COVID-RESPONSIVE PLANNING AND DESIGN IN HAMILTON

A collaborative idea paper
June 2020
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Open Space
- Re-think how we plan for park access
- Quickly expand available open space now, and plan ahead for future needs
- Leverage better design and operations to keep more spaces open
- Embrace a shift in public space programming
- Intentionally design parks and open spaces as public health infrastructure

Mobility
- Use effective messaging and communication about safe walking and cycling practices
- Provide connected, safe and comfortable transit and active travel networks
- Establish effective criteria for temporary measures
- Learn from national and international best practices for temporary active travel and social distancing measures
- Develop successful pilots that can maintain momentum post-COVID-19

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Introduction

COVID-19 is a spatial issue

The COVID-19 pandemic so far has fundamentally altered our relationship with Hamilton and its spaces. Most businesses are closed, many public spaces are restricted to a degree, most people now spend the majority of their time at home, and everybody must keep their distance when they venture out for essential needs. In addition to the devastating loss of life, income and social connectedness, social distancing has also revealed and created serious issues of urban equity as it relates to space. People’s ability to stay safe and comfortable during this pandemic has had much to do with their housing, their neighbourhood, their work and how they get around (as well as other intersecting socio-economic factors).

Collaborating across sectors

We are a loose collection of people whose work and research relates directly to urban spaces. We are urban designers, architects, developers, entrepreneurs, housing providers, planners, economic development professionals and academics. In April and May we decided to meet virtually to discuss how the planning, design and development-related community in Hamilton can contribute to the important process of developing strategies for urban health, equity and resilience in the city during and after the COVID-19 pandemic.

Our goal was is two-fold: 1) to challenge ourselves to understand how our work must adapt to address COVID-19 and future pandemics, and 2) to challenge decision-makers to expand the COVID-19 response effort to include a full range of spatial strategies.

At this point it seems that COVID-19 will continue to be a challenge for some time, and this virus is a stark reminder that we will likely face other viruses in the future. Knowing this, we see a need to start thinking of new approaches to city-building now so that our urban spaces are more pandemic-resilient. We have been collectively inspired by the thoughtful commentary, policy changes and pilot programs that have emerged from cities around the world, as well as some of the steps that the City of Hamilton has taken to address the realities COVID-19.

Pushing the conversation forward

This paper is meant as a launch-pad for more Hamilton-specific exploration of planning, design, and development strategies. It summarizes ideas produced in three collaborative virtual sessions in April and May, in which we asked ourselves what design, planning and development solutions are required immediately, in future waves of COVID-19 and social distancing, and to mitigate the effects of future pandemics. We focused on four interrelated aspects of urban life that have been disrupted by the pandemic:

- Parks and open spaces
- Mobility
- Local business
- Housing and density

These are early ideas, developed with utmost respect for the necessary public health measures that were swiftly adopted to keep Hamiltonians safe. But going forward we will need to combine public health rigor with creative spatial thinking to keep our city thriving. We present these ideas as a catalyst for that process and to signal our commitment to taking part.
The COVID-19 pandemic so far has made people take new notice of the role that parks and open spaces play in their lives. The closure of businesses and other Hamilton indoor facilities during social distancing has left open spaces as one of the only available destinations outside of the home. For those without secure housing, parks and open spaces became more important than ever since other indoor spaces were less available day or night.

There is also renewed appreciation for open spaces as public health infrastructure, and the need for deliberate and high-quality design to address the intersecting needs relating to COVID-19, climate change; income, race and gender inequality; accessibility, and other important factors.

As parks and open spaces were also closed or restricted to varying degrees and social distancing in those spaces was enforced, this raised more serious questions about equitable access and balancing competing public health needs. For example:

• When neighbourhood open spaces are closed and parking lots at other parks are off-limits, how are affected neighbourhoods supposed to access open spaces?

• Where are people without back yards supposed to spend time outdoors?

• Are our parks and open spaces properly equipped to keep at-risk Hamiltonians safe and healthy?

• Is there a way to manage open spaces so that people can maintain physical and mental wellbeing while also flattening the curve?

This group considered the role of parks and open spaces during the initial social distancing phase of the COVID-19 and beyond. Starting from the premise that parks and open spaces are fundamental parts of life and wellbeing in Hamilton, we considered how better planning, design, and management could enhance life in the city during this and future public health emergencies.

Re-think how we plan for open space access

Despite efforts to provide geographic equity in open space in normal times, closures of open spaces or their parking lots as a result of the pandemic resulted in big disparities in neighbourhood access.

We should deliberately plan for equitable open space access during times of social distancing. This might include:

• Identifying the open spaces that are critical for specific neighbourhoods

• Understanding how closures of specific links or facilities affect community access to open spaces

• Creating a priority plan of open spaces that should remain open to ensure equitable access

• Developing strategies to help all neighbourhoods reach open spaces, including green linkages and transit access


Group participants included Kate Whalen (McMaster University), Kateyln Gillis (T Johns Consulting), Mary Lou Tanner (Niagara Planning Group), and Josh Neubauer and Sirous Ghanbarzadeh (Urban Strategies Inc.)
Quickly expand available open space now, and plan ahead for future needs

As future waves of the COVID-19 require us to spread out, we should be ready with a clear plan to expand our open space network so people can safely stay active, circulate, and continue to access and support local business. A strategic open space expansion plan could highlight streets, parking lots, and other non-traditional open spaces that should be made temporarily available for public use. Large open spaces like the City’s three public golf courses should also remain open for public use, much as they are in winter time.

This plan should align with mobility, servicing and emergency response strategies, and include the necessary policies and guidelines to quickly “turn on” these spaces.

Leverage better design and operations to keep more spaces open

As we learn more about how COVID-19 and other viruses are transmitted, we should adapt our open space design and operations so that open spaces can support safe use rather than being closed. In Halton Region, Conservation Halton has shown leadership in adapting the customer experience in response to COVID-19 by providing real-time information on how busy parks are, requiring people to book times to use certain spaces, and by committing to provide safe, socially-distanced park experiences.

New approaches in Hamilton might include:
• Exploring materials and facilities that avoid or limit virus transmission
• Re-thinking park access points and routes to avoid crowding and pinch points
• Moving from few primary open spaces circulation routes to designs that spread people throughout a space (i.e. from arteries to capillaries)
• Shifting operational emphasis from enforcement to enabling practices. This may require new ways to manage spaces
• Using technology and signage to help people make informed decisions about when to go to popular open spaces

Embrace a shift in public space programming

We’re going to need to do things differently when our usual spaces are closed or limited. There’s an opportunity now to expand our thinking of how and where both the public and private sectors program our urban space. For instance:
• Some City programming may have to “reach out” beyond typical City facilities, e.g. to places along pedestrianized streets, smaller open spaces, etc.
• Some private sector programming—like fitness classes or other lessons—will need spaces on public or quasi-public space to keep people fit and local businesses afloat.

Intentionally design parks and open spaces as public health infrastructure

Many Hamiltonians rely on the facilities in publicly-accessible spaces on a daily basis. With many of those facilities and spaces closed during social distancing, people need alternative facilities to stay safe and meet basic needs. In the immediate term of this pandemic, we urge the City to install handwashing stations and washrooms as a relatively low cost investment for a high payoff in public health.

In the longer term, we must be deliberate in designing open spaces as public health-promoting spaces that address the intersecting needs relating to COVID-19, climate change; income, race and gender inequality; accessibility, and other important factors.

Just as the Gore Park fountain celebrates Hamilton’s safe waterworks, we should invest in and celebrate critical facilities in public spaces, such as:
• Hand washing stations
• Water filling stations
• Safe washrooms
• Safe lighting
• WiFi hotspots
• Climate comfort measures
  (shade, splash pads, warming stations, etc.)
• Design measures, wayfinding and tech to help people find facilities

5. A pre-established plan could help us quickly deploy extra open spaces in future pandemic waves.
6. The painted circles in San Francisco’s Dolores Park are a quick tool to encourage safe behavior.
7. What more permanent design strategies could encourage safe park use in the long-term? HTO Park in Toronto could offer inspiration.
8. WiFi coverage in Gage Park. Equitable access to key amenities like this in our parks can help us all stay healthy and connected.
9. The pavilion in Corktown Common Park provides water, shade, washrooms, lighting, and even a space to prepare food.

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MOBILITY

With the rise of the global COVID-19 pandemic, people’s mobility patterns have been altered dramatically. Commuting trips by all modes are down across the country, as non-essential businesses have largely closed, and many workers have shifted to a remote work environment. However, many people still need to travel to work, everyone needs to access essential services, and people are looking for ways to stay active and healthy while maintaining appropriate physical distancing. During this pandemic there has been a simultaneous decrease in automobile use, a reduction in transit vehicle capacity and transit service, and an increased demand for enhanced pedestrian and cycling facilities in Hamilton. Unfortunately, it was also recently announced that the operator of Hamilton’s popular SoBi bike share system will be pulling out of the program, and City Council has so far been reluctant to save the program.

Even before the pandemic, Hamilton had taken some important steps to address these challenges through various decisions including bolstering protection on certain cycling facilities (e.g. Locke Street) and eliminating pedestrian-controlled traffic signals (“beg buttons”). The City has now also announced an upcoming post-lockdown mobility plan, which will outline measures to expedite enhancements to the cycling network. While these actions represent progress towards a pandemic-proofed active mobility network, more steps could be taken to ensure a robust and safe network is achieved both during the pandemic, and in the post-pandemic world. We have explored a range of solutions that could help build on the important progress that the City of Hamilton has already made towards achieving an effective pandemic and post-pandemic mobility network that is safe and comfortable for people of all ages and abilities.

Use effective messaging and communication about safe walking and cycling practices

The right messaging and communication about walking and cycling can encourage people to get outside and be safe and healthy.

There is an opportunity to install temporary signage and wayfinding to help people identify safe routes, and practice effective physical distancing.

Effective communication should use positive, pro-social messaging to help people understand what to do:

- “People are using this street so they can safely keep 6ft of space between themselves and others”
- “Protect your neighbour — maintain 6 feet of space between yourself and others”
- Temporary mobility measures should be named to trigger new behaviours rather than old behaviours, e.g. “Temporary Recreation Streets” instead of “Slow Streets” or “Open Streets”
Provide connected, safe and comfortable transit and active travel networks

While an overall transportation network is typically complete for cars, there are often gaps in transit, bicycle, pedestrian and accessible networks. It is essential in times of pandemic to ensure that safe, convenient, and affordable travel is available to all, and not just those who use private automobiles. The following connectivity solutions could be explored for Hamilton:

• Existing active travel networks can be highlighted to encourage people to practice healthy and safe active mobility within their neighbourhoods, while ensuring appropriate physical distancing
• Temporary road closures or other active transportation pilot projects could mend missing links and ensure that people can safely move around their neighbourhoods, including to open spaces and local businesses
• The SoBi bike share program, which is currently at risk of cancellation, should be sustainably funded so that it can provide an affordable and socially-distanced transportation option during a pandemic, when people may not feel comfortable on transit vehicles
• Additional strategies and guidelines should be developed to maintain safe HSR service for transit users, and service routes should be maintained wherever possible. The adaptation of the DARTS service to provide bus stop-to-bus stop service for people using mobility devices is an excellent example of commitment to accessible transit networks.

Establish effective criteria for temporary measures

Building on best practices for transit and active transportation planning, a set of criteria should be developed to ensure a consistent and data-driven approach to selecting temporary travel measures. There is a potential set of criteria to help identify the temporary measures that could maximize the impact and effectiveness of proposed solutions in Hamilton:

• Connecting public spaces and community facilities
• Safely accommodating all modes of active transportation (share all approaches)
• Supporting local business and promoting connections to daily needs, services and amenities
• Connecting neighbourhoods that in need of better service or networks
• Contributing to social and mental health (links to things of beauty/gardens/community food, access to health facilities, fitness, etc.)
• Contributing to local and larger scale or regional network connectivity
• Implementability and Doability: measures that have limited obstructions/barriers to implementation

Learn from national and international best practices for temporary active travel and social distancing measures

Cities across Canada and internationally have implemented measures in response to COVID-19 to help provide safe spaces for people to practice active travel while ensuring appropriate physical distancing. Examples of measures being implemented by other cities that could be considered in Hamilton include:

• Temporary bicycle and pedestrian lanes through the use of painted on-street lanes, cones, and other barriers (as done in Bogota, Mexico City, Berlin, Milan, Paris, Manchester, Montreal, Mississauga, Brampton, and other cities)
• Full or partial road closures through the use of blockades, shared streets, lane closures (as done in Denver, Minneapolis, Vancouver, Calgary, Winnipeg, New Westminster, and Toronto)
• Adjusted traffic signal timing (as done in Ottawa)
• Temporary parking ban for increased pedestrian/ business space (as done in Montreal and Victoria)

Develop successful pilots that can maintain momentum post-COVID-19

As pilot projects are developed to support mobility during COVID-19, the momentum and increase in active transportation should be harnessed.

Gathering feedback from residents will be critical. This should include treating them like experts and using low-barrier engagement tools like texting, voicemails, emails and signage.

It is also important to set up evaluation and monitoring tools at the beginning of a project. This should include:

• Providing updates to residents to show the differences in walking, cycling and vehicle counts
• Conducting pre, during, and post-implementation resident and business surveys to gather input
• Performing economic impact studies to show the impacts on businesses (potentially including point-of-sale data, comparison with adjacent streets with no measures, etc.)
• Maps should also be used as a community engagement tool to get residents to identify areas where there is crowding or infrastructure is not working so that the network can be responsive, and adjust to the ground needs

Group participants: Elise Desjardins (McMaster University), Rachel Johnson (City of Hamilton), Michelle Riordan (Urban Strategies Inc.), Stuart Dow (Urban Strategies Inc.), Melanie Hare (Urban Strategies Inc.)
LOCAL BUSINESS

Vibrant, eclectic and exciting street-facing dining and retail establishments are one of the most inviting things about Hamilton. The character of downtown streets is manifested in regular arts festivals, tactical urbanism interventions, and delightful parks. COVID-19 has radically impacted local business, an already vulnerable sector.

Analyzing several downtown Hamilton streets as models, the “Supporting Local Business” group were tasked with considering what planning design or policy/guideline solutions (relating to indoor or outdoor space) could enable businesses to re-open in some capacity as soon as possible; pandemic-proof main street businesses for future waves of COVID-19; and create a toolkit for main street environment design to ensure resilience and nimbleness for the longer-term?

Other questions considered: What do we want to preserve? What new systems or ideas have emerged in COVID-19 that we want to carry forward? What are the roles of BIA’s, individual business owners, technological tools, and City Hall? Can we outline range of solutions, rather than a “one size fits all” approach? One of the most productive topics was a new way to share space. How can public realm -- sidewalks, parking lanes, parking lots and even adjacent parks -- become part of the solution?

And, importantly, what will make people feel safe while supporting small businesses? How can business come back slowly, without creating a “festival” atmosphere?

Enable safe dining

There are several main opportunities related to the reopening of street-facing cafes and restaurants. Chiefly, the issue is meeting the requirement for physical distancing: this creates significant capacity issues for smaller establishments. Repurposed public realm can help businesses expand capacity, and improve functionality of access. There are some formats that may be considered in a phased re-opening strategy in partnership with the City and BIA’s:

Boardwalks
Restaurants and cafes spill over into the parking lane, creating a boardwalk / terrace. Tables are divided by attractive spacers (e.g. large planters), to ensure physical distancing.

Parking lots / adjacent parks
Dining takes place at spaced out picnic tables set up in adjacent parking lots or small parks that are adjacent to restaurant blocks, for example, the recently redesigned John Rebecca Park. Parking lots are well-suited to food truck groupings. Access and entry is controlled through a reservations-only policy, fencing and security to ensure proper distancing. BIA’s partner to apply for permits and advertise, and the City fast-tracks approvals and provides logistical support. The City has already taken some important steps in this regard, including approving the use of the top level of the City’s downtown parking garage as a temporary open air performance venue.
Reconfigure streets for retail

Street shopping is much more common in other countries, where a market culture has been traditionally embraced. In Hamilton, street vendors at Art Crawl and Supercrawl, as well as the Maker’s Market are successful retail elements to the city’s festival culture. Post-COVID, how can business owners incorporate elements of these popular models to re-open in a safe and comfortable “new normal”?

Sidewalk/boardwalk display of goods

Picking up on the redistribution of public space described in the restaurant toolkit, shoppers would stroll down a boardwalk with displayed wares, employing social distancing and contactless payment. In cases where the product cannot be brought outside, window displays, posters, and price lists can be posted on store windows, for customers to knock on the door to request. Some BIA's have created a colour-coded poster system so passersby can quickly identify what is open for business, and their mode of shopping.

Combining digital and in-person

Many small-scale retailers have turned to digital tools to serve their customers, but rather than offering shipping, customers pre-order and have a timed curbside pickup. In some cases, customers can safely try on shoes, etc. on benches outside store, making any exchanges live.

Maker’s market

Larger public realm spaces (parking lots, alleyways, parks) can host marketplaces. Access and appropriate distancing can be controlled via timed-entry tickets, and shoppers follow a “maze” pathway, similar to IKEA. This format could be a solution in areas with many small retailers that can be coordinated via a BIA.

Rethink access

Reallocation of public space must also address local businesses’ functional needs. Sidewalks, alleyways, parking lanes, and parking lots can help businesses find space not only for expanded dining and retail, but also for:

- Customers — safe queuing
- Delivery of goods
- Curbside pickup (via automobile, bike, pedestrian and delivery providers)

Group Participants: Jason Cassis (Equal Parts Hospitality), Karol Murillo and Phillip Caldwell (City of Hamilton Economic Development), Kasia Lewandowski (Hamilton Hive), Mary Castel, Andrew Sullivan, David Burns (Urban Strategies)

6. Colour-coded business signs, Riverside Toronto
7. Food truck gathering, Hamilton
8. Art crawl sidewalk sale, Hamilton
9. Makers Market, Hamilton
10. Mural, Hamilton
11. Super crawl Street Food, Hamilton
HOUSING AND DENSITY

The COVID-19 pandemic has revealed significant issues around the way we plan for density and design housing:

- People living in multi-unit and high-rise housing are feeling the strain of small unit sizes, the need to share close spaces and building amenities, and the lack of direct access to outdoor space;
- People living in suburban developments tend to have little to no amenities withing walking distance, needing to drive to meet their basic needs, and their homes tend to be insular with private amenity space typically within a fenced backyard;
- Domestic violence has increased as people are required to shelter in place in unsafe conditions;
- Social isolation has been exasperated as our housing models have left many disconnected from their neighbours and community, with no safe common areas for interacting;
- Those without stable housing are facing the serious risk of illness and the inability to socially distance, in addition to pre-existing challenges;
- Residents of the densest neighbourhoods are finding that sidewalks, open space, and other common amenities are not well-enough provided to support people in the time of pandemic; and
- It is difficult for many to quickly access their daily needs (e.g. groceries, healthcare and pharmacies etc.).

In response to this, we've thought about what could be done to improve conditions for Hamiltonians moving forward, both in the near-term and long-term.

Provide housing in complete communities

A 20-minute neighbourhood is a community where residents can meet most of their daily needs by walking short distances from home. These walkable communities are comprised of two important characteristics:

- Destinations — a walkable community needs places to walk to. Destinations may include places that meet commercial needs, recreational needs, or transportation needs.
- Accessibility — the community needs to be able to conveniently get to those destinations.

Twenty minutes is approximately how long it takes a typical pedestrian to comfortable walk 1.5 kilometres. This distance was chosen to represent a reasonable distance that residents could choose to walk to obtain goods or services that meet their daily needs. Of course, when one travels via bicycle or public transit, a greater distance can be covered in 20 minutes.

To create these neighbourhoods, we need policies which encourage jobs, services and transport closer to homes. They will also encourage the gradual development of small-scale commercial activity in neighbourhoods that can be supported by the enhanced density. These new destinations will encourage walking and thus form a positive feedback loop, reducing the need for automobile trips, freeing up road space for active and accessible travel, and promoting transit use. Proximity between housing and daily needs also enhances accessibility for individuals with limited mobility.

Pedestrian activity and local gathering places help build social cohesion and eyes on the street help people feel safer in their communities. This may also help those experiencing domestic violence by connecting them to an immediate community in which they can reach out to for help.

While this concept cannot be fully implemented in the short-term, tactical city-building responses to the pandemic around mobility, local businesses, and public open spaces should look beyond traditional main streets and into surrounding neighbourhoods, especially those with higher densities, to improve amenities within them in the short term.

Re-think approaches to designing high-density housing and single-family homes

Future high-density developments should be planned and designed for basic livability in normal times and in times of pandemic-related distancing, through consideration for:

- Operable windows and maximized daylight;
- Access to private or semi-private open spaces (balconies, terraces internal courtyards, rooftop amenity spaces) that can be maintained to allow access at all times for light, air, and respite;
- Improved access to the ground floor (improved elevator efficiency or increased number of required elevators based on density of the development);
- Cross-ventilation and more generous, flexible spaces for circulation within and outside multi-unit housing;
- More generous and flexible spaces for common areas that offer opportunities for informal socialization; and
- Increased amenities that meet the needs of residents (mixed-use ground floor uses which provide essential services, integration of community gardens for sustainable food sources).

In addition to this, different high-density housing forms should be encouraged through policies that better respond to the issues of high-density living during this pandemic. This includes triplexes and mid-rise buildings, co-housing, and other new infill models. Over the long-term, we should also continue to push for density by promoting missing middle housing and exploring the elimination of single-family zoning. A key component of this solution is the integration of second units/multiple units within existing single-family residential neighbourhoods.

Ideas for implementing this approach include:

- Placing limits on the heights of towers, ideally to mid-rise scale, except in a compact and clearly defined urban core;
- Establishing clear regulations for minimum lot sizes before second units are added; and
- Introducing zoning changes to promote more inclusive and sustainable housing by easing rigid “stable neighbourhood” zoning that severely limit the potential for infill density. This might include allowing up to fourplexes in some zones where single family homes are currently the only permitted use, and eightplexes in others where one- and two-family houses are currently permitted. Appropriate infill intensification like this requires suitable lot sizes (usually a minimum of 50 feet deep), so zoning regulations should not prevent land assembly.

- Loosening laneway housing regulations so that it is permitted on all residential lots, not just single family detached lots;
- Establishing clear regulations for minimum lot sizes before second units are added; and
- Introducing zoning changes to promote more inclusive and sustainable housing by easing rigid “stable neighbourhood” zoning that severely limit the potential for infill density. This might include allowing up to fourplexes in some zones where single family homes are currently the only permitted use, and eightplexes in others where one- and two-family houses are currently permitted. Appropriate infill intensification like this requires suitable lot sizes (usually a minimum of 50 feet deep), so zoning regulations should not prevent land assembly.

Group Participants: Violetta Nikolskaya (YWCA Hamilton), David Premi (DPAI), Sashina Singh (McMaster University), Eric Turcotte (Urban Strategies), Jennifer Badley (T Johns Consulting), Yasmin Afshar (Urban Strategies)

6. The Harbour rooftop family and children’s centre in Melbourne
7. YWCA Hamilton’s Women Led Housing
8. Multi-unit housing with balconies and outdoor space in Vancouver
Synergistic Solutions

Our explorations of COVID-responsive design took place in parallel themed discussions, but the reality is they are all mutually reinforcing. That’s the great thing about cities—improvements to one facet of life can spill over to other areas. For instance, expanding open space networks will enhance mobility, provide new opportunities for safely accessing local businesses, and create new amenity spaces for people in dense housing.

We’re advocating for both a comprehensive rethink of our various spaces to perform to respond to public health needs, and an approach that aligns strategies so that we all get the most from each solution.

The image here presents a vision of how COVID-responsive design strategies could come together to make a healthier and more virus-resistant city. We used downtown Hamilton as a hypothetical example, but we imagine different solutions being deployed across the city to meet local preferences and needs.

We also recognize that some of the strategies we’ve identified will only be appropriate when COVID-19 transmission has eased somewhat and is better understood. We don’t want to rush things. But, we do think it’s time to combine public health research with innovative design and planning strategies right away so that we’re ready to adapt our urban spaces as soon as possible.

1. Boardwalk retail and dining to keep small shops open
2. Public washrooms
3. Handwashing stations
4. Additional space for safe markets and dining
5. Expanded open space
6. Enhanced amenity spaces
7. 20-Minute Neighbourhood

Targeted street closures for safe access to daily needs
20-Minute Neighbourhood
Stay healthy loop

Images: 1. Dallas Boardwalk Dining courtesy The Better Block; 2. The Portland Loo; 3. Hand washing station in an Atlanta park by Dani Andujo; 4. YWCA Hamilton Women Led Housing courtesy Kearns Mancini Architects; 5. Yoga at City Hall courtesy the City of Hamilton; 6. The Harbour Family and Children’s Centre courtesy Andrew Lloyd; 7. Makers Market Hamilton; Carefully spaced beer hall tables in Munich by Christof Stache