

APPENDIX "B"

DEVELOPED NEIGHBOURHOOD  
STUDY PROGRAMME

report on

KIRKENDALL NORTH & KIRKENDALL SOUTH NEIGHBOURHOODS

Proposed Plan  
and Programme



This Plan and Programme was prepared by the  
Kirkendall North and South Neighbourhood Citizens Committee

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## KIRKENDALL NORTH AND SOUTH NEIGHBOURHOODS

### Neighbourhood Background

Kirkendall North and South are neighbourhoods of some 649 acres, situated between Chedoke Expressway, Chedoke Golf Course and Queen Street, south from Main Street to the Mountain Brow. The division line between the two neighbourhoods is Aberdeen Ave. It is one of the older residential areas of the city, with some of it being partly built before the turn of the century. Plans for subdivisions were registered for some of the area in 1835, however development on a larger scale started in 1890 when sewer services became available.

The character of the neighbourhood reflects the present life style, physically very little change has taken place since the area started to develop in 1890. The visual appearance of the greater number of building structures are the same as originally developed however, many accommodations have to a degree, been converted from single family dwellings to two and more units per dwelling. This trend which started during the second World War, is still continuing. Also new apartment developments have taken place through rezoning in 4 different locations in the Kirkendall North Neighbourhood, which were rezoned in 1958, 63, 68 and 70. Three of these sites are developed to capacity and only the one site which was rezoned in 1970, can accommodate further apartment development. New houses which have been built are compatible in style and architecture with the original development representing some of the best of Hamilton's heritage, in character and architecture. There are some areas where the present buildings need attention in the form of rehabilitation or, in some isolated areas for redevelopment.

### Problems

The following list of problems within the Kirkendall North and South Neighbourhoods are the results of analysis of the neighbourhood questionnaire returns as well as a continuing dialogue with residents of the Kirkendall North and South Neighbourhoods:

- lack of parking facilities in some residential areas
- zoning and predominant land use conflict in some areas
- excessive through traffic introduced into some residential areas
- building conditions in some areas of the neighbourhood are deteriorating
- lack of accessible neighbourhood park and green space facilities in some parts of the neighbourhood
- lack of parking for some of the commercial areas



## Neighbourhood Goals and Objectives

### Zoning

To review the existing zoning in Kirkendall North and South Neighbourhoods in order to accommodate the most appropriate land uses and types of redevelopment should they occur.

### Traffic

A constant review of vehicular and pedestrian needs with a view to the provision of adequate and safe facilities that are in accord with Neighbourhood design philosophies.

The improvement of residential and commercial vehicular parking so as to provide adequate facilities.

### Parks

To work towards providing sufficient neighbourhood park open space that is both accessible to all areas and functional for all age groups.

### Recreation

In conjunction with the establishment of parks, a full range of recreation activities be established, both passive and active, for all age groups.

### Neighbourhood Facilities

Schools, parks and other public facilities should be developed to serve Kirkendall North and South Neighbourhoods as well as the City as a whole.

### Density

To permit a range of residential densities in Kirkendall North and South Neighbourhoods that will provide for a variety of housing types while maintaining and enhancing the positive characteristics of the Neighbourhood.

That the variety of accommodations encourage a full range of the population cross section, young families through to senior citizens to provide a stable viable neighbourhood.

### Property Maintenance

That the City of Hamilton initiate a Property Maintenance Programme so that all property owners can be encouraged to improve their property if it is in need of such attention, creating a more attractive and pleasing neighbourhood in which to live.



### The Neighbourhood Plan

The Neighbourhood Plan proposed to guide future development in Kirkendall North and South Neighbourhoods is set forth in Schedule I. The following is a description of the principle elements of the plan, and some qualifying remarks on certain features.

a) The Industrial Area (west of the T.H.&B. Tracks to Hwy. 403)

The industrial lands will be confined to the area they now occupy. This is in keeping with the existing industrial zoning and consolidation. The industrial uses in this area are well segregated from other uses by the existing grade separation and the T.H.&B. Tracks. The appearance of the industrial uses is however, none the less noticable, and the industries should be encouraged to improve the appearance of both their structures and landscaping.

b) Dundurn to Locke, Hill St. north to Main St.

This area is designated for the greatest amount of change in the neighbourhood plan. The area between Jackson and Main Streets is designated for both Mixed development (Commercial and Apartments) and Medium Density Apartments. The area between Jackson St. and the T.H.&B. Tracks is designated for Medium Density Apartments, while recognizing the continued existence of the park on Dundurn St. and the Commercial uses adjacent to Locke Street.

South of the T.H.&B. Tracks, the City Yards are proposed for attached housing and park use in the future while the block bounded by Richmond St., Hill St., Poulette St., and the tracks is designated for Medium Density Apartments. The Allenby School and surrounding housing is proposed for low density apartment use.

Off-street parking is also shown here primarily for the Locke St. commercial use but is subject to the Parking Authorities staging policies.

The redevelopment of this area is proposed for several reasons. The City is considering re-locating its yards, thus freeing this land for development. The Allenby School and associated yards will, in the near future, no longer be needed by the School Board and will be available for redevelopment. The existence of the T.H.&B. Tracks which run through this area and the housing on both sides of the tracks which have virtually no yards. The highest occurrence of fair to poor housing is located in this area of the neighbourhood and the proximity of the major arterials, Dundurn St., Main St., and Locke St., are all factors that were considered before recommending the proposed land uses



c) Locke and Dundurn St. Commercial Areas

In these two areas, some provision for commercial expansion has been provided for as well as the proposed elimination of some commercial areas where it is felt that these areas will not develop commercially.

d) The Residual of the Neighbourhood

The remainder of the neighbourhood has been designated to reflect and retain by and large the existing uses with the recommendation to conserve and rehabilitate existing building stock where needed.

The Neighbourhood Programme

The Neighbourhood Programme is designated to implement the goals, objectives recommendations and proposed plan of the Kirkendall North and South Neighbourhood Citizens' Committee.

POLICY I                      To eliminate zoning on lands which are not in agreement with the ultimate land use designation on the proposed plan.

PROPOSED ACTION

- A) Rezone the lands presently zoned "H" (Community Shopping and Commercial) District to "D" (One and two Family Residential) District, adjacent to both Locke and Dundurn Sts. where the existing zoning conflicts with the proposed plan designation of low density residential.
- B) Rezone lands presently zoned "DE" (Low Density Multiple Dwellings) to "D" (One and Two Family Residential) at the corner of Macdonald Avenue and Herkimer Sts.
- C) Rezone the lands presently zoned "K" (Heavy Industry) to "H" (Community Shopping and Commercial) on the east side of Dundurn St. between the T.H.&B. Tracks.
- D) Rezone the lands presently zoned "K" (Heavy Industry) to a suitable institutional zoning category on which the School Board building is located at the corner of Chatham and Dundurn Sts.

POLICY 2                      To encourage the best and most desirable and attractive type of redevelopment in Kirkendall North and South Neighbourhood.

PROPOSED ACTION

- A) Redevelopment only be permitted on sites which are designated for it.
- B) Redevelopment only be permitted after comprehensive assembly has taken place.



- C) Should redevelopment occur any parcel of land not included in the redevelopment scheme, but designated for redevelopment, be of a large enough size and suitable nature to be redeveloped independently at a later time.
- D) All redevelopment be controlled by site plan and/or development agreement.

POLICY 3                      Establish a traffic system appropriate and compatible for this neighbourhood striving for maximum public safety as well as minimal environmental aggravation.

PROPOSED ACTION

- A) That a roads policy be established for the City of Hamilton so that it may be viewed and reacted to by all citizens of every neighbourhood.
- B) That within the Kirkendall Neighbourhoods any proposed major street improvement or widening be considered only after sufficient neighbourhood notice and public meetings have been carried out.

POLICY 4                      Increase the amount of usable Neighbourhood Park Open Space.

PROPOSED ACTION

- A) That the status and use of the H.A.A.A. Grounds be reassessed with a view to releasing all or part of this facility for general neighbourhood park open space use.
- B) That the City of Hamilton negotiate with the Board of Education to acquire the rights to the rear portion of the Board of Education lands at Dundurn and Chatham Sts. This land is designated as park open space on the neighbourhood plan and should be acquired and developed for this purpose.
- C) That the City of Hamilton establish a park on part of the existing city yards at Hill and Paulette Streets.
- D) That sufficient pedestrian access be provided to all park and open space areas.

POLICY 5                      A full range of recreational activities be provided for in this neighbourhood.

PROPOSED ACTION

Encourage the Recreation Department to provide for a full range of recreational activities for age groups, wherever possible.



POLICY 6

Improve overall neighbourhood servicing.

PROPOSED ACTION

- A) Encourage funding to construct up to date sewer facilities.
- B) Improve the condition of sidewalks and paving on streets.

POLICY 7

Enhance the physical appearance of all existing structures in the neighbourhood

PROPOSED ACTION

- A) That the city of Hamilton establish a Property Standards By-law for all properties, residential, commercial, institutional and industrial and that it be enforced with equal vigor on all of these properties, and that it be tempered with encouragement, advice and assistance..
- B) That in conjunction with this by-law, a rehabilitation programme be implemented to conserve and improve those areas of the neighbourhood that require this attention.
- C) All property owners be made aware of available public programmes and services for improving individual properties.

NOTE: It is impossible to predict the actual length of time that it will take before the proposed plan is realized. It is also unlikely that all of the areas designated for change will in fact change for many years to come. There is therefore, no guarantee as to the length of time needed to attain the final plan nor a definite date when the final plan will reach all of its ultimate proposals.

DL:GG:fr



# NEIGHBOURHOOD ANALYSIS

NAME: Kirkendall North

DATE: January 24, 1974      POPULATION: 8,673

GROSS AREA: 426.00 Ac.

GROSS DENSITY: 20.3 P./Ac.

GROSS RESIDENTIAL AREA: 183.47 Ac.

R.G. DENSITY: 47.3 P./Ac.

## PROPOSED DEVELOPMENT

CATEGORY	USE	ACRES	%	UNITS	UNITS/ GROSS ACRE	PERSONS	PERSONS /UNIT
Residential	Single & Double	152.13	35.7	1369	9	4107	3.0
	Attached	3.40	0.8	41	12	123	3.0
	Low	3.29	0.8	132	40	317	2.4
	Medium	20.49	4.8	1639	80	3278	2.0
1.	Commercial & Apts.	6.94	1.6	499	120	848	1.7
	Sub Total	186.25		3680		8673	
2.	Commercial & Apts.	6.94					
	Commercial	23.94	5.6				
	Industrial	183.19	43.0				
	Civic & Institutional	13.28	3.1				
	Park & Recreational	11.85	2.8				
	Utilities	7.49	1.8				
	Total	426.00	100%	3680		8673	

### Notes:

1. Assume 60% of designated mixed area used for apartments.
2. Disregard area in total acreage.



# NEIGHBOURHOOD ANALYSIS

Name Kirkendall South - 70

1971 Assessment Population 3517

Gross Area

Density

	718 Units	x	3.78	Persons Per Unit	2715 Persons			
Single	164	x	3.78	"	620	"	131.47	26.2
Double	36	x	3.0	"	108	"		
Triplex	30	x	2.4	"	72	"	1.10	65.4
Apartment up to 3 storey	-	x	-	"	-	"	-	-
Apartment 4 storey & up	-	x	-	"	-	"	-	-
Senior Citizen Apartments	1	x	2	"	2	"	0.16	12.5
Mixed Apartment/Commercial								

Total 949 Units

3517 Persons

132.73 GRD:

26.5

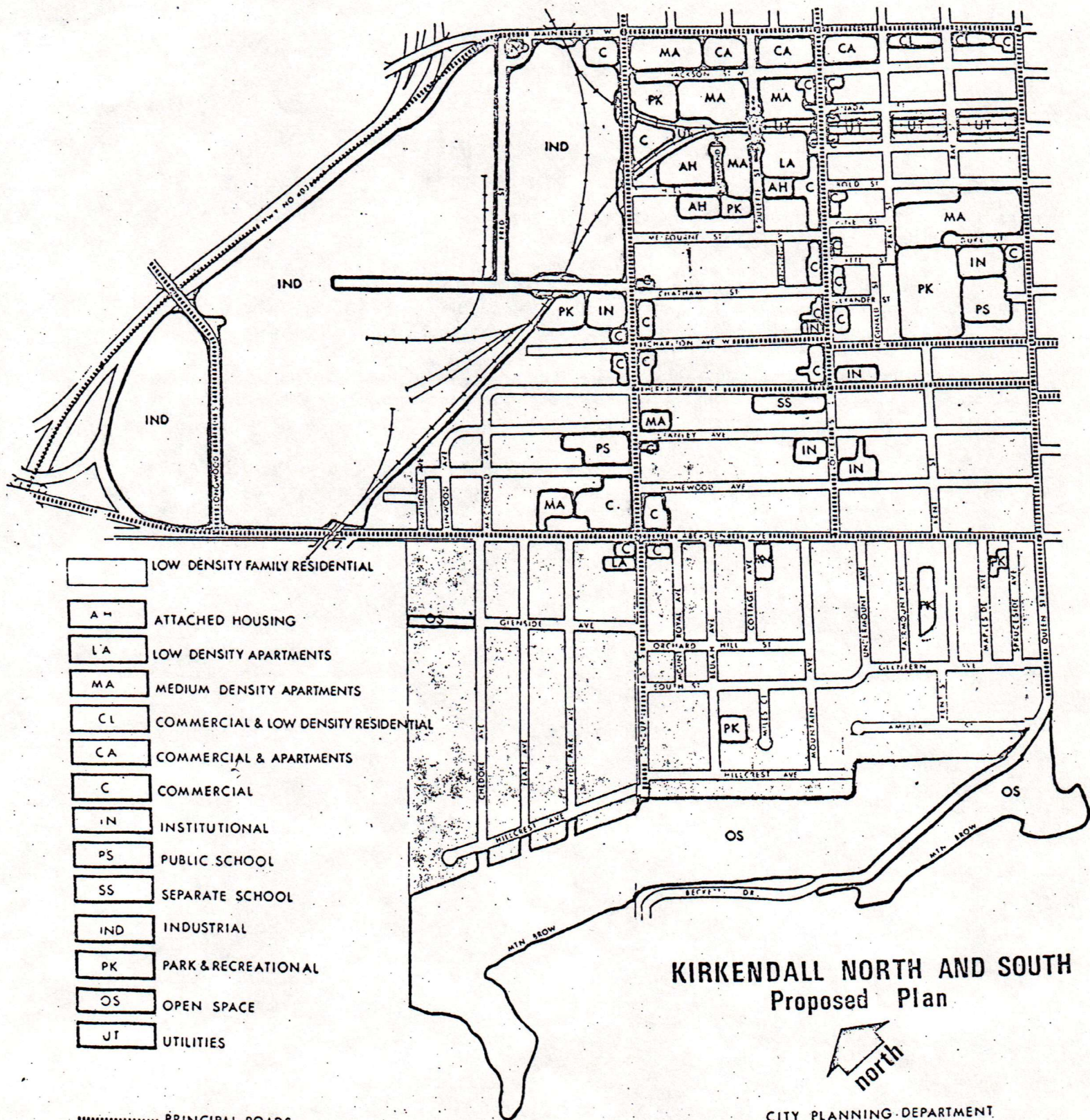
Gross Neighbourhood Area

223.00 GND:

15.8

NOTE: The Neighbourhood Population Density Analysis will be the same for the proposed plan as for the existing situation since no future land use changes are proposed.







# Planning and Development Committee - Minutes

June 11/75.

## 15. Kirkendall North and South Neighbourhoods - Rezoning and Proposed Plan.

The Committee received a report of the Planning Department dated June 11, 1975 with respect to a proposed neighbourhood plan and implementing zoning for the Kirkendall North and Kirkendall South Neighbourhoods.

Mr. Lychak outlined the action taken with respect to the neighbourhood planning process and as to the proposed neighbourhood plan and implementing zoning recommended for approval.

After consideration, it was moved by Alderman Carson and seconded by Alderman Ford that the neighbourhood plan and the implementing zoning be approved as submitted. Carried 7-0.



## The Corporation of the City of Hamilton

BY-LAW NO. 74-289

To Designate:

THE KIRKENDALL - STRATHCONA NEIGHBOURHOOD  
AS A REDEVELOPMENT AREA

WHEREAS Section 3 of the 28th Report of the Planning and Development Committee, adopted by City Council on June 30, 1974, designated the Kirkendall - Strathcona Neighbourhood as a Neighbourhood Improvement Program Area in accordance with the provisions of Section 27 of The National Housing Act, R.S.C. 1970, Chapter N-10 for the purpose of improving the amenities, housing and living conditions of the residents in the area so designated;

AND WHEREAS Her Majesty The Queen in right of the Province of Ontario represented by the Minister of Housing and Central Mortgage and Housing Corporation entered into an Agreement dated the 10th day of December, 1973 to plan for and implement the Neighbourhood Improvement Program in municipalities in accordance with the terms and conditions of the said Agreement;

AND WHEREAS in order to implement the aforesaid purpose and in order for the Province of Ontario to assist in the redevelopment of a redevelopment area as defined in Section 22 of The Planning Act, R.S.O. 1970, Chapter 349 and for the municipality of the City of Hamilton to be eligible for a contribution under the said Agreement, it is necessary to further designate the said area as a redevelopment area under The Planning Act;

AND WHEREAS Section 22(2) of The Planning Act provides as follows:

- 22(2) The council of a municipality that has an official plan in respect of land use may, with the approval of the Minister, by by-law designate the whole or any part of an area covered by such an official plan as a redevelopment area, and the redevelopment area shall not be altered or dissolved without the approval of the Minister.

AND WHEREAS the Municipality of the City of Hamilton has an Official Plan;

AND WHEREAS the purpose for which the said area was designated is in conformity with the Official Plan of the Hamilton Planning Area, approved by the Minister under The Planning Act.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The Kirkendall - Strathcona Neighbourhood more particularly described in Schedule "A" hereto annexed and shown on a plan hereto annexed as Schedule "B", is designated a redevelopment area.
2. The City Solicitor is authorized and directed to make application to the Minister under The Planning Act for the necessary approval of this by-law.

READ A FIRST AND SECOND TIME on the 8th day of October, 1974.

READ A THIRD TIME AND FINALLY PASSED on the 10th day of December 1974, the approval of the Minister having been granted on the 31st day of October, 1974.

CERTIFIED A TRUE COPY

CITY CLERK

J-13

City Clerk

Mayor



## SCHEDULE "A" TO BY-LAW 74-289

All and Singular those certain parcels or tracts of land and premises, situate, lying and being in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, in the Province of Ontario and being more particularly described as follows:

Commencing at the intersection of the eastern limit of Queen Street with the southern limit of Aberdeen Avenue (road allowance between Concession 3 and 4).

Thence westerly along the southern limit of Aberdeen Avenue to the production southerly of a line drawn parallel with the eastern limit of lot 11, Aberdeen Survey according to a plan of subdivision registered in the Land Registry Office for the Registry Division of Wentworth as number 458 from a point in the southern limit of said lot 11 distant fifty point zero zero (50.00') feet measured westerly thereon from the south east angle of said lot 11;

Thence northerly along the said parallel line and the production northerly thereof to the southeasterly limit of the lands of the Right-of-Way of the Toronto, Hamilton and Buffalo Railway;

Thence Northeasterly along the said southeasterly limit of the lands of the Toronto, Hamilton and Buffalo Railway and any jogs therein to the Northwest corner of lot 21 Sir A. N. MacNabs Survey according to a plan of Subdivision registered in the said Land Registry Office as number 112;

Thence easterly along the northern limit of lots 21, 22, 23 and lot 24, according to said Registered Plan number 112 being also the southerly limit of lots 26 and 25 Lameroux and Fanning Survey, according to a plan of Subdivision registered in the said Registry Office as number 441 to the southwest corner of lot 24, of said Registered Plan number 441;

Thence northerly along the western limit of the last mentioned lot 24 to the southerly limit of Charlton Avenue;

Thence westerly along the southerly limit of Charlton Avenue to the southeasterly limit of the lands of the Right-of-Way of the Toronto, Hamilton and Buffalo Railway;

Thence northeasterly along the said southeasterly limit of the lands of the said Right-of-Way of the Toronto, Hamilton and Buffalo Railway to the western limit of Dundurn Street;

Thence northerly along the western limit of Dundurn Street to the southerly limit of King Street as widened by By-law #66-239, dated August 30th, 1966;

Thence westerly along the said southerly limit of King Street as widened to the original southerly limit of King Street;

Thence westerly along the said southerly limit of King Street to the production southerly of the western limit of Breadalbane Street as established by By-law #4369 dated January 26th, 1932;

Thence northerly along the said production southerly to and along the westerly limit of Breadalbane as established by said By-law #4369 to the southern limit of Hunt Street;

Thence northerly to the intersection of the northern limit of Hunt Street with the western limit of Breadalbane;

Thence westerly along the northern limit of Hunt Street being also the southern limit of lot 1 Sir A. N. MacNab according to a plan of Subdivision registered in the said Land Registry Office at number 42 to the eastern limit of the lands of the Right-of-Way of the Toronto, Hamilton and Buffalo Railway;

Thence northerly along the said eastern limit of lands of the said Right-of-Way of the Toronto, Hamilton and Buffalo Railway and any jogs therein to the southerly limit of lot 8, Block 8 of said Registered Plan #42;



Thence easterly along the southerly limit of said lot 8 to and continuing along the southerly limit of lots 7 and 6, Block 8 of said Registered Plan to the westerly limit of lot 3 of said Block 8;

Thence northerly along the westerly limit of said lot 3 to and continuing along the westerly limit of lots 4 and 5 of said Block 8 to the southern limit of Tom Street;

Thence northerly to the southeast corner of lot 17, Block 7 according to the said Registered Plan #42, the said Southeast corner being also a point in the northern limit of Tom Street;

Thence northerly along the eastern limit of said lot 17, Block 7 to the southern limit of lot 6, Block 7 of said Registered Plan #42;

Thence westerly along the southern limit of lots 6, 7, 8, 9 and 10 of said Block 7 to the western limit of said lot 10, Block 7;

Thence northerly along the said western limit of lot 10 to the southern limit of Jones Street;

Thence northerly along the production northerly of the western limit of said lot 10, Block 7 to the northern limit of Jones Street;

Thence easterly along the said north limit of Jones Street to the western limit of lot 51 William Onyon Survey according to a plan of Subdivision registered in the said Land Registry Office as #75;

Thence northerly along the said western limit of said lot 51 to the northern limit thereof;

Thence easterly along the northern limit of lots 51, 50 and 49 according to said Registered plan number 75 to the western limit of Woodbine Crescent;

Thence continuing easterly in a straight line across Woodbine Crescent and along the southern limit of a 10' alleyway shown on Burke's Survey according to a plan registered in the said Land Registry Office as numbered 200 and continuing along the southern limit of lot 21 according to the said Burke's Survey and the southern limit of lot 38, Onyon's Survey and the production easterly thereof, to the eastern limit of Dundurn Street;

Thence southerly along the eastern limit of Dundurn Street to the southwestern angle of lot 6 in the block bounded by Dundurn, York, Davenport and Tom Streets according to Sir A. N. MacNab's Survey;

Thence easterly along the southern limit of lots 61, 62, 63, 64 and 65 in the said block and the production easterly thereof to the eastern limit of Davenport Street;

Thence southerly along the eastern limit of Davenport Street to the northwest angle of lot 47 in the block bounded by Davenport Street, York Street, Strathcona Avenue and Tom Street according to Sir A. N. MacNab Survey;

Thence easterly along the northern limit of the said lot 47 to the northeast angle thereof;

Thence southerly along the eastern limits of lots 47 and 48 in the last-mentioned block, to the south-eastern angle of said lot 48;

Thence easterly along the northern limit of lot 43 in the said last-mentioned block to a point distant therein westerly one hundred point zero (100.0') feet from the western limit of Strathcona Avenue;

Thence southerly parallel to the western limit of Strathcona Avenue to a point distant therein northerly thirty-six point zero zero (36.00') feet from the southern limit of the aforementioned lot 43;

Thence easterly parallel to the southern limit of lot 43 and being the northern limit of lands of one Bromwell as described in Instrument number 232635 H.L. one hundred point zero zero (100.00') feet to the western limit of Strathcona Avenue;



Thence southerly along the said western limit of Strathcona Avenue to its intersection with the northern limit of Tom Street;

Thence southerly in a straight line to the intersection of the western limit of Strathcona with the southern limit of Tom Street;

Thence continuing southerly along the western limit of Strathcona Avenue to its intersection with the production westerly of the southern limit of that portion of Florence Street running easterly from Strathcona Avenue;

Thence easterly to and along the southern limit of Florence Street to the intersection of the said southern limit of Florence Street with the western limit of Locke Street;

Thence continuing easterly in a straight line to the intersection of the said southern limit of Florence Street with the eastern limit of Locke Street;

Thence continuing easterly along the southern limit of Florence Street to its intersection with the western limit of Pearl Street;

Thence continuing easterly in a straight line to the intersection of the said southern limit of Florence Street with the eastern limit of Pearl Street;

Thence continuing easterly along the said southern limit of Florence Street to the western limit of Ray Street;

Thence southerly along the western limit of Ray Street to the northern limit of Peter Street;

Thence continuing southerly in a straight line to the intersection of the said western limit of Ray Street with the southern limit of Peter Street;

Thence easterly in a straight line to the intersection of the said southern limit of Peter Street with the eastern limit of Ray Street;

Thence easterly along the said southern limit of Peter Street, one hundred and one point zero (101.0') feet more or less to the western limit of the lands of Bullseye Lighting Products Limited as of October 2nd, 1974;

Thence southerly along the last mentioned western limit being also the eastern limit of the lands of the owners of the following Municipal Street numbers as of this date (namely numbers 73 Peter Street, 74, 72, 70, 68, 64, 62, 60, 58 and 54 Ray Street North and 158 Napier Street) to the northern limit of Napier Street;

Thence southerly along the production southerly of the last mentioned eastern limit to the southern limit of Napier Street;

Thence easterly along the said southern limit of Napier Street to the eastern limit of lot 14, James Mills Survey in the block bounded by Ray, Napier, Queen and Market Streets according to a subdivision plan registered in the said Land Registry Office as number 1435;

Thence southerly along the eastern limit of the said lot 14 to and continuing along the eastern limits of lots 12, 7 and 5 of the said James Mills Survey to the northern limit of Market Street;

Thence southerly in a straight line to the Northeast corner of lot 14 in James Mills Survey in the block bounded by Ray, Market, Queen and King Streets in the said Registered plan number 1435;

Thence southerly along the eastern limits of lots 14, 12 and 6 in the last mentioned block to a point in the eastern limit of said lot 6 distant twenty point zero (20.0') feet measured southerly thereon from the northeast corner of said lot 6;

Thence westerly parallel with the northern limits of said lot 6 and lot 7 in the said block bounded by Ray, Market, Queen and King Streets to the eastern limit of Ray Street;



Thence southerly along the said eastern limit of Ray Street to the northern limit of King Street;

Thence southerly in a straight line to the intersection of the southern limit of King Street with the western limit of Ray Street;

Thence westerly along the southern limit of King Street to the eastern limit of Pearl Street;

Thence southerly along the eastern limit of Pearl Street to the southwest angle of lot 1, James Mills Survey according to a plan of subdivision registered in the said Land Registry Office as number 65;

Thence easterly along the southern limit of the said lot 1 being also the northern limit of lot 8 in the last mentioned block to and continuing along the northern limit of lot 7 of the said James Mills Survey to the division line between the east and west halves of said lot 7;

Thence southerly along the said division line to the northern limit of George Street;

Thence southerly along the production southerly of the said division line to the southern limit of George Street;

Thence easterly along the said southern limit of George Street to the northeast corner of lot 1 James Mills Survey in the block bounded by Pearl, George, Ray and Main Streets according to a plan of subdivision registered in the said Land Registry Office as number 1435;

Thence southerly along the eastern limit of the said lot 1 to and continuing southerly along the eastern limits of lots 2, 7, 11 and 13 of the said James Mills Survey to the northern limit of Main Street;

Thence easterly along the northern limit of Main Street to the western limit of Ray Street;

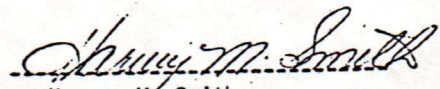
Thence easterly in a straight line to the intersection of the northern limit of Main Street with the eastern limit of Ray Street;

Thence easterly along the northern limit of Main Street to the western limit of Queen Street (road allowance between lots 16 and 17);

Thence easterly in a straight line to the intersection of the northern limit of Main Street with the eastern limit of Queen Street;

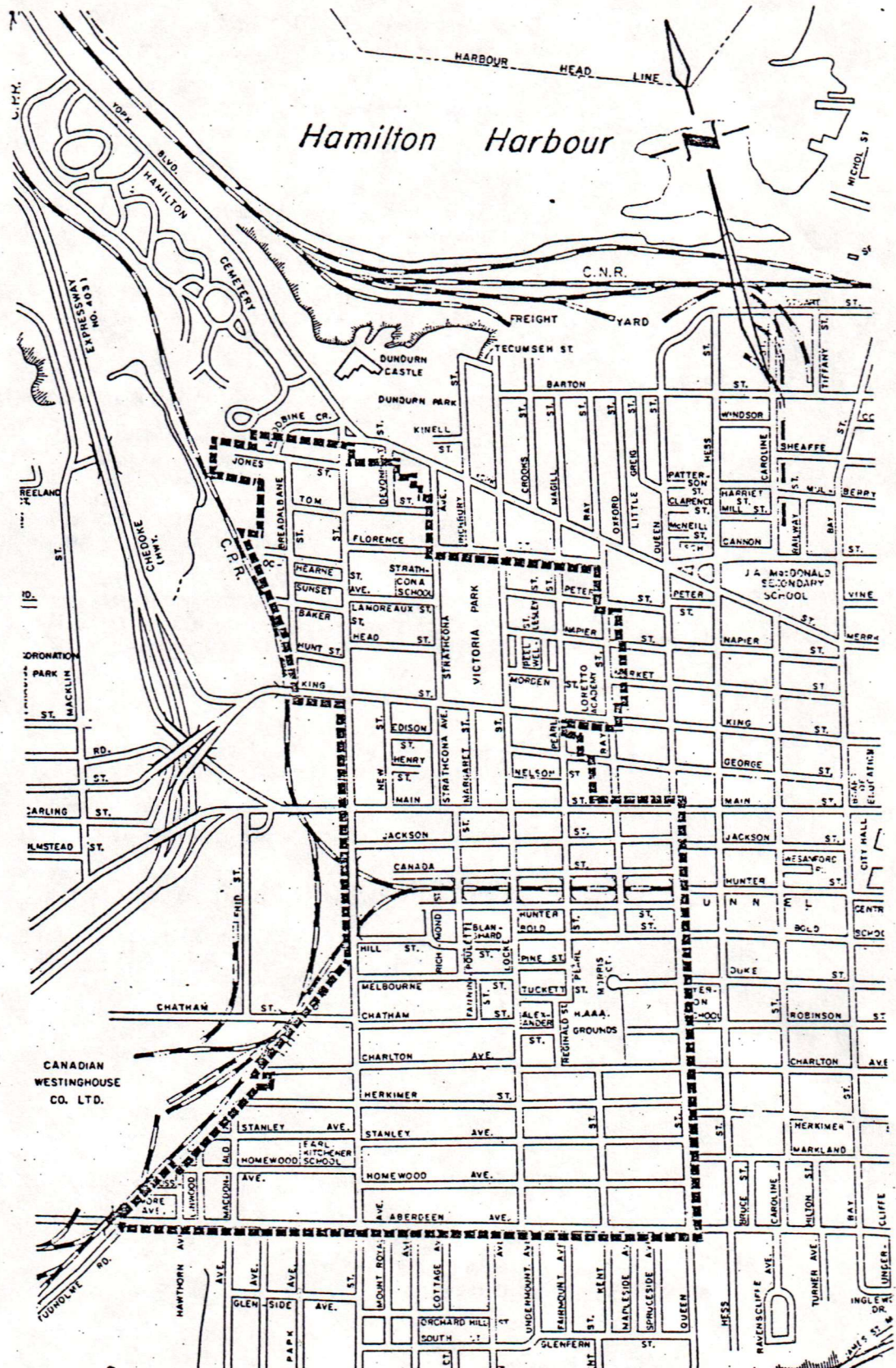
Thence southerly in a straight line to the intersection of the southern limit of Main Street with the eastern limit of Queen Street;

Thence southerly along the eastern limit of Queen Street to the point of commencement

  
Harvey M. Smith,  
Ontario Land Surveyor.

Department of Engineering,  
3rd October, 1974.  
HMS/rm





# DESIGNATED N.I.P. AREA

(KIRKENDALL - STRATHCONA NEIGHBOURHOOD)

CITY OF HAMILTON

SEPT. 1974

SCHEDULE 'B' TO BY-LAW 74-



REPORT OF THE PLANNING AND DEVELOPMENT COMMITTEE

To the Council of the Corporation of the City of Hamilton

Members of Council:

The Planning and Development Committee presents its TWENTY FIFTH Report for 1975 and recommends:

1. That approval be given to the Neighbourhood Plans at Appendices "A" and "B" attached, to establish policies to guide the future land use and street systems in the Kirkendall North and Kirkendall South Neighbourhoods comprising some 649 acres of land in the area bounded by Highway #403, the Chedoke Golf Course and Queen Street, south from Main Street to the Mountain Brow.

Policies

The Kirkendall North and Kirkendall South Neighbourhood Plans have been prepared as instruments to assist in achieving the following policies:

- (i) To identify and consolidate those areas within the two neighbourhoods which should be preserved in their present uses, and to establish appropriate changes in the Official Plan and Zoning By-law.
- (ii) To identify those areas where redevelopment is considered desirable and to establish appropriate changes in the Official Plan and Zoning By-law.
- (iii) To provide for an orderly and regulated programme of redevelopment in co-ordination with projected public works and by means of development control.
- (iv) To provide for new park areas as indicated on the Plans to be established in the future.
- (v) To provide for necessary road improvements and to initiate programmes to reduce traffic and parking congestion on local residential streets.

History

In the evolution of these Plans, a Citizens' Committee was formed to review and recommend future plans for the area, with assistance from the staff of the Planning, Engineering and Traffic Departments. This Committee held a total of 8 meetings. The Plans were then presented at public meetings held November 6 and 7, 1974. All property owners and residents of the area were notified by mail and/or press notice. A further meeting was held by the Planning and Development Committee on March 19, 1975 to review the plans and submissions.

Recommendation

On the basis of the submissions received from all concerned, the plans are recommended in the form now presented.

NOTE: It is not the intention that the plans should be entirely rigid, and necessary changes in the land use and street layout will be effected when detailed studies indicate the need for such change.

2. That approval be given to Official Plan Amendment 313 to establish changes in land use designation to implement the Kirkendall North and Kirkendall South Neighbourhood Plans, and that the City Solicitor be directed to prepare a by-law to adopt this Official Plan Amendment for submission to the Minister of Housing.

3. That approval be given to City Initiative 75-N to establish changes in the zoning to implement parts of the Kirkendall North and Kirkendall South Neighbourhood Plans, as described on the Plans at Appendices "C" and "D", on the following basis:

- (a) Change from "B" (Suburban Agriculture and Residential, etc.) District to "A" (Conservation, Open Space, Park and Recreation) District of area 1, as shown on Appendix "C".



- (b) Change from "C" (Urban Protected Residential, etc.) District to "A" (Conservation, Open Space, Park and Recreation) District of areas 2, 3, 4 and 5, as shown on Appendix "C".
- (c) Change from "H" (Community Shopping and Commercial, etc.) District to "D" (Urban Protected Residential - One and Two Family Dwellings) District of areas 6, 7, 8a, 9 and 10, as shown on Appendices "C" and "D".
- (d) Change from "H" (Community Shopping and Commercial, etc.) District to "D" (Urban Protected Residential - One and Two Family Dwellings) District, modified to permit the conversion of existing dwellings for limited commercial uses, as set out in Schedule S-300 of Section 19 (b), of area 8b on App. "D".
- (e) Change from "D" (Urban Protected Residential - One and Two Family Dwellings) District to "A" (Conservation, Open Space Park and Recreation) District of areas 11 and 12, as shown on Appendix "D".
- (f) Change from "K" (Heavy Industry, etc.) District to "A" (Conservation, Open Space, Park and Recreation) District of area 13, as shown on Appendix "D".
- (g) Change from "K" (Heavy Industry, etc.) District to "D" (Urban Protected Residential - One and Two Family Dwellings) District of area 14, 17, 18 and 19, as shown on Appendix "D".
- (h) Change from "K" (Heavy Industry, etc.) District to "H" (Community Shopping and Commercial, etc.) District, modified to include a car wash as a permitted use, of area 15, as shown on Appendix "D".
- (i) Change from "DE" (Low Density Multiple Dwellings) District to "D" (Urban Protected Residential - One and Two Family Dwellings) District of area 16, as shown on Appendix "D".
- (j) That the City Solicitor be directed to prepare a by-law to amend Zoning By-law 6593 and Zoning District Maps accordingly.
- (k) That the amending by-law be added to Section 19(b) of the Zoning By-law as Schedule S-426 and that the lands described as areas 8b and 15 on Appendix "D" be notated S-426.

Explanatory Note

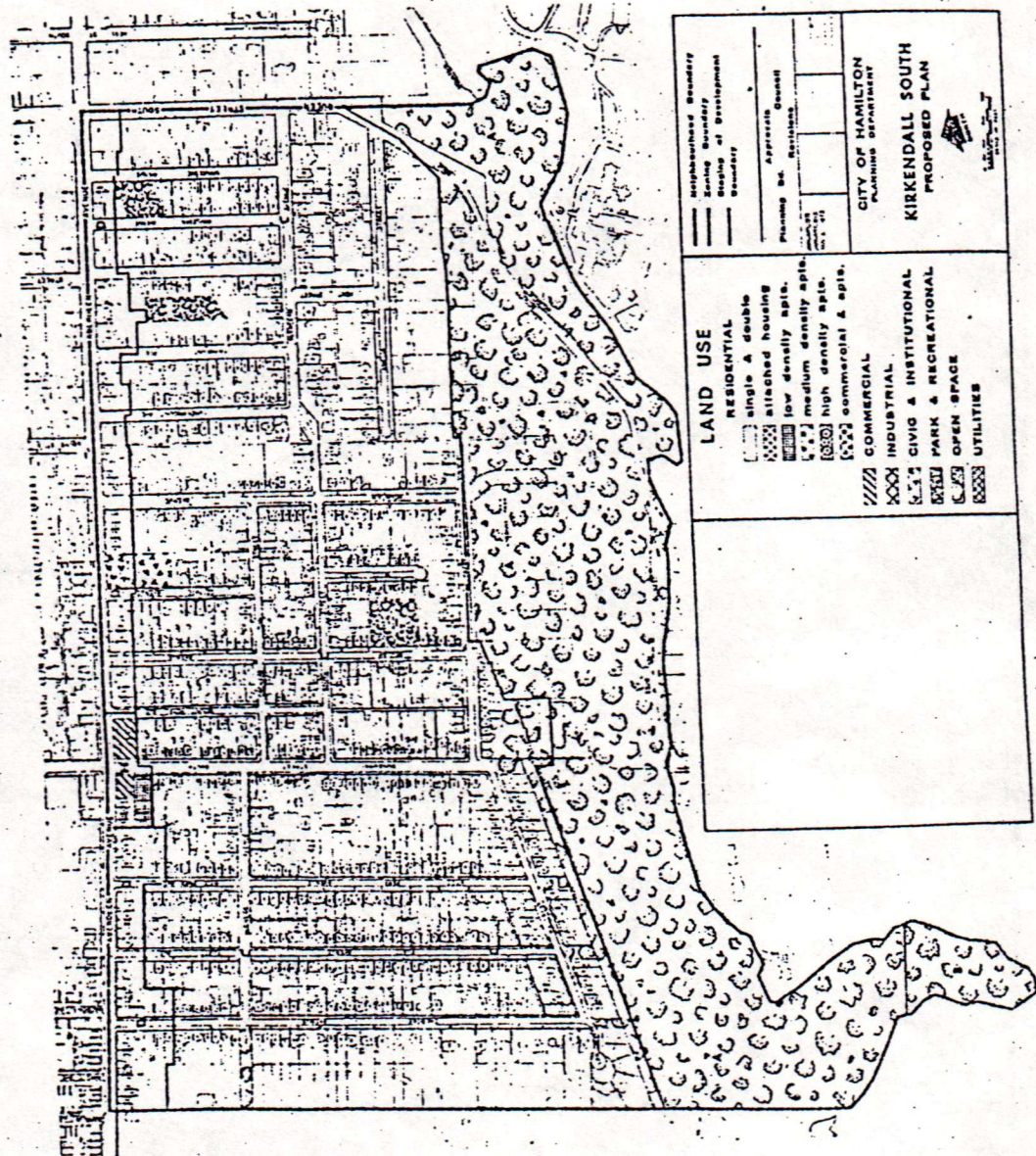
The amending by-law will provide for changes in zoning of certain specified properties and lands in the area bounded generally by Highway #403, the Chedoke Golf Course and Queen Street, south from Main Street to the Mountain Brow. These changes relate to the properties and lands described as areas 1 to 19 inclusive on the Plans at Appendices "C" and "D", and are intended to implement parts of the approved Kirkendall North and Kirkendall South Neighbourhood Plans where a more restrictive zoning is projected.

Respectfully submitted,

Alderman W. M. McCulloch  
Chairman  
Planning and Development Committee

JWW:fr  
June 17, 1975



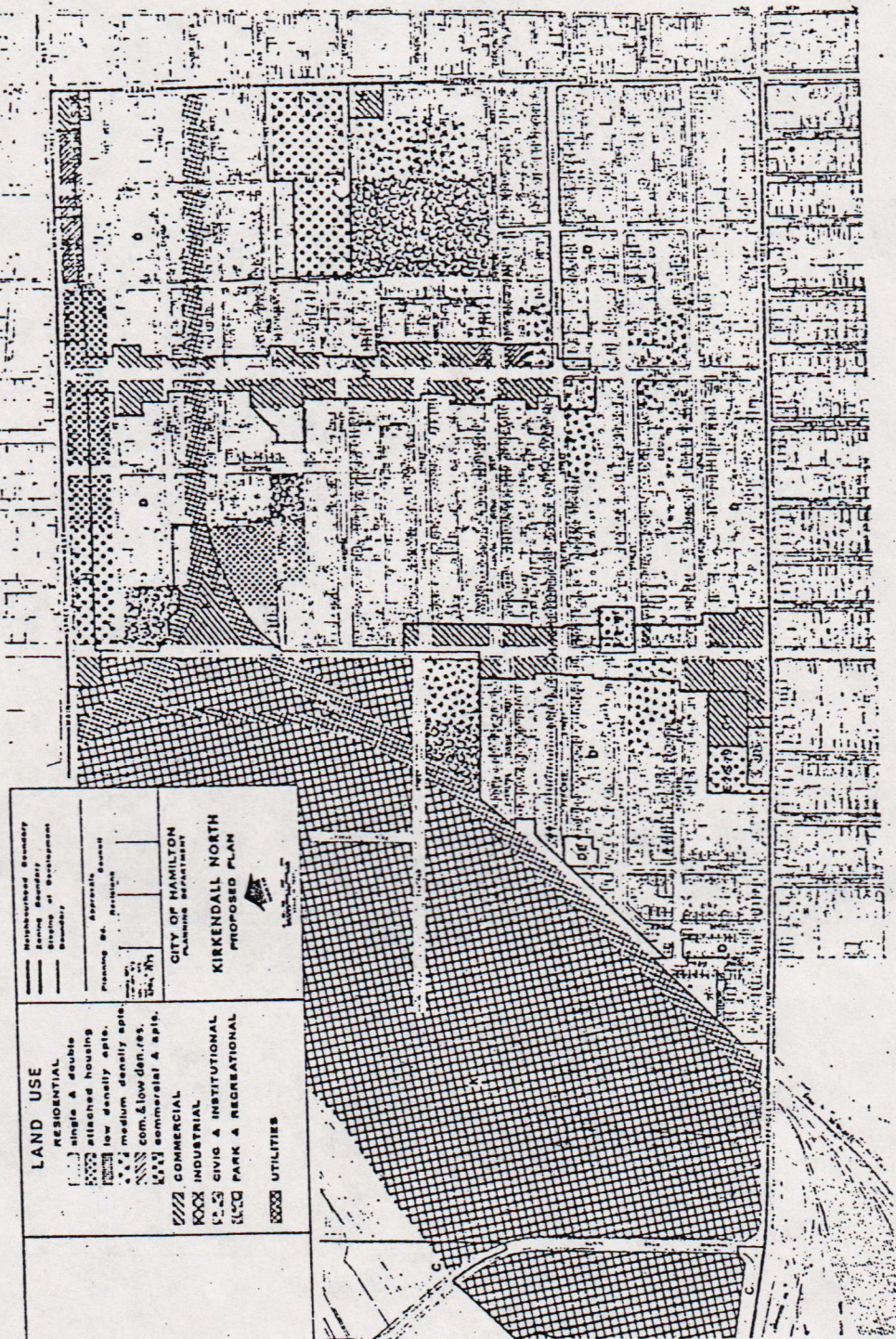




A

KIRKENDALL SOUTH  
PROPOSED PLAN

CITY & INSTITUTIONAL  
 PARK & RECREATIONAL  
 OPEN SPACE  
 UTILITIES

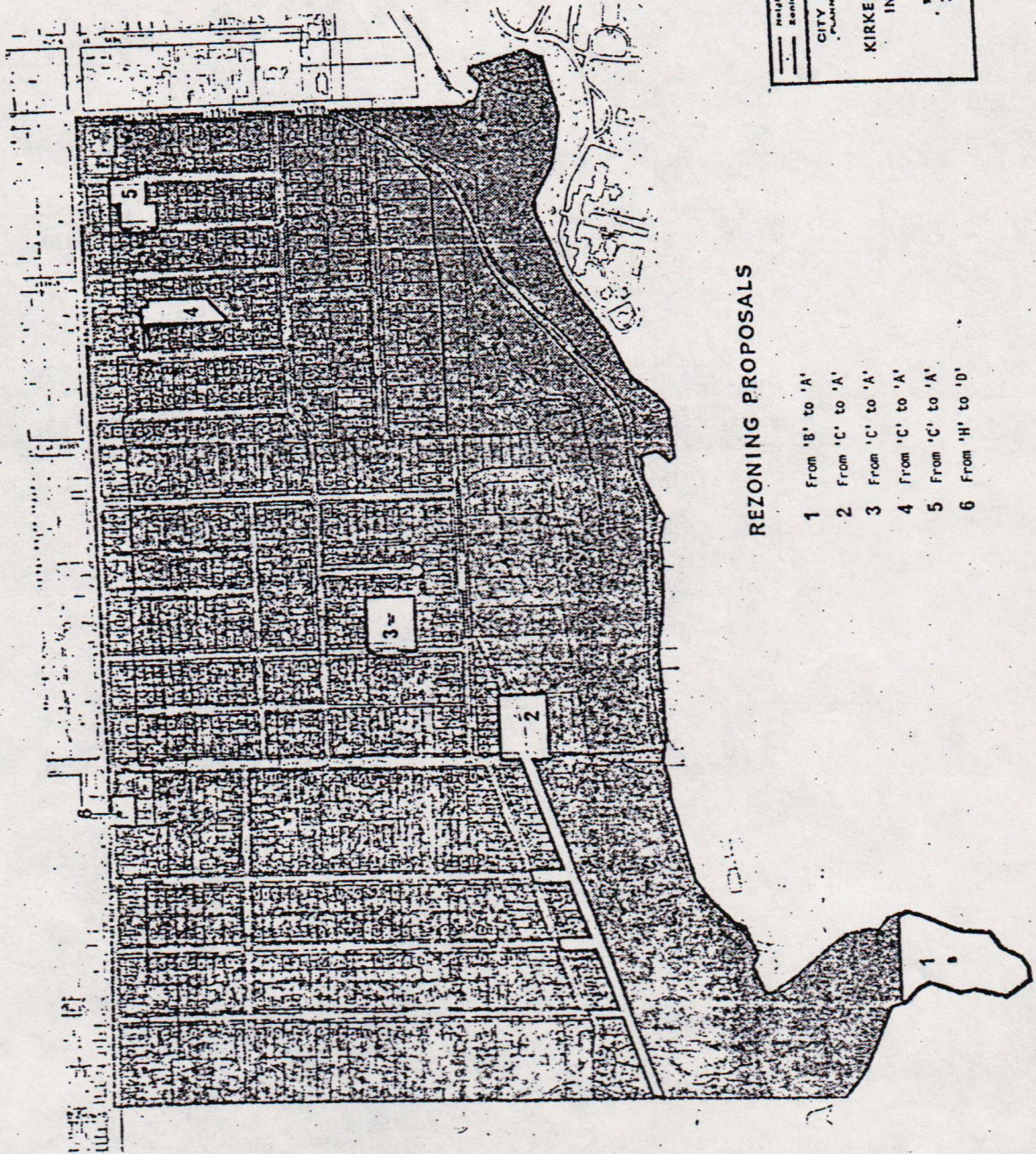




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APPENDIX C





REZONING  
PROPOSALS

- 7 From H<sup>1</sup> to D<sup>1</sup>
- 8a From H<sup>1</sup> to D<sup>1</sup>
- 8b From H<sup>1</sup> to Modified H<sup>1</sup>
- 9 From H<sup>1</sup> to D<sup>1</sup>
- 10 From H<sup>1</sup> to D<sup>1</sup>
- 11 From D<sup>1</sup> to H<sup>1</sup>
- 12 From D<sup>1</sup> to H<sup>1</sup>
- 13 From H<sup>1</sup> to D<sup>1</sup>
- 14 From H<sup>1</sup> to D<sup>1</sup>
- 15 From H<sup>1</sup> to Modified H<sup>1</sup>
- 16 From D<sup>1</sup> to D<sup>1</sup>
- 17 From H<sup>1</sup> to D<sup>1</sup>
- 18 From H<sup>1</sup> to D<sup>1</sup>
- 19 From H<sup>1</sup> to D<sup>1</sup>

