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# Hamilton Rapid Transit Preliminary Design and Feasibility Study

## A-LINE

## RECORD OF PUBLIC CONSULTATION

Version:1.0

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## A-LINE

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January 2012

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# 1 Introduction

1.1 This document represents the Record of Consultation for the City of Hamilton's North-South Rapid Transit Corridor (A-Line) undertaken as an integral component of the A-Line pre-feasibility study between the period June 2010 through to October 2011.

1.2 The study comprised three components in addition to the consultation:

i) Corridor alternatives development

ii) Identification of potential and existing hubs and land use development strategies

iii) Phasing strategy

1.3 These three components were progressed as part of an integrated study, with the public consultation proceeding concurrently and linked to the other components.

1.4 The City of Hamilton, with the assistance of the consultant team, embarked on an inclusive public consultation program to obtain the public's input into the study. The approach taken reflected the City's desire for consultation to be a two-way, open and proactive process for providing information to stakeholders. The objectives of consultation were to:

- Communicate effectively and proactively to all stakeholders and public about the EA process, rapid transit benefits and associated impacts/costs.
- Reinforce the value of public consultation throughout the process.
- Demonstrate the City's leadership and commitment to a sustainable future.
- Provide information that is easy for the general public to digest and understand clearly explaining technical concepts and processes.
- Evoke a strong sense of pride and enthusiasm about rapid transit plans for Hamilton and associated benefits.

# 2 Consultation Activities

2.1 This section describes the public consultation activities undertaken.

### Launch Event

2.2 A public launch event for the A-Line was held on December 9 2010 at the Mountain (Dave Andreychuk) Arena. The event itself started at 18:00 and consisted of a formal presentation from 18:15 through to 19:15, with presentations by Jill Stephen, Director Rapid Transit for the City and Antonio Gomez-Palacio from Dialog, with time beforehand and then from 19:15 through to 20:30 for attendees to view information panels and provide feedback. The presentations are contained at Appendix A

Figure 1: Launch Event Presentation

2.3 A number of the panels were interactive, with attendees invited to provide their input and thoughts via sticky notes which could be pasted onto the panels. To aid understanding, feedback and glean input each of the panels was manned and facilitated by either a member of the City staff or one of the consultant team. Other members of staff/the consultant team were also on hand to answer any questions that attendees had.

2.4 The event was attended by 34 people. The panels displayed are contained in Appendix B with a transcribe of the comments received on the sticky notes contained in Appendix C. These comments have been used to inform development of the land use opportunities and challenges study and the development of the Rapid Transit concept

on the A-Line. The panels were also posted onto the Rapid Transit website www.hamiltonrapidtransit.ca and have been available online since the event itself.

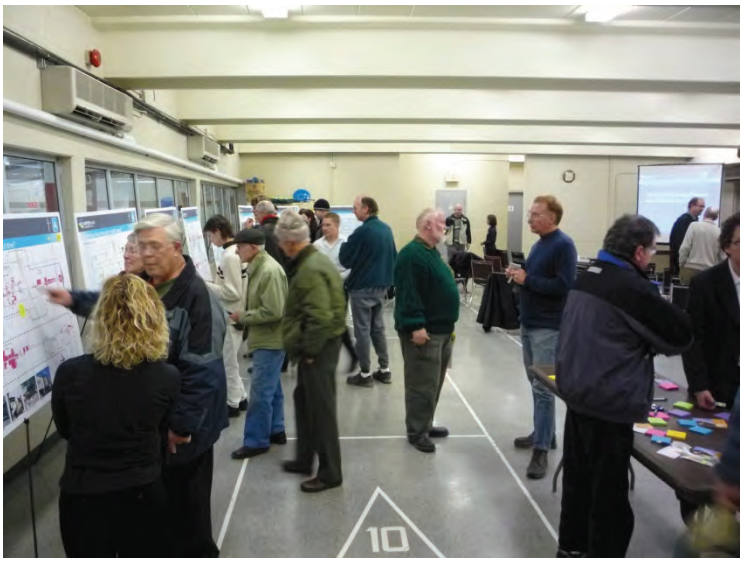


Figure 2:

Launch Event attended by 34 people

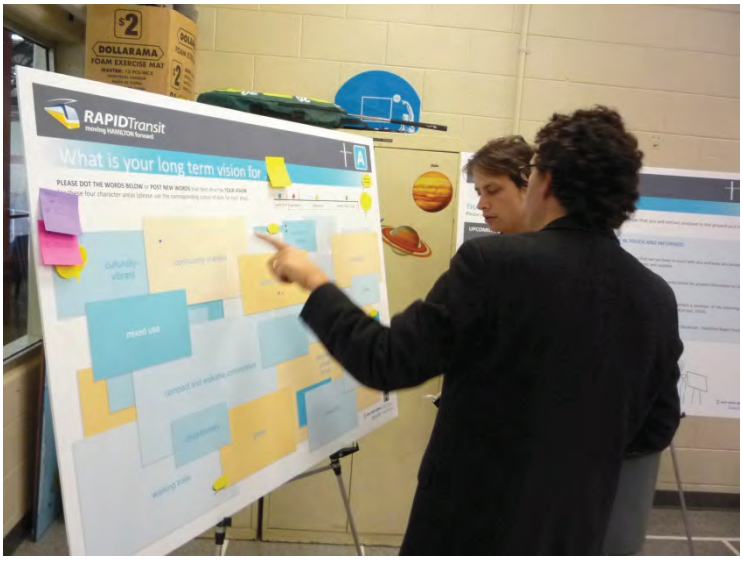
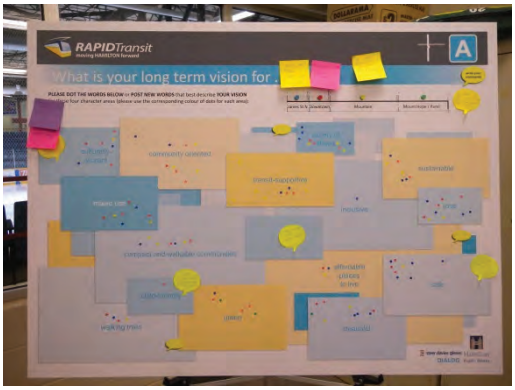



Figure 3:

Facilitated Interactive Information Panels



## Stakeholder Interviews

2.5 Stakeholder Interviews were held November 30, 2010, December 3, 2010 and January 11, 2011. The key objectives were:

- To gain a preliminary understanding of existing conditions, views and perceptions, and issues and opportunities along the A-line to inform the process; and
- To meet and introduce the project and planning process to key stakeholders along the A-line.

2.6 The interviews included a number organizations and individuals with interests along the A-line corridor, including, but not limited to: the Hamilton Port Authority/Hamilton-West Marina and other waterfront destinations; neighbourhood associations and housing co-ops; BIAs; public libraries; churches; art organizations; the hospital; the Niagara Escarpment Commission and other conservation and recreational organizations; businesses and retailers; schools and post-secondary institutions; property owners/major land owners; the Hamilton Airport Authority; regional/local developers; seniors organizations; non-profits; First Nations groups; rail operators; and utility companies. A full list of those interviewed is included at Appendix D, along with the objectives of the interviews and the interview questions.

2.7 The interviews were held early in the process, as a way of informing the team's analysis and the next phases of public engagement. Appendix E contains the notes taken during the interviews.

2.8 Some of the key themes arising from the interviews were presented during subsequent public events and at the Hamilton RTCAC meetings, a selection of which are included in Figure 1 below.

*"For me to use it, it has to be real convenient"*

*"It is crucial to build up the density and turn it into a more pedestrian environment, however hard it is to imagine today"*

*"Walking and cycling will happen when the destination is there"*

*"The type of people who can make our cities great are moving away to where they can live without experiencing life through a windshield"*

*"Upper James has been car-oriented for a long time . . ."*

*"This project has the opportunity to build up a great sense of community"*

*"City needs to be bold"*

Figure 4: Comments Received at Stakeholder Interviews

## Citizen Advisory Committee

2.9 To ensure regular engagement and input into the development of the Rapid Transit project the City established a Rapid Transit Citizen Advisory Committee (RTCAC) in the Summer of 2010.

2.10 The role of the RTCAC is to provide input and advice to the City of Hamilton regarding the planning and development of the Rapid Transit Initiative and related land use planning studies.

2.11 The Committee of 26 members is made up of members of the public, property owners in the corridor and a number of stakeholder organizations. Membership was by application, in response to advertisements seeking interested citizens. In total, over 214 applications were received and final membership was determined through a process of filtering to ensure there was representation from all areas of the City. The Committee includes 9 general public members, 6 property owners in the corridor, with the remainder representing business or community stakeholders.

Figure 5: An RTCAC Meeting

2.12 The RTCAC met for the first time in September 2010, where they agreed to a Terms of Reference, a copy of which is included at Appendix F. While the RTCAC is not a decision making body, it meets with the RT Team generally on a monthly basis to provide feedback and input on emerging ideas, project related work activities and

other elements, such as consultation material. To date, 12 meetings of the RTCAC have been held (latest meeting on October 20, 2011) and RTCAC members have played an active role at each of the consultation events that have been held since its formation. All meeting materials and minutes from the RTCAC are located on the project website (www.hamiltonrapidtransit.ca).

2.13 The RTCAC members have attended both of the A-line public events, the launch and the PIC's.

### Public Information Centres (PIC's)

2.14 The City of Hamilton advertised (see Appendix G) and hosted PIC's between 18:00 and 20:00 on July 19 2011 at Mohawk College and on July 20 2011 at Hamilton Convention Centre where the public were invited to:

- Review existing and future considerations for the A-Line Corridor.
- Discuss potential land use planning and rapid transit opportunities and issues along the A-Line corridor.
- Learn about the next steps.
- Add their voice.

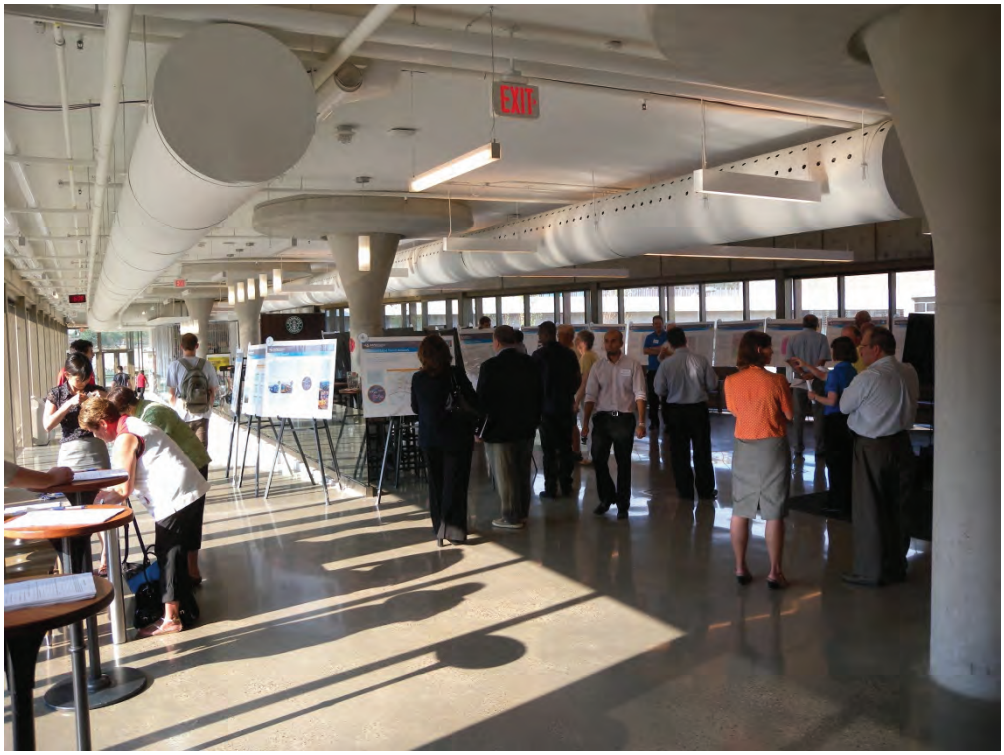



Figure 6: PIC Mohawk College

2.15 Information panels, contained in Appendix H, were on display and members of the City's Rapid Transit Team, Planning department and the consultant team were on hand to answer questions from attendees. Comment sheets, included at Appendix I, were available for completion by attendees . Forty (40) people attended each of the PIC's and details of the feedback received are contained in Appendix J. The feedback obtained from the PIC's has informed the subsequent work.

Figure 7: PIC Mohawk College

Figure 8: PIC Hamilton Convention Centre

# 3 Future Consultation

3.1 In progressing development of the A-Line it is recommended that the City of Hamilton continue to take a proactive and measured approach to consultation, taking into account the current views and wishes of Council.

3.2 This may mean that less inclusive engagement is undertaken in moving forward with the A-Line, although the City must be mindful of the need to ensure that adequate consultation and engagement can be demonstrated to meet the requirements of the Transit Project Assessment Process (TPAP).

3.3 Accordingly, the following activities which have been undertaken for the B-line are recommended during development of the A-Line and should be embodied in an ongoing communication strategy:

- Continuation of strong and inclusive approach across the Council. In particular this should include a:
  - specific Rapid Transit team to advance and own the project;
  - Rapid Transit Technical team to comment on, and own, the technical work being undertaken; and
  - Corporate Working Team to review and be kept updated on the projects development so that the full implications of it on the Council and its services are understood and planned for from an early stage.
- A Citizen Advisory Committee to guide the project team and act as a public and stakeholder "sounding board".
- Continuation of the project website, which should be kept up to date.
- Maintenance of a stakeholder and interested parties/persons mailing list to ensure those interested are kept up to date on project developments.
- Newsletter, sent out electronically at a frequency consistent with the stage of the project and the work being undertaken.
- An open offer, and inclusive approach, to engage with businesses, stakeholders and interested parties as development work on the project progresses. This could include attendance at stakeholder meetings and participation in forums and events.
- Early First Nations engagement to establish who the contacts are for each of the First Nations groups, in particular through the Ministry of Aboriginal Affairs.

# APPENDIX A - LAUNCH EVENT PRESENTATION

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WELCOME!

# HAMILTON RAPID TRANSIT A-LINE LAUNCH

## SCHEDULE

Part 1: Presentation & Discussion (6:15 to 7:15pm)

- Welcome & Introduction (City)
- Rapid Transit, Transit-oriented Development (City)
- A-Line Opportunities & Challenges Study (Dialog)
- Discussion

Part 2: Open House (7:15 to 8:30 pm)

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# HAMILTON RAPID TRANSIT
# A-LINE LAUNCH

## Presentation

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Hamilton
Public Works

## Open House: OVERVIEW

part 1: **Presentation & Discussion (6:15 to 7:15pm)**

**Welcome & Introduction** (City)

**Rapid Transit, Transit-oriented Development** (City)

**A-Line Opportunities & Challenges Study** (DIALOG)

**Discussion**

part 2: **Open House (7:15 to 8:30 pm)**

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# Welcome and Introduction to Rapid Transit and Transit Orientated Development

Jill Stephen, Director
Rapid Transit

## RAPID TRANSIT 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...***

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# BLAST NETWORK

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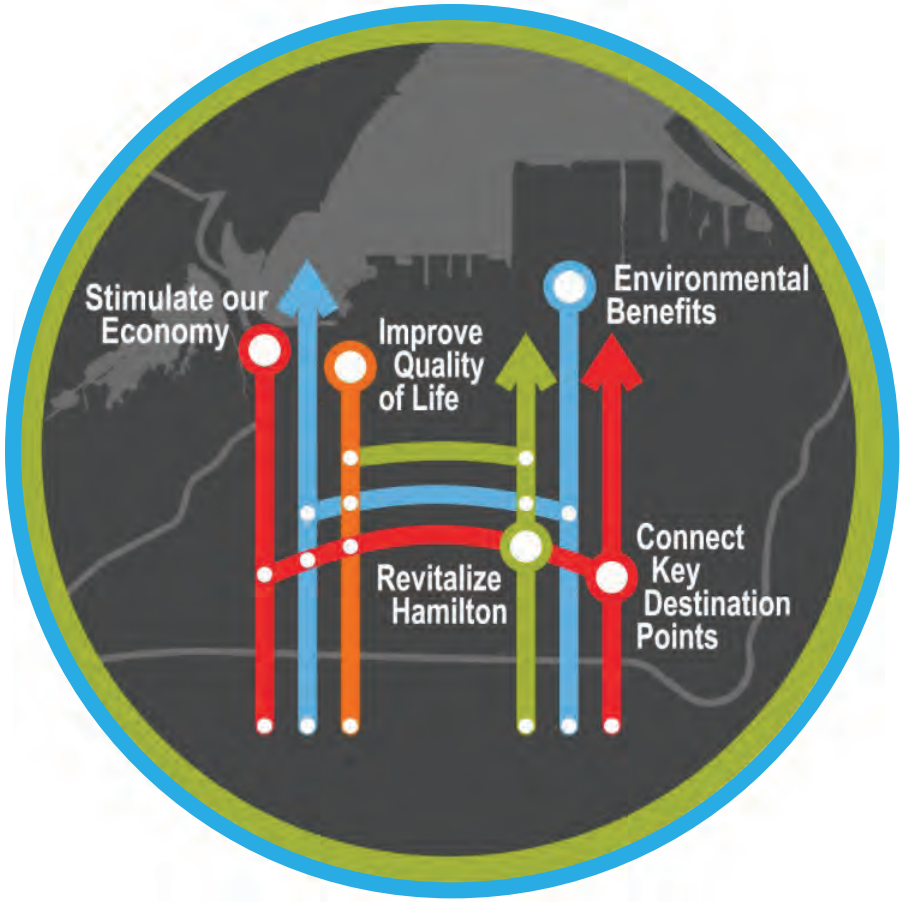
Hamilton Public Works

# RAPID TRANSIT BENEFITS



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A

# BACKGROUND

**March 2005**
**Provincial Policy** adopted as long-term vision for Ontario - policy seeks to build strong communities and encourage more efficient use of land

**2005**
**Greenbelt & Niagara Escapment Plans** adopted to conserve the region's natural heritage and to limit growth in those areas

**February 2007**
Completion of the Hamilton Transportation Master Plan

**June 2007**
Formation of Metrolinx and development of MoveOntario 2020 - an initiative to improve transit across the GTHA

**November 2008**
Metrolinx completes Regional Transportation Plan - includes 5 Rapid Transit corridors in Hamilton ("BLAST") with B-line as a "priority project" and A-line to be a 15-year project

**February 2010**
Metrolinx Benefits Case Analysis for the B-Line

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**March 2010 - Fall 2011**
Planning, Design and Engineering Study:
- LRT Preliminary Design for B-Line (Eastgate to McMaster)
- Opportunities & Challenges Study and Feasibility Study for the A-Line (Waterfront to Airport)

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2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011

**2005**
**Greenbelt & Niagara Escapment Plans** adopted to conserve the region's natural heritage and to limit growth in those areas

**2006**
**Places to Grow** is a 25-year plan to strategically manage growth in urban areas in the Greater Golden Horseshoe region.

**November 2007 - December 2009**
Rapid Transit Feasibility Studies completed: Phases 1, 2 and 3

**2009**
**Hamilton Urban Official Plan** and **Hamilton Rural Official Plan** seeks to strategically manage growth in urban areas in the Greater Golden Horseshoe region.

**2010**
**Transit-orented Development Guidelines** adopted to encourage transit-supportive higher intensivity land uses, built form, and quality public realm

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**2010**
**September 30: B-line Project Kick-off**
**December 9: A-line Project Kick-off**

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# WHAT IS RAPID TRANSIT ?

A public transit mode with the following attributes:

- High frequency
- Operates in a segregated corridor or with a very high level of priority over other modes
- High capacity
- Predictable journey times
- Integrated with other public transit in the City
- Integrated into the streetscape
- High quality vehicles
- High quality stops
- Easily accessible
- Specific branding and marketing
- Operated with Bus (BRT) or Light Rail Transit (LRT)

# TECHNOLOGIES: 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

Portland, Oregon

Bogota, Columbia

Cleveland, Ohio

Halifax, Nova Scotia

# TECHNOLOGIES: LIGHT RAIL TRANSIT (LRT)

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

Portland, Oregon

Minneapolis, Minnesota

Houston, Texas

San Jose, California

# Best Practices

# EXAMPLES OF BEST PRACTICES

Integrated land use and Rapid Transit planning

# EXAMPLES OF BEST PRACTICES

With Rapid Transit central to development

# EXAMPLES OF BEST PRACTICES

Segregated but integrated - LRT

# EXAMPLES OF BEST PRACTICES

Segregated but integrated - BRT

# EXAMPLES OF BEST PRACTICES

Level boarding for easy access

# EXAMPLES OF BEST PRACTICES

Montpelier, France

Sympathetic design

Marseille, France

Stops integrated into the streetscape

# EXAMPLES OF BEST PRACTICES

Thinking about the whole space around stops

# EXAMPLES OF BEST PRACTICES

- Wayfinding to help passengers get to and from key destinations
- Complete streets and corridors to provide safe and easy access to the transit system

Lyons, France

London, UK

BALDWIN PARK
VILLAGE CENTER

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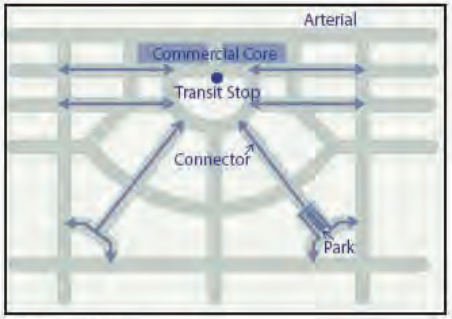
# Transit Oriented Development (TOD)

# WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

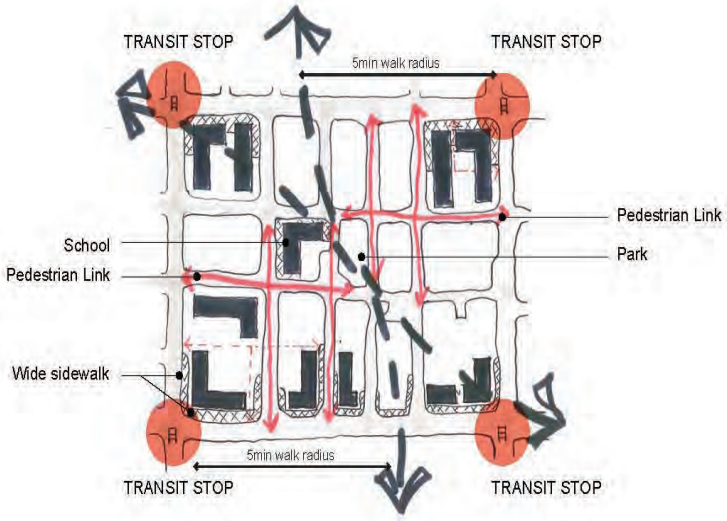
***Compact, mixed use development near transit facilities with high-quality walking environments***

## Components of TOD:

- Walkable design with the pedestrian as the highest priority
- Transit stop/station as prominent feature
- A mixture of uses in close proximity including: office, residential, retail, and civic
- Clustering of development




Calthorpe, 1994



## Components of TOD:

- High density, high-quality development within a 5 to10-minute walk circle surrounding train station
- Supportive transit network
- Designed to support active transportation
- Reduced and managed parking inside 10-minute walk circle around town centre / train station

Photo Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

# WHY TOD?

- Growing desire for quality urban lifestyle
- Increasing desire for more walkable lifestyles away from traffic
- Changes in family structures: more singles, empty-nesters, etc.
- Growing support for “Smart Growth”
- Increasing traffic congestion

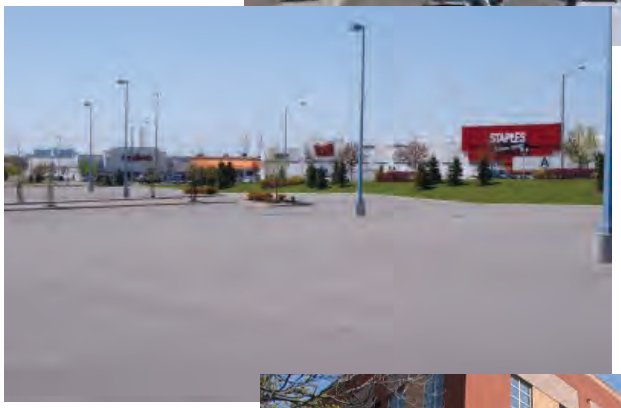


Photo Source: Ontario Growth Secretariat, Ministry of Energy and Infrastructure

# BENEFITS OF TOD?

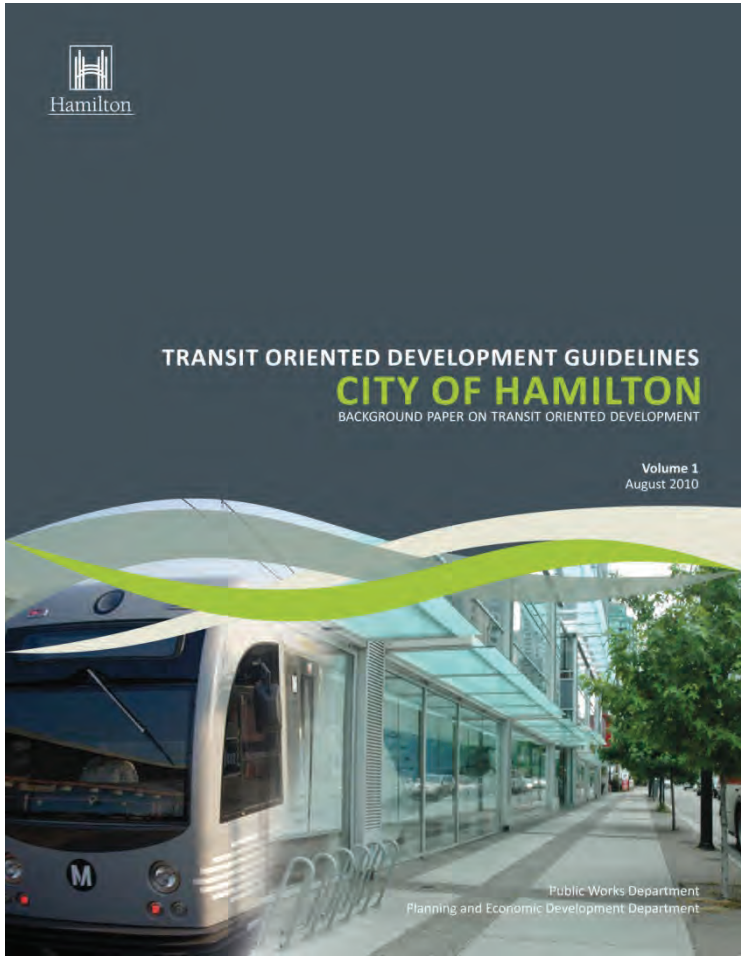
- Better places to live, work, shop, and play
- Reduced traffic congestion, car collisions and driving
- Increased mobility, ease of travel, increased transit ridership
- Savings associated with more efficient transit delivery – capitalize on transit investments
- Increased values in land and business around transit stops
- Healthier lifestyle with more walking, and less stress

# TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

*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

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

# Principle 2: Ensure A Mix of Appropriate Land Uses

# TOD Guidelines: 10 Principles

## Principle 3: Require Density and Compact Urban Form

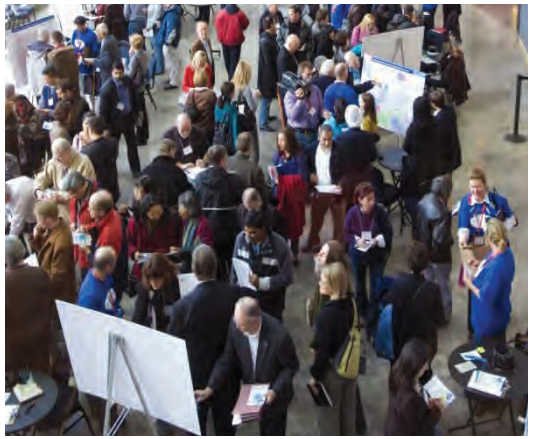
# Principle 4: Focus on Urban Design

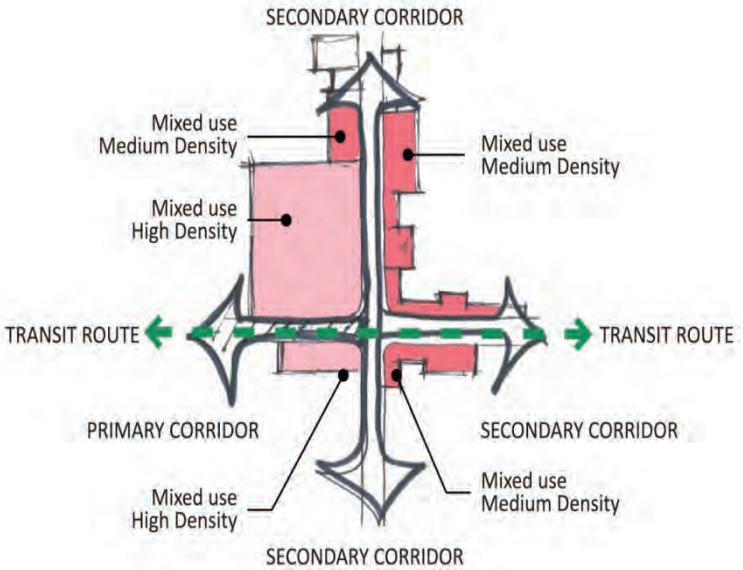
# Principle 5: Create Pedestrian Environments

# Principle 6: Address Parking Management

# Principle 7: Respect Market Considerations

# Principle 8: Take a Comprehensive Approach to Planning





# TOD Guidelines: 10 Principles

## Principle 9: Plan for Transit and Promote Connections (for all

# Principle 10: Promote Partnerships and Innovative Implementation

# TOD IN HAMILTON

What TOD could look like

Street Orientation

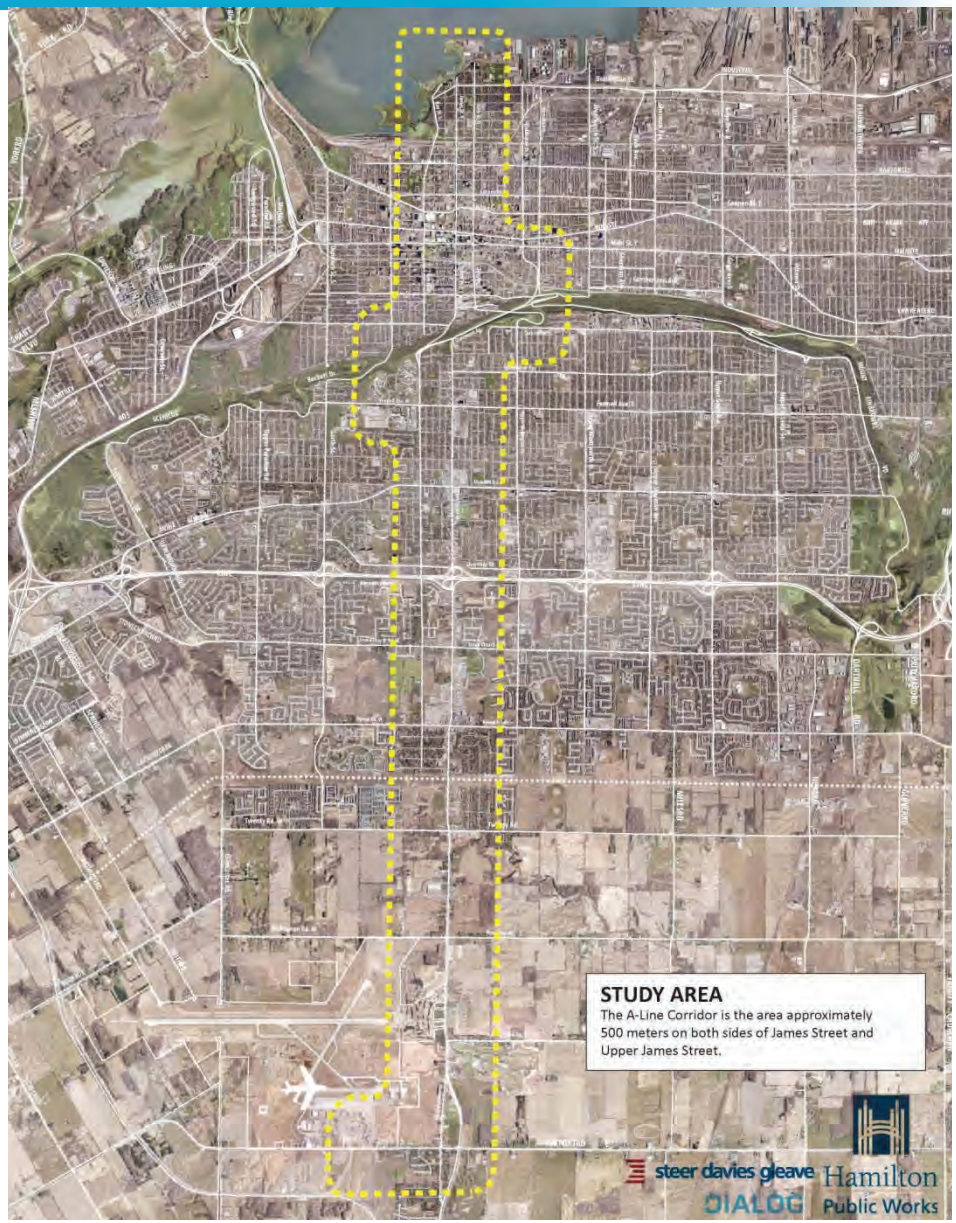
Density and Mixed Use

Pedestrian supportive spaces

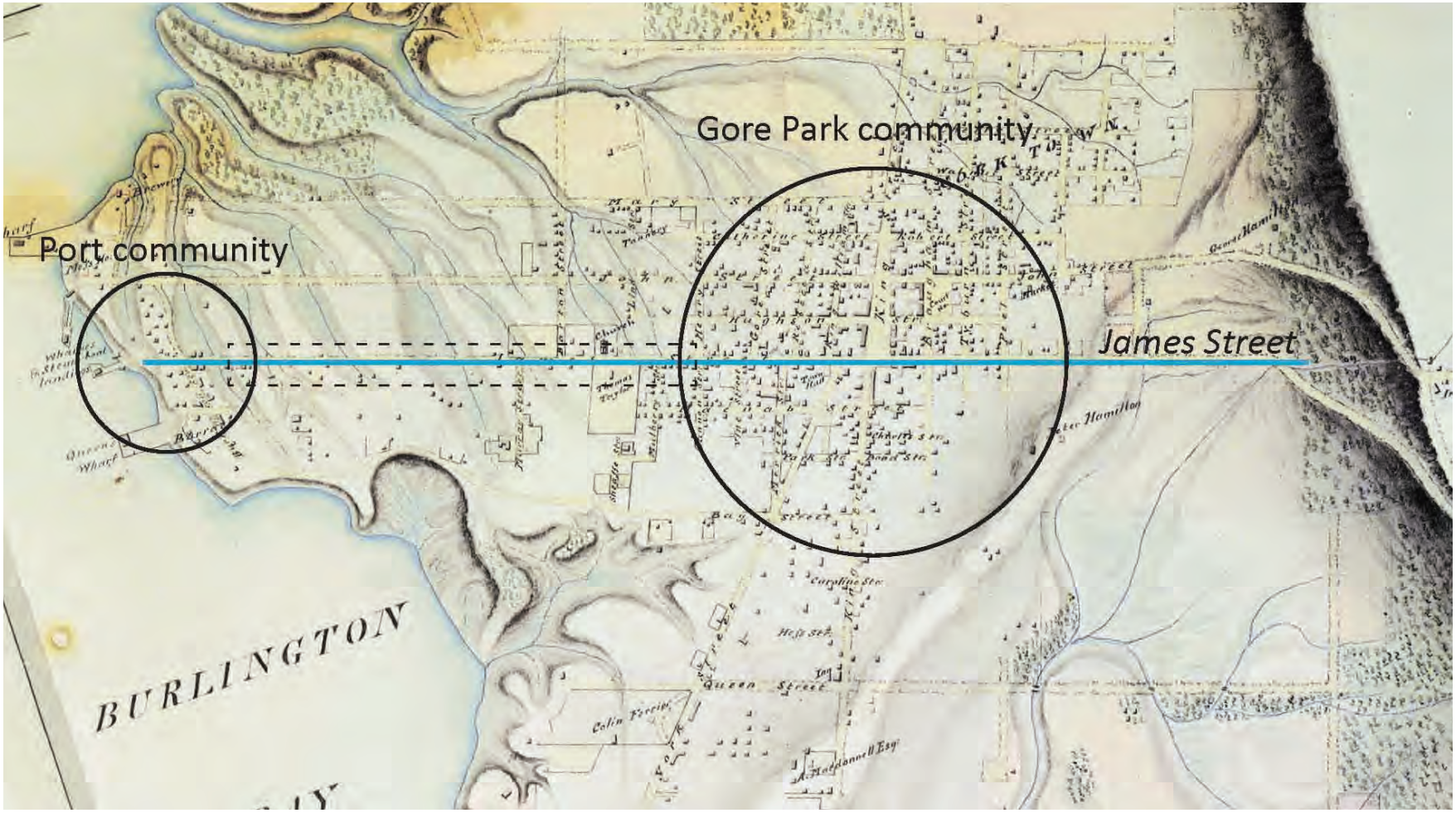
# Introduction to the A-line Opportunities and Constraints Study

# STUDY AREA: A-LINE CORRIDOR

- A-line will connect the waterfront (north) to airport (south)
- Approximate length: 16 km
- Diverse neighbourhoods/character areas along Corridor
- Rapid transit routing & technology (LRT or BRT) not yet confirmed
- Escarpment is a defining natural feature
- Scope: approximately 500m on both sides of the corridor



# HISTORIC CONTEXT – the origin of Hamilton




**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.

# HISTORIC CONTEXT – Niagara Escarpment

Hamilton Farmers Market in 1906

Elevated Incline 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

# HISTORIC CONTEXT – Former Street Rail System

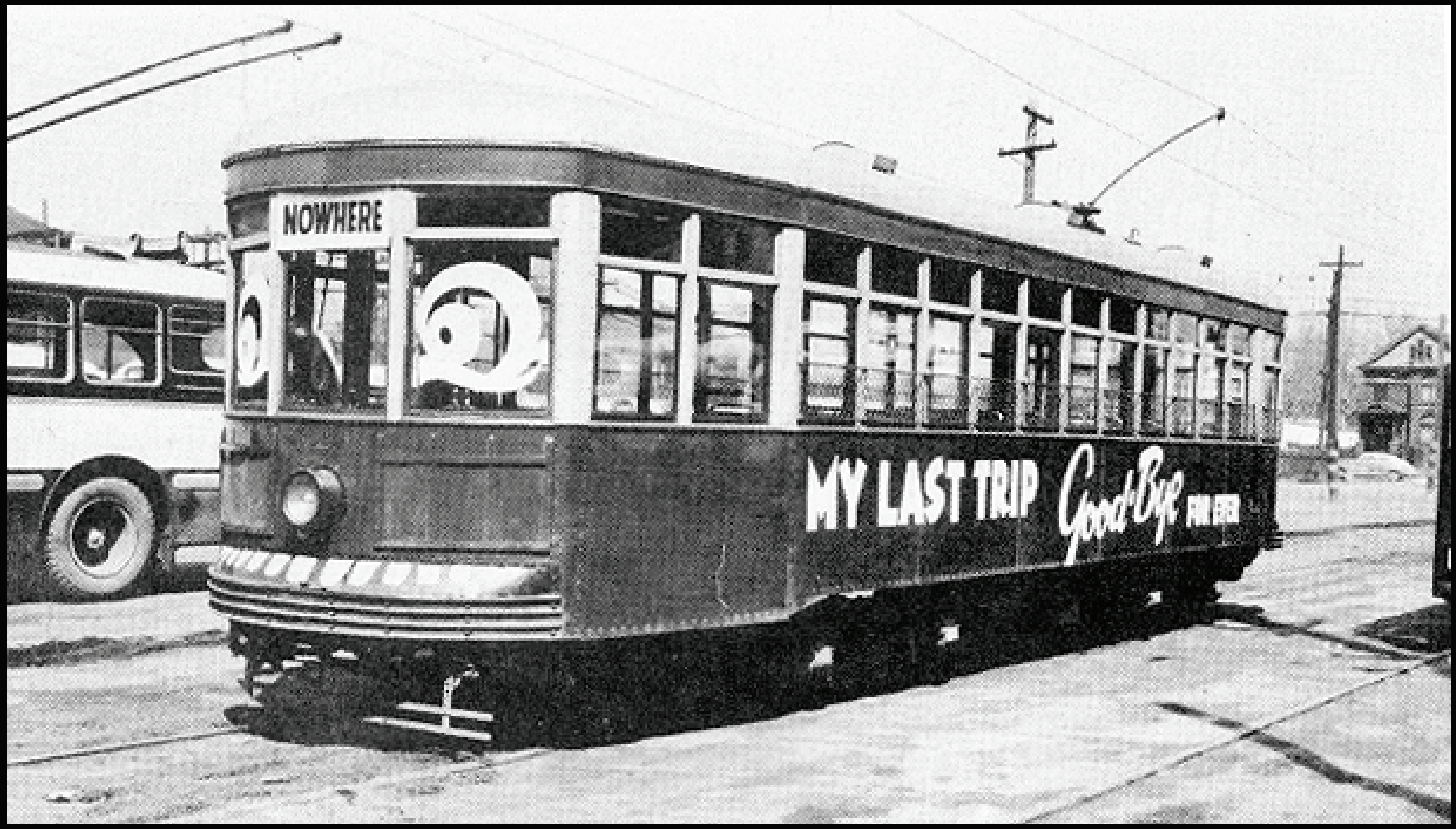
In 1870's

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

PRINTING
Hamilton, Canada James Street Looking

In 1920's

TERRINGTON
WATERWAY



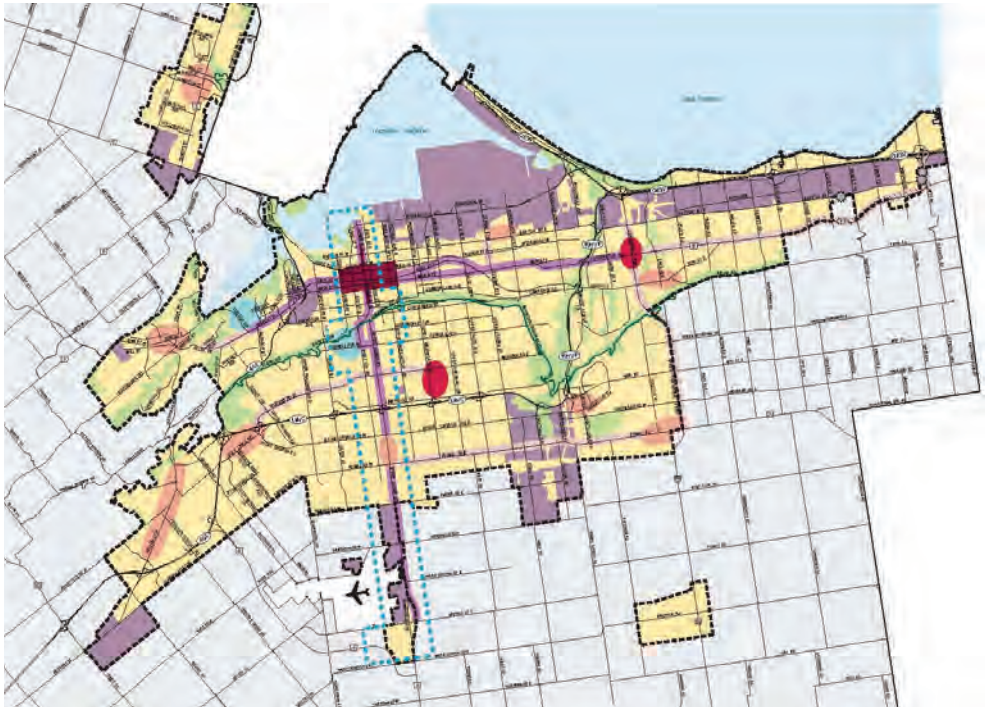

In 1951

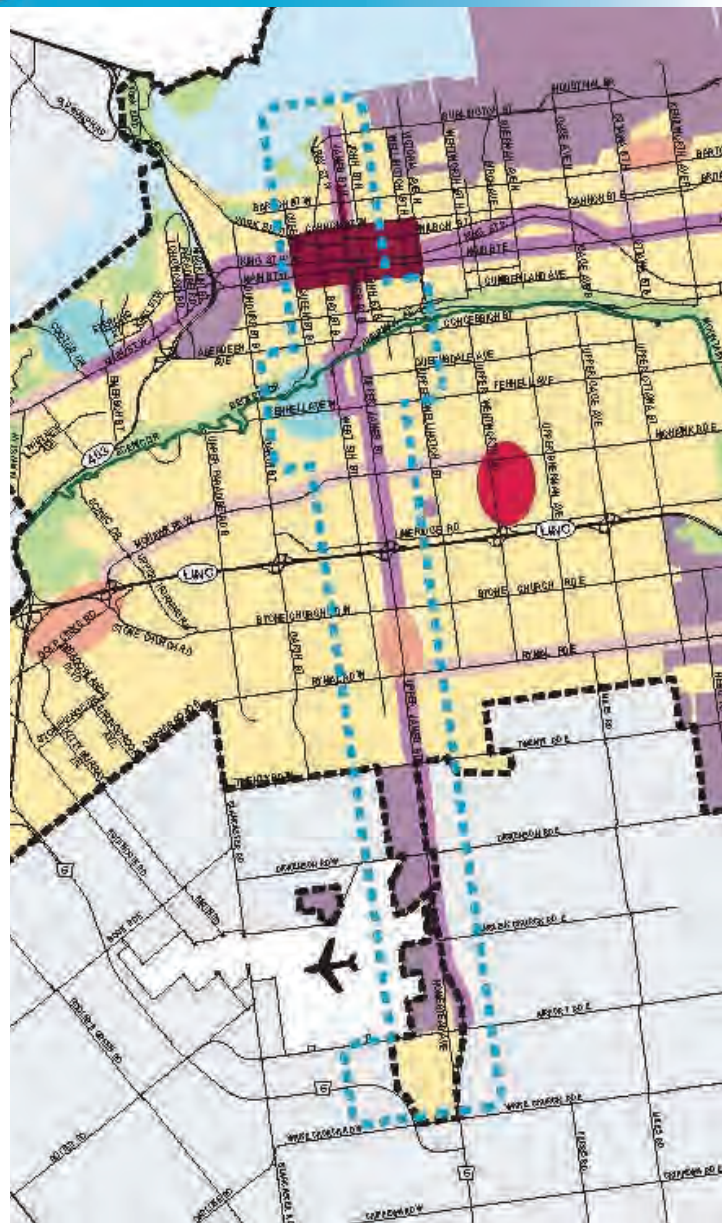
# PRESENT CONTEXT – Urban and Rural Areas

The Hamilton **Urban Official Plan** (July 2009, awaiting approval from the Ministry of Municipal Affairs and Housing).

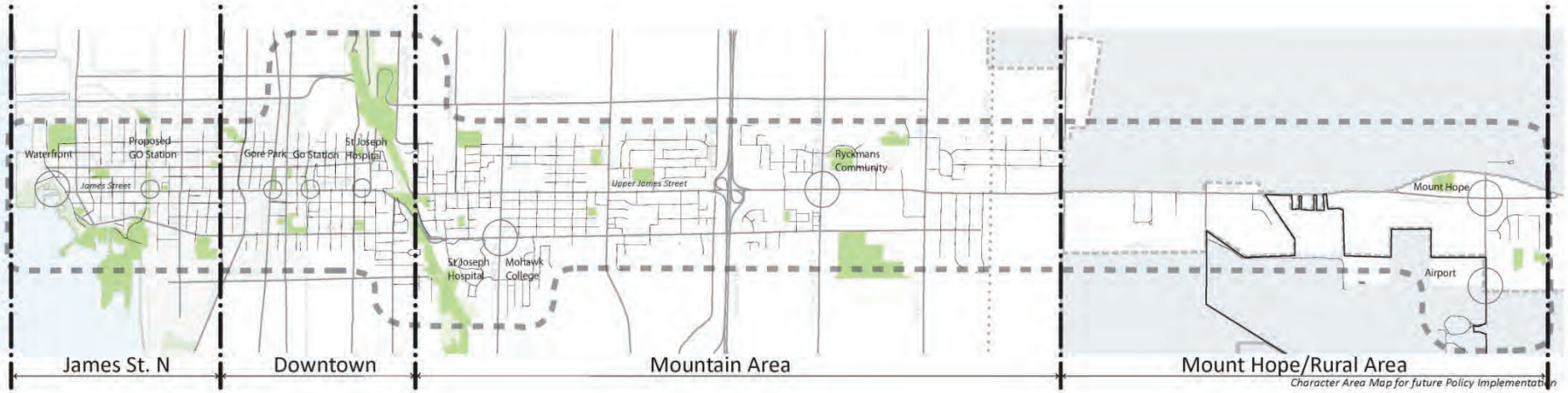
The plan sets out development and policy strategies for Hamilton the next 30 years to meet Vision 2020 - the **City's vision for a vibrant, healthy and sustainable city.**

The land adjoining the southern section of the A-Line corridor comprises the Munro International Airport and rural areas. The Rural Area is addressed in the **Rural Official Plan** which confirms with the Provincial Greenbelt Plan.





# 4 CHARACTER AREAS




*Character Area Map for future Policy Implementation*

# Stakeholder Interviews

# A-LINE STAKEHOLDER INTERVIEWS

**November 30rd, December 3rd & January 11th**

## Objectives

•To gain a **preliminary understanding** of existing conditions, views and perceptions, issues and opportunities along the A-line to inform the process

•To meet and **introduce the project** and planning process to key stakeholders along the A-line

# THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

*" For me to use it, it has to be real convenient "*

## THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

*" It is crucial to build up the density and turn it into a more pedestrian environment, however hard it is to imagine today "*

## THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

***" Walking and cycling will happen when the destination is there "***

## THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

***" The type of people who can make our cities great are moving away to where they can live without experiencing life through a windshield "***

# THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

*" Upper James has been car oriented for a long time "*

## THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

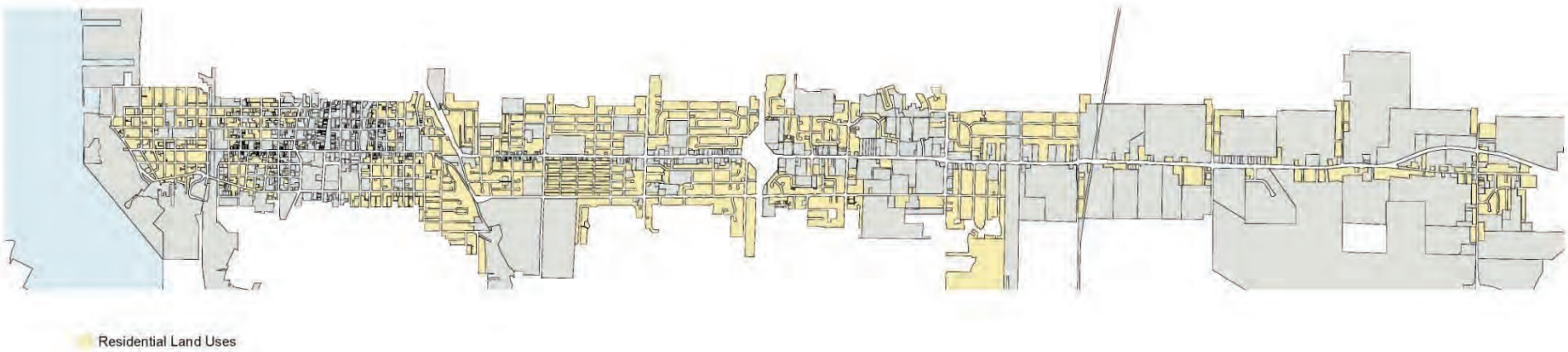
*" This project has the opportunity to build up a great sense of community "*

# THEMES EMERGING FROM STAKEHOLDER INTERVIEWS

*" City needs to be bold "*

# context mapping

# EXISTING RESIDENTIAL LAND USE



Residential Land Uses

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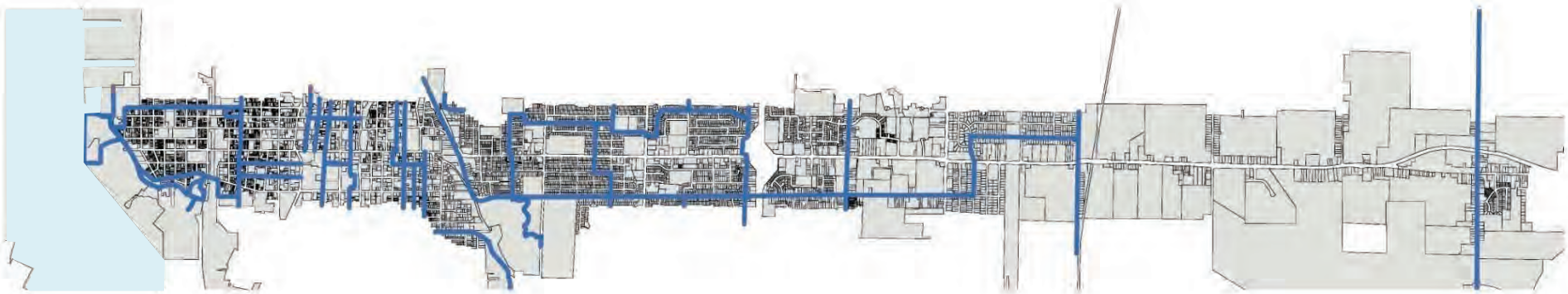
# COMMERCIAL, INDUSTRIAL & OFFICE LAND USE

- Commercial Land Uses
- Industrial Land Uses
- Office Land Uses
- Vacant Land Uses

# OPEN SPACE + PARK + CEMETERY

# RIGHT OF WAY STUDY

# EXISTING BIKE NETWORK



Existing Bikeways

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# EXISTING & PROPOSED BIKE NETWORK

- Existing Bicycle Lane
- Proposed Bicycle Lane
- Bicycle Signed Route (Shared On Street)
- Proposed Multi-Use Path

# Today:

# The A-Line Public Kick-Off

# STUDY OBJECTIVES & PROCESS

**Rapid Transit Citizens Advisory Committee**

| Fall 2010 | Winter 2010 | Spring 2011 | Summer 2011 | Fall 2011 |
|---|---|---|---|---|
| Background review | Project kick-off & preliminary analysis | Identify opportunities & challenges | Finalize directions & draft Report | Present outcomes & next steps |

- Project start-up & Information gathering
- **Stakeholder interviews** (Nov 29 & Dec 3)
- **KICK-OFF** A line (Dec 9)
- **PIC** A & B lines (Jan)
- **PIC** A-line (Mar)
- **PIC** A & B lines (Jun)
- **PIC** A & B lines (Sep)

# NEXT STEPS

## Upcoming Events

### Public Workshop: B-Line Land Use

**January 11, 2011 (6 - 9 pm)**
Hamilton Convention Centre

## Public Information Centres

### B-Line Draft Preliminary Design and Land Use Study + & A-Line Opportunities and Challenges Study

Downtown:
**January 19, 2011 (6 - 8pm)**
Scottish Rite - 4 Queen St. S.

East End:
**January 25, 2011 (6 - 8pm)**
Sir Winston Churchill Secondary School - 1715 Main St. E.

West End:
**January 20, 2011 (6 - 8pm)**
Westdale Secondary School - 700 Main St. W.

Mountain:
**January 27, 2011 (6 - 8pm)**
Mountain (Dave Andreychuk) Arena - 25 Hester St.

## Objectives

- Introduce the A-line project – planning & rapid transit
- Engage the community and receive preliminary comments to understand views, existing conditions, opportunities and constraints along the A-line

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# OPEN HOUSE (from now... to 8:30 p.m.)

1 **DOT** your response on the interactive panels

2 **POST** your comments on a sticky-note

3 **SPEAK** to one of the planning and rapid transit team representatives

4 **FILL-OUT** a comment form

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# DISCUSSION

What are your thoughts regarding rapid transit along the A-line? What are some key challenges and opportunities?

What would encourage Hamiltonians to walk, cycle, or take transit more?

What is your vision for the A-line Corridor and how it should evolve in the next 20 to 30 years?

Where are some particularly special areas and key destination points that should be enhanced or preserved along the A-line? Where are some areas in need of improvement or change along the A-line?

What makes a community "complete" to you? What is missing along the Corridor?

# THANK YOU
# FOR PARTICIPATING

# APPENDIX B – LAUNCH EVENT PANELS

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# WELCOME

**Welcome and thank you** for attending today's A-Line Kick-Off Open House! The City of Hamilton is embarking on a planning process for the A-Line Corridor. Today's event is the first of a number of exciting A-Line planning events. We invite you to engage with the Planning Team and to actively participate and contribute your ideas today and throughout the process.

## The Open House is Your Opportunity to . . .

- Learn about the upcoming A-Line Corridor planning process and next steps.
- Discuss existing conditions, land use planning issues and opportunities along the A-Line Corridor with the Rapid Transit Team and Rapid Transit Citizen Advisory Committee.
- Contribute your comments and ideas for the A-Line Corridor and planning process as we move forward.

## Please participate by . . .

1 SIGNING-IN

2 DOTTING
your responses on the panels

3 POSTING
your comments on sticky notes

4 SPEAKING
to a member of the Planning Team or the RTCAC

5 FILLING-OUT
a comment form

*Let us know what you think!*

## Meet . . .

### The Planning Team

Hamilton

**City of Hamilton**

- Rapid Transit
- Land Use Planning
- Urban Design

**Consultant Team**

steer davies gleave (project management)

DIALOG (planning and urban design)

**Contact us:**

Rapid Transit Team
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext 2553
Fax: 905-546-4435
E-mail: rapidtransit@hamilton.ca
www.hamilton.ca/rapid-transit

### 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.

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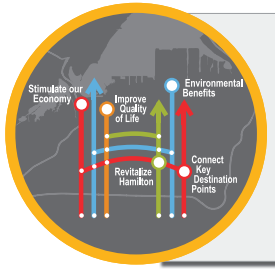
# Project Overview




## Hamilton's Rapid Transit Project Vision

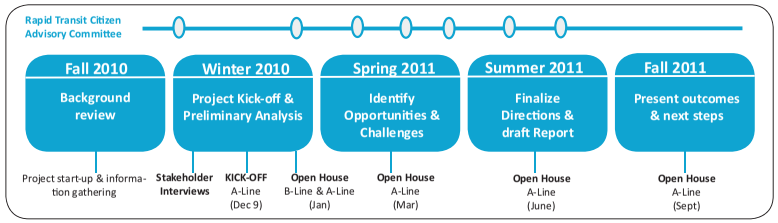
***Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton.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

As reflected in the Project Vision, rapid transit is a community-building and shaping tool. It is potentially the largest capital project the City has ever constructed. Rapid Transit responds to the City of Hamilton's vision to be the best place to raise a child, promote innovation, engage citizens and provide diverse economic opportunities. The City of Hamilton has begun an aggressive rapid transit planning process, with a long-term vision encompassing five corridors, connecting key destinations across the City. This proposed system is referred to as "B-L-A-S-T" and is identified in Metrolinx' regional transportation plan The Big Move. The B-Line is identified as a priority project and the A-Line is also identified as a project for implementation within 15 years of the Plan's creation.

A comprehensive planning, design, and engineering (PDE) study for rapid transit is underway. This one year study, funded by Metrolinx, includes preliminary design work for the B-Line and a feasibility study and a land use opportunities and challenges study for the A-Line. The City has also initiated a land use planning study in tandem with the preliminary design work for the B-Line. The focus of today's Open House is the A-Line Opportunities and Challenges Study.

## A-Line Phase 1: Opportunities and Challenges Study

The A-Line Opportunities & Challenges Study will continue until Fall 2011 and will include city-wide public consultation events at key points in the process. As with the B-Line, the Rapid Transit Citizen Advisory Committee will actively participate in the A-Line planning process.




## B-Line Land Use Update

An Opportunities and Challenges study for the B-Line was completed and formed the basis of a public Open House held on September 30th, 2010. The outcomes are now being taken forward and will result in a corridor wide plan along with B-line station area plans.

More information on the B-Line will be available in the New Year (see the "What's Next?" Board). If you have further questions, please speak to a member of the Planning Team.

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# How did we get here and where are we going?

The timeline below traces significant points in the City of Hamilton's rapid transit planning process as well as the key provincial, regional, and municipal planning policies adopted in the last 10 years which together, have resulted in a strong land use planning framework for the city.

**March 2005**
**Provincial Policy** adopted as the long term Vision for Ontario - policy seeks to build strong communities and encourage more efficient use of land.

**2005**
**Greenbelt & Niagara Escarpment Plan** adopted to protect the region's natural heritage, to limit growth and to enable compatible land uses and strategic development.

**February 2007**
Completion of the Hamilton Transportation Masterplan, which calls for an expansion of the public transit system and higher order transit on key corridors.

**June 2007**
Formation of Metrolinx and development of MoveOntario 2020 - an initiative to improve public transit across the GTHA.

**November 2007**
Metrolinx completes regional transportation plan which includes 5 rapid transit corridors in Hamilton ("B-L-A-S-T") with the B-Line as a "priority project" and the A-Line to be implemented within 15 years of the plan.

**February 2010**
Metrolinx Benefits Case Analysis for the B-Line was completed. Metrolinx commissions a Planning, Design, and Engineering (PDE) Study.

METROLINX

**May 2010 - Fall 2011**
The Planning, Design and Engineering Study (PDE) focuses on the:

- B-Line (East Gate Square to McMasters University): LRT Preliminary Design
- A-Line (West Harbour to the Airport): Opportunities & Challenges Study and a Feasibility Study

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2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011

**2005**
**Secondary Plans** for Downtown and the West Harbour were completed to provide area-specific planning directions for these neighbourhoods.

**2006**
**GRIDS** The Growth-Related Integrated Development Strategy lays out growth development options for Hamilton the next 30 years.

**2006**
**Places to Grow** is a 25-year plan to strategically manage growth in urban areas in the Greater Golden Horseshoe region.

**Nov 2007 - Dec 2009**
**Rapid Transit Feasibility Studies** were completed in 3 phases.

**2009**
**Hamilton Urban Official Plan** and **Hamilton Rural Official Plan** respond to regional growth strategies and directions from 2006-2007, focussing growth on the city's nodes and corridors. The Plans include policy to direct how the city (both urban and rural areas) should be structured, developed and grow more sustainably over the next 30 years.

**2010**
**Transit-oriented Development (TOD) Guidelines** were created and adopted to encourage transit-supportive land uses, higher intensity of uses, built form, and quality public realm. Hamilton is one of the first cities in the region to develop TOD Guidelines.

**September 2010**
B-Line Project Kick-off

**December 2010**
A-Line Project Kick-off

**KEY:**

- Key points in rapid transit/planning process
- Key supporting planning policy documents

## Nodes and Corridors

Provincial and regional policies seek to strategically direct and limit growth and new development to respond to sustainable growth management objectives. Hamilton's Urban Official Plan responds to these objectives by moving from an organic pattern of growth to focusing growth on nodes and corridors.

**Nodes:**

- Focal points of activity in Hamilton's neighbourhoods
- Connected and serviced by various modes of transportation (including higher order transit)
- Key areas for reurbanization activities (population growth, private and public redevelopment and infrastructure investment)
- Areas with vibrant pedestrian environments and good urban design that encourages active forms of transportation
- Places that evolve with higher residential densities and mixed-use development

**Corridors:**

- Link two or more nodes or activity centres
- Integral part of adjacent neighbourhoods
- Serviced by higher order transit
- Places for retail and commercial uses for the surrounding neighbourhoods
- Locations for higher density and mixed land uses

These principles for Nodes and Corridors apply to the A-Line Corridor and key places along it.

Planning for Nodes and Corridors is consistent with City's movement towards transit-oriented development (please see the "What is Transit-Oriented Development?" Board). For more information on planning for nodes and corridors visit: www.hamilton.ca/nodesandcorridors.

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# Why Rapid Transit ?

## What is rapid transit?

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

- High frequency
- Operates in a segregated corridor 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 electrical 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

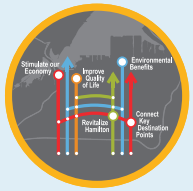
## Potential Benefits of Rapid Transit

### 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

### Stimulate Our Economy

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




### Enhance the Environment

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

### 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

## A-Line Rapid Transit Planning Status

The City of Hamilton and consultant team are currently reviewing A-Line routing. The key objective is to enable optimal service to catchment areas, neighbourhoods, key destinations and future development areas.

The technology (BRT or LRT) has not been confirmed - the mode will be determined by the demand, technical feasibility, routing, and contribution to the overall vision.

Details such as stop locations, exact routing, and streetscapes will be determined through the rapid transit and corridor planning process.

More information on A-Line rapid transit planning will be available in January 2011 - please see the "What's Next?" Board.

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# Rapid transit examples

WRITE YOUR COMMENTS

Dublin, Ireland, LRT

Las Vegas, Nevada, BRT

Mulhouse, France, LRT

Eugene, Oregon, BRT

Helsinky, Finland, LRT

Nantes, France, BRT

Curitiba, Brazil, BRT

Houston , Texas, LRT

Lyon, France, LRT

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# What is Transit-Oriented Development (TOD) ?

WRITE YOUR COMMENTS

## Hamilton's Transit-Oriented Development Guidelines

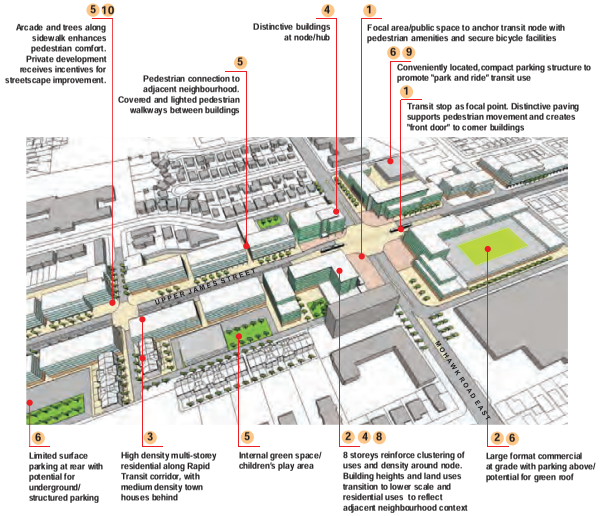
A key strategy for capitalizing on the benefits of rapid transit is to encourage transit-oriented development (TOD).

*"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 an example of TOD




## 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

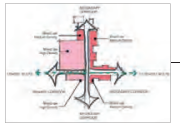
Principle 3: Require Density and Compact Urban Form

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

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# A street that Shaped our City

# James Street Character Areas through History and Policy

WRITE YOUR COMMENTS

## 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.

*Hamilton 1842*

*Hamilton Farmers Market in 1906*

*Elevated inclined railway up Escarpment*

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/*

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 accomodate 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.

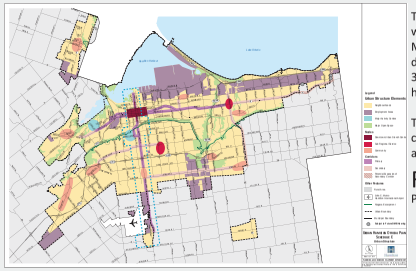
**(John C. Munro) Hamilton International Airport** was home to a wartime air force training station in the 1940's - where flight training activities, air navigation, telegraphy, and air gunnery activities were held. After World War II, the airport transitioned from being a military establishment to a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

*Character Area Map for future Policy Implementation*

## 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 economic centre.
The West Harbour Secondary Plan is approved by Council but currently appealed to the Ontario Municipal Board.

The **Niagara Escarpment Plan** seeks to protect the region's natural and historic heritage and maintain ecological health of the water and natural areas, while strategically allowing opportunities for outdoor recreation, new development, and other uses by ensuring that they are focussed on key areas and compatible with the character and objectives for the Niagara Escarpment.



The **Hamilton Urban Official Plan** was completed in July 2009 and is awaiting approval from the Ministry of Municipal Affairs and Housing. The plan sets out development and policy strategies 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 Munro International Airport and rural areas. The Rural Area is addressed in the **Rural Official Plan** which confrms with the Provincial Greenbelt Plan.

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# Where do you live and work ?

I live here
I work here

WRITE YOUR COMMENTS

GREATER TORONTO AREA

OTHER AREAS

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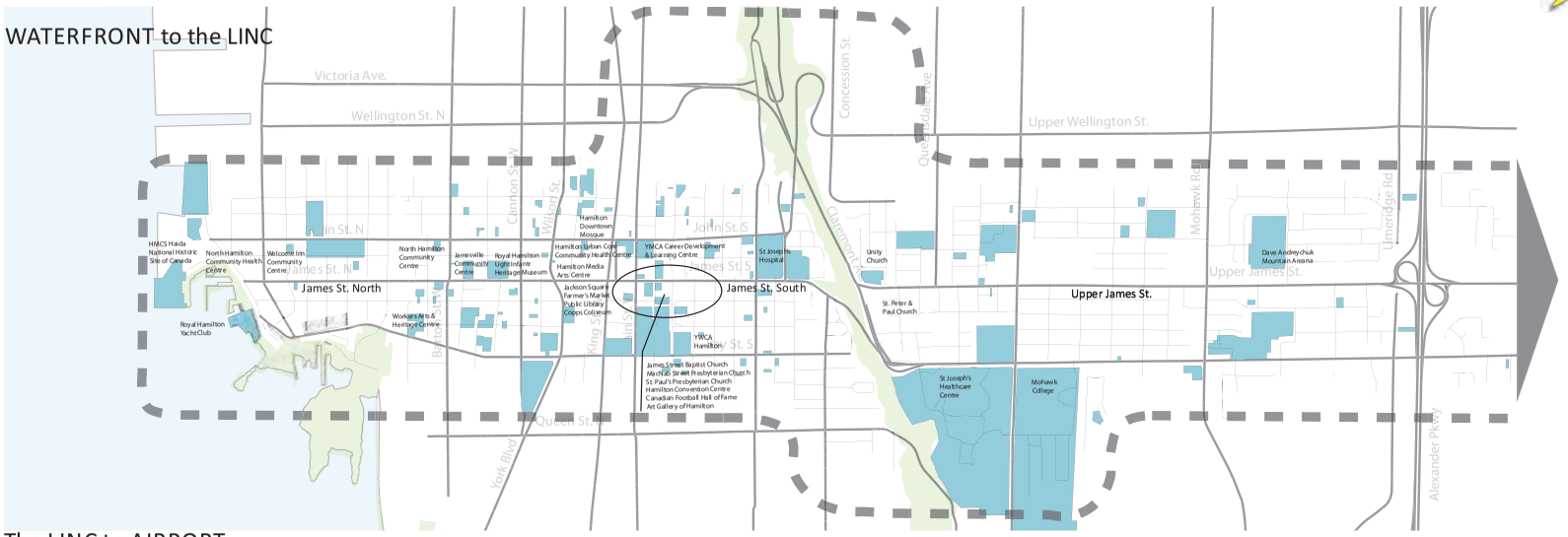
# What community facilities do you use?

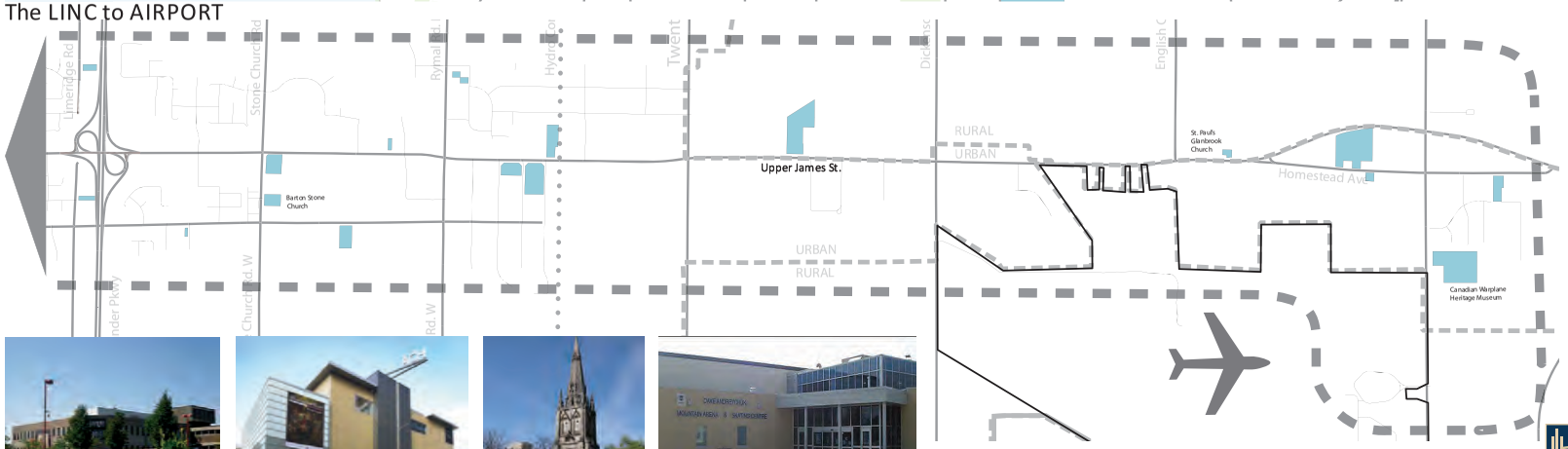
Please dot

WRITE YOUR COMMENTS

WATERFRONT to the LINC




The LINC to AIRPORT



Mohawk College

Hamilton Art Gallery

St. Pauls Presbyterian Church

Mountain (Dave Andreychuck) Arena

Legend
Institutional

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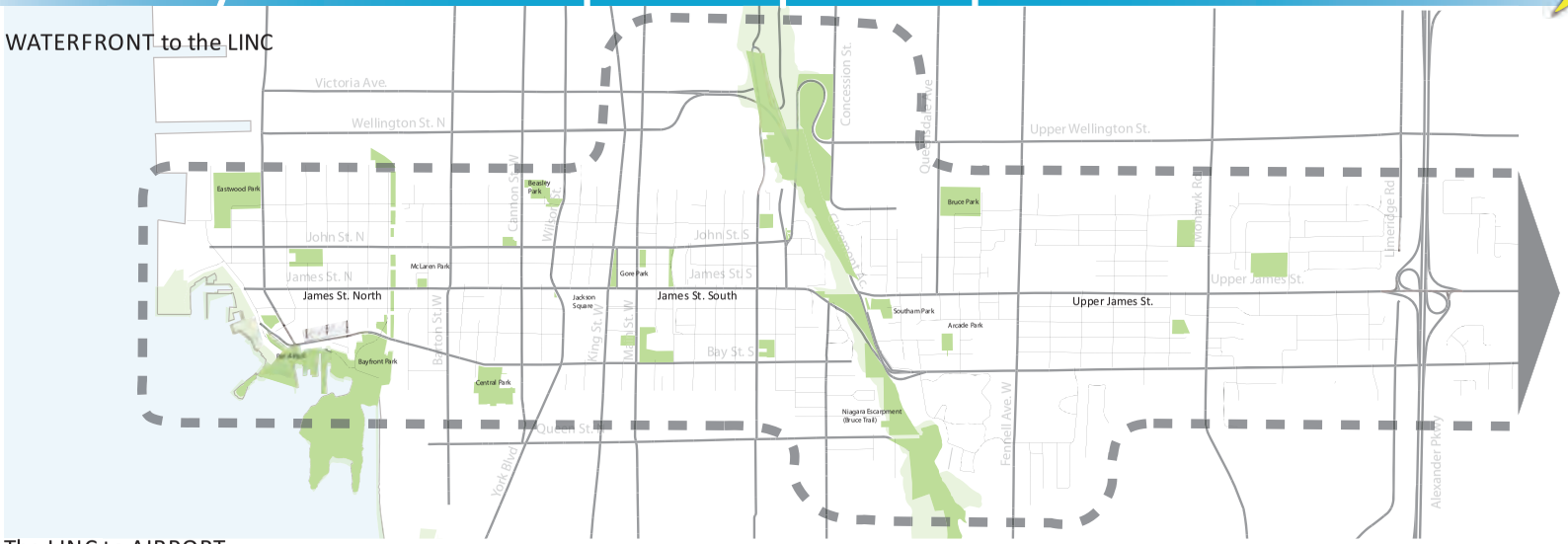
# What is your favourite park or public space?

Please dot

WRITE YOUR COMMENTS

WATERFRONT to the LINC

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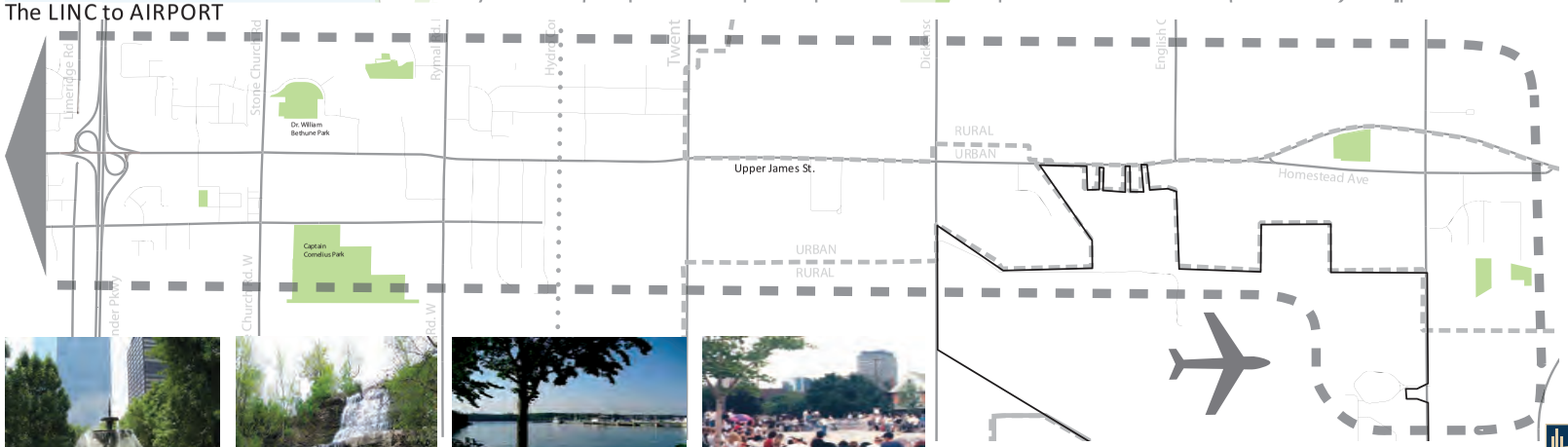

Gore Park

Albion falls, Bruce Trail

Pier 4 Park

Beasley Park

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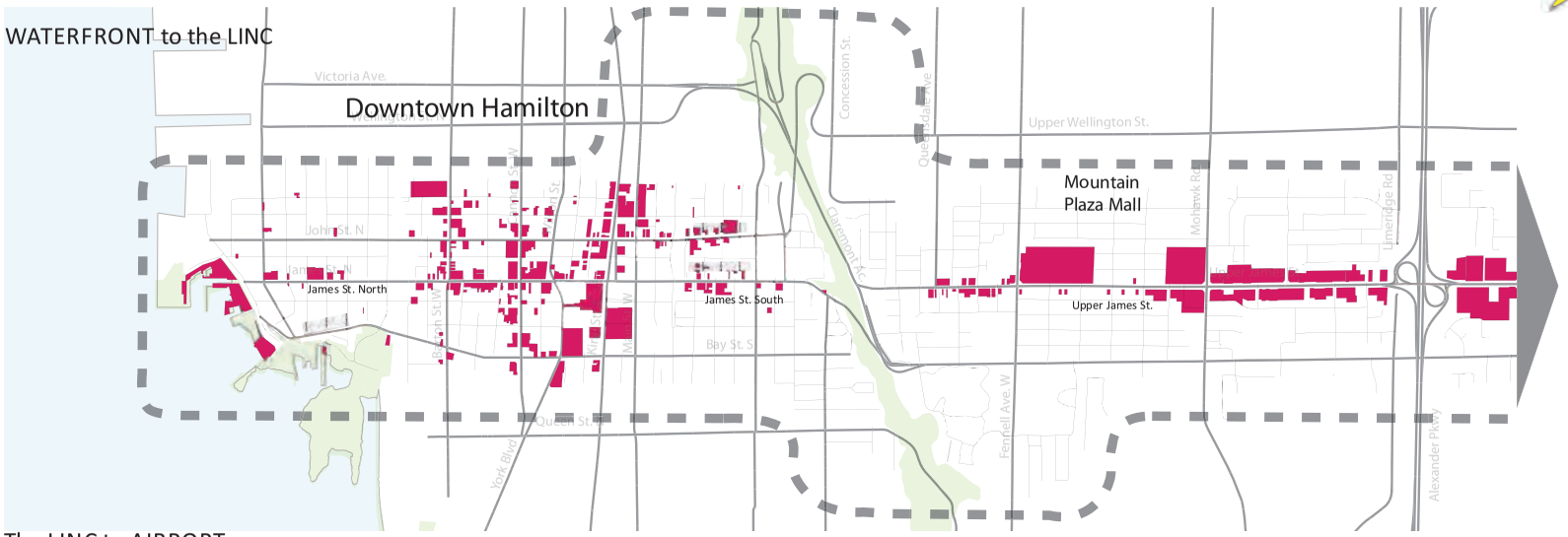
# Where do you shop and dine?

Please dot

WRITE YOUR COMMENTS



Hamilton Farmer's Market

Downtown Hamilton

Williams Fresh Cafe, Waterfront

Limeridge Mall

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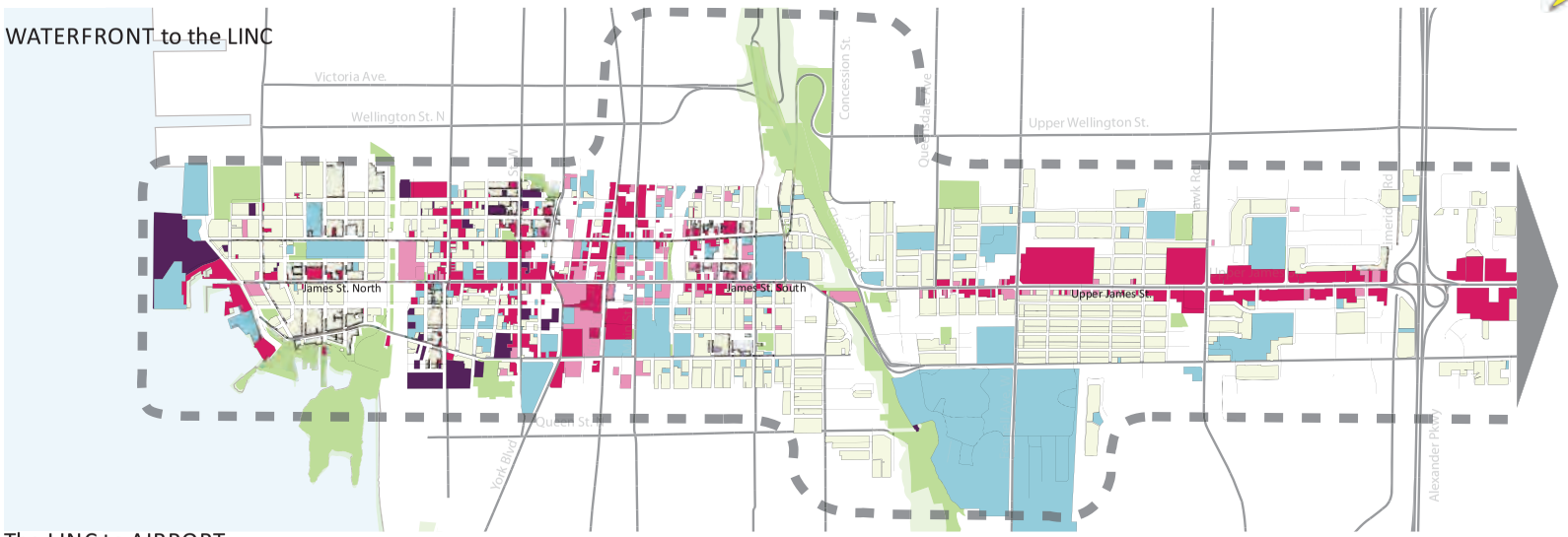
# Where are the hidden jewels along the Corridor?

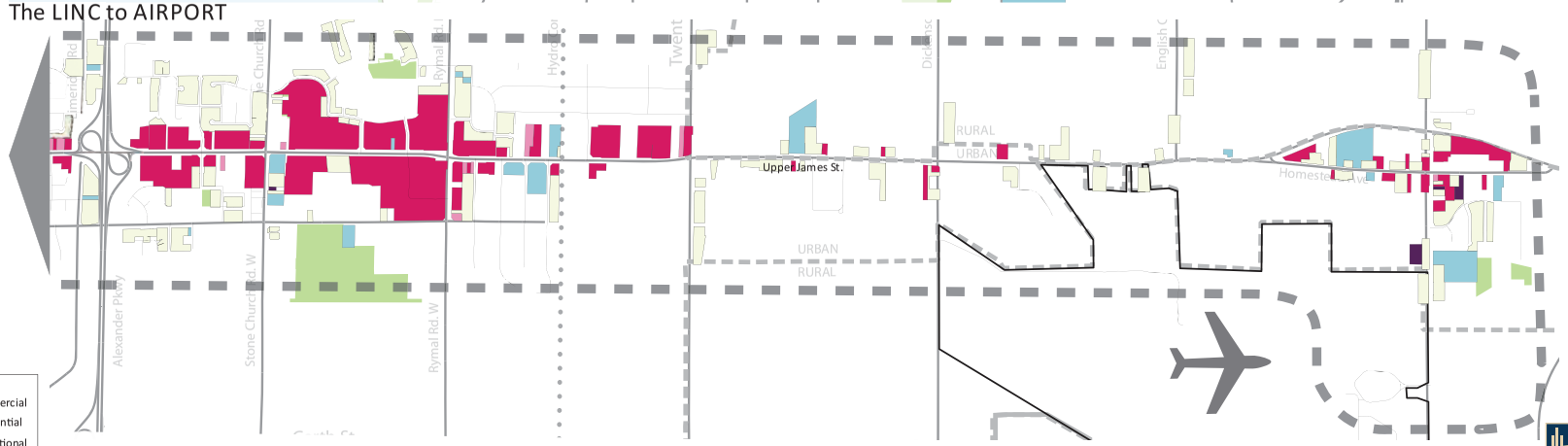
Please dot

WRITE YOUR COMMENTS

WATERFRONT to the LINC




The LINC to AIRPORT




Legend
- Commercial
- Residential
- Institutional
- Office
- Industrial
- Park

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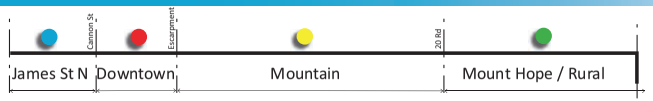
# How do you get around Hamilton?

WRITE YOUR COMMENTS

**Please DOT** using the corresponding colour for each character area:




| | LIVE | WORK | SHOP | RESTAURANTS | RECREATION | TODAY'S OPEN HOUSE | OTHER |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Other | | | | | | | |

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A

# What's missing along the A-Line Corridor to "complete" your community?

WRITE YOUR COMMENTS

Complete Communities are walkable neighbourhoods where there are a range of non automobile focused transportation options, housing types, community amenities and services, such that people can live, work, play, grow and age in place.

**Please DOT** using the corresponding colour for each character area:

VARIETY OF HOUSING TYPES

GOOD PEDESTRIAN ENVIRONMENT

COMMUNITY CENTRES

OTHER ?

NATURAL AREAS

COMMUNITY GATHERING PLACES

BUILT HERITAGE

OTHER ?

ON-STREET PARKING

CAFES & NEIGHBOURHOOD-SCALE RETAIL

VARIETY OF SHOPS & SERVICES

PUBLIC ART

AFFORDABLE HOUSING

RELIABLE & FAST PUBLIC TRANSPORT

CHILD CARE & SCHOOLS

CYCLING FACILITIES

OTHER ?

RECREATIONAL&PROGRAMMABLE SPACES

OTHER ?

ACCESSIBLE & BARRIER FREE FACILITIES

PLAZAS

LOCAL SCALE OFFICES

LIBRARIES

MALLS

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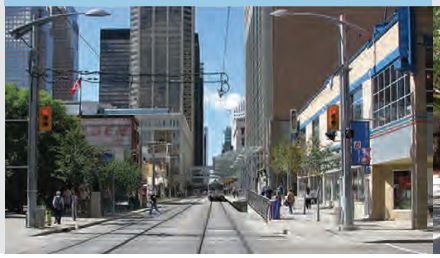
# Which examples of transit-oriented development do you like?

WRITE YOUR COMMENTS

SACRAMENTO, CALIFORNIA

OTHER ?

CALGARY, ALBERTA



PORTLAND, OREGON

AMSTERDAM, NETHERLANDS

HEILDERBERG, GERMANY

SAN JOSE, CALIFORNIA

OTHER ?

CROYDON, UNITED KINGDOM

CURITIBA, BRAZIL

STRASBOURG, FRANCE

STOCKHOLM, SWEDEN

ROUEN, FRANCE

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A

# What is your long term vision for . . .

WRITE YOUR COMMENTS

**PLEASE DOT THE WORDS BELOW** or **POST NEW WORDS** that best describe **YOUR VISION** for these four character areas (please use the corresponding colour of dots for each area):

culturally-vibrant

community oriented

variety of shops

transit-supportive

sustainable

mixed use

inclusive

jobs

compact and walkable communities

affordable places to live

safe

child-friendly

green

walking trails

beautiful

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# What's Next?

**THANK YOU** for coming today and participating in this Open House! We hope that you will remain involved in the project as it moves forward. Please join us at the next A-Line and B-Line public events:

## UPCOMING EVENTS

### Public Workshop

B-Line Land Use
**January 11, 2011** (6 - 9 pm)
Hamilton Convention Centre

### Public Information Centres

B-Line Draft Preliminary Design and Land Use Study
& A-Line Opportunities and Challenges Study

Downtown:
**January 19, 2011** (6 - 8pm)
Scottish Rite - 4 Queen St. S.

West End:
**January 20, 2011** (6 - 8pm)
Westdale Secondary School - 700 Main St. W.

East End:
**January 25, 2011** (6-8pm)
Sir Winston Churchill Secondary School - 1715 Main St. E.

Mountain:
**January 27, 2011** (6-8pm)
Mountain (Dave Andreychuk) Arena - 25 Hester St.

## STAY IN TOUCH AND INFORMED

**SIGN-IN**
Please sign-in so that we can keep in touch with you and keep you posted on project-related events and updates.

**MAKE A VISIT**
Go to your local library or community centre for project information or visit: www.hamilton.ca/rapid-transit

**CONTACT US**
If you have questions or comments, contact a member of the planning team at: rapidtransit@hamilton.ca or 905-546-2424 (ext. 2553).

**FOLLOW US**
Follow us on Twitter @HamiltonRT or on Facebook - Hamilton Rapid Transit.

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# APPENDIX C – LAUNCH EVENT PANEL FEEDBACK

**A-LINE KICK-OFF INTERACTIVE BOARDS:**

**COMMENTS AND DOTS**

**December 9, 2010**

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1. **Welcome**
2. **Project Overview**
   - BLAST Network
     - B-Line on Wilson to join L-Line on York
     - Look at old railways that still exist and walking paths
     - S-Line: Please list Redeemer College
     - Has to connect to GO → Claremont access would be ok – people could walk from hunter up to the hospital (like they do now) - LRT
3. **How did we get here and where are we going?**
4. **James Street Character Areas through History and Policy**
   - A line downtown should be a loop-line – Bay to Escarpment, John Street to Water front, Charleton & Burlington
   - John Street up the mountain? Becket Drive?
   - Have a depot at the top of the escarpment and one at the bottom – connect depots with an incline
   - One line on upper James and one line on West 5th
   - Get understanding of the former Railway System
5. **Rapid transit examples**
   - LRT encourages more economic development
   - Heritage along the way - similar to "hear" program in Dublin and Toronto
   - Narrow streets
   - Up the mountain a problem
   - LRT is good for Hamilton
   - Buses tried Claremont before – patronage dropped as buses didn't serve where people wanted

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- Decide and go through with it
- Train is best
- Nice vehicles
- BRT would be a mistake
- Incremental approach – BRT → trolley → LRT
- Land use policies must match – no more big boxes/lots of parking!
- Needs to be reliable and convenient
- Existing transit not frequent enough
- RT would encourage people out of their cars
- Preference for LRT –something different
- Comments on examples:

| |
|---|
| Dublin, Ireland, LRT<br>○ Nice & smooth! Lots of space for strollers, etc. You could buy tickets at every stop. Takes you to many "important" cultural areas along the way<br>○ Great when I took it – not obtrusive to area, not too fast (re: safe) and great for tourism (you see lots of things along the way)<br>○ Public washrooms are great |
| Mulhouse, France, LRT<br>○ Yay grass + public art! |
| Eugene, Oregon, BRT<br>○ Transit should be attractive and have features such as wifi and internet – also power-savings such as Brampton Zum buses and ...?<br>○ Cold shelter/waiting area |
| Helsinky, Finland, LRT<br>○ Proof that LRT works in cold weather! Good photo |
| Nantes, France, BRT<br>○ No one would tolerate BRT given sole lane for use<br>○ No class with buses – not attractive as LRT |
| Curitiba, Brazil, BRT<br>○ Warm shelter/waiting area |
| Houston, Texas, LRT<br>○ Need green and public space – this boulevard reminds me of AGH – not a nice streetscape<br>○ Need train arrivals! |
| Lyon, France, LRT<br>○ I love the grass |

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6. **Why Rapid Transit?**

- If BRT - new flyer xcelsior buses or other rail-like buses
- Must be rail – people won't chose buses over cars
- Technology should have features to attract riders (wifi, outlets for laptops, etc.)

7. **What is Transit-Oriented Development (TOD)?**

- Nice public space image under Principle 4
- Expropriate strip malls

8. **Which examples of transit-oriented development do you like?**

| |
|---|
| Sacramento, California (0) |
| Calgary, Alberta (2): I like the wide sidewalks |
| Portland, Oregon (3): Has a great reputation for smart transit |
| Amsterdam, Netherlands (0) |
| Amsterdam, Netherlands (1) |
| Heilderberg, Germany (3) |
| San Jose, California (6): I like the design/streetscape |
| Croydon, United Kingdom (0) |
| Curitiba, Brazil (0) |
| Strasbourg, France (5): I like this signage that tells you when the next train arrives |
| Stockholm, Sweden (0) |
| Rouen, France: I don't like that you have to cross through all this traffic to get to the LRT in the middle |
| Other:<br>○ Switzerland, especially Basil<br>○ Dedicated lane in curb, lane along King/Main – leave 1- way |

9. **Where do you live and work?**

| | Within Study Area | Within Hamilton (outside Study Area) | Greater Toronto Area |
|---|---|---|---|
| Live | 7 | 12 | 0 |
| Work | 8 | 10 | 1 |

10. **Where do you shop and dine?**

- Shops on Caledonia, Morton, Guelph because no décor/hardware stores in Hamilton
- A-Line on Queen Street – Stadium, Hess Village, Waterfront, Residential
- I would take Rapid Transit to Hamilton Airport
- What about Hess Village

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- Dots:

| |
|---|
| Harbour front: 9 |
| James Street North: 5 |
| Downtown: 14 |
| James Street South: 6 |
| Upper James (Claremont Access to Limeridge Rd.): 21 |
| Upper James (LimeridgeRd. to 20 Rd.): 9 |
| Upper James (20 Rd. to Airport): 3 |

**11. What community facilities do you use?**

- ROW allows Claremont – Remove lanes from cars
- Bring transit further up escarpment meeting grade / slope requirements while better serving St. Joes and Mohawk
- Traffic pattern's running perpendicular to James! Not Parallel!
- One way streets are confusing to everyone
- Develop airport and industry around airport
- Dots:

| |
|---|
| Harbour front: 7<br>○ HMCS Haida/National Historic Site of Canada (2), North Hamilton Community Health Centre (1), Royal Hamilton Yacht Club (4) |
| James Street North: 3<br>○ North Hamilton Community Centre (1), Workers Arts & Heritage Centre (1), Jamesville Community Centre (1) |
| Downtown: 11<br>○ Jackson Square/Farmers Market/Public Library/Copps Coliseum: 11 |
| James Street South: 6<br>○ Hamilton Convention Centre/Canadian Football Hall of Fame (2), St. Joseph's Hospital (4) |
| Upper James (Claremont Access to Limeridge Rd.): 12<br>○ Unity Church, St. Peter & Paul Church (2), St. Joseph Healthcare Centre (2), Mohawk College (7), Dave Andreychuk Mountain Arena (1) |
| Upper James (LimeridgeRd. to 20 Rd.): 4 |
| Upper James (20 Rd. to Airport): 2<br>○ Canadian Warplane Museum (2) |

**12. What's your favourite park or public open space?**

- Love to take my hound on public transit
- The waterfront has huge potential

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- Off-leash park
- Dots:

| |
|---|
| Harbour front: 14:<br>○ Pier 4 Park (5), Bayfront Park (12) |
| James Street North: 0 |
| Downtown: 5<br>○ Gore Park (5) |
| James Street South: 16<br>○ Escarpment/Bruce Trail (16) |
| Upper James (Claremont Access to Limeridge Rd.): 1<br>○ Southam Park (1) |
| Upper James (Limeridge Rd. to 20 Rd.): 1<br>○ Dr. William Behune Park (1) |
| Upper James (20 Rd. to Airport): 0 |

**13. What are the hidden jewels along the Corridor?**

- Have proper connection between A & B-Lines
- Why not go up James Street at Hunter (for Go access) then up to Charleton back downtown to Hunter, from Hunter to Wellington – via Claremont Access
- Downtown Architecture
- Bruce Trail
- Stop at Fennel and West 5th to help improve access for pedestrians off Mohawk College campus
- Dots:

| |
|---|
| Harbour front: 3 |
| James Street North: 0 |
| Downtown: 4 |
| James Street South: 3 |
| Upper James (Claremont Access to Limeridge Rd.): 4 |
| Upper James (LimeridgeRd. to 20 Rd.): 0 |
| Upper James (20 Rd. to Airport): 0 |

**14. How do you get around Hamilton?**

| | Walking | Cycling | Driving | Transit | Other |
|---|---|---|---|---|---|
| Live | 5 | 5 | 8 | 2 | 0 |
| Work | 0 | 2 | 9 | 3 | 0 |
| Shop | 9 | 5 | 8 | 0 | 2 |
| Restaurants | 5 | 1 | 11 | 1 | 1 |

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| | | | | | |
|---|---|---|---|---|---|
| Recreation | 3 | 6 | 8 | 0 | 1 |
| Today's Open House | 0 | 0 | 8 | 4 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 |

**15. What's missing along the A-Line Corridor to "complete" your community**

| | James Street N. | Downtown | Mountain | Mt. Hope/Rural |
|---|---|---|---|---|
| Variety of Housing types | 2 | 3 | 0 | 0 |
| Good Ped. environment | 1 | 4 | 6 | 0 |
| Natural Areas | 1 | 2 | 2 | 0 |
| Community gathering places | 1 | 2 | 2 | 0 |
| Cafes & neighbourhood-scale retail | 1 | 2 | 2 | 0 |
| Public art | 2 | 3 | 4 | 0 |
| Affordable housing | 0 | 1 | 1 | 0 |
| Reliable & fast public transport | 1 | 2 | 4 | 1 |
| Cycling facilities | 0 | 0 | 2 | 0 |
| Local-scale offices | 1 | 1 | 2 | 0 |
| Malls | 0 | 1 | 0 | 1 |
| Other | • Hardware stores<br>• Put bus stops at major intersections and transit routes<br>• Post-secondary institutions in downtown (2) | | | |

**16. What is your long-term vision?**

| | James Street N. | Downtown | Mountain | Mt. Hope/Rural | Comments |
|---|---|---|---|---|---|
| Culturally-vibrant | 2 | 4 | 1 | 0 | |
| Community-oriented | 2 | 4 | 3 | 0 | |
| Variety of shops | 4 | 3 | 3 | 0 | |
| Sustainable | 3 | 2 | 2 | 0 | |
| Jobs | 4 | 4 | 2 | 0 | |
| Inclusive | 1 | 0 | 0 | 0 | |
| Transit-supportive | 2 | 2 | 5 | 0 | |

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| | | | | | |
|---|---|---|---|---|---|
| Mixed use | 2 | 4 | 2 | 0 | |
| Compact and walkable communities | 2 | 2 | 3 | 0 | |
| Affordable places to live | 1 | 1 | 1 | 0 | |
| Safe | 5 | 3 | 1 | 0 | High traffic on mountain not safe |
| Child-friendly | 0 | 1 | 0 | 0 | Too much car traffic downtown – sidewalks not wide enough for strollers/scooters |
| Walking trails | 1 | 2 | 1 | 0 | |
| green | 1 | 3 | 0 | 2 | |
| Beautiful | 3 | 3 | 2 | 1 | |
| Other | • Promote heritage of area (interpretive panels?) | | | | |
| General comments | • Not on James Street<br>• Please on James Street<br>• B-Line should not be on King St.<br>• Reliable, Fast, and have its own ROW<br>• How have other communities been impacted by LRT – Pros & Cons?<br>• Can you put a bicycle on it? How fast will it go? How safe can it be with other traffic? Examples?<br>• There is an interest in seeing schemes that work and fail and what we can learn from each. | | | | |

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# APPENDIX D – STAKEHOLDER INTERVIEWEES

# **Hamilton A-line, Stakeholder Interviews**, Overview

**Stakeholder Interview Objectives:**

- To understand the existing conditions along the A-line Corridor
- To study the planning opportunities and challenges along the A-line Corridor

**Stakeholder Interviews conducted: November 30th, 2010**

- Mohawk College, Ron Taylor, Chief Real Estate Planning and Development Officer
- Christ Church Cathedral, Peter A. Wall Pastor

**Stakeholder Interviews conducted: December 3rd, 2010**

- The Factory: Hamilton Centre for Media Arts, Josefa Radman
- Sonic Onyon, Tim Potocic
- Hamilton Parkway Motors Ilya Pinassi
- Hamilton Waterfront Trust, Werner Plessl, Executive Director
- Hamilton Port Authority, Bill Fitzgerald, VP of Operations
- Durand Neighbourhood Association, Jon Dalton
- North End Neighbourhood Association, Sheri Selway

**Questions asked during Stakeholder Interviews:**

- What are your thoughts regarding rapid transit along the A-line? What are some key challenges and opportunities?
- What would encourage Hamiltonians to walk, cycle, or take transit more?
- Where are some particularly special areas and key destination points that should be enhanced or preserved along the A-line? Where are some areas in need of improvement or change along the A-line?
- What makes a community "complete" to you? What is missing along the Corridor?
- What is your vision for the A-line Corridor and how it should evolve in the next 20 to 30 years?

**List of A-Line Stakeholders invited to participate in Public Consultation:**

**James Street North**

- Hamilton Port Authority/Hamilton-West Marina
- Royal Hamilton Yacht Club
- Parks Canada Discovery Centre
- North End Neighbourhood Association
- Guise St. Housing co-op

**Downtown**

- Downtown Hamilton BIA
- Hamilton Public Library
- Churches: James Street Baptist Church, Christ Church Cathedral
- Hamilton Downtown Family YWCA
- James North Art District/artist community: Downtown Arts Centre, The Factory: Hamilton Centre for Media Arts, Mixed media, Hamilton Artists Inc., Community Centre for Media Arts, Musician's Guild

**James Street South**

- Durand Neighbourhood Association
- St. Joseph Healthcare

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**Escarpment**

- Hamilton Conservation Authority
- Niagara Escarpment Commission (NEC)
- Bruce Trail Association

**Upper James**

- Mountain churches: Unity Church on the Mountain, St. Peter & Paul Church, Barton Stone Church, St. Paul's Glanbrook Church
- Major Malls/Plazas: Mountain Plaza, Mohawk Plaza, Upper James Square, Cineplex Odeon, South Hamilton Square
- Dealerships: Mohawk Ford, Upper James Toyota, John Bear GM, Audi, BMW, Subaru, Mitsubishi, Nissan
- Local businesses: Cresmount Funeral Home/ Upper James Chapel, Sharples Wholesale Greenhouses
- Hamilton Street Railway mountain garage
- Hotels: Airport Inn, Courtyard Marriot, Super 8 Motel
- Mountain Arena & Skating Centre
- Mountain schools: Mohawk College, Ridgemount Junior School
- Mountain apartments: Delmonico, Butty Tower
- Golf courses: Willow Valley, Southern Pines, Chippewa Creek
- Canadian Warplane Heritage Museum
- Hamilton Airport Authority

**Other stakeholders**

- Property owners/major land owners along A-line
- Developers - regional/local
- Seniors organizations
- Non-profits
- First Nations groups
- Go Transit
- Hamilton Street Railway
- CN Rail (Liuna Station)
- Utility companies (e.g. Hamilton Utilities Corporation)

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# APPENDIX E –NOTES OF STAKEHOLDER INTERVIEWS

**HAMILTON A-LINE STAKEHOLDER INTERVIEWS – NOTES**

**Hamilton A-Line Stakeholder Interviews – November 29, 2011**

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1. **2:00 pm – Ron Taylor, Mohawk College**

- Happy to host a rapid transit/planning event
- W.5th & Fennel – strategic location because of what exists and what's happening (St. Joseph's, College, & Area)
- Just completed campus renewal plan
    - College looking to expand number of full-time students for 800 to 12000
    - Additional accommodation for students
    - 20,000 part-time students growing as well
    - Create an "urban campus"
    - 8 development sites not for just college uses but also community uses
- Public transit
    - Mohawk student association just got a bus pass for students
    - Part of plan is to get people out of cars and into transit
    - Parking demand decreased (less pressure) due to initiatives
    - President strong desire to increase public transportation
    - Multi-modal transit hub to go to West 5th & Fennel & address:
        - Sustainability, environment
        - Safety
        - Maintenance of roads
    - Transit hub – complete process for EA in New Year & get in the ground by end of 2011
- Wish for A-line
    - Buses currently run every 20 mins → want it to run every 10 imins
    - Have a GO transit stop on Upper James: Many students are from Oakville
    - Make more convenient to go to transit up mountain
- Transit-supportive
    - Students are overwhelmingly supportive of transit, secure bike parking, just passed a student transit pass
- 3 pillars of college
    - Sustainability: courses on sustainability, energy, and waste
    - excellence
    - innovation
- multi-modal "transit hub"
    - can't call a mobility hub as require two transit options
    - has capacity for go transit stops
    - car share
    - transit hall: ground level – 20,000 sq ft service related, upper storeys – drug store, medical

    - a lot of enthusiasm: Alan Kirk Patrick, Jim Dons
    - engaged neighbourhood early on (St. Joseph, Hillcrest) to see if transit hub should be there and they were very positive
    - density on site: a lot of capacity
        - 15000 m2 – hub
        - 5000 m2 – new building
        - 5000m2, 7000m2 – 2 new facilities
    - Student residence: medium term (tied to international students program – 400 students)
    - 13,000fft2 theatre , full –spectator gymnasium – share facilities with hillcrest school – increase evening and weekend use
    - Most students near fennel go to the stoney creek campus – there's currently a shuttle but it's going to be taken over
- Metrolinx – some solutions of how to get up the mountain, some traffic challenges (width of fennel to east of college)
- Supportive of BRT – so flexible to accommodate, winnpeg has brt – ease of implementation, flexibility to respond to change, development community likes track as there's certainty to it, once on ground, no one will challenge. Brt can look just as attractive to users as lrt users
- Success will depend on how approachable/easy is it to get in a train – how easy it is to walk from the sidewalk to the train
- You can make smart buses like smart trains
- Contact: Ron McIsaac - President

**2. 4:00 pm - Peter Wall, Christ Church**

- Stewardship over property on James
- North of Hub of Transit (near Barton)
- Very few congregants are transit-users, many could be but transit is inconvenient – doesn't go to right places at right time
- Great GO user but not HSR user
- Was going to take A-line to airport – middle of day (A-line doesn't go there)
- Not a fan of converting 1 way to 2 way – York Street has not improved
- Merchants aren't happy – nowhere to stop, park
- A-line has to run a lot of hours, people have to readily access good dependable bus service, cheap
- Son goes to Mohawk College – circuitous route to get there (from Locke & Aberdeen) – either has to go to downtown to transfer or get to James and transfer
- Wife moved from library branch on mountain to downtown – she is walking mostly. Easier for her to walk in morning and pick up at night.
- #2 Barton – not very many people take it
- We need more and dependable transit

- AGP: lower popn the less service, clustering and congregating people, mixing uses has a great impact on that. Churches are a key destination on route and can be a key link on transit system but as it improves. what circumstances that they will use?
- As with many churches, there is an aging congregation/population for which driving is becoming a problem so they will stop going anywhere. They have been enculturated to drive. If they can't get to the centre to get the bus. Need feeder lines, etc.
- Church constantly trying to fix people with rides. Good to have community shuttles.
- Marketing could be helpful – if A-line stops at the "door"
- Easy-bus service to the cathedral
- Parking issue holds 40 stalls, 300 people – funerals
- Need consistent service after 7pm
- Philadelphia bus service is excellent – supposed to be cheap
- AGP: we have a cheap bus but we have an incredibly subsidized driving environment
- Transformation of James North from seedy to some great restaurants/artists – attracting a market – art crawl every second Friday – helped by dependable
- Don't want to park too far away
- More vibrancy right on the street – more people there, not sustainable
- Tearing down the parking lot to build a bus
- City is generous to put public art on James Street North – one of the pieces is bus shelter , benches
- James Street North – traffic has to be rethought with 2 way thing – traffic problems with buses ( now where for buses to stop). Normally stops in driving lane, street narrows , bulges
- York boulevard
- Hughson?
- People are coming from all over (Burlington, Oakville, etc.) – nobody lives within the parish – a lot of Anglicans
- Cathedral churches – more liturgy, music – tends to have a larger draw, people trying to hide, theology more liberal
- Building – there is a daycare with 100 kids in back of building, HARP (separate social services org) – run programs all over city using St. Mary's school, offices of synod of Niagara (25 people) – a meeting place (anti-poverty meetings, the Y, etc.), out-of the cold, children's choir – adjacent properties
- Highest special needs kids

Transit-supportive city-building

- Sue-Ann Ward – reverend of HARP – very involved with the community (Jamesville,breakfast programs) – moving a lot of operations onto Peter – got her finger on what low-income people are doing
- Equity issues – try to reach people that have choice and don't have choice
- Don't build any parking & build a GO – feeders are an issues

1835 - Cathedral

**Official Plan – view sheds**

- City-wide viewshed studies to b e done as part of OP
- Gallery – could do a community workshop there
- Dundurn castle – has an upper room to rent
-

**Hamilton A-Line Interviews – December 3rd, 2011**

1. **9:30am Josepha Radman – the Factor: Hamilton Centre for Media Arts**

- T-line good – connects areas not serviced, S-line as well, L – good connection with Burlington (don't know what the plans are)
- Don't take transit for health reasons, have 2 children who have to be at many places
- Unless if transit is as good as Toronto/Vancouver, don't want to take it
- Convenience key in any successful project.
- Cycle but not to commute but recreational – open up the bikelanes and educate driving public, create a penalties system severe enough so that they can be more aware
- Walking – problem is the existing built city and public realm is hard – would take her an hour/hour and half away, unless if living close to work – if parking more inconvenient then maybe people would walk more – take away the parking lots to create more pedestrian environments and more accessible transit/transit-friendly zone
- Make it inconvenient to park and convenient to take transit
- Vancouver: skytrain system – continuous flow of transit (half an hour gap)
- What technology? – don't know yet
- Mountain access – difficult to predict and not accessible, wouldn't want kids.
- It is hugely important for Hamilton to do this.
- A lot of interesting things happening in downtown
- There's a wall between municipalities – need to bridge links – brimsby, etc.
- GO train – that's a good thing that you can go from Toronto-Hamilton-Niagara
- AGP: people use regional transit rather than local
- You've got stuff so can't walk too far
- Vision for Area – really disappointed that Discovery Centre is going – may have had some problems to keep things fresh – only thing left is William's Coffee Pub – need to have more reasons to go there – a skating rink is going to be built there – need to have more complementary mix of uses within proximity
- Adding people closer to the Corridor to start supporting the kinds of amenities people want to see
- Architectural design of new shopping malls are problematic – counter everything we know (e.g. centre mall) – no one will go there unless if you have a car – mall should have done it better – there's a box and building around it – fumes are all around – the commercial district

- Would be good to transform upper james but how would this happen?
    - TOD Guidelines
    - Develop vision through this LT vision
- David Suzuki – need to crate attractive walking environments to encourage healthier lifestyles – need to have more of the downtown
- Micro-macro level – James/Upper James – to create a ped friendly area will need to do it in overall plan but with small elements (green space, planters, etc.)
- AGP: logic, City is going in that direction, we're happy to hear that you think that way so we know we can get a fair bit of momentum on upper james – will need to have some tenacity to transform the environment but if folks like you are supportive, then it could happen
- Del Rae , California – ped-oriented retail, walking environment
- London , England – such a barrier to drive, that you'll take a train – same day they included congestion charge, they added 1000 buses
- Vancouver – public transit works well

- Something that we did not touch on, and may be important going forward, is that integrated success may partially rely on a comprehensive strategy with respect to potential transportation options from home or work to transit nodes.

- The taxi industry needs to be supported and augmented to work within the rapid transit formula-possibly some type of incentive system for those who do access rapid transit to encourage them to leave the car at home, and only use it for unusual trips.

**2. 9:45am Tim Potocic – Sonic Unyon**

- North End of James to Bay focus, not familiar with Mountain
- Commercial level-involvement
- Development, apartments, redevelopment key to downtown area
- Try not to put too many constraints for people willing to invest in downtown
- Dealing with personalities – have to focus on street and anything above 5 to 6 stories is not going to work, everything has to be on street-scale level, lots of community resistence otherwise
- King to Bayfront
- Music business, but also in commercial development business to do music ((invite in developer focus group)
- 1997 – partner & self has been buying 5 properties – 4 in that stretch, and 1 on locke
- Encouraging more apartment building just finished one apartment with commercial down below (
- Managing the community in general is pretty key – go about it in small focus groups – if you get a lot of the same people then politics hard
    - Older people in community don't want change
    - Younger people want change but on their terms

- Extreme group: Potential gentrification of James Street – afraid of pushing people out of community, accusists, stickers on buildings, etc. – a lot of stickering
    - There was a feel-good session asked them to come (MartinaStastinski) – community discussion – got really ugly – focused on Jacquleyn & Paul
    - Looking at lowest economic strata – way they're going about it
    - One member of community group is a prof at Mcmasters – panel discussion – very vocal
    - Ian Jarvis – General Manager of Artists Inc. – involved with the group
        - Can be radical but he's someone you can speak to
    - Paul Johnson (City of Hamilton) – neighbourhood rejuvenation person, dealing with social issues
    - AGP: We want to not ignore them but not let them take over the process and use as stepping stone
- People generally want rapid transit – big obstacle is to keep people informed (always a problem with big projects like this)
- Need to address disruptions – management – how long and when? Need to communicate
- Big drive to push retail on the street
- There's concern already – supposed lack of parking – some push back
- City to Engage people to develop the properties – it's still pretty grim
- Main property: their business (warehouse in scarborough), environment Hamilton, a lot of more entry, 30-40 people in the building
- 1 on cannon – couldn't renovate fast enough for people to move in
- Last two properties – the old dinner (between Wilson & cannon) on James – tenant was there, vintage clothing store went
- Last property – convert commercial building to multi-use, 2 businesses, multi-storey
- James Street – lots of bad 1 storey infill (pseudo plazas)
- Excited about bigger property – facades ill be done – will be stunning
- Uptake on some of the properties – all the other properties smaller units (500 – 1000 sf), last one spaces are huge – harder go (smallest is 2300 sf)
- Redeveloping some of those parking lots downtown would be fantastic – need a way to push those property owners to sell some of their parking
- Putting the line in so it fits with streetscape – adds beautification to street, making it more walkable - there will still be a lane per direction?
    - We still need to explain technology, centre street or side of street, dedication or shared
- Artists
    - Art crawls
    - A-lot of them own property
    - Community regeneration pivotal right now
    - Engaging them should be reasonably easy
    - Communication – organic – social networking
    - Street closures – when weather's nice
    - Super Crawl – September - over 20,000

    - Regular crawl – 1000 people dangerous if no closure
    - Want more music soon – no push back – some great local artists, visual artists, keep them informed
    - Contacts: Dave Kirk (age magazine), Graham Crawford (art culture)
- AGP: want to spread activity along A-line, if spread out enough then you'll get more of what you're looking for then less
- Elements of it that work but not all working – no new building as part of James street, all adaptive re-use – Acclamation building drawings (Roque Ruffing?)
- Incorporate cycling facilities as part of the streetscape – bikelanes, racks, beautification of street
- Ultimate vision: to walk out of the property & be able to walk down the street (maybe with sections of it closed to traffic), go to cafes with patios
- AGP: Risk of taking cars out of picture - can sterilize the environment
- Ken: e.g. George Street (is dead) versus Hess Street (can still crawl through but can whiz through)
- Agreed
- Deliveries, servicing, etc.
- Clean buses, trains needed
- Connecting the bikelanes is important – existing ones are so disjointed it is hard to get around – has had one major altrication with a bus driver
- AGP: cycling takes off for kids and seniors – need dedicated cycling facilities – recognize for transit and cyclists – you are first a pedestrian – have bike racks on train
- Connectivity

**3. 10:30am Ilya Pinassi – Hamilton Parkway Motors**

- Ilya brought two friends from Upper mountain to super crawl downtown – blown away
- Lives downtown – Queen & Carlton
- Needs to link upper & lower james
- Not sure how you'll reverse big box development - back of the buildings don't have entrance – all windows closed off to street – sidewalks very narrow
- Sidewalks in Hamilton are not walkable, don't allow barrier from traffic, and curbs are too low
- There's a bus stop at Toyota dealership on Upper james – need better way for people to cross street
- Don't know what technology yet
- Issues currently on street with traffic – assuming City has planned to widen road – cause City keeps buying frontage off their properties – whatever form of transportation chosen – as proven by stadium debate, people like to drive in this city
- Has to be super accessible from downtown, go stations, straight up to airport – has to be easy – may want an express line (premise of rapid transit
- Great opportunity for airport
- KC: B-line (25 mins from East Gate to Mcmasters)

- AGP: Car driving will continue, car ownership will continue, but need to provide options for people to walk
- Most exciting: bring a sense of community that Hamilton doesn't have
- Where you stop is very important – there's self-sustaining neighbourhoods that emerge at the stations
- Roncesville – he used to live there. How street was constructed really damaged businesses – delay too long. Speed is of the essence. His business is there.
- Also owns another dealership at centennial & barton
- HSR – very low use
- Don't want to see a major investment like this unaffordable
- There has to be affordable service – monthly, yearly
- AGP: 3 things: affordability, efficiency, convenience
- Tie into other forms of transit – integration of modes
- He thinks he loses money because people go to burling to use GO service
- Hunter is great but Liuna station (rail lines already there) – Centennial
- Biggest fear is traffic – very busy street right now, unless if road widening happens don't know what can be done
- AGP: changing make-up of street will change the composition of use
- Will need space - need trees, broadsidewalks, designated bike lanes
- AGP: need densit
- Sick of hearing about Airport Employment Plan Growth
- He wants to grow-up and not out – but don't want people to not be able to turn into parking lot
- Concentration is already happening – nothing obliges anyone to anything – implemented as individuals along the way want to change their property
- Barton St example – great sustainable community, Locke Street – almost has everything
- Concession St – it's there
- James Street N – it's there
- Upper James – so much big box
- West 5th has become a major thoroughfare – solely residential – a lot of concerns for those on that street – how prevent people from not taking another street?
- AGP: traffic always increases in City. Trick is how we can increase other modes in the share as well. More people living clustered in certain environments – more mixed use, diversity of options, land values, etc., become much more solid.
- Mixed use is the only way
- AGP: densification along nodes along Corridor – best at transit stations but even better at intersection of two transit corridors
- Need rapid Go centre to Toronto – initially allows Hamilton to be a bedroom community, but allows more development…as the land is cheap.
- Ilya saw a lot of potential
- Need a city council that focuses on downtown living, incentives for revitalization

- KC: Official Plan – says no more sprawl already, if you start getting a sense of community in an area – that really influences council
- AGP: Airport Area – no growing outward (greenbelt)
- Ancaster Business Park will grow out
- EastGate needs to be totally redone
- AGP: policy allowance shifts the tides
- How will you persuade people?
- KC: We're trying to engage people early so when we're closer in end its not a surprise to people and to build a rationale (versus Stadium debate).
- People that want to drive?
- KC: there are still lots of options for them
- Key things: opportunity for community (severe lack of sense of communities), walkable and bikeable streets (cant imagine a stroller on streets) – streets are not walkable – not enough separation on the road, need bollards, streetside parking (slows traffic & creates a barrier)
- KC: start with key points of city
- AGP: focuses policies on nodes and corridors – transit investment, higher urban design, higher quality urban design. Have to think about it as a network.
- Can't imagine mixed use on Upper James– KC: how about the starbucks? Making little zones
- Mixed use – can't see residential…Kc: could be behind, above, etc.
- KC: city we have is based on a reactionary city – city is divied up, etc., takes 30 years to change
- Contacts:
    - Bill Johnston Jr. (Chrysler) – first store on the street
    - Canadian Tires store + Part source (at Mohawk)
    - Trillium Jewelers –
    - Los Baguettes

**4. 11:30am – Werner Plessi - Hamilton Waterfront Trust**

- Board supports the city's initiatives in getting people out of private vehicles – leave it up to expert as to what form it takes
- Waterfront trying to develop for pedestrian & cyclist use
- Councilor Colins & Bratina – have waterfront shuttle in the summer
- Benefit: healthiness of public, minimizing wear & tear of infrastructure, & wasted real estate parking
- 2. Destinations & how to get there. There are days on waterfront shuttle when its particular busy. Walking is pretty far. Most of people who go down to waterfront still drive as we are out of the beaten path – serve the local but a large area. 80 staff employed in the summer. ¾ km walk from bayfront station.
- Local community – most people are driving, marina users, park users

- AGP: if enough people within walking distance of the Corridor, you can walk to a stop + dropped off there. Waterfront shuttle is free but people particularly.
- Some days ¾ bus is full.
- Vancouver – amazing doing great things, building a lot of commercial around stations, etc.
- AGP: concentrations around key stops, mixed use is key to making those places destinations.
- Get 500,000 cash sales at til – all on pier 8, coffee/boat, discovery centre
- Discovery Centre: closed last week, 7 submissions come in to expressions of interest
    - 3 zones and then open RFP for whatever on site, a lot of interest for banquet facilities, not enough waterfront centres, restaurants
- Setting Sail – more of a commercial node (at Pier 8)
- AGP: some great synergies – confluence – amazing anchor – more so than airport – waterfront anybody can be a user
- 50% customers are older people
- Conscience to make everything accessible – extremely accessible
- Very friendly – huge segment
- Driving is not an option
- 5 or 6 groups that meet there for health purposes – walking, running, ladies groups, etc.
- More and more people living in condominium units
- Discovery centre – has meeting spaces, rentals, Craft market tomorrow
- Ice rink is opening tomorrow
- Future commercial development – would like to meet the standards, trying to not have a negative influence on community there (check Waterfront Master Plan – parking structure, across from main waterfront park, 700 – 1000 parking, slips) – we won't be getting into that level of detail to influence waterfront plan – AT: how much retail is allowed?
- Waterfront – used to have a horse streetcar turn around
- AGP: opps & constraints first step, more detailed work to follow similar to B-line. At a Corridor wide level.

Residents hat:

- To use it needs to be super convenient
- Lives in dundas – never taken a bus in Dundas
- Wife works in Mac (walking is a lot quicker), daughter goes to Mac
- Would rather park my car if I can get there if I can bus
- Won't drive if going into Toronto
- Would like to downsize and move to Hamilton proper by waterfront (A-line)
- AGP: exercise is about generating choice
- Will increase employment options for people
- Centre mall frontages are awful
- Baltimore – "ideal of waterfront development " – has a bit of everything – have a bit of a subway, rail system (690,000 people = 1/3 of Toronto), 12 hotels (750 units each) around

the waterfront – much of land that was abandoned + redeveloped – lots of restaurants, very accessible (30 ft wide) – amazing what happened 13 years ago, was all industrial – 1.5 mn, tall ships → 6.5 mllion – unbelievable hotels, planned longer than that, soccer stadium + football stadium built on waterfront near downtown

- Contacts:
    - Ted Gill, traffic engineer, board member of Waterfront Hamilton Trust
- Don't hear much about rapid transit down in waterfront, a friend, staff get frustrated cause they have to walk

**5. 2:00 pm – Jon Dalton, Durand Association**

- Will circulate the invitation
- Was involved with the B-line – was so predictable how opposition came about on B-line after 2 years of publication in paper, City website, etc
- Durand: James Street South section – not going through neighbourhood. How its implemented on James is very important. Association was opposed to 1981rapid transit plan. Ontario rapid transit company was set-up. Was going to be elevated on James St – not true light rail – would have destroyed character of James Street. Full supportive of what's being done now.
- Has seen that if done wrong can be terrible for street, but if done right can be transforming.
- Has been following James Street South vacancies – uphill battle, upset about not having parking. Business environment.
- Environment, streetscape, configuration not good for retail – a lot of people wait at transit stop
- Would be absolutely striving if elsewhere
- Unnatural ability to get it wrong in Hamilton
- When it was coverted to two way, James Street South was treated a lot more differently than north. James North got street parking, street trees, etc. – centerpiece downtown, success story. James South tried to preserve traffic flow – no parking on either side, people driving down the street have no opportunity to stop. If traffic was moving slow, people more likely to notice. 50 years of high speed traffic – like an expressway ramp up the mountain – still functions like that. Want to ensure that light rail will make things better
- It's like the city took one step forward but two steps back
- Want it on James Street – but has street running and has to be attractive, needs to be streetscape improvements to go along with it
- 50 buses an hour right now
- BRT – how would it look like on the street?
- AGP: make it "rapid" – one tool is to separate it
- Ottawa BRT system – through downtown
- Emergency services there, or other buses, etc.
- Marked lane versus separated guideway
- Track if not dedicated lane – then not rapid, will act as local
- Can see small sections – bus lane – but wouldn't be physically separated
- Want to get people in the right places – James & Augusta – will bring in a lot of pedestrian traffic

- What's going to help the business downtown? Important from development angle of things
- Success of one system builds on the others
- Not coming downtown because there's nothing to do
- If there were stores downtown then more to do
- Older hamiltonions – when eatons closed then no reason to go downtown anymore
- Certain businesses where never exist in a strip mall – buildings built to the street
- A lot of history, historically-aesthetic building – if to succeed just a little more, people will start coming
    - E.g. James Street North – Art Crawl – nobody complains about parking
- Congestion is a sign of success
- City = a dense built up environment, if everyone has a car – there isn't space for all thecars
- In 70s – tried to make a suburban downtown and it doesn't work
- AGP: Shift streets are for moving cars to streets are for moving people
- James Street has existed for moving cars up the mountain for a long time – can't put a RT there without getting in the way of the cars
- Without RT, will be moving
- City has to go great lengths to educate people
- City has to be bold
    - Public materials need to say that car traffic is going to get slower
    - Bring those messages back about transit priorities
- Have a stop at the Go station
- Courtyard of chateau royale – blank wall – light rail – could it be used as a courtyard for for LRT to stop?
- New urbanism is really like old urbanism – return back to basic principles of what makes the city work
- Some concern about tunnel through escarpment if it gets built – pretty environmentally sensitive area
- Getting up the escarpment will be challenging
- Some people in Durand prefer Claremont Access for cost-savings and train can go faster – how much time would that add to trip and how much does it deviate from James? It needs to hit St. Joseph's campus as there are so many riders. But understand that it needs to remain "rapid"
- Vision: 10, 20, 30 years – there's a bit correlation between land use and transportation – can see it being a big problem on the A-line b/c of current zoning and historical land use patterns. On side of upper james, its mainly parking lots – hard to imagine rail – no density – how are people going to get there.
- ***AGP: where as downtown will required TLC, upper james will require 180 degrees transformation***
- Build up the density & turn into a more pedestrian-oriented environment and needs to go hand in hand with densification strategy/nodes & corridors, City has to make changes to zoning to allow
- Right now can't build up to street – illegal right now (harry Stinson trying to do this right now)

- **Our policy is so deeply suburban**
- Christine N: zoning has to comply with policies in OP, after get final approval from minister and will have zoning, land use building setbacks to allow – people can take it on or city can take it up. New zoning by-law
- AGP: New OP has been adopted by Council (appeal period) → transit-oriented development consistent guidelines – covers the whole City
- Dead Malls – can be redeveloped by doing in-fill
- →consultation: show transformation of strip mall/malls – did you know? Malls can be…pedestrian-oriented shopping
- There is a lot of anger over 2 way conversion being dropped from the B-line – see that as a step forward and a step back. 1-way traffic system as a key deterrent to revitalization to Hamilton & attracting new families to the city. Defines the image to the city that we have these expressways running through downtown.

3 biggest problems with downtown:

- 1. We want an image of a clean, progressive city – not just about having a pretty downtown but perception of the city overall – will not change as long as we have these 1 way streets – like a "dragon that needs to be killed".
- 2. Surface parking downtown
- 3. Jackson Square
- If we can't change these through RT project, then when can we change it?
- I know you've had opposition but need to look at from perspective of what's best for City – economically, environmentally, socially, what satisfies GRIDS Vision 2020 – no justification of maintaining 1-way system – people will argue that its vital to keep the trucks moving but whatever value in keeping traffic moving is far overshadowed by what it take away from the economy (in terms of new businesses, businesses, taxes, development charges) – things that happen when people are actually there. Tax that city is no getting (half of units on King is empty) – effects the bottom-line
- Stop idea of trucks getting to highway – that is a diminishing economy
- "New economy has to be centred on downtown & creative industries…and to usher the new economy, design is essential"
- "People graduating from Mac – if we offered them an exciting environment, they would stay"
- 1 way streets keep the city stuck in the 50s
- Need to usher in the new economy, the design is essential
- There's a fundamental disagreement between traffic department, planners, and people who want to have a decent lifestyle here
- Kinds of people who want to live here and make the city great are living in other cities – don't see the world through windshield of the cars
- Only places coming back is where they've e changed that enviro (e.g. James North)
- "**You can argue traffic flow over and over until there is no more traffic because no one lives there anymore."**

- Transit planners seemed to have caved to 1-way
- We'll communicate sense of urgency – come out to A-line PICs

**6. 3:00pm - Helen & Sheri Selway, North End Neighbourhood Association**

- A-line goes all the way from downtown to airport (not sure if goes north of downtown)
- Neighbourhood association may be interested in having team in to make a presentation to their group
- AGP: ideally will have people come out to a few of the public events, start early – then have all sorts of ideas – hear concerns of all sorts of business/neigbourhood associations
- Sheri – has taken rapid transit in Denver, Pittsburg (free transit downtown) – increased ridership by 60%, people pay when they get one way and they pay when they got off but once you're downtown you can use it for free
- Helen – lived in downtown Calgary when put in LRT (was free through downtown)
- Works /consider designating an area in the Core for free transit
- Buffalo was free too through downtown – cheaper than building parking, ec.
- Park and ride
- Feeder buses – needs to be frequent
- A lot of people in Oakville could book their bus to take them to train – call & demand service (Dundas also considered)
- AGP: importance of thinking about the system as intermodal
- "everyone starts and ends their trip as a pedestrian"
- Sheri: Barton buses seem to be most used (every 5 mins) – look into bus rapid transit
- Liuna Station & lot on west side – across from there
    - CLM: We want to bring A-line to go right to the waterfront
    - AGP: We're realizing that people want to go there, recognize that it's a destination for now later on will get into more technical exercise – rail & routing, etc.
- AGP: Not sure what technology – though likely at grade
- Why is it called rapid?
    - AGP: intent is for it to be faster than local buses
    - B-Line: 25 mins end to end
    - Not have all the little stops, dedicated, priority at intersections,
- Concerns
    - James Street North after is residential – putting something that's fast through there is an issue if there's kids – we want the street to have slower traffic
    - AGP: part of understanding what the technology is (not moving at 100km per hour) – 25/km hour – depends on creating very pedestrian-oriented environments
- What happens to cars?
    - AGP:
    - Convenience, mode shifts
    - Intensification – mode
    - Don't have to travel great distances to do what they need to do

    - Take away the need for car for some destination
    - In 20 years, there will only be more traffic if do nothing, but in 20 years, would have more dependence on other modes
    - Different solutions to different parts
- What land assembly or demolitions need to happen?
    - AGP: undesirable situation
    - There are some gorgeous heritage buildings, some of them are falling down
- Traffic volume & speed of traffic
    - Impacts, fewer cars (so faster)
- Preserve existing residential but also small scale retail
- Plan has more residential at pier 8 (750 units??) – would be good to have more retail
- Would be really nice to have that line ready so people start living there with rapid transit right away
- Mixed use residential will apply based on OP
- Businesses should be close to the street not set back
- Secure bike parking needed – coordinate with Shifting Gears Plan (AT to look into) –
- Comfortable shelters
- Would LRT be justification to be reduce parking west harbor secondary plan? – how much parking with recreational master plan?
    - CLM: potential opportunity
    - AGP: plus phasing
    - "intensipation"
- Challenges:
- Festival parking – 2006 study, 20,000 people going in and out July 1st – ambulance could not get there
- A fear – people would park in north and use as a parking lot
- Hospital – some people start parking at Simcoe, etc.
- A-line not as far ahead but B-line will look at whether park and ride lots are needed at the ends
- Corktown – go trains are parked on the tracks overnight?
    - Maintenance facility study currently going on?
- Barton street bus – revamping HSR?
- Free shuttling up and down the street**
- Inter-regional as well?
    - Integrated system – connects to Burlington, etc. on east, to Toronto – to west on Niagara
- Fares – metrolinx is interested in using presto – wide variety of people on B-line – high poverty area – will people be able to afford it?
    - AGP: a huge premise is that of affordability – cars are getting more and more unaffordable – way more affordable to be able move in transit versus owning a car – infrastructure, etc.

    - Parents dropping kids off because schools now have catchment area – as they drive to work
    - Equity and affordability perspective – huge argument for transit
- Affecting cars turning? Turning left and right
    - Cognizant of movement of cars, but also access to properties facing rail corridor
    - Large public housing on west side of James
    - Crossing the street is important too
    -

- How long does rt project take?
    - 8 years average, construction challenging, mitigation plan needs to be in place to help owners (AT to check Canada line exp)
- Really want it to be a child & family-friend neighbourhood
    - Having things of interest for children so they can feel comfortable using
- Public art should identify and characterize each station

- **Messages about environment, costs,**

**Hamilton A-Line Stakeholder Interviews – January 11th, 2011**

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1. **Robert Plant, Hamilton Public Library– 2pm**

- Worked in economic development at City for 5 years then now library
- Biggest challenge: what we can afford & sustain over time – the whole business plan being developed
- Opp: unique corridor, underutilized waterfront, "we have to give people a reason to go downtown"
- A lot of people use the library
- Connection to airport so under-utilized
- AGP: can we afford not to do it?
- We need to do it now – people are starting to live in the core again, but the infrastructure is still not in place
- Nodes concept
- Concentration of density around stations esp upper james
- Community services – library – people/wal/transit
- VPL – next 10 years?
    - Dealing with underserved areas in the city
    - Combine smaller rural branches
    - Destinations on main arterial roads – e.g. rymal road – turner park branch, skateboard park, police, etc.
    - James? Terry Berry – W. 5th _+ Mohawk

- *User demographic received from Rob*

- Community spaces – meeting rooms – 250 bookings last year, but needs upgrades
- James street north – branch there was closed 2 years ago, focus on central library
- More surgical approach to james in some areas, more drastic elsewhere
- Library Masterplan – currently has 24 locations
- No mobility plan for the VPL
- Could put postings on myhamilton.ca

**2. Robert Fitzgerald, Port Authority – 3pm**

- Would use from Monday to Friday
- Does it have population and density to warrant the cost
- Seems like a logical route
- Maturity of city relative to waterfront
- City's looking at medium density – council make year round destination at waterfront
- Once a-line is in – will curb some of the sprawl
- Challenge: 100 years behind for the city
- Opportunity: potential density
- Grow by putting density on transit lines
- Parking – most vibrant waterfront destination arras are not filled with cars but cool restaurants and shops
- Year –round: transit is a year round service that feeds off each other
- Concentration serving the route
- RAP Program: public access tartets, a lot of employees, cargo imported by vessel through truck & rail – steel issue – how many people actually work there
- "network approach" – cant just build A & B lines and stop there

# APPENDIX F – RTCAC TERMS OF REFERENCE

RAPIDTransit
moving HAMILTON forward

# Rapid Transit Citizen Advisory Committee (RTCAC)
# TERMS OF REFERENCE

## PURPOSE

The City of Hamilton believes that the advice of local residents, business owners and community leaders can lead to improved decisions and enhanced communications with the local community. The Rapid Transit Citizen Advisory Committee (RTCAC) will be one of the methods through which advice will be provided to the City of Hamilton's RT project team and consultants with regard to the Rapid Transit Initiative.

The role of the RTCAC is to provide input and advice to the City of Hamilton regarding the planning and development of the Rapid Transit initiative and related land use planning studies. The RTCAC will meet with the RT project team at key points in the process to provide feedback on emerging ideas and conclusions. The RTCAC is not a decision making body.

## MANDATE

The mandate of the RTCAC is to:

- Assist in the identification of current and potential community issues relative to land use and infrastructure.
- Assist the project team in moving the project forward.
- Share information and knowledge of the Rapid Transit study area.
- Comment on presentations and reports.
- Provide a community perspective on issues, planning processes and solutions.
- Provide input on the alternative solutions, strategies and plans.
- Identify or comment on potential measures to minimize the effects of impacts.
- Assess the possible reaction of the public and offer recommendations to address potential impacts.
- Provide input on the public communications plan.
- Provide information to their stakeholder organization on the project (if applicable).
- Attend one evening meeting every month and attend various public events, with a minimum of a one year commitment. (additional meetings will be optional based on level of interest of individuals)

## GOALS

Specific RTCAC goals include:

1. To learn about the operation and implementation of a Rapid Transit system in Hamilton as well as future plans for development and expansion.
2. To provide local knowledge of the area to assist with future decisions.
3. To learn how Rapid Transit can transform our City.
4. To work cooperatively with other RTCAC members, staff and consultants to keep the project moving forward.
5. Provide input on potential land use options.

## MEMBERSHIP

The membership of the RTCAC (26 members) is structured to provide a range of perspectives.

Mayor, City Manager, elected officials, City of Hamilton's Rapid Transit project team and SDG consultants will be invited to attend meetings as advisors, experts and/or guests. They will not be active participants on the committee. RTCAC meetings will be open to the public with observer status only.

## FACILITATOR

An independent, professional facilitator will chair the RTCAC meetings. This facilitator will be responsible for the operations of the committee, organizing content and logistics of meetings, and facilitating meetings.

## ROLES AND RESPONSIBILITES

**Roles of the Rapid Transit Citizen Advisory Committee Members:**

- Advise the project team of community perspectives.
- Attend all meetings and public information centres.
- Participate in communications and consultation events.
- Prepare for the meetings in advance by reviewing notes and background materials.
- Help the RTCAC operate effectively by offering suggestions and alternatives to issues, concerns and problems.
- Contribute constructively to the dialogue, and openly discuss views and opinions.
- Attempt to anticipate potential challenges and offer options or ideas for resolving them.

- Relay information provided from the public or other interested parties.
- Communicate accurate information to members of the public and other interested parties with the assistance of staff and consultants.
- Provide comments on future land use options.
- Please note that it is not necessary for a consensus to be reached on all matters. Different opinions will be respected and opinions of the RTCAC are not binding.

**Roles of the RT Project Team:**

- Listen carefully to the opinions and perspectives of members and consider comments during planning and design.
- Help the RTCAC function effectively by providing information, and offering suggestions and alternatives to issues, concerns and problems being discussed.
- Try to anticipate potential problems and advise the RTCAC.
- Provide study materials in advance of the RTCAC meetings.
- Provide clear and straightforward information and answers where possible.

**Roles of the Independent Facilitator:**

- Prepare agenda in consultation with project team.
- Manage all communications between RTCAC and project team.
- Facilitate the RTCAC meetings in an open and fair manner.
- Keep the sessions on time and on track in accordance with the agenda.
- Prepare and distribute meeting notes.

## MEETINGS AND ATTENDENCE

RTCAC September meetings have been scheduled for September 14 and 21. Regular RTCAC meetings will take place on the third Thursday of every month starting October 2010. Proposed time is 6 - 8pm at City Hall. Members are encouraged to attend all meetings and public events.

In the event that a member of the committee is not able to attend two consecutive meetings, the facilitator, after consultation with the member, may appoint a suitable replacement person.

## MEETING MANAGEMENT, AGENDAS AND REPORTING

To the extent possible, the Meetings will be a combination of presentations and working sessions. Meeting materials, including a draft agenda and any background materials, will be sent to committee members at least five days prior to the meeting dates.

The proceedings of the RTCAC meetings will be recorded in the form of notes by the facilitator. The notes will be circulated in advance of the next RTCAC meeting. At each meeting, the previous meeting's notes will be reviewed and approved by the members. Notes will also be sent to the RT project team and posted online on the Rapid Transit website.

**I have read, understand and agree to the RTCAC Terms of Reference as noted in this document.**

_____
**Name of RTCAC member (printed)**

_____
**Signature of RTCAC member**

_____
**Date**

Please return this signed page (page 4 of 4) to Katie Edmonds prior to our RT Open House on September 30. Please keep pages 1-3 for your reference.

If you have any questions or concerns please contact Katie Edmonds at katie.edmonds@hamilton.ca or 905-546-2424. ext.2553.

# APPENDIX G – PIC ADVERTS

# Notice of Public Information Centres for Land Use Planning Issues and Opportunities along the A-Line

## What?

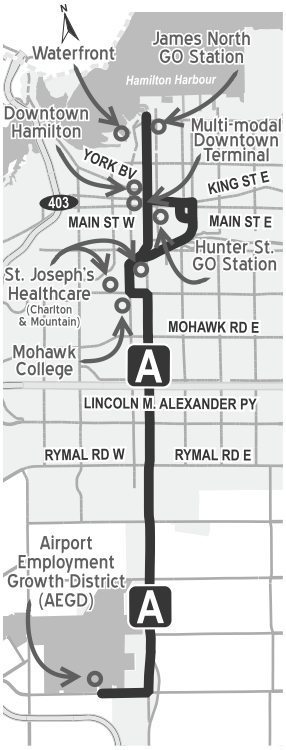
The City of Hamilton's Rapid Transit team invites you to our upcoming Public Information Centre (PIC). This is your chance to:

- Review existing and future considerations for the A-Line Corridor.
- Discuss potential land use planning and rapid transit opportunities and issues along the A-Line corridor.
- Learn about the next steps as we continue to move Hamilton forward.
- Add your voice – make sure your concerns are being heard.

## When & Where?

**Tuesday July 19, 2011**
Mohawk College, H-Wing Atrium
135 Fennell Ave. W. 6:00 - 8:00pm
(The PIC will take place in front of Starbucks in the corridor connecting the new Learning Exchange building (H-Wing) and C-Wing. Free parking is available in lot P8)

**Wednesday July 20, 2011**
Hamilton Convention Centre
Webster Room
1 Summers Lane 6:00pm - 8:00pm




## Accessibility

For individuals with accessibility requirements, please contact Trevor Horzelenberg at 905-546-2424 x2343 no later than July 18th. Advance requests are highly encouraged to enable us to meet your needs.

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Hamilton
Public Works

www.hamiltonrapidtransit.ca

# APPENDIX H – PIC PANELS

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# 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

**Contact us:**
Rapid Transit Team
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext 2553
Fax: 905-546-4435
E-mail: rapidtransit@hamilton.ca
www.hamilton.ca/rapid-transit

Hamilton

steer davies gleave

## 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

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# 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

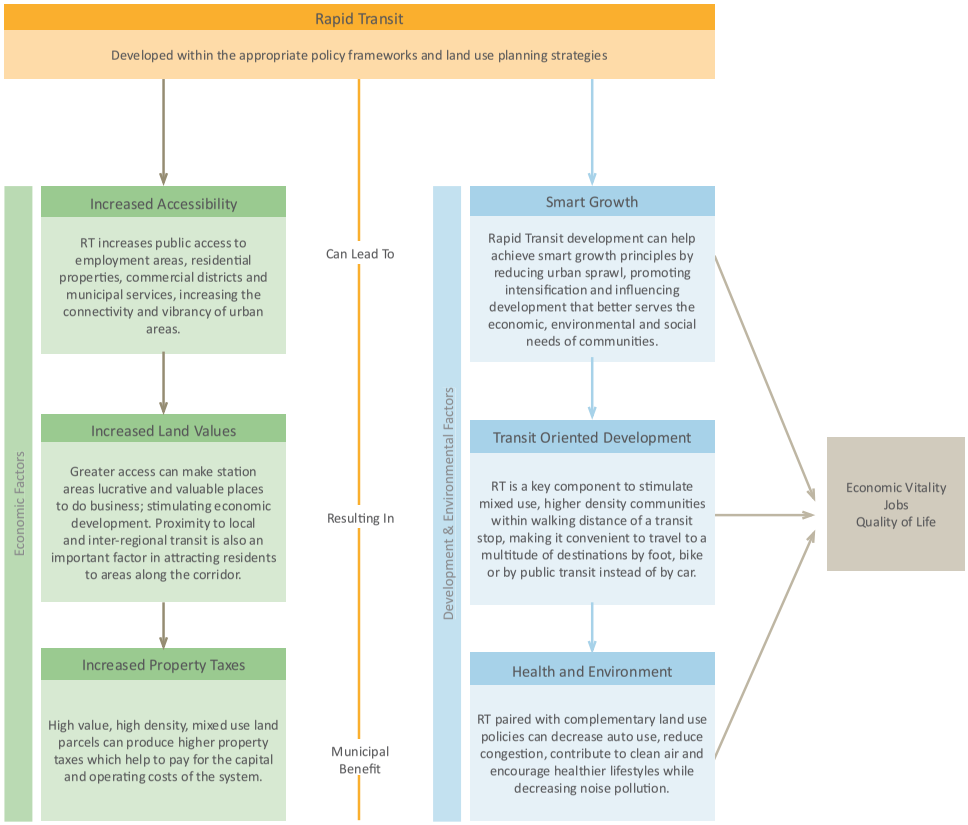
The Growth Related Integrated Development Strategy for Hamilton (known as GRIDS) seeks to achieve this and accommodate an additional 150,000 people and 90,000 jobs through to 2031. To guide this growth a number of key attributes are identified including:

- 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.



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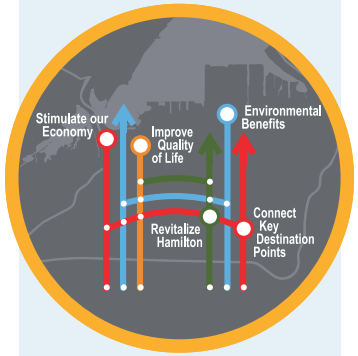
# Proposed Rapid Transit Network

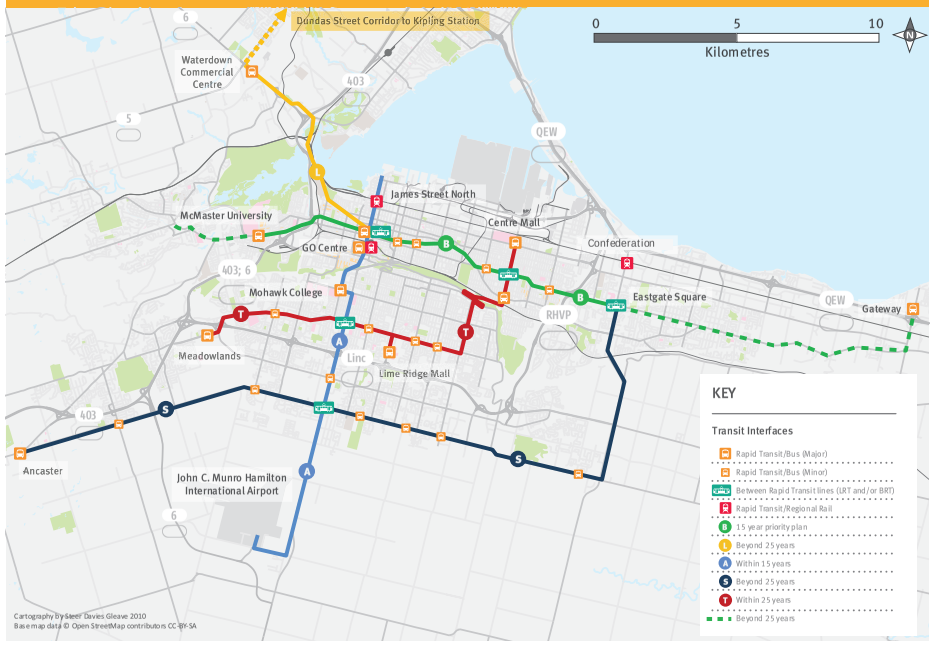
Rapid Transit for Hamilton is about more than moving people from place to place. The Lines will connect key destinations, help stimulate economic development and vitality and contribute to the revitalization of the city.

## 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.




The B-L-A-S-T Network




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.

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# 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

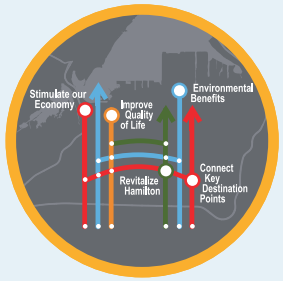
## Rapid Transit Benefits

### 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.

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# Rapid Transit Systems - Key Components

LRT: Montpellier, France

LRT: Montpellier, France

BRT: Swansea, UK

LRT: Marseille, France

LRT: Montpellier, France

BRT: Nantes, 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

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# Rapid Transit Systems - Key Components

BRT: Stuttgart, Germany

LRT: Lyon, France

LRT: Nottingham, England

LRT: Bordeaux, France

LRT: Portland, USA

BRT: Nantes, France

BRT/LRT: Bordeaux, 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

- powerred 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

LRT: Nantes, France

## 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

Portland, USA

Portland, USA

Orleans, France

## 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.

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# 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.

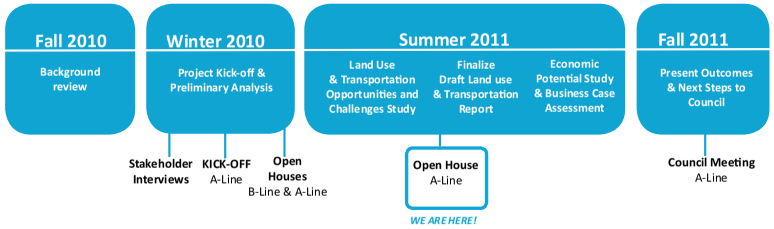
## A-Line Land Use

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.

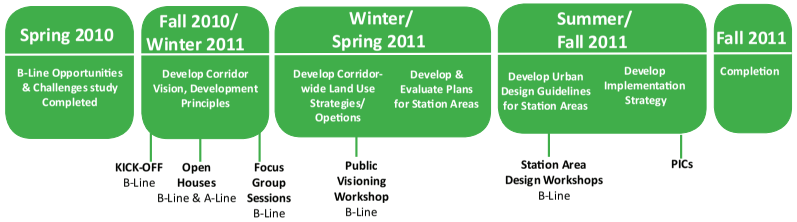
## B-Line Land Use

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




### Process Highlights




*Photos from A-Line Kick-Off and RTCAC Meetings*

*Images from B-Line Open Houses and Design Charettes*

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# Transit-Oriented Development (TOD)

## Hamilton's Transit-Oriented Development Guidelines

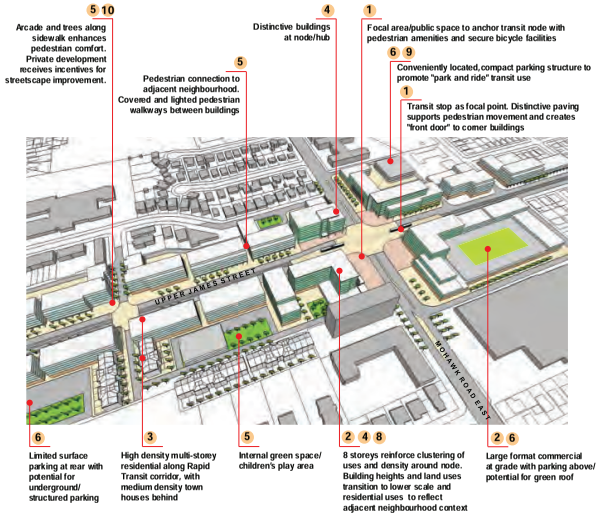
A key strategy for capitalizing on the benefits of Rapid Transit is to encourage transit-oriented development (TOD).

*"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

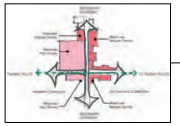
Principle 3: Require Density and Compact Urban Form

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

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# Examples of Transit-Oriented Development

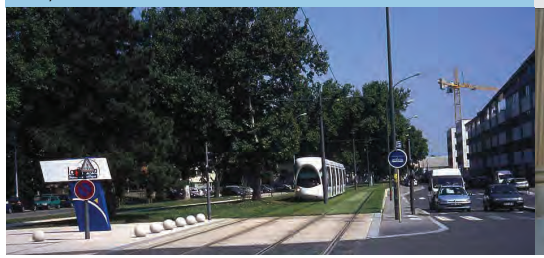
WRITE YOUR COMMENTS

SACRAMENTO, CALIFORNIA

PORTLAND, OREGON

DUBLIN, IRELAND

LYON, FRANCE



SAN JOSE, CALIFORNIA

ATLANTA, GEORGIA

CROYDON, UNITED KINGDOM

STRASBOURG, FRANCE

NANTES, FRANCE

ROUEN, FRANCE

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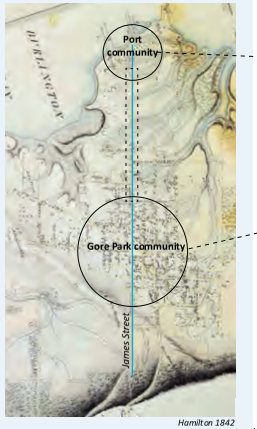
# James Street Corridor: History and Policy Highlights

**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*

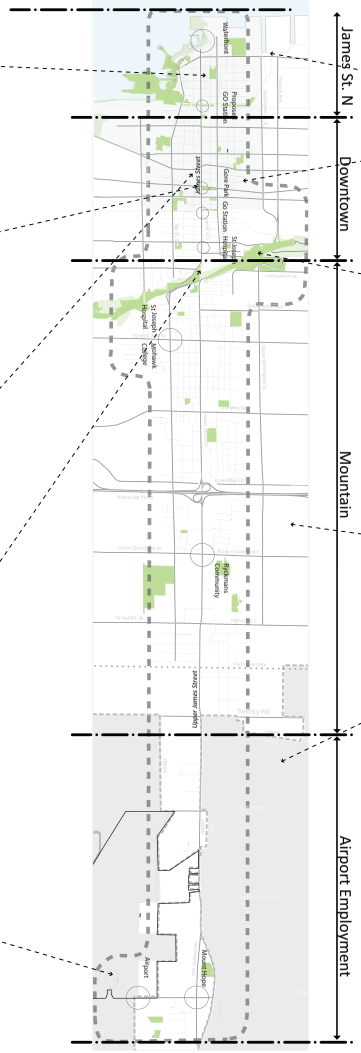
*Hamilton Farmers Market in 1906*

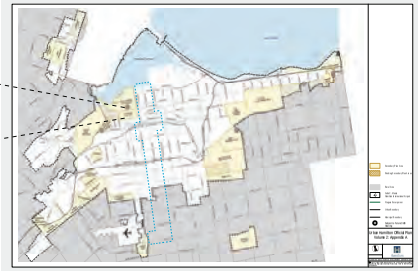
*Elevated inclined railway up Escarpment*

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 accomodate 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

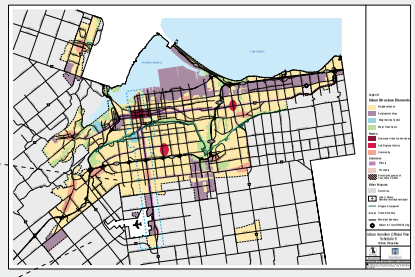
**(John C. Munro) Hamilton International Airport** was home to a wartime air force training station in the 1940's - where flight training activities, air navigation, telegraphy, and air gunnery activities were held. After World War II, this facility transitioned from being a military establishment to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



**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 **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.



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/*

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# 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*

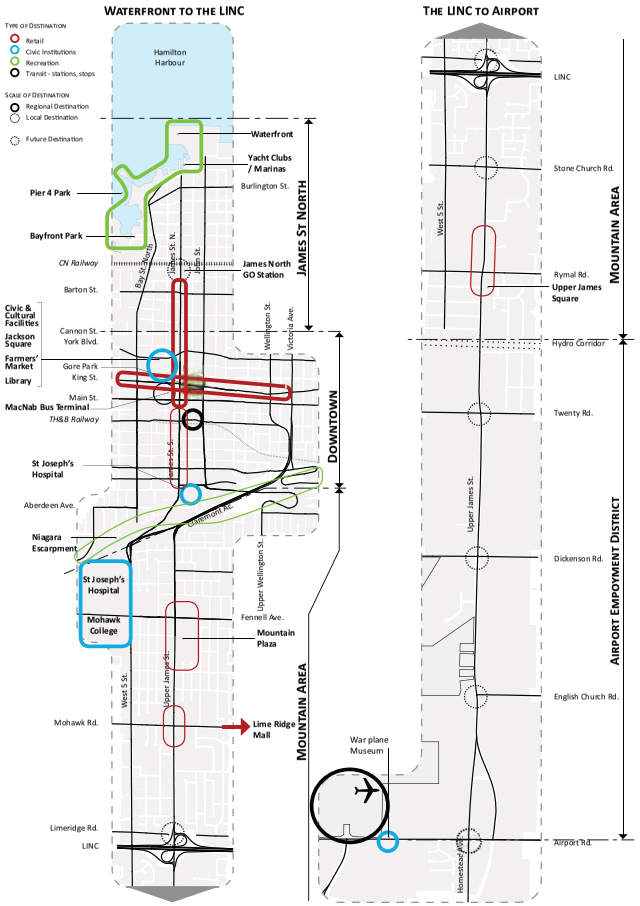
*James St. & King St.*

*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*

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# 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.**

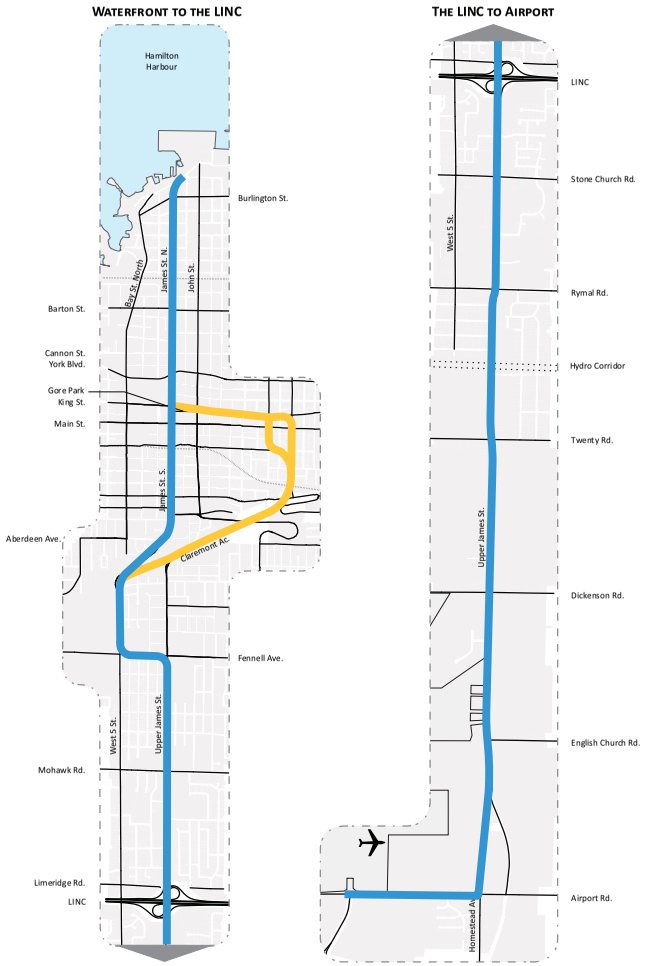
### Final Decision Factors

- **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



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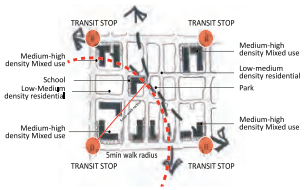
# General Approach to Land Use

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 site 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.

Sample of TOD elements




## 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.

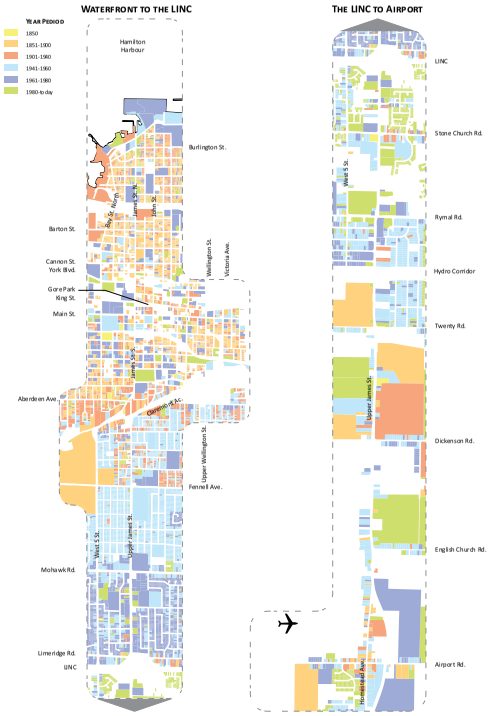
## 6 Support "Complete Communities"

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).

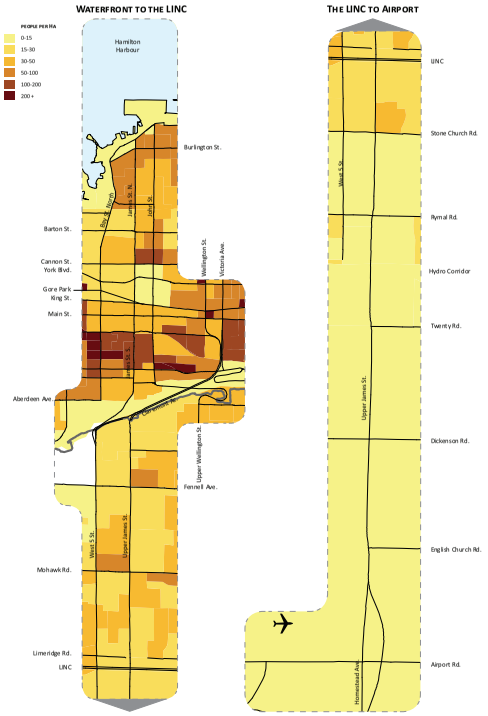
# Corridor Context

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.

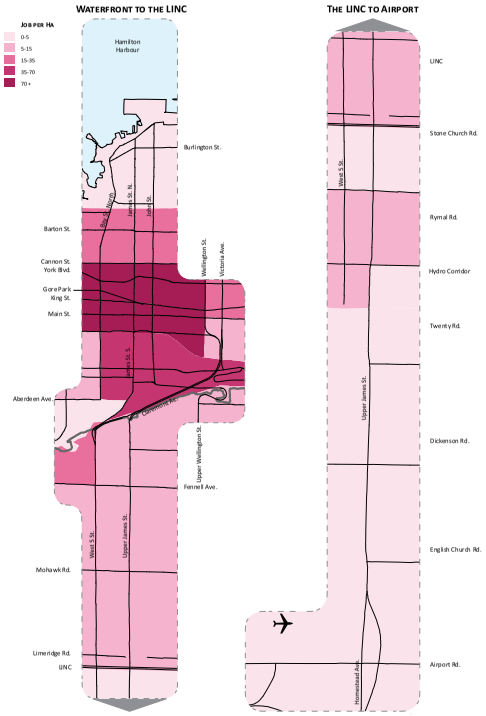
## BUILDING CONSTRUCTION DATES




## EXISTING POPULATION DENSITY

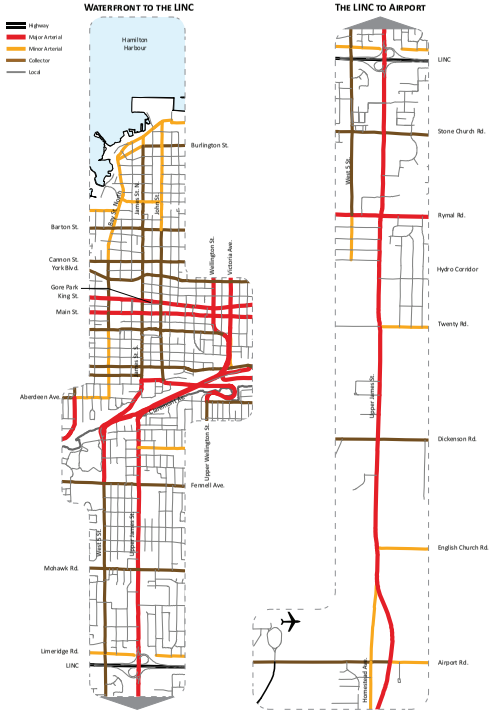



## EXISTING EMPLOYMENT DENSITY

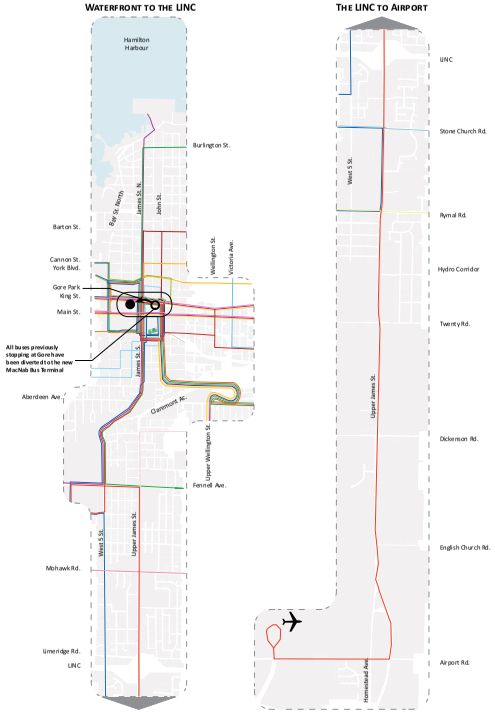


# Corridor Context

## ROAD HIERARCHY




## EXISTING TRANSIT NETWORK




## EXISTING & PLANNED TRAILS/BIKE ROUTES

*Map Source:*
*Hamilton Recreational Trails Master Plan (2007)*

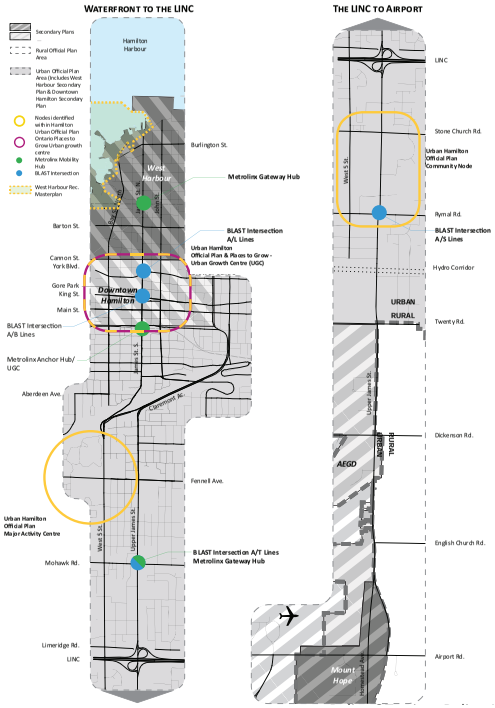
# Corridor Context

## EXISTING LAND USES

## PLANNED LAND USES

*Map Source: Urban Hamilton Official Plan (2009)*

## POLICY AREAS



# 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 sky-lines, 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.

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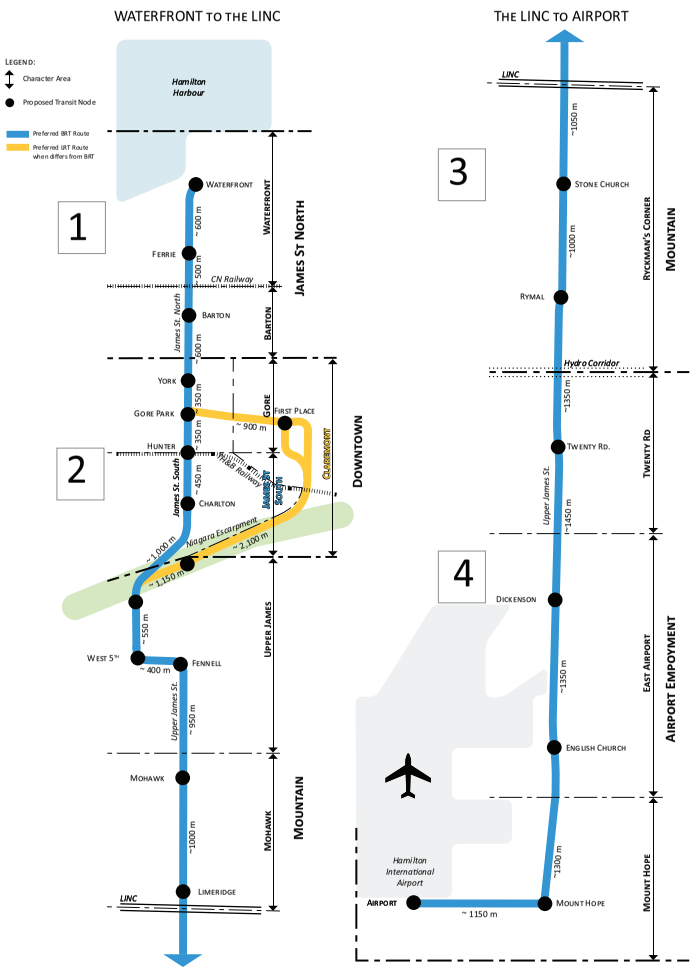
# Corridor Opportunities & Challenges

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 identifed along the potential LRT route.

## Definitions

*Waterfront Area* *James Street South Area*

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

*Strasbourg, France* *Gresham, Oregon*
*Atlanta, Georgia* *Sacramento, California*

**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

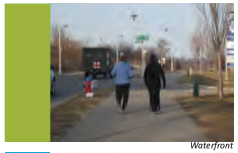
## Introduction

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

**Downtown Transit Node:**
A proposed transit node located in the Downtown.


Waterfront

**Recreation Transit Node:**
A proposed transit node with a strong recreational focus.

West 5th & Fennell Ave. - Mohawk College

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

James St.N. and Ferrie St.

**Community Transit Node:**
A proposed transit node where the presence of an existing or future community or communities forms the dominant character.

Hamilton International Airport

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

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# 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

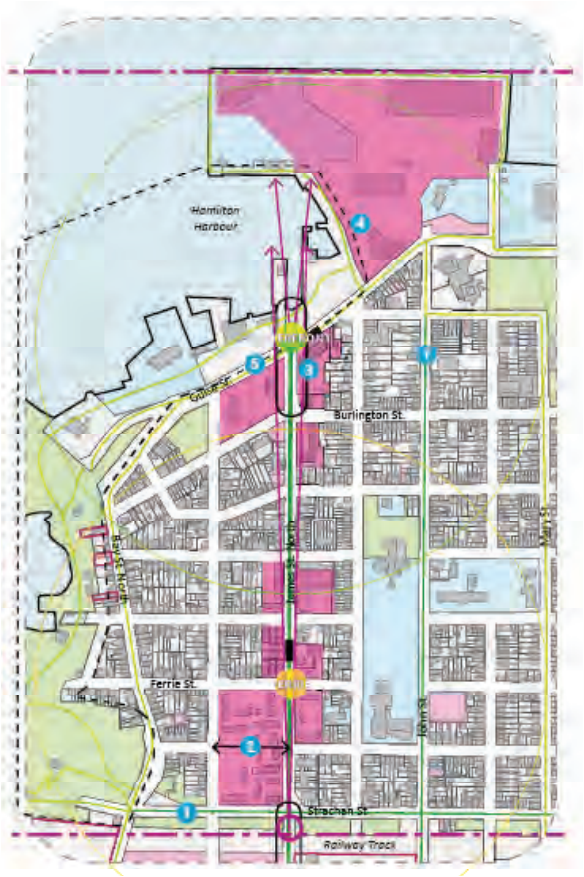
Focus TOD around the Waterfront and Ferrie nodes and along James Street North. Reinforce the Waterfront node as a major recreation destination, transit-oriented community, and northern terminus of the A-Line through incorporating a greater intensity, diversity of mixed uses and built form, and pedestrian 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
- Gateways
- Views
- Character Areas
- Planned Public Realm Improvements
- Heritage
- Vacant Lot
- Existing Parks
- Existing Institutional Use
- Existing Rural Area
- Existing Recreational Trail / Cycling Route
- Stream Flow
- Potential Rapit Transit Stops Location
- Potential Redevelopment/Infill Sites
- Potential Special Pedestrian Area
- Potential Future Landmark
- Potential Improved Pedestrian / Cycling Connection
- Potential New Park
- Potential Pedestrian Connection
- Recreation Node
- Community Node
- Downtown Node
- Activity Node
- 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).

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# Barton

write your comments

## VISION

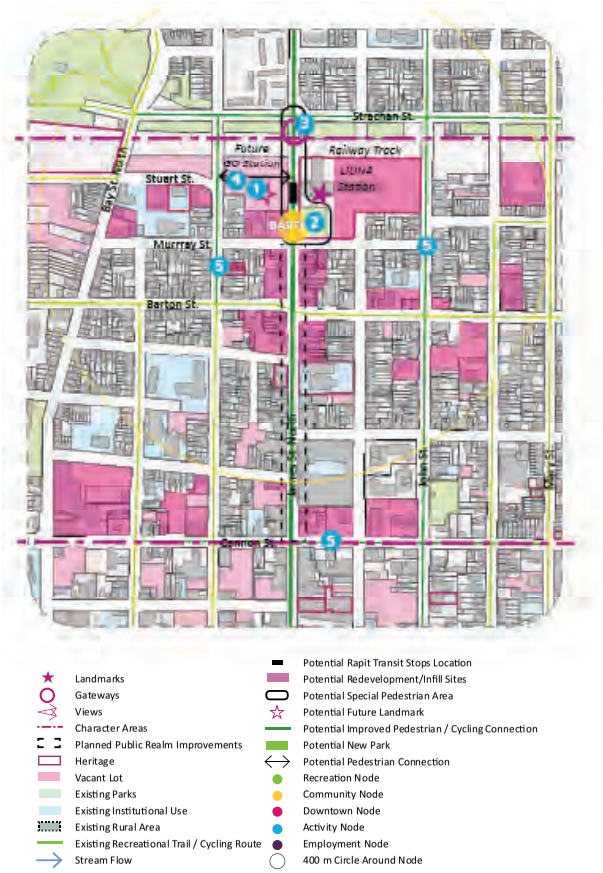
*The Barton Area will be the northern gateway to Hamilton's Downtown and the southern gateway to the Waterfront. It will be a diverse and transit-oriented complete community, characterized by a strong mixed-use commercial precinct anchored by landmarks at the GO and LIUNA Station's (Former CN Railway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

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# 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

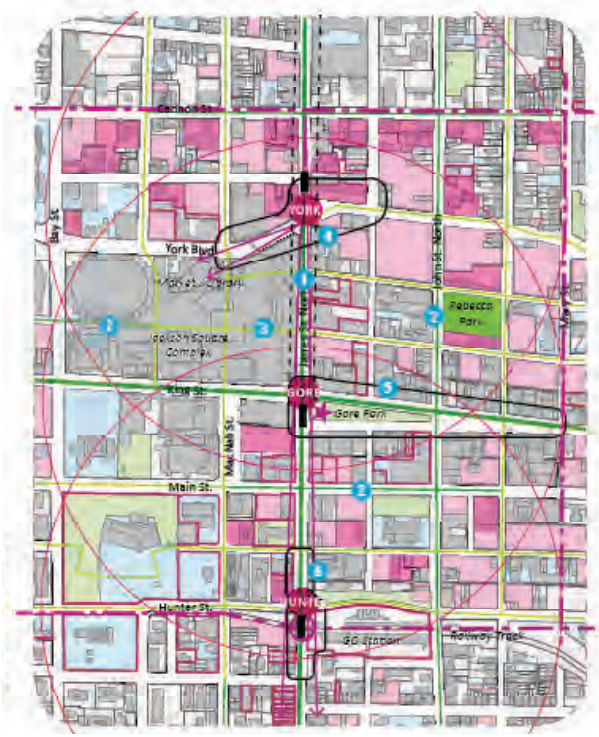
Encourage TOD around the York, Gore, and Hunter nodes and along James Street. As part of the Downtown Core and the Downtown Mobility Hub (identified in *The Big Move: Regional Transportation Master Plan*), this section of the A-Line Corridor, especially at the nodes, is envisioned to have a high level 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.




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

## 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

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

1. 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
2. Create a "special pedestrian area" between Jackson Street and Hunter Street to improve pedestrian access to the Hunter GO Station, Downtown, and Escarpment
3. Enhance TH&B Bridge as a gateway with an "arrival" experience approaching the Escarpment from Downtown
4. Enhance the pedestrian realm along James Street South to compliment retail and improve connections to the GO Station, the hospital, and the Escarpment
5. Landscape James Street South extensively reflect an extension of the Escarpment and create a green gateway to Downtown
6. Improve east-west pedestrian connections and introduce new north-south on-street connections to the Escarpment
7. 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)
8. 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

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# Claremont (potential LRT routing)

write your comments

## VISION

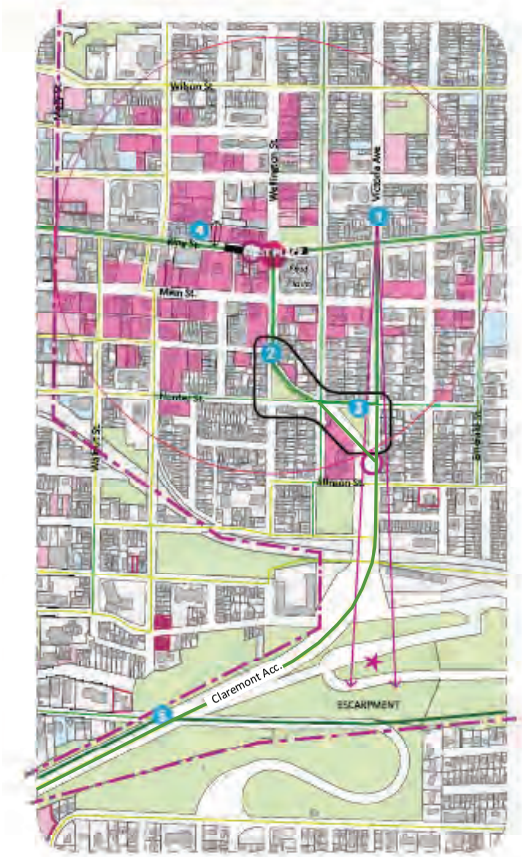
*Shaped by its relationship to the Escarpment, its proximity to the Downtown Core, and a strong community presence, the Claremont Area will have a vibrant Downtown neighbourhood character with an enhanced pedestrian and a transit-oriented environment near the Claremont Access.*

## 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
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- Potential New Park
- Potential Pedestrian Connection
- Recreation Node
- Community Node
- Downtown Node
- Activity Node
- 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

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A

# 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

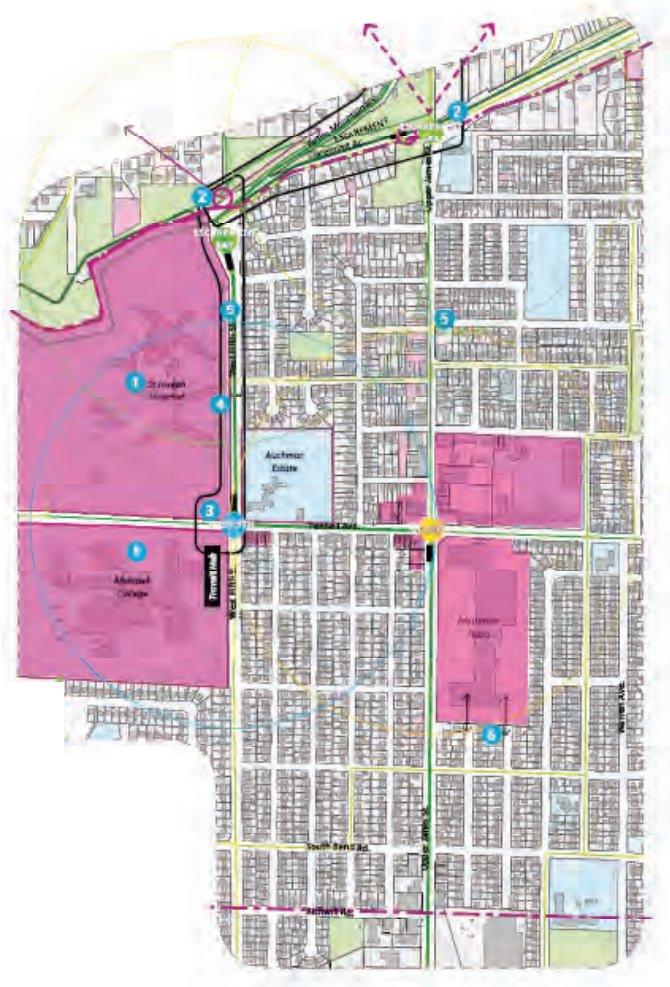
Focus TOD along the rapid transit corridor on West 5th Street, Fennell Avenue, and Upper James Street. TOD shared be of a more modest scale at the Escarpment node to reflect its more natural and recreational character. At the West 5th node, TOD will be more limited and include strategic infill opportunities 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
4. 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
5. Create a "special pedestrian area" at the top of the Escarpment to reinforce it as a northern gateway to the Mountain
6. Introduce new/improved pedestrian and cycling connections along West 5th Street, Fennell Avenue, and Upper James Street to improve connectivity
7. 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

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

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# 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.*

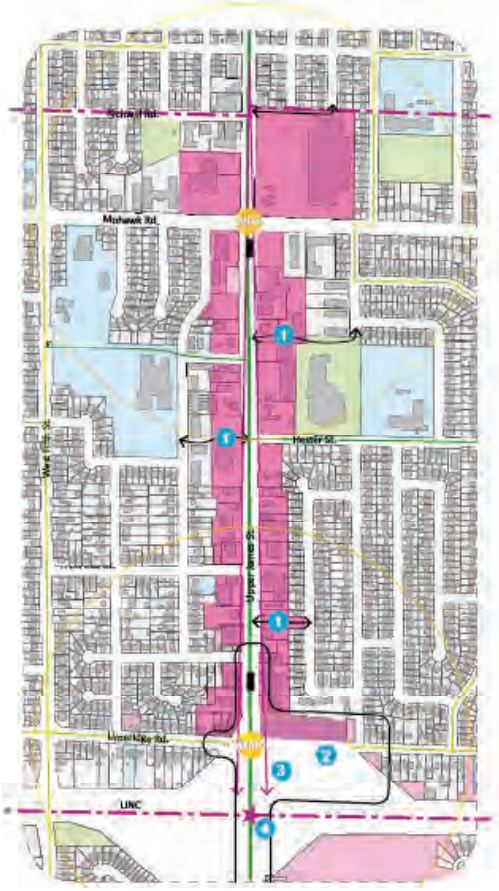
## TRANSIT-ORIENTED DEVELOPMENT

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

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

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# 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

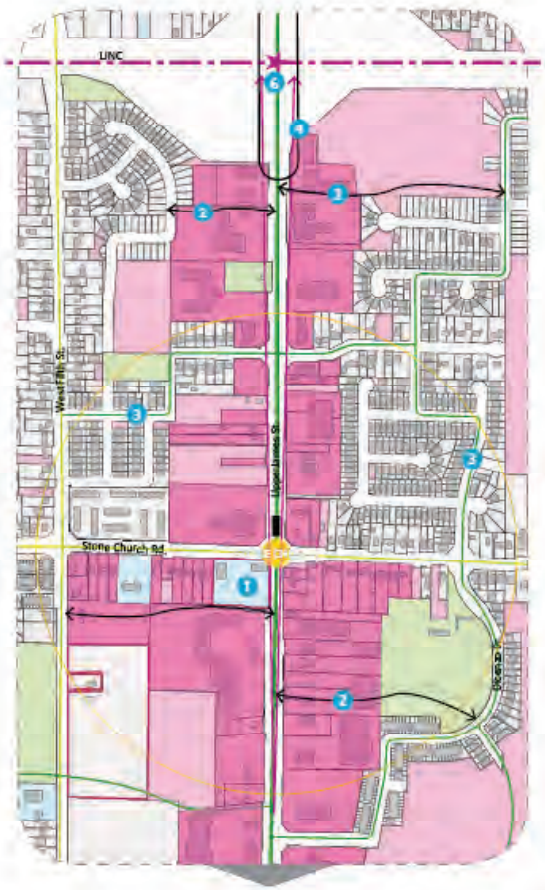
Focus TOD along Upper James Street and the Rymal and Stone Church nodes. TOD could reflect a greater intensity and mix of uses at the Rymal node to reinforce it as a major transit centre (where future rapid transit A- and S-Lines will intersect) and planned community node (identified in the *Urban Hamilton 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.

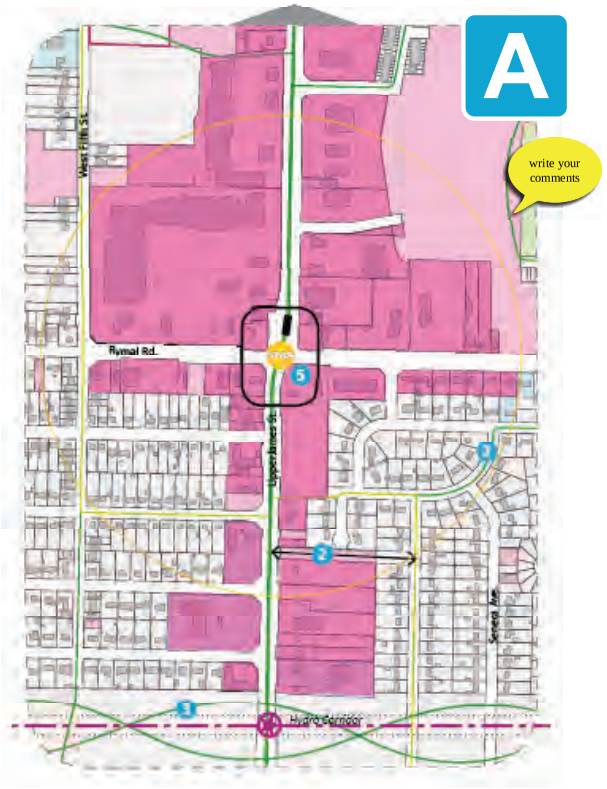
## STOP CONSIDERATIONS

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

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# Twenty Road

write your comments

## VISION

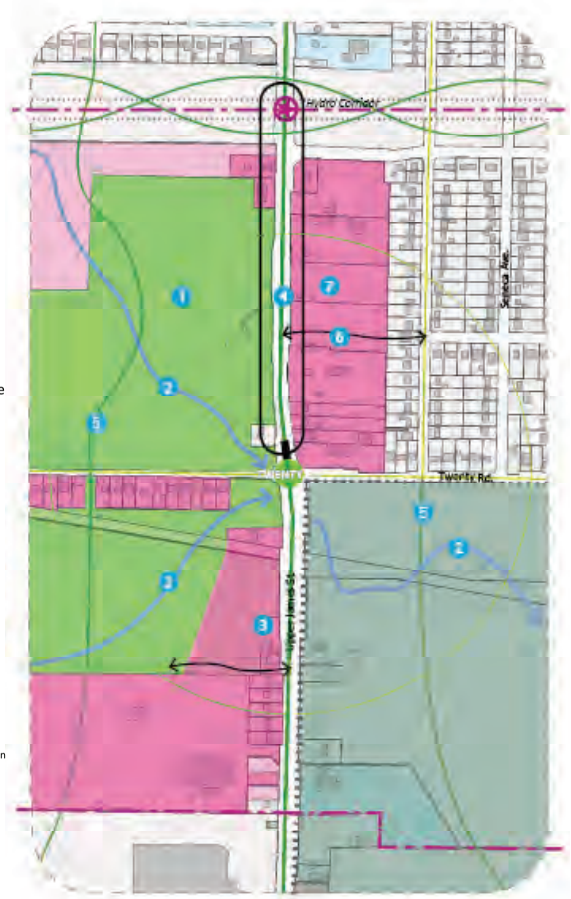
*Twenty Road will be a vibrant neighbourhood with a strong sense of place shaped by its enhanced passive recreational area and strong natural heritage, its significant employment function, its thriving mixed use areas, and pedestrian and transit-oriented environment.*

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

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# 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

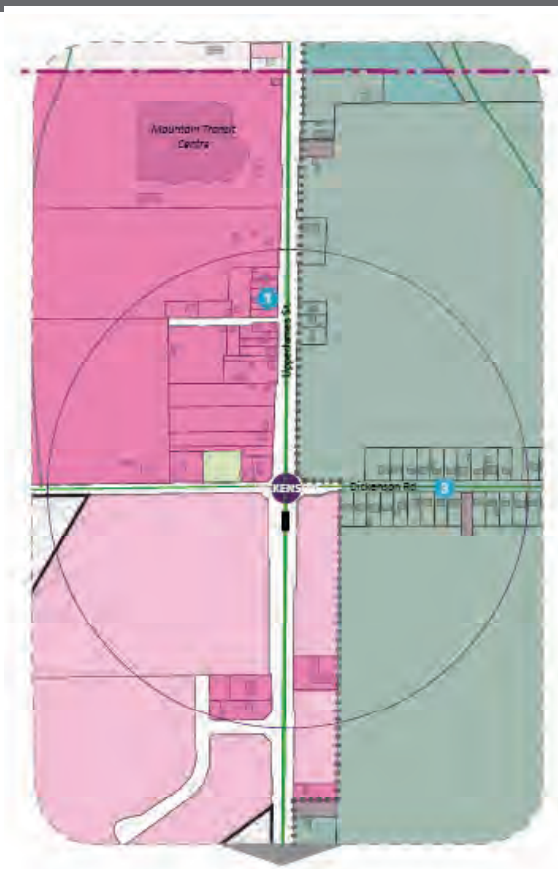
Focus TOD along Upper James Street and at the employment-oriented Dickenson and English Church nodes. Further planning studies, potentially through secondary planning, should review the existing prestige business land use designation along Upper James Street to consider opportunities for more TOD-supportive 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
- Gateways
- Views
- Character Areas
- Planned Public Realm Improvements
- Heritage
- Vacant Lot
- Existing Parks
- Existing Institutional Use
- Existing Rural Area
- Existing Recreational Trail / Cycling Route
- Stream Flow
- Potential Rapit Transit Stops Location
- Potential Redevelopment/Infill Sites
- Potential Special Pedestrian Area
- Potential Future Landmark
- Potential Improved Pedestrian / Cycling Connection
- Potential New Park
- Potential Pedestrian Connection
- Recreation Node
- Community Node
- Downtown Node
- Activity Node
- 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

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# 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.*

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

## 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.

## 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

# APPENDIX I – PIC COMMENT SHEET

Hamilton
Public Works

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# RAPID TRANSIT COMMENT SHEET - July 2011

Now that you've had the chance to review the A-Line Information panels let us know what you think.

1. Do you currently travel along the A or B-Line Rapid Transit corridors?

   A-Line - ☐ Yes ☐ No (please go to question 2)

   B-Line - ☐ Yes ☐ No (please go to question 2)

   a. If yes, how often do you make this journey?

      ☐ Daily ☐ Weekly ☐ Monthly ☐ Other:_____

   b. Which mode do you currently use for this journey?

      ☐ Car (as driver) ☐ Car (as passenger) ☐ Transit ☐ Bicycle

      ☐ Walk ☐ Other: _____

2. Do you currently live within the A-Line Corridor?

   ☐ Yes ☐ No

   If so, which Character Area(s)?_____

3. Do you currently work within the A-Line Corridor?

   ☐ Yes ☐ No

   If so, which Character Area(s)?_____

4. Which route do you think the A-Line should take?

   ☐ Claremont Access (LRT) ☐ James Mountain Road (BRT)

   Why? _____

5. Do the character area descriptions reflect your understanding of the A-Line Corridor? (If you require additional space please use the back)

   _____

   _____

   _____

   _____

6. Do you have any opportunities or challenges to add? (if you require additional space please use the back)

   _____

   _____

   _____

   _____

*Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.*

PLEASE SEE REVERSE

☐ Check this box if you would like to be kept informed as this project progresses.

Name: _____

Address: _____

Email: _____ Telephone: _____

Property Location (if different from address above): _____

**Please note that all display panels will be posted on our website – www.hamiltonrapidtransit.ca**

☐ Check this box if you don't have computer access and require us to mail you a hard copy version of the panels. Be sure to include your full name and address above.

**Thank you for completing this survey, please submit in the box provided or forward by August 5, 2011 to:**

Rapid Transit Team, Public Works Department, City of Hamilton
77 James Street North, Suite 400, Hamilton, ON L8R 2K3
Trevor Horzelenberg, Senior Project Manager
905-546-2424 ext. 2343, fax 905-546-4435
E-mail: rapidtransit@hamilton.ca

**Please add any additional comments here.**

# APPENDIX J – PIC FEEDBACK RECEIVED

# Comments Received from A-Line Public Information Centers
## July 19 & 20, 6:00 PM – 8:00 PM

### Mohawk College, 19 July 2011

| Comment Number | Comment |
|---|---|
| 1 | Although the A-Line service is not used by the large numbers of people between the airport and Mohawk College, It is the only form of public transport available to Mount Hope residents and all efforts should be made to continue and develop this service. |
| 2 | Ryckman's Corner: Opportunities<br><br>Remember to "beef up" the history(ies) to be told. Some outstanding farm families were there, e.g. Bond, Budden, Bryant, Cooper, and Jaap (Me!). There is a small cemetery at the end of Kennedy Ave. More than can be contained in the wonderful yet small Barton Stone Church. If an existing family were approached, a willingness to provide a meeting place for historical archives would surely be found among the property owners.<br><br>Mohawk: Opportunity<br><br>Find a link transit-wise to Westmount Secondary School on Montcalm Dr. (off Mohawk before Garth). Westmount hails back to ancient Scotland. |
| 3 | Please be sure to include in the sound impact study the area where buses go down the mountain at James Mountain road. For instance buses applying their brakes etc. |
| 4 | The political struggle of council not supporting LRT is an important issue, I understand that this was a PIC but some of these issues should be discussed to the public before you get residents, property owners, and the community all "excited" about the possibilities of LRT/BRT. Seems as a wasted effort.<br><br>Also there should be an option for LRT along the James St. Corridor, there would be missed opportunities for connectivity with Mohawk College and the proposed St. Joseph Healthcare Facility. Those are important employment nodes. |
| 5 | I live along the B-Line and support the project. |
| 6 | I support the LRT project. I would use the B-Line regularly, and the other routes frequently. I believe that the LRT would really give Hamilton a much needed "shot in the arm"! It would stimulate positive development in the downtown … and would make us excited about living here! |
| 7 | A-Line should be priority over B-Line. |

| | |
|---|---|
| 8 | I truly believe the LRT to be most extensive when it comes to public transportation. It allows/will us to get everywhere but, should run early morning hours (5 AM) to about 2 AM. Fares could be based on the numbers of zones traveled; example $2,50/$260 in ANY DIRECTION within a time-frame of about 90 min. (to be seen as an example).<br><br>Our present B-Line Express, and I usually wait at a stop within this LINE where it does NOT STOP! Meaning the LIMITED STOP EXPRESS, the service now operating on a 10 minute headway during peak period, leaves many people simple "stranded" because they not necessarily live near the STOPS chosen by B-Line responsibles. WE ALL NEED FAIR SERVICE – therefore, consideration by means of LONG-TERM solution MUST BE in timely manner on agenda, keeping up with the constant NEW development , population growth.<br><br>We need the LTR now – not when demands are present, and LTR still downplayed by our CITY'S staff & Head, Bob – his previous counterpart, Fred Eisenberger, fully supported this grand project. What change needs to be met? The obvious – LTR. Wishing you all the success. |
| 9 | The following considerations apply to the suggested James Street LRT A-Line from Hamilton Airport to the waterfront and also the East-West B-Line from Eastgate to McMaster University:<br><br>• The proposed Hamilton King Street LRT trains are shown to run in both directions along with other city traffic, like streetcars of the past. Motor vehicles would share the rail train's actual road space in the narrower sections or detour through other streets. The resulting congestion would be chaotic.<br><br>• At an average speed of 26 km/h, the trip from Eastgate to McMaster is projected to take about 31 minutes, no faster than on the present HSR B-Line Express. The only rapid transit aspect would be the proposed 4 minute time interval between trains.<br><br>• Rapid Transit must attract passengers who live well beyond the line. Therefore ample parking at all terminals is essential. There is no free parking at McMaster where the LTR B Line is to end.<br><br>• Total cost of the LRT Hamilton project is now estimated as close to $1 billion and would take 5 to 7 years of construction creating bankruptcy for many private businesses along the route. Traffic congestion later will likely deter new business to replace them.<br><br>• More frequent HSR A or B-Line Express bus service would simply require a greater number of buses. This would cost infinitely less than the development, maintenance and operation of the proposed LRT system and be far more flexible.<br><br>• We are delighted that the Mayor Bratina and City Manager Chris Murray are showing good sense in this matter and that plans for this project are being suspended. |

## Hamilton Convention Centre, 20 July 2011

| Comment Number | Comment |
|---|---|
| 1 | I need my car to get all over Hamilton. |
| 2 | Reach Eastern end of the city.<br><br>Will there be long time parking allowed at either end of A-Line?<br><br>Is there any noise factor to be considered using the train against the bus?<br><br>How do you plan to incorporate Twenty Place & Village of Glancaster to A-Line? |
| 3 | Mix of LRT B-Line and BRT A-Line may provide an excellent price compromise. |
| 4 | Do we need to commit to building all the way from waterfront to airport? Could we focus on the built-up area first and get ridership up (waterfront to Rymal)?<br><br>Why not provide free transit for Hamilton? I'm sure a small (relatively) increase in property taxes could easily subsidize this. That's innovative! |
| 5 | Maps confusing from Waterfront to Mountain Brow – Yellow LRT should parallel the blue route for BRT. To show it as an option – not only at Gore area.<br><br>Map with route going up the escarpment on the Claremont should be solid yellow line, not a dotted green line that looks like it will go underground. |
| 6 | This is a great idea. Make it happen. |
| 7 | A-Line is a fantastic visionary concept – a real game changer for this City! Full Speed Ahead! |
| 8 | Reserving West 5th Access to the Bus is acceptable. If the usage of the line increases to a level that warrants switching to LRT, then in the future either a tunnel can be dug or the Claremont route can be used or perhaps by then an LRT car could be designed (perhaps pulled up the hill by a cable as in the dear departed system). Once it got to the top of the hill, the LRT would be under its own steam. |
| 9 | As a born & bred Hamiltonian of 44 years, I'd love for us to have an LRT system. Calgary's is great. I lived there for almost 2 years and it got me to work every day. The downtown corridor is free. That would be fantastic for our downtown residents, those most vulnerable to experiencing poverty.<br><br>I would be so excited to start my trip with an LRT (or BRT) ride to the airport & then take off to whatever destination. I'd love to show off the city to visitors able to chat |

| | |
|---|---|
| | freely & get from place to place, exploring different areas! |
| 10 | I am very concerned about the future of the LRT project in light of recent coverage of City Clerk's and Mayor's comments. LRT and GO (Metrolinx) Transit ought not to be either/or propositions. Both are needed, and they should developed in complementary and concurrent ways.<br><br>Our family has recently bought a house in Westdale to take advantage of bicycle lanes and public transit to work (downtown/McMaster), in order to decrease our reliance on the car. Riding a bicycle behind a bus (and there are many buses on King and Sterling Streets) is no fun. They emit lots of heat and exhaust – right in the cyclist's face. Electric LRTs would make the roads so much better for cyclist commuters and pedestrians. Both Line A&B.<br><br>The ability for tourists to arrive by plane and hop on the LRT to get downtown would be getting a huge boon for Hamilton's economic development . Getting to the airport by cheap, reliable, and readily accessible public transit would be a great chance for Hamilton's citizens, businesses, and tourists.<br><br>Some of my favorite cities in the world have LRT, including Montpellier France, and Calgary Alberta. Clean. Quiet. Easily accessible. Very pedestrian friendly. LE LRT will make Hamilton. |
| 11 | Great Idea for the following reasons:<br><br>• Efficiencies, especially shortening distances between communities<br><br>• Will encourage the population to use public transit to get from A to B in a timely manner.<br><br>• Fewer cars on the road creating congestion and air pollution.<br><br>• Many residents would embrace the opportunity to familiarize themselves with the other parts of Hamilton currently unknown to them.<br><br>• Put Hamilton on the map! Make us proud!<br><br>• Hamilton will quickly become a "destination" as opposed to the roadway between Toronto and Niagara<br><br>• I love the idea and hope it becomes a reality. |
| 12 | Please consider an integrated bike route system! Thank you. |
| 13 | LRT is an investment, not a cost. Please open your eyes beyond all of your 4 year terms, and help build a legacy for 40 years.<br><br>And please stop paying to have international speakers at the economic summit because all you keep doing is ignoring all of the great ideas and suggestions. |

# Question Received by Email following A-Line PIC's in July

From: Readman, Justin [mailto:Justin.Readman@hamilton.ca]
Sent: Thursday, August 18, 2011 4:23 PM
To: xxxxxxxxxxxxxxxxxxxxx
Cc: Asst. Transportation Planner 2;
Subject: RE: Questions from A-Line PIC Comment forms

Hi Ms. Xxxxxx:

Thank you for your interest in the A-Line.

Q1: Will there be parking allowed at either end of the A-Line?

A1: We are in the early stages of studying this route (looking at technology and routing for the line). Later stages of work will look at the location and amount of parking required along the line.

Q2: Is there any noise factor to be considered sing the train against the bus?

A2: In terms of noise there are advantages and disadvantages to bus and rail technology. Bus technology creates a louder audible noise and less vibration while rail can create more noise due to vibration but less audible noise. However, for sensitive land uses (residential, medical offices, etc.) within 20 metres of the rail line there are ways to mitigate vibration from rails (encapsulated rails and floating slab construction or vibration reduction in the building design). When 30% detailed design and the Environmental Assessment are completed for the A-Line the selected technology (bus or rail) will need to be assessed in terms of noise impacts along the line and mitigation measures to reduce noise may need to be put in place.

Q3: How do you plan to incorporate Twenty Place and Village of Glancaster to the A-Line?

A3: Twenty Place and Glancaster are outside of the character areas and are therefore not subjected to a high level of analysis at this time.

Thank you for your time and please do not hesitate to contact me should you have any additional questions or comments.

Sincerely,
Justin Readman, B.Sc.(Env.)
Manager - Rapid Transit
Environment & Sustainable Infrastructure Division
Public Works Department
City of Hamilton
P: 905-546-2424 ext. 1473
F: 905-546-4435
E: Justin.Readman@hamilton.ca

## CONTROL SHEET

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| Project/Proposal Name | Hamilton Rapid Transit Preliminary Design and Feasibility Study |
| Document Title | A-Line Consultation Report |
| Client Contract/Project No. | Click here to enter text. |
| SDG Project/Proposal No. | 22249801 |

## ISSUE HISTORY

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