Appendix E
September 2011 CLC Meeting
AGENDA

Strathcona Secondary Plan and
Strathcona Transportation Master Plan
Citizens Liaison Committee (CLC)

Meeting #1
September 29, 2011, 7:00-9:00
Erskine Presbyterian Church, 19 Pearl Street North

1. Welcome and Introductions
2. Overview of Role and Mandate of the Joint CLC
   a. Discussion on meeting dates, time and frequency
3. Review of Strathcona Secondary Plan
   a. Background: Why do a Secondary Plan?
   b. Previous work completed to-date
   c. Project timeline
   d. Co-ordination between other City initiatives (TMP and Nodes & Corridor Planning)
4. Review of Strathcona Transportation Master Plan
   a. Background: Reasons for the Transportation Master Plan
       Municipal Class Environmental Assessment (EA) process
   b. Previous work completed to-date

♫ BREAK – 15 minutes ♫

5. Exercise – Secondary Plan
   a. Review of the neighbourhood and identification of potential land uses
6. Issue Identification
   a. Secondary Plan
   b. Transportation Master Plan
      i. Problem and opportunity statement
      ii. Confirmation of identified issues
      iii. Comment on proposed alternative solutions
7. Outline of next meeting
8. Adjournment
Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

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<th>Name (include affiliation)</th>
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Strathcona Secondary Plan and Strathcona Transportation Master Plan E.A.
Citizens Liaison Committee (CLC)
Role and Mandate

Purpose
The Citizens Liaison Committee (CLC) will be a task-oriented committee to provide input from residents, property owners, and other stakeholders into the Strathcona Secondary Plan and Transportation Master Plan. This input will assist the Planning Department and Public Works staff in preparing recommendations for the approval of City Council. CLC members will help identify issues, assist in the development and review of alternative solutions and, facilitate communication with local residents.

Mandate
The City believes that the advice of local residents, businesses and community leaders can lead to improved decisions and enhanced communications with the local community. The CLC will be one of the methods through which advice will be provided to City of Hamilton elected representatives and staff with regard to the development of the Strathcona Secondary Plan and the Transportation Master Plan.

The mandate of the CLC is to:

- Assist in the identification of current and potential community issues relative to land use and infrastructure;
- Comment on the problem and opportunities statement and early transportation alternative solutions;
- Share information and knowledge of the Strathcona neighbourhood;
- Comment on background information and presentations;
- Provide input on alternative solutions;
- Provide information to their stakeholder organization or other interested parties on the project; and,
- To attend public information centres and CLC meetings.

Advisory Role
The CLC will work together to ensure a full discussion, which values different perspectives. CLC members shall work co-operatively towards the satisfactory resolution of issues and strive to achieve general consensus on project issues where feasible. While opinions and ideas may differ, the CLC will respect and listen to other members’ opinions, concerns and ideas. CLC members will have an equal opportunity to share and express ideas and opinions.
The role of the CLC is to:

- provide input into the Strathcona Secondary Plan, which will result in the development of a Secondary Plan
- provide input into the Strathcona Transportation Master Plan, which will result in the development of a detailed multi-modal Transportation Plan for the Neighbourhood.

CLC members are encouraged to consult with neighbours and the community and to identify any issues or concerns to the committee as necessary. Staff will make the final recommendations for both plans and bring them forward to Hamilton City Council for their approval.

CLC members form an integral part to the completion of both the Strathcona Secondary Plan and Transportation Master Plan.

**Membership**

Members will include local residents and other area stakeholders (e.g. Strathcona Community Council etc.). Members should be from a wide range of geographic locations to represent the overall study area.

**Attendance and Alternate Members**

It is assumed that members will make every effort to attend all meetings. Alternate members may be identified where there are potential scheduling conflicts or other barriers to consistent participation. Alternate members are invited to attend often in order to provide continuity.

**Observers**

Observers are welcome to attend meetings of the Strathcona CLC, including those who are not members. These meetings are open to the general public; however, the CLC meetings are not meant for public delegations to make presentation – that is reserved for Public Information Centres.

**Staff Resources**

Staff of the Community Planning and Design Section of the Planning and Economic Development Department will co-ordinate the Secondary Plan study and provide primary staff support. Staff from the Transportation Planning Section of the Public Works Department will co-ordinate the Transportation Master Plan and provide primary staff support. As may be required, staff of various departments, agencies and consulting firms will be available to the CLC as resources. These staff will include members of the study team who support the Secondary Plan project and Transportation Master Plan. Resource staff will attend meetings of the CLC as needed in order to address specific issues. Staff will provide professional advice relating to the project.
Meeting Dates, Times and Locations
CLC meetings will be held throughout the project, as may be required, during the evening on dates suitable for members. The proposed meeting time is 7:00 – 9:00 p.m. The proposed location for the meetings has yet to be determined, however, every effort will be made to ensure meetings are held within the Strathcona Neighbourhood.

Staff will provide meeting materials to committee members, including an agenda and background materials, at least 5 days prior to the meeting date. Members are asked to review notes and background materials in advance of the scheduled meeting. Members and staff may place any item on the agenda.

Quorum and Majority
A quorum will consist of 50% plus one member. In most cases, decisions of the committee will be made by consensus. In some instances where a vote is required, a majority will consist of 50% plus one member.

Term
The CLC will sit for a duration of approximately 12 -18 months. This time period should allow for the completion and adoption of the Secondary Plan and the Transportation Master Plan.
Welcome to the re-starting of the Strathcona TMP!

The five phases of the Class EA process include:

**Phase 1**  
Problems and Opportunities – Identification and description of problems to be addressed or opportunities to be realized.

**Phase 2**  
Alternative Solutions - Identify alternative solutions considering the existing environment and establish a preferred solution taking into account public and agency input.

**Phase 3**  
Alternative Design Concepts for Preferred Solutions - Examine alternative methods of implementing the preferred solution based on the existing environment, public and agency input, and environmental effects.

**Phase 4**  
Environmental Study Report - Document a summary of the rationale and the planning, design, and consultation process established through Phases 1 to 3.

**Phase 5**  
Project Implementation

This study will identify any future projects within the study area and is being conducted in accordance with the requirements of Phases 1 and 2 of the Class EA (MEA, amended 2007), which is an open public process under the Environmental Assessment Act. The study results can serve as direct input into any subsequent Class EA studies that may be identified in the master plan. The Strathcona TMP will define the problems and opportunities, consider and evaluate solutions, and identify an optimum transportation system within the Strathcona Neighbourhood.

The Master Plan process allows for the development of long range plans which integrate the infrastructure requirements for existing and future land uses with environmental assessment planning principles, including public and agency consultation.
Summary of Issues By Major Heading – MAIN STREET

Weaving from Highway 403 ramps
Vehicle speeds, speeding
Reducing the number of lanes
Dedicating bicycle lanes
More pedestrian crossings
Crossing of off-ramps by bicycles
No traffic control between Dundurn Street and Locke Street – impacts
bus stops on south side of main
Controlled pedestrian crossing at Pearl Street
Intersection with Dundurn Street is an unpleasant walking environment
Intersection with Dundurn requires ‘Watch for Pedestrians’ sign
Crossing guard at Locke Street
Consider adding HOV lane
Summary of Issues by Major Heading – YORK BOULEVARD

- Vehicle speeds, speeding
- Dedicated bicycle lanes
- Reducing the number of lanes
- More pedestrian crossings
- More pedestrian friendly
- Improved pedestrian connection to Dundurn Castle
- Crosswalk at Magill Street or Ray Street – access to proposed pedestrian bridge
- Pedestrian crossing times insufficient at Locke Street
- Signal timing at Dundurn
Summary of Issues by Major Heading – DUNDURN STREET

- Lane reduction between Main and King
- Dedicated bicycle lanes
- Should be designated as pedestrian improvement area
- Wider sidewalk
- Intersection with Lamoureaux Street Dangerous for pedestrians
- Converting one northbound lane to a southbound lane north of King Street
- More pedestrian crossings between King Street and York Boulevard
- Use of Breadalbane Street as a short-cut
- Congestion
- Contra-flow lane
• Used when Dundurn Street is congested
• All-way stop at Head Street
• Pedestrian signal at Lamoureaux
• No stop signs between York and Lamoureaux – speeding
Summary of Issues by Major Heading – LOCKE STREET

• Dedicated bicycle lanes
• More pedestrian and cycling focus
• Lane reduction between Main and King
• Wider sidewalks
• Traffic calming measures
• All-way stop / traffic signals at Florence Street with crosswalks
• Posted speed limit of 40 km/h
• All intersections between King and York as all-way stops
• Vehicle speeds, speeding
• Two-way conversion
• Lane reduction
• Dedicated bicycle lanes
• Controlled pedestrian crossing at Napier Street
• Improper SB right turns at King
• Dedicated bicycle lane on Inchbury Street
• Access to Waterfront Trail
• Access to Kay Drage Park
• Florence Street requires pedestrian enhancements to accommodate disabled
• Pearl Street requires pedestrian enhancements to accommodate disabled
• Provide more benches for seniors
• Oxford Street is used to access York instead of Queen from Barton
• Convert Crooks Street, Magill Street, and Oxford Street between York and Barton to one-way
• Fortino’s Plaza – access to Dundurn Street North
• Fortino’s Plaza – pedestrian access
• Many collisions at Pearl Street and Napier Street
• Mini-roundabout at Breadalbane and Lochearne Streets
• All-way stop at Peter Street and Pearl Street due to visibility
• Truck Routes – comply with the city policy
• Restricted access for Breadalbane south of Hunt Street during PM more strictly enforced
• Traffic speeds on side streets
• Traffic calming on Tom Street
There is a need to develop a transportation plan that addresses the operations and safety needs for the community which accommodates city-wide requirements, while addressing neighbourhood concerns and enhancing the intra-connectivity and inter-connectivity of the neighbourhood transportation network for all modes of transportation, including movement of pedestrians, cyclists, transit and vehicles.
PROBLEM / OPPORTUNITY STATEMENT

1. There is an opportunity to capitalize on some of the excess road capacity on the major routes and give that space back to improve either transit, landscaping, parking, cycling and/or pedestrian facilities.

2. There is a need to improve the pedestrian environment particularly in the crossing of major arterial roads.

3. There is an opportunity to expand the trail system in the study area connecting major points of interest.
Main Problem Areas:
Pedestrian crossing unsafe due to wide 5-lane road and vehicle speeds, wide gap between traffic signals also makes pedestrian crossing difficult

Alternatives:

A. Remove one of the 5 lanes (east of Dundurn Street or New Street) and convert it to:
   i. On-street parking and streetscaping (north side);
   ii. On-street 2-way bicycle lane;
   iii. Boulevard bicycle trail

B. Convert the south lane to a Bus / HOV lane, keep 5 lanes
C. Convert Main Street to a 2-way street
D. Add signalized pedestrian crosswalks at Pearl and Strathcona to coincide with bus stops on south side
Main Problem Areas:
Pedestrian crossing unsafe due to wide 4 (east of Locke) or 5-lane (west of Locke) road, vehicle speeds, wide gap between traffic signals also makes pedestrian crossing difficult

Alternatives
A. Remove one of the 4 lanes west of Queen Street and one of the 5 lanes west of Strathcona and convert it to:
   i. On-street parking and streetscaping (south side);
   ii. On-street 2-way bicycle lane;
   iii. Boulevard bicycle trail

B. Convert the north lane to a Bus/HOV lane, keep 5 or 4 lanes
C. Convert King Street to a 2-way street
D. Add signalized pedestrian crosswalks at Margaret or New Strathcona TMP

Community Liaison Committee No.#
Date: September 29, 2011
Main Problem Areas:
Pedestrian crossing unsafe due to wide 3-lane road (per direction) and vehicle speeds, wide gap between traffic signals also makes pedestrian crossing difficult, inadequate bicycle lanes

Alternatives:
A. Remove 2 of the 6 lanes (east of Dundurn Street (drops to 5 lanes west of Dundurn already) and use space to:
   i. Implement wider streetscaping (on-street parking where merited);
   ii. On-street bicycle lanes with separation from traffic lanes;
   iii. Widened boulevard to accommodate bicycle trail;

B. Convert the north and south lanes to Bus/HOV lanes, keep 6-lanes
C. If road remains at 6-lanes, add signalized pedestrian crosswalks at Strathcona, Pearl and west of Dundurn to provide a safer pedestrian crossing
Main Problem / Opportunity:
Extra traffic lane (not required) is present between Main and King; therefore opportunity exists to improve pedestrian and cycling environment – similarly median and 4 lanes not required between King and Main – again opportunities to improve pedestrian/cycling facilities

Alternatives:
A. Remove one of the 3 or 4 lanes and implement:
   i. A wider sidewalk and streetscaping (on-street parking where merited);
   ii. On-street bicycle lanes; *(included in Bicycle MP)*
   iii. Multi-use path
Main Problem / Opportunity: speeding on a residential street, infrequent traffic control

Alternatives:
- A. Implement traffic calming:
- B. Implement mini-roundabout at Strathcona/Florence
Main Problem: narrow road with narrow sidewalks; speeding concerns (particularly on 1-way section between Main and King)

Alternatives:
A. Remove one of the two 1-way lanes between Main and King and implement:
   i. Wider sidewalks and parking bays;
   ii. Two-way bicycle lane;
B. Widen sidewalk / narrow traffic lanes
C. Implement traffic calming:
Main Problem / Opportunities:
Extra traffic lane (not required) is present; therefore opportunity exists to improve streetscaping, pedestrian and cycling environment – concern over speeding

Alternatives:
A. Remove one of the 3 lanes and implement:
   i. A wider sidewalk and streetscaping and on-street parking where merited;
   ii. On street bicycle lanes (2-way) either on one side of the street or both sides with barrier separation

B. Implement Traffic Calming
C. Convert Queen Street to a 2-way street
Main Problem / Opportunities:
Completeness of pedestrian network (access to key features (e.g. Waterfront Trail, Kay Drage Park, Dundurn Castle, Cemeteries, Fortinos Plaza etc.), safe environment for pedestrians, adequacy of sidewalks and crossings

Alternatives:
Opportunities to be examined for completing/improving the pedestrian network
Main Problem / Opportunities:
Completeness and compatibility with City’s Cycling Network Master Plan; opportunities for creating a finer network in the study area

Alternatives:
Opportunities to be examined for completing/improving the cycling network
HI, FYI below, for our file records.
Thank you,
Margaret

-----Original Message-----
From: Fazio, Margaret
Sent: September 16, 2011 11:34 AM
Cc: Strutt, Jocelyn
Subject: Strathcona Transportation Master Plan - Invitation to the Citizens Liaison Committee members to participate in co-ordination with the Strathcona Secondary Planning process.

Good Morning Committee Members!

Further to Jocelyn Strutt's invitation to the inaugural Citizens Liaison Committee meeting sent on Sept. 14, 2011 (attached), I would like to invite you to also participate in the Strathcona Transportation Master Plan (TMP). My name is Margaret Fazio, and I am the project manager for the TMP.

<<Strathcona Citizens Liaison Committee.rtf>>

The TMP was initiated in 2008 and was put on hold in 2009, pending the outcome of rapid transit. We have re-initiated the project, and I would like to ask for your input and comment on the Strathcona Transportation Master Plan (TMP), in addition to your involvement into the Strathcona Secondary Planning process.

The TMP and the Secondary Plan are a co-coordinated planning effort, in that the TMP information will inform the Secondary Plan process, and vice versa. Your participation is beneficial to both planning processes and will provide a more meaningful experience in the planning of your neighbourhood.

Jocelyn and I will be making every effort to co-coordinate our meetings at key points in each project, in order to minimize the frequency or duplication of meetings as much as possible. Please confirm with me your interest in participating in the CLC for the Strathcona Transportation Master Plan. If you have any questions or concerns about your participation in the TMP please do not hesitate to contact me.

The inaugural meeting, organized by Jocelyn, is an opportunity for us to meet and for me to introduce the Strathcona TMP to you as well.

If you have questions regarding the logistics/organization of the meeting, as per Jocelyn's request, please contact her directly. If you require additional information about the TMP process please contact me by phone or e-mail as indicated below.
I am looking forward to meeting everyone, and to begin work on the Strathcona Transportation Master Plan. If you have any questions about the project, please do not hesitate to contact me.

Your truly,

Margaret

Margaret Fazio, B.Sc., C.C.E.P.
Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
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Good Afternoon Committee Members!

I am excited to announce our inaugural CLC meeting. It is scheduled for:

**Thursday September 29, 2011 @ 7:00 p.m.**

**Erskine Presbyterian Church**

**19 Pearl Street North.**

We will have signs directing you to the appropriate meeting room.

I want to thank everyone for providing me with their input into our date and time. We have set a later time in order to try and accommodate everyone’s schedule. Please confirm your attendance with me prior to our meeting date. In order to help establish some consistency, one of the items for discussion at our meeting will be what days of the week work best for our CLC meetings and what time is most convenient for the group.

I am in the process of preparing an agenda for our meeting, and will provide that to you in advance of September 29.

I am looking forward to meeting everyone, and to begin work on the Strathcona Secondary Plan. If you have any questions about the project, please do not hesitate to contact me.

Regards,

Jocelyn

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**Jocelyn Strutt, MCIP, RPP**

Planner - Community Planning & Design

City of Hamilton Planning & Economic Development Department

Phone: 905.546.2424 x1287

Fax: 905.540.5611

www.hamilton.ca

Office Address: 71 Main Street West, 6th Floor, Hamilton, ON L8P 4Y5
### Meeting Notes

**Subject:** Strathcona Secondary Plan Project Re-initiation Meeting CLC #1

**Date:** Thursday September 29, 2011

**Time:** 7:00 p.m. – 9:00 p.m.

**Location:** Erskine Presbyterian Church  
19 Pearl Street North, Hamilton

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<th>In attendance</th>
<th>Ward 1, Councillor</th>
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<tr>
<td>Councillor McHattie</td>
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<tr>
<td>Dale Brown</td>
<td>Ward 1, Executive Assistant</td>
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<tr>
<td>Jocelyn Strutt</td>
<td>Planner, Community Planning &amp; Design</td>
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<tr>
<td>Danielle Stevens</td>
<td>Planning Technician, Community Planning &amp; Design</td>
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<tr>
<td>Anita Fabac</td>
<td>Senior Project Manager, Community Planning &amp; Design</td>
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<tr>
<td>Margaret Fazio</td>
<td>Project Manager, Strategic Planning and Rapid Transit</td>
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<tr>
<td>Steve Keen</td>
<td>Senior Project Manager, HDR Corporation</td>
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<tr>
<td>Dawn Graham</td>
<td>CLC Member</td>
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<td>Aurelia Shaw</td>
<td>CLC Member</td>
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<tr>
<td>Jennifer Dawson</td>
<td>CLC Member</td>
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<td>David McLaughlin</td>
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**Absent with Regrets**

| Maggie Hughes                  | CLC Member                 |
| Deirdre Pike                   | CLC Member                 |
| Beatrice Ekwa Ekoko            | CLC Member                 |
| Randy Kay                      | CLC Member                 |
| Jason Leach                    | CLC Member                 |
| Chris White                    | CLC Member                 |
| Katy Yelovich                  | CLC Member                 |
### Meeting Summary

#### Welcome and Introductions
- J. Strutt welcomed the Citizen Liaison Committee to the re-initiation of the Strathcona Secondary Plan and Transportation Plan EA and then proceeded to introduce the Councillor and staff attending the meeting.

- J. Strutt discussed the purpose of the meeting explained the boundaries of the secondary plan versus the transportation EA.

- J. Strutt reviewed the CLC Role and Mandate with the members, and proceeded to outline the Provincial and Municipal directions for the secondary plan.

- Background of the Strathcona Secondary Plan was reviewed and J. Strutt provided a status update of where the project is to-date, explaining Planning Principles and the Preferred Option.

- J. Strutt continued with the Next Steps of the secondary plan and timeline for further public meetings and CLC meetings.

- Note: It was noted that the proposed date of October 27, 2011 for the Public Information Centre would not work due to a prior community meeting already scheduled that evening.

#### Question and Answer

**Questions to J. Strutt during the Opening Presentation**

- Question- Can property owners join the CLC? The member was unsure has to how people were chosen for the committee.

- JS – Some of the members on the CLC were on the previous CLC when the project was first initiated. Other members were solicited through Councillor McHattie. People are always welcome to view the CLC meetings, and if we do not have a consistent attendance of CLC members then there could be an opportunity for people to join.

- J. Strutt asked if Tuesdays worked for the CLC, or if there was another night that worked better for the members. She asked that they email her to let her know their preference.

- Question – Is there an existing plan we can see? It would be good to work from something.

- JS – Yes there is an existing neighbourhood plan. I will be sure to send it to the CLC for their information.
- Question – What stage are we at now? Are there nodes and corridors incorporated now with rapid transit?
- JS – We are here to reinitiate the project again. Public Information Centre to reintroduce project to the community in October/November. After that we will coordinate with the Nodes and Corridors work and Rapid Transit initiative. Revisions to the Preferred Land Use Concept will reflect recommendations of the above noted studies. We are here to make sure that this plan is the most up to date, which is why we are coming back to the public to get your input.

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<th>Presentation from M. Fazio and S. Keen</th>
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<td>Notes provided by M. Fazio:</td>
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<td>Issues /suggestions noted from the CLC meeting Sept 29th</td>
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<td>1. Margaret / Main are blind corners for cars &amp; bicycles, affecting pedestrians crossing the intersection</td>
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<td>2. New / Main are blind corners for cars &amp; bicycles, affecting pedestrians crossing the intersection</td>
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<td>3. At Dundurn/Head there is a high hedge which restricts view of traffic &amp; bicycles turning onto Dundurn from Head</td>
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<td>4. Dundurn/Main is a “Suicide corner” – difficult to cross Main N to S on the east side</td>
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<td>5. At Dundurn/Hunt – southbound vehicles pull into oncoming traffic in order to pull around stopped southbound traffic in the lane near the sidewalk – these vehicles have hit or almost hit a number of peds because peds can’t see them coming (+ the vehicles travel fast because that are doing something illegal) when they are crossing Dundurn (there used to be a crosswalk at Hunt/Dundurn)</td>
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<td>6. At King / Dundurn there needs to be a ped crossing on the west side of the intersection</td>
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<td>7. Near Breadalbane St (near to Tom St) there needs to be a ped/cyclist/mobility device connection to Kay Drage Park</td>
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<td>8. At Tecumseh/Locke – let’s build the bridge connecting Locke to the Waterfront Trail</td>
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<td>9. Suggest 12 foot wide sidewalks on Main Street</td>
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<th>Land Use Planning Exercise with J. Strutt</th>
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<td>• J. Strutt provided instructions regarding the Land Use Planning exercise.</td>
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**Questions/ Comments to J. Strutt during the Land Use Planning Exercise**

- Comment: Councillor McHattie noted that the area could use a variety of pathways. Sidewalks and bike lanes versus multi use pathways. It was suggested that the Cycling Master Plan was provided at the meetings for reference.
• Comment: Councillor McHattie noted that traffic calming is needed on Dundurn and areas to the north when adding bike lanes, cars do not watch for them on the rode.

• Comment: Sightlines along Main and Margaret are an issue.

• Comment: For Locke Street between King and Main; reduce to two lanes (remove one lane) and add a bike lane and widen sidewalk.

• Comment: Improve pedestrian connections.

• Comment: Traffic calming is needed at Dundurn and west of Dundurn.

• Question: The redevelopment at Margaret and Queen- is there going to be underground parking?
  • MF – The site is an old contaminated site, therefore probably could not dig down for underground parking

• Comment: Nothing commercial within the area is walkable.

• Comment: All new commercial development should have progressive urban design guidelines.

• Comment: Redevelop the Dundurn Fortinos plaza. Keep area as the commercial node for the area. Need to change the billboard and update at the corner of Dundurn Street South and King Street West.

• Comment: Maintain the old commercial strips along King Street West and Main Street West. Main Street commercial is successful.

• Comment: The properties around Victoria Park could become mixed use to serve the neighbourhood, but not big box development. Keep Victoria Park as is. Leave the area around Victoria Park low density.

• Question: Does zoning permit commercial uses within Victoria Park?
  • JS – Not sure, will check into it.

• Comment: Keep Strathcona Elementary School.

• Comment: Parking issues at the corner of Locke Street North and King Street West

• Comment: Morden Street is an issues area, concern raised.

• Comment: Hunt Street to Dundurn Street to Head Street is vulnerable to large scale redevelopment.

• Comment: Develop the corner of Head Street and Strathcona Ave North.
- Comment: Redevelop the corner of Queen Street North between Market Street and Napier Street.

- Comment: Protect the Scottish Rite.

- Comment: Mixed use commercial along York Boulevard with urban design guidelines. Make another commercial node area.

**Meeting Adjourned**