

Waterfront

write your comments

VISION

The Waterfront Area will be a vibrant, year-round regional recreational destination anchored by a strong waterfront residential community. This area will reflect the city's heritage and include a variety of parks and open spaces and mixed uses. The Waterfront Area will be accessible to surrounding areas, the Downtown, and key areas of the city by foot, bicycle, and transit.


























TRANSIT-ORIENTED DEVELOPMENT

Focus TOD around the **Waterfront** and **Ferrie nodes** and along **James Street North**. Reinforce the Waterfront node as a major recreation destination, transit-oriented community, and northern terminus of the A-Line through incorporating a greater intensity, diversity of mixed uses and built form, and pedestrian and transit infrastructure. TOD within the Ferrie node should compliment the existing community character of the area in terms of scale, built form, and uses.

STOP CONSIDERATIONS

WATERFRONT NODE – Stop could locate at a number of possible locations (e.g. close to the water, on Guise Street, or somewhere in between). Location and design of this important northern A-Line terminus should facilitate excellent access to the waterfront, surrounding amenities, and Guise Street.

FERRIE NODE – Stop could locate south of Ferrie Street to shorten the distance to the Barton node.

 Landmarks	 Potential Rapid Transit Stops Location
 Gateways	 Potential Redevelopment/Infill Sites
 Views	 Potential Special Pedestrian Area
 Character Areas	 Potential Future Landmark
 Planned Public Realm Improvements	 Potential Improved Pedestrian / Cycling Connection
 Heritage	 Potential New Park
 Vacant Lot	 Potential Pedestrian Connection
 Existing Parks	 Recreation Node
 Existing Institutional Use	 Community Node
 Existing Rural Area	 Downtown Node
 Existing Recreational Trail / Cycling Route	 Activity Node
 Stream Flow	 Employment Node
	 400 m Circle Around Node



OPPORTUNITIES

- Waterfront as a major regional recreational destination
 - View of the water from James Street
 - Existing diverse/higher density residential on Guise Street
 - Secondary plan policy identifies this as an area of “major change” with additional uses (including increase in residential)
 - Urban Official Plan to introduce waterfront commercial to Pier 7
 - Fairly high density and stable surrounding residential areas
 - Significant development potential along the Waterfront, Guise Street and James Street North
 - A-Line will provide the area with a much stronger transit focus
 - Review existing area policy plans for additional TOD opportunities
 - Waterfront as a major amenity area, attractive for investment
 - Increase local retail on James Street and destination retail along waterfront
- 1 Improve north-south and east-west pedestrian/cycling connections
 - 2 Introduce pedestrian connection through redevelopment/infill site
 - 3 Create a “special pedestrian area” on James Street North to improve pedestrian access to the Waterfront, future James North GO Station and Immigration Square
 - 4 Create a multi-modal transit hub featuring mixed uses, rapid transit, local buses, ferries, cycling and pedestrian facilities

CHALLENGES

- Poor public perception
- 5 Physical grade separation of the land from Guise Street to the Waterfront
- Land assembly may be required to redevelop small properties
- Narrow right-of-way conditions



What is a “Special Pedestrian Area”?

A proposed pedestrian-priority area where public realm improvements are prioritized and reflect a higher than standard treatment (e.g. wide sidewalks, special landscaping, public art, decorative and architectural features).

Barton

write your comments

VISION

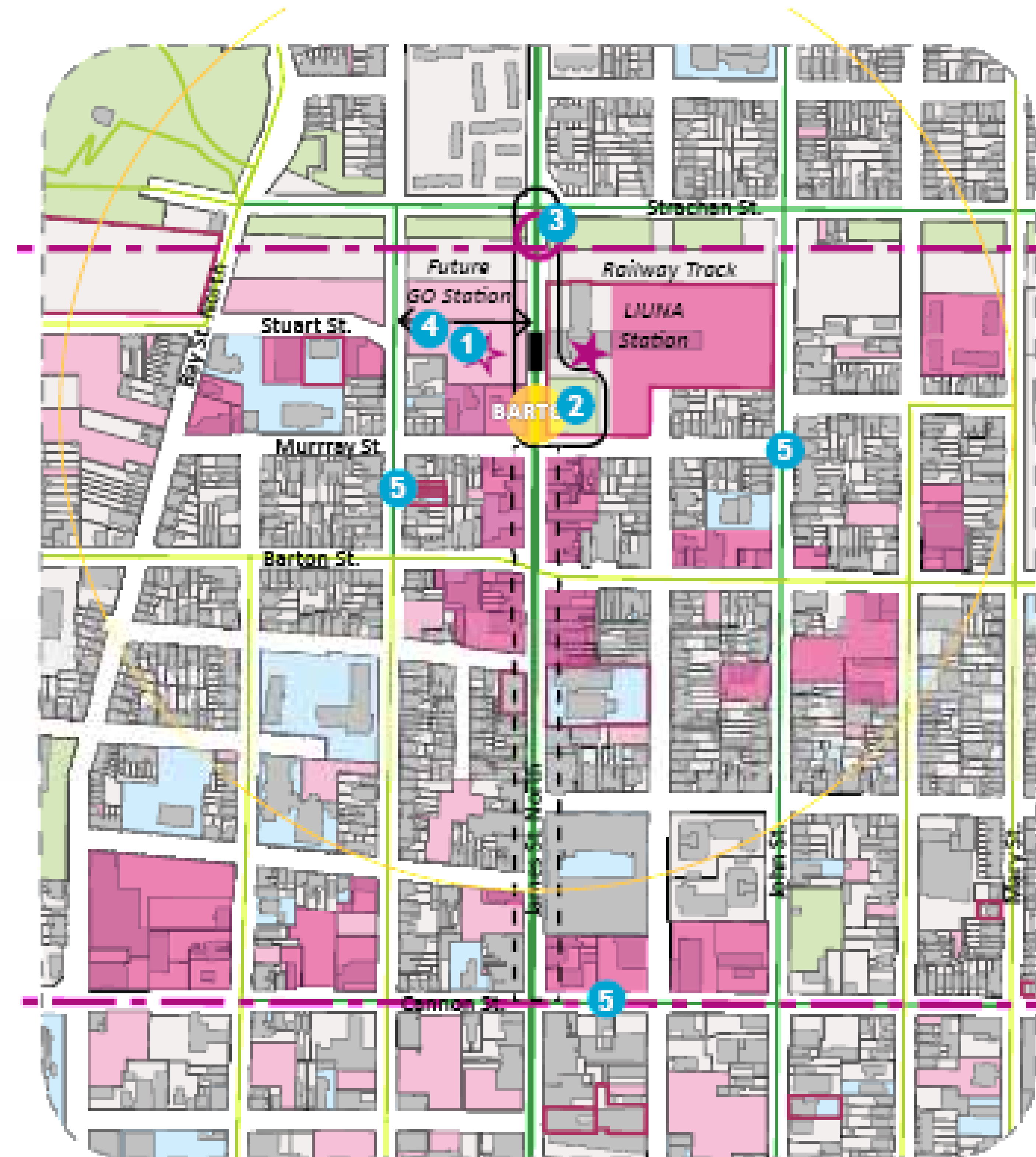
The Barton Area will be the northern gateway to Hamilton's Downtown and the southern gateway to the Waterfront. It will be a diverse and transit-oriented complete community, characterized by a strong mixed-use commercial precinct anchored by landmarks at the GO and LIUNA Station's (Former CN Railway Station) and a vibrant arts district focused on James Street North.

TRANSIT-ORIENTED DEVELOPMENT

Focus TOD around the Barton node and along James Street North. TOD around the Barton node should support the A-Line's integration with the future James Street North GO Station as a mobility hub (identified in *The Big Move: Regional Transportation Plan*) to include a range of uses, amenities, and built form that compliment the area's existing retail and community character.

STOP CONSIDERATIONS

BARTON NODE – Stop could be integrated with the future James Street North GO Station to reinforce its role as a mobility hub. Location and design of stop should compliment the LIUNA Station (Former CN Railway Station) and Immigration Plaza as landmarks to create a strong sense of place.

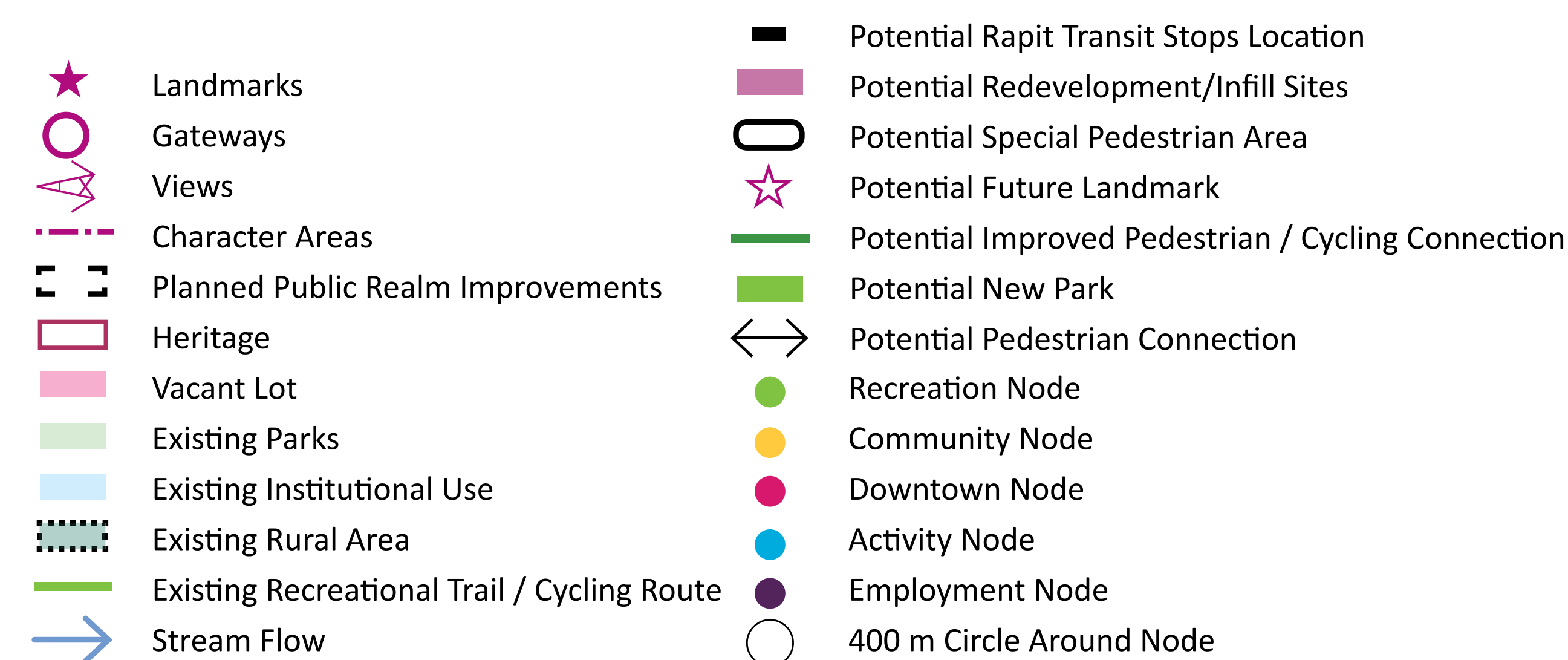


OPPORTUNITIES

- James Street North retail and developing arts district
- Spin-off effects related to the commercial precinct being linked to Downtown
- Strong existing street wall along James Street North
- Significant number of local civic amenities in the area
- Significant residential population within the Beasley neighbourhood
- Review existing secondary plan for additional TOD opportunities
- 1 Design future James Street North GO Station as a multi-modal station with a signature building.
- 2 Enhance Immigration Square as a significant open space by integrating mixed uses along its perimeter
- 3 Extend recent public realm/pedestrian improvements on James Street North northward to include the bridge over the CN railway
- 3 Explore redesign of the bridge to emphasize it as a gateway
- 4 Introduce a pedestrian connection through future GO Station site to Immigration Square
- 5 Introduce improved pedestrian/cycling connections on James Street, Cannon Street, John Street, and MacNab Street to complete the existing pedestrian network
- Consider infill opportunities on some of the medium-sized institutional sites

CHALLENGES

- Pedestrian comfort on one-way street (Cannon)
- Reinforce James Street North character as unique from Downtown Core
- Promoting infill/redevelopment around the Barton node challenging due to small narrow lots and existing character of buildings
- Building transition zones from James Street North to existing residential neighbourhoods
- Potential improvements at Immigration Square would require cooperation of the property owner
- Land assembly may be required to develop small/ irregular lots
- Active rail line in the area
- Narrow right-of-way conditions



Gore

write your comments

VISION

The Gore Area is and will remain a vibrant and lively Downtown Centre where its rich heritage resources are celebrated and where people want to live, work, learn, shop, play, and visit. It will be a major employment area in the city and as a thriving Downtown, include diverse residential, office, retail, civic and cultural uses, and community gathering spaces that are accessible by foot, bicycle, and transit.

TRANSIT-ORIENTED DEVELOPMENT

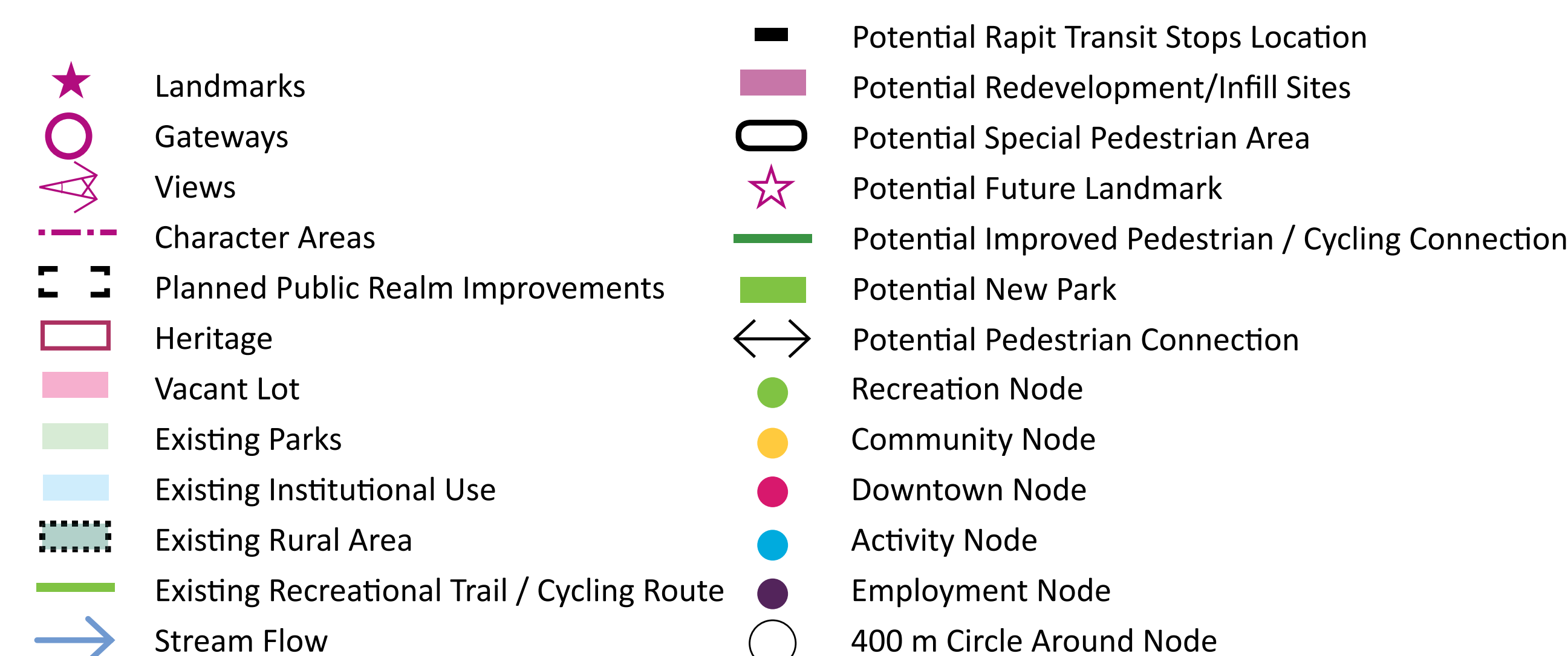
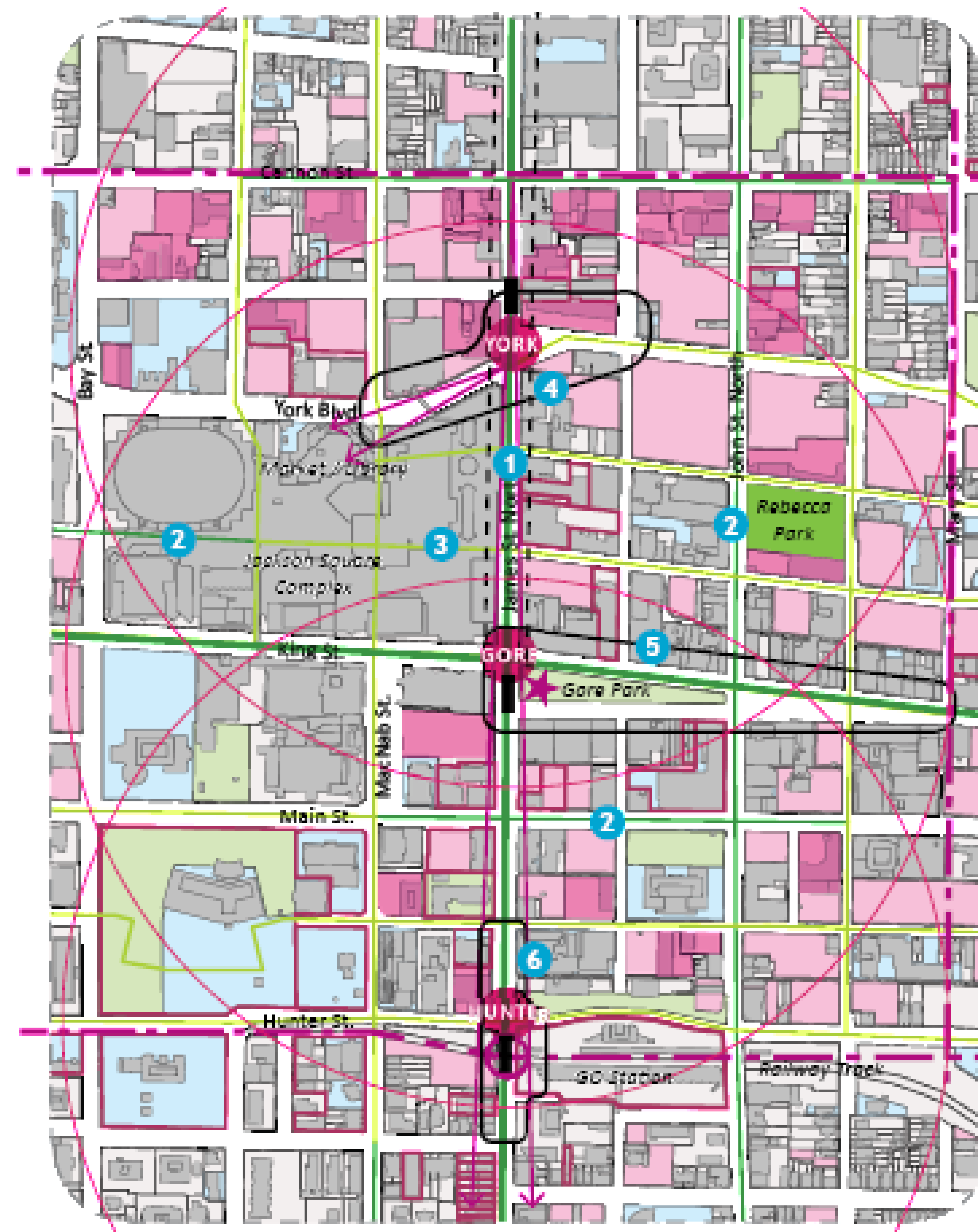
Encourage TOD around the **York, Gore, and Hunter nodes** and along **James Street**. As part of the Downtown Core and the Downtown Mobility Hub (identified in *The Big Move: Regional Transportation Master Plan*), this section of the A-Line Corridor, especially at the nodes, is envisioned to have a high level of connectivity and include the greatest intensity and diversity of uses, as well as range of key amenities. South of the Gore Park node, TOD should capitalize on the Mobility Hub identified at the Hunter GO Station (potentially integrated with the A-Line stop) to introduce greater mixed uses, amenities, residential and office/commercial uses.

STOP CONSIDERATIONS

YORK NODE – Stop could locate north of York Boulevard to integrate with the future rapid transit L-Line and to centrally locate between the Barton and Gore nodes.

GORE PARK NODE – At the centre of Downtown, an A-Line flagship stop could potentially locate near Gore Park and integrate with and compliment the B-Line stop in this node.

HUNTER NODE – Stop could be integrated with the Hunter GO Station, potentially on the west side of James Street South. Design should reflect the Hunter GO Station’s role as a mobility hub.



OPPORTUNITIES

- Continued private and municipal investment and revitalization efforts
- Rich historic resources strongly contribute to Downtown’s character
- Most walkable station area with a wide array of amenities
- Newly renovated Farmers’ Market and Central Public Library are major community attractions
- Area has highest employment densities along the Corridor
- 1 Existing views looking south towards the Escarpment
- Significant redevelopment and infill potential from the many existing underdeveloped, vacant sites, and parking lots
- Integrate rapid transit and TOD in Downtown Secondary Plan review
- Introduce incentives/tools that encourage mixed-use development
- Utilize City-owned under-developed or vacant lands to catalyze TOD
- 2 Improve existing and introduce new pedestrian/cycling connections to the B-Line, Hunter GO Station, and MacNab Terminal to emphasize this area as the Downtown Mobility Hub
- Intensify pedestrian-oriented commercial/retail uses along James Street
- Maintain existing street wall and pedestrian realm along James Street North
- 3 Improve Jackson Square/City Centre as a civic and commercial centre
- Consider mid-rise forms along James Street North and high-rise forms at strategic locations, and continue existing diverse higher-density residential built form in the Durand and Corktown neighbourhoods
- Consider pedestrian improvements along Main Street and Cannon Street
- Create “special pedestrian areas” along:
 - 4 York Boulevard (where future A- and L-Lines intersect)
 - 5 Gore Park (Master Plan/Pilot project underway)
 - 6 James Street South (connections to Hunter GO Station)
- Introduce structured parking and a parking strategy

CHALLENGES

- Pedestrian comfort and safety on one-way streets (Main and Cannon)
- Overpass on York Boulevard negatively impacts pedestrian experience
- Blank walls along James Street (York Blvd to King William St.) and along York Boulevard detract from the pedestrian environment
- Presence of heritage resources require sensitive design of new development
- Perceptions that Downtown is unsafe
- Large supply of parking Downtown is contrary to TOD
- Narrow-right-of way conditions

James Street South

write your comments

VISION


























Shaped by its relationship to the Escarpment and the presence of the Hunter GO Station, the St. Joseph Hospital Healthcare - Charlton Campus, and the area's rich heritage resources, the James Street South Area will be a vibrant transit-oriented residential, local commercial and employment area that is supportive of the functions of the Downtown and reflective of a strong neighbourhood character.

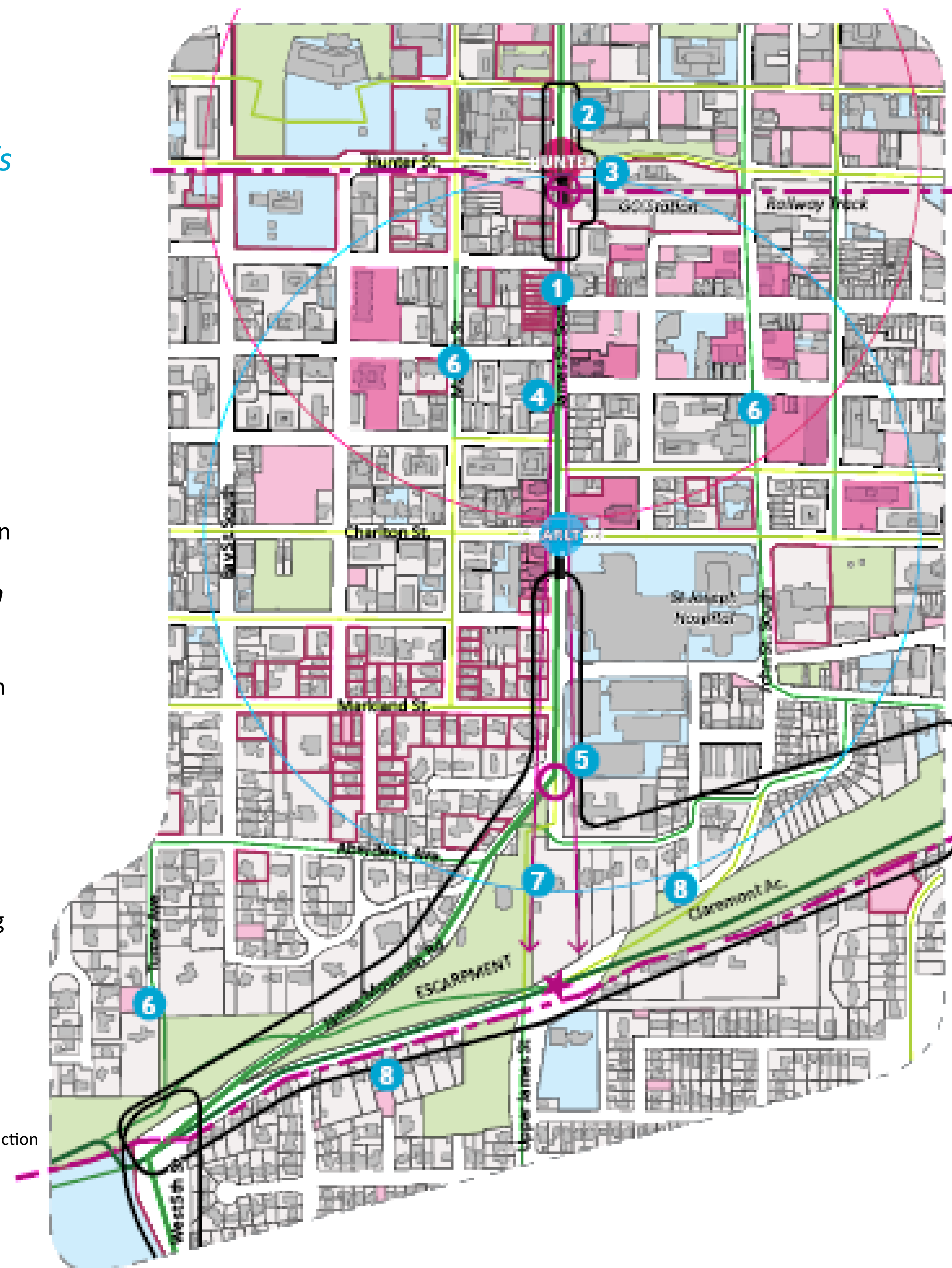
TRANSIT-ORIENTED DEVELOPMENT

Focus TOD around the **Charlton node** and along **James Street South**. TOD in this area should leverage the A-Line's integration with the Mobility Hub at the Hunter GO Station (identified in *The Big Move: Regional Transportation Master Plan*), St. Joseph Hospital Healthcare - Charlton Campus as an important employment centre, and the existing higher density residential built form, to further increase the intensity, diversity of uses, and activity in the area.

STOP CONSIDERATIONS

CHARLTON NODE – Stop could locate south of Charlton Avenue to enable direct access from St. Joseph Healthcare - Charlton Campus, while enabling easy access from the surrounding residential and commercial areas.

	Landmarks		Potential Rapid Transit Stops Location
	Gateways		Potential Redevelopment/Infill Sites
	Views		Potential Special Pedestrian Area
	Character Areas		Potential Future Landmark
	Planned Public Realm Improvements		Potential Improved Pedestrian / Cycling Connection
	Heritage		Potential New Park
	Vacant Lot		Potential Pedestrian Connection
	Existing Parks		Recreation Node
	Existing Institutional Use		Community Node
	Existing Rural Area		Downtown Node
	Existing Recreational Trail / Cycling Route		Activity Node
	Stream Flow		Employment Node
			400 m Circle Around Node



OPPORTUNITIES

- Highest residential densities along the Corridor
 - St. Joseph Healthcare - Charlton Campus as a major employment activity centre presents TOD opportunities for neighbourhood and ridership
 - Rich heritage resources create a strong neighbourhood character
 - Potential benefits of spin-off effects from the Downtown Core/Gore Area for commercial areas along James Street South and John Street
- Existing view from the Corridor looking south toward the Escarpment
 - Intensification of existing uses to reflect mixed use-medium density
 - Reurbanize/intensify existing under-developed sites (e.g. commercial plazas)
 - Integrate future A-Line stop with the Hunter GO Station Mobility Hub
 - Create a “special pedestrian area” between Jackson Street and Hunter Street to improve pedestrian access to the Hunter GO Station, Downtown, and Escarpment
 - Enhance TH&B Bridge as a gateway with an “arrival” experience approaching the Escarpment from Downtown
 - Enhance the pedestrian realm along James Street South to compliment retail and improve connections to the GO Station, the hospital, and the Escarpment
 - Landscape James Street South extensively reflect an extension of the Escarpment and create a green gateway to Downtown
 - Improve east-west pedestrian connections and introduce new north-south on-street connections to the Escarpment
 - Prioritize opportunities identified in the Hamilton Recreational Trails Master Plan for new or improved pedestrian/cycling connections and public realm improvements toward and up Escarpment
 - Reinforce James Street/James Mountain Road as the primary pedestrian connection up the Escarpment (i.e. provide sidewalks/bicycle lanes on James Mountain Road, landscaping, add new crossing to Upper James Street)
 - Enhance the Bruce Trail between Upper James Street and West 5th Street by creating a new path on the Escarpment or extending sidewalks along Claremont Access

CHALLENGES

- TH&B Bridge creates some physical challenges for the pedestrian realm (blank walls, poor accessibility and sidewalk conditions) and station design
- Poor north-south and east-west pedestrian/cycling connections at Escarpment's base
- Poor pedestrian/cycling connectivity and environment up Escarpment
- Narrow right-of-way conditions (James Street South/James Mountain Road)
- Presence of heritage resources require sensitive design of new development

Claremont (potential LRT routing)

write your comments

VISION


























Shaped by its relationship to the Escarpment, its proximity to the Downtown Core, and a strong community presence, the Claremont Area will have a vibrant Downtown neighbourhood character with an enhanced pedestrian and a transit-oriented environment near the Claremont Access.

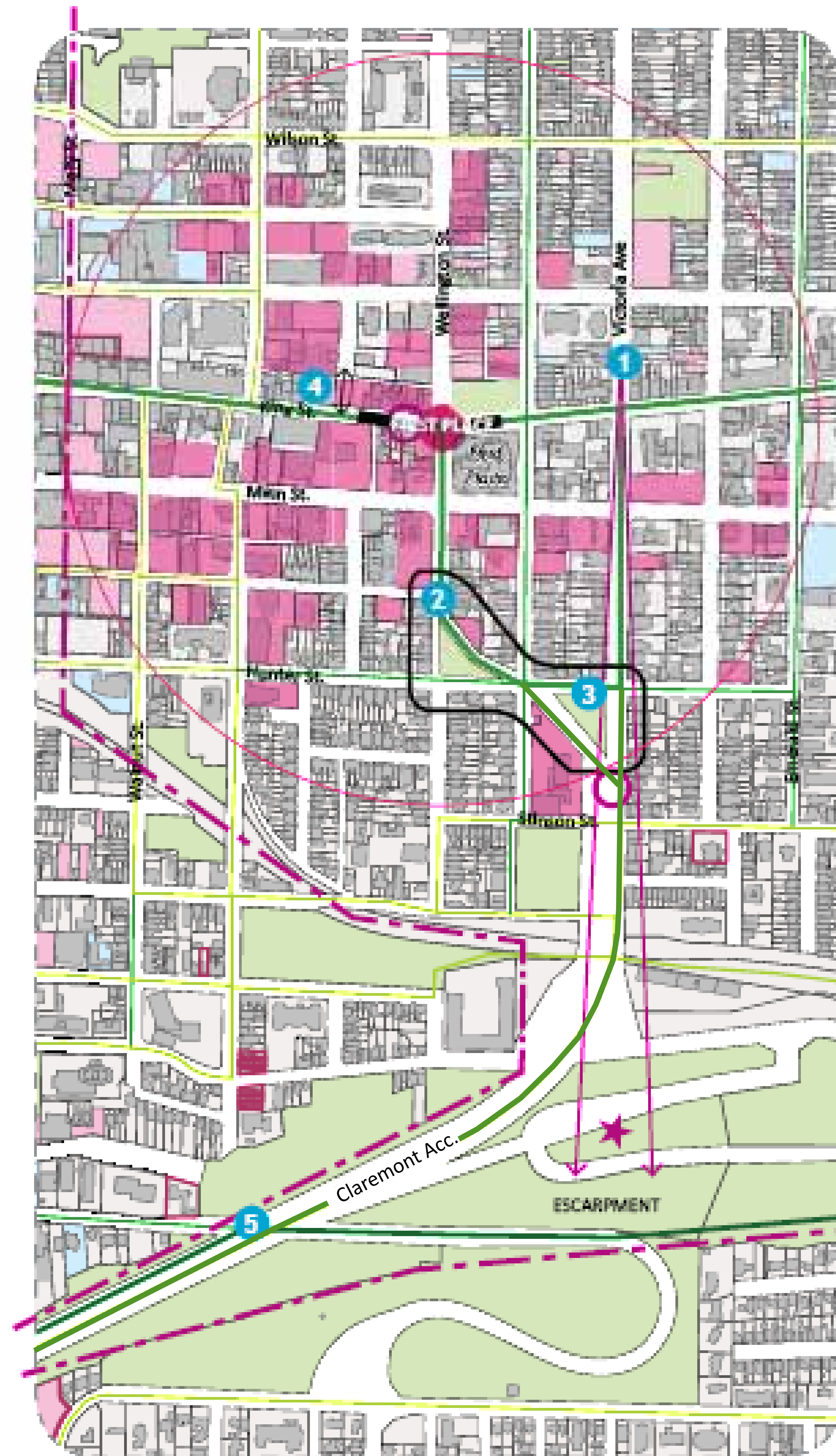
TRANSIT-ORIENTED DEVELOPMENT

Focus TOD along the rapid transit corridor including **King Street, Wellington Street and Victoria Street**, with the greatest intensity and mix of uses around **First Place** as a downtown node and gateway where the A and B-Lines intersect.

STOP CONSIDERATIONS

FIRST PLACE NODE (B-LINE AND A-LINE) – For the potential LRT routing, an A-Line rapid transit stop could be integrated with the B-Line LRT First Place stop at King Street and Wellington Street. More detailed assessment and design for stop infrastructure should consider southbound flow for the potential A-Line LRT routing.

	Landmarks		Potential Rapid Transit Stops Location
	Gateways		Potential Redevelopment/Infill Sites
	Views		Potential Special Pedestrian Area
	Character Areas		Potential Future Landmark
	Planned Public Realm Improvements		Potential Improved Pedestrian / Cycling Connection
	Heritage		Potential New Park
	Vacant Lot		Potential Pedestrian Connection
	Existing Parks		Recreation Node
	Existing Institutional Use		Community Node
	Existing Rural Area		Downtown Node
	Existing Recreational Trail / Cycling Route		Activity Node
	Stream Flow		Employment Node
			400 m Circle Around Node



OPPORTUNITIES

- Build on B-Line Opportunities and Challenges Study (2010)
- Intersection of A- and B-Lines creates opportunity for TOD
- Increased route options with both A- and B-Lines along King Street
- Buildings with heritage value contribute to neighbourhood character
- Relationship to Downtown Core and potential spin-off benefits from Gore Area
- Existing Downtown Gateway on King Street and Wellington Street
- ① South view of the Escarpment as a major landmark from Victoria Avenue
- Existing residential density provides rapid transit ridership
- Diverse existing residential built form (i.e. single-family, townhouses, low to high rise)
- Large rental housing stock
- Range of existing parks and neighbourhood amenities
- Easy transit and vehicular access up/down Escarpment via Claremont Access
- Create a stronger employment focus through TOD
- Reinforce existing neighbourhood character through urban design, public realm improvements, and stop design
- Capitalize on significant redevelopment/infill opportunities from vacant and underdeveloped lots along Main Street and Wellington Street
- ② Create a “special pedestrian area” before the Claremont Access ramps on Wellington Street and Victoria Avenue to improve pedestrian environment/access to rapid transit
- ② Victoria Avenue and Wellington Street could be extensively landscaped to reflect an extension of the Escarpment and to create a green gateway
- ③ Redesign of existing Claremont Access ramps and leftover triangular open space
- Introduce improved pedestrian/cycling connections along rapid transit corridor
- ④ Extend mid-block connection between King William Street and King Street
- ③ Explore Wellington Street and Victoria Avenue as a potential A-Line and B-Line rapid transit loop to turn transit vehicles and enable multiple route options
- ⑤ Consider locating a potential stop where the Claremont Access meets the Jolly Cut to service Corktown neighbourhood and St. Joseph Healthcare - Charlton Campus

CHALLENGES

- LRT routing in this area diverts rapid transit focus from the James Street/Upper James Street primary corridor — Hunter GO Station, St. Joseph Healthcare - Charlton Campus, and James Street South commercial less well-served
- Addition to rapid transit corridor length will likely impact travel time
- Claremont Access negatively impacts pedestrian environment (limited connectivity, blank walls, a “no-man’s” land inbetween the ramps)
- Pedestrian comfort on one-way streets (Main, Wellington, Victoria)
- Poor existing east-west and north-south pedestrian connections along the base and along slope of the Escarpment

Upper James

write your comments

VISION

Upper James, the northern gateway to the Mountain area, will be a transit-oriented and complete community characterized by the Escarpment and the civic nature of the major activity centre and employment node established by St. Joseph Healthcare - Mountain Campus and Mohawk College.

TRANSIT-ORIENTED DEVELOPMENT

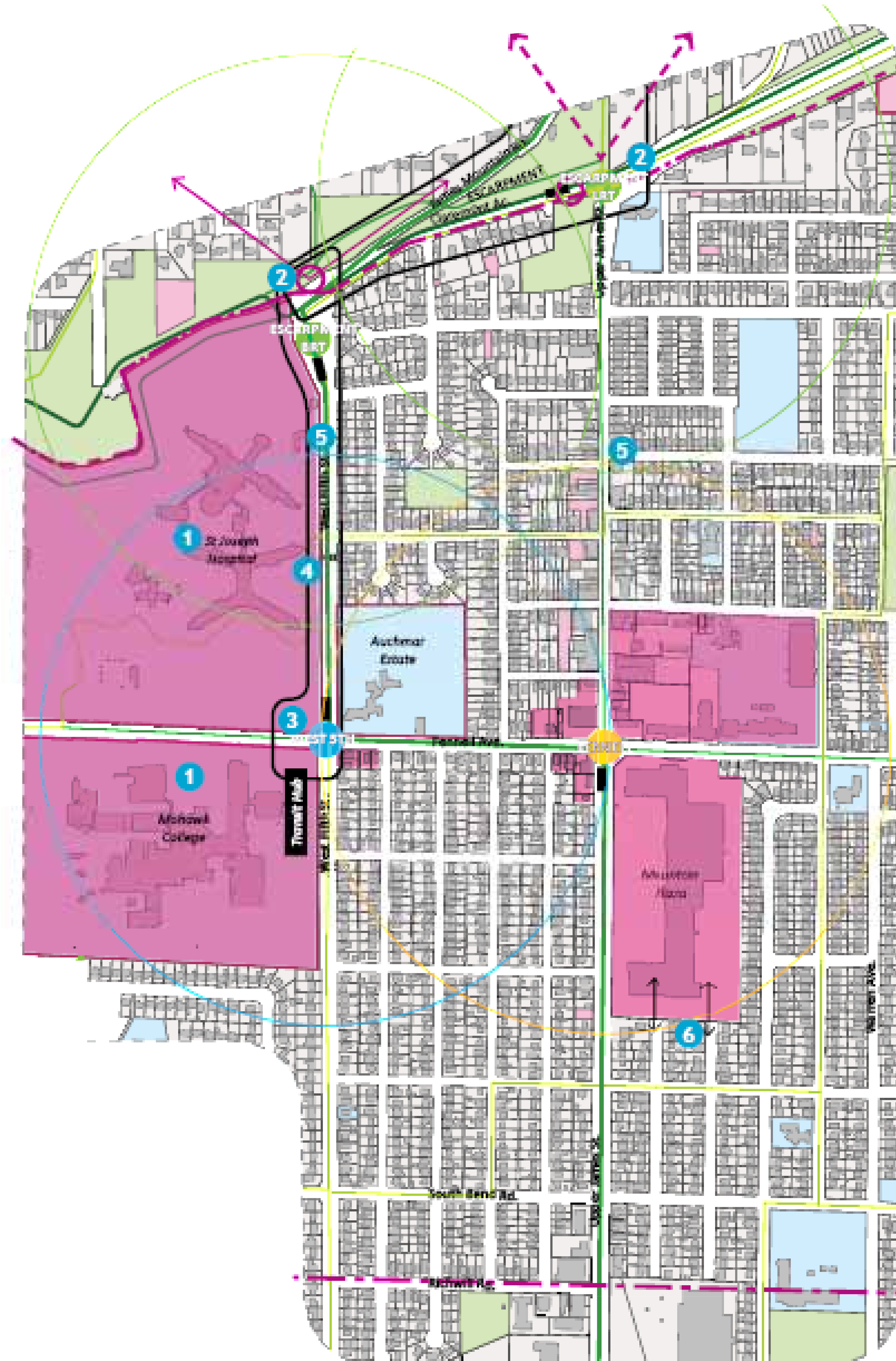
Focus TOD along the rapid transit corridor on West 5th Street, Fennell Avenue, and Upper James Street. TOD shared be of a more modest scale at the Escarpment node to reflect its more natural and recreational character. At the West 5th node, TOD will be more limited and include strategic infill opportunities on the St. Joseph Healthcare and Mohawk College sites and potentially in the stable residential neighbourhoods. TOD should emphasize this node's role as a Major Activity Centre. At the Fennell node, where there are some under-developed sites, TOD could reflect a greater intensity and diversity of use while reflecting the area's existing community character.

STOP CONSIDERATIONS

ESCARPMENT NODE – Stop could locate at the top of James Mountain Road to feature the Escarpment, servicing recreational users and potential significant ridership from St. Joseph Healthcare - Mountain Campus. For LRT, stop could alternatively locate at the top of the Escarpment off the Claremont Access, potentially at Southam Park to remember the historic West Incline Railway Station and facilitate recreational users and potentially, ridership from St. Joseph Healthcare - Charlton Campus (from existing stairs off James Street South).

WEST 5TH NODE – Stop could locate to integrate with the multi-modal transit hub planned on the Mohawk College campus while enabling easy access from St. Joseph Hospital and surrounding areas.

FENNELL NODE – Stop could locate on Upper James Street, south of Fennell Avenue.



OPPORTUNITIES

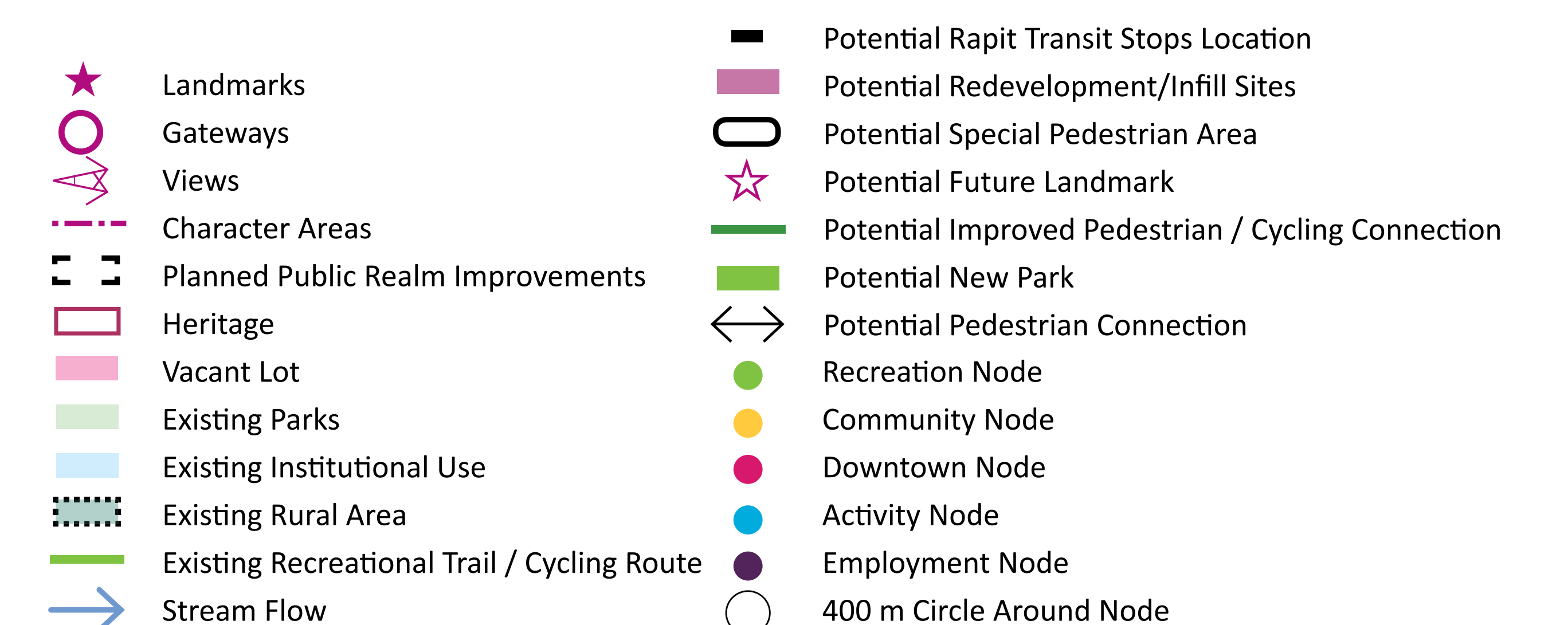
- 1 St. Joseph Hospital and Mohawk College are major activity centres generate significant ridership
 - The Urban Official Plan designates mixed use-medium density and district commercial uses along Upper James Street
- 2 View of the city from the Escarpment
- 3 Capitalize on Mohawk College's multi-modal transit hub to create transit-oriented environment and major activity centre
- 1 Leverage current redevelopment plans for the St. Joseph Hospital, Mohawk College, and Auchmar Estate sites to enhance the area's character/activity
 - Leverage infill potential around the Fennell node (e.g. Mountain Plaza)
 - Increase mixed uses/pedestrian-oriented retail along Upper James Street
- 4 Create a "special pedestrian area" at the top of the Escarpment to reinforce it as a northern gateway to the Mountain
- 5 Introduce new/improved pedestrian and cycling connections along West 5th Street, Fennell Avenue, and Upper James Street to improve connectivity
- 6 Introduce north-south pedestrian connections through the Mountain Plaza

For LRT Routing:

- Neighbourhood amenities on Upper James Street (near Claremont Access)
- Potential Escarpment stop at Southam Park could create a strong sense of place, remembering historic Mountain View Hotel and the West End Incline Railway and emphasizing top of the Escarpment as a "gateway"
- Improve connections from the Bruce Trail to the Escarpment stop

CHALLENGES

- Continued interest on the part of private developers in constructing automobile-oriented development on Upper James Street
- Limited new development potential around West 5th node due to existing redevelopment plans for St. Joseph Hospital, Mohawk College and Auchmar Estate as well as the presence of stable single-family residential areas — conditions may make it challenging to achieve TOD residential densities
- Poor pedestrian environment along West 5th Street
- Few civic amenities in area beyond St. Joseph Hospital and Mohawk College
- Lack of public open space and other gathering spaces along the corridor



Mohawk

write your comments

VISION

The Mohawk Area will be a mixed use pedestrian and transit-oriented neighbourhood with good connections to rapid transit and amenities along Upper James Street.

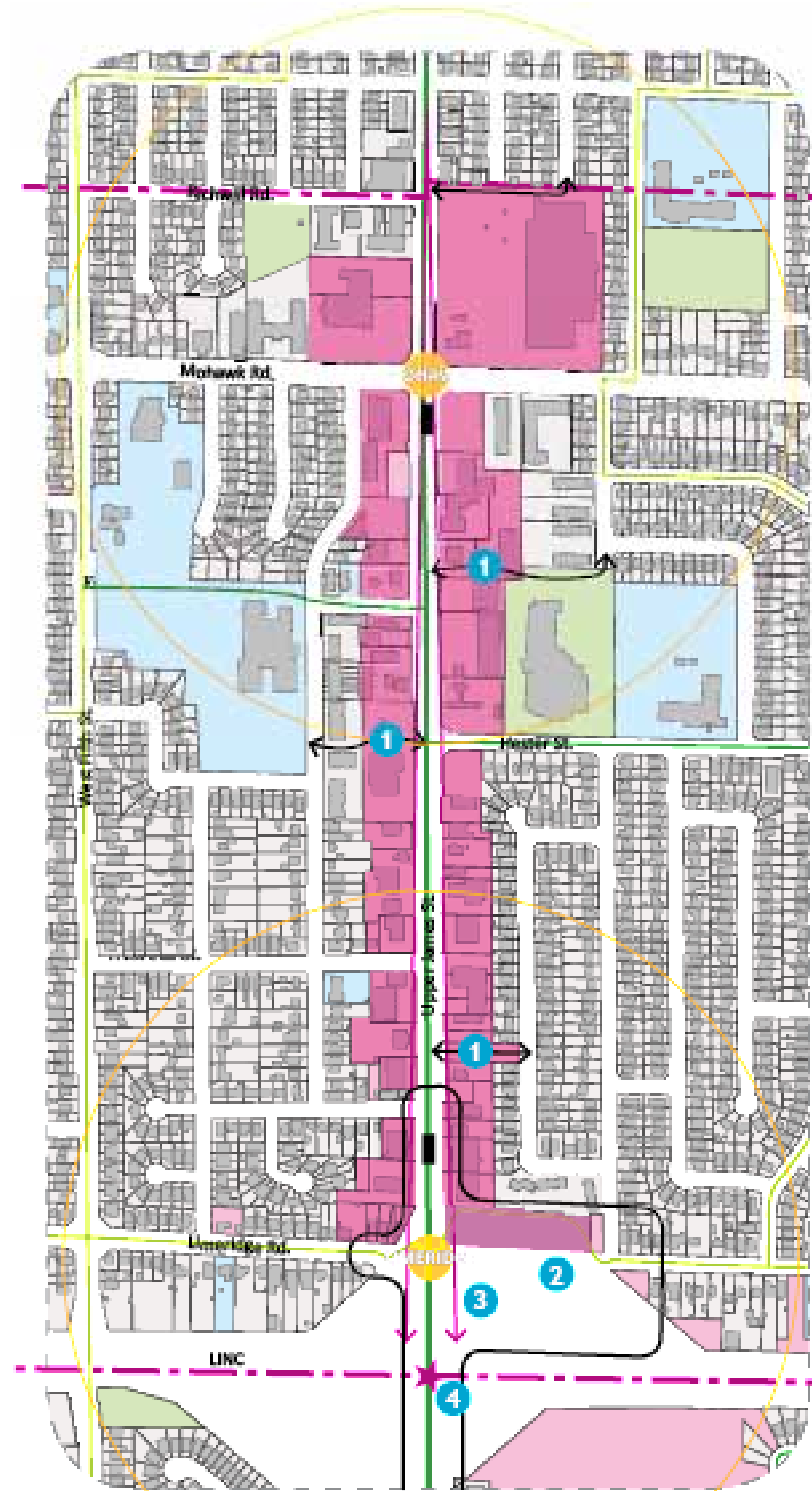
TRANSIT-ORIENTED DEVELOPMENT

Focus TOD along **Upper James Street** and the **Mohawk and Limeridge nodes**. TOD should include a higher intensity and diversity of uses at the Mohawk node to reinforce it as a Mobility Hub (identified in *The Big Move: Regional Transportation Master Plan*) that is to play a significant transportation role in the region while providing a range of amenities in the area. TOD at the Limeridge node may take on a more modest scale due to the presence of the Lincoln Alexander Parkway and to reflect the area's community character.

STOP CONSIDERATIONS

MOHAWK NODE – Stop could locate on the south side of Mohawk Road to be closer to existing community facilities and to shorten the distance to the stop at Limeridge.

LIMERIDGE NODE – Stop could be centrally located on the north side of Limeridge Road between the Mohawk and Stone Church stops.

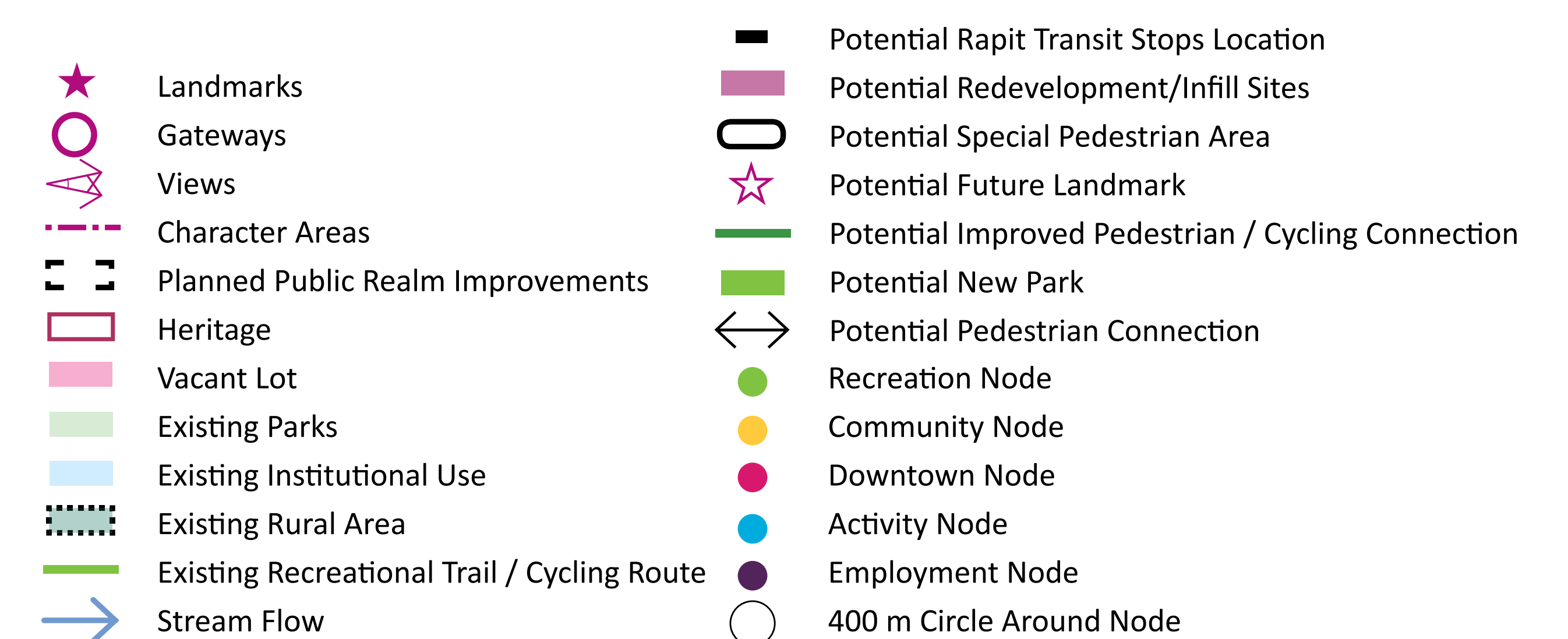


OPPORTUNITIES

- The Urban Official Plan identifies mixed use-medium density and district commercial land use designations along Upper James Street
- Significant development/infill potential along entire stretch of Upper James Street
- Presence of a few major civic amenities in the area such as Mountain Arena
- Good accessibility from the Lincoln Alexander Parkway
- ① Introduce east-west pedestrian connections from residential areas to the Corridor
- ① Introduce mid-block crossings to improve pedestrian connectivity to Corridor
- Introduce improved pedestrian/cycling connections along Upper James Street
- ② Improve the pedestrian connection and environment along Limeridge Road
- ③ Potential to create a “special pedestrian area” stretching from the area north to south of the Lincoln Alexander Parkway and at the Limeridge node
- ④ Enhance and beautify the bridge over Lincoln Alexander Parkway as a landmark

CHALLENGES

- Poor pedestrian environment around Lincoln Alexander Parkway
- Many residential streets currently do not connect to Upper James Street
- Existing residential blocks are long and include discontinuous streets/cul-de-sacs
- Potential new connections would likely require acquiring land at various locations
- Predominantly single-family neighbourhoods and small residential lots may make it challenging to achieve residential densities supportive of TOD
- Continued interest from developers in constructing automobile-oriented development on Upper James Street



Ryckman's Corner

VISION

Ryckman's Corner will be the first urban transit-oriented community north of the Airport Employment Growth District. Its character will be shaped by its history, strong sense of community, and its pedestrian and transit-oriented environment.

















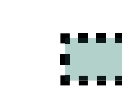








TRANSIT-ORIENTED DEVELOPMENT

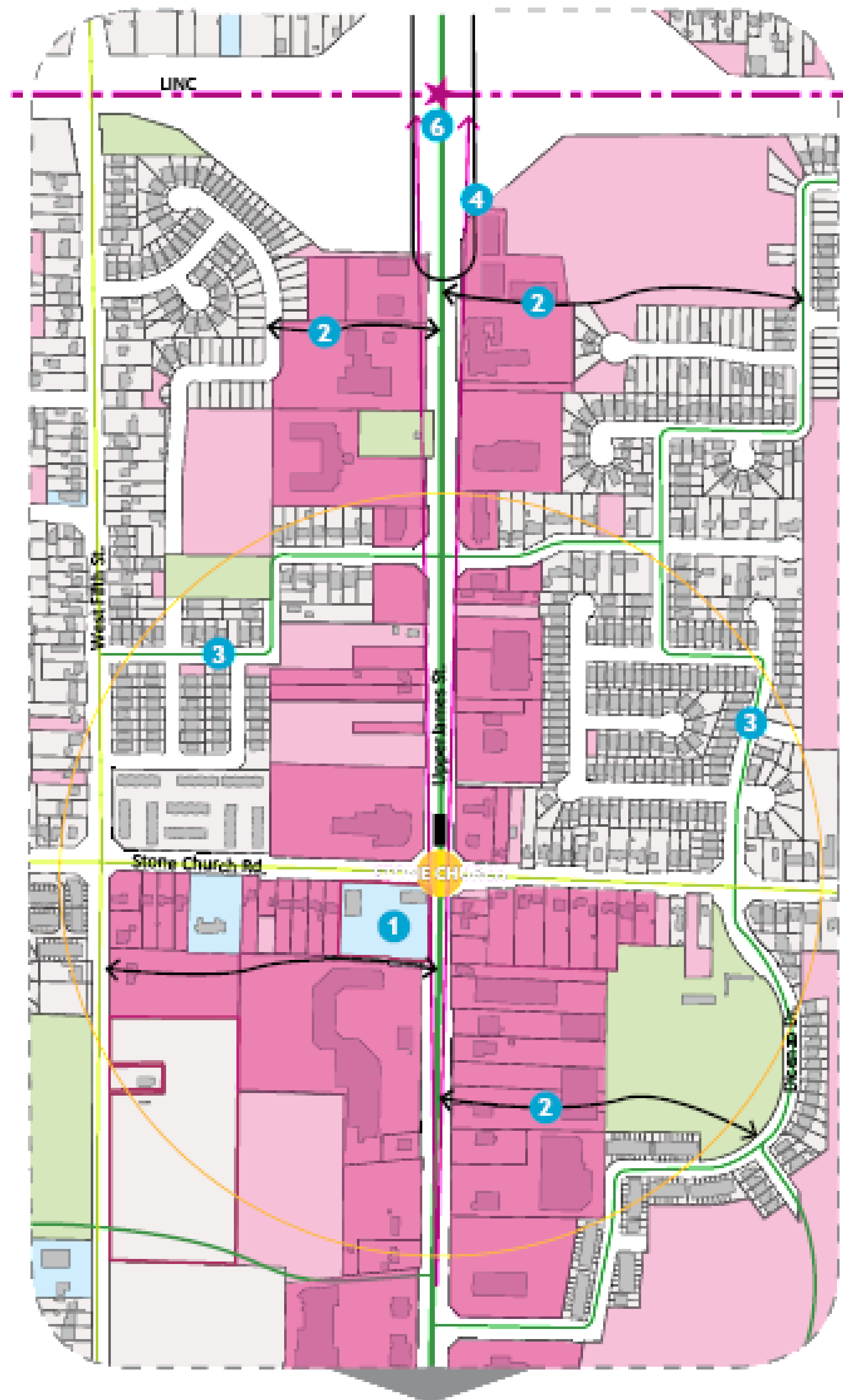
Focus TOD along Upper James Street and the Rymal and Stone Church nodes. TOD could reflect a greater intensity and mix of uses at the Rymal node to reinforce it as a major transit centre (where future rapid transit A- and S-Lines will intersect) and planned community node (identified in the *Urban Hamilton Official Plan*) which is to evolve to include a range of amenities in proximity to each other and transit. TOD at the Stone Church node may take a more modest scale to reflect the existing community character.

STOP CONSIDERATIONS

STONE CHURCH NODE – Stop could locate north of Stone Church Road to minimize the impact on the historically-designated Barton Stone Church site.

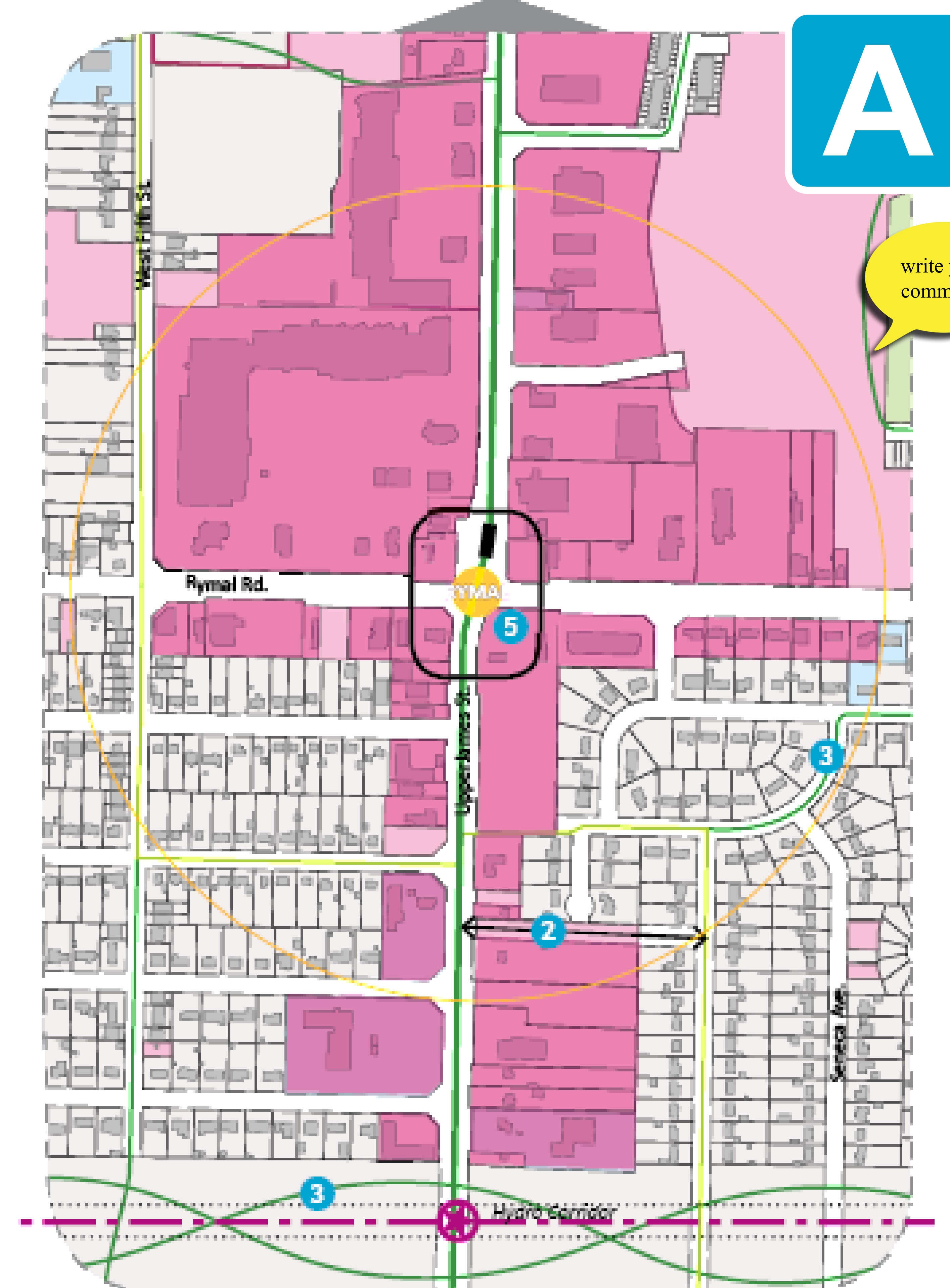
RYMAL NODE – Stop could locate on the north side of Rymal Road to shorten the distance between this node and the Stone Church node and to capitalize on space in the existing right-of-way.

	Landmarks		Potential Rapid Transit Stops Location
	Gateways		Potential Redevelopment/Infill Sites
	Views		Potential Special Pedestrian Area
	Character Areas		Potential Future Landmark
	Planned Public Realm Improvements		Potential Improved Pedestrian / Cycling Connection
	Heritage		Potential New Park
	Vacant Lot		Potential Pedestrian Connection
	Existing Parks		Recreation Node
	Existing Institutional Use		Community Node
	Existing Rural Area		Downtown Node
	Existing Recreational Trail / Cycling Route		Activity Node
	Stream Flow		Employment Node
			400 m Circle Around Node



OPPORTUNITIES

- The Urban Official Plan identifies mixed use-medium density along Upper James Street (Stone Church Road to Rymal Road)
- Rymal node, as intersection of the A- and S-Lines and a community node, will be a major transit and TOD focus
- Significant redevelopment/infill opportunities along Upper James Street
- Good accessibility from the Lincoln Alexander Parkway
- 1** Barton Stone Church is a heritage resource that lends character to the area
- Some level of recent interest in redevelopment/infill in this area
- 3** Introduce north-south pedestrian/cycling connections along and east of Upper James Street and an east-west connection along the Hydro Corridor
- Facilitate pedestrian-oriented development/frontages along Upper James Street
- 2** Create new pedestrian connections and mid-block connections from surrounding residential neighbourhoods to Upper James Street
- Create "special pedestrian areas":
 - 4** Before and after the Lincoln Alexander Parkway and along the bridge
 - 5** At the Rymal node: Consider developing an urban plaza



- 6** Enhance and beautify the bridge as a landmark
 - Increase civic amenities to this area and public open space such as plazas

CHALLENGES

- Address existing arterial commercial land use designation (not TOD supportive) — Review and evolve Urban Official Plan through amendments and secondary planning to transition use off the rapid transit corridor. In the short term, planning work could introduce mechanisms to regulate built form so that developments are more pedestrian and transit-oriented and explore development scenarios to consider business case, land use mix, densities, and potential phasing of sites.
- Existing zoning and parking by-laws allow large surface parking areas to persist
- Extensive areas of automobile-oriented uses located along Upper James Street and continued developer interest in constructing these uses
- Sidewalks disappear on Upper James Street south of Rymal Road
- Poor pedestrian and cycling connectivity from existing neighbourhoods
- Lack of civic amenities in area and public open space along Upper James Street
- Furthest urban character area from Downtown which makes it challenging to build up TOD densities
- All new/infill residential development and sensitive uses must comply with the Airport's development parameters (due to noise impacts)

Twenty Road

write your comments

VISION

Twenty Road will be a vibrant neighbourhood with a strong sense of place shaped by its enhanced passive recreational area and strong natural heritage, its significant employment function, its thriving mixed use areas, and pedestrian and transit-oriented environment.

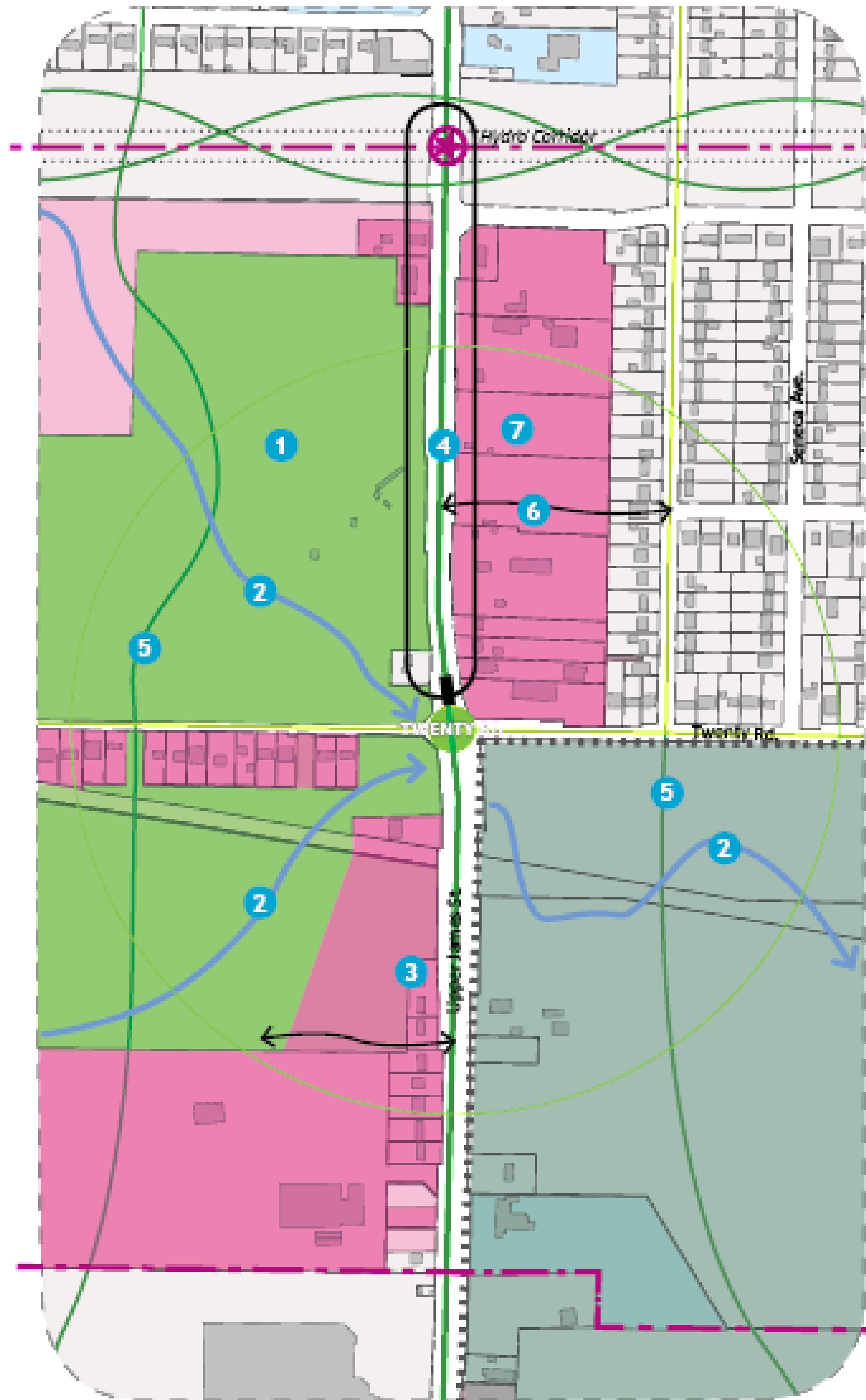
TRANSIT-ORIENTED DEVELOPMENT

Focus TOD along [Upper James Street](#) and at the [Twenty Road node](#). Further planning studies, potentially through secondary planning, should address the existing arterial commercial and the prestige business land use designations along Upper James Street to include more TOD-supportive land uses. Planning work should also address the one-sided development on Upper James Street due to the urban boundary and the significant limits for TOD due to the Airport's development parameters.

STOP CONSIDERATIONS

TWENTY ROAD NODE – Stop could locate on the north side of Twenty Road to shorten the distance to the Rymal node and to better serve the existing community and users of the potential passive recreation/natural area.

- | | |
|---|--|
| Landmarks | Potential Rapid Transit Stops Location |
| Gateways | Potential Redevelopment/Infill Sites |
| Views | Potential Special Pedestrian Area |
| Character Areas | Potential Future Landmark |
| Planned Public Realm Improvements | Potential Improved Pedestrian / Cycling Connection |
| Heritage | Potential New Park |
| Vacant Lot | Potential Pedestrian Connection |
| Existing Parks | Recreation Node |
| Existing Institutional Use | Community Node |
| Existing Rural Area | Downtown Node |
| Existing Recreational Trail / Cycling Route | Activity Node |
| Stream Flow | Employment Node |
| | 400 m Circle Around Node |



OPPORTUNITIES

- Development/infill potential on undeveloped/underdeveloped sites along Upper James Street
- The major natural areas are significant natural heritage and ecological resources
- The Airport Employment Growth District (AEGD) Secondary Plan recognizes importance of creating a sense of place and enhancing the natural areas
- 1 Build on the AEGD Secondary Plan to create a significant passive recreation area west of Upper James Street, enabling connections to proposed trail identified along Hydro Corridor
- 2 Create a protected green corridor along the streams located south-west and north-west of the Twenty Road node
- 4 Develop a potential north-south on-street trail connection along Upper James Street to enhance connectivity and create a “special pedestrian area” with significant improvements along Upper James Street from the Hydro Corridor to Twenty Road to compliment potential park, existing community, and gateway
- 5 Introduce two potential north-south off-street trail connections on both sides of Upper James Street
- 6 Introduce a mid-block connection from the residential community to Upper James Street and from the park to Upper James Street

CHALLENGES

- 7 Address existing arterial commercial land use designation (not TOD supportive)
 - Review and evolve Urban Official Plan through amendments and secondary planning to transition use off the rapid transit corridor. In the short term, planning work could introduce mechanisms to regulate built form so that developments are more pedestrian and transit-oriented and explore development scenarios to consider business case, land use mix, densities, and potential phasing of sites.
- Review AEGD Secondary Plan's prestige business designation (not TOD- supportive)
- 3 on Upper James Street
- Airport's development parameters significantly limit mixed use TOD potential in this area (All new/infill residential development and other sensitive uses are currently prohibited)
- One-sided development on Upper James Street
- AEGD's predominant employment focus and land use designations may challenge ability to achieve employment densities supportive of rapid transit
- Land acquisition required for the City to develop any potential parks/open space— may be constrained by the existing ownership and value of the land

East Airport

VISION

East Airport will be a thriving employment area with a strong relationship to its natural setting. It will include a range of uses to support the airport's functions, generate employment, activity, and rapid transit ridership.

TRANSIT-ORIENTED DEVELOPMENT

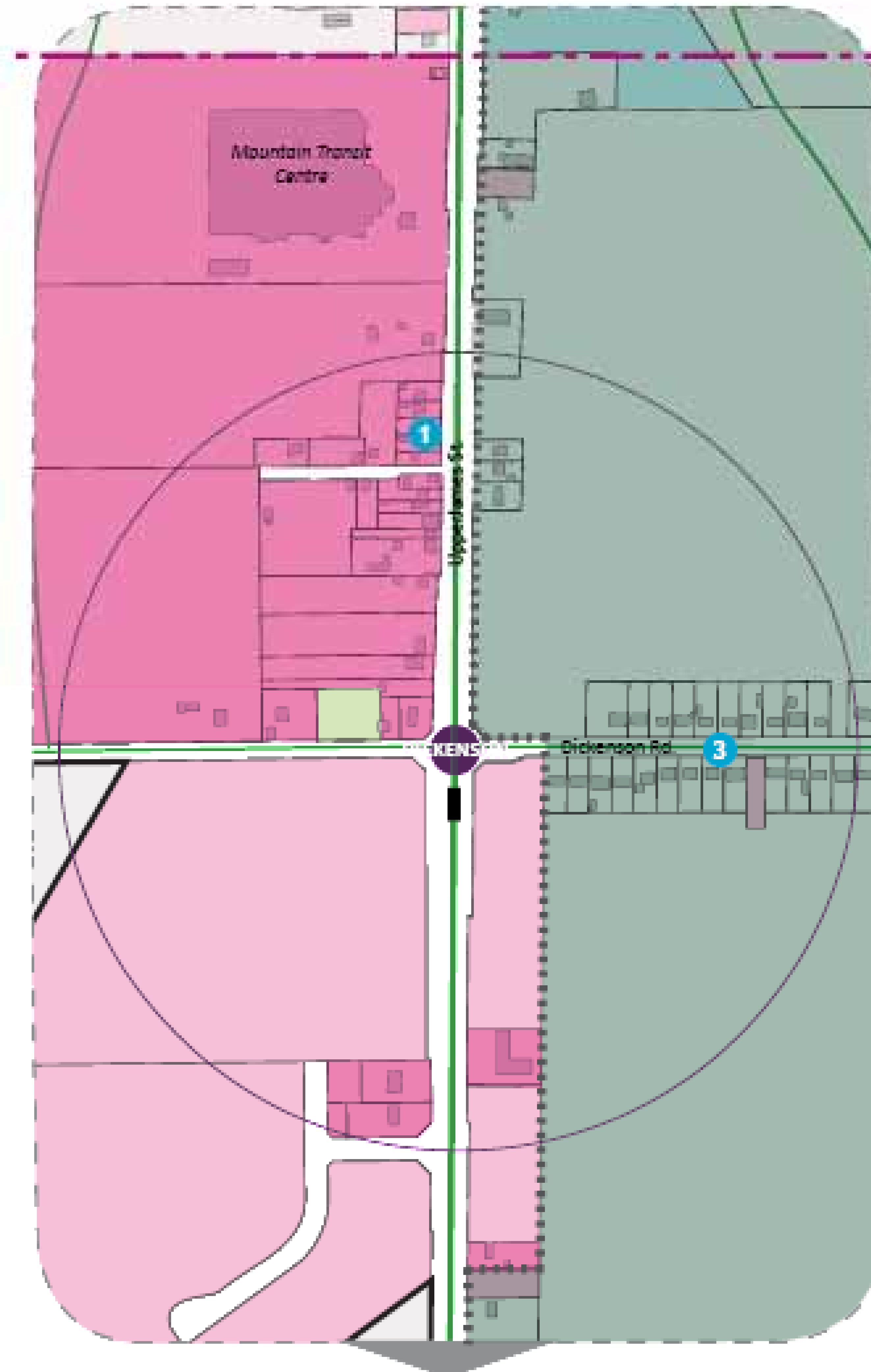
Focus TOD along Upper James Street and at the employment-oriented Dickenson and English Church nodes. Further planning studies, potentially through secondary planning, should review the existing prestige business land use designation along Upper James Street to consider opportunities for more TOD-supportive land uses. Planning work should also address the one-sided development on Upper James Street due to the urban boundary and Airport's development parameters which currently significantly limits TOD potential in this area.

STOP CONSIDERATIONS

DICKENSON NODE – Stop could locate on the south side of Dickenson Road to shorten the distance to the English Church node.

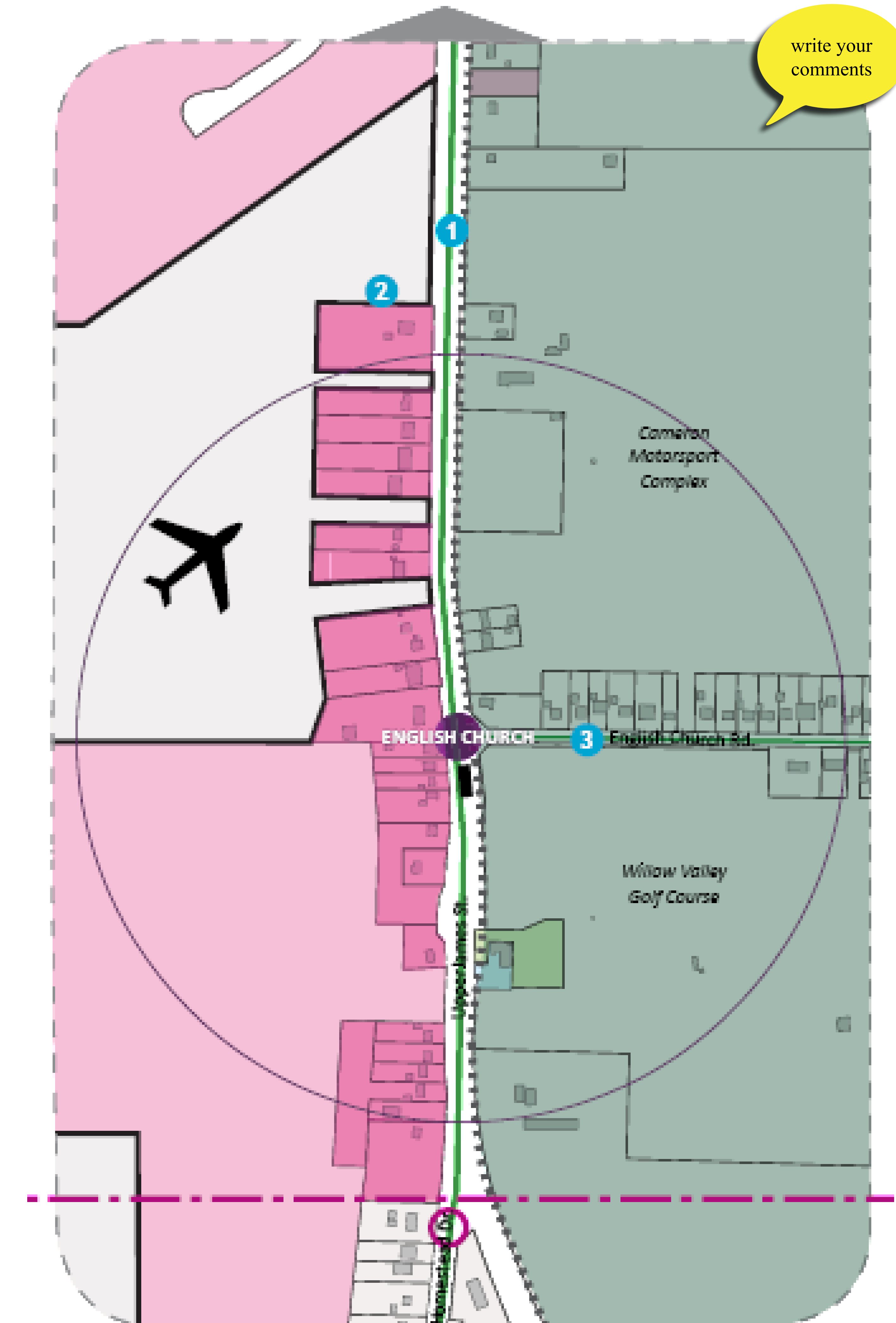
ENGLISH CHURCH NODE – Stop could locate on the south side of English Church Road to shorten the distance to the Mount Hope node.

- | | |
|---|--|
| ★ Landmarks | ■ Potential Rapid Transit Stops Location |
| ○ Gateways | ■ Potential Redevelopment/Infill Sites |
| ○ Views | ○ Potential Special Pedestrian Area |
| ○ Character Areas | ★ Potential Future Landmark |
| ○ Planned Public Realm Improvements | ○ Potential Improved Pedestrian / Cycling Connection |
| ○ Heritage | ■ Potential New Park |
| ○ Vacant Lot | ↔ Potential Pedestrian Connection |
| ○ Existing Parks | ● Recreation Node |
| ○ Existing Institutional Use | ● Community Node |
| ○ Existing Rural Area | ● Downtown Node |
| ○ Existing Recreational Trail / Cycling Route | ● Activity Node |
| → Stream Flow | ● Employment Node |
| | ○ 400 m Circle Around Node |



OPPORTUNITIES

- Development/infill potential on undeveloped/underdeveloped sites along Upper James Street within the urban boundary (e.g. Mountain Transit Centre)
- Build on the Airport Employment Growth District's (AEGD) Secondary Plan's direction for natural areas and emphasize the recreational character (e.g. existing golf course)
- 1 Introduce a potential north-south pedestrian/cycling connection along Upper James Street with sidewalks, public realm improvements
- 3 Incorporate east-west on-street pedestrian/cycling connections along Dickenson Road and English Church Road to improve connectivity to Corridor
- Create more compact and walkable blocks as the area develops



CHALLENGES

- 2 Review AEGD Secondary Plan's prestige business designation (not TOD-supportive) on Upper James Street
- Airport's development parameters significantly limit mixed use TOD potential in this area (All new/infill residential development and other sensitive uses are currently prohibited)
- One-sided development on Upper James Street
- AEGD's predominant employment focus and land use designations may challenge ability to achieve employment densities supportive of rapid transit
- Area has the lowest densities along the entire corridor
- Large land areas associated with the airport create a physical boundary and limits connectivity
- Lack of pedestrian and cycling facilities

Mount Hope

write your comments

VISION

Mount Hope will be an attractive pedestrian, cycling, and transit-oriented complete community with a strong neighbourhood character. This area will include a range of uses that serve the existing and future residents of Mount Hope, the Airport and Airport business park area, and the rural area.



STOP CONSIDERATIONS

MOUNT HOPE NODE – Stop could locate on the west side of Homestead Drive. Stop design should reinforce this node as the gateway to the Mount Hope community.

AIRPORT NODE – Stop could locate at main entrance to the airport on public land. Stop should reinforce this node as the gateway to the Airport.

OPPORTUNITIES

- The Airport’s continued growth as a major employment/activity node
- Design the Airport stop as a major southern terminus and gateway to the Hamilton International Airport, encouraging a greater mix of uses in the area.
- Infill potential in the Airport Employment Growth District (AEGD) area and on existing vacant and underdeveloped sites
- Intensify and diversify uses strategically in the Mount Hope community through infill — maintain residential use
- 1 The Mount Hope Secondary Plan calls for a “Community Improvement Area” to ensure district commercial land use identified develops in an aesthetic and coordinated manner with amenities and infrastructure to reflect area’s role as a gateway to the airport
- 2 Incorporate a north-south improved pedestrian and cycling connection on Homestead Drive and an enhanced east-west connection along Airport Road to improve connectivity especially to rapid transit and airport
- Enhance Mount Hope’s “village” character by retaining a representative portion of the original settlement as a cultural heritage landscape and built heritage resources.
- 3 Emphasize Mount Hope and Airport as unique gateways through aesthetic architecture and landscaping, special public realm treatment, and decorative features
- Easy access from the highway

CHALLENGES

- Existing land use designations in the Mount Hope Secondary Plan and AEGD Secondary Plan challenge ability to develop TOD at the Mount Hope node
- Airport’s development parameters largely prohibits new/infill residential in this area and significantly limits TOD potential
- Low densities in the rural area make rapid transit servicing a challenge
- Lack of pedestrian and cycling facilities
- Narrow rights-of-way conditions on Homestead Drive
- Large land areas associated with the airport create a physical boundary and limits connectivity
- Presence of heritage resources in the Mount Hope community will require sensitive design of new development

TRANSIT-ORIENTED DEVELOPMENT

Focus TOD along the rapid transit corridor on **Homestead Drive and Airport Road**, especially around the **Airport node**, and to a lesser degree, the **Mount Hope node**. Further planning studies, potentially through secondary planning, should review the existing district commercial and airport business park land use designations and the Airport’s development restrictions to explore more strategic opportunities for more TOD-supportive land use provisions. TOD should leverage the Airport node as a major regional destination and employment/activity centre and southern terminus of the A-Line. At the Mount Hope node, TOD should reflect the strong community character of the area.

