RECOMMENDATION

That Urban Renewal staff be directed to prepare amendments to the Downtown and Community Renewal Community Improvement Plan and Project Area to implement community improvement initiatives as outlined in Report PED11188(b) in the Mount Hope/Airport Gateway area as delineated on Appendix “C” to Report PED11188(b). Further, that such amendments be prepared for presentation to a Public Meeting of the Planning Committee.

EXECUTIVE SUMMARY

Official Plan policy directs that the commercial area in Mount Hope village, adjacent to the John C. Munro Hamilton International Airport, be investigated as a potential community improvement project area. Report PED11188(b) proposes a community improvement project area boundary (see Appendix “C” to Report PED11188(b)) and corresponding community improvement programs and initiatives for the Mount Hope/Airport Gateway area.
It is recommended that the introduction of community improvement in Mount Hope village be undertaken via amendments to the existing Downtown and Community Renewal Community Improvement Project Area (By-law 11-272 as amended) and the Downtown and Community Renewal Community Improvement Plan (By-law 11-273 as amended). Following approval of Report PED11188(b)’s recommendation, the amendments would be brought forward to a statutory public meeting at Planning Committee for approval in accordance with the Planning Act.

As outlined in Report PED11188(b), Mount Hope village’s current situation, unique location adjacent to the Airport, and cultural heritage as the seat of the former Glanford Township, make it a fit with the redevelopment goals and objectives of the Community Improvement Plan. The area possesses several of the characteristics that warrant designation as a CIPA, including building stock or property in need of rehabilitation; buildings and structures of heritage or architectural significance; encroachment of incompatible land uses or activities affecting development opportunities; and deteriorated or insufficient physical infrastructure. Residential growth in the village of Mount Hope is limited due to the presence of the Airport, which affects the local market that would support development in the commercial area, in contrast to other growth areas in the City such as Binbrook, Waterdown and Fruitland-Winona.

It is proposed that the same suite of programs available to the City’s community downtowns through the Community Improvement Plan be extended to the Mount Hope/Airport Gateway CIPA. The following programs could be available to eligible projects:

- Hamilton Tax Increment Grant Program;
- Office Tenancy Assistance Program;
- Hamilton Heritage Property Grant Program;
- Commercial Façade Property Improvement Grant Program; and,
- Commercial Corridor Housing Loan and Grant Program (although properties where residential development is not permitted would not be eligible for this program).

Designation as a community improvement project area does not change or affect the official plan land use designation or zoning by-law regulations applicable to any property. It identifies an area in which programs and initiatives specified in a community improvement plan may be applied that help to implement existing policy.

Other Urban Renewal initiatives in community downtowns and BIAs include the design and construction of gateway features to enhance such areas. Such a project would be added to the future Urban Renewal work plan to select sites and prepare design concepts in consultation with the community.

**Alternatives for Consideration – See Page 13**
OUR Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

OUR Mission: WE provide quality public service that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Values: Accountability, Cost Consciousness, Equity, Excellence, Honesty, Innovation, Leadership, Respect and Teamwork

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

Financial: It is not anticipated that there would be any applications processed prior to 2014 upon approval of the following community improvement programs within the Mount Hope/Airport Gateway community improvement project area.

Hamilton Tax Increment Grant Program:
This program is self-funded from increased taxes paid by the Project's property owner. Due to the improvements to the property, the value of the property increases which increases the tax revenue. The City collects the increase in taxes and provides grants, based on the increase in the Municipal portion only, attributable to the redevelopment of a property. Based on a five year program, the City starts to recognize 20% of the increase in revenue after the first year of the program, increasing incrementally by 20%, with 100% achieved in year five.

Commercial Property Façade Improvement Grant Program:
City Council, at its meeting held December 12 2012, approved funding for the Commercial Property Façade Improvement Grant Program from the following WIP accounts: Project ID# 3620553100 in the amount of $75,000; and, Project ID# 8200903900 in the amount of $250,000. These funds will be sufficient to expand the program to Mount Hope in 2014.

Hamilton Heritage Property Grant Program:
City Council, at its meeting held December 12, 2012, approved funding in the amount of $200,000 from the Downtown Block for the Hamilton Heritage Property Grant Program. These funds, together with funds contained in an Urban Renewal Reserve Account #102048 for administration of the program, are sufficient to fund applications anticipated in 2013 and possibly 2014. At the present time there are no buildings designated under the Ontario Heritage Act in Mount Hope. However, staff is currently reviewing potential 2014 capital projects and will determine whether to recommend funding through the 2014 Downtown Block towards the Hamilton Heritage Property Grant Program.

Office Tenancy Assistance Program:
The cost to the City for the Office Tenancy Assistance Program is the interest cost. There are sufficient monies to expand the program to Mount Hope to fund the program in 2014 contained in Project ID# 8200903900 and 8201003001.

Commercial Corridor Housing Loan and Grant Program:
The cost to fund the loan component of the Commercial Corridor Housing Loan and Grant Program is the interest cost to the City. City Council approved an enhancement of $5,000 for interest costs at its meeting held April 4, 2013, bringing the total amount in Urban Renewal’s Operating Budget for the interest cost of the Program to $26,470. The interest cost to deliver the Program is anticipated to increase in future years, however, based on anticipated timing of the final approval of expanding the program to Mount
Hope (anticipated to come into effect the beginning of 2014) and, the fact that interest is not charged until monies flow to an applicant (monies do not flow until a project is 60% complete at which time 60% is advanced), the funding available in Urban Renewal’s Operating Budget should be sufficient for the delivery of the program in 2014.

The grant component of the Commercial Corridor Housing Loan and Grant Program is funded from Urban Renewal’s Operating Budget. City Council approved an enhancement of $10,000 for the grant component at its meeting held April 4, 2013, bringing the total amount in Urban Renewal’s Operating Budget for the grant component to $35,000. Again, the cost of the grant component is anticipated to increase in future years, however, based on the anticipated timing of the final approval of expanding the Program to Mount Hope, together with the fact that the grant portion of the program is not advanced until projects are 60% complete, funding available in Urban Renewal’s Operating Budget should be sufficient for the delivery of the Program in 2014.

Staff will continue to monitor the take-up of the Commercial Corridor Housing Loan and Grant Program during 2013 and, if warranted, a request for additional monies will be forwarded for consideration during the 2014 Operating Budget process.

Staffing: There will be no additional staffing requirements resulting from Council approval of Report PED11188(b)’s recommendations. Urban Renewal staff will prepare the amendments to the Downtown and Community Renewal Community Improvement Plan and associated Project Area by-law and manage the approval process. Applications to the financial incentive programs that would be offered in the Mount Hope/Airport Gateway Community Improvement Project Area, following final approval of the amendments, would be processed by the Urban Renewal Section.

Legal: An amendment to the Downtown and Community Renewal Community Improvement Plan will require a statutory public meeting with notice provided in accordance with the Planning Act and the City’s public participation and notification policies contained in the Official Plan. The amendment to the Project Area by-law will also be brought forward to the meeting at Planning Committee.

HISTORICAL BACKGROUND (Chronology of events)

In November 2012, Council directed staff, as per recommendation g) of Report PED11188(a), “to investigate and report back to the General Issues Committee on a Community Improvement Project Area, and associated program initiatives, for the Mount Hope/Hamilton Airport gateway area at Homestead Drive and Airport Road.” Report PED11188(a) involved the expansion of community improvement initiatives available in the community downtowns in Ancaster, Binbrook (Glanbrook), Dundas, Stoney Creek and Waterdown (Flamborough). Through consultations in 2012, the existing conditions and related need for community improvement initiatives in the Mount Hope commercial area were also raised by the Glanbrook Chamber of Commerce and
Ward 11 Councillor. Policy in the Mount Hope Secondary Plan stating that the City shall investigate designating the District Commercial area in Mount Hope as a community improvement project area was also referenced as rationale for conducting this work, and provided the basis for the study area encompassing the District Commercial land use designation (see Appendix “B” to Report PED11188(b)).

**POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS**

The Planning Act (Section 28) allows municipalities that have provisions in their Official Plan relating to community improvement, as does the City of Hamilton, to designate by by-law a community improvement project area, and then to prepare a community improvement plan for the project area. A municipality may then make grants and loans, in conformity with the approved community improvement plan, that would otherwise be prohibited under the Municipal Act (Section 106(1)), to the registered/assessed owners or tenants of land and buildings, or their respective assignees, within the designated project area.

Designation as a community improvement project area does not change or affect the official plan land use designation or zoning by-law regulations applicable to any property. It identifies an area in which programs and initiatives specified in a community improvement plan may be applied that help to implement existing policy. Community improvement policy contained in the Official Plan states that all development participating in programs and initiatives contained within community improvement plans shall conform to Official Plan policies and shall comply with all municipal codes and regulations of the City (Hamilton-Wentworth Official Plan Section D.6A.5; Urban Hamilton Official Plan Vol. 1, Section F.1.15.4).

It is recommended that the introduction of community improvement initiatives to the Mount Hope commercial area be undertaken via amendments to the existing Downtown and Community Renewal Community Improvement Project Area (By-law 11-272 as amended) and the Downtown and Community Renewal Community Improvement Plan (By-law 11-273 as amended).

The Downtown and Community Renewal Community Improvement Plan provides the framework for City programs and initiatives in a manner that meets the legislative requirements of the Planning Act and the City’s community improvement policies in the Official Plan. The Downtown and Community Renewal Community Improvement Plan contains an approval and amendment process, and outlines Official Plan criteria for establishing community improvement project areas, referenced in more detail in the analysis/rationale section of this Report.

The programs and initiatives are intended to stimulate private sector investment and redevelopment, and to focus municipal action and investment that promotes and enhances various community improvement project areas. Downtown Hamilton, the
community downtowns of Ancaster, Binbrook, Dundas, Stoney Creek and Waterdown, the Business Improvement Areas and other commercial corridors within the City, as well as certain heritage-designated properties, are collectively designated in the Downtown and Community Renewal Community Improvement Project Area By-law.

RELEVANT CONSULTATION

The existing conditions and related need for community improvement initiatives in the Mount Hope commercial area were discussed at meetings with the Glanbrook Chamber of Commerce in June and September 2012. Following the Council direction to investigate and report back on this matter, an open public information session with approximately 65 attendees was held at the Mount Hope Community Hall on April 29, 2013, to discuss how and where community improvement initiatives could be applied in Mount Hope. The community input received is referenced in the following analysis/rationale section of this Report.

Following approval of Report PED11188(b), additional consultation will be undertaken to provide opportunity for community review and input to the specific community improvement project area boundary and related initiatives now proposed for Mount Hope at another open public information session, prior to the required statutory public meeting at Planning Committee.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Official Plan policy directs that the Mount Hope commercial area be investigated as a potential community improvement project area, in the Township of Glanbrook Official Plan (OP) currently in effect, and the Urban Hamilton Official Plan pending resolution of Ontario Municipal Board appeals unrelated to this matter. The Township of Glanbrook OP describes the area to investigate as the land designated General Commercial within the Mount Hope Urban Settlement Area (shown in Appendix “A” to Report PED11188(b)). The Glanbrook OP policy (Section B.2.3.11.2(c)(xi)) has been carried forward to the Urban Hamilton Official Plan, in the Mount Hope Secondary Plan (i.e. the Mount Hope Urban Settlement Area or “the village”) which applies the District Commercial designation to the same General Commercial lands. As per the Urban Hamilton Official Plan (UHOP Vol. 2, Section B.5.4.4.1(f)), the policy states:

“The District Commercial designation adjacent to Airport Road West and Homestead Drive enjoys a high degree of visibility and provides a gateway to the John C. Munro International Airport. To ensure this area develops in a coordinated, well-designed and aesthetically-pleasing manner with adequate infrastructure and amenities, and to provide funding eligibility, the City shall
investigate the designation of these lands as a Community Improvement Project Area.”

In addition to identifying a study area to investigate, the policy referenced above indicates the village’s unique significance due to its proximity to the Hamilton John C. Munro International Airport and exposure to visitors to the City.

Current Situation

The village of Mount Hope is situated immediately to the southeast of the Airport property, within the Urban Boundary. It is also bound by Upper James Street (i.e. the former Highway 6) to the east, Whitechurch Road to the south, and the current Highway 6 to the west, leading to Highway 403. While the historic centre of the community has existed for over a century at the crossroads of Airport Road and Homestead Drive, the population has grown rapidly over the past decade, including a 54% increase from 1,300 residents in 2006 to 2,000 in 2011. Although the population has been increasing in the residential neighbourhood in the south end, growth has been stagnant in the commercial area in the north end of the study area along Airport Road and Homestead Drive.

A mix of land uses is currently situated in the study area, also identified in Appendix “C” to Report PED11188(b), where the prevalent land use designation is commercial (i.e. General Commercial (Glanbrook OP)/District Commercial (UHOP)):

- A limited amount of commercial and community uses are present, such as The Store Variety and Convenience, post office, Kinderseeds child care centre, the office of Dr. Lalli (general practitioner) and the Glanford Curling Club. The 447 Wing, a charter member of the Royal Canadian Air Force Association, provides a banquet hall and restaurant open not only to veterans but also the public and, as heard through the public consultation, helps bring people to Mount Hope. A three unit commercial building has just recently been leased to an ice cream shop, photography studio (by appointment only) and pet food store, with a residential unit in behind. Automotive uses include Dan’s Car Sales (used), auto and motorcycle repair shops, and gas station service at M&M Automotive and Towing. The Super 8 Motel, Bobbie’s Bar & Grill and a home based hair salon are located at the north end of the Village, and the Homestead House Bed and Breakfast is to the south. Other commercial establishments are more business-oriented than retail, such as Admiral Data Systems/Cash Register Co., ASRJ Communications (direct to home satellite service) and Larry Armes Mount Hope Machine. Harley’s Electrical Services/Aggressor Automation and Holtrop Steel and Iron Works are industrial uses permitted via site specific policies in the Official Plans and recognized in the implementing zoning by-law.
Vacant buildings include the former bank at the southwest corner of the crossroads (most recently the Mount Hope Credit Union Branch of McMaster Savings and Credit Union), the former Homestead Kitchen restaurant, and a few houses in disrepair. Some of the commercial buildings do not have visible signage, which makes them appear vacant. There is a vacant commercial unit at the rear of the post office.

There are approximately 95 single detached dwellings located within the study area fronting on Airport Road or Homestead Drive.

In addition, a few sites in the study area are designated:

- Institutional: (e.g. Mount Hope United Church and the Public Library/Community Hall); or,
- Park (i.e. Mount Hope (Gord Oakes) Community Park, which includes the Mount Hope Lions Community Youth Centre and meeting space for the 779 Black Knight Air Cadets, also indicative of the area’s proximity to the Airport).

Further, the Canadian Warplane Heritage Museum is located on Airport Road just west of the Mount Hope urban area. Mount Hope Public School and Hamilton Fire Station No. 19 are also adjacent to the study area.

**Land Use Designations, Growth Opportunities and Constraints**

Existing and future commercial uses within the General Commercial/District Commercial designation are intended to serve existing and future residents of the Mount Hope Urban Settlement Area/Secondary Plan area as well as the surrounding rural area, the Hamilton Airport and the Airport Industrial-Business Park (Glanbrook OP Sections B.2.1.24.2(c), B.2.3.11.1(c)(i); UHOP Vol. 2, Section B.5.4.4.1(a)). The range of uses permitted is listed below; however, no new residential uses are permitted north of Airport Road:

Glanbrook OP, Section B.2.3.11.2(c):

(i) “The general commercial uses permitted shall be for retail and service commercial, personal and business services, recreational and entertainment facilities, restaurants, taverns, hotels and motels. Cultural, community and institutional uses may also be permitted provided these uses do not interfere or conflict with the satisfactory development and operation of the General Commercial area for the predominant general commercial uses.”

(ii) “New residential uses are permitted on lands designated General Commercial provided the residential component is designed as part of a commercial development. ... Notwithstanding this policy, no new residential uses shall be
permitted on the lands adjacent to Homestead Drive north of Airport Road West nor on the north side of Airport Road West.”

Urban Hamilton Official Plan:

- The Urban Hamilton Official Plan’s District Commercial designation (applied to those same lands designated General Commercial in the Glanbrook OP) permits the following uses (UHOP Vol. 1, Section E.4.7.2):
  “a) commercial uses including retail stores, personal services, financial establishments, live work units, restaurants, including gas bars, car washes and service stations;
  b) offices provided they are above the first storey;
  c) residential uses provided they are located above the first storey of a mixed use building; and
  d) accessory uses.”

- Vehicle dealerships, garden centres as a primary use, and a single use over 10,000 square metres in floor area, are prohibited in the District Commercial designation, as per UHOP Vol. 1, Section E.4.7.3.

- In addition to the District Commercial uses noted above (in UHOP Vol. 1, Section E.4.7.2(a-d)), the Mount Hope Secondary Plan also permits (at UHOP Vol. 3, Section B.5.4.4), the same uses listed earlier as per Glanbrook OP Section B.2.3.11.2(c)(i).

- UHOP policy (Vol. 1, Section C.4.8 and Vol. 3, Section B.5.4.9) also prohibits all new development of residential and other sensitive land uses, including infill development and redevelopment at or above the 30 noise exposure forecast (NEF) contour, which covers all of the study area north of Airport Road.

Both official plans recognize that “the redevelopment of the existing residential lots for commercial uses will occur over a relatively lengthy period of time.” (Glanbrook OP Section B.2.3.11.2(c)(v); UHOP Vol. 3, Section B.5.4.4(c)).

Residential growth in the village of Mount Hope is limited due to the presence of the Airport, which affects the local market that would support development in the commercial area, in contrast to other growth areas in the City such as Binbrook, Waterdown and Fruitland-Winona. Even with an additional 2,400 people residing in the residential area to the south of the commercial area on Airport Road and Homestead Drive, a future local population of 4,400 would remain relatively small, which makes it more challenging to attract retail-oriented commercial establishments. The population increase is based on the number of new dwelling units now under construction or proposed that will build out most of the remaining residential lands in Mount Hope village, and an average number of persons per private household of 3.3, as per the
2011 census for the Mount Hope population centre. Pending and proposed residential and commercial development in Mount Hope village includes:

- Approximately 625 dwelling units under consideration in the Mountain Gate subdivision south of Airport Road and east of Highway 6, along the western edge of the Mount Hope Secondary Plan area. The rural cross section of Airport Road West would be urbanized as part of the conditions of development which will improve the appearance of the approach to the village from the Airport;

- 65 townhouse units now under construction at Hampton Brook Way and Whitechurch Road;

- 12 dwelling units at the south end of Homestead Drive;

- 13 townhouse units at the rear of the 447 Wing property;

- A three-storey, mixed use building with six ground floor commercial units and 12 residential units is proposed on Homestead Drive and Longview Drive; and,

- A two-storey medical office/clinic is proposed on Homestead Drive, north of Airport Road.

An additional constraint to future commercial development of the commercial lands north of Airport Road is the limited vehicular access between Homestead Drive and Upper James Street. Homestead Drive can be accessed directly only from southbound traffic on Upper James Street; the north end of Homestead Drive is otherwise a cul-de-sac. Good signage is required to direct motorists to the commercial establishments located there from Airport Road.

Criteria for Establishing a Community Improvement Project Area

Official Plan community improvement policy, also referenced in the Downtown and Community Renewal Community Improvement Plan, states that all or part of the City's Urban Area may be designated as a community improvement project area (CIPA). It provides a list of characteristics, one of which may be present when designating community improvement project areas. Mount Hope is in the Urban Area, and possesses several of those characteristics that warrant designation as a CIPA, in particular those noted below:

a) building stock or property in need of rehabilitation;

There are building and property conditions in Mount Hope that could benefit from rehabilitation, as evident in some of the photos provided in Appendix “D” to Report PED11188(b).
b) buildings and structures of heritage or architectural significance;
While there are no properties designated under the Ontario Heritage Act within the study area, the city-owned property now home to the Mount Hope branch of the Hamilton Public Library and the Glanford Community Hall is listed on the Register of Property of Cultural Heritage Interest. The present day library was the town hall of the former Township of Glanford, and continued on as the administrative offices for the Township of Glanbrook upon the merger of Glanford and Binbrook townships in 1974. The office later moved to leased commercial space in Mount Hope, prior to the current Municipal Service Centre adjacent to the Glanbrook Arena on Binbrook Road near the geographic centre of Glanbrook. Other study area property listed in the City’s Inventory of Buildings of Architectural and/or Historical Interest includes six homes: 9089 and 9142 Airport Road, and 3201, 3260, 3266 and 3272 Homestead Drive, the latter being the Homestead House Bed and Breakfast. The Mount Hope United Church is located at 3076 Homestead Drive.

c) encroachment of incompatible land uses or activities;
Proximity to the growing John C. Munro Hamilton International Airport affects development opportunities in the Mount Hope area due to conflicts between airport operations and sensitive land uses. Some of the residential development in Mount Hope preceded development of the Airport, which opened in 1940 as a Royal Canadian Air Force (RCAF) Station for British Commonwealth training for World War 2. It transferred to civil aviation in 1963 and now operates as a 24/7 cargo and passenger facility. A new cargo hangar with cross docking facilities for aircraft and trucks is to be developed on the Airport property accessed via East Cargo Road, behind the homes on the north side of Airport Road West in the Mount Hope village.

d) deteriorated or insufficient physical infrastructure such as, but not limited to, sanitary and storm sewers and water mains, public transit, roads/streets, curbs, sidewalks, street lighting and utilities;
There are conditions in Mount Hope that could benefit from rehabilitation, as evident in some of the photos provided in Appendix "D" to Report PED11188(b). Residents identified a need for improved lighting, sidewalks and paving.

Proposed Mount Hope/Airport Gateway CIPA Boundary, Programs and Initiatives

It is recommended that a Mount Hope/Airport Gateway Community Improvement Project Area be established through an amendment to the existing Downtown and Community Renewal Community Improvement Project Area (By-law 11-272 as amended). The Project Area by-law identifies a number of areas in which various programs contained in the companion Downtown and Community Renewal Community Improvement Plan apply. The amendment would add a new map to the Project Area by-law that delineates the boundary of the Mount Hope/Airport Gateway Community Improvement Project Area. The Plan would also be amended to account for the new

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area and introduce programs within it. The Project Area by-law currently includes the
downtowns of each of the six former municipalities in the City (i.e. Downtown Hamilton,
the community downtowns in Ancaster, Binbrook (Glanbrook), Dundas, Stoney Creek
and Waterdown (Flamborough); all designated Business Improvement Areas (BIAs);
other commercial corridors and certain heritage-designated property. While not one of
the six former municipal downtowns in the City of Hamilton – the Glanbrook OP refers to
Binbrook as the major community in the former Township – Mount Hope village’s
current situation, unique location adjacent to the Airport, and cultural heritage as the
seat of the former Glanford Township established in 1841, make it a fit with the
redevelopment goals and objectives of the Community Improvement Plan.

The proposed Mount Hope/Airport Gateway Community Improvement Project Area
boundary is illustrated in Appendix “C” to this Report. Its delineation within the study
area is focused where the issues are more acute, on the existing commercial buildings
and visible routes for travellers along Airport Road and Homestead Drive and Upper
James Street north into Hamilton. It captures the area north of Airport Road that is to
transition away from existing residential uses that are not otherwise permitted there,
including the homes that are dealing with growing Airport operations expansion directly
behind their backyards. Designation may facilitate conversions permitted but
recognized as a long term process in the Official Plan. The boundary excludes
properties to the south of Airport Road where more stable residential uses are not under
the same degree of pressure as the residential properties on the north side.

It is proposed that the same suite of programs available to the community downtowns
through the Community Improvement Plan be extended to the Mount Hope/Airport
Gateway CIPA. The following programs could be available where applicable:

• Hamilton Tax Increment Grant Program;
• Office Tenancy Assistance Program;
• Hamilton Heritage Property Grant Program;
• Commercial Façade Property Improvement Grant Program; and
• Commercial Corridor Housing Loan and Grant Program (although properties where
residential development is not permitted would not be eligible for this program).

Other initiatives in community downtowns and BIAs include the design and construction
of gateways features to enhance such areas. Such a project would be added to the
future Urban Renewal work plan to select sites and prepare design concepts in
consultation with the community. An aviation theme was favoured by many in
attendance at the open public information session. The desire for better entrance
signage/gateway features to enhance promotion and wayfinding within Mount Hope, as
well as better lighting and paving to make the area more appealing to walk through,
were expressed by the community.
ALTERNATIVES FOR CONSIDERATION
(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

An alternative community improvement project area boundary could include more property by taking in the full District Commercial land use designation, aligning with the study area boundary.

Municipal capital projects such as gateway features, wayfinding and streetscape improvements can be implemented without establishing a Community Improvement Project Area; however, designation signals that the area is a priority for such elements. This approach would not provide incentives for private sector development.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN:

Strategic Priority #1
A Prosperous & Healthy Community

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

Strategic Objective

1.1 Continue to grow the non-residential tax base.
1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

APPENDICES / SCHEDULES

Appendix “A” - Mount Hope Urban Settlement Area, Land Use Plan, Schedule C to the Township of Glanbrook Official Plan

Appendix “B” - Mount Hope Secondary Plan, Land Use Plan, Map B.5.4-1 of the Urban Hamilton Official Plan, including the study area boundary

Appendix “C” - current uses and proposed Mount Hope/Airport Gateway Community Improvement Project Area boundary

Appendix “D” - Photos dated May 30 2013

AW/HM:dkm
Study Area Boundary for Mount Hope/Airport Gateway
Community Improvement Initiatives
Mount Hope Photos Dated May 30, 2013

Homestead Drive looking north across Airport Road

Auto Repair at northeast corner of Homestead Drive and Airport Road
Homestead Drive (Dog Gone Raw, Homestead Ice Cream, tdf Photography, Auto Repair)

Larry Armes Mount Hope Machine, Homestead Drive
Mount Hope United Church, Homestead Drive

Mount Hope Library and Community Hall, Homestead Drive
Homestead Drive, looking south toward Airport Road, vacant residential at right

The Store Variety and Convenience, Homestead Drive
447 Wing, with vacant bank in background at right, Homestead Drive

Holtrop Steel and Iron Works, Homestead Drive at Longview Drive