

WELCOME

Welcome and thank you for attending today's Open House!

The City of Hamilton has been undertaking a study of the A-Line Rapid Transit Corridor to assess land use opportunities and challenges, potential rapid transit routes and whether it should be Bus Rapid Transit (BRT) or Light Rail Transit (LRT).

Today's Open House is Your Opportunity to . . .

- Review the current status and background of the project
- Discuss land use planning opportunities and challenges along the A-Line Corridor
- Discuss routes and mode for the A-Line rapid transit
- Learn about the next steps as we continue to move Hamilton forward
- Add your voice – ensure your comments are heard

The Project Team



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Hamilton

 **steer daves gleave**

DIALOG™

Please participate by . . .

- 1  SIGNING-IN
- 2  POSTING
your comments
on sticky notes
- 3  SPEAKING
to a member of the
Project Team
- 4  FILLING-OUT
a comment form

The Rapid Transit Citizen Advisory Committee (RTCAC)



The RTCAC includes city-wide representation from residents, business owners and community groups. The role of the RTCAC is to provide input and advice to the City of Hamilton regarding rapid transit planning and related land use planning studies. Share your ideas with an RTCAC member today.

A-Line Study Area



The A-Line Corridor is the area approximately 400 meters on both sides of James Street and Upper James Street, from the Waterfront to the Airport.

Hamilton Context

The challenge now for Hamilton is to grow and thrive as a City and provide a high quality of life for its residents. To do this, it will need to retain and grow its manufacturing cluster, diversify its economic base and increase the competitiveness of its businesses.

Background

Hamilton has a rich history as a manufacturing powerhouse sitting almost centrally in the Golden Horseshoe. However, globalization and cheaper imports have hit North American manufacturing industries hard.

The challenge now for Hamilton is to grow and thrive as a City and provide a high quality of life for its residents. To do this it will need to retain and grow its manufacturing cluster, diversify its economic base and increase the competitiveness of its businesses.



Response

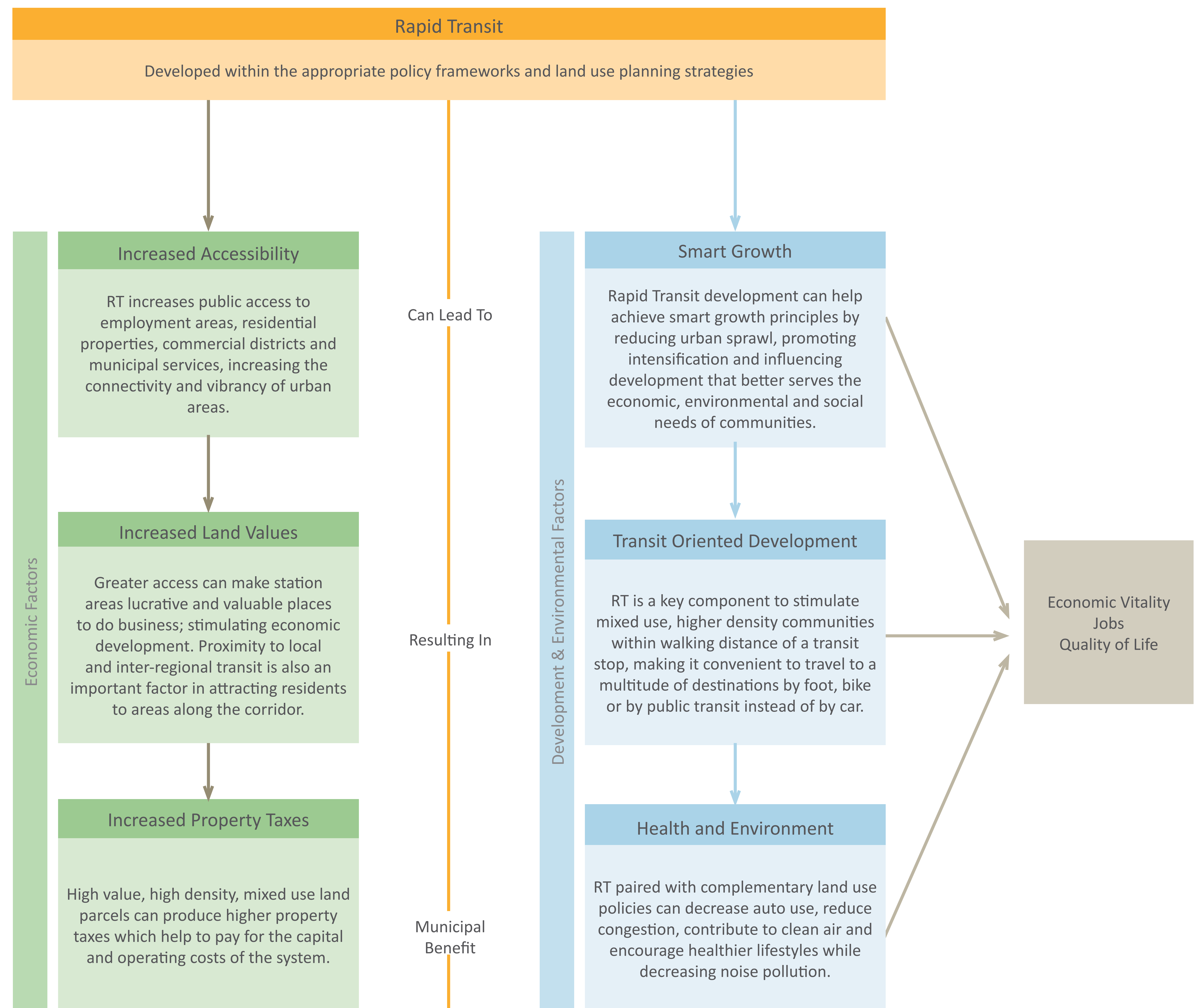
The Growth Related Integrated Development Strategy for Hamilton (known as GRIDS) seeks to achieve this and accommodate an additional 150,000 people and 90,000 jobs through to 2031. To guide this growth a number of key attributes are identified including:

- A mix of uses in neighbourhoods
- New development in built up areas
- Encouraging travel by foot, bike and transit
- Enhanced regional connections

Rapid Transit can influence urban growth and revitalize an area. It can:

- Have an immediate influence in directing where, how and what kind of growth can take place.
- Strengthen existing neighbourhoods, rejuvenate declining areas and attract new clusters of development around stops.
- Assist with increasing population and employment densities adjacent to the line and specifically in the vicinity of RT stops.

In order to realize these economic development benefits, land use policies must be in place to optimize the return on investment. That is why land use planning work for the corridor is being taken forward as an integral part of the project.

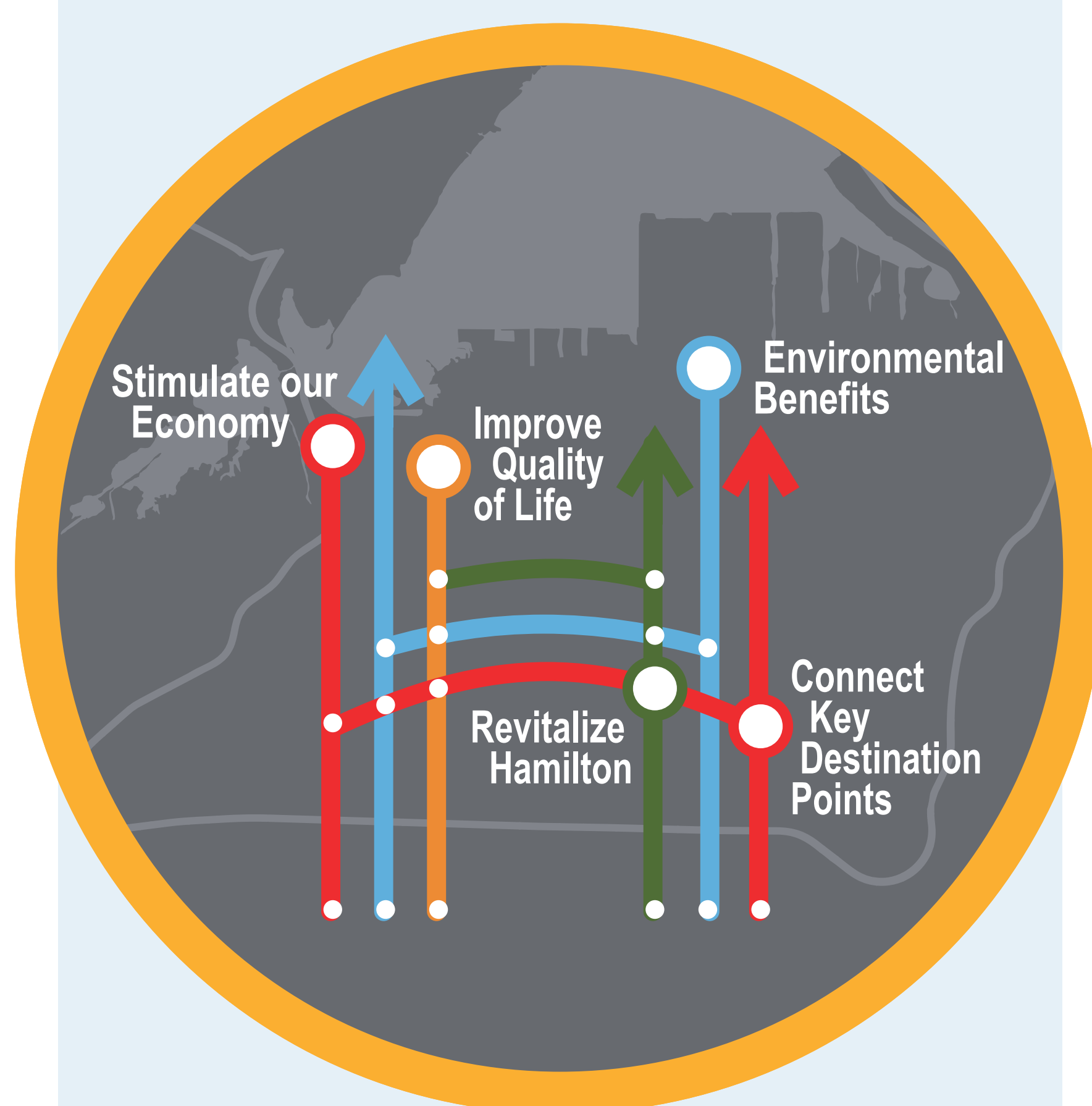


Proposed Rapid Transit Network

Rapid Transit for Hamilton is about more than moving people from place to place. The Lines will connect key destinations, help stimulate economic development and vitality and contribute to the revitalization of the city.

The Vision

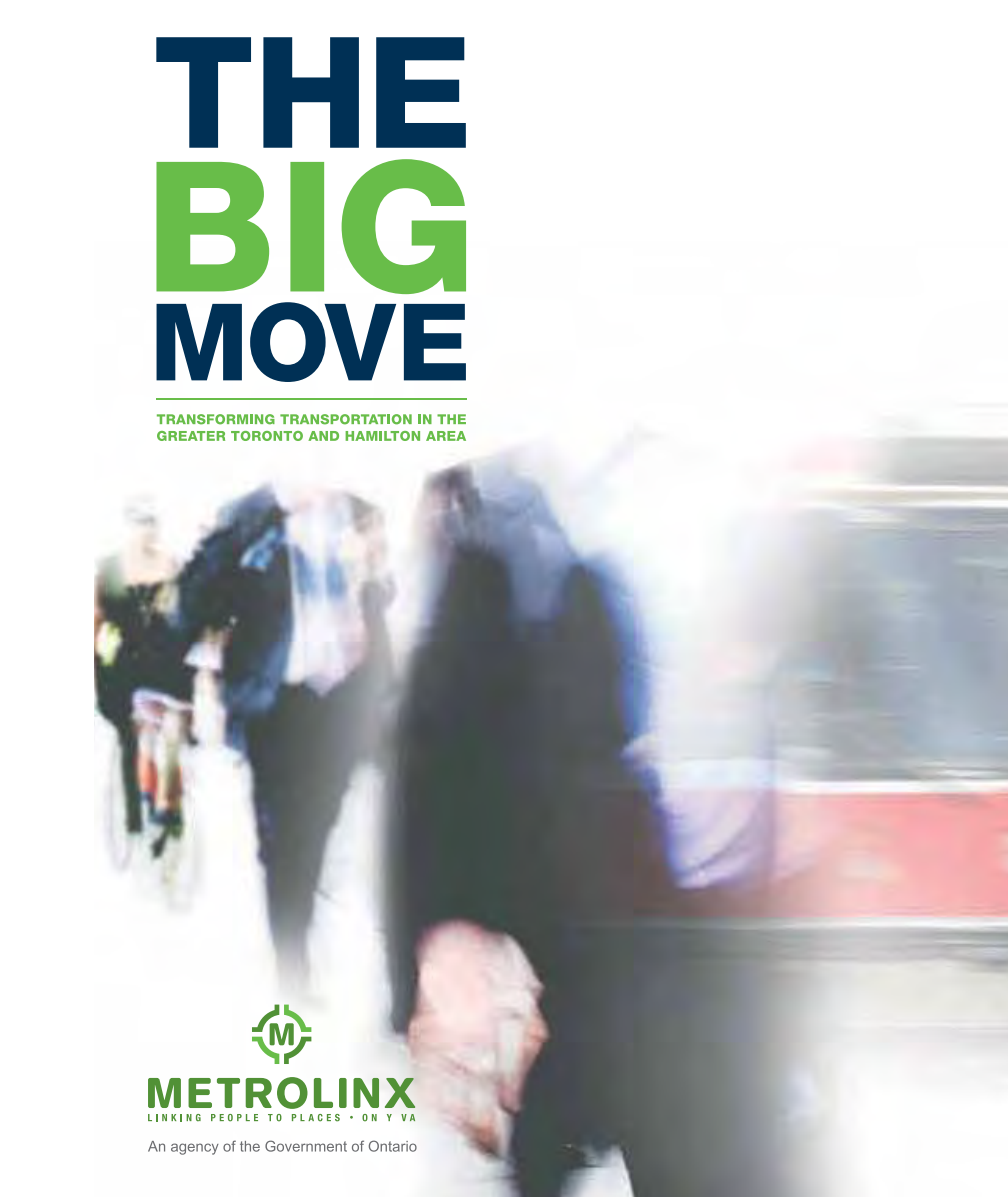
Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton. Rapid Transit planning strives to improve the quality of life for our community and the surrounding environment, as we move Hamilton forward.



In November 2008, Metrolinx, an agency of the Province of Ontario, released *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*. Known as the Regional Transportation Plan (RTP), the Plan identified and prioritized a network of four rapid transit lines in Hamilton for development to which another line, the "L-Line" was added by the City. These form Hamilton's "B-L-A-S-T" network.

The B-Line, one of the most heavily utilized transit routes operated by HSR, was identified as a top 15 priority project by Metrolinx in the RTP. This status offers a unique "once on a lifetime" opportunity to secure significant funding for infrastructure in Hamilton which can act as a catalyst for economic development and revitalization.

The A-Line, whilst not identified as a top 15 project, was identified for delivery within the first 15 years of the RTP and is therefore at an earlier stage of development than the B-Line.



Why Rapid Transit?

What is Rapid Transit?

Rapid Transit for Hamilton is a public transit mode which generally has the following attributes:

- High frequency
- Operates in dedicated traffic lanes or with a very high level of priority over other modes
- High capacity
- Predictable journey times
- Integrated with other public transit in the city/area
- Integrated into the streetscape
- High quality vehicles
- High quality stops
- Easily accessible
- Specific branding and marketing
- Environmentally-friendly
- Operated with Bus Rapid Transit (BRT) or Light Rail Transit (LRT)

Technology: BRT or LRT?

Bus Rapid Transit (BRT)



- Rubber tired vehicles
- Can operate in segregated right of way and/or on road
- Diesel, electric or hybrid powered
- Flexible operation – alignment not fixed
- Stops can be shared with other transit vehicles
- Caters for low to high passenger numbers
- Medium to high quality image can lead to increased economic development
- Environmentally-friendly

Light Rail Transit (LRT)



- Light rail vehicles
- Operates on fixed rails along right of way
- Powered by overhead electric wires
- Operates at street level on a specific route
- Dedicated stops
- Caters for medium to high passenger numbers
- Very high quality image
- Attracts economic development and increased development densities
- Environmentally-friendly

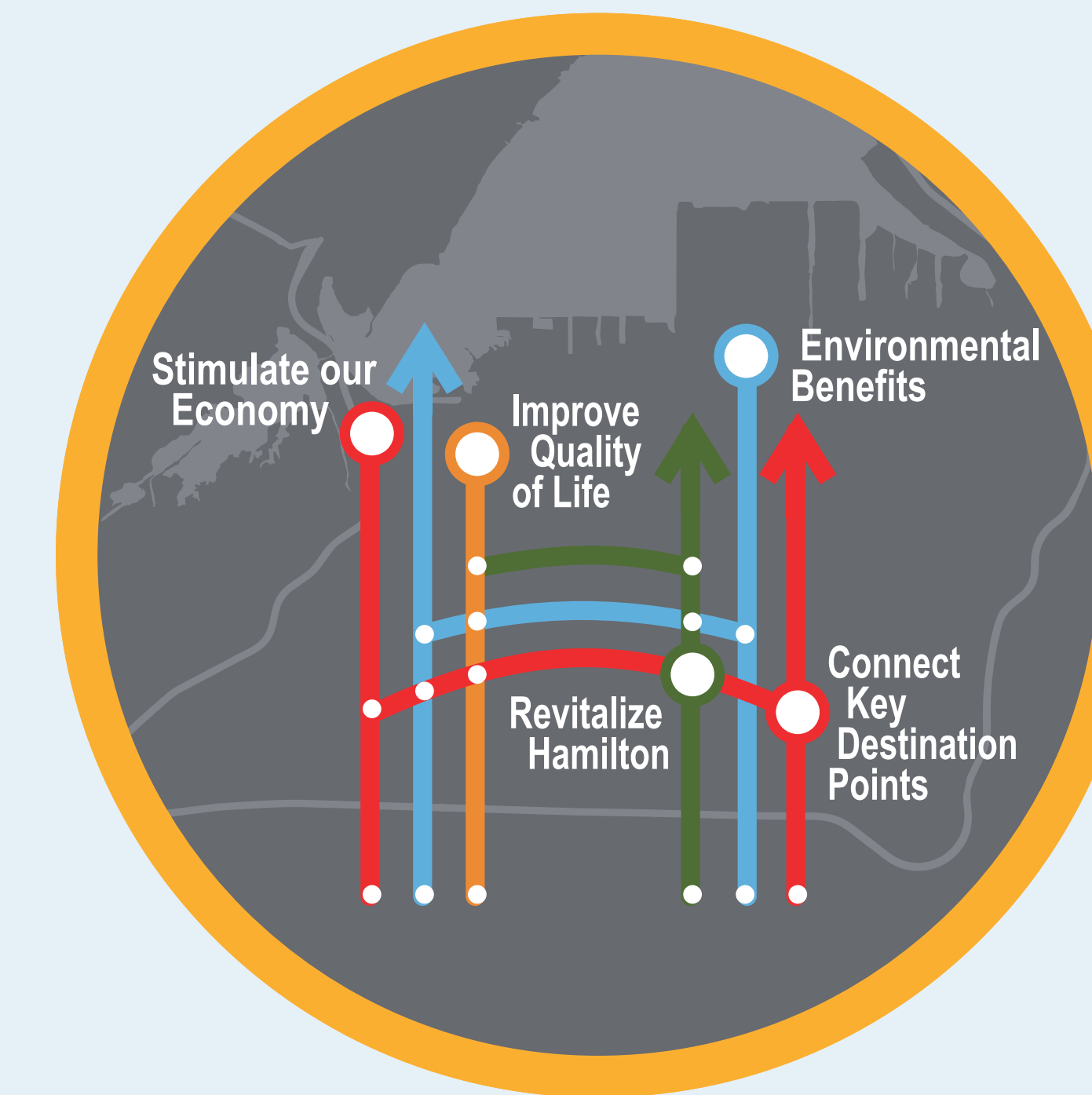
Rapid Transit Benefits

Stimulate Our Economy

- Increase land value
- Increase assessment value
- Create jobs
- Encourage urban development
- Attract private investment

Revitalize Hamilton

- City-building
- Community development
- Stimulate mixed use, higher density neighbourhoods
- Increase population and employment densities
- Reduce car traffic
- Transform city by spurring economic activity/new development
- Develop vibrant streets and public realm



Improve Quality of Life

- Make Hamilton more accessible
- Save time and money
- Access to more reliable and faster public transit
- Increase access to destinations, employment, and homes
- Connect Hamilton's neighbourhoods with key destinations
- Encourage healthier lifestyles
- Reduce traffic congestion and collisions

Enhance the Environment

- Reduce green house gas emissions by 65% per transit user vs. auto user
- Decrease total vehicle use
- Reduce congestion
- Reduce noise pollution
- Contribute to clean air

Rapid Transit Planning Status

For the B-line Light Rail Transit (LRT) on the King Street corridor has been determined as the preferred option and work is currently underway on more detailed engineering planning work, land use planning work to produce a Secondary Plan for the corridor and an Environmental Project Report. More details on the B-Line will be available at Public Information Centres which will take place over the Summer.

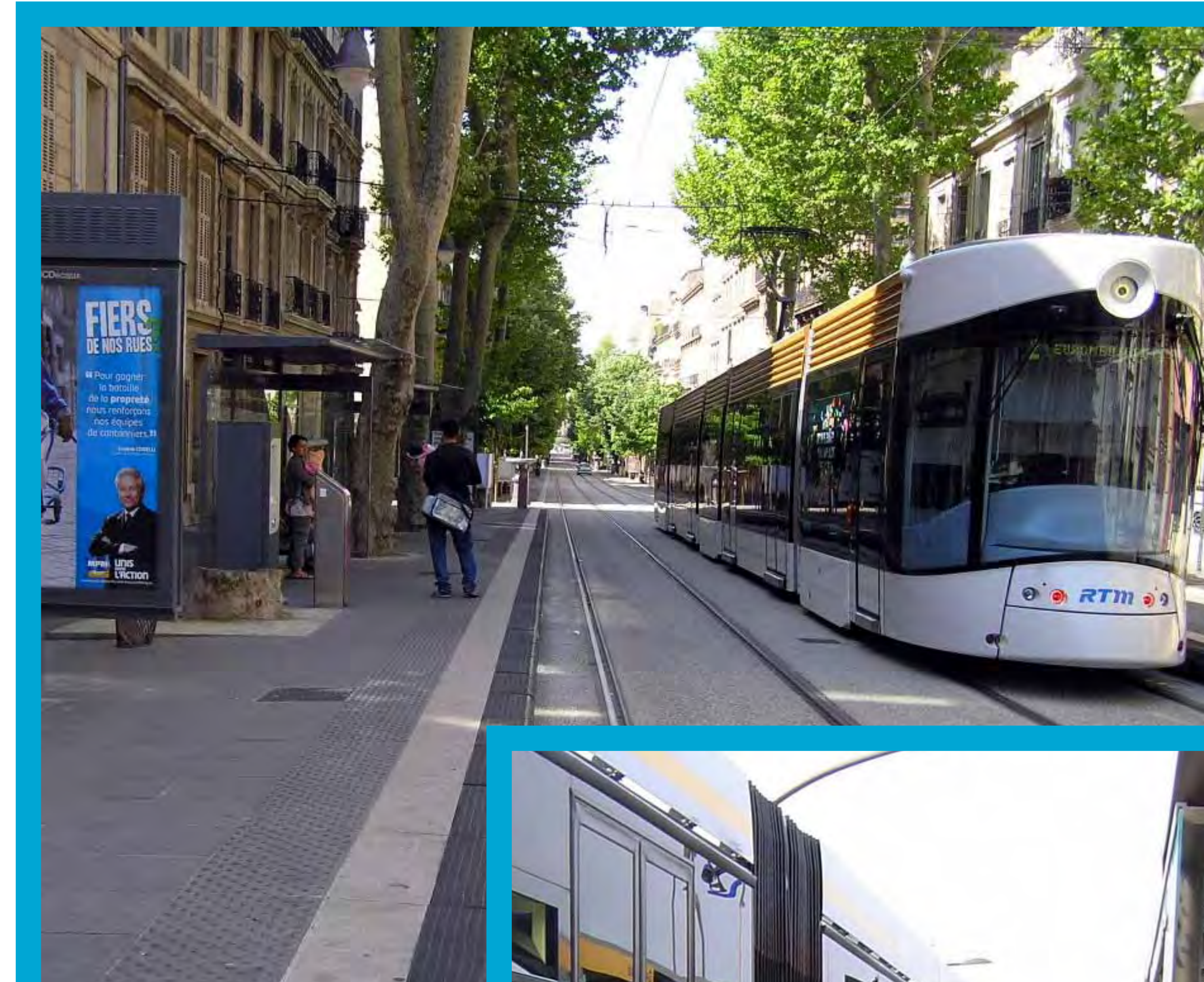
The current A-Line study, the subject of this consultation, is focused on determining the route for Rapid Transit and whether it should be Bus Rapid Transit (BRT) or Light Rail Transit (LRT) along with an Opportunities and Challenges Land Use Study.



Rapid Transit Systems - Key Components



LRT: Montpellier, France



LRT: Marseille, France



BRT: Nantes, France



LRT: Montpellier, France

BRT: Swansea, UK



LRT: Montpellier, France

BRT: Nantes, France



LRT: Dublin, Ireland

Modern Rapid Transit Vehicles

LRT

- 200 passengers, 65 seats
- Low floor
- Easy access for wheelchairs, mobility scooters and strollers
- Quiet operation
- Around 30 metres long

BRT

- 120 passengers, 65 seats
- Low floor
- Easy access for wheelchairs, mobility scooters and strollers
- Around 18 metres long

Stops

LRT

- Low platforms in the sidewalk
- Level "step-free" access
- Closed Circuit TV (CCTV) and passenger information at all stops

BRT

- Platforms incorporated into sidewalk
- Some form of "docking" mechanism necessary to ensure vehicle is close to platform, with minimal gap, for ease of boarding
- Step free access via raised platform at entry point or by "kneeling" vehicle
- CCTV and passenger information at all stops

Track

LRT

- Light rail vehicles run on steel tracks
- Track is level with the road surface
- Track separate from other traffic for majority of route to provide quick, reliable journeys

BRT

- Vehicles run on dedicated roadway (transitway), transit only lanes or mixed in with other traffic

Rapid Transit Systems - Key Components



BRT: Stuttgart, Germany



LRT: Bordeaux, France



BRT/LRT: Bordeaux, France



LRT: Lyon, France

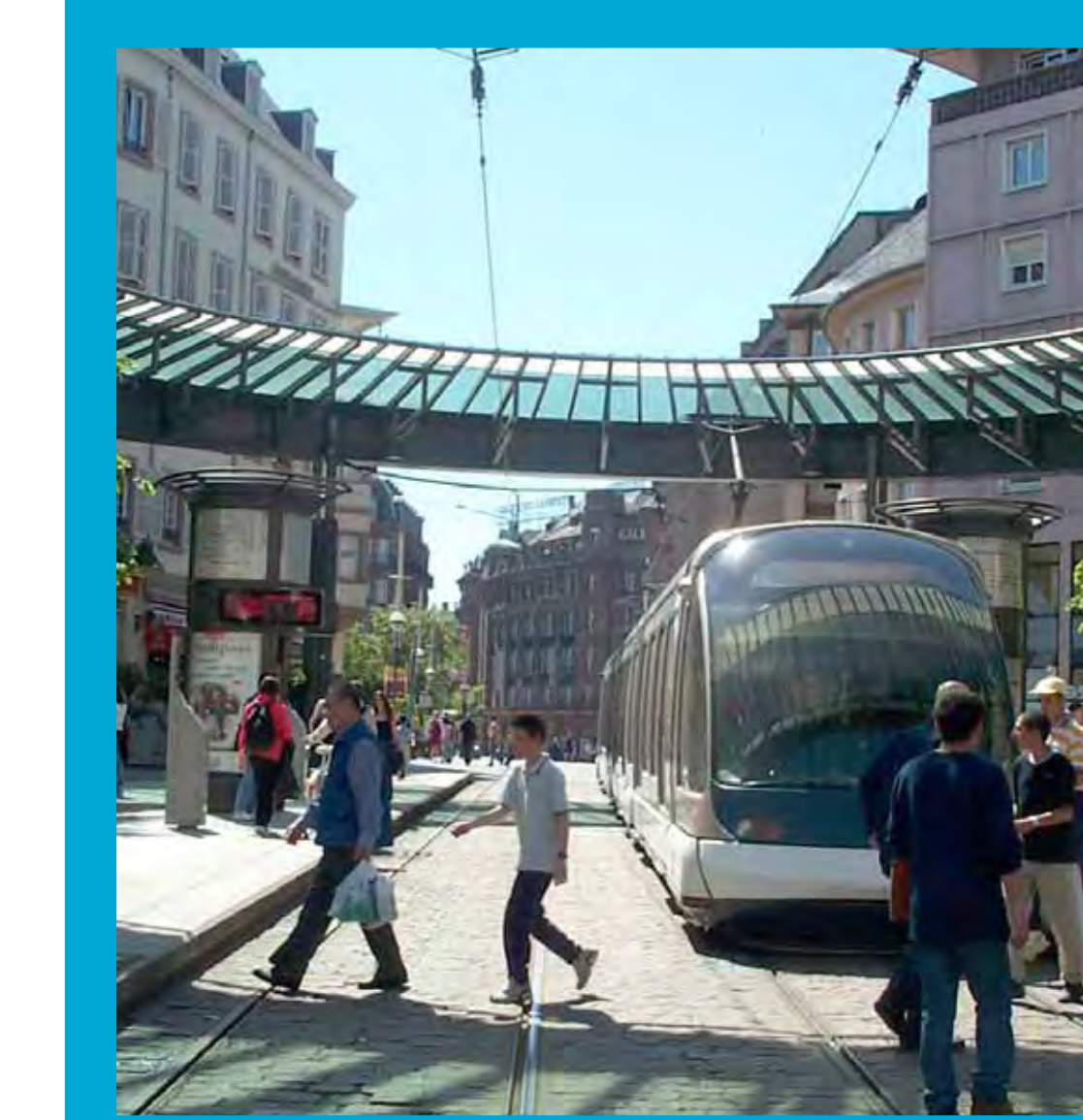


LRT: Nottingham, England



LRT: Portland, USA

BRT: Nantes, France



LRT: Strasbourg, France



LRT: Reims, France

Power

LRT

- Light rail vehicles are powered by electricity from overhead wires
- Wires are strung from support poles which can also support road lighting, traffic signals and signs or attached to nearby buildings
- Light rail vehicles are emission free — no pollution at the point of use

BRT

- powered by diesel, compressed natural gas (CNG) or hybrid diesel electric

Integrated into Streetscape

LRT & BRT

- Can be integrated into urban streetscape
- Light rail aids City regeneration
- Can help to shape city development
- Opportunities for public art

Integrated Network

LRT & BRT

- Integrated with other city transit services
- Track is level with the road surface
- Track separate from other traffic for majority of route to provide quick, reliable journeys

Rapid Transit Systems - Key Components



BRT: Willawong, AU



LRT: Birmingham, England

Depot

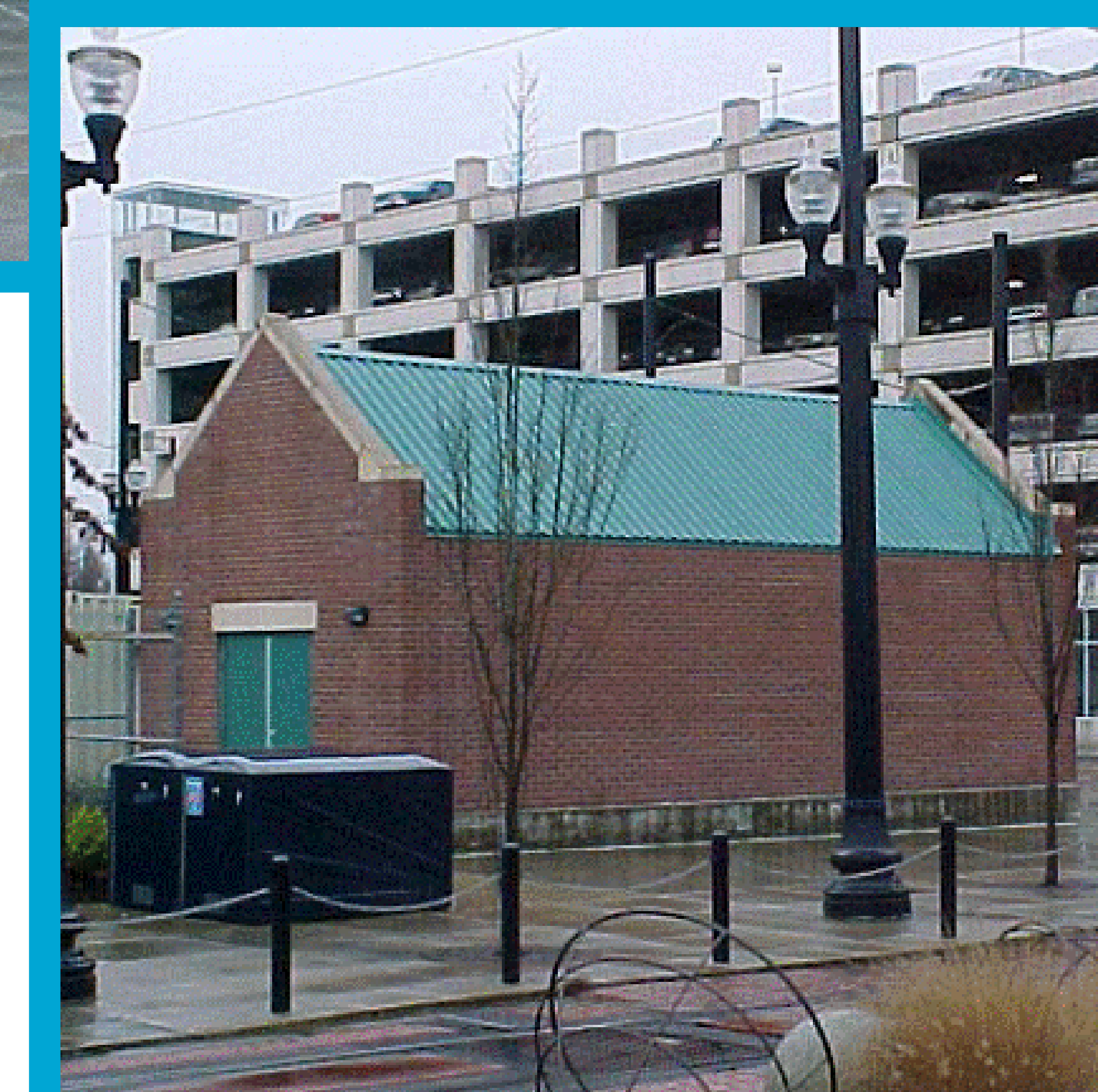
- Contains overnight storage sidings for vehicles, vehicle cleaning, maintenance and repair facilities, system control room, management offices, staff facilities.
- Needs to be located close to the rapid transit route.
- Around 5 Hectare in area - a larger site would provide additional capacity for future lines.
- BRT could use the existing HSR Mountain Transit Centre



LRT: Nantes, France



Portland, USA



Portland, USA

Substations (LRT only)

- Take electric power from the electricity provider and convert it to 750 V dc for the LRT line.
- Located approximately every 1.5 km along route, and close to the LRT route.
- Typically 17m x 5m x 3.5m high.
- Substation buildings designed to fit in with the surroundings.



Orleans, France

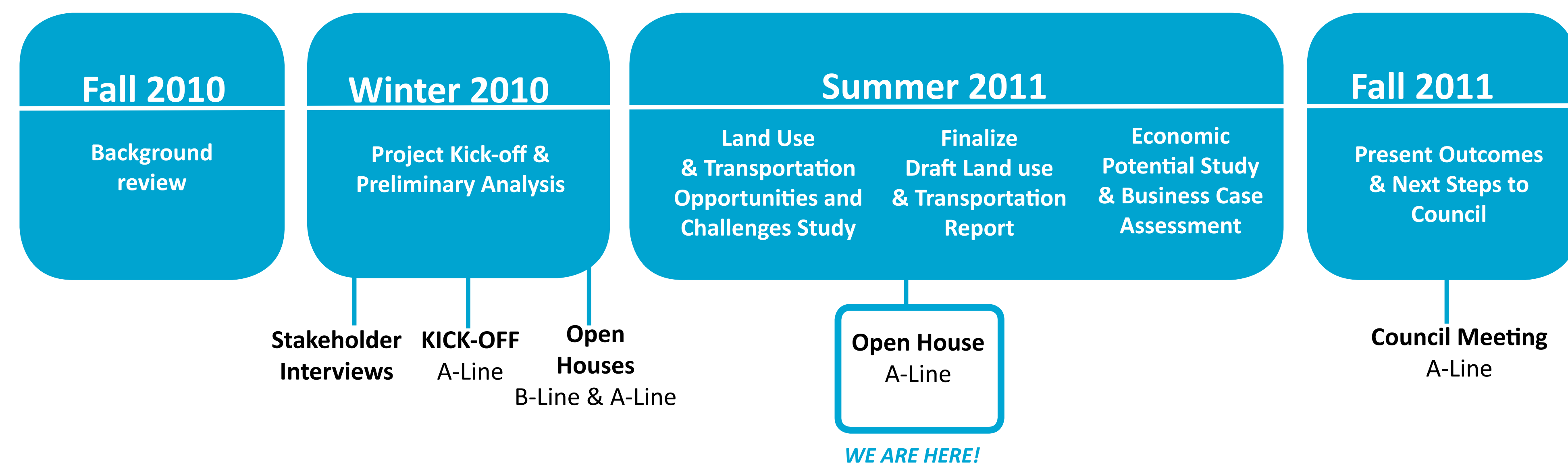
Integrated Land Use Processes

To ensure we get maximum benefit from the implementation of Rapid Transit in Hamilton, the City is taking an integrated approach to land use planning and Rapid Transit planning.

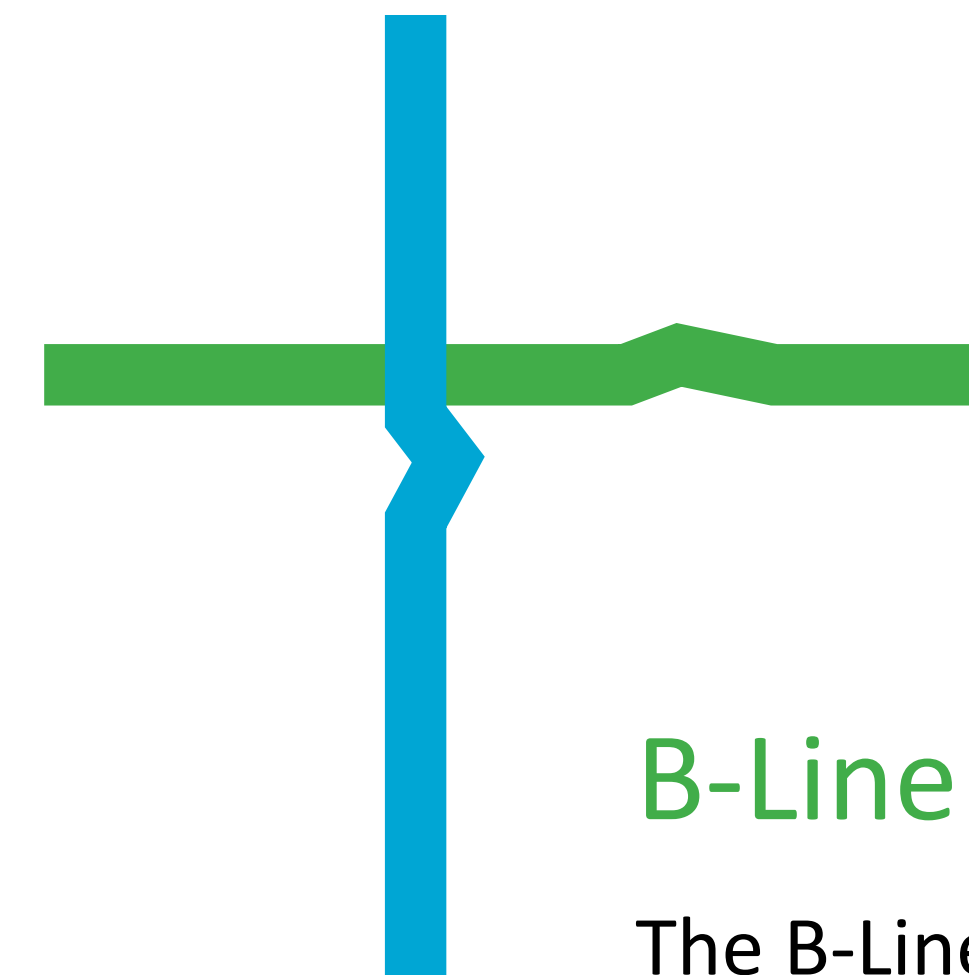
A-Line Land Use

Work on the A-Line Opportunities and Challenges study commenced last year with a number of stakeholder interviews and a Kick-Off Open house held December 9th, 2011. A-Line updates and feedback meetings were also held with the Rapid Transit Citizens Advisory Committee. Today's Open House presents the draft work emerging from that study prior to its finalisation.

Process Highlights

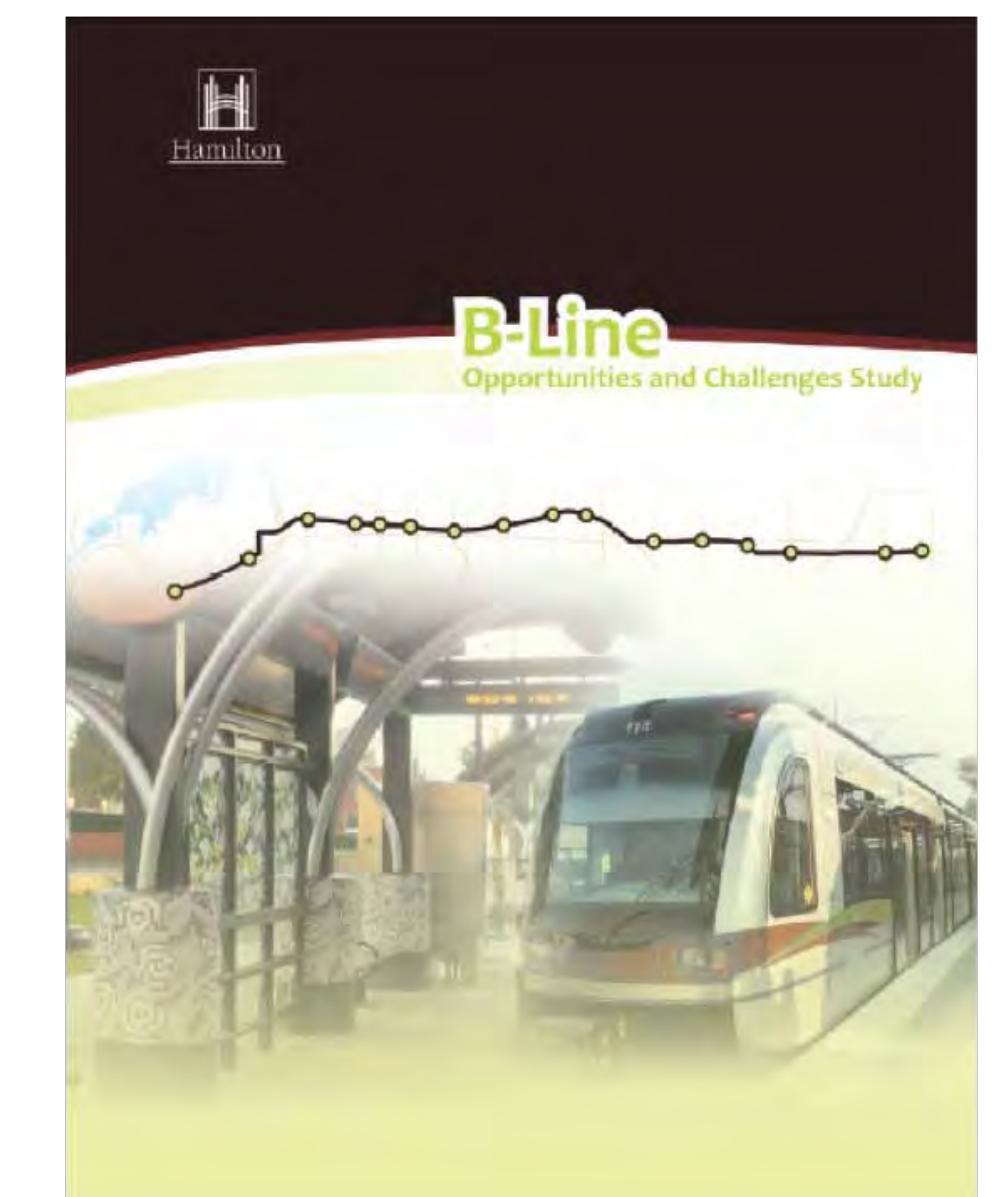


Photos from A-Line Kick-Off and RTCAC Meetings

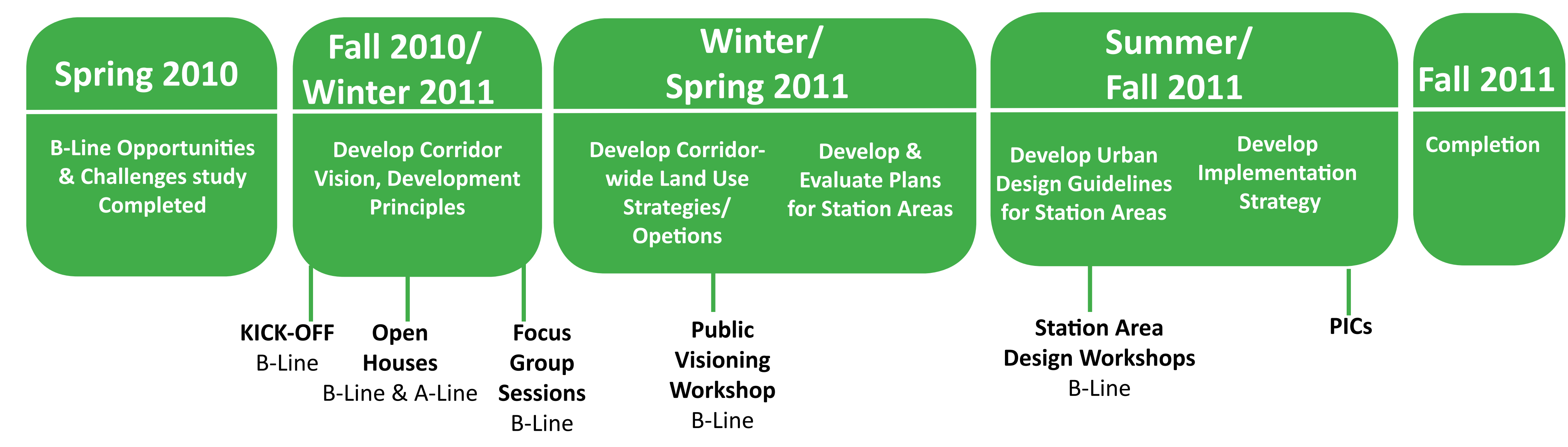


B-Line Land Use

The B-Line Opportunities and Challenges Study was completed in Spring 2010. A vision for the B-Line Corridor was then developed through a series of workshops with the public. Work is progressing on a corridor-wide land use plan which will establish policies on land uses, building heights, densities and urban design elements. The next Public Information Centres (PICs) for the B-Line Corridor Land Use Study are anticipated for Fall 2011.



Process Highlights

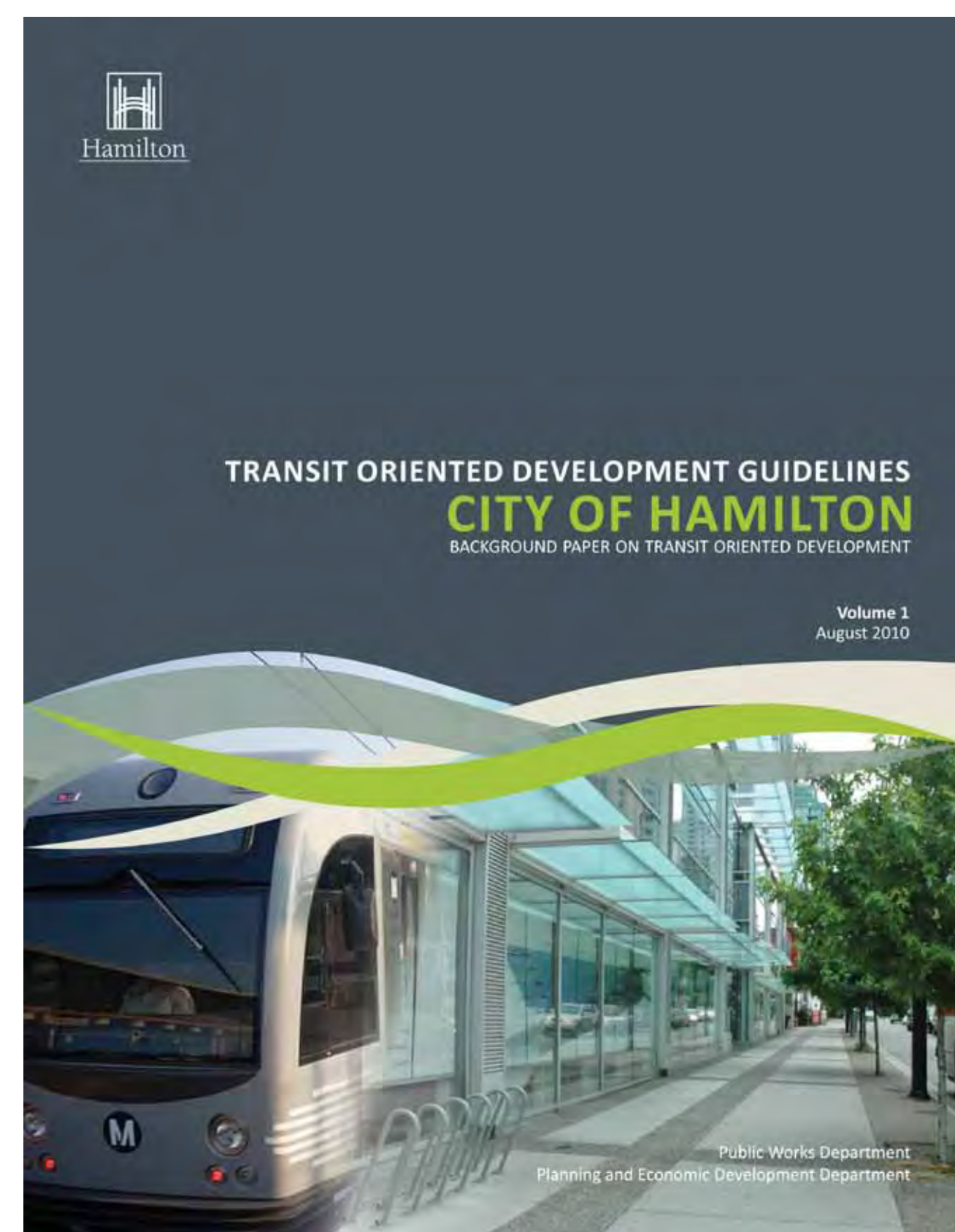


Images from B-Line Open Houses and Design Charettes



Transit-Oriented Development (TOD)

Hamilton's Transit-Oriented Development Guidelines



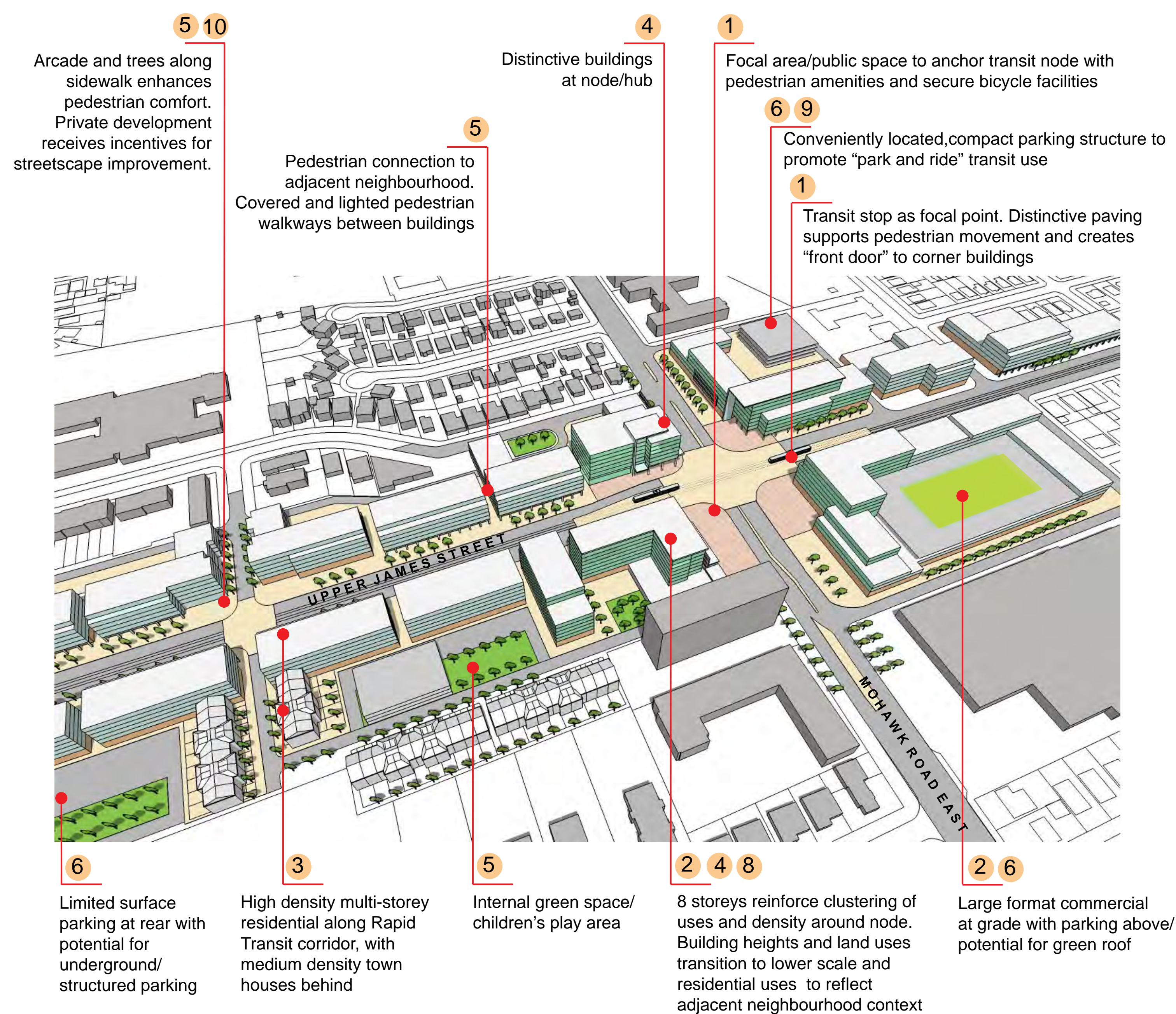
A key strategy for capitalizing on the benefits of Rapid Transit is to encourage transit-oriented development (TOD).

"TOD is characterized by compact, mixed use development near transit facilities with high-quality walking environments. What sets transit oriented development apart from traditional/regular development is an increased emphasis on providing access to transit through mixed use areas with higher density, degree of activity and amenities."

TOD encourages transit supportive land use with the intent to provide more balanced transportation choices so that travel by transit or active transportation (e.g. walking, cycling, etc.) can be as viable an option as driving."

City of Hamilton TOD Guidelines, 2010

Illustration of TOD example:



Hamilton's 10 Principles of TOD

Principle **1**: Promote Place Making - Creating a Sense of Place



Principle **2**: Ensure A Mix of Appropriate Land Uses



Principle **3**: Require Density and Compact Urban Form



Principle **4**: Focus on Urban Design

Principle **5**: Create Pedestrian Environments



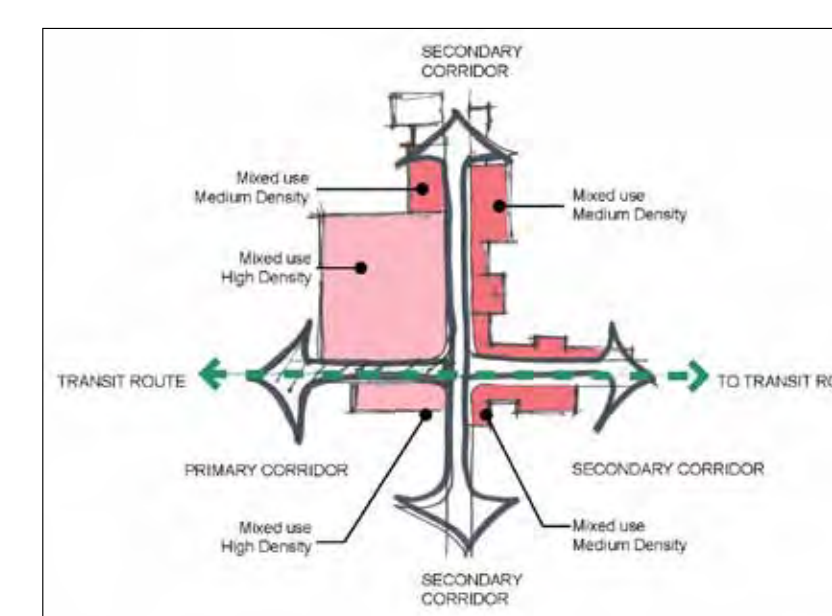
Principle **6**: Address Parking Management



Principle **7**: Respect Market Considerations



Principle **8**: Take a Comprehensive Approach to Planning



Principle **9**: Plan for Transit and Promote Connections (for all modes)



Principle **10**: Promote Partnerships and Innovative Implementation



For more information on the City's TOD Guidelines visit:
www.hamilton.ca/nodesandcorridors

Examples of Transit-Oriented Development

write your comments

SACRAMENTO, CALIFORNIA



PORTLAND, OREGON



DUBLIN, IRELAND



LYON, FRANCE



SAN JOSE, CALIFORNIA



ATLANTA, GEORGIA



CROYDON, UNITED KINGDOM



STRASBOURG, FRANCE



NANTES, FRANCE



ROUEN, FRANCE



James Street Corridor: History and Policy Highlights

Two communities existed at the beginning of the 19th century along James Street - the Port community on the bay front (now West Harbour) and the Gore Park community (now Downtown). The two neighbourhoods filled-in from the 1840's to the 1850's.



Painting of Early Establishments in Hamilton



Hamilton 1842

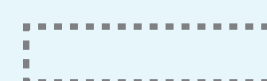


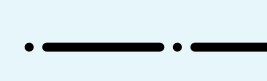



Hamilton Farmers Market in 1906

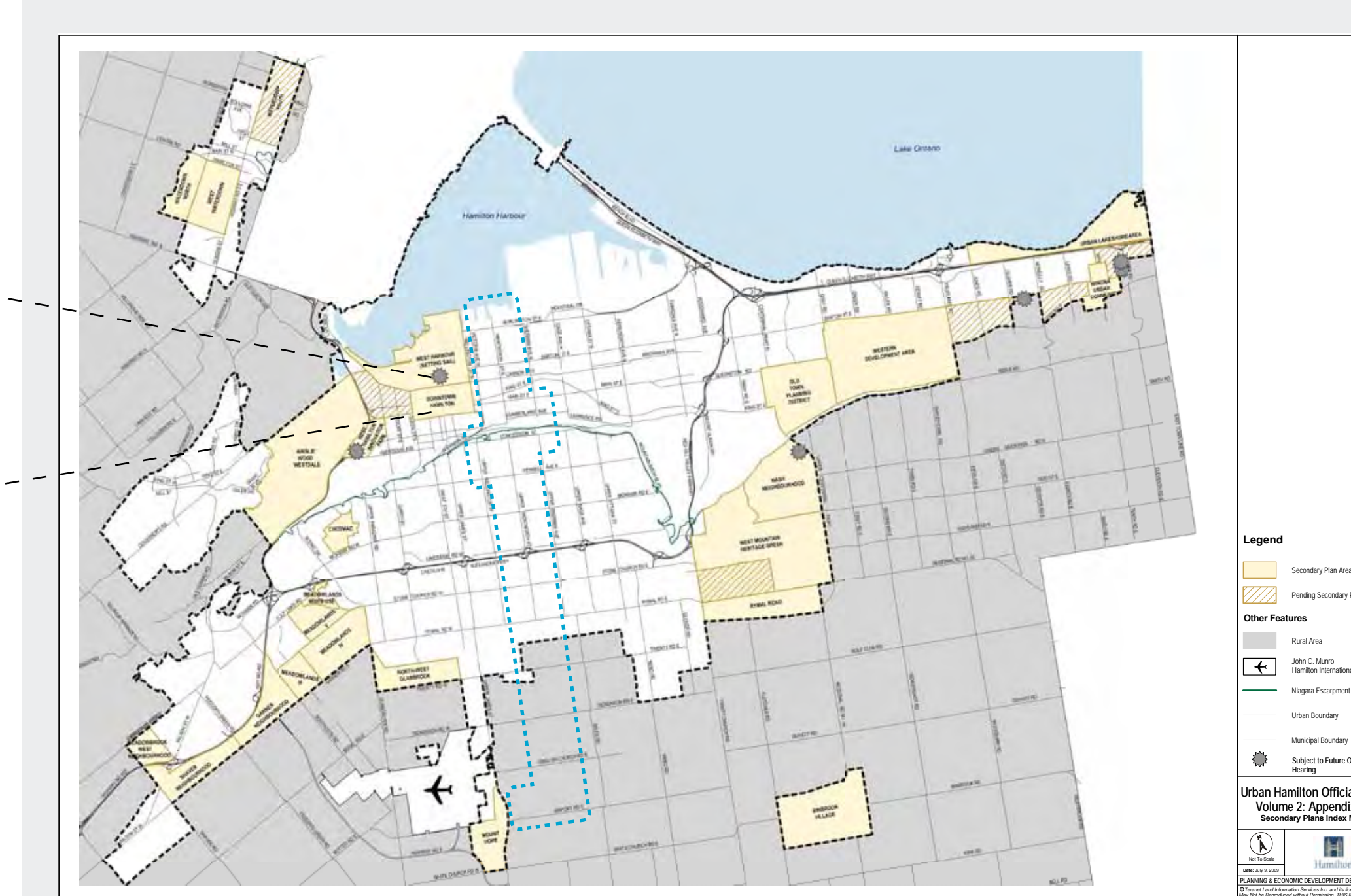
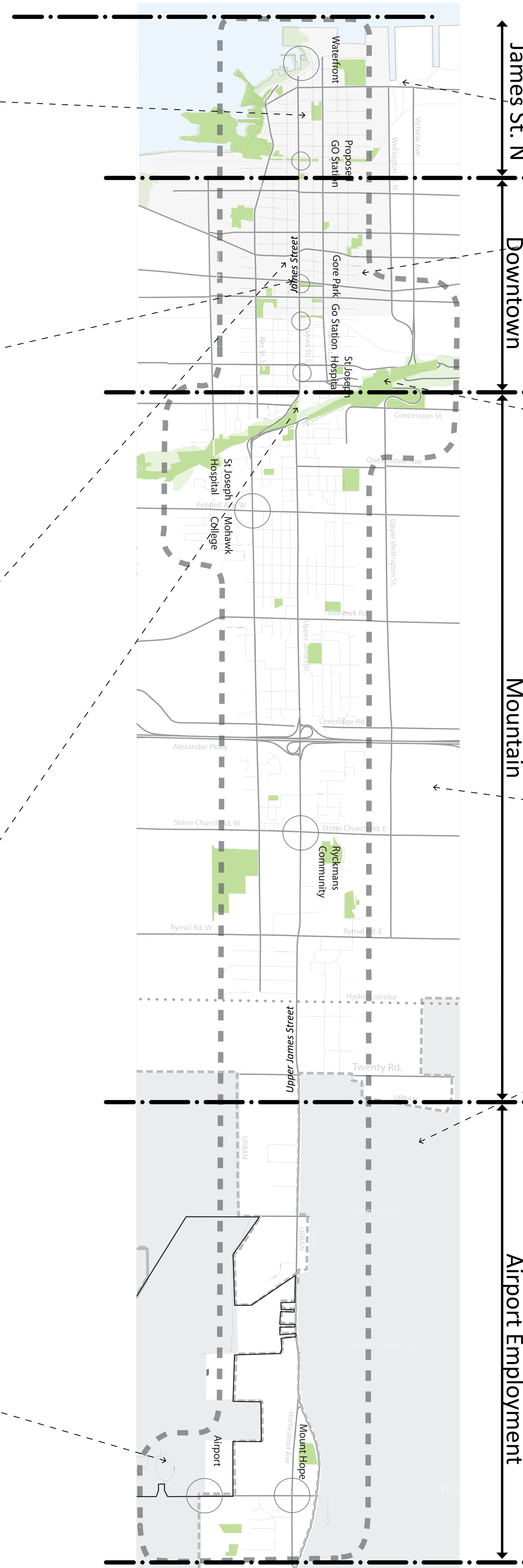


Elevated inclined railway up Escarpment

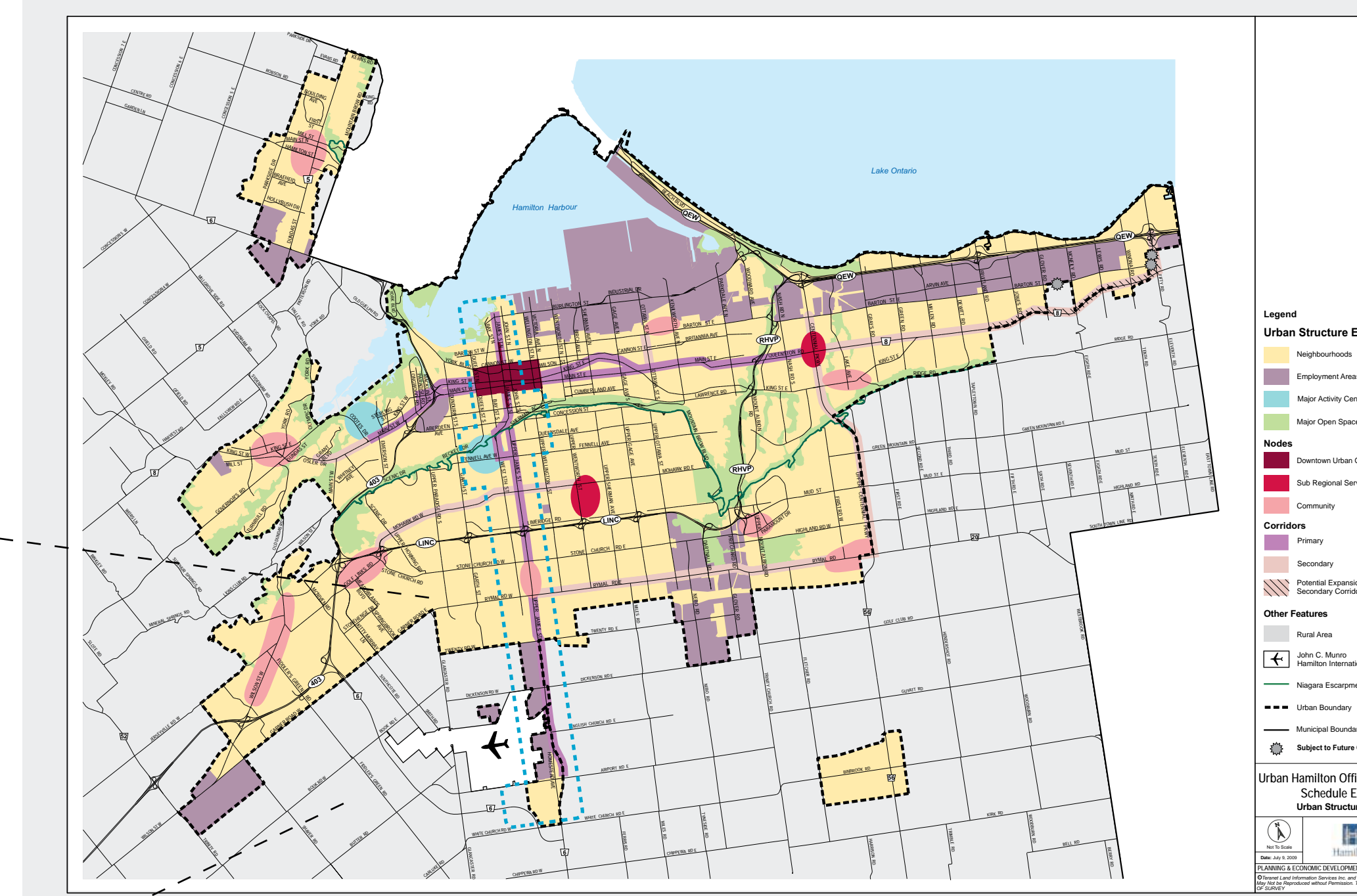
The **Niagara Escarpment** has always been a significant natural feature of Hamilton. It is characterized by many scenic trails for residents and visitors to explore. Historically, the Escarpment's geography has made it challenging to connect the lower lands with the mountain farmland. In 1892, to accommodate the city's growth, Hamilton's inclined railway was constructed to connect James Street with Caledonia Road (now Upper James Street). The steam-powered line successfully connected those living in the agricultural lands so that they could transport their produce from the mountain to the city markets until 1942 when the rail was dismantled so that the steel could be used for war efforts.

-  Study Area
-  Specific Plan Policy Area
-  Niagara escarpment
-  Proposed Primary Character Area
-  Proposed Secondary Character Area

(John C. Munro) **Hamilton International Airport** was home to a wartime air force training station in the 1940's - where flight training activities, air navigation, telegraphy, and air gunnery activities were held. After World War II, this facility transitioned from being a military establishment to a public airport, helping to connect Hamilton with the rest of the world.



The **Niagara Escarpment Plan** seeks to protect the Escarpment as a major part of the region's natural and historic heritage. The Plan seeks to preserve and enhance the Escarpment while strategically allowing opportunities for outdoor recreation, new development within defined parameters.



Secondary plans provide specific policies for a defined area. The West Harbour and Downtown Secondary Plans seek to reinforce the unique character of these two areas. While the West Harbour Secondary Plan emphasizes the area's relationship with the bay, the Downtown Secondary Plan focuses on maintaining a healthy Downtown core and economic centre. The West Harbour Secondary Plan is approved by Council but currently appealed to the Ontario Municipal Board. A review of the Downtown Secondary Plan is also underway.

The **Urban Hamilton Official Plan** was completed in July 2009 and is awaiting approval from the Ministry of Municipal Affairs and Housing. The plan sets out policy and development directions for Hamilton the next 30 years to meet Vision 2020 - the City's vision for a vibrant, healthy and sustainable city.

The land adjoining the southern section of the A-Line Corridor comprises the Hamilton International Airport and rural area. The rural area is addressed in the

Rural Hamilton Official Plan which conforms with the Provincial Greenbelt Plan.

In 1870's the first **Street Railway System** was organized along James Street. It was first pulled with horses and about 20 years later, with electric cars. The last streetcar ran through Hamilton in 1951.



In 1870's



In 1920's



Last Run in 1951

Post card photos provided by: Janet Forjan-Freedman. <http://www.hamiltonpostcards.com/>

Introduction to A-Line Study

An **integrated approach** is being taken to develop the A-Line Rapid Transit. Work underway includes a land use and transportation study, an economic potential study and a business case assessment. This Open House focuses on the land use and transportation study work.

Land Use Opportunities and Challenges

The Land Use Opportunities and Challenges Study assessed existing conditions along the Corridor such as:

- Historic and policy context
- Land uses and key destinations
- Pedestrian, cycling, and transit infrastructure and street network
- Public realm, heritage and historic resources
- Physical and natural features

From these, opportunities and challenges for transit-oriented development, corridor and neighbourhood improvements were identified.

Transportation

Route Considerations

- **Contribution to overall Vision**
- **How well they serve existing and future destinations** – linking where people are travelling from to where they want to go.
- **Demand** – projected passenger numbers
- **Technical feasibility**

Key Destinations: Key local and regional destinations were identified along the James Street and Upper James Street Corridor through a combination of analysis and feedback at the previous A-Line consultation in December 2010.

Demand: Growth forecasts suggest that population and employment growth will increase from a base of approximately 505,000 people in 2006 to reach 668,000 by 2031, an increase of over 25% across the City of Hamilton. Population within the A-Line catchment is forecast to increase by 71% between 2006 and 2031 and employment is forecast to increase by 68% between 2011 and 2031.



Waterfront



James St. N.



Gore Park



James St. & King St.



James St. S.

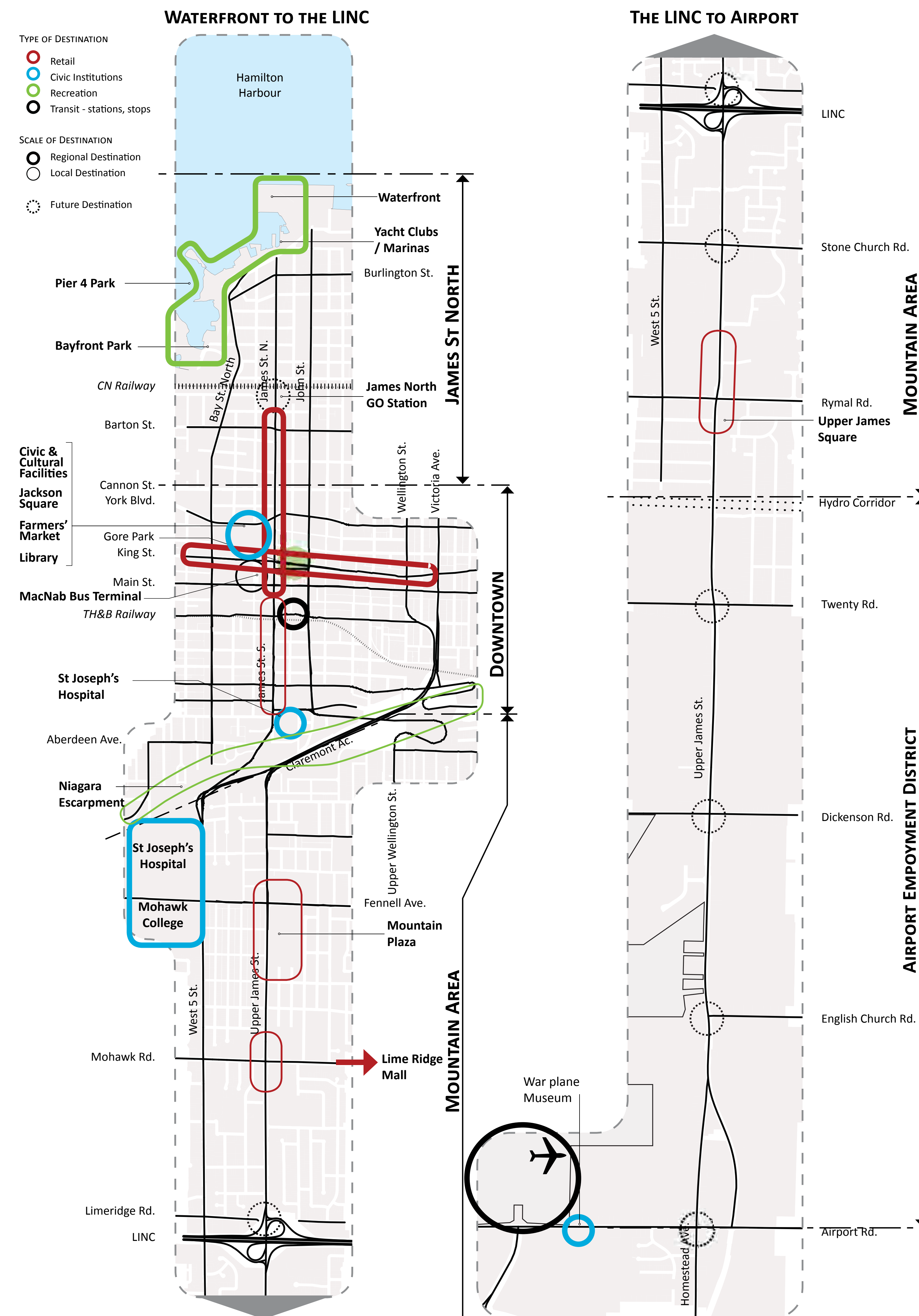


Mohawk College



Mountain Plaza

Existing Conditions & Key Destinations



The Lincoln Alexander Parkway (LINC)



Barton Stone Church



Upper James St., Near Rymal Rd.



Upper James St., Near Twenty Rd.



HSR Mountain Transit Centre



Mount Hope, Homestead Dr.



Hamilton International Airport

Rapid Transit Route Options

write your comments

The A-Line route runs from the **Waterfront to the Airport**, broadly following the **James Street/Upper James Street Corridor**.

Technical Feasibility

To go up and down the Niagara Escarpment the most direct route on the A-Line corridor is via James Mountain Road, which also serves the key destinations. However, the steep incline will pose a problem for LRT.

Route Options - BRT

BRT can use James Mountain Road and therefore that route is the preferred option for BRT. Ideally, to ensure that BRT is not delayed by the traffic, this would mean James Mountain Road being closed to other motorized vehicles. However, if this was considered unacceptable, the BRT could operate mixed in with other traffic but would then be subject to normal traffic delays.

Route Option - LRT

LRT systems are restricted to lower gradients, particularly for the difference in level here, and so a number of alternative LRT routes have been explored:

- **Claremont Access**
- **Arkledun Avenue/Jolley Cut**
- **A tunnel under the Escarpment**

Each of these alternatives can be connected to the James Street/Upper James Street Corridor by various routes.

Seven options were assessed against the route considerations criteria with particular reference to the serving of key destinations and technical feasibility – including gradient and ability to use standard LRT vehicles.

The option which performed best against these was the Claremont Access route. This connects directly to Upper James Street at the top of the Escarpment. At the bottom, the route would follow the existing traffic circulation on Wellington Street and Victoria Avenue, then run

along the B-Line alignment on King Street East to join the James Street North route to the waterfront. An alternative option routing via Hunter Street, to serve the GO Station, and then on James Street to meet the B-Line at King Street was considered. However, this was ruled out because it would require shared running on Hunter Street, which is already narrow, and shared running in the northbound direction on James Street South.

Determining Route and Mode



The decision on whether BRT or LRT is more appropriate for the A-Line is not simply a case of determining which is the most popular choice, although **we are keen to hear your comments on the preferred routes**.

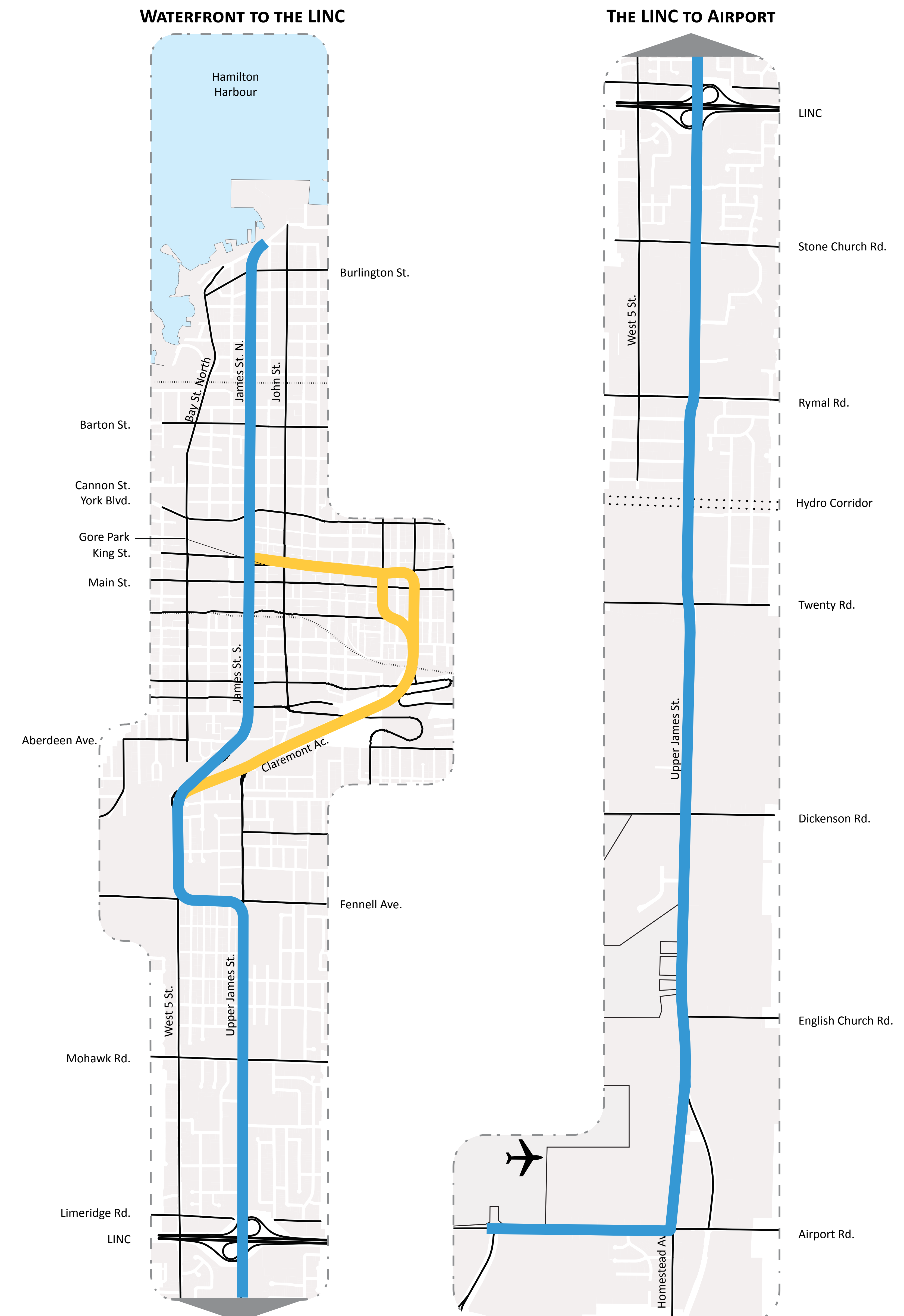
Final Decision Factors

- **Contribution to Vision, including land use and development opportunities** – how well does the route and mode contribute towards meeting the Vision of a high quality transport option for the citizens of Hamilton which connects key destinations and stimulates economic development.
- **Economic Uplift potential** – what are the economic benefits to the City.
- **Business case performance** – comparing the costs against the benefits delivered. This also includes the number of passengers each is likely to carry and so takes into account whether the route serves where people want to go.

Work on the economic uplift potential and the business case performance of the two options is currently underway. Ultimately, like many decisions, there will need to be a trade-off between some of these factors. It is expected that Council will consider all of the work outputs, along with a summary of views and comments arising from this consultation, in the Fall of 2011.

PREFERRED ROUTES

 Preferred BRT Route
 Preferred LRT Route when differs from BRT

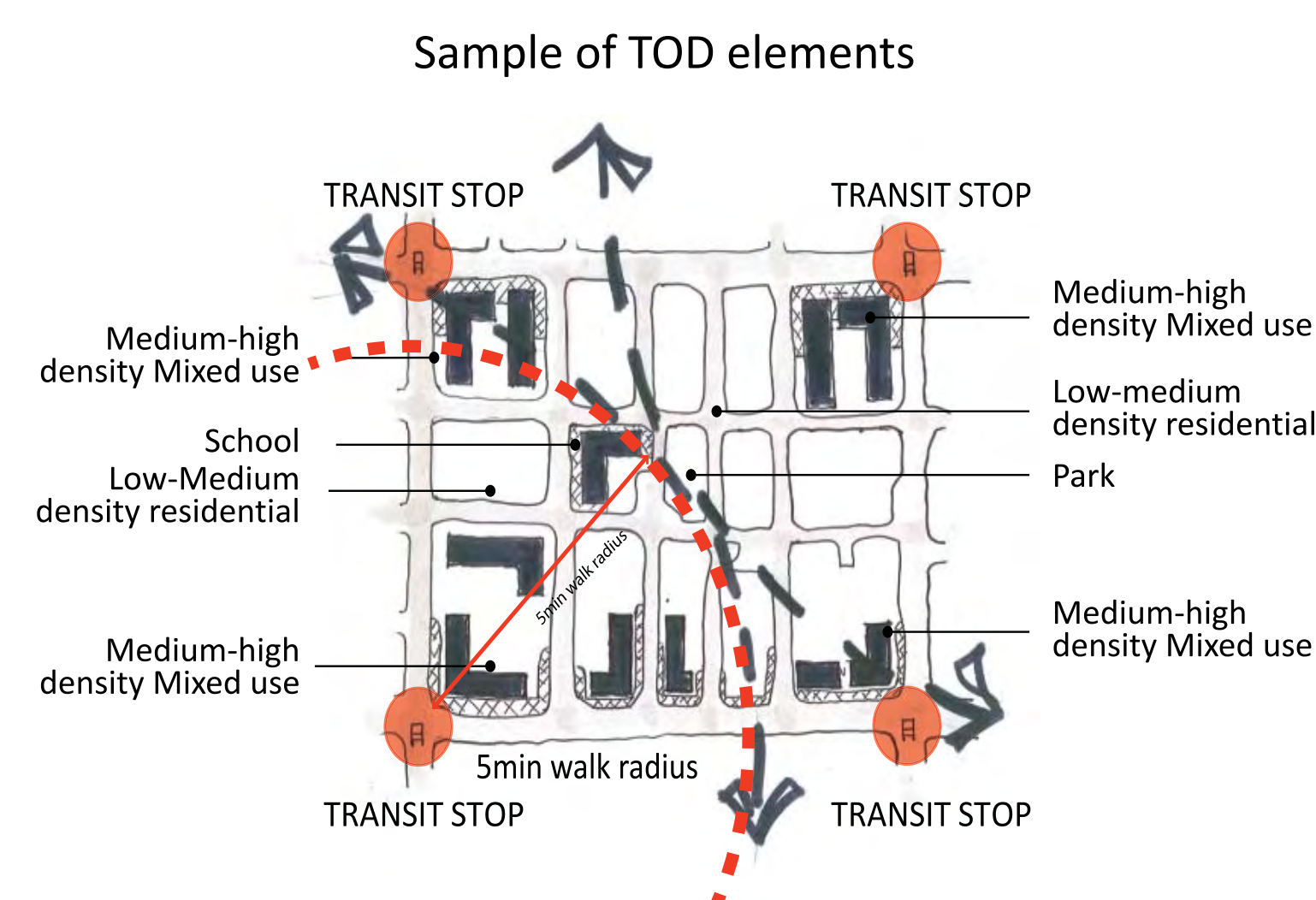


General Approach to Land Use

The general approach to the Land Use Opportunities and Challenges Study is shaped by the project's Vision, the City's policies and initiatives, existing and future conditions along the Corridor and area-specific considerations. The following summarizes the general approach for the analysis:

1 Focus on Nodes and Corridors

This study focuses on the area within 400 meters on either side of the rapid transit route with a particular focus on proposed A-Line transit nodes, where the greatest scale of TOD (in terms of mixed uses and intensity) is proposed.



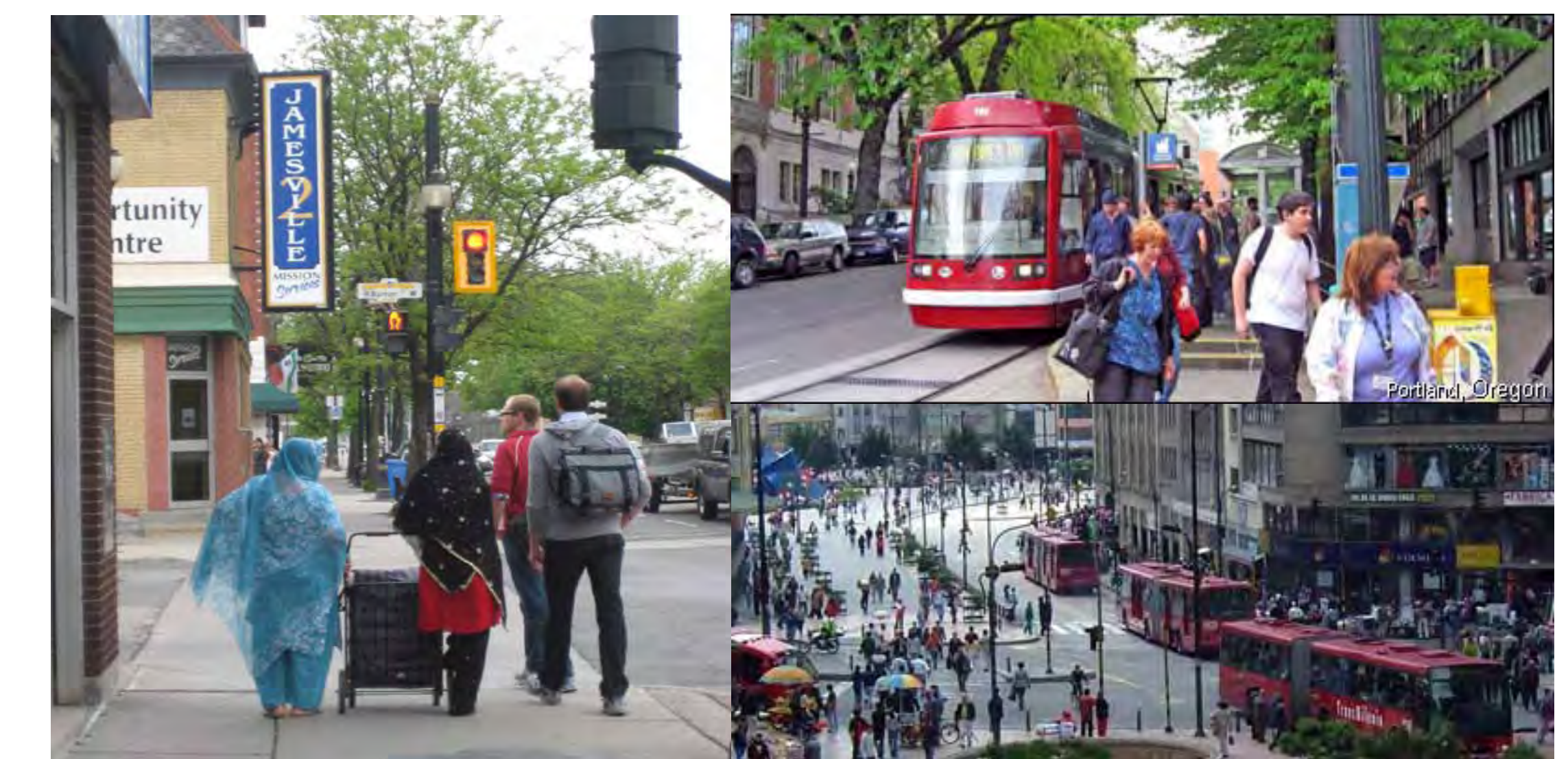
2 Respond to Corridor Diversity through "Character Areas"

It is recognized that the A-Line crosses a diversity of neighbourhoods and areas. Given this, we have identified "Character Areas" or areas with identifiable and distinct features and focussed the assessment of opportunities and challenges at this scale.



3 Create a Pedestrian-Friendly Corridor:

Make the Corridor pedestrian and cycling-friendly throughout, improving access and multi-modal connections to rapid transit, key destinations and amenities as well as encourage pedestrian and street-oriented development.



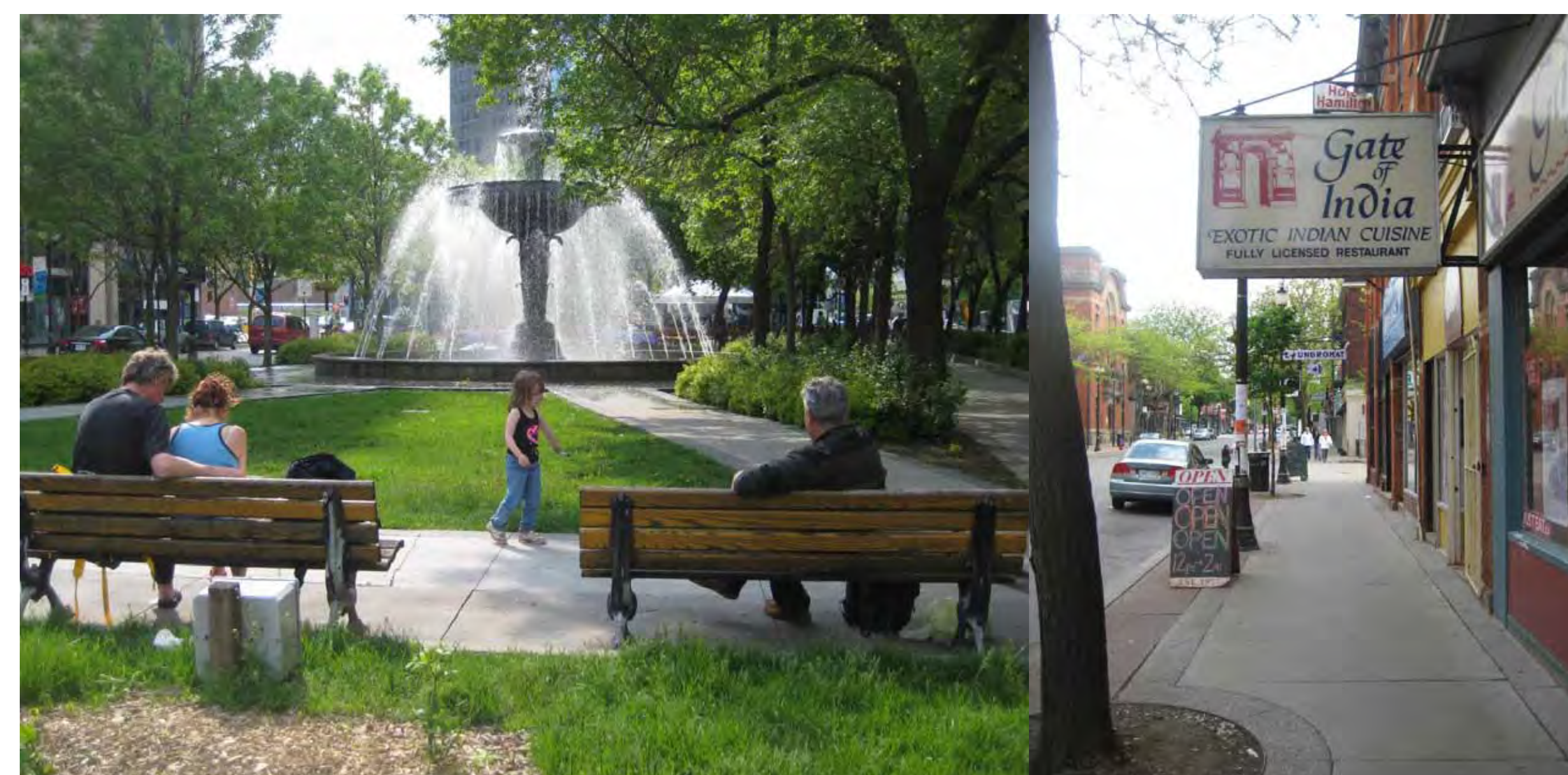
4 Encourage Transit-Oriented Development (TOD)

Encourage developments that align with the City's 10 TOD Principles in the *City of Hamilton TOD Guidelines*.



5 Build a Strong Sense of Place

Respect and strengthen the diverse Character Areas, through station area design, and in the built form and public realm, to reflect the unique qualities of each. Strengthen and enhance the existing urban fabric and natural features to create a strong sense of place along the Corridor.



6 Support "Complete Communities"

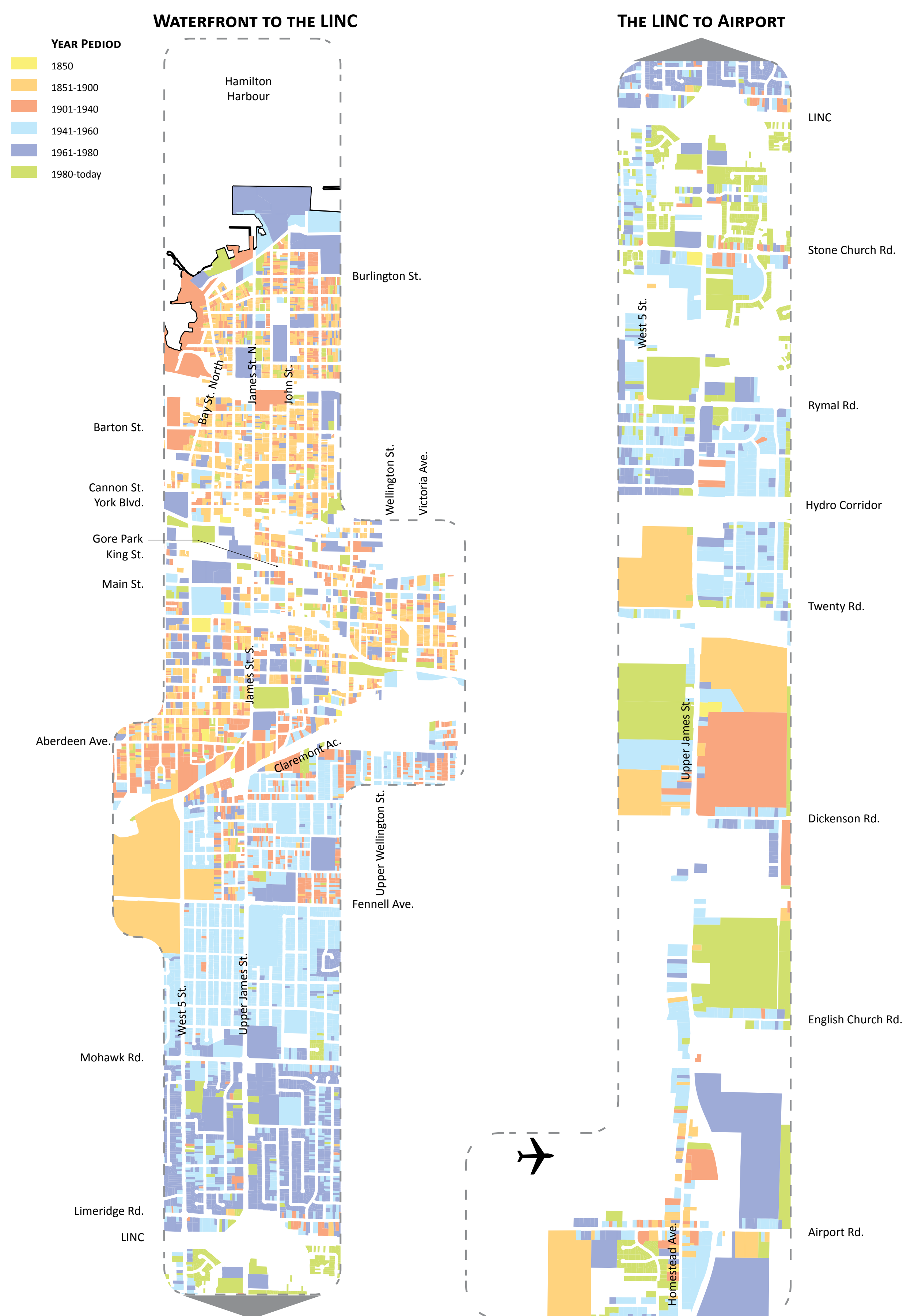
Through TOD, Rapid Transit, and corridor planning, we want to ensure neighbourhoods have a range of uses (shops and services, housing, employment) where people can live, work, learn, shop and play, accessible by walking, cycling, and transit (in addition to driving).



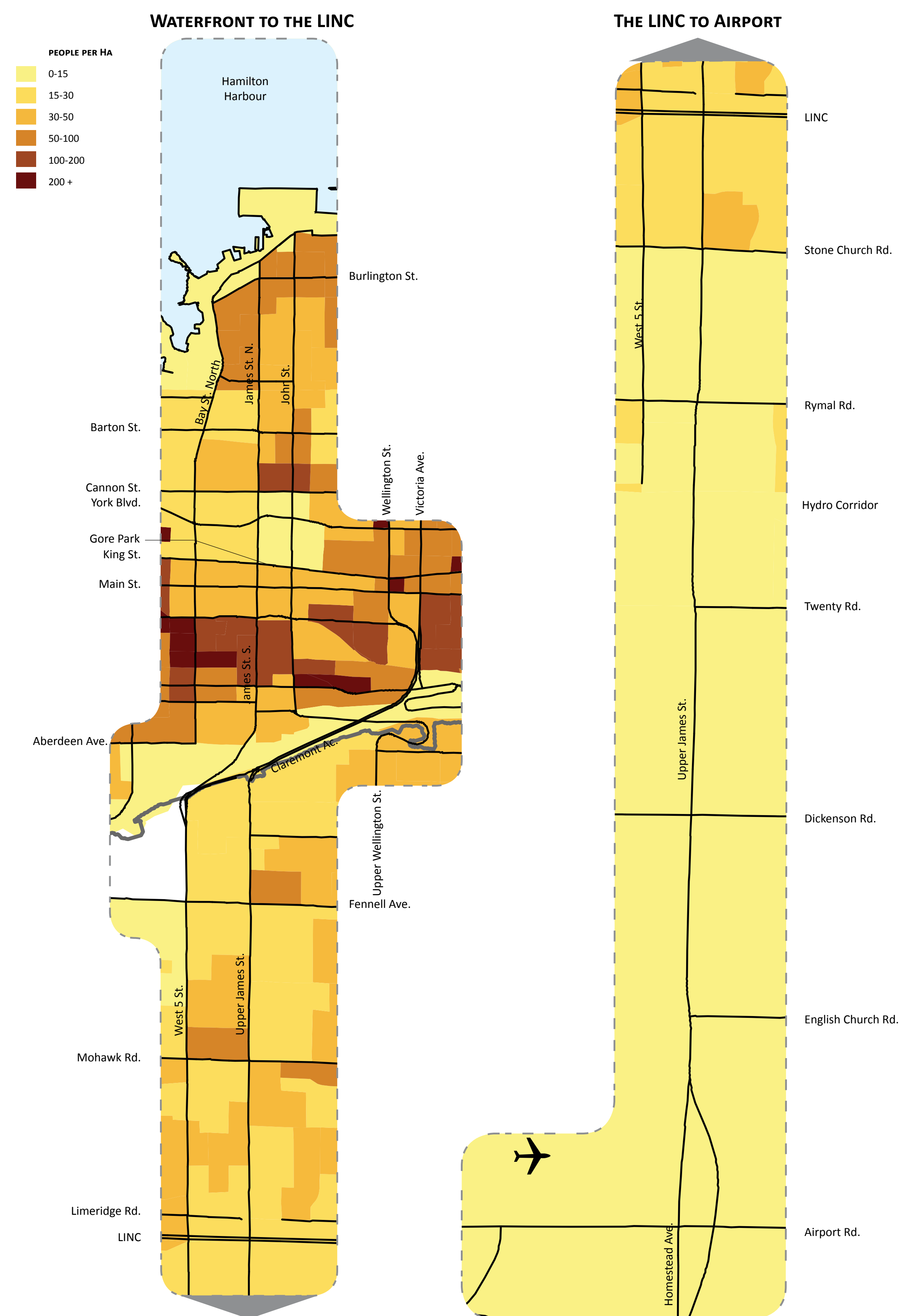
Corridor Context

The following maps illustrate some of existing conditions and patterns that were reviewed along the Corridor as an important step to assessing opportunities and challenges.

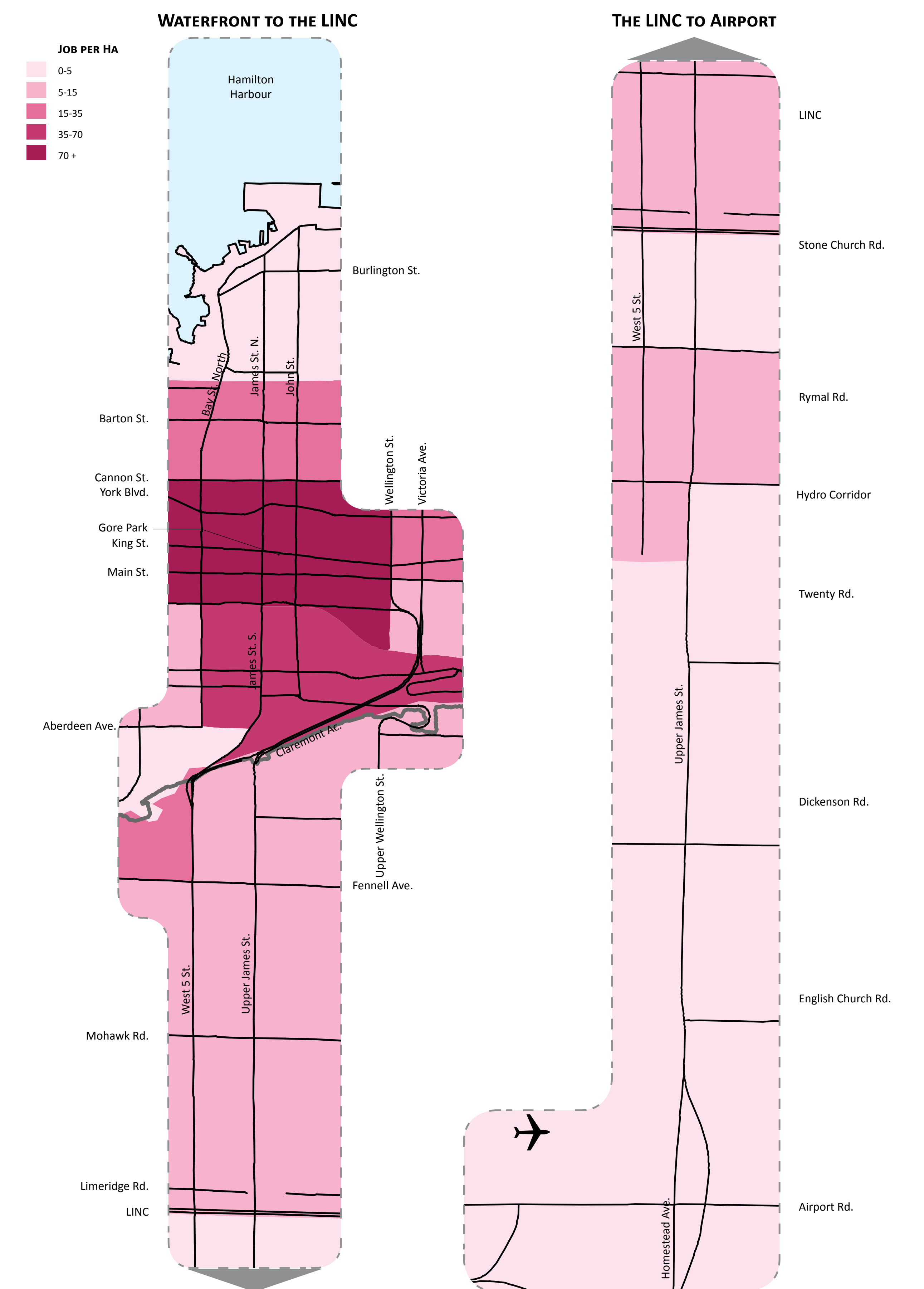
BUILDING CONSTRUCTION DATES

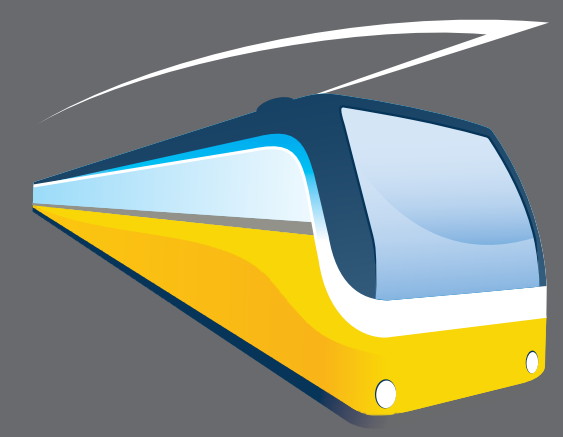


EXISTING POPULATION DENSITY



EXISTING EMPLOYMENT DENSITY



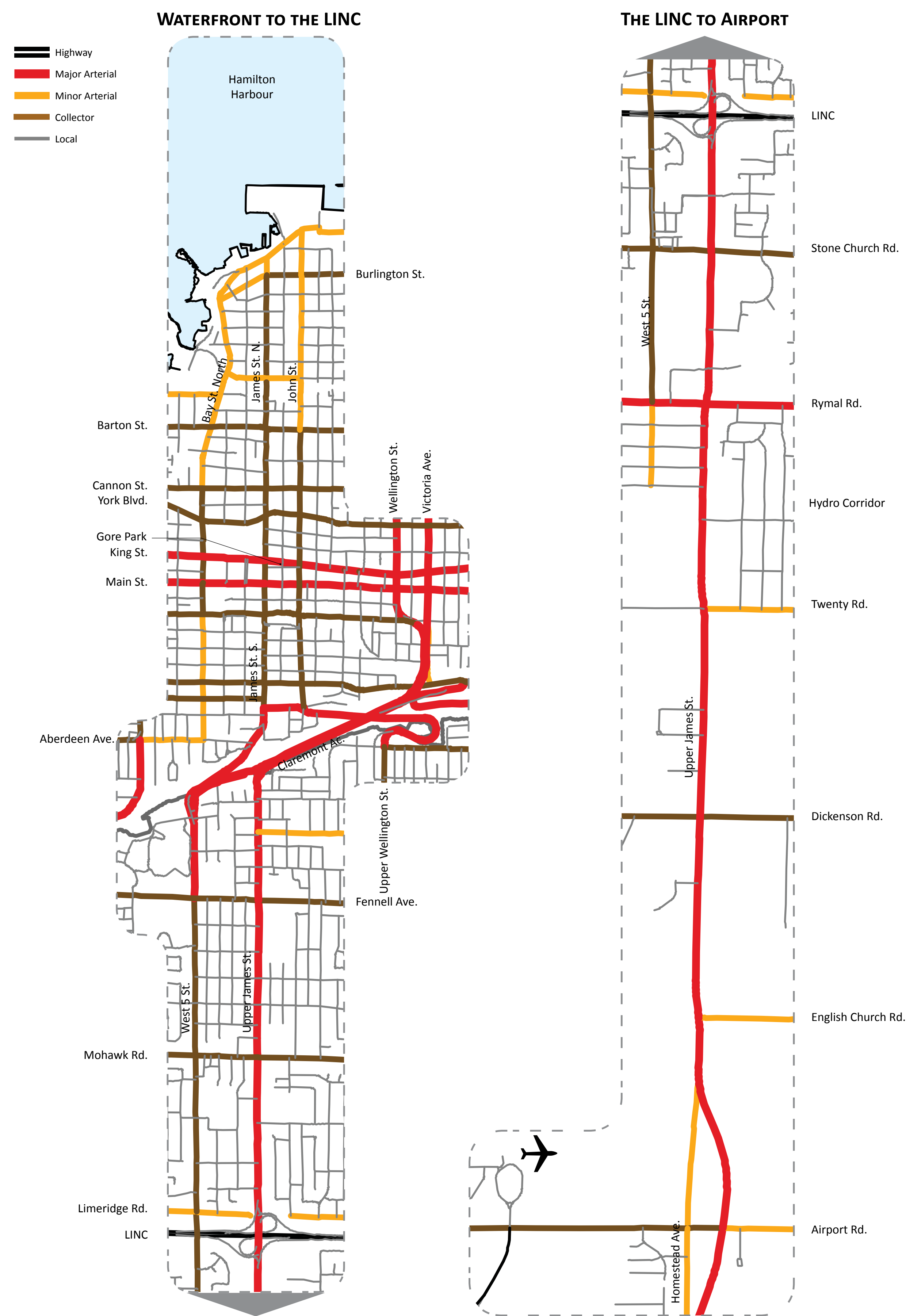


RAPID Transit
moving HAMILTON forward

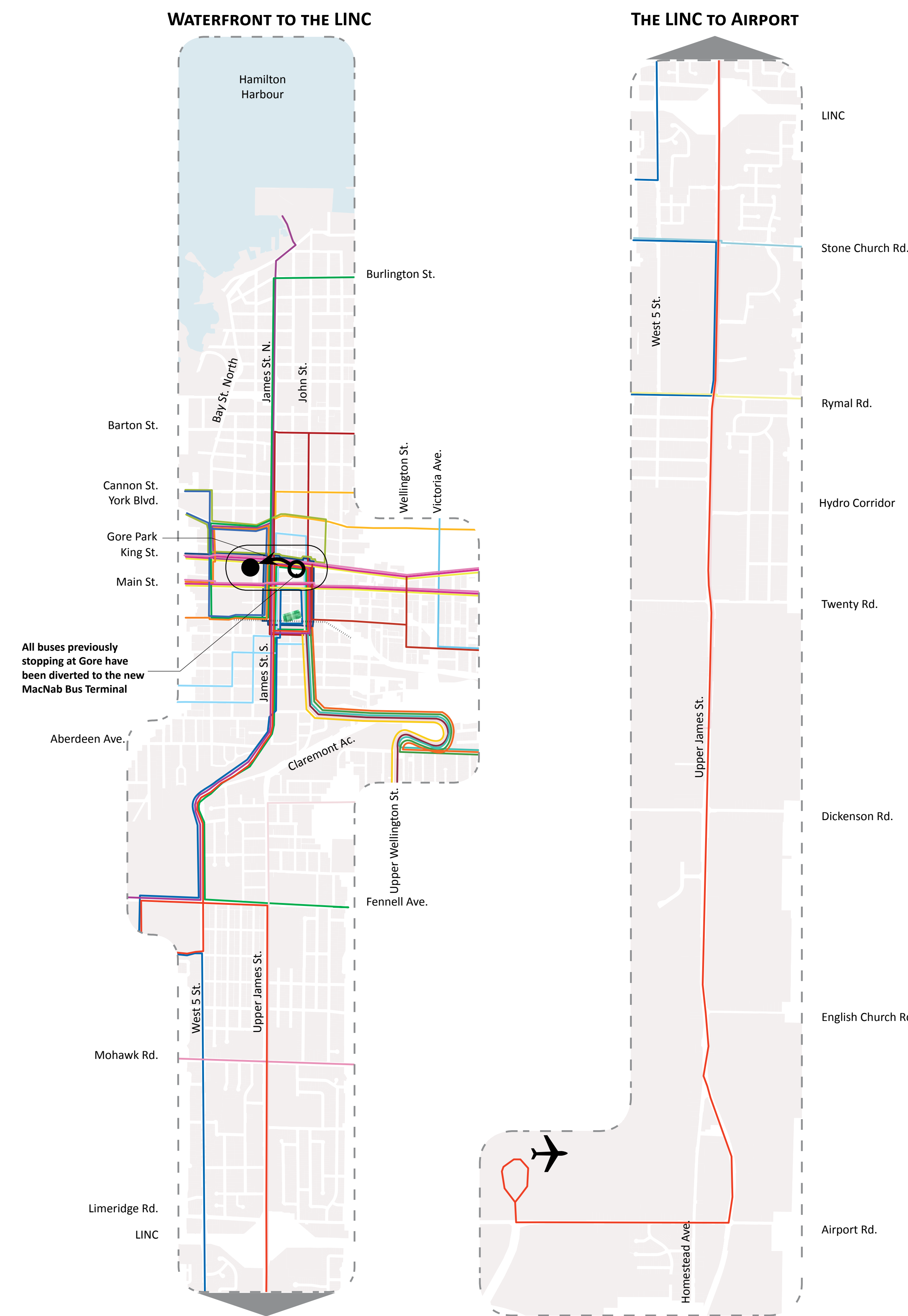


Corridor Context

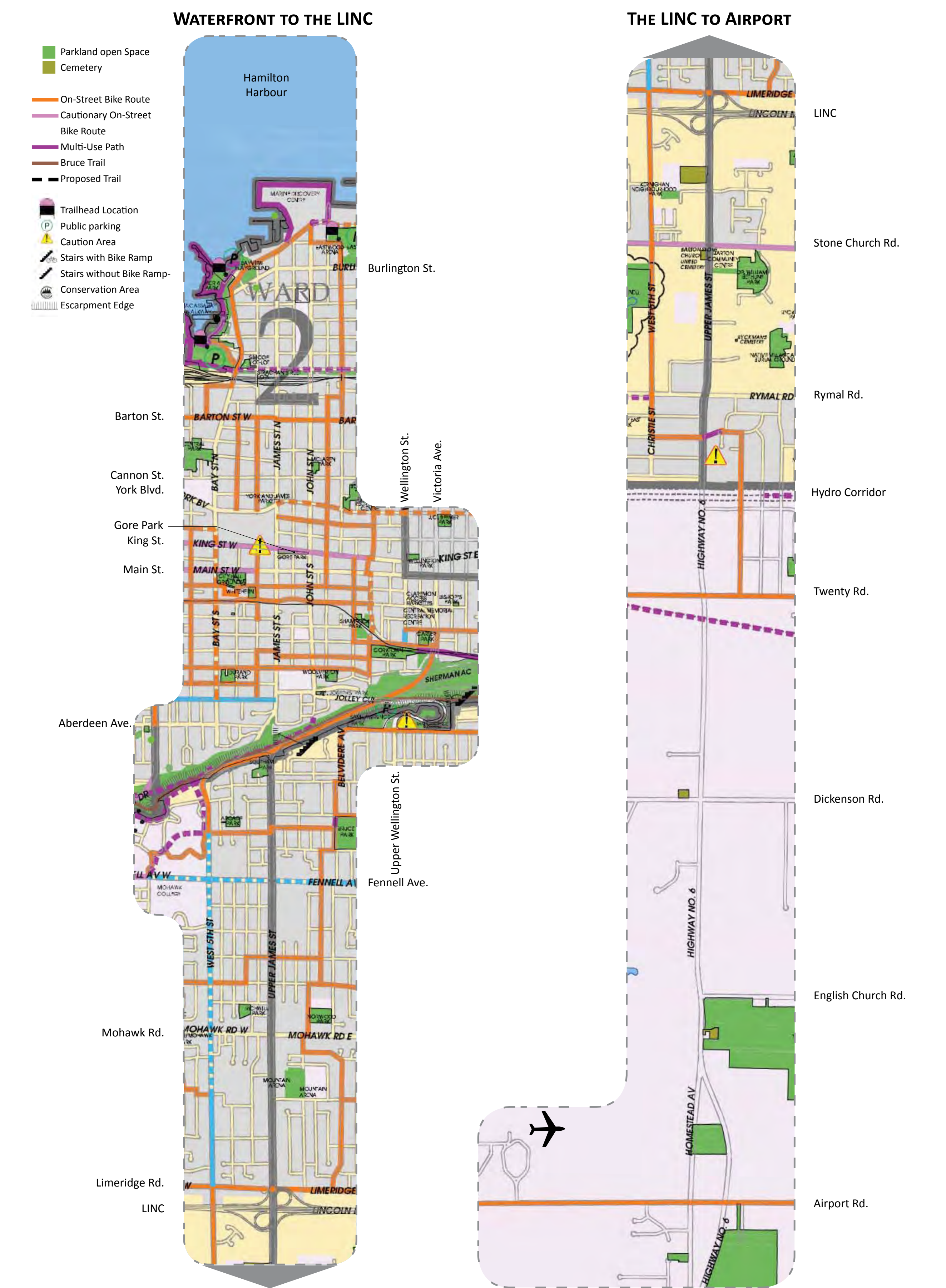
ROAD HIERARCHY



EXISTING TRANSIT NETWORK



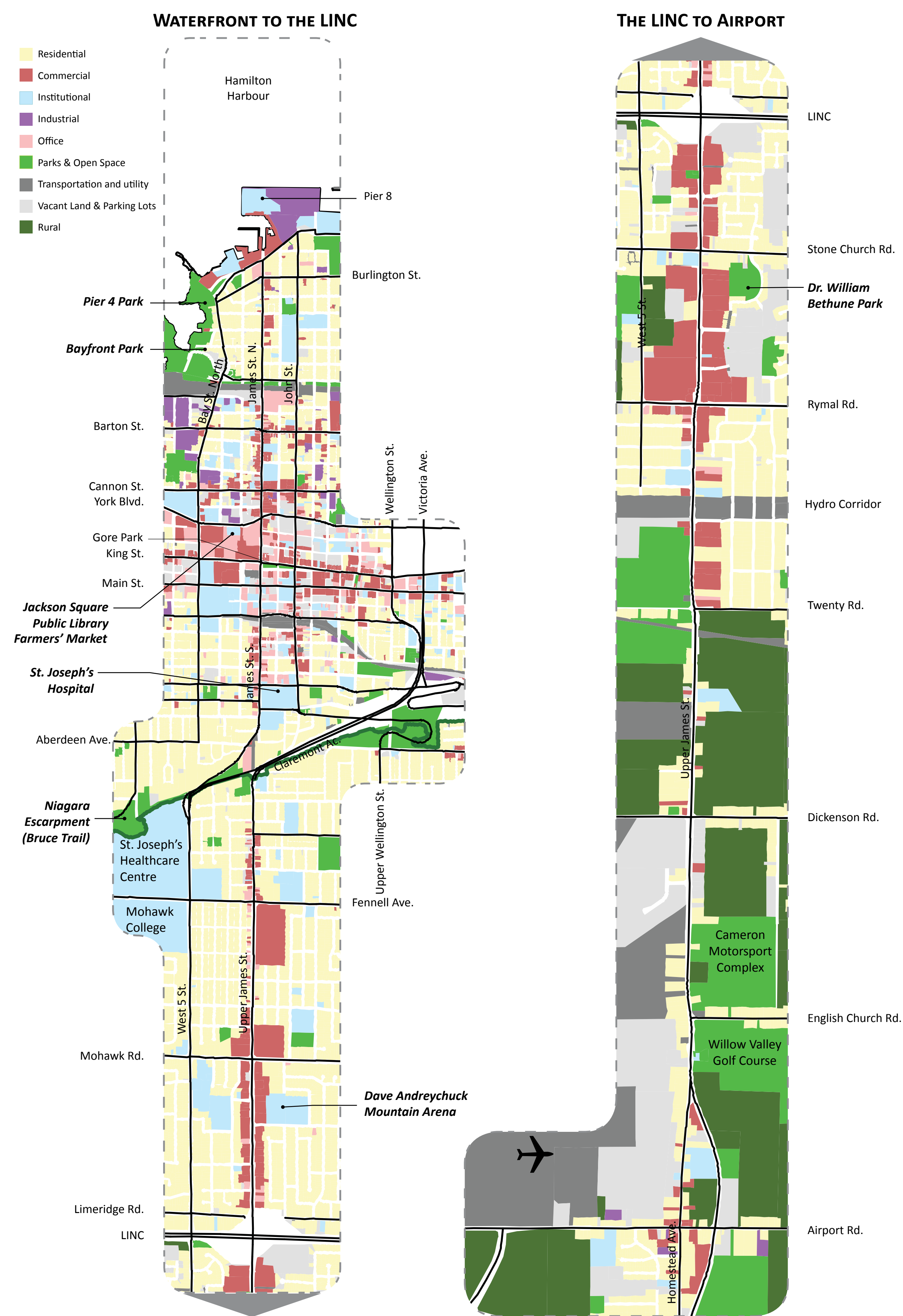
EXISTING & PLANNED TRAILS/BIKE ROUTES



Map Source:
Hamilton Recreational Trails Master Plan (2007)

Corridor Context

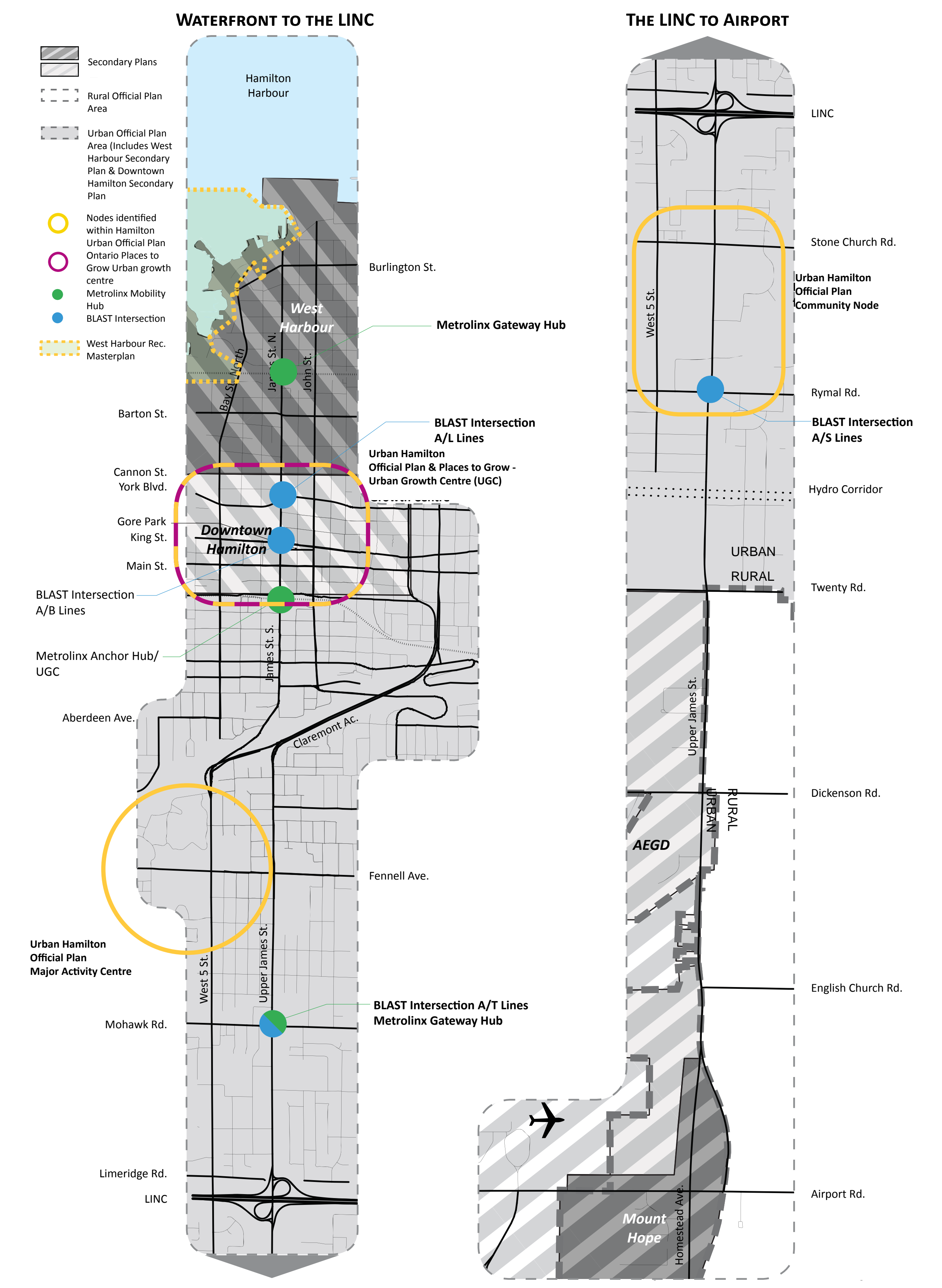
EXISTING LAND USES



PLANNED LAND USES



POLICY AREAS



Map Source: Urban Hamilton Official Plan (2009)

Corridor Opportunities & Challenges

write your comments

PHYSICAL & NATURAL FEATURES



Introduction

Physical and natural features have been identified which influence how the Corridor functions and is experienced. Besides physical and natural features, there are a number of other elements that inform the A-Line urban structure such as character areas and proposed nodes. These elements will be addressed in the following panels.

Definitions



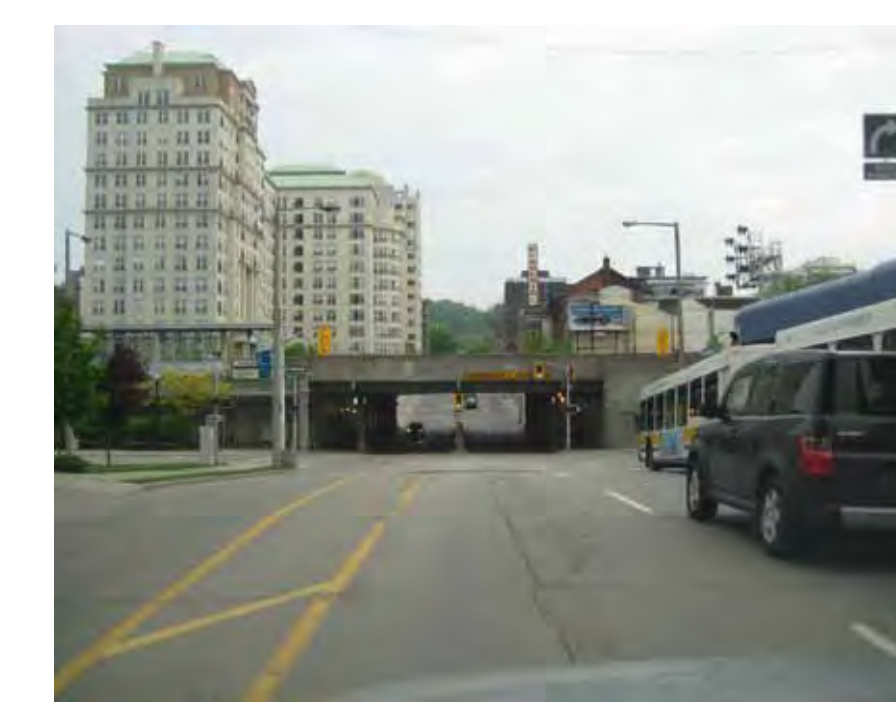
LIUNA (Former CN Railway) Station

Landmark: A landmark is defined as a major feature or building that stands out in the landscape or streetscape. Primary landmarks are features that have a more dominant and/or aesthetic presence.



Escarpment

View Termini: Significant features that terminate views.



TH&B Bridge

Gateway: Visually prominent sites located at the entry of the city, local communities, or specific areas or districts, and which serve to enhance community identity. As such, gateways are the location where a significant change of character occurs in the public space and built form.



Airport Lands

Physical Boundary: A physical geographical barrier or feature that constrains movement or accessibility.



View of Waterfront from James St. N.

View: Public views and vistas are significant visual compositions of important public and historic buildings, natural heritage and open space features, landmarks, and skylines, which enhance the overall physical character of an area.



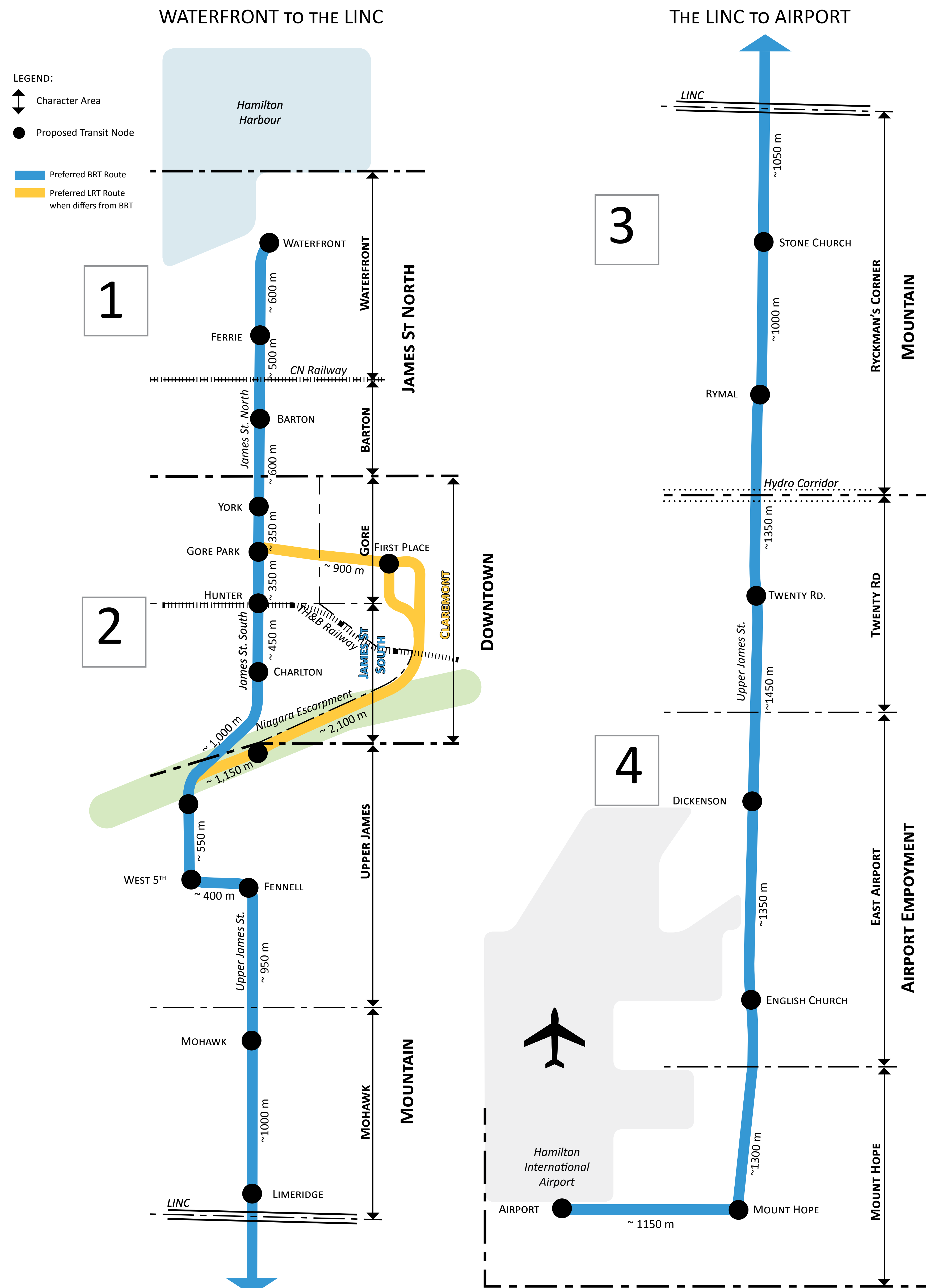
Mount Hope Community

Community: An area with a distinct character and qualities resulting from the people who live, work, learn or play in it.

Corridor Opportunities & Challenges

write your comments

CHARACTER AREAS & TRANSIT NODES



Introduction

SECTIONS

To study the A-Line at a more detailed level, the Corridor was divided into four Sections (north to south):

- 1 **James Street North:** Waterfront to Cannon Street
- 2 **Downtown:** Cannon Street to top of the Escarpment
- 3 **Mountain:** Top of the Escarpment to the Hydro Corridor
- 4 **Airport Employment:** Hydro Corridor to Airport Road

CHARACTER AREAS & A-LINE TRANSIT NODES

To recognize the diverse neighbourhoods and areas along the Corridor, “Character Areas” and “Transit Nodes” were identified within the Sections.

There are 10 Character Areas for the potential BRT and LRT routes — with the Claremont Area replacing the James Street South Area in the case of LRT. Nineteen nodes have been identified along the potential BRT route, while eighteen nodes have been identified along the potential LRT route.

Definitions



Waterfront Area

James Street South Area



Strasbourg, France

Gresham, Oregon



Atlanta, Georgia

Sacramento, California

Character Areas: Distinct areas that have identifiable qualities and may have a unique identity, functions, geography, history, opportunities and challenges.

A-Line Transit Nodes: Within the Character Areas, Transit Nodes are identified as points of transit activity and transit-oriented development. The location of the Transit Nodes may reflect the presence of existing as well as future identified communities, destinations, or activity in the character areas. Future A-Line rapid transit stops are generally proposed to locate within the proposed nodes — exact location and design of stops are to be determined as part of future corridor planning and rapid transit studies.

Corridor Opportunities & Challenges

write your comments

NODAL CHARACTER PLAN



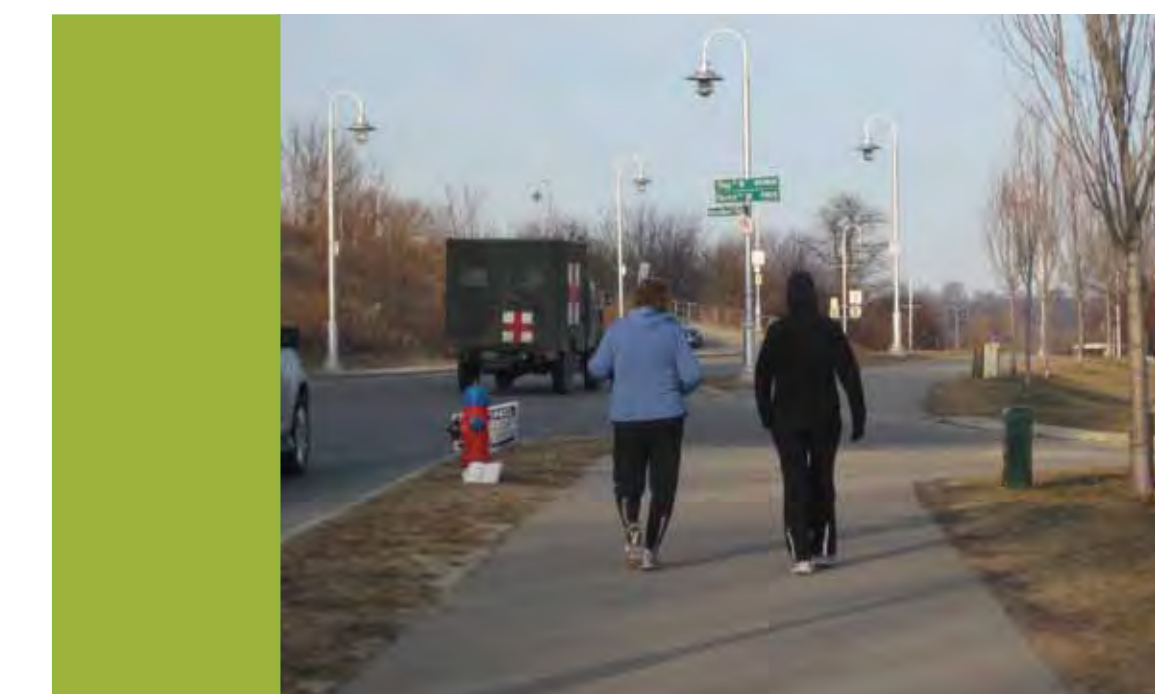
Introduction

The Nodal Character Plan begins to identify the dominant character or “personality” of each Transit Node. Each Transit Node will include a mix of uses and will vary in scale and function to support rapid transit and transit-oriented development.

Definitions



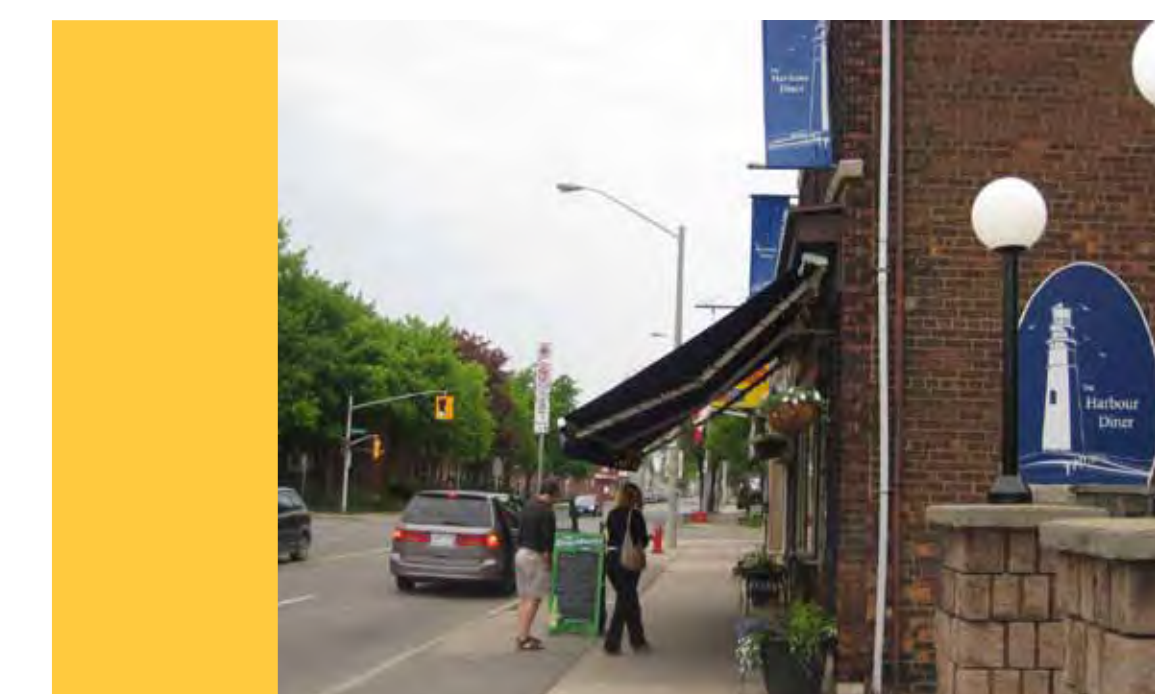
Gore Park



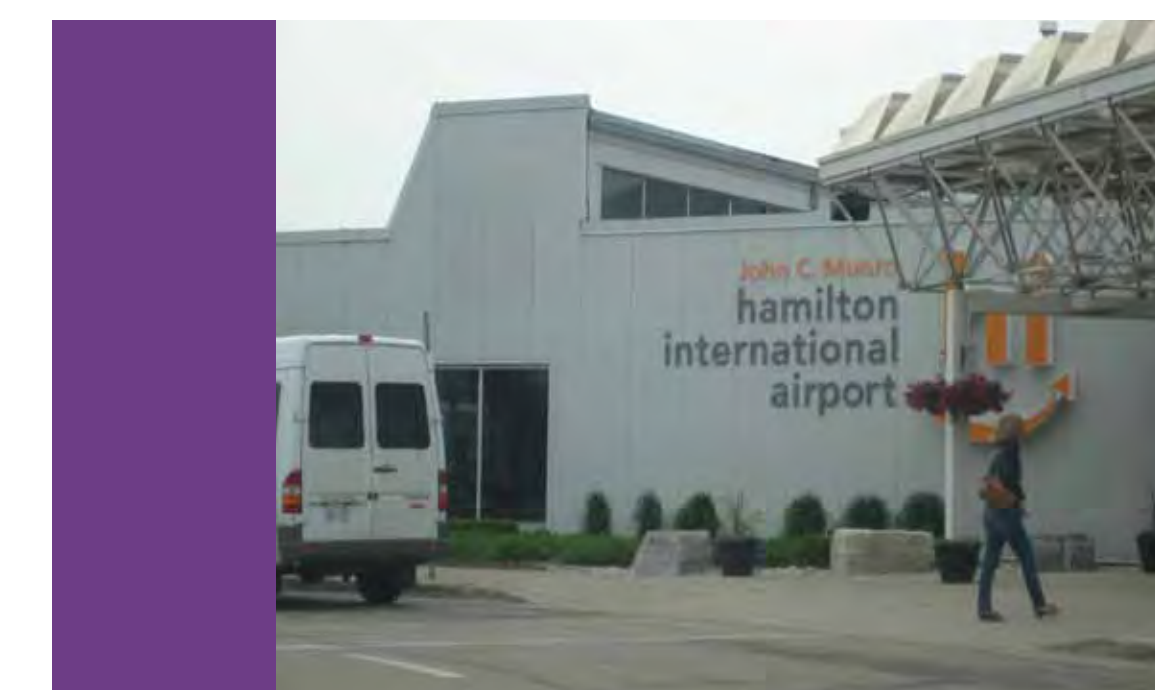
Waterfront



West 5th & Fennell Ave. - Mohawk College



James St. N. and Ferrie St.



Hamilton International Airport

Downtown Transit Node:

A proposed transit node located in the Downtown.

Recreation Transit Node:

A proposed transit node with a strong recreational focus.

Activity Transit Node:

A proposed transit node at a location where the presence of a hospital or educational facility generates significant activity and employment.

Community Transit Node:

A proposed transit node where the presence of an existing or future community or communities forms the dominant character.

Employment Transit Node:

A proposed transit node where there are uses (not related to hospitals or educational facilities) that generate significant employment.