



Maple Avenue Corridor Redevelopment Plan



Plan prepared by Miami University student
planning team for City of Hamilton Spring 2022

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Executive Summary:

The Maple Avenue corridor is a vital connector to Downtown and the Jefferson neighborhood, prime for revitalization. Maple Avenue once served as an industrial and train commerce corridor. Currently, Maple Avenue is not a destination; it has many vacancies, run down amenities, and serves as a pass-through location for cars and trains. However, its proximity to Downtown, current investments, and historic buildings have situated Maple Avenue as a key asset for the city.

The City of Hamilton commissioned a group of students from Miami University to devise a redevelopment plan for the Maple Avenue corridor. The scope of this plan aims to generate revitalization through existing assets, attract development, improve upon existing conditions, and generate identity. Guided by Plan Hamilton and stakeholder input, this plan will focus on development through three key pillars: **adaptive reuse and redevelopment, connectivity and streetscape, and community placemaking**. This plan exists to serve as a guide for the Maple Avenue corridor to become a destination of its own within the city.



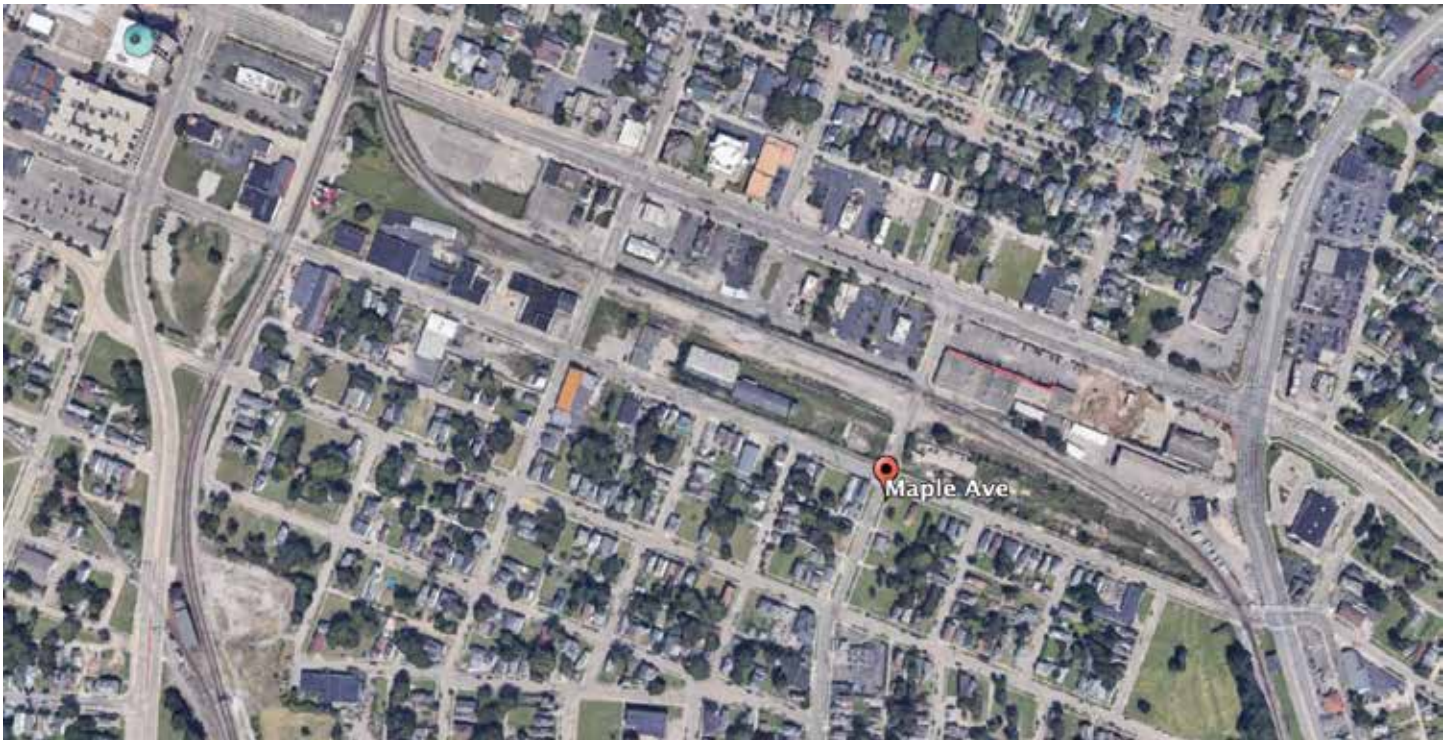
Introduction

Project Context | Planning Process | Proposed Vision

Project Context:

The Maple Avenue corridor is situated between Martin Luther King Jr. Boulevard and Erie Boulevard and railroad tracks owned by Norfolk Southern and CSX Transportation. This point serves as one of the east-west connections to major roadways in the city and is a major entry point into the Jefferson neighborhood. The Jefferson neighborhood, also referred to as the

4th ward, is one of the “traditional” Seventeen Strong neighborhoods outlined in Plan Hamilton and is the most ethnically diverse in all of Hamilton. Seventeen Strong defines “traditional” neighborhoods as “walkable, densely built pedestrian-scaled city units with...public spaces, institutions, or commercial spaces”.



Current Challenges

1. Underutilized property and historic structures
2. Lack of accessibility and connectivity for pedestrians and cyclists
3. Undefined sense of place and identity

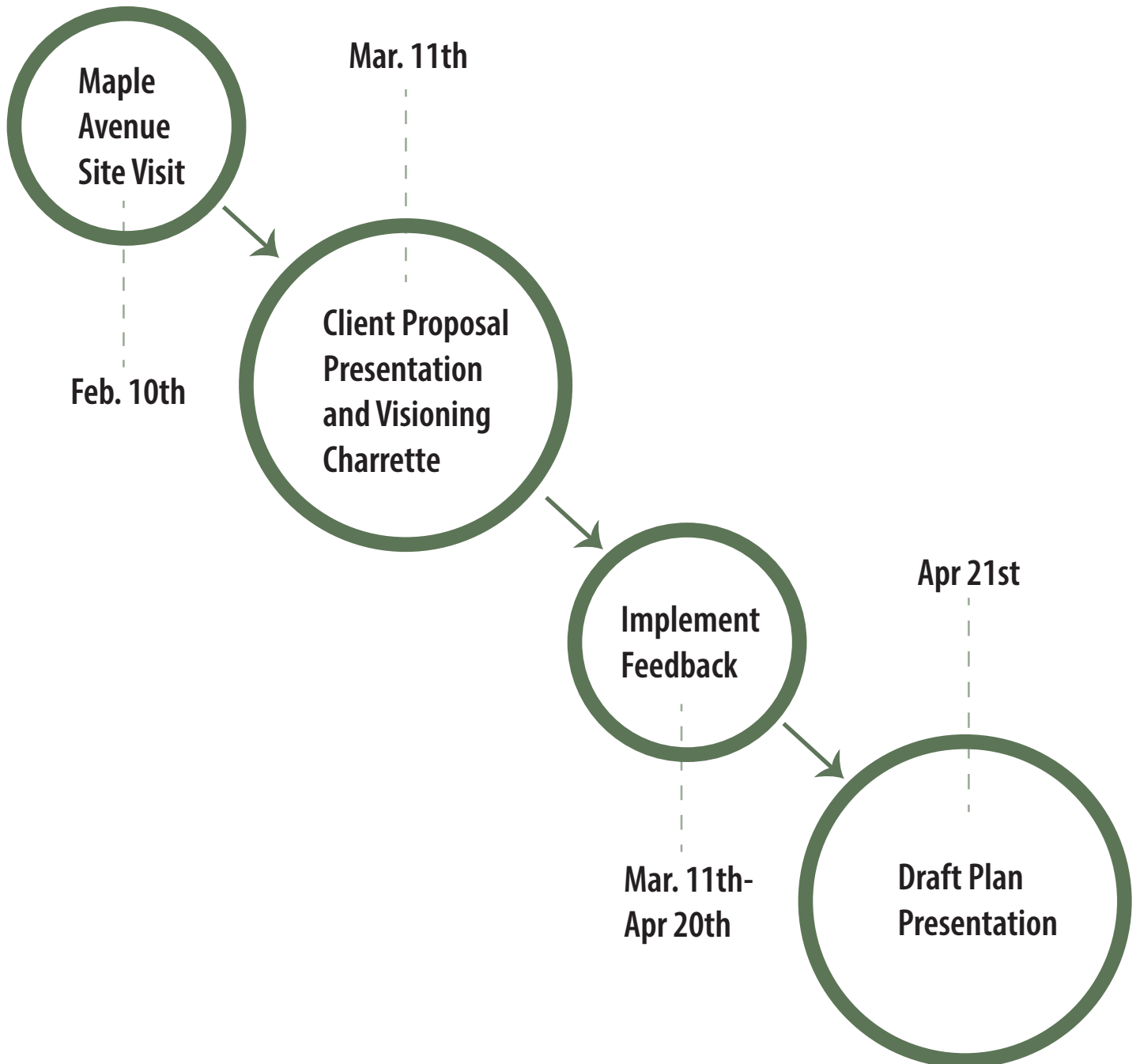
Opportunities

1. Leverage existing assets and encourage new development
2. Shape Maple Avenue as a complete street that welcomes users of all modes
3. Define the Maple Avenue District as a distinct local destination

Planning Process:

Corridor development planning undertakes a comprehensive assessment of an underutilized district to inform a vision for future land use and development proposals. Priorities of the city and community are combined with best practices drawn from background research and representative case studies to determine options for a robust revitalization of the corridor.

Timeline:



1. Site Visit 2/10/22

Following a request for proposal, a site visit was conducted to gain a better understanding of existing conditions, and discuss the area with stakeholders. There, the team was able to learn more about the area, observe the current conditions, and take photographs.



2. Stakeholder Meeting and Design Charrette 3/11/22:

The project team presented a proposal to discuss current best practices and opportunities for the corridor. City and community representatives participated in a mapping exercise to provide input and underscore priorities.



3. Draft Plan Presentation 4/21/22:

The project team offered an overview of numerous potential options for revitalization of the corridor. City officials and community members provided feedback on which options and strategies should be prioritized in the final plan.



Design Charrette



Visioning led by Miami University GEO 459 Students for Hamilton City staff members and Jefferson neighborhood residents on 3/11/2022

“List words that come to mind when you think about the future of Maple Avenue.”

Industrial-Residential Hybrid

2 Former Train Depots to reuse

Landscaping Needed

Area to view Trains (Plaza, Rooftop venue)

Bikes, Cars, Trains (Museum)

All transportation is represented in some way

Bike Path

Train Oriented

Diversity

Commercial/ Retail

Dense Development

Increased Residential units

Clean and Safe streetscape

Neighborhood/ Local Focused

Branded to Railway/ Trains

Connectivity

Industrial/Train Themed

Fairly Friendly

Vibrant

Reflect the diversity of the neighborhood.

Maple Ave as a Destination.

Participant Responses

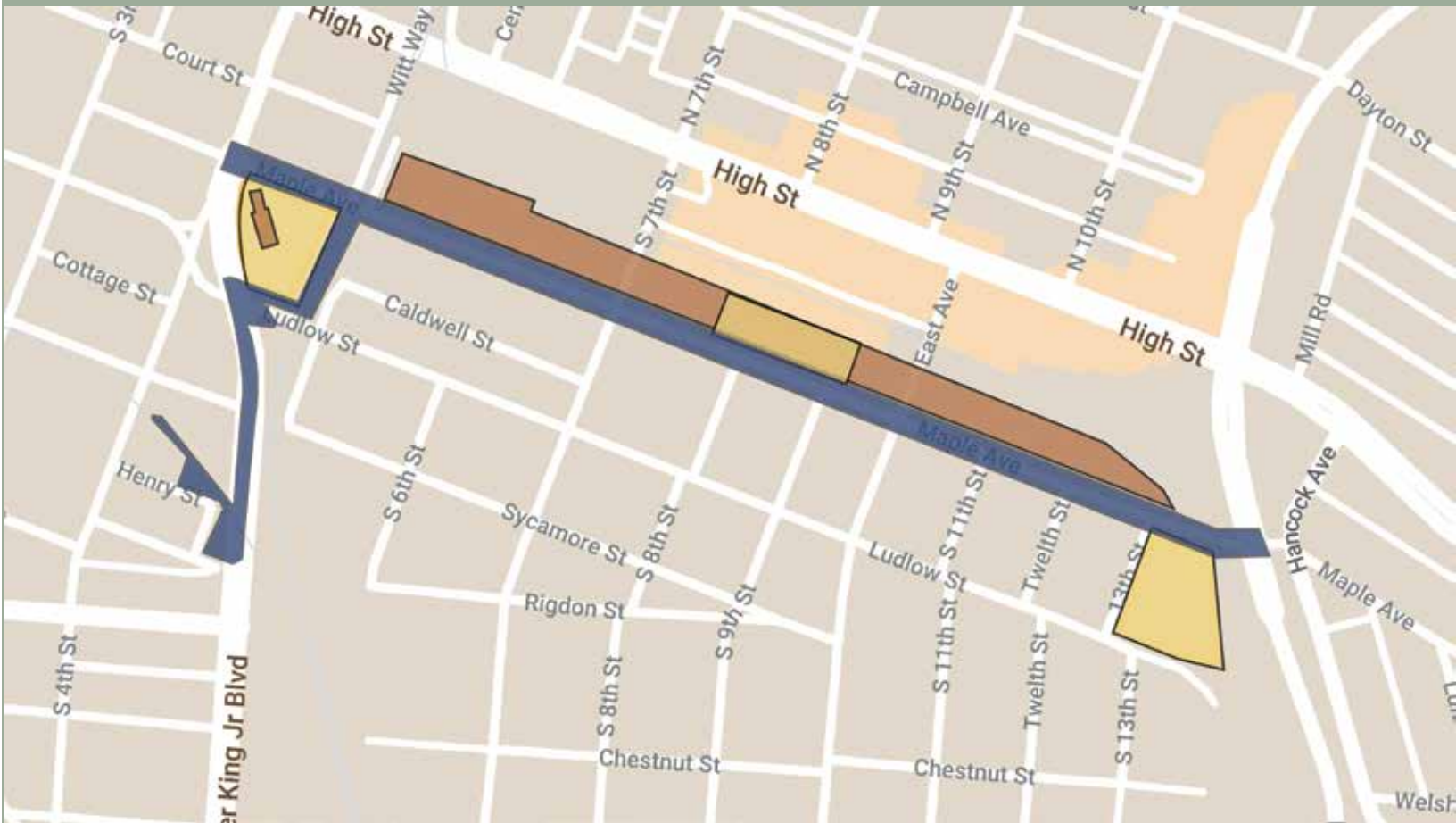
Vision Statement:

The Maple Avenue District will promote economic growth through adaptive reuse and redevelopment, connectivity and the streetscape, and community.

Proposed Vision:

This plan aims to bring a sense of place to the corridor through revitalization of existing historical assets, development of new assets, and leveraging the value of surrounding areas. A strong sense of place will enable the Maple Avenue corridor to become a destination for all Hamiltonians to shop, eat, play, and travel.

Aesthetically the corridor will be defined by historic rail and industrial assets, merged with modern reuse and cohesive development. Some visually defining characteristics may include brick, concrete, iron, rails, trains, murals, and sculpture. The area will be walkable and inviting, creating a link between Downtown and surrounding areas through the use of multimodal developments.



 Adaptive Reuse
and Redevelopment

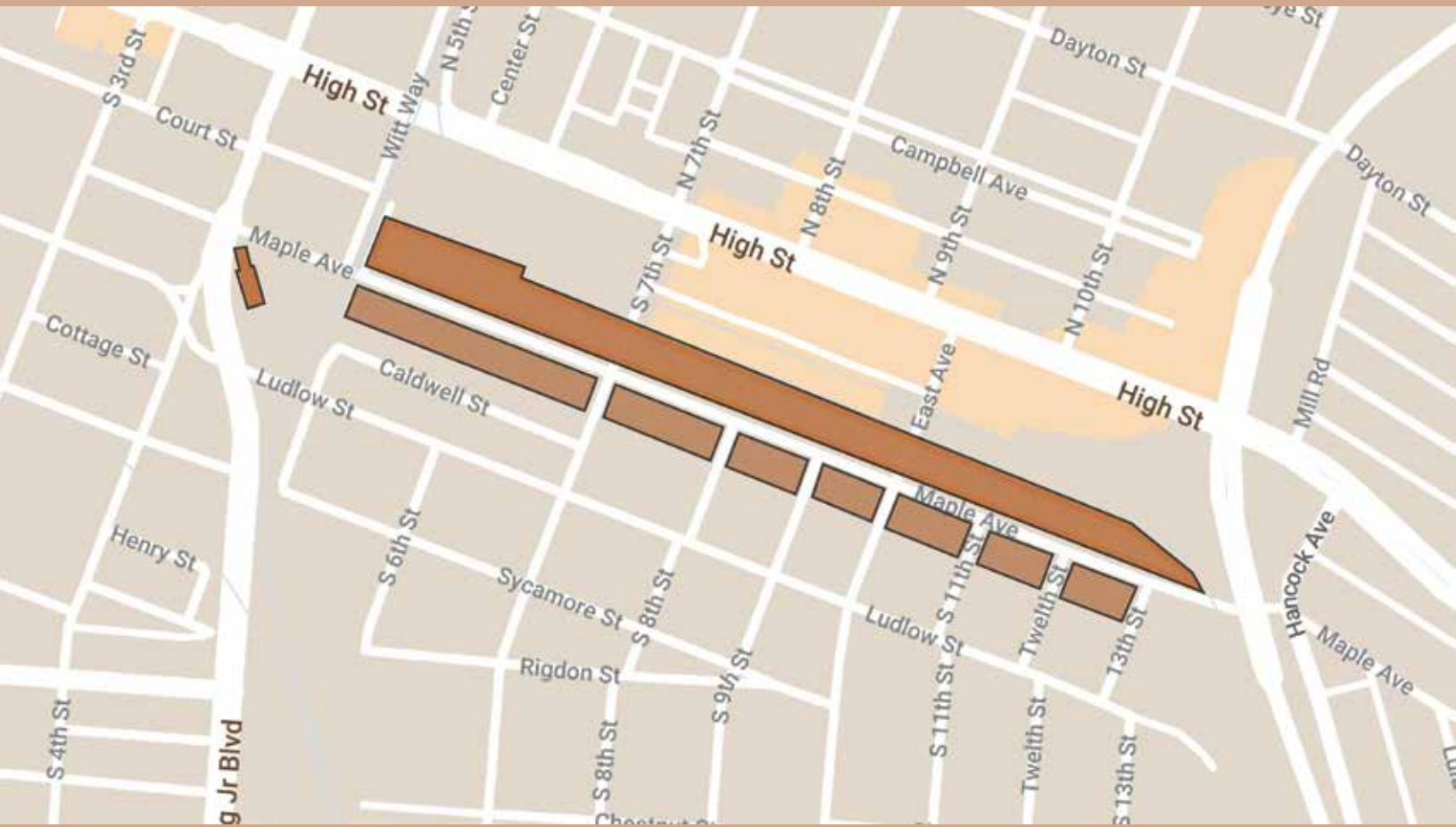
 Connectivity and
Streetscape

 Community Spaces



Adaptive Reuse & Redevelopment

Market | Rail Depot & Platform | Mixed Use Development



Leverage existing historical rail and former industrial assets with revitalization for new uses.

Maple Avenue is rich with the legacy of rail and industry, including former freight houses, passenger depots, and industrial buildings. These buildings and vacant land are valuable assets for redevelopment. This plan will build on the historic assets, remove vacancies, generate economic development, and fuel the identity of the corridor.

Historic Railway Freight House

Existing Conditions



Interior of Hamilton freight house on Maple Avenue | Journal-News

Existing Conditions:

1. Previously used as the Maple Avenue Railroad Freight house
2. Brick structure built in approximately 1870
3. Last used for passenger trains in 1971
4. Vacant inside, outside used as scrap yard

Plan Goals:

1. Create new use for existing Maple Avenue railroad freight house
2. Create a family friendly gathering space for the community
3. Provide a flexible indoor/outdoor space for various events

Case Studies in Adaptive Reuse: Market



A Diverse and Open Market at the Heart of Detroit's Culture

The Garage at Bottleworks is a 30,000 sf food hall that serves to bring vendors, top culinary talent, artisan craftsmen, residents, and visitors together. The space offers indoor seating with a range of flexible, and short term vendors. Specifically, 30+ semi-permanent leased vendors, three permanent retail/service vendors, and short-term pop up shop. Some unique features of The Garage are the large roll-up doors for a seamless indoor-outdoor experience and complimentary wifi.

Open Space Market Promoting Local Businesses and Entrepreneurs

Van Aken Market Hall is a 21,000 sf open market that creates a public space that brings together local residents and fulfills their social, retail and entertainment needs. The space offers indoor and outdoor seating with many different vendors. Specifically, four anchors, a mix of local food and retail, multiple semi-permanent 10x10 local vendor stalls, "The Corner", "Makers Market", small entertainment stage, focal lounge area, and a childrens play area. The Corner is a pop up style area that provides dedicated shelf, wall or kiosk space for local entrepreneurs at 30, 60 and or 90 day time spans. The Makers Market is monthly/seasonal market showcasing 30 local entrepreneurs.



A Diverse and Open Market at the Heart of Detroit's Culture

Detroit Eastern Market's mission is "nourishing a healthier, wealthier, happier Detroit since 1841." The market is a 125,000 sf market that offers open air indoor/outdoor space and separate seating. There are three different market styles that all highlight local and small vendors. Some unique features available are private event spaces and street performers. This area also offers the ability to showcase Detroit's multicultural offerings.



Recommendation: Open Market Hall

Vision:

The vision for Maple Avenue's Freight House Marketplace is "Freight House Market Place". The market will serve as the district's anchor where the community can gather for various activities. The space can provide short term leases to stalls for diverse local

vendors (food and retail), an event space, entertainment, and more. The structure would maintain its industrial look inside and out. The building would create a sense of identity and place through signage cohesive with the industrial



appearance and overall identity of the district. It will feature seating and gathering space available both in front of the building and in the “urban backyard”. An urban backyard would be a flexible space for picnic tables, sports equipment, food trucks, etc.



Passenger Depot & Amtrak Platform Adaptive Reuse:

The existing historic passenger depot is pictured below and is planned to be relocated to the corner of Maple Avenue and Martin Luther King Jr. This site is currently a dilapidated parking lot and grassy area that

is underutilized. The empty lot at the corner of a significant intersection presents an opportunity to reignite the corridor and attract people to the Maple Avenue District.



1. Historic train depot 2. New site for relocated train depot

Plan Goals:

1. Relocate and integrate historic train depot structure
2. Create new use for relocated train depot that public can enjoy
3. Establish new Amtrak platform
4. Enliven space with green space, seating, and pathways to draw people in and welcome them to Maple Avenue



New site for relocated train depot



Historic train depot

Case Studies for Passenger Station Redevelopment



Train Depot to Educational History Museum

A 108 year old train depot in Des Moines was transformed into a museum to celebrate the city's history. An event center was planned to be built adjacent to the new museum for larger events, meetings, and public events. The museum supports local historic groups and functions to host cultural programming and educational opportunities. The hope is to empower local people and create a greater sense of home for their heritage. The historic landmark will bring additional revenue to the city and revive the history.



Train Depot to Popular Brunch Spot

La Recyclerie, meaning recycle site, is a popular brunch spot in Paris in a repurposed former train station. The interior of the building maintains the character of a train station with a big clock and arches. This building is unique in that it has two floors for customers to be seated and served brunch. In the back of the building you will find a henhouse where the shop uses food scraps to feed the chickens. The former train station is used as a backdrop to bring people together through various community activities including yoga class, massage, workshops, flea market, movie sessions, and upcycling.



Pedestrian Friendly Transit Plaza

An unused patch of land was transformed into a transit plaza that includes amenities for bus riders, bikers, and pedestrians. Some additions to the site that serve riders include seating, shade canopies, real-time transit information, lighting, landscaping, and a Metro bike station.

Train Depot Design Options



1. Passenger Waiting Area



2. Restaurant



3. Cafe



4. Museum

Landscape Design Considerations



1. Plaza

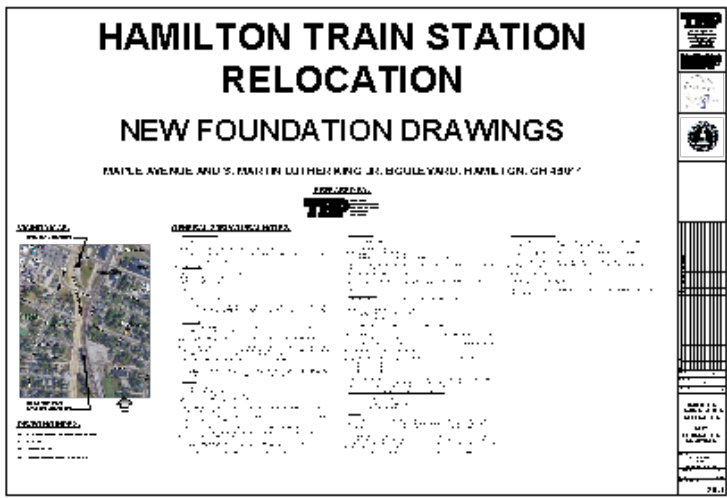


2. Greenspace



3. Seating

Amtrak Station Considerations

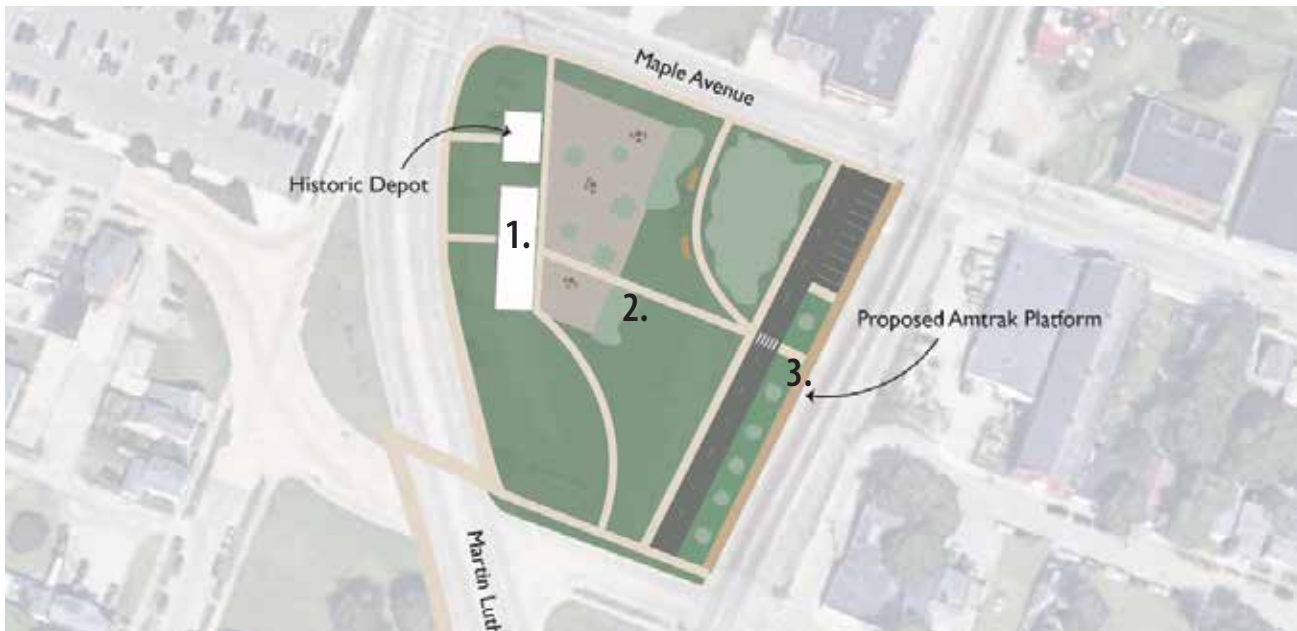


Existing Documentation

Platform Canopy Options:



Proposed Site & Building Design Option:



1. Relocated historic train depot

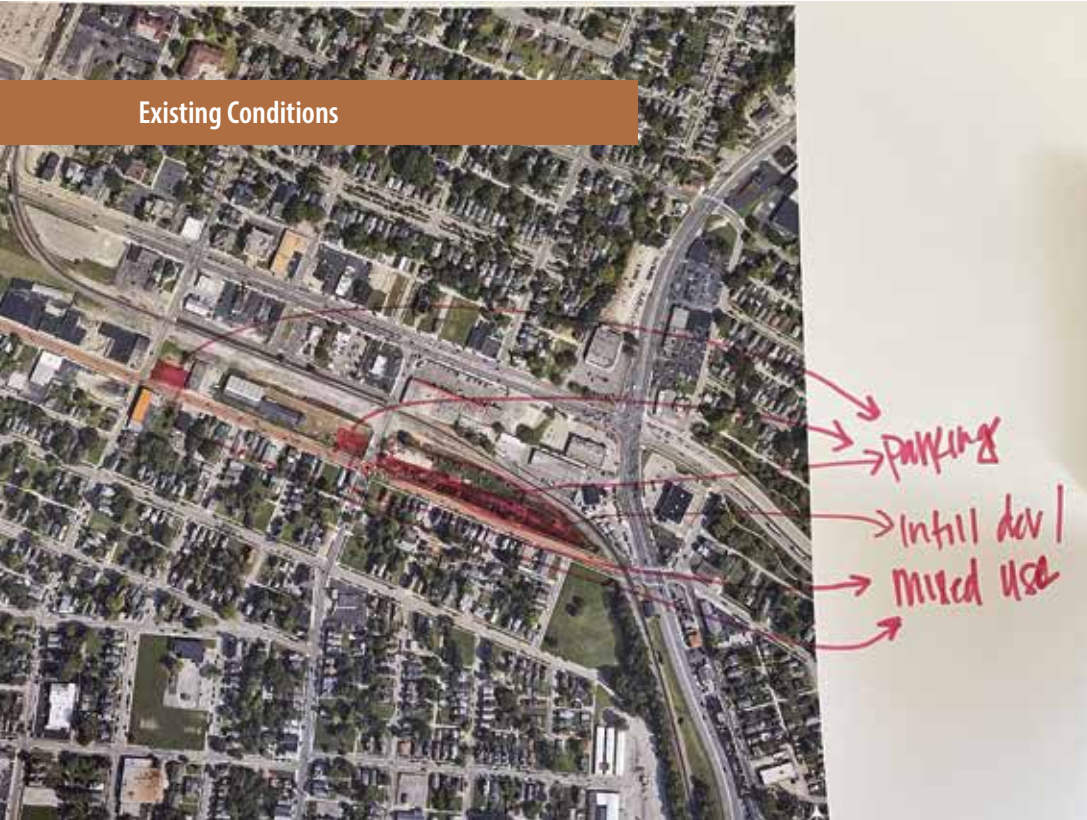
2. Restaurant seating and green space

3. Proposed Amtrak Platform



View of outdoor restaurant seating from interior green space.

Mixed-Use Redevelopment of Vacant Parcels



Existing Conditions:

1. Situated on 1000 Maple Avenue at the south end of the corridor between East Avenue and South Erie Boulevard
2. Site is vacant commercial space, owned by city
3. Site surrounded by fencing, littered with scrap parts
4. Opportunity to develop vacant land to improve visual identity and add new uses to corridor



Goals:

1. Market rate housing
2. Mixed use residential and retail space
3. Access to hidden parking behind building
4. Low rise to match surrounding building heights



The vacant lot could be redeveloped through a mixture of first floor commercial and market rate housing in upper stories, helping populate and define streetscape. The first floor of the building is split between shops facing Maple Avenue and one way covered parking with an entrance on East Avenue. The covered parking would be

reserved for residents and shop owners or employees. The second and third stories would be loft style apartments priced at market value. This space would use materials that blend with the character-defining elements of the historic structure while blending in modern fixtures.



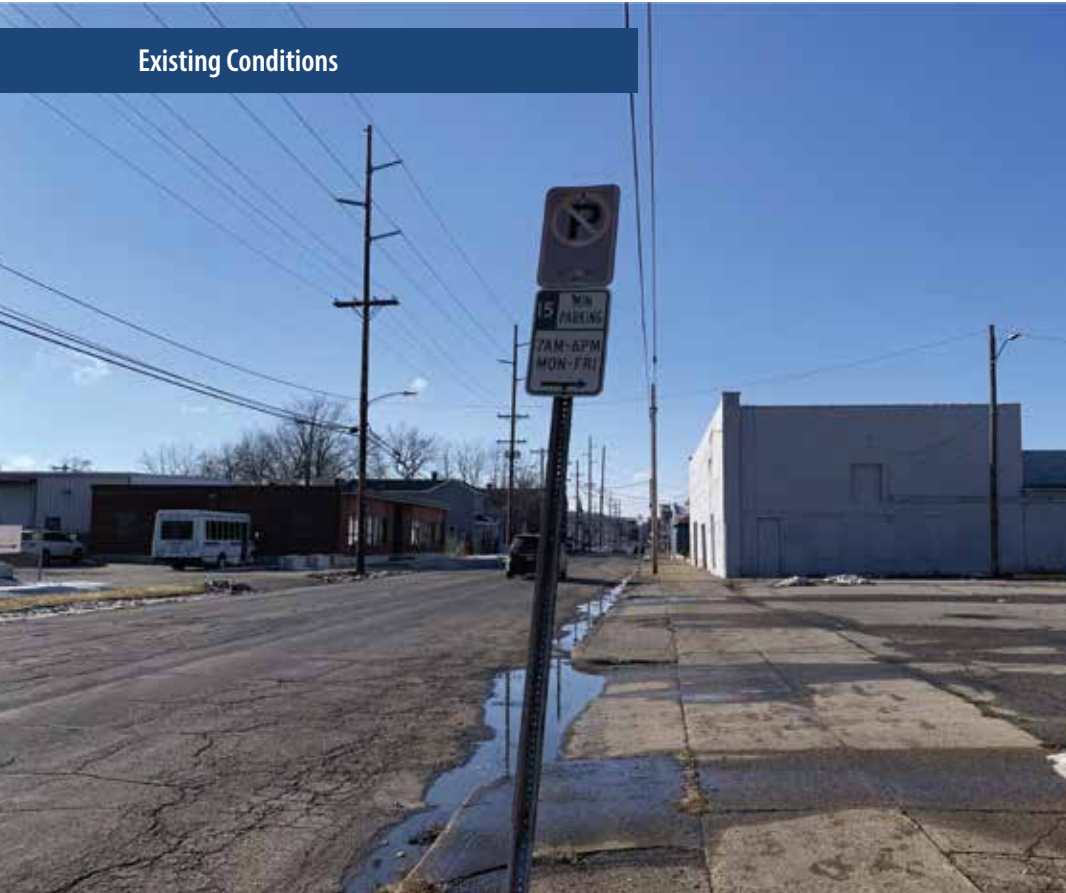


Connectivity & Streetscape

Streetscape | Utilities | Streetscape Beautification | Noise

Streetscape:

Existing Conditions



In order to fulfill its potential as a vibrant and inviting district, the Maple Avenue corridor must be anchored by a safe and welcoming street. The current condition of Maple Avenue renders it neither safe nor welcoming, particularly to those who are walking or riding a bike. This plan leverages current best practices to reshape Maple Avenue into a more complete street, improving its safety and accessibility to all users, and making the street itself an inviting place to visit.

Existing Conditions:

1. Unsafe for pedestrians and cyclists
2. Poor condition of street and sidewalk surfaces
3. Aesthetically unappealing, lack of greenery and public space

Plan Goals:

1. Ensure access to Maple Avenue for users of all transportation modes and abilities
2. Provide for the safety of pedestrians and cyclists
3. Connect Maple Avenue to adjacent districts
4. Maintain on-street parking to support local businesses

Streetscape Toolbox:



Multi-Use Path



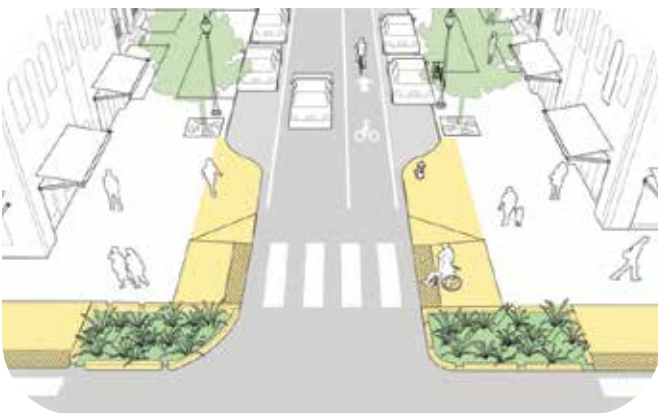
Mid-Block Crosswalk | NACTO



Brick Paved Intersection



On street bicycle facilities



Curb Extensions | NACTO

Because both the street and adjacent sidewalks are in a condition necessitating full replacement, a unique opportunity exists to rearrange the public right-of-way and equip Maple Avenue with modern infrastructure that serves mixed transportation needs. This section details a primary and secondary recommended layout of the street, each of which can be assessed as a whole or for its individual elements. Additional recommendations are provided for safety upgrades to the corridor's intersections, and an alternative plan for a cycling trail in the area.

Layout 1 | Bike Lane on Street



North

Bike Lane

Travel Lanes

Parking

South

Highlights

1. Sidewalks on both sides are much wider, offering more space for walking and amenities

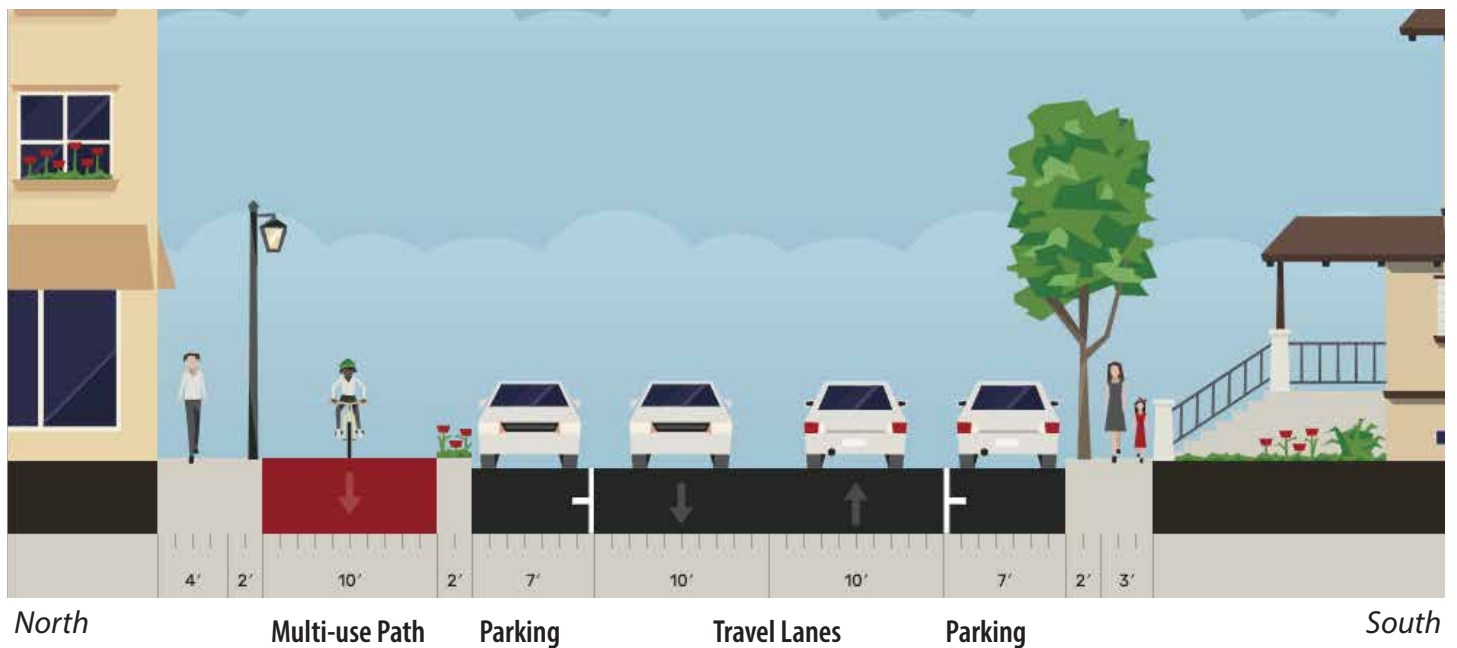
2. Bike lane takes up less space than a multi-use path

3. Median slows cars and adds to visual appeal

There are a variety of ways to make Maple Avenue complete and we explored a range of options. One option to accommodate all modes is to install bike lanes on the roadway surface. This layout for Maple Avenue offers a measured approach while still improving the street's safety and multimodal access. Wide sidewalks accommodate more pedestrians, as well as street furniture,

waste bins, public art, and other features. The median allows for more greenery and calms traffic on the street. The bike lane provides a dedicated path for cyclists. However, a bike lane of this type can only accommodate cyclists traveling in one direction, so accommodating eastbound cyclists may require the removal of the parallel parking on the south side of the street.

Layout 2 | Recommended: Multi-Use Path



Highlights

1. Multi-use path provides safe two-way travel for cyclists and pedestrians

2. The path becomes an asset to the corridor that can be marketed

3. Ample parking on both sides of the street

Another option is to introduce a multi-use pathway or 'sidepath'. This layout for Maple Avenue balances the corridor's automotive needs with safety and accessibility for other users. The multi-use path, at sidewalk level rather than street level, serves as a destination unto itself, offering an inviting route for pedestrians and cyclists.

Maintaining parking on both sides of the street allows more customers to park near the corridor's businesses. Mid-block crosswalks improve pedestrian connectivity in the area, and curb extensions at intersections and crosswalks slow down cars and offer more space on the sidewalk.



Mid-Block Cross Walk

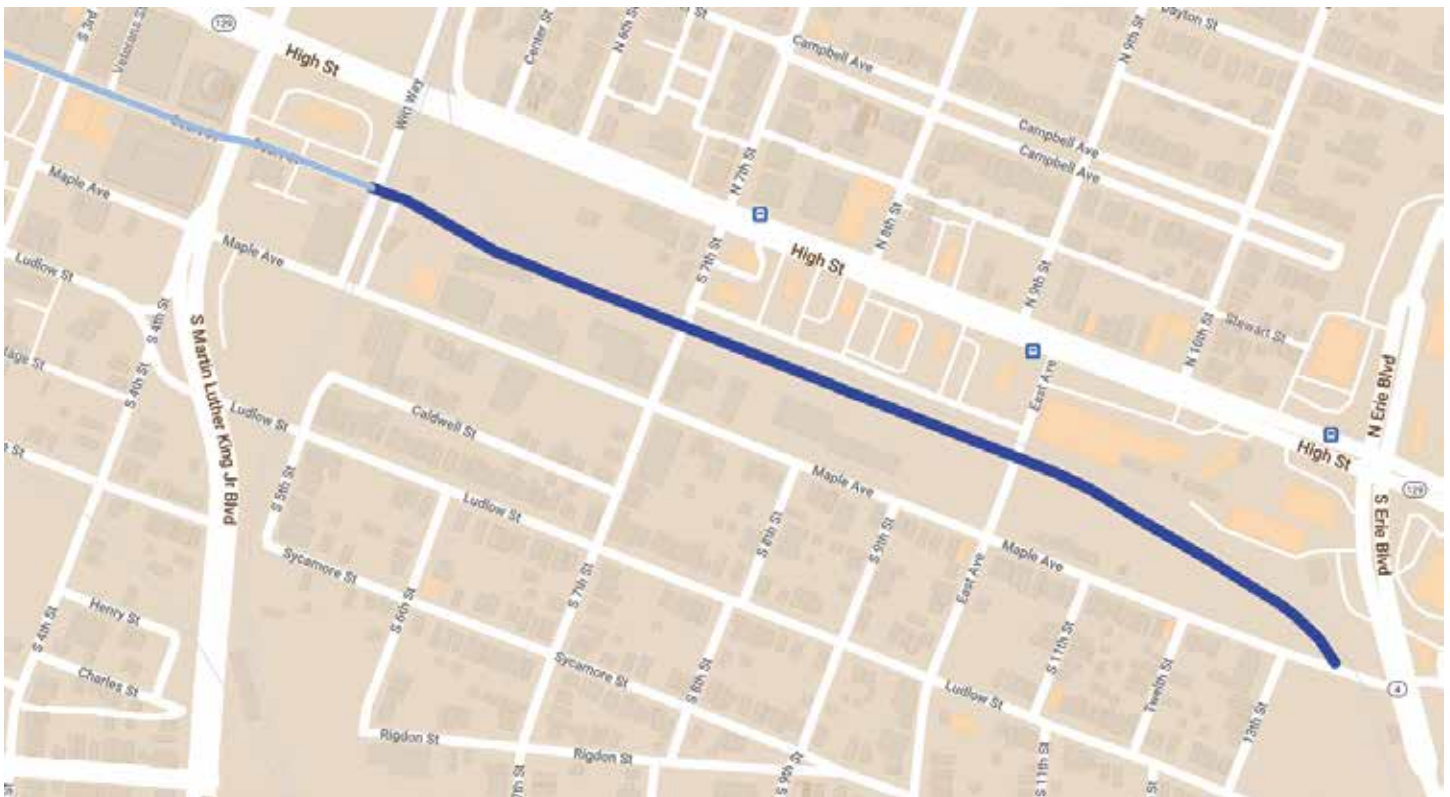


Intersection

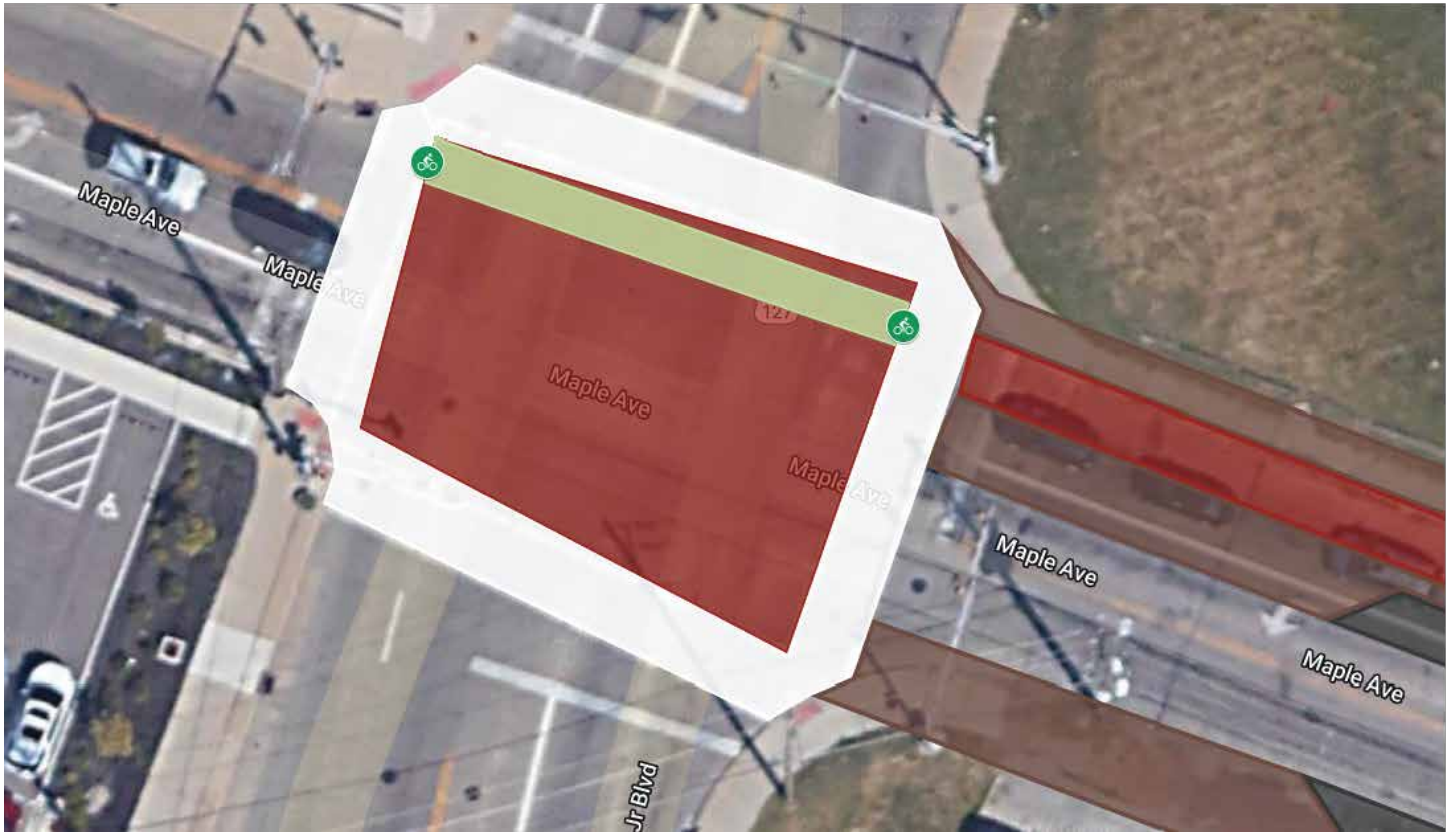
Cycling Alternative: Rail with Trail

As an alternative to the multi-use path or bike lanes on the street, a cycling and pedestrian trail could be constructed immediately north of the corridor along the Norfolk Southern Railroad tracks. This trail would offer expanded east-west connectivity for Hamiltonians who travel by bike, complementing the expansion of the Belt Line on the opposite side of the river. The trail could

later be paired with bike lanes on Court Street to connect to the existing Great Miami River Recreational Trail. Despite its benefits, this opportunity is reliant upon the cooperation of the Railroad, which is not guaranteed. The plan therefore recommends greater reliance on bicycle and pedestrian access on Maple Avenue itself, while supporting the rail with trail option as an alternative.



Major Intersections:



Key:

- | | | | |
|---|---------------|---|-----------------|
|  | Bike Crossing |  | Bike Signal |
|  | Brick Paving |  | Bold Crosswalks |

Key intersections should be transformed from barriers to attractive, unifying features. The corridor's major intersections, including Maple Avenue & M.L.K. Jr Boulevard, Maple Avenue & Erie Boulevard, and Ludlow Street & M.L.K. Jr Boulevard, can be enhanced for pedestrian and cyclist safety, without sacrificing traffic flow. Brick paving signals drivers to slow down, and complements the corridor's aesthetic. Bold crosswalks, delineated with clearly visible paint or materials, anchor the pedestrian as a key user of the intersection. A green bike crossing and dedicated bike signals give cyclists the confidence to cross the major thoroughfare, granting them safe and easy access to the multi-use path on Maple Avenue.



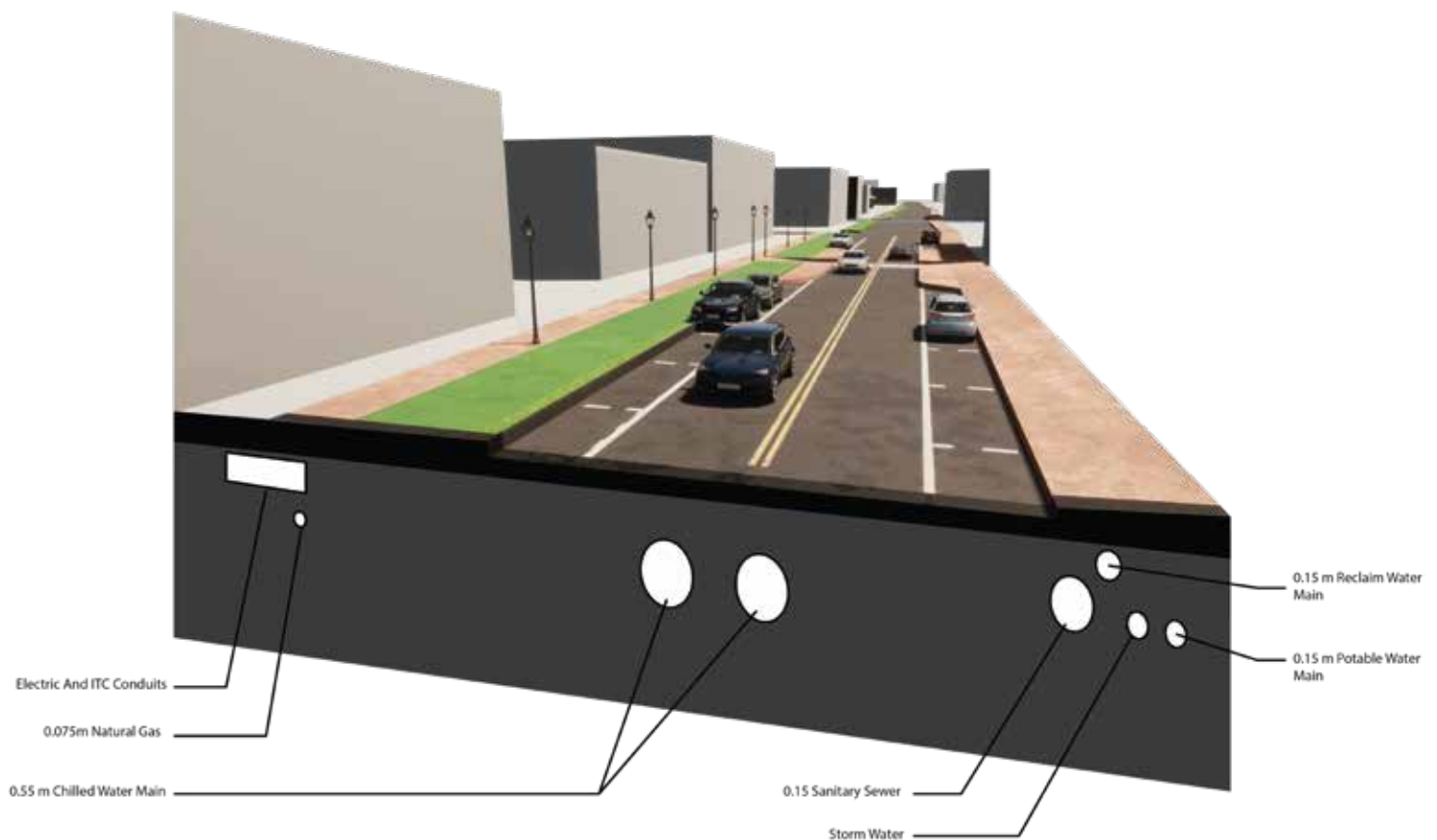
Connection between two proposed Amtrak platforms

Utilities:

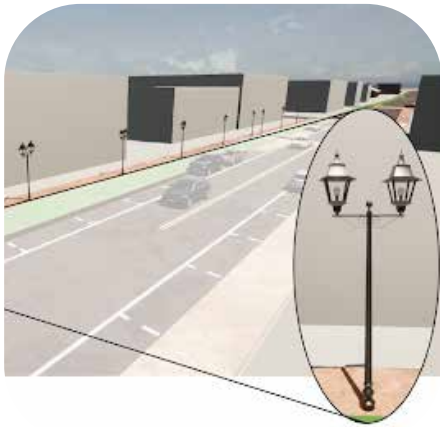
The corridor can be made more efficient and beautiful by relocating infrastructure. When relocating utility infrastructure underground, Hamilton typically places water utilities directly under the street, while remaining electrical and other utility infrastructure is placed under sidewalks. Utilizing guidance from the Global Street Design Guide, the proposed utility infrastructure will be in line with Hamilton's previous underground utility projects by placing water mains under the street, and remaining infrastructure will be placed under sidewalks. This will reduce the need to acquire land for utilities, lower maintenance costs, improve pedestrian safety, and create a cleaner aesthetic for the corridor.

Goals

1. Removal/relocation of utility infrastructure to below Maple Avenue
2. Easier maintenance for utilities
3. Environmentally-friendly convenience
4. Global Street Design Guide compliance



Streetscape Beautification Toolbox:



Lighting



Trashcans



Bikeracks



Benches

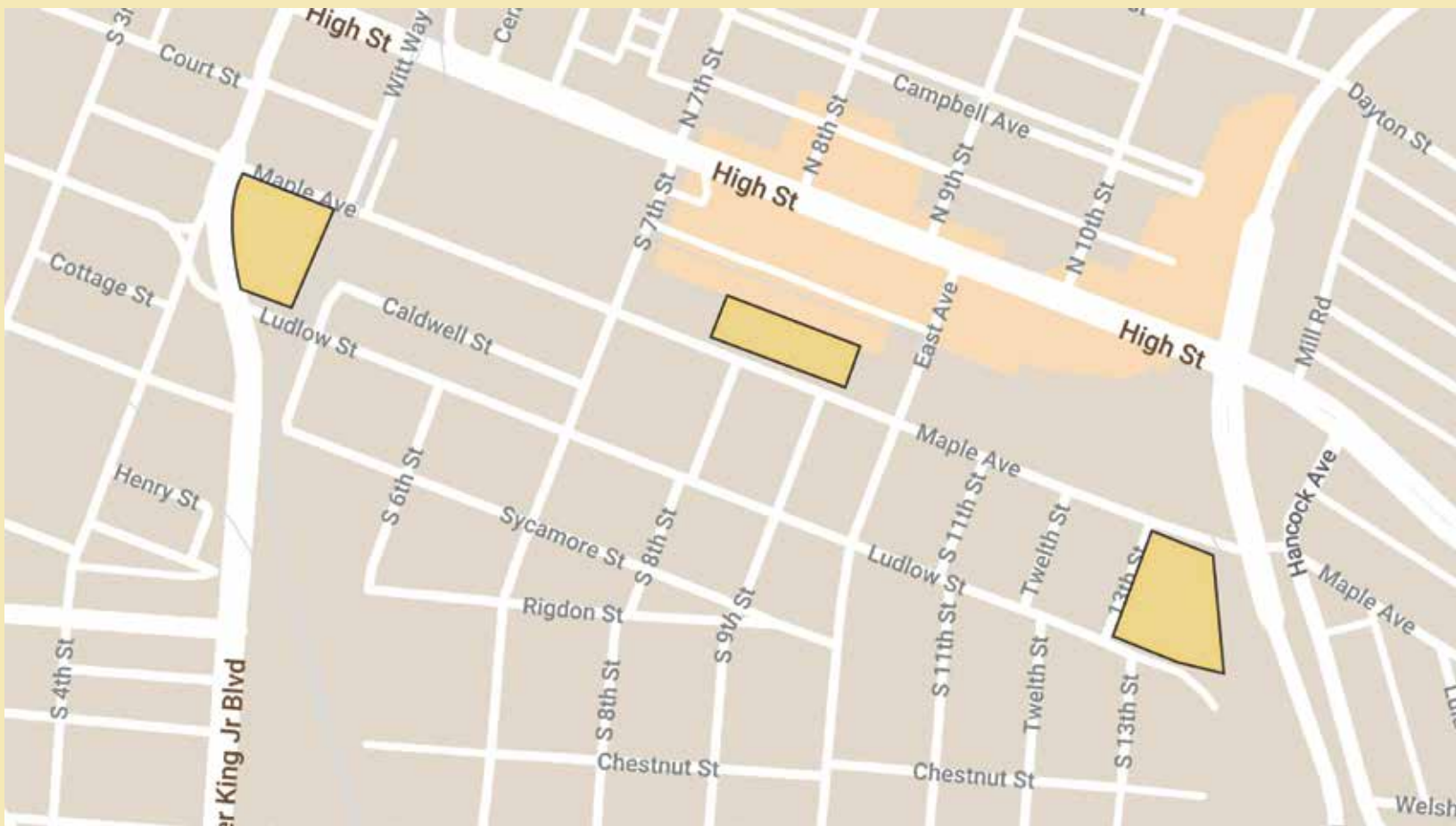


Greenery



Community & Placemaking

Gathering Spaces | Elements of Identity



Create an accessible space to serve the community; promote social interaction and recreation; strengthen a sense of pride, ownership, and belonging; and integrate a natural stormwater management system.

Community and placemaking are the plan elements that look to generate a sense of place and frame Maple Avenue as a destination. These elements center around the feeling of identity, attracting people, honoring unique corridor assets, and building spaces that encourage gathering and community engagement.

Community Development Opportunities: Vacant Lot

Existing Conditions



Existing Conditions:

1. Located at 220 S. Thirteenth St., this lot is currently used as commercial vacant land
2. Nearest park and playground for the Jefferson neighborhood requires crossing Martin Luther King Jr. Boulevard
3. Poorly maintained vegetation, sparse patches of grass and dirt

Plan Goals:

1. Provide engaging, safe, and budget friendly spaces for children to play and explore
2. Strengthen a sense of identity and encourage social interaction
3. Integrate a natural stormwater management system

Case Studies for Gathering Space



- Best Practices:**
1. Material flexibility
 2. Low cost
 3. Meaningful landscape

Natural Playground divided into three distinct areas with natural elements: locally sourced wood and boulders



- Best Practices:**
1. Design reflects unique diversity
 2. Visual display to anchor the park
 3. Urban square

Lotus flower design that reflects unique culture of neighborhood



- Best Practices:**
1. Wildflower meadows
 2. Porous Pavement
 3. Bioswales

Wildflower bioswale that absorbs and manages stormwater

Natural Playground Lower Sioux Indian Community, MN

The Lower Sioux Indian Community wanted to create a play area without the cost and maintenance of traditional playgrounds. The solution: a natural playground, an area that uses natural materials to create structures for play and exploration. They are ideal for parks, municipalities, or community organizations. Some structures at natural play spaces include tunnels, mazes, climbers, and other unique events. This solution provides a functional space for play and incorporates the local landscape and culture.

Placemaking and Development: Dollar Hamlet Park, Markham

Dollar Hamlet Park is a small urban square, designed to serve the community, provide a unique cultural experience, and contribute to a sense of place. It is a gathering space with a mosaic pathway, open lawn, trees, and stone benches.

Green Infrastructure: Phoenix Park Phase 1

Transformed a formerly vacant building into a park to manage stormwater, provide green spaces, and space for recreation. The stormwater management system has aided in preventing neighborhood flooding and sewer overflows, and promote water infiltration.



Maple Park

The vacant lot, 220 S. Thirteenth St., is prime for the development of a public park, playground, and green infrastructure. This park will create an

accessible space for recreation and interaction while working to generate a sense of pride, ownership, and belonging.

Design Elements:

1. **Natural Playground:** provides enrichment through the use of elements and textures from the earth such as logs, boulders, hills, sand, and plants. This model requires less upkeep and cost when compared to a commercial steel playground structure.

2. **Adaptive Open Space:** provides an area for recreation, with free standing soccer nets, as well as community gathering spaces.

3. **Green Infrastructure:** uses elements such as rain gardens, bioswales, and planter boxes to mitigate and manage stormwater on Maple Avenue.

4. **Art:** uses sculpture and murals to add to the identity, beautification, and sense of place.



Branding:

In creating a brand for the Maple Avenue Corridor, it is important to consider the physical materials, intended visitors and activities, and the types of businesses that align with the corridor identity. Currently, there are existing materials and businesses that are underutilized.

Existing Conditions:

1. Lacks identity and cohesion
2. Vacant train depot, nearby train tracks
3. Aesthetically unappealing

Plan Goals:

1. Establish neighborhood identity that reflects the existing character
2. Utilize existing structures and elements to drive brand
3. Capitalize on train theme



Train oriented district inspiration board from client proposal presentation

Branding Toolbox:

The key architectural features of the corridor's identity combine the themes of industrial architecture and historical rail architecture.

Industrial architecture focuses on: functional design, open floor plans with high ceilings, raw materials such as concrete, steel, wood, masonry, and stone; distressed, imperfect and worn finishes, and large metal-grid windows.

Rail architecture emphasizes: the combination of ornamentation and utility with details such as rounded arch windows and doors, decorative masonry, and detailed woodworking.

Both identities contain overlap in materials and overall appearance and can be applied to new developments and guide the visual identity of the corridor.



Building Sinage



Sculpture

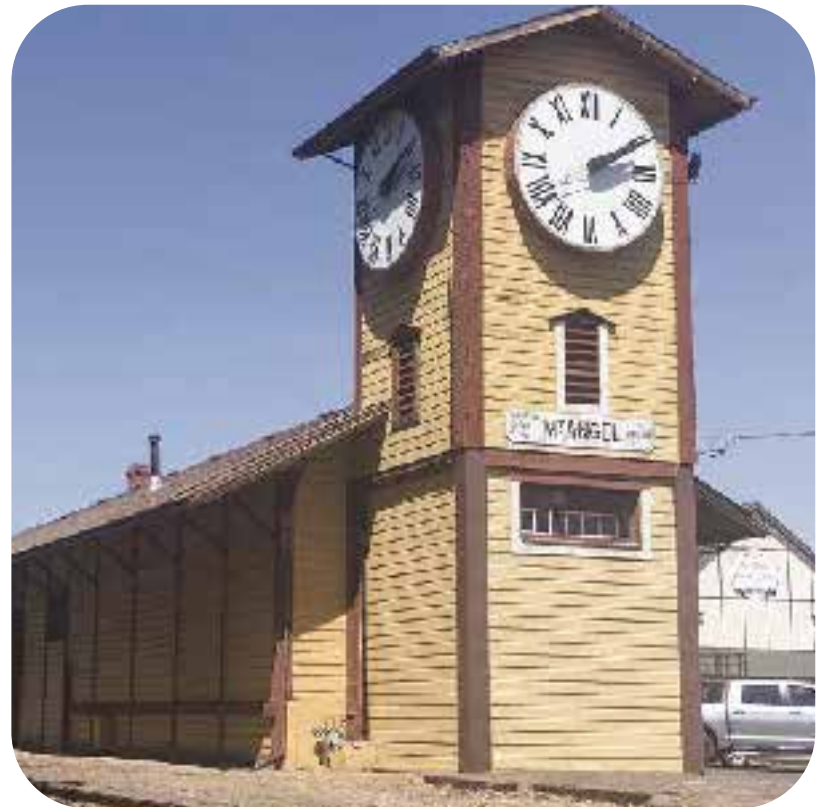


Train Depot
"Maple Ave" painted across top

Street Branding

The identity of the corridor seeks to create a space that is inviting to all locals. Based on feedback from stakeholders, there will be an emphasis on attracting and creating spaces that are welcoming to families. With Amtrak traffic in the future, it is likely that this area will serve travelers so it is also important to place an emphasis on providing spaces to enjoy and understand the city they are visiting.

With the diversity of Hamilton and the Jefferson neighborhood, attracting businesses that reflect this will also enhance the identity of the area as a whole. The aim is to create a destination commercial shopping district with restaurants, breweries, and local shopping goods.



Clocks

This plan includes elements that are intended to aid in building this brand and marketing it throughout the city. These elements include the name, the sculpture at the beginning of the corridor, and the logo. Each of these build on the visual elements and identity. The logo calls to the rail identity and name through the combination of a train and maple leaf. The name, Maple Avenue District, aims to be marketable and distinct. The sculpture also calls upon the rail identity and is intended to draw attention to Maple avenue from the downtown district.

Lighting

Gateway

A gateway could be installed at the corner of Maple Avenue and Martin Luther King Boulevard to introduce Maple Avenue and the Jefferson neighborhood. Branding elements such as the corridor's name and logo could be incorporated into the design to emphasize the character of the area. This visual introduction of the corridor would instill a sense of community pride in residents and appeal to visitors.



Art

Sculptures and murals can be incorporated throughout the corridor to further generate a sense of place and identity. These elements can reflect the identity of the Maple Avenue corridor, the Jefferson neighborhood, and the City of Hamilton as a whole. Sculpture and murals will further establish the idea of Maple Avenue as a destination within the city and promote interaction within the space. If the city wishes to further highlight local identity and uniqueness of the area, they may commission local artists to generate some or all of the art for the corridor.



Proposed M.A.D. logo:

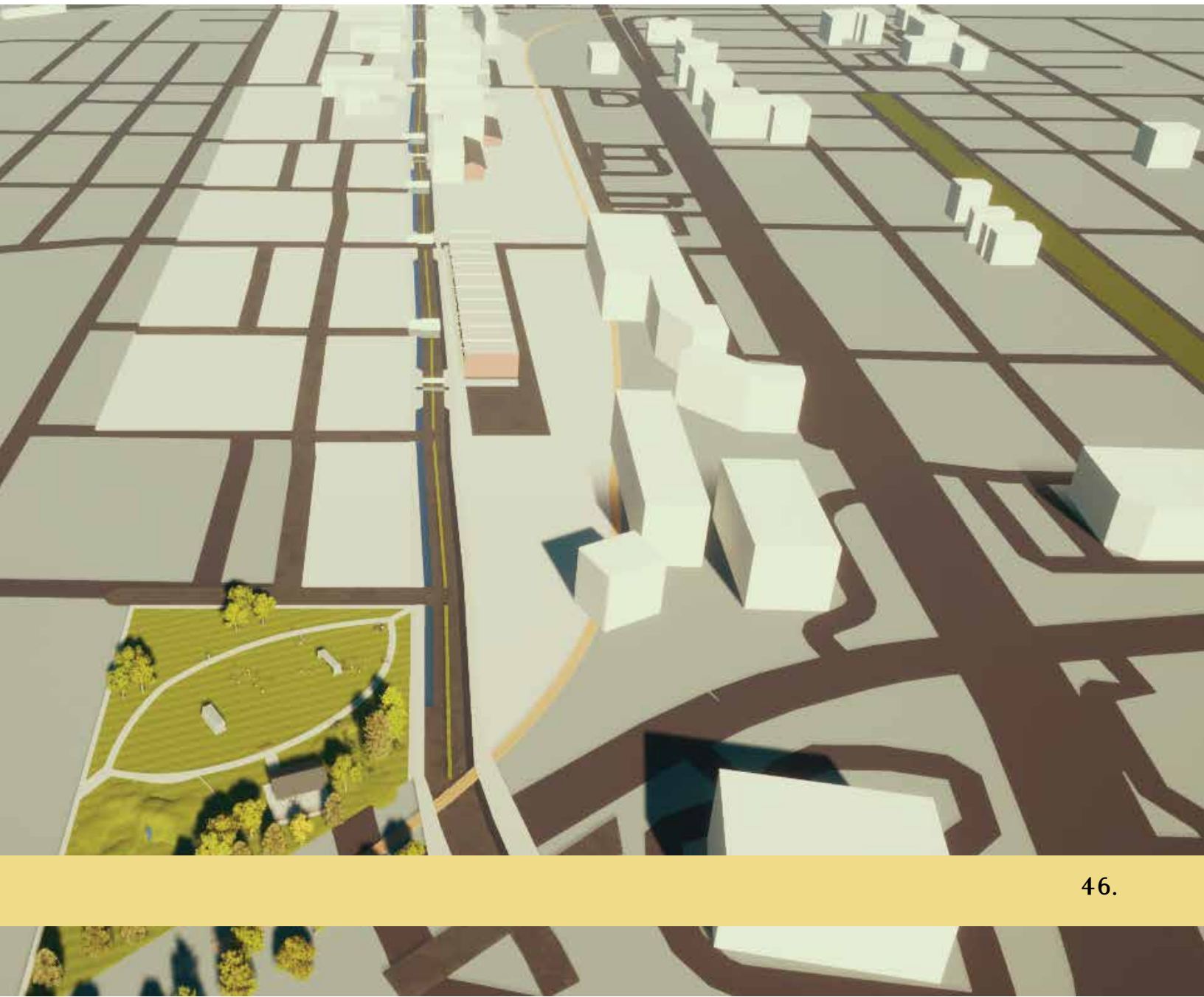
Maple Avenue District
The M.A.D.



M.A.D. Identity Description:

Maple Avenue currently lacks a clear identity and vision, existing primarily as a transition point for train and car travel. For residents, it has been a corridor between High Street and the Jefferson neighborhood, with several rail lines in the corridor. The vision for this area is to strengthen and revitalize existing assets and infrastructure, attract new business, and create a unique local place. Identity drives the vision for this area, strengthens existing assets, and

provides unique marketing opportunities to attract visitors and businesses. The “Maple Avenue District”, or simply “M.A.D.,” embraces this vision, calls to the industrial and railroad elements, and supports a memorable acronym. The opportunities this identity brings to the development of the corridor are numerous, and the potential it has to be used in naming restaurants, retailers, and other uses will give residents and visitors an identity to embrace.



Conclusion:

The redevelopment of the Maple Avenue corridor poses an exciting opportunity for the City of Hamilton to encourage new growth, connectivity, and enhance the built environment. This document outlines a plan for the City of Hamilton, to serve as a guide for redevelopment and a model for future growth. This plan aims to transform Maple Avenue from a place between destinations to a destination in itself.

A destination where Hamiltonians might be found shopping at the Freight House Marketplace; playing soccer in the park; grabbing a drink at Amp House; biking through the city; or watching trains from the historic depot cafe. It is the hope of this plan to be an effective and useful guide for the redevelopment of the Maple Avenue District.



About Us:

The Maple Avenue corridor revitalization plan was composed by a group of nine students from Miami University. Each member has a unique set of strengths in planning, architecture, real estate, business, and development. Utilizing these strengths, coursework principles, and guidance from stakeholders we have devised a redevelopment plan for the Maple Avenue corridor. We are incredibly grateful for the opportunity to work with the City of Hamilton and members of the Jefferson neighborhood and look forward to the growth of Maple Avenue in the years to come.

Our hope is that this plan will guide the Maple Avenue corridor to realize its potential as a thriving district within the city with a unique sense of place and history.

Team Members:

Naomi Fritz: Finance, Marketing

Michael Inguanta: Accounting, Political Science

Corrine Jeffries: Public Administration, Urban and Regional Planning, Sustainability

Ian Murphy: Urban & Regional Planning, Sustainability, Urban Design

Danny O'Connor: Urban and Regional Planning, General Business, Management

Kate Reidy: Urban and Regional Planning, General Business

Sydney Rushing: Architecture, Urban and Regional Analysis

Elliot Tishler: Architecture, Urban and Regional Analysis

Jon Watkins: Political Science

Acknowledgements:

Our team would like to thank City of Hamilton staff Liz Hayden, Mallory Greenham, Rich Engle, and the entire City of Hamilton Planning Department for allowing us to put together a vision that we believe will further the City of Hamilton's goals. We appreciate the cooperation and constructive dialogue from the City, and we would also like to thank Jefferson community members for attending our meetings and providing invaluable input. With the contributions from these stakeholders, our vision better represents the goals and ambitions for this corridor and the community at large, and we thank you for your shared desire to create a Maple Avenue District. Stay M.A.D.!

