



Hamilton



DOWNTOWN HAMILTON SECONDARY PLAN REVIEW

Background Report



EXECUTIVE SUMMARY

Downtown Hamilton is the established commercial, civic and cultural centre of the City and a major regional destination. As the historic Downtown core, the area has a significant amount of the City's heritage resources and includes a rich architectural building stock. The Downtown Hamilton Secondary Plan (2001) seeks to maintain and strengthen the character and vibrancy of this area. As the Urban Growth Centre and Downtown Mobility Hub, the Downtown core is envisioned to be a major multi-modal transit centre with vibrant mixed uses including retail, residential, and office as well as civic and cultural amenities.

This background report provides a snapshot of characteristics of Downtown Hamilton. It is intended to provide information and an inventory of existing conditions within the Downtown Hamilton Secondary Plan study area (bounded by Queen Street, Hunter Street, Cannon Street, Victoria Avenue and along spines north and south on James Street). This information helps to characterize the study area and provides the background information that will inform the review of Secondary Plan.

Section 1 - Introduction and Study Area.

Section 2 - Planning Policy Context: Summary of key Provincial policies and existing municipal plans and strategies.

Section 3 - Demographics and Existing Conditions: Summary of key neighbourhood demographic characteristics, including population, age distribution, immigrant population, household size, income and employment.

Section 4 - Neighbourhoods and Business Improvement Areas: Summary of the neighbourhood make-up of the Downtown as well as active Business Improvement Areas within the study area.

Section 5 - Cultural and Built Heritage: Description of the historical development of the Downtown and information on the cultural heritage resources of the area.

Section 6 - Urban Design: Description of the general character and built form principles of the area and Secondary Plan.

Section 7 - Transportation: Description of the existing transportation conditions as well as a summary of projects underway related to transportation.

Section 8 - Parks and Open Space and Community Facilities: Identification of the parks and open space and community facilities within the neighbourhood.

Section 9 - Business and Economics: Identification of the key business and employment information for the Downtown.

Section 10 - Underground Infrastructure: Summary of how the neighbourhood is serviced in terms of water and wastewater and stormwater management.

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1.0 INTRODUCTION

The Downtown Secondary Plan, “Putting People First: The New Land Use Plan for Downtown Hamilton” was the first formal plan for the Downtown core, approved in 2001. The Secondary Plan contains the goals, actions, policies and implementation of the direction for Downtown Hamilton. Prior to the Secondary Plan, the last plan for the downtown area was completed in 1988. The intent of the 1988 plan was to foster a dynamic mix of urban residential, commercial and institutional activities across the Downtown.

The Downtown Secondary Plan review will be carried out by the Planning and Economic Development Department. The outcome of this review will update the land use policies and mapping that guide development and change in the Downtown, while continuing to build upon the policies and direction of “Putting People First”. This review presents an opportunity to reassess the Secondary Plan in the context of new Provincial legislation, the City’s planning goals and objectives and to ensure the planning policies for this area are current and appropriate to guide future development. In particular, the review will address new Provincial land use policy direction, updated land use policies from the Urban Hamilton Official Plan, the expansion of the Secondary Plan boundaries to include the Downtown Urban Growth Centre (as identified by the Province and the Urban Hamilton Official Plan), and initiatives such as the planned rapid transit corridor along King Street, the Gore Master Plan, as well as any other studies currently underway that may influence changes or updates to the existing Secondary Plan.

1.1 Background

Up until the 1950s, Downtown Hamilton was the heart of retail and business activity, and contained healthy stable residential neighbourhoods. Development in the post-war period began to change Downtown Hamilton's position relative to its regional context. Increasing affluence, car ownership and new highway construction allowed people to move away from Downtown neighbourhoods. With residential suburbanization came the dispersal of stores and services to the outlying areas: suburban malls and retail centres along highway corridors began to serve as the local and regional shopping areas, supplanting Downtown as a retail destination. The result was a new, regional-scaled urban structure.

As residents and businesses moved out, buildings were demolished and replaced with surface parking lots. Street edges became frayed. "Mega-projects" such as Copps Coliseum, Jackson Square and the Eaton's Centre eroded the fine grain of Hamilton's original street network. To accommodate growing through-traffic many of Downtown's main commercial streets were widened and converted into one-way, high-speed traffic arteries, degrading the pedestrian environment and creating a district to pass through rather than a place to go.

Post-war development created an area devoid of vibrancy of the pre-war years. Over the long term, Downtown's success as a place for working, shopping, living and having fun will influence the entire region. Healthy suburban areas are dependent on a vibrant urban core to drive economic activity.

In 1998, Hamilton City Council decided that it was time to develop a revised land use plan for Downtown Hamilton. Prior to this, planning for the Downtown incorporated the "downtown" or the "central Business District" within other areas for planning purposes.

As it became increasingly apparent that the issues of land use, building design, public open space, heritage and transportation were very different for the "Central Business District" than any other neighbourhood in the City of Hamilton, it was determined that the Central Business District needed its own plan, plan that would shape a new vision for the Downtown. The New Land Use Plan for the Downtown: "Putting People First" was approved in 2001 and presents the community's vision for guiding public and private investment.

It has been ten years since the approval of the Downtown Hamilton Secondary Plan. It is now time to review the plan and policies to ensure that they are current and appropriate to guide future development.

1.2 Study Area

The Secondary Plan review will examine the lands within the Secondary Plan area as well as the broader surrounding community. Currently, the existing Downtown Secondary Plan area is bounded by Cannon Street to the north, Wellington Street to the east, Hunter Street to the South and Queen Street to the west. It contains parts of four downtown neighbourhoods: Beasley, Central, Corktown and Durand. Part of this Secondary Plan review process will include expanding the existing Secondary Plan boundaries to reflect the Urban Growth Centre area (as identified by the Urban Hamilton Official Plan) shown on Map 1.

1.3 Purpose of the Review

The purpose of the review is to conduct a comprehensive evaluation, assessment and update of the vision, goals and objectives, policies, schedules, mapping and appendices of the Downtown Hamilton Secondary Plan through extensive public consultation.

There are a number of items that will be addressed through the process, they are as follows:

- Alignment of the structure and format of the Secondary Plan so that it is consistent with the Urban Hamilton Official Plan;
- Updates to the policies of the Secondary Plan to reflect present Provincial land use policy direction and plans;
- Updates to existing policies and mapping to reflect existing conditions and or changes to the landscape that have occurred over the past ten years resulting from Official Plan Amendments, Zoning By-Law Amendments, and other developments;
- Expansion of the Secondary Plan boundaries to include the Urban Growth Centre (as identified by the Urban Hamilton Official Plan) into the Downtown Hamilton Secondary Plan study area;
- Reviewing and revising, where appropriate, the land use designations and policies to guide and accommodate future growth and change;
- Coordination of the Secondary Plan review with other ongoing and proposed City studies that may affect the study area. Implement through policy the recommendation of these studies where applicable. These studies include, but are not limited to the following:
 - Rapid Transit Initiative
 - B-Line Value Uplift Study
 - Hamilton Transportation Master Plan (GRIDS)
 - Downtown Transportation Master Plan (5 year review) (2008)
 - City-wide Transportation Master Plan (2007)
 - Truck Route Master Plan
 - Streetscape Master Plans
 - Cycling Master Plan
 - Transit Oriented Design Guidelines (TOD)
 - Gore Park Master Plan
 - Gore Park Pedestrianization Pilot Planning Project
 - Public Art Master Plan
 - Outdoor Recreation Facilities and Sports Fields Provision Plan
 - John and Rebecca Park Master Plan
 - Comprehensive Outdoor Lighting Study
 - Cultural Master Plan
 - Stormwater Master Plan (GRIDS)
 - Water and Wastewater Master Plan (GRIDS)
- Development of Urban Design Guidelines to guide future development within the Secondary Plan area; and,
- Review and prioritize capital projects within the Downtown.

2.0 OVERALL POLICY DIRECTION

Overall direction for land use comes from provincial policy documents such as the Growth Plan and Provincial Policy Statement (PPS). Additional land use direction is provided by City wide policies and master plans. Previous and ongoing studies (such as GRIDS and Rapid Transit) will also add to future land use decisions.

The common theme in all the provincial documents and City-wide growth studies is that intensification and higher densities should be directed to node and corridor areas such as Downtown Hamilton and that land use should be supportive of higher order transit in such areas. Factors such as land use, urban design, intensification, higher density and transit should all come together to create vibrant attractive areas which function efficiently as complete communities.

2.1 Provincial Policy Framework

2.1.1 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2006)

The Growth Plan takes the PPS policy framework and outlines more specific policy direction for the Greater Golden Horseshoe. It details regional level policy for managing growth and creating “complete communities”. Key highlights of the plan include increasing density within urban areas to facilitate transit, support vibrant neighbourhoods and to use infrastructure more efficiently.

The Downtown Hamilton area is identified as an Urban Growth Centre in the Places to Grow Growth Plan. Urban Growth Centres are planned to have the greatest density; provide a variety of services to residents across the City as well as to neighbouring municipalities; function as a major employment centre for the City; serve a regional retail function; function as a residential neighbourhood with a large and diverse population with a range of housing types; be promoted as the cultural and institutional centre of the City; and, function as a major transit hub for the City with higher order transit extending out from the Centre (refer to Section 2.8.1.1 of this report for detailed information regarding the Urban Growth Centre).

2.1.2 Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS) provides high level provincial policy direction on matters of provincial interest related to land use planning and development. The PPS recognizes the complex interrelationships among and between environmental, economic and social factors in land use planning.

Policies are similar to the Growth Plan in requiring density and intensification to be focused in urban nodes and along corridors connecting nodes. Land use patterns, density, and uses should be planned to make transportation modes such as transit and walking more viable.

2.2 Municipal Planning Framework

Policies, plans and strategies relevant to the Downtown Hamilton Secondary Plan review include the Urban Hamilton Official Plan as well as VISION 2020 and the Growth Related Integrated Development Strategy (GRIDS), and the City of Hamilton Corporate Strategic Plan.

2.2.1 City of Hamilton Corporate 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 provided an opportunity to look into the future and envision what kind of organization the City wants to become. The strategic plan helps the organization define its focus and set a common direction. The City's Strategic Plan is as follows:

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 review for the Downtown will maintain consistency with the Strategic Plan.

2.2.2 Vision 2020

The City of Hamilton adopted Vision 2020 in 1992 as a strategic document to guide the City towards a Sustainable Community. 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 includes the following:

- *“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 began a review of Vision 2020 in 2011, to ensure that the structure and principles are still meeting the direction of the City.

2.2.3 Growth Related Integrated Development Strategy

The Growth Related Integrated Development Strategy (GRIDS) was a planning process that helped to determine where future growth will take place in the City over the next 30 years. This strategy integrated land use, transportation, water, wastewater and stormwater planning into one project. The various component studies include:

- City-Wide Transportation Master Plan;
- Stormwater Management Master Plan; and,
- Water/Wastewater Master Plan.

These studies provided the framework for decision making while considering the interrelationships between various types of infrastructure. These City-wide plans helped to assess the overall system needs. The GRIDS and related studies were used to inform the City’s Urban Hamilton Official Plan.

The GRIDS plan identifies the Downtown as a major node, consistent with the provincial Growth Plan, and with this a requirement for intensification. The GRIDS study also provides the overall land use framework, including population and employment forecasts.

2.2.4 Urban Hamilton Official Plan (Council Adopted, June 2009)

In June 2009, Hamilton City Council adopted the Urban Official Plan for the City. This Plan will ultimately replace the Regional Official Plan and the individual Official Plans for the former six area municipalities.

The new Urban Hamilton Official Plan is a guiding document, its goals and policies move the City towards achieving its vision for the future.

2.2.5 Putting People First: Downtown Hamilton Secondary Plan

In 1998, Hamilton City Council decided that the time was right to develop a revised plan for the Downtown that would help shape a new vision for Downtown Hamilton. The project was the culmination of previous work done jointly by the municipality, citizens, and community organizations where the need for an updated land use plan and policies for Downtown Hamilton was identified. The new land use plan, Putting People First (2001), was the result of this work. It sets the framework for both public and private sector developments. It contains the goals, actions, policies and implementation of the direction for Downtown Hamilton (Refer to Map 2 for the Secondary Plan Land Use Schedule).

The planning process for the Secondary Plan included two studies carried out by external consultants: The Downtown Hamilton Secondary Plan Design Strategy and the Economic and Development Financing Studies for Downtown Hamilton. Once these studies were completed, the planning process commenced jointly with the Downtown Hamilton Transportation Master Plan Environmental Assessment (June 2001). There were also a series of community workshops, special events and planning processes that generated exciting and innovative ideas and recommendations for the Downtown. A Market Place for Ideas, Strong Medicine, the Ferguson Avenue Revitalization Project, the Gore Heritage Design Study and Smart Moves are examples of the community's visions generated from the outcomes of these efforts.

The approved Secondary Plan for the Downtown has two important functions. First, it presents the community's vision for the future of the Downtown to guide public and private decision making. Second, the Plan indicates what the City's priorities will be for publicly funded initiatives in the Downtown.

It has been ten years since the approval of the Downtown Hamilton Secondary Plan. It is now time to review the plans and policies to ensure that they are current and appropriate to guide future development.

2.2.4.1 Description of Official Plan Urban Structure and Designations

The Urban Structure forms the basis for land use planning in Hamilton. The urban structure is a policy approach for managing growth and provides a framework for land use designations. Land use designations provide direction for permitted uses, scale and design features for different types of development including residential, commercial employment and open space uses.

2.2.4.2 Urban Structure Elements

The City of Hamilton is organized around an urban structure which contains elements including Nodes, Corridors, Open Space, Neighbourhoods, Major Activity Centres and Employment Areas. A map of the Urban Structure of the City of Hamilton is included in the Urban Hamilton Official Plan as Schedule E (Refer to Map 3). Within the Urban Structure, Downtown Hamilton is identified as the Downtown Urban Growth Centre. The role/function of the Urban Growth Centre is as follows:

Function	Scale
Provides City wide Service	Highest density area
Major transit hub for local and regional service (HSR/GO)	+100,000 sq. m. of retail space
Major employment centre	250 persons and jobs per hectare
Large and diverse population	20-23% of City wide residential intensification
Regional scale retail facilities	5,000 – 6,000—units by 2031
Cultural, administrative and institutional centre of the City	
Broad range of housing types including affordable housing	
Design	Land Use
Predominant pedestrian and cyclist focus	Major institutional
Will cater to transit, active transportation and automotive travel	Education
Parking should be provided underground or in parking structures	Government and major public facilities
	Entertainment
	Major offices
	Major retail
	Cultural uses
	Major recreational uses
	Full range of retail uses
	High density residential

The Downtown Urban Growth Centre is to be characterized by having the most diverse mix of uses and the highest concentration of higher-density office and residential uses. There should be the greatest concentration of population and employment growth supported by higher-order transit.

2.2.4.3 Commercial Downtown Mixed Use Area Designation

The Downtown Hamilton is designated as Commercial - Downtown Mixed Use Area on Schedule E-1 of the Urban Hamilton Official Plan (Refer to Map 4). The boundaries to this designation correspond with the Downtown Hamilton Secondary Plan boundaries. This designation is intended to have a full range of retail, service commercial, institutional, cultural, entertainment, and office uses as well as a range of residential uses. The role/function of this designation is as follows:

- Serves a broad regional market and day to day need to Downtown residents; and,
- Downtown areas to be a central focus for the City.

Permitted uses include the following:

- Commercial uses (retail, office, restaurants, live work, personal services, etc.);
- Institutional uses;
- Arts, cultural and entertainment; and,
- Residential and accommodation.

This designation prohibits many auto dominated uses.

Part of the Secondary Plan review includes expanding the Secondary Plan boundary to correspond with the boundary of the Downtown Urban Growth Centre. Expansion of the boundary east from Wellington Street to Victoria Street (between Cannon Street and Hunter Street) and north and south along James Street 'spines' (as indicated on Map 1) includes lands that are designated Mixed Use Medium Density and Neighbourhoods.

The role/function of the Mixed Use Medium Density designation is as follows:

- Serves the surrounding community of neighbourhoods;
- Applied to traditional 'main street' commercial areas; and,
- Evolve over time to become compact mixed use people places.

Permitted uses for the Mixed Use Medium Density designation include the following:

- Commercial uses (retail, office, restaurants live work, personal services etc.);
- Residential and accommodation;
- Arts, cultural and entertainment; and,
- Institutional uses.

This designation prohibits many auto dominated uses such as drive-thrus, gas bars, vehicle dealerships and car washes on Pedestrian Predominant streets.

The role/function of the Neighbourhoods designation is as follows:

- Function as complete communities;
- All types of residential dwellings with supportive uses; and,
- Applies to areas greater than 4 hectares.

Permitted uses for the Neighbourhoods designation include the following:

- Residential dwellings (all densities and types);
- Open space;
- Local community facilities; and,
- Local commercial.

2.2.6 New Comprehensive Zoning By-Law

The new Comprehensive Zoning By-Law will take direction and implement the policies of the Urban Hamilton Official Plan. The new Zoning By-Law will be more flexible, current and easier to use than the existing by-laws. The zones are being completed in different stages. Zoning for the Downtown, Parks and Open Space and Institutional uses have already been completed. The following is a list of the zones found in the Downtown (Refer to Map 5 for zoning information):

- Downtown Central Business District Zone D1
- Downtown Prime Retail Zone D2
- Downtown Mixed Use Zone D3
- Downtown Local Commercial Zone D4
- Downtown Residential Zone D5
- Downtown Multiple Residential Zone D6
- Community Parks Zone P2
- General Open Space Zone P4

2.3 Summary

The planning and policy framework that has been detailed in this section will be used when reviewing the Secondary Plan for Downtown 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.

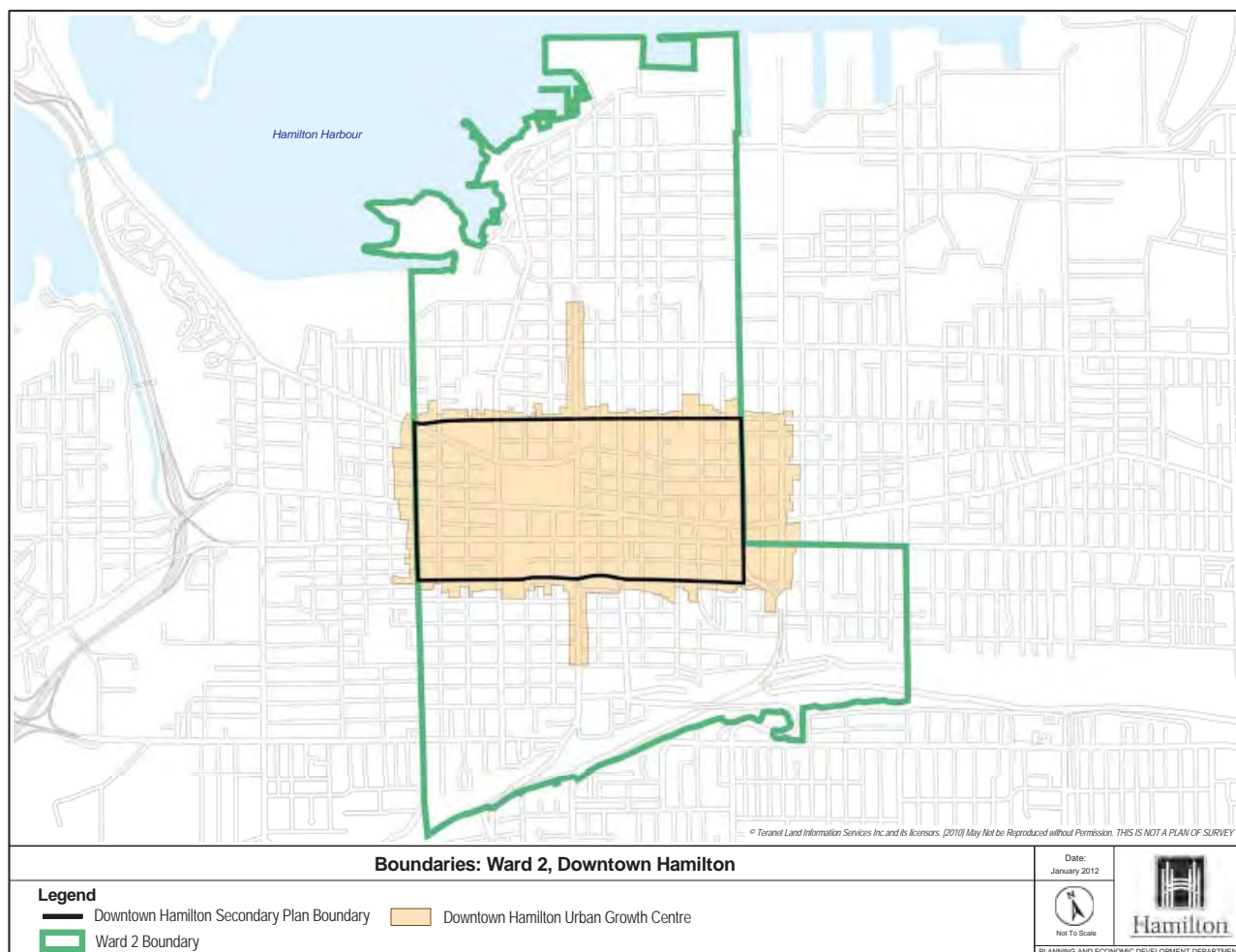
3.0 DEMOGRAPHICS AND EXISTING CONDITIONS

The following section provides an overview of demographic and existing land use data available for Downtown Hamilton. The data detailed below is based on Census data (2006) and the City’s Land Use data. A demographic profile for Ward 2 was created by Community Services and Geographic Information Staff. A summary of Ward 2 population information is provided. This information has been referenced as part of the background research for the Downtown. For more detailed demographic information on Ward 2 please refer to the City of Hamilton Ward Profiles which can be obtained by visiting the City of Hamilton’s Planning and Economic Development Department or by viewing the document on line at www.hamilton.ca/gisplanning.

3.1 Ward 2

Ward 2, also known as the Downtown area, is an urban ward situated in the centre of the City below the Niagara Escarpment. Ward 2 contains City Hall, Jackson’s Square, Gore Park, Copps Coliseum, the Hamilton Farmer’s Market, St. Joseph’s Hospital, the Art Gallery of Hamilton and Hamilton Place. In the north section of Ward 2 one can find Bayfront and Pier 4 Parks as well as the Hamilton Waterfront Trail which links Wards 1 and 2.

Figure 1: Boundaries: Ward 2, Downtown Hamilton



3.1.1 Population

3.1.1.1 Population by Age

- There are 37,815 residents in Ward 2 in 2006, which is 7.5% of Hamilton’s total population.
- Compared to Hamilton, Ward 2 has a lower proportion of population less than 20 years of age and a higher proportion of population between 20 to 40 years of age.

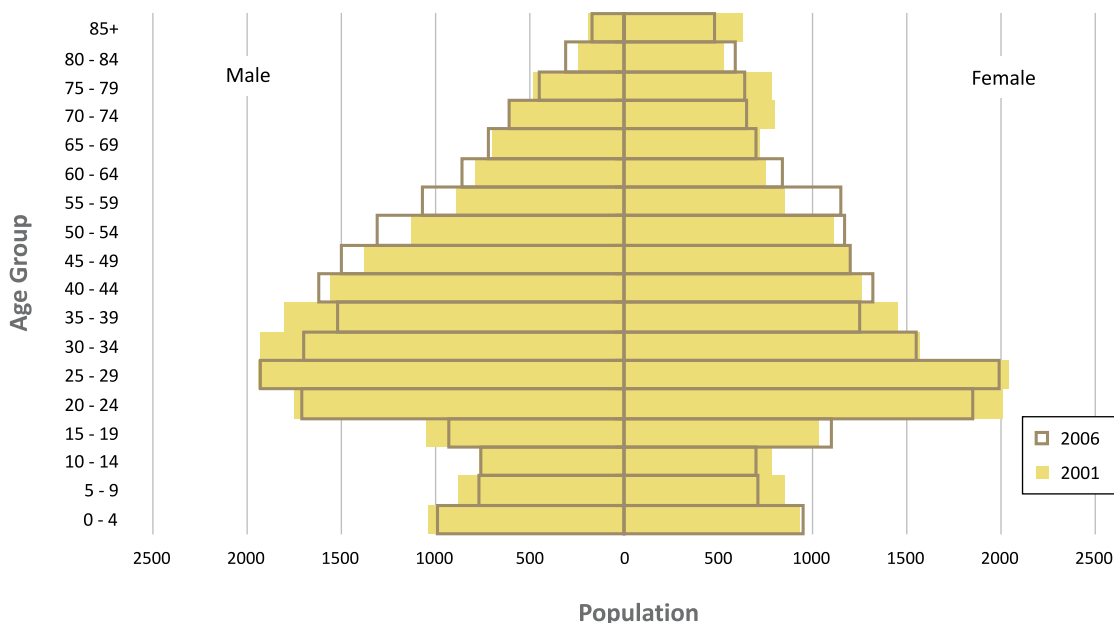
Table 1: Population by Age Group, Ward 2 and Hamilton

	Ward 2			Hamilton		
	2001	2006	2006 % Total	2001	2006	2006 % Total
Total Population (may differ due to rounding)	38,440	37,815	100.0%	490,290	504,560	100.0%
0 to 4 years	1,970	1,945	5.1%	28,470	26,945	5.3%
5 to 9 years	1,730	1,485	3.9%	32,510	29,410	5.8%
10 to 14 years	1,560	1,465	3.9%	33,410	33,540	6.6%
15 to 19 years	2,080	2,030	5.4%	33,325	34,895	6.9%
20 to 24 years	3,760	3,565	9.4%	31,960	34,390	6.8%
25 to 29 years	3,975	3,910	10.3%	30,680	30,325	6.0%
30 to 34 years	3,505	3,250	8.6%	34,150	30,615	6.1%
35 to 39 years	3,250	2,775	7.3%	40,680	34,765	6.9%
40 to 44 years	2,825	2,940	7.8%	40,715	41,225	8.2%
45 to 49 years	2,590	2,695	7.1%	36,170	40,835	8.1%
50 to 54 years	2,235	2,480	6.6%	32,480	36,120	7.2%
55 to 59 years	1,735	2,220	5.9%	24,710	31,865	6.3%
60 to 64 years	1,540	1,705	4.5%	20,770	24,230	4.8%
65 to 69 years	1,415	1,430	3.8%	19,365	19,740	3.9%
70 to 74 years	1,405	1,255	3.3%	18,555	17,860	3.5%
75 to 79 years	1,260	1,095	2.9%	16,065	16,205	3.2%
80 to 84 years	775	905	2.4%	9,205	12,620	2.5%
85 years and over	830	665	1.8%	7,070	8,975	1.8%

3.1.1.2 Population by Sex and Age Group

- There are slightly more males than females residing in Ward 2.
- Since 2001, there has been a decrease in the population age 30 to 39 years and an increase in the population age 40 to 64 years in Ward 2.

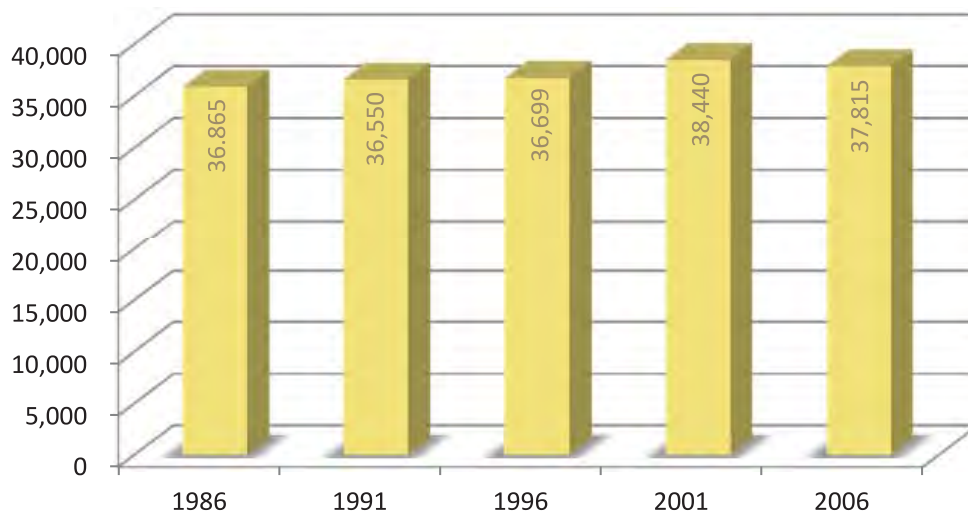
Figure 2: Population by Sex and Age Group - Ward 2, 2001 and 2006



3.1.1.3 Population Changes

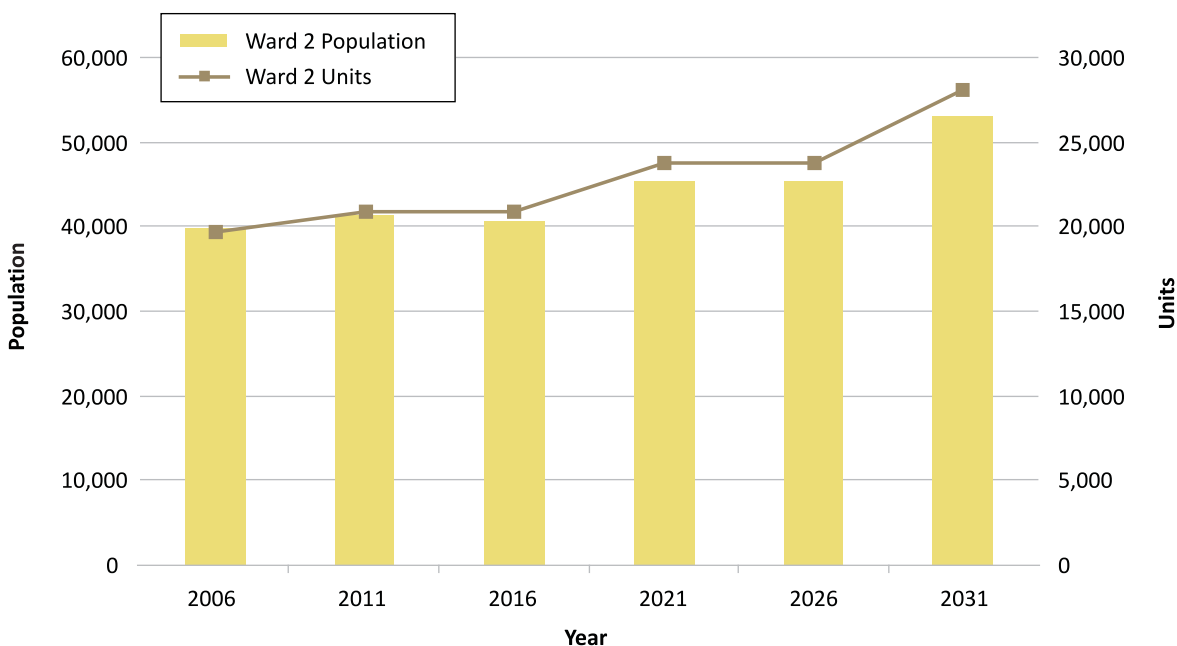
- The population in Ward 2 has increased by 5% from 1986 to 2006.
- Since 1986, the population of the City has increased by 19.2%.

Figure 3: Ward 2 Population 1986-2006



- Ward 2 contains the City of Hamilton’s Urban Growth Centre which is targeted to have a combined population and employment density of 250 persons and jobs per hectare by the year 2031. Current density is 186 persons/jobs per hectare.
- The Urban Growth Centre shares the same physical boundary as the Downtown Hamilton Community Improvement Project Area. As such, Ward 2 is expected to have a large population and employment growth.
- The 2006 year end population estimate of 39,934 from the City of Hamilton’s GIS Planning and Analysis land use model is projected to increase by 13,136 individuals for an estimated projected population of 53,070 in 2031.

Figure 4: 25 Year GRIDS Population Projections - Ward 2



3.2 Downtown Hamilton Demographic Profile

The following information is a summary of demographic information for Downtown Hamilton.

Population:

Based on census data, in 2006 there was an estimated 10,849 residents living in the Downtown Urban Growth Centre compared to 10,500 in 2001, representing a 3.3% increase. Based on census data, in 2006 there was an estimated 8,500 residents living in the current boundary of the Downtown Hamilton Secondary Plan area, up 2.6% from 8,300 in 2001.

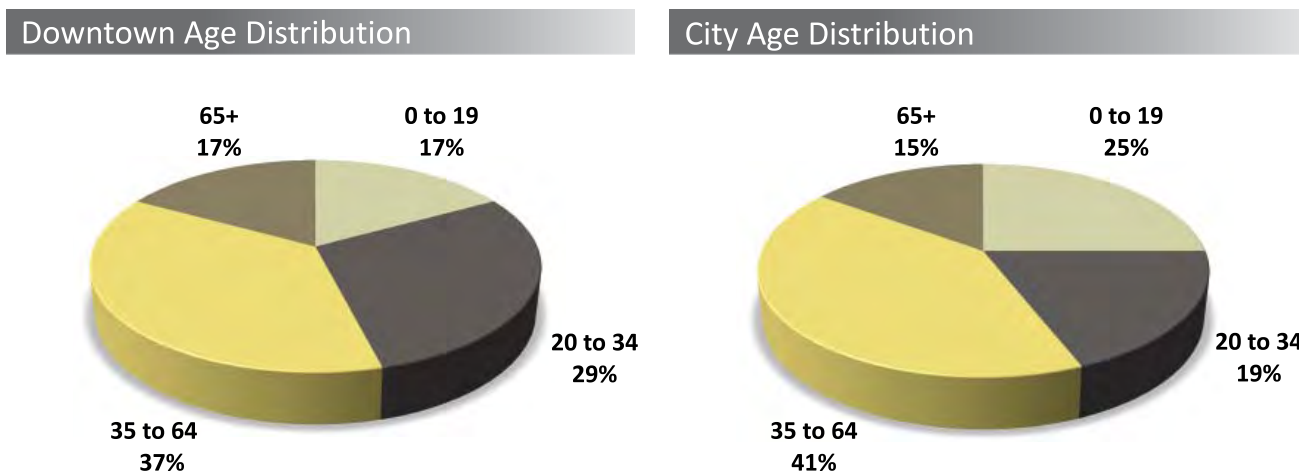
The following statistics in this section correspond to data collected from census tracts 36,37,48 and 49 which are approximate to the Downtown Hamilton Secondary Plan area.

Downtown is home to young adults:

Compared to Hamilton as a whole, Downtown has:

- A greater proportion of residents in households in the age cohort of 20 to 34 years;
- Fewer children; and,
- A similar proportion of seniors.

Figure 5: Age Distribution

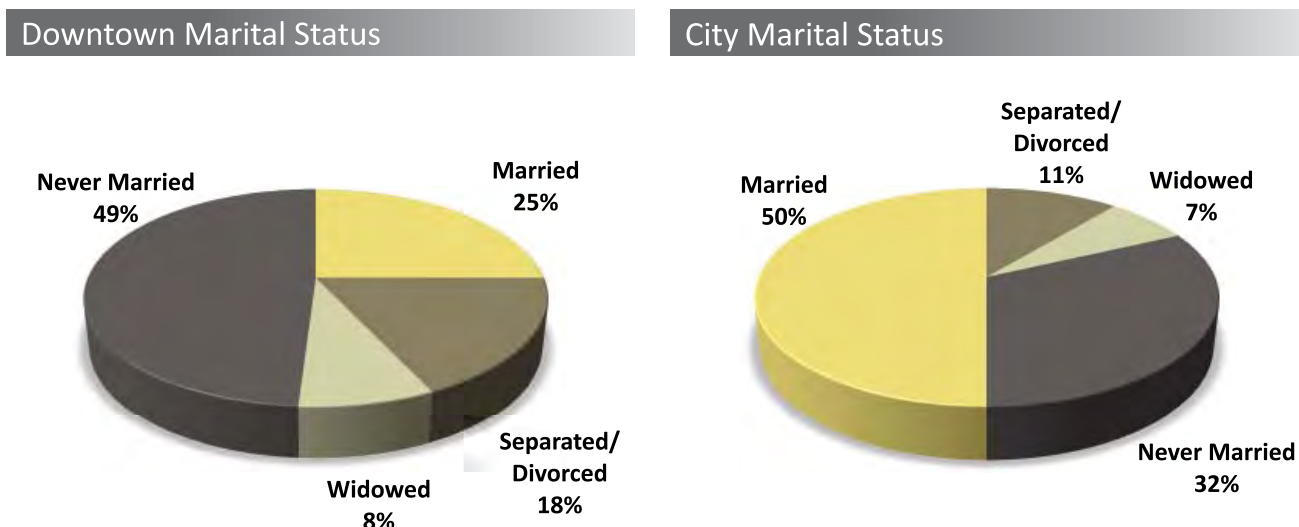


Downtown residents tend to be single people:

Compared to Hamilton as a whole, Downtown has:

- A greater proportion of never married individuals, widowed persons, and persons who are separated or divorced; and,
- A smaller proportion of persons married.

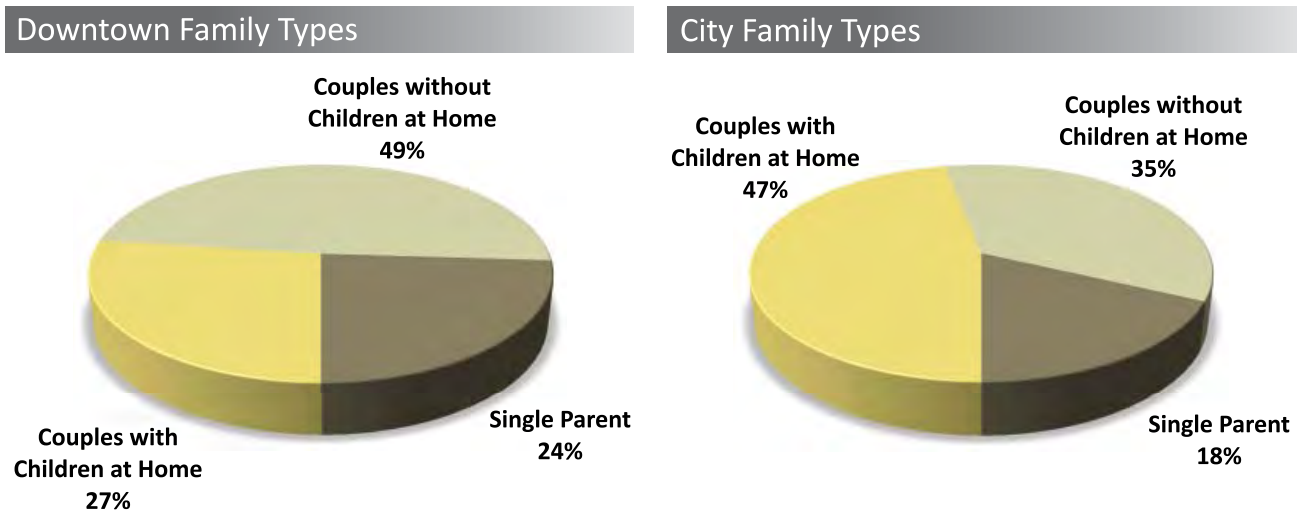
Figure 6: Marital Status



Downtown families are smaller:

- The average number of children at home per family in the Downtown is 0.9 compared to the City as a whole (1.2 children at home).

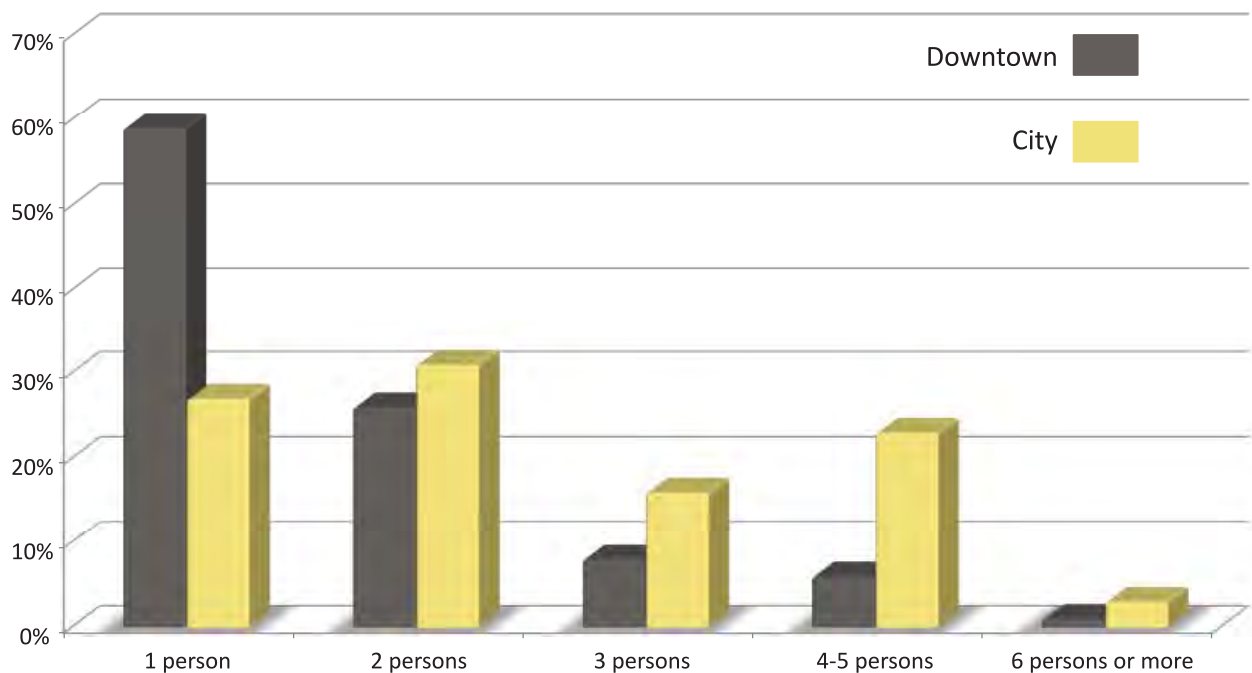
Figure 7: Family Types



Downtown households are smaller:

- The average person per household in Downtown Hamilton is 1.7 compared to 2.5 in the City as a whole.

Figure 8: Persons per Household



Downtown Housing is dominated by rental units:

Table 2: Household Type and Tenure

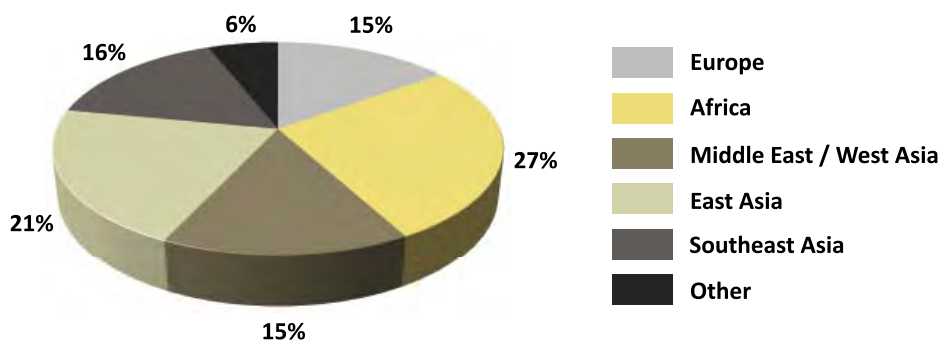
Household Type and Tenure	Downtown	City
Singles, Semis, Rows	6%	70%
Duplex and Multiples	94%	29%
Owned	14%	68%
Rented	86%	32%

Immigrants come to Downtown:

- 79% of Downtown’s recent immigrants are from Africa and Asia, compared to 66% for Hamilton; and,
- Downtown is home to 2% of the City’s population, however 7% of the City’s recent immigrants.

Figure 9: Place of Birth

Place of Birth for Recent (2001-2006) Immigrants to Downtown



Downtown incomes are lower than average:

- 64% of Downtown residents aged 15 and over have incomes below \$20,000 per year compared to 43% for the City; and,
- Average household income is below the City average of \$70,000.

Figure 10: Average Household Income

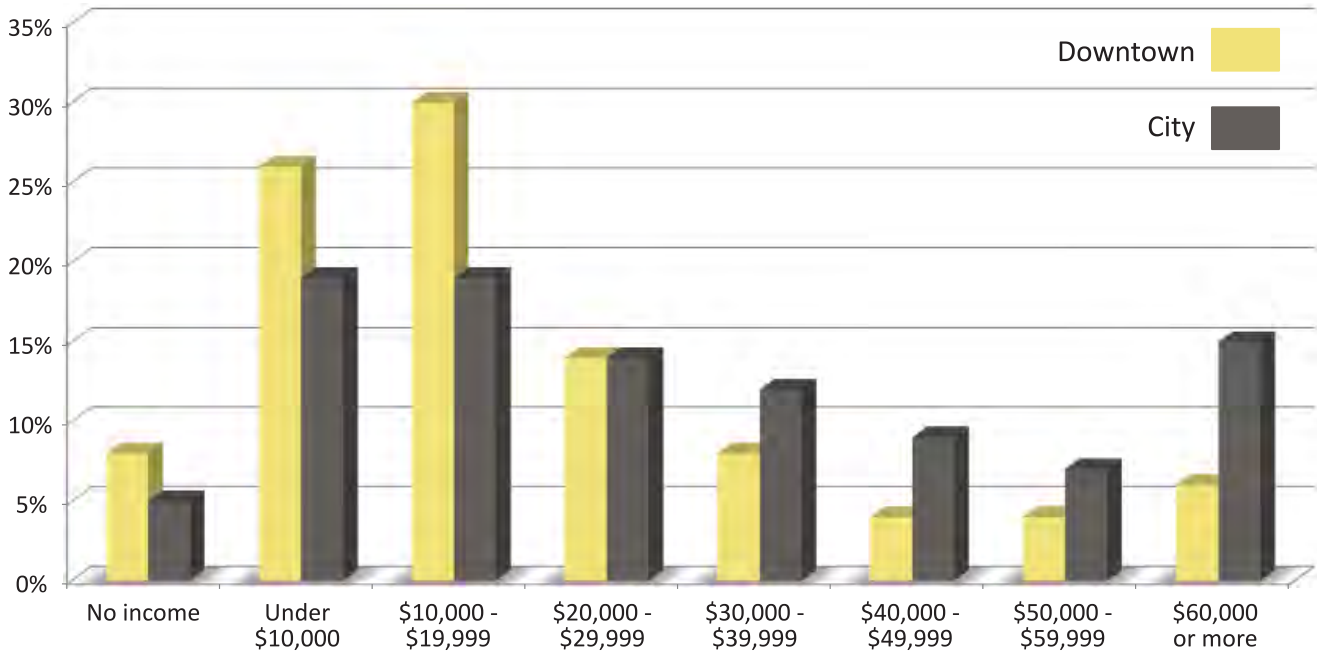
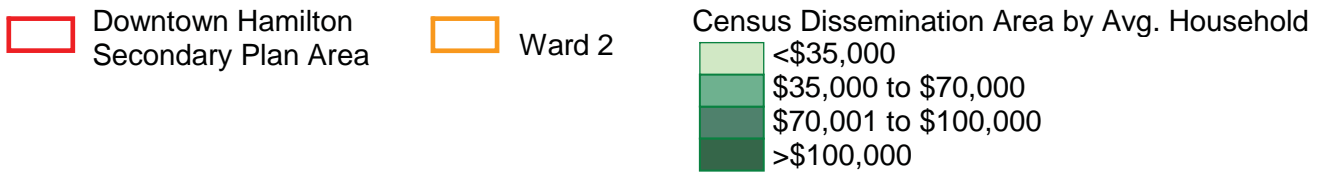
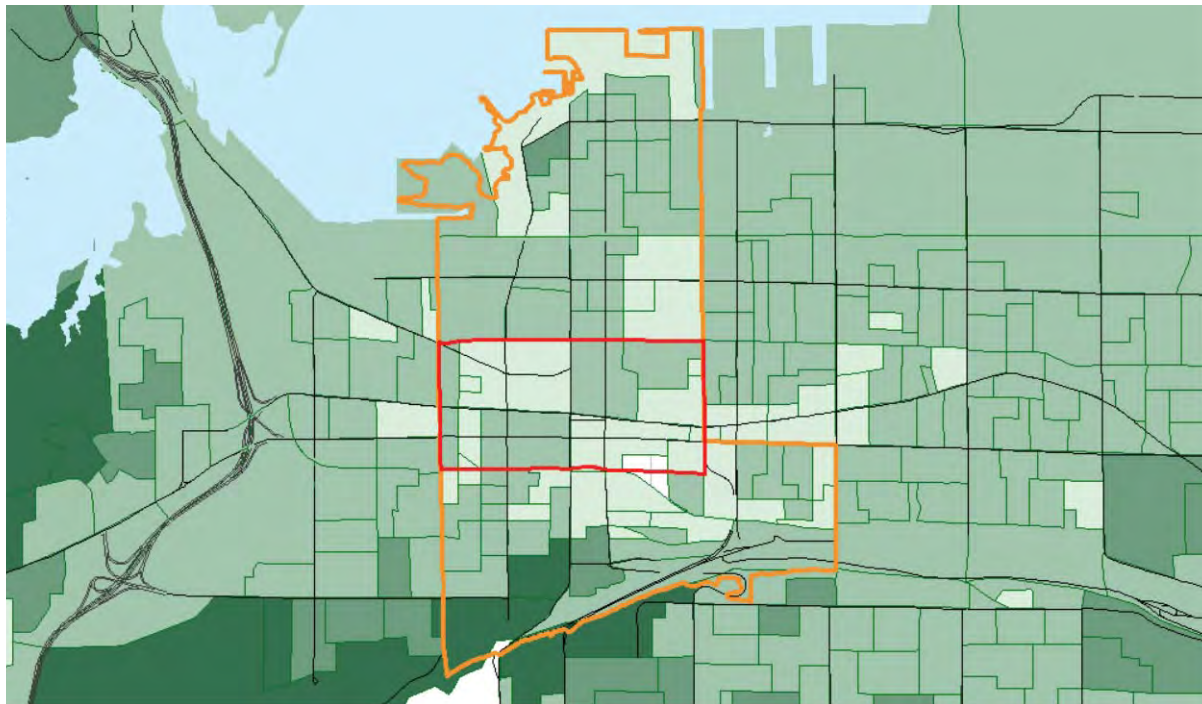


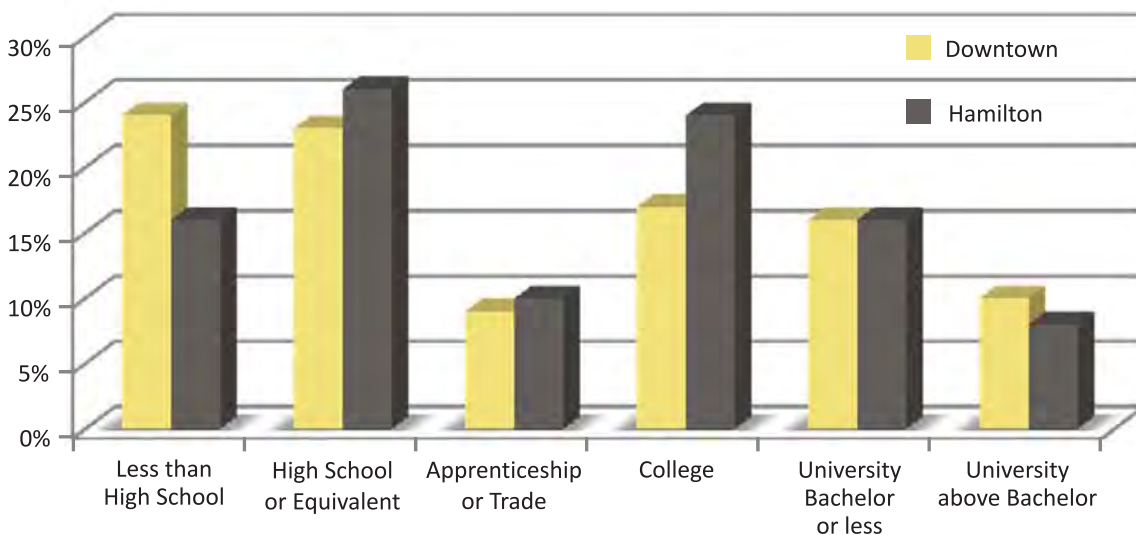
Figure 11: Census Dissemination Area by Average Household



Highest education level for population aged 25-64:

- One quarter of Downtown residents (aged 25-64) have been to university; and,
- Nearly half have finished high school or less.

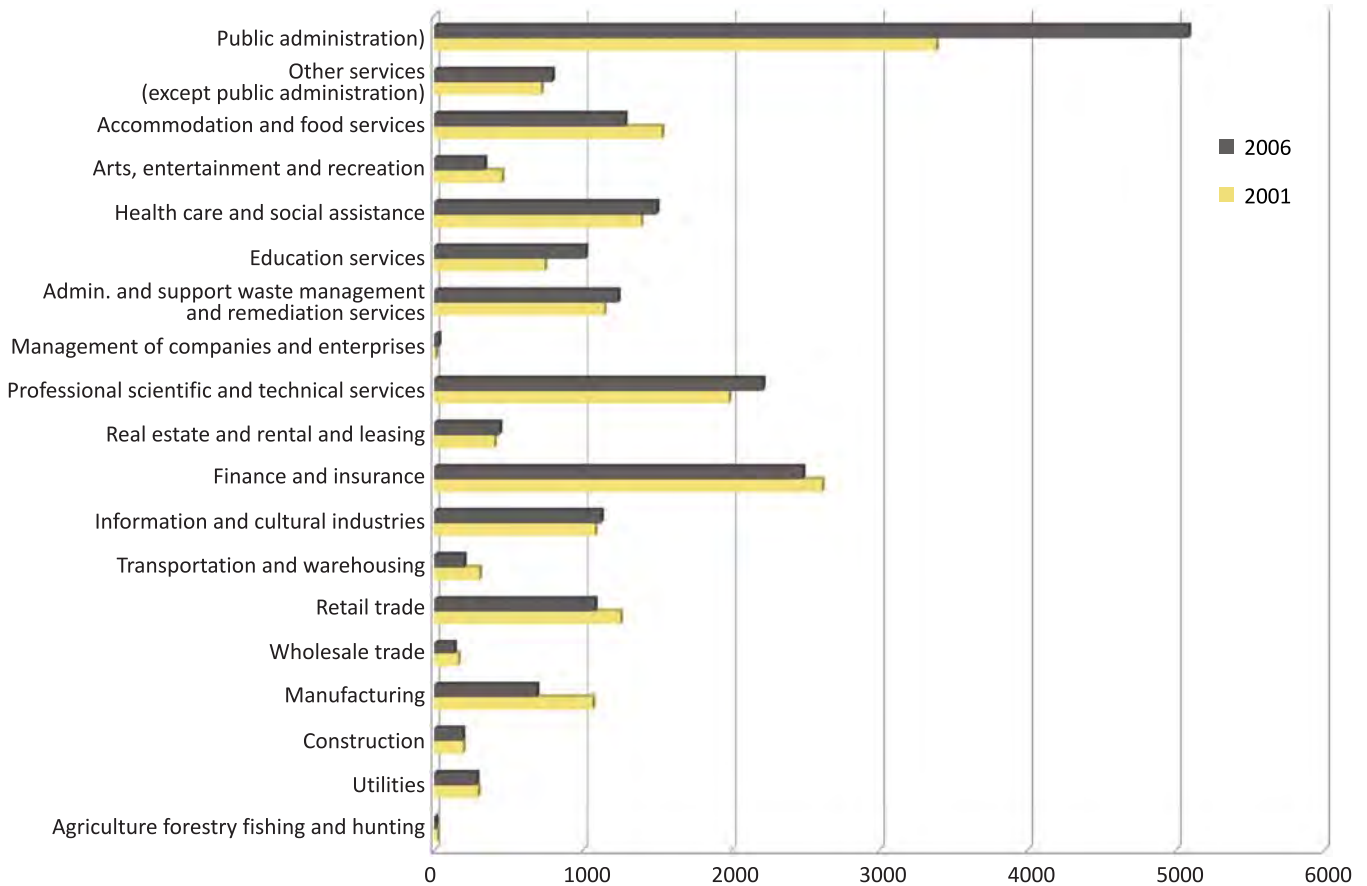
Figure 12: Education Level



Who works Downtown?

- Over 20,000 people work Downtown; and,
- One quarter of these people work in Public Administration.

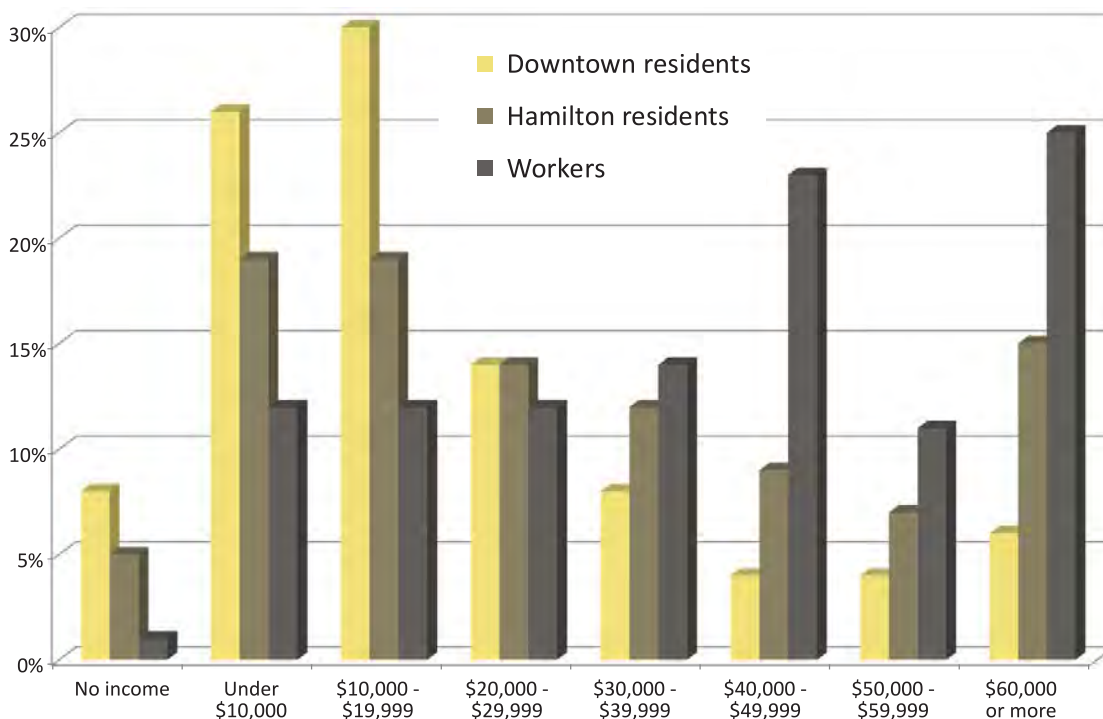
Figure 13: Employment Categories



Downtown has well-paying jobs:

- One quarter of Downtown workers earn \$60,000 plus; and,
- 3.3% of Downtown jobs are part-time compared to 39% of all jobs in the City.

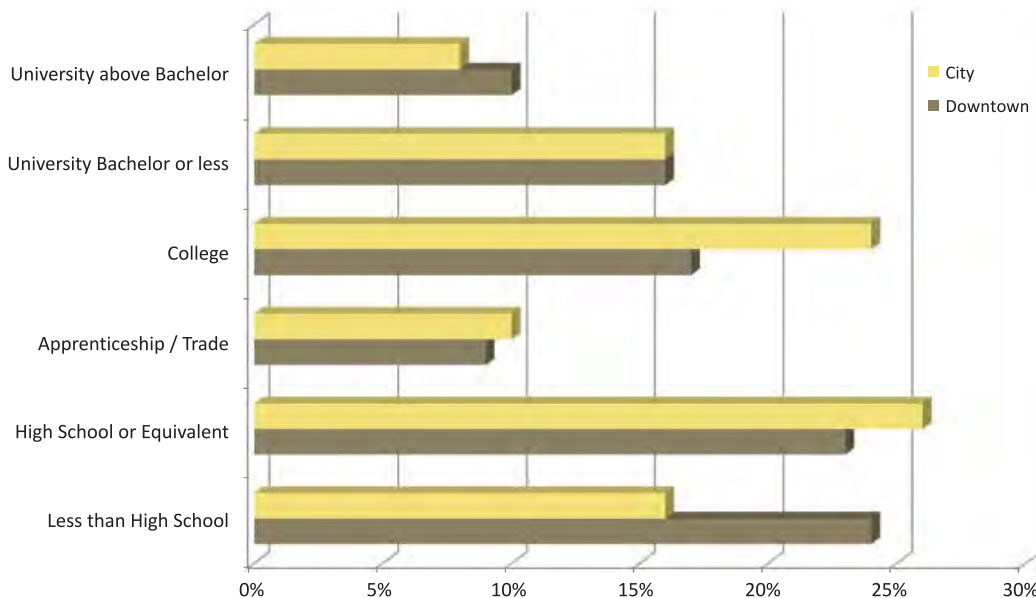
Figure 14: Average Wages



People working Downtown are well educated:

- 31% of Downtown workers have been to university.

Figure 15: Level of Education of Downtown Workers



3.3 Existing Land Use Conditions

Downtown Hamilton is home to many prominent civic and cultural buildings, correlating with the original community that established around Gore Park and the historic Downtown core in the 19th century. The first roads and street car lines were established along James Street North through this area. In the 1960's, major redevelopment projects significantly transformed street patterns and introduced Jackson Square and a number of civic buildings to the area. Despite decades of change, this area still functions as the Downtown core of Hamilton today, and continues to feature a number of historic buildings and sites as well as Gore Park, the central Downtown gathering place and public open space.

3.3.1 Land Use

Downtown contains the greatest mix and intensity of land uses, reflective of the Gore Area's role as Hamilton's Central Business District and major employment function in the City. The existing land uses are predominantly commercial, retail, civic/institutional and residential. Residences in this area generally consist of smaller-scale housing units (mixed use buildings, town homes, small apartments and single-family homes) along with a few high-rise residential buildings that have been converted from office spaces through adaptive reuse (i.e. the Pigott building and Core Lofts).

James Street North is generally well-lined with pedestrian-oriented, commercial retail units, with a commercial complex between King Street and York Boulevard, known as City Centre. This facility is a large mall and complex with a significant amount of retail, office and institutional uses. The newly renovated Hamilton Public Library and the new Farmer's Market are integrated into the York Boulevard side of Jackson Square and are major attractions to this area.

There is a significant concentration of local and regional civic amenities such as City Hall, the Provincial Courts, commercial recreational uses including Copps Coliseum and the Football Hall of Fame, and cultural facilities such as Hamilton Place and the Art Gallery of Hamilton. Other instructional uses include schools (i.e. Sir John Macdonald Secondary and McMaster's University – Downtown Campus) as well as some prominent churches that have high heritage value. Besides Gore Park, there are a few small parks and open spaces south of King Street. A significant number of parking lots and vacant sites in this area represent infill and development opportunities.

3.3.2 Urban Fabric and Built Form

The urban fabric in the Downtown is characterized by a slightly distorted grid pattern with small blocks and parcels. The grid pattern is highly permeable and generates a number of plazas and parkettes. Jackson Square, which has a very large building footprint, has a number of pedestrian routes through the mall accessible during public hours. The urban fabric is interrupted by a significant number of surface parking lots and low-rise commercial plazas.

3.3.3 Heritage

As one of the earliest established communities and the City's historic Downtown, there are many heritage designated and significant sites in the Downtown. A detailed description of the Archaeological, Built Form and Heritage characteristics for the Downtown is provided in Section 5.0 – Cultural and Heritage Resources.

3.4 Summary

Downtown Hamilton has seen a 3.3% increase in population from 2001 to 2006. It is anticipated that there will be a greater increase for the 2011 statistics due to increased residential development and intensification in the Downtown. Downtown is seeing an increase in young adults; its highest population concentration is within the age cohort of 20-34 years. Downtown households are smaller with almost 60% being single person households and the dominant form of tenure is rental. Downtown offers well paying jobs, one quarter of Downtown workers earn more than \$60,000 a year and 31% have been to university. An interesting finding is that the most prevalent type of work establishment is law firms followed by retail, food, and then nightlife. Downtown is also home to a significant number of immigrants.

This broad range of demographic information provides valuable information to help understand the existing characteristics of the community in order to identify the issues and opportunities that can be addressed through the Secondary Plan review.

4.0 NEIGHBOURHOODS AND BUSINESS IMPROVEMENT AREAS (BIA'S)

4.1 Beasley, Central, Corktown and Durand Neighbourhoods

Beasley Neighbourhood

The Beasley Neighbourhood is located within the north-east quadrant of Hamilton's central Downtown area. The Beasley neighbourhood spans 42 inner-city blocks, between James Street East to Wellington Street, and from Main Street North to the railway tracks. It is home to more than 5,000 residents from 41 countries. This neighbourhood has been recognized as the poorest neighbourhood in Hamilton and the 15th poorest neighbourhood in all of Canada, and has a poverty rate of two-and-a-half times the City average. Over half of Beasley residents and two-thirds of single parent-families live below the poverty line; the average household income in Beasley is less than half of the Hamilton average.

Beasley has a rich historical tradition within the development of Hamilton as much of the lands now part of the neighbourhood were part of George Hamilton's original town plot established in 1816. This historical tradition is evident today by the many architectural themes throughout the neighbourhood and the diversity of land uses that characterize this older established Downtown neighbourhood.

Beasley Neighbourhood is home to the Downtown commercial core and Gore Park. It functions as a cultural and economic focal point for the City of Hamilton. It is a neighbourhood where new immigrants to Hamilton first settle which has resulted in an ethnically diverse neighbourhood with many local commercial establishments and restaurants meeting the needs of these new Hamiltonians.

Central Neighbourhood

The Central Neighbourhood is bounded by Queen Street to the west, James Street to the east, Main Street to the south and the railway to the north. Central Neighbourhood includes a mix of types and densities of land uses. The southeast corner of the neighbourhood is part of the Central Business District of Downtown Hamilton. Portions of the neighbourhood that were designated for redevelopment for higher density housing remain in their original land use or are currently vacant. The Central Neighbourhood lies within close proximity to the waterfront. North of Cannon Street between the Central Business District and the Waterfront lies the historic residential area of the neighbourhood with schools and churches at its centre. This area is considered to be the heart of the neighbourhood.

Corktown Neighbourhood

Corktown is one of the earliest settled neighbourhoods in Hamilton. The Corktown Neighbourhood is located on the southeast periphery of Hamilton's Downtown and is home to approximately 7,500 residents. It is bounded by Main Street East to the north, Wellington Street South to the east, the Escarpment to the south and James Street South to the west. This neighbourhood was developed as early as the 1840s. The 1842 Plan of the Town of Hamilton (see Figure 19) shows extensive development in this area and the name "Cork Town". The area was subdivided into lots for small frame buildings for a lower-income population. The area is low-lying and subject to flooding, making it undesirable for industrial and large estate development. Land use is primarily older residential with some high-density apartment buildings, and some mixed commercial uses. As with the surrounding neighborhoods, the street network is a grid pattern made up of one-way and two-way streets.

Durand Neighbourhood

The Durand Neighbourhood is an inner-city district bounded by Main Street West, James Street South, the Escarpment and Queen Street South, with a population of approximately 12,000. Land use is primarily older residential with a significant number of single detached homes. As with the surrounding neighborhoods, the street network is a grid pattern comprised mainly of one way streets. This area comprises the highest elevations and best drained lands below the Escarpment. These lands were preferred for early farm and estate development. Between the 1840s, and into the 1860s, several grand houses were built by prominent merchants and industrialists in this area (i.e. “Wesanford”, “The Castle”/“Amisfield”, “Inglewood”, “Ballinahinch”). At the same time blocks of modest, but well-built single detached brick homes and cottages were developing. Between 1910 and 1940 several three- to five-storey walk-up apartment buildings were built, and there was infill development on former estate lands (i.e. Wesanford Place, Inglewood Drive). In the 1970s, the largest mansions were converted into apartments and condominiums and several multi-storey apartment towers were constructed. Land use is expected to remain relatively stable over the next 20 years as this area is basically built out to its capacity and occupancy rates are fairly good.

4.2 Business Improvement Areas

A Business Improvement Area (B.I.A) is a geographical area within a municipality that is recognized as needing a more attractive physical environment so as to create more successful business in the community. A B.I.A. allows local business people and property owners to join together and, with the support of the municipality, organize, finance and carry out physical improvement and promote economic development in their district. A B.I.A. board of management is composed of property owners and business operators, along with at least one member of council, and is set up to provide certain business promotion and improvement functions. Within the Downtown Hamilton Secondary Plan boundary there are three active B.I.A.’s: the Downtown Hamilton B.I.A., the International Village B.I.A. and the King Street West B.I.A.

Downtown Hamilton BIA

The Downtown Hamilton B.I.A. represents over 350 businesses and 110 property owners within an area surrounding Gore Park in the heart of Hamilton. Its members are dedicated to providing advocacy, beautification, promotion and preservation of Downtown Hamilton through successful public and private partnerships. It organizes many events and promotions to attract people to enjoy the Downtown including an annual Easter Party and Christmas Holidays in Gore Park.

Figure 16: Downtown Hamilton B.I.A.



King Street West B.I.A.

The King Street West B.I.A. is located on the western boundary of Hamilton’s Downtown core. The B.I.A. offers an eclectic mix of businesses and services to meet the needs of its local customers as well as those that are visiting Hamilton’s Downtown core.

Figure 18: King Street West B.I.A.



4.3 Summary

Downtown is made up of parts of four residential neighbourhoods (Beasley, Durand, Central and Corktown) and contains three active Business Improvement Areas (Downtown B.I.A., International Village B.I.A., and King Street West B.I.A.). Associated with the Neighbourhood Associations and B.I.A.s are citizen volunteers who are individuals who donate their time to deal with many issues ranging from planning and development, parks, recreation, transportation, safety, Neighbourhood Watch, property standards and many others. For the Secondary Plan review these groups and stakeholders can assist in providing valuable information about their community.

5.0 CULTURAL HERITAGE RESOURCES

The following section provides an overview of the physiography of the area and the chronology of development in Downtown Hamilton, as well as information on the cultural heritage resources in the area. For a summary of the location of identified cultural heritage resources refer to Map 9.

5.1 Physiographic Context

Physiography describes the form and characteristics of the physical geography and is useful for understanding the form and sequence of settlement. Downtown Hamilton is located within the physiographic region known as the Iroquois Plain, the low-lying former Lake Iroquois lakebed bordering Lake Ontario which extends around the western end of Lake Ontario, from the Niagara River to the Trent River. This plain marks the earliest and most densely inhabited area of Euro-Canadian settlement in central and southwestern Ontario, and an area of significant settlement for Native populations. The flat Iroquois Plain accommodated land transportation routes and was a prime area for early human settlement. The Lake Iroquois Beach – the former shoreline of glacial Lake Iroquois, is a narrow sand and gravel ridge that runs diagonally through the south portion of the Downtown Hamilton Secondary Plan area from Dundurn Castle to the Escarpment at John Street South and provided a well-drained route through the swampy lands south of Burlington Bay.

5.2 Settlement Context

5.2.1 First Nation Settlement

With its favourable physiographic setting and climate, the Iroquois Plain, and particularly the Iroquois Beach ridge, has attracted human settlement for approximately 12,000 years. Prehistoric Native settlement of this area occurred early with Paleo-Indian and Early Archaic cultures in approximately 12,000-7,000 Before Present (BP). Between 7,000-3,000 BP (Middle and Late Archaic) population sizes increased. Population growth continued to increase in the Woodland period (3,000-500 BP), which was typified by large Native villages interspersed with seasonal cabin and hunting sites. The Iroquois Beach served as an east-west Native land route around the Head-of-the-Lake for these early populations and was adapted and used by early Euro-Canadian settlers.

5.2.2 Euro-Canadian Settlement

The first Euro-Canadian settlers reached the Head-of-the-Lake area in 1786 and Barton Township was laid out in a formal grid of lots and concessions by land surveyor Augustus Jones in 1791. The Crown awarded the first lots as grants to United Empire Loyalist settlers, with most of these properties being sold to incoming settlers between 1796 and 1802. In the early 1800s, James Durand purchased 100 acres (Lot 14, Concession 2) and established his estate at the base of the Escarpment. Durand also laid out a town site between King and Main Streets. In 1815, George Hamilton purchased Durand's property and continued to promote the town site (see Figure 19). Barton Township was declared the judicial centre of the District of Gore in 1816 and a Court House was built in 1817.

Figure 20: Plan of the Town of Hamilton of District Gore Canada (1842)



5.3 Archaeology, Built Heritage and Cultural Heritage Landscapes

The following sections describe the Archaeology, Built Heritage and Cultural Heritage Landscape resources in the Secondary Plan area.

5.3.1 Archaeology

There are five archaeological sites formally registered with the Province of Ontario within the Secondary Plan boundaries. The sites encompass small campsites through to large villages, and span Early Paleo-Indian to late-Woodland Neutral and Iroquoian cultures, in addition to historic Euro-Canadian occupations.

Because this area was heavily urbanized between the 18th and mid-20th centuries, most Native archaeological sites originally located here have been impacted and/or removed as a result of this development. Likewise, archeological material and sites associated with early Euro-Canadian trails and settlements were removed without being recorded during the historical settlement intensification and subsequent contemporary redevelopment of properties in the Downtown area. Because of this, the number of archaeological sites identified to date does not accurately represent the original intensity of Native and Euro-Canadian occupation within the area, and therefore under-represents the actual potential for discovery of additional archaeological sites within the Secondary Plan boundary.

As a result, additional unregistered sites may be present in areas that were subject to development prior to the mid-20th century and have not yet been subject to significant secondary redevelopment, or as estate, parkland or remnant lots that in whole or in part are not completely impacted by development, and so retain archaeological potential. Having not been formally assessed for archaeology, additional sites will likely be identified as future redevelopment is subject to archaeological assessments of such estates lots, parks, vacant lands, or development through land assembly.

Archeological sites and areas of archaeological potential are managed through provisions of the [Planning Act](#) and the [Ontario Heritage Act](#), and policies related to the identification and conservation of archeological resources will be included in the Downtown Secondary Plan.

5.3.2 Built Heritage and Cultural Heritage Landscapes

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. 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 features, which together form a distinctive landscape. The entire Downtown Secondary Plan area may be considered to be a cultural heritage landscape, as well as smaller units within this area, including: Gore Park and the properties facing the park; the former Toronto, Hamilton & Buffalo Railway/Canadian Pacific Railway Right-of-Way; the Canadian National Railway Right-of-Way; Wellington Park; Whitehern; and, streetscapes (refer to Map 9). These cultural heritage landscapes are valued by the community and are of significance to the understanding of the history and development of Hamilton. New development may occur within cultural heritage landscapes, but policies and guidelines will be developed to ensure that the character, value and function of these resources are conserved. Cultural heritage resources may be protected by the provisions of 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.

A number of properties in Downtown Hamilton have already been identified, either through designation under Part IV of the [Ontario Heritage Act](#), inclusion on the City's *Inventory of Buildings of Architectural and/or Historical Interest* (the "Inventory"), and/or inclusion in the City's *Register of Property of Cultural Heritage Value or Interest* (the "Register"). 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 any alteration(s) to the features described in the "Reasons for Designation" or "Description of Heritage Attributes" that accompany the designating by-law.

The Inventory and Register 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 property's development and features as a component of the City's overall history.

5.4 Summary

The presence of cultural heritage resources in the Downtown are assets that should be protected. The policies of the Secondary Plan will ensure the conservation of cultural heritage resources, support the reuse of existing buildings and other heritage resources, and encourage the sympathetic design of new development. The Secondary Plan may also contain policies to allow for further identification and recognition of additional cultural heritage resources within the area, including archaeology, built heritage, and cultural heritage landscapes.

6.0 URBAN DESIGN

Downtown Hamilton has a rich architectural legacy. The heritage structures and spaces provide a physical history of the community. Conservation and reuse of these buildings not only enhances the Downtown but can serve as a catalyst for other public and private investments. Heritage buildings also provide living examples of design elements that can be reflected in new construction that complements rather than diminishes the surrounding streetscape.

The urban design component of the Secondary Plan review will be used as an important tool to ensure the development of an attractive, compact, safe, and pedestrian-oriented urban environment. Key components of good urban design include quality public spaces, appropriate streetscape standards, the (re)development of attractive buildings and improving direction for intensification opportunities.

The following section provides information on the urban design components of the Secondary Plan and Review.

6.1 The 2000 Downtown Secondary Plan Design Strategy

The Downtown Hamilton Secondary Plan is based on an overall vision for the Downtown contained in the Downtown Secondary Plan Design Strategy (2000).

In order for the City to pursue a consistent approach to downtown revitalization, six principles from the Downtown Secondary Plan Design Strategy were identified to derive the Downtown Hamilton Secondary Plan. Furthermore, initiatives and development proposals for the Downtown, such as the Streets Master Plans Projects, are to be evaluated against the following six principles:

- Use public outdoor space improvements as the catalyst for Downtown revitalization;
- Strengthen the connection to neighbourhoods, the Waterfront, the Escarpment, and other surrounding features or attractions;
- Make Downtown living attractive;
- Build on existing strengths;
- Recognize the value of modest improvements and changes; and,
- Pursue a limited number of carefully designed and executed major projects.

6.2 Streetscape Improvement Initiatives

Streetscape improvement initiatives are part of a broader process towards the revitalization of the Downtown. Streetscape Master Plans contain key strategies and design concepts which adhere to an overall vision for the Downtown – as envisioned in the Downtown Secondary Plan Design Strategy (2000), the Downtown Hamilton Secondary Plan (2001) and the Downtown Transportation Master Plan (2001, 2008).

By applying general Secondary Plan design principles to specific Downtown streets, the Master Plans provide the City Departments with a broad and general schematic design framework: both when considering the characteristics and functions of the precinct as a whole, as well as the individual identity of the street.

Detailed design and implementation of specific streetscape improvement works are undertaken by the City's Public Works Department, and are implemented according to the City's capital budget schedule and priorities, and in accordance with its transportation related policies.

Streetscape Improvement Strategies

With appropriate designs, streets can be improved for safer vehicle traffic, safer, more convenient and accessible for pedestrians, and become more enticing for visitors.

Streetscape Master Plans that have been completed to date:

- York Boulevard Streetscape Master Plan (2010);
- Downtown Mobility Streets Master Plan (Bay Street, James Street, John Street, Hunter Street) (2003);
- The King Street West Streetscape Master Plan (2004);
- Hughson Streetscape Master Plan (2003); and,
- King William Streetscape Master Plan (2003).

The existing Streetscape Master Plans encourage the following design strategies taken from the Downtown Hamilton Secondary Plan:

- Wider and safer sidewalks;
- More trees with continuous green boulevards;
- Full accessibility for all user groups;
- Better light standards;
- Road improvements including special treatment of intersections; and,
- Maintaining, where possible, existing on-street parking.

6.3 Public Art

The City also encourages the creation and placement of Public Art as part of the City's public improvement initiatives. These features can be a venue to indicate the City's culture or history, or indicate that a particular location in the Downtown has special meaning. Public Art provides an opportunity to involve the City's artistic community in the design of public improvement initiatives.

Towards this end, the Downtown Hamilton Secondary Plan provides that:

- Public improvement projects in the Downtown will allocate 1% of the project budget to the City's Public Art Program for the use in the Downtown (6.2.7.2.2.1a);
- Public Art shall be included in the overall design and context of development to ensure it has an appropriate siting and location (6.2.7.2.2.1c); and,
- All Public Art installations are subject to the City's Public Art Policy, and shall be administered by the City's Public Art Coordinator.

6.4 Urban Design Guidelines and Standards

Policies that Guide Streetscape Improvements

The Downtown Hamilton Secondary Plan contains a number of design objectives to guide streetscape improvements under Section 6.2.4.3:

- Achieving a comfortable and intimate pedestrian environment;
- Creating a sense of place through the incorporation of public art and interpretative media;
- Ensuring barrier free access from grade level;
- Achieving a high standard of design of all public open spaces to promote comfort, safety, enjoyment, accessibility, a sense of nature and usability; and,
- New parks and public open spaces shall be sited and designed to provide the above qualities.

The Downtown Hamilton Secondary Plan also provides a broader context for municipal action and general standards of design in the public realm:

These include:

- Retaining and enhancing the historic fabric of the Downtown, including the historic street grid;
- Upgrading public streets and public spaces to promote a high quality of design, public safety, and ease of access;
- Achieving a comfortable and intimate pedestrian environment;
- Creating a sense of place through the incorporation of public art and interpretive media;
- Ensuring barrier free access from grade level;
- Providing a safe pedestrian realm in all Downtown streets through appropriately designed sidewalks, provision of Urban Braille, landscaping, seating areas, transit shelters, and other amenities;
- Providing where possible enhanced landscaped boulevards where residential uses abut a street; and,
- Achieving a high standard of design of all public open spaces to promote comfort, safety, enjoyment, accessibility, a sense of nature and usability. New parks and public open spaces shall be sited and designed to provide these qualities.

6.5 Downtown Heritage Character Zone

In 2006, in concert with the new Downtown Zoning By-law, the Downtown Heritage Character Zone Design Guidelines were approved by Council as a city building tool to protect built heritage resources and character in the Downtown.

Objectives of the Downtown Heritage Character Zone Guidelines:

- To protect the existing character of areas within the Downtown Heritage Character Zone;
- To ensure that infill development and/or re-development within these areas will be sympathetic and complementary to the existing Heritage Character Zone character; and,
- To avoid replicating historic architectural styles.

The Heritage Character Zone comprises portions of King Streets East and West, James and John Streets North and South, and portions of King William Street where the most in tact and consistent built heritage urban fabric are found (Refer to Map 10 for boundaries).

For alterations and/or additions to existing buildings, infill development, and large-scale redevelopment within this zone, the Downtown Heritage Character Zone Design Guidelines and specific built form regulations in the Zoning By-law shall apply.

6.6 Summary

Downtown Hamilton is a well-established and well designed neighbourhood, with significant views and buildings worth preserving and/or enhancing. The revitalization of the Downtown involves creating better linkages between the Escarpment, Downtown and waterfront and by making city streets more vibrant and pedestrian friendly. The policies within the Downtown Hamilton Secondary Plan provide guidance for streetscape master plans, design, public art, and potential improvement opportunities.

7.0 TRANSPORTATION

Downtown Hamilton has an extensive, well-connected street system with a number of wide one-way streets. The following section provides information on the existing transportation conditions with the Downtown, as well as a summary of projects underway related to transportation.

The transportation system in Downtown Hamilton is made up of the following major elements:

- Street Network;
- Public Transit;
- Parking Areas;
- Pedestrian Facilities;
- Loading Areas; and,
- Bicycle Facilities.

7.1 Street Network

Schedule “C” – Functional Road Classification of the Urban Hamilton Official Plan outlines the classification of roads within the Downtown. The key features of the main Downtown streets are described below.

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: Main Street is a primarily eastbound route through the Downtown. Uses along Main Street vary from institutional in the western and central portions of the Downtown to residential just east of Wellington Street. Most of the businesses have off-street parking and loading. A five-lane cross-section extends through the Downtown. Limited on-street parking and loading is provided with the exception of intermittent on-street parking in one lane from John Street to Victoria Avenue. Main Street is also a designated truck route.

King Street: King Street is generally a four-lane one-way westbound facility through the Downtown core, narrowing to two lanes between Wellington Street and Mary Street. Metered on-street parking is provided between Wellington Street and Mary Street and between James Street and Bay Street. On-street parking is generally restricted in other areas. Many of the buildings in this area of King Street have underground parking and loading (i.e. Jackson Square).

Wellington Street: Wellington Street is a major four-lane southbound arterial with a mix of uses including residential. It is also a major truck route with mountain access via the Claremont Access.

Victoria Avenue: Victoria Avenue is a major four-lane arterial and truck route with similar land uses providing the northbound part of a one-way pair with Wellington Street. It has limited on-street parking through the Downtown, however, it has full-time on-street parking on the west side north of Downtown.

Minor Arterial

The primary function of minor arterial roads is to carry moderate volumes of intra-municipal and inter-regional traffic through the City in association with other types of roads.

Queen Street: Queen Street extends from north of Barton Street through the Downtown to Beckett Drive, which provides mountain access. Queen Street serves both local traffic, as well as traffic destined to and from the mountain. Through the Downtown it is generally a three-lane southbound route. On-street parking is permitted in the off-peak hours only. Limited commercial vehicle loading zones serve the wide variety of uses on this street. Queen Street is also a designated truck route.

York Boulevard/Wilson Street: York Boulevard is a primary route between Highway 403 and Downtown. York Boulevard was converted to two-way between Bay Street and James Street in 2010 and as part of this project, bike lanes were added along most of this section in both directions. It provides access to some of the Hamilton's major attractions such as Dundurn Castle, Copps Coliseum, and the Farmer's Market. East of James Street, York Boulevard becomes Wilson Street, which has more of a local flavour ranging from retail to residential uses with a concentration of well-utilized surface parking lots between James Street and Catharine Street. York Boulevard provides a significant amount of on-street parking. York Boulevard/Wilson Street is also a designated truck route.

Cannon Street: Cannon Street is a one-way westbound route. It acts as an informal division between the Downtown land uses and the residential uses to the north. Cannon Street generally consists of a four-lane cross section widening out to five lanes at Caroline Street. It has been argued that the width and nature of traffic on Cannon Street created a barrier between the Downtown and the northend neighbourhoods. Most adjacent land uses on Cannon Street have on-site parking and loading, therefore on-street loading is limited. Uses on Cannon Street are diverse, ranging from automotive-related services to commercial to residential. Cannon Street is also a designated truck route.

James Street: James Street is a major route through the Downtown. The conversion of James Street to two-way operations was completed in fall 2005. At the south end of James Street is the location of St. Joseph's Hospital. South of King Street, on-street parking and loading is provided in various locations in the Downtown, but this is restricted in the afternoon peak hour. On James Street, at York Boulevard there are large scale office, institutional and retail uses (Jackson's Square). Moving north, James Street has a very local characteristic consisting of street-front shops and restaurants. In recent years, James Street North (between Murray Street and King William Street) has gained a strong arts community focus, marked by the growing presence of art galleries, museums, studios, arts and craft-related commercial uses, and a monthly community Arts Crawl event.

John Street: At its connection with the Jolley Cut, John Street is two lanes northbound and one lane southbound. It changes from a two-way street and narrows to become a one-way street with two lanes north of Strachan. The north end, John Street mainly consists of single and multi-unit residential dwellings. At Wilson Street, uses change from low-rise residential and commercial to office/institutional and medium/high density residential southerly to the Escarpment. A portion of John Street between Main Street and Cannon Street is a designated truck route.

Collector

The function of a collector road is to be equally shared between providing direct land access and the movement of moderate volumes of traffic within and through designated Employment or Neighbourhood areas. Collector roads often connect to arterial roads.

Hunter Street: Hunter Street is one-way westbound through the Downtown. It generally consists of three lanes, with a variety of on-street parking regulations. Hunter Street has relatively low traffic volumes.

7.1.1 Downtown Hamilton Secondary Plan Streets Classification

Streets in the Downtown Hamilton Secondary Plan have been classified for urban design purposes as a guide to the planning and construction of public improvements to streets and sidewalks. The classifications are as follows:

Mobility Streets: Mobility Streets provide mobility for “through traffic”, freight and goods. They connect major activity centres within and to points outside the region, with sufficient connections to neighbourhoods. Cyclists are permitted and accommodated with wider curb lanes. On-street parking is limited to non-peak hours.

The following Streets are Mobility Streets:

- Bay Street;
- James Street;
- Main Street;
- King Street;
- York Boulevard/Wilson Street;
- Cannon Street;
- Queen Street;
- Wellington Street; and,
- Hunter Street.

Traditional Streets: Traditional Streets are locally oriented streets that serve the local land uses. Pedestrians are given priority with the provision of sidewalks on both sides of the street and a street that is designed for easy pedestrian crossing. The primary purpose is to provide for access by residents, shoppers, employees and serve the balanced travel needs within the neighbourhood. Cyclists are encouraged and do not require special provisions to low vehicular speeds. On-street parking is encouraged and generally two lanes are provided for travel.

The following streets are Traditional Streets:

- Hess Street;
- Caroline Street;
- Jackson Street;
- King William Street;
- Hughson Street;
- Catherine Street;
- Ferguson Avenue; and,
- George Street.

Local Streets: Local Streets provide access to businesses or residents, on-street parking and pedestrian movement take priority over traffic movement on these streets. Traffic calming will be utilized where it will enhance the quality of the residential street. The rest of the streets in the Downtown Hamilton Secondary Plan area that are not designated as Mobility or Traditional Streets are Local Streets.

7.2 Transit

The Downtown Hamilton Secondary Plan study area is home to the MacNab Street bus terminal which opened in January 2011 moving busses from the south side of Gore Park to the new terminal on MacNab Street, between King and Main Street. This station provides bus service to a large population moving in and out of the Downtown.

Downtown Hamilton is also serviced by the Hunter Street GO Station located on the south side of Hunter Street at Hughson Street. There is limited GO rail service inbound and outbound from Hamilton, however the GO bus provides a number of bus services daily to Toronto. Unlike other GO stations, it doubles as a regional bus terminal for private intercity coach carriers including Greyhound and Coach Canada.

A future GO Station which will accommodate regional transit service is proposed across from the LIUNA station along James Street North.

Downtown has been identified as a Mobility (Gateway) Hub - a key node in the regional transportation system where two or more rapid transit lines intersect and where significant passenger activity and potential employment opportunities are anticipated. The Hunter Go Station is also a Mobility (Anchor) Hub – an important transit centre that anchors the regional transportation system and acts as a transfer point and a gateway into the City.

7.2.1 Rapid Transit

Concurrent with the development of Urban Official Plan polices, the City of Hamilton has been engaged in planning for a rapid transit network. The City has developed a long term rapid transit system for planning purposes that comprises five future transit lines to service the city. These transit lines are referred to as “BLAST” with each letter corresponding to a specific corridor (Refer to Map 11). In November 2007, the City initiated a Rapid Transit Feasibility Study (RTFS). This study focused strictly on two corridors, the A line and the B line, that were recommended in the City’s Transportation Master Plan (HTMP – 2007) and that were also identified as part of the Provincial vision for transit in MoveOntario 2020.

In June 2007, the Province of Ontario released their MoveOntario 2020 plan. 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); and,
- Rapid transit along the James/Upper James Corridor between King Street and Rymal Road (A-Line Corridor).

Both the A-Line and B-Line Corridors connect and run through Downtown Hamilton. The B-Line Corridor is the first part of the rapid transit vision for the City. The feasibility study for the B-Line has been completed and the technical studies have begun.

Currently as part of the implementation of the Urban Hamilton Official Plan and to aid in the implementation of potential rapid transit, a planning study is being undertaken. The study consists of a land use and urban design plan prepared concurrently and in conjunction with rapid transit planning. The purpose of this 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 through the engagement of corridor stakeholders. The vision and principles will guide future change and development in the corridor. The Study will identify appropriate transit-supportive land use and development patterns.

The review of the Downtown Secondary Plan will update the land use direction for the Downtown Urban Growth Centre and provide direction for the development of the Downtown as a Mobility Hub in the context of the Regional Transportation Plan. The review of the Secondary Plan will be coordinated with the ongoing rapid transit and nodes and corridors land use studies.

7.3 Bicycle Routes

Shifting Gears 2009 is the Cycling Master Plan for the City of Hamilton, approved by Council in June 2009. The Plan is intended to guide the development and operation of its cycling infrastructure for the next twenty years. The City's vision is to have a transportation system that offers a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling. A variety of streets in the Downtown are signed as cycling routes (shared on-street with automobiles) providing connectivity for cyclists.

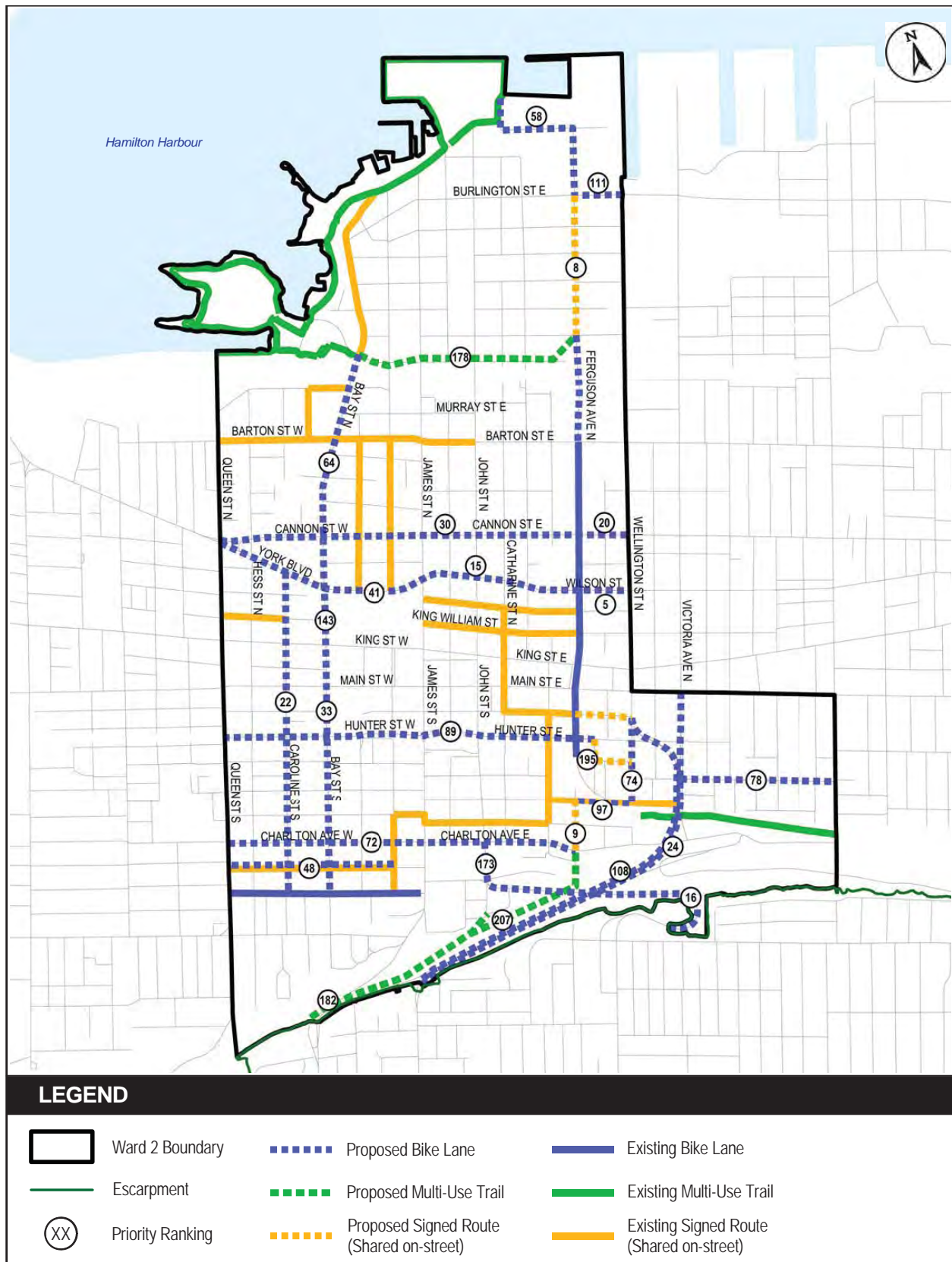
Existing Bike Lanes

- Ferguson Avenue (both northbound and southbound through the Downtown).
- York Boulevard (eastbound from Queen Street/Hess Street to James Street and westbound from MacNab Street to Bay Street).

Planned Bike Lanes

- Hunter Street - planned for 2012 implementation as a two-way cycling facility between Queen Street and James Street and between Catherine Street and Liberty Street. The missing section between James Street and Catherine Street is planned to be implemented with street reconstruction when such work is scheduled.
- Cannon Street - planned for future implementation along the full length of Cannon Street. The bike lanes planned for Wilson Street could not be achieved as part of recent roadworks, so the plans for Cannon Street will consider a two-way cycling facility along one side of the street as per the Hunter Street design.
- Bay Street/Caroline Street - planned for future implementation, but it is yet to be confirmed as to which of these two streets will provide the best design option for this north/south connection through the Downtown.

Figure 21: Ward 2 – Downtown Cycling Network (Existing and Proposed as per the 2009 Cycling Master Plan)



7.4 City Wide Transportation Master Plan

The City-wide Transportation Master Plan identified a need for an east-west and north-south Rapid Transit corridor through the Downtown. Phase 2 and Phase 3 of the City-wide Transportation Master Plan completed May 2007 as part of GRIDS, provided an overall policy and infrastructure framework for the transportation system, including rapid transit, over the next 20-30 years. The primary corridors for rapid transit that would impact the Downtown were identified as follows:

- A lower east-west corridor on King Street/Main Street/Queenston Road; and,
- A Central north-south corridor on James Street and Upper James via Mohawk College.

A Rapid Transit Feasibility Study has been prepared by the City. Specific alignments are being determined through the Environmental Assessment process and through consultation with the HSR, the public and other stakeholders.

7.5 Downtown Transportation Master Plan, 2001

The City of Hamilton completed its Transportation Master Plan for the Downtown area in 2001. At that time, the Master Plan was a key piece in the ongoing revitalization of Hamilton's central core area. The study was undertaken as part of a set of initiatives, referred to as Putting People First: Downtown Land Use and Transportation. "Putting People First" was an integrated land use and transportation planning exercise that examined the Downtown as an overall system as opposed to a number of separate components. The Master Plan provided a number of recommendations addressing all aspects of the transportation system including road networks, bicycle networks, pedestrian facilities, transit and parking. One of the cornerstone elements of the plan was the recommendation to convert several major and minor streets from one-way to two-way operation.

The Transportation Plan embodies many guiding principles, including the following selected key issues:

- Support a mix of land uses and built form, and ensure development can be supported by the transportation system and by appropriate land use and parking controls;
- Strengthen the links between the core and the harbour;
- Reduce the number of off-street surface parking lots and replace them with buildings, parkettes and landscaping;
- Divert through-traffic around the Core and implement traffic-calming measures where appropriate;
- Discourage through-traffic on local streets and in residential neighbourhoods;
- Give priority to pedestrian safety over vehicles and create an attractive pedestrian environment;
- Conversion of some primary and secondary streets from one-way operation to two-way operation;
- Identification of street sections with excess lane capacity that can be used for improvements to the pedestrian environment;
- Modifications to streets that will encourage commuter and recreational cycling;
- Opportunities for improvements to the Gore Park area and transit system by consolidating bus terminal operations at an expanded MacNab terminal area; and,
- Parking policies designed to influence mode choice (auto versus bicycle, transit and walking) and encourage short term high turnover parking for business/retail trips and discourage all day commuter parking.

At the time, Municipal Class Environmental Assessment rules required a review of Master Plans every 5 years to determine need for detailed reviews and/or updates.

Downtown Transportation Master Plan 5 Year Review (2008)

The review found some key changes since 2001, identified as follows:

- Greater emphasis on environment, including air quality and climate change;
- Downtown Hamilton is now designated as an Urban Growth Centre by the Province of Ontario;
- Funding opportunities for rapid transit have arisen;
- Increased aspirations for pedestrian improvements (i.e. International Charter for Walking);
- Commitment to improve street façade (i.e. Farmers' Market/Library, Art Gallery);
- Major developments are now taking place;
- No significant change in traffic volumes in the study area;
- Increase in parking occupancy throughout study area; and
- Increased transit ridership evident from HSR data.

The 2001 problem statement was found to be generally still valid, except that issues around excess parking have lessened as parking supply has remained largely unchanged and occupancy has increased.

The 2001 preferred solution is therefore considered still valid, except:

- There is now a greater desire for pedestrian improvements; and,
- Potential for rapid transit is more immediate, impacting James Street, Main Street and King Street.

Study Recommendations

As a result of the five-year review of the Master Plan, the following outstanding projects were recommended for implementation:

Recommended for design and implementation as soon as budget allows:

Two-way conversions: (Refer to Map 12)

- York Boulevard/Wilson Street two-way conversion (from Bay Street to Wellington Street);
- Park Street two-way conversion (from Barton Street to York Boulevard);
- MacNab Street two-way conversion (north of Cannon Street);
- Hughson Street two-way conversion (from York Boulevard to Barton Street);
- Hess Street two-way conversion (from York Boulevard to Barton Street);
- King William Street two-way conversion (from John Street to Mary Street); and,
- Rebecca Street two-way conversion (from John Street to Wellington Street).

Pedestrian improvements:

- Jackson Street;
- Queen Street;
- Catharine Street;
- Mary Street;
- George Street; and,
- Gore Park (King Street South Leg).

Cycling improvements:

- Hunter Street bicycle lanes; and,
- York Boulevard bicycle lanes.

Implement pending outcome of Rapid Transit and Gore Park studies:

- King Street two-way conversion; and,
- Main Street pedestrian improvements.

Projects not included in original Master Plan to be implemented:

- Caroline Street two-way conversion; and,
- Gore Park Pedestrianization Pilot projects – proceed with more detailed urban design studies and potential weekend closures (pilot projects).

7.6 City-wide and Downtown Parking and Loading Study

The 2001 Downtown Transportation Master Plan (DTMP) included several recommendations on parking focused on reducing the extent of surface parking and increasing the cost of commuter parking. Since 2001, the City has also undertaken a major parking review. The recommendations of this review are generally consistent with the directions set out in the 2001 DTMP, including a recommendation that lower parking standards be applied across the Downtown. The study also suggests that the role of the municipality in the Downtown setting would be to assure that sufficient short-term parking is provided and maintained to ensure the economic viability and vitality of the Downtown. The provision of employee parking would be a secondary role. This aligns with the principle of providing short-term business parking spaces, while discouraging long-term parking, as mandated in the Downtown Transportation Master Plan (Refer to Map 13 for the location of Private and Municipal Parking Lots).

7.7 Truck Route Master Plan Study

The recommendations of the City of Hamilton's Truck Route Master Plan Study, approved by Council in the Spring of 2010, are being implemented. The report recommends that Wentworth Street between Barton Street and Cannon Street be upgraded from a part-time designated truck route to a full time designated truck route.

The following routes were recommended to be removed from being designated truck routes:

- King Street (from Queen Street to Bay Street);
- Hess Street (from Barton Street to Stuart Street);
- John Street (from Cannon Street to Barton Street); and,
- Caroline Street (from Barton Street to Stuart Street).

7.8 Transit Oriented Development Guidelines

Transit Oriented Development (TOD) refers to compact, mixed use development 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 a high level of amenities within a pleasant, walkable distance. 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 Hamilton Urban Official Plan.

In August 2010, City Council adopted TOD Guidelines which are intended to be used when developing new land use policy, such as secondary plans and corridor plans, and to facilitate the integration of land use and transportation initiatives during the development review process. The TOD Guidelines build on the policy framework provided in the Urban Hamilton Official Plan. Ten principles of TOD were developed to guide transit supportive and pedestrian friendly development. 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); and,
10. Promote partnerships and innovative implementation.

By creating land use policies which are consistent with the ten principles of TOD, transit can be made more viable and attractive to people living and working near the transit corridor.

The TOD Guidelines are intended to be applied across the City at various scales and intensities. Along a corridor, the scale of TOD will vary based on the intensity and intended function of the station area.

The TOD Guidelines provide more detail regarding the typical densities, design consideration and overall function.

7.9 Summary

Downtown 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 Transportation Master Plan for Downtown has identified recommended improvements to the transportation network.

8.0 PARKS, OPEN SPACE AND COMMUNITY FACILITIES

Parks, open spaces and community services all contribute to creating complete communities. The presence of such facilities within and near the Downtown area contributes to the quality of life for residents. The following section provides a description of the parks and open space and community facilities in the study area.

8.1 Parks and Open Space

As a densely developed urban area, Downtown Hamilton does not have any environmentally sensitive areas. However, Downtown Hamilton does have a number of parks and open spaces, including Gore Park, the lands surrounding City Hall and the other institutional buildings, and Beasley Park. These areas contain an abundance of mature street trees and landscaped areas, which help improve the appearance and air quality of Downtown.

The Hamilton Urban Official Plan establishes a parks hierarchy as follows:

Parkettes:

Small open spaces which have no or limited recreational facilities. They are generally located in older urban areas where they serve an important function in the provision of open space amenities.

Neighbourhood Parks:

Population Served: 5000 persons

Minimum Size: 2 hectares

Uses: Mixture of passive areas, sports facilities, informal and formal play areas and may include natural areas. They cater to the recreational needs and interests of the residents living within its general vicinity.

Community Parks:

Population Served: 20,000 persons

Minimum Size: 7 hectares

Uses: More intensive recreational facilities such as sports fields, and recreational and community centres. Community Parks have good transportation access along arterial or collector roadways and provide adequate parking. They cater to more than one neighbourhood but are not intended to serve the City as a whole.

City-Wide Parks:

Population Served: Municipally, regionally, provincially or nationally significant destinations that meet the needs of residents and are of interest to visitors.

Minimum Size: Range greatly in size and type.

Uses: These facilities are often associated with major recreation, education or leisure activities and may have natural, historic or unique features.

In addition to the parks hierarchy, the Hamilton Urban Official Plan also contains two categories of open space that are not considered parks but contribute to the City's open space and parks system:

General Open Space:

Includes golf courses, community gardens, pedestrian and bicycle trails, walkways, picnic areas, beaches, remnant parcels of open space lands, and urban plazas, squares and core spaces. These areas do not function as programmed parks but are used for both active and passive recreational activities.

Natural Open Space:

Includes lands with significant natural features and landscapes such as woodlots, hazard lands, forested slopes, creek/ravine corridors, the Niagara Escarpment, environmentally sensitive areas (of natural and scientific interest), and areas of wildlife habitat. These areas perform important biological and ecological functions and provide passive recreational opportunities.

For an inventory of the parks and open space in the Downtown, refer to section 8.2.

8.1.1 Gore Park Master Plan

One of the initiatives of Hamilton’s city-wide Transportation Master Plan was the *Transit Terminal Study* that resulted in a new Multi-modal transit facility Downtown relocating HSR buses from the south leg of King Street East to the new facility on MacNab Street.

Removal of buses from the South leg of King Street East provided the opportunity to blend this portion of roadway with the existing pedestrian zones in that area, such as Gore Park and the existing store-front sidewalks by undertaking a Master Plan study of the Gore Park area.

The Public Works Department undertook the Gore Master Plan Project to explore how pedestrianization of the south leg of King Street East would improve the pedestrian environment in the Gore, and to produce a preferred plan to identify how the pedestrianization could look and function.

In July 2008, the Public Works Department began work on the Gore Master Plan Project, with a key focus on public consultation. Although the special character of the Gore precinct and Gore Park is somewhat elusive, it was recognized as being deeply significant to the people of Hamilton. Its significance is borne of over 150 years of attendance as a physical and psychological anchor in Hamilton. When George Hamilton laid out his original townsite, he set aside a portion of his own land, for public use. Since then the Hamilton community has passionately defended the space that, in 1860, was formally referred to as a park.

At initiation of the Gore Master Plan Project, Public Works recognized that changes to one part of the Gore area will affect the whole. Gore Park and the south leg of King Street East are distinctly different spaces, but their relationship has grown increasingly symbiotic over the years. As these two independent spaces have been more and more animated by people moving freely throughout, they have become perceived as one.

Figure 22: Gore Park Master Plan Concept



8.1.2 John Rebecca Park Master Plan

In February 2011, the City of Hamilton initiated the master plan process for the development of the neighbourhood park at John Street North and Rebecca Street in the Downtown. The purpose of this project is to use a public realm improvement to make Downtown living more attractive and promote continued downtown revitalization.

Initiation of this project is in accordance with the Downtown Secondary Plan, which in Section 6.2.8.3.4 d) states that “A new neighbourhood park will be developed in the Rebecca / Wilson area”. The City of Hamilton is currently moving forward with this project to help revitalize Hamilton’s Downtown Area. A surface parking lot currently operates at 76 John Street North.

Initiation of this project provides an opportunity to improve the Downtown area by converting a paved, vehicle-oriented space into a pedestrian-oriented public open space.

This initiative addresses Secondary Plan Principles to: use public realm improvements as the catalyst for revitalization; make downtown living more attractive; and, pursue a limited number of carefully designed and executed major projects. The focus of the Master Plan process will be to address the above noted principles. In pursuit of these principles, the John Rebecca Park Master Plan will incorporate a public open space to commemorate the service of Hamilton’s emergency service workers.

With completion of site assessment and remediation works on Part 1 of the Master Plan process began in November 2010, with a construction Request for Tenders target of late 2013.

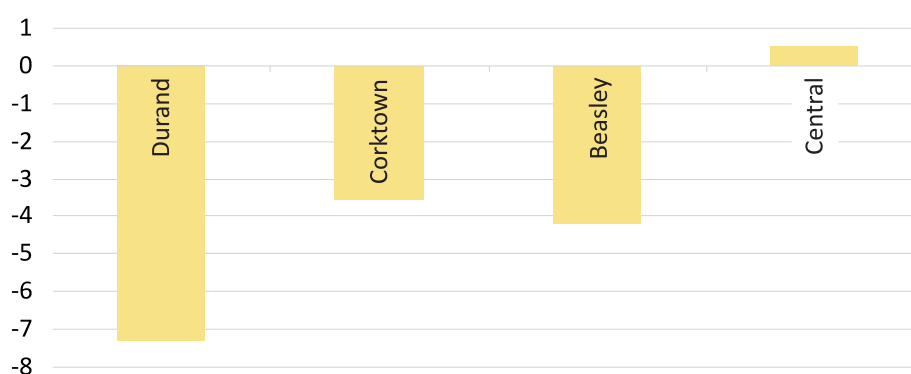
Figure 23: John/Rebecca Proposed Park Site Location



8.2 Parkland Deficiencies

Parkland needs are calculated for each neighbourhood in the former City of Hamilton. Downtown Hamilton is made up of parts of four neighbourhoods: Beasley, Central, Corktown and Durand. When calculating the parkland needs within a community, only those parks classified as “Neighbourhood” are used in the calculation because Community and City-wide parks serve a larger area. 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. Based on this calculation, and according to the 2006 population information, there are deficiencies in Neighbourhood parkland in the Durand (-7.31 ha), Beasley (-4.21 ha) and Corktown (-3.55 ha) neighbourhoods. Central has a small surplus of Neighbourhood parkland of 0.52 hectares.

Figure 24: Parkland Deficiency by Neighbourhood (2006)



The following table provides a summary of the park and open space information for the neighbourhoods within Downtown Hamilton:

Table 3: Park and Open Space Summary for Durand, Corktown, Beasley and Central Neighbourhoods

	Durand	Corktown	Beasley	Central
Population (Census 2006)	11,475	7,055	6,020	3,895
Neighbourhood Park Requirement 2006 (ha)	8.03	4.94	4.21	2.73
Existing Neighbourhood Parks (ha)	0.72	1.39	0.0	3.25
Neighbourhood Park Deficiency 2006 / Surplus 2006 (ha)	-7.31	-3.55	-4.21	0.52
Existing Community Parks (ha)	0.0	1.80	1.41	0.0
Existing City-wide Parks (ha)	1.82	0.0	0.50	9.01
Existing Parkettes (ha)	0.0	0.11	0.57	0.09
Existing Museum Parks (ha)	0.35	0.0	0.0	0.0
Existing Natural Open Space (ha)	6.98	14.69	0.0	0.0
Existing General Open Space (ha)	0.0	0.73	0.0	0.70

The following table is an inventory of parks and open space within the boundaries of the Downtown Hamilton Secondary Plan review study area:

Table 4: Inventory of Parks and Open Space within the Downtown Hamilton Secondary Plan Review Boundary

Park Name	Address	Classification	Area (ha)
Gore Park	1 Hughson Street S	City-wide	0.44
Ferguson Station	244 King Street E	City-wide	0.06
Hamilton City Hall	71 Main Street W	City-wide	1.82
Beasley Park	96 Mary Street	Community	1.41
Central Memorial Recreation Centre	93 West Avenue S	Neighbourhood	0.57
J.C. Beemer Park	68 Victoria Ave. N	Neighbourhood	0.69
Tweedsmur	50 Victoria Ave. N	Neighbourhood	0.35
John/Rebecca Street Urban Park	76 John Street N	Neighbourhood	0.81
Wellington Park	399 King Street E	Parkette	0.29
Claremount Access Parkettes	65 Wellington Street	Parkette	0.21
Gary Hill Memorial Park	Queen Street N	Parkette	0.07
York Boulevard Parkette	12 York Boulevard	Parkette	0.02
York Street	York Street	General Open Space	0.23
King Street West	King Street W	General Open Space	0.05
Hunter Street	Hunter Street	General Open Space	0.41
Hamilton Court House	50 Main Street E	General Open Space	0.32
Commonwealth Square	80 Main Street W	General Open Space	0.42
Whitehern	41 Jackson Street W	Museum	0.35
Central School Playground	75 Hunter Street W	School Site	1.11
Proposed	154 Cannon Street E	To be investigated	0.48
Wentworth Parking	75 John Street N	To be investigated	0.40
York/James Triangle	1 Wilson Street	Deleted	0.1
TOTAL AREA			10.61

There are currently 2.42 hectares of Neighbourhood parkland that exists within the study area. In 2006, the population of the Downtown Secondary Plan review study area was 10,849. Based on this number and the amount of existing Neighbourhood parks within the study area there is a requirement of 7.59 hectares of parkland. Based on this calculation the study area is deficient 5.17 hectares of Neighbourhood parkland (Refer to Map 14 for the location of Existing and Proposed Parks).

8.3 Community Facilities and Services

There are a number of community facilities and amenities located in Downtown Hamilton (refer to Map 15). Community services include all the services provided to citizens by the City (i.e. recreation centres, arenas, parks, healthcare facilities, daycare centres, fire and emergency services, etc.).

The City has undertaken the development of a strategy to manage indoor and outdoor recreation and public use facilities and sports fields. The study will inform the development of a master plan for recreational facilities in Hamilton. The study addresses current and future recreation needs as well as identify priorities and costs.

An indoor recreation facility study was completed in September 2008. The report highlights where deficiencies are located and where additional facilities will be required to serve growth in population and changing recreation needs. The strategy recommended and adopted by the City is strategic renewal and new construction. This approach to managing recreation facilities provides appropriate levels and types of facilities for residents, and addresses the current and forecasted demographic changes within the community in a responsible and cost effective manner. The report also provides specific recommendations at the community level.

The Outdoor Recreation Facilities and Sports Field Provision Plan has recently been completed and contains a series of recommendations to establish the appropriate provision of recreational facilities and sports fields, and to improve administrative, design, development, and maintenance practices moving forward.

8.4 Summary

Within the study area, there are a number of parks and open space areas available to the community, however a deficiency still remains with regards to the provision of Neighbourhood parkland in the Downtown. Attractive, safe and accessible open spaces contribute greatly to the livability of residential neighbourhoods and the amenity of Downtown commercial areas. In doing so, they can provide an important catalyst for new development and reinvestment. The creation of new parks and open spaces on City-owned sites in the Downtown is key to revitalization efforts.

Downtown Hamilton is also home to a number of community and institutional uses, including schools, and places of worship. Downtown's 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.

9.0 BUSINESS AND ECONOMICS

The revitalization and development of properties in Downtown Hamilton is an important contributor to the City's business and economic viability. The following section provides information on the key business and employment information for the Downtown.

9.1 Business Improvement Area Commercial Market Assessments

The following Business Improvement Areas are situated within the Downtown Hamilton Secondary Plan Review study area:

- Downtown Hamilton B.I.A.
- International Village B.I.A.
- King Street West B.I.A.

Refer to Figure 16, Figure 17 and Figure 18 for the boundaries of the B.I.A.'s.

Commercial Market Assessments were completed for the Downtown and International Village B.I.A.s in 2005, and updated in 2010, to reflect changes in market conditions and priorities that had occurred since they were prepared. The King Street West B.I.A. chose not to participate.

Through the Commercial Market Assessments an Analysis and Action Plan was completed for each of the B.I.A.s. The report indicates that for the Downtown BIA the vision for the area should focus on three key goals: hospitality, neighbourhood and unique retail. From an economic development perspective, the BIA should concentrate on the effort to relocate some businesses (i.e. adult entertainment, bingo parlors) in order to assist with improved perceptions and overall retail recruitment efforts in Downtown. Future development for Main Street should aim for medium to larger format uses for the retail commercial component (i.e. medium sized grocery stores, drug stores, electronic stores or home furnishings). More food service businesses and neighbourhood-focused retail (urban grocers, small pharmacies, wine store, dry cleaners, travel agents, small home and specialty food retailers, bakeries, cheese shops, meat shops, ice-cream shops, etc.). The B.I.A. should continue to implement the King William Streetscape Master Plan with the emphasis on public art, streetscape design and design standards for new buildings and consider development of the parking lots along King William Street for mixed-use with parking garages. For the Downtown B.I.A. the bulk of marketing efforts should be on regional visitors who are Downtown for a special purpose (arts, culture, sporting events, etc.); office workers who require lunch and after work food service and local residents who need quality convenience oriented goods and services.

The findings of the report for the International Village B.I.A. indicates that the vision for International Village is to enhance its appeal as an urban eclectic village complete with destination food retailers and food services as well as businesses that appeal to the growing local residential population nearby. Infill specialty retail businesses that complete an urban village atmosphere should be a strong component. There should be continuous effort to see the convenience retail category, which includes urban grocers, specialty food retailers, and health and beauty supplies, continue to increase their presence. King Street should continue to maintain its historic, more intimate street front character, whereas Main Street can accommodate medium-to-larger mixed-use developments (including retail). Programs for creating an enjoyable shopping environment are critical to the success of International Village. One of the key issues is the lack of quality pedestrian traffic along King Street East to support the local businesses. Of additional interest is the proposed rapid transit along King Street East.

9.2 Downtown Hamilton Community Improvement Project Area (CIPA)

The City of Hamilton offers financial incentive programs that assist with various costs related to development and property improvements in the Downtown as set out in the Community Improvement Plan.

Under the CIPA, the City of Hamilton administers six (6) incentive programs:

- Commercial Property Improvement Grant Program;
- Hamilton Downtown Property Improvement Grant Program (formerly the Enterprise Zone Grant Program);
- Hamilton Downtown Multi-Residential Property Investment Program;
- Commercial Corridor Housing Loan and Grant Program (formerly the Main Street Program);
- Hamilton Downtown Office Tenancy Assistance Program; and,
- Hamilton Heritage Property Grant Program.

The programs are administered under the authority of the Community Improvement provisions of the [Planning Act](#), the Downtown and Community Renewal Community Improvement Plan and companion Community Improvement Project Area By-law.

The programs are designed to encourage the rehabilitation and efficient reuse of existing buildings and the development of vacant properties and surface parking lots within Downtown Hamilton; support the creation of new housing, the upgrading of commercial properties within Business Improvement Areas; and the conservation of designated heritage resources in Downtown Hamilton.

The Community Improvement Project Area boundary for Downtown Hamilton is shown on Map 16.

9.3 Downtown Hamilton Employment Survey, 2010

In 2010 an Employment Survey was carried out for Downtown Hamilton. Data was gathered for all the businesses in the Downtown Community Improvement Project Area (CIPA) showing that:

- Over 23,400 people work in the CIPA each day;
- There is a significant diversity of jobs in the CIPA ranging from the public and private sectors, to legal and creative industries;
- The private sector makes up the vast majority of jobs in the core;
- The creative industries cluster employs more people in the CIPA than education and manufacturing combined;
- Between 2001 and 2010, over 1,500 jobs have been added to the Downtown Hamilton Secondary Plan area; and,
- Jobs are not evenly distributed, with the majority located within the area bounded by John, Bay, Hunter and York.

Further, the employment statistics for Downtown show that activity in the CIPA contributes to the City's ability to achieve the city-wide goals of the new Economic Development Strategy. Downtown will be Hamilton's calling card to attract next generation talent and provide diverse and well-paying economic opportunities.

9.3.1 Overall Employment Count

Downtown Hamilton is a major job centre for the rest of the City and therefore, understanding the employment landscape of Downtown is important to developing a full understanding of how the core functions within the context of the overall City.

The 2006 Statistics Canada Census tracked the distribution of jobs and workers in the City of Hamilton. Overall, 70% of Hamilton’s employed labour force live and work in the City¹. The greatest cluster of employment in the City of Hamilton is in the central downtown area.

From a Provincial Policy standpoint, the Downtown Hamilton Urban Growth Centre is identified as an area of strategic importance for development in the Ontario Places to Grow Plan. Consequently, Hamilton’s new Official Plan outlines the importance of the Downtown to the City’s future in accommodating a portion of projected population and employment growth in order to meet provincial smart growth and density objectives.

The Downtown Employment Survey was conducted between May and August 2010. The survey boundaries aligned with the Downtown Urban Growth Centre which is the area for which many of the City’s renewal incentive programs are offered (Map 16). The total employment count for the CIPA from the survey is 22,531. The vast majority of this (76.51%) is full-time employment with another 20% part-time (Table 5).

Table 5: Overall Survey Employment Count

Employment Type	Employment Count	Percent of Total
Full-Time	17,239	76.51%
Part-Time	4,521	20.07%
Seasonal	771	3.42%
Total	22,531	100%

9.3.2 Employment Growth and Density

Looking at the number of people and jobs over time gives an idea of the changing environment of the Downtown. Table 6 compares jobs and residents over time within the Downtown Secondary Planning Area (DSPA) which is slightly smaller than the CIPA. This geographic area is used as statistics are available for both 2001 and 2010, providing a basis for comparison. Given the smaller geographic area for the DSPA, the results, therefore, are likely even greater for the CIPA.

Table 6: Downtown Employment and Population Growth (DSPA)

	2010	2001	Change	% Change
Employees	21,306	19,735	+1,571	+7.9%
Population	9,500	8,300	+1,200	+14.5%
Total	30,806	28,035	+2,771	+9.9%

Source: 2001 Employees and Population: Statistics Canada Census; 2010 Employees: Downtown Employment Survey 2010 Population: GIS Planning and Analysis Section estimate

1 Centre for Community Study. Where Hamilton Works. CCS Urban Insights Bulletin, March 2010, p. 1.

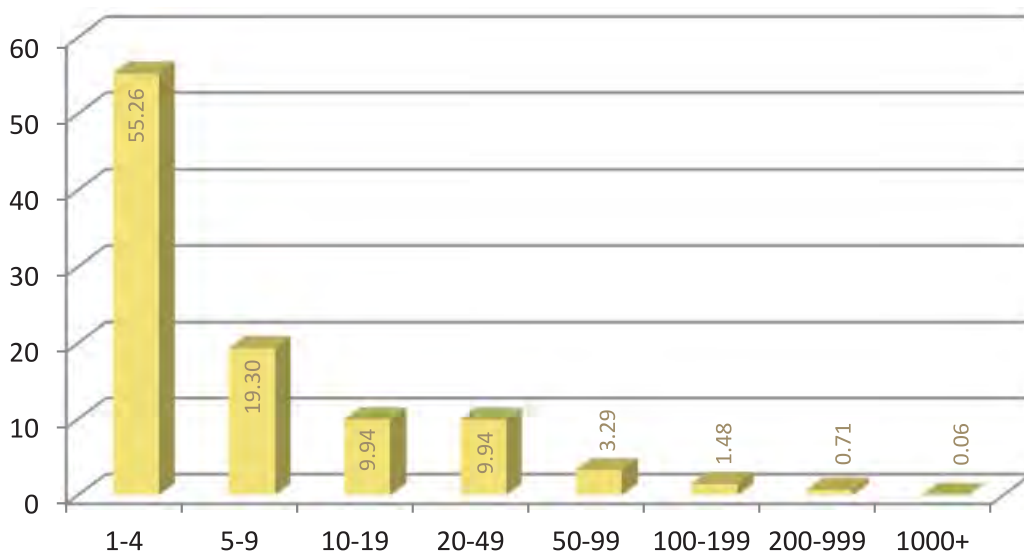
The results show that between 2001 and 2010, Downtown jobs have increased by close to 8%, while residential population has gone up by 14.5%. On an annual basis, over the past 9 years, an average of 308 residents and jobs per year has been added to the DSPA.

In 2010, the total number of jobs and residents in the larger CIPA was estimated to be 38,100. Based on a 201.8 hectare CIPA, the density is 189 people and jobs per hectare, which is below the Official Plan target of 250 people and jobs per hectare for the Urban Growth Centre by the year 2031.

9.3.3 Size of Business Establishments

Figure 25 shows the distribution in the range of size for Downtown business establishments by number of employees. In general, the majority (around 75%) of businesses are between 1-9 employees in size. Another 350 businesses are between 10-100 employees which show a good distribution in the mid-sized establishments range. The prevalence of small businesses also indicates that the Downtown is a significant hub of small-scale entrepreneurial activity.

Figure 25: CIPA Businesses by Number of Employees



Note: Numbers below bars refer to size of business by number of employees and numbers on/above the bars represent percentage of total.

9.3.4 Employment Clustering and Density

Looking at the spatial distribution of Downtown employment reveals that jobs are not evenly spread through the CIPA (Figure 26). The majority of jobs are located within the area bounded by John Street to Bay Street, and Hunter Street to York Boulevard (the area outlined in red). This concentration is understandable given the corporate corridor that extends from the Jackson Square complex to the southern part of Gore Park which contains most of the high-rise office towers in the Downtown. Consequently, firms within this area tend to be more established, corporate businesses that are larger in size.

Figure 26: Spatial Distribution of Jobs in the CIPA by Number of Employees



9.3.5 Employment Types

Table 7 shows the breakdown of employment types in the CIPA. The survey results reveal a diverse variety of jobs in the area. While Government (municipal, provincial, and federal) jobs make up the single largest employment type, collectively, private and non-profit sector jobs make up the majority of CIPA jobs. The combination of Professional/Scientific, Retail and Entertainment, F.I.R.E. (Finance, Insurance and Real Estate), Creative Industries, Non-Profit, and Manufacturing constitute 60% of all jobs in the CIPA.

The variety of jobs also extends to sectors that are indicators of a transitioning economy such as Creative Industries. This sector includes disciplines ranging from design to music to digital media. Based on the 2010 Downtown Employment Survey, more people work in the growing Creative Industries sector than those in Manufacturing and Education combined.

The prevalence of Professional/Scientific jobs is another positive sign for the Downtown. With over 4,000 employees, this category includes jobs in the fields of law, management (includes management consultants, market research, business consultants, call centres), engineering, and laboratory work.

Table 7: Employment Types in the Downtown Hamilton CIPA

Employment Type	Number of Employees	Percent of Total
Government	6,264	27.8%
Professional/Scientific	4,055	18.0%
Retail & Entertainment	3,656	16.2%
F.I.R.E (Finance Insurance and Real Estate)	3,014	13.4%
Healthcare & Social Services	1,734	7.7%
Creative Industries	1,387	6.2%
Non-Profit/NGO	862	3.8%
Education	598	2.7%
Manufacturing	568	2.5%
Other	393	1.7%
TOTAL	22,531	100%

9.3.6 Establishment Types

When one looks at the Downtown in terms of establishments that employ people, other interesting characteristics emerge (Table 8). Based on the employment survey, the most prevalent type of work establishments in the CIPA, by far, is law firms. The bulk of the rest of the top ten establishments tend to be in the realm of shopping and entertainment such as retail, food or nightlife.

Table 8: Establishment Types in the Downtown Hamilton CIPA

Establishment Type	Number of Establishments	Percent of Total
Law Firms	110	7.1%
Restaurants	74	4.8%
Specialty Store (florists, antique dealers, cell phone retailers, etc).	73	4.7%
Cosmetic (barbers, hair salons, beauty supply stores)	61	3.9%
Bars, Lounges, Clubs	56	3.6%
Fast Foods	55	3.6%
Clothing Retail	48	3.1%
Other Health Services	46	3.0%
Coffee Shops	40	2.6%
Civic Associations	39	2.5%

9.4 Summary

Downtown remains a significant employment centre in spite of many sectoral changes that have affected the economy. The health of Downtown is increasingly important as the City continues to transition to a more knowledge-based economy that is attractive to next generation talent and opportunity. The employment survey reveals 23,400 jobs in just over 1,600 business locations within the Downtown Urban Growth Centre. While about one in four jobs are held by government workers (federal, provincial and municipal, including police), the majority of employment is provided by the private sector. There is a diverse range of jobs within the following categories: professional/scientific (18% of jobs); retail and entertainment (16%); and finance, insurance and real estate (13%). 1,500 jobs have been added to the Downtown Hamilton Secondary Plan area since 2001. The employment survey data combined with population estimates indicate that the Downtown Urban Growth Centre has a gross density of 189 residents and jobs per hectare in 2010. The employment survey census population data are essential to measuring growth targets, including the new Official Plan's minimum gross density target of 250 residents and jobs per hectare by 2031 in the Downtown Hamilton Urban Growth Centre.

The information obtained concerning employment in Downtown Hamilton confirms that the core is a key player in the economic landscape of Hamilton and will be increasingly important as the City transitions to a more knowledge based economy. Downtown will be Hamilton's calling card to attract next generation talent and provide diverse and well-paying economic opportunities.

It is critical that Downtown is understood as a local economic powerhouse within the planning frameworks of the City of Hamilton, so that appropriate investment both in infrastructure and resources can be prioritized to ensure the momentum of downtown redevelopment is strengthened.

10.0 UNDERGROUND INFRASTRUCTURE

As a built-up urban area, infrastructure exists for the Downtown. Some of the key underground utilities are shown on Map 17. There are a variety of underground pipes, gas lines, and transmission lines throughout the Downtown. Additional infrastructure information is available which can assist in making land use planning decisions. As part of the Growth Related Integrated Development Strategy (GRIDS) process and later the development of the Urban Structure for the Urban Official Plan, water/wastewater and stormwater capacity was evaluated. Concurrent with GRIDS, a water and wastewater master plan was prepared, as well as a storm water master plan. These master plans were conducted for the entire City. As part of the development of the Urban Structure policy framework in the Official Plan, these master plans were reviewed and relevant information was extrapolated related to the nodes and corridors.

10.1 Water Distribution

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 100 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 in general serves the existing land uses in the neighbourhood adequately, upgrades may be required to support any substantial modifications to the land use or intensification.

10.2 Wastewater and Storm Water Servicing

Servicing of the Downtown Secondary Planning Study area is provided by a combination of sanitary sewer, storm sewer, and/or combined sewer collection systems on almost all of the street segments and every property currently has direct access to a system for collection for both waste water and storm water. Some of the oldest sewers in the City, exceeding 150 years, are associated with the servicing of the study area and most of the sewers on the interior streets were constructed between the 1850's and the 1920's. The larger diameter sewers, (exceeding an equivalent cross-sectional area of 1 square metre), are scattered across the study area and occupy approximately 26 percent of the streets. This includes two locations on 'private' property – the first is beneath Jackson Square and adjacent to the westerly side of the City Centre on the MacNab Street North alignment and the second is beneath # 284 - # 308 King Street East, owned by various owners, currently including R. Denninger Ltd. With the Secondary Plan boundary expansion area included in the study area, they occupy approximately 31 percent of the streets.

From the 1970's to present day, some rehabilitation, replacement and separation of combined systems into sanitary and storm sewer systems have been undertaken as the needs were identified. From the recommendations of the Pollution Control Plan dated 1991, one combined sewer overflow (CSO) tank associated with the servicing of the study area was constructed in the 1990's in Eastwood Park at the Dock Service Road – Ferguson Ave North intersection. The combined sewer flows from the study area, spill into this tank during wet weather events and are eventually pumped into the Western Sanitary Interceptor (WSI), and together with dry weather flows, are conveyed to the Wastewater Treatment Plant on Woodward Avenue.

A City-wide Wastewater Master Servicing Plan was coordinated with GRIDS population projections and completed in 2006, and no trunk sewer upgrades within the study area were identified. While the collections systems are serving the existing land uses and equivalent population densities within the study area with reasonable effectiveness, it is anticipated that any substantial intensification in terms of residential population, nature of non-residential land uses, and number of additional jobs eventually created, may give rise to upgrades to parts of the existing systems from a wastewater generation perspective. Storm water management techniques have been recommended to maintain at current levels, or reduce runoff rates where the need is identified.

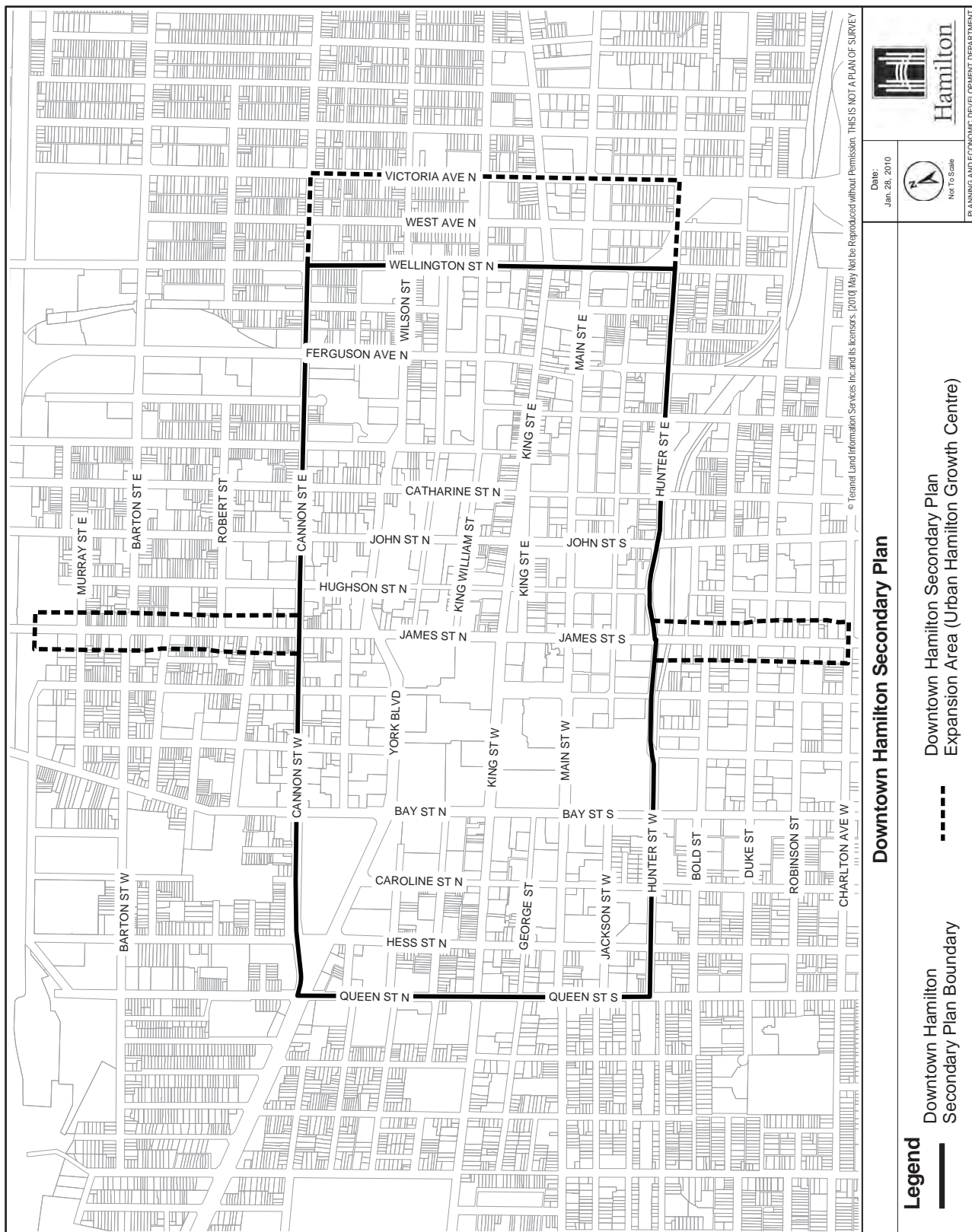
The catchment areas for the study area sewers extend as far south as the base of the escarpment, and therefore any future intensification on these lands, as well as other lands external and adjacent to the Downtown Secondary Plan boundaries will also need to be addressed in considering the need for upgrades.

10.3 Summary

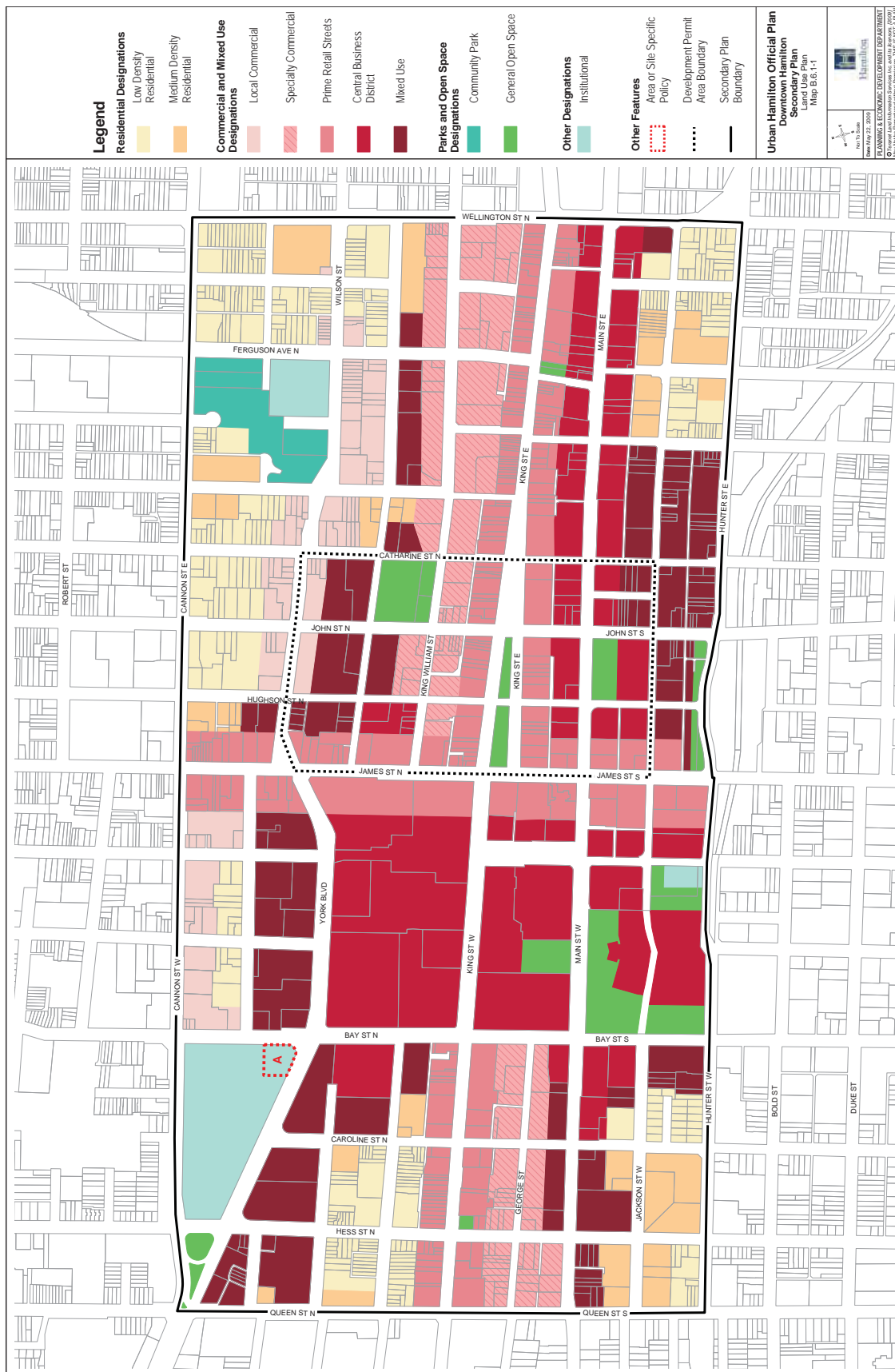
For the Downtown, infrastructure policies should reflect best practices to reduce the impact of stormwater on the system. Policies can include direction for future development to minimize stormwater run-off and other mitigation strategies. As the Downtown is already highly urbanized, planning policy may be able to contribute to the master plan strategy by encouraging on site water treatments where appropriate.

The Master Servicing Plan identified infrastructure upgrades within the Downtown. 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.

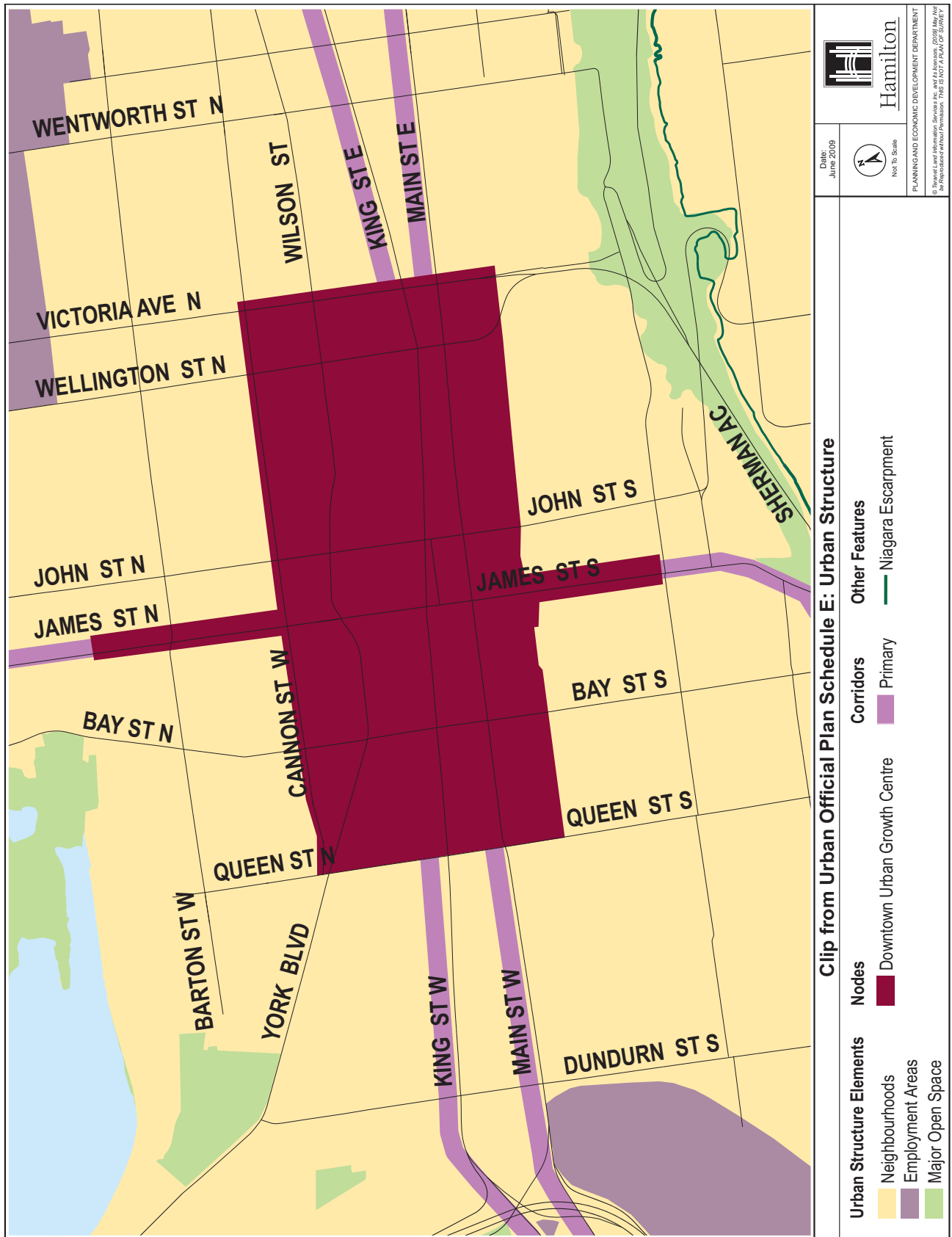
Map 1: Study Area



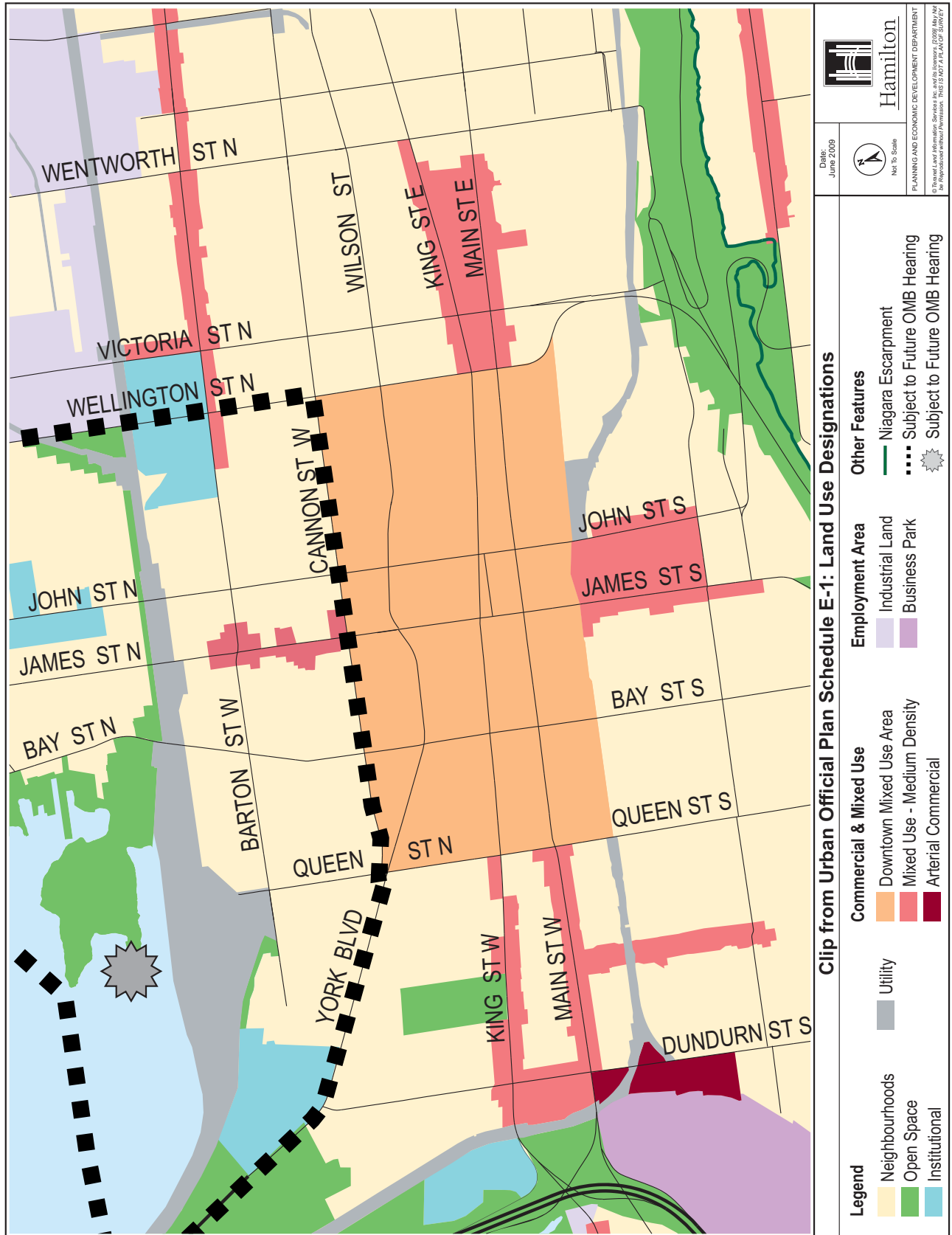
Map 2: Downtown Hamilton Secondary Plan Land Use



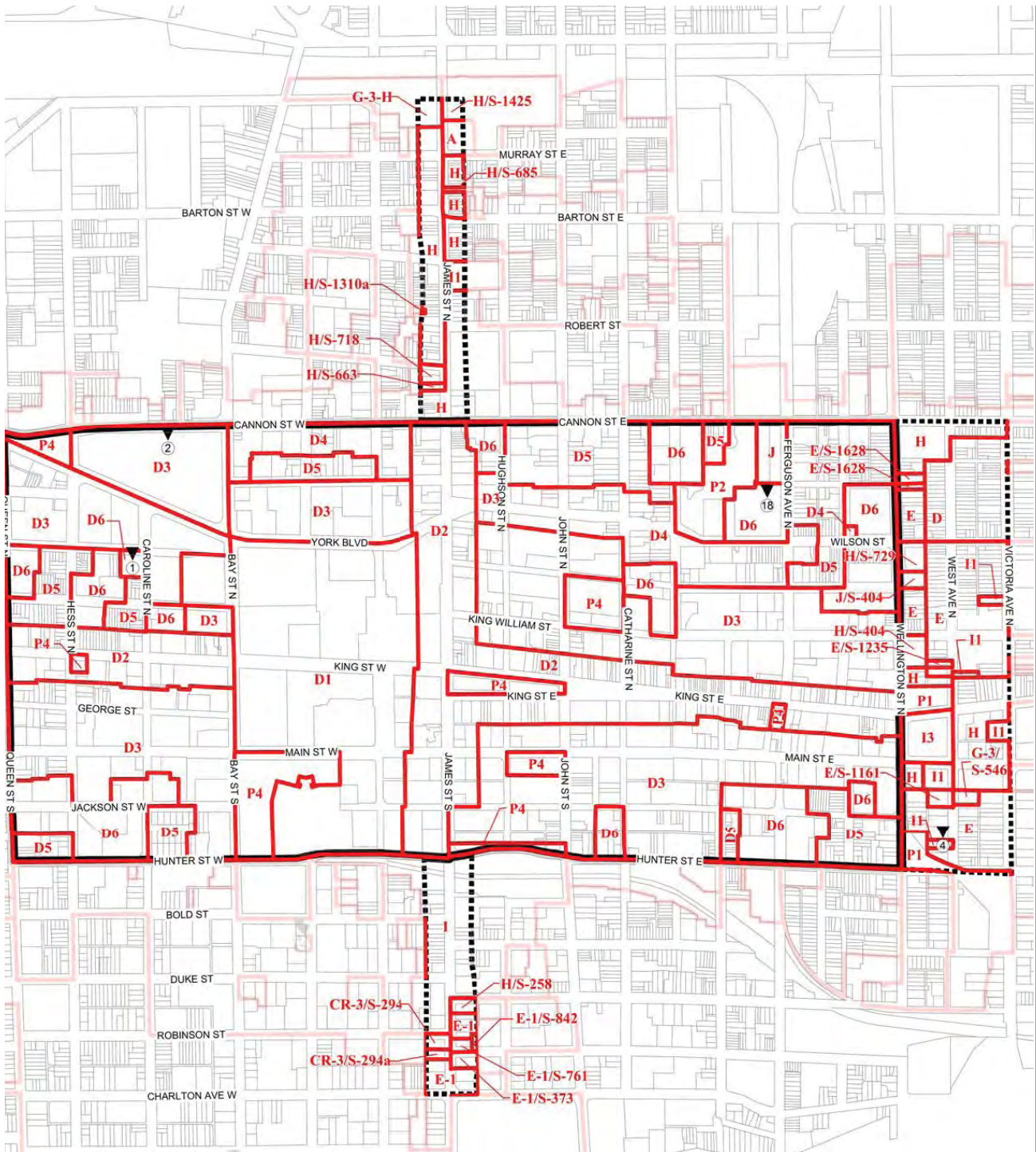
Map 3: Urban Hamilton Official Plan Schedule E - Urban Structure



Map 4: Urban Hamilton Official Plan Schedule E-1 - Urban Land Use Designations



Map 5: Zoning Map



Legend

- Downtown Hamilton Secondary Plan Expansion Area
- Downtown Hamilton Secondary Plan Boundary
- Existing Zoning

**Downtown Hamilton
Zoning Map**

Date:
November 2011



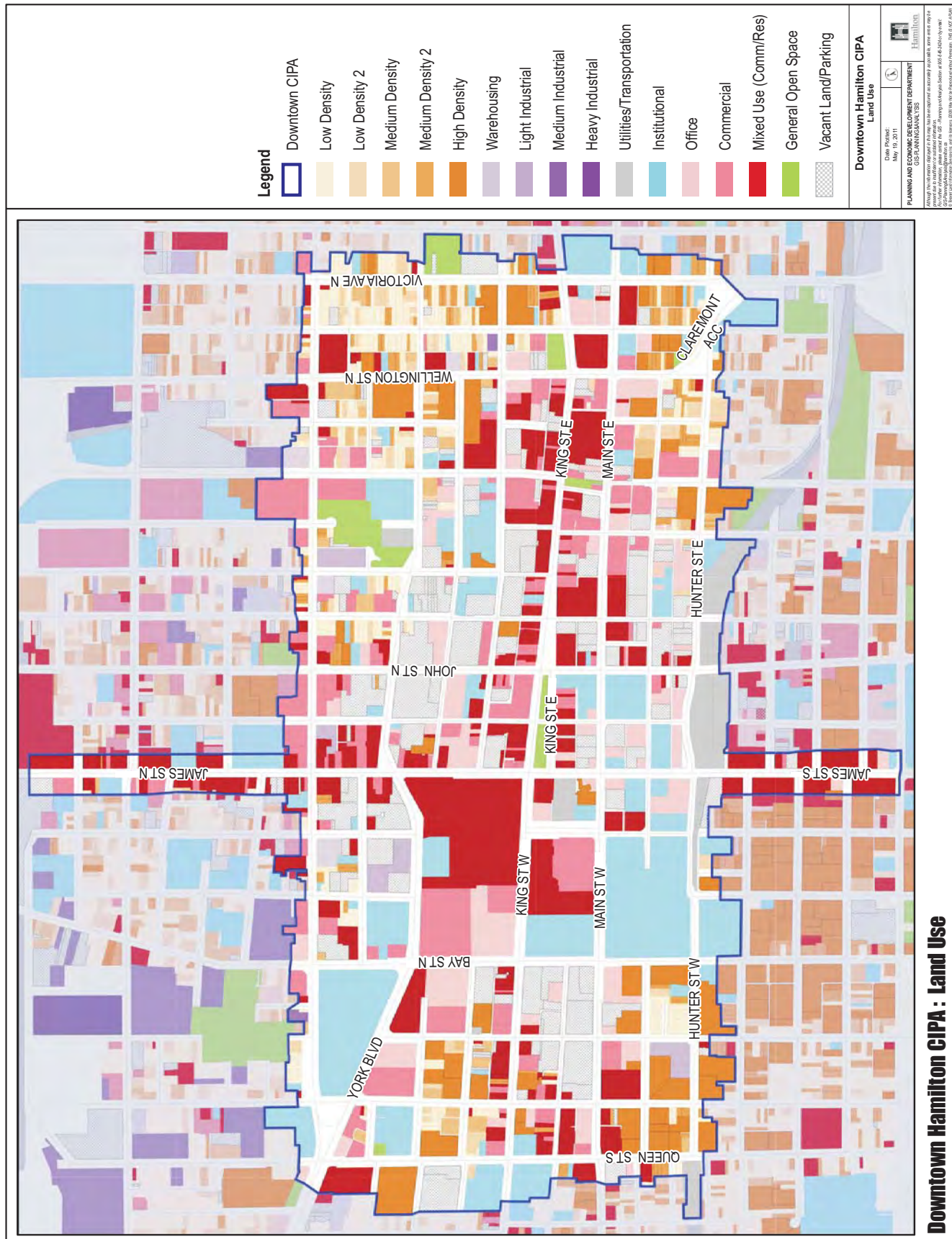
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Hamilton

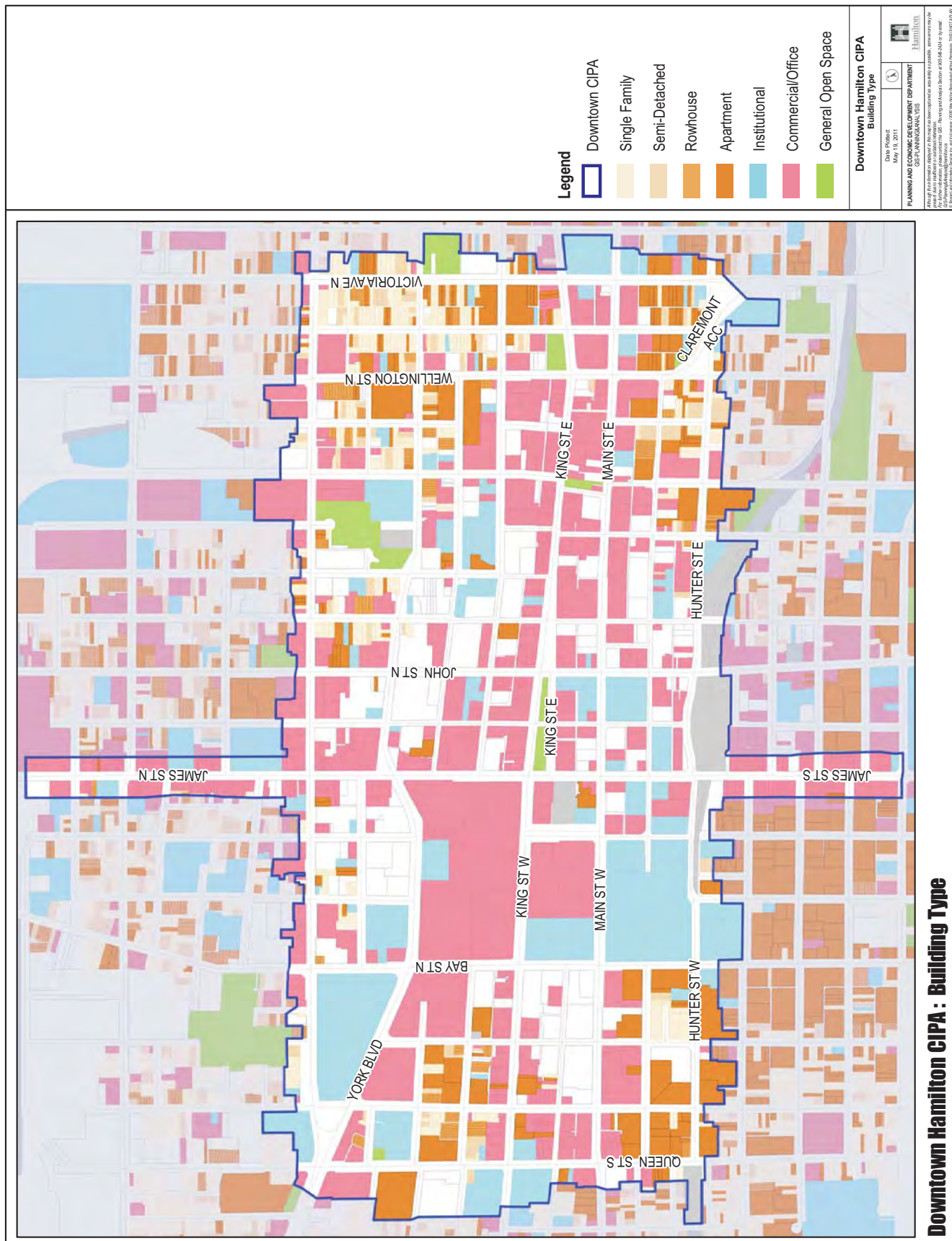
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Map 6: Existing Land Use



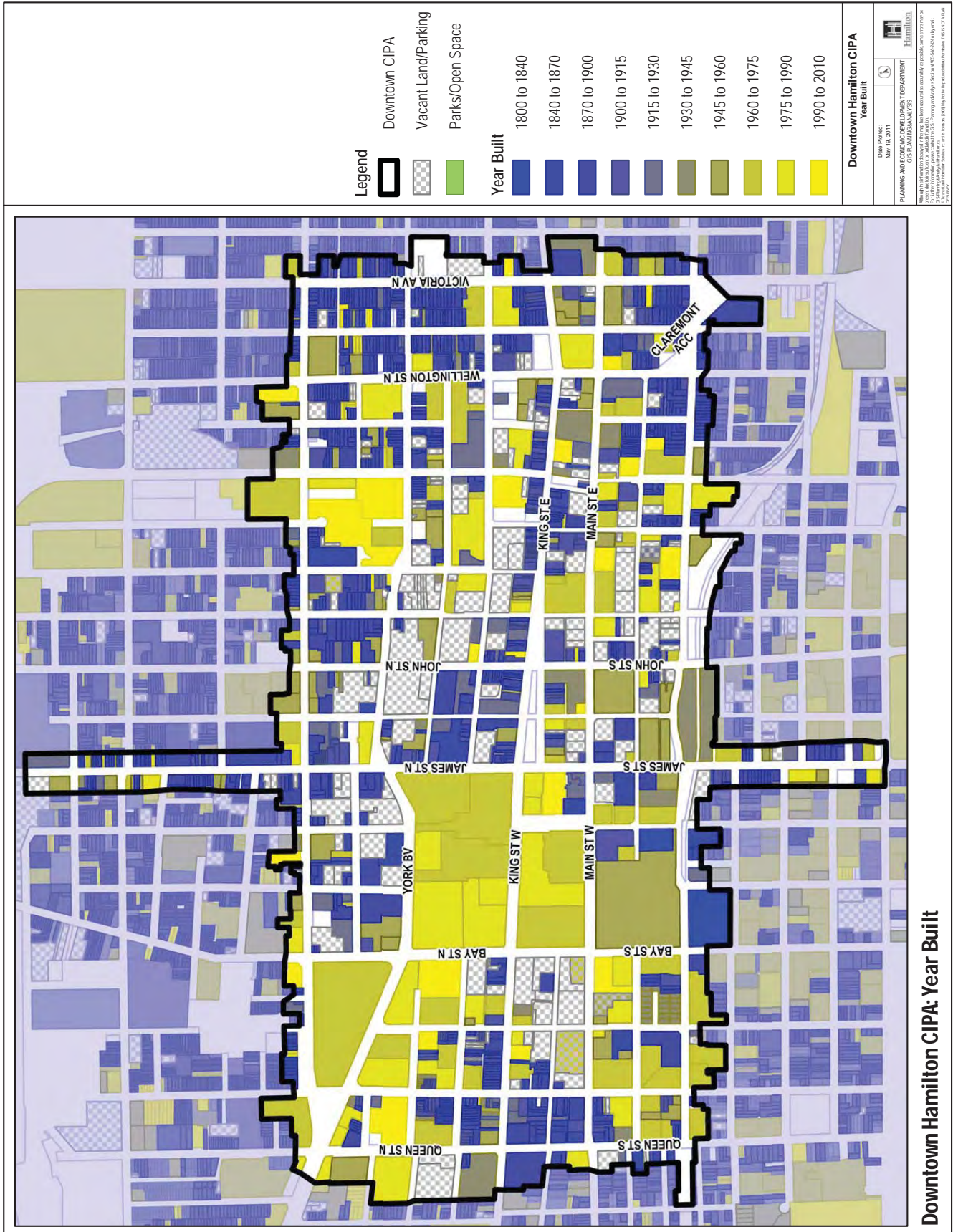
Downtown Hamilton CIPA: Land Use

Map 7: Building Type

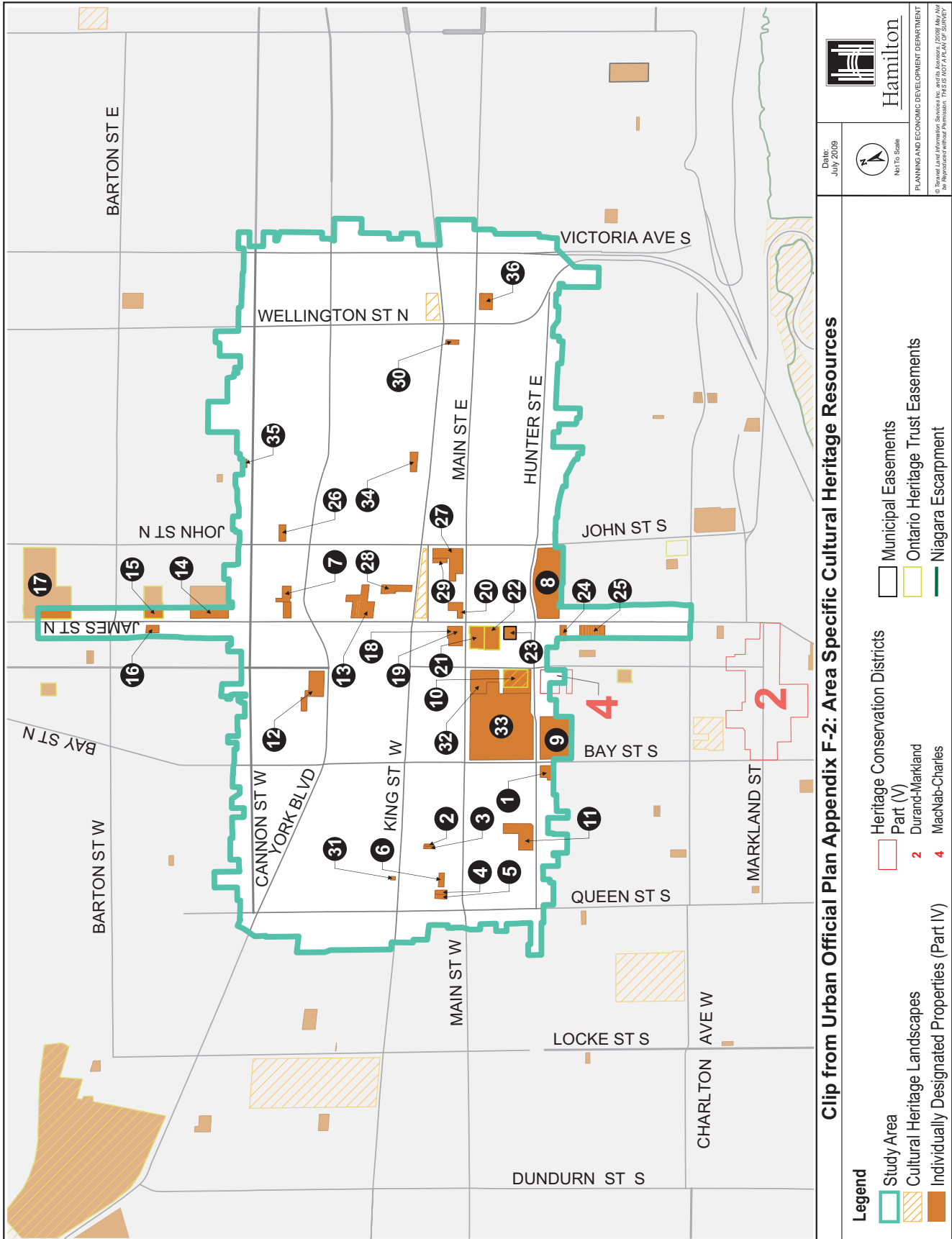


Downtown Hamilton CIPA : Building Type

Map 8: Year Built



Map 9: Cultural Heritage Resources

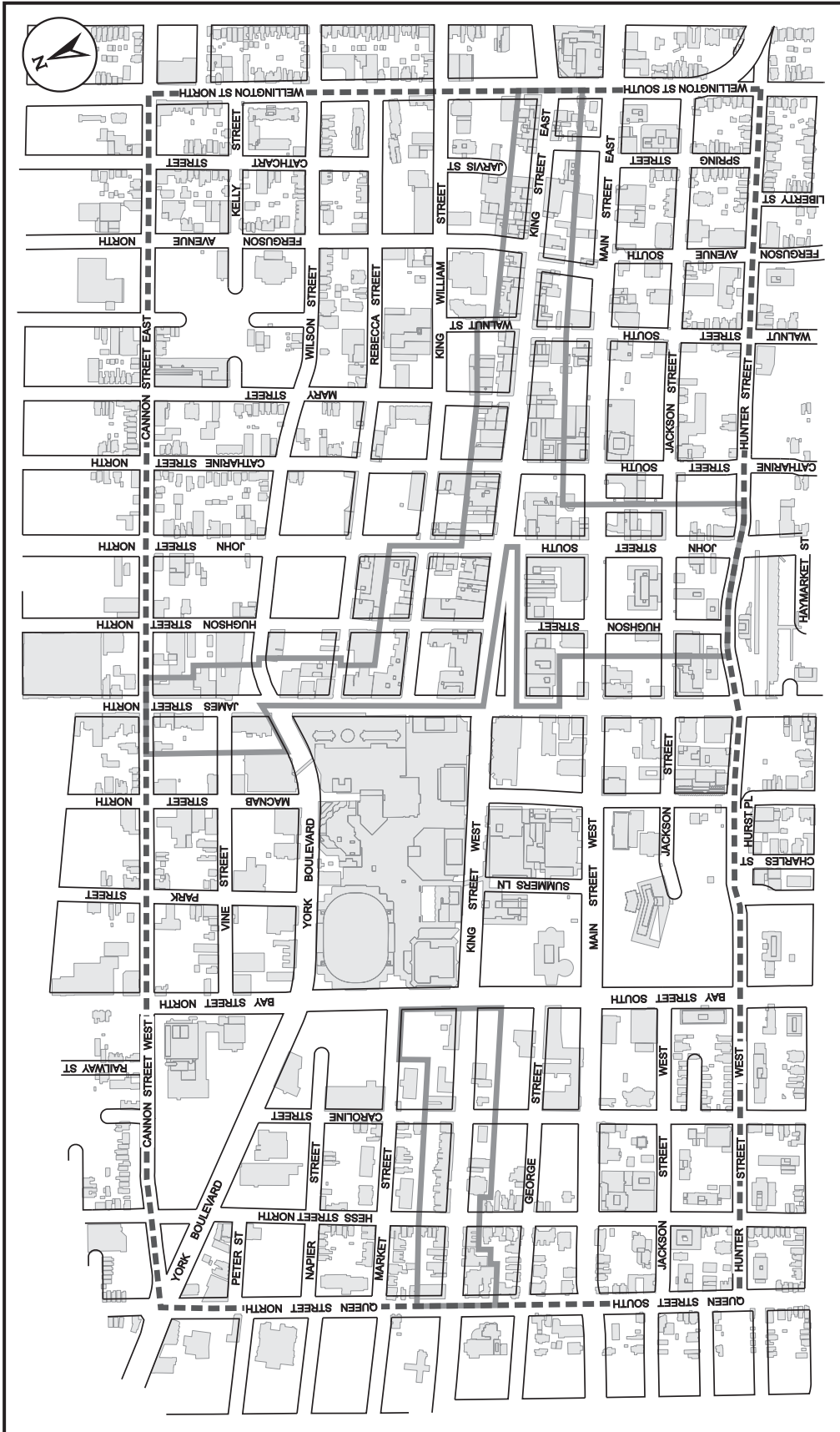


Map 9: Cultural Heritage Resources

HERITAGE DESIGNATED BUILDINGS

- | | | | | |
|----|---------|---|----|--|
| 1 | 130 | Bay St. S - Former St. Mark's Anglican Church | 19 | James St. S - Sun Life Building |
| 2 | 72 | George St. - Rowhouse | 20 | James St. S - Landed Bank |
| 3 | 74 | George St. - Rowhouse | 21 | James St. S - Bank of Montreal |
| 4 | 107 | George St. - Semi-detached House | 22 | James St. S - St. Paul's Presbyterian Church |
| 5 | 109 | George St. - Semi-detached House | 23 | James St. S - James Street Baptist Church |
| 6 | 34-36 | Hess St. S - Semi-detached Houses | 24 | James St. S - Hamilton Conservatory of Music |
| 7 | 111-113 | Hughson St. N - Tivoli Theatre | 25 | 142-160 James St. S - James Street South Stone Terrace |
| 8 | 36 | Hunter St. E - Hamilton GO Centre | 26 | 112-116 John St. N - Stewart Memorial Church |
| 9 | 75 | Hunter St. W - Central Public School | 27 | 10 John St. S - Dominion Building |
| 10 | 41 | Jackson St. W - Whitehern | 28 | 35-41 King St. E - Right House |
| 11 | 163 | Jackson St. W - CHCH Building | 29 | 66-70 King St. E - Victoria Hall |
| 12 | 63-73 | MacNab St. N - Commercial Block | 30 | 320 King St. E - Commercial Building |
| 13 | 28-50 | James St. N - Lister Block | 31 | 276-278 King St. W - Commercial Building |
| 14 | 200 | James St. N - John Weir Foote Armoury | 32 | 55 Main St. W - Carnegie Library |
| 15 | 252 | James St. N - Christ's Church Cathedral & Schoolhouse | 33 | 71 Main St. W - City Hall |
| 16 | 255-265 | James St. N - Hamilton Brass Manufacturing Co. Building | 34 | 14 Mary St. - Century Theatre |
| 17 | 360 | James St. N - Hamilton CN Railway Station | 35 | 158 Mary St - William Pring House |
| 18 | 36-40 | James St. S - Pigott Building | 36 | 16 West Ave. S - Church of St. Thomas |

Map 10: Heritage Character Zone





Hamilton
Planning & Economic
Development Department

Legend

 Planning Boundary

 Heritage Character Zone

Note: This map is for illustrative purposes only and has been adapted from Schedule "F" Figure 2 of the City of Hamilton By-Law 05-200.

Map 11: Hamilton's Long Term Rapid Transit System "B-L-A-S-T"

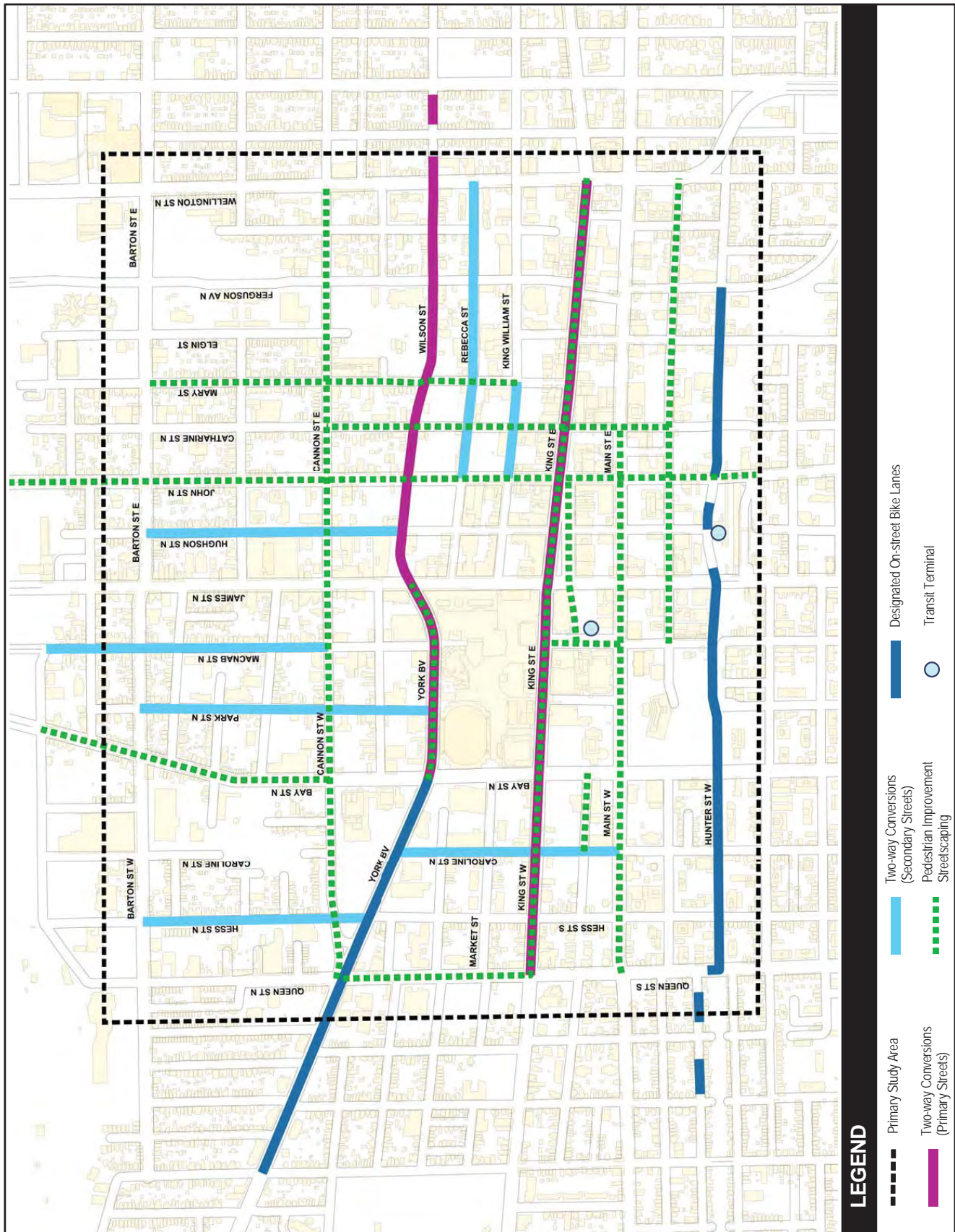


Hamilton Long Term Rapid Transit System "B.L.A.S.T" (Conceptual Only)

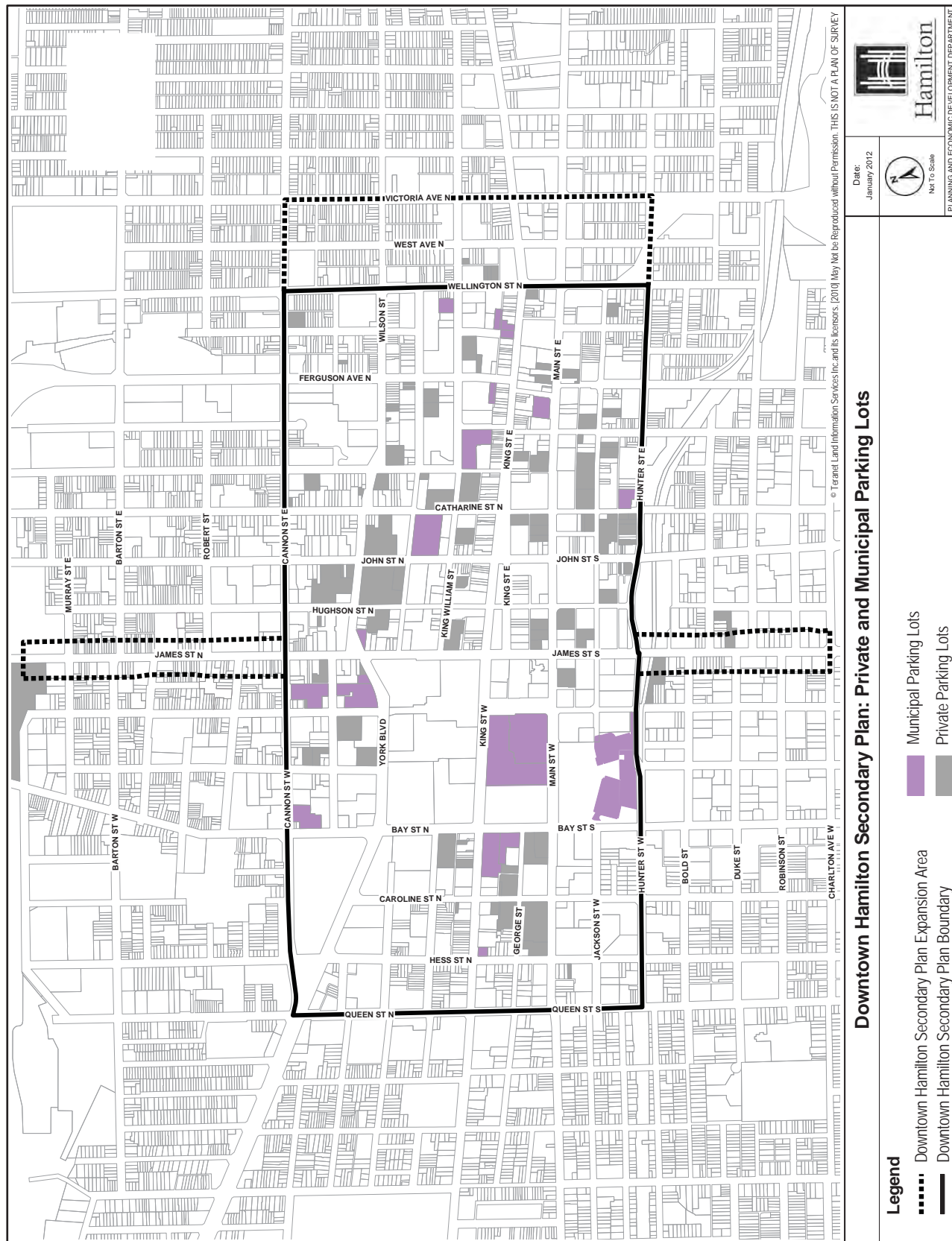


- B** 15 year priority plan (solid line) / beyond 25 years (dashed line)
- L** beyond 25 years
- A** within 15 years
- S** beyond 25 years
- T** within 25 years

Map 12: Recommended Transportation Network
as per the Downtown Transportation Master Plan 5 Year Review (2008)



Map 13: Private and Municipal Parking Lots



Downtown Hamilton Secondary Plan: Private and Municipal Parking Lots

Legend

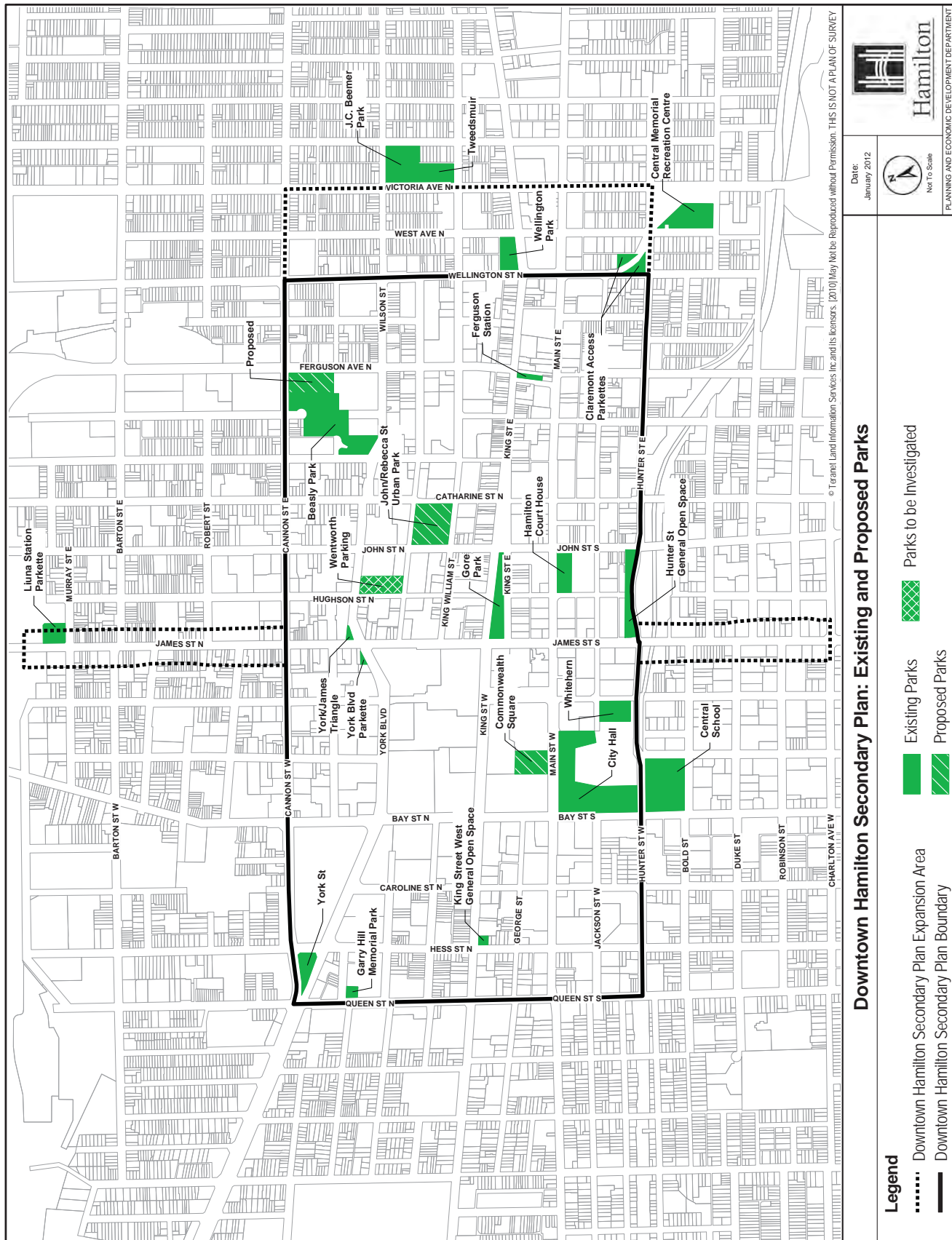
- Downtown Hamilton Secondary Plan Expansion Area
- - - - - Downtown Hamilton Secondary Plan Boundary
- Municipal Parking Lots
- Private Parking Lots

Date:
January 2012

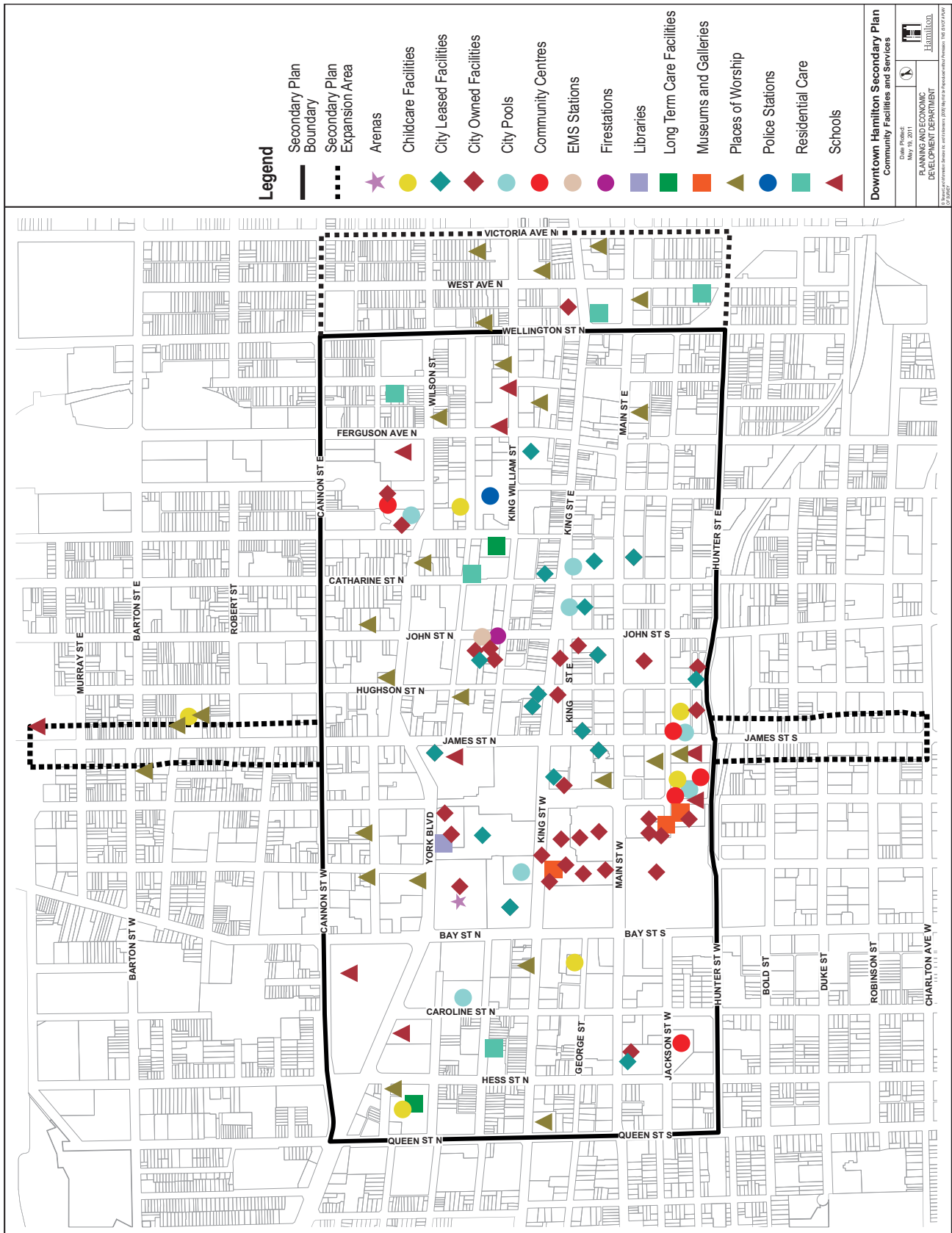


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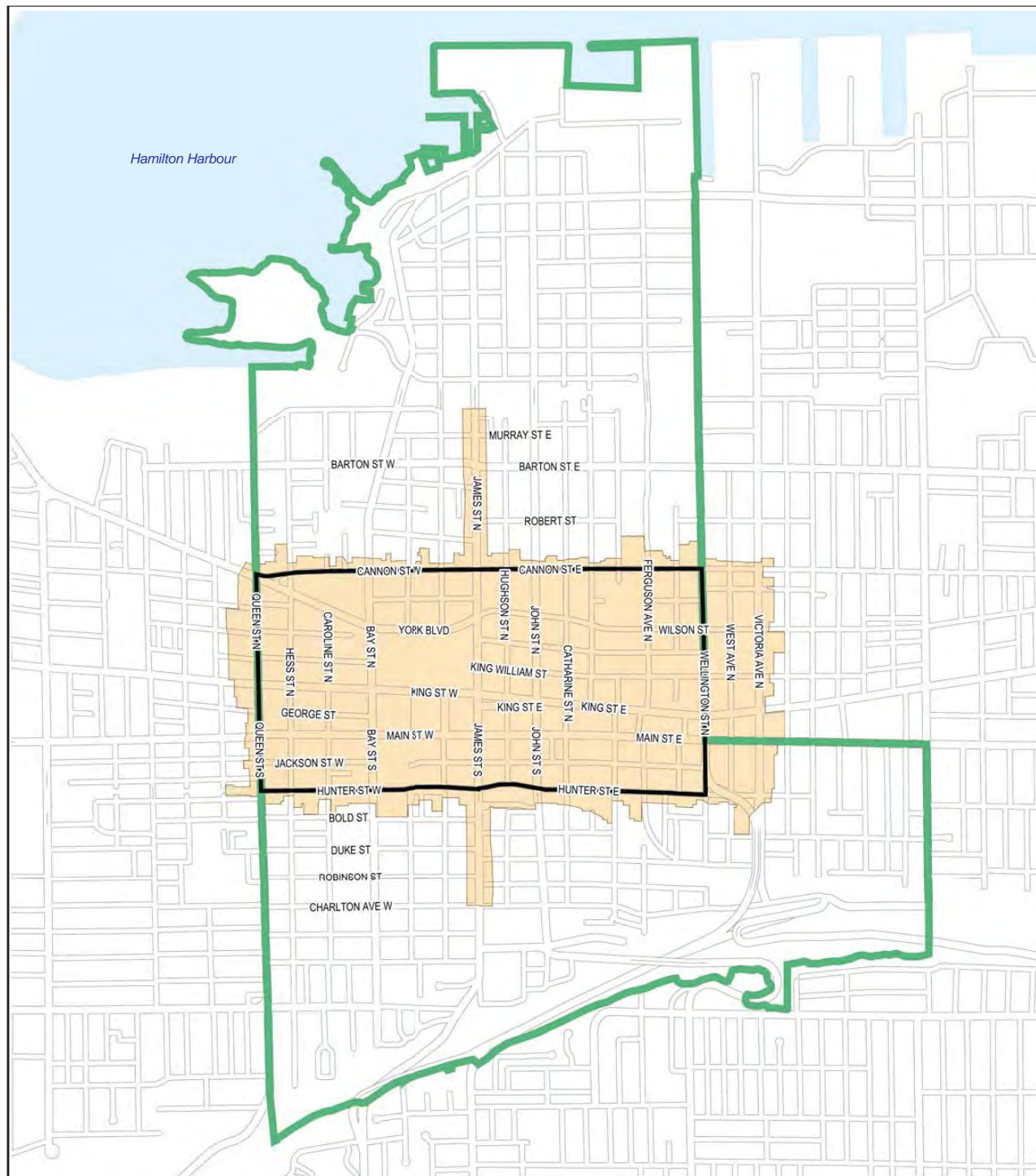
Map 14: Existing and Proposed Parks and General Open Space






Map 15: Community Facilities and Services



Map 16: Downtown Community Improvement Project Area



Legend

-  Downtown Hamilton Secondary Plan Boundary
-  Ward 2 Boundary
-  Downtown Hamilton Community Improvement Project Area (CIPA) and Urban Growth Centre

Downtown Hamilton Community Improvement Project Area

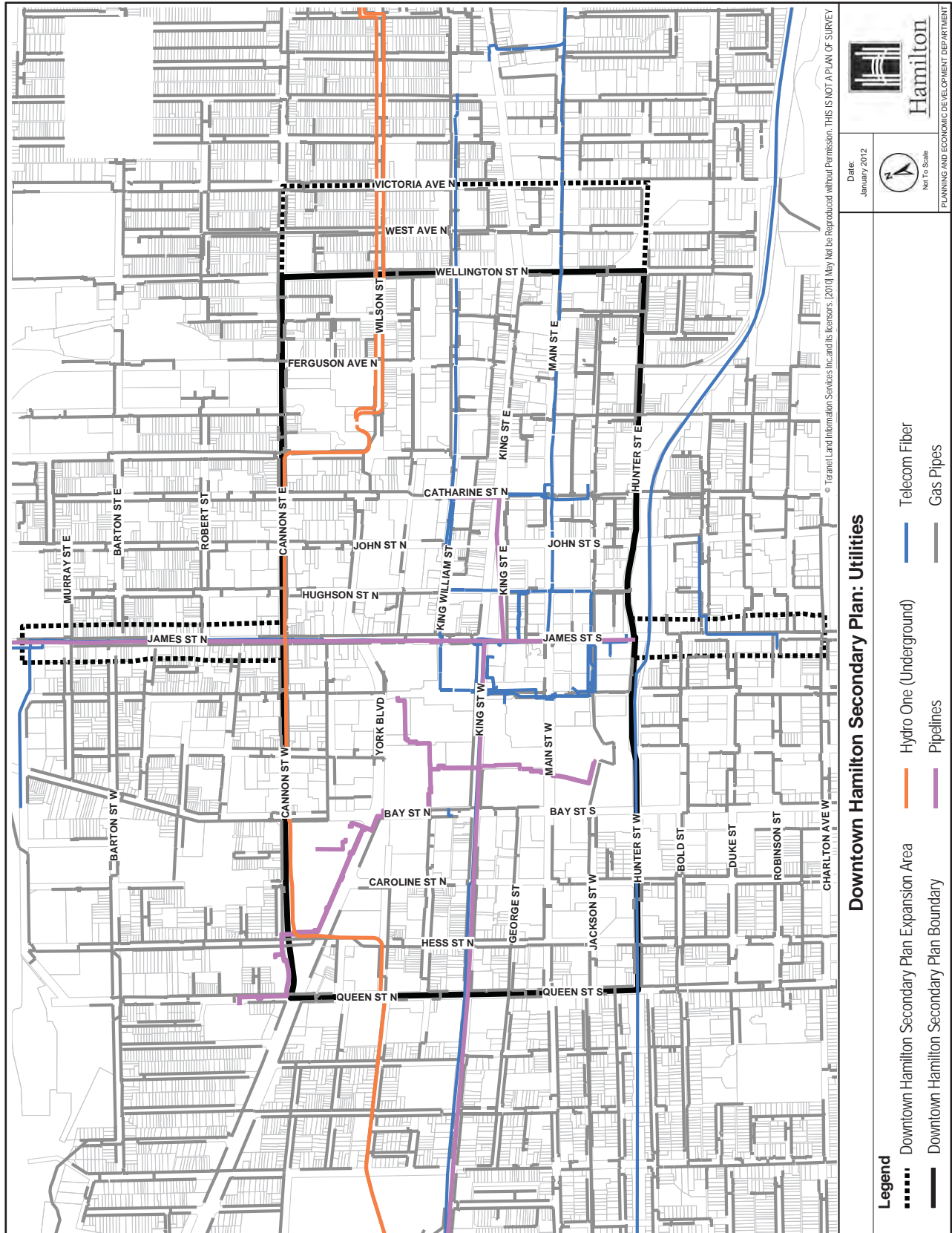
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January 2012



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Map 17: Utilities



Date:
January 2012

Hamilton
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Downtown Hamilton Secondary Plan: Utilities

Legend

- Downtown Hamilton Secondary Plan Expansion Area
- Hydro One (Underground)
- Pipelines
- Telecom Fiber
- Gas Pipes
- Downtown Hamilton Secondary Plan Boundary

Downtown Hamilton Secondary Plan Review- Development Application Tracking						
#	Address	File Number	Type of Application	Date of Application	Notes of Application	Decision
1	207-213 King Street East	B-01:04	Land Severance	14-Feb-01	To permit the conveyance of a vacant parcel of land measuring 18.809m x 32.967m for commercial/residential purposes, and to retain a parcel of land measuring 33.004m x 69.67m containing an existing four storey building for commercial/residential purposes.	Approved
2	115-117 George Street	A-01:16	Minor Variance	14-Mar-01	To permit the erection of a third party/billboard ground sign in the rear yard of the existing building.	
3	100 Victoria Avenue North	A-01:17	Minor Variance	14-Mar-01	To permit a recently constructed enclosed porch to remain and be maintained.	
4	284-286 James Street North	A-01:18	Minor Variance	14-Mar-01	To permit Committee decision A-97:26 which permitted a 96 seat first floor restaurant, 60 seat private club in the basement and three (3) dwelling units on the upper floors to be altered to permit conversion of the basement space to a restaurant use.	
5	129 Market Street, 13, 15 and 17 Caroline Street North	B-01:12, B-01:13	Land Severance	11-Apr-01	B-01:12 - the conveyance of a parcel of land (129 Market Street) measuring 20.87' x 78.06' containing an existing dwelling for residential purposes, and to retain a parcel of land (13, 15 & 17 Caroline Street North) measuring 65.04' x 79.42' containing existing dwellings for residential purposes B-01:13 - the conveyance of a parcel of land (15 Caroline Street North) measuring 17.56' x 78' +/- containing an existing dwelling for residential purposes, and to retain two parcels of land; one (13 Caroline Street North) measuring 21.30' x 79.42', and the other (17 Caroline Street North) measuring 26.21' x 78' +/-, both containing existing dwellings for residential purposes.	Approved
6	155 James Street South	A-01:40	Minor Variance	11-Apr-01	To permit, as a clarification to decision A-00:107, the proposed building conversion to include increased commercial space in the mezzanine area above the ground floor notwithstanding that the required loading spaces are not provided.	
7	44 Evans Street	A-01:86	Minor Variance	27-Jun-01	To permit a proposed single family dwelling.	
8	18 West Avenue South	A-01:90	Minor Variance	27-Jun-01	To permit the expansion of the existing parking area for the established office use by the addition of three parallel parking spaces adjacent to the public alley to the north notwithstanding that the required manoeuvring on site will not be provided.	

9	4 Hughson Street South	A-01:91	Minor Variance	27-Jun-01	To permit a business identification ground sign to be located in the rear yard of the existing commercial building notwithstanding that a rear yard depth of 3.65m (12.0') will be provided instead of the minimum required 4.5m (14.76') rear yard depth.
10	306 King Street West	A-01:114	Minor Variance	25-Jul-01	To permit a proposed outdoor patio (in conjunction with a restaurant use permitted in A-00:168), to be located in the yard abutting Queen Street North notwithstanding that such a patio location is not permitted on a lot abutting a residential district to the north.
11	11 Caroline Street North	B-01:37	Land Severance	19-Sep-01	To permit the conveyance of a parcel of rear land measuring 6.92m x 9.37m to be added to adjoining lands to the west for commercial purposes, and to retain a vacant parcel of land measuring 7.08m x 15.23m.
12	274 James Street North	A-01:142	Minor Variance	19-Sep-01	To permit a proposed 20 seat restaurant use within the existing commercial/residential building notwithstanding that only two (2) parking spaces will be provided instead of the minimum required four (4) parking spaces.
13	230 Hunter Street East	A-01:147	Minor Variance	19-Sep-01	To permit a proposed two family dwelling use in the existing dwelling notwithstanding that a lot width of 6.0m and lot area of 238 sq. m. will be provided instead of the minimum required lot width of 18.0m and lot area of 540 sq. m. respectively.
14	260 and 264 Main Street West	A-01:110	Minor Variance	17-Oct-01	To permit the legally established non-conforming multiple dwelling development consisting of 2 buildings of 27 dwelling units each for a total of 54 units on one property to be increased by 2 dwelling units in the basement in each for a total of 58 dwelling units notwithstanding that no parking or loading provisions are maintained on site.
15	431 King Street East	A-01:162	Minor Variance	17-Oct-01	To permit the conversion of the ground floor of the existing commercial/residential building to provide for one (1) additional dwelling unit for a total of two (2) dwelling units notwithstanding that the lot on which the building is standing does not provide a minimum 180m radial distance from two previously converted buildings at 8 West Avenue East and 429 King Street East (subject to approval).
16	429 King Street East	A-01:163	Minor Variance	17-Oct-01	To permit the conversion of the ground floor of the existing commercial/residential building to provide for one (1) additional dwelling unit for a total of two (2) dwelling units notwithstanding that the lot on which the building is standing does not provide a minimum 180m radial distance from two previously converted buildings at 8 West Avenue East and 431 King Street East (subject to approval).

17	212 King William Street and 28 Ferguson Avenue North	B-01:48	Land Severance	07-Nov-01	To permit the conveyance of a parcel of land having a frontage of 9.92m, and an area of approximately 521 sq. m. to be added to adjoining lands known municipally as 1 Jarvis Avenue for commercial purposes, and to retain a parcel of land measuring 30.33m x 32.61m containing an existing building for commercial purposes.	Approved
18	214 King William Street and 1 Jarvis Street	B-01:49	Land Severance	07-Nov-01	To permit the conveyance of a parcel of land measuring 55.58m x 33.12m to be added to adjoining lands known municipally as 212 King William Street for commercial purposes, and to retain a parcel of land having a frontage of 53.06m, and an area of approximately 3400 sq. m. containing an existing building for commercial purposes.	Approved
19	145 MacNab Street North	B-01:50	Land Severance	07-Nov-01	To permit the conveyance of a parcel of land measuring 20.16m x 36.94m for commercial purposes, and to retain a parcel of land having a frontage on Cannon Street West of 35.19m, and an area of approximately 2,764 sq. m. for commercial purposes.	Approved
20	145 MacNab Street North	B-01:51	Land Severance	07-Nov-01	To permit the conveyance of a parcel of land measuring 20.14m x 36.94m to be added to the adjoining lands to the north known municipally as 157 MacNab Street North for commercial (parking) purposes, and to retain a parcel of land having a frontage on Cannon Street West of 35.19m, and an area of approximately 2,764 sq. m. for commercial purposes.	Approved
21	145 MacNab Street North	B-01:52	Land Severance	07-Nov-01	To permit the conveyance of a parcel of land measuring 16.23m x 36.94m to be added to the lands to the south known municipally as 129 MacNab Street North for commercial (parking) purposes, and to retain a parcel of land having a frontage on Cannon Street West of 35.19m, and an area of approximately 2,764 sq. m. for commercial purposes.	Approved
22	66 Emerald Street North	A-01:171	Minor Variance	07-Nov-01	To permit a proposed 6.096m (20.0') x 4.27m (14.0') one storey addition at the rear of the existing single family dwelling notwithstanding that a north side yard width of 0.3048m (1.0'), with further eave projection will be provided instead of the minimum required 1.2m (3.94') side yard width.	
23	129 Bold Street	A-01:212	Minor Variance	12-Dec-01	To permit an additional five (5) dwelling units, to a new total of 113 units, in the existing multiple dwelling.	
24	13, 15, 17, 19, 21, 23, 25 and 27 Railway Street	A-01:213	Minor Variance	12-Dec-01	(See file)	

25	150 and 160 Market Street	B-01:67	Land Severance	09-Jan-02	To permit the conveyance of a parcel of land (150 Market Street) having a frontage of 54.86m, and an area of 2,245.96 sq. m. containing an existing 13 storey apartment building for residential purposes, and to retain a parcel of land, being irregular in shape, having a frontage of 44.39m, and an area of 5,955 sq. m. containing an existing 25 storey apartment building for residential purposes.	Approved
26	200, 202 Cannon Street East, 73, 75, 77, 79, 81 Cathcart	B-01:70, B-01:71	Land Severance	09-Jan-02	B-01:70 - the conveyance of an irregular shaped parcel of land having a frontage of 8.5m, and an area of 522 sq. m. to be added to lands for commercial purposes, and to retain a parcel of land having a frontage of 20.3m and an area of 921 sq. m. containing two storey brick dwellings, one storey brick building and two storey brick dwelling for residential and commercial purposes. B-01:71 - the conveyance of a parcel of land measuring 8.8m x 21.8m containing an existing dwelling for residential purposes, and to retain two parcels of land; one measuring 20.3m x 25.8m and the other measuring 8.4m x 23.9m containing two storey brick dwellings and one and two storey brick building for residential and commercial purposes.	Approved
27	62 Victoria Avenue South	HM/A-02:04	Minor Variance	06-Feb-02	To permit the construction of a six (6) unit multiple dwelling notwithstanding that the required 9.0m x 3.7m loading space shall not be provided.	
28	155 James Street South	25CDM20 0111	Draft Plan of Condominium	18-Feb-01	93 apartment units, 16 commercial units	Lapsed
29	155 James Street South	HM/A-02:47	Minor Variance	10-Apr-02	To permit the conversion of an additional three (3) dwelling units to an existing 14 storey - 90 unit multiple dwelling for a total of 93 units.	
30	131 Catharine Street North	HM/A-02:24	Minor Variance	06-Mar-02	To permit a three storey rear addition to the existing legally established non-conforming boarding house for eleven (11) boarders.	
31	252 James Street North	MDA-02-043	Minor Site Plan	18-Mar-02		
32	25 Hughson Street South	DA-02-068	Site Plan	08-May-02		
33	130 York Boulevard	DA-02-072	Site Plan	09-May-02		

34	130 York Boulevard	HM/B-02:54	Land Severance	15-May-02	To permit the establishment of a long term lease over a parcel of land having an area of 843.25 sq. m. for private utility (proposed district heating facility) purposes, and also to establish an easement over a parcel of land having an area of 2173.56 sq. m. for maintenance and servicing purposes, and to retain a parcel of land having an area of approximately 34,000 sq. m. containing an existing school (Sir John A. McDonald Secondary School) for institutional purposes.	
35	128 Market Street, 13, 15 and 17 Caroline Street North	HM/A-02:35	Minor Variance	20-May-02	To permit the existing two family dwellings located at 129 Market Street and 13, 15 and 17 Caroline Street North to remain and be maintained upon the newly created lots.	
36	16 Severn Street	A-01:27	Minor Variance	05-Jun-02	To permit a proposed private club use in place of the legally established non-conforming cardboard box manufacturer and custom jewellery maker use notwithstanding that it is not permitted in the zone, nor is any required parking provided.	
37	275 King Street West	HM/A-02:104	Minor Variance	05-Jun-02	To permit a fourth floor addition to an existing multiple dwelling.	Approved
38	12 Walnut Street South	HM/B-02:60	Land Severance	05-Jun-02	To permit the establishment of 2.74m (9.0') wide easements over Parts 1, 2, 3 and 4 on plan 62R-16089 for utility (to locate hydro cable and related equipment) purposes.	Approved
39	250 Main Street East	ZAC-02-41, OPA-02-10	Rezoning and Official Plan Amendment	11-Jun-02	The northern portion of the subject property is designated "Central Business District" and the southern portion of the subject lands are designated "Low Density Residential" on Schedule "L-1" – Land Use and Development Permit Area, and on Schedule "L-8" – Overall Land Use Strategy, of the Downtown Hamilton Secondary Plan. The applicant has applied to change the designation on the southerly portion of the subject lands.	
40	135-139 Hunter Street East	DA-02-098	Site Plan Control	14-Jun-02		
41	145 MacNab Street North	HM/B-02:133	Land Severance	18-Sep-02	To permit the conveyance of an "L" shaped parcel of land having a frontage of 5.08m, and an area of 432 sq. m. to be added to adjoining lands known municipally as 58 Cannon Street West for commercial purposes, and to retain a parcel of land measuring 30m x 74.25m for commercial purposes.	Approved
42	80-80A King William Street	HM/B-02:134	Land Severance	18-Sep-02	To permit the conveyance of a parcel of land measuring 37m x 41.54m for commercial purposes, and to retain a parcel of land measuring 33m x 41.54m containing an existing three storey building for commercial purposes.	Approved

43	137 Catharine Street North	HM/A-02:194	Minor Variance	18-Sep-02	To permit an additional dwelling unit (located in the cellar) within the existing eight (8) unit converted building for a total of nine (9) dwelling units notwithstanding that Site Specific By-law Amendment No. 77-30 (D/S-508) permitted the existing building to be converted to contain not more than eight (8) dwelling units.	
44	145 Market Street	DA-02-190	Site Plan	08-Oct-02		
45	25 Hughson Street South	HM/A-02:207	Minor Variance	09-Oct-02		
46	191 James Street North	HM/A-02:229	Minor Variance	23-Oct-02	To permit a restaurant having an indoor seating capacity on the ground floor only of one hundred and sixteen (116) persons and an outdoor patio having accommodation for twenty-four (24) persons in an existing building containing seven (7) legally established non-conforming dwelling units notwithstanding that no parking will be provided instead of the minimum required seventeen (17) parking spaces.	
47	179-181 James Street North	HM/A-02:237	Minor Variance	20-Nov-02	To permit the establishment of a commercial school notwithstanding that no parking shall be provided on-site instead of the minimum required six (6) parking spaces.	
48	306 King Street West	HM/A-02:252	Minor Variance	20-Nov-02	To permit a 9.09m (29.83') x 3.5m (11.5') northerly extension of an outdoor patio, which was previously approved by Committee of Adjustment Decision A-01:114, so that the outdoor patio containing a total of eighty-four (84) seats will extend along the entire westerly side of the building, located in the yard abutting Queen Street North, notwithstanding that such patio location is not permitted where any lot line (north) adjoins a residential district.	Denied, appealed to OMB
49	154 Hess Street South	HM/A-02:262	Minor Variance	11-Dec-02	To permit the conversion of a single family dwelling to a four (4) unit multiple dwelling.	Denied
50	116 Hess Street North	HM/A-02:265	Minor Variance	11-Dec-02	To permit the conversion of an existing single family dwelling into a two family dwelling notwithstanding that a minimum lot area of 121.41 sq. m. shall be provided instead of the minimum required lot area of 270 sq. m.	
51	143 and 145 Market Street	HM/A-02:266	Minor Variance	11-Dec-02	To permit a two storey addition to the existing Residential Care Facility which will contain a new total of twenty (20) residents.	
52	192-204 Cannon Street East and 73-77 Cathcart Street	HM/A-02:270	Minor Variance	11-Dec-02	(See file)	

53	206 Wilson Street	HM/A-02:288	Minor Variance	22-Jan-03	To permit the use of the building for a two (2) family dwelling and to permit construction of a 3.7m (12.17') x 4.6m (15') second storey rear addition above an existing first floor area and construction of a 2.3m (7.5') x 9.7m (31.8') unenclosed two storey deck on the east side of the building	Approved
54	151 Ferguson Avenue North	HM/A-03:04	Minor Variance	19-Feb-03	To permit an existing single family dwelling to remain on a newly created lot.	Approved
55	36 Queen Street North	HM/A-03:07	Minor Variance	19-Feb-03	To permit the existing residential care facility to contain a total of fourteen (14) residents.	Denied
56	91 Wellington Street North	HM/A-03:17	Minor Variance	05-Mar-03	To permit a four (4) storey twelve (12) unit multiple dwelling currently under construction to remain while providing a 2.93m (9.61') westerly rear yard depth instead of the minimum required 3.0m (9.84') rear yard depth.	Approved
57	260 King Street East	DA-03-022	Site Plan Control	17-Mar-03	The redevelopment proposal for 260 King Street East is for the construction of 29 apartment units and 2 ground floor commercial units.	
58	73 Ferguson Avenue North	HM/A-03:06	Minor Variance	19-Mar-03	To permit the establishment of a restaurant for thirty-six (36) persons notwithstanding that no parking shall be provided instead of the minimum required three (3) parking spaces.	Approved
59	203 Cannon Street East	HM/A-03:30	Minor Variance	19-Mar-03	To permit an existing public garage for used car automobile sales to remain notwithstanding that the required planting strip of at least 3.0m (9.84') shall not be provided along the northerly side of the lot adjacent to the residential district.	Approved
60	11 Rebecca Street	25CDM20 0303	Draft Plan of Condominium	27-Mar-03	40 apartment units, 7 commercial units	Approved
61	107 George Street	HM/A-03:41	Minor Variance	02-Apr-03	To permit an increase in the seating capacity of the existing patio; to permit a one (1) storey 3.25m (10.67') x 9.14m (30') rear addition and to permit an accessory building (free standing freezer) in the east side yard	Approved
62	52 Spring Street	HM/A-03:43	Minor Variance	02-Apr-03	To permit two 3rd storey additions and the conversion of the existing single family dwelling to a two family dwelling.	Approved
63	14 Mary Street	MDA-03-044	Minor Site Plan	14-Apr-03		
64	107 George Street	DA-05-059	Minor Site Plan	12-May-03		
65	52 Spring Street	HM/A-03:100	Minor Variance	21-May-03	To permit two 3rd storey additions and the conversion of the existing single family dwelling to a two family dwelling.	Approved

66	126-128 Hughson Street North	HM/B-03:80	Land Severance	18-Jun-03	To permit the conveyance of a parcel of land measuring 15.38m x 56.43m containing an existing building for commercial purposes, and to retain a parcel of land having a frontage on John Street North of 52.3m, and an area of approximately 5,448.78 sq. m. containing two existing buildings for commercial purposes.	Approved
67	116 George Street	HM/A-03:140	Minor Variance	03-Jul-03	To permit the establishment of an outdoor patio in conjunction with the 30 seat restaurant at 116 George Street.	Approved
68	100 Ferguson Avenue South	HM/A-03:157	Minor Variance	16-Jul-03	To permit the conversion of the existing two hundred and ten (210) unit multiple dwelling to a two hundred and fourteen (214) unit multiple dwelling and to permit development of the lands in accordance with the accompanying plan HM/A-03:157.	Denied
69	20 Railway Street	HM/B-03:118	Land Severance	06-Aug-03	To permit the conveyance of a parcel of land having a frontage of 4.15m, and an area of 81.07 sq. m. containing an existing single family dwelling for residential purposes, and to retain two parcels of land; one having a frontage of 4.16m, and an area of 101.42 sq. m. containing an existing single family dwelling for residential purposes, and the other having a frontage of 4.74m, and an area of 110.08 sq. m. containing an existing single family dwelling for residential purposes.	Approved
70	19 Railway Street	HM/B-03:119	Land Severance	06-Aug-03	To permit the conveyance of a parcel of land having a frontage of 7.37m, and an area of 191.46 sq. m. containing an existing single family dwelling for residential purposes, and to retain two parcels of land; one having a frontage of 5.98m, and an area of 173.35 sq. m. containing an existing single family dwelling for residential purposes, and the other having a frontage of 4.74m, and an area of 110.08 sq. m. containing an existing single family dwelling for residential purposes.	Approved
71	23 Railway Street	HM/B-03:120	Consent	06-Aug-03	To permit the conveyance of a parcel of land having a frontage of 4.63m , and an area of 115.75 sq. m. containing an existing single family dwelling for residential purposes, and to retain a parcel of land having a frontage of 5.98m, and an area of 173.35 sq. m containing an existing single family dwelling for residential purposes.	Approved
72	66 Bay Street South	HM/A-03:182	Minor Variance	06-Aug-03	To permit conversion of the entire existing six (6) storey office building to a residential use notwithstanding that the ground floor will not be maintained for commercial use.	Approved
73	13, 15, 17, 19, 21 and 23 Railway Street	HM/A-03:190	Minor Variance	06-Aug-03	(See file)	Approved

74	298 King Street West	MDA-06-139	Minor Site Plan	23-Aug-03	The purpose of this application is to construct a single storey 69.68 square metre addition to an existing restaurant building.	Approved
75	135 Hunter Street East	HM/A-03:208	Minor Variance	27-Aug-03	To permit the existing two storey office building to remain while providing a minimum rear yard depth of 3.16m (10.37') measured to the centerline of the alley instead of the minimum required 4.5m (14.76').	Approved
76	126-128 Hughson Street North	HM/B-03:152	Land Severance	17-Sep-03	To permit the conveyance of a parcel of land (Part 5) having a frontage of 30.8m, and an area of approximately 1,108.44 sq. m. containing an existing two storey brick building for commercial purposes, and to retain a parcel of land (Parts 1,2, 3 and 4) having a frontage of 52.3m, and an area of approximately 5,208.23 sq. m. containing two brick buildings for commercial purposes.	Approved
77	129 and 135 John Street North	HM/B-03:219	Land Severance	14-Jan-04	To permit the conveyance of a parcel of land having a frontage of 16.714m, and an area of approximately 1,067.3 sq. m. containing an existing building for commercial purposes, and to establish a mutual right-of-way over a parcel of land measuring 4.268m x 43.3m in favour of the retained lands for access purposes, and to retain a parcel of land having a frontage of 26.72m, and an area of approximately 1,531 sq. m. containing an existing building for commercial purposes, and to establish a mutual right-of-way over a parcel of land measuring 5.036m x 43.3m in favour of the conveyed lands for access purposes.	Approved
78	249 and 253 James Street North	HM/A-03:300	Minor Variance	14-Jan-04	To permit the establishment of a sixty-six (66) seat restaurant notwithstanding that no parking shall be provided instead of the minimum required eight (8) parking spaces for the restaurant and existing dwelling unit.	Denied
79	105 King Street East	HM/B-04:01	Land Severance	28-Jan-04	To permit the conveyance of an irregular shaped parcel of land having a frontage of approximately 4.3m, and an area of approximately 268 sq. m. containing an existing building for commercial purposes, and to retain a parcel of land having a frontage of approximately 25m, and an area of approximately 1,037 sq. m. containing an existing building for commercial purposes.	Approved
80	88 St. Joseph's Drive	HM/A-04:01	Minor Variance (Lot Width)	24-Mar-04	To permit the creation of a new lot notwithstanding that a lot width of 10.79m (35.4') shall be provided instead of the minimum required lot width of 12.0m (39.4').	Approved
81	70 Hess Street North	HM/A-03:251	Minor Variance	05-May-04	To permit the construction of a ground sign notwithstanding that a ground sign is not a use permitted within the "CR-3" district.	Denied
82	24 Baillie Street	HM/A-04:60	Minor Variance	05-May-04	To permit a Day Nursery for the accommodation of 15 children.	Denied

83	188 Cannon Street East	HM/B-04:17	Consent	19-May-04	To permit the conveyance of a parcel of land (Municipal number 134 Ferguson Avenue North) measuring 5.18m± x 44.19m containing an existing single family dwelling for residential purposes, and to retain a parcel of land (Municipal number 188 Cannon Street East) having a frontage on Cannon Street East of 43.98m, and an area of 1,625.41m² containing an existing building for commercial purposes.	Applied
84	134-136 Ferguson Avenue North and 188 Cannon Street	HM/B-04:50	Consent	19-May-04	To permit the conveyance of an irregular shaped parcel of land (Municipal number 136 Ferguson Avenue North) having a frontage of 6.34m± and an area of 163.9m²± containing an existing single family dwelling for residential purposes, and to retain a parcel of land (Municipal number 188 Cannon Street East) having a frontage on Cannon Street East of 43.98m, and an area of 1,625.41m² containing an existing building for commercial purposes.	Approved
85	221 York Boulevard	HM/A-04:90	Minor Variance	19-May-04	To permit alterations, additions and the conversion of the existing retail store to a physical fitness studio.	Approved
86	175 John Street North	HM/A-04:97	Minor Variance	19-May-04	To permit a retail bakery store and bakery with eight (8) employees instead of the maximum permitted five (5) employees including the proprietor.	Approved
87	52 James Street South	DA-04-75	Site Plan Control	21-May-04		
88	157 Catharine Street North	HM/A-04:154	Minor Variance	14-Jul-04	To permit construction of a one storey 6.5m (21' 4") x 8.94m (29' 4") detached garage accessory to the existing three storey commercial (first and second storeys) and residential (one dwelling unit on the third storey) building.	Approved
89	27 Hess Street South	HM/A-04:163	Minor Variance	28-Jul-04	To permit construction of a 0.98m (3.21') x 2.87m (9.42') addition at the front of an existing commercial building (replacing an existing bay window and wall).	Approved
90	East side of James Street South, north of Augusta Street	25CDM20 0407	Draft Plan of Condominium	15-Sep-04	198 apartment units	Approved
91	27 Hess Street South	HM.A-04:232	Minor Variance	06-Oct-04	To permit the creation of a third storey front yard outdoor patio with a seating capacity of fourteen (14) persons and a second storey side yard outdoor patio with a seating capacity of twenty (20) persons.	Approved
92	124 Walnut Street South	DA-04-148	Site Plan	08-Oct-04		Approved with conditions

93	212 and 214 Wilson Street	HM/B-04:153	Consent	20-Oct-04	To permit the conveyance of a parcel of land (212 Wilson Street) measuring 6.10m (20') x 31.17m (102.25') containing one half of a semi-detached dwelling for residential purposes, and to retain a parcel of land (214 Wilson Street) having a frontage of approximately 6.40m (21') x 31.45m (103.2') containing one half of another semi-detached dwelling for residential purposes.	Approved
94	112 George Street	HM/A-04:242	Minor Variance	20-Oct-04		Approved
95	Northwest corner of Jackson Street West and Bay Street South	25CDM20 0410	Draft Plan of Condominium	05-Nov-04	103 apartment units, 1 commercial unit	Approved
96	80 King William Street	DA-04-168	Site Plan Control	30-Nov-04		Approved with conditions
97	166 Ferguson Avenue North	HM/B-04:211	Consent	01-Dec-04		Withdrawn
98	22-24 Severn Street	HM/B-04:226	Consent	26-Jan-05	To permit the conveyance of a parcel of measuring 11.29m (37.05') x 20.7m (68') containing one half of an existing semi-detached dwelling for residential purposes, and to retain a parcel of land measuring 7.9m (25.95') x 20.7m (68') containing one half of an existing semi-detached dwelling for residential purposes.	Approved
99	94 York Boulevard/80 Bay Street	HM/A-04:310	Minor Variance (Parking and Miscellaneous)	26-Jan-05	To permit a hostel use now considered an emergency shelter.	Approved
100	52 James Street South and 21 Main Street West	HM/B-05:03	Consent	09-Feb-05	To permit the establishment of a 2.50m x 3.83m easement (Part 1) in favour of Hamilton Hydro for utility purposes.	Withdrawn
101	70 James Street South	HM/B-05:04	Consent	09-Feb-05	To permit the establishment of a 3.33m x 4.52m easement (Part 2) in favour of Hamilton Hydro for utility purposes.	Withdrawn
102	32 Hess Street South	HM/A-05:47	Minor Variance	16-Mar-05	To permit the establishment of an existing outdoor patio to be used in conjunction with the existing thirty (30) seat restaurant.	Approved
103	18 Hess Street South	HM/A-05:52	Minor Variance	16-Mar-05	To permit an expansion of the existing outdoor patio (containing eight (8) seats and located in a portion of the front yard as permitted by previous minor variance A-91:121) used in conjunction with the existing twenty-two (22) seat restaurant.	Approved
104	42 Mary Street	DA-05-040	Site Plan Control	05-Apr-05	The proposed use is permitted within the Central Business District zone and policies in section 2.4.5.3.3 of the Downtown Secondary Plan state that "mixed-use development and residential development is encouraged, particularly loft conversions".	Approved

105	14 Bold Street	HIM/A-05:61	Minor Variance (Rear Yard)	20-Apr-05	To permit a proposed 7.68m (25.21') x 4.71m (15.46') 36.20 m ² (389.75 ft ²) one storey rear addition to the existing dwelling notwithstanding that a minimum rear yard set back of 1.58m (5.21') shall be provided instead of the minimum required 7.5 m (24.61').	Approved
106	22 and 24 Severn Street	HIM/A-05:90	Minor Variance	04-May-05	To permit the severance of a semi-detached two (2) family dwelling	Approved
107	118 Market Street	HIM/A-05:98	Minor Variance	04-May-05	To permit the erection of two (2) ground signs, one being a business identification sign 1.83m wide by 1.42m high, and the other being a directional sign 0.76m wide by 1.17m high, notwithstanding that ground signs are not a permitted use within the CR-3 zoning district.	Approved
108	238 King Street East	25CDM-CONV-05-01	Proposed Plan for Condominium Conversion	06-May-05	12 apartment units, 2 commercial units	Approved
109	27-29 Hess Street	HIM/A-05:110	Minor Variance (Front Yard and Side Yard Setback)	18-May-05	To permit the construction of a 0.98m x 2.87m addition at the front of the existing restaurant (replacing an existing bay window and wall).	Approved
110	126 Main Street East	DA-05-073	Site Plan Control	07-Jul-05		Approved with conditions
111	24 Victoria Avenue North	25CDM20-0506	Draft Plan of Condominium	21-Jul-05	14 apartment units	Approved
112	123 MacNab Street South, 20 and 24 Bold Street	HIM/B-05:152	Consent	10-Aug-05	To permit the conveyance of an irregular shaped parcel of land having a frontage on Bold Street of 12.06m, and an area of approximately 384m ² containing an existing 2½ storey four (4) unit apartment building for residential purposes, and also to establish a right-of-way for access, and to retain a parcel of land having a frontage on Bold Street of 18.7m, and an area or approximately 859m ² containing a 2½ storey five (5) unit apartment building for residential purposes.	Approved
113	243 and 249 Jackson Street West, 80 and 88 Queen Street South	HIM/B-05:147	Consent	10-Aug-05	To permit the conveyance of a parcel of land measuring 10.1 m x 30.5m containing an existing single family dwelling for residential purposes, and to retain an irregular shaped parcel of land having a frontage on Queen Street South of 37.59m, and an area of 1,835m ² containing two existing dwellings for residential purposes, and an existing theatre hall.	Approved
114	42 Mary Street	HIM/A-05:240	Minor Variance	24-Aug-05	To permit the redevelopment of the existing two (2) storey brick building to a twenty-one (21) unit multiple dwelling through the construction of a two (2) storey southerly addition.	Approved

115	221 York Boulevard	DA-05-115	Site Plan	25-Aug-05	Mixed use redevelopment for 14 storey Residential Condominium and a 2-storey health club, amendment to DA-04-58.	Applied
116	249 James Street North	HM/A-05:271	Minor Variance (Parking)	21-Sep-05	To permit the establishment of a thirty-six (36) seat restaurant notwithstanding that zero (0) parking spaces shall be provided instead of the minimum required three (3).	Approved, appealed to OMB
117	80 King William Street	25CDM20 0512	Draft Plan of Condominium	26-Sep-05	50 apartment units	Approved
118	27 Hess Street South	HM/B-05:184	Consent	05-Oct-05	To permit the establishment of an easement over a parcel of land measuring 1.71m x 12.5m for maintenance purposes, and also to allow for the encroachment of an exit stair from 25 Hess Street South.	Approved
119	207-311 James Street South and 4-14 Forest Avenue	HM/A-05:300	Minor Variance	05-Oct-05	To legalize the existing three buildings located on one lot known as municipal numbers 207-211 James Street South and 4-14 Forest Avenue, and also to include a flower shop to be considered a gift shop	Approved
120	260-280 King Street East	DA-05-142	Site Plan	24-Oct-05	The proposal is for the development of a 10 storey residential development on the subject lands, to replace a vacant building.	Approved
121	115 Park Street North	DA-05-137	Site Plan Control	25-Oct-05	To permit a 680 square metre addition to an existing commercial building.	Approved
122	47 Caroline Street North	25CDM20 0517	Proposed Plan of Condominium	26-Oct-05		
123	25 Hess Street South	DA-05-158	Site Plan	22-Nov-05	To permit a 337.8 sq. m. addition to an existing commercial building – Restaurant	Circulated
124	221 York Boulevard	HM/A-05:343	Minor Variance	30-Nov-05	To permit the redevelopment of an existing two (2) storey commercial recreation facility including the addition of a fourteen (14) storey multiple dwelling.	Approved
125	115 Park Street North	HM/A-05:358	Minor Variance	14-Dec-05	To permit the expansion of an existing supermarket and restaurant through the erection of an addition approximately 606m ² in area.	Approved
126	243 Jackson Street West, 80 and 88 Queen Street South	HM/B-05:228	Consent	11-Jan-06	To permit the conveyance of a parcel of land measuring 10.19m x 30.54m containing an existing single family dwelling for residential purposes, and to retain an irregular shaped parcel of land having a frontage of 37.59m on Queen Street South, and an area of 1,529.0m ² ± containing an existing dwelling for residential purposes, and an existing theatre hall.	Approved
127	14-18 Mary Street	DA-05-170	Site Plan	11-Jan-06	The proposal is to permit the existing building to be converted for the use of sixty-two (62) residential units.	Approved

128	1 and 21 Main Street West	DA-05-130	Site Plan Amendment	19-Jan-06	The purpose of this application is to amend the approved Site Plan DA-04-75, in order to re-locate the site access and change the parking layout.	Approved
129	175 John Street North	HM/A-05:382	Minor Variance	25-Jan-06	To permit the establishment of a restaurant for the accommodation of forty (40) persons within a retail bakery store and an incidental bakery, and to permit the establishment of an outdoor patio.	Approved
130	112 King Street East	25CDM200602	Draft Plan of Condominium	09-Feb-06	The purpose of this application is to create a plan of condominium for the creation of one (1) residential unit within the top four (4) storeys of the existing eleven (11) storey building plus the setback penthouse and common elements; comprising of two (2) elevator shafts and pedestrian accesses.	Approved
131	89 King Street East	DA-06-011	Site Plan	20-Feb-06	The purpose of this application is to construct a (5) five storey residential and commercial building proposed through a City Initiative project.	Approved with conditions
132	111-113 Hughson Street North and 108-114 James Street North	PSR-06-013	Preliminary Site Plan Review	27-Feb-06	The lands subject to this application are comprised of two separate parcels of land. This preliminary Site Plan application proposes to permit the development of a new 300 sq. m one-storey commercial building for personal service, retail and restaurant use fronting Hughson Street North and an associated parking area fronting James Street North.	Tabled for re-submission
133	260-280 King Street East	HM/B-06:11	Consent	01-Mar-06	To permit the conveyance of a vacant parcel of rear land measuring 8.142m x 12.027m to be added to the lands known municipally as 203 - 209 Main Street East for internal vehicular access purposes, and to retain a parcel of land measuring 50.76m x 39.73m containing an existing vacant residential/commercial building for multi-unit residential purposes.	Approved
134	243 Jackson Street West, 80 and 88 Queen Street South	HM/A-06:44	Minor Variance (Lot Width, Lot Area and Side Yard Setback)	15-Mar-06	To permit the creation of a lot known as 243 Jackson Street West.	Approved
135	89 King Street East	HM/A-06:66	Minor Variance (Parking and Miscellaneous)	05-Apr-06	To permit the construction of a sixteen (16) unit multiple dwelling with two (2) retail units on the ground floor, having a total gross floor area of 1,645.0m ² .	Approved, appealed to OMB by third party
136	14 Mary Street	HM/A-06:87	Minor Variance (Parking and Miscellaneous)	03-May-06	To permit a proposed five storey addition on the northerly side lot line and conversion for the use of a sixty two (62) residential unit development.	Approved

137	74 Hughson Street South, 1 Hunter Street East	DA-06-065	Site Plan Control	30-May-06	Addition of third storey, and renovation of existing building. Former City property.	Approved
138	84 York Boulevard	DA-06-090	Site Plan Control	30-Jun-06	The purpose of this application is to amend an existing site plan to incorporate a newly acquired property for an expansion of the existing parking lot.	Approved with conditions
139	111-113 Hughson Street North and 108-114 James Street North	DA-05-174	Site Plan Control	11-Jul-06	To permit the development of a new 300 sq. m. one-storey commercial building for personal service, retail and restaurant uses.	Tabled for re-submission
140	75 Hunter Street West (Central School)	MDA-06-134	Minor Site Plan	16-Aug-06	The purpose of this application is to locate an additional portable on site.	Approved
141	52 Cannon Street West	DA-06-141	Site Plan Control	29-Aug-06	The purpose of the proposed site plan is to consider a mixed use proposal for the development of 4 commercial units on the ground floor and 2 apartment units and 4 offices on the upper floor.	Approved
142	12 Railway Street	HM/B-06:122	Consent	06-Sep-06	To permit the conveyance of a parcel of land (12 Railway Street) measuring 7.46m (24.5') x 21.3m (70') containing an existing single family dwelling for residential purposes, and to retain two parcels of land; one (10 Railway Street) measuring 8.23m (27') x 21.3m (70') and the other (14 Railway Street) measuring 7.85m (25.77') x 21.3m (70'), both containing existing single family dwellings for residential purposes.	Approved, OMB appeal withdrawn
143	10, 12, 14 Railway Street	HM/A-06:219	Minor Variance (Rear Yard Setback and Side Yard Setback)	06-Sep-06	To permit the construction of three new additions for single family residential purposes for the three existing dwellings; a 4.9m (16') x 7.3m (24') two storey rear addition to the dwelling known municipally as 10 Railway Street, a 6.0m (20') x 7.3m (24') two storey rear addition to the dwelling known municipally as 12 Railway Street, and a 5.8m (19') x 7.3m (24') two storey rear addition to the dwelling	Approved
144	120-130 Hunter Street West	PSR-06-149	Preliminary Site Plan Review	19-Sep-06	The purpose of this application is to demolish three existing buildings and construct an eleven (11) storey apartment building containing 54 dwelling units.	Pre-Application
145	105-115 King Street East	HM/A-06:256	Minor Variance (Sign Variance)	04-Oct-06	To permit the use of an existing 7.3m (length) x 3.0m (height) two panel angled roof sign to be used for third party/billboard advertising, at a minimum radial separation distance of 60.0m between the proposed sign and an existing third party/billboard sign, and also to permit a proposed 1.8m (length) x 0.91m (height) time-temperature display above the existing structure.	Approved

146	175 John Street North	HM/A-06:260	Minor Variance (Sign and Front Yard Setback)	18-Oct-06	To permit a ground sign notwithstanding that a front yard setback of 3.4m shall be provided instead of the minimum required 7.5m front yard.	Approved
147	221 York Boulevard	DA-06-177	Site Plan Control	27-Oct-06	The application is for an amendment to the approved Site Plan (DA-05-115) to allow phased development of an addition to a health club, and a 130 unit apartment building.	Approved with conditions
148	20 Railway Street	HM/B-06:161	Consent	01-Nov-06	To permit the conveyance of a parcel of land measuring 39.05m± x 34.74m± containing an existing one storey concrete block building for commercial (proposed medical clinic) purposes, and to retain a parcel of land measuring 10.585m± x 35.66m± containing an existing two storey brick dwelling and frame garage for residential purposes, and to establish a 0.762m wide easement in favour of the conveyed lands for maintenance purposes.	Approved
149	235 Rebecca Street	MDA-06-184	Minor Site Plan	14-Nov-06	The purpose of this application is to develop a laundry room on site.	Circulated
150	80 and 88 Queen Street South	HM/B-06:166	Consent	29-Nov-06	To permit the conveyance of a parcel of land measuring 8.0m± x 31.8m± containing an existing single family dwelling for residential purposes, and to retain a parcel of land measuring 29.6m± x 42.7m± (irregular) containing an existing theatre hall and small apartment (The Players Guild Theatre Hall), and also to establish a 3.0m wide easement/right-of-way in favour of the conveyed lands for access and maintenance/encroachment purposes.	Approved
151	176-178 James Street North	HM/A-06:303	Minor Variance	29-Nov-06	To permit expansion of an existing restaurant on the first floor with a total seating capacity of one hundred and forty (140) persons/seats together with an existing legally established non-conforming four (4) unit multiple dwelling notwithstanding that four (4) parking spaces shall be provided for the restaurant use instead of the required sixteen (16) parking spaces.	Approved
152	25 West Avenue South	HM/A-06:323	Minor Variance (Parking and Miscellaneous)	13-Dec-06	To legalize the existing seven (7) unit multiple dwelling.	Approved, appealed to OMB by third party
153	22 Haymarket Street	HM/A-06:326	Minor Variance	10-Jan-07	To permit the redevelopment of the easterly portion of the existing building to be used as a hotel notwithstanding that the use of a hotel is prohibited under the "H" district.	Approved

154	42 Mary Street	HM/A-06:333	Minor Variance (Parking)	10-Jan-07	To permit the redevelopment of the existing two (2) storey brick building to a twenty-five (25) unit multiple dwelling through the construction of a two (2) storey southerly addition notwithstanding that zero parking spaces shall be provided on site instead of the minimum required twenty-five (25).	Approved
155	180 Jackson Street East	HM/B-06:187	Consent	24-Jan-07	To permit the conveyance of a parcel of rear land measuring 3.7m± x 5.349m± containing an existing detached garage to be added to the lands to the east known municipally as 64 Ferguson Avenue South for residential purposes, and to retain a parcel of land having a frontage of 5.715m±, and an area of 192.84m²± containing an existing single family dwelling for residential purposes, and to establish a right-of-way/maintenance easement over a parcel of land having an area of 9.07m²± in favour of the lands known municipally as 64 Ferguson Avenue South.	Approved
156	64 Ferguson Avenue South	HM/B-06:188	Consent	24-Jan-07	To permit the conveyance of a vacant parcel of rear land having a width of 3.5m±, and an area of 24.06m²± to be added to the lands to the west known municipally as 180 Jackson Street East for residential purposes, and to establish a right-of-way/maintenance easement over a parcel of land in favour of the lands known municipally as 64 Ferguson Avenue South, and to retain a parcel of land having a frontage of 11.451m±, and an area of 120.09m²± containing an existing single family dwelling for residential purposes.	Approved
157	16 and 20 Railway Street	HM/A-06:341	Minor Variance	24-Jan-07	To permit the conveyance of a lot, containing a legally established warehouse and office (known as 20 Railway Street) and to retain one (1) lot, containing a single family dwelling together with a garage (known as 16 Railway Street).	Approved
158	80 and 88 Queen Street South	HM/A-07:02	Minor Variance (Side Yard Setback and Lot Width/Area)	07-Feb-07	To permit the creation of a new parcel of land known as 88 Queen Street South.	Approved
159	72 and 74 Cathcart Street	HM/B-07:13	Consent	07-Mar-07	To permit the conveyance of a parcel of land (municipally known as 72 Cathcart Street) measuring 6.58m x 36.58m containing an existing dwelling for residential purposes, and to retain a parcel of land (municipally known as 74 Cathcart Street) measuring 6.91m x 36.58m containing an existing dwelling for residential purposes.	Approved

160	316-320 King Street East	HM/B-07:27	Consent	04-Apr-07	To permit the conveyance of a parcel of land (known municipally as 316 and 318 King Street East) measuring 8.35m± (27.39'±) x 21.1m± (69.22'±) containing an existing brick building for commercial purposes, and to retain an irregular-shaped parcel of land (known municipally as 320 and 320½ King Street East) having a frontage of 5.67m± (18.6'±), and an area of 367m²± (3,950ft²±) containing an existing brick building (320 King Street East) for commercial and residential purposes, and a brick dwelling (320½ King Street East) for residential purposes.	Approved
161	124 Hunter Street East	DA-07-039	Site Plan Control	10-Apr-07	The purpose of this application is to construct a 1 storey 161 square metre office and substation building with improved driveway and parking area for GO Transit.	Approved
162	15 Hess Street South	MDA-07-044	Minor Site Plan	10-Apr-07	The purpose of this application is to construct a 3 storey 269.6 m² addition to the rear of the existing building.	Approved
163	1 Hunter Street and 74 Hughson Street South	HM/A-07:92	Minor Variance	02-May-07	To permit the construction of a 643.0m² (6921.4ft²) third storey addition and alterations to the existing building notwithstanding that a minimum of 37% of the area of the ground floor façade shall be composed of windows and doors instead of the minimum 80% required as windows and doors for the ground floor.	Approved
164	144-146 Wilson Street	MDA-07-079	Minor Site Plan	01-Jun-07	The purpose of this application is to create a new parking area in connection with the existing medical centre following the demolition of 2 existing buildings.	Approved
165	104 Cannon Street East	HM/A-07:159	Minor Variance	11-Jul-07	To permit a change of use from a legally established non-conforming Bakery to a restaurant (Pizza Shop) with fifteen (15) seats notwithstanding that commercial uses are not permitted within the Downtown Residential "D5" Zone.	Approved
166	144 James Street North and 127-131 Hughson Street North	HM/B-07:80	Consent	25-Jul-07	To permit the conveyance of a parcel of land measuring 4.42m± (14.5'±) x 30.48m± (100'±) containing an existing three-storey brick building for commercial and residential purposes, and to retain an irregular-shaped parcel of land having a frontage of 44.62m± (146.39'±), and an area of 2,489.8m²± (26,800ft²±) containing an existing factory building (textiles) for industrial and commercial purposes.	Approved
167	123 Market Street	HM/A-07:176	Minor Variance (Parking)	25-Jul-07	To permit the establishment of a home business (personal service) within the existing one-half of a semi-detached dwelling notwithstanding that one (1) parking space shall be provided instead of the minimum required two (2) parking spaces.	Approved
168	1 Hunter Street and 74 Hughson Street South	HM/A-07:189	Minor Variance	25-Jul-07	To permit the construction a 643.0m² (6,921.4sq.ft.) third storey addition and alterations to the existing building.	Approved

169	15 Hess Street South	DA-07-143	Site Plan Control	19-Sep-07	The purpose of this application is to construct a new 9,781 ft ² (908.684 m ²), 3 storey bar with a basement, and a proposed lot coverage of 97.5%.	Approved
170	238 James Street North	HM/A-07:243	Minor Variance (Rear Yard Setback)	04-Oct-07	To permit a single storey rear yard addition to the existing building measuring approximately 2.74m x 5.48m in size notwithstanding that a rear yard setback to the new one storey addition of 0.0m shall be provided instead of the minimum required 4.5m rear yard setback.	Approved
171	21 Hunter Street East	MDA-07-122	Minor Site Plan Control	09-Oct-07	The purpose of this application is to modify an existing commercial building to establish a sloped roof as opposed to a flat roof.	Approved
172	47 Caroline Street North	25CDM20 0517	Proposed Plan for Condominium	26-Oct-07	51 apartment units	Approved
173	237 and 241 Hunter Street East	HM/A-07:206	Minor Variance (Rear Yard and Side Yard Setback)	30-Oct-07	To permit the recreation of a lot containing an existing single detached dwelling and rear yard two storey accessory building.	Approved
174	120 Catharine Street South	MDA-07-164	Minor Site Plan Control	26-Nov-07	The purpose of this application is to establish a parking area for the property at 126 Catharine Street South.	Approved with conditions
175	85 Queen Street North	MDA-07-178	Minor Site Plan Control	05-Dec-07	The purpose of this application is to create 47 parking spaces for an 879m ² super market, 56m ² office, and 206m ² , 60 seat restaurant. The proposed uses are to be developed within the existing buildings.	Approved
176	111 Market Street	25CDM-CONV-07-05	Draft Plan for Condominium Conversion	18-Dec-07	116 apartment units	Approved
177	56 York Boulevard	HM/A-07:324	Minor Variance	10-Jan-08	To permit an expansion of a legally established non-conforming clothing manufacturing use by construction of an irregular "L" shaped 6.452m x 10.6m addition to an existing loading dock at the west side of the "existing 4 storey brick building No. 56" and to permit renovations and alterations to two areas of existing loading docks (being a 1.915m x 2.754m area and an irregular-shaped area of 4.446m x 8.033m) between the "existing 4 storey brick building No. 56" and the "existing 3 storey stone building No. 56" notwithstanding that clothing manufacturing is not a use permitted within the "D3" zone.	Approved
178	30 Hess Street South	HM/A-08:24	Minor Variance (Front Yard)	06-Mar-08	To permit a 2.4m x 3.0m one storey addition to the north west of the property for the existing Restaurant/Bar notwithstanding that a maximum front yard of 17.0m shall be provided instead of the maximum permitted 2.0m.	Tabled

179	225 James Street South	MDA-08-010	Site Plan Control	10-Mar-08	The purpose of this application is to locate a modular building for the purpose of direct patient care.	Approved
180	104 Cannon Street East	HM/A-08:81	Minor Variance (Restaurant)	17-Apr-08	To permit an expansion of the legal non-conforming restaurant through the addition of twenty-five (25) seats to the existing fifteen (15) seats for a total of forty (40) seats notwithstanding that commercial uses are not permitted within the Downtown Residential "D5" Zone.	Withdrawn
181	87 Victoria Avenue South	HM/A-08:117	Minor Variance (Side Yard Setback and Landscaping)	15-May-08	To permit a common room side yard addition with an area of approximately 84m ² to the existing five unit multiple dwelling.	Approved
182	87-89 King Street West	25CDM20-0801	Draft for Condominium	15-May-08		Circulated
183	238 James Street North	HM/A-08:116	Minor Variance (Rear Yard)	15-May-08	To permit a single storey rear yard addition to the existing building measuring approximately 2.74m by 5.48m in size notwithstanding that no parking spaces shall be provided instead of the required one parking space.	Approved
184	115-117 Park Street North	DA-07-183	Site Plan Control	15-May-08	The purpose of this application is to amend approved site plan application DA-05-137 to add a one storey 392.8 m ² addition to an existing grocery store (T&T Supermarket) and to construct another one storey 754.5 m ² commercial building (noted as Phase 2 on the Site Plan).	Approved
185	225 James Street South	HM/A-08:155	Minor Variance	19-Jun-08	To permit construction of a two storey building for medical offices accessory to a public hospital (St. Joseph's Hospital).	Approved
186	55 York Boulevard	DA-08-070	Site Plan Control	30-Jun-08	The purpose of this application is to provide for the renovation and addition to the first storey of the Hamilton Central Public Library and Hamilton's Farmers Market.	Approved
187	87 Victoria Avenue South	MDA-08-089	Minor Site Plan Control	28-Jul-08	The purpose of this application is to construct an 87 sq. m. addition to the existing five unit multiple dwelling. The proposal was also subject to a minor variance application (A-08:117), which was approved in May 2008.	Approved
188	132 Main Street West	HM/A-08:57	Minor Variance	04-Sep-08	To permit the construction of a one hundred and eighty-two (182) room hotel.	Approved
189	111 MacNab Street South	HM/A-08:211	Minor Variance	04-Sep-08	To permit the rear portion of a lot containing an existing single family dwelling to be used as a public parking lot for nine (9) parking spaces to be used in conjunction with the property at 126 James Street South (Hamilton Conservatory of Arts).	Approved, OMB appeal withdrawn/settled
190	115-119 Park Street and 77-79 Cannon Street West	HM/A-08:237	Minor Variance	18-Sep-08	To permit construction of an "L" shaped 316.9m ² one (1) storey addition onto an existing commercial building and to permit construction of a new two (2) storey commercial building.	Approved

191	55 York Boulevard	HM/A-08:239	Minor Variance (Height)	18-Sep-08	To permit an addition onto the Hamilton Public Library and Hamilton Farmer's Market notwithstanding that a minimum building (façade) height of 6.0m shall be provided along the portion of the building along the street line instead of the minimum building (façade) height of 7.5m.	Approved
192	157 James Street North	MDA-08-113	Minor Site Plan	30-Sep-08	The purpose of this application is to permit a 241 square metre art gallery and an exterior courtyard located at the northeast corner of Cannon Street West and James Street North.	Approved with conditions
193	173 James Street North	HM/A-08:257	Minor Variance (Parking)	16-Oct-08	To permit the conversion of an existing artist studio into a commercial school notwithstanding that no parking shall be provided on site instead of the minimum required six (6) parking spaces.	Approved
194	157 Main Street East	PSR-08-121	Preliminary Site Plan Review	27-Oct-08	The purpose of this application is to demolish an existing one storey restaurant and construct a 12 storey hotel building consisting of 133 hotel units with associated guest amenities. The applicant proposes 134 on site parking spaces with one level below grade and 6 levels above grade parking deck.	Approved
195	152 King Street West	MDA-08-126	Minor Site Plan Review	30-Oct-08	The purpose of this application is to establish two sidewalk patios; a 62 square metre north patio accommodating 60 people, and a south 24 square metre patio capable of seating 20 patrons; as well as a 114.5 square metre roof-top patio accommodating 130 people.	Approved
196	241 Hunter Street East	HM/A-08:283	Minor Variance	06-Nov-08	To permit the establishment of an art studio as a home business within the rear accessory building of the existing single detached dwelling notwithstanding that a maximum 6.5m height shall be provided for the accessory building instead of the maximum 5.0m height permitted.	Approved
197	99 Ferguson Avenue North	ZAR-08-055	Zoning By-Law Amendment	18-Nov-08	The purpose of this application is for a modification to the existing Downtown Multiple Residential (D6) Zone in order to permit a Community Centre to be located within the new Elementary School.	Approved
198	28 James Street North	DA-08-135	Site Plan Control	24-Nov-08	The purpose of this application is to renovate the existing Lister Block building for 6 stories, 5, 973 metres of office/commercial uses including exterior works for the creation of a parking area with 40 spaces and other landscaping and streetscape improvements.	Approved
199	71 Main Street West	MDA-08-143	Site Plan Review	10-Dec-08	The purpose of this application is to provide for the redevelopment of City Hall.	Approved
200	129 Rebecca Street	25CDM-CONV-08-04	Draft Plan for Condominium Conversion	09-Jan-09	The purpose of this application is to create a plan of condominium conversion comprised of 19 units within an existing three storey building with a ground floor.	Approved

201	99 Ferguson Avenue North	FC-09-010	Formal Consultation	27-Jan-09		Waived
202	132 Main Street West and 40 Bay Street Sotuh	HM/A-08:312	Minor Variance (Parking)	12-Feb-09	To permit the subject property to be used for a commercial parking facility notwithstanding that the commercial parking facility shall not be contained within a building as required by Zoning By-law 05-200.	Denied, appealed to OMB by owner
203	116 Hess Street North	HM/A-09:02	Minor Variance	12-Feb-09	To permit the conversion of the existing two (2) family dwelling into a single family dwelling containing a home occupation	Denied, appealed to OMB by owner
204	100 Ferguson Avenue South	HM/A-09:11	Minor Variance	19-Feb-09	To permit the conversion of the existing 210 unit multiple dwelling to a 211 unit multiple dwelling and to permit the reconfiguration of the parking areas and landscaped areas as per the accompanying plan (HM/A-09-11).	Approved
205	99 Ferguson Avenue North	DA-09-004	Site Plan Review	26-Feb-09	The purpose of this application is to construct a new elementary school (Dr. J. Edgar Davey) and community centre (Beasley).	Approved
206	132 Main Street West	FC-09-024	Formal Consultation	04-Mar-09	The applicant proposes to construct a 15-storey, 182 unit hotel with 10 exterior and 107 underground parking spaces. Hotel facilities include a restaurant, a shop, convention rooms, and a fitness/pool facility.	Completed
207	132 Main Street	DA-09-013	Site Plan Control	31-Mar-09	The purpose of this application is to construct a 15 storey hotel fronting onto George Street, with a total of 115 parking spaces and approximately 182 suites. The applicant submitted a minor variance application in April 2008 to address setbacks for floors 1 – 3, measurement of the front lot line from the ground floor façade, parking space requirements and maximum building heights.	Approved with conditions
208	152 King Street West	MDA-08-126	Minor Site Plan Review	31-Mar-09	The purpose of this application is to establish two sidewalk patios; a north patio consisting of sit down tables and chairs and a south patio consisting of a high drink rail with tall stools to accommodate 50 patrons; and, a patio on the roof to accommodate 79 patrons, on the existing hotel.	Approved
209	109 MacNab Street South	HM/A-09:59	Minor Variance (Parking)	02-Apr-09	To permit the conversion of the existing single family dwelling to a two (2) family dwelling notwithstanding that no parking spaces shall be provided instead of the minimum two (2) parking spaces required.	Approved
210	179-181 and 183-187 James Street North	FC-09-064	Formal Consultation	15-Apr-09	The proposal involves the assembly of 3 properties at 179-181, 183-187, and 191 James Street North, to establish a mixed use development at the southwest corner of James Street North and Mulberry Street.	Completed

211	157 Main Street East	DA-09-015	Site Plan	21-Apr-09	The purpose of this application is to demolish an existing one storey restaurant and construct a 13 storey hotel consisting of 144 hotel units with associated guest amenities. The applicant proposes 129 parking spaces within a 7 level parking structure, of which 1 level is to be below grade.	Approved with conditions
212	37-39 James Street South	FC-09-105	Formal Consultation	26-May-09	The purpose of this application is to establish a parking lot on the subject property with 21 parking spaces with 7 being tandem parking spaces.	Completed
213	145 Market Street	FC-09-097	Formal Consultation	29-May-09	The purpose of this application is to construct a 49.9 square metre addition to the rear of the existing lodging house to accommodate 7 additional residents for a total of 19 residents and install three parking spaces which are accessed by the existing public alleyway.	Completed
214	15 Queen Street South	DA-09-061	Site Plan Control	22-Jul-09	12 storey, 120 unit affordable housing and community space at ground level.	Approved with conditions
215	137 Main Street West	FC-09-142	Formal Consultation	04-Aug-09	The applicant proposes to construct a nine (9) storey hotel on a lot with a land area of 2,502.12 square metres.	
216	193-197 James Street North	HM/A-09:183	Minor Variance (Parking and Miscellaneous)	13-Aug-09	To permit the conversion from an existing lodging house having 22 residents to general offices on the second and third floor along with retail stores and a 30 seat restaurant on the ground floor, together with an outdoor patio on the southerly side yard abutting Mulberry Street.	Approved
217	55 Main Street West	MDA-09-067	Minor Site Plan	17-Aug-09	The applicant proposes to permit the construction of an enclosure for a chiller to be located at the rear of an existing two-storey building and near the intersection of McNab Street South and Jackson Street West. The chiller will be 11.8 metres by 3.7 metres, and 4 metres in height. An entrance to the chiller will face MacNab Street South.	Approved
218	116 Hess Street North	FC-09-162	Formal Consultation	02-Sep-09	The applicant proposes to rezone the property in order to legalize an existing commercial customer service office operating within one half of an existing semi-detached dwelling. An amendment to the Neighbourhood Plan may be required as these lands are designated for residential purposes.	Circulated
219	230 James Street South	FC-09-161	Formal Consultation	03-Sep-09	The applicant proposes to permit the conversion of an existing residential / commercial mixed use building to a medical office with several offices. The existing outdoor fire escape stairs will be enclosed and the existing addition with the siding will be removed with a glass and steel façade. Also, the existing parking will be expanded to include the existing lawn located at the intersection of Charlton Avenue and James Street South.	Completed

220	152 King Street West	HM/A-09:237	Minor Variance (Patio)	01-Oct-09	To permit the establishment of a restaurant on the ground floor together with an outdoor patio on the second floor and an outdoor patio on the Bay Street North Road Allowance.	Approved
221	28 James Street South	MDA-09-076	Minor Site Plan Control	22-Oct-09	The purpose of the application is to redesign an existing surface parking lot to facilitate the new two-way entrance off of James Street as an existing MacNab Street access has been removed due to a City of Hamilton Road project.	Approved
222	116 Hess Street North	ZAR-09-040	Zoning By-Law	27-Oct-09	The applicant proposes to rezone the property from an Urban Protected Residential 1 & 2 Family Dwelling "D" district to an Urban Protected Residential 1 & 2 Family Dwelling "D/S" District Modified in order to permit an existing commercial office use within one of the existing semi-detached dwelling units.	Approved
223	37-39 James Street South	DA-09-108	Site Plan Approval	23-Nov-09	The purpose of this application is to recognize an existing surface parking lot.	
224	166 and 190 Main Street	FC-09-205	Formal Consultation	25-Nov-09	The purpose of this application is to construct 4 retail commercial buildings with associated parking.	Completed
225	140 Jackson Street East	FC-09-202	Formal Consultation	03-Dec-09	The purpose of this application is to legalize an existing surface parking lot.	Circulated
226	179, 181, 183, 183-1/2 James Street North	DA-09-118	Site Plan	01-Feb-10	The proposal involves the assembly of 3 properties at 179-181, 183-187, and 191 James Street North. The applicant proposes to construct a terraced 7 storey building for mixed use development	Applied
227	230 James Street South	DA-09-125	Site Plan	02-Feb-10	The applicant proposes to add a 2 nd and 3 rd storey addition to the southeast corner of the existing 3 storey building to be used as a medical office. An elevator is being proposed. In addition to the 4 existing parking spaces, the applicant is proposing a new parking area along Charlton Avenue for 6 spaces, of which 4 spaces would be located within the road allowance.	Approved
228	191 James Street South	HM/A-09:349	Minor Variance	18-Feb-10	To permit the conversion of the basement into a residential unit within the existing mixed use building containing an existing ground floor commercial use and an existing dwelling unit on the second floor for a total of two dwelling units and a commercial use.	Approved
229	103 MacNab Street North	FC-10-005	Formal Consultation	02-Mar-10	The purpose of this application is to construct a two storey place of worship with the entrance on MacNab Street North. Existing buildings (Buildings A and B) will remain on the subject property. There will be a total of ten parking spaces. Potential issues include parking and traffic flow within the property	Completed
230	96 George Street	MDA-10-021	Minor Site Plan	03-Mar-10	The applicant proposes to permit a 290.4 square foot patio located on the existing right-of-way at 96 George Street. An encroachment agreement may be required.	Approved

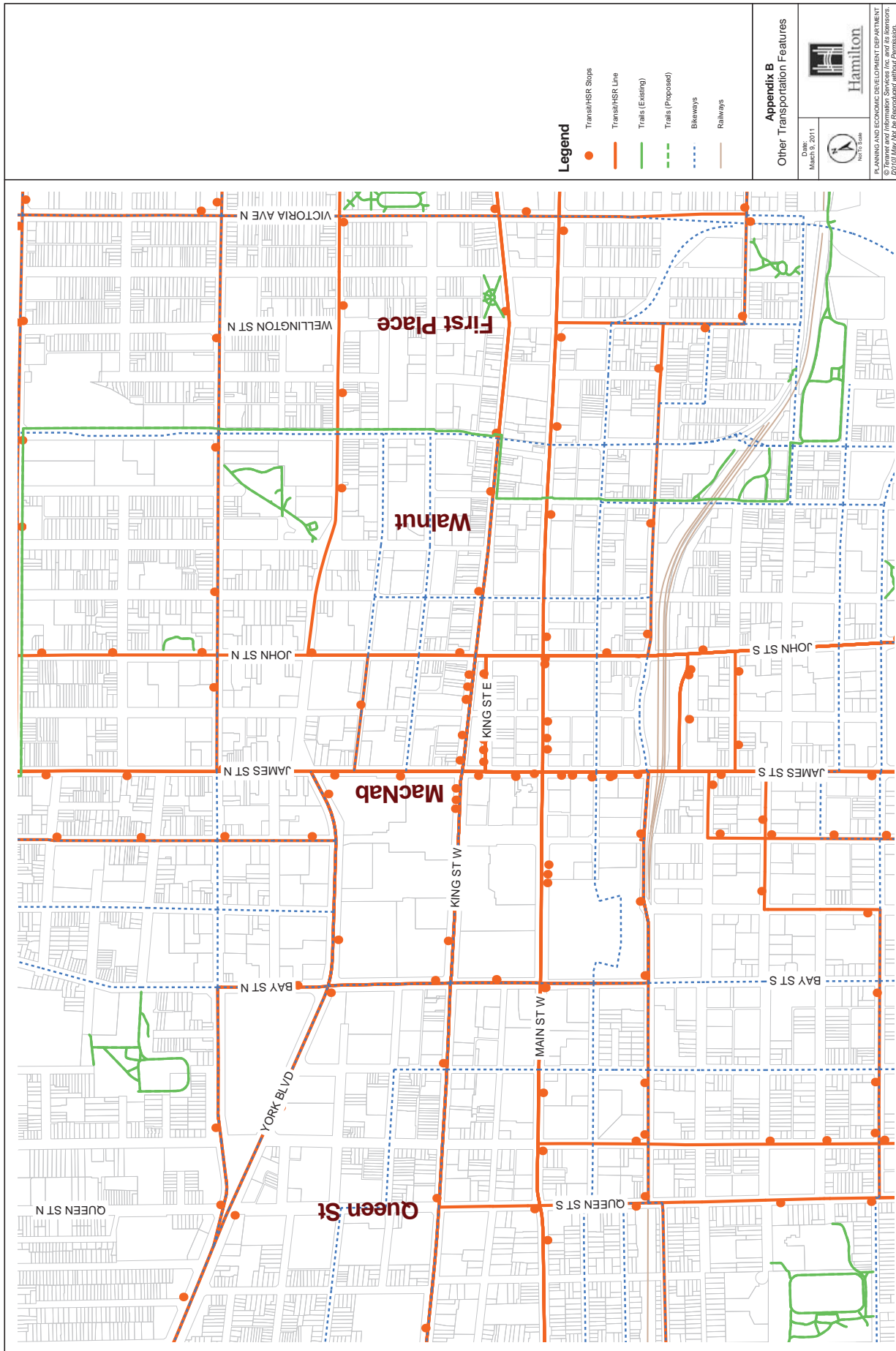
231	15 Queen Street South	HM/A-10:32	Minor Variance (Parking and Height)	04-Mar-10	To permit the construction of a of a one-hundred and twenty (120) unit multiple dwelling with commercial units on the ground floor.	Appealed to OMB
232	224 John Street North	FC-09-225	Formal Consultation	15-Mar-10	The purpose of this application is to add a third floor addition onto an existing semi-detached dwelling to accommodate 4 units per dwelling for a total of 8 dwelling units. The existing garage in the rear yard will be demolished and replaced with 8 parking stalls.	Completed
233	80 King William Street	HM/A-10:49	Minor Variance (Parking)	18-Mar-10	To permit the establishment of a fifty (50) unit multiple dwelling currently under construction notwithstanding that no barrier free parking space shall be provided instead of the minimum one barrier free parking space required.	Approved
234	107 George Street	MDA-10-020	Site Plan Control	16-Apr-10	The purpose of this application is to permit a patio with a total of 116 seats and associated flowerbox as part of the Ceilidh House Irish Pub. The proposed patio may exceed zoning regulations with respect to exceeding the maximum number of seats. In addition, an encroachment agreement may be required as a portion of the patio and flowerbox is on the George Street right-of-way	Approved
235	73 Cannon Street East	MDA-10-037	Minor Site Plan Control	12-May-10	The purpose of this application is to construct an accessory building for an existing commercial building.	Application on hold
236	166 and 190 Main Street West	DA-10-058	Site Plan Control	13-May-10	The purpose of this application is to construct 4 retail commercial buildings with associated parking.	Application on hold
237	116 George Street	MDA-10-079	Minor Site Plan	11-Jun-10	To permit an expansion to the existing patio with two smaller patios to be located at the front of the property. The combined occupancy load of the proposed patios is 18.	Approved
238	11 Hess Street South	MDA-10-074	Minor Site Plan	16-Jun-10	Patio	Approved
239	193-197 James Street North	MDA-10-077	Minor Site Plan	16-Jun-10	Patio	Approved
240	205-215 Cannon Street	FC-10-047	Formal Consultation	24-Jun-10	The purpose of this application is to develop an 8 storey residential apartment building with ground floor commercial uses.	
241	230-232 James Street South	HM/A-10:73	Minor Variance	24-Jun-10	To permit the conversion of an existing building from commercial on the ground floor and residential on the second and third floor into medical offices.	Approved
242	111 Market Street	MDA-10-093	Minor Site Plan Review	02-Jul-10	Replacement of existing tennis court with a 10-car parking lot to serve the existing 116-unit building on the property.	Approved

243	235 Main Street West	FC-10-057	Formal Consultation	12-Jul-10	The purpose of this application is to erect a fast food restaurant with a drive through access with a 5-car stacking lane capacity. There will be 13 parking spaces with a trash receptacle area to the lower left corner of the property.	Completed
244	115 George Street	MDA-10-103	Minor Site Plan	10-Aug-10	To permit the development of two patios. Patio 1 will be located on the east side of the property and will be 989 square feet. Patio 2 will be located on the west side of the property and will be 2059 square feet.	Approved
245	155-161 James Street North	HM/B-10:86	Consent	12-Aug-10	To permit the conveyance of a parcel of land (known municipally as 161 James Street North) measuring 3.49m (11.46') x 37.6m (123.36') containing an existing building for commercial purposes, and to retain a parcel of land (known municipally as 155 - 159 James Street North) measuring 15.67m (51.41') x 30.63m (100.49') containing an existing building for commercial purposes.	Approved
246	64 Main Street West	DA-10-121	Site Plan Control	08-Oct-10	The purpose of this application is to construct a 15 storey building containing 23 hotel units (floors 1-4), 161 condominium hotel units (floors 7-13), 46 residential apartment units (floors 15-16) and commercial office space (floors 5-6) along with 106 underground parking spaces.	Approved with conditions
247	130-134 Wellington Street North	25CDM20-1012	Draft Plan of Condominium	19-Oct-10	The purpose of this application is to create a plan of condominium for a building which will contain 10 apartment dwelling units, including a parking lot with 11 parking spaces and one loading space and landscaped areas.	Approved
248	179, 181, 183 and 183-1/2 James Street North	HM/A-10:236	Minor Variance	21-Oct-10	To permit the construction of a seven (7) storey building for mixed use development of which the ground floor will consist of a restaurant, a banquet hall and retail space; the second floor will consist of offices/residential and the third floor through to the seven floor will consist of a residential condominium; plus two levels of underground parking.	Approved
249	111 Market Street	HM/A-10:226	Minor Variance (Parking and Planting Strip)	30-Sep-10	To permit the establishment of a parking area in the flankage yard of the existing one-hundred and sixteen (116) unit multiple dwelling.	Approved
250	162 Ferguson Avenue North	FC-10-112	Formal Consultation	30-Nov-10	The purpose of this application is to redevelop the site to provide retail and office space, as well as warehouse and loading space.	Completed
251	235 Main Street West	FC-10-109	Formal Consultation	07-Dec-10	The applicant has submitted two alternative plans: 1. A two storey building with retail uses on the ground floor and office uses on the second floor with twenty-one parking spaces; 2. A ten storey residential building with retail uses on the first floor and 3 levels of underground parking.	Completed

252	33-35 Hess Street	MDA-10-143	Minor Site Plan Control	21-Jan-01	The purpose of this application is to permit the expansion of the existing patio to be proposed in the front and rear yard of 35 Hess Street South and between the two existing buildings. The total occupancy will increase to 181 people.	Approved
253	20-22 George Street	FC-10-122	Formal Consultation	24-Jan-11	The purpose of this application is to develop a 20 storey, 140 unit residential building with underground parking and ground floor commercial uses on the George Street property.	Completed
254	150 Main Street West	FC-10-123	Formal Consultation	24-Jan-11	The purpose of this application is to develop a 20 storey, 229 unit residential building with 3 levels of underground parking on the Main Street West property.	Completed
255	205 Hunter Street East	HM/A-11:13	Minor Variance (Frontage)	24-Feb-11	To permit the construction of a 14.0m ² third storey addition to the existing single detached dwelling notwithstanding that a maximum front yard of 4.88m shall be provided instead of the maximum permitted 3.0m.	Approved
256	91 Wellington Street North	HM/A-11:24	Minor Variance	10-Mar-11	To recognize an existing parking area located on the ground floor of an existing multiple dwelling containing twelve (12) dwelling units notwithstanding that one of the nine (9) parking spaces shall have a minimum width of 2.4m instead of the minimum required parking space width of 2.6m.	Approved
257	27-29 Hess Street South	MDA-11-025	Minor Site Plan	11-Mar-11		
258	134 Wellington Street North	HM/A-11:48	Minor Variance	07-Apr-11	To permit the existing building to be converted to a ten (10) unit multiple dwelling together with one office unit.	Approved
259	54 Vine Street and 103 MacNab Street North	HM/A-11:68	Minor Variance	28-Apr-11	To permit the construction of a new 734.0m ² Place of Worship.	Approved
260	68 George Street	DA-11-057	Site Plan	11-May-11	The purpose of this application is to develop a six storey, 127 room extended stay hotel including ground floor commercial and two levels of underground parking.	Approved with conditions
261	103 MacNab Street North and 54 Vine Street	DA-11-047	Site Plan	12-May-11	The purpose of this application is to construct a new church while retaining the existing two buildings on the site.	Approved with conditions
262	194 King Street West	HM/A-11:92	Minor Variance	09-Jun-11	To permit alterations to the existing restaurant with an existing outdoor patio and legal non conforming drive-thru facility to be converted to a new sixty-four (64) seat restaurant.	Approved

263	235 King Street West	HM/B-11:37	Consent	23-Jun-11	To permit the conveyance of a vacant strip of land having a frontage on Caroline Street of 3.29m± (10.79'±), and an area of 152m²± (1,636ft²±) to be added to the lands to the south known municipally as 68 George Street for commercial (to be used as an entrance to underground parking for a proposed hotel on the adjacent lands) purposes, and to retain a parcel of land measuring 32.65m± (107'±) x 41.43m± (135.9'±) containing an existing building for commercial (Tim Hortons Restaurant) purposes.	Circulated
264	68 George Street	HM/A-11:112	Minor Variance	23-Jun-11	To permit the construction of a six (6) storey hotel containing one hundred and twenty-seven (127) guest rooms and commercial on the ground floor.	Tabled
265	151 James Street South	MDA-11-070	Minor Site Plan	27-Jun-11	The purpose of this application is to construct a 56 seat roof-top patio above the rear portion of the existing building.	Circulated
266	199 James Street North	MDA-11-076	Minor Site Plan	27-Jun-11	The purpose of this application is to permit a 12-seat patio located in the rear yard with existing paving. The alleyway identified in the site plan drawing is a small private alleyway located on private land, and is not accessible from public streets	Applied
267	235 King Street West and 12 Caroline Street South	SPA-11-091	Site Plan Amendment	29-Jun-11	The purpose of this application is to permit the extension of an existing parking lot for a Tim Horton's fast food restaurant consisting of 8 angled parking and 13 parking spaces.	Circulated
268	19-20 John Street South	SPA-11-055	Site Plan Amendment	06-Jul-11	The purpose of the application is to renovate the existing four storey office building by enclosing the alleyway and adding a fifth storey addition. The redevelopment will increase the gross floor area of the building which will be used for commercial offices.	Circulated
269	194 King Street West	SPA-11-044	Site Plan Control	07-Jul-11	The purpose of this application is to submit revised Site Plan, Landscape Plan and Elevation Plan for the proposed A&W restaurant. These plans are intended to fulfil conditions of final site plan approval.	Approved with conditions
270	38 Hess Street South	MDA-11-082	Minor Site Plan	07-Jul-11	The purpose of this application is to permit an existing patio located on the front yard of the subject property.	Circulated
271	77-79 Cannon Street West	SPA-11-068	Site Plan Amendment	11-Jul-11	The purpose of this application is to add a one storey supermarket with a partial second storey for offices to the existing restaurant and supermarket. The proposed commercial development would occupy the westerly portion of the site. A 2 lane driveway is proposed on the westerly side of the property on Cannon Street West to connect to loading areas and the existing parking area adjacent to Park Street North.	Circulated

Appendix B - Other Transportation Features



Legend

- Transit/HSR Stops
- Transit/HSR Line
- Trails (Existing)
- - - Trails (Proposed)
- - - Bikerways
- Railways

Appendix B
Other Transportation Features

Date: March 9, 2011

Scale: Not to Scale

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
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