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<td>November 8, 2011</td>
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<tr>
<td>SUBJECT/REPORT NO:</td>
<td>Strathcona Secondary Plan: Background Report (PED11182) (Ward 1)</td>
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<tr>
<td>SUBMITTED BY:</td>
<td>Tim McCabe General Manager Planning and Economic Development Department</td>
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<td>Jocelyn Strutt (905) 546-2424, Ext. 1287</td>
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**RECOMMENDATION**

That the Strathcona Secondary Plan: Background Report, attached as Appendix “B” to Report PED11182, be RECEIVED.

**EXECUTIVE SUMMARY**

The Strathcona Secondary Plan study area consists of lands bounded to the west by Highway 403, to the east by Queen Street, to the north by York Boulevard, and to the south by Main Street West, as illustrated in Appendix “A”. The study area is approximately 55 hectares (136 acres) in size.

The purpose of this Report is to update Planning Committee and Council with respect to the timing of the Strathcona Secondary Plan, and bring forward the updated Background Report for the Strathcona Neighbourhood.
A Secondary Plan for the Strathcona Neighbourhood was initiated in October, 2005, as a means of directing future growth, intensification, and development within the area. The development of the initial phase of the Secondary Plan followed a standard Secondary Plan process, which included:

- The collection and analysis of background information;
- The identification of local issues, opportunities, constraints, and planning principles;
- Hosting of a series of Public Information Centres and Workshops;
- Initiation of a Community Advisory Committee (CAC); and,
- Development and evaluation of alternative land use options.

The draft Secondary Plan was partially completed when the project was placed on hold in 2009, pending two transportation initiatives: the Strathcona Transportation Master Plan (TMP) and the City of Hamilton’s Rapid Transit Initiative, both of which impact the Secondary Plan area. The TMP was subsequently placed on hold, also in 2009, pending Rapid Transit alignment analysis and information. In addition, the adoption of the new Urban Hamilton Official Plan (pending Ontario Municipal Board decisions) has meant that there are inconsistencies between the draft 2009 Strathcona Secondary Plan and the Urban Hamilton Official Plan as it relates to densities, permitted uses, and policy language. To date, significant work has been completed on the Rapid Transit initiative so that both the Secondary Plan and the TMP processes can be re-initiated.

The Background Report, attached as Appendix “B”, provides detailed information related to the Strathcona Neighbourhood in order to assist the Community Planning and Design Section in the preparation and finalization of a Secondary Plan for the Neighbourhood. It is anticipated that the Secondary Plan process will be completed for fall 2012.

In order to inform the development of the Secondary Plan, a Background Report was initiated. The Background Report contained a summary of the historic development of the area and highlighted specific demographic indicators, including population, mobility, household income, and housing statistics. However, the Background Report was never finalized, nor was it brought forward to Planning Committee.

Alternatives for Consideration - See Page 8.

FINANCIAL / STAFFING / LEGAL IMPLICATIONS (for Recommendation(s) only)

Financial: There are no financial implications for receiving the Background Report.

Staffing: There are no staffing implications for receiving the Background Report.

Legal: Not Applicable.
The Strathcona Neighbourhood is located west of downtown Hamilton, 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 Secondary Plan for the West Harbour. Because that is a separate plan area, the boundaries of the Strathcona Secondary Plan area will only include lands south of York Boulevard, as shown on Appendix “A”.

The Strathcona Neighbourhood is located within the urban area of the City of Hamilton, and 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 recently 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 (under appeal to the OMB).

In order to address changes that have occurred within the Neighbourhood, a work plan was approved by Council to undertake a Secondary Plan for the Strathcona Neighbourhood, and work on the Secondary Plan began in 2005. Public Information Centres were held between 2006 and 2007, in which staff:

- Sought community input into the identification of issues within the community;
- Worked with the community to establish a vision for the neighbourhood and define planning principles for the area;
- Presented land use options to the community; and,
- Presented a Preferred Land Use Concept for the Strathcona Secondary Plan.

However, prior to the Secondary Plan process being completed, the work plan was put on hold pending the outcome of a Transportation Master Plan (TMP) for the Neighbourhood. Also affecting the Secondary Plan was the potential implementation of Rapid Transit along King Street West or Main Street West. The Rapid Transit study delayed the TMP, and subsequently the Secondary Planning process for the area. While the Plan was on hold, additional planning policy and strategic initiatives were completed and adopted at both the Municipal and Provincial level.

With significant work completed on the Rapid Transit initiative, the Secondary Plan process can be re-initiated. The Strathcona Secondary Plan is in the initial phase, which includes an analysis of relevant background information, community demographics, and characteristics. This is generally achieved through the preparation of a Background Report. The purpose of a Background Report is to detail how the community has grown over time, and to analyze existing conditions within the
community, including heritage resources, urban design characteristics, housing trends, consideration of the natural environment, including parks and open space, transportation infrastructure, economic base, as well as the social and community services operating within the study area. The Background Report forms the basis for which land use decisions will be made and may also identify issues that should be considered through the Secondary Plan process. Because the Secondary Plan was placed on hold for a significant period of time, an update to the Background Report is required to re-initiate and complete the Secondary Plan. In addition, updated census data (2006) is available, and will be used in the analysis of the community's characteristics and will facilitate decision-making for the Secondary Plan policies.

**POLICY IMPLICATIONS**

**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.

The PPS includes three major policy sections: Building Strong Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The PPS recognizes that a community’s success in creating strong, liveable, and healthy places depends on managing and promoting efficient land use and development.

The Strathcona Secondary Plan will be consistent with the policies of the PPS.

**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 contains policy directions that promote urban residential intensification, and provides a means to better utilize existing and future infrastructure investments in order to support the development of complete communities.

**City of Hamilton Official Plan**

The former City of Hamilton Official Plan contains policy direction in Sub-section D.2 “Planning Units and Neighbourhood Plans” for the preparation of a Secondary Plan and its adoption into the parent document.
The Strathcona Secondary Plan is being undertaken because of the opportunities existing in the neighbourhood, including implementation of Rapid Transit along the King Street corridor, capitalizing on its proximity to Downtown Hamilton and the synergies for intensification associated with its location, and to promote appropriate re-development in commercial areas, while preserving the stable and historically significant residential areas within the interior of the neighbourhood.

**Urban Hamilton Official Plan**

The new Urban Hamilton Official Plan was adopted by City Council on July 9, 2009, and was approved by the Ministry of Municipal Affairs and Housing in March, 2011. The Plan has subsequently been appealed to the Ontario Municipal Board. 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.

Secondary Plans are used to provide detailed and community-specific guidance for growth and change within smaller geographic areas of the City. Once Secondary Plans are completed, they are adopted as amendments to the Official Plan. The Official Plan, in Section F.1.2 “Secondary Plans and Neighbourhood Plans”, contains policy direction on when a Secondary Plan may be prepared, and what the Plan should include.

**RELEVANT CONSULTATION**

The updated Background Report, attached as Appendix “B”, was circulated to the City’s internal Technical Advisory Committee for comment. The following Divisions reviewed and contributed to the Background Report:

- Healthy Living Division, Public Health Services Department.
- Parking and By-law Services Division, Planning and Economic Development Department.
- Environment and Sustainable Infrastructure Division, Public Works Department.
- Traffic Engineering Section, Public Works Department.
- Recreation Planning Division, Community Services Department.
- Growth Management Division, Planning and Economic Development Department.
- Legislative Approvals Section, Planning and Economic Development Department.
- Transportation, Energy and Facilities Division, Public Works Department.
Strathcona Secondary Plan - Work Plan

With sufficient work completed on the Rapid Transit initiative, staff is now able to re-initiate the Strathcona Secondary Plan work plan. The work plan will involve a review of the vision and assumptions used to develop the draft Preferred Land Use Concept, as well as a review of the proposed land uses and intensification policies, in conjunction with the on-going Corridor Plan for the B-Line.

More specifically, the Secondary Plan re-evaluation will be carried out in four phases:

● **Phase 1: Background Review and Information Gap Analysis**

  Phase 1 of the study will include a review of the background information previously collected and compiled as part of the initial Secondary Plan study, as well as the identification of any new information. Although some of the background information will not have changed, there is a need to update the community demographic data and other related information. The information collected as part of this phase will provide the foundation for the direction of the Secondary Plan re-evaluation.

● **Phase 2: Information Analysis and Concept Development**

  Following the review of background information and related studies, a review of the development principles will also be conducted. These principles, originally developed through consultation with members of the public and City staff, guided the evaluation of the original three land use options, and the selection of the draft preferred land use concept. These principles will be evaluated to ensure they are still relevant, and may be amended based on the recommendation(s) or policies of recent plans and studies. The revised development principles will be used to refine the draft Preferred Land Use concept and will be brought forward for public consultation.

● **Phase 3: Refinement of Policies and Preferred Land Use Concept**

  With a Preferred Land Use concept established, policies which reflect the land use direction can be developed and refined. Both the Preferred Land Use concept and the policies will be continually updated based on discussions with staff, agencies, the public, and stakeholders. Urban Design Guidelines will also be developed and incorporated into the land use policies during this phase.
Phase 4: Approval and Implementation

Phase 4 concentrates on finalizing the Secondary Plan policies, land use concept and Urban Design Guidelines. The statutory Public Meeting (as per the Planning Act), is anticipated for the fall of 2012, where the Secondary Plan will be presented for Council’s approval and adoption. This is also the opportunity for members of the public to provide formal comment on the Secondary Plan.

A Citizens Liaison Committee (CLC) (formerly known as the Citizens Advisory Committee) has also been re-initiated. Committee members were solicited from the first phase of the project. A total of 11 members form the CLC; 7 members are returning, and the remainder of the CLC membership was solicited through contact with the Councillor’s office and discussions with the Strathcona Community Council. The CLC will provide focused input into the project. Opportunities will be provided for residents, property owners, City staff, agencies, and others stakeholders to identify and comment on issues in the study area, confirm key planning principles, and comment on land use concepts and draft policies. Public Information Centres (PIC) will be held throughout the project. The first PIC is planned for October, 2011, and will focus on re-introducing the project to the community. A second PIC will be held in the spring (2012), in order to present the revised Preferred Land Use concept to the community and to solicit feedback on the draft. A final PIC is anticipated for early summer (2012), where the draft Secondary Plan will be presented for public review and comment. A statutory Public Meeting (under the Planning Act) is anticipated for the fall (2012). This will be the final opportunity for members of the public to provide their comments on the Secondary Plan.

The Strathcona Secondary Plan re-evaluation will be carried out by the Planning and Economic Development Department. The outcome of this study will be a Secondary Plan for the Strathcona Neighbourhood. The Plan will contain land use policies and mapping that will guide re-development and intensification within the Strathcona Secondary Plan area. The project will also include the development of Urban Design Guidelines that will guide re-development along specific streets within the neighbourhood, including Main Street West, King Street West, and York Boulevard. It is anticipated that the Secondary Plan will be brought forward to Planning Committee and Council in the fall of 2012.

Strathcona Secondary Plan - Background Report

The purpose of the Background Report is to detail how the Strathcona neighbourhood has grown over time, and to analyze existing conditions within the community, including heritage resources, urban design characteristics, housing trends, consideration of the natural environment, including parks and open space, transportation infrastructure, economic base, as well as social and community services operating within the study area. The Background Report provides baseline information to inform the identification of issues and ultimately land use and policy recommendations.
The following sections of the Background Report were updated, using 2006 census data or other current information sources:

- **Policy Planning Context**: Summary of key Provincial and Municipal policies and strategies;
- **History and Heritage Resources**: Update to the list of cultural heritage resources within the study area;
- **Demographics**: Updated and summarized key neighbourhood demographic characteristics, including population, age distribution, immigrant population, household size, and income;
- **Housing Trends**: Updated and summarized existing housing stock, tenure, and costs within the neighbourhood;
- **Transportation**: Updated existing transportation conditions; and,
- **Employment and Economic Base**: Updated key economic indicators.

While some of the information in the report remains unchanged (i.e. historical background information), the pertinent information relating to the neighbourhood’s attributes and demographic characteristics will be evaluated for their potential impact on future development in the neighbourhood, and on land use decisions that will inform the completion of the Strathcona Secondary Plan. In addition, the completion of other City initiatives, including Council adoption of the new Urban Hamilton Official Plan (pending Ontario Municipal Board decisions), have meant that there are inconsistencies between the draft 2009 Strathcona Secondary Plan and the Urban Hamilton Official Plan as it relates to densities, permitted uses, and policy language. This update will provide the basis for evaluating the original assumptions and principles developed in the initial Secondary Plan process.

**ALTERNATIVES FOR CONSIDERATION**

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

The Strathcona Secondary Plan is being completed, in-house, as part of Community Planning and Design’s approved work plan. The Background Report is the initial phase of the Secondary Plan process, and will be used to develop and refine the land use plan and policy framework for the Strathcona Secondary Plan. However, Committee could choose not to receive the Background Report, thereby not formalizing the first phase of the Secondary Plan process.
CORPORATE STRATEGIC PLAN (Linkage to Desired End Results)


**Skilled, Innovative, and Respectful Organization**
- An enabling work environment - respectful culture, well-being and safety, effective communication.

**Financial Sustainability**
- Effective and sustainable Growth Management.

**Intergovernmental Relationships**
- Maintain effective relationships with other public agencies.

**Growing Our Economy**
- Competitive business environment.

**Social Development**
- Residents in need have access to adequate support services.

**Environmental Stewardship**
- Natural resources are protected and enhanced.

**Healthy Community**
- Plan and manage the built environment.
- An engaged Citizenry.

APPENDICES / SCHEDULES

- Appendix “A”: Map of Study Area
- Appendix “B”: Strathcona Secondary Plan: Background Report

:JS
Attachs. (2)
STRATHCONA SECONDARY PLAN
Background Report
**EXECUTIVE SUMMARY**

The Strathcona Neighbourhood Background Report provides a summary of the historic development of the area and highlights the existing conditions of the community to present. The Strathcona neighbourhood 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 (see Map 1). The intent of this report is to assist the Community Planning & Design Section in the preparation of a secondary plan for the neighbourhood. Included in the report is a summary of the relevant data and information (including demographics, transportation, cultural heritage, natural environment, economic base and, community and social services) that will be used to inform the analysis and development of recommendations on future land use concepts and policies. The report is organized as follows:

**Section 1** – Introduction: History and Purpose of the Study.

**Section 2** – Study Area: Description of the Study Area including historical development pattern, existing land uses and demographics.

**Section 3** – Planning Policy Context: Summary of key Provincial policies and existing municipal plans and strategies.

**Section 4** – History and Heritage Resources: Description of the historical development of the Strathcona neighbourhood and information on the cultural heritage resources of the area.

**Section 5** – Urban Design: Description of the general character and built form within the neighbourhood.

**Section 6** – Demographics: Summary of key neighbourhood demographic characteristics, including population, age distribution, immigrant population, household size and income.

**Section 7** – Housing Trends: Description of the existing housing stock, tenure and cost within the neighbourhood compared to all of Hamilton.

**Section 8** – Natural Environment: Summary of the environmental features within the Strathcona neighbourhood.

**Section 9** – Transportation: Description of the existing transportation conditions as well as a summary of projects underway related to transportation.

**Section 10** – Employment and Economic Base: Description of the labour force within the study area.

**Section 11** – Parks and Open Space: Identification of the parks and open space features within the neighbourhood.

**Section 12** – Institutional, Community and Social Services: Identification of the schools as well as a description of the community and social services that operate within the neighbourhood, including residential and long-term care facilities, places of worship and other support services.

**Section 13** – Servicing: Summary of how the neighbourhood is serviced in terms of water and wastewater and stormwater management.

**Section 14** – Next Steps: Summary of what is involved in refining the proposed land use concept and bringing forward the secondary plan policies.
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1.0 INTRODUCTION

The Strathcona Neighbourhood is located in Ward 1. Ward 1, also known as the Chedoke-Cootes area, is an urban ward situated just west of Hamilton’s Downtown area, bordering Hamilton Harbour and Cootes Paradise to the north and bisected by Highway 403 which runs north and south through the centre of the ward. The Strathcona Secondary Plan area is located west of downtown Hamilton, and is bounded to the west by Highway 403, to the east by Queen Street, to the north by York Boulevard and to the south by Main Street West. Map 1 illustrates the boundaries of the study area. Initially, the study area extended north of York Boulevard to the CN Rail lines however, those lands are subject to the Setting Sail Secondary Plan for the West Harbour. The boundaries of the Strathcona Secondary Plan area exclude lands that are subject to the Setting Sail Secondary Plan for the West Harbour.

The Strathcona neighbourhood is located within the urban area of the City of Hamilton, and is a strategic entryway into the City with access points from Highway 403 at Main Street West, King Street West and York Boulevard. The neighbourhood is located adjacent to areas for which secondary plans have recently been completed, including the Downtown Hamilton Secondary Plan (currently under review), the Ainslie Wood Westdale Secondary Plan, the Setting Sail Secondary Plan for the West Harbour and the West Hamilton Innovation District Secondary Plan (as illustrated on Map 2).

A Neighbourhood Plan for Strathcona was developed and adopted by Council on October 31, 1972 (refer to Maps 3(a) and 3(b), illustrating the original plan). In order to address changes that have occurred within the neighbourhood, a Secondary Plan was initiated for the Strathcona Neighbourhood. Given the proximity of the study area to downtown Hamilton, there is some potential for redevelopment and intensification within the plan area. The new secondary plan will form part of the Official Plan and will provide direction and guidance on where, how and what type of development can occur within the neighbourhood.

The purpose of this background report is to provide information on the current status of the neighbourhood, which will be used as the basis for developing a revised land use plan for the Strathcona Neighbourhood.

1.1 HISTORY

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 Ainslie Wood Westdale. 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 increases the potential for intensification opportunities within the neighbourhood’s main corridors. A secondary plan would be able to direct intensification to appropriate locations as well as providing direction for future redevelopment within the area.

The first 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. Breakout sessions were held, and community members worked to establish a vision for the neighbourhood and define planning principles for the area. A second PIC was held in April 2006, focusing on defining a 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 Area was presented to the public. The land use concept and associated secondary plan policies were placed on hold pending the outcome of two transportation planning initiatives: the Strathcona Transportation Management Plan (TMP) and the City of Hamilton’s Rapid Transit Initiative which both impact the secondary plan area. Significant work has been completed on the rapid transit initiative that work on the TMP can resume and the secondary plan process can be re-initiated.

In addition to the above, the Urban Hamilton Official Plan was completed and endorsed by Council in July 2009, and was approved by the Ministry of Municipal Affairs and Housing in March 2011. The Plan has subsequently been appealed to the Ontario Municipal Board. However, the policies provide Council direction with respect to future growth and development. Based on this new planning direction, staff must bring all documents, including secondary plans, into conformity with the new Official Plan, relating to land use designations, policies and density targets. This will, in turn, bring the secondary plans into conformity with Provincial policies as well.

This report is organized into fourteen sections, each providing a context for the neighbourhood’s growth and development throughout history. It begins with providing the locational context of the study area, a discussion on its historical development, the relevant planning context followed by a review of the community’s cultural history and resources. Specific indices and benchmarks are also identified and evaluated, including relevant demographic data, housing trends, economic base, transportation and servicing conditions.
2.0 STUDY AREA
The following section provides a description of the study area location, historical development pattern and land uses, as well as existing uses and neighbourhood demographics.

2.1 LOCATION
The Strathcona Secondary Plan study area consists of lands bounded to the west by Highway 403, to the east by Queen Street, to the north by York Boulevard and to the south by Main Street West, as illustrated on Map 1 below. The study area is approximately 130 hectares (321 acres) in size.

2.2 HISTORICAL DEVELOPMENT PATTERN AND LAND USE
The Strathcona Neighbourhood has a long history, with settlement being traced back to 1793. Harbour and industrial development around Burlington Bay contributed to the residential and commercial development in central Hamilton and began to extend to the Strathcona area by the late 1800s. Access to the neighbourhood was enhanced in 1873 when the Hamilton Street Railway (HSR) was incorporated. As the Strathcona Neighbourhood became established, the demand for educational and religious institutions grew, the remnants of which can still be seen today in the neighbourhood.

The history and development of the Strathcona Neighbourhood is represented by the built heritage existing within the neighbourhood, including the variety of housing types and older buildings used for institutional uses such as the places of worship or schools.

2.3 EXISTING LAND USE ANALYSIS
The Strathcona Neighbourhood is characterized as a stable residential neighbourhood with a variety of housing types and densities. Nearly 50 per cent of the housing stock was constructed prior to 1946. Generally, the range and type of commercial uses serve the day-to-day needs of the community. In addition, there are a number of institutional uses, including schools, places of worship, social service establishments and retirement and nursing facilities that exist and operate within the neighbourhood.

2.4 DEMOGRAPHICS
The population in the City of Hamilton increased approximately 7 per cent between 1996 and 2006. However, within the lower City, there was a decline in population by 1.5 per cent. And within Strathcona, the population declined even further, down nearly 12 per cent in that same time period to 6,400 persons from 7,160. Within the neighbourhood, the younger population, those under 40 years of age, declined the most, where as those 40 years and over increased by 9 percent over the decade. This signals that there is an aging demographic in the neighbourhood, which may impact on the type and range of services required in the community. In support of this demographic change, the number of two person households increased over the same time period from 43 percent to just over 51 percent in 2006, consistent with an aging population. The primary form of housing the Strathcona Neighbourhood is an apartment building, over five storeys in height. Compared with Hamilton, a greater proportion of the neighbourhood population, 49 percent, resides in an apartment compared with just 29 percent City-wide. Section 6 outlines in more detail, the demographic trends within the Strathcona Neighbourhood.
3.0 PLANNING POLICY CONTEXT

Within Ontario, the province has a policy-led approach to land use planning. The Planning Act and the Provincial Policy Statement (PPS) provide the framework for municipalities to make land use decisions that meet the needs of their community. The local Official Plan (OP) is a long range policy document that guides and shapes growth and manages development over a 30 year timeframe. Official Plans contain goals, objectives and policies to guide future physical development within a community, while taking into account relevant social, economic and environmental matters.

The following section provides a summary of the planning policy relevant to the study area.

3.1 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.

3.1.1 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 authorization to guide development and land use planning through official plans, secondary plans and zoning by-laws. It also provides direction for the processing of development applications such as zoning, plans of subdivision and site plan control. Procedures for engaging the public, notification, timelines and the mechanism for appeals to the Ontario Municipal Board are also outlined. One of the general purposes of the Planning Act is to integrate matters of provincial interest in municipal planning decisions.

The Planning Act states that the Council of a municipality, in carrying out its responsibilities under the Planning Act, shall be consistent with matters of Provincial interest. The list of Provincial interests under Section 2 of the Act related to this secondary plan process include, but are not limited to:

“(a) The protection of ecological systems, including natural areas, features and functions;
(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
(f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(h) The orderly development of safe and healthy communities;
(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
(j) The adequate provision of a full range of housing;
(k) The adequate provision of employment opportunities;
(m) The co-ordination of planning activities of public bodies;
(n) The resolution of planning conflicts involving public and private interests;
(o) The protection of health and safety;
(p) The appropriate location of growth and development; and,
(q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians”.

The preparation of the Strathcona Secondary Plan is governed by the Planning Act in terms of content and process.
3.1.2 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 issued 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.
- Protecting Public Health and Safety – policies relating to directing development away from areas of natural or human-made hazards.

Provincial Interest in Managing Land Use
The PPS recognizes that a community’s success in creating strong, liveable and healthy places depends on managing and promoting efficient land use and development. Accordingly, Section 1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns identifies that healthy, liveable and safe communities are sustained over the long-term by a variety of means, including, but not limited to:

- accommodating an appropriate range and mix of residential, employment, recreational and open space uses;
- avoiding development and land use patterns that may cause environmental or public health and safety concerns;
- promoting cost-effective development standards to minimize land consumption and servicing costs; and,
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

In order to accommodate an appropriate range and mix of employment opportunities, housing and other land uses over a 20 year period, the PPS requires (Part V, Section 1.1) that municipalities provide sufficient land, either through intensification, redevelopment or within designated growth areas. More specifically, Section 1.1.3 Settlement Areas, states:

“1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

In the Strathcona neighbourhood, there are opportunities to accommodate residential intensification within the interior of the neighbourhood and through redevelopment along key corridors where mixed use development can promote residential intensification as well as employment opportunities.

In order to achieve liveable and healthy communities, the PPS recognizes the importance of ensuring a co-ordinated, integrated and comprehensive approach to planning. This is achieved through the identification of a mix of land uses and by directing growth appropriately. In order to do this, the following considerations must be balanced:

“1.2.1 b) natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
   c) infrastructure, public service facilities and waste management systems;
   d) ecosystem, shoreline and watershed related issues;
   e) natural and human-made hazards; and,
   f) population, housing and employment projections, based on regional market areas.”
The PPS goes on to state that a municipality must also provide for an appropriate mix and range of employment, including industrial, commercial and institutional uses in order to meet long-term needs [Policy 1.3.1 a)] in conjunction with an appropriate range of housing types and densities [Section 1.4] and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas and trails [Section 1.5].

The Strathcona Secondary Plan will be consistent with the policies of the PPS.

**Provincial Interests in Planning for Cultural Heritage and Conservation**

In Ontario, cultural heritage conservation is a recognized planning activity and, within a municipal perspective, provides an important framework for ensuring that future development will respect a municipality’s cultural heritage resources. Therefore, strategic planning and planning approvals are directed towards protecting those resources from harm and promoting their appropriate use.

The **Planning Act** requires that, in addressing development or redevelopment within a community, consideration must be given to the conservation of Ontario’s cultural heritage. This is reinforced through the Provincial Policy Statement (PPS) which states that cultural heritage has environmental, economic and social benefits. Therefore, consistency in the protection and wise use of cultural heritage resources is both a provincial interest as well as a municipal responsibility through the planning process. Protection involves ensuring that the cultural heritage resource is kept free from harm, loss or damage, either through outright displacement or through disruption by a Planning Act process. The wise use of heritage resources in situations where adaptive reuse is appropriate, is recognized as contributing to, and supporting, the development of successful and healthy communities.

The Provincial Policy Statement (PPS) under Part V, provides specific policies for the conservation of heritage features. More specifically, Section 2, *Wise Use and Management of Resources*, indicates that “Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits”.

Accordingly, Section 2.6, *Cultural Heritage and Archaeology*, contains a number of provisions about how conservation, development and site alteration may occur, specifically:

- **2.6.1** Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

- **2.6.2** Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

- **2.6.3** Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

  Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”

The **Planning Act** and the PPS require that staff investigate and consider all potential heritage sites, including any potential archaeological resources, built heritage and cultural heritage landscapes. As discussed in this report (Section 4), within the Strathcona Neighbourhood, there are a number of listed and designated heritage properties (identified on Map 4). These properties and additional heritage features will be considered throughout the secondary planning process in order to determine the appropriate means to protect and conserve them. Policies may be developed for the secondary plan that encourage the preservation or conservation of the neighbourhood’s cultural / heritage resources.
3.1.3 PLACES TO GROW GROWTH PLAN (2006)

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 contains policy directions which require consistent urban growth decisions, promotes urban residential intensification and provides a means to better utilize existing and future infrastructure investments. Within Hamilton, the impact of the Growth Plan is significant. The City will have to manage growth by: encouraging compact, transit-supportive communities; reducing dependence on the private automobile through the development of mixed-use, pedestrian-friendly urban areas; and, encouraging the development of a diverse mix of land uses, including a range and mix of employment and housing types, high quality public open spaces and appropriate commercial activities.

The Growth Plan goes on to state in policy 2.2.3.1:

“By the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area.”

The Strathcona Neighbourhood is located within the built-up area and has an existing density of approximately 69 persons and jobs per hectare (2006). The existing lot fabric and housing stock within the neighbourhood means that it generally has a higher density achievement than more traditional suburban development. That is not to say that future development within the neighbourhood should not strive for increased intensification at appropriate locations. By targeting appropriate areas for intensification, the City is working to meet the Growth Plan’s density target. A range of residential densities will be permitted within the Strathcona Secondary Plan. The Secondary Plan may also identify strategic locations where higher density residential development may be appropriately accommodated, in order to take advantage of existing and planned transportation routes and enhancements, proximity to public transit and other higher density developments as well as proximity to neighbourhood nodes.


In November 2008, Metrolinx, an agency of the Province of Ontario, released The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area. Known as the Regional Transportation Plan, the Plan provides a vision, goals and objectives for seamless, co-ordinated, efficient, equitable and user-focused transportation within the Greater Toronto Hamilton Area (GTHA). The Plan includes actions, supporting policies and an investment strategy to finance the transportation system over the short and long term. A total of fifty-two projects have been identified, including two that impact Hamilton directly:

- Rapid transit along the Main/King corridor, between Eastgate Square and McMaster University (B-line Corridor); and,
- Rapid transit along the James/Upper James Corridor between King Street and Rymal Road (A-line Corridor).

The potential rapid transit corridor along the Main/King corridor (B-line) passes through the Strathcona Secondary Plan area. The City of Hamilton’s Nodes and Corridor Planning Team is in the process of developing a secondary plan that will identify appropriate land uses, building heights, densities and urban design considerations along the corridor in order to facilitate the higher order transit system. This Plan will form a component of the Strathcona Secondary Plan and inform land uses in the immediate vicinity and surrounding areas in order to facilitate and provide access to the rapid transit line.

3.2 MUNICIPAL PLANNING FRAMEWORK

The City of Hamilton completed its comprehensive growth plan, Growth Related Integrated Development Strategy (GRIDS) in 2006. GRIDS was a planning process that helped determine where the future growth of the City would take place as was used as a basis for the development of the Urban Hamilton Official Plan. The study area is currently governed by land use policies set forth in the Hamilton-Wentworth Regional Official Plan, the City of Hamilton Official Plan and the Urban Hamilton Official Plan (Council Adopted, 2009). An Official Plan (OP) is a long range planning document that guides and manages growth and development over a 30 year time-frame. Official Plans contain the goals, objectives and policies that guide future physical development, while taking into consideration important social,
economic and environmental matters. Each of Hamilton’s plans provides a different framework for shaping the growth and development of the City and influences the preparation of Strathcona’s secondary plan. Policies and city-wide strategies relevant to the Strathcona Secondary Plan from a municipal perspective will be outlined in detail below.

3.2.1 VISION 2020

Adopted by Council in 1992 and updated in September 2003, VISION 2020 is Hamilton’s long-standing commitment to sustainability, which is supported by the 2005 Provincial Policy Statement which states in its vision (Part IV), that:

“Strong Communities, a clean and healthy environment and a strong economy are inextricably linked. Long-term prosperity, environmental health and social well-being should take precedence over short-term considerations.”

Vision 2020 is a tool to direct immediate and long term decisions. The intent is to consider the economic, social and environmental impacts of decision making. The Vision 2020 objectives that will be supported by this secondary planning process include:

• “To encourage development with a balance between three limits of our community, namely the economy, the natural environment and social/health factors;
• To recognize the need to preserve a balance between the needs of present and future generations;
• To develop a system of interconnected protected natural areas, which provides for the growth and development of natural flora and fauna;
• To encourage development which makes efficient use of new and existing infrastructure and services;
• To minimize the environmental, social, and financial costs of new development to residents of Hamilton;
• To develop an integrated sustainable transportation system for people, goods and services which is environmentally friendly, affordable, efficient, convenient, safe and accessible;
• To ensure public activities and decisions at all levels of government are coordinated, effective and easily accessible to all citizens;
• To incorporate principles of sustainable development and good community design into development standards and regulations.”

The City will be undertaking a review of Vision 2020 in 2011 to ensure that its structure and principles are still current.

3.2.2 GROWTH RELATED INTEGRATED DEVELOPMENT STRATEGY (GRIDS)

The Growth Related Integrated Development Strategy (GRIDS) identifies where future growth will take place in Hamilton over the next 30 years. This growth management study integrated land use, transportation, water, wastewater and stormwater planning into one project. The various component studies included:

• City-wide Transportation Master Plan
• Stormwater Master Plan
• Water/Wastewater Master Plan

The culmination of these studies provided the framework for decision making, which considers the inter-relationships between various types of infrastructure, current capacity and where future growth and development can be accommodated. The intent of this study was to ensure that the master planning exercises underway in the City are coordinated and that the efficient and adequate provision of services is provided for new development. Because of GRIDS’ scale, additional local studies may also be conducted, as required, for specific projects.

The GRIDS process informed the development of the City’s Urban Hamilton Official Plan as well as Vision 2020.
3.2.3 HAMILTON-WENTWORTH REGIONAL OFFICIAL PLAN (1995, AS AMENDED)

In 2001, the six area municipalities making-up the Region of Hamilton-Wentworth amalgamated to form the City of Hamilton. Following amalgamation, the City initiated the development of a new Official Plan for the amalgamated City. The Urban Hamilton Official Plan was adopted by Council in June 2009, approved by the Province in March 2011 and, is currently under appeal at the Ontario Municipal Board (OMB). Once this plan is in effect, the former municipal Official Plans and the Regional Official Plan will be repealed.

The Hamilton-Wentworth Regional Official Plan (ROP) is a high-level policy document that directs and guides urban and rural growth and development for the entire region. The policies of the ROP are based on sustainable development principles, which are designed to meet the needs of both current and future generations in terms of the environment, housing, economic opportunities, regional development (urban and rural), infrastructure, health and social well-being, education, culture, historical resources, green space/open space and public safety.

The Strathcona Secondary Plan area is designated “urban” in the Regional Official Plan. Within the urban designation, land uses are planned to be compact with mixed use areas and include areas to accommodate commercial and employment growth and institutional uses. The Plan designates Main Street West as a High Density Mixed-Use Corridor. Section 3.1 – Urban Areas requires Area Municipal Official Plans to identify one or more Mixed Use Activity Centres and/or Corridors in the urban area. Policy C.3.1.1.6 states that:

“3.1.1.6 … Each centre or corridor will:

a) have a range of residential, commercial, retail, institutional, and related employment opportunities which is appropriate for its size and function;

b) be relatively self-contained to reduce the need for commuting;

c) have a full range of housing types to provide opportunities to live/work in the same community;

d) be easily accessible to public transit and provide for good internal pedestrian movements;

e) provide an identity for the Area Municipality and a focus for local activity; and,

f) permit various combinations of retail, residential, institutional and commercial uses in individual buildings within corridor designations.”

Part D – Section 6: Secondary / Neighbourhood Plans states that area municipalities continue to prepare and update secondary and/or neighbourhood plans. More specifically, policy 6.1 states:

“6.1 … Secondary Plans for Urban Areas shall include targets for density, population/employment ratio, and intensification, in keeping with the compact urban form objectives of this Plan...”

Part C – Section 4: Infrastructure contains policies that support the compact urban form envisioned in the Plan. Because Strathcona Neighbourhood is identified in the City’s rapid transit corridor as having two stops along the B-Line corridor, there are opportunities to capitalize on the neighbourhoods proximity to a variety of public transit options. Sections 4.3.2: Public Transit and 4.3.4: Pedestrian Movement contains policies which encourage land use patterns that are transit-supportive and promote pedestrian movement. More specifically, the ROP states that:

- Public transit be an integral part of planning, and that secondary plans include provisions for safe, convenient and direct pedestrian access to the public transit system (Policy 4.3.2.6); and,

- Encourage area municipalities to design safe, pedestrian-friendly streets by incorporating visually appealing streetscapes, exclusive pedestrian links in areas of high pedestrian activity and vehicular traffic (Policy 4.3.4.1).

The Strathcona Secondary Plan process will develop and incorporate land uses and policies that implement the intent of the Regional Official Plan and which are consistent with provincial requirements, including density and intensification targets to take advantage of existing infrastructure and accommodate efficient development, as well as ensuring transit-supportive design is incorporated into the plan.
3.2.4 FORMER CITY OF HAMILTON OFFICIAL PLAN (1982, AS AMENDED)

The Strathcona Secondary Plan area is subject to the policies and land use designations of the former City of Hamilton Official Plan, until such time as the new Urban Hamilton Official Plan comes into effect. As identified in Schedule A: Land Use Concept, to the City of Hamilton Official Plan, the study area consists of lands designated residential, commercial, major institutional, open space and industrial (refer to Map 5). As noted earlier, a portion of the Strathcona Neighbourhood is located within the area governed by the Secondary Plan for West Harbour. Although this area forms part of the Strathcona Neighbourhood, it is not part of the study area for the new Secondary Plan.

Residential

- The majority of lands within the Strathcona Secondary Plan area are designated “Residential”.
- Subsection A.2.1 – Residential Uses identifies the range of uses permitted within this designation. It permits dwellings of all densities; public parks (less than 0.4 ha); schools, churches and other institutional uses (less than 0.4 ha); retail within a multiple dwelling; limited commercial uses (less than 0.4 ha); home occupation and medical practitioner office (limited).
- The policies encourage compatibility of adjacent uses, provision for a mix of housing, appropriate building design, energy efficiency and preservation of the residential character. Increased densities are also encouraged at appropriate locations with adequate landscaping.

Commercial

- A portion of the lands along Main Street West, King Street West, Queen Street West, Dundurn Street North and York Boulevard are designated “Commercial”.
- Subsection A.2.2 – Commercial Uses identifies the range of uses permitted within the commercial hierarchy. It permits commerce, including offices, establishments involved in the buying and selling of goods and services, hotels, convention and entertainment uses; retail including building supplies, warehouse outlets, automotive sales; limited light industrial uses (within extended commercial areas); residential uses (mixed use developments); and, institutional uses.
- The policies state that mixed use developments are permitted when identified through a Neighbourhood Plan. The policies also encourage compatibility of adjacent uses, provision for adequate parking and loading as well as site plan requirements (i.e., lighting, access, landscaping, etc.).

Major Institutional

- A few properties located along King Street West and interior to the Strathcona Neighbourhood south of York Boulevard, are designated “Major Institutional”.
- Subsection A.2.6 – Major Institutional Uses identifies the range of uses permitted within this designation. It permits cultural facilities, health and welfare activities, as well as, educational, religious and governmental activities. Residential uses are also permitted within the designation, subject to compatibility.
- The policies state that institutional uses are permitted in residential neighbourhoods, subject to compatibility and that the use functions as a focal point within the area.

Open Space

- The following parks are identified and classified accordingly within the study area:
  - Community Park – Victoria Park, Cathedral Park, Kay Drage Park
  - Neighbourhood Park – Tom Street Park
- Subsection C.1.1 outlines the primary permitted uses, including active and passive recreational uses, community/recreational facilities, and other open space uses. More specifically, within a Community Park (minimum size of 7 ha.) more intensive recreational facilities such as sports fields, recreational and community centres are permitted. A Neighbourhood Park (minimum size of 2 ha.) is generally comprised of municipal parkland, containing a mixture of passive areas, sports facilities, informal and formal play areas, and may also include natural areas.
- Policy C.1.1.14 outlines that through the development of a Secondary Plan/Neighbourhood Plan, the amount and type of park required will be based on the following: parkland standards, projected population, location of other parks, feasibility of locating near schools and Natural Open Spaces and, site characteristics.
Industrial

- The property located at Dundurn Street North, between Main Street West and King Street West is designated "Industrial".
- Subsection A.2.3 – Industrial Uses identifies the range of uses permitted within this designation. It permits clusters of business and economic activities such as, manufacturing, research and development, transport terminal, building or contracting supply establishment, tradesperson’s shop, warehousing, waste management facilities, private power generation, office, and accessory uses. Ancillary uses which primarily support business and employees within the Industrial area shall also be permitted. Major retail uses and residential uses are prohibited.
- It is not intended that this site will remain designated Industrial. Through the City’s Comprehensive Review of Employment Lands (2008), this site was identified as a remnant parcel and will be redesignated to a more appropriate land use through the Strathcona Secondary Plan.

Other relevant policies within the former City of Hamilton Official Plan include:

Landfill Constraint Area
The Official Plan identifies known former municipal or industrial waste disposal sites, as shown on Schedule “I” – Landfill Constraint Areas. Within the Strathcona Neighbourhood, there are four sites identified: King St./Basilica (1), Kay Drage Park (2), King/CP (5), and Main/Dundurn (11) (shown on Map 6 to this report). The Regional Official Plan (B.2.3.3) requires area municipalities to identify former landfill sites within the local Official Plan. Subsection A.3.5 – Landfill Constraint Areas, contains policies that state where development is proposed within 500 metres of the identified lands that appropriate mitigation measures are addressed and that it must be demonstrated to the City and Ministry of the Environment that development can take place safely. These sites and policies will be considered in the development of the Strathcona Secondary Plan.

Special Policy Areas
The Official Plan contains policies related to specific sites and/or areas. These sites are identified on Schedule “B” – Special Policy Areas. Within the Strathcona Neighbourhood, there are four special policy areas (SPA): SPA 11, SPA 78, SPA 83 and SPA 86 (detailed in Appendix A and illustrated in Appendix A, Map1 to this report).

Special Policy Area 11 is applicable to the property between Main Street West and King Street West, west of Dundurn Street North. SPA 11 permits light industrial uses as well as business and professional offices and home improvement uses.

Special Policy Area 78 is applicable to the property at 27 Dundurn Street North and permits limited commercial uses within the existing building.

Special Policy Area 83 is applicable to the property at 39 – 41 Devonport Street and permits a parking lot.

Special Policy Area 86 is applicable to the property located north of King Street West and west of Dundurn Street North, and permits limited commercial uses while prohibiting a manual, automatic or coin-operated car wash.

Through the Secondary Plan process, these special policy areas will be evaluated and, in some instances, may or may not be carried forward based on the proposed land uses for each site.
3.2.5 SETTING SAIL – SECONDARY PLAN FOR WEST HARBOUR (COUNCIL ADOPTED, 2005)

The portion of the Strathcona Neighbourhood north of York Boulevard, east of Queen Street North and south of the rail lines is located within the boundary of the Council adopted Setting Sail Secondary Plan for West Harbour. The Plan, adopted by Council in March 2005, has been appealed to the Ontario Municipal Board. The lands north of Barton Street are identified as the “Barton-Tiffany” area in the Setting Sail Secondary Plan for West Harbour. Section A.6.3.5.2 of the Plan provides specific direction for development in the Barton-Tiffany area. Appendix B to this Report contains the relevant policies applicable to this area. Because the Neighbourhood boundary includes lands on both the north and south sides of York Boulevard, it is important to ensure compatibility when developing policies and land use designations for the south side of York Boulevard. The boundary of the Setting Sail Secondary Plan for West Harbour and associated land use designations are illustrated in Appendix B, Map 1 to this report.

The policies of the Strathcona Secondary Plan will not be applied the lands subject to the Setting Sail Secondary Plan for West Harbour. However, the policies and designations of this Plan will be compatible with the Setting Sail Plan.

Although the Strathcona Neighbourhood will have two Secondary Plans applicable to different areas, the boundaries of the neighbourhood will not be amended, as a means of ensuring compatibility with historical demographic information collected at the neighbourhood level.

3.2.6 STRATHCONA NEIGHBOURHOOD PLAN (ADOPTED 1972)

Within the former City of Hamilton, Neighbourhood Plans were prepared for many areas beginning in the 1960s. These Neighbourhood Plans identify land use types and densities in a manner generally more detailed than the Official Plan. In some instances, the Neighbourhood Plans also contain policies to address traffic calming, improvements to parks and trails, urban design, buffering of industrial uses, and other relevant issues. These plans have been adopted by Council, rather than being incorporated as amendments to the Official Plan.

In 1972, a Neighbourhood Plan was prepared and subsequently adopted by Council for the Strathcona Neighbourhood (refer to Maps 3(a) and 3(b)).

The main objectives of the 1972 Strathcona Neighbourhood Plan were to:

- Actively encourage programs in the Neighbourhood to enrich the lives or improve the surroundings of the people living in the Neighbourhood, including public and various private programs;
- Adopt a land use plan to identify stable neighbourhoods and areas suited to development;
- Optimize access to local amenities including shopping, recreation, education and open space facilities;
- Improve transit and transportation within and outside the Neighbourhood to access higher order needs and employment opportunities; and,
- Design traffic control and routing to maximize public safety and minimize noise aggravation within the Neighbourhood.

A comprehensive review of current planning issues will be undertaken as part of the Strathcona Secondary Plan. Opportunities will be provided for residents, property owners, City staff, agencies and others stakeholders to identify and comment on issues in the study area, confirm key planning principles, and comment on land use concepts and draft policies.

3.2.7 URBAN HAMILTON OFFICIAL PLAN (COUNCIL ADOPTED, 2009)

The Urban Hamilton Official Plan was adopted by Council in July 2009, and was approved by the Ministry of Municipal Affairs and Housing in March 2011. The Plan has subsequently been appealed to the Ontario Municipal Board. The Urban Hamilton Official Plan takes its direction from GRIDS, which determined that the urban structure of the City should be based on a series of nodes and corridors. The new Urban Hamilton Official Plan implements the nodes and corridors approach and identifies the 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.
Urban Structure
The urban structure is based on the nodes and corridors concept envisioned by GRIDS and forms the basis for land use in the City. The nodes are organized in a hierarchy, with a Primary Node (Downtown Urban Growth Centre), two Sub-Regional Services Nodes (Eastgate and Limeridge) and eight Community Nodes (the downtown areas of Waterdown, Dundas, Ancaster, Stoney Creek, the areas of Meadowlands, Barton Street between Kenilworth Avenue and Ottawa Street, Heritage Green [Stoney Creek] and the future node of Elfrida). Generally, nodes are connected by a series of Urban Corridors (including Primary and Secondary Corridors). The Urban Corridors are planned to accommodate increased intensification as well as being serviced by higher order transit. The other elements which form the urban structure of the City include Neighbourhoods, Employment Areas, Major Activity Centres (McMaster University and Mohawk College) and Major Open Space. The Strathcona Neighbourhood contains Neighbourhoods, Major Open Space and portions of two primary corridors – King Street West and Main Street West.

Land Use Designations
The land use designations within the Urban Hamilton Official Plan are based on the urban structure. Within Neighbourhoods, land uses include: residential, parks and open space, local community facilities and services, and local commercial uses. Commercial and Mixed Use areas permit a wide range of retail and service commercial uses. Employment Areas permit a range of manufacturing uses, research and development establishments, warehousing and offices. Institutional areas permit educational uses, religious and cultural facilities as well as healthcare and long-term care facilities.

The Strathcona Secondary Plan will refine the uses within the designations applicable to the study area and establish appropriate residential densities within specific areas. The permitted uses, function and scale of the designations applicable to the Strathcona Secondary Plan area are detailed in Table 1 below and illustrated on Map 7.

Site Specific Policies
The Urban Hamilton Official Plan contains Site Specific Policies (SSP) in Volume 3. Within the Strathcona Secondary Plan Area, there are three Site Specific Policies: UHC-3, UHN-5 and UHN-13 (detailed in Appendix C and illustrated in Appendix C, Map 1 to this report).

Site Specific Policy UHC-3 is applicable to the property at 648 King Street West. SSP UHC-3 limits the commercial uses permitted on the site and specifically prohibits a manual, automatic or coin operated car wash (formerly SPA 86).

Site Specific Policy UHN-5 is applicable to the property at 39-41 Devonport Street. SSP UHN-5 permits a parking lot in addition to the existing permitted uses (formerly SPA 83).

Site Specific Policy UHN-13 is applicable to the property at 398 King Street West. SSP UHN-13 permits a wellness centre including limited associated commercial uses subject to specific requirements.

Through the Secondary Plan process, these site specific policies will be evaluated and, in some instances, may or may not be carried forward based on the long-term vision for each site.
<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Scale &amp; Function</th>
<th>Permitted Uses</th>
</tr>
</thead>
</table>
| **Neighbourhoods**   | • Function: Complete community  
                      • Supportive uses: maximum 4 ha.  
                      • Intensification: compatible with surrounding area | • Residential dwellings  
                      • Open spaces & parks  
                      • Local community facilities and services  
                      • Local commercial uses |
| **Mixed Use - Medium Density** | • Function: Serve community and residents in immediate area  
                         • Compact, mixed use people-places: live, work, shop  
                         • Prohibit: vehicle dealership, garden centres; drive-through and gas bar/car wash in pedestrian predominant streets  
                         • Applied to “main street” areas  
                         • Includes residential development | • Retail and service commercial uses  
                         • Institutional uses  
                         • Cultural facilities, entertainment and recreation uses  
                         • Hotels  
                         • Multiple dwellings |
| **Open Space**        | • Function: Public or private areas for recreational activities, conservation management and other open space uses  
                         • Minimum 4 ha. Smaller scale permitted in *Neighbourhoods*  
                         • Parks Classification refined in Secondary Plan | • Active and passive recreational activities  
                         • Recreational community centres  
                         • Historic sites  
                         • Pedestrian pathways, bikeways  
                         • Cemeteries |
| **Institutional**     | • Function: Institutional uses and campuses as community resource and focal point  
                         • Minimum 4 ha. Smaller scale permitted in *Neighbourhoods* | • Educational facilities  
                         • Religious facilities  
                         • Cultural facilities  
                         • Health care and long term care facilities |
3.2.8 CITY OF HAMILTON ZONING BY-LAW 6593 (1950, AS AMENDED)

City of Hamilton Zoning By-Law

Zoning By-Laws identify what uses are permitted on individual properties and give development rights to that property. The By-law establishes specific zones, within which a range of permitted and prohibited uses are detailed and specific performance standards (including setbacks, building height, landscaping and parking) are provided.

The study area is primarily regulated by Zoning By-law 6593; only those lands identified as a park or open space are excluded from this By-law (zoned under Zoning By-law 05-200). The following zoning districts are applicable to lands within the Strathcona Secondary Plan:

- “A” Conservation, Open Space, Park and Recreation
- “D” Urban Protected Residential – One and Two-Family Dwellings, etc.
- “DE” Low Density Multiple Dwellings
- “RT-20” Townhouse – Maisonette
- “E” Multiple Dwellings, Lodges, Clubs, etc.
- “E-1” Multiple Dwellings, Lodges, Clubs, etc.
- “E-3” High Density Multiple Dwellings
- “L-MR-1” Multiple Residential Uses
- “L-MR-2” Multiple Residential Uses
- “G-3” Public Parking Lots
- “H” Community Shopping and Commercial, Etc.
- “HH” Restricted Community Shopping and Commercial
- “CR” Commercial – Residential
- “J” Light and Limited Heavy Industry, etc.
- “K” Heavy Industry, etc.

Maps 8(a) and 8(b) illustrate the zoning applicable to the Strathcona Secondary Plan area.

In some instances, specific properties have site specific zoning applicable to them. This will be considered when determining the appropriate land uses for the secondary plan area.

The proposed land use designations may require amendments to the Zoning By-law to provide for the implementation of the Secondary Plan. The amendments may be initiated by the City or remain as-is until redevelopment occurs.

3.2.9 CITY OF HAMILTON COMPREHENSIVE ZONING BY-LAW 05-200 (2005, AS AMENDED)

The City of Hamilton’s new comprehensive Zoning By-law 05-200 came into effect on May 25, 2005, and is being completed in phases. The first phase brought forward the Downtown Zones and was approved in 2005. The Parks and Open Space Zones represented Phase two and was approved in 2006. Phase three, Institutional Zones, was approved in 2007 and Phase four, Industrial Zones, was approved in 2007 (M1 Zone) and 2010 (remainder of the Industrial Zones). Draft Commercial and Mixed Use zones have been completed and are awaiting final approval of the Urban Hamilton Official Plan prior to being brought forward for approval. Residential zoning for neighbourhoods is currently under development.
The following zones are applicable to the Strathcona Secondary Plan area:

- “P1” Neighbourhood Parks
- “P2” Community Parks
- “P3” City Wide Parks
- “P4” General Open Space
- “P5” Conservation Open Space
- “I1” Neighbourhood Institutional
- “I2” Community Institutional
- “I3” Major Institutional

Maps 8(a) and 8(b) illustrate the lands subject to Zoning By-law 05-200 within the study area.

3.2.10 TRANSIT ORIENTED DEVELOPMENT GUIDELINES (COUNCIL ADOPTED, 2010)

In 2009, the City initiated a Transit Oriented Development (TOD) Guideline study, which was adopted by Council in August 2010. The purpose of the City’s TOD Guidelines is to support current and future transit use and to facilitate the integration of land use and transportation initiatives during the development review process and when developing new land use policy such as secondary plans and corridor plans. The TOD guidelines are an extension of the City’s Official Plan policies.

Transit Oriented Development is compact, mixed use development located near transit facilities with high-quality walking environments. TOD promotes increased access and use of transit through mixed use development, clustering of higher densities and providing a high level of amenities in a pleasant, walkable area. TOD is a form of development that recognizes and facilitates the important relationship between land use and transportation planning. Integrating land use and transportation (especially transit), and clustering density near transit areas, are important themes in both the City’s Transportation Master Plan and the Urban Hamilton Official Plan.

The TOD Guidelines use visual representations to show how intensification can be applied along strategic transit corridors, and will be used in the implementation of the City’s rapid transit initiative. Ten principles of TOD were developed to guide what makes an area transit and pedestrian supportive. The Ten TOD Principles are:

1. Promote Place Making – Creating a Sense of Place
2. Ensuring a Mix of Uses/Appropriate Land Uses
3. Address Parking Management
4. Focus on Urban Design
5. Create Pedestrian Environments
6. Require Density and Compact Urban Form
7. Respect Market Conditions
8. Take a Comprehensive Approach to Planning
9. Plan for Transit and Promote Connections (for all modes)
10. Promote Partnerships and Innovative Implementation

By following and creating policy which is consistent with the ten principles of TOD, transit can be made more viable and attractive to people living and working near a transit corridor.

The TOD guidelines are intended to be applied across the City at various scales and intensities. Along the corridor, the scale of TOD will vary based on the intensity and intended function of the station area. Table 2 below describes the type of TOD areas and general characteristics which can be applied.

Within the Strathcona Secondary Plan area, development along the King Street West corridor will be subject to the TOD Guidelines. The Nodes and Corridor Secondary Plan, being completed for the entire B-Line Rapid Transit Corridor, will determine the land uses applicable to this corridor, working in conjunction with the Strathcona Secondary Plan process.
### Table 2: TOD Typology and Characteristics

<table>
<thead>
<tr>
<th>TOD Typology</th>
<th>General Characteristics</th>
</tr>
</thead>
</table>
| Urban, Downtown and Sub-Regional Node | • Node area around corridor  
• Employment and civic centre of City  
• Potential park-n-ride area (outside of Downtown) |
| Urban, Corridor Area                | Area with development potential along Rapid Transit corridor                             |
| Suburban, Primary Corridor Area     | Mixed use area but may be constrained by shallow lots                                    |
| Suburban Arterial Road Area         | • Good potential area for greyfield intensification  
• Potential to facilitate bus travel                                                   |
| Greenfield, Node                    | • Undeveloped area identified as a community node (identified in Urban OP, future secondary plan to follow)  
• New areas to be built around transit                                                  |
| Greenfield, Non-node                | Same as above but non-node context – residential and local scale commercial              |
| Major Activity Centre               | High level of major institutional uses, with significant transit ridership                |

#### 3.2.11 CITY OF HAMILTON STRATEGIC PLAN (2008-2011)

On June 10, 2008, City of Hamilton Council approved the new Corporate Strategic Plan for the City of Hamilton. The strategic plan provides an opportunity to look into the future and envision what kind of organization the City wants to become. The plan also helps the organization define its focus and set a common direction. The City’s Strategic Plan is comprised of the following:

**Vision:**
To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

**Mission:**
- We provide high quality services in a fiscally and socially responsible, environmentally sustainable and compassionate manner in order to ensure a healthy, safe and prosperous community.
- We engage our citizens and promote a fair, diverse and accepting community.
- We are a skilled, knowledgeable, collaborative and respectful organization that thrives on innovation and quality customer service.
- We are led by a forward thinking Council.
- The team shows leadership in carrying out their responsibilities and is valued and appreciated for their contributions and accomplishments.
Values:
- Honesty
- Accountability
- Innovation
- Leadership
- Respect
- Excellence
- Teamwork

Strategic Themes:
Image – Changing the perceptions of Hamilton and promoting the City as a great place to live, work and play;

Job Creation – Ensuring the City has a thriving and diverse business economy with sustainable jobs and employment for its residents.

Focus Areas:
- Skilled, Innovative and Respectful Organization
- Financially Sustainable
- Effective Intergovernmental Relations
- Growing Our Economy
- Social Development
- Environmental Stewardship
- Healthy Community

The Secondary Plan for Strathcona will strive to fulfill the Vision by working in a manner that is supportive of the mission statement and consistent with the Strategic Plan as a whole.

3.3 STRATHCONA LAND USE: NEIGHBOURHOOD PLAN & SECONDARY PLAN DEVELOPMENT

3.3.1 STRATHCONA NEIGHBOURHOOD PLAN
In 1971, the Hamilton Planning Board emphasized the need for planning within the developed areas of the lower City, particularly in the vicinity of Downtown Hamilton where increasing numbers of redevelopment proposals were being processed without the benefit of a neighbourhood plan. It was directed that a basic Neighbourhood Plan be developed which identified land uses within specific neighbourhoods, against which future development proposals might be evaluated. The process also sought to examine existing problems, needs or deficiencies and to suggest a program of possible means whereby the neighbourhood might be improved.

The Strathcona Plan and Program was developed by the Planning Department, in consultation with a specially formed Strathcona Neighbourhood Citizens’ Committee. The Strathcona Neighbourhood Plan was approved by Hamilton City Council in October 1972 and is illustrated on Maps 3(a) and 3(b).
3.3.2 STRATHCONA SECONDARY PLAN

In 2005, staff initiated work on a Secondary Plan for the Strathcona Neighbourhood. A standard secondary plan process was followed and included the:

- Collection and analysis of background information;
- Identification of local issues, opportunities, constraints and planning principles;
- Hosting of a series of Public Information Centres, workshops;
- Initiation of a Community Advisory Committee (CAC); and,
- Development and evaluation of alternative land use options.

A preferred land use option was developed, based on input and feedback from the community, stakeholders and the CAC. However, prior to the secondary plan process being completed, the work plan was put on hold pending the outcome of a Transportation Management Plan (TMP) for the neighbourhood. Also affecting the secondary plan was the potential implementation of rapid transit running along King Street West. The rapid transit study delayed the transportation review and subsequently the secondary planning process for the area. While the plan was on hold, additional planning policy and strategic initiatives were completed and adopted at both the municipal and provincial level (as detailed in Section 3 above).

As the secondary plan process has been on hold since 2009, a re-evaluation of the draft plan, its assumptions and baseline demographics is warranted. While many of the original assumptions and principles developed in the initial secondary plan process may still be valid, the completion of many strategic projects, including the Urban Hamilton Official Plan and land use planning associated with the rapid transit initiative, some of the assumptions used to inform the initial project may be no longer be appropriate. Moreover, there is an opportunity to refine the land use concept and identify potential synergies that may contribute to redevelopment within the study area. The re-initiation of the study will also allow for a review of community demographics in order to identify any changes within the community that can be addressed through the Secondary Plan process.

3.4 STRATHCONA LAND USE: DEVELOPMENT APPLICATION REVIEW

Strathcona Neighbourhood is a stable residential community and has not been subject to a significant amount of new development within the last decade. A review of development applications has been conducted and the information gained from this review will be used to identify trends in uses, built form and density and to also identify any issues that can be addressed as part of the secondary plan policies. Table 1 in Appendix D provides a summary of the development applications that have been processed for lands within the Strathcona Secondary Plan area from 2006 to present. The majority of applications were for variances, generally to required yards, lot width or parking. There were only five rezoning applications, primarily to legalize existing uses or to expand an existing use.

3.5 SUMMARY AND CONCLUSIONS

The planning and policy framework that has been detailed in this section will be used to further refine the draft preferred land use plan for Strathcona and provide the parameters for future growth and development. Each of these documents, from the legislation set out by the Province of Ontario to the City of Hamilton’s Official Plan and city-specific strategic documents all provide direction as to how redevelopment and intensification can be accommodated within the study area.
4.0 HISTORY & HERITAGE RESOURCES

The following section provides background information on the historical development of the Strathcona Neighbourhood, as well as information on the cultural heritage resources within the area.

4.1 PHYSIOGRAPHIC CONTEXT AND PREHISTORIC SETTLEMENT

4.1.1 THE PHYSIOGRAPHIC CONTEXT

The Strathcona Secondary Plan area is located within the physiographic region known as the Iroquois Plain, and comprises two notable physiographic features: Lake Ontario and the Niagara Escarpment. The Iroquois Plain encompasses the lowland areas extending around the western part of Lake Ontario, from the Niagara River to the Trent River. This lowland was inundated in late Pleistocene times by a body of water, known as Lake Iroquois, which left behind its old shorelines, in the form of cliffs, bars and beaches. The entire plain represents the earliest and most densely inhabited area in Ontario. At the north end of the Strathcona Neighbourhood, just outside the secondary planning area, the edge of the Iroquois Plain forms bluffs overlooking the harbour area, where the original shoreline was located prior to fill activities associated with the rail yards (located within the West Harbour Secondary Plan Area).

Another prominent physiographic feature within the Strathcona Neighbourhood is the Iroquois Beach Ridge that rises above the landward edge of the Plain. This ridge was formed by deposits left by Lake Iroquois and runs through the neighbourhood from the northwest towards the southeast. The Ridge rises to 112 metres above sea level, the highest elevation in downtown Hamilton, and had a role in shaping early historic settlement as it provided well-drained building and road sites, as well as views of Burlington Bay.

4.1.2 PREHISTORIC NATIVE AND EARLY EURO-CANADIAN SETTLEMENT

There is a long chronology of continuous Native and historic occupation in the Strathcona Neighbourhood. Prehistoric Native cultures in this area include Paleo-Indian, Archaic and Woodland occupations (dating back from approximately twelve-thousand years before present) to historic Native and Euro-Canadian occupations. The Strathcona Neighbourhood was a popular location for settlement because of its proximity to water, temperate climate, and a diverse local environment with plentiful subsistence resources and rich soils.

4.2 HISTORICAL CONTEXT

4.2.1 EURO-CANADIAN SETTLEMENT: 1790S TO 1840

The Strathcona Secondary Plan area lies within the former Barton Township, surveyed by Augustus Jones in 1791. Jones’ survey was comprised of a grid of concessions and 100 acre lots, with side roads placed at half mile intervals. The lots in the Strathcona Neighbourhood were originally granted to Robert Lottridge, John Lottridge, Richard Beasley, Ralph Clench, Ann Morden, and Caleb Reynolds. Settlement first began in 1793 when Richard Beasley occupied lands originally granted to Robert Lottridge. Beasley’s lands commanded magnificent views of Burlington Bay and were later the location of Dundurn Estate.

In the early 1800s, the area now defined as the Strathcona Neighbourhood was occupied by a number of large estates built by some of the most prominent citizens in the Hamilton area. Sir Allan Napier MacNab purchased a portion of Richard Beasley’s land, north of York Street, with construction of Dundurn Castle beginning in 1834. Almost as substantial as MacNab’s estate was that of Colin Ferrie (later Hamilton’s first mayor) known as “Westlawn”. James Mills built his estate, “Holmstead”, at the southwest corner of King and Queen Streets, on the present site of the Scottish Rite. Nearby, J. O. Hatt’s estate was located between King, Pearl, Broadway (Napier) and Ray Streets.

Hamilton was incorporated as a Town in 1833. Harbour and industrial development around Burlington Bay contributed to residential and commercial development within Hamilton’s central core; however, because the boundaries of the Town only extended west to Queen Street, the Neighbourhood remained relatively rural at the beginning of the nineteenth century.
4.2.2  EXPANSION WESTWARD: 1840S TO 1900

Hamilton was incorporated as a city in 1846 and the city limits extended west to Paradise Road, thus encompassing the Strathcona Neighbourhood. In Strathcona, new streets were constructed, high areas levelled, and marshy sections filled in. Map 9 (below) shows the pattern of development with approximately 100 homes scattered amongst 30 streets in the area west of Queen Street and north of Main Street. Also shown are the original estate properties, open spaces and Burlington Heights Cemetery.

During the 1850s – 1860s, development expanded as businesses and industries began to locate further from the central core. One industry of particular interest was the brick works fostered by large clay deposits west of Garth (Dundurn) Street and south of King Street. In 1858, the City implemented a Fire Protection By-law which placed limits on the use of wooden building materials in response to increasing numbers of fires. Because the By-law did not extend west of Locke Street until 1889, many wooden homes continued to be built in the Strathcona Neighbourhood throughout the latter half of the century. Within the neighbourhood today, it is not unusual to see a wood frame homes interspersed with newer brick structures.

In 1860, Hamilton was awarded the Provincial Exhibition, an annual agricultural fair. The fair grounds and Crystal Palace exhibition hall were located on the 22-acre Dickson property bounded by King, Locke, Florence and Dundurn Streets. In 1872, Hamilton hosted the Provincial Exhibition on the Crystal Palace grounds for the last time; the Exhibition was thereafter located in Toronto (now known as the Canadian National Exhibition). Nevertheless, the fairgrounds became the focal point of the City’s social and leisure activities. The Crystal Palace was demolished in 1891, whereby opportunities for future residential development were created along with the formation of Victoria Park.

Access to the Strathcona Neighbourhood was facilitated by the 1873 incorporation of the Hamilton Street Railway (HSR). Originally, streetcars ran along King Street to Locke Street, but the line was later extended out York Street to Dundurn. The advent of public transit not only provided access to employment downtown for those living in the Strathcona Neighbourhood, but also provided better access to the neighbourhood from other areas of the city. With many industries located in the immediate area, the neighbourhood was largely populated by labourers. Within walking distance were several manufacturing operations, including Victoria Wire Mills (B. Greening Company), Ontario Planing Mills (Semmens and Sons, later Semmens and Evel Casket Company), Hand and Company Fireworks Manufacturers, and the Great Western Railway Shops (including Canada West’s first rolling mill, later Stelco). Transit service to Strathcona was completed in the early 1900s.

As the Strathcona Neighbourhood expanded, the demand for educational and religious institutions grew. Loretto Academy, Mount St. Mary was established in 1865 in the former residence of J. O. Hatt, on the northeast corner of King and Pearl Streets. In 1868, a four-room public school, known as Pearl Street School, was erected at the southeast corner of Pearl and Little Main (Peter) Streets. However, further capacity was required and in 1893 two classes were temporarily set-up in St. George’s Church. This temporary school was referred to as the Sophia Street School and was the forerunner to the new school built on the former Crystal Palace lands in 1895.

The first place of worship in the Strathcona Neighbourhood was Zion Church, constructed in 1855. The original church building was soon overcrowded and the present Zion Tabernacle Church was built on the location in 1876. All Saint’s Church was constructed in 1873 on the southwest corner of King and Queen Streets, just on the boundary of the secondary plan study area, and later St. George’s in 1890 on the northwest corner of Strathcona and Tom Streets. Around the same time, the Pearl Street Presbyterian Mission formed and by 1884 construction had started on the Erskine Presbyterian Church on the southwest corner of Morden and Pearl Streets.
4.2.3 ESTABLISHED, BUT NOT STATIC: EARLY 1900S

By the 1900s the Strathcona Neighbourhood was an established community. The Dundurn Castle grounds were opened as a city park in 1900 and soon after a zoo, museum, picnic pavilion, bandshell, and walking paths were added. The former fair grounds, now Victoria Park, also underwent alterations after the demolition of the Crystal Palace, including landscaping, paved pathways, electric lighting, a small bandshell and active recreation facilities. Residential development in the area continued as some of the former fair grounds between Sophia (Strathcona) and Dundurn Streets were subdivided to create building lots along the new streets of Lamoreaux and Head Streets. This block of land also included the Sophia Street School and the Victoria Park Fire Station (Strathcona Avenue Fire Station). In 1915, the last new streets were created in the Strathcona Neighbourhood when lands west of Dundurn Street were subdivided, creating Sunset, Breadalbane, Ardvorlich (Baker) and Locheard Streets. Despite these being the last new streets, many of the street names in the neighbourhood continued to evolve, for example Sophia Street officially became Strathcona Avenue in 1917.

The heaviest concentration of businesses during this time was on York Street and the street car line was very popular. Educational and religious institutions were also expanding. In 1908, the Provincial Normal School and an eight-room addition to the Sophia Street School were constructed (renamed Strathcona School in 1909). Several new churches were also built in the Strathcona Neighbourhood, including St. Thomas Aquinas Church in 1910 at the southeast corner of Lamoreaux and Dundurn Streets, and two other Baptist mission churches. In 1911, the James Street Baptist Church began a mission Sunday School on King Street West, now known as King Street Baptist Church, and the Garth Street Mission was built at the northeast corner of Garth (Dundurn) and Main Streets.

4.2.4 POST WORLD WAR I: 1920S TO 1930S

The advent of World War I stimulated industrial activity and Hamilton, with its heavy industrial base, was near the forefront of such activities. Following WWI, low-rise apartment buildings began to appear along Strathcona’s main streets. The social and ethnic composition of Strathcona Neighbourhood was also changing. Many established families relocated to the new suburb of Westdale and a growing number of immigrants settled in the area. Except for the construction of Cathedral of Christ the King in the 1930s, which became a major neighbourhood landmark, the built form of the neighbourhood remained relatively stable.

The main entrance to the Strathcona Neighbourhood, and indeed to downtown Hamilton, was over the Desjardins Canal on York Street, past Dundurn Street. In the 1920s, the popularity of the automobile and job creation initiatives during the Depression resulted in plans for a wider, more monumental northwest entrance to the City, including a new high-level bridge and botanical gardens. The initial landscaping of the Burlington Heights area began in 1929, while the construction of the high-level bridge (later named the Thomas B. McQuesten Bridge) over the Desjardins Canal was not completed until 1931. Automobile congestion on York Street and safety concerns resulted in demands for a widened road all the way into Downtown.

4.2.5 POST WORLD WAR II: 1940S – 1960S

Following World War II, Hamilton experienced a substantial housing boom. The Strathcona Neighbourhood, despite remaining stable, began to experience effects from the expansion of other areas in the City. Private vehicle ownership resulted in traffic congestion and a lack of parking in the neighbourhood. Also, as a result of private vehicle ownership, streetcar ridership decreased and the streetcar line down York Street was replaced by buses in 1939, while the Westdale line on King Street remained viable until 1949. Many small stores in the area began to lose business to large suburban shopping centres, and by the 1960s most of the businesses along York Street were struggling, resulting in an abandoned and/or deteriorating building stock.

Once again the issue of widening York Street was debated, and in the late 1960s a plan was approved to demolish all of the buildings along York Street and remove the Battlement, including the relocation of Battery Lodge to Dundurn Park, in order to permit the street widening. The result was York Boulevard, three lanes of traffic in each direction, a grassed centre boulevard, wide sidewalks, and several new buildings with parking in the rear. However, York Boulevard did not carry the volume of traffic that it was originally planned for. The construction of the Chedoke Expressway (Highway 403) in 1963 shifted much of the traffic onto Main Street West and King Street West.
4.3 ARCHAEOLOGY, BUILT & CULTURAL HERITAGE RESOURCES

The following section describes the Heritage ABCs: Archaeology, Built Heritage Features and Cultural Heritage Landscapes of the study area.

4.3.1 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 artefacts. In the absence of written documentation, archaeological sites or areas and their associated artefacts 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 and 18 registered archaeological sites within three kilometres of the neighbourhood’s 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, Dundas and Toronto. 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 greenspace 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 may be required in order to identify and manage these areas of archaeological potential, as well as providing for the protection of those resources that have already been identified, as per the provisions of the Ontario Heritage Act.

4.3.2 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 its 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 Secondary Plan.

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. Once properties are designated, a heritage permit is required for demolition, any alteration(s) and/or additions to the features described in the “Reasons for Designation” that accompany the designating by-law. Map 4 illustrates the vastness of properties considered to have historic significance to the neighbourhood.

Within the Strathcona Secondary Plan area the following properties are currently designated under Part IV of the Ontario Heritage Act:

• **Zion United Church** *(69 Pearl Street North)*
  
The Zion Tabernacle Methodist Church (later Zion United Church) was erected in 1874 on what was thought to be the highest point of land north of the escarpment. The design of the church emphasizes the hilltop site with a corner tower and spire rising to a height of 125 feet. The church’s spire was once the most visible feature of the Strathcona Neighbourhood and served as a landmark for ships coming into the harbour. Two Sunday Schools have been added to the Napier Street frontage. The first Sunday School was built directly adjacent to the church in 1892 and the second was built in 1930, providing one of the earliest gymnasiums in the City.

• **St. George’s Anglican Church/Sunday School** *(137 Strathcona Avenue North)*
  
The church was built in 1890 and is a typical example of the Anglican parish churches built in Hamilton in the late nineteenth century. Built in the Gothic Revival style, it is a simple and unadorned building that fits in scale and character with the surrounding neighbourhood. The Sunday School was built in 1911 and is located at a right angle to the church around a grassed forecourt. The exterior of the school is decorated with elaborate corbelling on the front gable and widely spaced Tudor arched windows, while the interior of the school consists of a large, two-storey open room containing classrooms and a mezzanine on three sides.

• **Hamilton Cemetery Gatehouse** *(655 York Boulevard)*
  
This stone gatehouse marks the entrance to the Hamilton Cemetery and was designed to house the mortuary chapel and caretaker’s residence. The building was built sometime between 1855 and 1862 in the Gothic Revival style with many fine carved stone and wood details. After the last resident superintendent resigned in 1900 the building functioned as an office and chapel, and most recently has served as the office for Hamilton’s municipal cemetery administration.

In addition to the designated properties within the Secondary Plan Area, there are several additional properties designated under Part IV of the Ontario Heritage Act located within the neighbourhood boundary, but outside of the study area. They include:

• **Castle Dean** *(235 Locke Street North)*
  
Erected by Sir Allan Napier MacNab in the 1830s this stucco-covered brick structure is located at the northeast boundary of the Dundurn Castle estate. The main structure was very similar in design to Dundurn Castle. Subsequent additions of a central turret and rounded corner bay in 1908 have greatly enlarged the building and given it an asymmetrical façade.

• **Gardener’s Cottage** *(25 Tecumseh Street)*
  
This two-storey brick house was built in 1856 for Sir Allan Napier MacNab’s gardener, William Reid. Reid was hired to lay out the grounds of Dundurn Castle and to plant and tend to its crops and gardens. The house represents a rare distinctive pre-Confederation vernacular house type featuring a simple gable roof, parapet end walls with single chimneys, double-hung sash windows, and a central doorway.

• **Dundurn Castle and Park** *(610 York Boulevard)*
  
Dundurn Castle was built in 1832 for Sir Allan Napier MacNab, who among several other distinctions was the First Prime Minister of the United Province of Canada. The main residence is constructed of stuccoed brick in the Regency style. Many Italian embellishments were also incorporated into the building’s exterior making it one of the first and largest examples of Italianate Tuscan villas in North America. In addition to the villa, several outbuildings and landscaping features remain. The historical and architectural significance of the castle and grounds is also recognized by the Federal and Provincial levels of government.
Thomas B. McQuesten High Level Bridge (York Boulevard over the Desjardins Canal)
Architect John Lyle, the engineering firm of James, Procter, and Redfern, and the City’s Engineering Department collaborated on the design of this short span steel cantilever bridge, which was erected by the Hamilton Bridge Company in 1931. The design of the bridge features a pair of pylons at each end and connected by an ornamental balustrade.

Former Strathcona Fire Station (37 Strathcona Avenue North) (not designated)
The former Strathcona Fire Station was built in 1897 and was one of five permanent neighbourhood fire stations built in Hamilton during the nineteenth century. The station was built to replace the volunteer station established on the Crystal Palace grounds and was used by the Hamilton Fire Department as a storehouse until 1902 when it was brought into active use. The station remained in use until 1959, when it was replaced by a modern facility at the corner of George Street and Ray Street South.

This building was designated in 1989, but the designation was repealed later that same year. It is now protected by an approved site plan (2006), which includes the retention and re-use of the building.

In addition to those properties designated under the Ontario Heritage Act, there are additional properties in the Strathcona Secondary Plan 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.

Individual Properties listed in the City’s Inventory of Buildings of Architectural and/or Historical Interest are detailed below and illustrated on Map 4:

- Breadalbane Street – 67, 115, 117, 131, 133
- Devonport Street – 8, 14, 19, 22, 28, 32
- Dundurn Street North – 27, 29, 59
- Dundurn Street South – 77
- Florence Street – 132
- George Street - 149
- Head Street – 27, 35, 41
- Jones Street – 10, 18, 22, 42
- King Street West – 366, 368, 378, 393, 401, 403, 577, 579, 581, 583
- Locke Street North – 65
- Napier Street – 210 to 214
- Pearl Street North – 19, 69
- Queen Street North – 35
- Queen Street South – 4
- Strathcona Street North – 11, 19, 37-39 (Fire Hall), 99, 137
- Tom Street – 10, 61
- Woodbine Crescent – 25

The above list of properties is current as of the date of this background report; however, other properties within the neighbourhood are also of interest even though they are not currently contained within this list. Properties on this list may also be considered for designation under the Ontario Heritage Act.

The policies of the Strathcona Secondary Plan will ensure the continued protection of cultural heritage resources.
4.3.3 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 streets 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 (within and outside of the study area), including:

- Victoria Park
- Dundurn Park – *(Designated under Parks Canada)*

In conducting a review of the neighbourhood as part of the background report, seven additional cultural heritage landscapes have also been identified (refer to Map 4). Five landscapes have been identified within the study area and two are located outside the secondary plan area, but within the neighbourhood boundary. 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. They include:

- **Northwest Entrance: York Boulevard**
  York Street is the historical northwest entrance to the City and this landscape comprises the Hamilton Cemetery and Gatehouse, the T. B. McQuesten Bridge, Dundurn Castle and grounds, Harvey Park and the entrance to the Royal Botanical Gardens. Although some of these features are outside of the study area their connections and relationships to the features that are within the study area are important to recognize.

  In addition, the Dundurn Castle grounds and the Hamilton Cemetery are considered to be individual Cultural Heritage Landscapes and each contains structures designated under the *Ontario Heritage Act*.

- **MacNab’s Survey**
  This cultural heritage landscape encompasses the area west of Strathcona Avenue, south of York Boulevard and north of King Street. This area remained largely undeveloped until the early 1900s, when the former Crystal Palace and fair grounds property, as well as the lands west of Dundurn Street, were subdivided for residential development. The existing character of this area is early-twentieth century one- to two-storey dwellings. The lot sizes in this area vary slightly in width and depth, but tend to be deeper than the lots in other areas of the Strathcona Neighbourhood.

- **Cathedral of Christ the King and associated property**
  These lands were originally used by the Catholic Church as St. Mary’s Cemetery and are the present location of Cathedral of Christ the King. The offices of the Hamilton-Wentworth Catholic District School Board, formerly Cathedral School, are also located on the property. Although not constructed until 1933, the church, constructed in French Gothic architectural style, has become a prominent landmark that may be seen from outlying communities, as well as from downtown Hamilton.

- **Mills’ Survey**
  Part of a larger survey by James Mills, this cultural heritage landscape encompasses the area south of King Street, east of Dundurn Street, north of Main Street and west of Queen Street. The area is divided into narrow residential lots containing mid- to late-nineteenth century, one to two-storey single and semi-detached residences. The lands where Mills’ estate, “Holmstead”, once stood is the present location of the Scottish Rite and is at a topographic high point along the Iroquois Ridge.
• Arnold’s Survey

The lands contained in J. Arnold’s Survey include some of the earliest to be developed in the Strathcona Neighbourhood. This area comprises the lands north of King Street, east of Strathcona Avenue, south of York Boulevard and west of Queen Street. These lands contain many cultural heritage landmarks, including Victoria Park, the Loretto Academy, Zion United Church and Erskine Presbyterian Church, as well as displaying the varied topography of the Iroquois Ridge. The intact streetscapes of this area are characterized by narrow, shallow parcels of land containing mid-nineteenth century one- to two-storey single detached dwellings. The configuration of these lots is irregular, suggesting early development and sporadic changes to the urban fabric.

In addition to the cultural heritage landscapes identified above, the following two landscapes are located within the neighbourhood boundary, but outside of the study area. They include:

• Ferrie Estate Lands

This cultural heritage landscape encompasses the residential area north of York Boulevard, east of the Dundurn Estate and west of Queen Street. These lands developed over a minimum of two separate time periods. The earliest section was a portion of MacNab’s Survey, just to the east of the Dundurn Estate, while the lands east of Locke Street were part of Colin Ferrie’s Estate and did not develop until later. This latter development continued the existing street and lot pattern, creating a cohesive landscape of small lots and narrow streets with mid to late-nineteenth century one to two-storey single and semi-detached dwellings.

• Rail Lands

The Rail Lands are a distinct industrial landscape which have played an important role in the development of industry and employment in the City. The area where the rail lines exist was historically the marshy edges of Burlington Bay before being filled to accommodate rail repair yards, tracks, switching yards, workshops and loading areas.

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 Secondary Plan will contain policies that identify and address the heritage features of the neighbourhood and will protect these features as redevelopment occurs.

4.4 SUMMARY AND CONCLUSIONS

The Strathcona Neighbourhood has a rich history and has made an important contribution to the overall history of Hamilton. The heritage resources that remain within the neighbourhood need to be acknowledged and protected in order to ensure that the neighbourhoods’ distinctive history and character remains intact.

There are a number of properties within the study area that are designated under the Ontario Heritage Act, as well as additional properties that are listed on the City’s Inventory of Buildings of Architectural and/or Historical Interest. In developing the Strathcona Secondary Plan, policies which protect the integrity of the resources identified in this Background Report will be developed. Consideration will also be given to adding policies which seek to encourage development proposals to incorporate sympathetic design, appropriate building materials and / or amenity space into the overall development in areas with significant heritage resources. The Secondary Plan may also contain policies to allow for further identification and recognition of cultural heritage resources within the neighbourhood.
5.0 URBAN DESIGN

Good urban design is essential if the City is to produce healthy, attractive communities in which people want to live, work and play. Urban design can also help create lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale; places that reinforce healthy living, inspire and develop the imagination and which are sensitive toward the living environment. More specifically, urban design is directly concerned with defining the physical environment. It involves the appropriate design and placement of buildings, groups of buildings, infrastructure and their interface with the spaces and landscapes between them. All of this affects how people interact and use space. Urban design is a way of thinking spatially that creates an attractive, lively, sustainable, safe, people-oriented neighbourhood that is successful both socially and economically over time.

Within an urban context, the key to creating a community in which people want to live, work and play, is high quality urban design, achieved through an integrated and comprehensive design process. The following section describes the existing condition of the study area in terms of its built form, connections and views as well as some of the opportunities and constraints these conditions present. This is further illustrated on Map 10.

5.1 BUILT FORM

The general character of the neighbourhood’s built form can be summarized as follows:

Within the study area, the predominant built form consists of small 1, 2 and 2 ½ storey single detached dwellings constructed in the late 19th and early 20th centuries. They are characterized by minimal setbacks from the street and small side and rear yards with front porches. They are generally constructed with clay brick and/or wood and have a high level of architectural detail and variation with unique porches, doors, windows and roof lines.

Within the study area there are also a number of significant institutional buildings. These are primarily large church structures with associated meeting halls. They are located within the fabric of the neighbourhood and share the siting characteristics of the neighbouring dwellings such as minimal setbacks and parking, as well as significant heritage architectural features.

Within the Strathcona Neighbourhood there are several locations where the built form is different from the general character of the area. These include:

- **York Boulevard**
  Along York Boulevard, the built form is much less dense than in other parts of the study area. It generally consists of 1 to 2 storey buildings constructed close to the street with arcades and low walls that screen parking lots from street view. These structures were all constructed post 1975, have little architectural detail and are generally much larger than the older built form that predominates in the study area.

- **Tall Buildings**
  Along Queen Street North there are two residential towers, one within the study area (shown on Map 10). There is an additional residential tower north of Victoria Park at the corner of Strathcona Avenue North and Florence Street. Directly adjacent to the study area at Queen and Market Streets, there are a series of existing towers extending east along Market Street. These tall buildings are all a minimum of ten storeys or greater.

- **Vacant Sites**
  Within the general built fabric of the study area, there are several sites where large institutional and industrial uses were once located. Today, several have been in-filled with large scale residential developments, many with high vacancy rates. There are not many large vacant sites within the neighbourhood. The property located at the south west corner of Napier Street and Queen Street North offers a tremendous redevelopment opportunity and one where urban design would play an important role. The remainder of the sites are generally small in nature and promoting high quality urban design on these sites is crucial to maintaining the historic character and existing design of the overall neighbourhood.
5.2 CONNECTIONS AND STREETSCAPES

The public spaces within the Strathcona Neighbourhood consist mainly of streets and parks that provide connections for pedestrians and vehicles both within the neighbourhood and to the wider City. However, not all of these connections are convenient, comfortable, safe and/or affordable. 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 the right of ways 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.

- **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.

- **Main and King Streets**
  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 primarily 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.

- **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 northwest entrance directly west of the study area through the northern part of 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. 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 (north of York Boulevard) from the southern portion (located within the study area, and south of York Boulevard).

- **Opportunities for Pedestrian Connections**
  The entire study area is within a 20 – 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 an important consideration for this project. 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.

5.3 VIEWS

The study area has a unique topography, is home to several architectural landmarks and is surrounded by natural features such as the Niagara Escarpment and Hamilton Harbour. Views from and of the study area to the surrounding natural features and architectural landmarks are an important aspect of Strathcona’s character. The coloured arrows included on Map 10 illustrate the location of panoramic views, as well as views to the Harbour, Niagara Escarpment, landmark buildings and downtown Hamilton. The following section describes these topographical features, landmark buildings and the important views to and from the study area.
• **Topographical Features**

The study area is traversed by a high ridge of land, called the Iroquois Beach Ridge, from Dundurn Park south-east across the neighbourhood through Victoria Park to the corner of Queen and Main Streets, eventually meeting John Street at the foot of the Niagara Escarpment. The ridge is the highest land in central Hamilton, and is illustrated on Map 10 in yellow. This high ground, combined with bluffs which drop down significantly to the north and west, as well as lower land south of the study area, provide many magnificent views of the Escarpment, Harbour and downtown Hamilton from Victoria Park and along many of the streets and public spaces in the study area. These views are an important part of the neighbourhood’s character. In general, structures that are greater than three storeys in height and located along the Iroquois Beach Ridge feature very prominently within the landscape, and may block views of downtown Hamilton from the west, depending on the location.

![Figure 1: View of the Niagara Escarpment South from Victoria Park](image)

• **Landmark Buildings**

Within the Strathcona Neighbourhood, there are a number of landmark buildings that can be viewed from various locations throughout the neighbourhood and beyond. Many of these buildings have a distinctive architectural design and are known throughout the City for their historical importance.

These landmark buildings are illustrated in red on Map 10 and include:

- **Dundurn Castle**: situated at the northern terminus of Dundurn Street at York Boulevard, Dundurn Castle acts as an informal gateway to the area along York Boulevard.

- **The Scottish Rite**: situated on high land at the southwest corner of King and Queen Streets, this property maintains a prominent view from Queen Street and acts as an informal gateway to the neighbourhood from the east.

- **Cathedral of Christ the King**: situated at the western end of the study area off of King Street, the cathedral can be seen from Highway 403 and can be seen along King Street West through the study area and at many points in the western portion of the study area. It marks the western end of the neighbourhood and is one of the most prominent landmarks within Hamilton as a whole.

- **The Steeple of Zion United Church**: situated at the centre of the study area on the Iroquois Beach Ridge, the steeple is visible from most places in the study area and can be viewed from most places in the western portion of the City.

- **Copps Coliseum**: situated at the eastern terminus of the view along York Boulevard at Bay Street, Copps Coliseum is not located in the study area but is visible along the entire length of York Boulevard when traveling through the study area. For this reason, it is an important part of the York Boulevard streetscape.
5.4 SUMMARY AND CONCLUSIONS

Strathcona is a well-established neighbourhood, with significant views and buildings worth preserving and/or enhancing. Housing in the Strathcona Neighbourhood primarily consists of single detached or other low density housing built approximately 100 years ago. The housing stock is generally well-maintained and varied in architectural character, making for an attractive residential neighbourhood. The Secondary Plan may recognize these characteristic features, streetscapes, views and vistas by identifying them on schedules to the Secondary Plan and/or through the development of appropriate policies. As a component of the Secondary Plan process, additional work may be conducted with respect to urban design and enhancing design along key corridors.
6.0 DEMOGRAPHICS

The following section provides an overview of the demographic characteristics for the Strathcona Neighbourhood. The data detailed below is based on the 2006 Census of Canada data. Data from the original background report, which was used to develop the preferred land use concept, prior to the secondary plan being placed on hold, is outlined in Appendix E to this report. The older data has been appended in order to provide the necessary background context for the earlier assumptions made as part of the initial work plan.

6.1 POPULATION AND OTHER COMMUNITY INDICATORS

According to census data, in 2006 there were 6,610 residents living in the Strathcona Neighbourhood, compared to 7,290 in 1996, representing a decline of 9 percent. Figure 4 illustrates the population change within the neighbourhood between 1981 and 2006. Over the twenty-five year time frame, the population has decreased by nearly 14 percent.

Despite the declining population, the neighbourhood is characterized as being a stable residential area, with a population influenced mainly by changes in household size and new residents moving to the area. There is a trend to decreasing household size within the neighbourhood, which results in lower population even with the same number of households.

Figure 5 shows that over the period 1996-2006, the age characteristics of the neighbourhood changed significantly within the 40-49 and 50-59 year age cohorts. These population groups increased within the neighbourhood. In contrast, the population within the 0-9, 10-19 and 30-39 year age cohorts decreased. This change is a reflection of the aging “baby boomer” generation. The greatest decreases are within the 30-39 age cohort. The demographic change within the neighbourhood shows that there is a need for services to meet the aging population. It is interesting to note the increase in population for the 20-29 year age cohort, which may be an indication of a future change in community residents.
When compared to the City as a whole, the age demographic from 40 years and over is consistent with an aging population increasing at generally the same rate. However, between the 20-29 and 30-39 year age cohorts, Strathcona saw a substantial increase in this population compared to the City as a whole. Contrasting that though is a significant difference City-wide versus the neighbourhood for the youngest populations of 0-19 which, in comparison to each other, saw dramatic declines in population for Strathcona. If this trend continues, this may impact the range of services provided within the community geared to the younger population.
**Strathcona Marital Status**
Residents within Strathcona tend to be single, although there is a high percentage of the population who are also married. When compared to Hamilton as a whole, the neighbourhood has a greater percentage of persons never married and a smaller proportion of persons who are married.

*Figure 7: Comparison of Marital Status Between Strathcona and City*

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Legally Married</td>
<td>Legally Married</td>
</tr>
<tr>
<td>37%</td>
<td>51%</td>
</tr>
<tr>
<td>Divorced/Separated</td>
<td>Divorced/Separated</td>
</tr>
<tr>
<td>15%</td>
<td>11%</td>
</tr>
<tr>
<td>Widowed</td>
<td>Widowed</td>
</tr>
<tr>
<td>8%</td>
<td>6%</td>
</tr>
<tr>
<td>Never Married</td>
<td>Never Married</td>
</tr>
<tr>
<td>40%</td>
<td>32%</td>
</tr>
</tbody>
</table>

**Strathcona Family Type**
Within Strathcona, there are fewer married couples with children than in Hamilton. This supports the declining family size and the increasing number of two person households. It is also consistent with the decrease in the 0 – 19 cohort.

*Figure 8: Comparison of Family Type Between Strathcona and City*

<table>
<thead>
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<tbody>
<tr>
<td>Married Couples without Children</td>
<td>Married Couples without Children</td>
</tr>
<tr>
<td>25%</td>
<td>29%</td>
</tr>
<tr>
<td>Single Parent</td>
<td>Single Parent</td>
</tr>
<tr>
<td>19%</td>
<td>18%</td>
</tr>
<tr>
<td>Common-Law Couples</td>
<td>Common-Law Couples</td>
</tr>
<tr>
<td>18%</td>
<td>10%</td>
</tr>
<tr>
<td>Married Couples with Children</td>
<td>Married Couples with Children</td>
</tr>
<tr>
<td>38%</td>
<td>43%</td>
</tr>
</tbody>
</table>
Household Size

Within the Strathcona Neighbourhood, the average persons per unit (PPU) is 2.1, slightly lower than the City-wide average of 2.5 PPU. The only notable change is in households with five or more persons; within Strathcona there was a significant decrease between 1996 and 2006, which is not in keeping with the City-wide trend. This could be linked to the decreasing number of families with children in the neighbourhood as a whole.

Figure 9: Comparison of Household Size – 1996 to 2006

Mobility Within and Out of the Neighbourhood

Within the Strathcona Neighbourhood, there is a stable residential component. This is illustrated by the fact that nearly 76 percent of the 2006 population has remained within the neighbourhood over a 5 year period. Figure 10 below shows the distribution of the population that has remained within the neighbourhood and those who have moved over a five-year period.

Figure 10: Mobility within and outside of Strathcona Neighbourhood (2006)
**Immigrant Population**

Compared to the City as a whole, the Strathcona Neighbourhood has a higher percentage of immigrants with 34 percent of the population coming from outside of Canada, compared with 25 percent for the remainder of Hamilton. This translates to a more ethnically diverse population within Strathcona and may result in different community services than other parts of the City. This may impact the need for various services and should be considered in the development of the Secondary Plan. The majority of the immigrant population into Strathcona neighbourhood is from Europe (at 45 percent) and Asia and the Middle East (at 33 percent). The trend does show an increase in immigration to the neighbourhood from Southern Asia, Africa and South America.

![Figure 11: Immigrant Population – 1996 to 2006](image)

**Household Income**

Within the Strathcona Neighbourhood, nearly sixty per cent of households (58.4 percent) have a household income of less than $40,000. This is significantly lower than the City as a whole, which has approximately 36 percent of households earning $40,000 or less. In stark contrast, close to 32 percent of the City's households earn $80,000 or more, whereas just over 13 percent of the Strathcona households earn this amount. The implications of overall lower household incomes suggest the importance of adequate support services within the community. It also points to the importance of providing for a range of housing types and tenures, in order to meet the needs of a range of household incomes within the neighbourhood.

![Figure 12: Immigrant Population – Place of Birth for 1996 to 2006](image)
The educational attainment levels within the Strathcona Neighbourhood are similar to the City-wide average, with some minor exceptions. Residents within the Strathcona Neighbourhood have a higher percentage of university attendance at 23 percent versus 19 percent for Hamilton as a whole. This may be representative of the neighbourhood’s proximity to McMaster University. At the other end of the educational spectrum, 29 percent of residents have no certificate, diploma or degree whereas slightly less residents city-wide, 25 percent, have no educational certification.
6.2 SUMMARY AND CONCLUSIONS

This broad range of demographic information has a number of implications for the development of planning policy for Strathcona:

- Housing and support services are required to serve a wide range of household types and sizes as well as a range of age groups, with increasing numbers of smaller households and seniors.

- In order to help ensure the viability of neighbourhood services such as local schools, the provision of housing for young families is also desirable.

- Amenities and services are needed to serve the above-average number of immigrants, including assistance with settlement, translation and employment.

- In order to prepare a Secondary Plan which meets the needs of this diverse population, effective measures of public consultation will be required to ensure that people of various language groups and cultures are engaged to provide input.
7.0 HOUSING TRENDS

This Section summarizes the housing trends within the Strathcona Neighbourhood. Comparisons are made between Strathcona and the entire City of Hamilton. Data for this Section was obtained from the 2006 Census of Canada and the Canada Mortgage and Housing Corporation.

7.1 HOUSING TYPE

The predominant form of housing within the Strathcona Neighbourhood is higher density rental housing. Approximately 49 percent of the households (2006) within the neighbourhood live in an apartment building, a number which has remained virtually unchanged since 1996 (where it was 50 percent). Interestingly, 31 percent of the neighbourhood’s population resides in single-detached housing, a stark contrast to the higher density housing that predominates. As a whole, the Strathcona Neighbourhood has a higher overall residential density than Hamilton with 60 percent of its housing form being accommodated outside of single- and semi-detached housing compared with Hamilton’s 39 percent. Within the secondary plan, this will be considered when establishing land uses within the neighbourhood, in order to plan for compatibility between housing types and densities. In addition, services and amenities must also be considered in order to meet the needs of residents living in apartment buildings, including open space and recreation areas.

Figure 15: Comparison of Dwelling Types – 1996 to 2006

- Strathcona Total (1996)
- Strathcona Total (2006)
- Hamilton Total (1996)
- Hamilton Total (2006)
Figures 16 and 17 below also illustrates the dwelling mix by unit totals and by land area. Although the predominant type of residential unit within the neighbourhood is apartments, the majority of the land is used for single-detached dwellings. When establishing the land use plan for the Strathcona Secondary Plan area, it will be important to ensure that there is an appropriate mix of densities within the neighbourhood and that intensification is sympathetic to the existing character of the surrounding area.

**7.2 HOUSING TENURE**

Within the Strathcona Neighbourhood, the rate of home ownership increased from 1996 to 2006. In 1996, Strathcona had a total of 40 per cent of home owners as compared to 61 per cent in Hamilton. This increased to 45 per cent and 68 per cent respectively in 2006. Rental rates were 55 per cent in Strathcona and 32 per cent in Hamilton. The prevalence of renters within the neighbourhood is largely attributed to the higher proportion of apartment dwelling units within the Strathcona Neighbourhood.

Since renters represent the majority of households, at 55 per cent, the concerns and needs of this sector must be addressed. For example, public consultation must be designed to ensure that tenants as well as home-owners are engaged in the planning process.

**7.3 AGE OF HOUSING STOCK**

The age of the housing stock within Strathcona is significantly older than the city-wide average, with 67 per cent of the homes being constructed prior to 1960 compared with only 41 per cent in Hamilton as a whole. Moreover, the Strathcona neighbourhood has not experienced much new construction, compared with Hamilton that has a majority of its housing stock constructed post 1960. From 1991 to 2006, new construction represented only 3 per cent of the housing stock in Strathcona neighbourhood, as compared to 15 per cent in all of Hamilton. The older residential housing stock is a testament to the neighbourhood’s historical character and preservation of its built heritage. Issues such as heritage preservation and building maintenance become increasingly important with an older building stock. Strathcona’s character is derived, to a great extent, from the historic residential buildings, and this will be addressed through secondary plan policies.
Figure 18: Comparison of Housing Tenure – 1996 to 2006

Figure 19: Comparison of the Age of the Housing Stock – 1996 to 2006
7.4 SUMMARY AND CONCLUSIONS

The housing statistics summarized above have implications for the development of the Strathcona Secondary Plan and its associated policies:

- There is a much higher than average proportion of apartment dwellers and fewer than average low density households compared with Hamilton as a whole.
- Due to this high proportion of apartment dwellers, services and amenities should be provided in Strathcona to meet the needs of this population, such as adequate open space and recreational facilities.
- The age of the housing stock is much older than the City average. This represents a resource to be preserved, in the form of heritage housing areas with cultural heritage value.
- Housing is relatively affordable when rental units are considered (i.e., in higher density apartment buildings) and is less affordable for ownership (i.e., low density housing). It is important to ensure a wide range of housing options in a variety of forms and price ranges. Although housing cost cannot be directly influenced by secondary plan policies, the Secondary Plan can encourage the development of a range of housing types through policy.
8.0 NATURAL ENVIRONMENT

The following section provides an overview of the various natural features and core areas found in the Strathcona Neighbourhood.

Two important terms are highlighted below to provide additional clarity for the purposes of this Section.

- **Core Area**: The Urban Hamilton Official Plan has identified a Natural Heritage System which consists of Core Areas and Linkages that maintain the ecological function and connectivity of the natural system. Core Areas include key natural heritage features, key hydrological features and provincially significant and local natural areas [i.e. an Environmentally Significant Area, Provincially Significant Wetland, Life Science ANSI (Area of Natural and Scientific Interest)] that are identified in the Urban Hamilton Official Plan (as illustrated on Map 11).

- **Environmental Impact Statement (EIS)**: is a study of the environmental features of a site and an assessment of the possible impacts of a proposed development or site alteration on the natural features and functions. An EIS is required when development or site alteration is proposed within or adjacent to a Core Area in the Natural Heritage System.

8.1 TOPOGRAPHY

The Strathcona Neighbourhood is situated on the *Iroquois Plain* physiographic region, which was formed from the sediment deposits of post-glacial Lake Iroquois some 12,000 years ago. The Iroquois Beach Ridge, the former shoreline of Lake Iroquois, is a high point of land which crosses the neighbourhood from the northwest to the southeast (refer to Map 10). Details concerning this feature were noted earlier in this Report in Sections 4.1 Physiographic Context and Prehistoric Settlement and 5.3 Views. This Ridge provides a platform for excellent views from the centre of Strathcona to surrounding points, such as the Escarpment and Hamilton Harbour. In order to preserve these views, the issue of building height will be examined through the secondary plan as a means of conserving views to natural features and landmarks such as Cathedral of Christ the King, Dundurn Castle and other heritage buildings or landmarks.

8.2 CORE AREAS

The Strathcona Neighbourhood contains a portion of the Cootes Paradise Environmentally Significant Area (ESA). The Neighbourhood is also located adjacent to the Hamilton Harbour ESA and the Hamilton Escarpment ESA. These ESAs are shown on Map 11 to this Report.

The lands located west and northwest of Breadalbane Street are part of the Cootes Paradise ESA (illustrated in more detail on Maps 3(a) and 3(b)). Cootes Paradise is an 840 hectare Core Area containing: 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. The area also benefits water quality and quantity and is one of the most biologically rich areas in Canada. Pursuant to the Natural Heritage Section of the Provincial Policy Statement, development or site alteration within or adjacent to this ESA will require the completion of an Environmental Impact Study.

In addition to the Cootes Paradise ESA, there are also two other prominent Core Areas surrounding the Strathcona Neighbourhood:

1. **Hamilton Escarpment**

   The area south of the study area is part of the Niagara Escarpment, which has been recognized by UNESCO 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.

According to the Natural Heritage System policies of the Urban Hamilton Official Plan, new development and site alteration is not permitted within or adjacent to a Core Area, unless it can be shown, through an EIS, that there will be no negative impacts on the ecological features and functions of the Core Area.

### 8.3 SUMMARY AND CONCLUSIONS

The Strathcona Neighbourhood has a significant amount of open space and parkland which contribute to the community’s character. It has views towards Hamilton Harbour in the north, the Niagara Escarpment to the south as well as many open spaces, including those along Highway 403 and interior to the neighbourhood at Victoria Park. Preservation of these views within the neighbourhood will be addressed through the secondary plan.
9.0 TRANSPORTATION

The Strathcona Neighbourhood has a diverse transportation system which provides facilities for many modes of travel, including automobiles, trucks, transit, pedestrians and cyclists.

9.1 EXISTING CONDITIONS

The study area is located west of Highway 403, with ramps at Main Street West (off ramp), King Street West (on ramp) and York Boulevard (on and off ramp, outside the study area proper). The boundary of the study area, including Main Street West, King Street West and York Boulevard, are all classified as major arterial roads. The neighbourhood is crossed by two minor arterials, Queen Street and Dundurn Street as well as a collector along Locke Street.

A Transportation Management Plan (TMP) has been initiated for the Strathcona Neighbourhood and will be completed concurrently with the Secondary Plan. Work on the TMP began in June 2008 and was subsequently placed on hold (March 2009) while planning for rapid transit began, as it directly impacted key arterial roads within the study area.

9.1.1 TRAFFIC PATTERNS

Within the Strathcona Secondary Plan area, Main Street West, King Street West and Locke Street are identified as containing existing bicycle routes. According to the original 1999 Shifting Gears Cycling Plan, a bicycle route was planned for York Boulevard, west of Locke Street, for 1999-2008. This work has been completed. The study also recognized the need to improve connections along King Street West and Main Street West for cyclists.

9.1.2 PUBLIC TRANSIT

Hamilton Street Railway Transit Service

The Strathcona Neighbourhood is serviced by a number of bus routes operated by the Hamilton Street Railway (HSR). Table 3 below outlines the bus routes that service the Strathcona Neighbourhood as of 2011. Map 12 illustrates the existing HSR service through the Strathcona Neighbourhood. A comprehensive map displaying bus routes throughout the City can be found on the City’s website at www.hamilton.ca and follow the links under City Services, HSR System Map.

Bus routes which run along King Street include: 1 King, 5 Delaware, 10 B Line Express and 51 University. There are approximately 8,000 passengers that ride along King Street in this area on a typical day. Route 8 York runs along York Boulevard. There are about 130 passengers on York Boulevard daily in the Strathcona area.
### Table 3: HSR ROUTE DIRECTORY – STRATHCONA

<table>
<thead>
<tr>
<th>Route Number &amp; Name</th>
<th>Direction</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 / 1A KING</td>
<td>East</td>
<td>• Eastgate Square</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Fiesta Mall (Sundays)</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>• McMaster Medical Centre</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Hamilton GO Centre</td>
</tr>
<tr>
<td>5</td>
<td>East</td>
<td>• Jones &amp; King</td>
</tr>
<tr>
<td>DELAWARE – STONEY CREEK</td>
<td></td>
<td>• Greenhill &amp; Cochrane</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Quigley &amp; Greenhill</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>• Head Loop or Pirie &amp; Governors</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• West Hamilton Loop</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• University Plaza</td>
</tr>
<tr>
<td>7</td>
<td>East</td>
<td>Downtown</td>
</tr>
<tr>
<td>Locke</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>Hillcrest Loop</td>
</tr>
<tr>
<td>8</td>
<td>East</td>
<td>Downtown</td>
</tr>
<tr>
<td>York</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>Lamoreaux &amp; Strathcona</td>
</tr>
<tr>
<td>9</td>
<td>East</td>
<td>Downtown</td>
</tr>
<tr>
<td>ROCK GARDENS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEASONAL BUS (Summer)</td>
<td>West</td>
<td>Cemeteries (Woodland &amp; Sepulchre)</td>
</tr>
<tr>
<td>10 / 10A</td>
<td>East</td>
<td>Eastgate Square</td>
</tr>
<tr>
<td>B LINE EXPRESS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>• University Plaza</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• McMaster Medical Centre</td>
</tr>
<tr>
<td>51</td>
<td>East</td>
<td>Hamilton GO Centre</td>
</tr>
<tr>
<td>UNIVERSITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>West Hamilton Loop</td>
</tr>
<tr>
<td>1 BT BURLINGTON TRANSIT ROUTE 1</td>
<td>(Operated by Burlington Transit along York Blvd.)</td>
<td>Appleby GO / King &amp; James (Hamilton)</td>
</tr>
</tbody>
</table>
GO Transit Service
Currently, Strathcona is not serviced by the GO train. This function is accommodated in Downtown Hamilton at the former TH&B station at 36 Hunter Street East. However, the Neighbourhood is serviced by the GO bus. The Hamilton (King & Dundurn) Bus stop is located at King Street West & Dundurn Street South. The GO bus also stops at King Street West & Pearl Street and King Street West & Strathcona Avenue South.

9.1.3 TRAFFIC PATTERNS
The City’s Public Works Department monitors the flow of vehicular traffic through signalized intersections on a regular basis. Traffic within the Strathcona Neighbourhood is generally concentrated along major arterial roads.

Road Network – Functional Classification from Official Plan
Schedule “C” – Functional Road Classification of the Urban Hamilton Official Plan, identifies the hierarchy of roads within the City. Map 13 shows, in detail, the road classification for the Strathcona Secondary Plan area. The following is summary of the roads identified in the Urban Hamilton Official Plan:

- Provincial Highway (Controlled Access)
  - Highway 403
- Major Arterial: The primary function of a Major Arterial road is to carry relatively high volumes of intra-municipal and inter-regional traffic through the City, in association with other types of roads.
  - Main Street West
  - King Street West
  - York Boulevard
- Minor Arterial: The primary function of a Minor Arterial road is to carry moderate volumes of intra-municipal and inter-regional traffic through the City, in association with other types of roads.
  - Dundurn Street
  - Queen Street
- Collector: The function of a Collector road shall be equally shared between providing direct land access and the movement of moderate volumes of traffic within the designated Employment or Neighbourhood areas.
  - Locke Street

9.1.4 SUMMARY OF CONDITIONS AND AREAS OF CONCERN
There are many potential conflicts between the various modes of travel in Strathcona, many of which relate to pedestrian concerns surrounding walkability, safety and access. These include concerns such as difficulties for pedestrians crossing wide, busy streets and crossing at intersections with heavy volumes of turning traffic. In addition, concerns about traffic volumes and movement in the area and the restricted availability of on-street and off-street parking in the area were raised during the initial Secondary Plan process and will be considered in the finalization of the Strathcona Secondary Plan.
9.2 CITY-WIDE TRANSPORTATION & TRANSPORTATION-RELATED MASTER PLANS

9.2.1 HAMILTON TRANSPORTATION MASTER PLAN (2007)

The Hamilton Transportation Master Plan was developed to serve as a support document for the City’s capital budget and the GRIDS project. The purpose of the Transportation Master Plan was to develop policies and strategies for the transportation network over the next 30 years. This network includes roads, transit, cycling, walking facilities and the City’s connection to rail, marine and aviation facilities. Results of the Transportation Master Plan will be used to develop new transportation and land use policies for the City.

Through the Transportation Master Plan, a proposed Higher Order Transit Network has been developed. This network involves the three preferred alternatives working in concert with each other, including Transit Expansion, Travel Demand Management (TDM) Options and Roadway Capacity Optimization.

Cycling Network

The Transportation Master Plan’s preferred solution relies on traffic demand management, including increasing use of non-automobile modes, including cycling. Promoting and encouraging walking and cycling through the provision of facilities and programs helps build active communities and reduces the dependence on automobile transportation. The TMP identifies a future cycling network that:

- facilitates efficient and safe travel for commuters and other cyclists through expansion and improvement of the network of on-street cycling facilities and escarpment connections; and,
- promote recreational cycling and active transportation through the development of off-street facilities.

The City has subsequently completed Shifting Gears a Cycling Master Plan approved in 2009, that provides more detail on cycling routes within the City. This plan is discussed in more detail below.

Pedestrian Network

A pedestrian network is an important component of travel demand management, which forms part of the Transportation Master Plan preferred solution. A walkable community increases community sustainability and leads to more social interaction, increased physical activity and diminished social issues. Promoting and encouraging walking through the provision of facilities and programs helps build active communities and reduces the dependence on automobile transportation and the associated infrastructure costs, air quality, safety and congestion problems. The City has an extensive network of pedestrian-supportive facilities, such as sidewalks, crosswalks and trails, but improvements are required. The objectives of the Pedestrian Strategy are to:

- facilitate comfortable, convenient, safe and affordable travel for commuters and other pedestrians through expansion and improvement of the network of on-street pedestrian facilities; and,
- promote recreational walking and active transportation through the development of off-street facilities.

Within the Strathcona Neighbourhood, a number of concerns have been raised by the community respecting pedestrian connections, particularly around Main Street West and King Street West. This is an issue that will be addressed more thoroughly through the Strathcona Transportation Management Plan. In addition, the City has also completed the Hamilton Recreational Trails Master Plan which addresses the importance of connecting pedestrian facilities, such as sidewalks, with trails to make travel by foot more attractive to the community.

Public Transit

Within the study area, Main Street West and King Street West were identified as a Proposed Primary RT (Rapid Transit) Corridor. The long term goal for Hamilton is to develop a rapid transit initiative to run through several corridors, utilizing a combination of dedicated lands (where physically possible) and transit priority measures. The proposed Rapid Transit network would be supported by land use policies that encourage more compact and mixed-use development around transit nodes and corridors. Through subsequent detailed work on Rapid Transit, a new Light Rail Transit (LRT) line is proposed along King Street West through the Strathcona Neighbourhood.
Road Network
The Transportation Master Plan identified that a component of the preferred solution (to accommodate future planned growth) is to maximize the efficiency of the existing road network while making strategic road improvements to enhance economic development and goods movement. This would also minimize the need for a new escarpment crossing. The proposed network enhancements focus primarily on:

- committed/planned road widenings to accommodate planned growth;
- upgrading and expanding road links serving employment areas and growth areas;
- rebalancing of capacity in Downtown to improve the pedestrian environment; and,
- recognition of the need to provide efficient access to business parks and employment areas.

Within Strathcona, no road improvements were identified at this level. A Transportation Management Plan (TMP) is being conducted for the Strathcona Neighbourhood in order to address neighbourhood-specific traffic, transit, pedestrian and cycling issues.

9.2.2 HAMILTON RECREATIONAL TRAILS MASTER PLAN (2007)
The City of Hamilton Recreational Trails Master Plan is a comprehensive document which identifies a multi-use, off-road recreational trail system throughout the City. The trail system links both the current and proposed off-street and on-street systems into one, fully integrated, City-wide system. Initiated in 1999 by the former City of Hamilton, the Plan will guide trail system development and management into the future and will meet the City’s corporate goal of creating a healthy, safe and green City.

Within the Strathcona Neighbourhood, the existing on-street bike routes are identified on the following roads, and illustrated on Map 14 to this report:

- King Street West (west of Dundurn Street North)
- Locke Street
- Napier Street
- York Boulevard (also contains recreational trail west of Dundurn Street North)

In addition to the existing trails, the Hamilton Recreational Trails Master Plan also identifies three future trail initiatives within the Strathcona study area (Map 14 provides locational details):

**Initiative #5: York Boulevard Trail Link**
This project involved linking the existing cautionary on-street bike route along York Boulevard from Dundurn Street to the high-level bridge, extending through to the City of Burlington. The dedicated bike lane extends approximately 570 metres and is geared to commuter bike traffic. As of 2011, this initiative was complete.

**Initiative #6: Kay Drage Park Trail**
This project proposes a link from Macklin Street North (in Westdale) under Highway 403 to Breadalbane Street and Cathedral of Christ the King. The approximate length of the proposed trail is 740 metres, geared to hiking, walking, running and cycling. As of 2011, this multi-use trail has not been initiated.

**Initiative #11: Victoria Park Link**
This proposal is for a multi-use trail through Victoria Park from Strathcona Avenue North to Locke Street North. Trail users would include walking, running, cycling and in-line skating. The approximate length is 170 metres and would incorporate benches and/or seating areas along the path. As of 2011, this multi-use trail was complete.
9.2.3 SHIFTING GEARS 2009: HAMILTON'S CYCLING MASTER PLAN (2009)

Shifting Gears 2009 is a new Cycling Master Plan for the City of Hamilton that will guide the development and operation of its cycling infrastructure for the next twenty years. The plan is an update to the City’s former cycling plan called Shifting Gears 1999, which included a ten-year action plan for a city-wide cycling network. The new plan recognizes the movement towards an integrated transportation network, with an increased emphasis on alternative modes of transportation, including active transportation such as cycling. The 2009 Master Plan is primarily focused on developing new on-road facilities and connecting, where possible, to existing or planned off-road facilities identified in the Hamilton Recreational Trails Master Plan for commuter, utilitarian and recreational cycling. The preferred Corridors Network represents 998 kilometres of new cycling facilities, consisting of 270 links in a combination of existing and planned cycling facilities, including on-street bicycle lanes, paved shoulders, signed routes and multi-use trails. In order to support the Plan, additional measures, such as bike parking and cycling education programs should also be considered.

Within Strathcona, the following projects are proposed (refer also to Map 15):

<table>
<thead>
<tr>
<th>Priority Ranking (as ID on Map 15)</th>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Length (m)</th>
<th>Design Concept</th>
<th>Previously Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 York Blvd. east bound</td>
<td>Dundurn Street</td>
<td>Bay Street</td>
<td>1340</td>
<td>Bike lane on existing – narrow curb lanes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>65 York Blvd. west bound</td>
<td>Queen Street</td>
<td>Dundurn Street North</td>
<td>875</td>
<td>Bike lane on existing – narrow curb lanes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>88 Dundurn Street</td>
<td>York Blvd.</td>
<td>King Street West</td>
<td>670</td>
<td>Bike lane with road diet</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>135 Locke Street</td>
<td>King Street West</td>
<td>Main Street West</td>
<td>250</td>
<td>Bike lane with road diet – 1 lane NB and 2-way bike lane</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>170 Dundurn Street</td>
<td>King Street West</td>
<td>Main Street West</td>
<td>270</td>
<td>Bike lane with reconstruction</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>208 Main Street West over Highway 403</td>
<td>Macklin Street</td>
<td>Dundurn Street / Jackson Street</td>
<td></td>
<td>Bike lane – devise 2-way and multi-use trail</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

These enhancements will help address some of the community concern regarding cycling routes, safety and connectivity. The above noted routes will also be identified in the Secondary Plan.
9.2.4 TRUCK ROUTE MASTER PLAN STUDY (2010)

The Truck Route Master Plan is a comprehensive study of the existing truck routes, traffic patterns as well as truck interaction with other modes of transportation, businesses and residents of the City of Hamilton. The Plan recommended a truck route network as well as policies and an implementation strategy that will assist the City in managing the truck routes over the next five years. Based on the recommended truck routes, within the study area the following streets are identified as a full time truck route (illustrated on Map 16):

- Highway 403
- Main Street West
- King Street West
- Queen Street North/South
- York Boulevard
- Dundurn Street between Main Street West and King Street West

The number of truck routes in the neighbourhood reflects Strathcona’s proximity to downtown Hamilton, and its role in facilitating east - west traffic through the City.

9.2.5 STRATHCONA TRANSPORTATION MANAGEMENT PLAN

In 2008, a Transportation Management Plan (TMP) was initiated for the Strathcona Neighbourhood. The boundaries of the TMP include: Highway 403 to the west, Main Street West to the south, Queen Street to the east and the waterfront to the north (see Map 17 below). The purpose of the TMP is to assess the transportation needs for the Strathcona Neighbourhood and to identify existing transportation issues and opportunities for improvement. Issues to be addressed include, but are not limited to:

- network capacity, operations, performance and level of service;
- transportation safety and traffic calming measures;
- neighbourhood concerns and the integrity of the transportation network to accommodate vehicles, cyclists and pedestrians;
- on and off-street parking;
- transit service and multi-modal opportunities;
- pedestrian routes and safety through the neighbourhood;
- the role and operation of King Street West and Main Street West;
- cycling connectivity between McMaster University and Downtown Hamilton; and,
- cycling connectivity within the community and to external destinations (i.e. York Boulevard to the Waterfront).

The TMP will also identify recommended improvements to the transportation network for all modes of transportation, including driving, cycling, walking and transit, as well as parking.

Although the TMP was initiated in 2008, the project was placed on hold (along with the Secondary Plan) while planning for rapid transit was underway for the east-west B-Line corridor. Sufficient work has been completed to-date for the rapid transit planning that the Strathcona TMP can be re-initiated. It is anticipated that the project will run concurrently with the Secondary Plan.
9.2.6 CITY OF HAMILTON RAPID TRANSIT INITIATIVE

In association with the development of the Urban Hamilton Official Plan, the City of Hamilton has also been engaged in planning for a rapid transit network. The City has developed a long term rapid transit system for planning purposes that is comprised of five future transit lines which will service the entire City. These transit lines are referred to as “BLAST”, with each letter corresponding to a specific transit corridor (Map 18 illustrates each of these corridors). In November 2007, the City initiated a Rapid Transit Feasibility Study (RTFS). This study focused on two corridors, the “A” Line and the “B” Line, both of which were identified and recommended in the City’s Transportation Master Plan (2007) as well as being identified through the Provincial vision for transit in MoveOntario 2020.

In June 2007, the Province of Ontario released their MoveOntario 2020 Plan, in which fifty-two projects were identified, including two that impact Hamilton directly:

- Rapid transit along the Main/King corridor, between Eastgate Square and McMaster University (B-Line Corridor);
- Rapid transit along the James/Upper James Corridor between King Street and Rymal Road (A-Line Corridor).

Within Strathcona, the B-Line Corridor runs along King Street West through the neighbourhood. The B-Line represents the first phase of the City’s rapid transit plan. The feasibility study for the B-Line has been completed and the technical studies have been initiated with secondary planning for the corridor underway as well.

In order to implement the Urban Hamilton Official Plan policies, and as a component of the rapid transit implementation, a planning study has been initiated by the City to examine land uses along the B-Line corridor. The plan considers not only land uses, but urban design principles for development along the corridor. The purpose of the study is to develop a long term strategic plan to guide future growth and change along the B-Line corridor. The study will establish a high level vision for the corridor, including a set of development principles that will guide future change and development in the corridor along with transit-supportive land uses and development patterns.

The Strathcona Secondary Plan will update the land use direction for the neighbourhood and provide direction for the development along the King Street corridor, as it relates to the proposed rapid transit initiative. The Strathcona secondary plan is working in consultation with the Nodes and Corridors Planning group to ensure there is consistency among the planning initiatives for the neighbourhood.

9.2.7 TRANSIT ORIENTED DEVELOPMENT GUIDELINES FOR HAMILTON (2010)

As discussed in Section 3.2.9 of this Background Report, Transit Oriented Development (TOD) refers to compact, mixed-use development near transit facilities, which are characterized by high-quality walking environments. In August 2010, Council adopted Transit Oriented Development Guidelines for Hamilton and will be used when developing new land use policy for secondary plans or corridor plans, as well as for private developers proposing new development within a transit corridor. Along the B-Line corridor through Strathcona, the scale of TOD will vary between the planned station at Queen Street and King Street (smaller scale) and that planned for King Street and Dundurn Street which will be a focal point for increased density and intensification to serve the strategic node at this station.

9.3 SUMMARY AND CONCLUSIONS

The Strathcona Neighbourhood is well serviced by a variety of transportation modes, including public transit, active transportation routes, private automobile and truck routes. While the existing transportation system is extensive, there are opportunities to expand and improve the network within each mode. The TMP for the neighbourhood will identify recommended improvements to the transportation network. The Secondary Plan will incorporate the outcome of those recommendations into the Plan.
The arterial roads in Strathcona serve high volumes of traffic and provide good access for automobiles and trucks;

Completion of the City’s Truck Route Master Plan has provided clarity on where trucks are permitted within the Neighbourhood and to avoid conflict with residential areas;

Community desire to enhance bicycle routes and connections for the Neighbourhood, beyond those identified in *Shifting Gears, 2009*;

The TMP will examine how pedestrian routes and amenities could be improved in order to provide a complete system and to help overcome obstacles and challenges to pedestrian movement and neighbourhood walkability;

The TMP will address parking supply and usage in the neighbourhood.
10.0 EMPLOYMENT AND ECONOMIC BASE

With its proximity to Downtown, and as a gateway into the City from Highway 403, the Strathcona Neighbourhood has a unique position of being a stable residential community with strong potential for economic growth along its key corridors of Main Street West, King Street West, Queen Street and portions of York Boulevard. The following section outlines the existing employment and economic conditions within the neighbourhood.

Existing Conditions
Within the Strathcona neighbourhood, the population is primarily (41 per cent) employed in sales and service occupations (retail). This is reflective of the range of commercial uses found along King Street West, portions of Main Street West and to a lesser degree at the corner of Queen Street North and York Boulevard. Business, finance and administrative occupations and Management occupations are the next most prevalent, with 29 per cent of the population employed in this line of work. Again, when one reviews the range of uses in buildings along the main traffic corridors, there are a number of firms that can be seen. Finally, Health occupations and Occupations in social science, education, government service and religion, account for 11 per cent and 10 per cent of the workforce, respectively. This is consistent with the number of support services that exist within the community (from retirement residences and nursing homes to the large number of places of worship within the neighbourhood). Figure 20 illustrates this trend.

Figure 20: Occupations within Strathcona Neighbourhood

<table>
<thead>
<tr>
<th>Occupations within Strathcona Neighbourhood</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - Management Occupations</td>
</tr>
<tr>
<td>B - Business, Finance and Administrative Occupations</td>
</tr>
<tr>
<td>C - Natural and Applied Sciences and Related Occupations</td>
</tr>
<tr>
<td>D - Health Occupations</td>
</tr>
<tr>
<td>E - Occupations in Social Science, Education, Government Service and Religion</td>
</tr>
<tr>
<td>F - Occupations in Art, Culture, Recreation and Sport</td>
</tr>
<tr>
<td>G - Sales and Service Occupations</td>
</tr>
<tr>
<td>H - Trades, Transport and Equipment Operators and Related Occupations</td>
</tr>
<tr>
<td>I - Occupations Unique to Primary Industry</td>
</tr>
<tr>
<td>J - Occupations Unique to Processing, Manufacturing and Utilities</td>
</tr>
</tbody>
</table>
11.0 PARKS AND OPEN SPACE

The Strathcona Neighbourhood is an urban neighbourhood that has a number of parks, open spaces and views to natural features. These are important features to the neighbourhood and will be addressed appropriately through the secondary plan process. The Urban Hamilton Official Plan provides for a parks hierarchy for City-owned parkland, and which is detailed below as it relates to the study area. Map 19 identifies each park within the study area, as well as the cemetery.

11.1 PARKETTES

Parkettes are small open spaces which either have no or limited recreational facilities. They are generally located in the older urban areas where they serve an important function in the provision of open space opportunities. Parkettes have no parkland standard because of their small size and limited recreational opportunities. Within the Strathcona Secondary Plan area, there is one Parkette.

• York Boulevard Parkette 2
  York Boulevard Parkette is a passive parkette, approximately 0.18 hectares in size, and is located on the south side of York Boulevard, between Pearl Street and Ray Street.

11.2 NEIGHBOURHOOD PARKS

Neighbourhood Parks primarily cater to the recreational needs and interests of the residents living within its general vicinity. These parks are within walking or biking distance to residents (minimum of 800 metres). Neighbourhood Parks are generally comprised of municipal parkland, containing a mixture of passive areas, sports facilities, informal and formal play areas and may include natural areas. Generally, these parks serve a population of approximately 5,000 people and have a minimum size of 2 hectares. Within the Strathcona Secondary Plan area, there is one Neighbourhood Park.

• Tom Street Park
  Tom Street Park is located at 92 Tom Street and is 1.46 hectares in size. This park is predominantly open space with sloped lands not suitable to active park use. There is a small playground on site. The park has a relatively narrow width along the street frontage on Tom Street.

11.3 COMMUNITY PARKS

Community Parks serve more than one neighbourhood, but are not intended to serve the City as a whole. Community Parks have more intensive recreational facilities such as sports fields as well as recreational and community centres. These parks generally have good transportation access along adjacent arterial or collector roadways and provide adequate parking to meet anticipated demand. Community Parks serve a population of approximately 20,000 people and have a minimum size of 7 hectares. Within the Strathcona Secondary Plan area, there are a total of three Community Parks.

• Victoria Park
  Victoria Park is located on the north side of King Street West between Strathcona Avenue North and Locke Street North. At 5.24 hectares, the park is a significant landmark in the centre of the neighbourhood. In addition to being a focal point for community activity, the park has historical significance as well, being the location for the Great Central Fair as well as the former site of the Crystal Palace. Currently, the park has undergone significant transformation following the development of a master plan for the site. In 2009, extensive tree planting was undertaken, construction of a trail loop was completed, the parking lot was reconstructed and the park entrance at Locke Street North and King Street West was revitalized. Phase 2 of the Master Plan involved the creation of a community garden, butterfly garden, additional tree planning, revitalization of the multi-use courts and an interpretive sign program that will highlight historical features in and around the park. The park also includes a large baseball diamond, splash pad, swimming pool, multi-purpose courts, tennis courts and a playground.
• **Cathedral Park**

Cathedral Park is located south of King Street West between Highway 403 and Main Street West and is across from Cathedral of Christ the King. This park is 2.5 hectares in size and contains a large underground combined sewage overflow (CSO) tank. The park is also programmed and has a field house, fields and parking. Access to this park is difficult due to traffic on King Street West and its entrance from King Street West along a curve in the road.

• **Kay Drage Park**

Kay Drage Park is located at 80 Macklin Street North and is 10.6 hectares in size. The park is programmed and includes soccer fields and baseball diamonds. Once a landfill site for the City, the lands were rehabilitated in 2008 and enhancements were made to the existing fields at that time. The entrance to Kay Drage Park is located across the underpass of Highway 403 on Macklin Street North.

### 11.4 CITY-WIDE PARKS

City-Wide Parks are municipally, regionally, provincially or nationally significant destinations that meet the needs of residents and are of interest to visitors. These facilities are often associated with major recreation, education or leisure activities and may have natural, historic or unique features. These parks vary greatly in terms of size and type.

There are no City-Wide Parks in the Strathcona Secondary Plan area.

### 11.5 GENERAL OPEN SPACE

General Open Space is not considered a park, but does contribute to the City’s open space and parks system. This category includes golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, beaches, remnant parcels of open space lands as well as urban plazas, squares and core spaces. Although these areas do not function as parks, they may be used for both active and passive recreational activities.

Within the Strathcona Secondary Plan area, no lands are classified as General Open Space.

### 11.6 NATURAL OPEN SPACE

Natural Open Space is another category within the parks hierarchy and which contributes to the City’s open space system. Included within this category are lands with significant natural features and landscapes such as woodlots, hazard lands, forested slopes, creek/ravine corridors, the Niagara Escarpment, environmentally sensitive areas and areas of wildlife habitat. These areas perform important biological and ecological functions and may also provide for passive recreational opportunities.

Within the Strathcona Secondary Plan area, no lands are classified as Natural Open Space.

### 11.7 NEIGHBOURHOOD PLAN OPEN SPACE AND PARK AND RECREATIONAL DESIGNATIONS

In addition to the existing parks in the study area, there are several other properties which were designated as either “Park and Recreational” or “Open Space” for proposed parks during preparation of the original 1972 Strathcona Neighbourhood Plan (refer to Map 3(b)). However, the properties have since been developed for residential uses, and are not presently being used for park or recreational purposes. The need for these sites, and the likelihood of them being developed for parks in the future, will be reviewed as part of the Secondary Plan study.
11.8 ANALYSIS OF PARK DEFICIENCIES

Within the Strathcona Secondary Plan area there is an abundant supply of open space and parkland. However, when calculating the parkland needs within a community, only those parks classified as “Neighbourhood” are used in the calculation. Therefore, there is a total of 16.9 hectares of “Community Park” within the study area, but only 1.46 hectares of “Neighbourhood Park” from Tom Street Park. Neighbourhood Park requirements are based on 0.7 hectares of parkland per 1000 population, pursuant to the City’s Parkland Standard Official Plan Policies for the urban area. Accordingly, the Strathcona Neighbourhood requires a total of 4.63 hectares of “Neighbourhood Park” space based on the following calculation:

- 2006 Population: 6,615 persons
  \[
  \frac{0.7 \times 6615}{1,000} = 4.63 \text{ hectares}
  \]

With Tom Street Park accounting for 1.46 hectares, the neighbourhood is deficient in “Neighbourhood Park” land by 3.17 hectares.

11.9 SUMMARY AND CONCLUSIONS

Within the study area, there are a number of parks and open space areas available to the community. Victoria Park, located in the centre, is classified as a Community Park with amenities serving the wider community. Kay Drage Park and Cathedral Park are also Community Parks which provide additional programmed parkland. Tom Street Park is the only Neighbourhood Park within the Secondary Plan area and is located on the far western portion of the neighbourhood, thereby leaving the eastern edge of the community without a neighbourhood park within walking distance. As a whole, the Neighbourhood is deficient in Neighbourhood Parkland to serve local needs by 3.17 hectares, based on 2006 population numbers. Although the original 1972 Neighbourhood Plan showed additional areas for future park and recreational uses, these have since redeveloped into residential uses. The Secondary Plan will evaluate whether additional lands within the study area should be designated for future Neighbourhood Park land uses or if there is sufficient Community Parkland to accommodate local needs.
12.0 INSTITUTIONAL, COMMUNITY AND SOCIAL SERVICES

Within the Strathcona Neighbourhood, there are a number of community and social services that operate to meet the needs of the neighbourhood, as well as the wider City population. The following section identifies the existing institutional and community services within the study area.

12.1 SCHOOLS

The Strathcona Neighbourhood contains one elementary school, Strathcona Elementary School, which accommodates grades JK – 5 and one Private School, Southern Ontario College, an international high school for grades 9-12. As a whole, the Neighbourhood is served by five elementary schools and two secondary schools, three within the Hamilton-Wentworth District School Board and four within the Separate School Board. The schools and their enrolments are listed below in Table 5.

Table 5: Schools within the Strathcona Neighbourhood and/or Attended Students Residing in Strathcona Neighbourhood

<table>
<thead>
<tr>
<th>Name of School</th>
<th>Grades</th>
<th>Location</th>
<th>2005 Enrolment</th>
<th>Future Projected Enrolment</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAMILTON-WENTWORTH DISTRICT SCHOOL BOARD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elementary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strathcona, includes the SAGE program</td>
<td>JK-5</td>
<td>10 Lamoreaux St. (Strathcona Neighbourhood)</td>
<td>203 + 8 special-ed</td>
<td>235</td>
</tr>
<tr>
<td>Canadian Martyrs</td>
<td>JK-8</td>
<td>1355 Main St. W.</td>
<td>281</td>
<td>280</td>
</tr>
<tr>
<td>St. Joseph (French Immersion)</td>
<td>K-8</td>
<td>270 Locke St. S.</td>
<td>512</td>
<td>520</td>
</tr>
<tr>
<td>St. Mary’s</td>
<td>JK-8</td>
<td>209 MacNab St. N.</td>
<td>186</td>
<td>186</td>
</tr>
<tr>
<td>Secondary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westdale</td>
<td>9-12</td>
<td>700 Main St. W.</td>
<td>1406</td>
<td>N/A</td>
</tr>
<tr>
<td>Sir John A. Macdonald</td>
<td>9-12</td>
<td>130 York Blvd</td>
<td>1431</td>
<td>N/A</td>
</tr>
<tr>
<td>HAMILTON-WENTWORTH CATHOLIC DISTRICT SCHOOL BOARD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elementary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Canadian Martyrs</td>
<td>JK-8</td>
<td>1355 Main St. W.</td>
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<td>280</td>
</tr>
<tr>
<td>St. Joseph (French Immersion)</td>
<td>K-8</td>
<td>270 Locke St. S.</td>
<td>512</td>
<td>520</td>
</tr>
<tr>
<td>St. Mary’s</td>
<td>JK-8</td>
<td>209 MacNab St. N.</td>
<td>186</td>
<td>186</td>
</tr>
<tr>
<td>St. Mary’s</td>
<td>9-12</td>
<td>200 Whitney Ave</td>
<td>1241</td>
<td>900</td>
</tr>
<tr>
<td>PRIVATE SCHOOLS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Ontario College</td>
<td>International High School Grades 9-12</td>
<td>430 York Blvd (Strathcona Neighbourhood)</td>
<td>100</td>
<td>100 to 250</td>
</tr>
</tbody>
</table>

* The numbers provided above are approximate in nature.

St. Mary’s Secondary School is the only Catholic High School serving the Strathcona Neighbourhood. Students living in the Strathcona Neighbourhood have the option of attending St. Joseph’s Elementary School for French Immersion.
12.2 COMMUNITY AND SOCIAL SERVICES

Community Services are an important component to the health and vitality of a neighbourhood. The well-being of a neighbourhood is increased when all of the various elements that make up a neighbourhood are considered together, including physical characteristics such as sidewalk widths, lighting, building location and size and walkability as well as the social component which may include places of worship, and meeting spaces which all serve to enhance the health and well-being of residents, both now and in the future. The combination of these elements encourages people to be active in the community, which, in turn, enhances health and safety. Ultimately, healthy communities need to be well designed, well built, attractive, and functional for all who live, work, learn and play in them. Table 6 lists the Community and Social Services available within the study area. Map 20 illustrates the location of all the known Community and Social Services in the study area.

Table 6: Community and Social Services in Strathcona Neighbourhood

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Services Provided</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salvation Army</td>
<td>151 York Blvd., Unit B1</td>
<td>A variety of chaplaincy services are provided to the inmates of the Hamilton-Wentworth Detention Centre, including spiritual counselling, weekly Bible studies, chapel services and support services.</td>
<td>905-521-1660 ext. 130, 905-522-1477, <a href="http://www.salvationarmy.ca">www.salvationarmy.ca</a></td>
</tr>
<tr>
<td>• Correctional and Justice Services CRC</td>
<td>Hamilton, ON L8R 3M2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Institutional Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Chaplaincy Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hellenic Community of Hamilton and District</td>
<td>St. Demetrios Greek Orthodox Church 22 Head St. Hamilton, ON L8R 1P9</td>
<td>The Hellenic Community Centre plans social events and participates in festivals and events in Hamilton. Will assist with settlement of newcomers and can provide name of persons who can assist with interpreting and translation.</td>
<td>905-529-9651</td>
</tr>
<tr>
<td>Lithuanian Senior Citizens Club - Roman Catholic Episcopal Corporation (Diocese of Hamilton)</td>
<td>58 Dundurn St. N. Hamilton, ON L8R 3E1</td>
<td>A senior’s club where activities include playing cards and socializing. They also have a senior’s choir with two major concerts a year.</td>
<td>905-522-5272</td>
</tr>
</tbody>
</table>

**Wesley Urban Ministries Incorporated** is a multi-service organization operating from six locations in Hamilton with programming in the following areas:

- Shelter, homelessness, and emergency services
- Employment, education, health, and housing services
- Child, youth and family programs

The Wesley Urban Ministries Incorporated head office is located at 195 Ferguson Ave. N. The following five different social services/programs are located in Strathcona.

1. Kirkendall-Strathcona Neighbourhood House – (Housing Help Centre) | 210 Napier Street Hamilton, ON L8R 1S7 | Provides practical assistance to persons with low incomes or special needs who are homeless or in danger of being homeless and who are looking for affordable housing. | 905-526-8100 housinghelpcentre@cogeco.net |
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Services Provided</th>
<th>Contact</th>
</tr>
</thead>
</table>
| 2. Betty Brooks  
(Victoria Park)  
Community Centre,  
Wesley Children and  
Youth Programs, Teen  
Drop in Centre | 155 Queen St. N.  
Hamilton, ON L8R 2V6 | The evening Teen Drop in Centre provides a fun, welcome, safe environment for teens, and offers social and recreational programming that engages youth in positive activities. Team sports, snacks and group cooking, lounge, computer terminal with internet access and word processing software for homework, information, as well as craft and movie nights. Ages 13 years to 18 years. | 905-521-0926 ext. 233  
www.wesleyurbanministries.com |
| 3. Betty Brooks  
(Victoria Park)  
Community Centre,  
Wesley Children and  
Youth Programs,  
School Age Program | 155 Queen St. N.  
Hamilton, ON L8R 2V6 | The after school program is to provide homework help to kids ages 7 – 12 yrs. Once homework is completed the kids can take part in a variety of activities to choose from such a cooking, crafts, gym activities, reading, board games, and video games. | 905-521-0926 ext. 233  
www.wesleyurbanministries.com |
| 4. Betty Brooks  
(Victoria Park)  
Community Centre,  
Wesley Children and  
Youth Programs,  
Day Camp Program | 155 Queen St. N.  
Hamilton, ON L8R 2V6 | This camp operates during July and August. It includes aspects of arts and crafts, cooking, games, day trips, special guests and swimming. Campers are required to bring their own lunches. Registration takes place in the Victoria Park Community Centre Gym. Parents must register a child with health card. Ages 7 years to 12 years. | 905-521-0926 ext. 233  
www.wesleyurbanministries.com |
| 5. Kirkendall-Strathcona  
Neighbourhood House, Christmas  
Store | 210 Napier St.  
Hamilton, ON L8R 1S7 | This program is only available during the Christmas Season. This is a no charge Christmas Store. Each family or individual receives a number of points (based on the number of people in their family) to shop in a store-like setting. You will qualify for a gift or toy for each family member. You must bring a piece of ID for each person in your family. | 905-528-8073  
www.wesleyurbanministries.com |
| Under Construction  
The Good Shepherd Centre | 398 King St. W. and 42 Pearl St. N. | Exact details of services/programs not available at this time. | www.goodshepherdcentres.ca |
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Services Provided</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DAY CARE CENTRES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wesley Child Care Centre</td>
<td>340 York Boulevard, 3rd Floor Hamilton, ON L8R 3L2</td>
<td>Child care offered for ages 2 years 6 months – 5 years. Care Offered: Full Day, Part Time, Kindergarten Age Care, March Break, Christmas Break, PA Day</td>
<td>905-526-7660 (Kim Kavanagh) <a href="mailto:wesleyccc@porchlight.ca">wesleyccc@porchlight.ca</a></td>
</tr>
<tr>
<td><strong>CHURCHES AND PLACES OF WORSHIP</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erskine Presbyterian Church</td>
<td>17 &amp; 21 Pearl St. N. Hamilton, ON L8R 2Y6</td>
<td>Presbyterian Church – Religious Organization</td>
<td>905-529-2255 <a href="mailto:erskine@on.aibn.com">erskine@on.aibn.com</a></td>
</tr>
<tr>
<td>King Street Baptist Church</td>
<td>458 King St. W. Hamilton, ON L8P 1B7</td>
<td>Baptist Church – Religious Organization</td>
<td>905-529-3661</td>
</tr>
<tr>
<td>Zion United Church</td>
<td>69 Pearl St. N. Hamilton, ON L8R 2Y7</td>
<td>United Church – Religious Organization</td>
<td>905-522-0534</td>
</tr>
<tr>
<td>Korean Church</td>
<td>69 Pearl St. N. Hamilton, ON L8R 2Y7</td>
<td>Religious Organization</td>
<td>n/a</td>
</tr>
<tr>
<td>St. Demetrios Greek Orthodox Church</td>
<td>22 Head St. Hamilton, ON L8R 1P9</td>
<td>Greek Orthodox – Religious Organization. Also includes Greek School; Women’s Church Group and Dance Group</td>
<td>905-529-9651</td>
</tr>
<tr>
<td>Hamilton Chinese Alliance Church</td>
<td>50 Breadalbane St. Hamilton, ON L8R 3G1</td>
<td>Religious Organization</td>
<td>905-522-0342</td>
</tr>
<tr>
<td>Hamilton Christian Fellowship Church</td>
<td>135 Strathcona Ave. N. Hamilton, ON</td>
<td>Non-denominational church</td>
<td>905-527-4070</td>
</tr>
<tr>
<td>Crossfire Assembly Church</td>
<td>430 York Boulevard, 2nd Floor Hamilton, ON L8R 3K8</td>
<td>Pentecostal Church - inner-city church.</td>
<td>905-525-8894 <a href="mailto:office.crossfire@cogeco.net">office.crossfire@cogeco.net</a></td>
</tr>
<tr>
<td>Roman Catholic Episcopal Corporation – Diocese of Hamilton</td>
<td>700 King St. W. Hamilton, ON L8P 1C7</td>
<td>This is the church headquarters of the Roman Catholic Diocese of Hamilton. Includes the office Family Ministry, the office for Refugees and Immigration. This office is a member of the Interfaith Council for Refugees.</td>
<td>905-528-7988 <a href="http://www.hamiltondiocese.com">www.hamiltondiocese.com</a></td>
</tr>
<tr>
<td>Cathedral of Christ the King</td>
<td>714 King St. W. Hamilton, ON L8P 1C7</td>
<td>Catholic Church – Religious Organization</td>
<td>905-522-5744 <a href="http://www.christthekingcathedral.org">www.christthekingcathedral.org</a></td>
</tr>
<tr>
<td>Our Lady of Mercy Lithuanian Parish</td>
<td>58 Dundurn St. N.</td>
<td>Lithuanian Church</td>
<td>905-522-5272</td>
</tr>
</tbody>
</table>
12.3 **LONG-TERM CARE FACILITIES**

Long-term care facilities are accommodations that primarily provide care for the elderly, but may also provide care for people with chronic disabilities. Within the study area, there are two long-term care facilities:

- St. Olga’s Lifecare Centre – 570 King Street West (93 beds)
- Parkview Nursing Centre – 545 King Street West (126 beds)

12.4 **RESIDENTIAL CARE FACILITIES**

Residential care facilities (RCFs) are residential buildings where a group of people live together outside their home for social, emotional or physical reasons and are supervised in their daily living. Individuals residing in these facilities may be given an opportunity for a gradual transition back into the community. These facilities are intended to be integrated into residential neighbourhoods, without any change to the character of the area.

Within the City’s Urban Hamilton Official Plan, residential care facilities are permitted as of right within the Neighbourhoods designation (generally limited to less than 15 beds). The City’s Comprehensive Zoning By-law 05-200 requires that new residential care facilities be located a minimum of 300 metres from another facility, in order to reduce the potential for an over-concentration of facilities within one area.

12.5 **SUMMARY AND CONCLUSIONS**

Within the Strathcona Secondary Plan area, there are a variety of institutional uses, including schools, places of worship, retirement homes and long term care facilities. The neighbourhoods’ proximity to downtown Hamilton, good accessibility by transit and roads, and the availability of church buildings or other community service buildings are among the reasons for the location of these services here. When coupled with the demographic data for the community, there is also a connection that can be made between the types of social services offered and the community mix, relating to the immigrant population, average household income and housing type/tenure. In conducting the secondary plan study, consideration will be given to the impacts that some of these uses may have on the neighbourhood, including parking or noise impacts.
13.0 SERVICING

WASTEWATER AND STORM WATER SERVICING

The Strathcona Neighbourhood is serviced by a combination of sanitary sewer, storm sewer, and/or combined sewer collection system on almost all of the street segments. Some of the oldest sewers in the City, exceeding 150 years, are associated with the servicing of the Strathcona Neighbourhood. The majority of the sewers on the interior streets were constructed between 1880 and 1925. Since the 1970’s, ongoing rehabilitation, replacement and separation of combined systems with sanitary and storm sewer systems has been undertaken as need was identified. From the recommendations of the City’s Pollution Control Plan (1991), two combined sewer overflow (CSO) tanks were constructed and all of the combined sewers in the secondary plan area empty into these tanks.

Within the interior of the neighbourhood, the low density residential areas are primarily serviced by small diameter combined sewer systems, conveying both wastewater and storm water within one piped system. Generally, trunk sewers are situated on the boundary streets including York Boulevard, Main Street West, and the northerly portion of Queen Street North, as well as a wastewater trunk system routed through the neighbourhood along Hunt Street, Dundurn Street, Head Street and Locke Street.

Wastewater and, with the assistance of the two CSO tanks, contaminated storm water, from the Secondary Plan area are conveyed to the City’s main wastewater treatment plant at Woodward Avenue. One of the CSO tanks is situated in Cathedral Park and collects wastewater and storm water from the southerly and westerly 60% of the developed lands within the Secondary Plan. The second tank is situated at Bayfront Park and collects wastewater and storm water from the remaining northerly and easterly 30% of the lands.

A City-wide Wastewater Master Servicing Plan was completed in 2006 and no trunk sewer upgrades were identified. However, based on recently-completed modeling, capacity restrictions have been identified during wet weather events. While the collection systems are serving the existing land uses within the Planning Area with reasonable effectiveness, it is anticipated that any substantial intensification may require upgrades to the existing systems from a wastewater generation perspective. Storm Water Management techniques are recommended to maintain or reduce runoff rates where the need is identified. Any future intensification on lands exterior and adjacent to the Strathcona Secondary Plan boundaries will also need to be addressed. Additional analysis will be conducted in order to address capacity issues as the study progresses.

WATER SERVICING

Water supply to the study area is provided from the main lake-based water treatment plant located on Woodward Avenue in the City of Hamilton. The water distribution system servicing the neighbourhood operates completely within Pressure District 2, which is sourced from water pumping station HD002 located at Ferguson Avenue and Foster Street. Emergency and balancing storage for the District is provided by two reservoirs, HDR02, located at Mountain and Hillcrest Avenues and HDR2A, located west of Chedoke Golf Course and south of Highway 403.

Properties within the neighbourhood are serviced from existing watermains located within the designated road allowances and ranging in size from 100mm to 400mm. A number are original cast iron watermains installed late in the 19th and early in the 20th century. Over the past several decades many of these mains have been rehabilitated or replaced with ductile iron or PVC watermains to address fire flow, water quality and structural issues. While the distribution system serves the existing land use in the neighbourhood adequately, upgrades may be required to support any substantial modifications to the land use or intensification.

The recently completed City-wide Water Master Servicing Plan, which reviewed major infrastructure only, was coordinated with GRIDS population projections and identified infrastructure upgrades within the Strathcona Neighbourhood. Upgrades were identified to the feeder main on Locke Street, Main to Barton Streets and on Barton Street, from Locke to Bay Streets. Local watermains were not within the scope of work.
14.0 **NEXT STEPS**

Community Planning and Design staff have re-initiated the Secondary Plan process for the Strathcona Neighbourhood. Extensive consultation had been carried out from 2005 to 2009, during which staff and the community worked collaboratively to establish the eight planning principles that were used to inform the development of three land use options. A final draft preferred land use option was selected, and is shown on Map 21. Developed as a nodes and corridor plan, consistent with the approach implemented in the new Urban Hamilton Official Plan, the intent was to identify areas within the neighbourhood that could appropriately accommodate future intensification and redevelopment and to ensure that the stable residential neighbourhoods on the interior of the study area were preserved. Two nodes were identified, one at Main Street West/Dundurn Street North/King Street West and the other at York Boulevard/Queen Street North/King Street West. These two nodes were identified as focus areas for future mixed use commercial and residential development. Four corridors, Main Street West, King Street West, Queen Street and York Boulevard, were identified as areas where future intensification or mixed use infill development could occur. Appendix F contains the draft policies that were developed during the initial phase of the Strathcona Secondary Plan.

While the draft preferred land use option identified areas for future intensification, it did not anticipate rapid transit and the role it will play in fostering development and investment along the corridor. The re-initiation of the secondary plan process provides an opportunity to re-evaluate the strengths of the draft plan that was developed, consider changes that have occurred since its development and the impact that it may have on the final land use plan for Strathcona. It also provides an opportunity to bring the previous draft into conformity with provincial land use planning policies, the new Urban Hamilton Official Plan as it relates to residential densities, intensification opportunities and to take advantage of redevelopment opportunities in strategic areas as well as potential synergies with the proposed rapid transit corridor along King Street West.

It is anticipated that the community consultation for this project will include public information centres designed to share information and obtain general input on the preferred land use concept, identification of area-specific issues/concerns, re-initiation of a Citizens Liaison Committee and engaging the Strathcona Community Council. Area residents, businesses, community associations, landowners, relevant City departments and external agencies will be consulted as part of the project.
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Map 1: Strathcona Neighbourhood Secondary Plan Study Area
Strathcona Background Report
Map 3(a)
Strathcona Neighbourhood Plan Map, 1972

Council Approved: Aug. 31, 1972

Population: 7030 (2001)
6610 (2006)

Legend
- Neighbourhood Boundary
- Heritage District
- Environmentally Sensitive Area
- Trails
- Single and Double Attached Housing
- Medium Density Apartments
- High Density Apartments
- Commercial
- Commercial and Apartments
- Civic and Institutional
- Industrial
- Park and Recreational
- Open Space
- Utilities

MAP 6804
(Map 1 of 2)
Legend

Strathcona Secondary Plan
Study Area
Railway Line
Designated under the Ontario Heritage Act
Listed in Volume 2: Inventory of Buildings of Architectural and/or Historical Interest and Cultural Heritage Landscapes
Cultural Heritage Landscapes
1. Northwest Entrance
2. MacNab’s Survey
3. Cathedral of Christ the King
4. Mills’ Survey
5. Arnold’s Survey
6. Ferrie Estate Lands (p. 40)
7. Rail Lands (p. 40)

Appendix "B" to Report PED11182
Page 81 of 144
Map 9: Detail of the Map of the City of Hamilton, 1850-51, Marcus Smith
Map 18: Hamilton’s Long-Term Rapid Transit System “B-L-A-S-T”
APPENDIX A: SPECIAL POLICY AREAS TO THE FORMER CITY OF HAMILTON OFFICIAL PLAN

SPECIAL POLICY AREA 11

2.9.3.9 In keeping with the provisions of Subsection A.2.3, for those lands shown on Schedule “B” and “B-3” as SPECIAL POLICY AREA 11 and SPECIAL POLICY AREA 11a, light industrial uses will be permitted. Accordingly, all appropriate policy provisions in this Plan dealing with the light industrial land use category will apply. Notwithstanding the foregoing, for those lands which are:

i) shown on Schedule “B” and Schedule “B-3” as SPECIAL POLICY AREA 11a, in addition to the light industrial uses, business and professional offices and home improvement uses will be permitted; and,

ii) deleted by OPA 223

Any development on lands within the Niagara Escarpment Plan must be in accordance with the permitted uses and Development Criteria outlined in the Niagara Escarpment Plan, in addition to the above policies. In this regard, proponents for development or redevelopment within these designated lands are encouraged to consult the Niagara Escarpment Commission in regard to suitability and compatibility with the objectives, permitted uses and development criteria of the Niagara Escarpment Plan.

SPECIAL POLICY AREA 78

2.9.3.71 In addition to the permitted uses set out in Subsection A.2.1 – Residential Uses, for those lands shown on Schedule “B” as SPECIAL POLICY AREA 78, and located at 27 Dundurn Street North, limited commercial uses will be permitted within the existing building. (O.P.A. No. 153)

SPECIAL POLICY AREA 83

2.9.3.78 In addition to the permitted uses set out in Subsection A.2.1 – Residential Uses, for those lands shown on Schedule “B” as SPECIAL POLICY AREA 83, and located at 39 – 41 Devonport Street, a parking lot will be permitted, notwithstanding Policy A.2.2.38 of the Official Plan.” (O.P.A. No. 163)

SPECIAL POLICY AREA 86

2.9.3.81 Notwithstanding the permitted uses set out in Subsection A.2.2 – Commercial Uses, for those lands shown on Schedule “B” as SPECIAL POLICY AREA 86, and located north of King Street West and west of Dundurn Street North, limited commercial uses shall be permitted. A manual, automatic or coin-operated car wash shall not be permitted. (O.P.A. 177 updated by O.P.A. 213)
Schedule B to the Official Plan for the City of Hamilton
(Refer to Section 3.4 of the Background Report for explanation of each policy)

#11 Refer to Policy A.2.3.3.49
#78 Refer to Policy A.2.3.3.73
#83 Refer to Policy A.2.3.3.78
#86 Refer to Policy A.2.3.3.81
APPENDIX B: SETTING SAIL SECONDARY PLAN FOR WEST HARBOUR – “BARTON-TIFFANY AREA POLICIES”

“A.6.3.5.2 Barton-Tiffany

A.6.3.5.2.1 The relocation of remaining industrial uses, the remediation of contaminated Barton-Tiffany. The boundary of Barton-Tiffany is shown on Schedule “M-1”.

A.6.3.5.2.2 The City of Hamilton acknowledges the importance of industry to the regional economy. Nevertheless, it is a central principle of this Plan that the decline of heavy industrial activity in the West Harbour is expected to continue. In keeping with the City’s objective to have Industrial Uses in the West Harbour relocated to a more suitable area of the City, where it will be more compatible with surrounding uses, existing and planned. The City shall actively help existing Industrial uses in the West Harbour search for new Industrial sites.

A.6.3.5.2.3 The location of new and realigned streets in Barton-Tiffany shown on Schedules “M-2” and “M-5” is approximate, and as such, some flexibility regarding the final alignment of streets without amendment to this Plan is permitted.

A.6.3.5.2.4 Prior to development occurring, the City shall complete a comprehensive urban design study and provide guidelines for Barton-Tiffany including the following:

i) appropriate building heights, setbacks and landscaping;

ii) other built form controls intended to protect view sheds, as shown on Schedule “M-5”, and prevent buildings from creating a barrier or wall effect;

iii) the provision of an east-west continuous open space linkage between Dundurn Park and Bay Street;

iv) the provision of open space; and,

v) noise attenuation, including such techniques as innovative building design, open space buffers and vegetative planting.

A.6.3.5.2.5 Where development is proposed prior to initiation of an urban design study for Barton-Tiffany, the developer may be required to submit an urban design study for the entire Barton-Tiffany Special Policy Area. The urban design study shall address the matters set out in Policy A.6.3.5.2.4 and shall be completed to the satisfaction of the City.

A.6.3.5.2.6 Further to Policy A.6.3.3.3.1.17, the development of a neighbourhood commercial node at the intersection of Barton Street and Hess Street, comprised of small-scale, accessible ground-floor retail, restaurant and/or service uses, with residential units above, is encouraged.

A.6.3.5.2.7 The City shall seek to relocate the Public Works facilities on Barton Street and Bay Street to allow the expansion, reconfiguration and improvement of Central Park. The adaptive re-use of all or a portion of the Barton Street Works building for recreational or other public uses shall be considered prior to demolition.

A.6.3.5.2.8 Subject to the relocation of the affected Public Works facilities, the City shall undertake to expand, reconfigure and improve Central Park as schematically shown on Schedule “M-2”. Any surplus lands created from the expansion and not required for street extensions may be sold for private residential development.

A.6.3.5.2.9 Permit additional residential density where the City determines there is a need to increase densities of development in Barton-Tiffany and Ferguson-Wellington corridor, to assist economically with the clean up of brownfield areas and soil contamination. The density increase will be subject to the City of Hamilton’s ERASE program.”
APPENDIX C: SITE SPECIFIC POLICIES TO THE URBAN HAMILTON OFFICIAL PLAN

UHC-3 LANDS LOCATED AT 648 KING STREET WEST, FORMER CITY OF HAMILTON

1.0 Notwithstanding the uses permitted in Policy E.4.6.5 – Mixed Use – Medium Density Areas of Volume 1, on the lands designated Mixed Use – Medium Density, located at 648 King Street West, only limited commercial uses shall be permitted.

1.1 A manual, automatic or coin operated car wash shall not be permitted.

UHN-5 LANDS LOCATED AT 39-41 DEVONPORT STREET, FORMER CITY OF HAMILTON

1.0 In addition to the uses permitted in Section E.3.0 - Neighbourhoods Designation of Volume 1, on the lands designated Neighbourhoods, located at 39 – 41 Devonport Street, a parking lot shall also be permitted.

UHN-13 LANDS LOCATED AT 398 KING STREET WEST, FORMER CITY OF HAMILTON

1.0 In addition to the uses permitted in Section E.3.0 - Neighbourhoods Designation of Volume 1, on the lands designated Neighbourhoods, located at 398 King Street West, a wellness centre including limited associated commercial uses shall also be permitted subject to the following policies:

   a) The wellness centre is located in the first and second storeys of a mixed use commercial/residential building; and,

   a) A maximum of eight of the required parking spaces may be used for public parking in a surface parking lot on the rear portion of the lands.
### Strathcona Secondary Plan Background Report

City of Hamilton, Planning and Economic Development Department
Appendix D - Development Application Review and Tracking

#### Strathcona Secondary Plan - Development Application Tracking

<table>
<thead>
<tr>
<th>#</th>
<th>Address</th>
<th>File Number</th>
<th>Type of Application</th>
<th>Date of Application</th>
<th>Notes of Application</th>
<th>Decision</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>19-21 Strathcona Avenue North</td>
<td>DA-05-015</td>
<td>Site Plan Control</td>
<td>21-Feb-06</td>
<td>The proposal is for a lodging house with twenty-six (26) rooms for the purpose of student accommodation.</td>
<td>Lapsed</td>
</tr>
<tr>
<td>2</td>
<td>37 Strathcona Avenue North</td>
<td>HM/A-08-39</td>
<td>Minor Variance</td>
<td>15-Mar-06</td>
<td>To permit construction of a 39 unit, 5 storey addition over an existing building, with variances for side yard widths, rear yard depth and the required number of parking spaces.</td>
<td>Approved</td>
</tr>
<tr>
<td>3</td>
<td>327 &amp; 329 Main Street West</td>
<td>HM/B-08-28</td>
<td>Consent/Land</td>
<td>21-Mar-06</td>
<td>To permit the conveyance of a parcel of land containing an existing dwelling for residential purposes, together with a right-of-way in favour of 327 Main Street West for mutual driveway purposes, and to retain a parcel of land containing an existing dwelling for residential purposes, together with a right-of-way in favour of 329 Main Street West for mutual driveway purposes.</td>
<td>Approved</td>
</tr>
<tr>
<td>4</td>
<td>9 &amp; 13 Devenport Street</td>
<td>HM/B-08-47</td>
<td>Consent/Land</td>
<td>18-Apr-06</td>
<td>To permit the conveyance of a parcel of land containing an existing dwelling and garage for residential purposes, and to retain a parcel of land containing an existing dwelling for residential purposes.</td>
<td>Approved</td>
</tr>
<tr>
<td>5</td>
<td>356-358 Main Street West</td>
<td>HM/A-08-135</td>
<td>Minor Variance</td>
<td>07-Jun-06</td>
<td>To permit the establishment of a medical clinic on the ground floor with one dwelling unit above while providing only two parking spaces instead of the required ten.</td>
<td>Approved</td>
</tr>
<tr>
<td>6</td>
<td>255 Main Street West</td>
<td>HM/A-08-147</td>
<td>Minor Variance</td>
<td>21-Jun-06</td>
<td>To permit the conversion of the existing single family dwelling into a two family dwelling including the addition of a second storey rear yard deck measuring approximately 3.4m (11.0ft) x 4.3m (14ft) with stairs.</td>
<td>Approved</td>
</tr>
<tr>
<td>7</td>
<td>14 Locke Street South</td>
<td>HM/A-08-161</td>
<td>Minor Variance</td>
<td>05-Jul-06</td>
<td>To permit the erection of a hot tub in the rear yard of an existing single family dwelling.</td>
<td>Approved</td>
</tr>
<tr>
<td>8</td>
<td>9 &amp; 13 Devenport Street</td>
<td>HM/A-08-172</td>
<td>Minor Variance</td>
<td>19-Jul-06</td>
<td>To permit the existing single-family dwelling to remain with lot areas and lot widths less than required and no parking spaces are provided, instead of the required one (1).</td>
<td>Approved</td>
</tr>
<tr>
<td>9</td>
<td>327 &amp; 329 Main Street West</td>
<td>HM/A-08-188</td>
<td>Minor Variance</td>
<td>16-Aug-06</td>
<td>To permit a lot to be conveyed containing an existing single family dwelling and to retain a lot containing an existing single family dwelling, along with variances for driveway width and lot width of both existing lots.</td>
<td>Approved</td>
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<tr>
<td>#</td>
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<td>10</td>
<td>34 Dundurn Street North</td>
<td>HM/A-06-299</td>
<td>Minor Variance</td>
<td>29-Nov-06</td>
<td>To permit the construction of a new single family dwelling with variances for side yard setbacks, and the number of parking spaces provided.</td>
<td>Approved</td>
</tr>
<tr>
<td>11</td>
<td>19-21 Strathcona Avenue North</td>
<td>HM/A-06-337</td>
<td>Minor Variance</td>
<td>24-Jan-07</td>
<td>To permit the construction of a twenty occupant lodging home with variances for front yard and side yard setbacks, parking spaces and landscaped area.</td>
<td>Approved</td>
</tr>
<tr>
<td>12</td>
<td>272-274 Main Street West</td>
<td>ZAR-06-106</td>
<td>Zoning</td>
<td>05-Feb-07</td>
<td>The purpose of this application is to change the Zoning from &quot;E&quot; (Multiple Dwellings, Lodges, Clubs, etc.) District, to a modified &quot;E&quot; (Multiple Dwellings, Lodges, Clubs, etc.) District, in order to permit a ground floor apartment to be converted to an accountant's office.</td>
<td>Circulated</td>
</tr>
<tr>
<td>13</td>
<td>24 Morden Street</td>
<td>HM/A-07-63</td>
<td>Minor Variance</td>
<td>18-Apr-07</td>
<td>To permit the enclosure of an existing 2.44m (8') x 4.9m (16'), 11.89m² (128ft²) rear deck notwithstanding that a minimum rear yard setback of 5.6m (18.37') shall be provided instead of the minimum required rear yard setback of 7.5m (24.61')</td>
<td>Approved</td>
</tr>
<tr>
<td>14</td>
<td>149-153 George Street</td>
<td>ZAC-07-042</td>
<td>Zoning By-Law Amendment</td>
<td>24-Jul-07</td>
<td>To permit the conveyance of a rear parcel of land containing a portion of a frame dwelling (to be removed) to be added to vacant lands for single family residential purposes, and to retain a parcel of land containing a portion of a frame dwelling (to be removed) for single family residential purposes.</td>
<td>Approved</td>
</tr>
<tr>
<td>15</td>
<td>67 Ray Street North</td>
<td>HM/B-07-136</td>
<td>Consent/Land Severance</td>
<td>13-Nov-07</td>
<td>To permit the conveyance of a rear parcel of land containing a portion of a frame dwelling (to be removed) to be added to vacant lands for single family residential purposes, and to retain a parcel of land containing a portion of a frame dwelling (to be removed) for single family residential purposes.</td>
<td>Approved</td>
</tr>
<tr>
<td>16</td>
<td>85 Queen Street North</td>
<td>MDA-07-178</td>
<td>Minor Site Plan Control</td>
<td>28-Nov-07</td>
<td>The purpose of this application is to create 47 parking spaces for a supermarket, office, and restaurant.</td>
<td>Approved</td>
</tr>
<tr>
<td>17</td>
<td>47 &amp; 49 New Street</td>
<td>HM/B-07-157</td>
<td>Consent/Land Severance</td>
<td>18-Dec-07</td>
<td>To permit the conveyance of a parcel of land containing one half of an existing semi-detached dwelling for single family residential purposes, and to retain a parcel of land containing one half of an existing semi-detached dwelling for single family residential purposes.</td>
<td>Approved</td>
</tr>
<tr>
<td>18</td>
<td>47 &amp; 49 New Street</td>
<td>HM/A-07-329</td>
<td>Minor Variance</td>
<td>17-Jan-08</td>
<td>Variances for lot frontage, lot area and side yard.</td>
<td>Approved</td>
</tr>
<tr>
<td>19</td>
<td>19-21 Strathcona Avenue North</td>
<td>DA-07-201</td>
<td>Site Plan Control</td>
<td>18-Jan-08</td>
<td>This application is to allow for the construction of a lodging house with twenty (20) bedrooms for the purpose of student accommodation and nine (9) onsite parking spaces.</td>
<td>Approved</td>
</tr>
<tr>
<td>20</td>
<td>67 &amp; 69 Ray Street North</td>
<td>HM/A-07-345</td>
<td>Minor Variance</td>
<td>31-Jan-08</td>
<td>To permit the alteration of two lots to 10m instead of the required minimum of 12m and a variance for the side yard of 67 Ray St.</td>
<td>Tabled</td>
</tr>
<tr>
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<tr>
<td>21</td>
<td>398 King Street West (15 Ray St. North., 10, 30 Pearl Street North)</td>
<td>DA-08-015</td>
<td>Site Plan Control</td>
<td>25-Feb-08</td>
<td>The purpose of this application is to provide for the construction of 3 additional buildings on the property and related underground parking.</td>
<td>Approved</td>
</tr>
<tr>
<td>22</td>
<td>398 King Street West</td>
<td>ZAH-07-074</td>
<td>Zoning By-Law Amendment</td>
<td>27-Feb-08</td>
<td>The purpose of this application is remove the “H” Holding Provision from the existing “H” – ‘H (Community Shopping and Commercial, Etc. - Holding) District, Modified zoning on the southerly portion of the property.</td>
<td>By-Law Registered</td>
</tr>
<tr>
<td>23</td>
<td>55 Tom Street</td>
<td>HM/A-08.147</td>
<td>Minor Variance</td>
<td>3-Jul-08</td>
<td>To permit re-construction of a one-storey building which contains a memorial sales room and office business with variances for front yard and westerly side yard depths.</td>
<td>Approved</td>
</tr>
<tr>
<td>24</td>
<td>20 Dundurn Street South</td>
<td>ZAC-08-035</td>
<td>Zoning By-Law Amendment</td>
<td>15-Oct-08</td>
<td>The purpose of this application is to change the zoning of the subject lands from the “D” (Urban Protected Residential) District to the “G-3” (Public Parking Lots) District in order to permit the creation of 9 additional parking spaces on a parcel of land currently surrounded by an existing parking lot.</td>
<td>By-Law Registered</td>
</tr>
<tr>
<td>25</td>
<td>649 Main Street West</td>
<td>SPA-141</td>
<td>Site Plan Amendment</td>
<td>9-Dec-08</td>
<td>The applicant proposes to add a 700-square metre fourth storey to existing three storey hotel.</td>
<td>Application Withdrawn</td>
</tr>
<tr>
<td>26</td>
<td>434 King Street West</td>
<td>ZAC-08-058</td>
<td>Zoning By-Law Amendment</td>
<td>15-Dec-08</td>
<td>The purpose of this application is to change the zoning from “H” (Community Shopping and Commercial) District to the “H-___” (Community Shopping and Commercial) District - Modified to add Public Hall as a permitted use to legalize the existing public hall use.</td>
<td>Approved</td>
</tr>
<tr>
<td>27</td>
<td>20 &amp; 50 Dundurn Street South, 681 King Street West</td>
<td>SPA-08-150</td>
<td>Site Plan Amendment</td>
<td>14-Jan-09</td>
<td>To provide additional parking spaces in association with the existing strip retail mall.</td>
<td>Approved</td>
</tr>
<tr>
<td>28</td>
<td>344 Main Street West</td>
<td>HM/A-08.321</td>
<td>Minor Variance</td>
<td>15-Jan-09</td>
<td>To permit the conversion of an existing restaurant into a commercial school (Yoga Studio) notwithstanding that two (2) parking spaces shall be provided on site instead of the minimum required eight (8) parking spaces with no maneuvering on site.</td>
<td>Approved</td>
</tr>
<tr>
<td>29</td>
<td>16 Strathcona Avenue South</td>
<td>FC-09-079</td>
<td>Formal Consultation</td>
<td>27-Mar-09</td>
<td>The purpose of this application is to allow expansion of an existing 3 unit apartment building to provide 6 apartment units for future condominiums. The proposal would involve the development of a 3.5 storey building addition in the rear yard comprising 3 apartment units</td>
<td>Completed</td>
</tr>
<tr>
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<tr>
<td>30</td>
<td>49 Head Street</td>
<td>ZAR-08-086</td>
<td>Zoning By-Law Amendment</td>
<td>2-Apr-09</td>
<td>This proposal is to legalize an existing four-plex which would comply with draft policies in the draft Strathcona Secondary Plan currently being prepared.</td>
<td>OMB Appeal Withdrawn</td>
</tr>
<tr>
<td>31</td>
<td>435 York Boulevard</td>
<td>FC-09-112</td>
<td>Formal Consultation</td>
<td>13-May-09</td>
<td>The purpose of this application is to expand the current office building by the addition of a two story building, including a full basement, into the rear parking lot.</td>
<td>Circulated</td>
</tr>
<tr>
<td>32</td>
<td>180 Napier Street</td>
<td>HM/A-09-154</td>
<td>Minor Variance</td>
<td>9-Jul-09</td>
<td>Permit a new single-family dwelling with variances for lot frontage, lot area and front yard, and to provide one parking space instead of the required two.</td>
<td>Approved</td>
</tr>
<tr>
<td>33</td>
<td>220 Napier Street/69 Pearl Street</td>
<td>MDA-09-066</td>
<td>Minor Site Plan Control</td>
<td>31-Jul-09</td>
<td>The applicant proposes to permit the construction of 7 angled parking spaces located at the rear yard of 220 Napier Street. The individual parking stalls will be paved, and the maneuvering space will remain as gravel surface.</td>
<td>Approved</td>
</tr>
<tr>
<td>34</td>
<td>16 Strathcona Avenue South</td>
<td>ZAC-09-045</td>
<td>Complex Rezoning</td>
<td>November 22, 2009</td>
<td>The purpose of this application is to rezone the property located at 16 Strathcona Street South and zoned &quot;D&quot; (Urban Protected Residential – One and Two Family Dwellings) District in order to expand an existing dwelling comprising 3 residential dwelling units to a larger dwelling comprising 5 residential units which are intended for eventual condominium ownership. Recirculated for urban design brief.</td>
<td>Approved</td>
</tr>
<tr>
<td>35</td>
<td>610 King Street West</td>
<td>HM/A-09-324</td>
<td>Minor Variance</td>
<td>07-Jan-10</td>
<td>To permit the construction of a retaining wall along the rear lot line of the existing commercial plaza notwithstanding that no planting strip shall be provided along the rear line adjoining the residential district instead of the minimum 1.5m wide planting strip required.</td>
<td>Approved</td>
</tr>
<tr>
<td>36</td>
<td>68 Ray Street South</td>
<td>HM/A-09-348</td>
<td>Minor Variance</td>
<td>04-Feb-10</td>
<td>Two-storey addition over existing dwelling, variances on front yard and side yard depths.</td>
<td>Approved</td>
</tr>
<tr>
<td>37</td>
<td>9 Edson Street</td>
<td>HM/A-10-55</td>
<td>Minor Variance</td>
<td>16-Mar-10</td>
<td>To permit the construction of a first storey 2.0m x 3.7m roofed over unenclosed front porch with six (6) side risers and the construction of 8.9m x 4.2m rear yard uncovered deck to the existing single family dwelling</td>
<td>Approved</td>
</tr>
<tr>
<td>38</td>
<td>30 Pearl Street North, 10 Pearl Street North, 15 Ray Street North, 25 Ray Street North</td>
<td>HMB-10-143</td>
<td>Consent/Land Severance</td>
<td>20-Mar-10</td>
<td>To permit the establishment of a long term lease over an &quot;L&quot; shaped parcel of land having a frontage of 103.36m, and an area of 8,709.48m² containing two (2) existing eight storey apartment buildings.</td>
<td>Approved</td>
</tr>
<tr>
<td>#</td>
<td>Address</td>
<td>File Number</td>
<td>Type of Application</td>
<td>Date of Application</td>
<td>Notes of Application</td>
<td>Decision</td>
</tr>
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</tr>
<tr>
<td>39</td>
<td>37 Strathcona Avenue North</td>
<td>HM/A-10:99</td>
<td>Minor Variance</td>
<td>04-May-10</td>
<td>To permit the creation of four (4) additional dwelling units in the former fire hall portion of the building so that the entire multiple dwelling will contain a total of forty-three (43) dwelling units.</td>
<td>Circulated</td>
</tr>
<tr>
<td>40</td>
<td>125 &amp; 127 Pearl Street North</td>
<td>HM/B-10:65</td>
<td>Consent/Land Severance</td>
<td>01-Jun-10</td>
<td>To permit the conveyance of a parcel of land measuring 5.7m² (18.70'x) x 44.5m² (146') containing one half of an existing semi-detached dwelling for residential purposes, and to retain a parcel of land measuring 5.5m² (18.04'x) x 44.5m² (146') containing one half of an existing semi-detached dwelling for residential purposes.</td>
<td>Approved with conditions, July 2010</td>
</tr>
<tr>
<td>41</td>
<td>Southwest Corner of King Street West and Dundurn Street South</td>
<td>FC-10:060</td>
<td>Formal Consultation</td>
<td>24-Jun-10</td>
<td>The purpose of this application is to develop a branch for a financial institution and to replace the existing billboard sign.</td>
<td>Approved</td>
</tr>
<tr>
<td>42</td>
<td>339 York Boulevard</td>
<td>MDA-10:083</td>
<td>Minor Site Plan Control</td>
<td>30-Jun-10</td>
<td>Application for addition of a patio.</td>
<td>Approved</td>
</tr>
<tr>
<td>43</td>
<td>470 King Street West</td>
<td>MDA-10:101</td>
<td>Minor Site Plan Control</td>
<td>09-Jul-10</td>
<td>Application for addition of a patio.</td>
<td>Approved</td>
</tr>
<tr>
<td>44</td>
<td>153 George Street</td>
<td>SPA-10:089</td>
<td>Site Plan Amendment</td>
<td>10-Aug-10</td>
<td>The purpose of this application is to construct a one storey addition to the existing residential care facility to accommodate a maximum of 7 additional beds.</td>
<td>Final Approved</td>
</tr>
<tr>
<td>45</td>
<td>87 Pearl Street North</td>
<td>HM/A-10:223</td>
<td>Minor Variance</td>
<td>30-Sep-10</td>
<td>To permit the establishment of a parking space within the front yard of one half of an existing semi-detached two family dwelling notwithstanding that a minimum landscaped area of 30% shall be provided instead of the minimum required 50% landscaped area.</td>
<td>Approved</td>
</tr>
<tr>
<td>46</td>
<td>24 Ray Street South</td>
<td>SPA-10:140</td>
<td>Site Plan Amendment</td>
<td>17-Dec-10</td>
<td>The purpose of this application is to construct an 86.9 square metre second floor addition to the existing fire station.</td>
<td>Approved with Conditions</td>
</tr>
<tr>
<td>47</td>
<td>63 Dundurn Street South</td>
<td>FC-11:001</td>
<td>Formal Consultation</td>
<td>10-Jan-11</td>
<td>The purpose of this application is to replace a static rooftop billboard with a digital billboard of the same size.</td>
<td>Waived</td>
</tr>
<tr>
<td>48</td>
<td>356 Main Street W'est</td>
<td>SV-11:01</td>
<td>Sign Variance</td>
<td>21-Jan-11</td>
<td>The purpose of this application is to replace a static rooftop billboard with a digital billboard of the same size.</td>
<td>Been appealed by applicant. Going to FC on Tuesday, June 21, 2011</td>
</tr>
<tr>
<td>49</td>
<td>City Wide</td>
<td>Parkland Acquisition Study</td>
<td>Study/ Report</td>
<td>Jan-11</td>
<td>Strathcona neighbourhood flagged as medium-high level of importance of risk factors based on demographics</td>
<td></td>
</tr>
<tr>
<td>#</td>
<td>Address</td>
<td>File Number</td>
<td>Type of Application</td>
<td>Date of Application</td>
<td>Notes of Application</td>
<td>Decision</td>
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</tr>
<tr>
<td>50</td>
<td>470 King Street West</td>
<td>HM/A-10:302</td>
<td>Minor Variance</td>
<td>13-Jan-11</td>
<td>Conversion from a lodging house on second storey and restaurant on the first storey to a 7 unit dwelling with variances for distance separation from the closest existing converted dwelling and average floor area reduction for dwellings units.</td>
<td>Tabled</td>
</tr>
<tr>
<td>51</td>
<td>24 Ray Street South</td>
<td>HM/A-10:284</td>
<td>Minor Variance</td>
<td>27-Jan-11</td>
<td>Construction of a two storey addition on top of an existing fire station with variances for yard depth</td>
<td>Approved</td>
</tr>
<tr>
<td>52</td>
<td>620, 622 and 624 King Street West, 22 Dundurn Street North and 41, 45, 47 and 59 Head Street</td>
<td>FC-11-059</td>
<td>Formal Consultation</td>
<td>11-May-11</td>
<td>Option 1: To demolish the existing buildings located at 620-624 King Street West and to permit the construction of a Shopper's Drug Mart and Tim Horton's store including a drive-through facility. Option 2: Maintain the existing Tim Horton's with possible future expansion and reconfigure the drive-through facility, and to demolish the existing Shopper's Drug Mart and permit the construction of a new Shopper's Drug Mart.</td>
<td>DRC Wednesday June 22, 2011</td>
</tr>
<tr>
<td>53</td>
<td>30 Pearl Street North, 10 Pearl Street North, 15 Ray Street North</td>
<td>HM/A-10:251</td>
<td>Minor Variance</td>
<td>14-Apr-11</td>
<td>Variances for the number of dwellings allotted, maneuvering distance of parking spaces, and lot line and building distance separations.</td>
<td>Approved</td>
</tr>
<tr>
<td>54</td>
<td>16 Strathcona Avenue South</td>
<td>MDA-11-031</td>
<td>Site Plan</td>
<td>27-Apr-11</td>
<td>Extension and expansion of dwelling for 5 condo apt units</td>
<td>Approved with conditions May, 2011</td>
</tr>
<tr>
<td>55</td>
<td>180 Napier Street</td>
<td>HM/A-11:21</td>
<td>Minor Variance</td>
<td>23-Jun-11</td>
<td>Convert a two family dwelling with 1 parking space whereas 2 are required</td>
<td>Approved</td>
</tr>
<tr>
<td>56</td>
<td>235 Main Street West</td>
<td>DA-11-085</td>
<td>Site Plan</td>
<td>29-Jun-11</td>
<td>The purpose of this application is to permit the development of a three-storey retail/office building with underground parking and surface parking to the rear of the building.</td>
<td>Approved</td>
</tr>
</tbody>
</table>
APPENDIX E: DEMOGRAPHIC DATA USED TO INFORM THE INITIAL PREFERRED LAND USE CONCEPT

Note: Data derived from the 1986, 1991, 1996 and 2001 Census of Canada data

POPULATION

Figure 1 illustrates a decreasing population for the Strathcona Neighbourhood, from the year 1986 to 2001. During this time the population was decreasing by an average of 300 persons every five years.

Strathcona is still considered to be a stable residential neighbourhood, with a population influenced mainly by changes in household size and new residents moving to the area. There is a trend to decreasing household size for the wider population, which results in lower population even with the same number of households. This population decrease is balanced somewhat by population increases due to newcomers to the area.

Figure 1: Population - Strathcona Neighbourhood, 1986-2001
Figure 2 shows that over the period 1996-2001, the age characteristics of the neighbourhood changed significantly within the 45-54, 55-64, 64-75 year age cohorts, and in the 75 years and over age cohorts. In contrast, the population within the 0-14, 15-24, 25-34 and 35-44 years age cohorts decreased. This reflects the changing age structure for the City in general. That is, as the “baby boomer” generation ages, so too does the population within these age cohorts. The greatest decreases are for children and the 20’s – 30’s group. These trends are anticipated to continue in the short term.

**AGE DISTRIBUTION**

Figure 3 compares the age distribution of the Strathcona Neighbourhood residents in 1996 with the City of Hamilton as a whole. The age distribution of Strathcona is generally consistent with the overall City. Strathcona had a slightly higher proportion in the 25-34 age cohort, and a lower proportion of people in the 0-14 and 45-54 age cohorts compared with Hamilton. The presence of more young adults and seniors, and fewer baby boomers and children, may be partly due to the types of housing choices available here, which include some condominium and seniors’ apartments / facilities.
Figure 4 shows that, in a manner similar to the 1996 data, the age distribution of Strathcona residents in 2001 was very consistent with Hamilton overall. There were slightly lower proportions of people in the 0-14 and 45 - 54 age cohorts compared to Hamilton. There were also a greater proportion of people in the 25-44 age cohort, and in the category 85 years and over. In summary, the Strathcona age distribution for 2001 was only slightly different from the overall City distribution, reflecting slightly fewer children and more young adults, and increasing numbers of seniors. These trends have continued in both the City as a whole and in Strathcona from 1996 to 2001.

MARITAL STATUS

Figure 5 illustrates the marital status trends in Strathcona compared with Hamilton. In 2001 there was a slightly higher proportion of Strathcona residents in the “Single-Never Married” category compared to all of Hamilton residents. The proportion of Strathcona residents categorized as “Married” was over 10% lower than Hamilton as a whole. The proportion of “Divorced” Strathcona residents was slightly higher than Hamilton.
IMMIGRANT POPULATION

1996 and 2001 immigrant population data illustrates a significantly higher proportion of Strathcona residents born outside of Canada compared to all residents in Hamilton, as shown in Figure 6. Compared to the City as a whole, there is a higher than average number of residents who have moved from outside Canada within the Strathcona area. This translates to a more ethnically diverse population within Strathcona with potentially different social needs than other neighbourhoods. For example, educational needs may differ where English is not the first language for a large proportion of the population. Similarly, religious needs (i.e. for places of worship) may differ in this area as well.

![Figure 6: Total Immigrant Population, 1996 & 2001](image)

MOBILITY

As seen in Figure 7, approximately 66% of Strathcona residents lived in the same dwelling unit in 2001 as they did in 1996 compared to a slightly higher figure of 70% for all of Hamilton. There was a very slightly higher percent of Strathcona residents who lived outside Ontario and outside Canada five years earlier, compared to the overall City of Hamilton. This may be related to the higher than average immigrant population as noted, although the differences as compared to the overall City are quite minor.

![Figure 7: Mobility - Where People Resided Five Years Earlier, 2001](image)
EDUCATION

Figure 8 illustrates a higher proportion of residents in Strathcona with a University degree in 2001 as compared to all of Hamilton. In both 1996 and 2001, Hamilton had a higher proportion of residents with a high school diploma as their highest level of education. In contrast, Strathcona has a higher than average proportion of university graduates. This may be due in part to the area’s proximity to McMaster University, with Strathcona likely housing university households and graduate students.

![Figure 8: Highest Level of Education 1996 & 2001](image)

HOUSEHOLD SIZE

The size of households within the City as a whole and Strathcona has not changed significantly between 1996 and 2001. The most common household size is 2-3 persons. Figure 9 shows that in Strathcona there was a significantly higher proportion of one-person households in Strathcona in 1996 and 2001 as compared to all of Hamilton. Conversely, there was a higher proportion of 4-5 persons households in Hamilton as compared to Strathcona. There is a higher than average proportion of single-person households in Strathcona. This may be attributed to the fact that there are apartments in the area which are attractive to single-person households, including seniors.

![Figure 9: Distribution of Households-Number of Persons, 1996 & 2001](image)
UNEMPLOYMENT

As seen in Figure 10, the female unemployment rate in all of Hamilton has decreased from 9.3% in 1996 to 6.4% in 2001. In contrast, the female unemployment rate in Strathcona has experienced an increase from 9.7% in 1996 to 11.1% in 2001. Overall, in 1996 & 2001 the female unemployment rate was higher in the Strathcona Neighbourhood compared to all of Hamilton.

Figure 10: Unemployment Rate, Females 15 Years and Over, 1996 & 2001

Figure 11 illustrates that the unemployment rate for males 15 years and over in the Strathcona Neighbourhood decreased slightly from 12.5% in 1996 to 11.1% in 2001. Similarly, the unemployment rate for males 15 years and over in all of Hamilton decreased from 8.9% in 1996 to 6.5% in 2001. Overall, between 1996 & 2001 the male unemployment rate continued to be higher in Strathcona than in all of Hamilton.

Figure 11: Unemployment Rate, Males 15 Years and Over, 1996 & 2001
INCOME

Figure 12 compares the average income of males and females in Strathcona to the City as a whole. In 1996 Strathcona males had a higher income than Hamilton overall. However by 2001 the average income of males in Strathcona dropped significantly compared to males in the City as a whole. The average female income within both Strathcona and the City fluctuated slightly between 1996 and 2001. The reasons for these reductions in average income levels may include various factors such as the age structure of the workforce, mobility of the population, and changes in local employers.

Figure 12-A illustrates that the majority (41%) of Strathcona families fall within the $40,001 to $50,000 family income range. More than a quarter (27%) fall within the $50,001 to $60,000 range; and 10% fall within the $30,001 to $40,000 range. Only 7% of Strathcona families fall within the $20,000 to $30,000 range. Conversely, 15% of families are within the highest range of income at $60,001 and over. This indicates that over two-thirds or most of the family incomes in Strathcona are between $40,000 and $60,000, and most families are within this average to above average range.
“Low Income” families are defined as families whose income is less than one-half of the median family income in their Census Metropolitan Area (CMA), adjusting for family size. The CMA for Strathcona includes Hamilton, Burlington and Grimsby. As a result, incidence of low income in Strathcona may seem high due to inclusion of these areas. Figure 13 illustrates that the incidence of “low income” families is significantly higher in Strathcona than in Hamilton for 1996 & 2001. However, in both Hamilton and Strathcona, the incidence of “low income” families decreased slightly between 1996 and 2001. The high incidence of low income families in Strathcona suggests the importance of adequate support services, such as employment services, services to assist immigrants, shelter and emergency services, some of which are already provided here.

![Figure 13: Incidence of "Low Income" Families, 1996 & 2001](image)

*Note: Definition of “Low Income” - [http://www.statcan.ca/english/research/89-613-MIE/2004001/definition.htm](http://www.statcan.ca/english/research/89-613-MIE/2004001/definition.htm)*

Consistent with the trends noted above, Figure 14 illustrates that the incidence of “low income” for unattached individuals (single persons) was slightly higher in Strathcona than all of Hamilton, in both 1996 and 2001.

![Figure 14: Incidence of "Low Income" Unattached Individuals, 1996 & 2001](image)
Figure 15 shows that the average household income in Strathcona was below that of the City of Hamilton in 1996 and in 2001. There was no increase in the household income for Strathcona during this time period, while the average income level for Hamilton increased. This reflects the slight decline in average income for males in Strathcona over this 5 year period, noted in Figure 12. In addition, household sizes are slightly lower than average, which may contribute to trends in household income.

![Figure 15: Average Household Income, 1996 & 2001](image)

**SUMMARY AND CONCLUSIONS FOR DEMOGRAPHICS**

This broad range of demographic information has a number of implications for the development of planning policy for Strathcona:

- Housing and services are required to serve a wide range of household types and sizes, with increasing numbers of smaller households and seniors.
- In order to help ensure the viability of neighbourhood services such as local schools, the provision of housing for young families is also desirable.
- Amenities and services are needed to serve the above-average number of immigrants, to provide help such as settlement, translation and employment.
- In order to prepare a Plan which meets the needs of this diverse population, effective measures of public consultation will be required to ensure that people of various language groups and cultures are engaged to provide input.
- Due to the higher than average number of low income families, and families of average income, financial incentives may be required to assist with any community development measures such as to encourage housing renovations.
- More local employment opportunities, if appropriate, may be able to take advantage of the slightly higher than average unemployment rate in the area.
APPENDIX F: DRAFT STRATHCONA SECONDARY PLAN (2009)

NOTE: These are DRAFT and will change as a result of the re-initiation of the Secondary Plan Process.

6.6 STRATHCONA SECONDARY PLAN

The policies of this Section, in conjunction with Schedules P-1, P-2, P-3, and P-4, constitute the Strathcona Secondary Plan. This plan establishes land uses, transportation network, community facilities, and urban design direction to identify how lands located within the Strathcona Secondary Plan Area are to be developed and redeveloped. The principles, objectives and policies of the Strathcona Secondary Plan, as well as the general policies in the City of Hamilton Official Plan, provide guidance and direction for future development in the Strathcona Secondary Plan Area.

6.6.1 PLANNING AND DEVELOPMENT PRINCIPLES

Development and redevelopment within the Strathcona Secondary Plan Area shall be based on the following principles:

- a) Enhancement of the existing residential character of the Strathcona Secondary Plan Area;
- b) Provision and maintenance of a mix of housing, including a range of housing forms and densities, to provide housing choices for families, single person households and other residents;
- c) Provision of facilities for various modes of transportation, including public transit, walking and cycling, in addition to automobile use;
- d) Enhancement of continuous pedestrian and cyclist routes within and through the neighbourhood, especially on designated corridors in the interior of Strathcona;
- e) Establishment of two Neighbourhood Nodes for higher density mixed use redevelopment at the east and west edges of Strathcona;
- f) Promotion of mixed use development along Main Street, King Street, York Boulevard and Queen Street, to include a mix of commercial and residential uses;
- g) Conservation and enhancement of cultural heritage and natural heritage resources such as landmark buildings, cultural heritage landscapes, natural features, and preservation of views to these features;
- h) Incorporation of the recommendations of City-wide master plans and relevant area studies including:
  - i) Growth Related Integrated Development Strategy (GRIDS);
  - ii) City of Hamilton Official Plan review;
  - iii) Hamilton Transportation Master Plan;
  - iv) Infrastructure Master Plan;
  - v) Recreation Needs Assessment Study; and,
- i) Compatibility of policies with those contained in Secondary Plans for adjacent areas such as:
  - i) Hamilton Downtown Secondary Plan;
  - ii) West Harbour Secondary Plan (also known as “Setting Sail” Secondary Plan);
  - iii) West Hamilton Innovation District Secondary Plan; and,
- j) Retention and enhancement of existing parks and open space areas, which include a variety of park types, and improved access to and between these features; and,
- k) Mitigation of the impact of height, shadow effects, and views on existing development in the design of new development.
6.6.2 OBJECTIVES

Objectives provide the framework for development within the Strathcona Secondary Plan Area. Building upon the Planning Principles, these objectives will be achieved by means of the policies and mechanisms contained in the Strathcona Secondary Plan and the City of Hamilton Official Plan.

a) General Land Use
   i) To enhance an urban neighbourhood, predominantly residential in character, by providing a framework for future development and redevelopment;
   ii) To provide a compact urban form with higher densities located close to corridors proposed for rapid transit, namely Main Street and King Street;
   iii) To guide future redevelopment of sites by identifying appropriate uses and design, to ensure a safe, functional and aesthetically pleasing area;
   iv) To be consistent with objectives contained in Provincial legislation, including the Places to Grow – Growth Plan, related to the need for intensification and targets for allocation of new growth within developed areas;
   v) To be consistent with Hamilton’s Growth Related Integrated Development Strategy (GRIDS), including the Preferred Growth Option, Nodes and Corridors; and,
   vi) To ensure that an appropriate share of anticipated future growth within the City of Hamilton is allocated to Strathcona.

b) Residential and Mixed Use
   i) To create a residential and mixed-use community that can accommodate approximately 10,000 to 18,000 persons, in approximately 4,100 to 8,200 dwelling units, over the next 25 years; [these numbers to be reviewed and confirmed, based on Land Use Plan]
   ii) To provide a range of residential densities to ensure a variety of housing choices; and,
   iii) To encourage mixed use development, consisting of commercial and residential uses, along arterial roads in various forms and densities.

c) Commercial
   i) To promote flexibility and encourage mixed use by permitting commercial uses in areas designated for various Mixed Use categories, rather than providing a separate designation within which only Commercial uses are permitted.

d) Neighbourhood Nodes
   i) To provide a Neighbourhood Node at Queen Street and York Boulevard including High Density Street Related Mixed Use adjacent to the streets, and Medium Density Residential to the rear; and,
   ii) To provide a Neighbourhood Node at Dundurn Street between King and Main Streets including a High Density Street Related Mixed Use node.

e) Major Institutional
   i) To accommodate sites and facilities for public use, such as schools, places of worship, long term care facilities and other community uses.
f) Parks, Open Space and Views  
   i) To provide an integrated system of parks and open spaces to serve a wide range of active and passive recreational needs;  
   ii) To promote community health through a connected network of parks, open spaces and trails accessible to all residents;  
   iii) To recognize the function of Victoria Park as an informal gathering place and focal point for the community, in the absence of a community centre; and,  
   iv) To protect views which allow for the enjoyment of the natural beauty of the Niagara Escarpment and Hamilton Harbour.

g) Industrial  
   i) To promote compatibility of future uses with the mainly residential character of this neighbourhood, by the designation of no lands for Industrial use in the Strathcona Secondary Plan Area, and,  
   ii) To designate the site at Dundurn / Main / King / Highway 403 to permit the existing commercial plaza at present, and potential mixed use in future, rather than the current Industrial designation of these lands.

h) Transportation  
   i) To ensure compatibility between the land use concept and a balanced transportation system which supports the movement of vehicular traffic, transit, pedestrians and cyclists within and through the neighbourhood;  
   ii) To provide facilities for and encourage active, energy-efficient modes of transportation, such as transit, walking and cycling, as alternatives to travel by private automobile;  
   iii) To promote transit supportive development by locating the majority of development opportunities along arterial roads, in close proximity to existing transit routes and the proposed bus rapid transit corridors on Main Street and King Street; and,  
   iv) To enhance the accessibility of the transportation system by providing pedestrian amenities and parking facilities designed to accommodate persons with physical disabilities, and wheeled vehicles such as strollers.

i) Heritage  
   i) To recognize the area’s existing landmarks, heritage and design features with historical/heritage significance, and take advantage of opportunities to further maintain, respect and enhance these features;  
   ii) To conserve historically and architecturally significant buildings and areas; and,  
   iii) To ensure the appropriate management, conservation, mitigation and / or preservation of archaeological resources.

j) Urban Design  
   i) To ensure the development of an attractive, compact, safe and pedestrian-oriented environment;  
   ii) To promote a high quality of design for public parks, open spaces, streetscapes, and buildings;  
   iii) To ensure compatibility between areas of different land use and development intensity; and,  
   iv) To mitigate the impacts of new development on existing heritage features by means of appropriate design.
k) Municipal Services and Utilities
   i) To ensure the provision of services, public facilities and infrastructure required to support development and redevelopment.

l) Finance
   i) To ensure the costs of services and facilities required to permit and support development and redevelopment within the neighbourhood are financed in accordance with:

   (1) The ability of the municipality and the landowners to pay;

   (2) The provisions of the Development Charges Act and the Development Charges By-Law adopted by the City; and,

   (3) The capital and operating budgets of the City.

m) Implementation
   i) To support an integrated approach to planning approvals and resource commitments to implement the provisions of the Secondary Plan.

POLICIES

6.6.3 GENERAL LAND USE POLICIES

a) The Strathcona Secondary Plan Area consists of lands located east of Highway 403, south of York Boulevard, west of Queen Street, and north of Main Street West, as shown on Schedule “A” to this Amendment.

b) Schedule “B” (Schedule “G” – Planning Units, City of Hamilton Official Plan), indicates the boundary of the Strathcona Secondary Plan Area, within the context of other Planning Units in the City;

c) Schedule “C” (Schedule “P-1” – Land Use Plan, Strathcona Secondary Plan) indicates the land use designations for the Strathcona Secondary Plan Area.

d) Cultural Heritage Landscapes are defined on Schedule “D” (Schedule “P-2” – Cultural Heritage Landscapes, Strathcona Secondary Plan);

e) Views and Vistas within and from the Strathcona Secondary Plan Area are defined on Schedule “E” (Schedule “P-3” – Views and Vistas, Strathcona Secondary Plan);

f) The Transportation System for the Strathcona Secondary Plan Area is identified on Schedule “F” (Schedule “P-4” – Transportation System), as confirmed by the Strathcona Transportation Management Plan; and,

g) All development applications within Strathcona shall be subject to design review to ensure a high quality of development in accordance with the City-wide Site Plan Guidelines, and urban design policies and criteria within the Strathcona Secondary Plan.
6.6.4 RESIDENTIAL AND MIXED USE

The Strathcona Neighbourhood will be a primarily residential community which includes a wide range of housing types, forms and densities. Higher density mixed use development is to be encouraged in two Neighbourhood Nodes located at the east and west sides of Strathcona, which will include medium to high density residential in conjunction with commercial. Mixed use redevelopment is to be encouraged along Main Street, King Street and York Boulevard, which will include medium density residential in conjunction with commercial uses. Specifics are outlined in the following policies.

a) General Residential and Mixed Use Policies
   i) Density ranges have been specified for each of the six Residential and Mixed Use categories. These densities will be achieved for each area within the Strathcona Secondary Plan through the review of development applications.
   ii) The term Net Residential Density refers to the number of dwelling units per net residential hectare. Net residential hectare includes the lands for buildings, private internal driveways, parking areas, open space and other associated amenities directly related to and forming part of the development or redevelopment.
   iii) The term Gross Residential Density refers to the number of units per gross residential hectare. Gross residential hectare includes all lands designated within any given residential density category, including residential lots, public and private streets, storm water management facilities, parking and private open space areas.
   iv) A broad range and mix of housing types is promoted between and within residential and mixed use land use designations.
   v) The Plan encourages the development of Mixed Use development which includes a combination of residential and / or commercial uses within the same development, to promote walkability, a lively urban environment, and energy efficiency.
   vi) This Secondary Plan encourages the preservation of designated and / or listed heritage buildings located within the Strathcona Secondary Plan area, as well as the retention of cultural heritage landscapes, landmark buildings and other cultural heritage resources.
   vii) Small local commercial uses serving the immediate community may be considered adjacent to Victoria Park in the Low Density Residential area, as defined by policy v. in the Low Density Residential section.
   viii) In addition to those uses specified for each land use type in the Residential designations, other complementary uses shall be permitted, namely:
      1. home businesses, residential care facilities, and private home day care;
      2. an accessory apartment in a single detached dwelling; and,
      3. a limited amount of small scale neighbourhood commercial uses, such as convenience stores, small restaurants and personal service establishments within residential buildings.
   iv) Proposals for new residential units within 500m (confirm distance) of the Lafarge asphalt plant just south of Strathcona near Dundurn Street will require measures to mitigate noise and vibration associated with this existing industrial use. This may include residential uses in the Medium Density Mixed Use, Medium Density Street Related Mixed Use, and High Density Street Related Mixed Use areas.
b) Low Density Residential

i) The Low Density Residential designation, as identified on Schedule “P-1” – Land Use Plan, Strathcona Secondary Plan, permits single detached, semi-detached, duplex, street townhouse and multiple dwellings.

ii) The Net Residential Density of lands designated Low Density Residential shall be in the range of 40 units to a maximum of 80 units per net residential hectare (100 to 200 units per acre).

iii) The maximum building height shall be 3 storeys.

iv) Other uses as permitted by the Zoning By-law may include small day nurseries, limited local commercial uses, and residential care facilities subject to minimum distance separation and other requirements.

v) As Victoria Park acts as a focal point for the community, limited commercial uses shall be permitted in the Low Density Residential area adjacent to the Park, such as small cafes, bookstores, personal services and other local commercial uses to serve the adjacent area. These uses will be permitted on lots which are directly adjacent to Victoria Park, as indicated on Schedule X-X.

vi) The scale, type and character of new Low Density development shall generally reflect that of existing low density development in the neighbourhood.

vii) New development shall incorporate architectural features generally in keeping with those of the existing buildings in the area such as varied roof lines, porches, bay windows, and decorative window surrounds.

viii) Existing grid patterns of streets, blocks, and open space, and/or those proposed by this plan, shall be respected.

ix) Lot dimensions and building setbacks shall be generally consistent with other Low Density Residential properties in the neighbourhood.

x) The main entrances to buildings shall face the public street.

xi) Buildings are to be located at a sufficient distance from the street to allow for a landscaped area while not allowing for adequate space for parking between the building and the street.

xii) Parking shall generally be located to the side and rear of buildings.

xiii) The presence of garages on the public street shall be minimized by:

1. Setting them back from the front façade or locating them flush with the front façade of the building;

2. Locating them at the rear of the building accessed by a private lane or driveway or existing public lane; and,

3. Limiting the width of a garage in order that it does not occupy the majority of the width of the front façade of a building facing a public street.
c) Medium Density Residential
   i) The Medium Density Residential designation, as identified on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, permits multiple dwellings such as townhouses and low-rise apartments.
   ii) The Net Residential Density of lands designated Medium Density Residential shall be in the range of greater than 80 units to a maximum of 150 units per net residential hectare (approximately 200 to 375 units per acre).
   iii) The maximum building height shall be 6 storeys.
   iv) Other permitted uses may include detached and semi-detached dwellings.
   v) Existing grid patterns of streets, blocks and open spaces, and/or those proposed by this plan, shall be respected.
   vi) Front yard setbacks shall be generally consistent with the setbacks of adjacent buildings.
   vii) Buildings are to be located at a sufficient distance from the street to allow for a landscaped area while not allowing for adequate space for parking between the building and the street.
   viii) Parking areas shall be provided at the rear of sites, underground and/or in above-grade structures, with access from public streets or laneways.
   ix) Above-grade parking structures shall be located within buildings and fronted on all levels by residential uses.
   x) Front yard parking shall not be permitted.
   xi) The main entrances to buildings shall face public streets.
   xii) Private amenity space shall be provided on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors.
   xiii) Common amenity space shall be consolidated on the site to create useable spaces.
   xiv) The design and massing of buildings shall minimize shadow and wind impacts on the public realm.
   xv) The design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.
   xvi) The design and massing of buildings over 3 storeys in height shall generally be stepped back from adjacent low density residential properties in order that no part of the building is higher than a plane sloping measured at 45 degrees above horizontal originating at the property line of the nearest low density residential property.

d) High Density Residential Use
   i) The High Density Residential designation, as identified on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, permits multiple residential dwellings such as apartments and townhouses.
   ii) The Net Residential Density of lands designated Low Density Residential shall be in the range of 150 units to a maximum of 300 units per net residential hectare (approximately 375 to 750 units per acre).
   iii) The building height shall be between 3 storeys and 8 storeys.
   iv) Detached and semi-detached dwellings are not permitted.
   v) Existing grid patterns of streets, blocks and open spaces, and/or those proposed by this plan, shall be respected.
vi) Front yard setbacks shall be generally consistent with the setbacks of adjacent buildings.

vii) Buildings are to be located at a sufficient distance from the street to allow for a landscaped area while not allowing for adequate space for parking between the building and the street.

viii) Parking areas shall be provided at the rear of sites, underground and/or in above-grade structures, with access from public streets or laneways.

ix) Above-grade parking structures shall be located within buildings and fronted on all levels by residential uses.

x) Front yard parking shall not be permitted.

xi) The main entrances to buildings shall face public streets.

xii) Private amenity space shall be provided on balconies and terraces, at the front or rear of individual ground-floor units, and/or within internal courtyards outdoors and indoors.

xiii) Common amenity space shall be consolidated on the site to create usable spaces.

xiv) The design and massing of buildings shall minimize shadow and wind impacts on the public realm.

xv) The design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.

xvi) The design and massing of buildings over 3 storeys in height shall generally be stepped back from adjacent low density residential properties in order that no part of the building is higher than a plane sloping measured at 45 degrees above horizontal originating at the property line of the nearest low density residential property.

e) Medium Density Mixed Use

i) The Medium Density Mixed Use designation, as identified on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, permits multiple residential dwellings such as townhouses and low-rise apartments; commercial uses such as retail and offices; and institutional uses such as schools and places of worship.

ii) Uses on the ground floor (at grade) may include residential, commercial/office or institutional.

iii) The Net Residential Density of lands designated Medium Density Mixed Use shall be in the range of 80 units to a maximum of 150 units per net residential hectare (200 to 375 units per acre).

iv) The building height shall be between 2 and 6 storeys.

v) Other permitted uses may include detached and semi-detached dwellings, provided the density falls within the specified density range.

vi) The ground floors of all buildings shall have windows and doors opening onto the street to provide “eyes on the street” and an interesting pedestrian experience.

vii) Buildings with commercial uses at grade generally shall be built close to or at the front property subject to the development satisfying sightline requirements entering the public road allowance.

viii) Buildings with residential uses at grade facing the public street may be set back a sufficient distance from the street to allow for a landscaped area while not allowing adequate space for parking between the building and the street.

ix) For streets where a road allowance widening is required, the setback under the zoning by-law must be taken from the widened road allowance.
x) Ground-floor uses shall have their main entrances on the street, with barrier free access at grade.

xi) Private amenity space shall be provided on balconies, on terraces at the rear of individual ground-floor units, and/or on balconies and terraces within internal courtyards outdoors and indoors.

xii) Parking shall be provided at the rear or sides of buildings, underground and/or in above-grade structures, with access from public streets or laneways.

xiii) Above-grade parking structures shall be fronted at grade by residential or commercial uses where abutting a public street.

xiv) Parking shall not be located between and building and a public street.

xv) The design and massing of buildings shall minimize shadow and wind impacts on the public realm.

xvi) The design, massing and architectural features of new development shall respect the character and scale of existing adjacent development.

xvii) The design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.

xviii) The design and massing of buildings over 3 storeys in height shall generally be stepped back from adjacent low density residential properties in order that no part of the building is higher than a plane sloping measured at 45 degrees above horizontal originating at the property line of the nearest low density residential property.

xix) Proposals for new residential units within 500m (confirm distance) of the Lafarge asphalt plant just south of Strathcona near Dundurn Street will require measures to mitigate noise and vibration associated with this existing industrial use.

f) Medium Density Street Related Mixed Use

i) The Medium Density Street Related Mixed Use designation, as identified on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, permits multiple residential dwellings such as townhouses and low-rise apartments; commercial uses such as retail and offices; and institutional uses such as schools and places of worship.

ii) Mixed use developments with ground-floor, street-related commercial and community uses are permitted and encouraged.

iii) The range of uses permitted on upper floors shall include residential, live/work and office. Two-storey retail stores are permitted, and personal services are permitted on the second floor of buildings.

iv) Auto-oriented commercial uses, such as drive-through establishments, gas stations and auto repair garages are not permitted.

v) The Net Residential Density of lands designated Medium Density Mixed Use shall be in the range of 80 units to a maximum of 150 units per net residential hectare (200 to 375 units per acre).

vi) The building height shall be between 2 and 6 storeys.

vii) Most of the street-facing portion of the ground floor of buildings shall be reserved for street-related commercial and/or community uses, including retail stores, restaurants, take-out restaurants, business and personal services, and/or professional offices.

viii) The ground floors of all buildings shall have windows and doors opening onto the street to provide “eyes on the street” and an interesting pedestrian experience.

ix) Buildings shall be built close to or at the front property line to maintain a consistent street wall subject to the development satisfying sightline requirements entering the public road allowance.
x) For streets where a road allowance widening is required, the setback under the zoning by-law must be taken from the widened road allowance.

xi) Ground-floor uses shall have their main entrances on the street, with barrier free access at grade.

xii) Parking shall be provided at the rear of sites, underground and/or in above-grade structures, with access from public streets or laneways.

xiii) Above-grade parking structures shall be fronted at grade by commercial uses where abutting a public street.

xiv) Parking shall not be located between a building and a public street.

xv) The design and massing of buildings shall minimize shadow and wind impacts on the public realm.

xvi) The design, massing and architectural features of new development shall respect the character and scale of existing adjacent development.

xvii) The design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.

xviii) The design and massing of buildings over 3 storeys in height shall generally be stepped back from adjacent low density residential properties in order that no part of the building is higher than a plane sloping measured at 45 degrees above horizontal originating at the property line of the nearest low density residential property.

xix) Proposals for new residential units within 500m (confirm distance) of the Lafarge asphalt plant just south of Strathcona near Dundurn Street will require measures to mitigate noise and vibration associated with this existing industrial use.

g) High Density Street Related Mixed Use

i) The High Density Street Related Mixed Use designation, as identified on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, permits multiple residential dwellings such as apartments and townhouses; and commercial / office uses.

ii) Mixed use developments with ground-floor, street-related commercial and community uses are permitted and encouraged.

iii) The range of uses permitted on upper floors shall include residential, live/work and office. Two-storey retail stores are permitted, and personal services are permitted on the second floor of buildings.

iv) Auto-oriented commercial uses, such as drive-through establishments, gas stations and auto repair garages are not permitted.

v) The Net Residential Density of lands designated Medium Density Mixed Use shall be in the range of 150 units to a maximum of 300 units per net residential hectare (375 to 750 units per acre).

vi) The building height shall be between 3 and 8 storeys.

vii) Most of the street-facing portion of the ground floor of buildings shall be reserved for street-related commercial and/or community uses, including retail stores, restaurants, take-out restaurants, business and personal services, and/or professional offices.

viii) The ground floors of all buildings shall have windows and doors opening onto the street to provide “eyes on the street” and an interesting pedestrian experience.

ix) Buildings shall be built close to or at the front property line to maintain a consistent street wall subject to the development satisfying sightline requirements entering the public road allowance.
x) For streets where a road allowance widening is required, the setback under the zoning by-law must be taken from the widened road allowance.

xi) Ground-floor uses shall have their main entrances on the street, with barrier free access at grade.

xii) Parking shall be provided at the rear of sites, underground and/or in above-grade structures, with access from public streets or laneways.

xiii) Above-grade parking structures shall be fronted at grade by commercial uses where abutting a public street.

xiv) Parking shall not be located between a building and a public street.

xv) The design and massing of buildings shall minimize shadow and wind impacts on the public realm.

xvi) The design, massing and architectural features of new development shall respect the character and scale of existing adjacent development.

xvii) The design of new developments shall have respect for the light, views and privacy enjoyed by residents in adjacent buildings and areas.

xviii) The design and massing of buildings over 3 storeys in height shall generally be stepped back from adjacent low density residential properties in order that no part of the building is higher than a plane sloping measured at 45 degrees above horizontal originating at the property line of the nearest low density residential property.

xix) The site at Dundurn / Main / King / Highway 403 is designated for High Density Street Related Mixed Use, for possible redevelopment of the existing commercial plaza to this type of mixed use in the long term.

xx) Proposals for new residential units within 500m (confirm distance) of the Lafarge asphalt plant just south of Strathcona near Dundurn Street will require measures to mitigate noise and vibration associated with this existing industrial use.

6.6.5 INSTITUTIONAL

Institutional uses provide services such as schools, places of worship and care facilities to meet the needs of residents of Strathcona and the surrounding community. The Institutional designation, as indicated on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, recognizes existing institutional uses. These uses include Strathcona Elementary School, several places of worship and long term care facilities. Three types of Institutional uses are identified in these policies, which are intended to help guide existing institutional sites and possible changes to these sites.

a) The primary permitted uses in areas designated Institutional on Schedule “P-1” - Land Use Plan, Strathcona Secondary Plan, will consist of educational facilities such as schools, places of worship, and facilities for cultural, health and government activities.

b) Institutional areas are divided into three categories based on intensity of use and neighbourhood impacts. These categories are:

i) Neighbourhood Institutional, which includes Elementary Schools, Places of Worship, Residential Care Facility;

ii) Community Institutional, which includes High Schools and Emergency Shelters; and,

c) Major Institutional, which includes Long Term Care Facilities, University, College, Secondary School, Hospital, Retirement Home, and Residential Dwelling.

d) Existing Institutional uses are encouraged to be retained within the Secondary Plan area.
e) New Institutional uses are to be permitted especially Neighbourhood Institutional uses which have minimal impact on surrounding residential areas. New Institutional uses will require an Amendment to Schedule “P-1” – Land Use Plan if they are over 0.2 ha in size, to revise the designation to Institutional.

f) For Institutional uses within buildings which are designated under the Ontario Heritage Act, or listed as being of interest, the retention and adaptive reuse of these buildings is preferred. The Cultural Heritage policies of this Secondary Plan will provide direction, and the requirements of the Ontario Heritage Act will take precedence.

g) Retention of the Strathcona Elementary School is encouraged, since this school serves as an important focal point for the Strathcona neighbourhood and the wider community. New residential dwellings to be encouraged within the Secondary Plan area will include housing forms generally associated with households with school age children, such as Low and Medium Density Residential.

h) In evaluating proposed changes in use for Institutional sites within the Secondary Plan area, comparable uses will be considered appropriate. Such uses will include other Institutional uses, especially Neighbourhood Institutional in type, Low and Medium Density Residential, and Mixed Use. New uses on these sites must be similar in density and form to nearby residential and mixed use dwellings in the vicinity.

i) Institutional uses will also be permitted within the various Residential and Mixed Use designations of the Secondary Plan area, provided that there are less than 0.4 ha in size, Neighbourhood Institutional in type, and that they meet the other policy provisions and zoning by-law requirements associated with these sites.

j) New uses on lands designated Institutional will be designed to ensure:
   i) Provision of sufficient parking, preferably off-street and on-site, or in another manner, such as off-site or shared use, which meets the requirements of the zoning by-law; and,
   ii) Design which ensures compatibility with the character of the surrounding area in terms of building form and site design.

k) Institutional uses are permitted on the site at 389 King Street West, subject to the applicable Ontario Municipal Board decision, and in accordance with Official Plan Amendment 187 and SPECIAL POLICY AREA 88 which permits a wellness centre including limited commercial uses on the southern portion of this site. (See Appendix “G”)

6.6.6 PARKS AND OPEN SPACE

Parks and Open Space areas provide green space to serve active and passive recreational needs. Several types of Parks and Open Space areas are indicated on Schedule “P-1”- Land Use Plan, Strathcona Secondary Plan. Each type of park serves a different function, based on size and amenities provided. These areas are part of a hierarchical City-wide system of parks and open spaces. These areas are to be maintained and enhanced to serve local residents and the wider community, with no new parks anticipated at this time.

Community Parks serve more than one neighbourhood, and do not necessarily serve the entire City. They have relatively intensive recreational facilities, good transportation access by means of major roads and transit, and serve a population of about 20,000 people. Community Parks within the Strathcona Secondary Plan Area are Victoria Park, Kay Drage Park, and Cathedral Park.

Neighbourhood Parks serve the recreational needs and interests of residents within the immediate vicinity. These areas include passive areas and formal play areas, and serve about 5,000 people. Tom Park is the Neighbourhood Park within the Strathcona Secondary Plan Area.

Open Space areas include natural areas such as ravine lands. These lands may include remnant parcels which are not maintained as parks, but are used for active and passive recreational purposes. The sloped lands adjacent to Highway 403 are designated as Open Space.

Cemetery lands are generally municipally owned, and used for cemetery purposes. The Hamilton Cemetery at 655 York Boulevard is party located in the Strathcona Secondary Plan area, with the reminder extending to the City limits.
a) Lands within the Parks and Open Space designations, as identified on Schedule “P-1”- Land Use Plan, Strathcona Secondary Plan, will be retained for these uses. The categories for these areas are:
   i) Community Park;
   ii) Neighbourhood Park;
   iii) Open Space; and,
   iv) Cemetery.

b) Revitalization of Victoria Park as a Community Park will be carried out in accordance with the Victoria Park Master Plan, to serve residents of Strathcona and the wider community.

c) The community focal point function served by Victoria Park will be enhanced by the provision of appropriate amenities on site, and allowance for local commercial uses on lands directly adjacent to the Park, including Low Density Residential areas.

d) Tom Park will be maintained as a Neighbourhood Park to serve the nearby residents, with enhancements to be considered as needed.

e) Open Space areas at the westerly edge of the Strathcona Secondary Plan Area will be retained as undeveloped lands, in recognition of their function within the Natural Heritage System, and as buffers to Highway 403.

f) Trail connections for pedestrians and cyclists will be provided and enhanced to ensure good accessibility of parks and open space areas from residential, mixed use and other areas.

g) The Hamilton Cemetery will be maintained for Cemetery purposes.

h) Parks and Open Space areas within the Strathcona Secondary Plan Area will be consistent with the Draft Natural Heritage System for the Urban Area in the City of Hamilton Official Plan, which includes the following designations:
   i) Core Area;
   ii) Linkages; and,
   iii) Park.

6.6.7 UTILITIES

Utilities lands include Provincial highways, railway lands, hydro corridors and similar infrastructure which serve the community. Policies related to private utilities such as cable and telephone service are also included in this Section. As indicated on Schedule “P-1”- Land Use Plan, Strathcona Secondary Plan, Provincial Highway 403 and the Canadian Pacific Railway Line are designated as Utilities within the Secondary Plan area.

   a) The design of any future trails and pedestrian bridges or tunnels crossing these Utilities corridors should ensure separation and safety for pedestrians, cyclists, motorists and other users, and should comply with the requirements of the Ministry of Transportation and the railways.

   b) The design of new Residential and Mixed Use development adjacent to Utilities corridors such as highways and rail lines should include measures to mitigate noise and vibration associated with these highways and railways, in accordance with Ministry of Environment requirements.

   c) The regulations of affected utilities agencies, as well as City policies and regulations regarding these lands will be adhered to in the design of all facilities and development on these lands.

   d) Public and private utility facilities shall be permitted in all land use designations except where environmentally significant areas and hazard lands may be identified, where exceptions will only be permitted in limited circumstances deemed necessary by the City and subject to detailed engineering designs to be approved by the City.
e) The City supports where feasible the provisions of electronic communication technology involving high capacity fiber optics to enhance telecommunication services within the Strathcona Secondary Plan area.

f) All interested telecommunications providers and other utilities wishing to be located within a development area should be located within an initial common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.

6.6.8 ARCHAEOLOGY

The Strathcona Secondary Plan Area contains confirmed archaeological resources and has potential for the identification of additional resources of archaeological significance. The area’s long pre-contact and post-contact history, proximity to Hamilton Harbour, and presence of historic transportation routes are contributing factors. Archaeological resources must be evaluated and addressed prior to any new development, redevelopment or other activities in the area.

a) The City recognizes that there may be potential for the presence of significant archaeological sites within the Strathcona Neighbourhood that remain unidentified. In order to protect those potential archaeological resources, where new development projects are proposed that require approval under the Planning Act, the Environmental Assessment Act, the Ontario Heritage Act, the Municipal Act or other legislation, the City of Hamilton shall require archaeological assessments to be undertaken by the proponents in accordance with the Ministry of Culture’s Archaeological Assessment Technical Guidelines as updated. No pre-approved site grading or topsoil disturbance shall be allowed before the assessment has been completed.

b) Development and site alterations may be permitted on lands containing significant archaeological resources, or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site will be permitted.

c) Where archaeological features are identified, the proponent shall, with the advice of a licensed archaeologist, develop a plan to protect, salvage or otherwise conserve the features within the context of the proposed development.

d) Where practical, the City of Hamilton shall seek to ensure that archaeological sites are left undisturbed. Where there are unavoidable impacts, mitigation through excavation shall be required as a condition of approval. The City of Hamilton shall consult with the Ministry of Culture regarding these matters.

6.6.9 BUILT HERITAGE

The Strathcona Secondary Plan Area has a rich history and has contributed to the development of the City of Hamilton. The heritage resources that remain and represent this history need to be acknowledged and protected to ensure that the neighbourhoods’ distinctive character remains intact. These Built Heritage policies are intended to help protect the integrity of the heritage resources in Strathcona, and to allow for further identification and recognition of cultural heritage resources in this neighbourhood.

a) In accordance with the Planning Act and the Ontario Heritage Act, the review and approval of development proposals in the Strathcona Neighbourhood will promote the conservation of significant built heritage resources and cultural heritage landscapes.

b) Land use regulations and municipal incentive programs will be used in the retention, conservation, rehabilitation, restoration or adaptive reuse of properties that have been designated under the Ontario Heritage Act and/or listed in the City’s Inventory of Buildings of Architectural and/or Historical Interest.

c) The City may introduce incentive programs pursuant to the provision of the Ontario Heritage Act, the Planning Act, the Municipal Act and other applicable legislation, and may include grants, loans, permit fee rebates and density bonuses, to encourage the appropriate retention, restoration and/or adaptive reuse of buildings with historic character or architectural value.
d) Cultural Heritage Landscapes will be conserved and protected with the intent of retaining major characteristics. Cultural Heritage Landscapes have been identified for the Strathcona Secondary Plan area, as indicated on Schedule “P-2” Cultural Heritage Landscapes, which forms part of this Plan, namely:

i) Hamilton Cemetery (Part of Northwest Entrance);

ii) MacNab’s Survey;

iii) Cathedral of Christ the King;

iv) Mill’s Survey; and,

v) Arnold’s Survey.

e) A Heritage Impact Assessment, in accordance with the Official Plan for the City of Hamilton, and to the satisfaction of the City, may be required for any development that proposes to erect, demolish or alter buildings or structures on or adjacent to properties that:

i) are designated under the Ontario Heritage Act;

ii) are listed on the City’s Inventory of Buildings of Architectural and/or Historical Interest;

iii) feature open spaces, vistas or Cultural Heritage Landscapes listed on the City’s Cultural Landscape Resources Inventory; and/or,

iv) are within or adjacent to a Heritage Conservation District.

f) The Heritage Impact Assessments, where required, shall be submitted with development or building permit applications and shall be reviewed by the City’s Municipal Heritage Committee.

g) The City may require that, as part of development or redevelopment of land, heritage buildings or features be retained on site. These buildings or features may be incorporated, used or adaptively reused as appropriate to the proposed development and land use. Retention of a heritage feature on lands subject to development may be a condition of development approval. Heritage easements under subsection 37(1) of the Ontario Heritage Act may be required and negotiated, as well as development agreements, respecting the care and conservation of the affected heritage property.

h) New development adjacent to heritage buildings or in areas containing heritage buildings shall:

i) reflect the setbacks, height and cornice lines of adjacent heritage buildings;

ii) support the creation of a continuous street wall;

iii) maintain a consistent street orientation and building line; and,

iv) be encouraged to reflect the character, massing and materials of surrounding buildings.

i) Where alterations are proposed to heritage buildings, the following principles will be followed:

i) maintain the basic relations of the horizontal divisions of the buildings;

ii) maintain original façade components and materials where possible;

iii) replicate the original parts and materials where possible or substitute with similar materials and colours; and,

iv) remove elements that are not part of the original and/or hide the original design, for example signage, siding or roof treatments.

j) A Heritage Impact Assessment may be required by the City of Hamilton where the development of lands is considered to adversely affect a heritage building or structure or potential heritage building or structure in the Strathcona Neighbourhood.
k) The Heritage Impact Statement shall be undertaken by the proponent and shall contain a description of:
   i) the proposed development;
   ii) the heritage feature to be affected by the development;
   iii) the effects upon the heritage feature by the proposed development; and,
   iv) the measures necessary to mitigate the adverse effects of the development upon the heritage feature.

l) The City, in consultation with its municipal heritage committee, may designate properties as heritage conservation districts under the Ontario Heritage Act where it has been determined that: the district possesses one or more of the following attributes:
   i) A group of buildings, features and spaces that reflect an aspect of local history, through association with a person, group or activity;
   ii) Buildings and structures that are of architectural or vernacular value or interest; and,
   iii) Important physical and aesthetic characteristics that provide an important context for cultural heritage resources or associations within the district, including features such as buildings, structures, landscapes, topography, natural heritage and archaeological sites.

m) The City shall, in accordance with the Ontario Heritage Act, where there is support from a majority of residents within the proposed district, and as determined by work program priorities:
   i) Define and examine a study area for future heritage conservation district designation;
   ii) Prepare an area study of the prospective heritage conservation district; and,
   iii) Prepare a heritage conservation district plan.

n) Where appropriate, the City of Hamilton shall impose a condition on any development approval for the retention and conservation of the affected heritage feature or the implementation of appropriate mitigation measures.

o) The City shall demonstrate leadership by pursuing opportunities to conserve municipally-owned heritage resources in the Strathcona Secondary Plan Area.

p) The City shall prepare Cultural Heritage Planning Statements for areas where the concentration and/or significance of cultural heritage resources require that detailed guidance be provided for the conservation and enhancement of these resources. The statements will, in part, be prepared to ensure that development, site alteration and redevelopment proposals demonstrate appropriate consideration for their impact on cultural heritage resources. These Cultural Heritage Planning Statements shall include contents outlined in the proposed Cultural Heritage Resources section of the Official Plan.

q) A Cultural Heritage Impact Assessment shall be required by the City and submitted with any application pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of land (both public and private) has the potential to adversely affect cultural heritage resources through displacement and/or disruption, as identified in the proposed Cultural Heritage Resources section of the Official Plan.
6.6.10 URBAN DESIGN

Urban design is directly concerned with the physical setting for life within the study area. It involves the appropriate design and placement of buildings, groups of buildings, infrastructure and their interface with the spaces and landscapes between them. All of this affects how people interact and use the space. It is a way of thinking spatially that creates an attractive, lively, sustainable, safe, people-oriented neighbourhood that is successful both socially and economically over time. Design is an important consideration in planning for the Strathcona Secondary Plan Area. The design of development, redevelopment and transportation features in the neighbourhood will consider the needs of pedestrians, views, aesthetics, and connectivity, to help ensure a liveable environment.

a) The historic grid street pattern in the Strathcona Secondary Plan Area will be retained and enhanced through the following measures intended to improve pedestrian, cycling and vehicular mobility and maintain the character of neighbourhoods:
   i) ensure all new development adheres to a street grid pattern;
   ii) extend existing streets to serve new development where feasible;
   iii) eliminate dead-end streets where feasible;
   iv) require new public streets or pedestrian routes through large redevelopment sites; and,
   v) acquire land for public streets through redevelopment.

b) The nature of the existing streetscape, in terms of buildings, front yards, sidewalks, the boulevard and the edges of the roadway, will generally be maintained through development and redevelopment.

c) A balanced transportation network will be provided which serves pedestrians, cyclists, transit users, trucks and automobiles.

d) Amenities will be provided to help ensure that all streets provide a safe and comfortable pedestrian environment. These amenities will include:
   i) appropriately-designed sidewalks;
   ii) Urban Braille;
   iii) landscaping;
   iv) special lighting;
   v) seating areas;
   vi) transit shelters;
   vii) signage system; and,
   viii) other amenities.

e) A system of pedestrian connections, labeled as “Pedestrian Improvements” on Schedule “P-1” Land Use Plan, Strathcona Secondary Plan, will be identified to help enhance pedestrian amenity and walkability in the neighbourhood. Their characteristics will include the following:
   i) These connections will be located mostly along existing streets, linking major amenity areas, transit stops and existing pedestrian routes to each other, both within the neighbourhood, and to similar features in adjacent neighbourhoods.
   ii) The location and design of these connections will be coordinated with existing approved land use plans and the Strathcona Transportation Management Plan.
   iii) These pedestrian connections will have priority over other areas in the Strathcona Secondary Plan Area to receive improvements such as wider sidewalks, lighting, signage and enhanced pedestrian crossings.
f) Existing alleys will be maintained and, where feasible, extended to serve residential and commercial development. The City may approve alley closures only where development adjacent to the alley can be serviced from a public street without compromising the urban design objectives of this plan, particularly as they relate to streets and heritage buildings.

g) Public open spaces will be subject to a high standard of design aimed at promoting safety, comfort, enjoyment, accessibility, usability, and planting.

h) Existing views of the Escarpment, Harbour and landmark buildings along public streets within the neighbourhood will be preserved and enhanced through the design and location of new buildings and open spaces. These views are indicated on Schedule “P-3” Views and Vistas.

i) More specific Urban Design criteria have been identified and will be applied for each residential and mixed use designations in Strathcona. These criteria are included in the subsections of Section 6.6.4 Residential and Mixed Use of this Plan, for each land use designation.

6.6.11 MUNICIPAL SERVICES

Municipal services, such as sewers, water and storm water systems, shall be provided, maintained and upgraded as necessary to accommodate the needs of existing and future development in Strathcona Neighbourhood.

6.6.12 TRANSPORTATION

The transportation system in the Strathcona Secondary Plan Area is intended to provide a range of travel modes, to serve pedestrians, cyclists, transit users, automobile users, trucks and rail travel. The needs of automobile users will be balanced with those of users of active transportation modes such as pedestrians and cyclists. The transportation system will reflect the recommendations of the Strathcona Transportation Management Plan, and other transportation master plans prepared for the overall City and adjacent neighbourhoods.

Note: These Transportation policies will be prepared after the Strathcona Transportation Management Plan is completed, in approx Q2 2009, and cannot be finalized until that time. Specific major recommendations of the Transportation Management Plan are to be referenced here.

a) The transportation network for the Strathcona Secondary Plan Area will consist of public roads, public and private alleyways, pedestrian sidewalks and pathways, bicycle pathways, regular transit routes, bus rapid transit routes, possible Light Rail routes, truck routes, and railway lines. This transportation network is indicated on Schedule “P-4” Transportation System.

b) Changes to the transportation system in Strathcona will be consistent with the recommendations of relevant studies including:

- City of Hamilton Transportation Master Plan;
- Strathcona Transportation Management Plan;
- City-wide Cycling Master Plan;
- City-wide Truck Study; and,
- Other transportation studies applicable to Strathcona.

c) The right-of-way width of arterial roads will generally be XX metres, for collector roads will be YY metres, and for local roads will be xx metres.

d) Several road sections which currently have reduced right-of-way widths shall continue to have reduced right-of-way widths for the foreseeable future. These road sections and the associated widths are indicated in Table A.

e) The potential provision of roundabouts at collector road intersections is to be encouraged, subject to detailed feasibility and design studies. Potential locations for roundabouts are shown on Schedule “P-4” Transportation System.

f) Pedestrian improvements are proposed at various intersections and other locations within the Secondary Plan area, as indicated on Schedule “P-4” Transportation System. These improvements may include, but not be limited to, wider sidewalks, pedestrian scale lighting and signage, street trees and street furniture.
g) A pedestrian bridge is planned at the north end of Locke Street to connect Strathcona Neighbourhood to the Waterfront Trail to the north. The proposed design for the bridge has been determined by a Class Environmental Assessment, and its timing will be determined by the City budget processes and priorities.

h) Consideration will be given to modifications to the one way / two way street system within the Strathcona Neighbourhood and on streets at the edges of the area. Any modifications to this system will be based on a thorough assessment of impacts on the overall City transportation network, as well as implications for developments and access in the Strathcona area.

i) Bus Rapid Transit or Light Rail Transit improvements proposed along Main Street and King Street through Strathcona will be evaluated to determine what form these improvements will take, road cross sections, station locations, and implications for the land use plan including designations, density and pedestrian access. Implementation of these transit facilities will be subject to the availability of funding.

j) Design of transportation system improvements will give consideration to accessibility for all users, including the needs of persons with physical disabilities. The design of walkways, parking facilities, transit facilities and other components will provide accessibility in compliance with requirements of the Ontarians with Disabilities Act and other legislation and standards.

k) The design of new development and redevelopment will ensure the provision of adequate parking and loading on site, or on a related site which meets the requirements of the Zoning By-law. Provision of reduced parking for such developments will be strongly discouraged, due to the existing limited supply of parking in the neighbourhood.

l) Approaches to provide more off-street parking in Strathcona will be considered, such as the use of vacant sites for parking, only if these are appropriated landscaped in keeping with Site Plan Guidelines and designed in a manner compatible with adjacent uses.

m) As noted in Urban Design Policy 6.6.10 f., existing alleys will be maintained and, where feasible, extended to serve residential and commercial development. The City may approve alley closures only where development adjacent to the alley can be serviced from a public street without compromising the urban design objectives of this plan, particularly as they relate to streets and heritage buildings.

### 6.6.13 OTHER USES AND DESIGNATIONS

Other uses may be proposed in the Strathcona Secondary Plan area, which are not anticipated by these policies. Such uses will generally require Amendment(s) to this Plan.

a) No lands within the Strathcona Secondary Plan Area are designated Industrial. If proposals are received by the City to locate Industrial uses within Strathcona Neighbourhood, these will be evaluated on the basis of compatibility with adjacent land uses. Light industrial uses which do not generate noise, vibration or air pollution may be considered compatible if located adjacent to utilities corridors and away from residential uses. Such uses would require an amendment to this Secondary Plan.

b) No lands within the Strathcona Secondary Plan area are designated for stand-alone Commercial. However, stand-alone Commercial uses are permitted within the Mixed Use designation, subject to the policies associated with these designations.

c) If and when any unanticipated lands may become available for new or expanded parks within the Strathcona Secondary Plan Area, the City purchase of these lands may be considered. Such consideration would be within the framework of prevailing budgets, policies, procedures, and with community input, to help address the minor deficiency of Neighbourhood Park space in this area. No locations for such parks have been identified at this time. An amendment to this Secondary Plan would be required.
6.6.14 IMPLEMENTATION

This section provides guidance on the means by which the land use policies of the Strathcona Secondary Plan are to be implemented.

a) The provisions of the City of Hamilton Official Plan will apply with regards to the Secondary Plan and the subject area, except as specifically noted herein.

b) It is intended that changes or variations from the policies and land use designations of this Plan, other than those specifically permitted by the policies, will require an Amendment to the Plan.

c) Any development phasing requirements or development density limits arising from infrastructure master plans may be used to stage or limit development in the area.