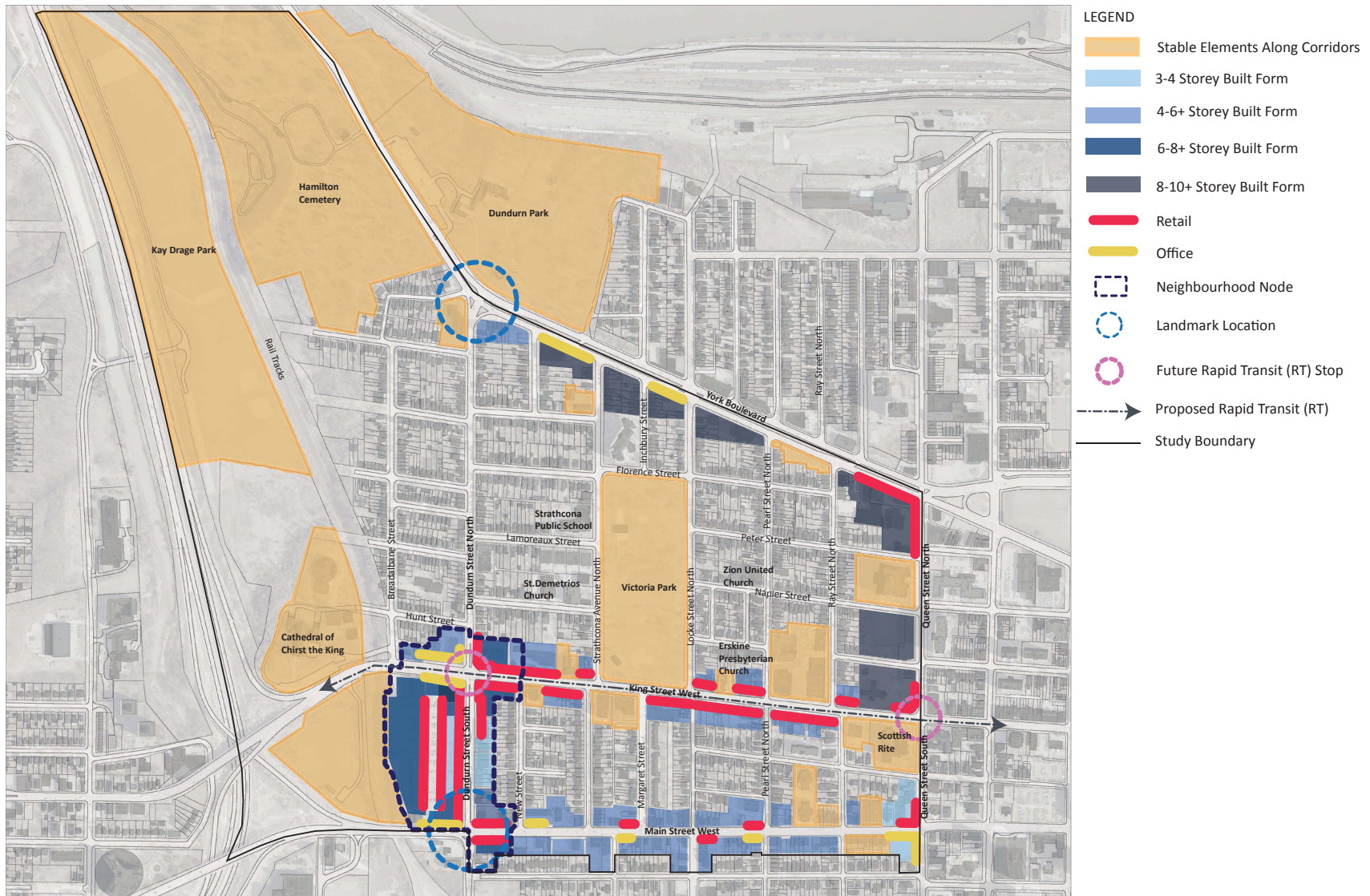


Fig.4.0: Overall Vision for the Strathcona Secondary Plan Area

4.2 GENERAL BUILT FORM GUIDELINES

Site organization and built form of individual developments is key to achieving the urban design objectives for the Strathcona neighbourhood. Their design can contribute to animating the public realm, enhancing pedestrian comfort and safety, and reducing the impact of the car.

The following general built form guidelines apply to the intensification corridors of:

- Main Street West,
- King Street West,
- Dundurn Street South within the Neighbourhood Node,
- York Boulevard, and
- Queen Street

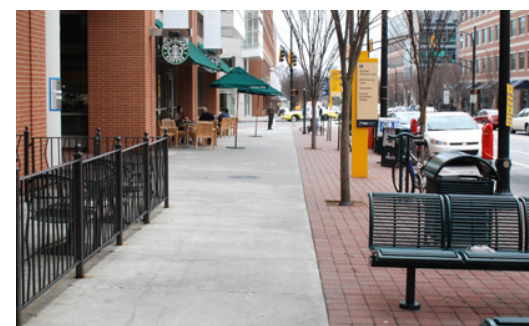
The General Guidelines build upon the policies of the Urban Hamilton Official Plan for achieving high quality built form. More specific guidelines that cater to the specific needs and existing conditions of the individual corridors will be addressed in sections 5.0 to 9.0.

4.2.1 Building Siting and Organization

1. Buildings shall address public streets and the primary pedestrian access shall be from the public sidewalk or plaza.
2. Buildings shall be located close to the street line to create a comfortable pedestrian environment.
3. Setbacks shall be established which will not negatively impact neighbouring buildings and open spaces with respect to sun/shadow and site lines. Consistent setbacks shall be established to define the street edge and create a visually ordered streetscape.
4. Where buildings are located at major corridor intersections, they shall address both streets through their massing, architectural articulation and landscape design.
5. Opportunities for public open space, mid block pedestrian walkways and/or main entrance ways shall be encouraged.
6. Where high density residential buildings (multiple dwellings) are proposed, the development should incorporate the concept of terracing in order to provide opportunity for rooftop amenity space.



Buildings shall be located close to the street line to reinforce streetscape development



A more controlled variation in setback is encouraged



The massing of buildings at important focal points such as the corners of major intersections should be configured to reflect their important location

4.2.2 Building Massing

Buildings within the Strathcona neighbourhood shall be designed with a scale that balances height and massing with street widths and provides appropriate transitions to adjacent areas.

1. All new buildings and developments shall be a minimum of 2 storeys in height. Along the major corridors buildings of 3 storeys and higher are preferred.
2. Buildings greater than 3 storeys shall address the pedestrian scale through the use of a 2 to 3 storey base built form or podium. This can be achieved through various techniques such as stepping back the upper storeys, change in materials, the use of projections such as awnings, or the use of cornices to articulate or architecturally enrich the base built form.
3. For commercial, retail and institutional buildings, buildings should have an increased ground floor height.
4. Buildings above 3 storeys should be stepped back to express a base, middle and top, and also to control the overall massing of the building and minimize shadow impacts on adjacent properties. The step back could vary from site to site based on the existing adjacent conditions.

5. Building massing should be scaled to create appropriate and graduated transitions to neighbouring built form and open spaces. Abrupt changes in scale are to be avoided. This can be achieved through the configuration of new development that creates stepped built form to achieve smooth transitions.
6. Where buildings are located at major corridor intersections, the massing of buildings shall be configured to reflect their important location. The design of buildings at landmark locations and activity nodes shall reinforce their prominent location.



The design of buildings at landmark locations and activity nodes shall reinforce their prominent location.

4.2.3 Building Articulation

Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows, and the use of building materials, projections or recessions, and how these act as tools to create a desired image of the built form.

1. Building design should employ a high quality of materials, consistency of finish and detailing that reflects existing character and contributes to the overall design of the Strathcona neighbourhood.
2. To ensure an interesting building fabric and a diverse image, any existing buildings of architectural or heritage significance should be considered for retention and/or adaptive reuse.
3. New development should respond to the context of local architecture. This does not imply copying adjacent architectural styles, but rather responding to materials and scale of articulation in existing development.
4. Architectural elements such as patterning of fenestration, changes in wall plane, projecting elements and roof elements are encouraged to prevent large expanses of wall surfaces with no detail or articulation.
5. Buildings should avoid blank façades. Side façades should incorporate some level of articulation through detailed brick work or changes in material or plane.
6. Buildings with long frontages should be divided into visually smaller units through the use of façade articulation and landscaping.
7. Façades facing the street or public areas should have large, well proportioned areas of glazing to enhance the streetscape and promote a sense of visual interaction between the building and the public realm. Ground level windows facing the street frontage, whether display windows for retail use or windows for office space, should be proportional to reflect higher ground floor heights. They should occupy a significant portion of the building's street elevation between the ceiling and floor at grade.
8. In order to address the narrow sidewalks along portions of Main Street West, front façades should consider the use of colonnades and cantilever built form in order to increase pedestrian space at grade.



Architectural elements such as fenestration, changes in wall plane, projecting elements and roof elements are encouraged



Note the use of overhangs and brick and window proportions to illustrate influence from local architecture.



Balconies should be designed as integral parts of the building design



Use of lintels, cornices and other such details are highly encouraged

9. Design elements, including canopies, building overhangs, or awnings, that provide weather protection for pedestrians along public streetscapes, should be encouraged.
10. Where residential units are proposed, elements including balconies should be incorporated into the building design to promote more eyes on the street and to activate the public realm. Where balconies are not feasible, ample glazing overlooking the street would serve the same purpose.
11. Rooftop mechanical units should be incorporated into the massing of the building and be screened appropriately through the use of parapets or other screening materials.
12. The design of signage shall be compatible with existing built form through consistency in scale and materials. The design of signage should be integrated into the architectural design of the building. Clarity, visibility and visual interest shall be promoted.
13. Within any one building or one block, consistency in signage design is required.
14. Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit a high quality of workmanship.
15. Where brick or stone are used, the use of lintels, cornices and other such masonry elements are highly encouraged.

4.2.4 Building Entrances and Pedestrian Access

1. Architectural details at the main entrances of buildings shall be encouraged to establish a rhythm for the streetscape.
2. Primary building entrances shall face public streets and provide direct access from public sidewalks through well defined pathways to promote pedestrian safety and convenience.
3. Building entrances shall be accessible.
4. Building entrances shall be well lit to promote visibility, safety and convenience. Building entrances should be designed with glazing and lighting, and should avoid areas of entrapment.

4.2.5 Driveways and Vehicular Access

1. The number and widths of vehicular driveways and accesses shall be minimized, where possible.
2. Side yard driveway entrances are highly encouraged and vehicular access off of major public routes should be minimized where possible.

4.2.6 Parking and Servicing

The design of parking and servicing shall mitigate the impact on the public domain.

1. Front yard parking should be avoided.
2. Parking and service areas shall be sited to minimize their negative impact on the streetscape.
3. Parking areas should be located on the lot internally and have minimum visibility from the street; screening may include fencing, landscaping and berms.
4. Rear yard and underground parking facilities are preferred and highly encouraged, while keeping in mind the safety and security concerns of users.
5. Side yard surface parking facilities may be considered where site restrictions exist.

6. Side yard surface parking areas shall be screened completely from the street through the use of fencing, landscaping or other such similar means, in a manner that is cohesive with the architectural articulation of the built form it is associated with.
7. Surface parking areas shall be directly connected to main building entrances through clearly demarcated pedestrian paths using a change of paving materials.
8. Loading and storage functions should be internal to buildings.
9. Utilities such as vents, transformers, cable boxes and other such services shall be located away from public streets. Where this is not possible, they shall be screened through the use of architectural or landscape features and shall be integrated into the architectural design of the site.

4.2.7 Sustainable Design

1. Buildings should be developed using design and building principles that are consistent with sustainable development practices. This includes providing a high degree of environmental sustainability, incorporating opportunities for energy and water

efficiency, optimizing solar orientation and minimizing water run off.

2. Where feasible and possible, green surface parking lots are encouraged.
3. New buildings, enhancements to the public realm and related development elements should be constructed in a sustainable manner, conserving energy and resources, using durable materials and, where feasible and appropriate, achieving LEED certification.



Parking lots should be located internally. Rear yard parking is highly encouraged



Parking should be screened from adjacent built form through architectural features such as screen walls



Safety measures for pedestrians, vehicles and cyclists must be considered



Streetscape design should consider the coordinated use of street planting, lighting, street furniture, signage, built form and landscape features

4.3 GENERAL STREETScape GUIDELINES

Neighbourhood streetscapes form an integral component of the public realm. Streetscape design improves pedestrian convenience and safety, addresses vehicular needs, encourages alternate means of transit, and creates visually attractive settings.

1. Streetscape design should consider the coordinated use of street planting, lighting, street furniture, signage, built form and landscape features, to reflect the image of the neighbourhood.
2. Streetscape elements are critical to the design of the public street realm. These components shall be coordinated and designed to enhance the public domain, reinforce pedestrian scaled spaces and promote the character and identity of the community. These elements include but are not limited to street trees, street lighting, seating, waste and recycling receptacles, vending boxes, traffic bollards, signage, fencing and decorative paving.
3. Pedestrian sidewalks shall meet City standards. Safety, convenience, barrier-free accessibility, and beautification should be considered. The City's Urban Braille System document shall be used to guide the design of pedestrian friendly and accessible sidewalks along Main Street West and King Street West and a portion of Dundurn Street South within the Neighbourhood Node. Additional streets may also be identified for the expansion of the Urban Braille system.
4. Streets shall have a continuous uninterrupted pedestrian sidewalk system to meet pedestrian needs and promote activity.
5. Special attention should be given to the treatment and articulation of pedestrian paths at intersections to address the interface between vehicular traffic, pedestrians and possibly public transit and cyclists.
6. Streets that have a multi use path or dedicated bike lanes should provide additional space for the safety of cyclists. Identification of such streets will be guided by the Strathcona Transportation Management Plan and other City studies.

7. Where site conditions permit, and where portions of building faces are setback from the primary face, planting within the private realm should be considered.
8. Public art forms an integral part of the built environment. Through direction provided by the Public Art Master Plan, consideration should be made for the addition of public art within the public realm, where site conditions permit.

4.3.1 Street Furniture & Other Amenities

1. The scale, form, massing and siting of street furniture and other amenities should be appropriate to their surroundings.
2. Streetscape enhancements should include, but not be limited to, provisions of street furniture, bicycle racks, waste and recycling receptacles. Where employed, a consistency shall be maintained.
3. Where a portion of a new building has been set back further from its primary face to enhance the public streetscape, street furniture should be provided and may include benches, patio furniture, waste and recycling receptacles and planter boxes.

4. Street furniture should be low maintenance, vandal resistant and easily replaceable.
5. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation.
6. Where possible and appropriate, planters should be incorporated into seating.
7. Bicycle racks are encouraged, especially along streets and shall be incorporated into development where feasible.
8. Where transit stops are required, they shall be located to maximize pedestrian accessibility and should provide weather protection, seating, lighting and route information.



The use of bicycle parking racks on streetscapes is encouraged



The use of pedestrian amenities is encouraged to enhance the pedestrian experience along public streetscapes



Specialty lighting should be considered, within the private realm



Consistent signage is encouraged

4.3.2 Street Trees

1. Street trees are an important component of the public realm. Where used, the type and spacing should reflect the role of the street and promote visual interest.
2. Where street trees are planted, they should be planted with groundcover, shrubs or metal tree grates. A longer tree trench expanse helps create a buffer between pedestrian and vehicular traffic.
3. When planted in a hard surface, such as concrete, street trees should include infrastructure as needed to promote their viability. This may include the use of trenches, tree grates or other such tools.

4.3.3 Lighting

1. Pedestrian sidewalks shall be well-lit and shall follow City standards. However, specialty lighting should be considered within the private realm, for areas that may be deemed special character areas, such as pedestrian predominant areas or the Neighbourhood Node.
2. Lighting shall be designed to promote pedestrian well-being and safety. Pedestrian routes and parking areas shall be well lit to promote safety and comfort at all hours.

3. Exterior lighting shall be designed to minimize the projection of light onto adjacent properties. The spill-over of light into residential neighbourhoods is to be avoided through the selection of proper infrastructure.
4. Consideration should be given to providing additional pedestrian-scale lighting in areas with a high volume of pedestrian activity, such as pedestrian predominant areas, the Neighbourhood Node and transit stops.

4.3.4 Signage

1. Commercial development shall ensure that the design of signage is of a quality commensurate with the architecture of the building(s) in its scale, materials, consistency and design. A high level of clarity, visibility and visual interest should be attained with minimal visual clutter and impact on adjacent uses.
2. Consistent signage shall be encouraged, recognizing at the same time that diversity and flexibility for tenant signage is required.
3. The design of signage shall be integrated into the architectural design of buildings.

SECTION 5

MAIN STREET WEST

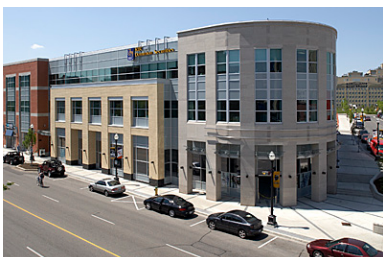
5.1 CONCEPT VISION

Main Street West is envisioned as a limited mixed-use corridor, developed at a mid-rise scale. Residential uses developed in conjunction with mixed uses maximizes the potential for the corridor, recognizing the opportunities and constraints this corridor presents. Adaptive re-use of buildings generally east of Locke Street South is encouraged as a means of preserving the built cultural-heritage fabric. While intensification along the corridor should focus on including residential uses, small office uses, live/work units or service commercial uses should also be considered.

Building heights should vary from 4 to 6 storeys, to provide a smooth transition to adjacent built form. However, at the intersection with Dundurn Street South, building heights of 8-10 storeys at the corners should be considered to create an entrance feature into the neighbourhood and City. Main Street West's major intersection with Queen Street South should be intensified to be developed with a mixed use built fabric that could be 4 storeys tall.



Views of Main Street West



Encourage a mix of uses at the Main Street West and Dundurn Street intersection



By siting built form close to the street edge, the streetscape can be addressed



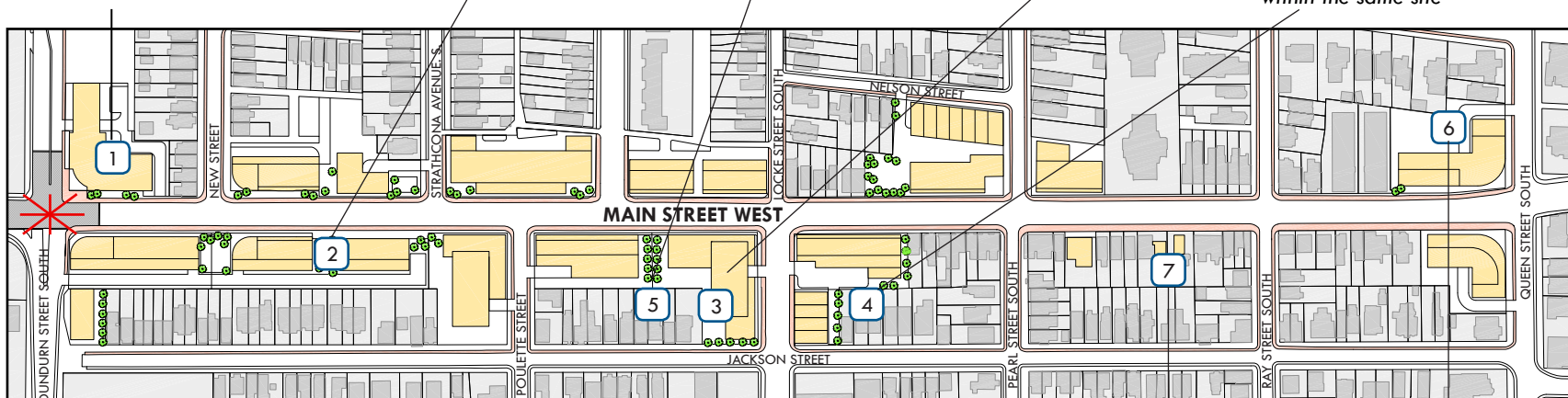
Mid-block open spaces are encouraged where feasible



Accommodate higher densities where site conditions permit



Transitions into existing neighbourhoods through the use of high and low density built form within the same site



- 1 Encourage Mixed Uses
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
 - 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles
- ★ Landmark Location



Sustainable design on Main Street West through retention or re-use of existing buildings



Compact built form encourages transit oriented development

Fig.5.1: Main Street West (Concept Sketch-Plan)

5.2 BUILT FORM GUIDELINES

Main Street West forms the southern boundary of the study area. As intensification takes place east of Pearl Street South along Main Street West, there will be opportunities for infill adjacent to heritage properties. The existing stock of heritage buildings should be used as inspiration for determining the mass, scale, rhythm and materials appropriate to promote heritage authenticity.

In addition to the general guidelines provided in Section 4.2, the following guidelines shall be adhered to for any intensification projects along the Main Street West corridor. Heritage specific guidelines are intended for intensification east of Pearl Street South. (Refer to Fig.5.1)

Existing lot lines are located irregularly along the entire corridor stretch. To maintain a rhythm along the entire streetscape in terms of setbacks and siting of new development, any setback dimensions mentioned in the following section are ranges based from the property line. This implies that a variation will occur block by block and even site to site and needs to be looked at more carefully during future site planning and design stages. The intent should always be to maintain a rhythm within a block so the building siting does not look haphazard.

5.2.1 Building Siting and Organization

1. Buildings should generally apply a consistent front yard setback. Variations in setbacks may be used to incorporate opportunities for public open space, mid block pedestrian walkways and/or main entranceways.
2. New development adjacent to existing buildings should reference adjacent setbacks.
3. Where setbacks vary on both sides of a proposed development, the average of the two setbacks should be used.
4. Where site conditions permit, a portion of the building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces in the form of small courts or plazas. This setback should vary between 30%-35% of the total length of the street-facing elevation.
5. Along Main Street West, east of Locke Street, retention of the existing built form is encouraged. Adaptive re-use and redevelopment that retains or enhances the existing historical fabric through renovations and additions is encouraged.



Built form along Main Street West should be predominantly residential uses, with allowance for local commercial uses



A portion of the building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces



Buildings that are taller than 2 storeys should consist of a base of 2-3 storeys, and the additional floors should be set back from the front face

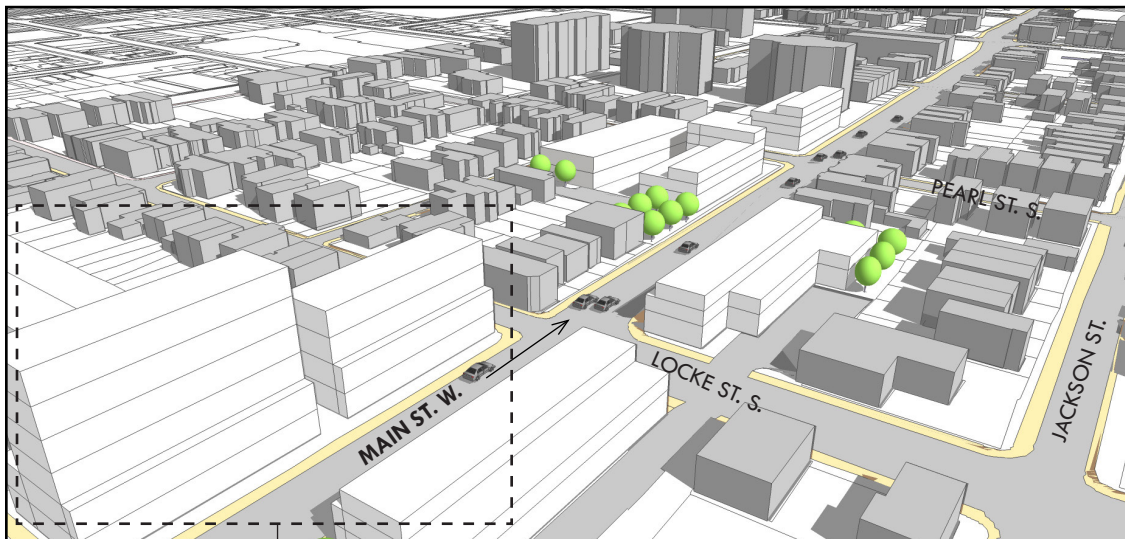


Fig.5.2: Main Street West (Concept Sketch-Perspective)



Building setbacks

Pedestrian amenities like benches should be added where possible

Building entrances located at the corner of the building mass

6. Due to shallow lot depths, the front face of any new development along Main Street West east of Poulette Street should be located with a setback ranging from 1.0 to 2.0 metres. This will allow for 4 to 6 storey development with a stepped-down massing, while providing space to accommodate a private realm green buffer.

5.2.2 Building Massing

1. New development constructed adjacent to historically significant sites should use sympathetic massing, height, alignment of windows, rooflines, location of entrances, treatment of the ground floors and materials.
2. Where retail or small business uses are proposed in a mixed use development, the massing should be such so as to distinguish residential areas from other uses.
3. Buildings that are taller than 2 storeys should consist of a base of 2-3 storeys, and the additional floors should be set back from the front face of the development by a minimum of 1.5 metres. This will create a more pedestrian friendly streetscape. (Refer to Fig.5.3)

4. Where Live/Work units are proposed, increased floor to ceiling heights are encouraged to allow for multi level in-fill or mezzanine space within a unit.
5. For Live/Work development, the “live” portion of the built form should be stepped back from the front face of the “work” portion to create a distinction between the two uses.

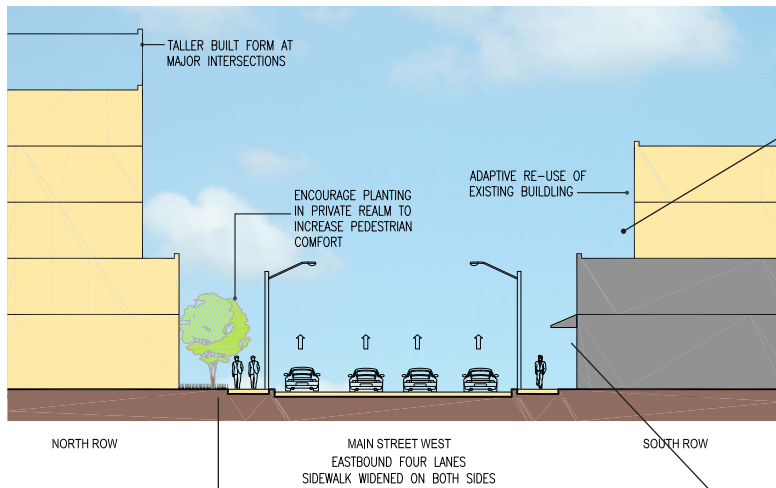
5.2.3 Building Articulation

1. Intensification sites along Main Street West should be developed with a variety of architectural treatments and materials that are complementary to Strathcona’s original building fabric and should demonstrate a high quality of architectural design that reflects their context and function.
2. To maintain the historic character of the Main Street West corridor, it is essential that additions and renovations to existing buildings are responsive to the existing built form articulation. The architectural style, roof types, material choices, and window sizes, should all be coordinated with the existing built fabric.

3. Architectural features such as windows, dormers, roofs, cornice lines, etc., are encouraged and should be complementary to the existing built form.
4. The proportion of window area in a building’s façade, and the size and pattern of windows should reflect those of adjacent buildings.
5. For Live/Work development, large windows are encouraged as they permit increased light penetration that provides for a favourable living space and are also conducive to work related activities that could occur within these units.



Building massing and articulation along Main Street West should pay special attention to the existing architectural character of the corridor. Adaptive re-use and additions to existing buildings is encouraged



Any vertical addition to existing fabric along Main Street west should be setback from the front face of the existing building to accommodate a comfortable streetscape.

Fig.5.3: Main Street West ROW Cross Section(Concept Sketch)

5.3 STREETScape GUIDELINES

5.3.1 Street Trees

1. Where site conditions permit, private planting is highly encouraged within the private realm.
2. Where building siting permits mid-block open spaces that are visible from the public street, trees should be added to these spaces.



A narrow Right of Way (ROW) along Main Street West can still accommodate an enhanced streetscape



Pedestrian amenities should be provided where possible

SECTION 6

KING STREET WEST

6.1 CONCEPT VISION

Through the introduction of a higher order transit route, a retail based main street environment for Strathcona is envisioned along the King Street West corridor.

Mid-rise built form and mixed use intensification is envisioned for the King Street West corridor. Between Dundurn Street and Pearl Street, a pedestrian predominant built form is encouraged where buildings are encouraged to be built close to the street edge and where drive-thrus and auto-oriented uses are prohibited. Building heights from 4 to 6 storeys are encouraged.

While the intersection of King Street West and Dundurn Street is envisioned to have a built form 6-8 storeys to reinforce the idea of a neighbourhood node (with greater building heights permitted on the plaza site); 10-12 storeys of building height can be considered at the intersection of King Street West and Queen Street, with upper levels set back from the street.

The provision of a higher order transit stop at the intersection of King Street West and Dundurn Street South provides the opportunity for mixed uses with residential, retail and office spaces to be introduced. Mixed use buildings are encouraged within the Neighbourhood Node.



View of new development along King Street West



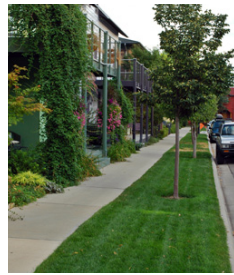
Example of an existing mid-block open space



View of Cathedral of Christ the King from King Street West



Encourage a mix of uses at the King Street West and Dundurn Street intersection



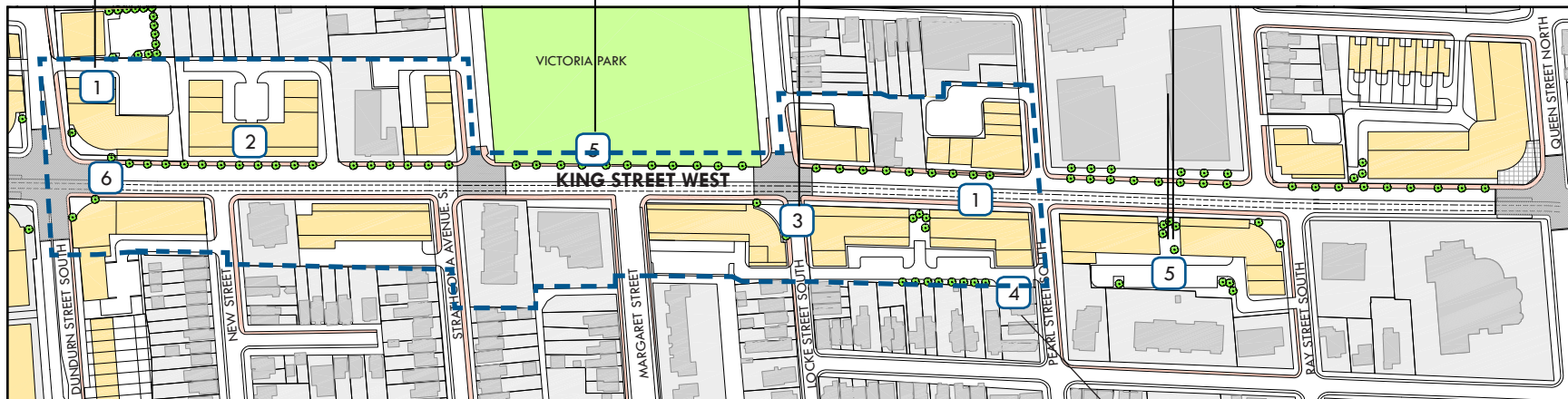
Enhanced streetscaping is encouraged



At certain corner locations, higher densities are encouraged



Mid-block open spaces serve to improve the pedestrian environment along King Street West



- 1 Encourage Mixed Uses on Length of King Street West
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
 - 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles
- Pedestrian Predominant Zone

Fig.6.1: King Street West (Concept Sketch - Plan)



Special care must be taken to allow for smooth transitions from proposed mixed use built form to existing Strathcona residences

6.2 BUILT FORM GUIDELINES

With proposed higher order rapid transit planned for King Street West, the potential exists to create a significant mixed use corridor for Strathcona. The following guidelines are specific to the King Street West corridor.

6.2.1 Building Siting and Organization

1. Buildings along the pedestrian predominant zone (Refer to Fig.6.1) should be set back a maximum of 2.0 metres in order to site buildings close to the street edge. This will allow for the built form to address the public realm and create a retail friendly environment.
2. Buildings along King Street West outside of the pedestrian predominant zone, should be sited close to the street edge so as to address the street, but with enough setback to create a comfortable pedestrian zone. The front face of any new development should be set back by 1.0 to 2.0 metres from the property line.

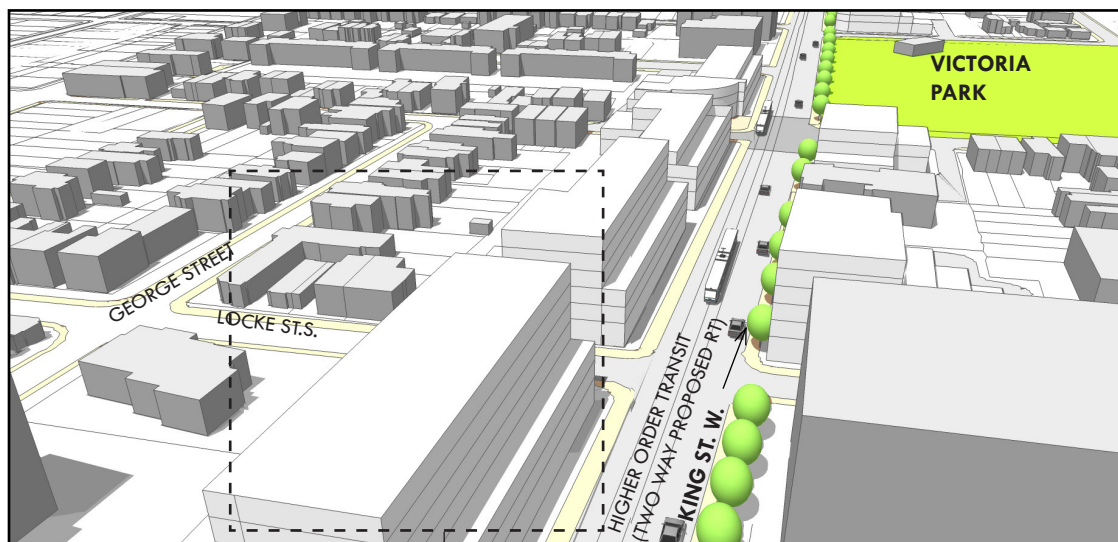
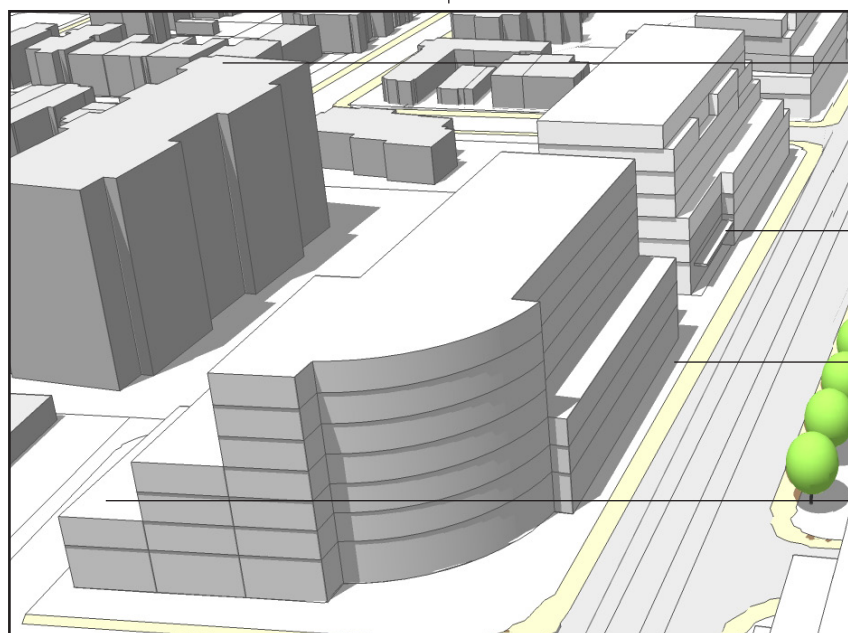


Fig.6.2: King Street West Street (Concept Sketch-Perspective)



- Existing building
- Canopies provide pedestrian comfort and are encouraged on a retail oriented corridor like King Street West
- Buildings within the pedestrian predominant zone to be set-back by a maximum of 2.0 metres
- Building step down to transition into adjacent existing neighbourhoods



Promote a retail centric main street environment along King Street West



At major intersections, taller built form is encouraged to accentuate the corner

3. On the south side of King Street West, east Margaret Street, where narrow lot depths act as a constraint for larger setbacks, a zero lot line condition may be considered. As the property lines are set back considerably from the road edge providing a wider Right of Way (ROW), a zero lot line condition will not negatively impact the public realm.
4. Where site conditions permit, a portion of the upper building mass should be set back further from the primary face of the built form to accommodate pedestrian spaces in the form of small courts or plazas. This setback should vary between 30%-35% of the total length of the street facing elevation.
5. New development in the vicinity of Victoria Park should be sited in such a way so as to also address the park. This can be achieved by orienting building entrances towards the park and ensuring views from developments directly into the park.

6.2.2 Building Massing

1. Generally, building heights along King Street West should vary from 4 to 6 storeys.
2. The massing of new buildings at the intersections of King Street West with Dundurn Street and Queen Street should address the high activity level of these major intersections.
3. Mixed uses along King Street West should be encouraged through grade-level retail with residential and/or office uses above, along the length of the King Street West corridor. New built form should be configured to create an architectural delineation between the two uses.
4. Taller buildings should be located on a base building 3 to 4 storeys in height. The uses in this base shall address the street.
5. At major intersections, the frontages of the base built form should address the intersection and the streets.
6. A stepped down built form at the rear of sites shall be considered to allow for a smooth transition into the existing neighbourhood.

6.2.3 Building Articulation

1. The use of glazing, canopies, awnings, etc. is highly encouraged along King Street West. Materials used for windows shall be of enhanced quality. High quality window framing materials to be considered include, but are not limited to, high quality vinyl or high quality wood.
2. An enhanced quality of materials should be considered for grade-level retail units and for any façades of new development facing Victoria Park. Materials to be considered include cultured or natural stone, architectural precast, high quality clay brick, stucco and cement-fibre board.
3. Balconies and/or large glazed openings for residential units are highly encouraged to activate the streetscape and to promote “eyes on the street”.
4. Signage should be employed in a way that enhances the quality of architecture and should create a dynamic streetscape through visual interest. The design of signage should be of a quality commensurate with the built form in terms of scale, materials, consistency and design.

5. Consistency in signage design within a single multi-tenant structure is encouraged.



Promote a retail centric main street environment along King Street West



Balconies and/or ample glazing is highly encouraged for residential units





Signage should help create a dynamic streetscape along the pedestrian predominant zone of King Street West



With a higher order rapid transit system proposed along King Street West, street parking or front yard parking will not be permitted



Parking areas should be screened from adjacent streetscapes



Rear yard parking is encouraged

6.2.4 Driveways and Vehicular Access

1. Only side yard or laneway vehicular entrances should be permitted along King Street West.

6.2.5 Parking and Servicing

1. Front yard parking will not be permitted for new development or redevelopment along King Street West.
2. Views into surface parking lots from King Street West should be mitigated through the use of architectural features, screens or landscaping, or a combination thereof. Parking shall be screened from view from a public street.

6.3 STREETScape GUIDELINES

6.3.1 General

1. Pedestrian crosswalks along King Street West should be of an enhanced quality through the use of unique paving materials

6.3.2 Street Furniture & Other Amenities

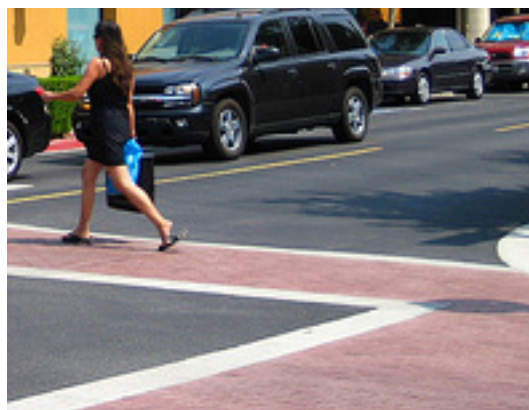
1. Patios are encouraged within the private realm along King Street West to promote the main street retail environment envisioned for the entire corridor, especially within the pedestrian predominant zone.
2. Outdoor seating should be integrated with the entrance area of buildings. Seating can be provided by benches or integrated into the entrance design using seating walls, where feasible.

6.3.3 Street Trees

1. Where site conditions permit, trees should be planted as a buffer between vehicular traffic and pedestrian walkways.

6.3.4 Materials and Lighting

1. The private realm should adopt the use of enhanced quality of paving to display a unique main street retail environment along the entire mixed-use corridor.
2. Lighting design should be integrated with the overall architecture and landscape design of commercial areas. The design of lighting helps to define the sense of place and pedestrian scale of commercial areas. In addition, accent lighting is encouraged to emphasize built forms and landscape elements.



Pedestrian crosswalks along King Street West should be of an enhanced quality through unique paving materials



An enhanced quality of paving materials are highly encouraged along King Street West to activate the public realm



Trees act as a good buffer between vehicular and pedestrian traffic



Patios are encouraged where possible within the pedestrian predominant zone

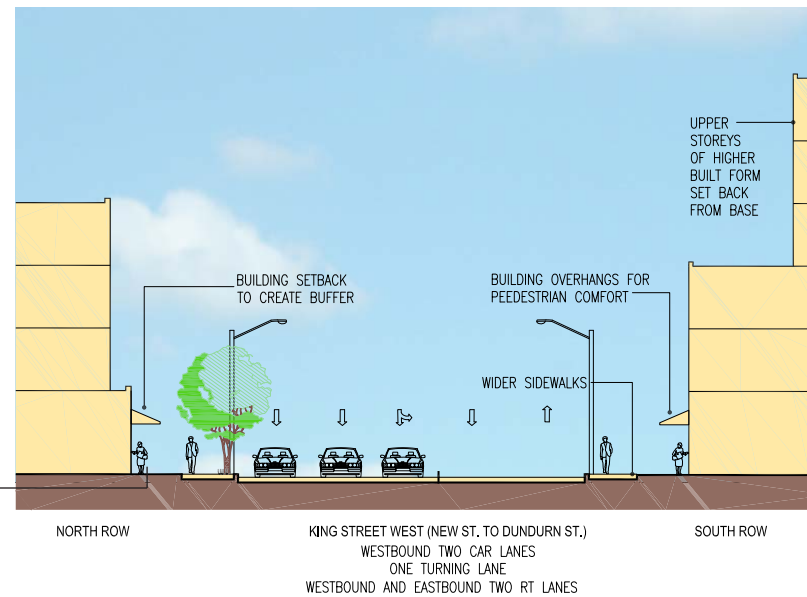
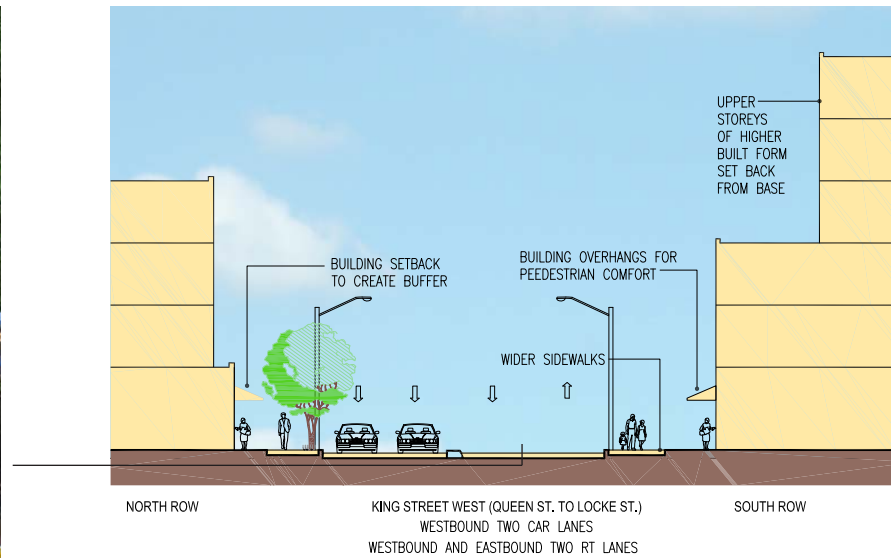


Fig.6.3: King Street West ROW Cross Section(Concept Sketch)

SECTION 7 DUNDURN STREET

(Neighbourhood Node between
King Street West and Main
Street West)

7.1 CONCEPT VISION

The portion of Dundurn Street between King Street West and Main Street West has the potential to be developed as a commercial neighbourhood node with mixed uses and intensified densities. With the intersections of Dundurn Street at Main Street West and King Street West serving as an important entrance and exit point respectively, this corridor is well suited to be intensified and developed as a commercial node for the neighbourhood. It is envisioned as a space that could provide for a broad range and mix of uses with higher densities and activity levels as compared to the rest of Strathcona. With access to higher order transit (a proposed RT line), a location for a future transit stop, potential active transportation links and highway connections, the Node offers significant redevelopment potential.

The overall neighbourhood concept envisions this node to be 3 to 4 storeys in building height, with increased heights of up to 12 storeys encouraged on the existing plaza site. To continue the existing commercial use of the site, a mixed use land use format is envisioned with retail at grade and residential uses above. Building heights could also increase at the King Street West and Dundurn Street, and Main Street West and Dundurn Street South intersections.



Images of existing condition of Dundurn Street

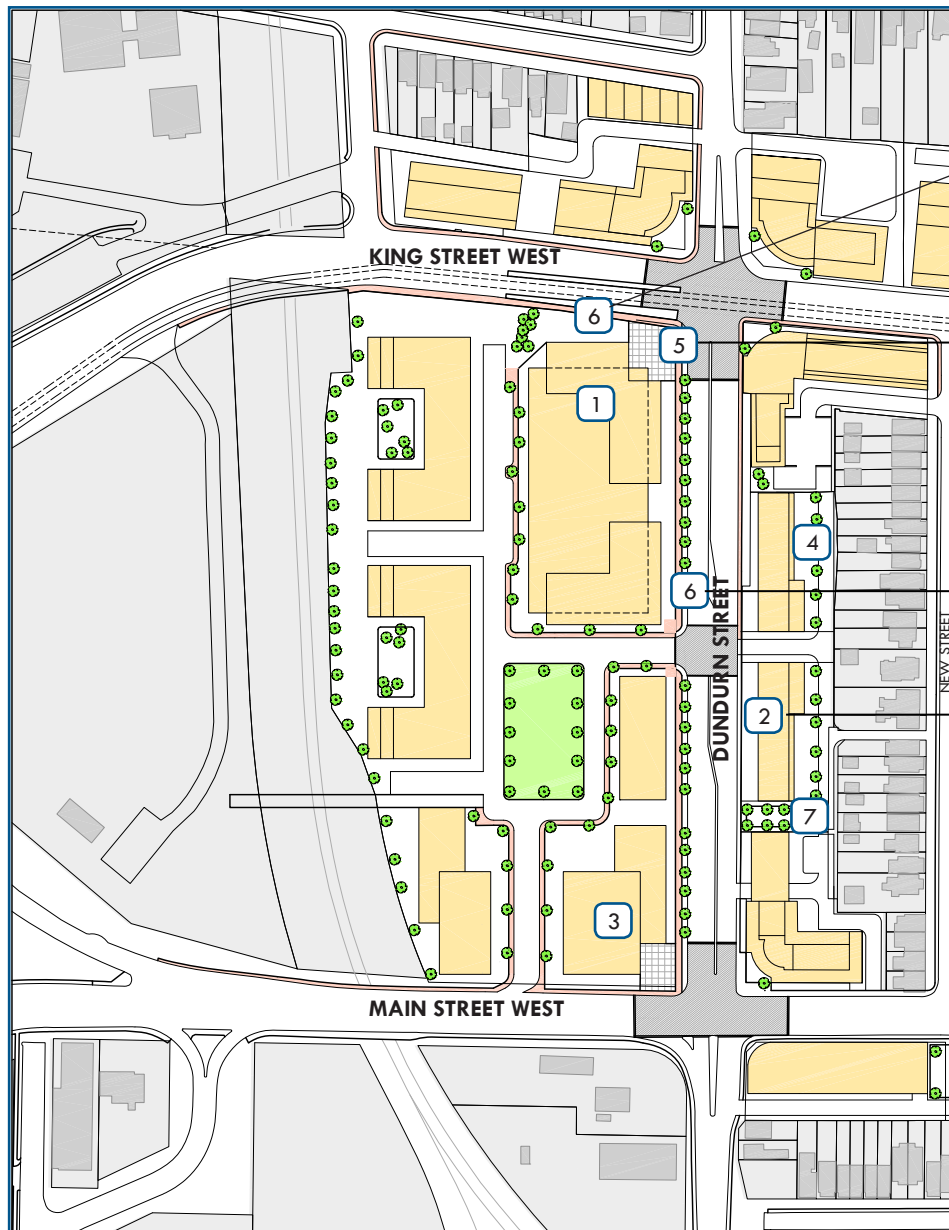


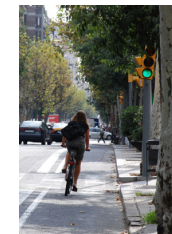
Fig.7.1: Dundurn Street (Concept Sketch-Plan)



Potential stop for proposed Rapid Transit



Pedestrianization methods should be adopted at major intersections such as Dundurn Street South and King Street West and Dundurn Street South and Main Street West.



Bicycle lanes help support active transportation.



Building shall be sited adjacent to public streets

- 1 Encourage Mixed Uses
 - 2 New Development Should Address the Street
 - 3 Higher Densities through Moderately Scaled Buildings
 - 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
 - 6 Support Transit Oriented Development
 - 7 Follow Sustainable Design Principles

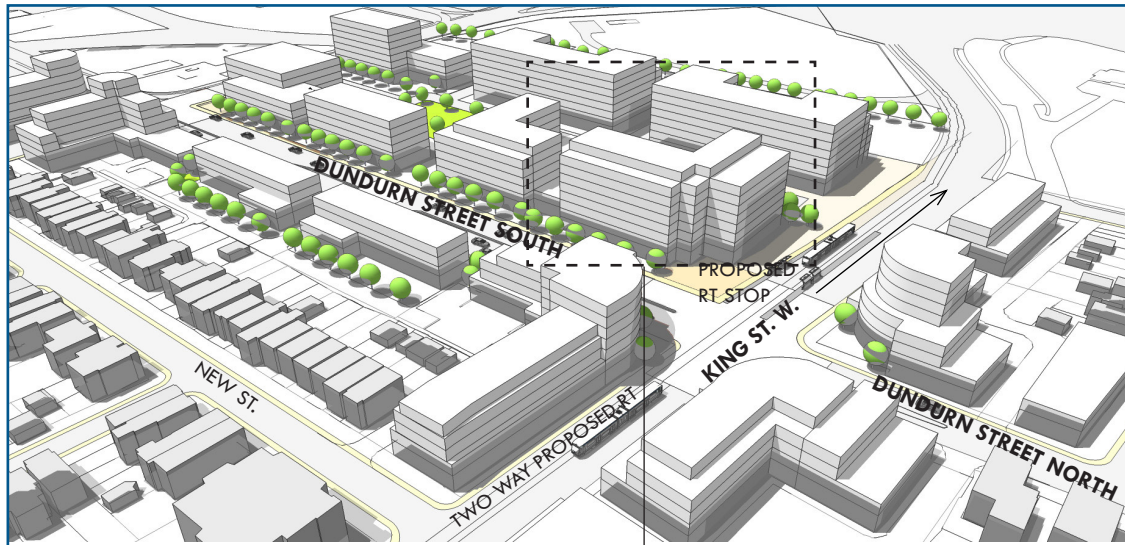


Fig.7.2: Dundurn Street (Concept Sketch-Perspective)



Building massing and articulation should address their important locations at intersections

*Potential RT stop
Buildings at major intersections should be set back from the street edge to accommodate pedestrian plazas*

7.2 BUILT FORM GUIDELINES

Currently the section of Dundurn Street South between King Street West and Main Street West serves as an important commercial centre for Strathcona. The following guidelines are intended to intensify this commercial focus while promoting a mix of uses including retail, residential and office space.

7.2.1 Building Siting and Organization

1. Any reconfiguration of the existing plaza site should take into account built form which addresses all 3 street frontages: Main Street West, King Street West and Dundurn Street South, and should consider establishing a major retail use at the intersection of Dundurn Street South and King Street West which addresses the street.
2. Buildings on the north side of the existing plaza site should respond to the proposed transit stop on the west side of the Dundurn Street South/King Street West intersection. This can be achieved by orienting building entrances and taller built form massing close to the intersection.
3. Buildings on the west side of Dundurn Street South should be set back from the edge of the road to allow for retail oriented patios adjacent to the



Buildings should address the street by siting them close to pedestrian walkways. Canopies and awnings are encouraged to activate the streetscape



Buildings should be set back from the sidewalk so as to allow for ancillary functions such as patios to be introduced

public realm. A maximum 5.0m setback is encouraged to provide a comfortable pedestrian environment. This will allow for private realm planting, and the inclusion of pedestrian plazas and patios.

4. New development along the east side of Dundurn Street South should be sited with a setback ranging from 1.0 to 3.0 metres. Where lot depths are shallower a smaller setback is encouraged so that any new development does not negatively impact existing built fabric to the rear along New Street. (Refer to Fig. 7.1)
5. Retail uses should front onto Dundurn Street South and onto any major vehicular access ways within the site.
6. Residential uses should be sited above grade level retail uses and stepped back from the grade level built form so as to distinguish its use, and create pedestrian scale built form.
7. Above grade office uses are encouraged at the intersections of Dundurn Street South with Main Street West and King Street West.
8. A public open space focus shall be created centrally within the existing plaza site on the west side of Dundurn Street South. This could take the form of a landscaped commons or a paved square. (Refer to Fig. 7.1)

7.2.2 Building Massing

1. Built form massing on the east side of Dundurn Street South should respond to the existing built form fronting New Street, through either the use of smaller building heights or through the use of terraced built form. Massing along the east side of Dundurn Street South should not exceed 3 storeys in height.
2. At the intersections of Dundurn Street South with Main Street West and King Street West, building heights may increase to 6-8 storeys to create a desired entrance feature or “Landmark Location” effect at Main Street West. The south west corner of the Dundurn Street South / King Street West intersection may increase to 10 storeys to further reinforce the importance of this location which contains a potential Rapid Transit stop. (Refer to Fig.4.0)

7.2.3 Building Articulation

1. At grade retail uses fronting Dundurn Street South should include a higher percentage of glazing as a wall cladding material. Between 40% to 60% of the façade should be glazed.
2. Horizontal building projections such as canopies should be employed for pedestrian comfort and to create a distinguished retail image.

7.2.4 Building Entrances and Pedestrian Access

1. Retail building access should be demarcated clearly through the use of signage and shall face Dundurn Street South, Main Street West and King Street West.
2. Pedestrian access from the future rapid transit stop at the intersection of Dundurn Street South and King Street West should be integrated with the built form.
3. Pedestrian paths within the existing plaza site shall be well delineated and well connected for ease of access and movement.

7.2.5 Driveways and Vehicular Access

1. Built form adjacent to vehicular entryways should frame the access driveway.

7.2.6 Parking and Servicing

1. Special care must be taken to mitigate views of service yards within commercial sites through the use of landscape and architectural features.

7.3 STREETScape GUIDELINES



Horizontal building projections such as canopies should be employed for pedestrian comfort



At corner locations, building entrances should face the intersection. Apart from architectural articulation, signage shall help clearly demarcate pedestrian entrances



A green buffer between vehicular traffic and pedestrian walkways is highly encouraged

7.3.1 Street Furniture & Other Amenities

1. Patios are encouraged within the private realm along Dundurn Street South.
2. The intersections of Dundurn Street South and King Street West, and Dundurn Street South and Main Street West should be enhanced through the use of street furniture within the private realm.
3. Where site conditions permit, bicycle racks should be provided along Dundurn Street South.
4. Special signage should be located at the Dundurn Street South and Main Street West intersection to create a sense of arrival and to direct both pedestrian and vehicular traffic.

7.3.2 Street Trees

1. Street trees and plantings are encouraged along both sides of Dundurn Street South to create a pedestrian friendly boulevard effect, and create a green buffer between pedestrian areas and vehicular traffic.

7.3.3 Materials and Lighting

1. High quality paving materials which are durable should be considered for heavy pedestrian activity areas including the west side of Dundurn Street South.
2. At the intersections of Dundurn Street South with Main Street West and King Street West the unique paving should be used to facilitate traffic calming and improved pedestrianization.
3. A similar pedestrianization of the Right of Way (ROW) or traffic calming method should be adopted where vehicular access into the existing plaza site is permitted.
4. The intersections of Dundurn Street and King Street West, and Dundurn Street South and Main Street West should be augmented through the use of enhanced pedestrian paving materials within the private realm.
5. Specialty street lighting should be considered to support the high pedestrian activity zone.
6. Pedestrian scaled lighting should be incorporated into the design of patios, plazas and pedestrian gathering areas.



Patios are encouraged within the public realm where site conditions permit

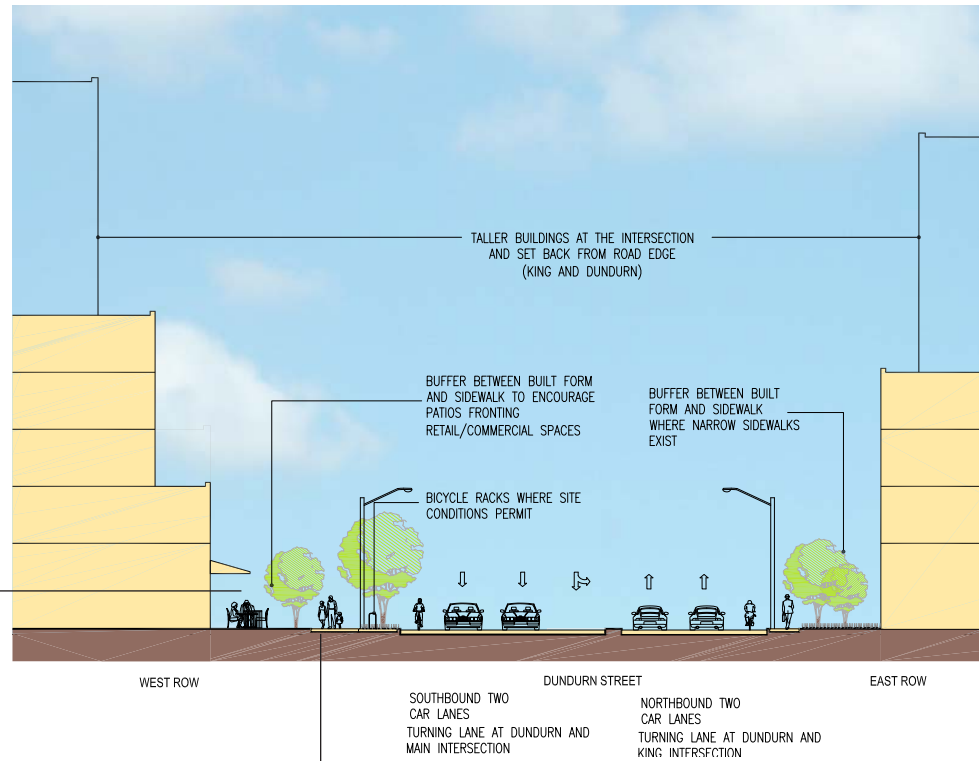
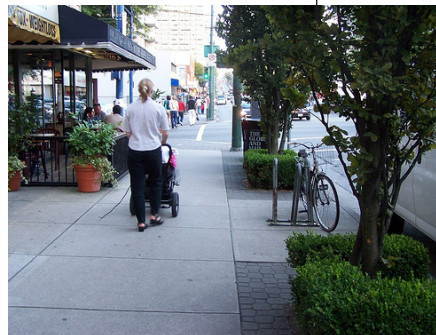


Fig.7.3: Dundurn Street ROW Cross Section(Concept Sketch)



Accommodate bicycle racks within street-scapes where possible

SECTION 8 QUEEN STREET

8.1 CONCEPT VISION

With existing tall residential buildings along Queen Street, the concept envisions redevelopment and intensification along this corridor to go as high as 8 to 10 storeys, intensifying the street while maintaining a human scale. Queen Street should be intensified primarily for high density residential uses. Mixed use development at the intersections of Queen Street North and York Boulevard, Queen Street North and King Street West, and Queen Street South and Main Street West is encouraged.



View looking north on Queen Street North from the intersection of Queen Street and King Street West



View of the existing commercial plaza at the intersection of Queen Street South and Main Street West

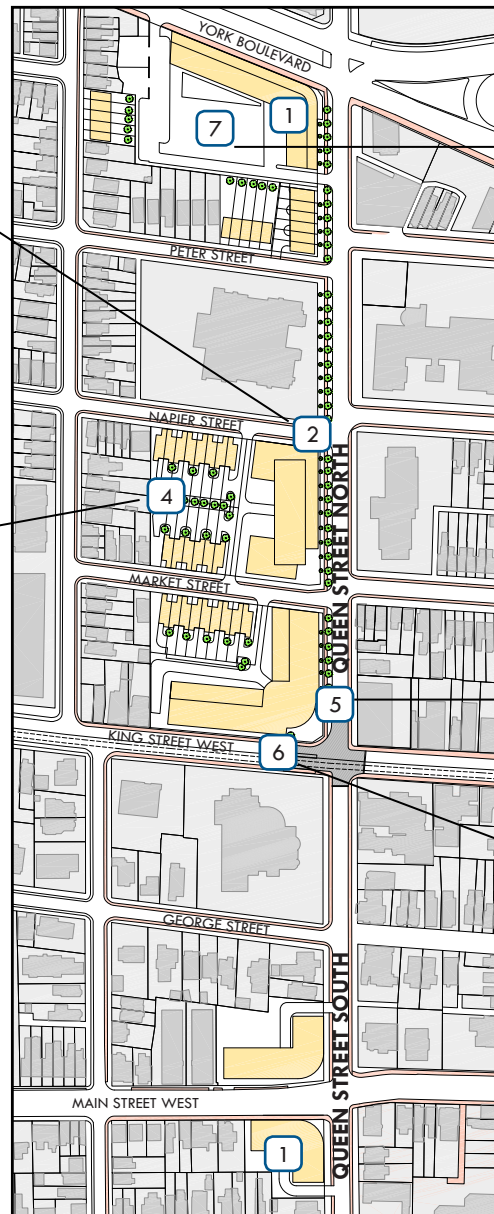
Taller buildings should be sited on 2 to 3 storey podiums that should address the adjacent street



Include low rise built form as a part of high density development to serve as an appropriate transition into the existing neighbourhood



- 1 Encourage Mixed Uses
- 2 New Development Should Address the Street
- 3 Higher Densities through Moderately Scaled Buildings
- 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
- 6 Support Transit Oriented Development
- 7 Follow Sustainable Design Principles



Encourage “green” surface parking lots



Pedestrianization (or traffic calming) methods should be adopted at major intersections such as Queen Street and King Street West



Ensure a pedestrian friendly environment around RT stops to support Transit Oriented Development

Fig.8.1: Queen Street (Concept Sketch-Plan)

8.2 BUILT FORM GUIDELINES

Portions of Queen Street are developed as high density residential uses, and any intensification along this corridor should reflect this existing condition.

8.2.1 Building Siting and Organization

1. Along the west side of Queen Street, where site conditions permit deeper setbacks, new development should be sited a minimum of 3.0 metres from the existing road edge, to mitigate any negative impact of taller buildings on the street, while still allowing the built form to address the streetscape.
2. New high density residential development should be integrated with a low rise built base or podium. This base should address the public street so as to activate the streetscape.
3. Where possible, low to medium density residential intensification should be paired with high density residential uses to create a smooth transition into the existing neighbourhood. The built form should front the public street, whereas the low to medium density form should address the neighbourhood to the rear or flankages of the site.

4. At the King Street West and Queen Street intersection, where a planned rapid transit stop is proposed, the built form should be configured to create a larger public space on both the east and west sides of the intersection. This allows for the accommodation of higher pedestrian traffic as well as highlighting the importance of the intersection. (Refer to Fig.8.2)
5. For residential units located at grade, care should be taken to provide an appropriate transition between the private space and the public space.



Low to medium density residential intensification should address the existing residential neighbourhood



Residential units at grade along Queen Street should have an appropriate transition from the street

8.2.2 Building Massing

1. At the intersection of Queen Street North and York Boulevard, building heights of 10 to 12 storeys should be encouraged.
2. Residential built form should be sited along the street line (Queen Street) and buildings should terrace down to the height of existing built form on adjacent properties.
3. At the south west corner of Queen Street North and York Boulevard, and along the west edge of Queen

Street North, redevelopment that incorporates both low density and high density residential uses in conjunction with mixed use commercial within the same block is highly encouraged.

4. At the intersection of Queen Street South and Main Street West, the height of any new development or redevelopment should be restricted to 3 to 4 storeys on both the north and south side of Main Street West. This is because the existing topography already provides an increased height at the intersection.

8.2.3 Building Articulation

1. Built form articulation should be such that it evokes a residential nature along Queen Street. This can be achieved through the use of balconies, residential scaled windows and changes of materials.
2. Exterior finishes should be of an enhanced quality at the King Street West and Queen Street intersection to reinforce the importance of the intersection as a transit stop and recognize adjacent heritage buildings, such as the Scottish Rite.



Design schemes that adopt mixed residential densities should be considered for large lots along Queen Street



Image of the existing Scottish Rite building at the south-west corner of Queen Street and King Street West

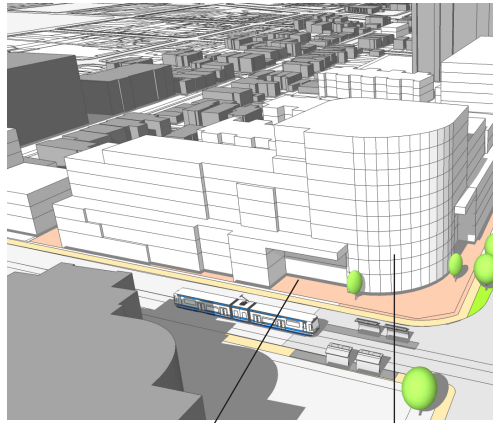


Example of an existing building that reflects the scale and proportions of the Scottish Rite building nearby. New development around the Scottish Rite is encouraged to reflect similar architectural articulation

3. Any new development at the Queen Street and King Street West intersection should complement, in terms of scale and articulation elements, the existing heritage building (Scottish Rite) on the south-west corner of the intersection.
4. Changes in exterior materials and colours are encouraged, including changes in plane, in line with sills and lintels, etc. Material or colour changes should articulate a transition between the base and the top of the development.
5. Residential units at grade should be physically separated from the streetscape either through a change in grade (i.e. decorative retaining wall) or the use of landscape elements (i.e. pillars and fencing).



Changes in exterior wall material and colours should articulate a transition between a base and a top for high density high rise residential development



At corners, buildings are encouraged to be recessed from the front face to accommodate larger pedestrian plazas

Taller building mass at important intersections helps address the importance of their location

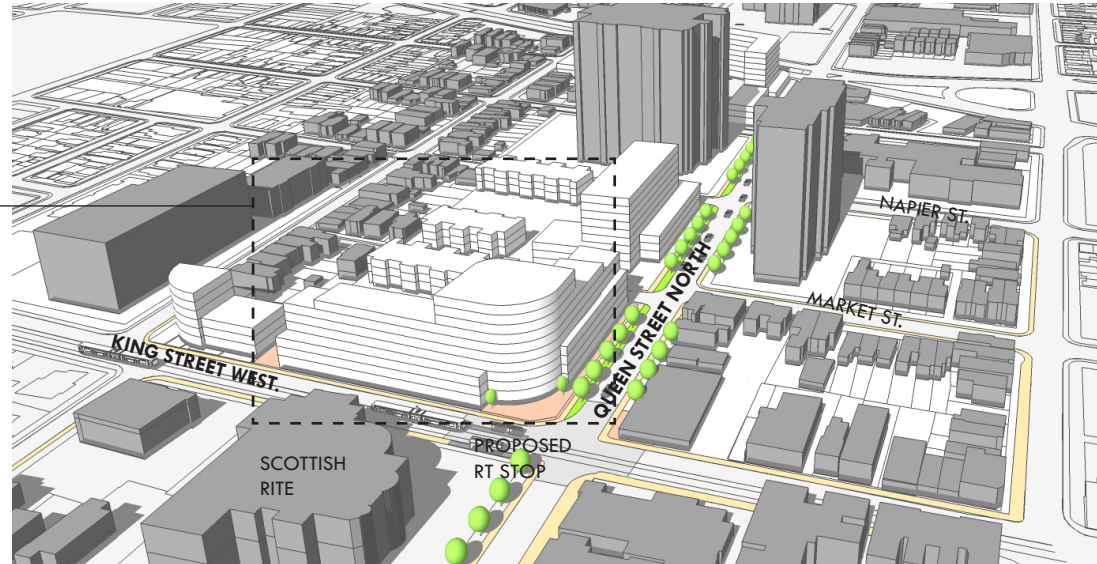
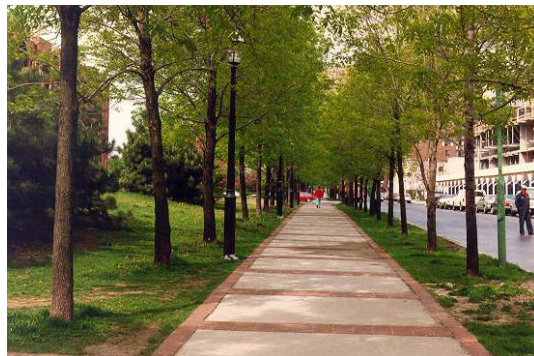


Fig.8.2: Queen Street (Concept Sketch-Perspective)

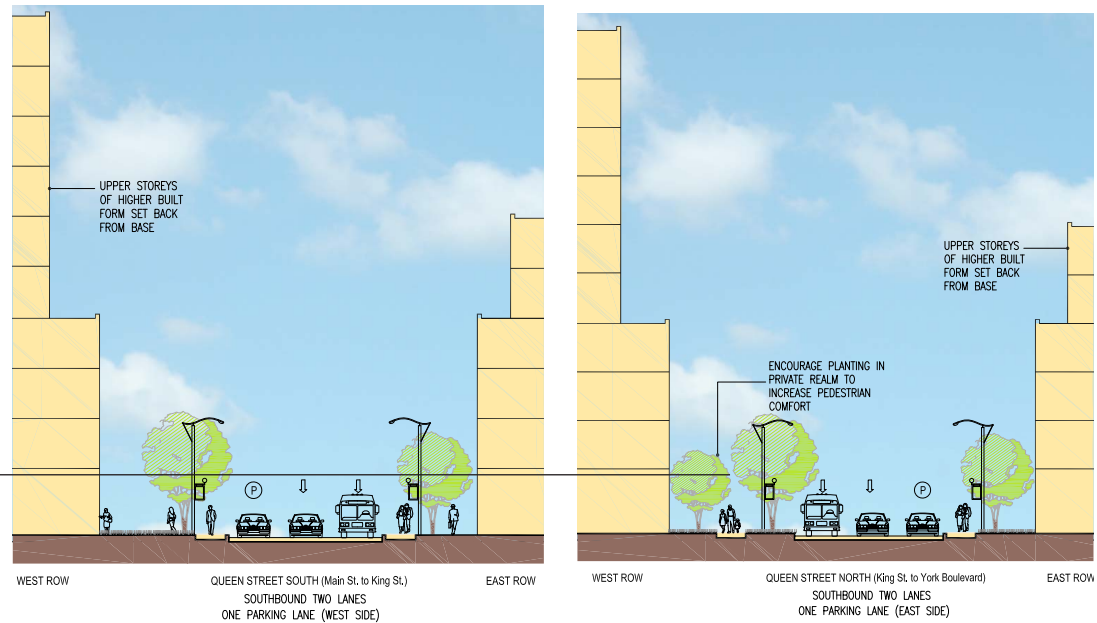


Fig.8.3: Queen Street ROW Cross Section(Concept Sketch)

SECTION 9 YORK BOULEVARD

9.1 CONCEPT VISION

York Boulevard is comprised of professional services, stand alone commercial uses and residential uses. Intensification and/or redevelopment along this corridor should focus primarily on accommodating high density residential uses with some mixed use development in the form of local commercial uses and/or professional services at grade.

The south side of York Boulevard that falls within the study area can be intensified with higher density residential uses along a majority of the corridor, similar to what is envisioned for the Queen Street corridor, with heights of 8 to 10 storeys. The intersections of York Boulevard and Queen Street North and York Boulevard and Dundurn Street North are encouraged for mixed use development.



Images of the existing condition of York Boulevard

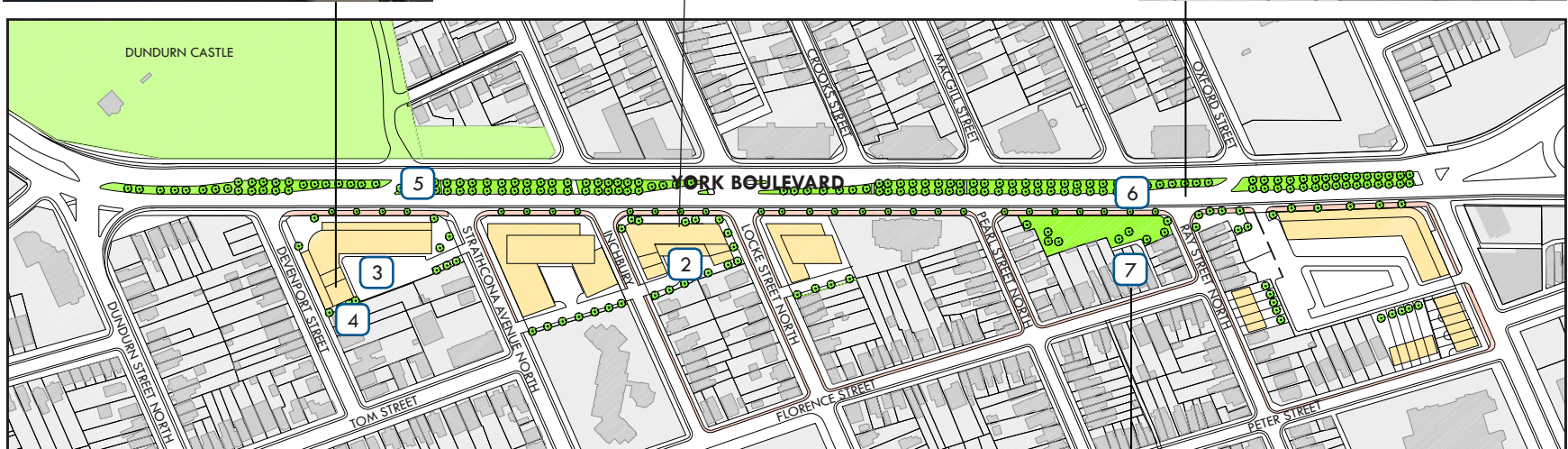
Ensure high density built form transitions appropriately into the existing neighbourhood through the use of a “stepped-down” built form



Colonnaded built form, or arcades, are encouraged along York boulevard



The introduction of bicycle lanes support the use of active transportation



- 1 Encourage Mixed Uses
- 2 New Development Should Address the Street
- 3 Higher Densities through Moderately Scaled Buildings
- 4 Appropriate Transitions into the Existing Neighbourhood
- 5 Improved Pedestrian Environment
- 6 Support Transit Oriented Development
- 7 Follow Sustainable Design Principles



Retain and enhance existing open spaces as integral parts of the streetscape and the community at large

Fig.9.1: York Boulevard (Concept Sketch- Plan)

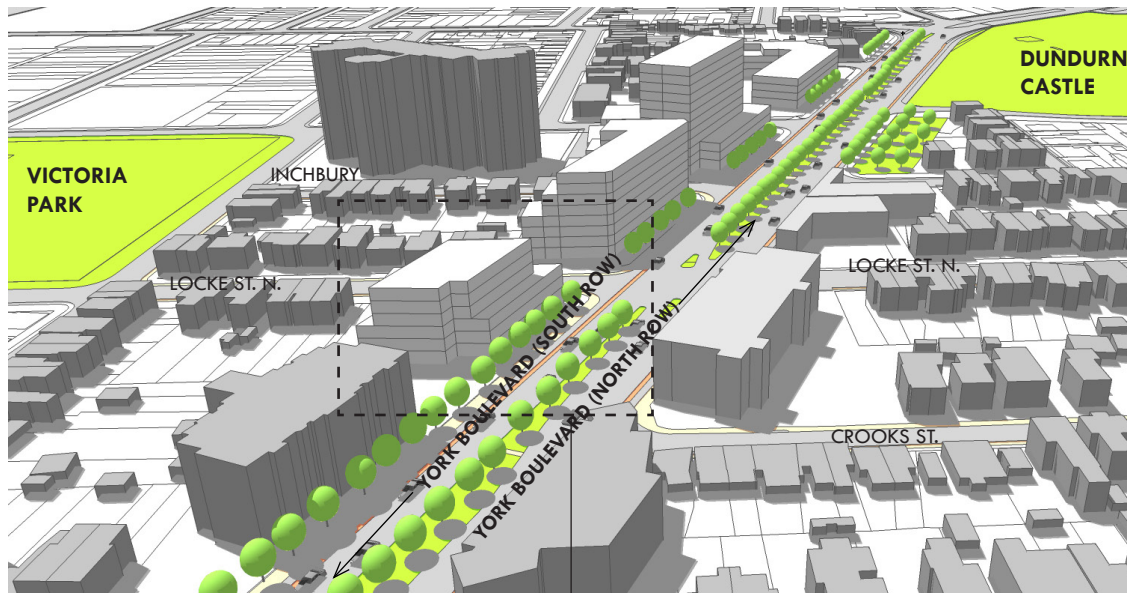
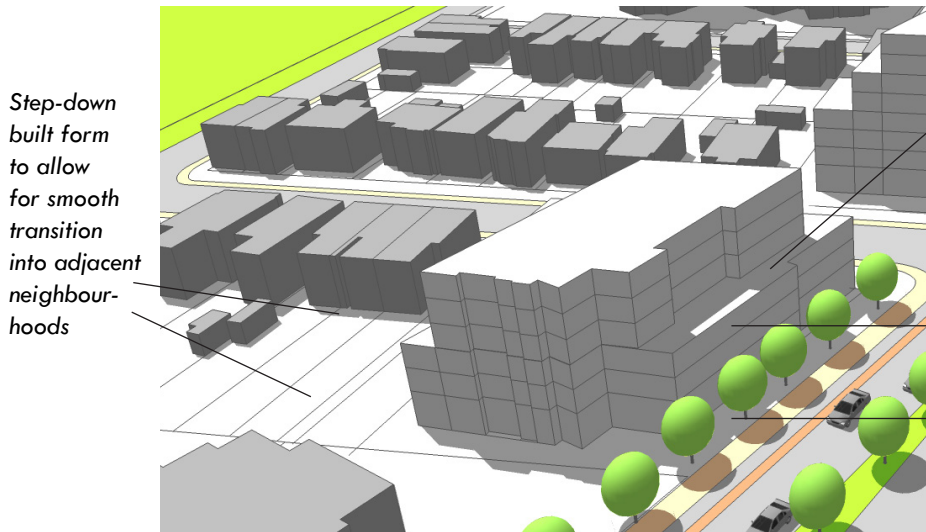


Fig.9.2: York Boulevard (Concept Sketch-Perspective)



Step-down built form to allow for smooth transition into adjacent neighbourhoods

Green roofs are encouraged where possible

Buildings taller than 3 storeys should be stepped back from a podium built form

Buildings to be sited with a setback of 4.0 to 5.0 metres to accommodate private realm planting

9.2 BUILT FORM GUIDELINES

The following guidelines are intended specifically for York Boulevard and are geared primarily towards residential intensification, both medium and high density.

9.2.1 Building Siting and Organization

1. On the south side of York Boulevard, buildings should be sited with a setback ranging from 4.0 to 5.0 metres from the property line. This will reinforce the boulevard character of the corridor by making the Right of Way (ROW) appear wider. (Refer to Fig.9.2)

9.2.2 Building Massing

1. The south side of York Boulevard and the wide Right of Way (ROW) of the corridor itself presents opportunities for taller built form. Building heights should vary from 4 to 10 storeys.
2. At the York Boulevard and Queen Street North intersection, building heights are envisioned to be 8 to 10 storeys in height, with retail uses developed at grade level. (Refer to Fig 4.0)
3. Tall buildings should be well integrated into a base of 2 to 3 storeys in

height through the upper storeys being sited closer to one of the corners of the base.

4. Care should be taken so that any tall built form does not cast unwanted shadows on neighbouring existing low density residential uses.
5. Care should be taken that high density residential built form does not result in massing that is not appropriate to the surrounding scale. This can be achieved by creating a stepped down built form massing. (Refer to Fig.9.2)
6. Currently, colonnades are used intermittently to create a unique pedestrian environment along York Boulevard. This architectural tool is encouraged to be used for new development and allows for optimum use of space above grade, while still promoting a comfortable pedestrian environment.

9.2.3 Building Articulation

1. Where office, commercial or retail uses are permitted as part of a mixed use building, a clear delineation between residential uses and other uses shall be made through architectural articulation. Care must be taken to ensure integration into the overall massing.

9.3 STREETScape GUIDELINES

York Boulevard functions as a gateway to Hamilton’s downtown core, connecting the Dundurn National Historic Site, Copps Coliseum, and the Hamilton Farmers’ Market together with long views of York Boulevard. It is also one of the sites identified by the Public Art Master Plan as a corridor with the potential to accommodate public art. The following guidelines are meant to direct design in order to enhance the existing boulevard quality of York Boulevard.

9.3.1 General

1. To enhance the boulevard quality of York Boulevard, the parkette between Ray Street and Pearl Street should be protected and enhanced as an open space through the introduction of high quality street furniture and the use of public art. Proposing pedestrian paths within the parkette which directly connect to the public sidewalk will enhance the use of this site as well. (Refer to Fig. 9.1)
2. Encourage the provision of additional spaces for public art within the public realm and as part of new development through the introduction of urban plazas and building façade art where site conditions permit.



Example of residential units with commercial uses at grade



Taller built form to be located on a base built form, which in turn should address the public streetscape



Existing example of architectural built form that uses colonnades along York Boulevard



A double row of trees is encouraged along York Boulevard

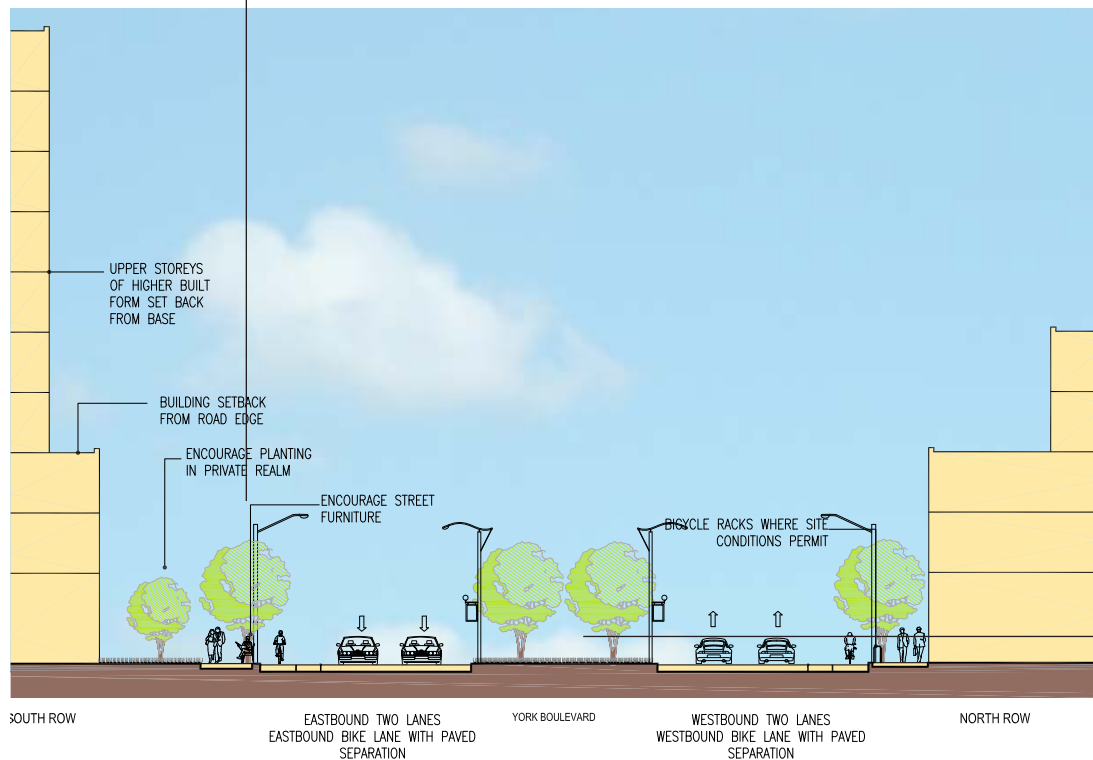


Fig.9.3: York Boulevard ROW Cross Section(Concept Sketch)

9.3.2 Street Furniture & Other Amenities

1. Street furniture should be located between the sidewalk and vehicular traffic to act as a buffer.
2. The introduction of any form of public art along York Boulevard shall be coordinated with the concept of treating the York Boulevard and Dundurn Street North intersection as an entrance into the neighbourhood and

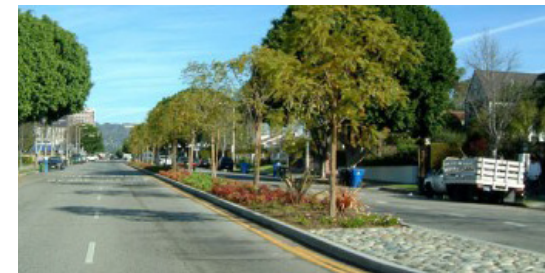
the City of Hamilton. Guidance related to public art shall be from the Public Art Master Plan.

9.3.4 Street Trees

1. Street trees are highly encouraged on York Boulevard to retain and enhance the boulevard quality of the corridor.
2. If space permits, a double row of trees should be considered.
3. Street trees should be located with street furniture and paired with site furnishings, bicycle parking, transit shelters, utilities and public art.

9.3.5 Lighting

1. Unique lighting should be considered as an integral part of any public art that is introduced along York Boulevard.



The existing median on York Boulevard is an important aspect of the corridor and should be retained and enhanced through additional landscaping as depicted in the image example

SECTION 10 IMPLEMENTATION

Use of Urban Design

Guidelines

The Strathcona Urban Design Guidelines have been developed to provide a comprehensive tool for the neighbourhood to use in the assessment of applications for intensification, development and redevelopment within the Strathcona Secondary Plan Study Area. (Refer to Fig.1.0) The Guidelines are intended to be used in conjunction with the Secondary Plan and to augment the Strathcona Secondary Plan urban design policies. The Guidelines illustrate approaches to designing development, new built form and landscaping to accommodate the growing needs of Strathcona while ensuring that new development is compatible with the existing fabric of the Strathcona neighbourhood. They are also intended to minimize impacts of new development on adjacent low-rise residential properties. The guidelines make recommendations on built-form and site design such as building massing, step-backs, setbacks and streetscaping.

The Urban Design Guidelines reflect the community's desire to enhance the quality and character of development within the Strathcona Secondary Plan Study Area, while respecting its heritage character.

To ensure development in the Strathcona neighbourhood occurs in a positive and sustainable manner, the City shall use the Urban Design Guidelines as a part of the development review process.

To ensure that new development is consistent with the Urban Design Guidelines, the City may require the submission of an Urban Design Report or Brief with a development application to demonstrate conformity with the Guidelines.

When implementing the Guidelines it is important to recognize that site specific exceptions may be warranted and that the intent of a guideline can be achieved for a particular project through excellence in design in another manner. Where an exception is requested, it is the responsibility of the designer / developer / builder to demonstrate to the City that the intent of the Guidelines is being achieved, and that the design is appropriate. It is at the discretion of the City to support or not support such alternate designs. In cases where the City requires further review of applications, a Peer Review Process may be considered.

Ongoing Monitoring & Evaluation

Over time, the Strathcona Secondary Plan and Urban Design Guidelines may be amended based on experience, trends and feedback from the community. Consistent with the Planning Act, a monitoring process is encouraged to review the evolving effectiveness of the Guidelines and the Strathcona Secondary Plan.

Strathcona Secondary Plan

Summary Report



City of Hamilton
Planning and Economic Development
2013

Strathcona Secondary Plan Summary Report

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1.0 INTRODUCTION

The Strathcona Secondary Plan Summary Report summarizes the process leading to the development of the Strathcona Secondary Plan. This Report outlines the context, main issues and opportunities that were identified and the subsequent decisions that were made throughout the Secondary Plan process and the rationale behind those decisions and the development of the Secondary Plan. This report also outlines the public consultation process conducted as part of the Secondary Plan and includes a summary of comments and concerns raised.

1.2 Secondary Plan Area

The Strathcona Secondary Plan study area is bounded by lands south of York Boulevard, east of Highway 403, west of Queen Street and includes properties on both sides of Main Street West to the south (refer to Map No.1).

1.3 Planning Policy Context

The following section provides a summary of the planning policy context relevant to the development of the Secondary Plan.

Provincial Planning Framework

The Province of Ontario has jurisdiction over planning matters at the provincial level. Planning legislation and regulations provide guidance to municipalities on how to plan for and develop sustainable, liveable communities.

1.3.1 The Planning Act

The Planning Act is the primary legislative tool that guides land use planning in Ontario. It provides municipal governments with the direction and authority to guide development and land use planning through official plans, secondary plans and zoning by-laws. One of the general purposes of the Planning Act is to integrate matters of provincial interest in municipal planning decisions. The preparation of the Strathcona Secondary Plan is governed by the Planning Act in terms of content and process.

1.3.2 Provincial Policy Statement (PPS) (2005)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that, in exercising any authority that affects planning matters, planning authorities shall be consistent with policy statements issues under this Act. The three major policy sections of the PPS include:

- Building Strong Communities – policies directed at achieving efficient development and appropriate range of land uses, including employment, mix of housing types and tenure, parks and open space areas, adequate provision of services and transportation infrastructure;
- Wise Use and Management of Resources – policies for the protection of natural heritage features, cultural heritage and archaeological resources; and,
- Protecting Public Health and Safety – policies that direct development away from areas of natural and human-made hazards.

The Strathcona Secondary Plan is consistent with the policy direction of the PPS.

1.3.3 Places to Grow - Growth Plan for the Greater Golden Horseshoe (2006)

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

The Growth Plan contains policy directions which requires consistent urban growth decisions, promotes urban residential intensification and provides a means to better utilize existing and future infrastructure investments. The Growth Plan promotes and supports communities within the built-up area that are compact and transit-supportive; reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments, and encourage the development of a diverse mix of land uses, a range and mix of employment and housing types, high quality public open spaces, and easy access to local stores and services.

The Strathcona neighbourhood is located within the built-up area of Hamilton and has an existing density of approximately 69 persons and jobs per hectare (2006). The Secondary Plan directs future growth and redevelopment to strategic locations within the neighbourhood, taking advantage of planned higher order transit anticipated along King Street West. High density residential development is directed to the exterior of the neighbourhood to take advantage of existing and planned transportation routes, municipal infrastructure, proximity to public transit and to complement other higher density developments. The Secondary Plan also includes direction for a mix of uses and housing types, supporting the neighbourhood as a complete community.

The Strathcona Secondary Plan conforms to the policies of the Growth Plan.

Municipal Planning Framework

Official Plans contain the goals, objectives and policies that guide future physical development, while taking into consideration important social, economic and environmental matters. The Strathcona Secondary Plan was developed in the context of the Urban Hamilton Official Plan, and meets the intent of the policies contained therein.

1.3.4 Urban Hamilton Official Plan (Ontario Municipal Board Approval August 16, 2013)

The Urban Hamilton Official Plan (UHOP) was adopted by City Council on July 9, 2009 and was approved by the Ministry of Municipal Affairs and Housing on March 16, 2011. The Plan was subsequently appealed to the Ontario Municipal Board (OMB) and has remained under appeal until an OMB decision on the UHOP was issued on August 16, 2013, bringing portions of the Plan into effect. However, there are still some policy sections, select policies and schedules that remain under appeal.

The UHOP implements an urban structure based on a series of nodes and corridors and identifies other elements of the City's urban structure, including Neighbourhoods, Open Space, Employment Areas, and Major Activity Centres. The urban structure forms the basis for the land use designations contained in the Plan. In addition, the UHOP provides direction on intensification, urban design, compatibility and transportation.

The following land use designations are applied to the study area, as shown on Schedule E-1: Urban land Use Designations:

- Neighbourhoods;
- Open Space;
- Institutional; and,
- Mixed Use – Medium Density.

The Strathcona Secondary Plan provides specific direction with respect to the land use designations and establishes appropriate residential densities for the neighbourhood. The Plan also provides guidance on urban design, cultural heritage resources and transportation. The proposed land use designations and policies of the Secondary Plan are consistent with the Official Plan policies. However, in order to reflect Council approved directions for the City (provided through adoption of the UHOP), the Strathcona Secondary Plan also includes specific policies that currently remain under appeal including natural heritage system policies and select policies related to cultural heritage, residential intensification, transportation as well as specific definitions.

An amendment is required to the Urban Hamilton Official Plan in order for the Secondary Plan to be implemented.

1.4 History and Background

A Secondary Plan for the Strathcona Neighbourhood was initiated in October 2005. At that time, secondary plans had been recently completed for Downtown Hamilton, the West Harbour Planning Area and the Ainslie Wood Westdale neighbourhood. In order to promote compatible development adjacent to these planning areas, a Secondary Plan for the Strathcona Neighbourhood was identified as a priority. In addition, the proximity of the study area to downtown Hamilton increased the potential for intensification opportunities along the neighbourhood's primary corridors. The Secondary Plan provided the opportunity to evaluate where development should be directed and to identify appropriate locations for intensification.

A Public Information Centre (PIC) was held in January 2006, the purpose of which was to obtain public input on the neighbourhood's strengths, weaknesses and opportunities. A second PIC was held in April 2006, focusing on the vision for York Boulevard. In June 2007, a third PIC was held in order to present and discuss three land use options for the neighbourhood, including the planning principles and legislative context used in the development of the options. A final PIC was held in November 2007, in which the preferred land use concept for the Strathcona Secondary Plan was presented to the public. A Transportation Management Plan (TMP) was initiated in 2008, in response to the number of transportation-related issues identified within the neighbourhood. Both the Secondary Plan and TMP were placed on hold in 2009 pending the outcome of the City of Hamilton's Rapid Transit initiative. The Secondary Plan process and the TMP were re-initiated in 2011 when significant progress had been made on planning for future rapid transit. The remainder of this report will focus on the project, starting in 2011.

2.0 SECONDARY PLAN STUDY AND PROCESS

The Strathcona Secondary Plan process provided the opportunity to evaluate where development should be directed within the study area and to identify opportunities for residential intensification. The intent of the Strathcona Secondary Plan was to determine future land uses, including the promotion of transit-supportive development; identify and protect the existing cultural and natural heritage features and protect the stable residential core, within the context of the Urban Hamilton Official Plan. Public input has played an important role in the development of the Strathcona Secondary Plan.

Through the planning process, it was important to identify the appropriate range and location for commercial uses, protect the stable residential core and protect the cultural heritage resources of the neighbourhood. In addition, the Secondary Plan also addresses the interface of future development along the neighbourhood's primary corridors and how compatibility through design can be accommodated.

2.1 Work Plan and Approach

Following project re-initiation in 2011, the Strathcona Secondary Plan was carried out in four phases: Phase 1 – Background Review: Information Gathering and Issue Identification; Phase 2 – Visioning and Objectives; Phase 3 - Refinement of Land Use Concept; and, Phase 4 - Development of Draft Preferred Plan.

Phase 1 – Background Review: Information Gathering and Issue Identification

Phase 1 of the Secondary Plan process included gathering background information relevant to the study area in order to provide context and to understand neighbourhood needs. This information provided the foundation for the direction of the Secondary Plan and the baseline of conditions that currently exists within the study area. The information collected during this phase was summarized and described in the Strathcona Secondary Plan Background Report (received by Council through Report PED11182). During Phase 1, the Community Liaison Committee (CLC) for the project was re-established.

Phase 2 – Visioning and Objectives

Phase 2 of the Secondary Plan process included identifying the issues and opportunities; establishing the vision, as well as the development principles for the Secondary Plan that informed and guided the development of the proposed land use concept and policies. The CLC played a significant role in providing input during this phase. Additionally, two key projects were also initiated: a Commercial Review and Urban Design Guidelines.

Phase 3 – Refinement of Land Use Concept

Phase 3 of the Secondary Plan process focused on refining the land use concept that had been developed prior to the Secondary Plan being placed on hold in 2009. The refinement was based on an analysis of the background information, direction provided through the vision and development principles established in Phase 2, as well as site visits and discussions with key stakeholders. The recommendations of the Commercial Review informed the land use concept.

Phase 4 – Development of Draft Preferred Land Use Plan and Policies

Phase 4 of the Secondary Plan process involved developing the final preferred land use concept and policies for the study area based on comments received from the public, City staff, agencies, stakeholders, and the results of the background reports including the TMP.

2.2 Public Consultation

Public consultation has played an integral role in the development of the Strathcona Secondary Plan. Staff engaged the public over the course of the study, both formally and informally. Public Information Centres (PIC) were held between November 2011 and March 2013, as a means of gathering input and informing residents, landowners, and other stakeholders. Additionally, the Citizens Liaison Committee (CLC) was re-established and played a key role in informing the Secondary Plan process. Staff also engaged stakeholders and the community through emails, phone calls and meetings.

2.2.1 Public Information Centres

A total of three Public Information Centres were held at key milestones during the Secondary Plan process. Notification of these meetings were published in the Hamilton Spectator and sent to those who were part of the mailing list for the study. The following is a summary of the Public Information Centres.

Public Information Centre 1 – November 8, 2011

The Strathcona Secondary Plan was formally re-introduced to the public on November, 8, 2011, at a Public Information Centre (PIC #1) held at Strathcona Elementary School. The meeting was attended by 25 people from the community. The focus of this meeting was to re-introduce the study to the neighbourhood, present background information relevant to the Secondary Plan study area and to make available the initial draft land use concept developed during the initial phase of the project, prior to the Plan being placed on hold in 2009. Those who attended were invited to fill out a comment sheet, identifying any issues that should be considered through the Secondary Plan project (refer to Appendix 'A' for a summary of comments received).

Public Information Centre 2 – June 26, 2012

A second Public Information Centre (PIC #2) was held on June 26, 2012, to get community input on issues to be considered through the urban design guidelines and to identify how development along the neighbourhood's major streets should look. This included discussion on the location of buildings on a property, identifying appropriate heights and the relationship of new buildings to the existing neighbourhood. The draft vision and planning principles for the Secondary Plan were also presented for comment and feedback. The PIC was attended by 26 people from the community. The information collected at PIC #2 was used to inform the development of the Urban Design Guidelines and the Secondary Plan with respect to built form, building heights and land use (refer to Appendix 'B' for a summary of the comments received).

Public Information Centre 3 – March 5, 2013

A final Public Information Centre (PIC #3) was held on March 5, 2013, in which the preferred land use concept and the draft Secondary Plan were presented to the public.

The purpose of the meeting was to gather community feedback on the draft Plan prior to finalizing it and bringing it forward to the Statutory Public Meeting. In addition, the results of the Strathcona Commercial Review and the direction for the Urban Design Guidelines were also presented at PIC #3. The meeting was attended by 49 people. Based upon a review of the comments received from community members and stakeholders at PIC #3, City staff and agency circulation, the draft Secondary Plan and preferred land use concept was refined (refer to appendix 'C' for a summary of the comments received).

2.2.2 Citizens Liaison Committee (CLC)

When the Secondary Plan was re-initiated, the City also re-established the Citizens Liaison Committee (CLC), a group of 16 stakeholders from the community comprised of residents, landowners and business owners, including the Ward 1 Councillor. The broad purpose of the CLC was to inform the Secondary Plan process. This group was re-established by soliciting previous members from the initial CLC group and by working with the Councillor's office to identify additional persons interested in contributing to the Secondary Plan. The CLC met with the project team a total of eight times at key points during the study (seven meetings and one neighbourhood walk) to provide feedback on emerging issues and to inform the development of the Secondary Plan. The role of the CLC was to provide a community perspective on issues and solutions. Meetings were held to discuss issues and opportunities ranging from developing the Secondary Plan vision and planning principles to discussing the importance of heritage to the neighbourhood to providing input into the refinement of the draft land use concept and the draft preferred Plan. The following is a summary of the purpose of each CLC meeting:

- CLC Meeting #1: Introductory Meeting – Introduce the project and preliminary identification of issues and opportunities.
- CLC Meeting #2: Discuss issues related to the Transportation Management Plan (TMP).
- CLC Meeting #3: Discuss heritage planning and options for the Secondary Plan.
- CLC Meeting #4: Urban design SWOT (Strength Weakness Opportunity Threat) analysis with Urban Design Consultants.
- CLC Meeting #5: Develop a vision for the Secondary Plan.
- CLC Meeting #6: Urban design charette.
- CLC Neighbourhood Walk to identify design direction and considerations for the Urban Design Guidelines.
- CLC Meeting #7: Presentation of preferred Plan and group discussion.

2.2.3 Internal and Agency Consultation

An internal Technical Advisory Committee (TAC) comprised of City staff was utilized to provide the expertise of a multi-disciplinary team to assist with the development and refinement of the Secondary Plan. Committee members provided detailed input on the Plan and studies from their area of expertise. Members assisted in identifying issues, reviewing alternative solutions, and providing comments on the land use plan, policies and related studies. It included representatives from the following departments and divisions:

- Emergency Services
- Hamilton Police Services
- Planning and Economic Development
 - Business Development
 - Community Planning
 - Culture Division
 - Development Planning, Heritage and Design
 - Downtown and Community Renewal
 - Growth Management
 - Municipal Parking
 - Official Plan Policy and Zoning By-law Reform
 - Economic Development and Real Estate
- Public Health Department
- Community Services Department
 - Recreation
 - Healthy Living
 - City Housing Hamilton
- Public Works Department
 - Rapid Transit
 - Operations and Maintenance
 - Strategic and Environmental Planning
 - Traffic Engineering and Operations
 - Waste Management
 - Infrastructure and Source Water Planning
 - Open Space and Development
 - Hamilton Street Railway

The following external agencies were also consulted as part of the Secondary Plan process:

- Bell Canada
- Canada Post Corporation
- Canadian National Railway
- Canadian Pacific Railway
- Cogeco Cable
- Enbridge Pipelines Inc.

- French Catholic School Board
- French Public School Board
- GO Transit
- Hamilton Community Energy
- Hamilton Conservation Authority
- Hamilton International Airport
- Hamilton Wentworth District School Board
- Hamilton Wentworth Catholic District School Board
- Haudensaunee (Six Nations Traditional Council)
- Horizon Utility Corporation
- Hydro One Networks
- Huron-Wendat First Nation of Wendake
- Ministry of the Environment
- Ministry of Natural Resources
- Ministry of Transportation
- Mississaugas of the New Credit First Nation Elected Chief and Council
- Metrolinx
- Mountain Cable Vision
- Municipal Property Assessment Corp.
- Six Nations of the Grand River Territory First Nations
- Source Cable and Wireless
- Sun-Canadian Pipe Line Company
- Tradeport International Corporation
- TransCanada PipeLines Limited
- Trans Canada Transmission
- Trans Northern Pipeline
- Transport Canada
- Union Gas

There were no substantial comments provided to us by the agencies circulated.

2.2.4 Website

As part of the public consultation process, City staff created a page on the City of Hamilton's website specifically dedicated to the Strathcona Secondary Plan (www.hamilton.ca/strathcona). Staff provided all of the Public Information Centre dates and materials, Citizens Liaison Committee information, project updates and other related information on the website. In addition, digital comment sheets were available online for members of the public to provide comments for PIC #1, PIC #2 and PIC #3. The website was updated when new information became available. The website was a key tool for distributing information to the wider community.

2.3 Secondary Plan Supporting Studies

To support the Secondary Plan process and the development of the preferred land use plan and policies, three additional studies were conducted and are summarized below:

2.3.1 Strathcona Transportation Management Plan (TMP) (2013)

The Strathcona Transportation Management Plan (TMP) was initiated in 2008, in response to a number of transportation-related issues identified through the Secondary Plan process. The TMP was subsequently placed on hold in 2009, along with the Secondary Plan, when planning for Rapid Transit was undertaken by the City of Hamilton. Both projects were re-initiated in 2011.

The objectives of the Strathcona TMP were to:

- Capitalize on the excess road capacity on the major transportation corridors and use the space to improve transit, landscaping, parking, cycling and pedestrian facilities;
- Improve the pedestrian environment, especially at pedestrian crossings; and,
- Expand the trail system in the study area to connect major points of interest.

The study area was bounded by Highway 403 and the municipal boundary with Burlington to the west, Hamilton Harbour to the north, Queen Street to the east and Main Street West to the south (see Map No. 2). The recommendations from the study are summarized below:

- Dundurn Street North (between King Street West and Main Street West) - Add on-street bicycle lanes between Street and Main Street, as well as change the location of sidewalk and tree line;
- King Street West - Based on the LRT EA, removal of two lanes and implementation of a two-way LRT line and an interim plan for use of the dedicated lane as a Transit Only Lane is currently being pursued;
- Locke Street (between King Street West and Main Street West) - Remove one of the existing two lanes of traffic in order to implement a northbound on-street bicycle lane and a separated southbound bicycle lane, providing a buffer for pedestrians from traffic;
- Main Street West - Remove one lane of traffic and widen the sidewalks to 2.5 metres between Strathcona Avenue and Queen Street;
- Margaret Street - Narrow the existing four (4) lanes and widen sidewalks on both sides;
- Queen Street - Remove one lane of traffic between York Boulevard and Main Street (with the exception of a section between King Street and Market Street) and implement on-street parking bays and widened sidewalks to improve the pedestrian environment; and,
- York Boulevard - Remove one lane in each direction between Dundurn Street and Queen Street and implement bicycle lanes.

2.3.2 Strathcona Secondary Plan Commercial Review (November 2012)

A Commercial Review was initiated by the City in order to assess the supply of retail and service commercial space within the Secondary Plan area and to determine the most appropriate locations for directing and promoting retail and service commercial growth within the study area. The Commercial Review analyzed the existing supply of retail space within the Secondary Plan area and concluded that, when compared to the City-wide average, the neighbourhood is oversupplied by retail and service commercial space. Neighbourhood demographics were also considered. As a whole, the population within the study area is older than the City-wide average (24% of population is over 65 years of age compared with 16% City-wide); and, household incomes were significantly lower within the study area when compared with the City-wide average (\$36,400 versus \$60,500 respectively).

Based on this information, the Report recommends that retail space be consolidated in order to provide the best opportunity for future commercial success. The Commercial Review made the following recommendations:

- **King Street West**

That King Street West be the planned focal point for retail, restaurant and entertainment activities as this corridor possesses the greatest potential to foster a strong, pedestrian-oriented shopping environment based on its existing property fabric and planned higher order rapid transit. The study recommended Mixed Use – Medium Density and Mixed Use – Medium Density Pedestrian Predominant (Dundurn Street to Pearl Street).

- **Main Street West**

Main Street West provides the opportunity to accommodate a niche market for small scale office uses, particularly through the adaptive re-use of the existing house built form located east of Locke Street South. Opportunity exists to promote the development of new residential uses and live-work units along the corridor. The study recommended Mixed Use – Medium Density with area specific policies limiting the range of commercial uses, including prohibiting stand alone retail and restaurant uses.

- **Dundurn Street South**

Dundurn Street South, extending just south of Main Street West to just north of King Street West offers future redevelopment opportunities and the potential to create a strong built form presence along the corridor as part of the neighbourhood node. The width and nature of the street is conducive to creating a streetscape that is comfortable for promoting pedestrian activity.

- **York Boulevard**

Local commercial uses should be focused to key intersections, and developed to encourage pedestrian activity. Additional commercial development is not recommended along York Boulevard due to the oversupply of retail space in the

neighbourhood, new commercial permissions for the north side of the street (through the Setting Sail Secondary Plan for the West Harbour) and a lack of existing retail development.

- **Locke Street North**

The existing built form is almost entirely comprised of older single detached homes, with no existing commercial. Commercial development is not recommended for Locke Street North based on the existing built form that is not conducive to retail/commercial uses and lower traffic volumes which are a deterrent for retailers.

The Commercial Review informed the refinement of the preferred land use concept and Secondary Plan policies.

2.3.3 Strathcona Urban Design Guidelines (July 2013)

To guide the future development of lands within the Secondary Plan area, Urban Design Guidelines have been developed. These Guidelines will assist in providing direction for future built form, site design and landscaping along the neighbourhood's primary corridors and will facilitate City staff and development proponents in translating the policies of the Secondary Plan during the development approval processes. The Guidelines also provide direction for future public realm improvements. The Guidelines are discussed in more detail under Section 5 of this Report.

2.3.4 Other Studies

The development of the Strathcona Secondary Plan was informed by a number of other City studies that may influence the study area. Where possible, the recommendations and direction of these studies have been incorporated into the Secondary Plan. These studies include the following:

- Shifting Gears 2009: Hamilton's Cycling Master Plan;
- Hamilton Truck Route Master Plan, 2010;
- Transit Oriented Development Guidelines, 2010;
- Hamilton Transportation Master Plan, 2007;
- Hamilton Recreational Trails Master Plan, 2007;
- Main King Queenston Corridor Strategy Study, 2012;
- City-Wide Corridor Planning Principles and Design Guidelines, 2012; and,
- City of Hamilton Public Art Master Plan, 2008.

3.0 DEVELOPMENT OF THE DRAFT STRATHCONA SECONDARY PLAN

3.1 Vision and Principles

A visioning exercise was conducted by City staff with the Citizens Liaison Committee in 2012. The vision statement illustrates what the neighbourhood will look like in 25 years and provides a framework for the Secondary Plan. The Strathcona Secondary Plan vision is as follows:

“Strathcona is a vibrant, diverse, green and liveable neighbourhood that values its strong sense of community and historical character, promotes complementary redevelopment and cultivates a healthy, welcoming neighbourhood for all.”

Once the vision was created, a series of six planning principles were developed. The principles represent the foundation of the Strathcona Secondary Plan, and are consistent with the vision statement.

The six Secondary Plan principles are as follows:

1. **Historic**

The Strathcona Neighbourhood is an historic neighbourhood, comprised of beautiful buildings, unique natural features, including the Iroquois Ridge and views to the Harbour, landmark cultural assets such as Victoria Park, and the Scottish Rite, as well as numerous recognizable places of worship that define the neighbourhood’s unique sense of place.

2. **Vibrant**

The Strathcona Neighbourhood is a prospering, dynamic, engaged and proud community, made up of a mix of housing, uses, services and amenities for all ages, incomes, household types and cultures. It is a neighbourhood of choice for people to live, work, play and visit, providing opportunities for new investment and community engagement.

3. **Green**

The Strathcona Neighbourhood is a green neighbourhood, comprised of valuable open spaces and parks with views, vistas and connections towards the Niagara Escarpment and Hamilton Harbour. The Neighbourhood promotes the conservation and protection of its shared resources and green infrastructure while promoting innovative and active transportation options, the efficient use of land and environmentally sustainable design.

4. Liveable

The Strathcona Neighbourhood is a safe, attractive and green community for all ages that promotes well designed, human-scaled development where people are prioritized over vehicles. The neighbourhood embraces new employment opportunities, housing types and a diverse range of services and amenities to meet the needs of present and future generations, which promotes living opportunities for all ages.

5. Urban

The Strathcona Neighbourhood is a downtown neighbourhood with a distinctive, compact built form, which contributes to its strong sense of place and identity. Its unique main streets create opportunities for new development and designs that support a pedestrian-focused streetscape and accommodate enhanced connections within and throughout the community.

6. Connected

The Strathcona Neighbourhood connects people and places in a safe, seamless, comfortable way, utilizing traditional and innovative transportation modes. The neighbourhood promotes connections to its heritage, natural environment and public places, making it a healthy and balanced community.

In addition to the six planning principles, a series of Secondary Plan objectives were also developed. The objectives relate to the following broad categories:

- Strengthen Existing Neighbourhood;
- Urban Design;
- Active Transportation, Transit and Transportation Linkages;
- Land Use;
- Municipal Services and Utilities; and,
- Natural Open Space and Parks.

The vision, principles and objectives were presented to the public and form part of the Secondary Plan.

3.2 Secondary Plan Issues

Through the consultation process, a number of issues were identified. These issues have shaped the final land use plan and Secondary Plan policies, and are summarized in the following sections (refer to Appendix 'D' for details on the issues).

3.2.1 Cultural Heritage

The Strathcona neighbourhood is one of the oldest neighbourhoods in the City of Hamilton. Identified by the Urban Hamilton Official Plan as an *established historical neighbourhood* (substantially built prior to 1950), heritage played a significant role in the

planning process and consideration was given to archaeological, built and cultural heritage within the study area. The following was identified:

- There are three buildings designated under Part IV of the *Ontario Heritage Act*. In addition there are numerous buildings that have been listed in *Volume 2: Inventory of Buildings of Architectural and/or Historical Interest and Cultural Heritage Landscapes* including the Scottish Rite, Zion United Church and Cathedral of Christ the King;
- There are seven Cultural Heritage Landscapes identified within the Plan area; and,
- The existing residential neighbourhood has a housing stock representative of various eras of historic design, materials and development.

The neighbourhood identified a desire to protect its heritage resources and this consideration was important throughout the Secondary Plan process.

3.2.2 Preservation of the Stable Residential Neighbourhood

The Strathcona neighbourhood is characterized by a stable residential core, generally located interior to the neighbourhood away from the main transportation corridors, and has not been exposed to significant infill development. Through consultation, the protection of this stable core was identified as vital.

3.2.3 Transportation and Pedestrian Movement Through the Neighbourhood

The Strathcona neighbourhood is bisected by significant transportation corridors, including Main Street West, King Street West, York Boulevard and Queen Street. Additionally, the neighbourhood is bounded by Highway 403 to the west, with entrance or exit ramps at Main Street West, King Street West and York Boulevard. This connectivity to the highway has resulted in transportation constraints for the neighbourhood.

Pedestrian movement was a concern for residents. In addition to addressing pedestrian safety (through the TMP), the community indicated that improved pedestrian connections and pedestrian-scaled built form should be promoted through the Secondary Plan. Connectivity and an improved pedestrian realm were identified as significant opportunities that should be addressed through the Secondary Plan. The existing pedestrian environment along the neighbourhood's main streets, including Main Street West, King Street West, Dundurn Street South and York Boulevard are not designed to promote pedestrian movement and connectivity, yet offer tremendous potential for connecting the neighbourhood with retail services, neighbourhood amenities and improving connections with adjacent neighbourhoods.

3.2.4 Focussed Commercial Development and Uses

Early in the planning process, staff identified the need to analyze the existing type and location of commercial uses within the neighbourhood. Traditionally, Main Street West and King Street West have been planned as commercial corridors. However, with the current traffic patterns neither corridor has been successful at fostering vibrant commercial areas. Sorensen Gravely Lowes Planning Associates were retained by the City to conduct the Strathcona Commercial Review and to provide recommendations on the appropriate location and range for commercial uses within the Secondary Plan area. The final report provided recommendations for the following corridors: Main Street West, King Street West, Dundurn Street South, York Boulevard and Locke Street North (refer to Section 2.3.2 of this Report for the summary of the recommendations).

3.2.5 Main Street West

Pedestrian movement, design and traffic (volume and speed) along Main Street West were identified as significant challenges. The existing built form (predominately house built forms), lot characteristics (shallow and narrow), narrow sidewalks and high volume and speed of traffic coupled with few signed pedestrian crossings make pedestrian movement along this corridor difficult. The presence of auto-oriented uses between Dundurn Street South and Poulette Street also discourage active pedestrian movement.

The opportunity to build upon the strengths of Main Street West with respect to small scale office uses and the unique built form they occupy was identified as an opportunity. Currently, the range of commercial uses along this corridor include a few retail stores such as Milli Fashions and Angela's Fashion Corner, however there is no concentrated core of retail space. The area west of Locke Street South is currently occupied by a number of auto-oriented uses such as fast food restaurants and car washes which do not contribute to fostering a pedestrian focused retail main street environment. Additionally, many of the buildings are house built forms, situated on relatively small lots which makes land assembly for the purposes of redevelopment more difficult. Finally, the street does not provide a comfortable walking environment that would be suitable for a typical retail main street form of development.

In 2012, the former Main West Esplanade Business Improvement Area (BIA) was re-initiated. Because their re-instatement occurred late in the Secondary Plan process, staff arranged a meeting with members of the BIA in order to get their input into the proposed designation for the Main Street West corridor, and to identify any considerations relating to the revitalization of Main Street West.

3.2.6 Neighbourhood Node

As part of the initial phase of the Secondary Plan (2006-2009), two distinct neighbourhood nodes were identified: one along Dundurn Street South between Main Street West and King Street West and the second at the intersection of Queen Street and York Boulevard. However, based on the current role, function and locational

characteristics of the Dundurn Street Node, staff determined that Dundurn was a more appropriate location for commercial uses to be focused due to its location between Main Street West and King Street West (two major corridors), redevelopment potential, existing commercial uses and proximity to future rapid transit. As such, the boundaries of this Node were refined through the Secondary Plan process, and the second node was removed. The need for one neighbourhood node was confirmed by the recommendations of the Commercial Review.

3.2.7 Commercial Uses on Locke Street North

The community identified a desire for commercial uses to be accommodated on the eastern side of Victoria Park, along Locke Street North. More specifically, the property at 74 Locke Street North was identified as a preferred location for a range of local commercial uses that would serve the neighbourhood. The existing building was originally built as a hotel in the early 1900s, and has housed a variety of commercial uses over the last century. Currently, the building residential and is surrounded by stable, lower density residential uses. The Strathcona Commercial Review did not recommend commercial uses on Locke Street. Consultation with the property owner was also undertaken in order to discuss the introduction of commercial uses on this property. Based on the recommendations of the commercial study and input by the property owner, commercial in this location was not pursued.

3.2.8 High Density Residential Uses

York Boulevard

York Boulevard is classified as a Major Arterial through the Secondary Plan area, and as such, was identified as an area of change in the Secondary Plan. Staff considered the potential for redevelopment along the corridor as an opportunity to create a continuous street presence through the promotion of mid-rise development, including residential, office and local commercial uses. Concern with respect to the loss of stable residential dwellings has been identified by the neighbourhood as an issue.

Queen Street North

Queen Street North is classified as a Minor Arterial through the Secondary Plan area. Based on an analysis of the existing built form (predominately high rise apartment buildings), the opportunity for future higher density development to be accommodated on a large parcel of land between Market and Napier Streets (currently used for a parking lot) exists.

3.2.9 Appropriate Depths for Redevelopment

In determining the extent that land use designations would extend into the neighbourhood, consideration was given to balancing the need to protect the stable residential neighbourhood and providing opportunities for development to occur on properties that have a sufficient depth to accommodate compatibility measures through design and site layout. Consistent with the direction provided through the *City-wide*

Corridor Planning Principles and Design Guidelines, a depth of approximately 30 to 50 metres from the property line adjacent to the street was applied. This range of depth was identified as appropriate to accommodate a ten storey building, with design consideration for the adjacent low density residential forms. In order to achieve this depth, existing single detached homes may be identified for future redevelopment. Concern with respect to the loss of residential dwellings has been identified by the neighbourhood as an issue.

3.2.10 Physical Geography

The Strathcona neighbourhood is located along the Iroquois Plain which influences the natural topography (Iroquois Beach Ridge) and sightlines through the neighbourhood, resulting in varying elevations through the neighbourhood. This topography has an impact on future building heights, particularly at the corner of Main Street West and Queen Street South.

3.2.11 Built Form

The Strathcona study area is characterized by unique heritage buildings along King Street West and Main Street West. Opportunity exists to build upon these existing resources through new development that reflects the neighbourhood character through appropriate design while also providing new investment and development potential.

3.2.12 Transition into the Neighbourhood and Urban Design

The Secondary Plan envisions corridors of change, including Main Street West, King Street West and York Boulevard. However, a large portion of the neighbourhood is not envisioned for significant change. Therefore, the consideration of balancing new development in a manner that does not negatively impact the stable residential core was raised as an issue. In order to accommodate future development and balance the protection of the existing stable residential area, Urban Design Guidelines were initiated as a means of directing future design and accommodating intensification through:

- Well integrated design elements;
- A focus on promoting mid rise mixed use buildings or multiple dwellings;
- Promoting development that transitions in height from the street down into the neighbourhood;
- Promoting the use of high quality materials at rear elevations when adjacent to existing low density residential forms;
- The inclusion of landscaping and screening; and,
- Development that addresses the pedestrian realm along the major streets.

3.2.13 Prohibition of Drive-Through Facilities and Auto-Oriented Uses

The Secondary Plan proposed to prohibit drive-through facilities and other auto-oriented uses (gas bar and car wash) on streets identified as “pedestrian predominant” (King

Street West between Dundurn Street and Pearl Street) and within the neighbourhood node (Dundurn Street extending just south of Main Street West to just north of King Street West). Consistent with the direction provided in the UHOP (provided under the *pedestrian predominant streets* policy), the intent is to address the pedestrianization of these streets and to provide a comfortable, active and stimulating walking environment that is characterized by wide sidewalks, buildings oriented to the public sidewalk, outdoor cafes and a high level of streetscape design and activity. As part of consultation, the prohibition of drive-through facilities was a concern to specific fast food providers and the Ontario Restaurant Hotel and Motel Association (ORHMA). The ORHMA also appealed the UHOP to the Ontario Municipal Board (OMB) with respect to the prohibition of drive-through facilities within areas identified as “pedestrian predominant”.

4.0 LAND USE CONCEPT AND PREFERRED PLAN

4.1 Initial Land Use Concept

As part of the initial phase of the Strathcona Secondary Plan, a preferred land use concept was developed and brought forward to a Public Information Centre in April 2008 (refer to Map No. 3). When the project was re-initiated in 2011, the original preferred land use concept was used as the basis for moving forward. The 2008 concept identified areas for future growth and redevelopment (commercial corridors), areas for high density residential and mixed use development, as well as the existing low density residential core. Two neighbourhood nodes were also identified, the first at Dundurn Street South between Main Street West and King Street West and the second at the intersection of York Boulevard and Queen Street North. The existing parks and open space areas were also identified and existing places of worship and other institutional uses were designated Institutional.

In general, there has not been significant change from the initial land use concept. Main Street West and King Street West remain as commercial corridors, the neighbourhood node along Dundurn Street South has been maintained and the high density residential focus for Queen Street has remained. The primary differences relate to:

- Land uses along York Boulevard: commercial uses are focused to significant intersections and the remainder of the corridor is promoted for future high density development; and,
- Removal of the second neighbourhood node at the intersection of York Boulevard and Queen Street.

Appendix ‘E’ provides a summary of the differences between the initial 2008 land use concept and the revised land use concept proposed as part of the Strathcona Secondary Plan (2013).

4.2 Preferred Land Use Plan and Policies

The development of the preferred land use plan was informed by the initial concept described in Section 4.1, and updated based on municipal policy direction contained in the ministerial approved Urban Hamilton Official Plan (UHOP), community consultation, stakeholder feedback and other studies initiated in support of the Secondary Plan.

The development of the Plan involved the consideration of technical information, the issues and opportunities identified, planning principles and comments received from the public, City staff, agencies and stakeholders. In addition, the vision and principles developed for the Secondary Plan directed policy and land use for the neighbourhood. The Secondary Plan policies identify land use designations that foster a complete community with an enhanced public realm, appropriate densities, existing parks and open space areas, direction for the conservation of heritage features and the provision of a balanced transportation system. Additional components of the Secondary Plan include urban design policies and a separate Urban Design Guidelines document to provide detailed direction for redevelopment along the neighbourhood's major streets (refer to Appendix 'F' for the final Preferred Land Use Plan).

The following is a discussion of the final Preferred Land Use Plan and an explanation of how issues and opportunities discussed in Section 3.2 were addressed and how they shaped the final Preferred Land Use Plan.

4.2.1 Commercial Uses Along Strathcona's Major Streets

King Street West

The Commercial Review recommended that King Street West be the primary focal point for commercial uses within the neighbourhood. King Street West possesses great potential to foster a strong pedestrian oriented shopping environment based on its existing built form, location of buildings close to the street and generally larger properties that can be redeveloped for mixed use buildings with retail at grade. In addition, the streetscape improvements anticipated as part of the proposed rapid transit corridor will create a comfortable pedestrian environment supported by future rapid transit service. To further strengthen the streetscape and built form character of the street as a pedestrian corridor, the Plan identifies the portion of King Street West from Pearl Street to Dundurn Street as a Pedestrian Predominant Street. Streets identified as Pedestrian Predominant prohibit auto-oriented uses, including car washes and gas bars.

Dundurn Street South (Neighbourhood Node)

The desire for a neighbourhood node was identified and is proposed along Dundurn Street South extending just south of Main Street West to just north of King Street West. Because of the existing plaza on the western side of Dundurn Street South, this area already functions as a commercial node that serves the daily and weekly needs of neighbourhood residents, as well as serving a larger geographical area (based on the presence of a large grocery store and existing service commercial functions on-site).

The Secondary Plan policies identify the node as being a focal point for pedestrian activity, connectivity and intensification by promoting the development of mixed use buildings and providing a range of commercial, residential and employment opportunities to meet the needs of the neighbourhood and create a unique entry into the neighbourhood and the City. Through redevelopment of the plaza site on the west side of Dundurn Street South, there is the potential to create a strong pedestrian oriented built form presence along Dundurn Street South with retail shops located close to the street and parking directed to the rear. The width and nature of the street is conducive to creating a comfortable pedestrian streetscape. In order to foster the enhanced pedestrian focus, auto-oriented uses including car washes and gas bars are prohibited.

Main Street West

Main Street West is a busy traffic thoroughfare with five lanes of one-way traffic and narrow sidewalks along the length of the corridor, making it difficult to promote for traditional retail development, particularly in a pedestrian oriented format. The Commercial Review recommended that Main Street West continue to serve a specific commercial function within the neighbourhood. The Secondary Plan recommends that the range of uses along Main Street West be scoped and focused to its successes of attracting office uses. Stand alone retail and restaurant uses are not permitted, however are encouraged as part of a mixed use building. The Plan also encourages the adaptive re-use of the existing house built form east of Locke Street South and permits a broader range of uses to promote this as a viable alternative for future investment. Multiple dwellings and live-work units are also promoted along the corridor as a means of fostering a pedestrian-oriented built form and main street that is reflective of the historic character of the neighbourhood and provides a more comfortable commercial destination for the community. In addition, because of the change in topography at the corner of Main Street West and Queen Street South, building heights in this area are restricted to 4 storeys. Area Specific Policies A, B and C-2 provide additional details with respect to range of uses, built form considerations and building heights.

York Boulevard

York Boulevard offers the potential to accommodate change. Commercial uses are focused to key intersections, including:

- York Boulevard and Dundurn Street North is recommended to be designated Mixed Use – Medium Density in order to recognize the existing hotel and capitalize on potential tourism spin-offs from its proximity to Dundurn Castle on the north side of York Boulevard. The existing office building to the east is also recognized; and
- Queen Street North and York Boulevard is recommended to be designated Mixed Use – Medium Density and developed for commercial mixed use, with some intensification potential on the site as well.

Additional commercial development is not recommended along York Boulevard because of the oversupply of retail space in the area, including retail permissions on the north side of York Boulevard and Barton Street West that was approved as part of the Setting Sail Secondary Plan for the West Harbour. In addition, the nature of York Boulevard with its wide street width and existing traffic conditions are not conducive to fostering a pedestrian oriented retail corridor. Finally, the lack of existing retail development upon which to build is another contributing factor to focusing commercial permissions.

4.2.2 Preservation of the Stable Residential Neighbourhood

The Strathcona neighbourhood is characterized by a stable residential core, generally located interior to the neighbourhood, away from the main transportation corridors. Through consultation undertaken as part of the Secondary Plan, the neighbourhood identified the protection of this stable core as an important issue. In order to address this, the Secondary Plan includes a number of policies that protect the traditional residential core from the impact of new development, through application of height restrictions, extent of land use designations and urban design direction.

The residential policies speak to the interface of new residential development, including infill development, with adjacent low density residential uses. The policies state that new development should consider maintaining and enhancing the character of the residential area through implementation of an architectural style that is sympathetic and complementary to the existing residential area. Specific reference to compatibility is also provided through policies for each of the residential designations, requiring that consideration be given to setbacks, built form, building mass and height and using materials that are compatible with adjacent residential forms. Within the Low Density Residential 3 designation, building heights are restricted to a maximum of 2.5 storeys, consistent with the existing residential built form. Within the High Density Residential Designation a transition in height down to the adjacent low rise forms of housing is promoted.

Although redevelopment is anticipated along the neighbourhood's major streets, the intent is to minimize any impact on the existing stable residential areas. The Mixed Use – Medium Density policies include compatibility provisions, similar to those in the residential policies. Considerations include: progressively stepping back new development to adjacent low rise forms of housing, implementing an architectural style that is sympathetic and complementary to the existing residential areas and the role of landscaping to buffer mixed use development from adjacent residential areas.

4.2.3 Appropriate Lot Depth for Development

Through the appropriate designation of land use along the neighbourhood's main streets, the primary goal was to provide protection to the existing low density residential neighbourhood. In general, the frontage properties along Main Street West and King Street West were designated Mixed Use – Medium Density. In some instances,

additional lots were also included in the designation in order to provide an appropriate depth for development (30 metres to 50 metres) to accommodate future development with a height range between two storeys to ten storeys.

The application of the High Density Residential (HDR) designation along York Boulevard was based on the potential for the corridor to be revitalized by encouraging residential intensification along this corridor and providing opportunities for new development to address the street and foster a pedestrian friendly environment through building design. As part of the public consultation for the Secondary Plan, concern was raised with respect to the identification of high density residential uses along York Boulevard and the potential loss of single detached homes. The proposed designation of properties for HDR on the land use map extends approximately 50 metres into the neighbourhood, consistent with the direction provided by the *City-Wide Corridor Planning Principles and Design Guidelines*.

In applying this depth, a total of twenty-five individual lots are identified as part of the designation. The majority of those lots are located in a block bounded by Strathcona Avenue North on the west, Inchbury Street on the east, York Boulevard to the north and an existing multiple dwelling to the south. A total of 14 lots are included in this block and represents a depth of 77 metres on the west side and 62 metres on the east side. This increased depth is a response to the presence of the existing twelve storey building directly to the south. If the 50 metre depth were applied, approximately six lots would become marginalized between two high density developments.

In order to address the concerns that have been raised by the community on the potential loss of single detached homes, an area specific policy is recommended. The area specific policy proposes the lands be designated Low Density Residential 3, but that multiple dwellings be permitted, subject to a Zoning By-law Amendment, comprehensive development, appropriate lot consolidation and compatibility tests. Section 4.2.3.6 provides a more detailed description of Area Specific Policy E. The other areas along York Boulevard are proposed to remain designated HDR in the Secondary Plan.

4.2.4 Appropriate Transition for Development into the Neighbourhood

When considering an application for development, proponents must demonstrate compatibility of the proposed development with adjacent uses, including transition in height to adjacent low density residential forms, shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects. The intent of these policies is to ensure consideration is given to how new development interfaces with the existing residential neighbourhood and to not only provide a transition in scale to lower density residential uses but also to address building design.

4.2.5 Identification and Management of Cultural Heritage Resources

The Strathcona neighbourhood is one of the oldest neighbourhoods in the City, and the identification and management of its heritage resources was an important consideration for the Secondary Plan. The Cultural Heritage Resource policies of the Plan encourage the conservation of individual heritage properties, including streetscape features and important views and vistas. The policies also encourage new development to respect and reflect the design of surrounding heritage buildings. Seven Cultural Heritage Landscapes have also been identified. The Plan also considers the relationship of infill development to the existing character and cultural heritage attributes of the neighbourhood. Within the Low Density Residential 3 designation, building height is limited to reflect the existing built form.

4.2.6 Pedestrian Movement

In order to address improved pedestrian movement throughout the neighbourhood, including enhanced pedestrian connections and pedestrian-scaled built form, the Plan provides direction through the Mixed Use – Medium Density designation, Urban Design policies and Transportation policies on how pedestrian movement can be promoted. The identification of a pedestrian focus for the neighbourhood's primary corridors, including the neighbourhood node, and identifying King Street West as a pedestrian predominant street lays the foundation for new development to contribute to an enhanced pedestrian experience through building design, including pedestrian access from the street, pedestrian-scaled buildings and the introduction of street furniture and cafes. The transportation policies promote the extension of the Urban Braille network along Main Street West, King Street West, Queen Street and Dundurn Street South. The enhancement of pedestrian crossings to improve pedestrian safety is also promoted.

4.2.7 Secondary Plan Designations

The following sections provide a description of the Secondary Plan land use designations.

4.2.7.1 Residential Designations

The Urban Hamilton Official Plan gives direction for residential densities throughout the City. Areas located within the central area (as identified on Appendix 'G' to the UHOP) are recognized as having existing densities that are higher than suburban neighbourhoods. Additionally, the lot fabric within the central area is generally smaller, which influences the potential for achieving density targets (density is typically higher within these areas, and new development is affected by the smaller lots sizes). The Strathcona neighbourhood has an overall density of approximately 70 units per hectare. Based on this, residential intensification is targeted to strategic locations in order to foster a built form that achieves the vision and principles of the Secondary Plan, including an enhanced pedestrian-oriented design.

Low Density Residential Designation

The low density residential lands in the Secondary Plan are designated Low Density Residential 3. The Low Density Residential 3 (LDR3) designation permits a wide range of low density residential uses, including single detached dwellings, semi detached dwellings, duplex, triplex and all forms of townhouse dwellings. The maximum height permitted in this designation is 2.5 storeys, reflective of the existing character of the built form. The density range is from 20 to 60 units per net hectare. The LDR3 designation is the predominant land use designation within the Secondary Plan area, and is applied to the interior of the neighbourhood.

Medium Density Residential Designation

Within the Secondary Plan area, one block is designated Medium Density Residential 2 (MDR2). This block is located on George Street, between Locke Street South and Pearl Street South. The MDR2 designation permits the widest range of residential uses, including single detached dwellings, semi detached dwellings, duplex, street townhouse dwellings and multiple dwellings. The range of uses is expanded from those of the UHOP in order to reflect the existing built form condition within the neighbourhood. The density range for MDR2 is greater than 60 units per net hectare and not greater than 100 units per net hectare, and building heights range between two storeys to six storeys. An additional policy has been included to require that as part of a multiple dwelling, excluding townhouses, amenity space for occupants be provided. One notable difference between the UHOP and the Secondary Plan is that the MDR2 within the Plan does not permit local commercial uses. In general, the MDR2 designation would be applied to the interior of the neighbourhood, where the introduction of local commercial uses may not be appropriate.

High Density Residential Designation

The High Density Residential (HDR) designation permits the highest residential densities within the Secondary Plan. The HDR designation permits multiple dwellings at a density range greater than 100 units per net hectare to a maximum density not exceeding 300 units per net hectare. Building heights range between two storeys to ten storeys. Additional height is permitted, subject to locational criteria, completion of specific studies and demonstration through an Urban Design Brief that the height, massing, setbacks and parking are compatible with adjacent low density residential forms. A policy to address amenity space for occupants was also included. Consistent with the UHOP, local commercial uses are permitted as part of a multiple dwelling.

An important design consideration for this designation relates to the interface between high density residential uses and adjacent low density residential uses. There are a number of policies that address how compatibility can be achieved through built form design, selection of building materials, landscaping and screening.

4.2.7.2 Commercial Designation

Within the Secondary Plan area, Mixed Use – Medium Density is proposed.

The Mixed Use – Medium Density designation is applied to the neighbourhood's primary corridors, including: Main Street West, King Street West, Dundurn Street South (extending just south of Main Street West to just north of King Street West) and strategic intersections along York Boulevard (intersection with Dundurn Street North and intersection with Queen Street North). In addition to the parent designation, two distinctions are also made within the Plan: the identification of a Pedestrian Predominant Street and the identification of a Neighbourhood Node.

The Mixed Use – Medium Density designation is intended to permit a full range of retail, service commercial, entertainment and residential uses at a moderate scale. The moderate scale serves not only the Strathcona neighbourhood, but surrounding neighbourhoods as well. This designation is designed to help foster and intensify mixed use areas into pedestrian oriented places by increasing the number of people who work and live in proximity to the neighbourhood's main corridors.

The following uses are permitted within the Mixed Use – Medium Density Designation:

- Commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices oriented to serving residents, personal services, financial establishments, live-work units, artist studios, restaurants, gas bars and drive-through facilities;
- Institutional uses such as hospitals, places of worship, and schools;
- Arts, cultural, entertainment and recreational uses;
- Hotels;
- Multiple dwellings; and,
- Accessory uses.

The designation also prohibits vehicle dealerships and garden centres, which would detract from its function as a pedestrian-oriented environment. Building heights range from a minimum of two storeys to a maximum for six storeys. Additional height up to ten storeys is permitted, subject to enhanced building design that promotes compatibility with adjacent low rise forms of housing in the LDR3 and MDR2 designations.

King Street West, from Dundurn Street to Pearl Street, is identified as a *pedestrian predominant street* under the Mixed Use – Medium Density Designation. The range of uses are consistent with those permitted under the Mixed Use – Medium Density designation, however, there are additional auto-oriented uses that are prohibited. These include: gas bars and car washes. These uses are identified because they detract from the corridor developing as a pedestrian oriented environment.

A neighbourhood node has been identified along both sides of Dundurn Street South, extending just south of Main Street West to just north of King Street West. It is intended

that the neighbourhood node will function as a focus area for pedestrian connectivity and redevelopment, promote mixed use development (including commercial and residential uses) in order to meet the needs of the neighbourhood and create a unique entrance into the neighbourhood. The neighbourhood node is designated Mixed Use – Medium Density and permits the same range of uses as the Mixed Use – Medium Density designation. Similar to the *pedestrian predominant streets* policy, auto oriented uses including gas bars and car washes are also prohibited. Building heights are consistent with the Mixed Use – Medium Density designation however, increased height on the west side of Dundurn Street South (the existing commercial plaza) is permitted to a maximum 12 storeys. Additional height may be permitted, subject to specific criteria and the completion of additional studies.

Originally, the policies prohibited drive-through facilities, however, as part of the on-going negotiations respecting the Urban Hamilton Official Plan appeals, a settlement was reached between the City of Hamilton and the Ontario Restaurant Hotel and Motel Association (ORHMA) with respect to the prohibition of drive-through facilities within pedestrian predominant streets. Based on the settlement, and to be consistent with the UHOP, the Strathcona Secondary Plan permits drive-through facilities on pedestrian predominant streets and within the neighbourhood node, subject to a series of policies and provisions. This wording is consistent with the Ontario Municipal Board settlement.

Along Main Street West, stand alone retail, restaurant and entertainment uses are not permitted, along with traditionally larger commercial uses such as auto and home centres and home improvement supply stores. This restriction was applied as a means of supporting King Street West as the primary commercial corridor through the neighbourhood and focusing the range of uses to what has traditionally been successful for the corridor, including small scale office uses, medical office and personal service establishments. In order to encourage the retention of the existing house built forms along the eastern portion of Main Street West (generally east of Locke Street North), retail and restaurant uses are permitted within existing buildings. This also contributes to maintaining the neighbourhood's heritage character along this portion of Main Street West. Section 4.2.3.6 provides a more detailed description of Area Specific Policies A and B, applicable to Main Street West.

4.2.7.3 Parks and Open Space Designations

The parks and open space areas within the Secondary Plan are designated Parkette, Neighbourhood Park, Community Park, General Open Space and Natural Open Space.

Parkette Designation

The York Boulevard Parkette is the only Parkette within the Secondary Plan area, and is located on York Boulevard, immediately west of Ray Street North. Parkettes are generally small open spaces, with no or limited recreational facilities.

Neighbourhood Park Designation

There is one Neighbourhood Park, Tom Street Park, within the Secondary Plan area. It is located on the western side of the neighbourhood, directly off of Tom Street. This park has a small playground on site. Neighbourhood parks primarily cater to the recreational needs and interests of the residents living within its general vicinity. They generally contain a mix of active and passive parkland, sports facilities, informal and formal play areas and may include natural areas.

Community Park Designation

There are three Community Parks within the Secondary Plan area:

- Victoria Park located on the north side of King Street West between Strathcona Avenue North and Locke Street North. Victoria Park is a significant landmark within the centre of the neighbourhood. In addition to being a focal point for community activity, the park has historical significance being the location for the Great Central Fair, as well as the former site of the Crystal Palace. Victoria Park includes a community garden, multi-use courts, baseball diamond, splash pad, swimming pool, playground and tennis courts. The park is also identified as a Cultural Heritage Landscape;
- Kay Drage Park is located on the western edge of the neighbourhood, west of Highway 403. Pedestrian and vehicular access to the park is from the adjoining neighbourhood to the west and represents a missed opportunity for the neighbourhood and its residents. The park is programmed and includes soccer fields and baseball diamonds; and
- Cathedral Park is located between two off ramps from Highway 403 and is accessed from King Street West, west of the existing rail corridor. It is not a programmed park, and community interest in establishing community gardens on the site has been strong. The City has also identified it as a potential leash free dog park and skate park.

The function of a Community Park is to provide recreational activities that are more intense than those located within a Neighbourhood Park. They are intended to serve more than one neighbourhood and typically contain sports fields and/or recreational facilities. They should have good transportation access along arterial or collector roads and provide adequate parking.

General Open Space Designation

General Open Space includes golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, cemeteries, and other areas that do not function as parks but provide both active and passive recreational opportunities. Within the Secondary Plan area, there are three areas designated as General Open Space. Hamilton

Cemetery, located off of York Boulevard on the western portion of the Secondary Plan area has been designated General Open Space. Two other areas, including the deeply wooded and sloped area behind Tom Street Park and the small area south of Cathedral Park are also designated General Open Space.

Natural Open Space Designation

Lands designated Natural Open Space within the Secondary Plan include portions of the Cootes Paradise ESA and are located on the western edge of the Secondary Plan area, east of Highway 403.

4.2.7.4 Institutional Designation

Lands designated Institutional within the Secondary Plan reflect the existing places of worship throughout the neighbourhood and the existing Strathcona Public School.

4.2.7.5 Utility Designation

The existing rail corridor on the western edge of the Secondary Plan is designated Utility.

4.2.7.6 Area and Site Specific Policies

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

Area Specific Policy - Area A

Area Specific Policy - Area A applies to lands located on the north side of Main Street West, between Pearl Street South and Ray Street South and on the south side of Main Street West, east of Locke Street South to just west of Queen Street South. Its purpose to limit the range of commercial uses permitted under the Mixed Use – Medium Density designation (primarily stand alone retail and restaurant uses) and promote the adaptive re-use of the existing house built forms along this portion of Main Street West. Local commercial uses are permitted as part of a multiple dwelling, when located on the ground floor.

Area Specific Policy - Area B

Area Specific Policy - Area B applies to lands located on the north side of Main Street West, between New Street and Pearl Street South and on the south side of Main Street West, east of Dundurn Street South to the properties west of Locke Street South. Its purpose is to limit the range of commercial uses permitted under the Mixed Use –

Medium Density designation (primarily stand alone retail and restaurant uses) and encourage the development of live-work units on the south side of Main Street West due to existing lot sizes. Local commercial uses are permitted as part of a multiple dwelling, when located on the ground floor.

Area Specific Policy – Area C

Area Specific Policy – Area C applies to multiple properties throughout the Secondary Plan area. Its purpose is to limit building height. On lands designated High Density Residential, heights are limited to what currently exists. This limitation is applied due to the location of these developments within the interior of the neighbourhood that is predominately low density residential uses. Height restrictions are also included on properties designated Mixed Use – Medium Density, at the corner of Main Street West and Queen Street South. The height is restricted here to reflect the topography at this intersection. More specifically, the heights are limited as follows:

- Area Specific Policy C-1 limits the maximum building height to 3 storeys.
- Area Specific Policy C-2 limits the maximum building height to 4 storeys.
- Area Specific Policy C-3 limits the maximum building height to 5 storeys.
- Area Specific Policy C-4 limits the maximum building height to 8 storeys.

Site Specific Policy - Area D

Site Specific Policy - Area D applies to the property at 69 Pearl Street North (Zion United Church). The purpose of the Site Specific Policy is to exempt the requirement for adequate on-site parking to be provided when recreational uses are proposed. This exemption applies due to the existing site characteristics of the designated historic building that does not have the potential to accommodate parking on site.

Area Specific Policy - Area E

Area Specific Policy – Area E applies to lands located on the south side of York Boulevard, between Strathcona Avenue North and includes both sides of Inchbury Street and designated Low Density Residential 3. Its purpose is to recognize the existing residential dwellings, but to allow for multiple dwellings to be developed subject to a Zoning By-law Amendment and comprehensive development through lot assembly. The policy requires future development to demonstrate that the height, scale and massing of the proposed multiple dwelling is compatible with the adjacent residential uses. A scoped Cultural Heritage Impact Assessment is also required, in order to document the existing built form(s).

Site Specific Policy - Area F

Site Specific Policy – Area F applies to the property at 648 King Street West and designated Mixed Use – Medium Density (located within the neighbourhood node). The purpose of the Site Specific Policy is to permit the existing gas bar.

Site Specific Policy - Area G

Site Specific Policy – Area G applies to the property at 398 King Street West and designated High Density Residential. Its purpose is to permit two additional uses, a wellness centre and two emergency shelters, consistent with previous planning approvals and an Ontario Municipal Board (OMB) decision (PL030896).

Site Specific Policy - Area H

Site Specific Policy – Area H applies to the property at 16 Strathcona Avenue South and designated Low Density Residential 3. Its purpose is to permit a multiple dwelling with a maximum of 5 units on the property, consistent with approved site specific zoning (By-law 10-220).

4.2.8 Other Secondary Plan Policies

4.2.8.1 Urban Design

The intent of the Urban Design policies is to create and enhance a sense of place and identity within the neighbourhood by promoting human-scaled design, improving the pedestrian experience and to foster connections between the built form and the neighbourhood's character, including its open spaces, views and vistas and its history as one of the oldest neighbourhoods in the City of Hamilton. The policies also seek to incorporate active transportation into the design of new buildings.

Key policy highlights include:

- Design direction to reduce the impact of mixed use development on adjacent low density uses through the use of landscaping, fencing, trees, setbacks, massing, scale, or a combination thereof, or through other similar built form considerations;
- Provide focused design direction for development along King Street West, as a means of supporting its role as the primary commercial corridor through the neighbourhood. Considerations include: buildings having a relationship with the street, requiring primary building entrances face King Street West, encouraging buildings to be built at the street line and prohibiting surface parking between a building and the street;
- Promote the development of an entrance feature at Dundurn Street South and Main Street West to promote a sense of arrival into the neighbourhood and portray the community image and identity through: design of the built form, building orientation, unique landscaping and signage, or any combination thereof;

- Development along the neighbourhood's primary corridors and within the neighbourhood node will be consistent with the Strathcona Secondary Plan Urban Design Guidelines;
- Encourage pedestrian-scaled building design and enhanced pedestrian connections to buildings; and,
- Encourage an enhanced pedestrian realm.

4.2.8.2 Cultural Heritage Resources

The Strathcona neighbourhood is one of the oldest neighbourhoods in the City of Hamilton, and contains a number of heritage buildings (listed in Volume 2 of the City's Inventory of Buildings of Architectural and/or Historical Interest and Cultural Heritage Landscapes) and three buildings that are designated under the *Ontario Heritage Act*. In addition to those designated or listed properties, a number of other buildings portray the neighbourhood's heritage. Heritage conservation was an important consideration in the development of the Strathcona Secondary Plan.

A total of seven cultural heritage landscapes (CHL) have been identified within the Secondary Plan area and are representative of the buildings' context and their relationship to one another, existing street pattern, building heights, as well as the relationship of the urban built form with surrounding natural features. The cultural heritage landscapes contribute to defining the neighbourhood's identity. As part of the City-wide inventory of cultural heritage landscapes, the boundaries of the seven CHL districts will be confirmed.

Although the cultural heritage landscapes include identified areas of change within the Secondary Plan, including portions of Main Street West, King Street West and York Boulevard, policies have been included to require a scoped Cultural Heritage Impact Assessment when new development is proposed along the corridor. This was done in order to ensure documentation of the heritage asset is conducted, where appropriate.

Key policy highlights include:

- New development on lands containing heritage buildings or adjacent to heritage buildings shall encourage a consistent street orientation, building setback, and building heights or buildings that are stepped back at upper levels to reflect established cornice lines or other horizontal architectural features. New development should reflect the character, massing and materials of surrounding buildings;
- Identification of seven cultural heritage landscapes, including: Hamilton Cemetery, MacNab's Survey, Cathedral of Christ the King, Mills' Survey, Arnold's Survey, Victoria Park and New-Beasley (refer to Map No. 4); and,

- Future development should be sympathetic to and reflect the character of the identified cultural heritage landscape.

4.2.8.3 Transportation

The Transportation Management Plan forms the basis for the transportation policies. The transportation policies are intended to support the recommendations of the TMP and other related transportation plans prepared for the City. Active transportation was an important consideration to the neighbourhood, and the transportation system through the neighbourhood places a priority on developing complete streets through the promotion of active transportation, improving pedestrian connections, enhancing public transportation and balancing the needs of vehicular traffic with those of active transportation modes.

5.0 URBAN DESIGN GUIDELINES

To guide the future development of lands within the Secondary Plan area, Urban Design Guidelines have been developed to support the Secondary Plan Vision, Principles and policies. The guidelines will assist in the translation of policies and performance standards into options for consideration by the City and proponents during the development approval processes, as well as to guide on-going and future public realm improvements.

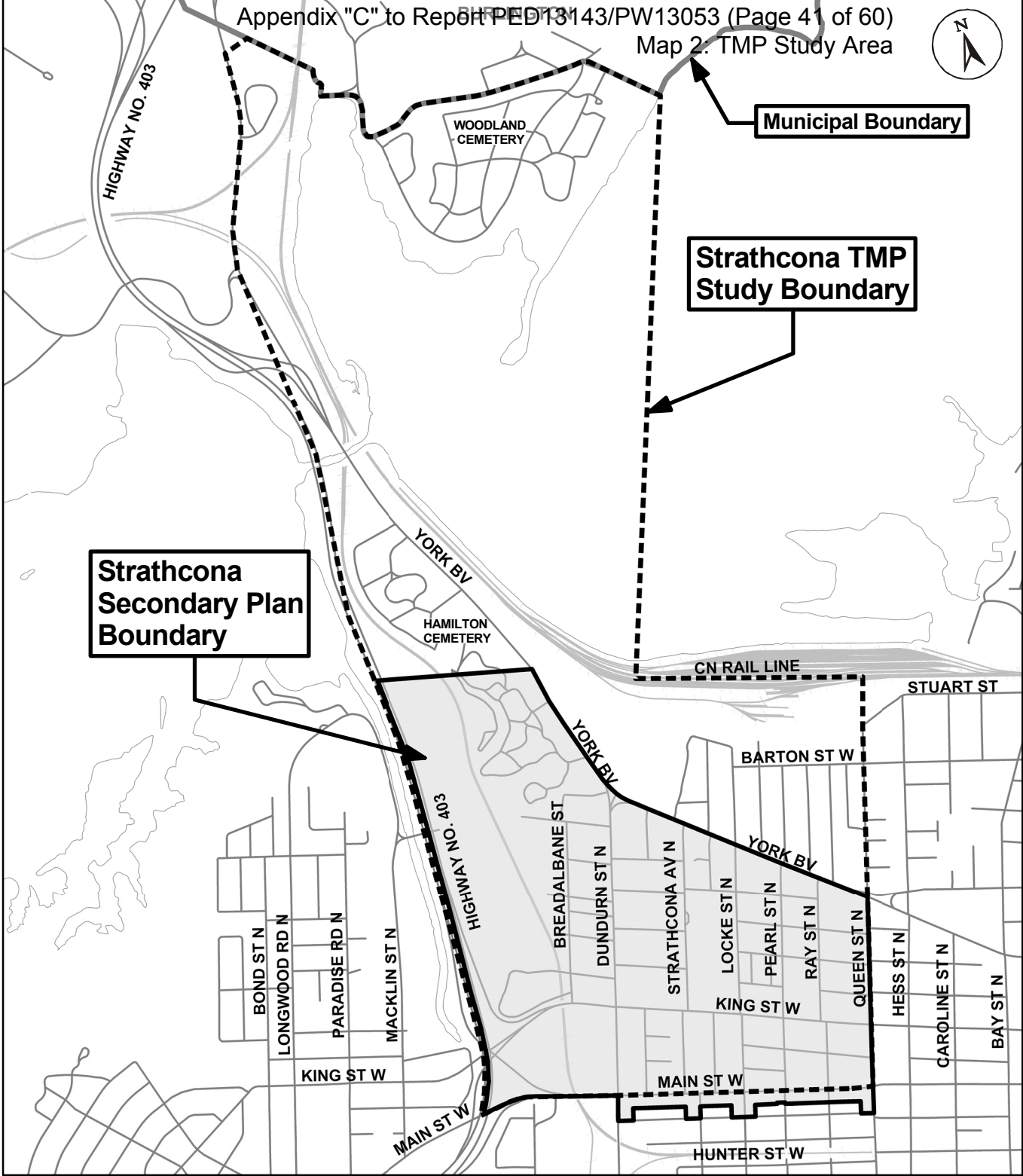
The Urban Design Guidelines reflect the overall design intent of the Secondary Plan and provide direction for development along the neighbourhood's primary corridors, including:

- Main Street West;
- King Street West;
- York Boulevard;
- Queen Street; and,
- Dundurn Street South, extending just south of Main Street West and just north of King Street West.

The Urban Design Guidelines describe and depict design considerations along with precedent images to help facilitate a common understanding of the "places" that have been envisioned within the Plan. In addition, the Guidelines will guide development along the neighbourhood's primary corridors by providing specific design direction relating to site design, built form and landscaping.

6.0 RECOMMENDATIONS

The purpose of the Strathcona Secondary Plan process was to establish land uses and guide development within the study area over a 25 years period. To achieve this, the Secondary Plan provides a detailed land use plan, transportation system, and policies for the regulation of land use and development within the Secondary Plan area, in accordance with the applicable policies of the Urban Hamilton Official Plan. In addition, the Urban Design Guidelines provide direction for high quality built form along the neighbourhood's primary corridors. The ultimate implementation of the land uses for the Secondary Plan will be through zoning. It is recommended that zoning be established for the Secondary Plan area consistent with the direction of the Secondary Plan policies.



Strathcona Transportation Master Plan (TMP) and Strathcona Secondary Plan



Hamilton



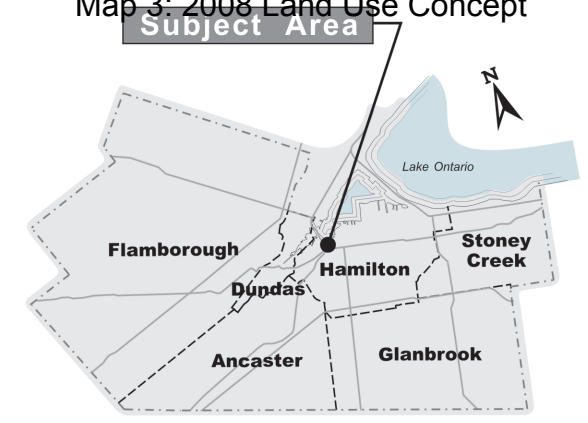
Strathcona TMP Study Boundary
 Strathcona Secondary Plan Boundary

General Manager
 Gerry Davis, CMA

April 2013

Map Not to Scale

Map 3: 2008 Land Use Concept



City of Hamilton

Legend

- Secondary Plan Boundary
- +++++ Railway Line
- Low Density Residential
40-80 Units/Ha, Max. Height 3 Storeys, Single, Semi, Street Towns
- Medium Density Residential
80-150 Units/ha, 2-6 Storeys, Townhouses, Low-Rise Apartments
- Medium Density Mixed Use
80-150 Units/Ha, 2-6 Storeys
- Medium Density Street Related Mixed Use
80-150 Units/Ha, 2-6 Storeys, Commercial/Office at Grade
- High Density Residential
150-300 Units/Ha, 2-10 Storeys, Apartments and Townhouses
- High Density Street Related Mixed Use
150-300 Units/Ha, 3-8 Storeys, Commercial/Office at Grade
- Institutional
- Community Park
- Neighbourhood Park
- Open Space
- Cemetery
- Utilities
- Pedestrian Improvements
May include: wider sidewalks, pedestrian scale lighting and signage, street trees and/or street furniture
- Possible Pedestrian Connection
- Neighbourhood Node

Strathcona Secondary Plan
Schedule 1 - Land Use Plan



Not To Scale

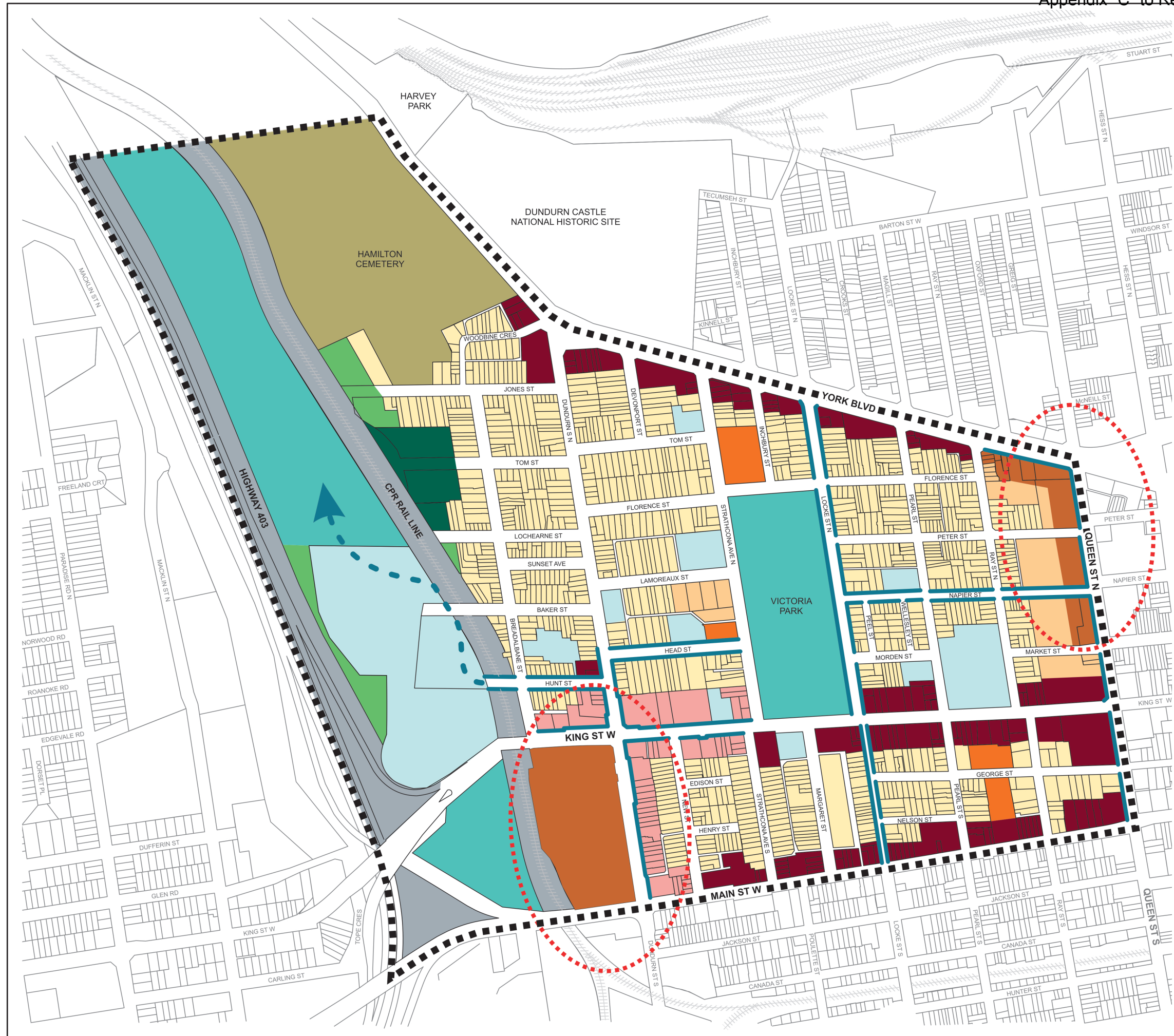
Date:
January 2009

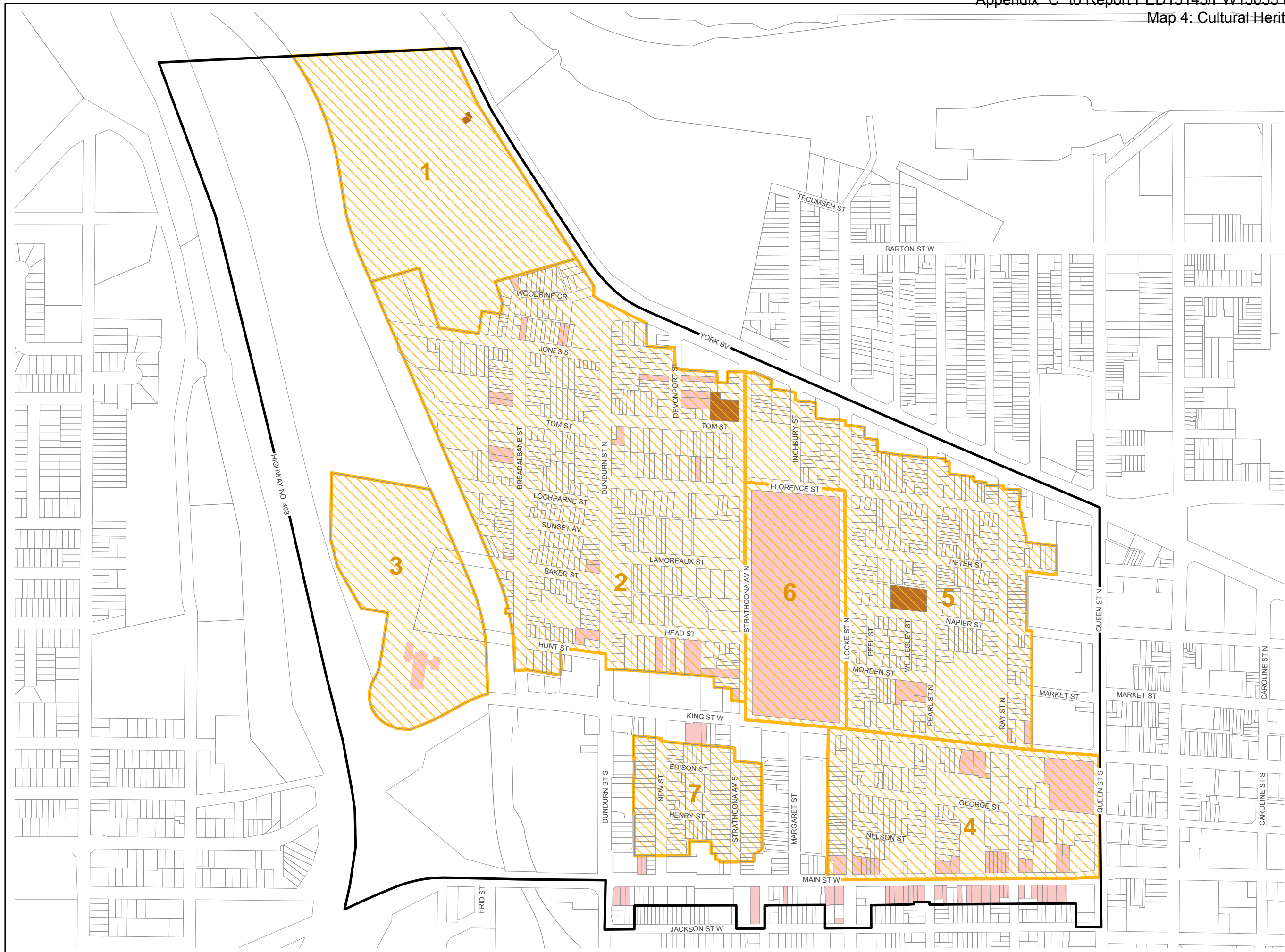


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

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Legend

-  Designated under the *Ontario Heritage Act*
-  Listed in Volume 2: *Inventory of Buildings or Architectural and/or Historical Interest and Cultural Heritage Landscapes*
-  Cultural Heritage Landscapes
 1. Hamilton's Cemetery
 2. MacNab's Survey
 3. Cathedral of Christ the King
 4. Mill's Survey
 5. Arnold's Survey
 6. Victoria Park
 7. New - Beasley

Other Features

-  Secondary Plan Boundary

**Urban Hamilton Official Plan
Strathcona
Secondary Plan
Cultural Heritage Resources
Appendix B**



Not To Scale



Date: July 16, 2013

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Strathcona Secondary Plan PIC # 1: November 8, 2011 Summary of Issues/Comments from Comment Sheets	
What do you consider to be the strengths of the Strathcona Neighbourhood?	<ul style="list-style-type: none"> • Active community council • Services are within walking distance • Transportation hub for many "outer" areas, including Burlington, Toronto downtown Hamilton, Dundas and Ancaster • Plenty of parkland, including Victoria Park • Mixed demographics – lots of families with children • Many residents participate in community projects • Councillor McHattie and his staff • Support nodes and corridor methodology of the Secondary Plan • Close to downtown core • Close to natural features, including bay front and escarpment • Diversity with a lot of different communities in the neighbourhood • Walkability • Proximity to library, Locke Street shopping, Hamilton Farmers Market • Victoria Park • Trees
Can you identify any specific issues that should be considered through the Secondary Plan project?	<ul style="list-style-type: none"> • Mixed use commercial areas • No big box stores wanted • Aging population requires easier access, including shorter pedestrian trips • Community assistance and support for seniors • Continue the high density designation southerly along Queen Street to Main Street • Increase the density of the north east corner of King St.W./Dundurn St. to high density • Parking for cars on street – need to reduce lane to create bike lane (where park existing cars to accommodate this) • Build bridge for pedestrian crossing at King Street West (connect Fortinos Plaza with Cathedral of Christ the King) • Introduce commercial uses to Locke Street between Main St.W. and King St.W. to connect with LRT • Main & Dundurn intersection is dangerous to pedestrians • Sightlines from side streets onto Main St.W. is difficult for cars • Shoppers Drugmart expansion – concerns with noise, traffic, commercial creep into residential neighbourhood • Grading of Dundurn Street – during storm, gutters fill quickly

Appendix "A"

Additional Comments/thoughts	<ul style="list-style-type: none"> • Appreciate the collaboration between the community and City Planning department • Would like to see improved pedestrian, cycling and transit connections • Appreciate the emphasis on architecture and maintaining sightlines
General comments received on the TMP	<ul style="list-style-type: none"> • Need to build a pedestrian bridge from Fortinos Plaza to Cathedral of Christ the King • Consider locations of future transit stops to be close to neighbourhood amenities • Importance of bike lanes • Speed limits on York Boulevard • Link to neighbourhood and City amenities

Appendix "B"

Strathcona Secondary Plan PIC # 2: June 26, 2012 Summary of Issues/Comments from Comment Sheets			
What are the major improvements you would like to see in the Strathcona Neighbourhood?	• Wider sidewalks (9)	• Patios	• Slower traffic on York Blvd.
	• Street trees & furniture (3)	• Restaurants	• Main St.W. kept as primary transportation route
	• New development along main streets (2)	• Splash pad in park	• Mid-rise redevelopment (2)
	• Bike lanes (6)	• Improved walkability	• Pedestrian crossing between cemetery and bridge on York Blvd.
	• Historic street lamps (2)	• Reduce lanes on Main St.W.	• Pedestrian & bike friendly crossing of Hwy 403
	• Slower traffic (6)	• Retention of heritage buildings	• Improved HSR routes north of King St.W.
	• 2-way streets (5)	• Traffic calming / road diet	• Connectivity with the waterfront
	• More retail/commercial (5)	• Redevelopment of Locke St.N. around Victoria Park	• Mixed use buildings including residential uses with balconies
	• Narrow York Boulevard (2)	• Flexible zoning for small business	• Improved streetscaping along King St.W.
	• Residential (condo) development (2)	• Grocery store	• Introduction of "naked streets"
	• Retail along York Boulevard (2)	• LRT	• More pedestrian cross walks (2)
	• Green landscaping along streets (2)	• Buildings that attract & support neighbourhood vitality on human scale (mixed use, underground parking)	
	• Slower traffic on King St.W.	• Re-purpose streets to serve neighbourhood, including: increase pedestrian activity and crossings, slower speeds, sidewalks, safe access to amenities	
What area(s) in the Strathcona Neighbourhood are best suited for redevelopment?	• Main St.W. (8)	• York Boulevard (7)	• Queen Street (6)
	• King St.W. (6)	• Dundurn Street (3)	• Locke Street (2)
	• King St.W. between Locke & Dundurn (2)	• Node at Main / King / Dundurn (2)	• Node at Main/King Queen (2)
	• Corner of Locke & King	• Main St.W. to Ray St.	• Main St.W. between Dundurn & Pearl
	• Main St.W. between Dundurn & Locke	• Locke St.N. along Victoria Park	• Wider sidewalks (9)

Appendix "B"

What form should this redevelopment take (i.e. mid rise residential, higher mid-rise buildings or mixed use buildings)?	• Mixed Use buildings (8)	• Mid-Rise buildings (3)	• Mix of height depending on type and location of development (3)			
	• Residential (2)	• Commercial	• Laneways			
	• Commercial at street to avoid parking in front	• Underground parking	• Appropriate transition to existing neighbourhood			
	• Traffic calming along York Blvd.					
What additional amenities would you like to see in the Strathcona Neighbourhood (i.e. shops, community uses, public open spaces)?	• Retail (7)	• Public Open Space (3)	• Restaurants & patios (2)			
	• Offices & employment use (2)	• Community space (2)	• Green space (2)			
	• A lot of everything, including retail	• Bike lanes on Main, King, York	• Amenities around Victoria Park			
	• GO Stop at Main / King / Dundurn node	• Grocery store	• Walking bridge to green space			
	• Parking	• Street furniture				
Where should these amenities go?	• King Street West (9)	• Main Street West (8)	• York Boulevard (8)			
	• Dundurn Street (7)	• Queen Street (6)	• Locke Street (1)			
What would appropriate building heights be along the neighbourhood's major streets?	Street	3-6 storeys	4-6 storeys	6-8 storeys	8-10 storeys	10+ storeys
	Main St.W.	2		8		1
	King St.W.		4	5	2	1
	Dundurn St.		7	3	2	1
	York Blvd.		2	6	3	1
	Queen St.			4	4	3
	Corner: Main & Dundurn			1	5	3
	Corner: King & Dundurn			2	5	2
	Corner: King & Queen			1	3	5
	Corner: Queen & York			1	5	3

Appendix "B"

<p>Other General Comments</p>	<ul style="list-style-type: none"> • Encourage adaptive re-use of existing buildings to maintain heritage character • Preserve residential core of neighbourhood • Promote inter-regional transportation – GO transit connected with LRT and bus • Approval and implementation of LRT • Regard for 3 key vistas – Hamilton Harbour, Niagara escarpment and natural topography within the neighbourhood • Increased walkability and bike access • York Boulevard should have vibrant commercial activity • Better pedestrian crossings along York Boulevard • Improve York Boulevard and Locke Street intersection • Longer on-street parking (beyond 1 hr.) to facilitate family dwellings and employment opportunities • Don't want high density development on vacant Queen Street lot • Truck traffic on Queen Street is too fast and volumes too high • Turn from Queen Street to Peter Street is difficult • Concern that the main streets do not serve the neighbourhood, and are an express way for vehicles • Dundurn park is cut off from the neighbourhood • Two-way conversion should be promoted for Main Street and King Street • Changes should support idea of attracting new residents and costs are an investment in future • Dundurn plaza needs significant pedestrian improvements • Queen Street should have bike lanes and reduced truck traffic • Promote grade separated bike paths on busy streets, including York, Main, King, Queen and Dundurn • Redevelop former Barn Food Store at Hess Street and York Boulevard • Redevelop apartment building at Hess Street and York Boulevard
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Appendix "C"

Strathcona Secondary Plan PIC # 3: March 5, 2013 Summary of Issues/Comments from Comment Sheets	
Draft Secondary Plan General Comments	<ul style="list-style-type: none"> • Like the plan/excellent plan/overall good plan (4) • Good approach regarding setbacks for intensification • Plan promotes growth appropriately, taking into account the character of the neighbourhood • Like restriction on drive-throughs/drive-throughs should not be permitted (2) • Making James St. into a "pedestrian" area is undesirable • Secondary Plan should identify sites that are suitable for intensification (commercial and residential), and list these sites in a schedule to the plan • Most development should be focused in downtown • Focus of new development in neighbourhood should address needs of current residents
Draft Secondary Plan Land Use Plan Comments	<ul style="list-style-type: none"> • Land use designations are appropriate • Concerned with proposed High Density from Devonport to Pearl along York • Concerned with impact of proposed High Density designation of single homes on side streets near York Boulevard/removal of established homes, etc. (5) • High Density designation for single homes near York does not protect and enhance stable residential areas (2) • Adding density on York and removing some single homes should only be permitted if mixed uses are located at grade, or development will be/is too car-oriented • Agree with developing York Boulevard • High Density along York should not exceed 4 storeys • High Density along York should not exceed 6 storeys • Keep Locke St. residential between King and York • Plan for more intense mixed-use development on James St. is undesirable due to truck traffic and noise • Should focus on residential uses along King, Main and York, rather than commercial, since "main street" style retail is not viable. • Property on Southeast corner of Peter and Locke St. should be designated as mixed-use, to allow for ground level restaurant or café uses. • Support intensification along York Boulevard and Queen St. • Support the 10 storey height limit for York and Queen St. • Dundurn Neighbourhood Node designation is excellent • Would like to see mixed uses at grade near Dundurn Historic Site to support tourism and connect site to neighbourhood • Will plan for pedestrian oriented small scale commercial impact availability of and ability for residents to shop for basic day-to-day needs (i.e. groceries)?

Appendix "C"

Draft Urban Design Guidelines	<ul style="list-style-type: none"> • Good guidelines overall (3) • Great thinking for Locke St between Main and King • Agree with promoting pedestrian friendly spaces in neighbourhood • Need more street trees • Would like more specific terminology instead of general terms like "promote" and "encourage" • Appropriate parking requirements should be mandated • Stepping back of higher buildings should be mandated, if that is the desired building form • Like planned streetscape for King St. and Dundurn • Like having underground parking for new development • Underground parking is not safe and is undesirable • Guidelines for each node and corridor should clearly state the rationale for proposed built form guidelines and building heights • Need to emphasize restriction on drive-throughs in guidelines • Allowing decreases in parking for affordable housing developments is discriminatory
Transportation and Traffic Comments (related to TMP)	<ul style="list-style-type: none"> • Need Light Rail Transit for area • Keep Queen St. as truck route for downtown and keep trucks off Dundurn St. • Should have more pedestrian crossings on King St. • Lane reductions on York, King and Main must support the pedestrian focus in the Urban Design Guidelines • Use lane capacity on York to create street parking and bike lanes • Past changes in lane configuration on Dundurn between Main St. and King St. have caused significant traffic congestion • Major traffic and parking issues caused by functions at Copps Coliseum should be addressed
Parking Issues	<ul style="list-style-type: none"> • Lack of parking is an issue in neighbourhood • On-street parking shortages in neighbourhood are an issue • City should identify opportunities to increase parking for residents • Street parking is at capacity on Hunt Street, partly due to commuters parking to take the GO bus. • Any plans for conversion of Queen Street to 2-way should not decrease the amount of on-street parking • More parking meters or time-limited parking spaces should be located on King St. and Main St. to prevent excessive parking on side streets • Development on York and King must provide adequate parking
Other General Comments	<ul style="list-style-type: none"> • Plan for affordable housing (2) • Allow food trucks to use parking lot at Victoria Park 1-2 days per week

Summary of Issues

Issue	Issue Components	Response in the Secondary Plan
Cultural Heritage	<ul style="list-style-type: none"> Protection of heritage resources 	<p>Strathcona is one of the oldest neighbourhoods in the City. Cultural Heritage Resource policies encourage the conservation of individual heritage properties, including streetscape features and important views and vistas. New development is encouraged to respect and reflect the design of surrounding heritage buildings.</p> <p>Plan identifies seven cultural heritage landscapes.</p> <p>Redevelopment along Main Street West or King Street West, within a cultural heritage landscape requires the completion of a scoped cultural heritage impact assessment.</p>
Residential Uses	<ul style="list-style-type: none"> Protection of stable residential core 	<p>Strathcona is characterized by stable residential core.</p> <p>Residential policies speak to the interface of new residential development, including infill development, with adjacent low density residential forms. Policies require new development to consider sympathetic and complementary architectural style, consistent setbacks, built form, building height and types of materials.</p> <p>Low density designation limits height to reflect the existing built form.</p> <p>High density uses must transition down to adjacent lower density residential forms.</p>
	<ul style="list-style-type: none"> High density residential uses: Queen Street 	<p>To reflect the existing built form, high density residential is proposed for this corridor.</p>
	<ul style="list-style-type: none"> High density residential uses: York Boulevard 	<p>York Boulevard was identified as an area of change by encouraging residential intensification. High density residential uses are proposed between Strathcona Avenue North to Pearl Street North. An area specific policy addresses the potential loss of single family homes. Lands are designated Low Density Residential 3 and multiple dwellings are permitted, subject to specific criteria and a zoning by-law amendment.</p>

Appendix "D"

Focused Commercial Development & Uses	<ul style="list-style-type: none"> ● Main Street West 	Based on recommendations of the Commercial Review, Main Street West is planned for limited commercial uses, supported by residential intensification. Adaptive re-use of existing house built forms is encouraged, east of Locke Street South.
	<ul style="list-style-type: none"> ● King Street West 	Based on the recommendations of the Commercial Review, King Street West is planned as the primary commercial corridor, and supported by future rapid transit. In order to enhance pedestrian focus, a portion of the street (Dundurn St. to Pearl St) is identified as a pedestrian predominant street. Auto-oriented uses are prohibited within the pedestrian predominant limit.
	<ul style="list-style-type: none"> ● Neighbourhood Node 	Desire for a neighbourhood node was identified and is proposed along Dundurn St.S. extending just south of Main St.W. and just north of King St.W. The node will be a focal point for pedestrian activity, connectivity and intensification by promoting development of mixed use buildings including commercial, residential and employment opportunities to meet needs of the neighbourhood and wider community. Auto-oriented uses are prohibited within the limits of the neighbourhood node.
	<ul style="list-style-type: none"> ● York Boulevard 	Based on recommendations of the Commercial Review, commercial uses are focused to key intersections. York Blvd. & Dundurn St.N.: recognize the existing hotel and office building. Also capitalize on potential tourism spin-offs from its proximity to Dundurn Castle. York Blvd. & Queen St.N.: Promote development for commercial mixed use, with some residential intensification potential.
	<ul style="list-style-type: none"> ● Locke Street North 	There was some community interest in exploring the addition of commercial uses to an existing property on Locke Street North. After discussions with the property owner, the lands are designated for low density residential uses.

Appendix "D"

	<ul style="list-style-type: none"> ● Prohibition of auto-oriented uses 	In order to promote an enhanced pedestrian environment, auto-oriented uses, including car washes and gas bars are prohibited along streets identified as pedestrian predominant and within the neighbourhood node. This supports the vision of the Plan. Drive-through facilities are permitted subject to specific policies and provisions.
Appropriate Depth for Redevelopment	<ul style="list-style-type: none"> ● Extent of land use designations into the neighbourhood 	In order to protect the existing low density residential neighbourhood, land use designations along the neighbourhood's primary streets generally apply to the frontage properties. In some instances, additional properties were identified in order to accommodate an appropriate property depth for redevelopment. Using the <i>Main King Queenston Corridor Strategy Study</i> as a basis, a depth of 30-50 metres was provided in order to accommodate buildings ranging in height from 2-10 storeys.
Urban Design	<ul style="list-style-type: none"> ● Built form 	Opportunity exists to build upon the existing heritage resources within the neighbourhood through new development that reflects the neighbourhood character and appropriate design. Urban Design Guidelines will facilitate this direction, in addition to the urban design policies of the Plan.
	<ul style="list-style-type: none"> ● Transition into the Neighbourhood 	When considering applications for development, proponents must demonstrate compatibility of the proposed development with adjacent uses, including transition in height to adjacent low density residential forms, shadowing, grading, overlook, noise, lighting, traffic and other nuisance effects. The intent is to ensure consideration of how new development interfaces with the existing residential neighbourhood. Urban Design Guidelines were also developed to guide future growth and development along the neighbourhood's main corridors of Main St.W., King St.W., York Blvd., Queen St. and portions of Dundurn St. between Main St.W. and King St.W.
Transportation through the Neighbourhood	<ul style="list-style-type: none"> ● TMP 	TMP was initiated to address issues of traffic movement, pedestrian movement and safety and parking within the neighbourhood. The Secondary Plan will implement the recommendations of the TMP, as may be required.

Appendix "D"

	<ul style="list-style-type: none"> • Pedestrian Movement 	In order to address improved pedestrian movement throughout the neighbourhood, including enhanced pedestrian connections, and pedestrian scaled built form, the Plan provides direction through the Mixed Use – Medium Density designation, Urban Design policies and Transportation policies on how pedestrian movement can be promoted. The identification of a pedestrian focus for King St. W. and within the neighbourhood node also facilitates this.
Physical Geography	<ul style="list-style-type: none"> • Topography affecting building heights 	The Iroquois Plain influences the natural topography of the neighbourhood, resulting in many elevation changes, the greatest of which is noticeable at Main St.W. and Queen St.S. In order to address the variation in topography, building heights are limited at this intersection.

Strathcona Secondary Plan Comparison between Initial Land Use Plan (2008/2009) and Proposed Land Use Plan (2013)		
	Initial Draft Land Use Schedule: 2008/2009	Proposed Land Use Schedule: 2013
General Changes		
Land Use Categories		
Low Density Residential	Generically listed as Low Density Residential with a description of the density range, height and form of development.	Consistent with the Urban Hamilton Official Plan, the designation is refined and identified as Low Density Residential 3.
Medium Density Residential	Generically listed as Medium Density Residential with a description of the density range, height and form of development.	Consistent with the Urban Hamilton Official Plan, the designation is refined and identified as Medium Density Residential 2.
High Density Residential	Generically listed as High Density Residential with a description of the density range, height and form of development.	Consistent with the Urban Hamilton Official Plan, the designation remains High Density Residential.
Mixed Use	Generically listed as Medium Density Mixed Use with a description of the density range and height.	Consistent with the Urban Hamilton Official Plan, the designation is refined and identified as Mixed Use - Medium Density.
Medium Density Street Related Mixed Use	Generically listed as Medium Density Street Related Mixed Use with a description of the density range, height and location of commercial uses.	The Urban Hamilton Official Plan does not contain a direction for this land use category.
High Density Street Related Mixed Use	Generically listed as High Density Street Related Mixed Use with a description of the density range, height and location of commercial uses.	The Urban Hamilton Official Plan does not contain a direction for this land use category.

Appendix "E"

Cemetery	Was identified as a separate land use category.	Consistent with the Urban Hamilton Official Plan, cemeteries are permitted within the General Open Space land use category.
Density Range Changes		
Low Density Residential	Density range: 40-80 units/ha	New land use category is Low Density Residential 3. Range is 20-60 units/ha (net).
Medium Density Residential	Density range: 80-150 units/ha	New land use category is Medium Density Residential 2. Range is 60-100 units/ha (net).
High Density Residential	Density range: 150-300 units/ha	Land use category is High Density Residential. Density range of 100-300 units/ha (net).
Medium Density Mixed Use	Density range: 80-150 units/ha	The Urban Hamilton Official Plan does not provide density ranges for the Mixed Use - Medium Density land use category.
Medium Density Street Related Mixed Use	Density range: 80-150 units/ha	The Urban Hamilton Official Plan does not contemplate this land use designation.
High Density Street Related Mixed Use	Density range: 150-300 units/ha	The Urban Hamilton Official Plan does not contemplate this land use designation.
Specific Changes		
Commercial Focus on King Street West		
Rapid Transit	Secondary Plan study did not anticipate Rapid Transit when the draft land use plan was being developed. Planning process was placed on hold pending planning for Rapid Transit - at this time, it was unknown where the preferred route would be located (King St.W. or Main St.W.).	Rapid Transit identified King Street West through Strathcona Neighbourhood as the preferred route for rapid transit. Commercial Review recommends King Street West be the focal point for main street commercial uses. Portion of the street is identified as Pedestrian Predominant (Dundurn Street to Pearl Street).

Appendix "E"

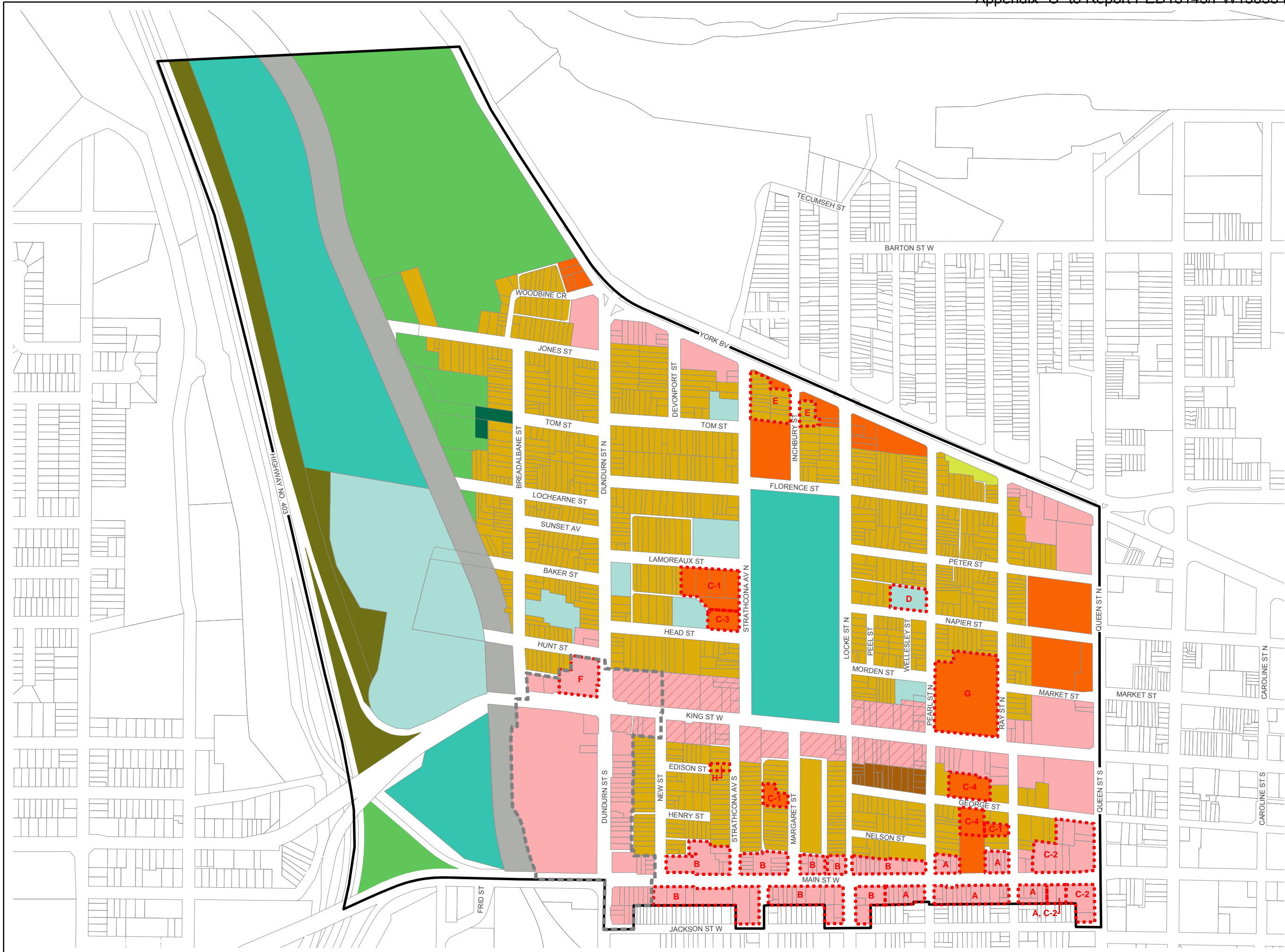
Mixed Use	Designation was applied to the traditional arterial corridors through the neighbourhood, including Main Street West, King Street West and York Boulevard. This was a continuation of existing planning permissions for these areas.	Mixed use is proposed along Main Street West, King Street West and a portion of the Dundurn Street South corridor. Beyond that, the mixed use designation is applied at strategic intersections along York Boulevard, including the intersection of Dundurn Street North and York Boulevard to capitalize on potential tourism spin-offs associated with Dundurn Castle. The intersection of Queen Street North and York Boulevard also has a mixed use component with significant redevelopment potential. The intent is to strengthen commercial development along the proposed LRT corridor and provide opportunities for residential intensification along the other corridors, which may include commercial development at grade (not stand-alone commercial uses).
Main Street West		
Focus on "people" - removal of Mixed Use and as-of-right, stand alone commercial	Mixed Use was permitted the length of Main Street West. This would permit both stand alone commercial uses or stand alone residential uses to be developed, or a combination thereof.	Main Street is proposed to have two designations - Mixed Use Medium, applied to strategic locations and Medium Density Residential. This change is proposed in response to the general lack of commercial uptake along this corridor. Also permits development of residential uses to support the commercial activities at Main/Dundurn as well as King Street. Medium Density Residential designation permits local commercial uses, but they are limited to the ground floor of a multiple dwelling building.
Neighbourhood Node		
Dundurn Street Node between Main Street West and King Street West	Draft identified a Neighbourhood Node conceptually along Dundurn Street between Main Street West and King Street West	Revised land use identifies the Neighbourhood Node, the extend of which is defined by existing properties. The intent is for the neighbourhood node to provide day-to-day and weekly shopping needs for the neighbourhood.

Appendix "E"

York Boulevard and Queen Street North Node	The initial preferred land use concept proposed two neighbourhood nodes, the first proposed along Dundurn Street between Main Street West and King Street West with the second node located at Queen Street North and York Boulevard. Each Node allowed for High Density Street Related Mixed Use Development with commercial at grade, 3-8 storeys in height. Pedestrian enhancements were directed to the interior of the neighbourhood, connecting the two nodes through local streets, rather than arterials.	The revised plan removed the second neighbourhood node from the intersection of York Boulevard and Queen Street North. That intersection is designated for Mixed Use development, however it was determined that its function was not to serve the day-to-day or weekly shopping needs of the immediate neighbourhood. The Neighbourhood Node along Dundurn Street will be able to perform this function adequately, based on the size of the study area.
Queen Street		
Removal of Mixed Use designation	The frontage properties were designated High Density Street Related Mixed Use.	The Urban Hamilton Official Plan does not contemplate this designation. The revised land use concept identifies the properties along Queen Street as being High Density Residential - a reflection of what currently exists and what would be in keeping with the form of development on the easterly side of Queen Street.
York Boulevard		
Refinement of Mixed Use designation	The frontage properties were designated Medium Density Mixed Use, reflecting the existing commercial permissions while trying to promote alternative development, including residential intensification opportunities. This would permit both stand alone residential, residential or a combination thereof.	York Boulevard is designated High Density Residential and Mixed Use - Medium Density. The characteristics of York Boulevard (its width and lack of on-street parking) makes the development of retail commercial uses difficult. Commercial Review also stated that there is an over supply of commercial within the neighbourhood and York Boulevard should not be promoted for commercial development. High Density Residential uses are proposed, with policies directing how compatibility with adjacent low density forms of housing should be integrated as part of site design.

Appendix "E"

Institutional Uses		
Identification of existing uses	In general, the initial land use concept identified existing uses, especially as it related to Institutional uses.	The same approach was taken, with the identification of existing institutional uses. Those uses existing along Main Street West or King Street West were not identified as they are permitted uses under the Mixed Use - Medium Density designation.
398 King Street West	Lands at 389 King Street West were designated as Major Institutional, in keeping with OMB decision for the property (which was not under construction at this time, and the details of which were still being finalized).	Subject lands are designated High Density Residential to reflect the existing use of the property for multiple dwellings. A Site Specific Policy (Area G) has been added to permit a wellness centre and two emergency shelters, consistent with the OMB Decision.
High Density Residential		
Identification of existing high density uses	The density range for high density residential was different than the current OP direction, therefore not all high density residential dwellings were identified.	Consistent with the Urban Hamilton Official Plan, existing High Density Residential uses were identified based on the density range of 100-300 uph. Therefore, additional properties were identified as high density.
No Longer Medium Density Street Related Mixed Use		
	The initial concept included the designation of Street Related Mixed Use (either Medium Density or High Density).	The Urban Hamilton Official Plan does not contain any policy direction with respect to Street Related Mixed Use. The Mixed Use - Medium Density Designation has been applied to commercial areas in the Secondary Plan area.
Scope of Secondary Plan		
South side of Main Street West	The initial concept only extended to the north side of Main Street West.	Based on the proposed change in land use along Main Street West, staff are recommending that the south side of Main Street be included within the Secondary Plan in order to provide for compatible development on either side of the corridor.




Legend

- Residential Designations**
 - Low Density Residential 3
 - Medium Density Residential 2
 - High Density Residential
- Commercial and Mixed Use Designations**
 - Mixed Use - Medium Density
- Parks and Open Space Designations**
 - Parkette
 - Neighbourhood Park
 - Community Park
 - General Open Space
 - Natural Open Space
- Other Designations**
 - Institutional
 - Utility
- Other Features**
 - Pedestrian Predominant
 - Area or Site Specific Policy
 - Neighbourhood Node
 - Secondary Plan Boundary

**Urban Hamilton Official Plan
Strathcona
Secondary Plan
Land Use Plan
Map B.6.6-1**



Not To Scale



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City of Hamilton

Strathcona Transportation Management Plan EA Project File Report

Hamilton, ON

July 2013

**Strathcona Transportation Management Plan
Municipal Class Assessment Master Plan – Project File Report
Errata
August 28, 2013**

The following corrections are made to the report dated July 2013.

King Street West Considerations Throughout The Report:

An EA has been completed and submitted to Metrolinx for a funding decision which proposes the removal of two lanes and implementation of a two-way Light Rail Transit (LRT).

Council approved a one (1) year Pilot project to utilize one lane as a dedicated Transit Only Lane on King Street West from Mary Street to New Street (just east of Dundurn Street). If the pilot does not become a permanent solution and LRT is not implemented, this study's preferred alternative is recommended.

EA Schedule Review and Changes for Evaluated Alternatives, and Identification of the Project to be Filed with Ministry of the Environment for 30 Day Public Review and Part II Order opportunity:

Dundurn Street South (King Street West to Main Street West):

Name	Description	EA Schedule
Do-nothing:	Existing conditions.	N/A
Alternative A1:	Remove one lane of traffic in each direction, and convert to on-street parking lanes (where merited).	A
Alternative A2:	Remove one lane of traffic in each direction and convert to on-street bicycle lanes.	A+
Alternative A3:	Remove one lane of traffic in each direction and convert to boulevard bike trail.	A+
<i>Alternative B1:</i>	<i>Add bike lane on each side and keep existing east curb - Recommended.</i> <i>Additional land is required to the west side of Dundurn Street, to accommodate the bike lane as well as a separate, adequate - wider sidewalk away from the roadway.</i>	<i>Schedule B TO BE FILED</i>

Name	Description	EA Schedule
Alternative B2:	Add bike lane to west side and keep existing lanes and curbs.	A

The alternatives with an A suffix (A1, A2, and A3) all assume the four lane section would be reduced to two lanes.

King Street West (HWY 403 to Queen Street):

Given the first statement of the Errata the following alternatives were considered:

Name	Description	EA Schedule
Do-nothing:	Two lanes of traffic, narrow sidewalks on both sides of the street. No bike lanes.	N/A
Alternative A1:	Provide an on-street parking lane - Recommended. Not to be implemented until fully considered for two-way conversion within the upcoming City Wide five (5) year TMP review.	A+
Alternative A2:	Remove one lane of traffic and convert to a two-way bike lane.	A+
Alternative A3:	Remove one lane of traffic and convert to a boulevard bike trail.	A+
Alternative B:	Convert north lane to a bus/Transit Only lane.	A+
Alternative C:	Convert King Street to a two-way street. To be considered in the upcoming City Wide five (5) year TMP review.	A+

The alternatives with an A suffix (A1, A2, and A3) all assume the five lane cross section on King Street (Locke Street to Highway 403) would be reduced to four lanes, and the four lane cross section (Queen Street to Locke Street) reduced to three lanes.

Locke Street (King Street West and Main Street West):

The following planning alternatives were developed and evaluated against one another:

Name	Description	EA Schedule
Do-nothing:	Two lanes of traffic northbound. Narrow sidewalks on both sides of the street. No bike lanes.	N/A
Alternative A1:	Remove one lane of traffic and implement wider sidewalks on both sides of the street and convert the east side lane to on-street parking.	A+
Alternative A2:	Remove one lane of traffic, introduce a two-way bike lane on the east side, and widen sidewalks on both sides of the street.	A+
Alternative A3:	Remove one lane of traffic and implement wider sidewalks.	A+
Alternative A4:	Remove one lane of traffic and implement a sharrow lane on the east side and a counter flow, separated bike lane on the west side.	A+
Alternative A5:	Remove one lane of traffic and implement bike lanes with one north bound, and one south bound (counter flow), separated from traffic. Recommended. Also consider two-way conversion and move of bike lane to Pearl Street as part of the City Wide 5 (five) year TMP review before implementation.	A+ - Approved under the Cycling Master Plan
Alternative B:	Convert to a 'naked street' (no delineation of lane, bike lane, or sidewalk definition - one street surface, and all modes of transportation have to find their own way through).	B

The alternatives with an A suffix (A1, A2, A3, A4, and A5) all assume the two lane, one-way street would be reduced to one lane.

Main Street West (HWY 403 to Queen Street):

Name	Description	EA Schedule
Do-nothing:	Five lanes of traffic, eastbound, sidewalk width varied, potential for cycling lanes, on-street parking along the north lane, intermittent in the study area.	N/A
Alternative A1:	Remove one lane of traffic and convert the north lane to an on-street parking lane.	A
Alternative A2:	Remove one lane of traffic and convert to a two-way bicycle lane on the north side.	A+
Alternative A3:	Remove one lane of traffic and convert to a boulevard bike trail (at sidewalk level), on both sides of the street, with one lane counter flow to traffic.	A+
Alternative A4:	<p>Remove one lane of traffic and develop wider sidewalks on both sides of the street - from Strathcona to Queen Street. - Recommended.</p> <p>Not to be implemented until fully considered for two-way conversion within the upcoming City Wide five (5) year TMP review.</p> <p>Further study required for implementation of continuation of changes west of Strathcona Street and intersection changes at Dundurn Street South.</p>	C (Phases 3&4 required beyond this study)
Alternative B:	Convert south lane to a Bus/Traffic Only Lane (keep all five lanes).	A+
Alternative C:	Convert Main Street to a two-way street. To be considered in the upcoming City Wide 5 (five) year TMP Review.	To Be Determined

The alternatives with an A suffix (A1, A2, and A3) all assume the five lane cross section would be reduced to a four lane cross section.

Margaret Street (Main Street West to King Street West):

Name	Description	EA Schedule
Do-nothing:	2 lanes of traffic in each direction. Wide stretch of asphalt, sidewalk separated from the street by boulevard. Parking permitted on both sides. Not on City Wide Cycling TMP.	N/A
Alternative A1:	Wider sidewalks at reconstruction (reduced traffic lane widths). - Recommended.	A+
Alternative A2:	Add bicycle lanes (restriping the pavement only).	A+
Alternative A3:	Add sharrow lanes (lane markings only).	A+

Queen Street North/South (Main Street West to York Boulevard):

Name	Description	EA Schedule
Do-nothing	One way street. Wide right-of-way space.	N/A
Alternative A1:	Remove one traffic lane and implement a wider sidewalk and streetscaping and on-street parking, where merited Recommended. Not to be implemented until fully considered for two-way conversion within the upcoming City Wide 5 (five) year TMP Review.	A+
Alternative A2:	Remove one traffic lane and implement on-street bicycle lanes (two-way) either on one side of the street or both sides.	A+
Alternative A3:	Remove a lane of traffic and convert to a boulevard bike trail.	A+
Alternative B:	Implement traffic calming.	A
Alternative C:	Convert Queen Street North/South to a two-way street. To be considered in the upcoming City Wide 5 (five) year TMP Review.	To Be Determined

York Boulevard (Dundurn Street North to Queen Street North):

Name	Description	EA Schedule
Do-nothing:	Divided roadway, three lanes of traffic in each direction. Intermittent on street bike lanes. Wide sidewalks.	N/A
Alternative A1:	Remove two of six lanes and implement wider streetscaping and on-street parking, where merited.	A+
Alternative A2:	Remove two of six lanes, and implement on-street bicycle lanes with separation from traffic lanes - Recommended The completed LRT EA recommends a possible requirement of full 6 lanes of traffic given back to vehicles.	A+ - Already approved under the Cycling Master Plan
Alternative A3:	Remove two of six lanes, and implement widened boulevard to accommodate bicycle trail (elevated to the same height as the sidewalk).	A+
Alternative B:	Convert the edge lanes to Bus/Transit Only Lanes, keep six lanes.	A+
Alternative C1:	Maintain six lanes, add sharrows to curb lane.	A+
Alternative C2:	Maintain six lanes, add bicycle lanes by narrowing planted Median.	A+

The alternatives with an A suffix (A1, A2, and A3) all assume the six lane cross-section would be reduced to four lanes.

Table 8-1 - Summary of TMP Recommendations (refer to page 184)

Project: York Boulevard at intersection with Locke St. N. The chart is amended as follows:

- Column "EA Schedule" is changed from N/A to A+

City of Hamilton

Strathcona Transportation Management Plan EA Project File Report

Hamilton, ON

July 2013

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Project # 4580

EXECUTIVE SUMMARY

A. Introduction

In April 2008, HDR Corporation (HDR) was retained by the City of Hamilton to develop a comprehensive City Wide Transportation Management Plan (TMP) for the Strathcona Neighbourhood. The purpose of the study was to provide transportation network input for the concurrent Strathcona Secondary Planning process. The neighbourhood is generally bounded by Highway 403 to the west, Queen Street to the east, the harbour to the north, and Main Street West to the south (**Exhibit 1-2**).

B. Study Process

The study followed the Ontario Municipal Class Environmental Assessment (EA) Process as outlined by the Municipal Engineers Association (MEA) which complies with the *Ontario Environmental Assessment Act* (October 2000, as amended in 2007 and 2011). The TMP satisfies Phases 1 and 2 of the five (5) phase Municipal Class EA process. Phase 1 identifies the problem, deficiency or opportunity, and develops a clear statement of the issues that are to be addressed. Phase 2 identifies the reasonable alternative solutions that could be implemented to address the issues. It establishes the preferred solution based on an assessment of the environmental impacts, including consideration of stakeholder input. The study process has included/streamlined the technical analysis as well as the public consultation process with the Strathcona Secondary Plan, wherever possible.

C. Existing Conditions

The study reviewed existing transportation conditions as follows: road, transit network, pedestrian network, bicycle/trail network, designated truck routes, traffic management, traffic operations, and collision history. The study also considered resources within the neighbourhood, such as natural heritage, archaeology, built & cultural heritage, connections & streetscapes, Active Transportation Benchmarking Program pilot project, contaminated sites, and environmentally significant areas within the study area. The proposed Light Rail Transit (LRT) projects to be undertaken by the City were also reviewed.

D. Lane Reduction Analysis

In order to test whether lane reductions were feasible, an analysis of traffic operations was conducted to examine whether a lane could be removed from one or more of the main roads in the study area in order to reallocate that space to active transportation improvements. The analysis was based on either recent traffic counts

or modeling for the Light Rail Transit (LRT) Environmental Assessment planning study. Two future scenarios were analyzed; 2021 with LRT and 2021 without LRT.

E. Planning Issues

A number of issues/concerns were expressed frequently and were dealt with outside the scope of this TMP study. The issues were grouped under two general headings:

- Miscellaneous issues
- Traffic Control issues

Each of the 'Miscellaneous' issues are part of on going initiatives by the City and are not dependent on this TMP.

These traffic control issues will be considered by the Public Works Department. Justification calculations and policy adherence will be considered on a case-by-case basis.

F. Development of Planning Alternatives

There are a number of corridors where road capacity currently exists. Alternative planning solutions were developed for each of the featured road corridors with a view to reducing the number of lanes where feasible. Alternatives for King Street West were developed and evaluated in light of them being short term options in advance of the reconfiguration of the street as part of the LRT development. Similarly, lane reductions on York Boulevard were considered short term only until at such time congestion would require restoration of the six lane cross-section.

Alternative planning solutions were developed for each of the corridors identified through the public consultation process and where an EA project was triggered under the MEA document. The evaluation for each corridor was carried out assessing the impact based on eight main factors and the preferred alternatives were presented to the public at Public Information Centre (PIC) #2 and the Citizen's Liaison Committee prior to it.

G. Recommendations

The comments received at PIC#2, held on October 17, 2012, were generally supportive of the preliminary preferred alternatives.

This TMP provides recommendations on how the City can capitalize on the road capacity through the Secondary Plan (Sec. Pl.) area, to improve the pedestrian environment, transit, landscaping, parking and cycling facilities. The recommended plan for this TMP is detailed below. Please note that all implementation is subject to

the normal budgeting process of the City Council and in some cases the timing of larger studies that could have implications which are outside the scope of this study.

G1. Dundurn Street

The recommended plan for Dundurn Street is to add on-street bicycle lanes between King Street West and Main Street West as per its designation as such by the City-wide Cycling Master Plan (2010). Additionally, space will be required for its implementation on the west-side (currently private property). The total desired Right of Way will be 30.5m, offset towards the west.

G2. King Street West

The ultimate plan for King Street West is defined by the approved LRT EA study; removal of two lanes and implementation of a two-way LRT line. An interim plan for use of the dedicated lane as a bus/transit-only lane is being pursued by the City.

G3. Locke Street

The recommended plan for this corridor is the removal of one of the existing two lanes in order to implement a northbound on-street bicycle lane and a separated southbound bicycle lane.

G4. Main Street West

The preferred alternative is the removal of one lane of traffic and the widening of sidewalks between Strathcona Avenue South and Queen Street and an associated widening of the sidewalks to approximately 2.5 metres. A pilot project may be recommended for consideration with only the north side pedestrian space widened by an equivalent lane of traffic.

G5. Margaret Street

The recommended plan for this corridor is a narrowing of the existing four (4) lanes in order to widen sidewalks on both sides.

G6. Queen Street

The recommended plan for this corridor is the removal of one lane of traffic between York Boulevard and Main Street West (with the exception of a section between King Street West and Market Street) and the implementation of on-street parking bays and widened sidewalks to improve the pedestrian environment.

G7. York Boulevard

The recommended plan for York Boulevard is the removal of one lane in each direction between Dundurn Street and Queen Street and the implementation of bicycle lanes.

G8. Next Steps

A number of issues require further study. These include:

- Lane allocation on Main Street West between Highway 403 and Strathcona Avenue South
- The Kay Drage Park pedestrian or pedestrian/cycling bridge over the CP Rail line from the Strathcona neighbourhood into Kay Drage Park
- The Fortino's Plaza at Dundurn Street
- Signal improvements for the intersection of Dundurn Street and Main Street West
- York Boulevard between Dundurn Street and City of Burlington Border
- Improvements for the south-west corner of King Street West and Dundurn Street

H. Mitigation

Based on an assessment of the potential impacts resulting from the construction of the preferred designs, the proposed improvements to the main corridors in the Strathcona neighbourhood are not anticipated to result in any significant natural and built heritage, and archaeology environmental impacts. Mitigation measures are proposed for the recommended planning solutions to lessen the impacts.

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1. INTRODUCTION

1.1 Project History

In April of 2008, HDR Corporation (HDR) was retained by the City of Hamilton to develop a comprehensive Transportation Management Plan for the Strathcona Neighbourhood, which is located west of downtown Hamilton. In April 2009, the City of Hamilton requested that no further work be completed on the Strathcona Transportation Management Plan (TMP) as there was the potential for the Hamilton Rapid Transit Preliminary Design and Feasibility Study to have an impact on the future roadway network in the Strathcona Transportation Management Plan study area.

The Hamilton Rapid Transit Preliminary Design and Feasibility Study was completed and HDR was retained in August 2011 to complete the previously initiated Municipal Class Environmental Assessment (EA) for the development of a comprehensive Transportation Management Plan for the Strathcona Neighbourhood that will address existing and future transportation issues and transportation management options.

Since the time when the project was halted in April 2008, a Truck Route Master Plan (April 2010) and a Cycling Master Plan (2010) have been completed. Similarly, recommendations for routing of the proposed Light Rapid Transit (LRT) have been confirmed (along King Street West through Strathcona) (2011). The City of Hamilton is currently undertaking a Pedestrian Master Plan. The information provided in the above noted studies has been incorporated into the Strathcona Transportation Management Plan EA.

1.2 Study Area

The Strathcona neighbourhood is generally bounded by Highway 403 to the west, Queen Street to the east, the harbour to the north, and Main Street West to the south. The neighbourhood is divided by the major arterials crossing from east to west, namely York Boulevard and King Street West. The CN Rail line separates the neighbourhood from the Waterfront Trail. According to 2006 Statistics Canada census data, there are 3,364 dwelling units and 6,648 residents in the neighbourhood.

The primary study area is illustrated in **Exhibit 1-1**. Please note that the *primary study area* is indicated by the Secondary Plan (Sec. PI) Area indicated in **Exhibit 1-1**. The study area was extended to the municipal boundary with the City of Burlington in order to capture potential pedestrian and cycling linkages between Strathcona and the Aldershot area of Burlington, including the Royal Botanical Gardens on Plains Road.

The Strathcona TMP technical analyses and alternative evaluations have included surrounding neighbourhoods and considerations to both sides of all boundary streets. The Sec. PI. has different considerations. During the course of the study, its boundary has been updated to extend further to the south side of Main Street West. Please see the new boundary indicated in **Exhibit 1-2**.

The Strathcona Transportation Management Plan study area is predominately residential. There are commercial uses along the arterial roads and institutional uses dispersed throughout the neighbourhood. The industrial uses are limited to the waterfront area. The neighbourhood includes Victoria Park, Kay Drage Park, and Dundurn Castle.

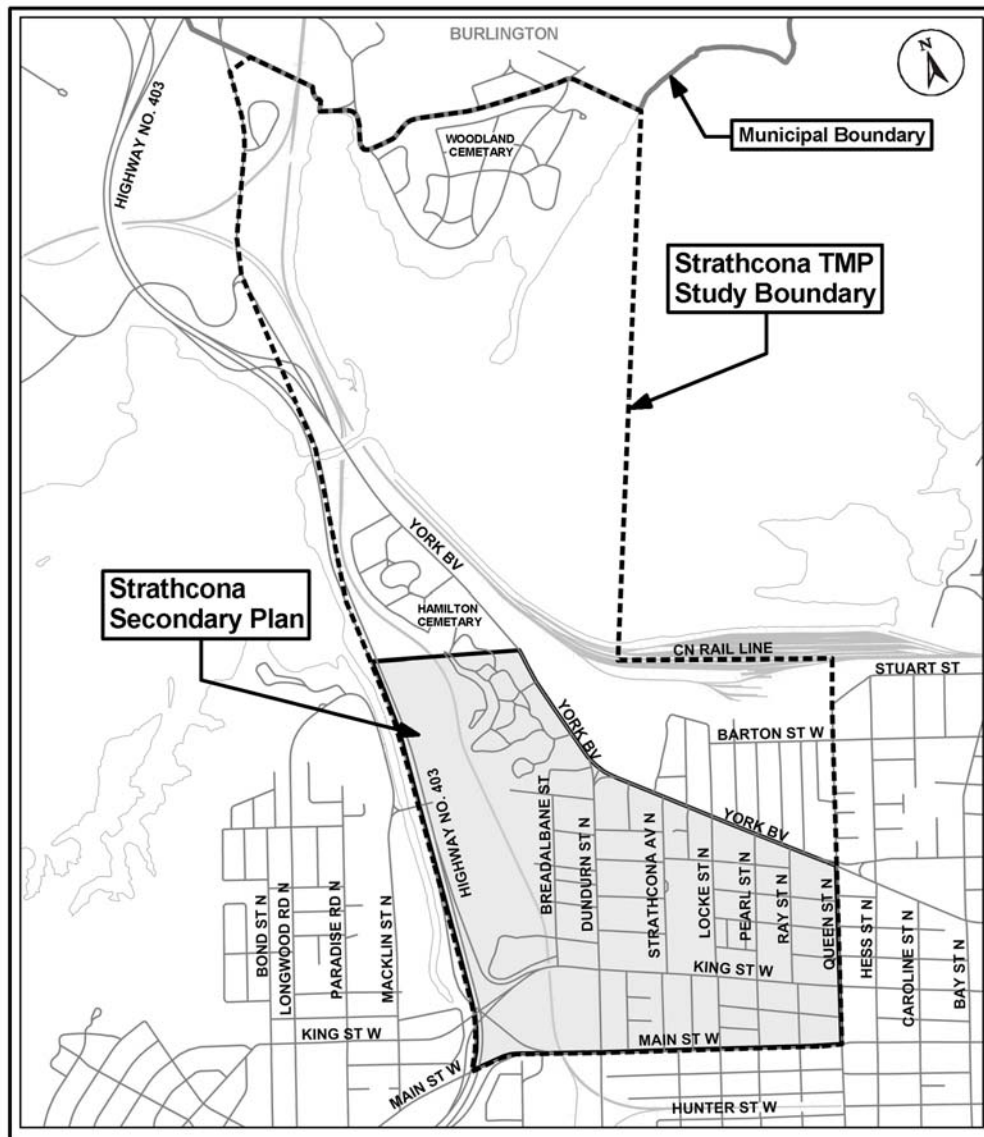


Exhibit 1-1: Study Area

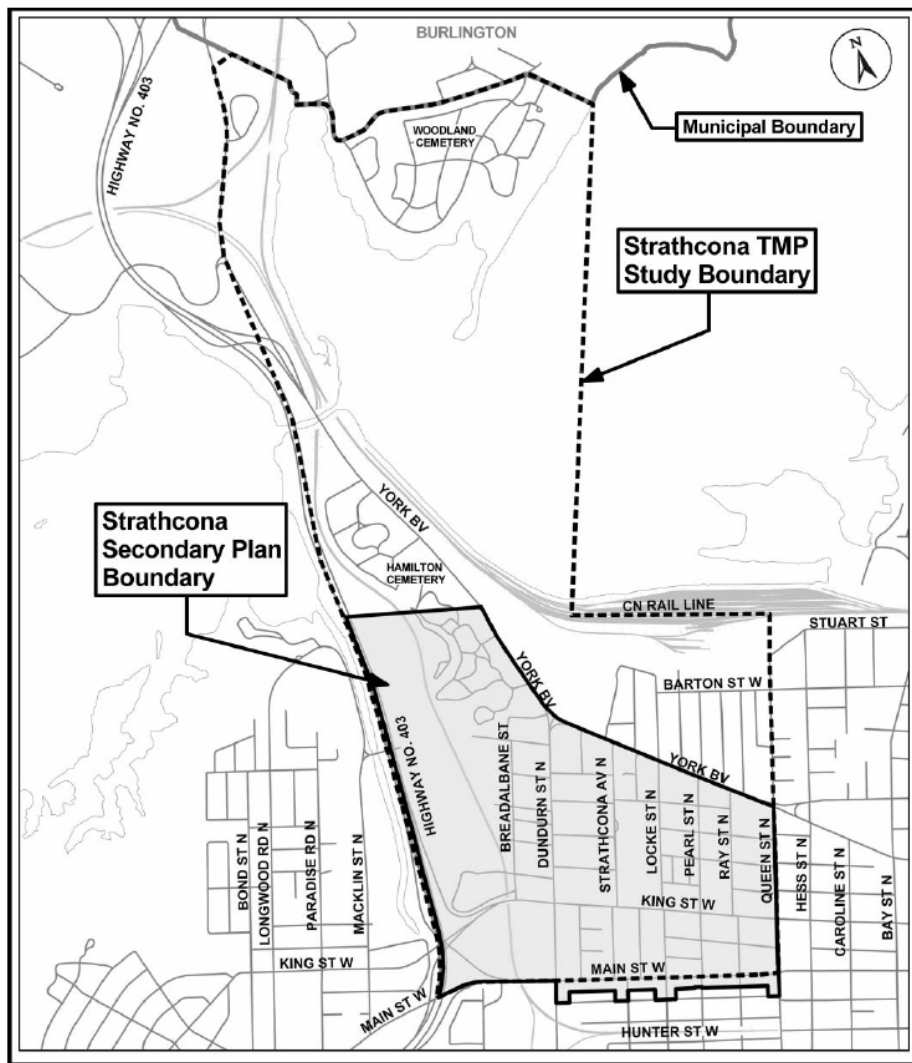


Exhibit 1-2: New Strathcona Secondary Plan Boundary

1.3 Study Goals and Objectives

The City of Hamilton has identified a need to develop a transportation plan that addresses the operations and safety needs for the Strathcona Neighbourhood. The plan will need to accommodate city-wide requirements, while addressing neighbourhood concerns and enhancing the connectivity in and beyond the neighbourhood transportation network for all modes of transportation, including movement of pedestrians, cyclists, transit and vehicles.

The goal of this assignment is to develop a comprehensive Transportation Management Plan for the Strathcona Neighbourhood that will address existing and future transportation issues and transportation management options for the area.

The Transportation Management Plan will review the transportation issues in Strathcona, including but not limited to:

- Network capacity and operations (based on June 2008 turning movement count data)
- Transportation safety and traffic calming measures
- Network performance and level of service
- Road classifications and arterial road network
- Neighbourhood concerns and the integrity of transportation networks for vehicles, cyclists and pedestrians
- On and off street parking strategy
- Transit service and multi-modal opportunities
- The roles and operations of King Street West and Main Street West
- Cycling connectivity is between Westdale and Downtown Hamilton
- Cycling connectivity within the community and external destinations (e.g. York Boulevard to Waterfront)

1.4 Environmental Assessment Process

The *Ontario Environmental Assessment Act* requires Ontario municipalities to complete an EA when undertaking capital works projects. The purpose of the *Ontario Environmental Assessment Act* (EA Act) is to provide for:

“...the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment.”

“Environment” is applied in a broad sense and includes the natural, social, cultural, built, and economic environments. It is defined in the EA Act as:

- Air, land, or water
- Plant and animal life, including human life
- The social, economic, and cultural conditions that influence the life of humans, or a community
- Any building, structure, machine, or other device or thing made by humans
- Any solid, liquid, gas, odour, heat, sound, vibration, or radiation resulting directly or indirectly from human activities
- Any part or combination of the foregoing and the interrelationships between any two or more of them

The municipality can avoid expensive, and sometimes controversial, remedial action once the project has been completed by eliminating or reducing effects on the environment. In the long term, environmental assessments provide decision makers with the kind of information they need to approve projects that are suitable with a healthy, sustainable environment for both present and future generations.

The Environmental Assessment (EA) process is a planning tool used to identify the possible adverse effects of proposed infrastructure projects on the environment.

Municipalities in Ontario have the benefit of using the Municipal Engineers Association's Municipal Class EA process (October 2000, as amended in 2007 and 2011) for certain municipal road, water, and wastewater projects.

The process is characterized by the following five-phase planning and design process:

1. **Phase 1** Problem Identification
2. **Phase 2** Alternative Solutions
3. **Phase 3** Alternative Design Concepts for Preferred Solution
4. **Phase 4** Environmental Study Report
5. **Phase 5** Implementation

If, after completing the Environmental Study Report, no "Part II Order" request is granted by the Minister of the Environment, then the proponent is free to proceed with the project based on the preferred solution. The City can be expected to proceed with the detailed design and construction of the project. A "Part II Order" is a decision made by the Minister of the Environment that the environmental significance of a project is of such importance that the procedures for environmental assessment under the Class EA process are not sufficient and that an individual EA is required.

Members of the public and government agencies will have the opportunity to examine the study findings at each phase of the process.

The Strathcona Transportation Management Plan satisfies Phases 1 and 2 of the five (5) phase Municipal Class EA process. Phase 1 defines the problem and/or opportunity, whereas, Phase 2 identifies alternative solutions to the problem and opportunity considers environmental implications, and consults with the public and affected agencies and selects the preliminary preferred solution. **Exhibit 1-3** shows the Municipal Class Environmental Assessment Flowchart.

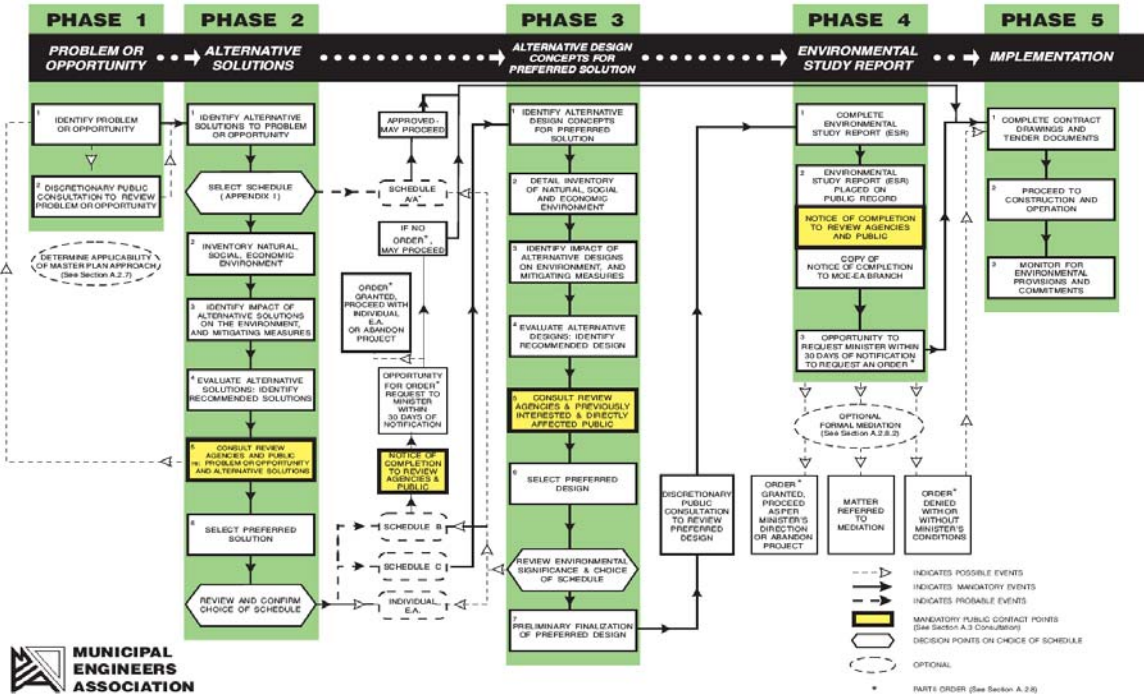


Exhibit 1-3: Municipal Class Environmental Assessment Flowchart

1.4.1 Problem Statement

Based on comments from the public, and the initial results from the traffic operations study, the following problem / opportunity statement was developed:

1. There is an opportunity to capitalize on some of the excess road capacity on the major routes and give that space back to improve either transit, landscaping, parking, cycling and/or pedestrian facilities.
2. There is a need to improve the pedestrian environment particularly in the crossing of major arterial roads.
3. There is an opportunity to expand the trail system in the study area connecting major points of interest.

It is fair to say that this statement was chiefly aimed at improving the pedestrian environment and active transportation facilities in the area, as suggested by public concern. This statement then became the guide in the development of alternative planning solutions.

1.5 Project Team

The City of Hamilton retained HDR as their Prime Consultant to undertake this TMP on their behalf. The 'Project Team' consisted of members from the City of Hamilton and HDR.

The core City of Hamilton staff involved in this project are indicated below. It should be noted that additional City staff members provided input during the course of this study.

- Margaret Fazio Strathcona TMP Project Lead – Project Manager, Environmental Planning, Transportation Planning Services, Transportation, Public Works Department (PW)
- Jocelyn Strutt Strathcona Secondary Plan Project Lead – Planner 1, Planning and Economic Development Department (PED)
- Daryl Bender Project Manager – Alternative Transportation, Transportation, PW
- Jody Boyd Risk Management & Insurance Coordinator, Risk Management, Treasury Services, Corporate Services Department
- Jacquelyn Chan Solicitor, Commercial/Development/Policy, Legal Services, City Manager's Office
- Ron Gallo Senior Project Manager Signals and Systems, Fleet Services, Corporate Assets and Strategic Planning, PW
- Cynthia Graham Landscape Architect, Landscape Architectural Services, Corporate Assets and Strategic Planning, PW
- Trevor Horzelenberg Senior Project Manager, Public Transportation; Mobility and Special Projects, Transportation, PW
- Andy McLaughlin Senior Project Manager, Transit Planning, Transportation, PW
- Laurie McNair Environmental Planning Support Technician
- Steve Molloy Project Manager, Transportation Planning Services, Transportation, PW
- Susan Jacob Manager, Design; Design, Engineering Services, PW
- Sue Russell Project Manager, Fleet Services, PW
- Sebastian Stula Supervisor of Parking Services, Hamilton Municipal Parking Services, Parking and By-Law Services, PED
- Richard Andoga Senior Project Manager – Infrastructure Programming, Asset Management, Engineering Services, PW
(invited)
- Lorissa Skrypniak Senior Project Manager- Transportation Planning
- Bart Brosseau Technologist- Transportation Planning
- Al Kirkpatrick Manager- Transportation Planning

The engineering work was carried out by the consulting engineering firm of HDR Corporation. The project team consisted of:

- Stephen Keen / Tammy Dow Consultant Project Managers
- Hongtao Gao Transportation Engineer
- Andrew Evans Transportation Planner

1.6 Public Consultation

As per the requirements of the Municipal Class EA process a number of public meetings/consultations have been undertaken for the Strathcona Transportation Management Plan. The following meetings/Public Information Centres (PIC) were undertaken for this project. Further details are provided in **Chapter 3**.

- Community Advisory Group Meeting #1 – July 28, 2008
- Public Information Centre (PIC #1) – October 28, 2008
- Residents' Meeting – March 25, 2009

The project was then put on hold from 2009 until it restarted in the fall of 2011

- Citizen's Liaison Committee #1 – September 29, 2011 (combined TMP and Strathcona Secondary Plan)
- PIC #1 – November 8, 2011 (in association with the Strathcona Secondary Plan)
- Citizen's Liaison Committee #2 – February 27, 2012
- PIC #2 – October 17, 2012

Please note that a Community Advisory Group was formed early in the study to provide feedback prior to going out to the general public. The community group was initially called a "Community Advisory Group" and later changed its name to "Citizen's Liaison Committee", when the project was re-initiated in 2011, while its function did not change.

The purpose/mandate for the Community Advisory Group (CAG) was to create a forum for key stakeholders and the City of Hamilton to discuss opportunities and identify issues and to explore solutions that are right for the Strathcona community and the City. To further this mandate, participants were asked to assist the City to understand their goals and issues through participation in a process of open dialogue and submissions. The CAG provided advice to the project study team on all aspects of the study.

1.7 Concurrent Studies

There were a number of studies being undertaken by the City of Hamilton in conjunction with the Strathcona Transportation Management Plan Study when it was re-initiated in 2011. A brief summary of these studies, which were reviewed during the development of Strathcona Transportation Management Plan, is provided in the following sections.

1.7.1 Strathcona Secondary Plan

The purpose of the Strathcona Sec. Pl. is to provide a land use plan and policies to guide future development in the neighbourhood for the next 25 years. The Plan will identify the type, density and design for all land uses. The Strathcona Sec. Pl. study area (**Exhibit 1-4**) is bounded by Highway 403, Main Street West, Queen Street and York Boulevard.

A secondary plan for the Strathcona Neighbourhood was initiated in 2005. Strathcona was identified as a priority, as secondary plans had been recently completed for Downtown Hamilton, the West Harbour Planning Area and Ainslie Wood Westdale. In order to promote compatible development adjacent to these planning areas, a secondary plan for the Strathcona Neighbourhood was initiated.

A series of Public Information Centres were held throughout 2006 to 2008. In April 2008, a draft Preferred Land Use Concept was presented to the public. The draft Preferred Land Use Concept was prepared by Community Planning & Design staff, with input from residents, municipal departments and outside agencies.

A review of the Strathcona Sec. Pl. was being conducted at the same time as the Strathcona Transportation Management Plan. This plan was coordinated with the Strathcona Secondary Plan, including one Public Information Centre, held in November 2011, which was used to gather input on both studies. It is anticipated that the Strathcona Sec. Pl. and Transportation Management Plan will be presented at a joint meeting of Planning Committee in 2013.



Exhibit 1-4: Strathcona Neighbourhood Secondary Plan Study Area

1.7.2 B-Line Rapid Transit Project

The B-Line Rapid Transit Project Environmental Project Report started its 30-day-review period from October 14, 2011 to November 14, 2011. Notice of Completion of the Environmental Project Report B-Line Rapid Transit Project was published in the Hamilton Spectator on October 14, 2011.

This project involves the introduction of high frequency Rapid Transit service using Light Rail Transit (LRT) technology. The 13.9km dual-track line will run along Main Street West between McMaster University and Highway 403, along King Street West from Highway 403 through Downtown to the junction of King Street West and Main Street West, and along Main Street West and Queenston Road to Eastgate Square. The B-Line corridor is illustrated in **Exhibit 1-5**.



Exhibit 1-5: B-Line Rapid Transit Corridor

In addition to the terminus stations at McMaster University and Eastgate Square, 16 on-street stations will be strategically located along the route for access by walking, cycling and north-south bus routes. The B-Line LRT will operate with one-vehicle per train, on a combination of shared and exclusive at grade guideway to allow cross-movements and access to properties. The LRT service will receive priority at signalized intersections, achieving high operating speeds compared to other modes of transportation (such as buses and private vehicles), particularly during peak travel periods. **Exhibit 1-6** illustrates what that LRT may look like at the on King Street West, west of Dundurn Street. The LRT study project is subject to City Council approval.



Exhibit 1-6: Illustration of a Potential LRT on King Street West, West of Dundurn Street

1.7.3 King Queenston Corridor Strategy Study

The Main King Queenston Corridor Strategy Study – Phase 1 is the first product of a planning study that was initiated in 2010. The goals of the study are to develop a strategy to guide future growth and change along the Main King Queenston Corridor, to identify appropriate transit-supportive land use and development patterns and develop other strategies to support the revitalization of the Corridor itself and improve and sustain the well-being of the adjacent neighbourhoods. The Main King Queenston Corridor Strategy Study focused re-urbanization and was approved by the Planning Committee (as amended by Council) on April 17, 2012.

1.8 Other Related Studies

Other related studies completed in recent years that have implications for the Strathcona neighbourhood, and reviewed during the development of the Strathcona Transportation Management Plan include:

- **Hamilton Recreational Trails Master Plan** (updated in December 2007). The purpose of the Trails Master Plan is to organize and prioritize a comprehensive multi-purpose off-road recreational trail system to connect natural areas, cultural features and major land use destinations within the City of Hamilton.
- **Pedestrian Mobility Master Plan** (on-going). The purpose of this study is to undertake a comprehensive Pedestrian Mobility Master Plan for the City of Hamilton. This plan will establish a 20 year (2031) framework to improve the pedestrian environment and increase the opportunity for walking as a mode of transportation (active travel) and recreation that is efficient, comfortable, safe inclusive, accessible and improves the health of communities and economic development.
- **Strathcona Neighbourhood Waterfront Trail Pedestrian Connection** (completion March 2009). This study identified and assessed different locations for an opportunity of a pedestrian connection between Strathcona Neighborhood

and the Waterfront Trail. In addition, the study assessed alternative designs for the bridge crossing. **Exhibit 1-7** illustrates the study area.

The preferred solution is a bridge connection from the north end of Locke Street, extending over the CN Rail Tracks and connecting to the Waterfront Trail. It is designed to allow for existing uses of the waterfront trail to continue and viewing platforms will be incorporated to provide viewing for the harbour. The composite design of the bridge will reduce obstruction and impact on sight lines for area residents and viewing to and from Dundurn National Historic Site.

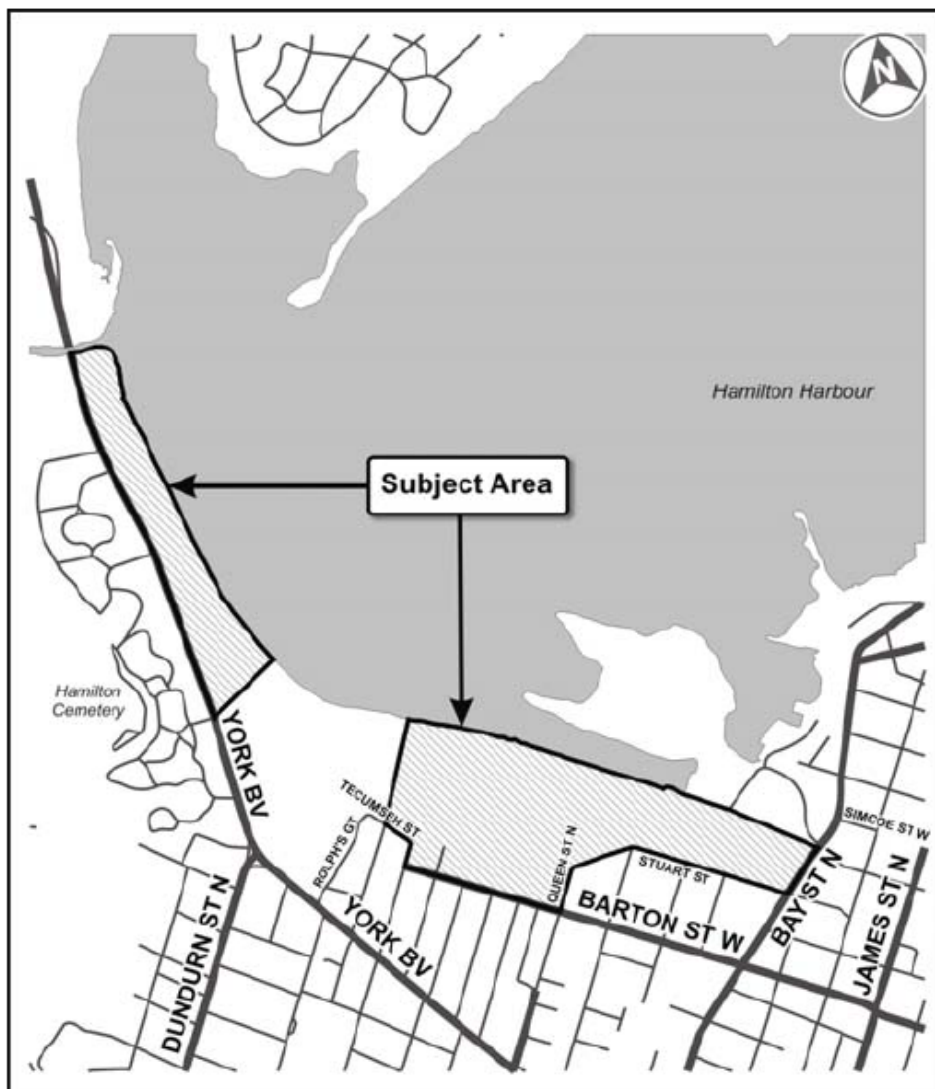


Exhibit 1-7: Strathcona Neighbourhood, Waterfront Trail Pedestrian Connection Study Area

- **Cycling Master Plan** (completed 2010). The City's current cycling master plan is called "Shifting Gears 2009". This study commenced in the fall of 2008 and was

finalized in early 2010. The purpose of the plan is to guide the development and operations of the City's cycling infrastructure for the next 20 years.

- **Truck Route Master Plan** (completed April 2010). The Truck Route Master Plan provides a comprehensive, consolidated update to the existing truck route network. Furthermore, it provides recommendations for future action, policies for truck route signage, and a methodology for dealing with truck route network issues in the future.
- **Active Transportation Benchmarking Program Pilot Project** (on-going). The City has initiated an Active Transportation Benchmarking Pilot Project, internally to monitor pedestrian and cycling activities on existing trails throughout the City.

2. PUBLIC CONSULTATION

In both the 2008 and 2011 studies, public consultation was designed to:

- Provide an open line of communication with the public, other municipalities and agencies
- Provide information to the public as a basis for engaging in active dialogue and ensuring public participation
- Seek the public's input on the identification of issues, the development of alternative solutions, and the selection of the preferred alternative
- Ensure that the plan has general support from the community

A Notice of Study Commencement was published in the Hamilton Spectator on October 17 and 24, 2008. The purpose of this notice was to inform the public of the study commencement as well as the Public Information Centre (PIC) to be held on October 28, 2008.

The announcement noted that the project was being carried out as a Transportation Management Plan project under the guidelines of the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011). All requirements for Schedule B projects within the Study Area would be fulfilled, and two Public Information Centres were to be held during the study to present findings and receive public input. In reality, the consultation plan went beyond this with three public meetings, three Community Liaison Committees and an on-site walkability meeting held with residents.

The following sections describe the consultation program undertaken for this project. Note that a Community Advisory Group was formed early on in the study to provide feedback prior to going out to the general public. The community group was initially called a "Community Advisory Group" and later changed its name to "Citizen's Liaison Committee" while its function did not change.

The Strathcona TMP also was coordinated with the Strathcona Sec. PI. review being undertaken by the Planning and Economic Development Department. Some combined meetings were held in order to review both studies at the same time.

The following meetings/Public Information Centres were undertaken for this project. Further details are provided in the following sections.

- Community Advisory Group Meeting #1 – July 28, 2008
- Public Information Centre (PIC #1) – October 28, 2008
- Residents Meeting – March 25, 2009

The project was then put on hold from 2009 until it restarted in the fall of 2011

- Citizen's Liaison Committee #1 – September 29, 2011 (combined TMP and Strathcona Secondary Plan)

- PIC #1 – November 8, 2011 (in association with the Strathcona Sec. Pl.)
- Citizen's Liaison Committee #2 – February 27, 2012
- PIC #2 – October 17, 2012

The project was delayed between 2009 and 2011 as a result of an on going Environmental Assessment Study for the LRT system which was finalized in early 2011. The 2011 Strathcona TMP used materials from the first Public Consultation sessions in 2008 and 2009, but essentially started the Phase 1 and 2 EA process with a known LRT corridor for the area providing a future transit context.

The initial consultations with agencies and the public effectively re-shaped the direction and scope of the project. Of interest, the City's Official Plan offers a consideration of the following modes:

1. Walking
2. Cycling
3. Transit
4. Driving (cars and trucks)

In the early stages of this project, the public expressed concerns, issues, and offered solutions, etc. that echoed the Official Plan direction entirely. The November 2011 PIC#1 again reconfirmed the direction of the study as needing to examine ways of improving the pedestrian, and to a lesser extent, cycling environment along and across these main corridors.

This community is well served by a road system (both major and minor) that cuts through the community making active transportation more challenging. The challenge for the study from this point on was the need to rebalance the attractiveness of the various modes in the study area while not wishing to disrupt traffic using arterials that play a very important function for the City as a whole.

The main concerns referred to the desire to improve the pedestrian and cycling realms (safety and improved facilities being prime issues); however, they were essentially aimed at the crossings of the main arterial corridors in the study area. From this point on and in aid of organizing alternative planning solutions in the second phase of the study, the project was organized on the basis of the following main areas of concern:

- Highway 403 ramps (on Main Street West and King Street Wests)
- Main Street West
- York Boulevard
- Queen Street
- King Street West
- Strathcona Avenue South
- Dundurn Street
- Margaret Street

- Locke Street
- Miscellaneous operational concerns (i.e. a number of issues that did not easily fit into a common category)

2.1 Public Consultation (2008-2009)

2.1.1 Strathcona Secondary Plan

As stated in **Chapter 1**, a secondary plan for the Strathcona Neighbourhood was initiated in 2005. A series of Public Information Centres were held throughout 2006 to 2008. On April 24, 2008, a draft Preferred Land Use Concept was presented to the public. The results of this Public Information Centre were provided in order for the Strathcona TMP study team to review the transportation related comments for consideration in the Strathcona Transportation Management Plan. A summary of these PIC comments is provided in **Appendix A** as well as other comments received during the public consultation process.

2.1.2 Community Advisory Group (2008)

In 2008, the Community Advisory Group (CAG) was formed for this project, which consisted of Strathcona Neighbourhood residents as well as City of Hamilton and HDR staff. Many of the residents asked to be on the CAG were involved in the Strathcona Sec. PI. The residents involved in the CAG were selected based on recommendations made by the area Councillor when asked by the planner responsible for the Strathcona Sec. PI. study. These residents were contacted and asked if they were willing to participate on the CAG for this study.

The City of Hamilton developed a Strathcona Transportation Management Plan Community Advisory Group Project Charter, which outlined the project background, the mandate, goals and objectives of the CAG, roles and responsibilities, volunteer time, study duration and additional consultation opportunities. A copy of the CAG Project Charter is provided in **Appendix B**.

The purpose/mandate for the Community Advisory Group (CAG) was to create a forum for key stakeholders and the City of Hamilton to discuss opportunities and identify issues and to explore solutions that are right for the Strathcona community and the City. To further this mandate, participants are asked to assist the City to understand their goals and issues through participation in a process of open dialogue and submissions. The CAG will provide advice to the project study team on all aspects of the study.

The goals for the CAG include:

- Create better stakeholder understanding of the current situation in the Strathcona Neighbourhood
- Ensure stakeholder concerns and views are identified, understood and considered in the decision-making processes
- Provide insight, advice, and feedback to the City on any concerns, values, information and preferences regarding all aspects of the feasibility of the neighbourhood transportation system
- Act as a forum for the exchange of information and views
- Assist the City in anticipating and responding to stakeholder views and preferences, including the preparation of appropriate public forums and a public education strategy
- Resolve as many issues as possible prior to the City Council meeting considering this matter

Objectives for the CAG include providing advice and input on:

- Establishing overall goals, reviewing priorities and recommendations for the transportation management plan
- Providing input on developing and implementing a public education and outreach program on transportation issues together with City staff, and
- Participate in the evaluation of alternatives for each identified EA Project

2.1.2.1 Community Advisory Group Meeting #1 – July 28, 2008

The first Community Advisory Group meeting was held at the Erskine Presbyterian Church at 19 Pearl Street North on July 28, 2008. Seven (7) Strathcona Neighbourhood residents attended this meeting.

The agenda, minutes and comment sheets as well as a summary of email comments received are included in **Appendix B** and summarized below:

- Queuing concerns on Dundurn Street North (York Boulevard to King Street West)
- Additional crossing time needed for seniors (particularly King Street West, Main Street West and York Boulevard)
- Consider various streets (e.g. Magill Street, Oxford Street, Crooks Street) to be converted into one-way streets
- Improve pedestrian/bicycle facilities on King Street West over Highway 403
- Conversion of Queen Street from one-way to two-way traffic
- Dundurn Street/Main Street West and Dundurn Street/King Street West intersection safety concerns for pedestrians
- Concern over safety of crosswalks in general – consider additional Intersection Pedestrian Signals (IPS)

Interest in converting one-way streets to two-way streets and vice versa were often mentioned throughout the study; however, it was recognized that such conversions tend to have much wider impacts (outside the particular neighbourhood being

considered) and that these issues were best dealt with in an overall City-wide Master Planning exercise. Otherwise, the initial message was focused on pedestrian concerns around 'feeling safe' and secondly bicycle safety concerns.

2.1.3 Public Information Centre (PIC#1) – October 28, 2008

As previously stated, a Notice of Study Commencement was published in the Hamilton Spectator on October 17 and 24, 2008. The purpose of this notice was to inform the public of the study commencement as well as the Public Information Centre to be held on October 28, 2008. It also invited the public to participate in a walking tour of the study area to identify issues and opportunities. A copy of the notice is provided in **Appendix C**. A total of 50 residents attended PIC#1.

A separate invitation to attend a walking tour of the Strathcona Neighbourhood on Wednesday October 22nd, 2008 at 7 PM or Saturday October 25th, 2008 at 1 PM was also distributed. This notice also included information on the October 28, 2008 Public Information Centre. A copy of this notice is provided in **Appendix C**.

Twelve (12) adults and two (2) children attended the walking tour on October 22, 2008. Three (3) residents attended the walking tour on October 25, 2013. A summary of the comments recorded during the walking tours is provided in **Table 2-1**.

Table 2-1: Summary of Walking Tour Comments

General Comments:
<ul style="list-style-type: none"> ▪ York Boulevard is beautiful and people are happy about the new bike paths, but people generally don't want to walk along it. ▪ Dundurn Street / Main Street West and King Street West / Dundurn Street intersections are a concern for pedestrians ▪ Timed lights (racing lights) ▪ Main Street West and Dundurn Street needs a sign saying "watch for pedestrians" ▪ No consideration when people come out of Fortino's Plaza ▪ Street trees are appealing ▪ Peter Street and Pearl Street North needs a stop sign ▪ Enforcement and control needs to be placed on Dundurn Street North between York Boulevard and King Street West ▪ Lamoreaux Street crosswalk across Dundurn Street North is useless. Possibility of remarking the pavement? ▪ Paint gives a false sense of safety. It is only safe when a crossing guard is there. ▪ Stop light or stop sign at Lamoreaux Street would be beneficial to improve crossing. ▪ Bike lanes on Dundurn Street ▪ Suggestion of whether to push cars to Queen Street. Darren Hardenbrook from HDR said that it would be a bad idea, because of all the volume and the safety of pedestrians and drivers. ▪ <i>Note:</i> we have to be careful where we put signalized lights. As soon as you put one up, the awareness between the signal lights and pedestrian awareness is reduced. ▪ Interest in a pedestrian crossing at Lamoreaux Street / Strathcona Avenue North and Lamoreaux Street / Dundurn Street North, because there is a school on the corner. The crossing guard does get the right of way when they are there but when there is no crossing guard present the right of way is for cars. ▪ Questions about biking rules especially at Dundurn Street and King Street West (yield to the

- left hand turn)
- York Boulevard and Locke Street North – the length of walking time to cross the street. If you have children, you don't want to stop on the median and it seems that the flashing hand starts when you hit the halfway mark.
 - We will be looking at and evaluating the possibility of 2 way on Main Street West and King Street West
 - LRT will come after and fit into our plan. Construction may be done at the same time.
 - Look at Relocation of the promotional signs on Dundurn Street West and King Street West (KFC sign) and widening the sidewalk at the corners of Dundurn Street West and King Street West.
 - Crossing Highway 403 is unsafe at the ramp. There is only one sign with no markings on the ground. The vegetation also hides the cars view of the pedestrians. Possible crossing for both cyclists and pedestrians.
 - Pedestrian/Vehicle visibility heading east over King Street West bridge.
 - Sidewalks in areas are seen to be narrow. More pavement at the corner of Dundurn Street North and King Street West (by the KFC)
 - There is "LOOK" painted on the road at Dundurn Street West and King Street West which needs to be repainted.
 - Main Street West and Dundurn Street West - East bound on bike lane is bad. Also wider sidewalks are needed at this intersection.
 - Concern regarding trucks that are parked half on the side walk. This can be fixed by calling the city.
 - Always problems crossing Main Street West. Pearl Street should be a priority because of the school; however, the crossing guard at this location may only have 3-6 kids a day. It is five lanes that these kids have to cross, and it is unsafe anywhere you cross with or without a crossing guard.
 - Pearl Street and King Street West has similar concern because of the school crossing. There is a blue sign though that indicates a crossing, which should indicated to drivers that there is a crossing near by.
 - Locke Street and King Street West – Discussion of bike lanes. Possibly 1 lane for cars and 2 lanes for bikes on Locke. Darren Hardenbrook discussed a 3 phase operation (based on primary flow). Aberdeen Street and Dundurn Street West use a 3 phase operation.
 - Pearl Street and King Street West – No crossing at King Street West. Needs a controlled pedestrian crossing. The bus stop on the corner of Pearl Street and King Street West needs to be moved right to the corner (HSR needs to be contacted). Suggestion of having this crossing placed at Ryerson rather than Pearl Street.
 - Peter Street and Pearl Street North needs a 4 way stop. People have to nudge halfway into the intersection to see cars coming the other direction. Needs a proper stop bar as well.

PIC#1 was organized as a drop-in centre with display boards (**Appendix C**). The boards contained various background information on the current transportation system and had a stated agenda of:

This Transportation Management Plan will review transportation issues in the Strathcona Neighbourhood, including:

- *Network capacity and operations*
- *Transportation safety and traffic calming measures*
- *Network performance and level of service*
- *Road classifications and arterial road network*
- *Neighbourhood concerns and the integrity of the transportation networks for vehicles, cyclists, and pedestrians*

- *On and off-street parking strategy*
- *Transit service and multi-modal opportunities*
- *The roles and operations of King Street West and Main Street West*
- *Cycling connectivity between McMaster University and Downtown Hamilton*
- *Cycling connectivity within the community and to external destinations (e.g. York Boulevard to Waterfront)*

At this early stage of the study, there was a stated multi-modal intent with no real focus on what areas of transportation might be identified as being in need of revision/improvement. However, it did provide the public with the broadest scope possible to provide their initial comments on.

An aerial photograph outlining the study areas was provided at PIC#1. Residents were encouraged to provide comments on the aerial photo using post-it notes. A copy of the aerial photo with the post-it notes and summary of the post-it notes is provided in **Appendix C**.

Comment sheets were also provided for residents to record their comments. PIC#1 resulted in a plethora of comments summarized in a 13 page table in **Appendix C**. The comments were sorted into the following categories:

- Major Corridor Capacity Analysis
- Cycling
- Pedestrians
- Corridor
- Intersection
- Parking
- Transit
- Miscellaneous

2.1.4 Residents' Meeting – March 25, 2009

Strathcona residents as well as stakeholders and agencies were invited via email to attend a public meeting on March 25, 2009 at the Crossfire Assembly Hall (**Appendix D**). The email stated that the purpose of this meeting was to establish guiding principles for the Strathcona TMP. Representatives from Environment Hamilton were also on hand to assist in developing the guiding principles.

The goal for these principles is to reinforce that the car should not continue to be the focus mode of transportation in the Strathcona Transportation Management Plan. Alternative modes of transportation, such as walking or cycling, need to be looked at more closely in developing the Strathcona TMP so that they naturally become the preferred methods of moving around the neighbourhood.

Following the presentations from the City of Hamilton and HDR staff, residents provided thoughts and comments about what these guiding principles should look

like. When putting together these comments and thoughts, it became apparent that the desired guiding principles of the community closely mirrored the eight (8) strategic principles and corresponding actions found in the International Charter for Walking, approved by Hamilton City Council and endorsed by Mayor Fred Eisenberger in April 2008. The International Charter provides a framework to create healthy, efficient, and sustainable communities where people have the opportunity to walk. Highlights of the Chapter include:

- Identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk
- Acknowledges the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime
- Charter shows how to create a culture where people choose to walk
- Charter supports improved health of society as walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate

The following are the eight (8) Strategic Principles of the Charter, with each corresponding action to achieve the principle, as well as the related feedback from the participants at the meeting:

1. **Increased Inclusive Mobility** – People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy

Actions:

- i. Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- ii. Integrate the needs of people with limited abilities by building and maintaining high quality services and facilities that are socially inclusive

2. **Well Designed and Managed Spaces and Places for People** – Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution

Actions:

- i. Design streets for people and not only cars, recognizing that streets are a social as well as transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space,

implementing pedestrian priority areas and creating car-free environments to be enjoyed by all

Community Feedback:

- Vehicles should be treated as guests in the neighbourhood
 - Maintain a community that is liveable and enjoyable to come home to at the end of the day
 - Person/perspective of sightlines – increased inclusive mobility – keep in mind what people in wheelchairs, scooters & children see from their vertical perspective (truck tires)
- ii. Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities cross roads safely and directly, without changing levels or diversion

Community Feedback:

- Design sidewalks for pedestrians – curb cuts, remove obstructions (snow, low hanging tree limbs)
- iii. Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot

3. **Improved Integration of Networks** – Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations

Actions:

- i. Build and maintain high-quality networks of connected, functional and safe walking routes between home and local destinations that meet community needs

Community Feedback:

- Bear in mind that destinations in the Strathcona neighbourhood are misused
- ii. Provide an integrated ,extensive and well equipped public transport service with vehicles which are fully accessible to all potential users

Community Feedback:

- Make the commitment to the most sustainable modes of transportation

- iii. Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive Land-Use and Spatial Planning – Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximizing the opportunities for walking, reducing car dependency and contributing to community life

Actions:

- i. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel

Community Feedback:

- o Bear in mind the needs/interests of local residents first, less on people passing through the neighbourhood. Key is not strictly to move traffic from one safe traffic “island” to another
- ii. Reallocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

5. Reduced Road Danger – Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities

Actions:

- i. Reduce the danger that vehicles present to pedestrians by managing traffic (i.e. implement slower speeds) rather than segregating pedestrians or restricting their movements
- ii. Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- iii. Reduce vehicle speeds in residential districts, shopping streets and around schools
- iv. Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians

Community Feedback:

- o Pedestrian safety of kids / youth when they cross the street
- o Reduce speeds to eliminate fatalities by using traffic calming (physical changes)
- v. Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety and convenience

- 6. Less Crime and Fear of Crime** – Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime

Actions:

- i. Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements
- ii. Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

- 7. Most Supportive Authorities** – Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk

Actions:

- i. Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions

Community Feedback:

- Collaborate on ideas (gather from all groups involved), liaise with other levels of government/agencies – Highway 403 overpass – pedestrian crossing, liaise with adjacent neighbourhoods – Ainslie Wood & Westdale Community Association (AWWCA), Kirkendall Neighbourhood Association (KNA)
- ii. Consult (on a regular basis) local organizations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
 - iii. Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public space and levels of satisfaction)

Community Feedback:

- Look at/consider alternative methods of collecting information/date (vs. only using those methods used traditionally)
- iv. Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely

Community Feedback:

- Visionary – be brave, bold – plan for future, sustainability

- v. Measure the success of programme by surveying and comparing data collected before, during and after implementation
8. **Culture of Walking** – Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life

Actions:

- i. Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport

Additional Community Feedback

- Transportation Management Plan should support the creation of a Strathcona Neighbourhood
- Reduce vehicle use by 20% by 2031
- Decisions need to reflect our principles
- Air pollution, climate, health
- Short-term goals
- Refer to Strathcona Secondary Plan – the two plans should complement each other, not work independent of each other

A total of 16 residents attended this meeting. A copy of the agenda, sign-in sheet, presentation and meeting summary is provided in **Appendix D**.

2.2 Study Suspension

The Strathcona TMP was halted from the middle of 2009 to the fall of 2011 as a result of the City undertaking the Hamilton Rapid Transit Preliminary Design and Feasibility Study, which may have an impact on the future roadway network in the Strathcona Transportation Management Plan study area. The EA for the LRT study was completed on October 14, 2011.

The approved EA recommends the introduction of high frequency Rapid Transit service using LRT. The recommended 13.9 km dual-track line will run along Main Street West between McMaster University and Highway 403, along King Street West from Highway 403 through Downtown to the junction of King Street West and Main Street West, and along Main Street East and Queenston Road to Eastgate Square (see **Exhibit 1-5**). The LRT service will receive priority at signalized intersections, achieving high operating speeds compared to other modes of transport (such as buses and private vehicles), particularly during peak travel periods.

The key recommendation from this study's perspective was the use of King Street West through the Strathcona study area which involved removal of two (2) lanes of

traffic for the implementation of the LRT on the south side of the street (King Street West would remain one-way but the LRT would be two-directional). From the fall of 2011 onwards, the long term plan for King Street West was taken to be the LRT plan.

2.3 Project Recommencement (2011-2012)

Once the recommended route for the LRT corridor was apparent, the Strathcona TMP study recommenced. The project was re-scoped based on the new reality of the LRT in the area. It was decided to recommence the Strathcona Transportation Management Plan Study from the beginning and again have two phases of public consultation involving a community group as well as two new PICs. The results from the early public consultations in 2008 and 2009 were still considered and were in fact used as a new starting point in terms of establishing a direction for the recommenced study.

The 13 page list of comments received at the October 28, 2008 PIC was revisited. The comments received were summarized into the following common areas of concern so that alternative planning solutions could be tailored towards the stated areas of concern:

- Highway 403 ramp crossings
- Main Street West
- King Street West
- York Boulevard
- Queen Street
- Dundurn Street
- Strathcona Avenue South
- Locke Street
- Miscellaneous operational issues

It was realized that many of the comments were related to pedestrian or cycling crossing concerns/issues at above noted streets or with intersections along these main corridors. In general terms, the pedestrian and cycling environment along these main corridors is not too 'friendly' with little space for bicycles and generally narrow sidewalks next to fast moving traffic.

2.3.1 Citizen's Liaison Committee #1 – September 29, 2011

As previously stated, when the project was re-initiated in 2011 the Citizen's Liaison Committee was reformed (note previous called the Community Advisory Group in 2008). The original Community Advisory Group representatives where invited to participate on the Citizen's Liaison Committee. The majority of the previous representatives agreed to participate on the Citizen's Liaison Committee.

An email invitation was sent to the Citizen Liaison Committee inviting them to attend the inaugural meeting, which was to be held on September 29, 2011 (**Appendix E**). Four (4) residents attended this meeting as well as the Ward 1 councillor and City and HDR staff.

This was a combined Strathcona Sec. PI. and Transportation Management Plan meeting. The meeting agenda is provided in **Appendix E**. At this meeting, the previous comments received in 2008 and 2009 were reviewed. Participants were asked whether these comments/issues were still valid and in fact whether there were new concerns that should be considered. Additional comments arising out of this meeting are summarized in **Table 2-2**. A copy of the meeting minutes is provided in **Appendix E**.

Table 2-2: Summary of Issues from Citizen's Liaison Committee Meeting

Summary of Issues	Requests
<ul style="list-style-type: none"> ▪ Margaret Street / Main Street West intersection has blind corners ▪ New Street / Main Street West intersection also has blind corners ▪ At Dundurn Street North / Head Street intersection there is a high hedge which restricts view of traffic & bicycles turning onto Dundurn Street North from Head Street ▪ Dundurn Street / Main Street West intersection is a "suicide corner" (i.e. unsafe to cross) ▪ At Dundurn Street South / Hunt Street intersection, southbound vehicles pull into oncoming traffic in order to pull around stopped southbound traffic in the lane near the sidewalk, pedestrians can't see them coming when they are crossing Dundurn Street North 	<ul style="list-style-type: none"> ▪ At King Street West / Dundurn Street intersection, there needs to be a pedestrian crossing on the west side ▪ Near Breadabane Street (near to Tom Street) there needs to be a pedestrian / cyclist / mobility connection to Kay Drage Park ▪ At Tecumseh Street / Locke Street North – "let's build the bridge connecting Locke Street North to the Waterfront Trail" ▪ Suggest 12 foot wide sidewalks on Main Street West

It is fair to say that these comments were again a reinforcement of the comments received in the initial consultations held in 2008 and 2009. They emphasized the importance of improving the pedestrian environment in the area, particularly along the main arterial roadways of the area as well as at key intersections of these main corridors.

2.3.2 Public Information Centre #1 – November 11, 2011

Although technically this was the second PIC, it was labelled "PIC#1" in order to emphasize the fact that the project had recommenced at the first phase of the TMP EA master planning process. The notice announcing the study re-initiation as well as Public Information Centre #1 was published in the Hamilton Spectator on October 28, 2011 and Nov. 4, 2011. A copy of the notice is provided in **Appendix F**.

PIC#1 was an open house setting held at the Strathcona Elementary School at 10 Lamoreaux Street and included a series of display boards which were available on the City's website, a copy of which can be found in **Appendix F**. Twenty-five (25) residents attended PIC#1. The Project's website is as follows: [http://www.hamilton.ca/CityDepartments/PublicWorks/Environment/Sustainable Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/Strathcona-transportation.htm?WT.mc_id=strathcona-transportation&WT.hamilton_redirect_friendly=1](http://www.hamilton.ca/CityDepartments/PublicWorks/Environment/SustainableInfrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/Strathcona-transportation.htm?WT.mc_id=strathcona-transportation&WT.hamilton_redirect_friendly=1)

The presentation and display boards included a summary of the issues/comments received previously from the public and then suggested a preliminary set of alternative planning solutions that might be considered in the next phase.

Contained in the PIC display boards were a list of "issues" and "requests" received during the previous rounds of consultation, sorted by the main study corridors. This information was also displayed graphically on an aerial photograph (also shown in **Appendix F**. A summary of PIC#1 issues and requests from the October 28, 2008 PIC are provided in **Table 2-3**.

Table 2-3: PIC #1 Issues and Requests

Main Street West Issues	Main Street West Requests
<ul style="list-style-type: none"> ▪ Highway 403 ramp weaving problematic ▪ Speeding ▪ Off-ramps bicycle crossing ▪ No traffic control between Dundurn Street South and Locke Street South ▪ Unpleasant walking environment at Dundurn Street South 	<ul style="list-style-type: none"> ▪ Reduce number of lanes on Main Street West ▪ Dedicated bicycle lanes ▪ More pedestrian crossings ▪ Controlled pedestrian crossing at Pearl Street South ▪ 'Watch for Pedestrians' sign at Dundurn Street South ▪ Crossing guard at Locke Street South ▪ Add HOV lane
King Street West Issues	King Street West Requests
<ul style="list-style-type: none"> ▪ Speeding ▪ Off-ramps bicycle crossing ▪ Dundurn Street – no west side crosswalk ▪ Painted crosswalks at Pearl Street ▪ Right turns at Breadabane Street ▪ East and south crosswalks at Dundurn Street too narrow 	<ul style="list-style-type: none"> ▪ Reduce number of lanes on King Street West ▪ Dedicated bicycle lanes ▪ More pedestrian crossings ▪ Improve pedestrian infrastructure at Dundurn Street ▪ Move cross-walk at Pearl Street to east ▪ Two-way conversion ▪ Add HOV lane
York Boulevard issues	York Boulevard requests
<ul style="list-style-type: none"> ▪ Speeding ▪ Pedestrian crossing times insufficient at Locke Street North 	<ul style="list-style-type: none"> ▪ Reduce number of lanes ▪ Dedicated bicycle lanes ▪ More pedestrian crossings

<ul style="list-style-type: none"> ▪ Signal timing at Dundurn Street North is too short 	<ul style="list-style-type: none"> ▪ Pedestrian friendly Street ▪ Improved pedestrian connection to Dundurn Castle ▪ Crosswalk at Magill Street or Ray Street
Dundurn Street Issues	Dundurn Street Requests
<ul style="list-style-type: none"> ▪ Dangerous at Lamoureaux Street ▪ Use of Breadabane Street as a short-cut ▪ Congestion 	<ul style="list-style-type: none"> ▪ Reduce number of lanes between Main Street West and King Street West ▪ Dedicated bicycle lanes ▪ Pedestrian improvement ▪ Wider sidewalk ▪ Converting one northbound lane to southbound ▪ More pedestrian crossings ▪ Contra-flow lane
Strathcona Avenue South Issues	Strathcona Requests
<ul style="list-style-type: none"> ▪ Used when Dundurn Street South is congested ▪ All-way stop at Head Street ▪ No stop signs between York Boulevard and Lamoureaux Street 	<ul style="list-style-type: none"> ▪ Pedestrian signal at Lamoureaux Street
Locke Street Issues	Locke Street Requests
	<ul style="list-style-type: none"> ▪ Dedicated bicycle lanes ▪ Reduce number of lanes between Main Street West and King Street West ▪ Wider sidewalks ▪ More pedestrian and cycling focus ▪ Traffic calming measures ▪ All-way stop / traffic signals at Florence Street with crosswalks ▪ Posted speed limit of 40 km/h ▪ All intersections between King Street West and York Boulevard as all-way stops
Queen Street Issues	Queen Street Requests
<ul style="list-style-type: none"> ▪ Speeding ▪ Improper southbound right turns at King Street West 	<ul style="list-style-type: none"> ▪ Reduce lanes ▪ Dedicated bicycle lanes ▪ Two-way conversion ▪ Controlled pedestrian crossing at Napier Street
Miscellaneous Issues	Miscellaneous Requests
<ul style="list-style-type: none"> ▪ Fortino's Plaza – access to Dundurn 	<ul style="list-style-type: none"> ▪ Access to Waterfront Trail

<p>Street North</p> <ul style="list-style-type: none"> ▪ Fortino's Plaza – pedestrian access ▪ Collisions at Pearl Street North and Napier Street ▪ Speeding on side streets 	<ul style="list-style-type: none"> ▪ Dedicating bicycle lane on Inchbury ▪ Access to Kay Drage Park ▪ Pedestrian enhancements for Florence Street and Pearl Street North ▪ More benches for seniors ▪ Oxford to access York Boulevard instead of Queen Street North from Barton Street West ▪ Convert Crooks Street, Magill Street, and Oxford Street between York Boulevard and Barton Street West to one-way ▪ Mini-roundabouts at Breadabane Street and Lochearne Street ▪ All-way stop at Peter Street and Pearl Street North due to visibility ▪ Truck Routes – comply with the city policy ▪ Restricted access for Breadabane Street south of Hunt Street ▪ Traffic calming on Tom Street
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Comments received at the November 8, 2011 PIC are included in **Appendix F** and summarized (again under the heading of the main corridors in the study area) in **Table 2-4**. Many of the comments were similar to those previously heard. Some new comments were received and are highlighted in red in the table.

Table 2-4: PIC#1 Received Comments

Main Street West
<ul style="list-style-type: none"> ▪ Request for a pedestrian signal at Main Street South and Pearl Street South ▪ Main Street West at Dundurn Street South is dangerous for pedestrians ▪ Sightline from side street onto main are difficult for cars ▪ Main Street West at Dundurn Street South, north lane should be made to make at left turn only New
King Street West
<ul style="list-style-type: none"> ▪ Difficult for pedestrians to cross the Highway 403 on-ramp when walking westbound on King Street West - oncoming traffic is quick and in low-light situations it's difficult to tell which lanes oncoming cars are in. Recommend pedestrian signal (Note: This comment was mentioned three (3) times) ▪ Additionally, the 'ramp' up to the sidewalk is just steps with some asphalt filled in so it takes some doing to push a double stroller up it. Recommend ramp improvements for sidewalk ▪ Transit only lane on north pilot project (2012) (mf) New ▪ 24-7 parking lane on south New ▪ Pedestrian bridge crossing King Street West at 700m west of plaza New
York Boulevard
<ul style="list-style-type: none"> ▪ Pedestrians are in danger as motorists are not looking for them at the intersection of Locke Street North and York Boulevard (Note: This comment was mentioned twice (2)) - Recommend eliminate right turn and add chicane and parking lane on both sides ▪ Separate bike lanes; curb lanes are wide enough for it ▪ Add lanes on Cannon Street West / York Boulevard westbound to Dundurn Street North New ▪ Wider sidewalks/bumpouts at York Boulevard / Locke Street North and York Boulevard / Queen

<p>Street North to create a more pedestrian friendly environment</p> <ul style="list-style-type: none"> ▪ Improvements for peds/cyclists on both the north and south sides of York Boulevard along its entire stretch ▪ Flash do not walk time at Queen Street North and York Boulevard (on east side for walking) is too short
<p>Strathcona Avenue North</p> <ul style="list-style-type: none"> ▪ A proper crosswalk and ramp up to sidewalk at Florence Street and Strathcona Avenue North for people with mobility issues New
<p>Locke Street</p> <ul style="list-style-type: none"> ▪ Please paint proper lines to indicate that traffic must stop at all-way stop at Florence Street and Locke Street Corner ▪ Install a pedestrian activated crosswalk at Locke & Hunter Streets as it's difficult to anticipate traffic coming over the railway bridge when you're trying to cross Locke Street at Hunter Street (outside of our study area). ▪ Revise between Main Street West to King Street West as (1.8m sidewalk +3.3m lane+2.4 two-way bike-lane+1.8m sidewalk) ▪ Between Main Street West and King Street West, reduced to one northbound lane shared with bike, and one southbound bike lane. Wider sidewalks <p>Pedestrian bridge to waterfront</p>
<p>Queen Street</p> <ul style="list-style-type: none"> ▪ Visibility for cars turning left (south) on Queen Street North off Napier Street is limited due to street parking right up to that corner on Queen Street North, on the northeast side of the corner of Queen Street North and Napier Street. Recommend signal at this intersection ▪ Pedestrian signal at Queen Street North and Napier Street ▪ Convert Queen Street North to a two-way street
<p>Dundurn Street</p> <ul style="list-style-type: none"> ▪ Improvements for peds/cyclists on both the east and west sides of Dundurn Street North between York Boulevard and King Street West. We also specifically requested pedestrian crossing improvements at Lamoreaux Street and Dundurn Street North and Tom Street and Dundurn Street North ▪ Pedestrian/cyclist improvements to the west side of Dundurn Street South between King Street west and Main Street West. The preferred plan only notes improvements to the east side ▪ Bike lanes on Dundurn Street North between York Boulevard and King Street West sounding to be "possible" instead of "certain" This is a short term solution that may need to be changed/removed if /when LRT becomes implemented. Dundurn Street North will need two lanes going north up from King Street West to Lamoreaux Street, and two lanes going south from Lamoreaux Street to York Boulevard. Grading to Dundurn Street North-during rail gutter fill up

Again, the public comments tended to reinforce the same message in terms of improving pedestrian facilities and to a lesser extent bicycle facilities.

2.3.3 Citizen's Liaison Committee #2 – February 27, 2012

The second Citizen's Liaison Committee meeting was held on February 27, 2012 at the Erskine Presbyterian Church, 19 Pearl Street North. The purpose of this meeting included:

- Provide a brief summary of previous comments received from the neighbourhood

- Present the evaluation of alternative solutions
- Elicit discussion on the preliminary preferred alternatives

The meeting was attended by two (2) residents, one (1) Hamilton CarShare representative, the Ward 1 Councillor and one (1) staff member and as well as representatives from the City and HDR. A copy of the agenda, sign-in sheet, handouts, and minutes are provided in **Appendix G**.

The response from the CLC was generally supportive with some minor concerns about removing a lane on Queen Street as well as concerns about trucks being able to use Queen Street (it is part of the City's approved truck network).

A summary of the discussions on each of the main corridors in the study area is provided in **Table 2-5** and included in **Appendix G**.

Table 2-5: Summary of Discussions

Main Street West (Highway to Queen Street)
<ul style="list-style-type: none"> ▪ Substandard lane widths (3.0m and sometimes less) ▪ Moving infrastructure will increase costs. Costs greater than \$2.4M will trigger Schedule C Municipal Class EA process ▪ All available options were discussed, including the 'Do Nothing,' putting in bike lanes on the street, amending on side of the street only – north or south side ▪ LRT EA transportation modelling identified that two lanes of traffic in the east-west direction can be removed through the neighbourhood (one lane from Main Street West and one lane from York Boulevard). LRT would need the York Boulevard lane back once operational ▪ Option A1 is the Preliminary Preferred Alternative (increasing sidewalk with on both sides) in order to provide pedestrian amenities. Costs would be high due to utility relocation. Bike lanes were considered but will not be provided. Option A1 aligns with the proposed future lane use ▪ Two-way conversion considered at this point, but considered to be beyond scope of study due to potential impacts to Highway 403
King Street West (Queen Street to Highway 403)
<ul style="list-style-type: none"> ▪ Transit lane pilot project to start in Sept. 2012 and end in Sept. 2013. If test is successful, then preferred alternative would continue to allow for the Transit Only lane. If not, then preferred alternative is to provide parking lane on the north side to provide buffer for pedestrians ▪ King Street West to Highway 403 on-ramp location was discussed in regards to the pedestrian crossing. Pedestrians have expressed difficulty in crossing on-ramp due to vehicles. MTO will incorporate changes to the crossing (updating to be compliant with the accessibility for the Accessibility for Ontarians with Disabilities Act) (AODA), but pedestrians will still not have right-of-way. Any changes identified at this location will require MTO approval
Dundurn Street
Between Main Street West and King Street West
<ul style="list-style-type: none"> ▪ Roadway would have to be widened to facilitate the requirements of the Cycling Master Plan. ▪ Road widening to the west impacting Loblaw Properties Ltd. property. On going discussion with Loblaw's in regards to potential widening. There is intent to discuss a mid-block intersection ▪ Current discussions with CBS property via Councillor McHattie's office to discuss to need to work together in order to improve pedestrian space at the corner of Dundurn Street and King

Street West. Between York Boulevard and King Street West
<ul style="list-style-type: none"> ▪ On-street bike lanes to be implemented this year as planned under the Cycling Master Plan. One lane of traffic will be removed in order to accommodate 1.5m bike lanes on both sides
Main Street West (Locke Street To King Street West)
<ul style="list-style-type: none"> ▪ Close proximity of buildings and narrow right-of-way provide a challenge ▪ Need to increase pedestrian space / cyclist safety. Key link in the Cycling Master Plan ▪ Short term solution is to remove one lane of traffic to include bicycle lanes on both sides. West side bicycle lane (Southbound, opposing vehicular traffic) to be separated by bollards Long term solution (20+ years) is to transform it into a 'Naked Street' were all curbs, lines, and divisions to be removed making it un-conventional and unique in North America. Additional consultation and research would need to be conducted prior to design and construction
York Boulevard (Queen Street to TBG Lands)
<ul style="list-style-type: none"> ▪ Pedestrians seemed to have wide enough sidewalks, but further investigation for compliance with AODA regarding mid-block crossings and lack of crossings into Burlington required ▪ Public Art Master Plan identifies it as a location for future allocation of public art ▪ Secondary Plan hiring Urban Design consultant to provide guidelines on streetscaping ▪ One lane of traffic removed to incorporate bike lanes would need to be reinstated to accommodate traffic diverted from LRT ▪ Intersection improvements at York Boulevard and Queen Street North presented.
Queen Street (York Boulevard To King Street West)
<ul style="list-style-type: none"> ▪ Current and future uses of the roadway and land uses were discussed. ▪ Preliminary preferred alternative proposes a widen sidewalk but high cost due to utility relocation. ▪ An increase of parking spaces would help provide safety for pedestrians and provide additional parking capacity.

2.3.4 Public Information Centre #2 – October 17, 2012

PIC#2, which is actually PIC#3 for the overall Strathcona Transportation Management Plan Study, was held on October 17, 2012 at The Scottish Rite, 4 Queen Street South, Hamilton. The notice announcing PIC#2 was published in the Hamilton Spectator on October 4, 5, 11 and 12, 2012. A copy of the notice is provided in **Appendix H**. This meeting fulfills Phases 1 and 2 of the Municipal Class EA requirements for public consultation. Nineteen (19) residents attended this meeting.

This meeting included a series of display boards which were available on the City's website and in **Appendix H**. The purpose of this meeting, which was stated on the notice, was to present the alternatives developed to address the transportation needs in the Strathcona neighbourhood. It was also to present the evaluation criteria and the results of the evaluation of the alternatives. A summary of study recommendations was also presented. Comments sheets were provided to all participants. The completed comment sheets are provided in **Appendix H** and summarized in **Table 2-6**.

Table 2-6: Summary of Comments from PIC#2 – October 2012

Main Street West (Highway to Queen Street)
<ul style="list-style-type: none"> ▪ Pedestrian light at Pearl Street and Main Street West should match the Pearl Street at King Street West signal
Dundurn Street
<ul style="list-style-type: none"> ▪ Improve pedestrian crossing at York Boulevard
Locke Street (Main Street West To King Street West)
<ul style="list-style-type: none"> ▪ Requires wider sidewalks
York Boulevard (Queen Street North to RBD Lands)
<ul style="list-style-type: none"> ▪ Better signage for crossing York Boulevard ▪ Improve pedestrian crossing at Dundurn Street ▪ Needs a new pedestrian crossing near high level bridge ▪ Not wise to narrow York Boulevard to 2 lanes per direction
Queen Street (York Boulevard To King Street West)
<ul style="list-style-type: none"> ▪ Increase in truck traffic and associated noise ▪ Need to maintain 3 lanes during peak hours ▪ Concerns regarding existing pedestrian safety due to traffic volumes

2.3.4.1 Update CLC Meeting – May 7, 2013

On May 7, 2013, the City of Hamilton held an information session CLC meeting as the Project File Report was nearly complete. The purpose of this meeting was to represent the PIC#2 materials. City staff as well as Ward 1 Councillor McHattie and one of his staff attended this meeting. Meeting minutes are provided in **Appendix H**.

2.3.5 Public Input

During the 2008 study and again for the 2011 re-instated study, residents within the Strathcona Transportation Management Plan study area were encouraged to provide their comments, issues and concerns. The contact information for the City of Hamilton and the HDR Project Manager was provided on all public notices as well as on the project website. Many area residents contacted the Ward 1 Councillor McHattie to provide their input into the study. Councillor McHattie provided these comments to the City's Project Manager for this study. A copy of all correspondence received by residents outside of the public meetings over the course of this study are provided in **Appendix I**.

2.4 Stakeholder Consultation

City of Hamilton staff met and/or had discussions with various stakeholders/agencies during the course of this study, which included:

- Royal Botanical Gardens
- Loblaw Properties Ltd.
- CBS Outdoor Canada

- Diocese of Christ King Church
- Hamilton-Wentworth Catholic District School Board
- Ontario Ministry of Transportation (MTO)
- City of Burlington
- First Nations
- GO Transit

2.4.1 Royal Botanical Gardens

The Royal Botanical Gardens (RBG) is situated along the north side of Plains Road West in the City of Burlington. The RBG is the largest botanical garden in Canada and a National Historic Site. The location of the Royal Botanical Gardens is provided in **Exhibit 2-1**.

York Boulevard running across Burlington Heights is the gateway to the City of Hamilton heading south and to the Royal Botanical Gardens when travelling in a northern direction. RBG lanes stretch along the length of this route and features two Memorial lookouts, the Memorial Garden and the Rock Garden, interconnecting routes to Laking Garden and the Arboretum. Aside from these features, this section of property is rich in other cultural heritage elements, containing multiple memorial markers, as well as retaining some of the now provincially rare plant community characteristics of the pre European cultures (prairie species).

City of Hamilton staff was contacted by the Royal Botanical Gardens following the distribution of the notice of the Strathcona Transportation Management Plan Study re-initiation and Public Information Centre #1 notice. The RBG was one of agencies included in the distribution list for this notice even though it is located outside of the Strathcona neighbourhood itself.

City staff met with RBG on February 15, 2012 to discuss RBGs comments pertaining to the City of Hamilton Strathcona Transportation Management Plan Study.

Following their meeting with the City, RBG sent a letter (dated February 28, 2012) to City staff outlining their overall objective in terms of access/accessibility, tourism support and other items (**Appendix J1**). The RBG overall objective is to create visitor friendly connectivity between areas, focus parking at the Rock Garden only, improve visitor accessibility and accentuate the views of the water from the two monuments. The complexity of the issues is likely ultimately best addressed in a more comprehensive focus on the Burlington Heights/York Blvd region. A summary of the comments received in the February 28, 2012 letter as well as the City's response is provided in **Table 2-7** and **Appendix J1**.

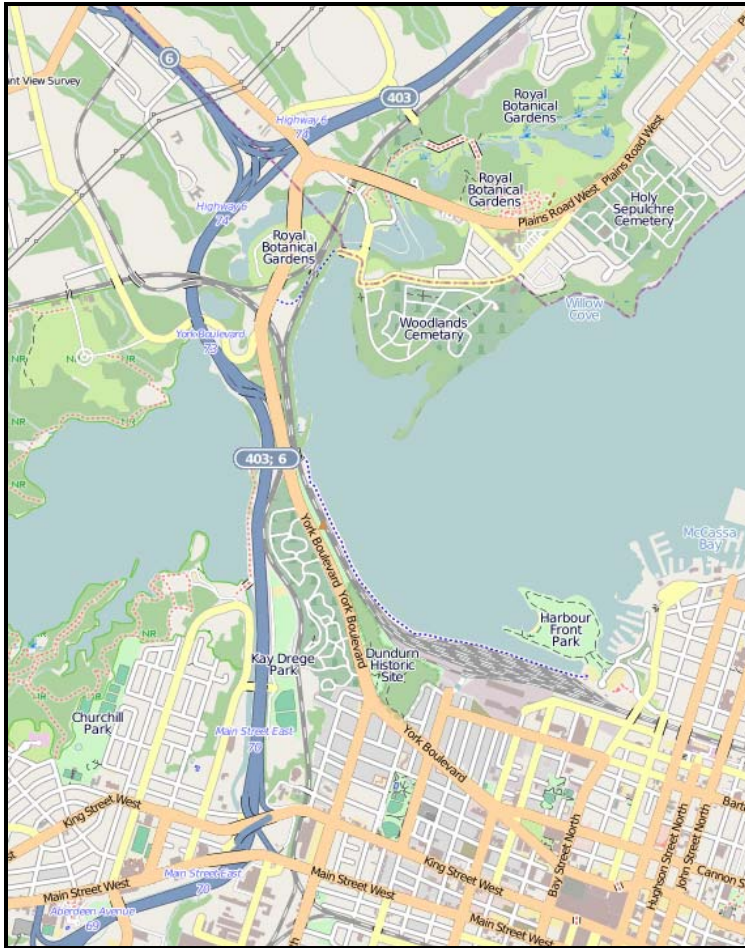


Exhibit 2-1: Location of the Royal Botanical Gardens

Table 2-7: Royal Botanical Gardens Comments and Responses

Comment	Response
<p>Access</p> <ul style="list-style-type: none"> Bus route/bicycle lanes/sidewalk from York Boulevard via Old Guelph Road to the RBG Arboretum. Recommend as an amalgamation of sidewalk and bike lanes to the east side of York Boulevard in a multi-use path. Design considerations could include relocation/elimination of road median, as well as accommodate potential RBG or City trolley between Garden Areas. 	<p>Regarding the bus route: HSR is aware of the request for public transit service from the CBS Outdoor Canada to the RBG Arboretum. It has been added to the HSR Service Requests file for consideration in the future. An approved service option to address this service request is not contained within the Transit Improvement Plan, 2012-2015. Please speak to Andy McLaughlin for further information.</p> <p>The existing cycling master plan calls for paved shoulders along this section of Old Guelph Road, so it is already in the plans. A paved shoulder would accommodate both cyclists & pedestrians. Please speak to Daryl Bender for further information. With regard to a trolley, please speak to Anna Bradford for further information.</p>

Comment	Response
<ul style="list-style-type: none"> ▪ If road median is to be retained return to grassed median state. 	<p>The Hamilton in Bloom program run by Operations and Waste Management Division within the Public Works Department is an option for this type of request. Please contact Alex Moroz for further information.</p>
<ul style="list-style-type: none"> ▪ Continuation of the multi-user trail past the Rock Garden and over the Long Pond Bridge along the eastern side into Burlington. 	<p>There are continuous facilities for both cyclists and pedestrians on both sides of this bridge (sidewalks and bike lanes). The City of Burlington should be contacted for improvements to their trail.</p>
<ul style="list-style-type: none"> ▪ Modify curbs to remove multiple redundant parking lots along York Boulevard, including across from Valley Inn access road and to the south of the McQuesten Bridge (west side). ▪ South side of McQuesten Bridge - suspicious activities were linked to the removal of lay-by. 	<p>Due to on going talks between the City and RBG regarding various real estate negotiations, we would like to refer you to our real estate representative, Adam Millington.</p> <p>Consultation with the Police department revealed that this area is being monitored and some of the uses of the lay-by are beneficial; for example, map reading, cell phone use, etc. Please let us know if you wish to be put in contact with the police officer involved in this area.</p> <p>Parking staff have also been consulted and parking time limits are being reviewed. If you wish to pursue this further, please contact Sebastian Stula.</p>
<ul style="list-style-type: none"> ▪ Eliminate the parking lot at the head of Valley Inn Road, inset into the RBG property. 	<p>Parking staff are currently investigating. Valley Inn Road is posted with a no-stopping regulation on both sides of the street. This was requested by the Police as a crime-prevention method. Signs may have been removed during construction. If this is the case, they will be returned soon.</p>
<ul style="list-style-type: none"> ▪ Complete safe linkage for multi-user path across the Highway 403 east bound access. 	<p>This area is within MTO jurisdiction due to proximity to a provincial highway. Linkage is as per usual paths across highway on and off ramps.</p>
<ul style="list-style-type: none"> ▪ Re-create the Old Guelph Road intersection to facilitate multi-use path connectivity, and slow traffic to a speed consistent with bicycle and pedestrian activity. A traffic circle is a suggested option, a feature that did exist there prior to 1950. 	<p>Staffs is required to wait for the outcome of the Ontario Municipal Board ruling on mini roundabout installation and a five year study at another location in Hamilton (North End Traffic Study). The latest pedestrian traffic counts indicate that crossing York Boulevard at this intersection does not warrant a signal.</p>
<ul style="list-style-type: none"> ▪ Alter scale of monument parking to buses only. (McQuesten Lookout/memorial area.) 	<p>This area is currently designated as 15 minute parking, which is compatible with bus parking. These could be signed differently to permit parking only for buses; however, it may upset some of the public users (site visits confirmed beneficial public users). If discussions with tourism reveal changes to programming and other real estate/commercial changes in the future, this issue could be addressed at that time. By-law enforcement officers are aware of the issue and will monitor the area in the future.</p>
<ul style="list-style-type: none"> ▪ Establish pedestrian crossing at, or to the north of the memorials/monuments/lookouts or archway bridge which can double as a gateway entrance to the City/RBG. 	<p>Recent City pedestrian counts at this location revealed that the threshold for a signalized crossing was not met. If changes occur in the future this can be revisited. The McQuesten Bridge is already considered a gateway feature into the City.</p>

Comment	Response
<ul style="list-style-type: none"> ▪ Establish a bus pull off at stairs down to the Waterfront Trail. 	<p>Currently, bus stop improvements for York Boulevard at the High Level Bridge could be reviewed, should a new Weekend Tourist Season bus route be established in the future. At the present time, the HSR Route #9 level of service is limited and bus stop enhancements are not warranted. Speak to Andy McLaughlin for further information. Once the infrastructure is in place, Parking staff can sign it to limit parking to buses. For tourism bus purposes, please speak with Anna Bradford. The Strathcona TMP can recommend that a bus pull off will be considered at this location in the future if uses merit it.</p>
<ul style="list-style-type: none"> ▪ Reduced speed limit to 50 km/hr along York Boulevard to facilitate multi-user safety and accessibility, improve RBG maintenance staff safety, and emphasize the "parkway" impression. 	<p>The posted speed on York Boulevard is 60 km/hr, which is the correct speed limit for this arterial roadway.</p>
Tourism Support Initiatives	
<ul style="list-style-type: none"> ▪ Provide a weekend tourism bus route between Hamilton GO Station - Dundurn Castle - Waterfront Trail, Royal Botanical Gardens and Burlington GO Station. Requires marked stops associated with features and allocation of additional pull offs (above). 	<p>At the present time, Burlington Transit (BT) provides daily service along Plains Road and York Boulevard, allowing transit customers to make trips from Burlington GO & Aldershot GO/VIA to RBG Centre, Dundurn Castle & King Street West at James Street. There are bus stops on either side of the High Level Bridge, providing access to the Desjardins Canal section of the Waterfront Trail. Transfers between BT & HSR are free. This service request will be added to HSR's files. Please speak to Andy McLaughlin for further information.</p>
<ul style="list-style-type: none"> ▪ Banners from light poles (RBG/City of Hamilton) to emphasize the gateway/parkway impression. 	<p>This issue is being addressed through discussions between the Councillors' Office and RBG.</p>
<ul style="list-style-type: none"> ▪ Establish a gateway feature, such as an archway at the McQuesten Bridge area to form an entrance to the City/RBG. 	<p>The McQuesten high-level bridge is a gateway feature, and is designated under Part IV of the Ontario Heritage Act (as is Dundurn Castle/Park). As such, alterations or the erection of new structures on the subject properties requires a heritage permit. Please speak to Meghan House for further information.</p>
<ul style="list-style-type: none"> ▪ Overall design along Burlington Heights plateau to increase the proportion of green area to be larger than the grey infrastructure area. 	<p>The space within the right-of-way is needed for moving traffic going to and from the highway and any changes are subject to MTO approval. The City Strathcona TMP is not currently recommending any changes for removal of paved amenities within the traffic space.</p>
Miscellaneous	
<ul style="list-style-type: none"> ▪ At the southern end, the Royal Botanical Gardens supports the initiatives to create a link to Cootes Paradise via Princess Point and Kay Drage Park. 	<p>This request is outside of the geographical scope of this study. Please speak to Cynthia Graham for further information.</p>
<ul style="list-style-type: none"> ▪ At the northern end, landscaping in the area of the York Blvd/Plains Rd 	<p>The northern entrance to RBG at Plains Road is within City of Burlington jurisdiction; therefore any</p>

Comment	Response
intersection to the bridge spanning Long Pond appropriate to the entrance of the Royal Botanical Gardens.	changes to this area should be directed to them. City of Burlington is currently undergoing Plains Road Study, which includes this area.
<ul style="list-style-type: none"> ▪ Along the route between the Rock Garden and Laking Garden, landscaping (clean up of old infrastructure) along the closed section of Valley Inn Rd. 	Please contact the Hydro companies who own the old infrastructure to discuss its clean up. Please contact Mike McNamara for further information regarding landscaping.

Royal Botanical Gardens requested a variety of improvements along the York Boulevard Corridor within the study area, where their properties are found. The programming and access to the Waterfront Stairs (located east of York Boulevard, south of the McQuesten Bridge) can be accommodated by the construction of a lay-by next to them, within the City's right-of-way. This area is within the historical Burlington Heights which is a heritage landscape. Additional Heritage /Archeological consultation with City staff may be required during the design process.

2.4.2 Loblaw Properties Ltd. and CBS Outdoor Canada (CBS)

The Strathcona TMP study found that there is a lack of easy pedestrian access into the Fortino's shopping plaza from the intersection of Dundurn Street at King Street West. This results in the pedestrian use of CBS property at the corner, and a portion of parking space within Fortinos Plaza, owned by Loblaw Properties Ltd. The pedestrians and cyclists also need to navigate between vehicles to reach the commercial establishments.

This study found that there is a need for a greater sidewalk width at the corner of Dundurn Street and King Street West as well as cycling lanes Main Street West and King Street West. This would involve property requirements from both Loblaw Properties Ltd., who are the land owner of Fortino's Plaza located on the west side of Dundurn Street with King and Main Street Wests, and CBS, who are the land owner of billboard properties at the corners of Dundurn Street at King Street West (south west) and Main Street West (south east).

Numerous meetings have taken place between Loblaw Properties Ltd., CBS and City staff, via Ward 1 Councillor's office, in order to facilitate possible changes, especially in the pedestrian realm. The focus of these meeting was to improve pedestrian facilities; pedestrians need a better/larger pedestrian space at this southwest corner of King Street West/Dundurn Street, and possible space for the upcoming bike-share station. Minutes of meetings between the City and both private land owners can be found in **Appendix J2**. Discussions with these property owners and the City are still ongoing.

A feasibility study for a traffic signal, which was requested by Loblaw Properties Ltd., mid block along Dundurn Street between Main Street West and King Street West, was carried out by a consultant firm hired by City staff. Loblaw Properties Ltd. was

interested in signaling the existing driveway into their plaza, prior to the LRT being implemented, and their access points from King Street West being closed off at that time. Discussions are ongoing.

In addition to the above issue, City staff has had discussions with CBS with respect to the signage at the corner of the Dundurn Street and Main Street West intersection. A copy of the correspondence is provided in **Appendix J2**. Further information on this issue is provided in **Section 2.4.4**.

2.4.3 Catholic Diocese and Hamilton-Wentworth Catholic District School Board

The Strathcona TMP study recognized the following issues associated with the lack of a formal access to the Kay Drage Park from the Strathcona neighbourhood:

- Existence of informal trails crossing the properties of the Catholic Diocese and the Hamilton-Wentworth Catholic School Board that lead to the park
- Illegal CP Rail crossing trails at various locations from the neighbourhood of Kay Drage Park
- Both of the above points have been reported to encourage nefarious activities outside of trespassing itself

Since 2011, numerous meetings and discussions have taken place between City staff in the Public Works and the Police Departments and representatives of the Catholic Diocese and the Hamilton-Wentworth Catholic School Board. The Catholic Diocese own the land upon which the Cathedral of Christ King Church and the Hamilton-Wentworth Catholic District School Board are located.

These meeting have not resulted in the acceptance of proposed solutions by the property owners. A record of the minutes of meeting between both parties can be found in **Appendix J3**. Due to a lack in resolution, this study recommends that a feasibility study be undertaken for a pedestrian and cycling bridge over the CP rail tracks from the Strathcona neighbourhood to Kay Drage Park in the future. The feasibility of constructing a bridge in this location is outside the scope of this study due to environmental issues including the fact that the Kay Drake Park is located on top of a capped and closed City land fill.

2.4.4 Ontario Ministry of Transportation

At the intersection of Dundurn Street and Main Street West, the sidewalks were found to be narrow and crossing distances found to be very long. Pedestrians do not feel safe at this intersection. There is a lot of weaving in the vicinity of the intersection and it was found that there are driver distractions due to signage at the intersection coming from Highway 403 as well as the Westdale neighbourhood. This intersection falls within MTO's jurisdiction, therefore any proposed solutions must be discussed with MTO.

Draft solutions were investigated and Ministry of Transportation Ontario (MTO) staff members were consulted. A copy of the minutes of meeting is provided in **Appendix J4**. Comments received indicate that the City's draft proposed solutions (see Section 6.2) for the intersection improvements must also be accompanied by modelling analyses that would show how the changes would not, or minimally so, affect changes on traffic along the Highway 403 off ramps and corridor.

2.4.5 City of Burlington

City Staff met with and had discussions with City of Burlington Staff so that their infrastructure plans are consistent for the various modes of transportation and provide a smooth transition for active transportation, as well as vehicular transportation. Staff from both cities agreed to coordinate efforts whenever possible as the City of Burlington initiated a functional design and implementation study for corridor infrastructure and streetscape improvements within the section of Plains Road between Highway 403 and the QEW. Information on the above noted projects was exchanged between these two agencies. Representatives from both City's were invited to attend the other City's project PIC's.

Based on discussions with City of Burlington staff, the maps within the Strathcona TMP were updated to include Woodland Cemetery and areas linking it to Woodland Cemetery. A copy of the correspondence is provided in **Appendix J5**.

2.4.6 First Nations

City of Hamilton staff contacted all Aboriginal and First Nations represented in the Region with respect to the Strathcona Sec. Pl. and the Strathcona Transportation Management Plan Studies. A copy of the Curve Lake First Nations response is provided in **Appendix J6**.

The Consultation and Accommodation Unit (CAU) of Aboriginal Affairs and Northern Development Canada (AANDC) indicated that they should be contacted for Aboriginal consulting information. In October 2012, requested information held by the AANDC on established or potential Aboriginal and treaty rights in the vicinity of

the Strathcona TMP study area was provided to the City. A copy of all correspondence with AANDC is provided in **Appendix J6**.

Hard copy mail outs of notices throughout the study were followed up with the appropriate Aboriginal and First Nations organization. This project does not propose to impact any potential aboriginal land and treaty rights in the study area.

2.4.7 GO Transit

GO Transit was sent the Notice of Study Commencement and invitation to attend PIC#1 to be held on October 28, 2008. Email correspondence from GO Transit stated that they look forward to providing comments throughout the Strathcona TMP study.

GO Transit reviewed the PIC#1 (October 2008) presentation and indicated that they would like the section of Dundurn Street between King Street West and Main Street West (adjacent to the Fortinos Plaza) as a location for pedestrian treatments/improvements. GO Transit further indicated that they looked forward to commenting on the King Street West and Main Street West corridors as they are problematic areas for their customers. A copy of the email correspondence is provided in **Appendix J7**.

3. EXISTING CONDITIONS

3.1 Background Data

As the basis of the existing conditions assessment, the following data was reviewed:

- Turning movement counts undertaken at key intersections by the City of Hamilton (June 2008)
- Signal timing plans and associated lane configurations for key intersections as provided by the City of Hamilton
- *City of Hamilton Urban Official Plan – Map Number 6 (Transportation)* (2005) detailing road classifications, provided by the City of Hamilton
- 2012/2013 transit routes from *Hamilton Street Railway System Map*
- Truck Routes based on the *City of Hamilton Truck Route Master Plan* completed in April 2010
- Strathcona Secondary Plan
- B-Line Rapid Transit Project (2011)
- Cycling Master Plan (2010)
- Main King Queenston Corridor Strategy Study (2010)
- Nodes and Corridor Land Use Planning Study Report (2011)
- Hamilton Recreational Trails Master Plan (updated in December 2007)
- Pedestrian Mobility Master Plan (on-going)
- Strathcona Neighbourhood Waterfront Trail Pedestrian Connection (2009)
- Frid Street Alignment and Extension Between Main Street and Longwood Road Schedule C Environmental Assessment (May 2008)
- Growth Related Integrated Development Strategy (GRIDS) Final Report (May 2008)
- Kirkendall Neighbourhood Traffic Management Plan, Project File Report (September 2006)
- City of Hamilton Transportation Master Plan (May 2007)
- Ainslie Wood Westdale Secondary Plan (June 2005)
- Downtown Transportation Master Plan Five Year EA Review (August 2008)

3.2 Existing Road Network

The road network within the Strathcona neighbourhood includes local roads, arterial roads, and an inter-regional highway, based on the road classifications included in the Hamilton-Wentworth Transportation Master Plan (TMP) as well as the studies listed in Section 3-1. The road classifications used in the *City of Hamilton Urban Official Plan* (2001) were used and are illustrated in **Exhibit 3-1**.

3.2.1 Inter-Regional Highways

Highway 403 is the only inter-regional highway in the study area. There are three (3) connections or ramps from King Street West to Highway 403 (eastbound and

westbound) and two (2) ramps from Highway 403 (eastbound and westbound) to Main Street West in the study area. There is also an on and off-ramp to Highway 403 at York Boulevard. Highway 403 is a provincially owned, controlled-access facility. The MTO has a zone of influence of approximately 400 metres (MTO Corridor Guidelines) to either side of the centreline of the highway and any improvements within this area are subject to Ministry approval.

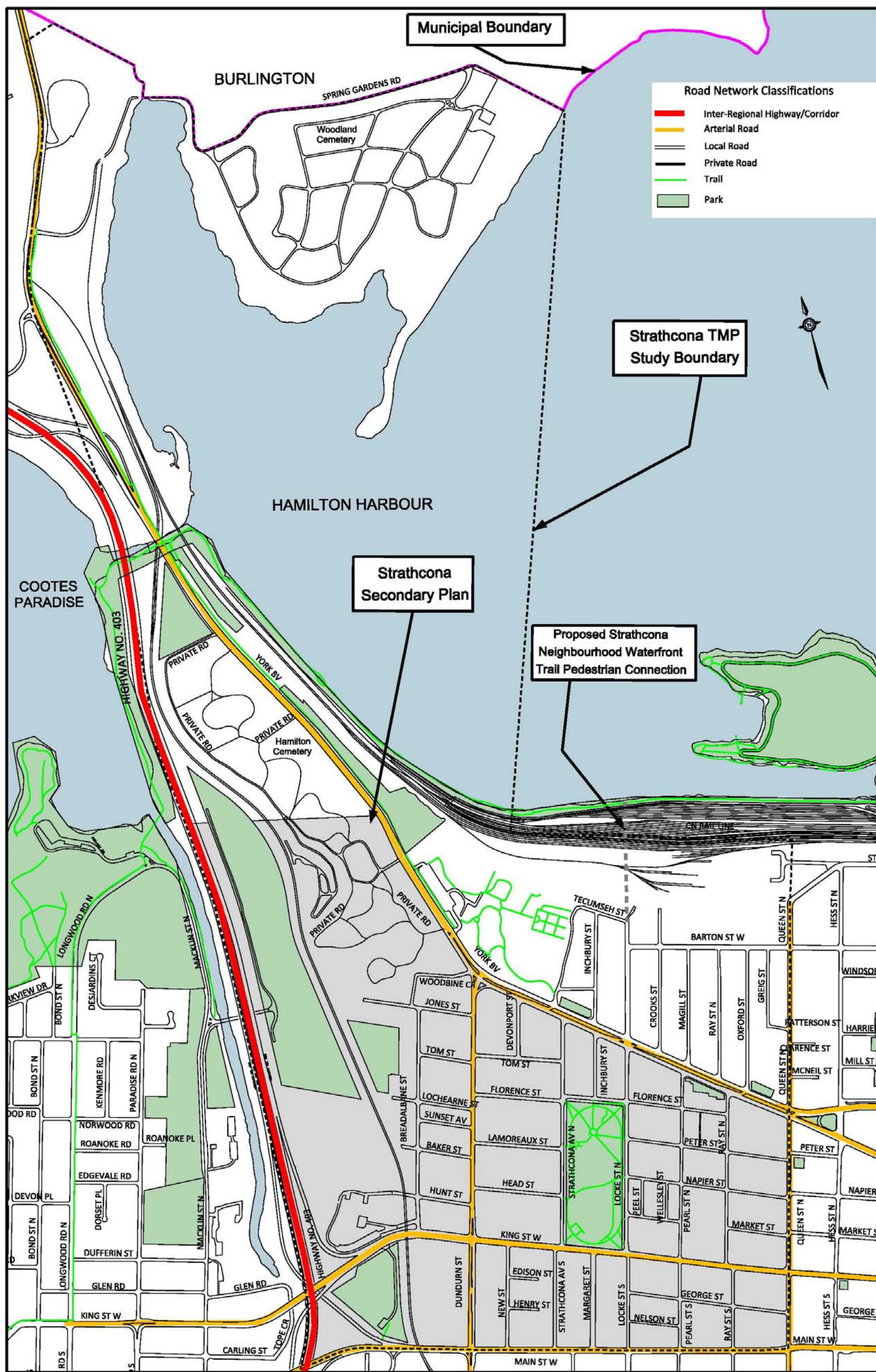


Exhibit 3-1: Existing Road Network Classification

3.2.2 Arterial Roads

Arterial roads are designed to carry moderate to relatively high volumes of intra-municipal and inter-regional traffic and are organized in a grid pattern to complement the provincial highways and collector roads. There are specific design requirements including spacing of intersections, design speed, operating speed, parking restrictions, and roadway width.

The TMP distinguishes between major and minor arterials based on these design features and the number of vehicles per day serviced. In the study area, the following roads are classified as arterials:

- Main Street West
- King Street West
- York Boulevard
- Queen Street
- Dundurn Street

The remaining roads in the study area are divided between Urban Industrial/Commercial Collector, Urban Residential Collector, Urban Industrial/Commercial Local Road, and Urban Residential Local Road. The roads are divided between these classifications based on primary land uses, the level of land access, and the volume of vehicles moved. The TMP also specifies roadway characteristics for each of the road classifications, including right-of-way width, parking restrictions, vehicles permitted, traffic control and spacing, volume of traffic, and design speed.

3.3 Existing Transit Network

The Hamilton Street Railway (HSR) provides transit service to the neighbourhood via several routes through the neighbourhood. These routes are as follows:

- | | |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Route 1 / 1A | This route runs along King Street West westbound to McMaster University and Main Street West eastbound to Centennial Parkway. |
| Route 5/ 5A /
5B / 5C / 5E /
52 | This route runs along King Street West westbound past McMaster University to residential neighbourhoods and along Main Street West eastbound to residential neighbourhoods east of downtown and south of Main Street West |
| Route 7 | This route runs Hunter Street westbound to the Kirkendall neighbourhood and returns to downtown eastbound via Main Street West |
| Route 8 | This route runs eastbound and westbound along York Boulevard to provide direct access to the Strathcona neighbourhood to and from |

- downtown via Dundurn Street and Strathcona Avenue North. The end of line loop is located at Victoria Park.
- Route 9 This route runs eastbound and westbound along York Boulevard to provide access to and from the Royal Botanical Gardens in Burlington from downtown Hamilton.
- Route 10 This route runs along King Street West westbound to McMaster University and Main Street West eastbound to Centennial Parkway.
- Route 51 This route runs westbound along King Street West past McMaster University to residential neighbourhoods and eastbound along Main Street West to downtown.

Burlington Transit provides limited service to Hamilton through the study area. The Burlington Transit Route 1, 1A and 101 runs along York Boulevard from downtown to Plains Road West to provide access to Aldershot GO / VIA Station, Burlington GO Station, and Appleby GO Station.

GO Transit operates its bus service through Hamilton based out of the Hamilton GO Station. The Toronto-bound route has a busy bus stop at the corner of King Street West and Dundurn Street.

The existing transit service in the Strathcona neighbourhood is illustrated in **Exhibit 3-2**.

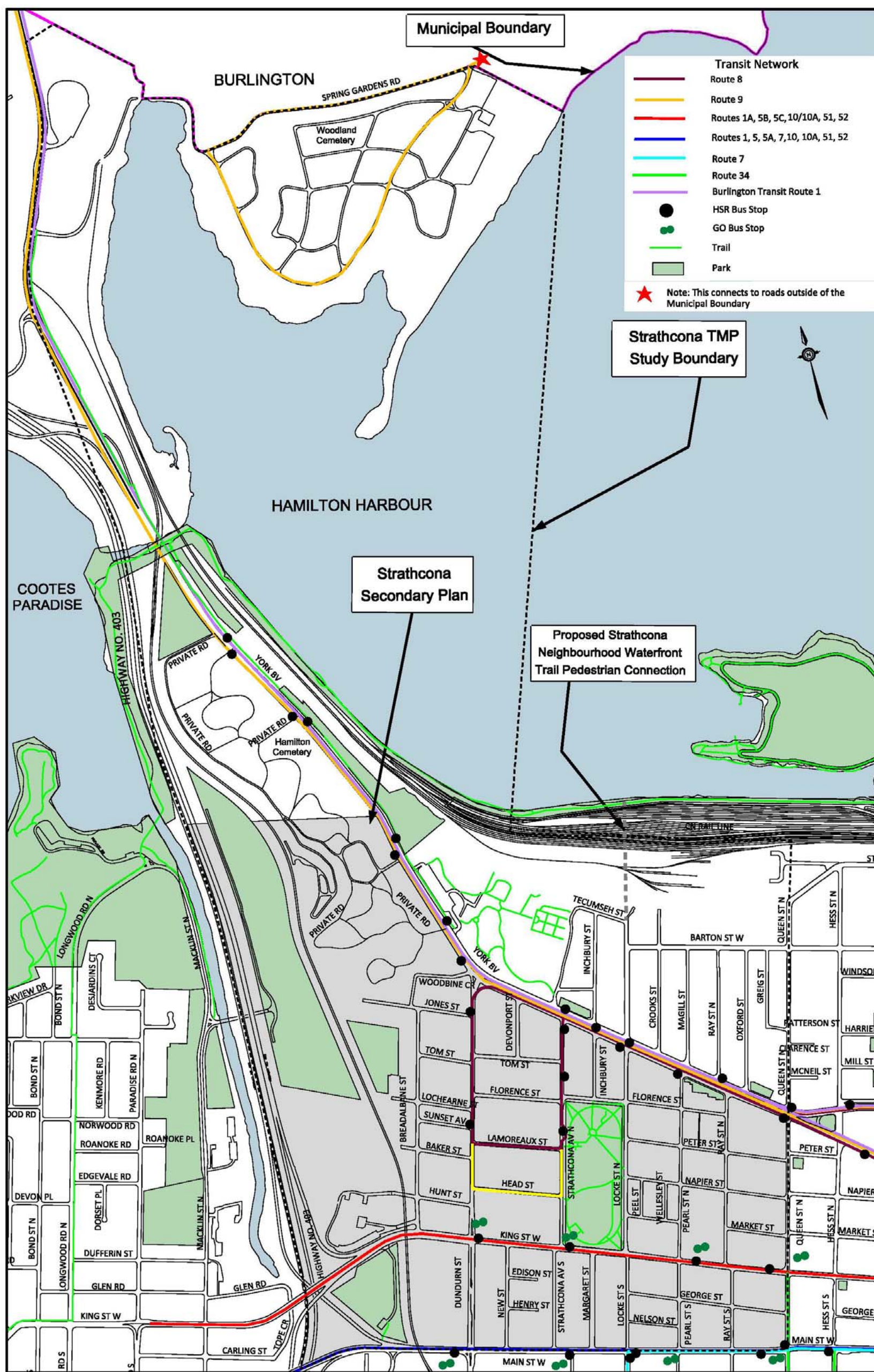


Exhibit 3-2: Existing Transit Network

3.4 Existing Pedestrian Network

The pedestrian network in the Strathcona neighbourhood consists primarily of sidewalks. Based on the road classifications, every road in the study area requires sidewalks on either one or both sides of the roadway and buffered with a boulevard. Due to the mature nature of the neighbourhood, it is not possible to comply with the guidelines set out in the TMP in all cases. For instance, the sidewalks along King Street West and Main Street West are provided on both sides of the roadway, however no buffer is provided and there is no space to create one due to the proximity of the buildings to the road in many instances.

In addition to the sidewalks, there are multi-use paths in Victoria Park, in Dundurn Park, and along the waterfront. There are also intermittent multi-use trails along York Boulevard between Dundurn Street and the City of Burlington border. Currently, the only connectivity between the Waterfront Trail and the remainder of the neighbourhood is the pedestrian and bicycle stairs at the Desjardins Canal Bridge. There are unofficial paths that connects Kay Drage Park to Christ the King Cathedral, allowing safe access across the railway tracks. Other unofficial paths to Kay Drage Park exist, but these also require an illegal crossing of the railway.

The City's Transportation Planning Services Section has been monitoring various trail locations seasonally, to track trends of uses of the trails on an ongoing basis since 2011, as part of the Active Transportation Benchmarking Program. There are four locations within the study area which have been monitored and were considered while making recommendations for this study. These are illustrated in **Exhibit 3-3**. Count data is provided in Section 3.4.1.

The data gathered in these locations support the findings along the York Boulevard Corridor as well as the necessary implementation of the Strathcona Neighbourhood Waterfront Trails Pedestrian Connection EA (2009). The findings also support the pedestrian and cycling infrastructure improvement recommendations in this report along the nearby corridors.

It should be noted that cemeteries are considered daytime recreational facilities and the use of trails systems by pedestrians and cyclists is encouraged. The cemetery etiquette rules with respect to visiting cemetery facilities for recreation are provided in **Appendix K** and can also be accessed on the City of Hamilton's website.

3.4.1 Pedestrian/Cycling Counts

The City undertook on-street pedestrian and cycling counts at four (4) locations in the study area as part of this TMP. The data was summarized hourly and daily. The count locations are shown in **Exhibit 3-3**.

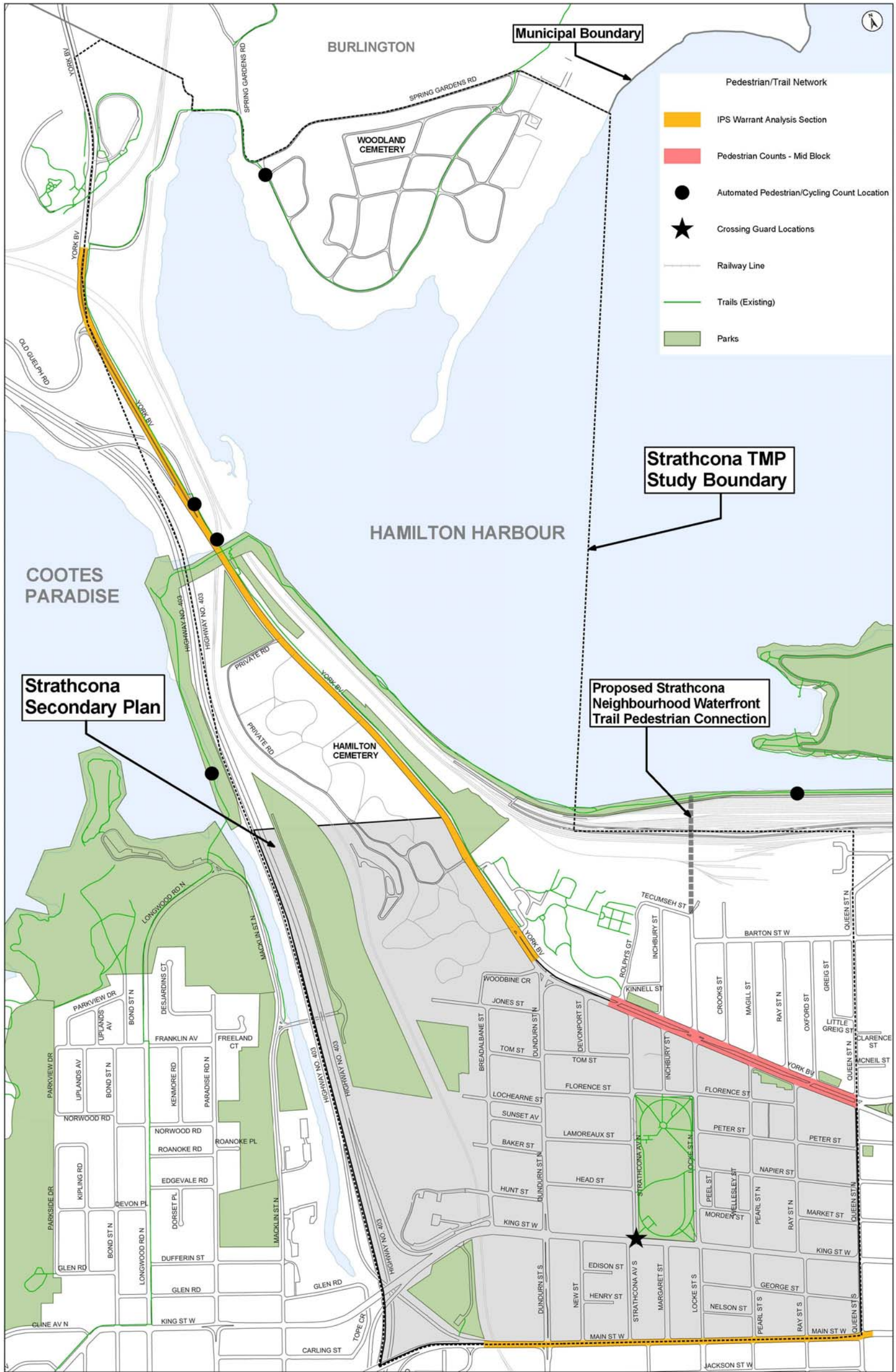


Exhibit 3-3: Pedestrian/Cycling/Trail Counts and IPS Warrant Analysis Locations

The Active Transportation Benchmarking Program count data, which as available at the time of this study, is described below.

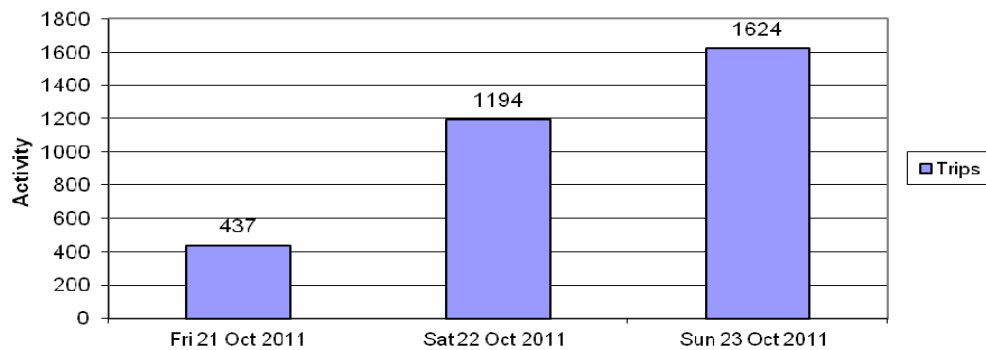
- Waterfront Trail – South Side

The counts were conducted for three periods:

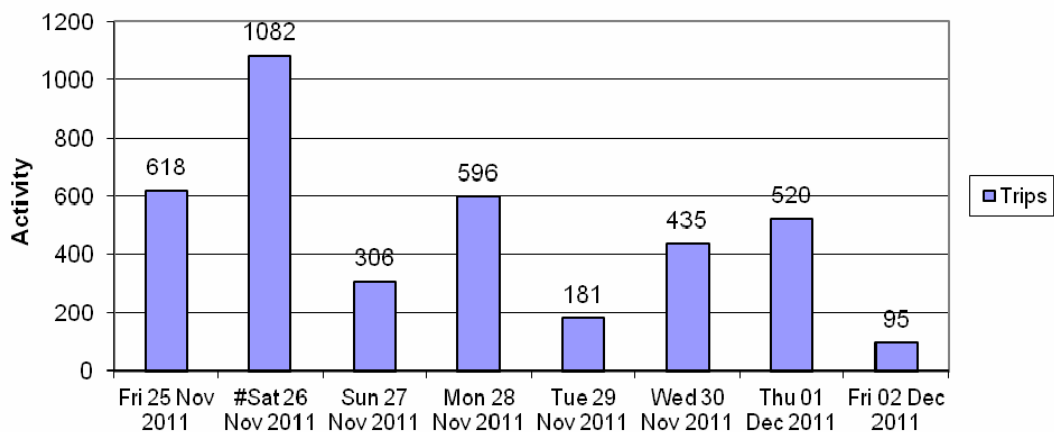
- From 10:00 am Oct. 21, 2011 to 9:00am Oct. 23, 2011
- From 10:00am Nov. 25, 2011 to 9:00am Dec. 2, 2011
- From 10:00am Jan. 18, 2012 to 9:00 am Jan. 25, 2012

The daily pedestrian and cyclist trips are shown in **Exhibit 3-4**.

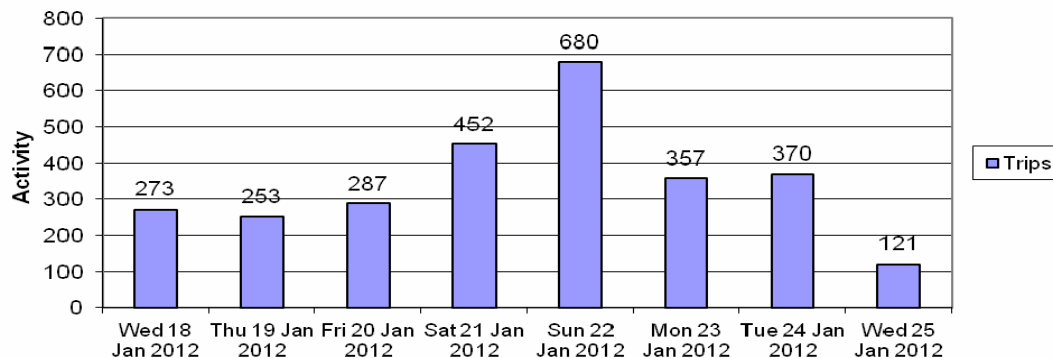
Exhibit 3-4: Bayfront Park Waterfront Trail Daily Pedestrian and Cyclist Trips



Bayfront Park Waterfront Trails – Total # of Pedestrian and Cyclist Trips Daily, Oct. 21 to 23, 2011



Bayfront Park Waterfront Trails – Total # of Pedestrian and Cyclist Trips Daily, Nov. 25 to Dec. 2, 2011



Bayfront Park Waterfront Trails – Total # of Pedestrian and Cyclist Trips Daily, Jan. 18 to Jan. 25, 2012

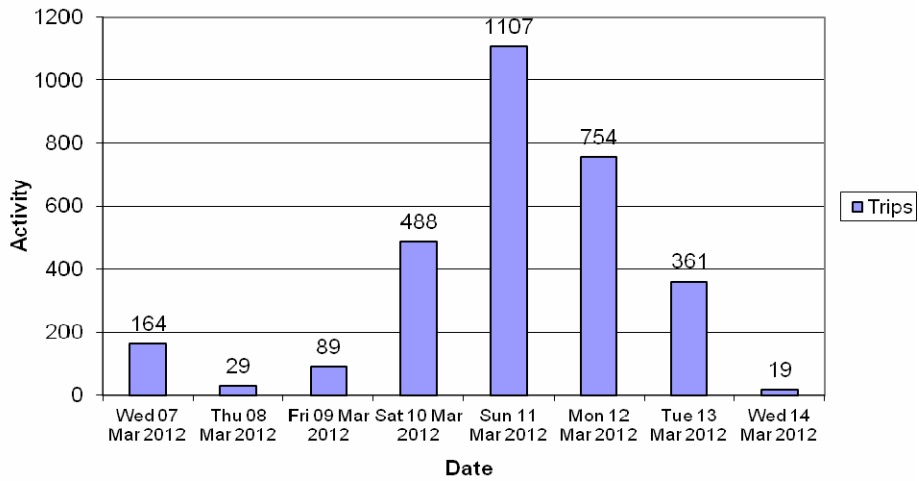
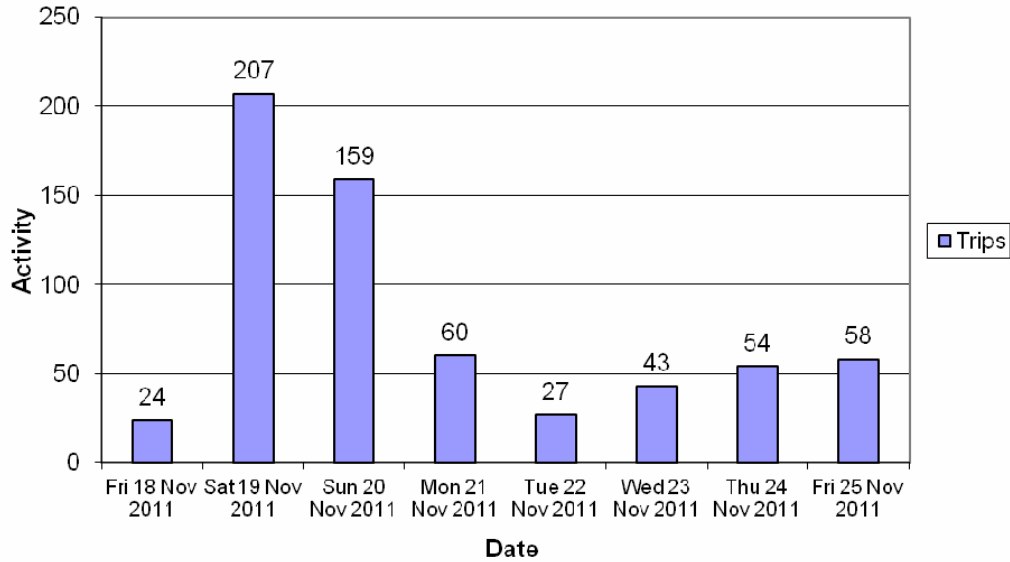
- Spring Garden – South Side

The counts were conducted for two periods:

- From 3:00 pm Nov. 18, 2011 to 1:00pm Nov. 25, 2011
- From 3:00pm March 7, 2012 to 1:00pm March 14, 2012.

The daily pedestrian and cyclist trips are shown in **Exhibit 3-5**.

Exhibit 3-5: Spring Garden Daily Pedestrian and Cyclist Trips



- York Boulevard at Highway 403 – Westbound & East Side

The counts were conducted from September 15, 2011 to September 28, 2011. The daily pedestrian and cyclist crossings are shown in **Exhibit 3-6**.

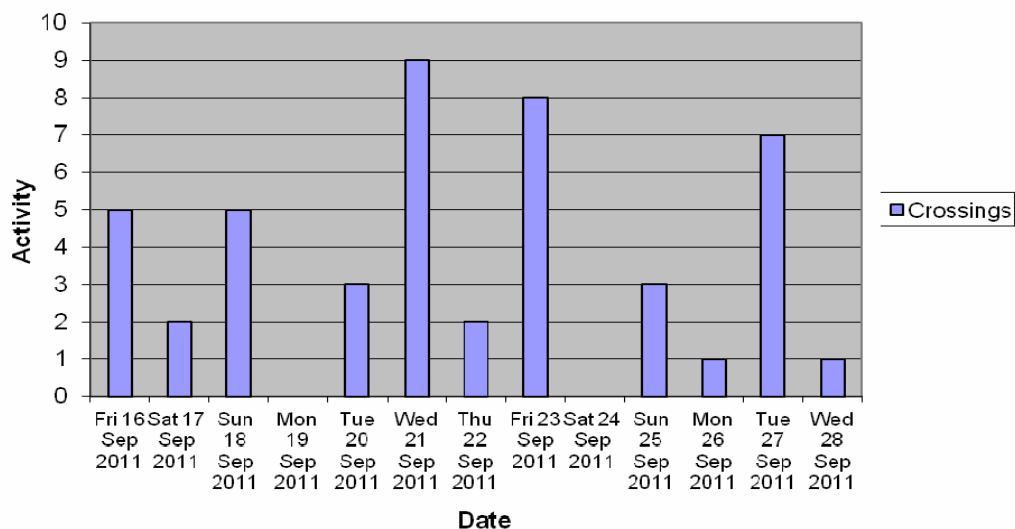


Exhibit 3-6: York Boulevard at Highway 403 Westbound (East side) Daily Pedestrian and Cycling Trips

- York Boulevard at Highway 403 – Eastbound & West Side

The counts were conducted from 3:00pm September 15, 2011 to 1:00pm September 28, 2011. The daily pedestrian and cyclist crossings are shown in **Exhibit 3-7**.

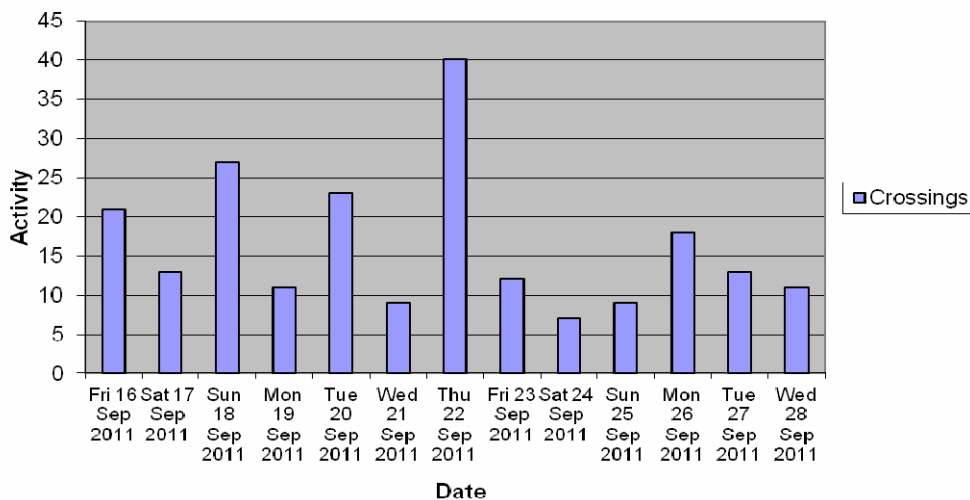


Exhibit 3-7: York Boulevard at Highway 403 Eastbound (West side) Daily Pedestrian and Cycling Trips

The following are some additional pedestrian and cycling count information from The Active Transportation Benchmarking Program as well as the supporting graphics.

- York Boulevard Stairs = 3,564 bi-directional trips (one-week count in late June/July)
- York Boulevard Multi-Use Recreational Trail = 1,514 bi-directional trips (one-week count in late June)
- Bayfront Park – Avg. Weekly Over 4 Seasons = 7,968 bi-directional Trips
- Princess Point – Avg. Weekly Over 4 Seasons = 6,990 bi-directional Trips
- Spring Valley Inn Pedestrian/Cyclist Bridge - Avg. Weekly Over 4 Seasons = 1,835 bi-directional Trips

Waterfront Trail - Bayfront Park

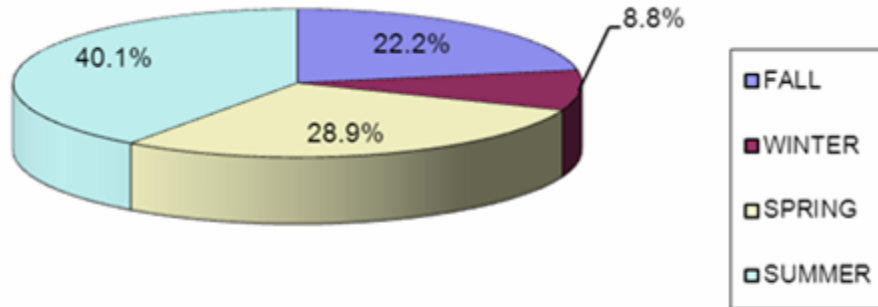


Exhibit 3-8: Waterfront Trail – Bayfront Park Seasonal Pedestrian and Cycling Counts

Desjardin Trail - Princess Point

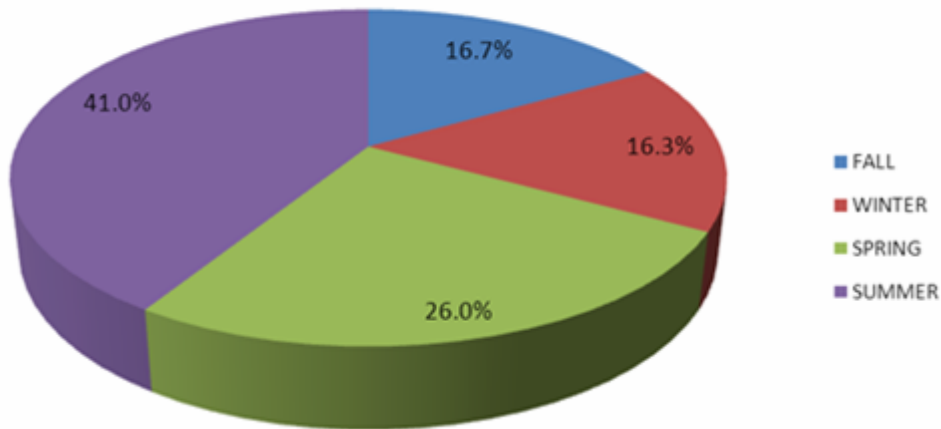


Exhibit 3-9: Desjardin Trail – Princess Point Seasonal Pedestrian and Cycling Counts

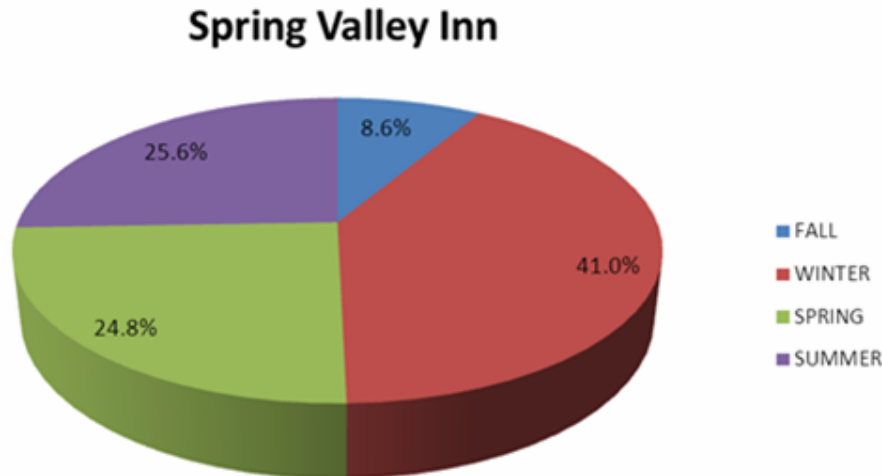


Exhibit 3-10: Spring Valley Inn - Seasonal Pedestrian and Cycling Counts

3.4.2 Intersection Pedestrian Signals (IPS) Warrant Calculations

Requests came from the public for Intersection Pedestrian Signals at a number of locations along Main Street West, on York Boulevard between Dundurn Street and the Highway 403 on and off-ramps and along York Boulevard between Highway 403 and the Royal Botanical Gardens Rock Garden Entrance.

The Intersection Pedestrian Signals (IPS) is a traffic signal designed to assist pedestrians in crossing a busy street. The IPS is also referred to a Pedestrian Priority Signed in Hamilton. The signal consists of:

- Red, amber and green traffic lights for vehicles on the street that pedestrians are crossing, and
- Lights with WALKING PERSON and HAND symbols for the pedestrians

A pedestrian indicates the desire to cross by pushing a push-button. The signal will stop the vehicles on the street and provide an interval for pedestrians to cross. In order to ensure traffic safety, both motorist and pedestrians have roles to play at an IPS. **Exhibit 3-11** illustrates an IPS.

The City completed IPS warrant calculations for the potential crossings on Main Street West and York Boulevard within the study area. The IPS warrant analysis locations are shown in **Exhibit 3-3**. The results show that from Dundurn Street to Queen Street on Main, no IPS is recommended at these locations at this time; however, this may change based on future monitoring results. An IPS is in the planning process for implementation in 2013/2014 for Main Street West and Pearl

Street as per the request of the Council Resolution No. 6.8 (General Issues Committee Report No. 12-024, December 11, 2012) on December 12, 2012. Also, during the course of this study, an IPS was implemented at King Street West and Pearl Street, also at the request of the Council Resolution No. 6.8 (General Issues Committee Report No. 12-024, December 11, 2012).



Exhibit 3-11: Intersection Pedestrian Signals

3.5 Existing Bicycle/Trail Network

The bicycle network within the study area is a mixture of designated bike lanes, signed on-street bike infrastructure shared with autos, and cautionary un-signed bike infrastructure. Some sections of the network are also noted as having high volume or narrow lanes. York Boulevard, west of Dundurn Street, King Street West, west of Dundurn Street, Main Street West, west of Frid Street and Dundurn Street North (York Boulevard to King Street West) have designated bike lanes. The remainder of the bike infrastructure is on-street. There is signage on Locke Street, Barton Street, Tecumseh Street, Napier Street, Queen Street, and the remainder of the bike infrastructure on York Boulevard. The existing bicycle network is illustrated in **Exhibit 3-12**.

On Dundurn Street there is a bike lane north of King Street West and south of Main Street West. There is a link missing on Dundurn Street between King and Main, which is illustrated in **Exhibit 3-12**.

There are paved multi-use paths and an existing trail within the study area, as illustrated in **Exhibit 3-12**.

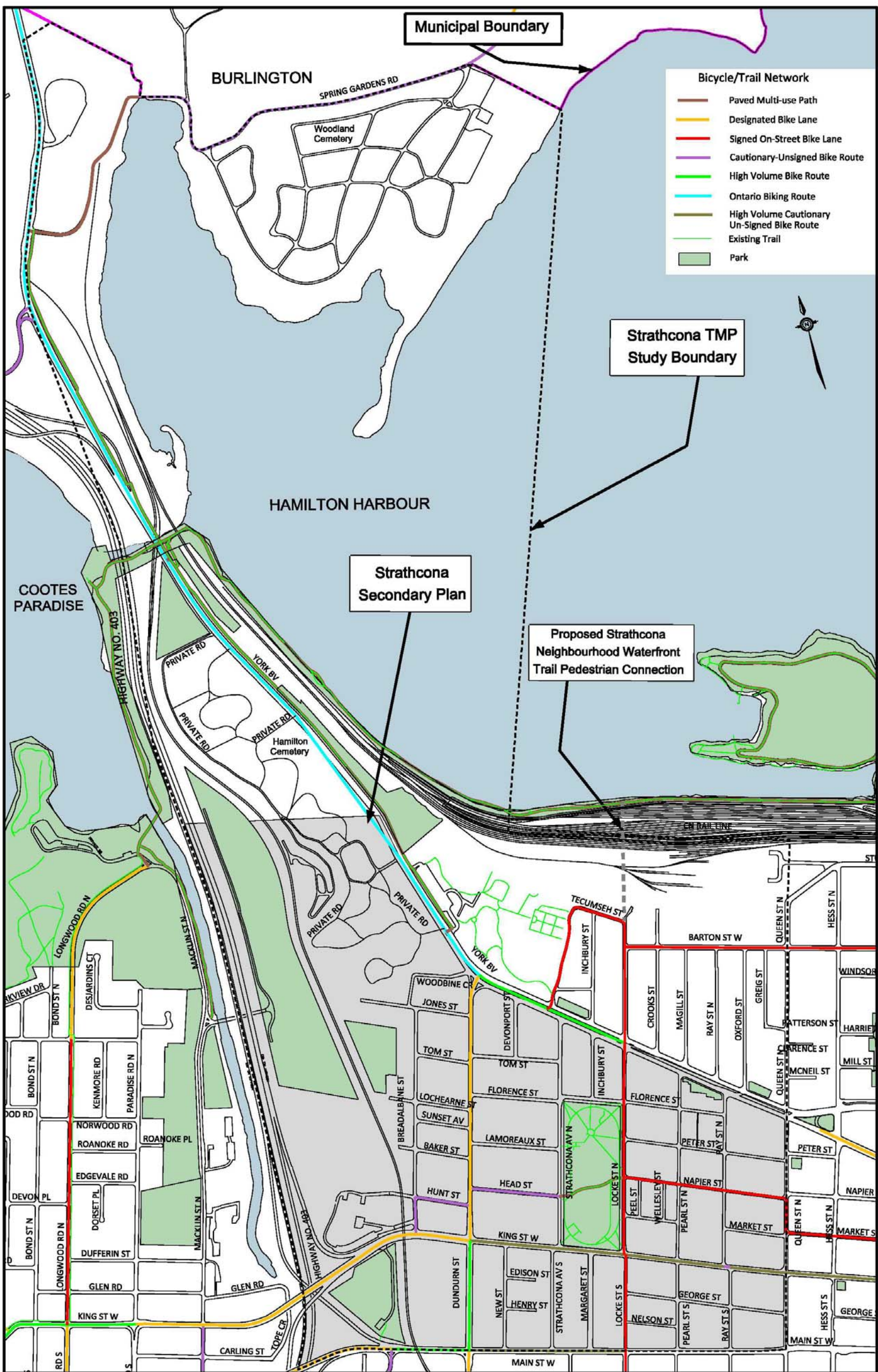


Exhibit 3-12: Existing Bicycle/Trail Network

3.6 Existing Designated Truck Routes

The existing truck routes in the Strathcona Neighbourhood are designated on-street by permissive signage. The truck routes are detailed in the City's Truck Route Master Plan, dated April 2010. The Truck Route Master Plan provides a comprehensive, consolidated update to the existing truck route network. Furthermore, it provides recommendations for future action, policies for truck route signage, and a methodology for dealing with truck route network issues in the future.

Currently, the truck routes through the study area include King Street West, Main Street West, York Boulevard, Queen Street and Dundurn Street North between York Boulevard and King Street West. Heavy vehicles for the purposes of the truck routes are classified as trucks over 4.5 tonnes. Long Combination Vehicles (LCVs), which a truck tractor with two trailers typically found on freeways, are assumed to be "over-sized loads" and not by default allowed to use the truck network. Any vehicles that need to access a property not directly on a truck routes are allowed to deviate from the truck routes to reach their destination by the shortest route. The existing truck routes are illustrated in **Exhibit 3-13**. As illustrated in **Exhibit 3-13**, there is a permanent exemption on Dundurn Street between Main Street West and King Street West

There is a Truck Route Sub-Committee of the Public Works Committee that meets to review requests/comments and recommendations to change truck routes within the City. Therefore, no changes were recommended to the truck routes within the study area as this is outside the scope of this study. Information on the City truck routes can be found in the Truck Route By-Law provided on the City's website. The link is as follows: <http://www.hamilton.ca/NR/rdonlyres/6A7912B5-2C27-4EED-A286-8AA3595657E2/0/10145.pdf>

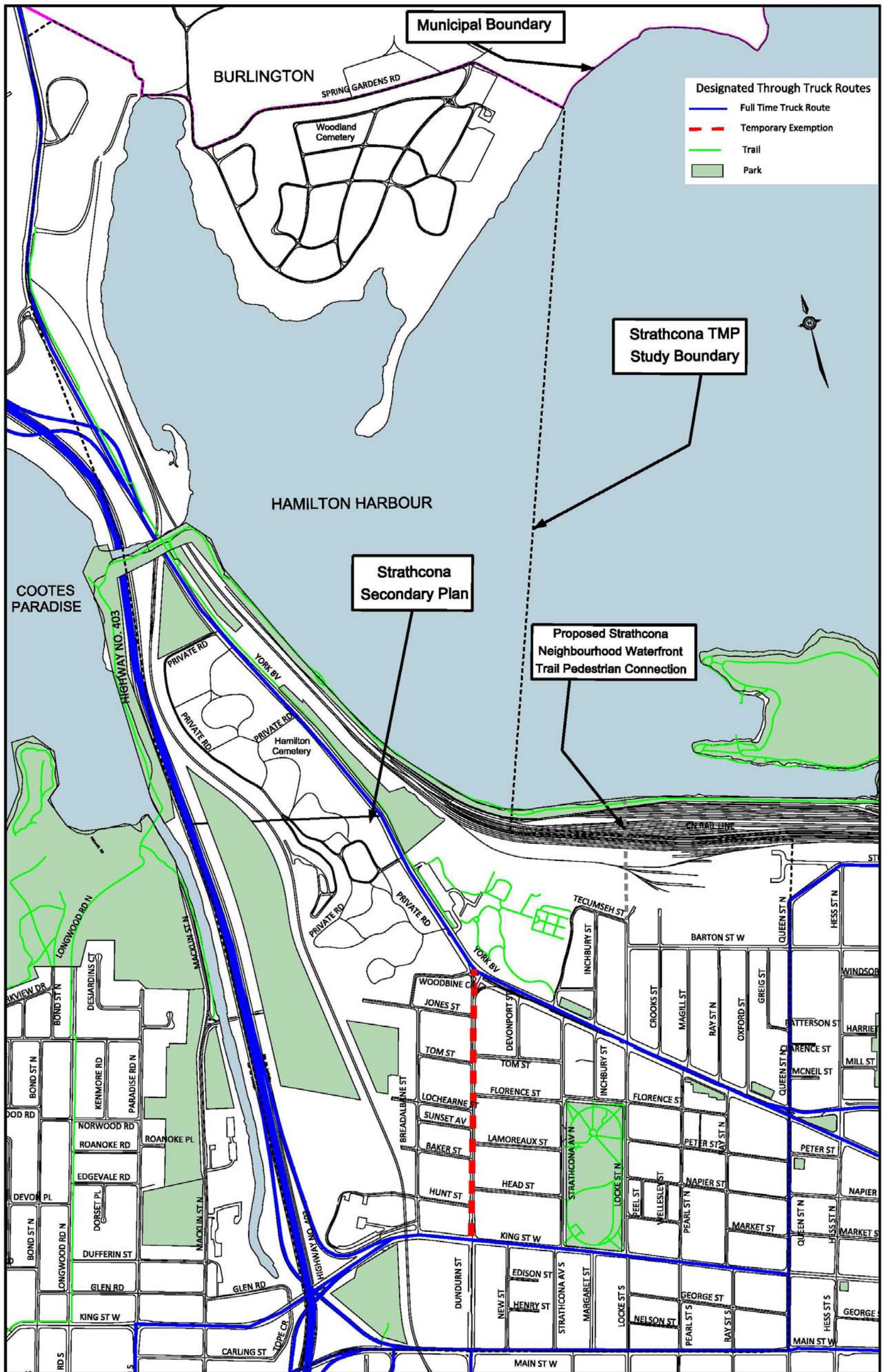


Exhibit 3-13: Existing Designated Truck Routes

3.7 Existing Traffic Management

3.7.1 Directional Street Network

Throughout Hamilton there are many one-way directional streets. King Street West and Main Street West operate as a one-way pair for the entire length of the study area. York Boulevard east of Queen Street becomes a one-way pair with Cannon Street. Queen Street operates as a southbound arterial road. Locke Street also operates as one-way northbound from Main Street West to King Street West, likely due to the narrow width of the roadway. The remainder of the streets in the study area are two-way. The directional street network is illustrated in **Exhibit 3-14**.

It should be noted that during this study there were requests by residents for the City to consider converting more streets to one-way as well as converting the existing one-way streets to two-way. It was decided at the onset to exclude any such considerations as such conversions would have potential impacts that go beyond the Strathcona community. Consideration of one-way to two-way conversions (and vice-versa) will be examined in the upcoming 5-year review of the City-wide Transportation Master Plan.

3.7.2 Intersection Control

Within the Strathcona neighbourhood, there are three (3) types of intersection control. There are traffic signals, all-way stops, and two-way stops. For two-way stops, typically the street with the lower traffic volume has the stop sign. Traffic control devices should always be installed based on need and not as traffic calming devices. The use of stop signs when they are not warranted by volumes may result in drivers not fully complying with the sign. The intersection controls in the study area are illustrated in **Exhibit 3-15**.

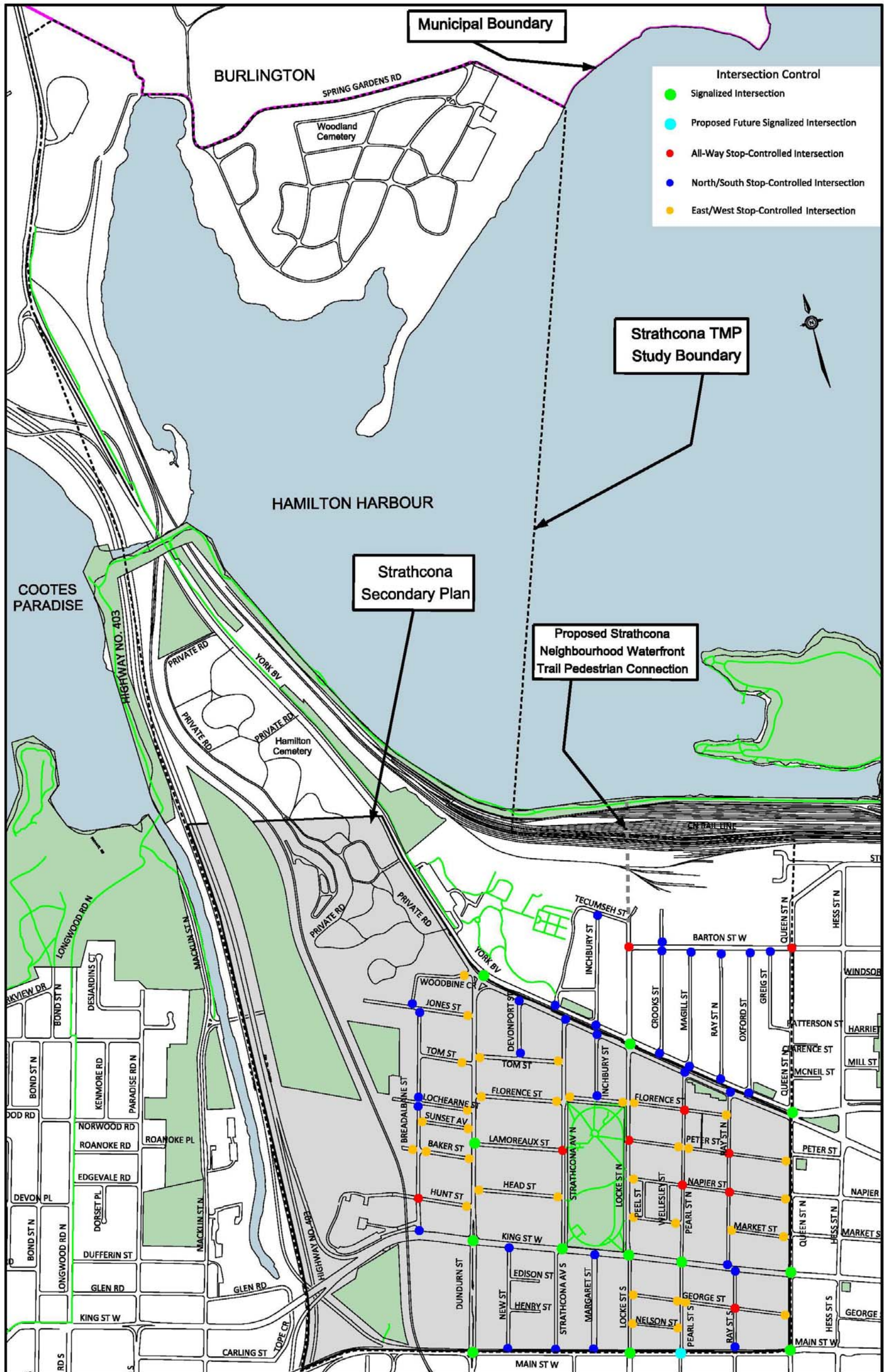


Exhibit 3-15: Existing Intersection Control

3.7.3 On-Street Parking

On-Street Parking information was obtained by site investigations. The on-street parking includes unrestricted parking, metered parking, permit parking, maximum duration parking, and time restricted parking. During the public consultation, comments were received suggesting there was a shortage of parking along King Street West and Queen Street in the study area.

In addition, the City is continuing to seek locations for carpool lots in the vicinity of the Strathcona neighbourhood. There are three connections with Highway 403 (York Boulevard and King and Main Street Wests) in the area and locating a carpool lot near one of these interchanges could be beneficial in encouraging carpooling and reducing traffic. Success in achieving this depends on appropriate land becoming available in the future.

The City has in place a parking by-law (By-Law No. 01-218, to Regulate On-Street Parking) that provides the cities policies for reviewing the location and type of parking restrictions. The City regularly reviews and from time to time makes changes to the on-street parking locations within the City. Therefore, a map illustrating the locations of on-street parking was not provided in this report. The City's By-Law No. 01-218 to Regulate On-Street Parking should be reviewed on an on-going basis in order to confirm the location of on-street parking within the City.

3.7.4 School Crossing Guard Locations

The painted School Crossing Guard locations for the unsignalized intersections were obtained from the City of Hamilton website. The two new signalized intersections at King Street West and Pearl Street and Dundurn Street and Lamoreaux Street were not included. School Crossing Guard Locations for the unsignalized intersections within the study area are shown in **Exhibit 3-3**.

It should be noted that the locations for School Crossing Guards are examined every school year by the School Boards in conjunction with City staff. Therefore, the location may change from year to year. Please refer to the City's website for the latest crossing guard locations.

3.8 Existing Traffic Volumes and Transportation Levels-of-Service

3.8.1 Existing Traffic Volumes

Existing 2008 traffic count data was provided by the City of Hamilton. Vehicle turning movement counts used as the basis for analysis in this study are summarized in **Table 3-1**. The volumes are shown in **Exhibit 3-16**.

Table 3-1: Intersection Traffic Count Summary

Intersection	Date	Source
Main Street West at Dundurn Street	June 23, 2008	City of Hamilton
Main Street West at Strathcona Avenue South	June 26, 2008	City of Hamilton
Main Street West at Locke Street	June 25, 2008	City of Hamilton
Main Street West at Queen Street	June 24, 2008	City of Hamilton
King Street West at Dundurn Street	June 23, 2008	City of Hamilton
King Street West at Strathcona Avenue North and Strathcona Avenue South	June 26, 2008	City of Hamilton
King Street West at Locke Street	June 24, 2008	City of Hamilton
King Street West at Queen Street	June 23, 2008	City of Hamilton
York Boulevard at Dundurn Street	June 26, 2008	City of Hamilton
York Boulevard at Locke Street	June 25, 2008	City of Hamilton
York Boulevard at Queen Street	June 24, 2008	City of Hamilton

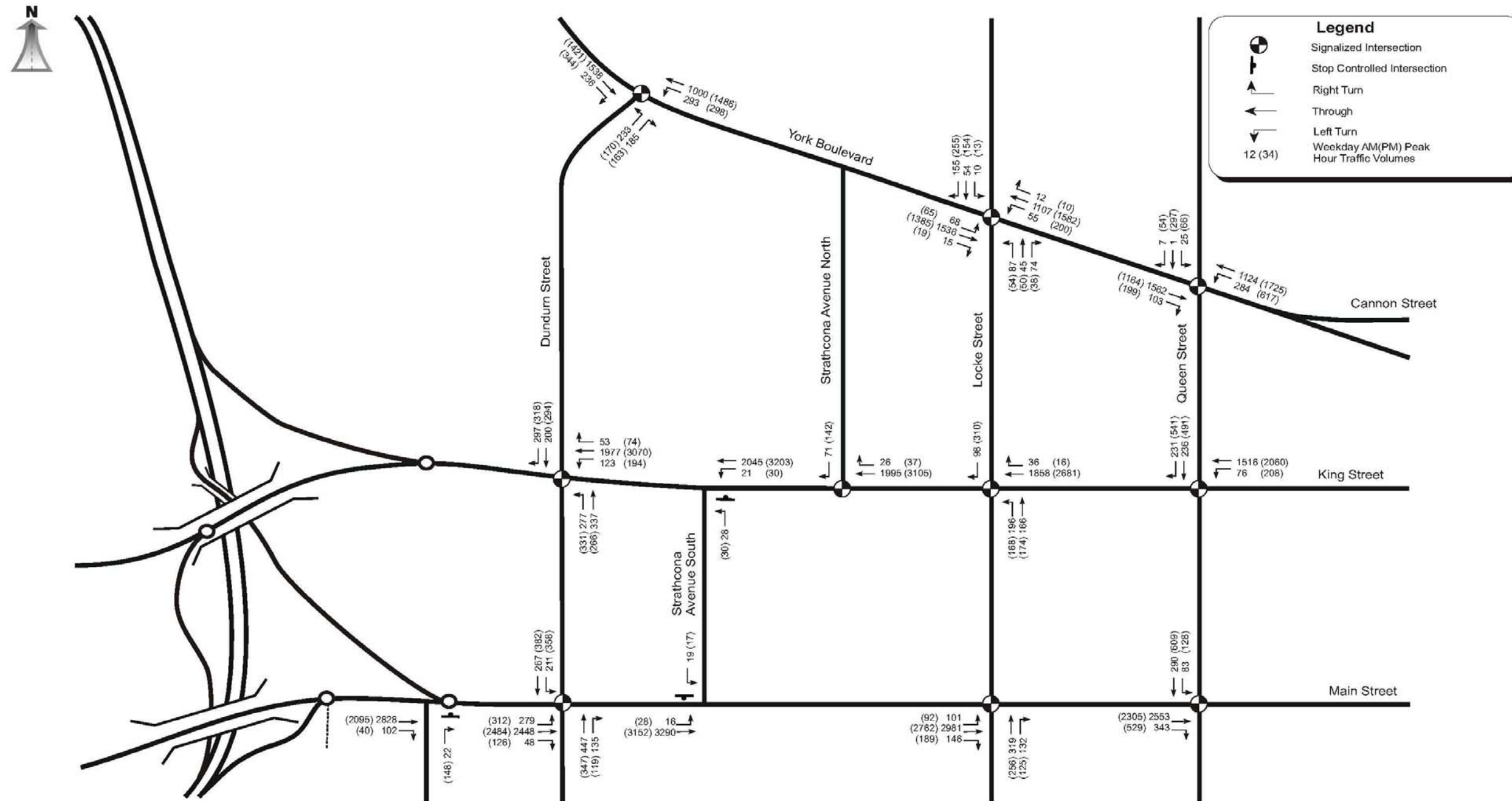


Exhibit 3-16: Existing Traffic Volumes

3.8.2 Existing Traffic Operations

Intersection operations were assessed for the study intersections using the Synchro Traffic Signal Coordination Software, which employs methodology from the Highway Capacity Manual (HCM) 2000 published by the Transportation Research Board National Research Council. Synchro is used to analyze signalized intersections in a road corridor or network taking into account the spacing, interaction, queues and operations between intersections. The signalized intersection analysis contained within this study considers two separate measures of performance:

- The capacity of the intersection movements, which is expressed as a volume to capacity ratio; and
- The Level of Service (LOS), based on the control delay per vehicle for the various movements through the intersection and overall.

As per HCM 2000, the delay-based level of service criteria is

Level of Service (LOS)	Average Delay for Signalized Intersection Movements
A	0 – 10 sec. per vehicle
B	> 10 – 20 sec. per vehicle
C	> 20 – 35 sec. per vehicle
D	> 35 – 55 sec. per vehicle
E	> 55 – 80 sec. per vehicle
F	> 80 sec. per vehicle

In an urban setting, overall intersection level of service of level of service 'D' or better is considered acceptable operations. A level of service of 'E' or 'F' is deemed critical and requires attention to mitigate the issue.

Based on turning movement counts, existing signal timing plans, and lane configurations with the above noted changes, the assessment of signalized intersections in the study area are summarized in

Table 3-2. Detailed Synchro output reports of the analysis are provided in **Appendix L.**

Table 3-2: Existing Signalized Intersection Operations

Intersection & Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	v / c	LOS	v / c
Main Street West at Dundurn				
Overall	C		C	
Eastbound through-left-right	B	0.73	B	0.77
Northbound through	D	0.72	C	0.54
Northbound right	C	0.48	C	0.43
Southbound left	D	0.72	E	0.92
Southbound through	C	0.63	D	0.87
Main Street West at Locke				
Overall	B		A	
Eastbound through-left-right	B	0.77	A	0.71
Northbound through	D	0.82	D	0.66
Northbound right	C	0.46	C	0.39
Main Street West at Queen				
Overall	A		C	
Eastbound through	A	0.70	C	0.74
Eastbound right	A	0.37	C	0.69
Southbound through-right	D	0.53	B	0.52
King Street West at Dundurn				
Overall	B		C	
Westbound through-left-right	B	0.70	B	0.95
Northbound left	C	0.75	F	1.03
Northbound left and through	C	0.55	C	0.71
Southbound through and right	C	0.60	C	0.83
King Street West at				
Overall	A		A	
Westbound through-right	A	0.39	A	0.67
Southbound right	D	0.41	D	0.61
King Street West at Locke				
Overall	B		B	
Westbound through-right	A	0.53	B	0.75
Northbound left	D	0.52	D	0.45
Northbound through	D	0.42	D	0.44
Southbound right	C	0.32	C	0.90
King Street West at Queen				
Overall	B		B	
Westbound through-left	B	0.49	B	0.70
Southbound through-right	B	0.56	C	0.81
Southbound right	B	0.55	D	0.84

Intersection & Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	LOS	v / c	LOS	v / c
York Boulevard at Dundurn				
Overall	B		D	
Eastbound through	C	0.69	D	0.99
Eastbound right	A	0.18	A	0.52
Westbound left	C	0.78	C	0.81
Westbound through	A	0.44	C	0.87
Northbound left	D	0.55	C	0.17
Northbound right	A	0.14	B	0.29
York Boulevard at Locke				
Overall	A		C	
Eastbound left	A	0.35	C	0.72
Eastbound through-right	A	0.56	A	0.52
Westbound left	D	0.53	F	1.57
Westbound through-right	A	0.41	B	0.59
Northbound through-left	D	0.45	C	0.32
Northbound right	C	0.25	B	0.10
Southbound through-left	C	0.18	C	0.39
Southbound right	C	0.48	D	0.71
York Boulevard at Queen				
Overall	B		C	
Eastbound through-right	B	0.84	D	0.91
Westbound left	D	0.74	D	0.87
Westbound through	A	0.40	B	0.60
Southbound left	C	0.18	C	0.19
Southbound through-right	C	0.36	C	0.50

LOS – Level of Service, v / c – volume to capacity ratio

Under existing traffic conditions, all intersections during both peak periods operate at an overall level of service 'D' or better.

There are several movements that operate at or near capacity throughout the study area. There are a total of 8 movements that exhibit operational challenges during the PM peak hour. A movement of particular concern is the westbound left movement at the intersection of York Boulevard at Locke Street. This movement may be monitored to prevent traffic infiltration through the Strathcona neighbourhood. It should also be noted that this was identified as a proposed duel left turn one the proposed LRT is in place.

3.9 Collision History

The collision history for the five (5) year period from 2003 to 2008 was provided by the City for review. Collisions are classified as property damage only, non-fatal

injury, and fatal injury. The vehicle to vehicle collisions are summarized in **Exhibit 3-17** for property damage only collisions and **Exhibit 3-18** for non-fatal injury collisions. Pedestrian and bicycle collisions are summarized separately in **Exhibit 3-19**.

The intersections of Main Street West at Dundurn Street, Main Street West at Locke Street, Main Street West at Queen Street, King Street West at Dundurn Street, York Boulevard at Dundurn Street, and York Boulevard at Queen Street have more than twenty (20) collisions during the five (5) year period and warrant particular scrutiny. The intersection of King Street West at Ray Street also warrants particular scrutiny due to a fatal injury collision that occurred at this intersection.

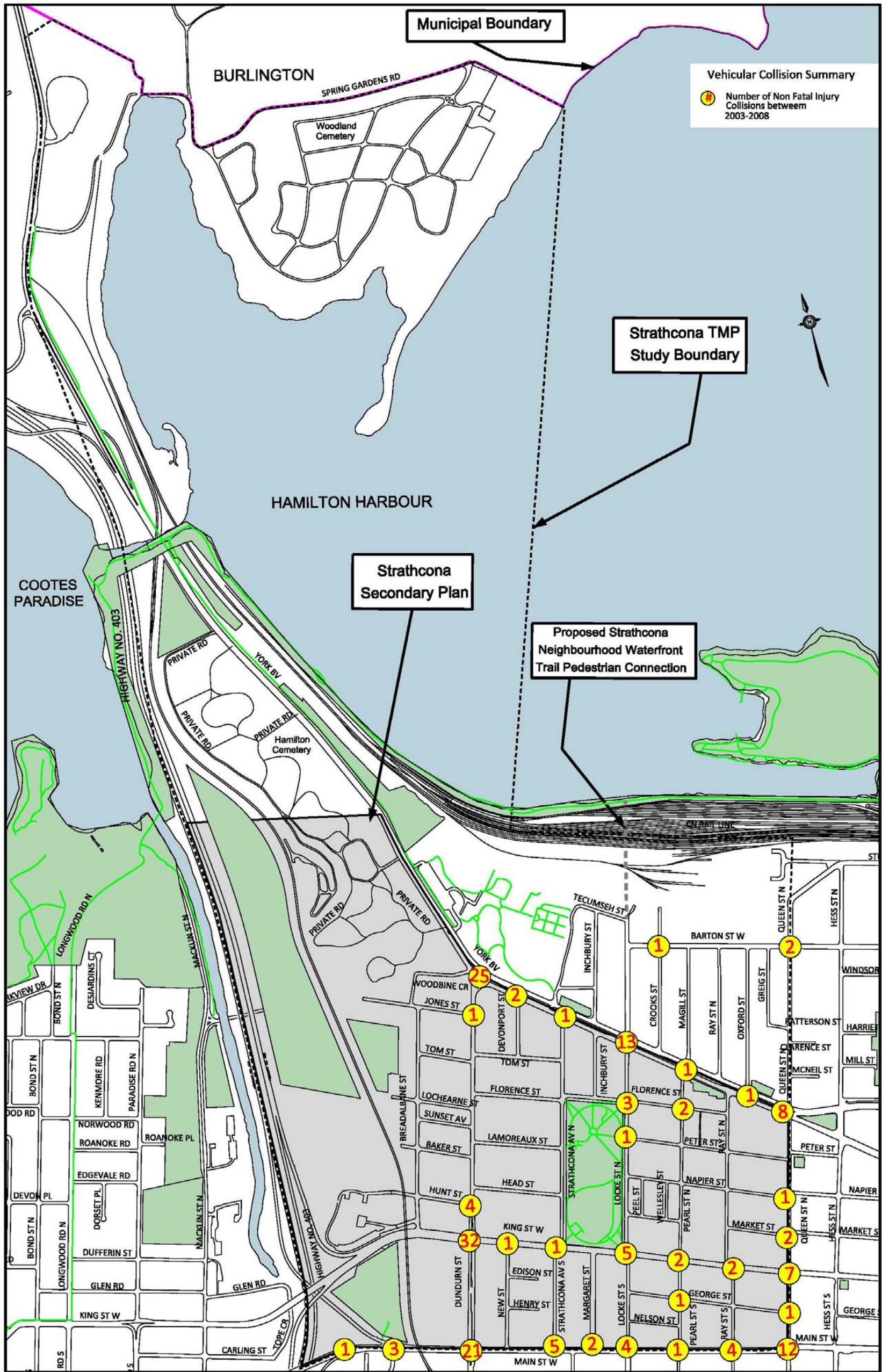


Exhibit 3-18: Vehicle to Vehicle Collision Summary - Non-Fatal Injury

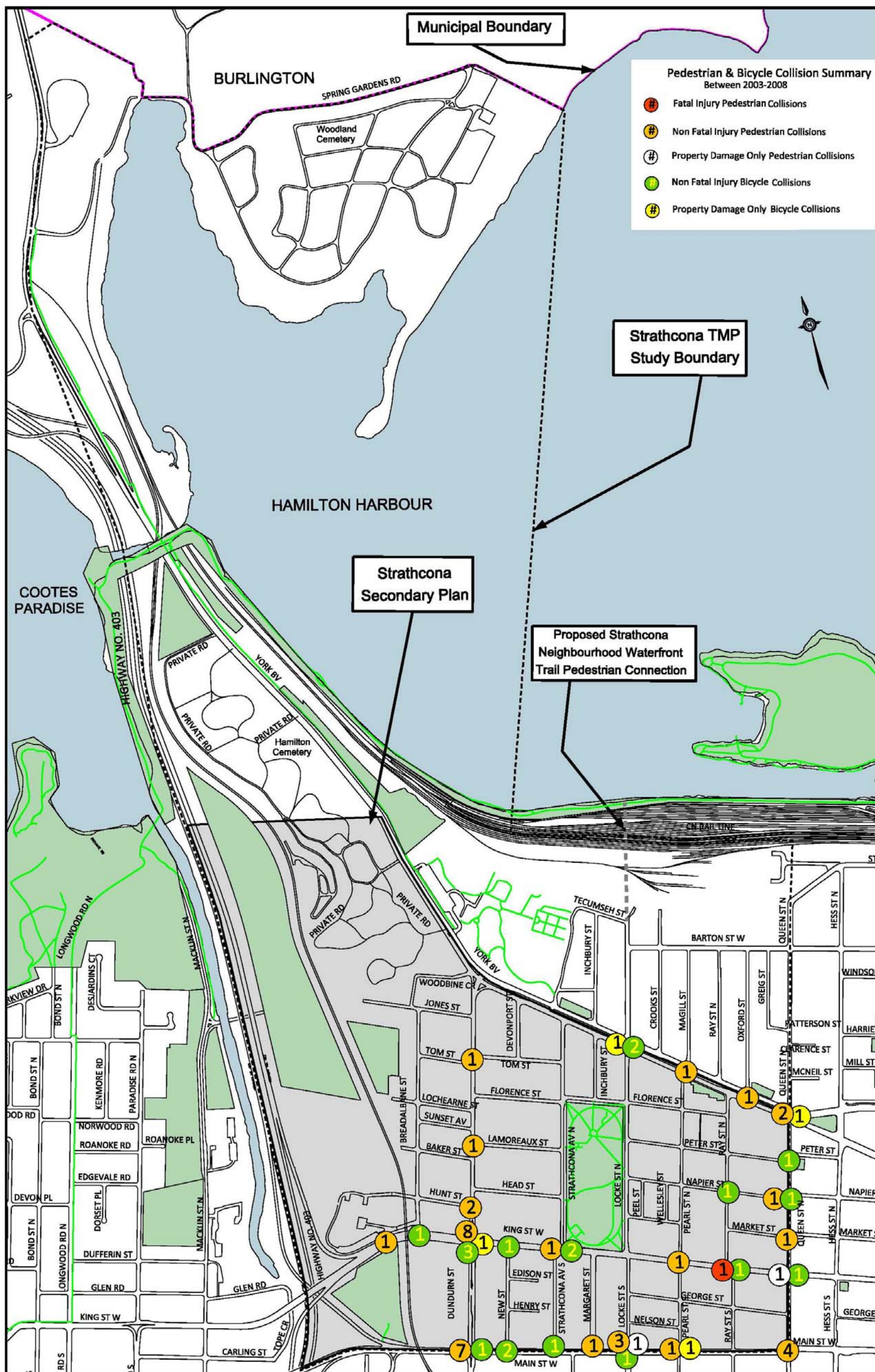


Exhibit 3-19: Pedestrian and Bicycle Collision Summary

3.10 Archaeology, Built & Cultural Heritage Resources

The following section briefly describes the *Heritage ABCs: Archaeology, Built Heritage Features and Cultural Heritage Landscapes* of the study area. Further details are provided in the Strathcona Sec. Pl. (undertaken concurrently with this study)

3.10.1 Known Archaeological Sites and Areas of Archaeological Potential

Archaeology is a rigorous process that involves the recovery of information from sites or areas of past human activity. This can be achieved through mapping, controlled excavation and comprehensive study of remnant artifacts. In the absence of written documentation, archaeological sites or areas and their associated artifacts are especially important, as they are a record of past human existence and activities. In Ontario, archaeological resources may include the remnants of aboriginal hunting and village sites to battlefields to early pioneer homes. Areas of archaeological potential include areas where there is reasonable potential for the discovery of archaeological resources. This potential is based on the presence of a wide range of geographic and historical features or criteria, as established by the Province of Ontario. Archaeological potential is confirmed through the completion of an archaeological assessment.

There are two registered archaeological sites within the Strathcona Neighbourhood, with an additional eighteen (18) registered archaeological sites within three (3) kilometres of the neighbourhood boundaries. The registered archaeological sites within and around the perimeter of the neighbourhood range from Native campsites and villages to historic trading posts and wharves, estates, military encampments and pioneer cabins. An early ribbon of late-eighteenth and early-nineteenth century settlement is evident along transportation corridors, focused on what are now York Boulevard and King Street West, between the early settlements of Hamilton, Toronto and Dundas. There is also a border of initial historic occupation and activity along the original shoreline of Hamilton Harbour.

The sequence of early historic settlement and urbanization in the Strathcona Neighbourhood has had significant effects on the archaeological potential of the area. Areas of early urbanization have impacted archaeological resources. However, there are substantial green space areas where lower degrees of disturbance have occurred and where buried archaeological resources may have been capped, including the grounds of Dundurn Castle and Victoria Park.

The Strathcona Neighbourhood encompasses an area of significant prehistoric occupation, including a broad span of Native cultural horizons and associated

archaeology. Intense historic occupation within this area indicates that archaeology of the initial occupation and urbanization of the neighbourhood are also present. As such, there is potential for both prehistoric and historic archaeology throughout this area. Because of the urban context of this archaeological potential, special secondary plan policies will be required in order to identify and manage these potential archaeological resources, as well as providing for the protection of those resources that have already been identified, as per the provisions of the Ontario Heritage Act.

The policies of the Strathcona Sec. PI. will ensure the continued protection of cultural heritage resources. Given the results of this TMP is largely for project related work within the existing right-of-ways rather than to widen the right-of-ways, no impact will be felt on any archaeological feature in the study area.

3.10.2 Built Heritage Features

Built heritage features are one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history, and which are identified as being important to a community. Built heritage features and properties may be protected by provisions under both the Planning Act and the Ontario Heritage Act. Under the Ontario Heritage Act, municipalities may pass by-laws to formally designate properties of cultural heritage value or interest. Formal designation of built heritage properties is one way of publicly acknowledging a property's heritage value to a community. At the same time, designation also helps provide for the appropriate care and conservation of these important places for the benefit and enjoyment of present and future generations.

The history and development of the Strathcona Neighbourhood is represented by the remaining built heritage features. Although many nineteenth and early-twentieth century buildings remain in situ and intact, others have been demolished or altered beyond recognition. The identification of the remaining built heritage resources is the first step to protecting these resources, either through designation under the Ontario Heritage Act and/or through the policies of the Strathcona Sec. PI.

A number of built heritage features in the Strathcona Neighbourhood have already been identified, either through designation under Part IV of the Ontario Heritage Act or inclusion on the City's *Inventory of Buildings of Architectural and/or Historical Interest* (the "Inventory"). Designation under the Ontario Heritage Act aims to conserve and protect individual heritage resources, as well as their contextual characteristics, such as their relationship to adjacent buildings, landscaping and overall streetscape.

Within the Strathcona Sec. PI. area, there are currently only three properties designated under Part IV of the Ontario Heritage Act. In addition to those properties

designated under the Ontario Heritage Act, there are additional properties in the Strathcona Sec. Pl. area that are listed in the City's Inventory. The Inventory of properties includes both individual buildings and cultural heritage landscapes and allows heritage staff to be notified of development proposals that may adversely affect heritage resources. The Inventory also provides a record of the City's interest in a property as a heritage resource.

The policies of the Strathcona Sec. Pl. will ensure the continued protection of cultural heritage resources. Given the results of this TMP is largely for project related work within the existing right-of-ways rather than to widen the right-of-ways, no impact will be felt on any built heritage feature in the study area.

3.10.3 Cultural Heritage Landscapes

Cultural heritage landscapes are defined geographical areas of heritage significance. These areas include grouping(s) of individual heritage features such as structures, open spaces, archaeological sites and natural elements, which together form a distinctive landscape. Examples may include villages, parks, gardens, battlefields, Main Street West and neighbourhoods, cemeteries and industrial complexes of cultural heritage value. These areas are valued by a community and are of significance to the understanding of the history of a place and/or a people. New development may occur within a cultural heritage landscape, but each application is evaluated by heritage staff for its potential impact on the character, historical value and function of these resources.

The former City of Hamilton identified two cultural heritage landscapes within the Strathcona neighbourhood, including:

- Victoria Park
- Dundurn Park – (*Designated under Parks Canada*)

In conducting a review of the neighbourhood as part of the Strathcona Sec. Pl., a total of seven cultural heritage landscapes have been identified. They were identified based on their historical significance to the neighbourhood as a whole and the role they play in preserving the history of Strathcona's growth and development.

The Planning Act requires that in addressing change, such as the development of a new secondary plan, consideration must be given to the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. The Strathcona Sec. Pl. will contain policies that identify and address the heritage features of the neighbourhood.

The results of the TMP do not exert any impact on the noted cultural heritage landscapes.

3.11 Connections and Streetscapes

The public spaces within the Strathcona Neighbourhood consist mainly of streets and parks that provide connections for pedestrians and vehicles within the neighbourhood and to the wider City. The following describes the characteristics of these existing streetscapes and connections.

- **Local Streets**

The streets within the study area are configured in a grid pattern and generally have a narrow cross section compared to other parts of the City. In several locations they are only 11 metres to 12 metres wide. Parking is primarily accommodated on-street. This, combined with buildings that are close to the street, low in height and varied in architectural detail, make for streets that are visually interesting and pedestrian-friendly. There are very few street trees within the neighbourhood, particularly along the narrower streets.

- **Main and King Street Wests**

Main Street West and King Street West are streets designed to move automobile traffic. They are 4 – 5 lanes wide and are each one-way, with minimal on street parking. Both Main Street West and King Street West are identified as full-time truck routes and carry various size trucks hourly, particularly because of their highway access to and from Highway 403. The pedestrian realm along these streets is generally characterized by minimal sidewalk widths and few street trees. Moreover, there are few pedestrian crossings. In general, within the study area, both Main Street West and King Street West are not pedestrian-friendly environments. In combination, these two streets are seen as barriers to north-south pedestrian movement across the neighbourhood.

- **Opportunities for Pedestrian Connections**

The entire study area is within a 20 to 30 minute walk of downtown Hamilton and is served by many transit routes and commercial nodes. The quality and number of pedestrian routes and connections through the Strathcona neighbourhood to downtown, transit routes and commercial nodes is therefore important. The proximity of amenity areas and facilities located within walking distance of and within the study area may also allow for an assumed reduction in automobile use compared to more suburban parts of the City.

- **York Boulevard**

York Boulevard is a six lane, two-way street, approximately 36 metres wide with a large central landscaped median. York Boulevard is also identified as a full-time truck route, primarily because of its access to Highway 403. No on-street parking is permitted along the street through the Strathcona neighbourhood. York Boulevard was designed as a vehicular entry way into

central Hamilton, continuing the parkway character of the north-west entrance directly west of the study area through the neighbourhood to downtown. Sidewalks are located directly adjacent to the roadway with no boulevard and minimal street trees. Most trees are located in the central median. Curb radii are designed to promote fast automobile movement. The width of the street and a limited number of points for pedestrian crossing both physically and visually isolates the northern portion of the neighbourhood from the southern portion.

▪ **Victoria Park**

Victoria Park is a large Community Park located in the centre of the study area, and is bordered on all sides by public streets. Located on the highest point of land in the neighbourhood, the park is visible from both ends of the neighbourhood as well as from many streets in the area. The park provides for pedestrian connections across the neighbourhood.

3.12 Environmentally Significant Areas (ESAs)

The Strathcona Neighbourhood contains a portion of the Cootes Paradise Environmentally Significant Area (ESA). The Neighbourhood is adjacent to, or in proximity to, two other ESAs, the Hamilton Escarpment and Hamilton Harbour.

The lands located west and northwest of Breadalbane Street are part of the Cootes Paradise ESA. Cootes Paradise is an 840 hectare natural area containing a Provincially Significant Wetland at the western end of Hamilton Harbour, Life Science Area of Natural and Scientific Interest, Significant Woodland and habitat of rare species. Pursuant to the Natural Heritage Section of the Provincial Policy Statement, development or site alteration within or adjacent to this ESA may require the completion of an Environmental Impact Study. As part of the Sec. Pl., the limits of the Cootes Paradise ESA are being amended.

In addition to the Cootes Paradise ESA, there are also two other prominent Environmentally Significant Areas surrounding Strathcona Neighbourhood:

1. **Hamilton Escarpment**

The area south of the study area is part of the Niagara Escarpment, which has been recognized as a World Biosphere Reserve because of its significant natural and geologic features. The escarpment forms a north-facing slope separating the intensively developed lower City and upper "mountain" sections of urban Hamilton. Despite the degraded nature of this ESA, significant plant and wildlife species persist in this area. Lands which are a part of the Niagara Escarpment are regulated by the Niagara Escarpment Commission (NEC), pursuant to the Niagara Escarpment Commission Act, 1990.

2. Hamilton Harbour

Hamilton Harbour is a large triangular body of open water located to the north of Strathcona, and provides significant habitat for aquatic species. It is widely recognized as a significant, although contaminated, ecosystem and was identified by the International Joint Commission (IJC) as an "Area of Concern" (AOC) in the Great Lakes region. Since 1986, a Remedial Action Plan (RAP) has been developed and implemented for the Hamilton Harbour AOC.

Each of the above areas are also identified as *Core Areas* within the City's natural heritage system. According to the Natural Heritage System policies of the Urban Hamilton Official Plan and the Regional Official Plan, land use changes within or adjacent to ESAs may require the completion of an Environmental Impact Study (EIS). The Official Plan policies detail when an EIS would be required.

There is the potential impact on trees and vegetation on Queen Street and Dundurn Street. Therefore, identification of vegetation impacts (avoidance where possible) and replacement where possible will be required.

4. LANE REDUCTION ANALYSIS

In the latter part of 2011, following the latest public consultations, it was clear that many of the community concerns related to a perceived 'unsafe pedestrian environment' (cycling secondary) particularly in relation to crossing the main arterials in the study area. Indeed, some of the streets are quite wide with Main Street West having a cross section of five one-way lanes, King Street West having four or five one-way lanes and York Boulevard having a six lane cross section in places. It was clear that a scenario for improving the pedestrian environment was simply to take away lanes from some of these corridors.

In order to test whether this was feasible, an analysis of traffic operations was conducted to examine whether a lane could be removed from one or more of the main roads in the study area in order to reallocate that space to active transportation improvements. The analysis was based on either recent traffic counts or modeling conducted for the LRT EA planning study. The intersection and turning movement operational results are provided in the following sections and the Synchro 7 (transportation modelling) output sheets are included in **Appendix M**.

Synchro 7 employs methodology from the Highway Capacity Manual (HCM2000) published by the Transportation Research Board National Research Council that can analyze both signalized and unsignalized intersections in a road corridor or network, taking into account the spacing, interaction, queues, and operations between intersections.

VISSIM is a microscopic multimodal traffic simulation tool that is capable of simulating the operations of cars, trucks, and buses on all roadway classifications, including arterial roads, highways, High Occupancy Vehicle (HOV) and bus lanes, intersections, ramps, weaving and merging areas, interchanges, etc. The adjustable parameters in VISSIM enable real representation of field conditions. VISSIM can simulate / estimate queuing, lane changes, delay, speed, travel time and other traffic operations information.

4.1 Lane Reduction Analysis - Existing

A lane reduction analysis was conducted along the major corridors within the study area. Based on the existing traffic volumes, lane reduction options for Dundurn Street, Locke Street, and Queen Street would not affect operational analyses. **Table 4-1** provides the existing signalized intersection operations comparisons.

Along the Main Street West corridor, the signalized intersections would operate with a level of service 'D' or better during both the AM and PM peak hours. At the intersection of Main Street West and Dundurn Street, the southbound left and the

eastbound shared left, through, and right would experience some significant delay while approaching their capacities.

The signalized intersections on the King Street West corridor would operate with overall level of service 'B' or better during the AM peak hour and level of service 'C' during the PM peak hour. However, the intersection of King Street West at Dundurn Street would operate with an overall level of service 'E' during the PM peak hour with several movements exceeding their capacities.

On the York Boulevard corridor, the signalized intersections of Dundurn Street would operate with an overall level service 'D' during the AM peak hour and a level of service 'F' during the PM peak hour. The eastbound through movement is the movement of concern with the lane reduction as it would exceed capacity during the AM and PM peak hours. At Locke Street, the intersection would operate with an overall level of service 'B' during the AM peak hour and 'D' during the PM peak hour. The westbound left turn movement is the critical movement which would exceed capacity during the PM peak hour. At Queen Street, the intersection would operate with an overall level of service 'E' during both the AM and PM peak hours. The eastbound through-right movement is the critical turning movement in both the AM and PM peak hours with traffic volumes exceeding capacity.

Table 4-1: Existing Signalized Intersection Operations Comparison

Intersection & Movement	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Existing		Lane		Existing		Lane	
	LOS	v / c	LOS	v / c	LOS	v / c	LOS	v / c
Main Street West at Dundurn								
Overall	C		C		C		D	
Eastbound through-left-right	B	0.73	C	0.86	B	0.77	D	0.91
Northbound through	D	0.72	D	0.72	C	0.54	C	0.54
Northbound right	C	0.48	C	0.48	C	0.43	C	0.43
Southbound left	D	0.72	D	0.72	E	0.92	E	0.92
Southbound left and through	C	0.63	C	0.63	D	0.87	D	0.87
Main Street West at Locke								
Overall	B		B		A		A	
Eastbound through-left-right	B	0.77	B	0.91	A	0.71	A	0.84
Northbound through	D	0.82	D	0.82	D	0.66	D	0.66
Northbound right	C	0.46	C	0.46	C	0.39	C	0.39
Main Street West at Queen								
Overall	A		B		C		C	
Eastbound through	A	0.70	A	0.89	C	0.74	C	0.93
Eastbound right	A	0.37	A	0.37	C	0.69	C	0.69
Southbound left and through	D	0.53	D	0.37	B	0.52	B	0.52

Intersection & Movement	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Existing		Lane		Existing		Lane	
	LOS	v / c	LOS	v / c	LOS	v / c	LOS	v / c
King Street West at Dundurn								
Overall	B		B		C		E	
Westbound through-left-right	B	0.70	B	0.82	B	0.95	E	1.12
Northbound left	C	0.75	C	0.75	F	1.03	F	1.03
Northbound left and through	C	0.55	C	0.55	C	1.17	C	1.17
Southbound through and right	C	0.60	C	0.60	C	0.88	C	0.88
King Street West at Strathcona								
Overall	A		A		A		A	
Westbound through-right	A	0.39	A	0.58	A	0.67	A	0.79
Southbound right	D	0.41	D	0.41	D	0.61	D	0.61
King Street West at Locke								
Overall	B		B		B		C	
Westbound through-right	A	0.53	A	0.67	B	0.75	B	0.94
Northbound left	D	0.52	D	0.52	D	0.45	D	0.45
Northbound through	D	0.42	D	0.42	D	0.44	D	0.44
Southbound right	C	0.32	C	0.32	C	0.90	C	0.90
King Street West at Queen								
Overall	B		B		B		C	
Westbound left- through	B	0.49	B	0.62	B	0.70	C	0.88
Southbound through-right	B	0.56	B	0.56	C	0.81	C	0.81
Southbound right	B	0.55	B	0.55	D	0.84	C	0.84
York Boulevard at Dundurn								
Overall	B		D		D		F	
Eastbound through	C	0.69	F	1.16	D	0.99	F	1.42
Eastbound right	A	0.18	A	0.18	A	0.52	A	0.52
Westbound left	C	0.78	C	0.61	C	0.81	C	0.81
Westbound through	A	0.44	A	0.44	C	0.87	C	0.87
Northbound left	D	0.55	C	0.55	C	0.17	C	0.17
Northbound right	A	0.14	A	0.14	B	0.29	B	0.29
York Boulevard at Locke Street								
Overall	A		B		C		D	
Eastbound left	A	0.35	B	0.39	C	0.72	D	0.92
Eastbound through-right	A	0.56	B	0.80	A	0.52	A	0.75
Westbound left	D	0.53	E	0.75	F	1.57	F	2.09
Westbound through-right	A	0.41	B	0.59	B	0.59	C	0.85
Northbound left- through	D	0.45	D	0.45	C	0.32	C	0.32
Northbound right	C	0.25	C	0.25	B	0.10	B	0.10
Southbound left -through	C	0.18	C	0.18	C	0.39	C	0.39
Southbound right	C	0.48	C	0.48	D	0.71	D	0.71

Intersection & Movement	Weekday AM Peak Hour				Weekday PM Peak Hour			
	Existing		Lane		Existing		Lane	
	LOS	v / c	LOS	v / c	LOS	v / c	LOS	v / c
York Boulevard at Queen								
Overall	B		E		C		E	
Eastbound through-right	B	0.84	F	1.21	D	0.91	F	1.31
Westbound left	D	0.74	D	0.74	D	0.87	D	0.87
Westbound through	A	0.40	B	0.58	B	0.60	B	0.87
Southbound left	C	0.18	C	0.18	C	0.19	C	0.19
Southbound through-right	C	0.36	C	0.36	C	0.50	C	0.50

LOS – Level of Service, v / c – volume to capacity ratio

4.2 Lane Reduction Analysis - Future

The following sections outline the future signalized intersection operations resulting in lane reductions on several corridors with and without LRT. The following corridors are proposed to have lane reductions:

- Main Street West (from Strathcona Avenue South to Queen Street)
- Locke Street (between Main Street West and King Street West)
- Queen Street (from York Boulevard to Main Street West)
- York Boulevard (from Dundurn Street to Queen Street)

Two (2) future scenarios were analyzed; 2021 with LRT and 2021 without LRT. The 2021 future traffic volumes were obtained from the *Hamilton Rapid Transit VISSIM Model Report, July 2011* prepared by Steer Davies Gleave.

4.2.1 Main Street West

Main Street West currently has a five (5) lane cross-section. For this analysis, one (1) lane was removed east of Dundurn Street (around Strathcona Avenue South) to Queen Street resulting in a four (4) lane cross-section.

4.2.1.1 2021 No LRT

Under the 2021 No LRT Scenario, Main Street West will operate satisfactorily with a lane reduction during the weekday AM and PM peak hours with the exception of the intersection at Locke Street during the PM peak hour which will operate with an overall level of service 'E' during the PM peak hour. The eastbound left-through-right turn movements at the intersection with Locke Street will experience a volume to capacity ratio greater than one (1) (but with a delay less than a minute) during the PM peak hour.

Table 4-2 provides the 2021 No LRT analysis results for main Street West.

Table 4-2: Main Street West - 2021 No LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Main at Dundurn	F		93.7	F		58.3	F		134.5	F		100.9
Eastbound left-through-right	F	1.05	97.7	F	1.05	97.7	F	1.17	147.2	F	1.17	102.5
Northbound through	D	0.74	40.2	D	0.74	40.2	D	0.56	35.1	D	0.56	35.1
Northbound right	D	0.52	37.7	D	0.52	37.7	D	0.46	36.2	D	0.46	36.2
Southbound left	F	1.26	175.7	F	1.26	175.7	F	1.24	162.9	F	1.24	161.8
Southbound through	F	1.09	94.0	F	1.09	94.0	F	1.15	115.1	F	1.15	114.4
Main at Locke	B		10.5	B		16.8	A		9.3	E		56.7
Eastbound left-through right	A	0.84	7.4	B	0.99	14.4	A	0.94	5.2	E	1.11	58.2
Northbound through	D	0.69	41.1	D	0.69	41.1	D	0.81	48.5	D	0.81	48.5
Northbound right	C	0.39	33.3	C	0.39	33.3	C	0.48	35.0	C	0.48	35.0
Main at Queen	B		10.8	B		14.6	C		26.2	D		45.4
Eastbound through	A	0.75	5.1	A	0.94	9.9	C	0.84	27.6	E	1.06	56.0
Eastbound right	A	0.41	1.4	A	0.41	1.0	C	0.79	28.1	C	0.79	25.8
Southbound left-through	D	0.58	43.2	D	0.83	45.5	C	0.56	20.3	C	0.81	25.5

4.2.1.2 2021 LRT

Under the 2021 with LRT Scenario, Main Street West will operate satisfactorily with a lane reduction during the weekday AM and PM peak hours. The intersection at Locke Street will operate with an overall level of service 'C' during the PM peak hour (compared to an overall level of service 'E' without the LRT). **Table 4-3** provides the 2021 with LRT analysis results for Main Street West.

Table 4-3: Main Street West - 2021 with LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Main at Dundurn	F		91.4	E		60.5	F		109.8	E		74.0
Eastbound left-through-right	F	1.07	102.1	F	1.02	38.7	F	1.10	120.4	E	1.10	72.5
Northbound through	D	0.90	54.4	D	0.83	45.2	C	0.56	35.0	C	0.56	35.0
Northbound right	D	0.62	42.0	D	0.58	40.0	D	0.46	36.1	D	0.46	36.1
Southbound left	F	1.06	99.8	F	1.43	346.0	F	1.16	134.6	F	1.16	133.2
Southbound through	E	1.02	69.6	F	1.24	141.6	F	1.09	90.4	F	1.09	89.6
Main at Locke	B		10.9	B		17.1	A		8.2	C		23.2
Eastbound left-through right	A	0.84	7.5	B	0.99	14.4	A	0.87	3.8	C	1.03	20.6
Northbound through	D	0.73	43.4	D	0.73	43.1	D	0.80	48.1	D	0.80	48.1
Northbound right	C	0.41	33.8	C	0.41	33.6	C	0.48	34.8	C	0.48	34.8
Main at Queen	A		9.7	B		12.8	C		23.4	C		28.7
Eastbound through	A	0.71	4.3	A	0.90	7.5	C	0.78	26.3	C	0.99	32.7
Eastbound right	A	0.38	1.1	A	0.39	0.8	C	0.74	26.8	C	0.74	24.8
Southbound left-through	D	0.48	44.9	D	0.69	49.9	B	0.58	12.5	B	0.83	19.5

4.2.2 Locke Street

Currently, Locke Street between Main Street West and King Street West is one-way northbound only and has a two lane cross-section. For this analysis, one lane was removed, but a northbound left turn lane was included at its intersection with King Street West. The traffic signals at the intersection of Locke Street and King Street West were also optimized for best results.

4.2.2.1 2021 No LRT

Under the 2021 No LRT Scenario, Locke Street at Main Street West would operate with an overall level of service 'B' during the weekday AM peak hour and an overall level of service 'E' during the PM peak hour (with the eastbound movement on Main Street West effecting the overall results) with the lane reduction. At its intersection with King Street West, Locke Street would operate during the PM peak hours with an

overall level of service 'F', therefore would require mitigation to address the capacity issues. **Table 4-4** provides the 2021 No LRT analysis results for Locke Street.

Table 4-4: Locke Street - 2021 No LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Locke at Main	B		10.5	B		16.8	A		9.3	E		56.7
Eastbound left-through right	A	0.84	7.4	B	0.99	14.5	A	0.94	5.2	E	1.11	58.2
Northbound through	D	0.69	41.1	D	0.69	40.8	D	0.81	48.5	D	0.81	48.5
Northbound right	C	0.39	33.3	C	0.39	33.2	C	0.48	35.0	C	0.48	35.0
Locke at King	B		17.3	C		21.7	D		36.8	F		113.7
Westbound through-right	B	0.75	10.5	B	0.95	16.3	C	1.03	30.0	F	1.23	120.6
Northbound left	D	0.76	53.1	D	0.74	50.6	E	0.94	71.2	F	1.08	106.9
Northbound through	D	0.61	46.5	D	0.60	44.7	E	0.93	67.9	F	1.06	101.4
Southbound right	C	0.17	34.9	C	0.17	33.1	B	0.47	19.5	C	0.54	25.4

4.2.2.2 2021 LRT

Under the 2021 with LRT Scenario, both intersections (Locke Street at Main Street West and Locke Street at King Street West) will operate satisfactorily during the weekday AM and PM peak hours with the lane reduction. **Table 4-5** provides the 2021 with LRT analysis results for Locke Street.

Table 4-5: Locke Street - 2021 with LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Locke at Main	B		10.9	B		17.1	A		8.2	C		23.2
Eastbound left-through right	A	0.84	7.5	B	0.99	14.4	A	0.87	3.8	C	1.03	20.6
Northbound through	D	0.73	43.4	D	0.73	43.1	D	0.80	48.1	D	0.80	48.1
Northbound right	C	0.41	33.8	C	0.41	33.6	C	0.48	34.8	C	0.48	34.8
Lock at King	C		22.0	C		21.5	C		29.4	C		23.4
Westbound through-right	C	0.60	20.4	B	0.60	20.0	B	0.51	12.4	C	0.70	20.6
Northbound left	C	0.51	26.2	C	0.51	25.6	E	0.95	77.2	C	0.54	33.5
Northbound through	C	0.41	24.2	C	0.41	23.7	E	0.93	73.2	C	0.53	33.1
Southbound right	B	0.08	17.8	B	0.08	17.6	C	0.65	21.3	B	0.38	14.7

4.2.2.3 Queuing Results

With the reduction of one lane on Locke Street between Main Street West and King Street West, there were some concerns regarding the queue reach of northbound vehicles at King Street West. SimTraffic was used to determine average and 95th percentile queue reach of the northbound turning movements under both scenarios. Locke Street between Main Street West and King Street West is approximately 230m.

The 95th-percentile queue is defined to be the queue length (in vehicles) that has only a 5-percent probability of being exceeded during the analysis time period. Under the 2021 No LRT Scenario, the longest 95th queue expected is 170m. Under the 2021 with LRT Scenario, the longest 95th queue expected is 205m (**Table 4-6**).

Table 4-6: Locke Street at King Street West Northbound Queuing Results

Locke at King	NB Left		NB Through	
Scenario	Avg Q (m)	95 th Q (m)	Avg Q (m)	95 th Q (m)
2021 AM - No LRT	43.7	62.7	38.1	59.7
2021 AM - with LRT	60.7	71.8	130.8	205.4
2021 PM - No LRT	60.7	73.9	134.1	169.8

Locke at King	NB Left		NB Through	
Scenario	Avg Q (m)	95 th Q (m)	Avg Q (m)	95 th Q (m)
2021 PM – with LRT	61.8	70.5	121.7	166.2

4.2.3 Queen Street

Currently, Queen Street is one-way only southbound and has a three lane cross-section. For this analysis, one lane was removed between York Boulevard and Main Street West. The traffic signals at Queen Street and York Boulevard were optimized.

4.2.3.1 2021 No LRT

Under the 2021 No LRT Scenario, the intersection of Queen Street and York Boulevard will operate unsatisfactorily during the AM and PM hours with overall level of service 'F' and 'E' respectively. The intersections of Queen Street at King Street West and Queen Street at Main Street West will operate satisfactorily during the AM and PM peak hours with overall level of service 'D' or better. **Table 4-7** provides the 2021 NO LRT analysis results for Queen Street.

Table 4-7: Queen Street - 2021 No LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Queen at York	F		84.8	F		88.4	E		66.4	E		68.0
Eastbound through-right	F	1.25	138.3	F	1.25	142.5	F	1.14	101.9	F	1.14	98.5
Westbound left	E	0.94	71.2	E	0.94	71.2	F	1.16	125.7	F	1.16	125.7
Westbound through	A	0.51	9.3	A	0.74	13.6	B	0.60	10.8	B	0.86	19.0
Southbound left	C	0.22	30.8	C	0.22	30.8	C	0.12	28.3	C	0.12	28.3
Southbound through-right	C	0.46	30.7	C	0.46	30.7	C	0.38	29.6	C	0.38	29.6
Queen at King	B		18.4	C		25.0	D		39.7	D		37.8
Westbound left-through	B	0.73	15.6	C	0.92	24.6	D	1.02	41.9	D	1.02	39.4
Southbound through	C	0.72	23.5	C	0.72	23.6	C	0.76	31.6	C	0.76	31.5
Southbound right	C	0.76	31.3	C	0.77	31.5	C	0.78	33.6	C	0.79	33.8

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Queen at Main	B		10.8	B		15.6	C		26.2	D		45.6
Eastbound through	A	0.75	5.1	A	0.94	9.8	C	0.84	27.5	E	1.06	56.0
Eastbound right	A	0.41	1.4	A	0.41	1.0	C	0.79	28.1	C	0.79	25.8
Southbound left-through	D	0.58	43.2	D	0.83	51.9	C	0.56	20.6	C	0.81	26.6

4.2.3.2 2021 LRT

Under the 2021 with LRT Scenario, the intersection of Queen Street at York Boulevard will operate with overall level of service 'F' during the AM and PM peak hours. The intersections of Queen Street at Main Street West and Queen Street and King Street West will operate with overall level of service 'C' or better during the AM and PM peak hours. **Table 4-8** provides the 2021 with LRT analysis results with LRT.

Table 4-8: Queen Street - 2021 with LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Queen at York	F		115.7	F		157.3	F		114.0	F		197.5
Eastbound through-right	F	1.34	178.1	F	1.37	192.2	F	1.33	183.2	F	1.33	181.1
Westbound left	F	1.53	281.1	F	1.43	239.7	F	1.44	234.5	F	1.44	234.5
Westbound through	B	0.84	15.7	F	1.20	116.3	C	0.99	31.4	F	1.42	214.3
Southbound left	C	0.22	30.8	C	0.22	30.8	C	0.12	28.3	C	0.12	28.3
Southbound through-right	C	0.47	32.8	C	0.47	32.8	C	0.40	31.0	C	0.40	31.0
Queen at King	B		10.7	B		11.3	C		25.5	C		25.5
Westbound left-through	A	0.31	9.9	B	0.39	10.7	C	0.51	20.0	C	0.62	21.0
Southbound through	B	0.71	13.0	B	0.71	13.4	C	0.73	30.4	C	0.75	29.5

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Southbound right	A	0.68	8.1	A	0.68	8.5	C	0.75	31.4	C	0.77	30.6
Queen at Main	A		9.7	B		12.8	C		25.7	C		30.9
Eastbound through	A	0.71	4.3	A	0.90	7.5	C	0.78	26.3	C	0.99	32.7
Eastbound right	A	0.38	1.1	A	0.39	0.8	C	0.74	26.8	C	0.74	24.8
Southbound left-through	D	0.48	44.9	D	0.69	49.9	B	0.58	23.3	C	0.83	29.7

4.2.3.3 Queuing Results

With the reduction of a lane along Queen Street, there were some concerns regarding the queue reach of southbound vehicles at King Street West. Based on the number of right turn volumes, a three lane cross-section was assumed for the southbound leg. Using SimTraffic, average and 95th percentile queue reach were estimated for both scenarios. Under the 2021 no LRT scenario, the longest 95th percentile queue reach is 53m during the PM peak hour. Under the 2021 with LRT scenario, the longest 95th percentile queue reach is 52m during the PM peak hour (Table 4-9).

Table 4-9: Queen Street at King Street West Southbound Queuing Results

Queen at King	SB Through		SB Through-Right		SB Right	
Scenario	Avg Q (m)	95 th Q (m)	Avg Q (m)	95 th Q (m)	Avg Q (m)	95 th Q (m)
2021 AM - No LRT	23.5	39.3	30.1	45.3	28.3	44.6
2021 AM - with LRT	16.4	29.7	20.2	32.4	16.7	27.4
2021 PM – No LRT	30.2	46.0	39.4	54.2	37.3	53.3
2021 PM – with LRT	35.2	50.3	40.0	51.4	34.7	47.2

4.2.4 York Boulevard

York Boulevard currently consists of a six lane cross-section with a wide centre median between Dundurn Street and Queen Street. For this analysis, one lane in each direction was removed west of Queen Street North, resulting in a four lane cross-section. The traffic signals at the intersections of Dundurn Street and Queen

Street were optimized and maintained for three (3) east bound operational lanes for autos.

4.2.4.1 2021 No LRT

Under the 2021 No LRT Scenario, the intersections at Dundurn Street and Locke Street would operate with overall level of service 'D' or better during the AM and PM peak hours. However, the westbound left turn movements at Dundurn Street and Locke Street would experience significant delay and exceed capacity with a lane reduction. The intersection of York Boulevard at Queen Street would operate with overall level of service 'F' during the AM peak hour and overall level of service 'E' during the PM peak hour. **Table 4-10** provides the 2021 No LRT analysis results for York Boulevard.

Table 4-10: York Boulevard - 2021 No LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
York at Dundurn	B		16.2	D		51.6	C		31.1	D		54.1
Eastbound through	C	0.69	20.8	F	1.16	105.1	C	0.87	33.7	E	1.06	67.5
Eastbound right	A	0.18	0.3	A	0.18	0.3	A	0.48	4.6	A	0.44	3.7
Westbound left	C	0.78	31.1	C	0.61	22.5	D	0.94	52.9	F	1.40	213.8
Westbound through	A	0.44	3.2	A	0.44	4.1	C	0.86	31.7	C	0.86	26.8
Northbound left	D	0.55	51.4	C	0.55	31.6	C	0.17	31.4	D	0.17	35.7
Northbound right	A	0.14	0.2	A	0.14	0.2	B	0.29	17.4	C	0.29	20.2
York at Locke	A		10.0	B		14.9	C		26.3	D		37.0
Eastbound left	A	0.35	7.0	A	0.39	6.6	C	0.66	28.2	D	0.91	52.1
Eastbound through- right	A	0.56	3.8	B	0.80	11.0	A	0.50	0.6	A	0.72	1.8
Westbound left	C	0.53	34.3	E	0.75	58.4	F	1.48	267.1	F	1.85	422.4
Westbound through- right	A	0.41	9.8	B	0.59	13.1	B	0.57	15.4	B	0.82	19.4
Northbound left-through	D	0.45	35.9	D	0.45	39.9	C	0.37	24.0	C	0.37	26.7
Northbound right	C	0.25	27.9	C	0.25	29.7	B	0.11	15.0	B	0.11	16.7
Southbound left-through	C	0.18	29.1	C	0.18	29.1	C	0.44	33.3	C	0.44	33.3
Southbound right	C	0.48	26.2	C	0.46	21.2	D	0.76	44.5	D	0.76	44.5

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
York at Queen	F		84.8	F		88.4	E		66.4	E		68.0
Eastbound through-right	F	1.25	138.3	F	1.25	142.5	F	1.14	101.9	F	1.14	98.5
Westbound left	E	0.94	71.2	E	0.94	71.2	F	1.16	125.7	F	1.16	125.7
Westbound through	A	0.51	9.3	A	0.74	13.6	B	0.60	10.8	B	0.86	19.0
Southbound left	C	0.22	30.8	C	0.22	30.8	C	0.12	28.3	C	0.12	28.3
Southbound through-right	C	0.46	30.7	C	0.46	30.7	C	0.38	29.6	C	0.38	29.6

4.2.4.2 2021 LRT

Under the 2021 with LRT Scenario, the intersection of York Boulevard at Dundurn Street will operate with an overall level of service 'D' during the AM peak hour with the lane reduction. During the PM peak hour, it will operate with an overall level of service 'D' with the eastbound through and westbound left turn movements exceeding capacity and having significant delay.

The intersection of York Boulevard and Locke Street will operate with an overall level of service 'B' during the AM peak hour and an overall level of service 'D' during the PM peak hour. The westbound left turn movement will have significant delay and exceed its capacity during the PM peak hour.

The intersection of York Boulevard and Queen Street will operate with an overall level of service 'F' during the AM and PM peak hours with several turning movements experiencing significant delays and exceeding capacity with the lane reduction. **Table 4-11** provides 2021 with LRT analysis results for York Boulevard.

Table 4-11: York Boulevard - 2021 with LRT

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
York at Dundurn	B		17.1	D		52.0	C		31.3	E		56.1
Eastbound through	C	0.74	23.0	F	1.16	105.1	C	0.87	33.7	E	1.06	67.5
Eastbound right	A	0.18	0.3	A	0.18	0.3	A	0.48	4.6	A	0.44	3.7
Westbound left	C	0.70	28.5	C	0.61	24.0	D	0.94	53.4	F	1.40	216.0
Westbound through	A	0.44	4.9	A	0.44	5.0	C	0.86	32.3	C	0.86	31.5
Northbound left	D	0.55	46.8	C	0.55	31.6	C	0.17	31.3	D	0.17	35.7
Northbound right	A	0.14	0.2	A	0.14	0.2	B	0.29	17.5	C	0.29	20.2
York at Locke	B		13.4	B		19.7	C		24.9	D		37.2
Eastbound left	A	0.35	8.4	B	0.39	11.7	C	0.66	28.3	D	0.91	52.1
Eastbound through- right	A	0.56	4.8	B	0.80	16.2	A	0.50	0.6	A	0.72	1.8
Westbound left	C	0.53	30.3	C	0.75	33.4	F	1.48	249.4	F	1.85	409.9
Westbound through- right	B	0.41	15.5	B	0.59	17.6	B	0.57	14.6	B	0.82	20.7
Northbound left-through	D	0.45	52.2	D	0.45	50.7	C	0.37	21.9	C	0.37	36.3
Northbound right	D	0.25	43.6	D	0.25	41.5	B	0.11	14.5	B	0.11	21.5
Southbound left-through	C	0.18	29.1	C	0.18	29.1	C	0.44	33.3	C	0.44	33.3
Southbound right	C	0.48	26.2	C	0.48	26.2	D	0.76	44.5	D	0.76	44.5
York at Queen	F		115.7	F		157.3	F		114.0	F		197.5
Eastbound through-right	F	1.34	178.1	F	1.37	192.2	F	1.33	183.2	F	1.33	181.1
Westbound left	F	1.53	281.1	F	1.43	239.7	F	1.44	234.5	F	1.44	234.5
Westbound through	B	0.84	15.7	F	1.20	116.3	C	0.99	31.4	F	1.42	214.3
Southbound left	C	0.22	30.8	C	0.22	30.8	C	0.12	28.3	C	0.12	28.3

Intersection & Movement	AM						PM					
	As Is			With Lane Reduction			As Is			With Lane Reduction		
	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)	LOS	V/C	Delay (s)
Southbound through-right	C	0.47	32.8	C	0.47	32.8	C	0.40	31.0	C	0.40	31.0

4.3 Conclusions

- **Dundurn Street** – Under existing and future traffic conditions, Dundurn Street between Main Street West and King Street West would not operate to acceptable levels of service with one less lane due to the intersection constraints at both Main Street West and King Street West
- **Locke Street** – Under existing and future traffic conditions, Locke Street between Main Street West and King Street West would operate satisfactorily with one less lane during the AM and PM peak hours. Existing queuing at the north end of Locke Street will increase if the loss of one lane is continued through to King Street West
- **King Street West** – Under existing conditions, King Street West would operate satisfactorily with a one less lane between Queen Street and Dundurn Street during the AM and PM peak hours. The corridor operated well with one lane less throughout most of 2011 because of construction. For future traffic conditions, LRT is currently planned for routing along King Street West and no further action is required as the ultimate planning and design for King Street West would be incorporated into the LRT study as well as from the intended bus only lane along this corridor
- **Main Street West** – Under existing and future traffic conditions, Main Street West would operate adequately with one less lane from east of Dundurn Street to Queen Street during the AM and PM peak hours. Reducing a lane west of Dundurn Street would not be feasible due to concerns from weaving and potential queue reach from/to the Highway 403 off-ramps. Further study (discussions are on going with MTO) to rationalize the lane configuration of Main Street West up and down stream of the highway would be needed before this section could be included in the reduced-lanes scenario, as well as to confirm that the lane reduction can occur just east of Strathcona.
- **Queen Street** – Under existing and future traffic conditions, Queen Street from York Boulevard to Main Street West would operate adequately with a lane reduction during the AM and PM peak hours. Due to queuing concerns, the existing lane configuration at King Street West (a right, shared through-right, and

through lane) would be retained to approximately seventy five metres (75m) to the north.

- **York Boulevard** – Under existing traffic conditions, York Boulevard would operate satisfactorily with a lane reduction between Dundurn Street and Queen Street during the AM and PM peak hours. The current eastbound lane configuration (three (3) lanes) on York Boulevard at Queen Street would be retained for approximately 100 metres west of the intersection to accommodate eastbound traffic volumes. For future traffic conditions and with the LRT along King Street West, York Boulevard would have to be reinstated to six (6) lanes to accommodate the diverted traffic from King Street West. Under future traffic conditions without the LRT on King Street West, York Boulevard would still require six (6) lanes (3 lanes per direction) to accommodate the future traffic volume demands through the Queen Street intersection. Therefore a lane reduction on York Boulevard can only be considered as a temporary measure should the forecast traffic growth occur and if all future traffic projections are to be accommodated.

5. PLANNING ISSUES

5.1 Operational Issues

A number of issues/concerns were expressed and were dealt with outside the scope of this TMP study. The issues were grouped under two general headings:

- Miscellaneous issues
- Traffic Control issues

Each of these areas of concern is discussed in turn below.

5.1.1 Miscellaneous Issues

- Car Pooling
 - Potential at Dundurn Castle Park Parking Lot (Pilot Project)
 - Potential at Fortino's Plaza
- Connection of the neighbourhood to Kay Drage Park via a trail – ongoing long term initiative – preliminary recommendation for study of a pedestrian bridge connection across rail tracks
- Hamilton CarsShare – City's ongoing efforts to reduce the need for car ownership
- Bikeshare – a City initiative currently underway
- York Boulevard islands between Ralph's Gate and Ray Street N. Pedestrian counts were conducted along the entire corridor from the intersection of York Boulevard with Queen Street to Ralph's Gate (**Exhibit 3-3**). Counts were carried out to observe the frequency and patterns of uses along this corridor by pedestrians and cyclists, when crossing the street either at signalized intersections or at the mid-block existing crossings.

The City's Risk Management and legal obligations were examined in relation to placement of the existing mid-block crossings and if they should be made compliant with the Accessibility for Ontarians with Disabilities Act (AODA) as requested by the public.

This issue has been resolved as all five (5) crossings were made AODA compliant in 2012.

- Nefarious activities on York Boulevard between Dundurn Street and the City of Burlington border. During the course of this study, it has been reported that nefarious activities occur along York Boulevard between Dundurn Street and the City of Burlington border. Site visits were conducted with help of the City's Police Department to investigate possible solutions that transportation planning could accommodate in relation to various activities. Some activities were related to the fact that this part of the study area is remote and sheltered. Increased activity via change of land uses and economic development programming may aid in the area becoming less frequented for beneficial uses and thus also providing more eyes on the property and less opportunity for undesirable activities. The Secondary Plan boundary lies outside of this portion of the TMP and is not expected to address this issue. These changes shall be considered as part of the ongoing Burlington Heights Management Plan (the first of a number of projects stemming from the Cootes to Escarpment Plan). For further information, the website for the Cootes to Escarpment Plan is as follows:
<http://www.cootestoescarpmentpark.ca/BurlingtonHeightsMgmtPlan.html>

Each of these 'miscellaneous' items are part of ongoing initiatives by the City and are not dependent on this TMP, although it should be said that all these initiatives are supportive of the direction of this TMP and therefore aid in the pursuit of the goals of this study.

5.1.2 Traffic Control Issues

A number of operational issues were raised by the public including:

- Pedestrian activated crossing
- Signalized pedestrian crossings
- Warning signage
- Signal timings
- Pavement markings
- Traffic control
- Traffic calming
- Parking

These issues will be considered by the Public Works Department. Justification calculations and policy adherence will be considered on a case-by-case basis.

Accessibility for Ontarians with Disability Act (AODA) Compliance is to be carried out with all new designs and re-constructions. The City's Pedestrian Mobility Plan is ongoing and the City Wide Lighting Study is to be consulted.

These issues are part of the everyday operation of the City's Public Works Department. Staff regularly checks warrants for pedestrian crossings; monitor signal timing and have a traffic calming policy in place for the City. Therefore, particular

issues were referred to the appropriate staff for their consideration and will be dealt with in due course.

The specific locations requested in this TMP study were addressed by City counting pedestrians and filling out the warrant calculation. None of the locations considered met the City warrants for an IPS (Intersection Pedestrian Signal) even though the City warrant system is more liberal than the standard usually used by most municipalities.

The Traffic and Operational Concerns and Responses table, which was provided at PIC#2 (October 2012) and is available on the project FTP site, is contained in **Appendix H**.

5.1.2.1 Pedestrian Activated Crossing at King Street West and Pearl Street

Along this corridor City staff have received requests from the public, the Hamilton Cemetery, Dundurn Castle, and RBG, to accommodate for pedestrian links between both sides of York Boulevard, due to combined facilities or programming where pedestrians would be encouraged to cross the street anywhere within this corridor. Pedestrian counts were conducted to check whether the City's traffic by-law warrant calculations were fulfilled.

While the City's warrant calculations are more generous than those of other area municipalities, they do not account for intent of pedestrians, i.e. the decision to cross or not try to cross if the roadway is too busy is not taken into consideration. Only those attempting to cross are input into the engineering calculations. At the request of the Ward 1 Councillor, a new pedestrian activated signalized crossing was implemented during the course of this study.

5.1.2.2 Pedestrian Crossing at Main Street West and Pearl Street

City staff carried out pedestrian counts in the vicinity of the Main Street West and Pearl Street intersection to help determine if sufficient need existed for a pedestrian activated signal at this location or another location along the corridor, as shown in **Exhibit 3-3**. Warrant calculations along all locations indicated that currently an insufficient number of pedestrians were trying to cross mid-block at this location. An IPS is in the planning process for implementation in 2013/2014 for Main Street West and Pearl Street as per the request of the Ward 1 Counsellor.

5.1.2.3 Signage Review

A study was undertaken to review the existing regulatory, warning and guide signs and outdoor commercial advertising displays on eastbound Main Street West

approaching Dundurn Street and to identify means by which the various sign displays may be simplified to reduce driver workload.

“Workload, in the context of driver distraction, is defined as the competition in driver resources (perceptual, cognitive, physical) between the driving task and a concurrent subsidiary task, occurring over the task’s duration, as manifested in degraded lane keeping, longitudinal control, object-and-event detection, or eye-glance behavior. “ – National Highway Traffic Safety Administration, Driver Workload Metrics Project, November 2006.

A site visit was undertaken on October 13, 2011. At the time of the site visit, construction was occurring on the Highway 403 ramps upstream of the study area. A number of construction signs were posted within the study area. These were not included in this review.

Main Street West is a one-way street for eastbound traffic only. Crossing over Highway 403, Main Street West has a three lane cross section. The eastbound Highway 403 off ramp merges with Main Street West approximately 300m upstream of Dundurn Street. The westbound Highway 403 off-ramp merges with Main Street West approximately 180m upstream of Dundurn Street. Main Street West widens to a five (5) lane cross section downstream of the Highway 403 off ramps.

On the final approach to Dundurn Street, all five (5) lanes proceed through the intersection. However, drivers wishing to turn left onto northbound Dundurn Street must do so from the far left turn lane. The right turn onto southbound Dundurn Street is channelized and accessed from the far right lane. **Exhibit 5-1** shows westbound Main Street West approaching Dundurn Street.



Exhibit 5-1: Westbound Main Street West approaching Dundurn Street

The relative close proximity of the upstream ramps to the intersection of Dundurn Street increases driver workload for drivers exiting the eastbound Highway 403 off-ramp, wishing to turn left at Dundurn Street and significantly increases driver workload for drivers exiting the westbound Highway 403 off-ramp, wishing to turn right at Dundurn Street. Drivers merging onto Main Street West from the Highway 403 off-ramps are also likely driving at speeds significantly higher than the posted fifty (50) km/h speed on Main Street West, further decreasing the time available to process information as they approach Dundurn Street.

Factors that further increase workload for eastbound drivers on Main Street West are as follows:

- An additional street access (Frid Street) that is located approximately 250m upstream of Dundurn Street that allows for right in/ right out movements.
- Four driveway accesses are located upstream of the intersection (three (3) for a gas station on the south side of Main Street West and one (1) for a shopping mall on the north side of Main Street West).

Vehicles entering/exiting Frid Street and these commercial accesses generate additional weaving conflicts and increase driver workload upstream of Dundurn Street.

Weaving manoeuvres are further complicated by queue spillback from the traffic signals at Dundurn Street, which frequently extends back to the ramps.

A number of signs and outdoor advertising displays face eastbound motorists approaching Dundurn Street. Many of the signs have multiple lines of text that drivers simply cannot process while travelling on Main Street West. These signs and outdoor advertising displays further contribute to driver workload and may be leading to expectancy violations, thereby increasing the likelihood of driver error and/or inappropriate operating speeds. One potential outcome of this may be drivers overlooking the red indication at Dundurn Street. Some of the signs were also noted as being defaced or partially blocked.

Suggestions Relating to Signs

A review of the regulatory, guide and information signs on eastbound Main Street West approaching Dundurn Street was done with the following suggestions/recommendations made:

- Signs that are faded or defaced or partially blocked by other signs are replaced/repositioned
- Signs are spread out and are placed only where they are required

Specific suggestions are as follows:

- Replace defaced Hazard Marker located within the right-in/right-out channelization at Frid Street
- Group together all trailblazer information indicating through movements (e.g. Hospital, GO Train) in a single assembly and position on far side of Dundurn Street (note that the GO Train trailblazer is defaced and should be replaced)
- Relocate all community bylaw information signs (50 km/h except where posted, truck route sign, parking regulations) prior to end of eastbound and westbound Highway 403 on ramps

Suggestions Relating to Outdoor Advertising Displays

Approximately a dozen static billboards and display signs for commercial establishments are in full view of eastbound motorists on Main Street West approaching Dundurn Street. The City are to review the applicable permits to ensure that the displays are in compliance with the permit conditions, located at an appropriate setback from the road, and are not restricting any required sight lines.

A large advertising display has been placed on a building on the southeast corner of Main Street West and Dundurn Street. This consists of a large billboard at the top, a smaller display at the bottom left corner and a large size letter board on the bottom right corner with six lines of text, as shown in **Exhibit 5-2**. The message on the letter board would far exceed a driver's ability to read and process the text when proceeding through the intersection and may divert a driver's attention from the road ahead. The City's Sign By-law currently restricts the number of lines of text on outdoor displays and ensures that these types of display signs are not placed in areas with a high driver workload. If signs existed before the new by-law was implemented, and therefore "grandfathered", they are allowed to remain. Any newly constructed signs/new permit applications must comply with the new by-law.

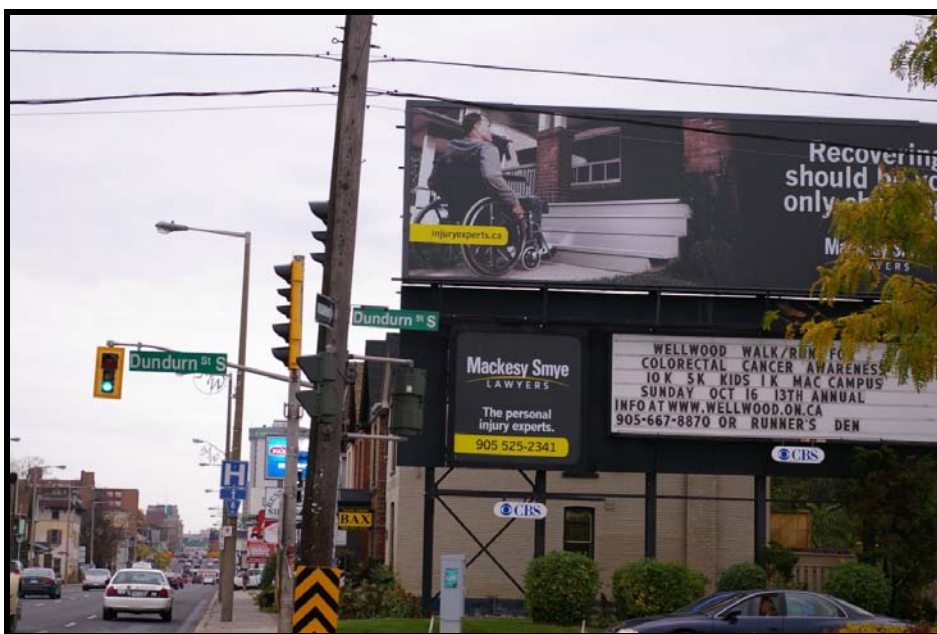


Exhibit 5-2: Advertising Display on Southeast Corner of Main Street West and Dundurn Street

Further Suggestions

Measures that would further reduce driver workload for motorists on eastbound Main Street West approaching Dundurn Street would be placing a "No Turn" restriction at the intersection of Main Street West and Dundurn Street for eastbound motorists. This would in effect relieve some of the issues with weaving by giving motorists exiting the Highway 403 off ramps and wishing to turn right or left more time to manoeuvre into an appropriate lane at a downstream intersection.

To further reduce speed among motorists exiting the Highway 403 off ramps, the MTO may wish to consider using a pavement marking treatment near the end of the exit ramps to reinforce the need to slow down and transition to a lower speed urban environment.

In order to make the traffic signals more conspicuous at Dundurn Street, the MTO may wish to consider replacing the 'highway head' signals with a traffic signal head with oversize lens or adding traffic signal heads.

5.1.2.4 Highway 403 Ramp/King Street West Bicycle Access

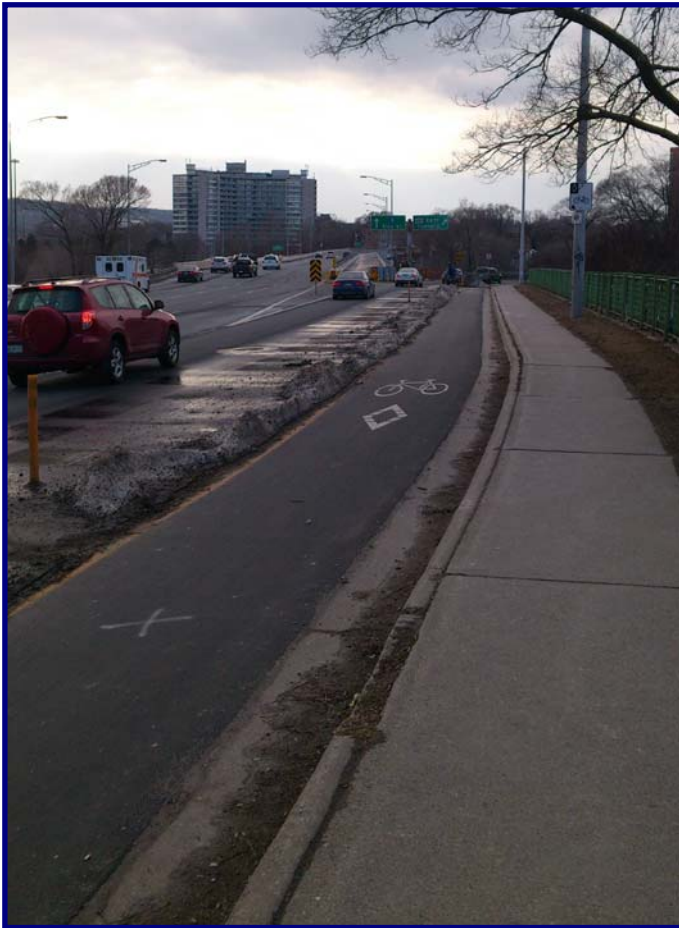
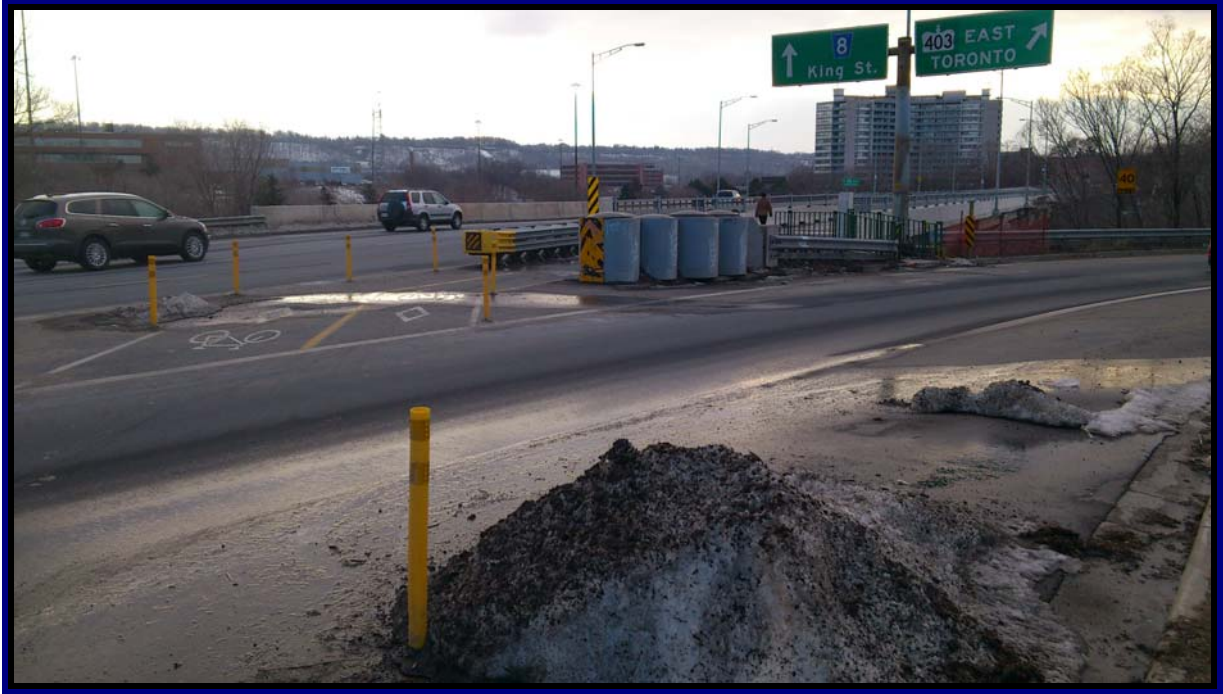
Improved pedestrian and cycling facilities in vicinity of Highway 403 interchange ramps onto Main and King Street Wests and York Boulevard were called for by many of the public. The ramp areas on these streets are under the jurisdiction of the MTO. One particular issue included the bicycle lanes on King Street West crossing the Highway 403 on-ramp.

As part of an ongoing re-construction of this ramp, the MTO installed lane markings to direct cyclists using the north side bicycle lane to stop, and face the traffic to cross the ramp in order to avoid the dangerous merge that was previously taking place. This was recently opened (late 2012) and is a significant improvement in safety for cyclists at this location.

After construction by MTO, the crossing used by cyclists has been returned to its pre-construction state with ease of crossing. The pedestrian AODA requirements were found by MTO staff to be outside of the original Provincial EA project and not part of the main focus of their process. The pedestrian crossing component therefore still includes stairs. This has been identified to MTO staff, and will be addressed during future ramp reconstruction projects.

The following are images of the Highway 403 Ramp/King Street West bicycle access that were taken post 2012 construction.





6. DEVELOPMENT OF PLANNING ALTERNATIVES

As the problem statement suggests, there are a number of corridors, e.g. Main Street West, York Boulevard, Locke Street and Queen Street, where road capacity currently exists. Alternative planning solutions were developed for each of the featured road corridors with a view to reducing the number of lanes where feasible. Alternatives for King Street West were developed and evaluated in light of them being short term options in advance of the reconfiguration of the street as part of the future LRT implementation. Similarly, lane reductions on York Boulevard were considered short term only until at such time congestion would require restoration of the six (6) lane cross-section.

Alternative planning solutions were developed for each of the corridors identified through the public consultation process, namely:

- Main Street West
- King Street West
- York Boulevard
- Dundurn Street
- Locke Street
- Queen Street
- Margaret Street

6.1 Evaluation Criteria

The evaluation for each corridor was carried out assessing the impact on the following main factors:

- | | |
|---------------|----------------------|
| ▪ Pedestrians | ▪ Transit Passengers |
| ▪ Cyclists | ▪ Urban Design |
| ▪ Drivers | ▪ Costs |
| ▪ Parking | ▪ Socio-economic |

The evaluation was summarized by using 'pies' to reflect the relative merits of each option.



The method around which the main factors were assessed is described in **Table 6-1**.

Table 6-1: Evaluation Criteria

Factor	Criteria
Pedestrians <i>Safety, walking environment, encourages walking</i>	<ul style="list-style-type: none"> ▪ Poor – sub-standard sidewalk widths and/or wide crossings (4+ lanes) ▪ Neutral – adequate sidewalk widths and/or reasonable crossing distance (3 lanes max.) ▪ Good – wider than minimum sidewalks and/or crossing distance of 2 lanes only ▪ Excellent – wide sidewalks and/or minor crossing (1 lane only)
Cyclists <i>Safety, cycling environment, encourages cycling</i>	<ul style="list-style-type: none"> ▪ Poor – no cycling facilities or reduced safety ▪ Neutral – minimal improvements (shared sharrow lane) ▪ Good – general improvement (on-street cycling lane) ▪ Excellent – major improvements (separated cycling lane by barrier or within boulevard)
Drivers <i>Capacity, speed, intersection operations</i>	<ul style="list-style-type: none"> ▪ Poor – road congestion , significant delay ▪ Neutral – road at capacity in peak periods, some delay ▪ Good – sufficient capacity, no significant delay ▪ Excellent – excess road capacity or significant reduction in congestion
Parking <i>Net gain / loss of parking spaces</i>	<ul style="list-style-type: none"> ▪ Poor – significant loss of parking spaces ▪ Neutral – no loss/gain of parking spaces ▪ Good – slight increase in the number of parking spaces (that are needed) ▪ Excellent – significant increase in the number of parking spaces (that are needed)
Transit Passengers <i>Transit access, transit travel time</i>	<ul style="list-style-type: none"> ▪ Poor – reduction in service or significant slowing of operations ▪ Neutral – minimal/no change in service or bus speeds ▪ Good – minor improvements (HOV lanes, operational reliability, improved access) ▪ Excellent – major improvements (transit only lanes, significantly safer pedestrian access)
Urban Design <i>Streetscaping, landscaping</i>	<ul style="list-style-type: none"> ▪ Poor – little or no space available for landscaping ▪ Neutral – some space available for (hanging baskets, planters) ▪ Good – landscape areas, benches, planters possible at bump outs ▪ Excellent – major improvements (large areas for landscaping, benches, planters, decoration)
Costs <i>Relative within each set of evaluations</i>	<ul style="list-style-type: none"> ▪ Poor – High cost (\$\$\$) ▪ Neutral – Medium cost (\$\$) ▪ Good – Minor cost (\$) ▪ Excellent – No cost
Socio-Economic	<ul style="list-style-type: none"> ▪ Natural Environment ▪ Archaeology ▪ Built Heritage <p><i>All socio-economic evaluation in the alternatives would be neutral as there are no impacts to the built or natural heritage as a result of any of the alternatives (subject to preliminary alternatives' approval)</i></p>

6.2 Preliminary Evaluation

Following the February 2012 CLC meeting, the evaluations were refined before being presented at PIC#2 in October 2012.

The following sections describe the alternatives, illustrate the functional design for each alternative and the results of the alternative elevations for each corridor.

6.2.1 Dundurn Street

The following planning alternatives were developed for Dundurn Street (King Street West to Main Street West) and evaluated against one another:

- Do-nothing (Exhibit 6-1)
- Alternative A1: Remove one lane of traffic in each direction and convert to an on-street parking lanes (where merited) (Exhibit 6-1)
- Alternative A2: Remove one lane of traffic in each direction and convert to on-street bicycle lanes (Exhibit 6-2)
- Alternative A3: Remove one lane of traffic in each direction and convert to boulevard bike trail (Exhibit 6-2)
- Alternative B1: Add bike lane on each side and keep existing east curb (Exhibit 6-3)
- Alternative B2: Add bike lane to west side and keep existing lanes and curbs (Exhibit 6-3)

The alternatives with an A prefix (A1, A2, and A3) all assume the four (4) lane section would be reduced to two (2) lanes.

LEGEND:

□ Existing Curb	— Existing Sidewalk	— Proposed Sidewalk or Bike Track
■ Proposed Curb	— Widened Sidewalk	

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EVALUATION FACTOR									ALTERNATIVE
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimal sidewalk,	No cycling facilities	Excess capacity between York and King; congested between King and Main Travel Time (seconds): Northbound AM – 197 PM – 176 Southbound AM – 183 PM – 152	No existing on-street parking. No net loss or gain	Good operating speeds for buses	Little room for streetscaping; existing young trees on west side	No cost	None		<p>Do Nothing (King St. to Main St.)</p>
							NONE		
Some improved sidewalk safety & reduce crossing distance	No cycling facilities	Inadequate road capacity between King and Main. Travel Time (seconds): Northbound AM – 317 PM – 216 Southbound AM – 315 PM – 401	Between King and Main ~50 parking spaces A net gain of ~95 parking spaces	Little change in transit operations	Potential for additional streetscaping between parking; existing young trees on west side remain	Initial capital cost estimated at \$700,000 (High Cost)	Schedule B		<p>Alternative A1-Remove 1 of the 2 Traffic Lanes & Convert to On-street Parking Lanes (Where merited) (King St. to Main St.)</p>
							CURRENT PROCESS ONLY		

Exhibit 6-1: Do Nothing and Alternative A1 for Dundurn Street

EVALUATION FACTOR									ALTERNATIVE
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Improved sidewalk safety due to bicycle lane buffer	On-road bike facilities	Inadequate road capacity between King and Main. Travel Time (seconds): Northbound Northbound AM – 317 PM – 216 Southbound AM – 315 PM – 401	No net loss or gain	Little change in transit operations Once LRT is implemented, lane reduction on Dundurn is not possible	No change; existing young trees on west side	Initial capital cost estimated at \$123,000 (Medium cost)	Schedule B		<p>Alternative A2-Remove 1 Lane of Traffic & Convert to On-street Bike Lanes</p> <p>(King St. to Main St.)</p>
							CURRENT PROCESS ONLY		
Improved sidewalk safety & reduced crossing width	Boulevard path provided	Inadequate road capacity between King and Main. Travel Time (seconds): Northbound Northbound AM – 317 PM – 216 Southbound AM – 315 PM – 401	No net loss or gain	Little change in transit operations; reduce crossing width for passengers	Minor potential for improving landscaping ; existing young trees on west side remain	Initial capital cost estimated at \$685,000 (High cost) Winter maintenance problematic (need to remove and not store snow on boulevard)			<p>Alternative A3-Remove 1 Lane of Traffic & Convert to Boulevard Bike Trail</p> <p>(King St. to Main St.)</p>

Exhibit 6-2: Alternative A2 and A3 for Dundurn Street

EVALUATION FACTOR									ALTERNATIVE
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Improved sidewalk safety due to bicycle lane buffer	On-street bicycle lanes provided – improved safety and network continuity upstream and downstream	Adequate capacity between York and King; congested between King and Main Travel Time (seconds): Northbound AM – 197 PM – 176 Southbound AM – 183 PM – 152	No net loss or gain	Maintains current level of service	Existing young trees could be replaced with more extensive landscaping on west side Additional property required	Initial capital costs estimated at \$380,000 – not including cost for property acquisition. (Medium Cost)	Schedule B	Preliminary Preferred between King and Main. As a lane reduction is not feasible, additional property would be required (therefore it is a long term alternative only and is subject to budget approval process)	<p>Alternative B1 – Add Bike Lanes on Each Side & Keep Existing East Curb (King St. to Main St.)</p>
							CURRENT PROCESS ONLY		
Improved sidewalk safety on the west side, east side remains inadequate	Boulevard bicycle trail provided – improved safety – lack of network continuity	Adequate capacity between York and King; congested between King and Main Travel Time (seconds): Northbound AM – 197 PM – 176 Southbound AM – 183 PM – 152	No net loss or gain	Maintains current level of service	Existing young trees on west side would be removed; minor potential for improving landscaping	Initial capital costs estimated at \$54,000 – not including cost for property acquisition. (Minor Cost)	Schedule C Because of property impacts (potential to achieve this Alternative through site plan control also, should a site plan change application be received)	Subject to Budget Approval Process	<p>Alternative B2 – Add Bicycle Trail to West Side & Keep Existing Lanes and Curbs (King St. to Main St.)</p>
							CURRENT PROCESS ONLY		

Exhibit 6-3: Alternative B1 and B2 for Dundurn Street

6.2.2 King Street West

The following planning alternatives were developed for King Street West (Dundurn Street to Queen Street) and evaluated against one another:

- Do-nothing **(Exhibit 6-4)**
- Alternative A1: Remove one lane of traffic and convert to an on-street parking lane **(Exhibit 6-4)**
- Alternative A2: Remove one lane of traffic and convert to a two-way bike lane **(Exhibit 6-5)**
- Alternative A3: Remove one lane of traffic and convert to a boulevard bike trail **(Exhibit 6-5)**
- Alternative B: Convert north lane to a bus/HOV lane (keep all lanes) **(Exhibit 6-6)**
- Alternative C: Convert King Street West to a two-way street **(Exhibit 6-6)**

The alternatives with an A prefix (A1, A2, and A3) all assume the five (5) lane cross section on King Street West (Locke Street to Highway 403) would be reduced to four (4) lanes and the four (4) lane cross section (Queen Street to Locke Street) reduced to three (3) lanes.

LEGEND:

□ Existing Curb
■ Proposed Curb

— Existing Sidewalk
— Widened Sidewalk

— Proposed Sidewalk or Bike Track

EVALUATION FACTOR									ALTERNATIVE	
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Process	Overall		
Minimal sidewalk, wide crossing (4/5 lanes)	No cycling facilities	Excess capacity Travel Time (seconds): AM – 109 PM – 122	Existing supply of ~29 parking spaces (off-peak) No net loss or gain	Good operating speeds for buses; wide crossing for passengers	Little room for streetscaping	No cost	None		<p>Do Nothing (Queen to Locke)</p> <p>(Locke to Hwy 403)</p>	
							NONE			
Some improvement on south side & reduced crossing distance (3/4 lanes)	No cycling facilities	Adequate road capacity Travel Time (seconds): AM – 114 PM – 186 No significant increase in travel time	~70 parking spaces proposed for a net gain of 41 parking spaces	Little change in transit operations, reduced crossing width for passengers	Potential for streetscaping on south side (bump-outs between parking) Potential for shade tree and benches, etc.	Initial capital cost estimated at \$73,000 (Medium cost) + potential utility impacts	Schedule B	Preliminary preferred alternative should the bus-only lane trial-project not continue Road widening not feasible due to property taking King St. is the proposed LRT route in the long term	<p>Alternative A1-Remove 1 Lane of Traffic & Convert to An On-street Parking Lane (Queen to Locke)</p> <p>(Locke to Hwy 403)</p>	
							CURRENT PROCESS ONLY			

Exhibit 6-4: Do Nothing and Alternative A1 for King Street West

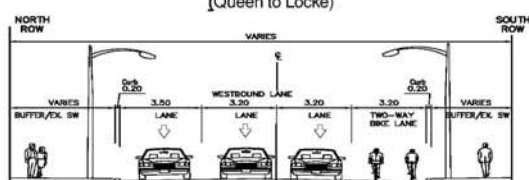
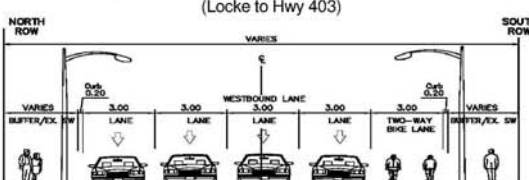

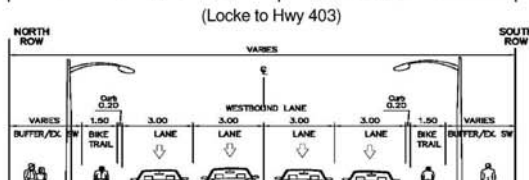
EVALUATION FACTOR									ALTERNATIVE
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Process	Overall	
Some improvement (buffer from traffic) on south side, but no reduction in crossing width	On-road bike facilities	Adequate road capacity Travel Time (seconds): AM – 114 PM – 186 No significant increase in travel time	Net loss of ~29 parking spaces	Little change in transit operations, reduced crossing width for passengers	No change	Initial capital cost estimated at \$11,000 (Minor cost). Could be more if curbs or bollards used as separator (curbs estimated at \$58,000).	Schedule B		<p>Alternative A2-Remove 1 Lane of Traffic & Convert to A Two-way Bike Lane (Queen to Locke)</p>  <p>(Locke to Hwy 403)</p> 
Improved sidewalk safety & reduced crossing width	Boulevard trail provided Winter maintenance problematic	Adequate road capacity Travel Time (seconds): AM – 114 PM – 186 No significant increase in travel time	Net loss of ~29 parking spaces	Little change in transit operations, reduce crossing width for passengers	Minor potential for improving landscaping	Initial capital cost estimated at \$1,026,000 (High cost). + potential utility impacts	Schedule B		<p>Alternative A3-Remove 1 Lane of Traffic & Convert to a Boulevard Bike Trail (Queen to Locke)</p>  <p>(Locke to Hwy 403)</p> 

Exhibit 6-5: Alternatives A2 and A3 for King Street West

EVALUATION FACTOR									ALTERNATIVE	
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Process	Overall		
No change	No cycling facilities	Excess capacity Travel Time (seconds): Unable to model (slightly worse than existing)	Net loss of ~29 parking spaces	Little change in bus speed; wide crossing for passengers (difficult to enforce)	No change	Initial capital cost estimated at \$10,500 (Minor cost).	Schedule B		<p>Alternative B - Convert the north lane to a Bus/HOV lane, keep 4/5-lanes (Queen to Locke)</p> <p>(Locke to Hwy 403)</p>	
							CURRENT PROCESS ONLY			
Opportunities for median islands to reduce crossing from 5-lanes to 2	No cycling facilities	Adequate road capacity This alternative not modelled. Would likely require conversion of Main Street to a 2-way street	Net loss of ~29 parking spaces	Incompatible with LRT plan	No change	Initial capital cost estimated \$1,040,000 (Very high cost) + utility relocation costs	Schedule C Network wide impacts would need to be studied	Needs to be considered within the City Wide Transportati on Master Plan (TMP).	<p>Alternative C - Convert King Street to a 2-way Street (Queen to Locke)</p> <p>(Locke to Hwy 403)</p>	
							CURRENT PROCESS ONLY			

Exhibit 6-6: Alternative B and C for King Street West

6.2.3 Locke Street

The following planning alternatives were developed and evaluated against one another:

- Do-nothing **(Exhibit 6-7)**
- Alternative A1: Remove one lane of traffic and implement wider sidewalks and parking bays **(Exhibit 6-7)**
- Alternative A2: Remove one lane of traffic and convert to a two-way bicycle lane **(Exhibit 6-8)**
- Alternative A3: Remove one lane of traffic and implement wider sidewalks **(Exhibit 6-8)**
- Alternative A4: Remove one lane of traffic and implement a sharrow lane and a bike lane **(Exhibit 6-9)**
- Alternative A5: Remove one lane of traffic and implement bike lanes (Main to King) **(Exhibit 6-9)**
- Alternative B: Convert to a 'naked street' (no lane or sidewalk definition) **(Exhibit 6-10)**

The alternatives with an A prefix (A1, A2, A3, A4, and A5) all assume the two lane one-way street would be reduced to one lane.

LEGEND:

□ Existing Curb
■ Proposed Curb

— Existing Sidewalk
— Widened Sidewalk

— Proposed Sidewalk or Bike Track

EVALUATION FACTOR									ALTERNATIVE (Main to King only)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimal sidewalk	No cycling facilities Included in City's Cycling Master Plan as a lane. Narrow vehicular lanes	Excess capacity Travel Time (seconds): AM – 68 PM – 73	No existing on-street parking. No net loss or gain	No transit service	Little room for streetscaping	No cost	None		<p>Do Nothing</p>
							NONE		
Safety improvement Wider sidewalks	No cycling facilities Narrow vehicular lanes	Adequate road capacity Travel Time (seconds): AM – 88 PM – 92 No significant change in travel times	Between Main and King ~16 parking spaces A net gain of ~16 parking spaces	No transit service	Minor Potential for streetscaping	Initial capital cost estimated at \$245,500 (Medium cost) + possible utility relocations	Schedule B		<p>Alternative A1- Remove one of the two 1-way lanes and implement Wider sidewalks and parking bays</p>
							CURRENT PROCESS ONLY		

Exhibit 6-7: Do Nothing and Alternative A1 for Locke Street

EVALUATION FACTOR									ALTERNATIVE (Main to King only)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minor safety improvement on east side because of bicycle buffer	On-road bike facilities	Adequate road capacity Travel Time (seconds): AM – 88 PM – 92 No significant change in travel times	No net loss or gain	No transit service	No change	Initial capital cost estimated at \$3,000 (Minor cost)	Schedule B		<p>Alternative A2-Remove 1 Lane of Traffic & Convert to two-way Bike Lanes</p>
							CURRENT PROCESS ONLY		
Wider sidewalk, Safety improved	No cycling facilities, but wider lane available (for northbound only)	Adequate road capacity Travel Time (seconds): AM – 88 PM – 92 No significant change in travel times	No net loss or gain	No transit service	Minor potential for improving landscaping	Initial capital cost estimated at \$261,500 (High cost) + possible utility relocations	Schedule B		<p>Alternative A3-Remove 1 Lane of Traffic & Implement Wider Sidewalks</p>
							CURRENT PROCESS ONLY		

Exhibit 6-8: Alternatives A2 and A3 for Locke Street

EVALUATION FACTOR									ALTERNATIVE (Main to King only)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Wider sidewalk, Bike lanes provided buffer from vehicular traffic Safety improved	On-street cycling facilities, improved safety; however NB bicycles share with road traffic	Adequate road capacity Travel Time (seconds): AM – 88 PM – 92	No net loss or gain	No change	Minor potential for improving landscaping	Initial capital cost estimated at \$253,500 (High cost)	Schedule B		Alternative A4-Remove 1 Lane of Traffic & Implement a Sharrow Lane & a bike lane
							CURRENT PROCESS ONLY		
Minor safety improvement Bike lanes provided buffer from vehicular traffic	On-road bike facilities improved safety, separation from traffic	Adequate road capacity Travel Time (seconds): AM – 88 PM – 92 No significant change in travel times	No net loss or gain	No transit service	No change	Initial capital cost estimated at \$27,000 (Minor cost)	Schedule B	Preliminary preferred alternative (subject to budget approval process) Widening not feasible due to property taking costs and impacts on the residents Also consider auto two-way conversion and move of bike lane to Pearl St as part of City-wide TMP before implementation	Alternative A5-Remove 1 Lane of Traffic & Implement bike lanes (Main to King)
							CURRENT PROCESS ONLY		

Exhibit 6-9: Alternatives A4 and A5 for Locke Street

EVALUATION FACTOR									ALTERNATIVE (Main to King only)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Whole street is used for pedestrians Safety potentially improved; however, residents would have no curb protection in front of house	On-street cycling facilities – no separation from vehicles; however, much slower speeds	Adequate road capacity Not modelled - lower speeds typical for this design	No net loss or gain	No change	Potential for improving landscaping Potential for shade trees and benches, etc. Doors to houses very close to street – safety concern	Initial capital cost estimated at \$200,000 (High cost)	Schedule B (However, extra design and consultation required. Therefore Schedule C)		<p>Alternative B- Convert to a "Naked" Street</p>
🟡	🟡	🟡	🟡	🟡	🟡	🟡	SCHEDULE C	🟡	

Exhibit 6-10: Alternative B for Locke Street




6.2.4 Main Street West

The following planning alternatives were developed for Main Street West (Dundurn Street to Queen Street) and evaluated against one another:

- Do-nothing **(Exhibit 6-11)**
- Alternative A1: Remove one lane of traffic and convert to an on-street parking lane **(Exhibit 6-11)**
- Alternative A2: Remove one lane of traffic and convert to a two-way bicycle lane **(Exhibit 6-12)**
- Alternative A3: Remove one lane of traffic and convert to a boulevard bike trail **(Exhibit 6-12)**
- Alternative A4: Remove one lane of traffic and develop wider sidewalks **(Exhibit 6-13)**
- Alternative B: Convert south lane to a Bus/HOV lane (keep all five lanes) **(Exhibit 6-13)**
- Alternative C: Convert Main Street West to a two-way street **(Exhibit 6-14)**

The alternatives with an A prefix (A1, A2, and A3) all assume the five (5) lane cross section would be reduced to a four (4) lane cross section.

LEGEND:

- | | | |
|-----------------|-------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| □ Existing Curb |  Existing Sidewalk |  Proposed Sidewalk or Bike Track |
| ■ Proposed Curb |  Widened Sidewalk | |

EVALUATION FACTOR									ALTERNATIVE (Dundurn St. to Queen St.)	
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall		
Minimal sidewalk, wide crossing (5 lanes)	No cycling facilities Safety issue associated with narrow lanes and high speeds	Excess capacity, no congestion. Travel Time (seconds): AM – 98 PM – 113	Existing supply of ~31 parking spaces (off-peak) No net loss or gain	Good operating speeds for buses; wide crossing for passengers	Little room for streetscaping	No cost	None		<p>Do Nothing</p>	
							NONE			
Some improvement on north side & reduced crossing distance – no improvement on south side	No cycling facilities Safety issue associated with narrow lanes and high speeds	Adequate road capacity, no congestion. Travel Time (seconds): AM – 108 PM – 118 No significant change in travel time	~70 parking spaces proposed (-31 existing), net gain of 39 parking spaces (not likely to be utilized)	Little change in transit operations, reduced crossing width for passengers	Minor potential for streetscaping on north side (between parking) including shade trees and benches, etc.	Initial capital cost estimated at \$74,000 (Medium cost)	Schedule B		<p>Alternative A1-Remove 1 Lane of Traffic & Convert to An On-street Parking Lane</p>	
							CURRENT PROCESS ONLY			

Exhibit 6-11: Do Nothing and Alternative A1 for Main Street West

EVALUATION FACTOR									ALTERNATIVE (Dundurn St. to Queen St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Some improvement on north side, but no reduction in crossing width	On-road bike facilities Separation from lanes (bollards) needed to ensure safety	Adequate road capacity, no congestion. Travel Time (seconds): AM – 108 PM – 118 No significant change in travel time	Loss of ~31 parking spaces	Little change in transit operations, reduced crossing width for passengers	No change	Initial capital cost estimated at \$11,000 (Minor cost). Could be more if curbs / bollards used as separator (estimated at \$58,000).	Schedule B		<p>Alternative A2-Remove 1 Lane of Traffic & Convert to A Two-way Bike Lane</p>
							CURRENT PROCESS ONLY		
Improved sidewalk safety & reduced crossing width	Boulevard trail provided Winter maintenance problematic for the trail.	Adequate road capacity, no congestion. Travel Time (seconds): AM – 108 PM – 118 No significant change in travel time	Loss of ~31 parking spaces	Little change in transit operations, reduced crossing width for passengers	Minor potential for improving landscaping	Initial capital cost estimated at \$1,038,000 (High cost) Winter maintenance problematic (unable to store snow in boulevard)	Schedule B		<p>Alternative A3-Remove 1 Lane of Traffic & Convert to a Boulevard Bike Trail</p>
							CURRENT PROCESS ONLY		

Exhibit 6-12: Alternatives A2 and A3 for Main Street West

EVALUATION FACTOR									ALTERNATIVE (Dundrum St. to Queen St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Improved sidewalk safety & reduced crossing width Urban trail possible	No cycling facilities Safety issue associated with high speeds and narrow lanes	Adequate road capacity, no congestion. Travel Time (seconds): AM – 108 PM – 118 No significant change in travel time	No net loss or gain	Little change in transit operations, reduced crossing width for passengers	Potential for improving landscaping including shade trees and benches, etc.	Initial capital cost estimated at \$841,000 (High cost) + utility relocation costs Likely the total > \$2.3M	Schedule C Requires additional study – Phase 3 and 4 beyond this TMP. Also needs to be considered in the City Wide TMO for two-way conversion	Preliminary preferred alternative (subject to budget approval process) - requires further approvals from MTO for the section west of Strathcona Street	<p>Alternative A4 - Remove 1 Lane of Traffic & Develop Wider Sidewalks</p>
							CURRENT PROCESS ONLY		
No change Minimal sidewalk, wide crossing (5 lanes)	No cycling facilities Safety issue associated with high speeds and narrow lanes	Adequate road capacity, no congestion. Travel Time (seconds): AM – 108 PM – 118 No significant change in travel time	Loss of ~31 parking spaces	Little change in bus speed; wide crossing for passengers (difficult to enforce)	No change	Initial capital cost estimated at \$11,000 (Minor cost)	Schedule A+		<p>Alternative B - Convert the south lane to a Bus/HOV lane, keep 5-lanes</p>
							CURRENT PROCESS ONLY		

Exhibit 6-13: Alternatives A4 and B for Main Street West

EVALUATION FACTOR									ALTERNATIVE (Main to King only)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Whole street is used for pedestrians Safety potentially improved; however, residents would have no curb protection in front of house	On-street cycling facilities – no separation from vehicles; however, much slower speeds	Adequate road capacity Not modelled - lower speeds typical for this design	No net loss or gain	No change	Potential for improving landscaping Potential for shade trees and benches, etc. Doors to houses very close to street – safety concern	Initial capital cost estimated at \$200,000 (High cost)	Schedule B (However, extra design and consultation required. Therefore Schedule C)		<p>Alternative B- Convert to a "Naked Street"</p>
🕒	🕒	🕒	🕒	🕒	🕒	🕒	SCHEDULE C	🕒	

Exhibit 6-14: Alternative B for Main Street West

6.2.5 Margaret Street

The following planning alternatives were developed for Margaret Street (Main Street West to King Street West) and evaluated against one another:

- Do-nothing (Exhibit 6-15)
- Alternative A1: Wider sidewalks (reduced traffic lane widths) (Exhibit 6-15)
- Alternative A2: Add bicycle lanes (restriping the pavement only) (Exhibit 6-16)
- Alternative A3: Add sharrow lanes (lane markings only) (Exhibit 6-16)

LEGEND:

□ Existing Curb
■ Proposed Curb

— Existing Sidewalk
— Widened Sidewalk

— Proposed Sidewalk or Bike Track

EVALUATION FACTOR									ALTERNATIVE (Main St. To King St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimum sidewalks	No cycling facilities This road not included in City's Cycling Master Plan	Excess capacity, no congestion.	Existing supply of ~33 parking spaces No net loss or gain	No bus route, no impacts	Room for streetscaping on boulevard.	No cost	None		
							NONE		
Some improvement on both sides & reduced crossing distance	No cycling facilities This road not included in City's Cycling Master Plan	Excess capacity, no congestion.	Existing supply of ~33 parking spaces No net loss or gain but clearly marked	No bus route, no impacts	Room for streetscaping on boulevard.	Initial capital cost estimated at \$69,000 (High cost)	Schedule B	Preliminary preferred alternative – however, benefits are minor compared with do-nothing (subject to budget approval process)	
							CURRENT PROCESS ONLY		

Exhibit 6-15: Do Nothing and Alternative A1 for Margaret Street

EVALUATION FACTOR									ALTERNATIVE (Main St. To King St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimum sidewalks	On-road bike facilities This road not included in City's Cycling Master Plan	Excess capacity, no congestion.	Existing supply of ~33 parking spaces No net loss or gain but clearly marked	No bus route, no impacts	Room for streetscaping on boulevard.	Initial capital cost estimated at \$10,000 (Medium cost). Could be more if curbs / bollards used as separator (estimated at \$28,000).	Schedule B		<p>Alternative A2-On-street Bike Lanes</p>
●	●	●	●	●	●	●	CURRENT PROCESS ONLY	●	
Minimum sidewalks	One wide lane shared with motorists, poses safety hazard	Excess capacity, no congestion.	Existing supply of ~33 parking spaces No net loss or gain but clearly marked	No bus route, no impacts	Room for streetscaping on boulevard.	Initial capital cost estimated at \$5,000 (Minor cost). Could be more if curbs / bollards used as separator (estimated at \$28,000).	Schedule B		<p>Alternative A3-Sharrow Lanes</p>
●	●	●	●	●	●	●	CURRENT PROCESS ONLY	●	

Exhibit 6-16: Alternatives A2 and A3 for Margaret Street

6.2.6 Queen Street

The following planning alternatives were developed for Queen Street (Main Street West to York Boulevard) and evaluated against one another:

- Do-nothing (Exhibit 6-17)
- Alternative A1: Remove one traffic lane & implement a wider sidewalk and streetscaping and on-street parking where merited (Exhibit 6-17)
- Alternative A2: Remove one traffic lane & implement on-street bicycle lanes (two-way) either on one side of the street or both sides (Exhibit 6-18)
- Alternative A3: Remove a lane of traffic and convert to a boulevard bike trail (Exhibit 6-18)
- Alternative B: Implement traffic calming (Exhibit 6-19)
- Alternative C: Convert Queen Street to a two-way street (Exhibit 6-19)

The alternatives with an A prefix (A1, A2, and A3) all assume the three (3) lane section would be reduced to two lanes.

LEGEND:

□ Existing Curb
■ Proposed Curb

— Existing Sidewalk
— Widened Sidewalk

— Proposed Sidewalk or Bike Track

EVALUATION FACTOR									ALTERNATIVE (Main St. To York Blvd.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimal sidewalk	No cycling facilities This road not included in City's Cycling Master Plan	Excess capacity Travel Time (seconds): AM – 153 PM – 139	Existing supply of ~33 parking spaces (off-peak only) Future land use plans identify need for additional parking	Good transit operating speeds for buses	Little room for streetscaping	No cost	None		<p>Do Nothing</p> <p>WEST ROW EAST ROW</p> <p>VARIABLES: WEST BUFFER, EX. SDWK (1.50), LANE (3.20), LANE (3.20), LANE (3.20), EX. SDWK (1.50), EAST BUFFER</p> <p>Other labels: CURB 0.20, SOUTHBOUND LANE</p>
Some safety improvement & reduced crossing distance	No cycling facilities	Adequate road capacity Travel Time (seconds): AM – 153 PM – 144 Travel time not significantly impacted	~55 parking spaces proposed along east side for a net gain of ~35 all-day parking spaces Potential for off-peak parking on west side Satisfies future land use	Little change in transit operating speed, reduced crossing width for passengers	Potential for streetscaping between parking bays	Initial capital cost estimated at \$322,000 (Medium cost) + potential utilities	Schedule B	Preliminary Preferred Alternative (subject to budget approval process) Potential for two – way conversion subject to City-wide Transportation Master Plan (TMP) analysis, before implementation	<p>Alternative A1-Remove 1 of a Traffic Lane & Implement a wider sidewalk and streetscaping and on-street parking where merited</p> <p>Main to King</p> <p>WEST ROW EAST ROW</p> <p>VARIABLES: WEST BUFFER, SDWK (1.80), PARKING LANE (2.7), LANE (3.25), LANE (3.25), SDWK (1.80), EAST BUFFER</p> <p>Other labels: CURB 0.20, SOUTHBOUND LANE</p> <p>King to York</p> <p>WEST ROW EAST ROW</p> <p>VARIABLES: WEST BUFFER, SDWK (1.80), LANE (3.25), LANE (3.25), PARKING LANE (2.7), SDWK (1.80), EAST BUFFER</p> <p>Other labels: CURB 0.20, SOUTHBOUND LANE</p>
							NONE		
							CURRENT PROCESS ONLY		

Exhibit 6-17: Do Nothing and Alternative A1 for Queen Street

EVALUATION FACTOR									ALTERNATIVE (Main St. To York Blvd.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minor safety improvement on east side but no reduction in crossing width	On-road bike facilities – improved safety, if separated by bollards (or other) from travel lanes This road not included in City's Cycling Master Plan	Adequate road capacity Travel Time (seconds): AM – 153 PM – 144 Travel time not significantly impacted	A net loss of ~33 parking spaces	Little change in transit operating speed; reduced crossing width for passengers	No change	Initial capital cost estimated at \$7,500 (Minor cost) Could be more if curb or bollard separators used	Schedule B		<p>Alternative A2-Remove 1 of a Traffic Lane & Implement On-street bicycle lanes (2-way) either on one side of the street or both sides</p>
							CURRENT PROCESS ONLY		
Improved sidewalk safety & reduced crossing width	Boulevard trail provided Winter maintenance of trail problematic This road not included in City's Cycling Master Plan	Adequate road capacity Travel Time (seconds): AM – 153 PM – 144 Travel time not significantly impacted	A net loss of ~33 parking spaces Incompatible with future land use plans	Little change in transit operating speed; reduce crossing width for passengers	Potential for improving landscaping	Initial capital cost estimated at \$727,000 (High cost) Winter maintenance problematic (need to remove and not store snow in boulevard)	Schedule B		<p>Alternative A3- Removal of a Traffic Lane & Convert to Boulevard Bike Trail</p>
							CURRENT PROCESS ONLY		

Exhibit 6-18: Alternatives A2 and A3 for Queen Street

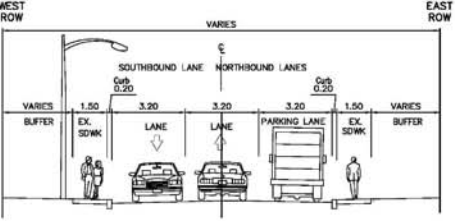
EVALUATION FACTOR									ALTERNATIVE (Main St. To York Blvd.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Minimal sidewalk. Does not improve pedestrian facilities	No cycling facilities	Excess capacity, speeds slowed; EMS services slowed and interfered with; truck noise increased and safety decreased	Existing supply of ~33 parking spaces No net loss or gain	Lower transit operating speeds for buses	Little room for streetscaping	Minor cost	None		Alternative B- Implement Traffic Calming Numerous Options
							NONE		
Opportunities for median islands to reduce 3-lane crossing	No cycling facilities	Adequate road capacity Not modelled explicitly Would likely require 2-way conversion of other streets to balance flows	~71 parking spaces proposed for a net gain of ~38 parking spaces Satisfies future land use	2-way service would improve access	No change	Initial capital cost estimated as \$741,000 (Very high cost) + utility costs	Schedule C Network wide impacts		Alternative C- Convert Queen Street to A 2-way street 
							Schedule C		

Exhibit 6-19: Alternatives B and C for Queen Street

6.2.7 York Boulevard

The following planning alternatives were developed for York Boulevard (Dundurn Street to Queen Street) and evaluated against one another:

- Do-nothing (Exhibit 6-20)
- Alternative A1: Remove two (2) of six (6) lanes & implement wider streetscaping & on-street parking where merited (Exhibit 6-20)
- Alternative A2: Remove two (2) of six (6) lanes & implement on-street bicycle lanes with separation from traffic lanes (Exhibit 6-21)
- Alternative A3: Remove two (2) of six (6) lanes & implement widened boulevard to accommodate bicycle trail (Exhibit 6-22)
- Alternative B: Convert the edge lanes to bus/HOV lanes, keep six (6) lanes (Exhibit 6-22)
- Alternative C1: Maintain six (6) lanes, add sharrows to curb lane (Exhibit 6-23)
- Alternative C2: Maintain six (6) lanes, add bicycle lanes by narrowing planted median (Exhibit 6-23)

The alternatives with an A prefix (A1, A2, and A3) all assume the six (6) lane cross-section would be reduced to four (4) travel lanes.

LEGEND:

□ Existing Curb
■ Proposed Curb

— Existing Sidewalk
— Widened Sidewalk

— Proposed Sidewalk or Bike Track

EVALUATION FACTOR									ALTERNATIVE (Dundurn St. To Queen St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Wide crossing (6 lanes)	No dedicated cycling facilities Some areas have narrow lanes	Excess capacity in interim – 6 lanes traffic required in medium to long term. Travel time (seconds): Eastbound AM – 119 PM – 171 Westbound: AM – 99 PM – 137	No existing on-street parking. No net loss or gain	Good operating speeds for buses; wide crossing for passengers	Highly landscaped with trees/shrubs	No cost	None		<p>Do Nothing</p>
							NONE		
Improvement in an already good pedestrian environment & reduced crossing distance	No dedicated cycling facilities Narrow lanes removed	Adequate capacity in the interim – 6 lanes of traffic required in medium to long term Travel time (seconds): Eastbound AM – 221 PM – 341 Westbound: AM – 107 PM – 144 Increased delay eastbound at intersections with Queen and Dundurn. Neighbourhood infiltration likely to increase.	~200 parking spaces for a net gain of ~200 parking spaces	Little change in transit operations, reduced crossing width for passengers	Further opportunity for streetscaping (already adequate)	Initial capital cost estimated at \$155,000 (Medium cost)	Schedule B		<p>Alternative A1-Remove 2 of 6 Lanes & Implement wider Streetscaping & on-street Parking where merited</p>
							CURRENT PROCESS ADEQUATE		

Exhibit 6-20: Do Nothing and Alternative A1 for York Boulevard

EVALUATION FACTOR									ALTERNATIVE (Dundum St. To Queen St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Small safety improvement due to bicycle lane buffer but no reduction in crossing width	On-road bike facilities	Adequate capacity in the interim – 6 lanes of traffic required in medium to long term Travel time (seconds): Eastbound AM – 221 PM – 341 Westbound: AM – 107 PM – 144 Increased delay eastbound at intersections with Queen and Dundum. Neighbourhood infiltration likely to increase.	No net loss or gain	Little change in transit operations, no reduction on crossing width for passengers	No change	Initial capital cost estimated at \$158,500 (Medium cost). Could be more if curbs or bollards used as separator (estimated at \$99,500 for curbs)	Schedule B. For longer term – to be considered in the City Wide TMP.	Preliminary preferred (subject to budget approval process) - Could work in the interim, long term, 6 lanes will be required. Will require monitoring for longer traffic queues and delays.	<p>Alternative A2- Remove 2 of 6 Lanes & Implement On-street Bicycle Lanes with Separation from Traffic Lanes</p>
◐	●	◐	◐	◐	●	◐	CURRENT PROCESS ADEQUATE	◐	

Exhibit 6-21: Alternative A2 for York Boulevard

EVALUATION FACTOR									ALTERNATIVE (Dundurn St. To Queen St.)
Pedestrians	Cyclists	Drivers	Parking	Transit Passengers	Urban Design	Cost	EA Requirements	Overall	
Wide crossing (6 lanes)	No dedicated cycling facilities Some areas already have sharrow lanes, but lack of designated bike lanes does not comply with the Cycling Master Plan.	Excess capacity in interim and adequate long term Travel time (seconds): Eastbound AM – 119 PM – 171 Westbound: AM – 99 PM – 137	No existing on-street parking. No net loss or gain	Good operating speeds for buses; wide crossing for passengers	Highly landscaped with trees/shrubs	Initial capital cost estimated at \$79,000 (Minor / medium cost)	None		<p>Alternative C1 – Maintain 6 Lanes, add sharrows to curb lane</p>
							CURRENT PROCESS ADEQUATE		
Wide crossing (6 lanes)	Dedicated cycling facilities Buffer separation desirable (because of speeds), not possible throughout corridor	Excess capacity in interim and adequate long term. Travel time (seconds): Eastbound AM – 119 PM – 171 Westbound: AM – 99 PM – 137	No existing on-street parking. No net loss or gain	Good operating speeds for buses; wide crossing for passengers	Reduced (but adequate) landscaped with trees/shrubs	Initial capital cost estimated at \$504,000 (High cost)	Schedule A+ - Pre-approved		<p>Alternative C2 – Maintain 6 lanes, add bicycle lanes by narrowing planted median</p>
							CURRENT PROCESS ADEQUATE		

Exhibit 6-23: Alternatives C1 and C2 for York Boulevard

6.3 Functional Drawings

6.3.1 Intersection of Dundurn and Main (Draft)

At the intersection of Dundurn Street and Main Street West, the sidewalks were found to be narrow and crossing distances found to be very long. Pedestrians do not feel safe at this intersection. There is a lot of weaving in the vicinity of the intersection and it was found that there are driver distractions due to signage at the intersection coming from Highway 403 as well as the Westdale neighbourhood.

Exhibit 6-24 to Exhibit 6-26 present the functional drawings that were developed for Dundurn Street and Main Street West to address the above noted issues with this intersection. This information has been presented to the public at PIC#2 in October 2012 as these draft ideas were developed as part of this TMP.

This intersection falls within MTO's jurisdiction, therefore any proposed solutions must be discussed with MTO. Comments received indicate that the City's draft proposed solutions for the intersection improvements must also be accompanied by modelling analyses that would show how the changes would not, or minimally so, affect changes on traffic along the Highway 403 off ramps and corridor.

These drawings have not been included in the recommendations as outcomes of this project due to the proximity of the intersection to Highway 403, its jurisdiction and the changes' impacts on the highway.



Exhibit 6-24: Option 1- Left Turn Lane on Main Street West at Dundurn Street (MTO Issue)

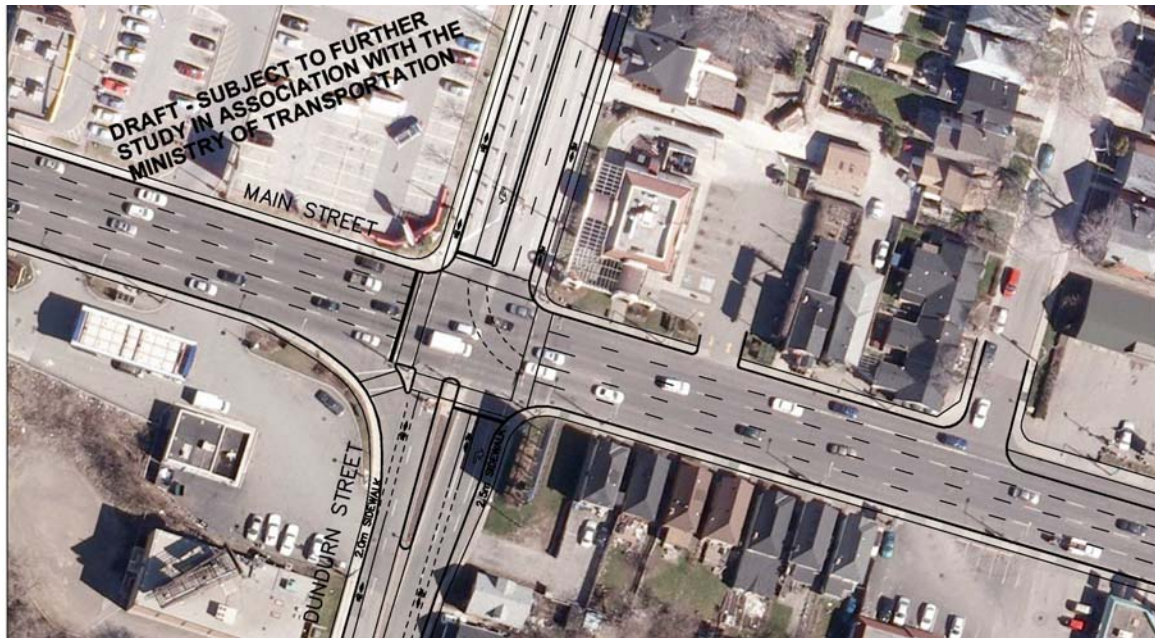


Exhibit 6-25: Option 2 – As is West of Dundurn Street



Exhibit 6-26: Option 3 – South Lane Right Turn Only

7. SELECTION OF THE PREFERRED ALTERNATIVE

7.1 Finalization of the Preferred Alternatives

The comments received at PIC#2, held on October 17, 2012, were generally supportive of the preliminary preferred alternatives for this Municipal Class EA Project and therefore no further changes were made to the recommendations.

A summary of the preferred alternatives identified in the study are as follows:

- | | |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dundurn Street | - Alternative B1: Between York Boulevard and King Street West, bicycle lanes recently implemented in 2012. Between King Street West and Main Street West, additional property required to implement bicycle lanes. |
| King Street West | - Alternative B: Remove one lane of traffic and convert to a transit-only lane (interim – pilot – intended for June 2012-June 2013). Alternative A1 (parking and bump outs). To be implemented if Alternative B fails. Ultimate plan is to implement LRT and remove two lanes of traffic. Subject to further studies and funding from the Province of Ontario and Metrolinx. |
| Locke Street | - Alternative A5: Remove one lane of traffic, implement a bicycle lane northbound and an exclusive bicycle lane southbound (separated by a curb). (Exhibit 7-1 to Exhibit 7-2) |
| Main Street West | - Alternative A4: Remove one through lane of traffic (east of Dundurn) as use the space to widen sidewalks. The section west of Dundurn Street requires further study in association with the MTO. Subject to City's budgetary approval process. (Exhibit 7-3 to Exhibit 7-6). Pilot Project. |
| Margaret Street | - Alternative A1: Narrow traffic lanes and move curb to provide a wider sidewalk. (Exhibit 7-7 and Exhibit 7-8) |
| Queen Street | - Alternative A1: Remove one of three traffic lanes and implement a wider sidewalk (with streetscaping) and on-street bay parking when merited. (Exhibit 7-9 to Exhibit 7-11) |
| York Boulevard | - Alternative A2: Remove one lane of traffic in each direction and convert to bicycle lane (interim). Ultimate plan is to possibly revert back to six lanes when LRT implemented on King Street West. York Boulevard has been identified in the Public Art Master Plan, where the implementation of its recommendations will further enhance the transportation experience. (Exhibit 7-12 to Exhibit 7-17) |

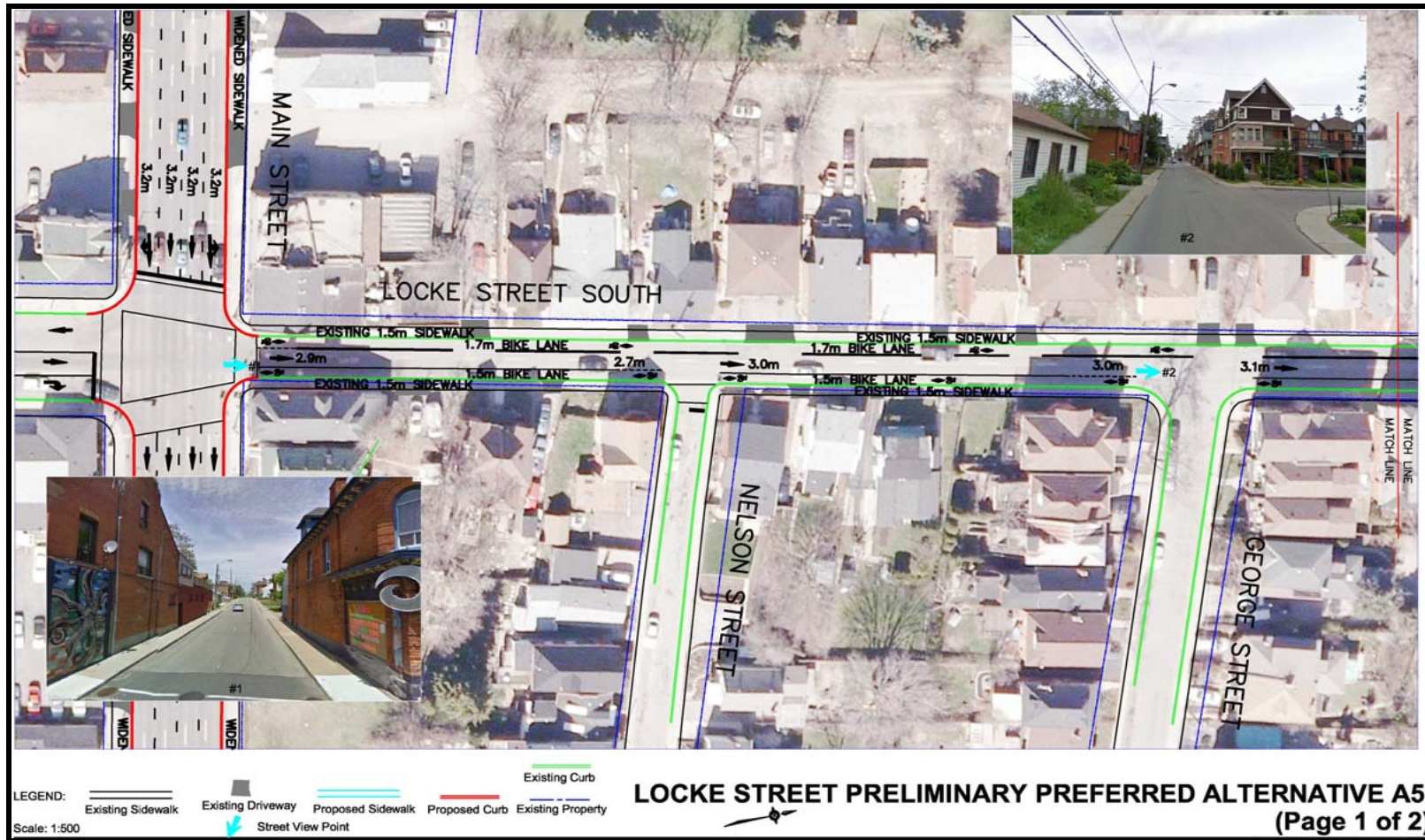


Exhibit 7-1: Locke Street Preliminary Preferred Alternatives A5 (Page 1 of 2)

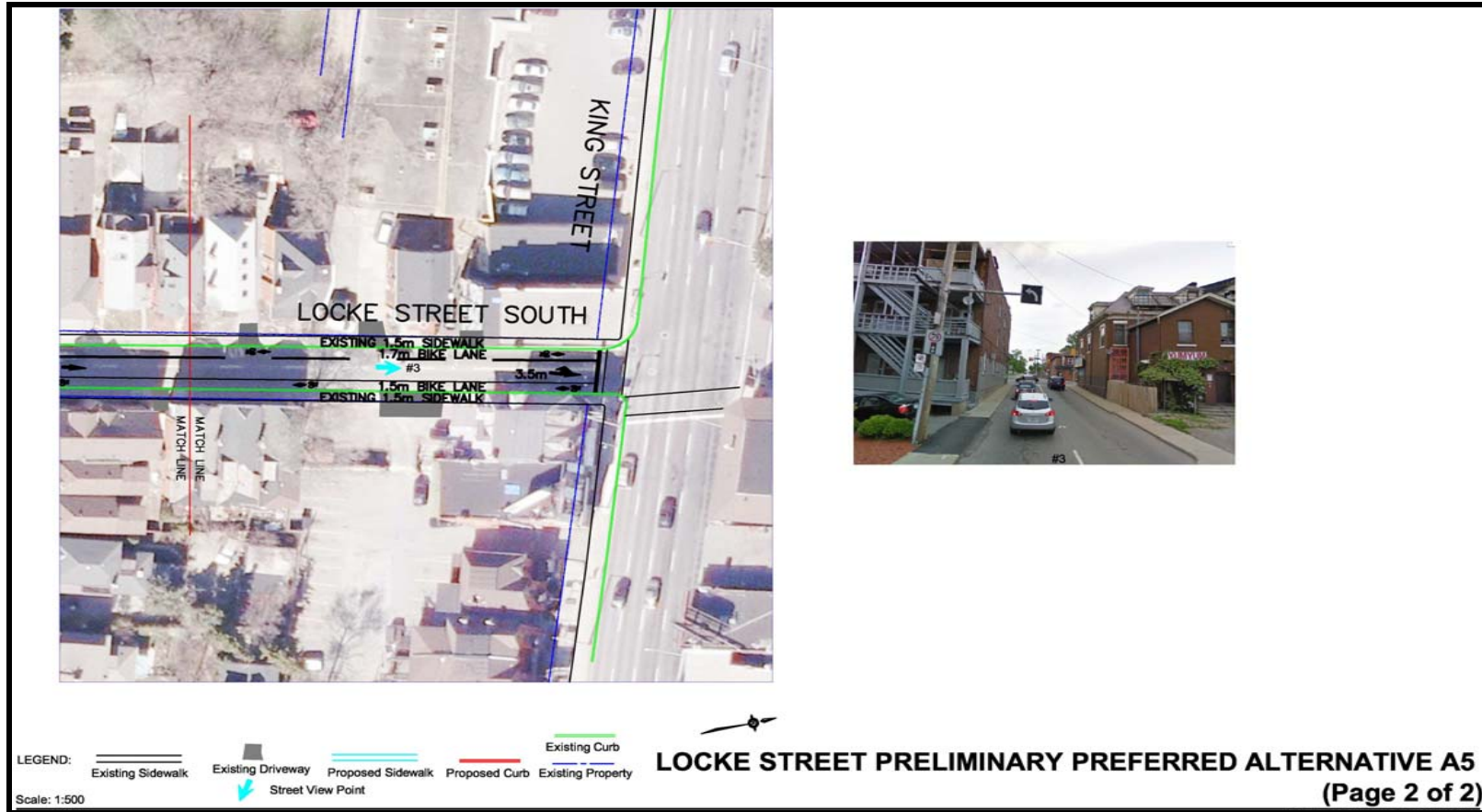


Exhibit 7-2: Locke Street Preliminary Preferred Alternatives A5 (Page 2 of 2)

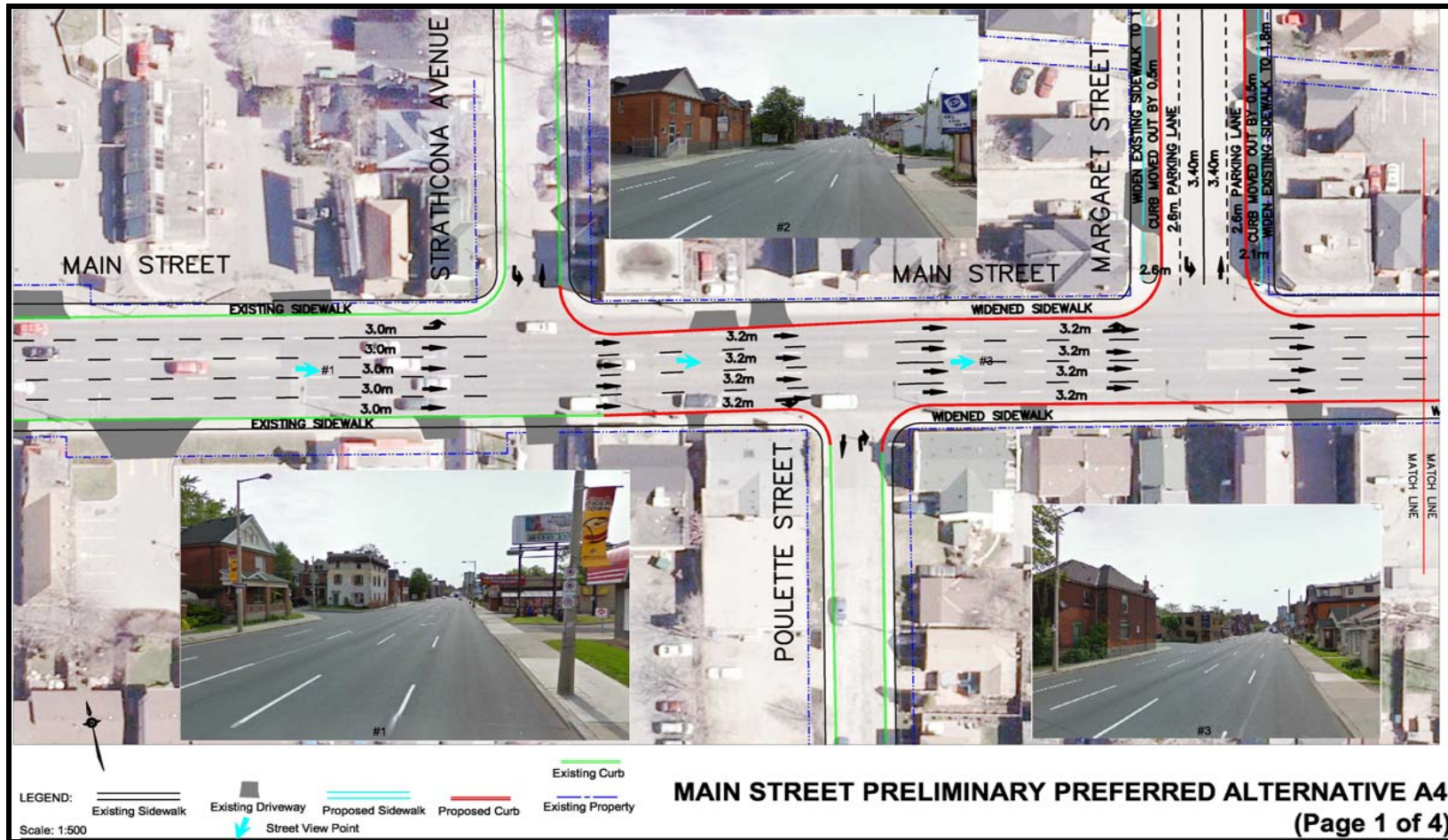


Exhibit 7-3: Main Street West Preliminary Preferred Alternative A4 (Page 1 of 4)

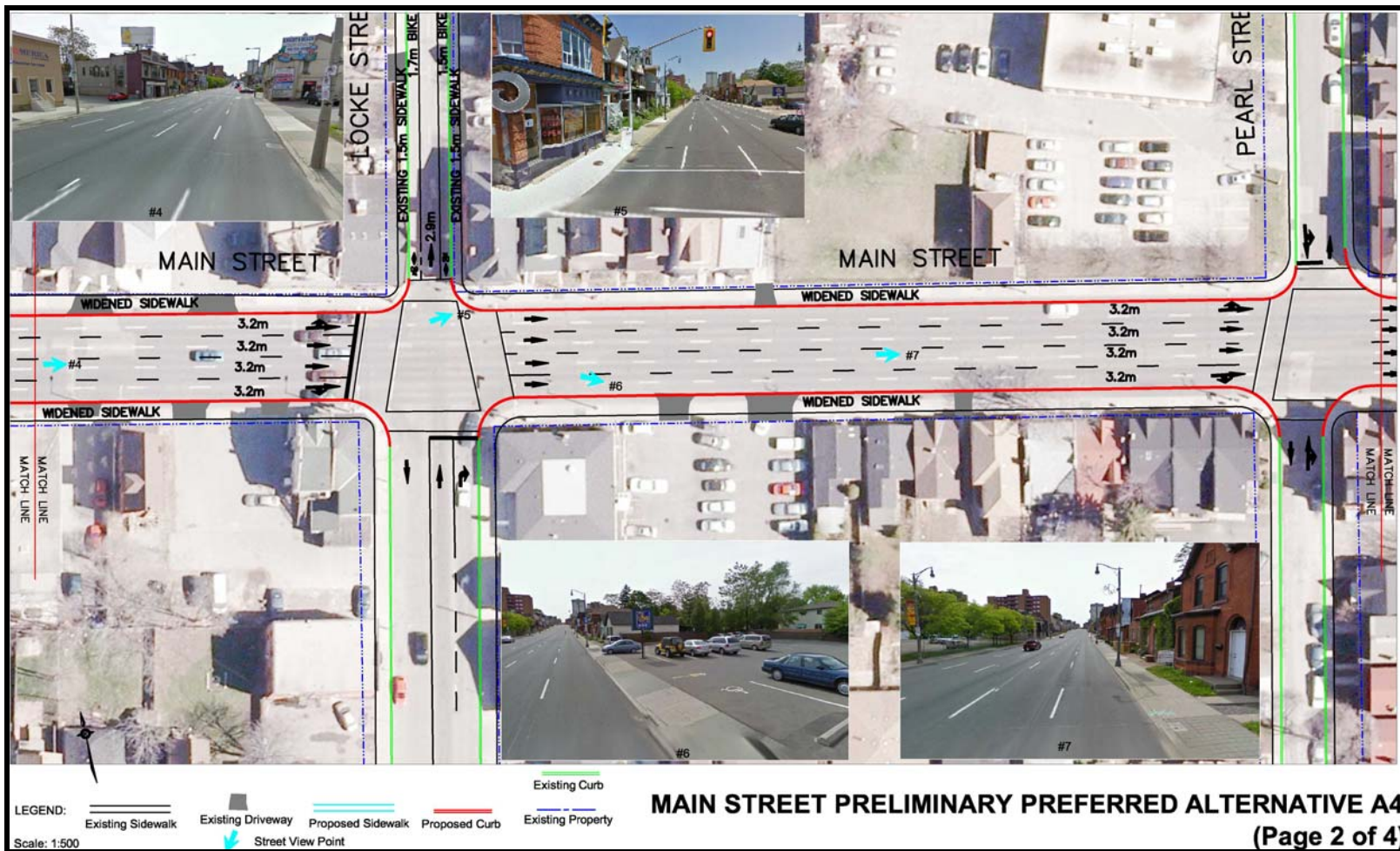


Exhibit 7-4: Main Street West Preliminary Preferred Alternative A4 (Page 2 of 4)

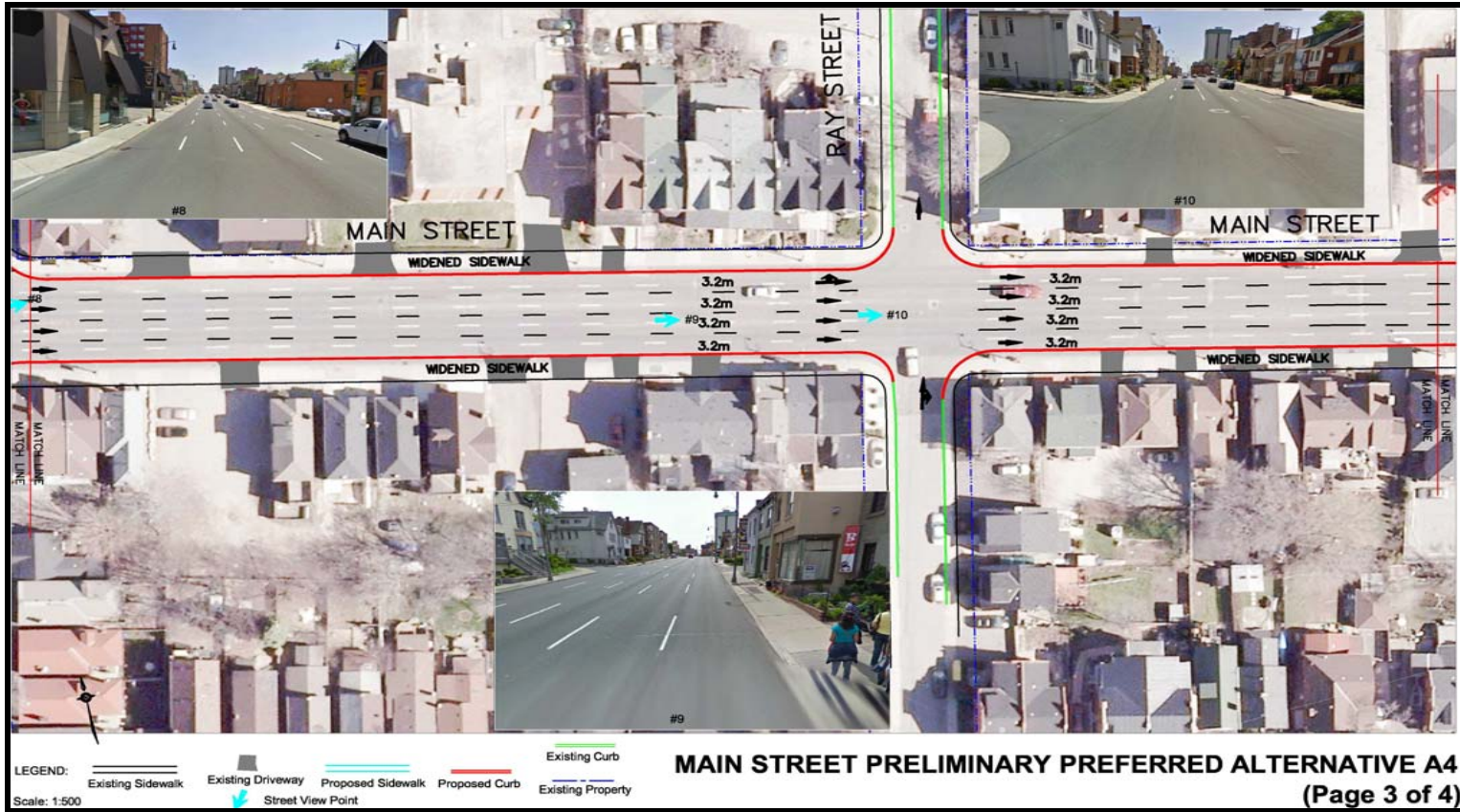


Exhibit 7-5: Main Street West Preliminary Preferred Alternative A4 (Page 3 of 4)

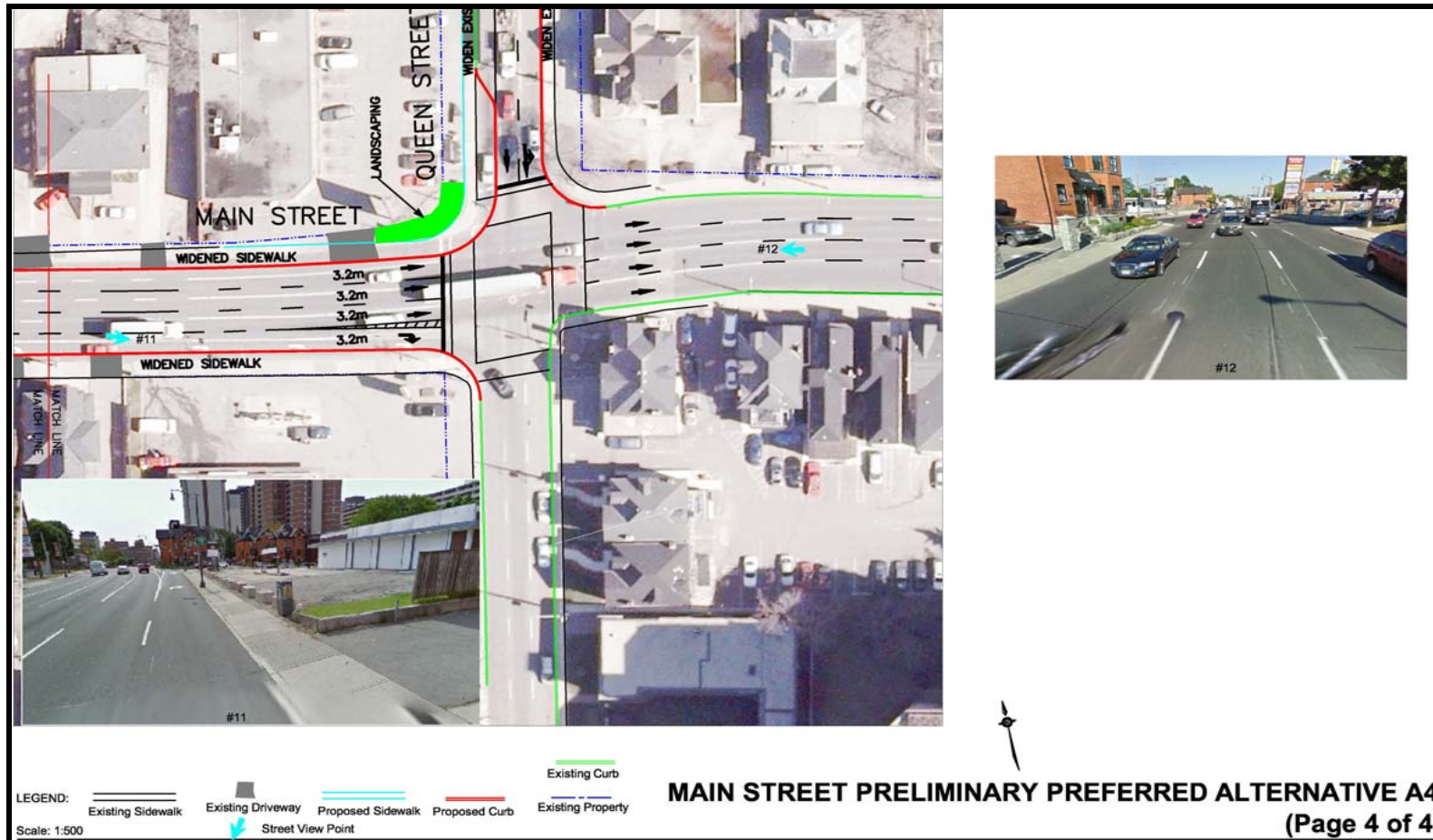


Exhibit 7-6: Main Street West Preliminary Preferred Alternative A4 (Page 4 of 4)

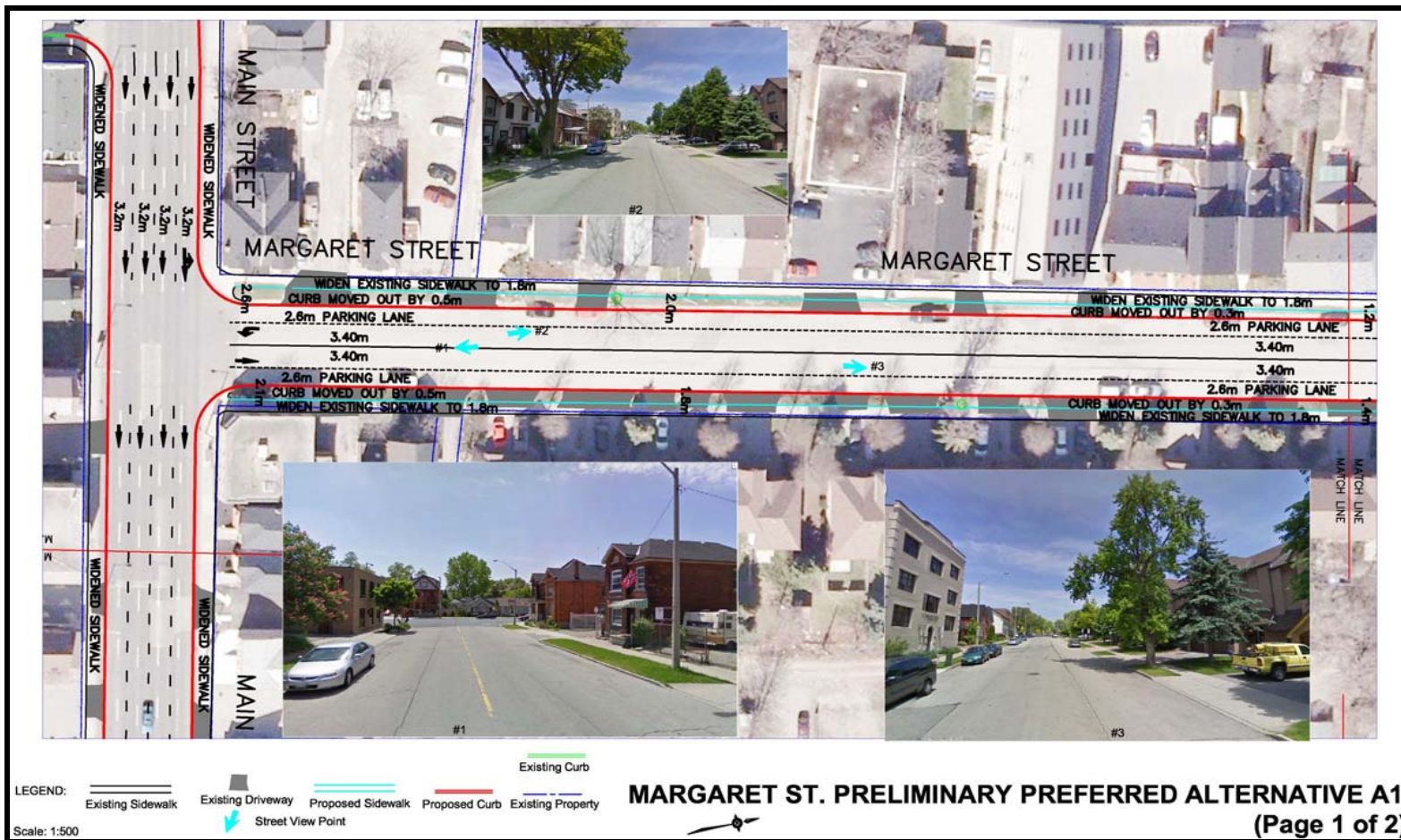


Exhibit 7-7: Margaret Street Preliminary Alternative A1 (Page 1 of 2)

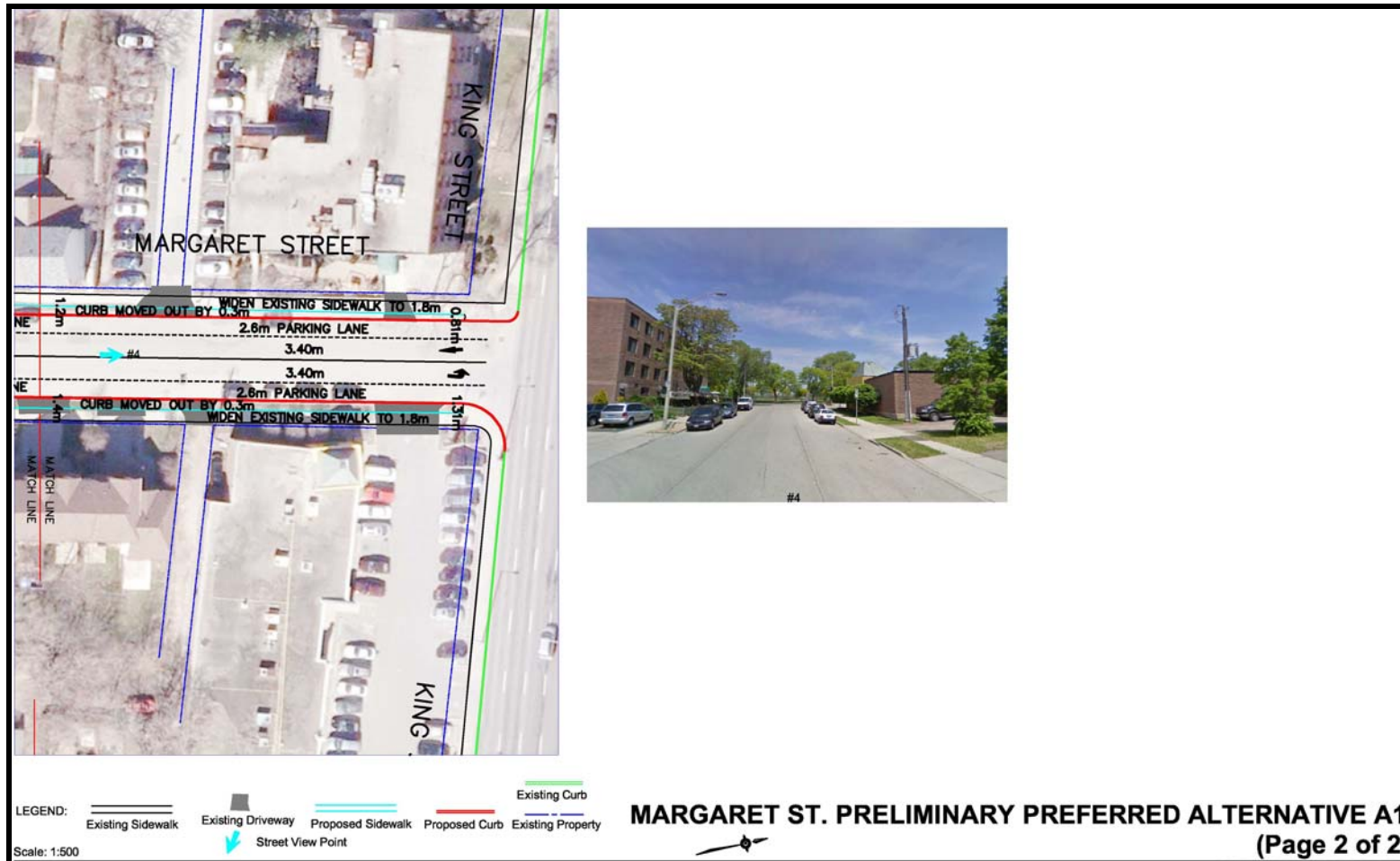


Exhibit 7-8: Margaret Street Preliminary Alternative A1 (Page 2 of 2)

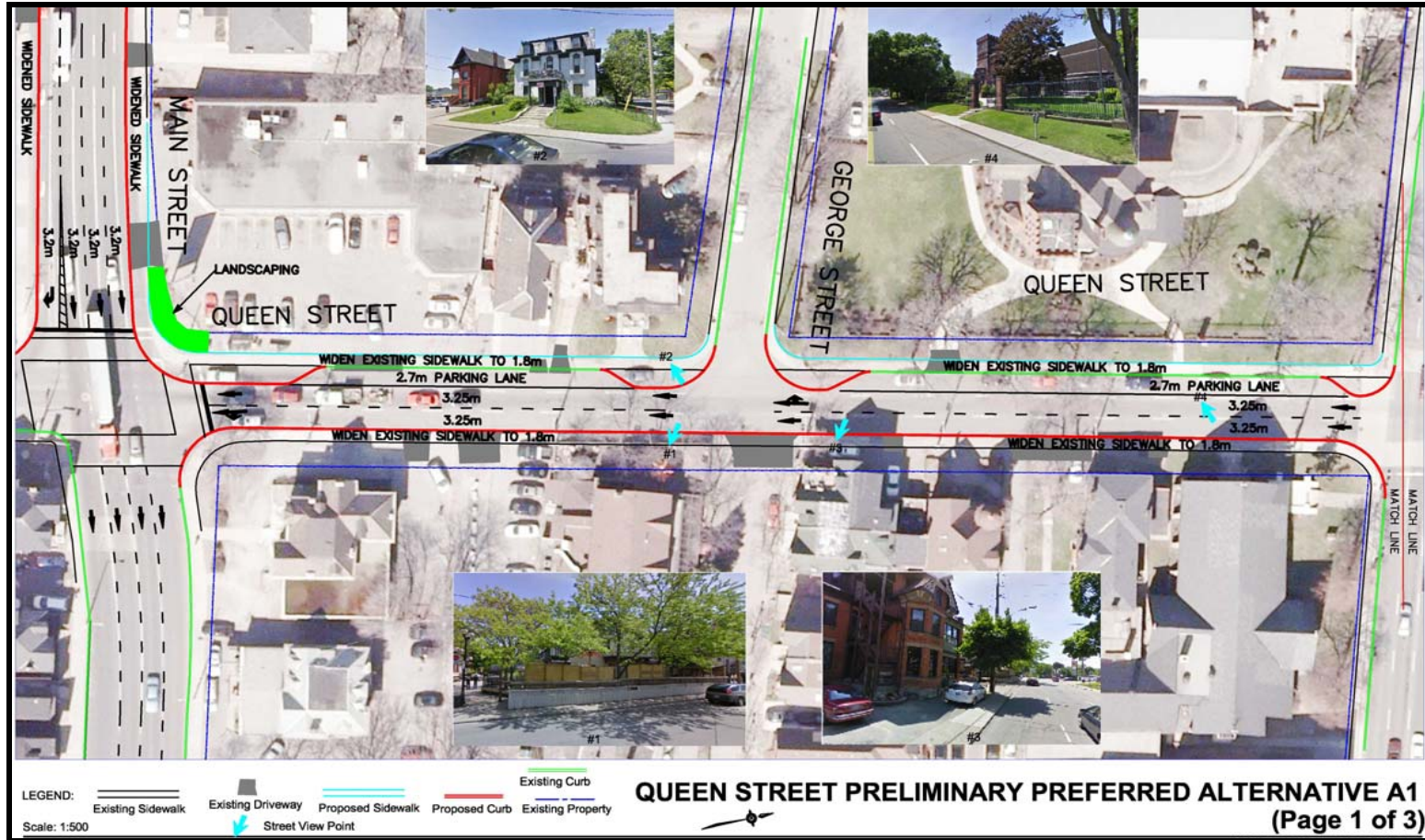


Exhibit 7-9: Queen Street Preliminary Preferred Alternative A1 (Page 1 of 3)

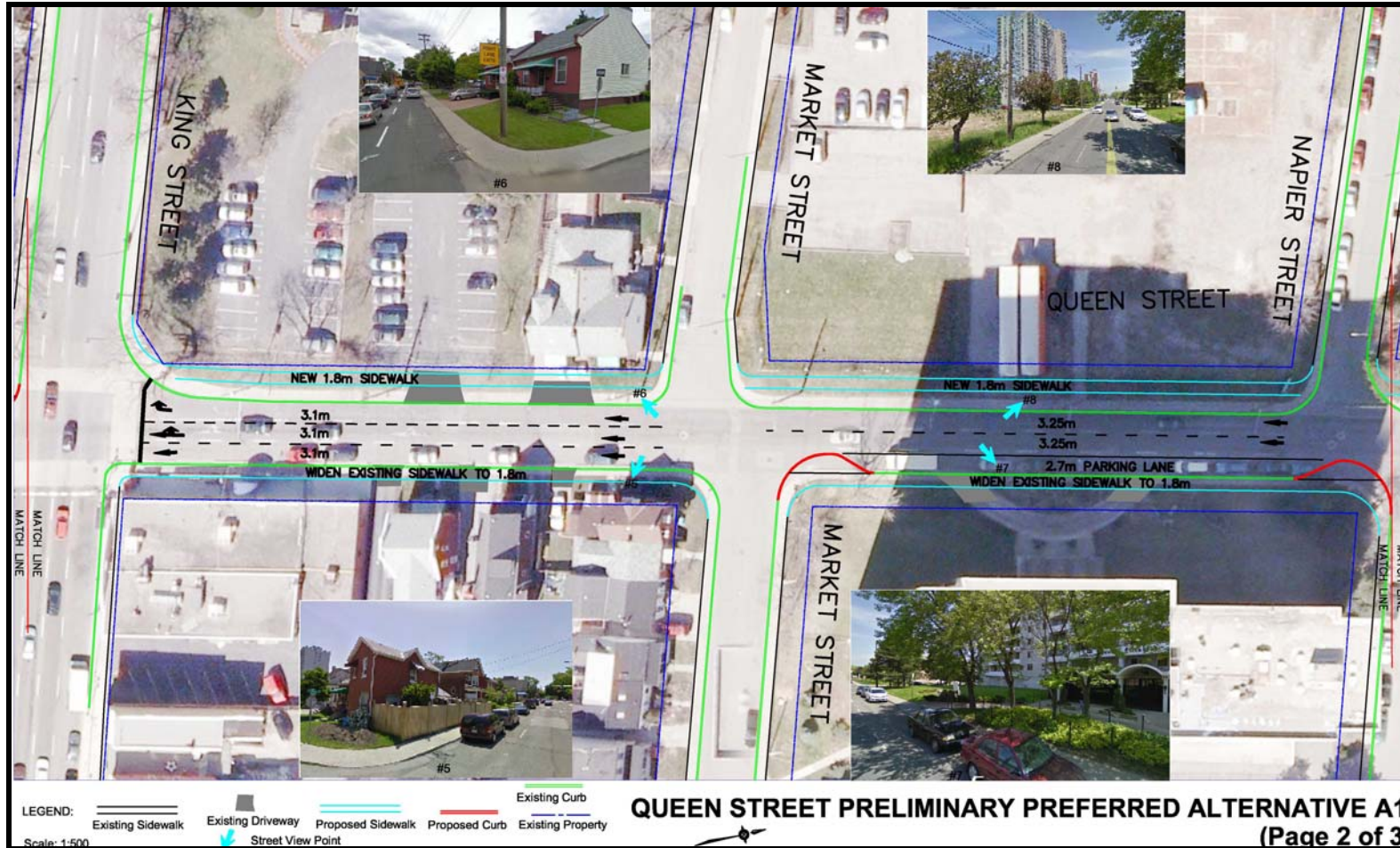


Exhibit 7-10: Queen Street Preliminary Preferred Alternative A1 (Page 2 of 3)

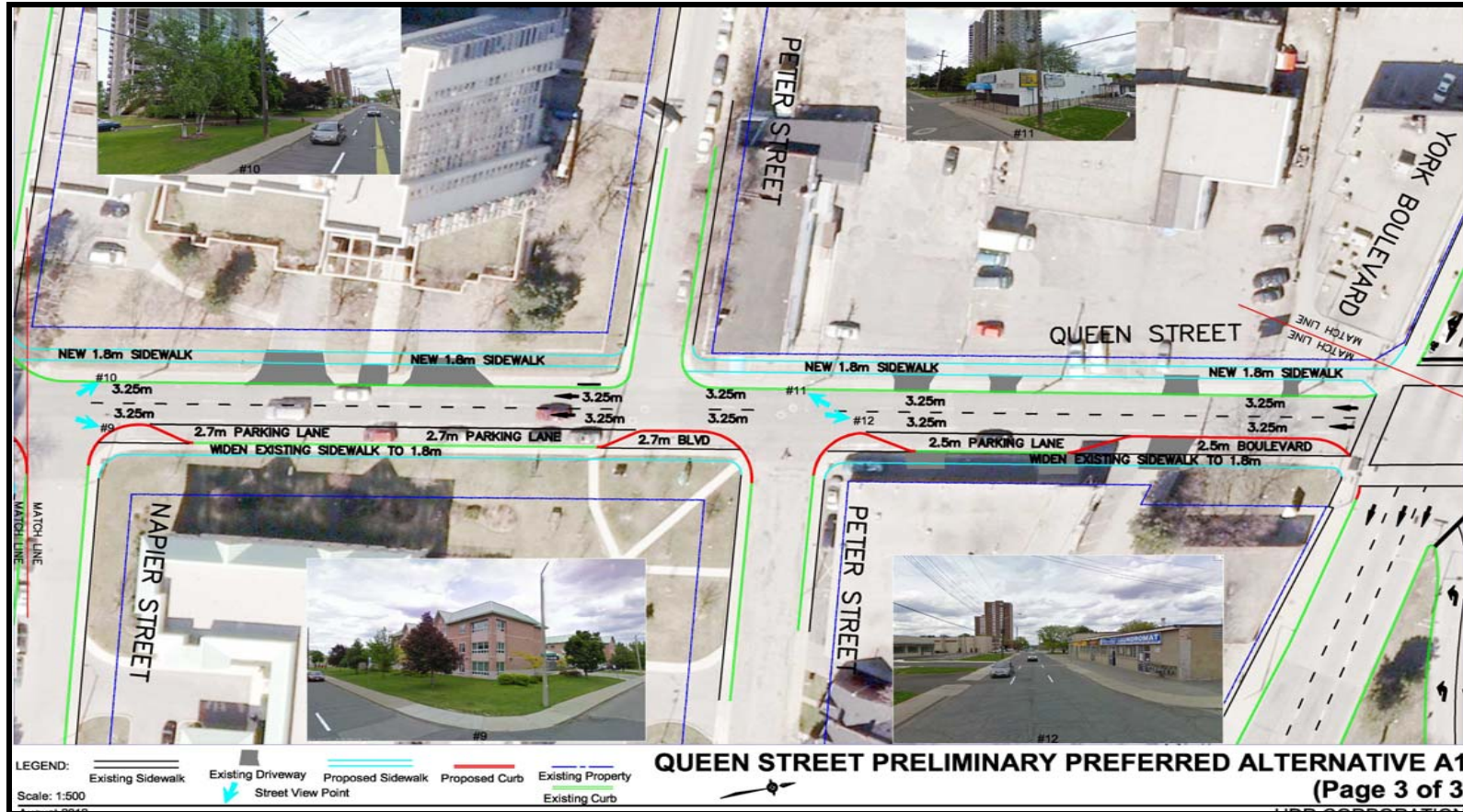


Exhibit 7-11: Queen Street Preliminary Preferred Alternative A1 (Page 3 of 3)

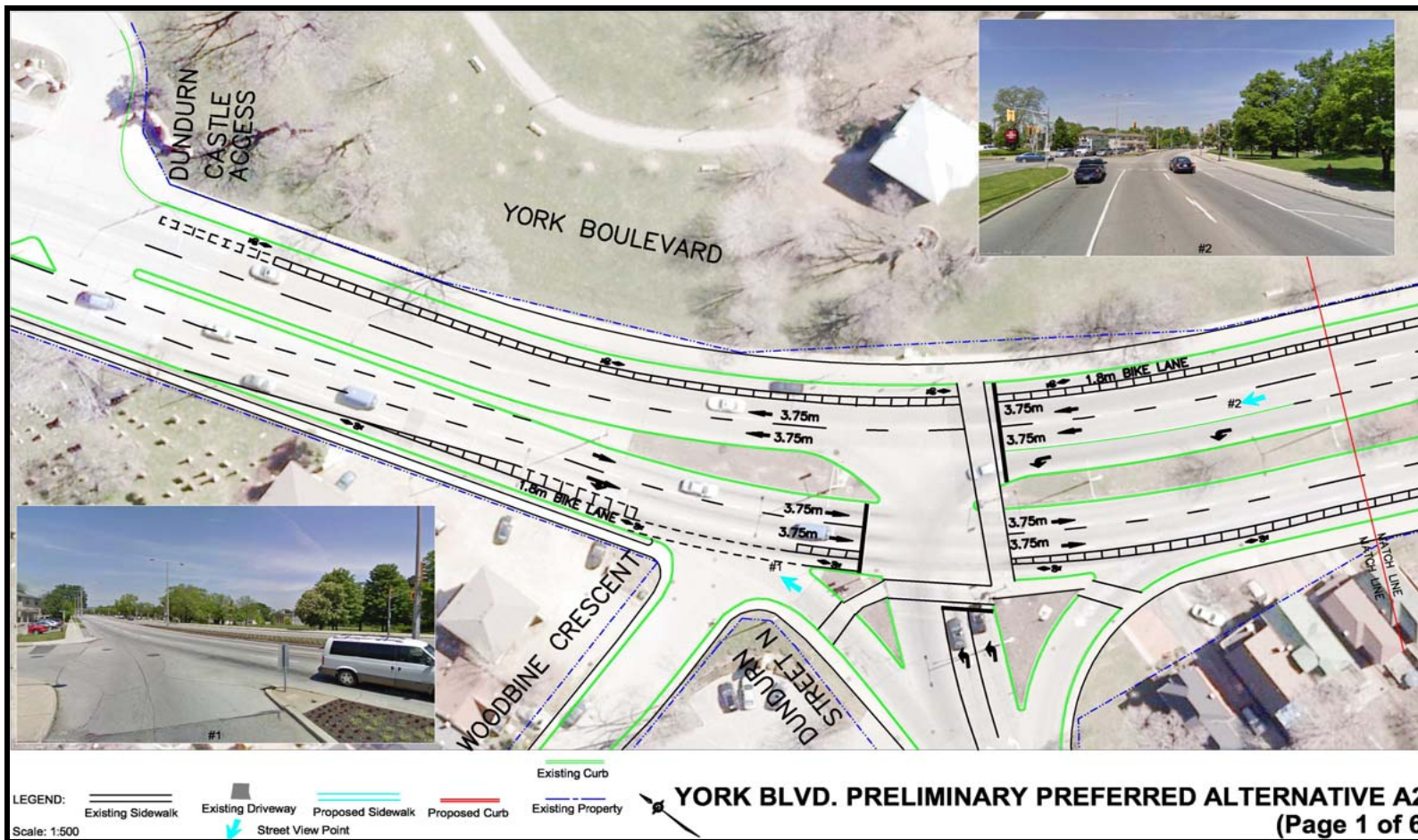


Exhibit 7-12: York Boulevard Preliminary Preferred Alternative A2 (Page 1 of 6)

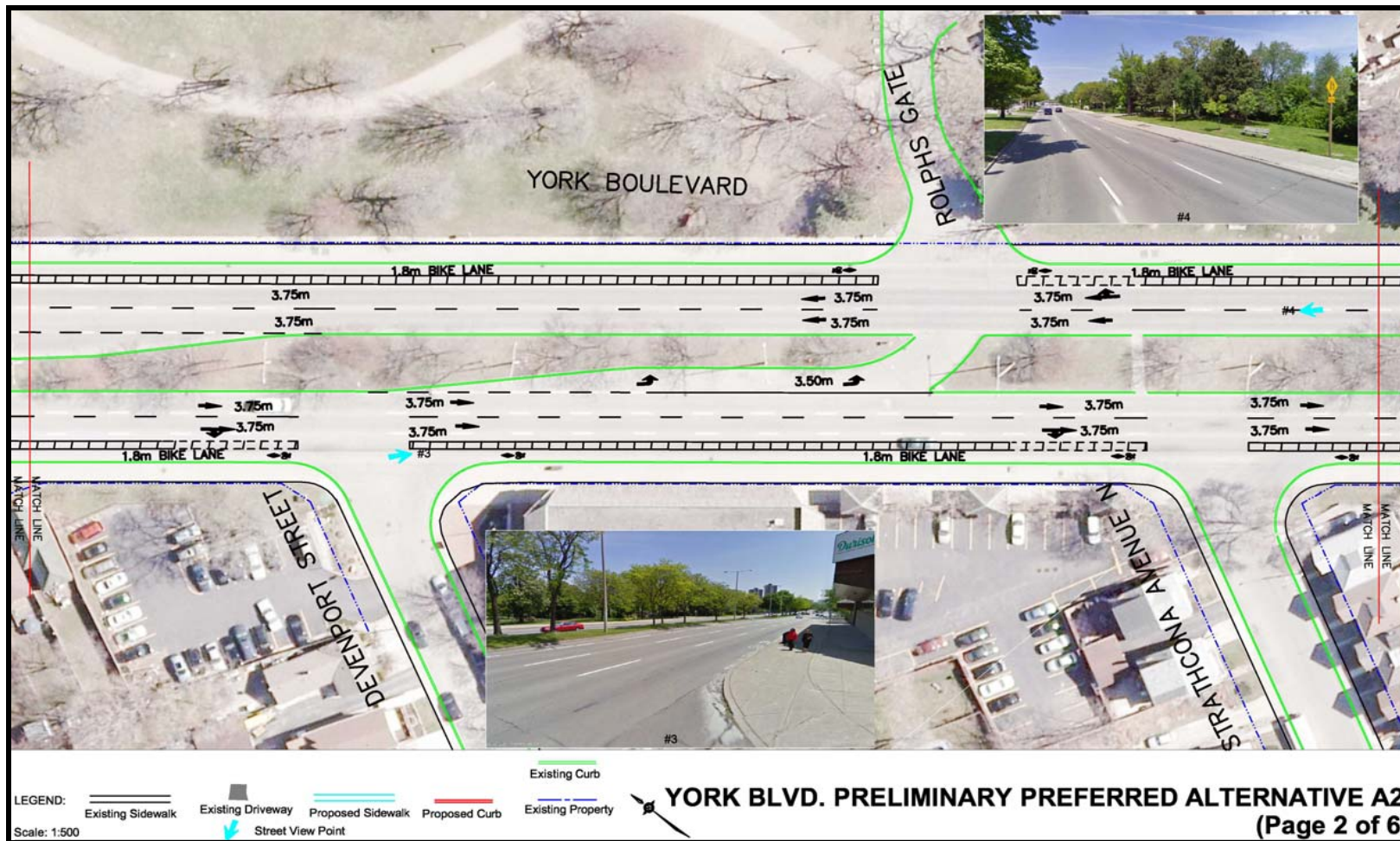


Exhibit 7-13: York Boulevard Preliminary Preferred Alternative A2 (Page 2 of 6)

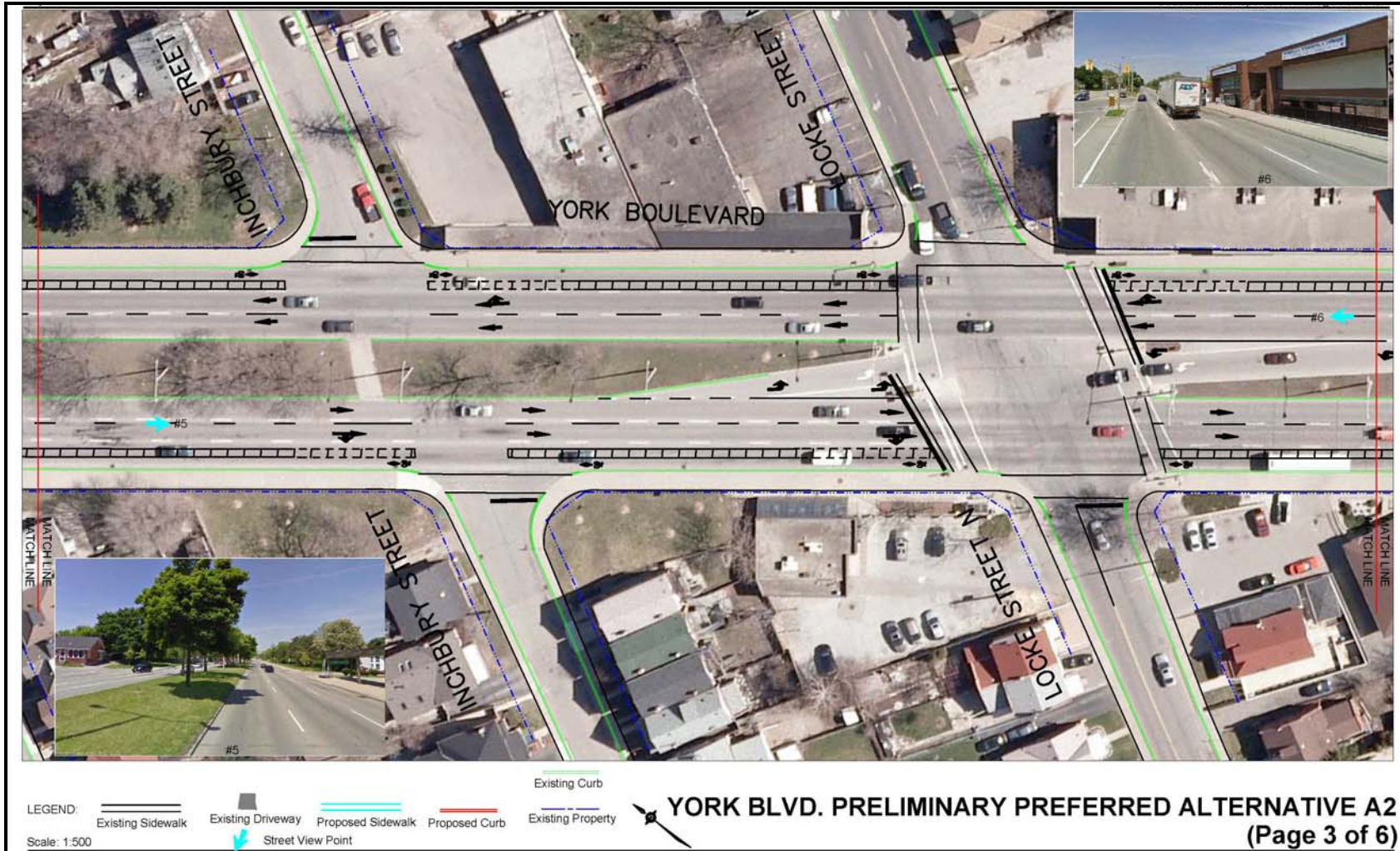


Exhibit 7-14: York Boulevard Preliminary Preferred Alternative A2 (Page 3 of 6)

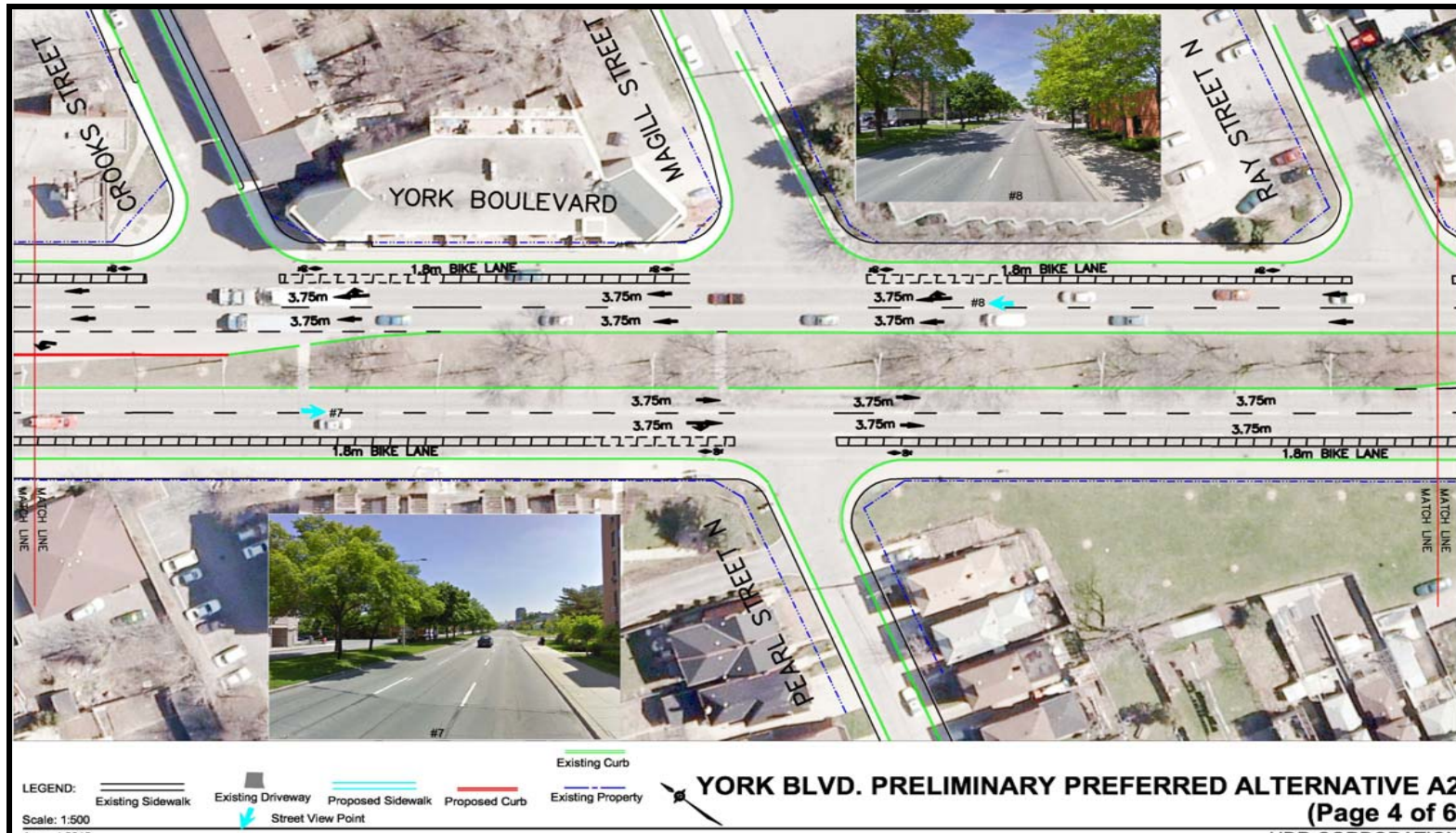


Exhibit 7-15: York Boulevard Preliminary Preferred Alternative A2 (Page 4 of 6)

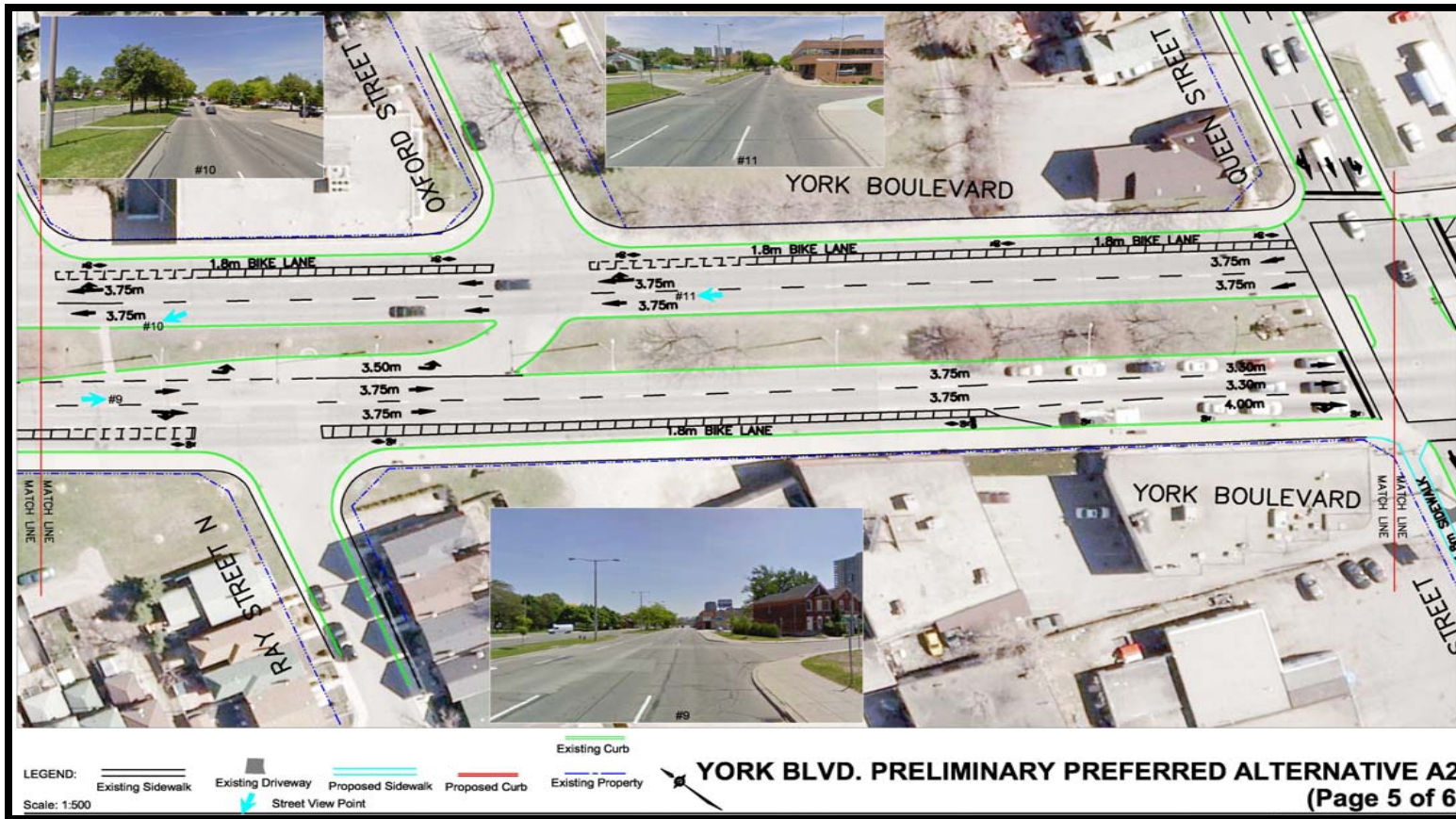


Exhibit 7-16: York Boulevard Preliminary Preferred Alternative A2 (Page 5 of 6)

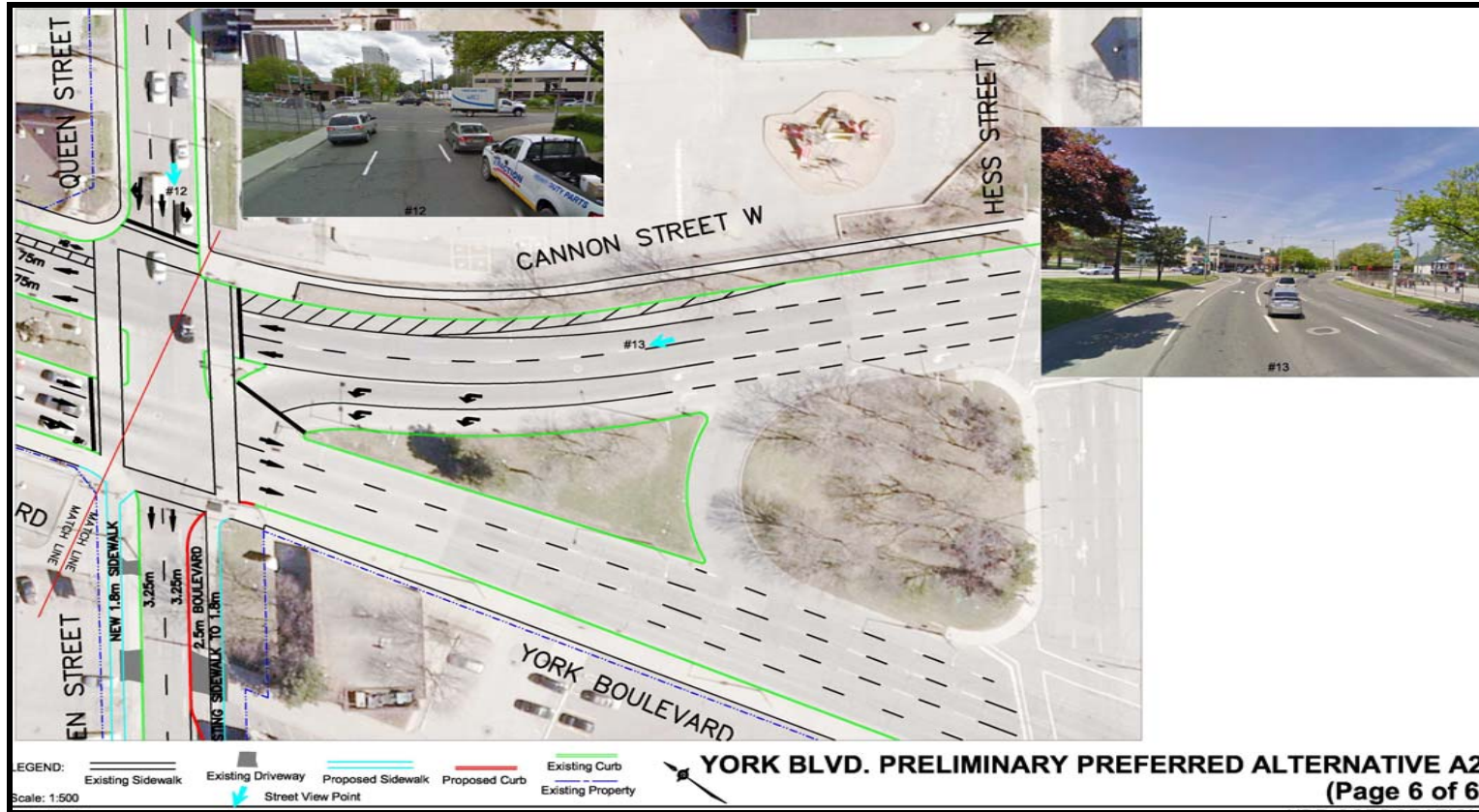


Exhibit 7-17: York Boulevard Preliminary Preferred Alternative A2 (Page 6 of 6)

8. RECOMMENDATIONS AND FUTURE ACTIONS

The recommended plan for this TMP is detailed below. Please note that all implementation is subject to the normal budgeting process of the City Council and in some cases the timing of larger studies that could revisit the recommendation.

8.1 Dundurn Street

The recommended plan for Dundurn Street is to add on-street bicycle lanes between King Street West and Main Street West as per its designation as such by the City-wide Cycling Master Plan (2010). Also, the west side of the roadway would also be changed in that the sidewalk would be moved from being next to the traffic lanes to just west of a replanted/treed buffer between the sidewalk and the bike lane. Consideration should be given during Detailed Design process for implementation of Urban Braille in the corridor along the following streets: Dundurn Street South (from King Street West to Main Street West), King Street West, (from Dundurn Street South to Queen Street South), West side of Queen Street South (between King Street West and Main Street West) and Main Street West (between Queen Street South to Dundurn Street South), forming a rectangle. Note: Queen Street South King - East side would already be a candidate for Urban Braille, due to being part of the Downtown.

Action Plan:

- Should a redevelopment application be received for the adjacent plaza to the west, then property can be acquired through the site planning process. Otherwise, property will have to be acquired through negotiation with the adjacent land owner
- Property costs have to be added to the estimated \$380,000 construction costs
- The project may proceed to design and construction, subject to the City's approval process. It is anticipated that if the property needs to be acquired, the costs to this project could potentially increase to greater than \$2.3 million, which necessitates further study (Phase 3 and 4) under the MEA's Municipal Class EA process. If the costs of the study are minimized, due to cost of land, the MEA document's EA process would have been fulfilled during the course of this study (Phase 1 and 2).

For Dundurn Street South between King Street West and Main Street West the preferred alternative cross section utilizes the maximum amount of available space in the corridor, while providing facilities for all modes of transportation based on currently approved studies and master plans – a shorter term implementable plan. The total existing right-of-way width is 24.8 m with additional varied widths along the existing corridor. The TMP recognizes that other transportation works are being

considered for this corridor in the longer term, which would require additional space, allowed under the current governing document (Hamilton-Wentworth Regional Plan).

The final ROW width required to accommodate all anticipated works (i.e. on-street bicycle lanes and removing the sidewalk on the west side of the roadway from being next to the travel lanes to just west of a replanted/treed buffer between the sidewalk and the bike lane) would be a minimum of 30.5m, off set towards the west. In order to achieve AODA compliance is to fully incorporate a wider sidewalk on both sides of Dundurn Street. Approximately 4.5m of additional property will be required as illustrated in **Exhibit 6-3**

An amendment will be required to the Urban Hamilton Office Plan (UHOP) as Schedule C – Future Road Widening currently states that Dundurn Street South between Main Street West and King Street West is to have a future ROW width of 26.2m.

Consideration should also be given to amending the Urban Official Plan to reflect the required width of the east side of the sidewalk between Main Street West and King Street West, to accommodate Urban Braille - clear walking space of 1.8m. The current width of sidewalk is 1.5m, which is currently maintained in the preferred alternative.

8.2 King Street West

The ultimate plan for King Street West is defined by the approved LRT EA study (removal of two lanes and implementation of a two-way LRT line) and an interim plan for use of the dedicated lane as a Transit Only Land Pilot lane is being pursued by the City as an interim to the LRT.

Action Plan:

- No action at this time
- The cost of \$73,000 + minor utilities' changes confirms that this project could proceed to detailed design and construction of the EA process have been fulfilled, budget permitting
- Should the above interim and long term plans not go ahead, this study recommends removal of the north curb lane and conversion to a bay-style parking lane with intersection build outs to improve the pedestrian environment
- Subject to further studies and budget approval process

8.3 Locke Street

The recommended plan for this corridor is the removal of one of the existing two lanes in order to implement a northbound on-street bicycle lane and a separated southbound bicycle lane.

Action Plan:

- At a cost of \$27,000, Phase 1 and 2 of the EA requirements have already been met for this solution
- The project may proceed to design and construction, subject to the City's approval process

8.4 Main Street West

The preferred alternative is the removal of one lane of traffic and the widening of sidewalks between Strathcona Avenue South and Queen Street and an associated widening of the sidewalks to approximately 2.5 metres.

Action Plan:

- It is anticipated that due to the nature of works required and potential impacts to underground infrastructure (movement of curbs and service lines- water, sewer, power) additional costs will be incurred in order to implement the preferred alternative. The Municipal Class EA document states that if the cost of the type of recommended project exceeds \$2.3M it shall be classified as Schedule C. The recommendation is therefore that Phases 3 and 4 of the EA process will still be required prior to detailed design and construction process, budget permitting
- Coordinated signal timings need to be altered to match the change in lane configuration

Since two way conversion was asked for by members of the public and the councillor, for this corridor, this study's recommendation is also to include this consideration for the upcoming City wide Transportation Master Plan (TMP).

It is understood that the City wide TMP will need to resolve the two-way conversion prior to implementation of the preferred alternative recommendations for this corridor. There is also an opportunity for a Pilot study to take place. The north side of Main Street West, from Strathcona Avenue South to Queen Street, could have a barrier heavy enough to stop traffic which could delineate an additional pedestrian space and allow for a test of street narrowing prior to the implementation of the permanent solution. This would also be subject to budget approval process, and prior consideration of the type, and placement of materials used. There is also an opportunity for a Pilot study to take place.

8.5 Margaret Street

The recommended plan for this corridor is a narrowing of the existing 4 lanes in order to widen sidewalks on both sides.

Action Plan:

- Cost is approximately \$65,000. Phase 1 and 2 of the EA requirements for this project have been fulfilled with the completion of this TMP. It can proceed to design and construction subject to the City's budget approval process
- It is recommended that this project be implemented at the time that the road is due to be reconstructed/rehabilitated as the changes in configuration are minor, not offering significant improvements.

8.6 Queen Street

The recommended plan for this corridor is the removal of one lane of traffic between York Boulevard and Main Street West (with the exception of a section between King Street West and Market Street) and the implementation of on-street parking bays and widened sidewalks to improve the pedestrian environment.

Action Plan:

- The cost for the recommended alternative is \$322,000 plus minor utility relocation costs subject to the City's budget approval process. Phase 1 and 2 of the EA requirements for this project have been fulfilled with the completion of this TMP. For this corridor, since two way conversion was asked for by members of the public and the councillor, this study's recommendation is also to include this consideration for the upcoming City wide Transportation Master Plan, and the above recommendation should not proceed to design and construction until the City wide TMP consideration of the two-way conversion is completed.

8.7 York Boulevard

The recommended plan for York Boulevard is the removal of one general purpose lane in each direction between Dundurn Street and Queen Street and the implementation of bicycle lanes as well as maintaining three (3) east bound lanes approaching Queen Street North. The preliminary cost is \$158,000. The Phases of the MEA MP EA Process have been fulfilled.

Action Plan:

- This project can proceed to detail design and construction (chiefly lane markings), subject to the City's budget approval process.
- Coordinated signal timings need to be adjusted to match the change in lane configuration.
- Traffic volumes and operations (queuing) needs to be monitored principally at the York/Queen intersection in the PM peak to ensure that traffic congestion is not increasing unnecessarily (queues do not extend to the intersection of Cannon Street and York Boulevard).

- Should either the LRT go ahead or traffic volumes and delay increase considerably, then the bicycle lanes may have to be removed and the corridor returned to six (6) lanes for general purpose use.

8.8 Next Steps

A number of issues require further study. These include:

- In association with the Ministry of Transportation, Ontario, initiate a study rationalizing lane allocation on Main Street West between Highway 403 and Strathcona Avenue South with the target of removing a lane of traffic east of Dundurn Street South as well as widening the sidewalks/realignment at the intersection of Dundurn Street and Main Street West.
- With respect to the Kay Drage Park, this study recommends continues discussions with the land owners.
- A feasibility study should be undertaken for a pedestrian or pedestrian/cycling bridge over the CP Rail line from the Strathcona neighbourhood into Kay Drage Park to maximize the right of ways already owned by the City in those areas, and to encourage more public use/access of the park, outside of programmed activities.

For the Fortino's Plaza (mostly owned by Loblaws Properties Ltd.) at Dundurn Street between intersections with Main Street West and King Street West and Highway 403, this study recommends the pursuit of land easement agreement/lease/sale, or another land agreement that would allow City staff to construct and maintain facilities for the purposes of pedestrian and cycling modes of transportation improvements within this corridor.

- This study has a number of recommendations for the intersection of Dundurn Street and Main Street West, which include:
 - Ensure claim of the City's right of way (already existing as well as prescribed by the Urban Official Plan) within this intersection, to allow for increase of pedestrian space
 - Accommodate a possible future BikeShare station at the south-east corner of the intersection, along with a possible future CarShare parking spot accommodation
 - Any commercial residential developments, commercial office developments, institutional developments and employment lands should have a Travel Demand Management (TDM) plan to accompany a Traffic Impact Study (TIS), if a TIS is required. This would include provisions for transit passes, car sharing, bike sharing and long term restricted access and covered bike parking. Primarily building access should front the curb and connect to cycling

- and walking routes. Commercial/employment developments should have Smart Commute programs for employee populations over 50. This includes employee surveys, infrastructure site analysis, customized programming and performance measurements.
- Carry out the required study in order to accommodate and finalize changes proposed within this study for this intersection
 - Review the existing terms of conformance to the Sign By-law
 - The Public Works Traffic Staff should review the existing signage in order to determine whether signage can be consolidated in order to reduce driver workload
 - Work with property owners in the vicinity of the intersection of York Boulevard between Dundurn Street and City of Burlington border, to consolidate signs to reduce driver workload.
- a. *Nefarious activities along the corridor*
- Recommendations from this study include:
- Improvements to the existing intermittent pedestrian and cycling facilities, i.e. to continue sidewalks/ multi-use paths along this corridor to fulfill AODA requirements at reconstruction
 - Work with RBG staff on improvements to programming/land use, etc.
 - Parking restrictions to continue to be monitored and amended as required
 - Enforcement to continue
- b. *Pedestrian Activated Crossings*
- A signal is planned at Main Street West and Pearl Street. It is being processed for installation in 2013/2014.
- c. *York Boulevard Mid-block Crossings at Intersection With Crook's Street, to the Intersection With Locke Street North*
- Recommendations from this study include:
- Bus stop to be moved for a trial basis and made permanent only after a comment period, so that persons crossing the street to the bus stop could do so at a signalized intersection. It has been made permanent as of December 31, 2013, due to lack of negative comments from members of the public and positive comments from a nearby business establishment.
 - All five crossings to be made AODA compliant, based on the request of the Ward 1 councillor

- Main Street West, King Street West, Dundurn Street (between Main Street West and King Street West) and Queen Street should be considered for Urban Braille at the time of project implementation/detailed design. For the corridors of Main Street West and Dundurn Street (between Main Street West and King Street West), this will be part of the formal Phase 3 and 4 Municipal Class EA Process. For King Street West, it may come as part of the implementation of the future LRT. Queen Street is already recommended for Urban Braille on the east side as part of the City's Downtown. Therefore, it would be beneficial to also incorporate it on the west side of the street. The above is subject to the City's budget approval process. Further information on Urban Braille can be found in **Appendix N**.

8.9 Recommendations and Future Actions Summary Table

Table 8-1 provides a summary of the recommendation plan for this TMP.

Table 8-1: Summary of TMP Recommendations

Project	Description	Cost	EA Schedule	Responsibility	Timing
Dundurn Street South (King Street West to Main Street West)	Preferred Alternative B1	Initial capital costs estimated at \$380,000 – + cost for property acquisition.	Schedule B (fulfilled)	Public Works (PW)	Subject to the budget approval process
Dundurn Street South, (King Street West to Main Street West)	Mid-block traffic signal consideration and related intersection changed at mid-block.	To Be Determined	N/A	PW/PED	Subject to adjacent property redevelopment and/or LRT implementation
Dundurn Street South at King Street West (south west corner)	Improvements at the CBS property and Loblaw Properties Ltd. changes, and further improvements for pedestrian and cyclist accessibility to Fortino's Plaza.	Subject to negotiation with private property owners and/or site application process.	N/A	PW	Subject to the budget approval process and negotiation with private property owners and/or site application process.
Dundurn Street South, (King Street West to Main Street West)	Any commercial residential developments, commercial office developments, institutional developments and employment lands should have a Travel	To Be Determined	N/A	PW/PED	Subject to the budget approval process

Project	Description	Cost	EA Schedule	Responsibility	Timing
	Demand Management (TDM) plan to accompany a Traffic Impact Study (TIS), if a TIS is required.				
Dundurn Street South, (King Street West to Main Street West)	Consideration of implementation of Urban Braille on both sides of the street.	Potential additional \$70 to 80 m ² of sidewalk costs to implement	Schedule C (Phase 3&4)	PW	Subject to the budget approval process.
Intersection of Dundurn Street and Main Street West.	Carry out the required study in order to accommodate/fine tune the configuration changes proposed within this study for this intersection	To Be Determined	TBD	PW	Subject to the budget approval process and prior consideration of Main Street West for two way conversion in the City Wide TMP
Intersection of Dundurn and Main Street West – eastbound on Main.	Consolidate non-traffic signage at the intersection to reduce driver workload. Pursue discussions with MTO regarding use of pavement markings at the off ramps, and movement of signage prior to the end of eastbound and	To Be Determined	N/A	PW	Subject to the budget approval process;

Project	Description	Cost	EA Schedule	Responsibility	Timing
	westbound Highway 403 on ramps.				
Kay Drage Park Pedestrian connection to Strathcona Neighbourhood	Feasibility study of a pedestrian/cycling bridge spanning CP rail line between Kay Drage Park and West; Discussions to continue with land owners south of Kay Drage to continue to explore trail connections	<\$100,000	To Be Determined	PW	Subject to budget approval process and discussions with land owners south of the park
King Street West	Preferred Alternative B	Initial capital cost estimated at \$10,500	Schedule B (fulfilled)	PW	Subject to the budget approval process and prior two way conversion consideration in the City Wide TMP.
King Street West – Pedestrian Activated Signal at Pearl Street	Approved by Council	<\$100,000	N/A	PW	Installed during the course of this study - 2011
Locke Street	Preferred Alternative A5	Initial capital cost estimated at \$27,000	Schedule B (fulfilled)	PW	Subject to the budget approval

Project	Description	Cost	EA Schedule	Responsibility	Timing
					process and consideration for two way conversion in the City Wide
Main Street West	Improved sidewalk safety and reduced crossing width. Urban Braille possible. Potential for Improving landscaping including shade trees and benches, etc. Requires further approvals from MTO for the section west of Strathcona Street	\$841,000 (High cost) + utility relocation costs Likely the total > \$2.3M	Schedule C (Phase 3&4)	PW	Subject to the budget approval process, and prior two way conversion consideration in the City Wide TMP.
Main Street West	Potential lane reduction or rationalization on Main Street West between Highway 403 and Dundurn Street. Requires extensive study in association with MTO	To be Determined during scoping stage of the study	>\$100,000	PW	Subject to the budget approval process and prior two way conversion consideration in the City Wide TMP.
Main Street West	Any commercial residential developments, commercial office developments, institutional developments and employment lands	To Be Determined	N/A	PW/PED	Subject to the budget approval process

Project	Description	Cost	EA Schedule	Responsibility	Timing
	should have a Travel Demand Management (TDM) plan to accompany a Traffic Impact Study (TIS), if a TIS is required.				
Main Street West Pedestrian Activated Signal	Approved by Council	< \$100,000	N/A	PW	In the process of being planned for installation in 2013/early 2014
Queen Street	Preferred Alternative A1	Initial capital cost estimated at \$322,000	Schedule B (fulfilled)	PW	Subject to the budget approval process and prior two way conversion consideration in the City Wide TMP.
York Boulevard between Queen Street and Dundurn Street North.	Remove one lane of traffic in each direction and re-paint to allocate wider traffic lanes and continuous bike lanes in each direction.	Minimum \$158,000 for re-painting.	Schedule B (fulfilled)	PW	Subject to the budget approval process. Shorter term solution. To be considered in the City Wide

Project	Description	Cost	EA Schedule	Responsibility	Timing
					TMP for long term implementability.
York Boulevard between Dundurn Street North and the City of Burlington Border.	Improvements to the existing intermittent pedestrian (AODA) facilities, i.e. to have continuous facilities.	To Be Determined during Detailed Design Process, possibly subject to the outcomes of the ongoing "Burlington Heights Management Plan".	N/A	PW	On-going; subject to the budget approval process
Nefarious activities on York Boulevard between Dundurn Street and the City of Burlington border.	Increased activity via change of land uses and economic development programming may aid in the area becoming less frequented for beneficial uses and thus also providing more eyes on the property and less opportunity for undesirable activities.	These changes shall be considered as part of the ongoing Burlington Heights Management Plan (the first of a number of projects stemming from the Cootes to Escarpment Plan).	N/A	PW	On-going; subject to the budget approval process

Project	Description	Cost	EA Schedule	Responsibility	Timing
York Boulevard Bus layby at Waterfront Stairs entrance, south of McQuesten Bridge.	Consider implementation of layby to be used by tour buses only. This shall be considered as part of the ongoing Burlington Heights Management Plan (the first of a number of projects stemming from the "Cootes to Escarpment Plan").	To Be Determined	N/A	RBG, City of Burlington, and City of Hamilton are working on allocation right of way and land use issues. (PW / PED)	On-going; subject to budget approval process.
York Boulevard at intersection with Locke Street	Consideration should be given to increasing the size of the pedestrian refuge at this intersection to allow a better waiting area for slow moving pedestrians	Approximately \$250,000	N/A	PW	Subject to budget approval process.
York Boulevard - between Rolphs Gate and Queen Street N.	Provide AODA compliance features at all five mid-block crossings	\$ 26,095.81 + applicable taxes.	N/A	PW	Timing of Implementation - Completed in 2012.

9. MITIGATION

9.1 Impacts and Mitigation

Based on an assessment of the potential impacts resulting from the construction of the preferred designs, the proposed improvements to the main corridors in the Strathcona neighbourhood are not anticipated to result in any significant environmental impacts. **Table 9-1** details the mitigation required for the recommended planning solutions. The mitigation measures detailed below shall service to avoid and / or minimize potential negative environmental impacts.

Table 9-1: Summary of Impacts and Proposed Mitigation Measures

Nature of Impact	Impact	Mitigation
Utilities	Utility impacts need to be identified for the recommended Main, King, Dundurn and Margaret Street solutions	Consultation with utility agencies and relocation as required
Archaeology	No impacts	None required
Built Heritage, Landscapes	No impacts	None required. Heritage planning staff to be consulted regarding potential heritage impacts
Natural Environment	Potential impact on trees and vegetation on Queen and Dundurn Streets	Identification of vegetation impacts (avoidance if possible) and replacement where necessary
Social Impacts Noise		
- long term	No long term change in noise	None required
- short term	Temporary noise impacts during construction	Restricted hours of construction as per City's by-laws

9.2 Other Approvals

No additional approvals (other than completing phases 3 and 4 of the EA process as identified in the previous section) are required.

9.3 Monitoring

During construction, the contract administrator will ensure that full-time monitoring/inspection of the project works is undertaken to ensure that all environmental commitments and City by-law commitments identified in the TMP are adhered to by the contract team.

Appendix A
Strathcona Secondary PIC Comments

Appendix B
CAG Meeting 1

Appendix C
October 2008 PIC #1

Appendix D
March 2009 Meeting

Appendix E
September 2011 CLC Meeting

Appendix F
November 2011 PIC #1

Appendix G
February 2012 CLC

Appendix H
October 2012 PIC#2 and May 7, 2013 Meeting

Appendix I Public Input

Appendix J Stakeholder Agency Consultation

Appendix J1
Royal Botanical Gardens

Appendix J2 Loblaw's and CBS

Appendix J3
Catholic Diocese and Hamilton-Wentworth
Catholic District School Board and CP Rail

Appendix J4
MTO

Appendix J5
City of Burlington

Appendix J6 First Nations

Appendix J7
GO Transit

Appendix K Cemetery Etiquette

Appendix L Existing Traffic Analysis

Appendix M Lane Reduction Analysis Results

Appendix N Urban Braille

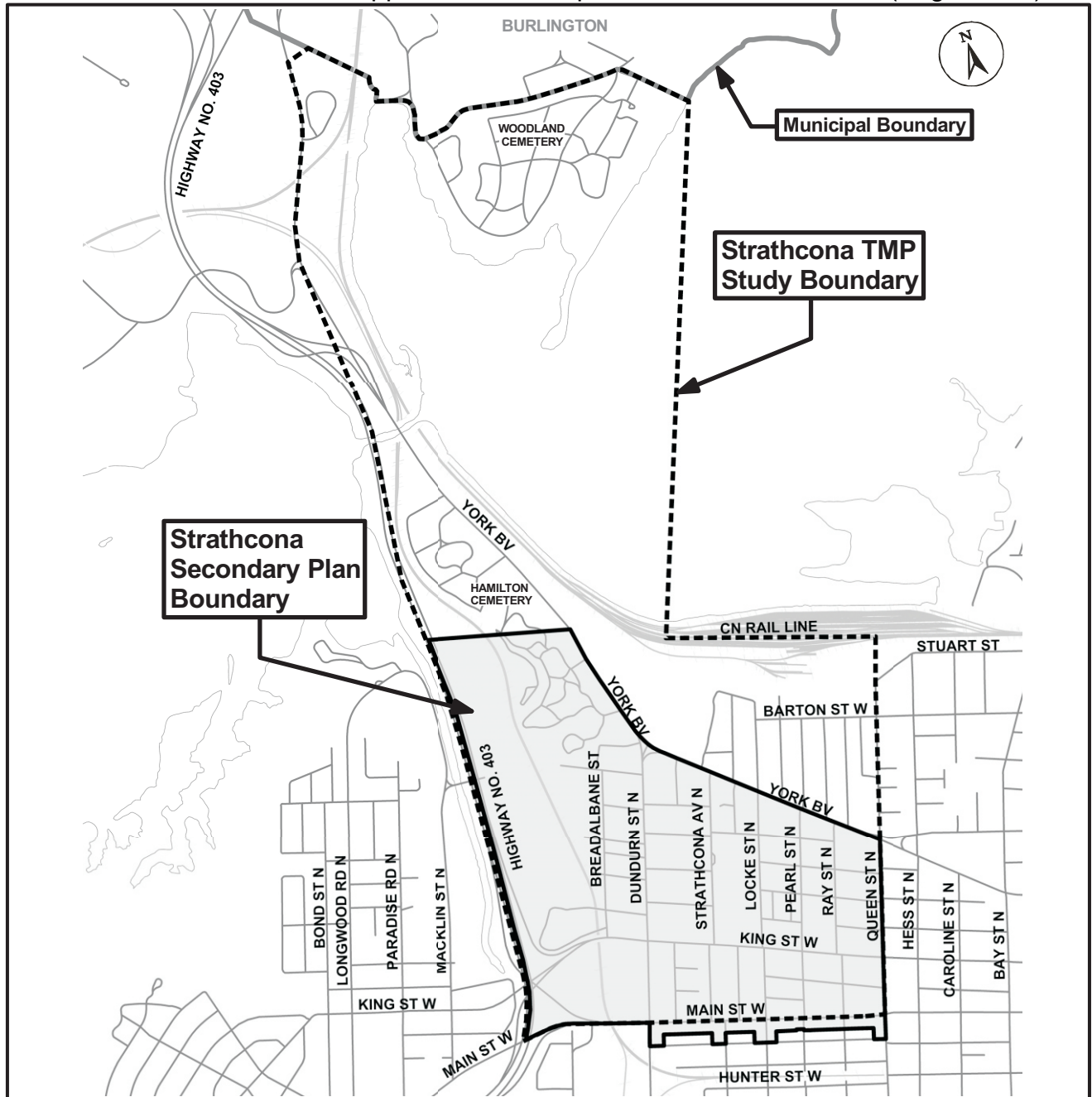
Appendix E: Summary of the Recommendation Plan for Strathcona TMP.

Project	Description	Cost	EA Schedule	Responsibility	Timing
Dundurn Street South (King Street West to Main Street West)	Preferred Alternative B1.	Initial capital costs estimated at \$380,000 - + cost for property acquisition.	Schedule B (fulfilled).	Public Works (PW)	Subject to the budget approval process.
	Mid-block traffic signal consideration and related intersection changed at mid-block, within MTO jurisdiction, therefore, input required.	To Be Determined.	N/A.	City of Hamilton and/or Fortino's Plaza	Subject to adjacent property redevelopment and MTO Permit process.
Dundurn Street South at King Street West (south west corner)	Improvements at the CBS property and Loblaws Corporation Inc.'s changes, and further improvements for pedestrian and cyclist accessibility to Fortino's Plaza.	Subject to negotiation with private property owners and/or site application process.	N/A.	PW	Subject to the budget approval process and negotiation with private property owners and/or Sign By-law/Site Application process.
Intersection of Dundurn Street and Main Street West	Carry out the required study in order to accommodate/fine tune the configuration changes proposed within this study for this intersection, within MTO jurisdiction, therefore, input required.	To Be Determined.	To Be Determined.	PW	Subject to the budget approval process and prior consideration of Main Street for two way conversion in the City Wide TMP.
Intersection of Dundurn Street South and Main Street West - eastbound on Main	Consolidate non-traffic signage at the intersection to reduce driver visual workload. Pursue discussions with MTO regarding use of pavement markings at the off ramps, and movement of signage prior to the end of eastbound and westbound Highway 403 on ramps.	To Be Determined.	N/A.	PW	Subject to the Budget approval process.

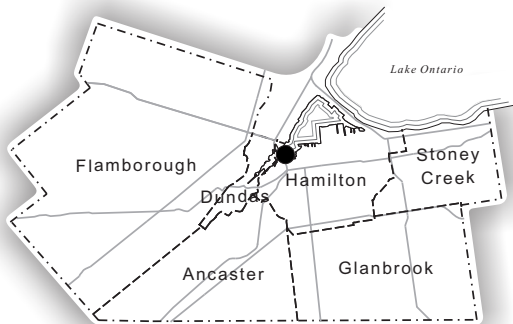
Project	Description	Cost	EA Schedule	Responsibility	Timing
Kay Drage Park Pedestrian connection to Strathcona Neighbourhood	Feasibility study of a pedestrian/cycling bridge spanning CP rail line between Kay Drage Park and West; Discussions to continue with land owners south of Kay Drage to continue to explore trail connections.	<\$100,000.	To Be Determined.	PW	Subject to Budget approval process and discussions with land owners south of the Park.
King Street West	Preferred Alternative A1.	Initial capital cost estimated at \$10,500.	Schedule A+.	PW	Subject to the budget approval process and prior two-way conversion consideration in the City Wide Five (5) Year TMP Review.
King Street West at the eastbound onramp onto Hwy. 403 - towards Toronto	Continue discussions with MTO staff to ensure compliance with <u>AODA Act</u> , and improve the ability of pedestrians to cross and reduce weaving of traffic.	To Be Determined. Within jurisdiction of MTO, and potentially entirely an MTO cost.	N/A.	PW	Subject to discussions with MTO, ongoing.
Locke Street	Preferred Alternative A5.	Initial capital cost estimated at \$27,000.	Schedule A+, approved under the Cycling Master Plan.	PW	Subject to the budget approval process and consideration for two way conversion in the City Wide TMP.

Project	Description	Cost	EA Schedule	Responsibility	Timing
Main Street West	Lane reduction resulting in widening of sidewalk width on both sides of the street. Improved sidewalk safety and reduced crossing width. Urban trail possible. Potential for Improving landscaping including shade trees and benches, etc. Requires further approvals from MTO for the section west of Strathcona Street.	\$841,000 + utility relocation Likely total > \$2.3M.	Schedule C (Phase 3 and 4).	PW	Subject to the budget approval process, and prior two-way conversion consideration in the City Wide Five (5) Year TMP Review.
Main Street West	Potential lane reduction or rationalization on Main Street between Highway 403 and Dundurn Street. Requires further study in association with MTO.	To be Determined during scoping stage of the study.	To Be Determined.	PW	Subject to the budget approval process and prior two-way conversion consideration in the City Wide Five (5) Year TMP Review.
Margaret Street	Widen sidewalk to 1.8m, and widen boulevard, separating pedestrians from cars, by narrowing travel lanes.	Initial capital cost estimated at \$69,000.	Schedule A+.	PW	At reconstruction, subject to Budget approval process.
Queen Street	Preferred Alternative A1.	Initial capital cost estimated at \$322,000 + potential utilities relocation cost.	Schedule B.	PW	Subject to the Budget approval process and prior two-way conversion consideration in the City Wide Five (5) Year TMP Review.

Project	Description	Cost	EA Schedule	Responsibility	Timing
York Blvd. between Queen Street and Dundurn Street North	Remove one lane of traffic in each direction and re-paint to allocate wider traffic lanes and continuous bike lanes in each direction.	Minimum \$158,500 for re-painting.	Schedule A+.	PW	Subject to the Budget approval process. To be considered in the City Wide Five (5) Year TMP Review to determine long term implement-ability.
York Blvd. between Dundurn Street North and the City of Burlington Border	Improvements to the existing intermittent pedestrian (AODA) and cycling facilities, i.e. to have continuous facilities.	To Be Determined during Detailed Design process, possibly subject to the outcomes of the ongoing Burlington Heights Management Plan.	N/A.	PW	On-going; subject to the Budget approval process.
York Blvd. at intersection with Locke St. N.	Consideration should be given to increasing the size of the pedestrian refuge at this intersection to allow a better waiting area for slow moving pedestrians.	Approximately \$250,000. To be confirmed during the Detailed Design process.	Schedule A+	PW	Subject to the Budget approval process.
York Blvd. Bus layby at Waterfront Stairs entrance, south of McQuesten Bridge	Consider implementation of layby to be used by tour buses only. This shall be considered as part of the ongoing Burlington Heights Management Plan (the first of a number of projects stemming from the Cootes to Escarpment Plan).	To Be Determined.	N/A.	RBG, City of Burlington, and City of Hamilton are working on allocation of right of way and land use issues. (PW / PED)	On-going; subject to Budget approval process.






● Site of the Application



City of Hamilton

Strathcona Secondary Plan

Subject Property

-  Strathcona Secondary Plan Boundary
-  Strathcona TMP Study Boundary
-  Municipal Boundary

File Name/Number:
Strathcona

Date:
May 3, 2013

Technician:
LMM

Map Not to Scale

Appendix "G"



Hamilton

Strathcona Secondary Plan: Commercial Review

Hamilton, Ontario

Prepared by:



**Sorensen Gravely Lowes
Planning Associates Inc.**

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Toronto, ON M4V 1B8 TEL: (416) 923-6630

November, 2012

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- Figure 2 - Urban Hamilton Official Plan, Urban Land Use Designations

- Table 1 – Retail/Service per Capita
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1 INTRODUCTION

The purpose of this study is to assess the supply of retail and service commercial space within the Strathcona Secondary Plan Area (as shown in **Figure 1**) and determine the most appropriate locations for directing and promoting retail and service commercial growth within the Secondary Plan Area. This includes locations for both stand alone commercial and commercial in mixed-use buildings.

The consideration of what constitutes an appropriate location for retail and service commercial space includes the degree of pedestrian comfort for shoppers, the ability to build on existing retail functions and built form, the ability to service the surrounding residential neighbourhoods, the opportunity for mixed use intensification, and the opportunity to build upon capital investments and infrastructure improvements in the Secondary Plan Area.

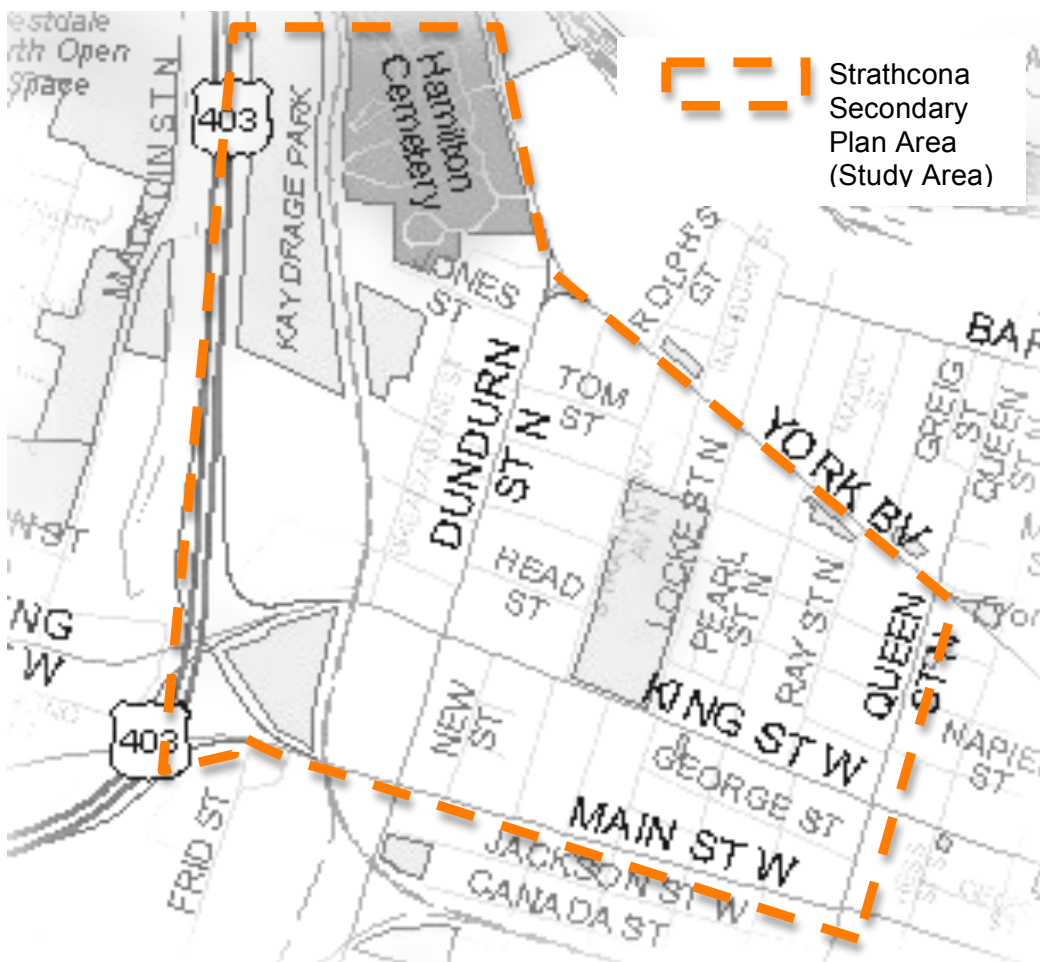


Figure 1: Strathcona Secondary Plan Area, Hamilton, Ontario

The new Urban Hamilton Official Plan (UHOP) designates lands along Main Street West, King Street West and the section of Dundurn Street South between Main Street West and King Street West as Mixed Use – Medium Density (**Figure 2**). Within the Urban Hamilton Official Plan, the following uses are permitted under this designation (section E.4.6.5):

- “a) commercial uses such as retail stores, auto and home centres, home improvement supply stores, offices oriented to serving residents, personal services, financial establishments, live-work units, artist studios, restaurants, and gas bars;
- b) institutional uses such as hospitals, places of worship, and schools;
- c) arts, cultural, entertainment, and recreational uses;
- d) hotels;
- e) multiple dwellings; and
- f) accessory uses.”

These uses are permitted in both single and mixed use buildings (section E.4.6.10).

Lands on both sides of York Boulevard and Locke Street North are designated Neighbourhood. Local commercial uses are permitted in the Neighbourhood Designation. Local commercial uses are those “that primarily cater to the weekly and daily needs of residents within the surrounding neighbourhood” (section E.3.8.1) and include (section E.3.8.2):

- “a) retail and service uses such as a craftsperson shop, day nursery, commercial school, financial establishment, medical office, business office professional office, motor vehicle service station, personal service, place of worship, repair service, restaurant, studio, art gallery, tradesperson shop, and veterinary service;
- b) medical offices or clinic, provided it has direct access to an arterial road and is adjacent to other local commercial uses; and
- c) residential uses.”

These uses may be permitted in single use and mixed use buildings, as follows (section E.3.8.4):

Strathcona Secondary Plan Commercial Study

- a) small single-use buildings such as those occupied by a convenience store or a medical office;
- b) a plaza form at varying scales containing multiple commercial uses;
- c) a main street configuration with multiple commercial uses; or
- d) multiple storey buildings with the local commercial uses on the ground floor and residential units above.”



Figure 2: Schedule E-1 of the Urban Hamilton Official Plan, Urban Land Use Designations

2 ANALYSIS



2.1 RETAIL SERVICE COMMERCIAL SPACE PER CAPITA

In order to assess the commercial supply in the Study Area, the commercial inventory from the Hamilton Commercial Strategy Study: Module 2 was used to obtain the retail data within the Strathcona Secondary Plan Area. **Table 1** shows the breakdown of retail/service space per capita for the Strathcona Secondary Plan Area, as compared to the Lower Hamilton Area (Study Area 6 in the Hamilton Commercial Strategy Study) and the Hamilton CMA.

The Strathcona Secondary Plan contains 241,125 sq.ft. of retail space, which equates to 57.7 sq.ft. per capita. This exceeds the retail/service space in both the Lower Hamilton Area, and the Hamilton CMA, which are 42.7 and 33.8 sq.ft. per capita, respectively. Supermarkets and eating/drinking establishments are the most prevalent commercial category in the Study Area. Both of these uses, but in particular supermarkets, are provided at a disproportionately higher per capita rate in the Strathcona Secondary Plan Area, as compared to the Hamilton CMA.

Some of the retail and service commercial space is serving a broader market beyond the Secondary Plan Area, notably in food store space due to the Fortinos store but also in restaurants and other services. The high per capita figures for food stores are likely due to the number of fast food restaurants that gravitate to the area because of the high volume of automobile traffic. The higher per capita space for "other services" is also likely due to the amount of office space found in house-form buildings, particularly along Main Street West.

Strathcona Secondary Plan Commercial Study

Table 1: Retail/Service per Capita

	Strathcona SP Area		Study Area 6 Lower Hamilton	Total Hamilton CMA
Population	4,180.92		149,678	528,502
	sq.ft.	sq. ft./ capita	sq. ft./ capita	sq. ft./ capita
FOOD				
Supermarkets	64,850.00	15.51	2.259	2.914
Specialty Food	6,731.00	1.61	2.479	1.684
TOTAL FOOD	71,581.00	17.12	4.738	4.599
DSTM				
Traditional Department Stores	0.00	0.00	1.758	1.177
Discount Department Stores	0.00	0.00	0.675	1.545
General Merchandise	2,000.00	0.48	1.454	1.253
Apparel and Accessories	14,895.00	3.56	1.801	1.962
Household Furnishings	10,602.00	2.54	1.994	2.618
Drugs and Cosmetics	12,700.00	3.04	0.933	1.027
Durables and Semi-Durables	15,007.00	3.59	3.632	2.783
TOTAL DSTM	55,204.00	13.20	12.248	12.384
OTHER RETAIL				
Tire/Battery/Parts/Accessories	0.00	0.00	0.405	0.353
Canadian Tire/Home and Auto Supply	0.00	0.00	0.408	0.578
Specialty Automotive Repair	1,320.00	0.32	0.180	0.199
Liquor/Beer/Wine	0.00	0.00	0.338	0.302
Home Improvement Centres	2,526.00	0.60	0.765	1.112
TOTAL OTHER RETAIL	3,846.00	0.92	2.096	2.543
SERVICES				
Eating / Drinking	31,045.00	7.43	6.418	3.811
Personal Services	16,919.00	4.05	2.128	1.308
Finance/ Insurance/ Real Estate	7,229.00	1.73	2.391	1.546
Business Services	2,561.00	0.61	1.582	0.750
Medical/Dental	18,030.00	4.31	1.671	1.540
Entertainment	5,060.00	1.21	1.076	0.898
Other Services	10,325.00	2.47	2.971	1.860
TOTAL SERVICES	91,169.00	21.81	18.236	11.713
VACANT	19,325.00	4.62	5.417	2.550
GRAND TOTAL	241,125.00	57.67	42.735	33.789

2.2 DEMOGRAPHICS

The 2011 Census was reviewed to compare the demographics of the Strathcona Secondary Plan Area with the overall Hamilton CMA. This information is summarized in **Table 2**.

Table 2: Demographics

Characteristic	CMA		Strathcona SP	
	Total	%	Total	%
Population in 2011	721,053		4,181	
0 to 14 years	120,045	17	410	10
15 to 24 years	96,855	13	393	9
25 to 44 years	182,260	25	1,210	29
45 to 64 years	206,330	29	1,191	28
65 to 84 years	99,050	14	830	20
85 and over	16,515	2	162	4

The population in the Strathcona Secondary Plan Area is older than the population in the overall Hamilton CMA. A review of the demographics of the area demonstrates that there are less children/young adults, but more adults 25-44 years of age, and more seniors (65+) in the Strathcona Secondary Plan Area as compared to the Hamilton CMA. The Strathcona Secondary Plan Area is markedly older with 24% of the population being 65 years of age and older compared to 16% for the Hamilton CMA.

Only 2006 Income Data was available at the time this Study was conducted. The 2006 Census data was reviewed to compare the income in the Hamilton CMA to the income in the Strathcona Secondary Plan Area. This information is summarized in **Table 3**. The Strathcona Secondary Plan is split between two Census Tracts (CT). All of Census Tract 0047.00 (north of King Street West) and part of Census Tract 0041.00 (south of King Street West) fall within the Strathcona Secondary Plan areas. Both of these census tracts are compared to the Hamilton CMA and the Province of Ontario in **Table 3**.

Table 3: Income Data

Characteristics	0047.00 (CT)	0041.00 (CT)	Hamilton (CMA)	Ontario (PR)
Median income in 2005 - All private households (\$)	35,004.00	37,961.00	60,567.00	60,455.00
Unemployment rate	8.70	5.60	6.00	6.40
Median income - Persons 15 years and over (\$)	21,069.00	21,165.00	28,416.00	27,258.00
% in low income after tax - All persons	23.80	23.90	12.10	11.10
% in low income after tax - Persons less than 18 years of age	24.40	13.70	15.90	13.70

The Strathcona population has significantly less household income when compared to the Hamilton CMA. While the median household income of the Hamilton CMA is approximately \$60,500, the median household income of the Strathcona Secondary Plan Area is much lower, in the \$35,000-38,000 range.

In addition, the percentage of the population within the Strathcona Secondary Plan Area with low incomes is double that of the Hamilton CMA. While only 12% of the Hamilton CMA falls within the low income bracket, approximately 24% of the Strathcona Secondary Plan Area falls within the low income bracket.

The lower income in the Secondary Plan Area leads to a lower ability of population to support retail space.

2.3 ANALYSIS OF RETAIL SPACE QUANTUM

When reviewed together, the commercial supply information and the demographic information indicate an excess of commercial space in the Study area than what can be supported by residents within the Secondary Plan Area. The area is over-supplied by retail space compared to the rest of the City and the population has a lower ability to support additional retail space. Increased population through intensification could help to solidify the support for retail space in the area, but it may be appropriate to consolidate new retail space where it can best have a positive effect on the streetscape character of the neighbourhood.

As previously discussed, the current Official Plan Designations (UHOP) along Main Street West and King Street West permit a broad range of retail and service commercial uses.

Given the existing oversupply of commercial and retail space in the Strathcona Secondary Plan Area, it would be appropriate to focus retail and service uses in a location that can best achieve the City's objectives of creating a pedestrian focused retail streetscape and build on the future proposed LRT investment. By

focusing retail and service commercial space to strategic locations a more robust and vibrant commercial area can be fostered.

2.4 MAIN STREET WEST CHARACTERISTICS

The characteristics of Main Street West were assessed to determine the suitability for focusing retail and service commercial space along this street corridor. Our key observations and findings were that:

- although there are a few retail stores, such as Milli Fashions and Angela's Fashion Corner, there is no concentrated core of retail space;
- the street does not provide a comfortable walking environment that would be suitable for a typical retail main street form of development. The street is a busy traffic thoroughfare with 5 lanes of one-way traffic and the sidewalks are quite narrow;
- the area west of Locke Street South is occupied by a number of auto oriented uses, such as fast food restaurants and car washes, which do not suitably contribute to a pedestrian focused retail main street environment;
- many of the buildings are house form buildings, situated on relatively small lots and generally converted to office space; and
- the extensive sections with small frontage house form buildings will be difficult to assemble and redevelop. With the extensive inventory of larger properties within downtown Hamilton (adjacent to the Secondary Plan area) and found in surrounding environments, there are many much easier properties to redevelop to satisfy the intensification market over the planning horizon of the Official Plan.

Based on these observations, Main Street West between Dundurn Street South and Queen Street South is not a suitable street to promote for additional retail development particularly in a pedestrian oriented format. Most retailers will gravitate to other nearby streets that offer a more comfortable pedestrian experience and that have buildings that are oriented to the street such as the Locke Street South retail area.

The predominant house form building characteristic along the Main Street West corridor, does however, provide an opportunity for accommodating smaller scale offices. The additional daytime population resulting from these offices can help support retail and restaurant space on the nearby 'retail main streets' of King Street West, Locke Street South and Hess Street.

2.5 KING STREET WEST CHARACTERISTICS

King Street West through the Secondary Plan Area possesses a greater potential to foster a strong pedestrian oriented shopping environment than does Main Street West. It contains more commercial buildings located close to the street, and it generally has larger properties that can be redeveloped for mixed use buildings with retail at grade. In addition, the streetscape improvements

anticipated with the future proposed LRT will create a more comfortable pedestrian environment supported by rapid transit service.

To strengthen the streetscape and built form character as a pedestrian corridor, it is recommended that the portion of King Street West generally from Pearl Street to Dundurn Street be identified in the City's Official Plan as a Pedestrian Predominant Street.

2.6 YORK BOULEVARD CHARACTERISTICS

The Urban Hamilton Official Plan permits local convenience retail and service commercial space in the Neighbourhood designation that applies to the lands on both sides of York Boulevard. This type of commercial space should be focused in clusters at key intersections such as Dundurn Street North, Locke Street North and Queen Street North, that serve as primary pedestrian and automobile entrances into the neighbourhood both north and south of York Boulevard. Beyond these clusters, further commercial development is not recommended due to:

- the oversupply of retail space in the area including new retail permission on the north side of Barton Street West that was recently approved as part of the Setting Sail: West Harbour Secondary Plan;
- the nature of York Boulevard with its wide width and fast traffic which is generally not conducive to extensive pedestrian oriented retail space; and
- the lack of existing retail development or built form upon which to build.

2.7 DUNDURN STREET SOUTH CHARACTERISTICS

The section of Dundurn Street South between Main Street West and King Street West is currently designated Mixed-Use Medium Density. The potential to develop this street as a commercial main street was raised during the public workshops associated with the LRT corridor planning and the Secondary Plan. Through redevelopment of the large plaza site on the west side of Dundurn Street South, there is the potential to create a strong built form presence along Dundurn Street South with retail shops close to the street and with parking to the rear. The width and nature of the street is conducive to creating a streetscape comfortable for pedestrians. The house form buildings on the east side of the street would likely be pressured to convert to a commercial use or be redeveloped for commercial uses if the west side was redeveloped. However, it is unlikely to see redevelopment along the east side of Dundurn Street South until the West side is redeveloped. As such, for this portion of Dundurn Street South to function overall as a commercial main street, it is contingent on the plaza, located on the west side of Dundurn Street South being redeveloped and buildings brought up to the street. However, the redevelopment of the plaza is likely a long term prospect and the shorter-term focus for creating pedestrian focused development within the Secondary Plan Area should be centred on King Street West.

2.8 LOCKE STREET NORTH CHARACTERISTICS

Locke Street North, north of King Street West and south of Florence Street, was also raised as a potential site for the development of commercial uses opposite Victoria Park. The portion of Locke Street North, north of King Street West is currently designated as Neighbourhood and the existing built form is almost entirely comprised of older single detached homes on the east side of the street with Victoria Park on the west side. The street functions as a two-way local street. It does not have a strong connection to Locke Street South, south of Main Street West, which has a long established commercial character. There is no existing commercial built form upon which to build a commercial node. Existing older single detached homes are generally not conducive to retail/ commercial uses due to the small floor plate and the lack of a front door immediately adjacent to the sidewalk. Introduction of commercial uses would likely require the demolition of the existing house form buildings, which could potentially create a de-stabilizing influence in the neighbourhood. In addition, the lower traffic volumes and the amount of existing and more suitably located commercial space along King Street West suggests that Locke Street North will not be attractive for retailers. Given that other locations exist within the study area where traffic conditions and the existing built form are more suitable for a commercial main street (primarily King Street West) development of Locke Street North for commercial uses is not recommended.

3 RECOMMENDATIONS



Based on the analysis in this report, it is concluded that new retail and service commercial space should be focused in certain locations primarily along King Street West. This overall conclusion leads to the following recommendations:

1. Retail and restaurant/entertainment space should be directed to and encouraged along King Street West through the Secondary Plan Area.
2. The strip between Pearl Street North and Dundurn Street North along King Street West should be identified in the Official Plan and Secondary Plan as a Pedestrian Predominant Street in order to promote a pedestrian oriented built form with at grade retail and service commercial uses.
3. Retail and restaurant/entertainment space should not be promoted along Main Street West through the Secondary Plan Area, but existing retail uses should be permitted to remain.
4. Larger properties along Main Street West are suitable for intensification and the street should be designated and promoted for that purpose. Although a mixed use designation may be appropriate, at grade retail and service commercial space in a multiple storey building should not be a requirement but could be permitted.
5. The house form buildings along Main Street West will continue to be attractive to small office tenants, and these buildings should be permitted and promoted for such use.
6. Development of a commercial main street built form, along Dundurn Street South between Main Street West and King Street West, is recommended but as a long-term prospect, subject to redevelopment of the plaza currently located on the west side of the street.
7. Commercial development is not recommended for Locke Street North between York Boulevard and King Street West.
8. Along York Boulevard, local convenience retail and service commercial space should be encouraged in clusters at key intersections such as Dundurn Street North, Locke Street North and Queen Street North.