WEST HARBOUR

COMMUNITY CONVERSATION

Thursday June 23, 2016
Park St Gasworks (141 Park St N)
UPDATES

• Next month’s meeting:
  – Thursday, July 28, 7:00 – 9:00 pm
  – Evergreen Community Storefront (294 James St N)
<table>
<thead>
<tr>
<th>Start Time</th>
<th>Agenda item</th>
<th>Presenter / Facilitator</th>
<th>Participation Style</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00</td>
<td>Welcome &amp; Agenda Overview</td>
<td>Diedre Beintema</td>
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<tr>
<td>7:05</td>
<td>Plan Local</td>
<td>Sherri Selway</td>
<td>Inform</td>
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<tr>
<td>7:20</td>
<td>Project timeline &amp; events schedule</td>
<td>Diedre Beintema</td>
<td>Inform</td>
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<tr>
<td>7:25</td>
<td>Pier 8 Solicitation Process</td>
<td>Philbert Kim</td>
<td>Inform</td>
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<tr>
<td>7:40</td>
<td>Q &amp; A</td>
<td>Philbert Kim</td>
<td>Inform</td>
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<td>8:00</td>
<td>Pier 7 &amp; 8 Subdivision Application (Parking and Traffic)</td>
<td>Brian Hollingworth (IBI)</td>
<td>Inform</td>
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<td>8:20</td>
<td>Q &amp; A</td>
<td>Chris Phillips</td>
<td>Inform</td>
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<td>8:50</td>
<td>Open time for Community Updates</td>
<td>All</td>
<td>Inform</td>
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<td>9:00</td>
<td>Close</td>
<td>All</td>
<td>Consult/Inform</td>
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<tr>
<td>9:05</td>
<td>Plan Local Voting &amp; open conversation</td>
<td>All</td>
<td>Consult/Inform</td>
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PlanLocal Ward 2 Safe Streets

June 2016

An Initiative of Ward 2 Councillor Jason Farr
Outline

- What is PlanLocal?
- Voting Project List
- How to Vote
What is PlanLocal?

“PlanLocal engages Ward 2 constituents directly to determine the unsafe locations most significant to their neighbourhoods. It offers an opportunity for residents and local businesses to help guide the urban planning process through citizen-supported decision-making.”

~Councillor Jason Farr
PlanLocal – What is it?

Jason Farr asked residents to help identify where to invest $1 million in infrastructure funding to make neighbourhood streets safer.

In response, hundreds of residents identified unsafe street locations in Ward 2 neighbourhoods.

The final voting list is 24 projects, including the 4 most popular projects that met the PlanLocal ground rules from each of the 6 neighbourhoods.
Voting Phase
June 20 – 30

Any resident or business owner in Ward 2 can vote.

Residents include STUDENTS and KIDS
One ballot each, 10 votes per ballot!

Each voting location has the full project list or it can be found online.
PlanLocal Final Voting List
PlanLocal Voting List

1. **Augusta and Walnut:** Build a new pedestrian crossover across Walnut St. to increase safety for pedestrians travelling to Shamrock Park.

2. **Barton and James:** Redesign the intersection to improve sight lines between James St. and Barton St.

3. **Barton and MacNab:** Upgrade the existing intersection with an enhanced all-way stop, including ladder crossings.

4. **Burlington and James:** Install a three phase traffic signal across James St. to create a safer crossing for pedestrians and cyclists.

5. **Cannon and Mary:** Install a ladder crossing and additional signage on Mary St. to make a safer crossing for eastbound pedestrians and cyclists.

6. **Caroline and Charlton:** Build a new pedestrian crossover across Charlton Ave. to increase safety for pedestrians.

7. **Charlton and James:** Install ladder crossings and improve signage at the intersection to make a safer pedestrian crossing in both directions, including the south side of Charlton Ave.

8. **Emerald and Stinson:** Install a speed table (raised pedestrian crossing that brings the road to curb level) across Stinson St.
9. **Ferguson and Hunter**: Build a new pedestrian crossover across Hunter St. to increase safety for pedestrians.

10. **Ferguson and Main**: Install a three phase traffic signal across Main St. to create a safer crossing for pedestrians and cyclists.

11. **Ferrie and MacNab**: Upgrade existing intersection to an enhanced all-way stop, including ladder crossings.

12. **Forest and John**: Install a three phase traffic signal across John St. to create a safer crossing for pedestrians and cyclists.

13. **Grant from Stinson to Main**: Install 3 speed humps on Grant Ave. to slow down traffic on the street.

14. **Herkimer and Hess**: Build a new pedestrian crossover across Herkimer St. to increase safety for pedestrians.

15. **Hunter and Park**: Build a new pedestrian crossover across Hunter St. to increase safety for pedestrians when walking to City Hall.

16. **James and Mulberry**: Build a new pedestrian crossover across James St. to increase safety for pedestrians.
PlanLocal Voting List

17. James and Robert: Upgrade existing intersection with a new pedestrian crossover across James St. to increase safety for pedestrians.

18. James and Robinson: Improve signage and restrict left-hand turns from Robinson St. onto James St. to improve safety at this intersection.

19. Mary and Wilson: Install a three phase traffic signal across Wilson St. to create a safer crossing for pedestrians and cyclists.

20. Murray from James to Bay: Install two speed humps along Murray St. to slow down traffic on the street.

21. NHCHC (Picton St.) Path: Upgrade the pathway at the NHCHC by paving and improving the current pathway connecting Picton St. between Hughson St. and John St.

22. Picton at Hughson and John: Upgrade intersections on Picton St. at Hughson St. and John St. with enhanced all-way stops, including ladder crossings, to improve access to Bennetto School and NHCHC.

23. Stinson Bike Lanes: Repair the bike lanes on Stinson St. by resurfacing the street from Wellington St. to Wentworth St.

24. Stinson and Wellington: Upgrade existing intersection to a pedestrian crossover across Wellington St. to increase safety for pedestrians.
Interactive map

Click each location for details on the projects.
Vote Online

Voting takes less than 5 minutes

10 Days • 10 Votes • $1 Million

IDENTIFY → VOTE → BUILD

VOTE
June 20th - 30th

CLICK HERE TO VOTE NOW
Vote in Person

Bennetto Community Centre
450 Hughson St N, Hamilton, ON

Beasley Community Centre
52 Catharine St N, Hamilton, ON

Central Branch, Hamilton Public Library (1st-floor Service Desk)
55 York Blvd, Hamilton, ON

Central Memorial Community Centre
93 West Avenue S, Hamilton, ON

Hamilton City Hall (2nd-floor Councillors’ Reception Desk)
71 Main St W, Hamilton, ON
Vote in Person
Pop-Up Votes

Coffee Day – Saturday June 25
Pine Cone
Mulberry Café
House of Java
Durand Coffee
Café Oranje
Williams

Hamilton Farmers’ Market
Pop-Up Voting
Saturday June 25
9 AM – 2 PM

Gore Park Promenade
Pop-Up Voting
Friday June 24
11:30 AM – 2 PM

Mon. Jun 27 and Wed. June 29
2:30 – 3:30

Wed. June 29
8:30 – 9:30 AM

Fri June 24 – Thurs. June 30
Or Vote in Person Tonight!
Thank you!

For more information, go to:

www.planlocal.ca/ward2/

ward2@planlocal.ca

905-546-3774
PROJECT TIMELINE & EVENTS SCHEDULE

• Document is a draft:
  – Details (dates, locations, goals) may change
  – Document will be updated regularly (online and in-person)
PROJECT TIMELINE & EVENTS SCHEDULE

• Project timeline shows:
  – Length of each piece of the project
  – Key goals/milestones

• Events schedule shows:
  – Dates and times of booths, open houses, meetings, Committee, Council, etc.
  – Plan to visit each ward (missing wards: 1, 5, 6, 8, 9, 10, and 14)
Pier 8
Solicitation Process

Setting the Stage for Community Consultation Summer Workshops

Presented at June 2016 Monthly Community Conversation
Overview

• Introduction to the process
• Sequence of events
• Public input → summer workshops
How do we get from this...
...to this?
Our Commitment

To develop Pier 8 into a best-in-class, mixed-use community that reflects our shared values and showcases the City of Hamilton as an innovator among Canadian municipalities for its ability to work collaboratively with the private development community in order to achieve city-building priorities.

We won’t be satisfied with mediocre outcomes.

Hamilton can be a leader in Canada.

We’re looking for a relationship partner, not just a purchaser.

We want to continue to hear from everyone across the City.

Pier 8 is more than just a piece of land. It’s an opportunity to showcase the best of our city.
Getting to the best requires a process

What Hamilton wants

What developers can deliver

Wrong Fit

Right Fit

What City Hall should deliver

Good Proposal

Great Proposal

Best Proposal
3-stage Solicitation Process

Prequalification
(RFQ → Shortlist bidders)

- Key team members
- Track record
- Financial capacity
- How do values align with the City’s?

Proposals
(RFP → Finalists)

- Detailed concept
- Visuals and drawings that reflect concept
- Financial business plan and pricing
- Demonstrate innovation and value-add that addresses City’s priorities
- Presentations to Council and public

Negotiation
(Sale & Development Agreements)

- Final sales details
- Ground rules for relationship with City
- What-if scenarios
Possible Solicitation Process Sequence

1. Council approval required
2. Process milestone
3. Desired Outcomes & Priorities Workshops
4. Visioning
5. RFQ released
6. Urban Design Study adopted by Council
7. Council approval of Solicitation Process
8. RFQ Shortlist announced
9. RFQ responses received
10. RFP released to Shortlist
11. DRP review
12. Finalist(s) identified / Council approves negotiation strategy
13. Respondent presentations to Council and Public
14. Negotiations conclude / Entering of contracts
15. RFQ responses received

 process milestone
 Council approval required

Public Input Requested
Seeking your input

- Three workshops over the summer
  - July 14, August 11, September 8
  - Repeats (only need to attend one)
- Learn more about the solicitation process
- Engaging exercises to help shape the outcome
- Exploring ways to replicate the experience for online participation
What will be discussed at the workshop?

- **Official Plan**
- **Setting Sail**
- **UDS**
- **Vision Framework**
- **Zoning Bylaw**

**What Hamilton wants**

- **Scope**
  - What developers can deliver
  - Wrong Fit
  - Right Fit

- **Partner**
  - Wrong Fit
  - Right Fit

- **Proposal Evaluation**
  - Good Proposal
  - Great Proposal
  - **Best Proposal**
What will be discussed at the workshop?

• **Scope** ➔ Articulating desired outcomes, RFQ/RFP response requirements

• **Partner** ➔ Pre-qualification evaluation criteria

• **Proposal Evaluation** ➔ Evaluation criteria, priorities & weightings, trade-offs

This is your main opportunity to influence the final outcome
How does your input get used?

- **Public Input** (Community Consultations)
- **Industry Input** (Market Soundings)
- **Technical Input** (Framework Docs, Best Practices, Staff Expertise, Consultants)

Staff Report

Council Decision
Philbert Kim
Sr. Consultant, West Harbour Disposition Strategy
City of Hamilton
(905) 546-2424 xt. 3140
Philbert.Kim@hamilton.ca

Join our mailing list to stay in the loop!
www.hamilton.ca/westharbour
VISION GROUP MEETING

See Diedre at end of tonight’s meeting to sign up

- **Date & Time:** Thursday, June 30, 7:00-9:00 pm
- **Location:** Evergreen Community Storefront (294 James St N)
- **Agenda:**
  - 7:00-8:15 – continuing the discussion about community engagement on the land solicitation process (Philbert Kim)
  - 8:15-9:00 – review of the links between the Urban Design Study and West Harbour Vision (Alan Waterfield)
Presentation Overview

• Scope of studies
• Feedback from December 9th Presentation
• Summary of Studies
  ➢ Pier 7/8 Traffic Impact Study and Transportation Demand Management Report
  ➢ Pier 7/8 Parking Study
  ➢ West Harbour Waterfront Parking Strategy
• Next steps
Scope of Studies

Pier 7/8 Traffic and Parking Studies
• Assesses the potential impacts of the planned development on traffic in the surrounding road network
• Includes a detailed Travel Demand Management (TDM) plan
• Evaluates parking supply needs

Overall Waterfront Parking
• Assesses parking needs for broader area that respects intended built form objectives of Setting Sail and the West Harbour Waterfront Recreation Master Plan.
• Study will provide specific recommendations for the West Harbour lands between Pier 4 and 8 and a parking management strategy for the larger Waterfront Area
Key Issues Raised at December 9th Meeting

- Impacts of traffic from Pier 7/8 on North End streets, especially near schools
- Concerns about parking spillover into neighbourhood
- Requirements for boater parking to be close to marina, and to be safe and secure
- Concerns about any parking shortages on the viability of the marina
- Development assumptions compared to 2008 North End Traffic Management Study
Pier 7/8 Traffic Impacts and Travel Demand Management Opportunities
Pier 7/8 Traffic

- Development Assumptions
  - 1,300 units
  - 6,800 m² institutional
  - 7,740 m² commercial

- Trips Generated
  - AM Peak Hour
    - 175 in, 419 out
  - PM Peak Hour
    - 503 in, 313 out
  - Approximately 80 more trips than 2008 NETMP estimate

Source: Brook McIlroy, Urban Design Study – Pier 7+8, DRAFT, April 2016
Traffic Conditions – James Street South of Burlington

- **AM Peak Hour**
  - Southbound
  - 408 existing cars
  - + 27 background growth
  - + 210 site
  - = 645 vehicles/hr

- **PM Peak Hour**
  - Northbound
  - 169 existing cars
  - + 48 background growth
  - + 226 site
  - = 443 vehicles/hr
Traffic Conditions – John Street North of Burlington

- AM Peak Hour
  Southbound
  22 existing cars
  + 84 site
  = 106 vehicles/hr
- PM Peak Hour
  Northbound
  37 existing cars
  + 85 site
  = 122 vehicles/hr

~ 2 cars/minute
Issues Identified (Horizon Year 2025)
Mitigation Measures

1. Traffic Management
   - Key measures include the closure of Hughson Street (now complete) and a proposed lane narrowing on John Street
   - Many measures have been implemented as pilot projects with their effects currently being measured
John Street North of Burlington

Potential options to discourage and slow traffic on John Street through lane narrowings
Mitigation Measures

2. Signal Warrant Analysis

- Signalization of
  - James Street and Burlington Street
  - Ferguson Avenue at Burlington Street
Travel Demand Management (TDM) Measures

• Stand alone TDM report identifies strategies to reduce vehicles trips generated, thereby reducing the impact on the existing road network.

• There are a number of benefits for incorporating TDM into new developments for municipalities:
  • Maximizes returns on infrastructure spending
  • Reduces parking demand
  • Helps meet local sustainability and health objectives
  • Supports urban design objectives
Cycling Infrastructure – Long Term Bicycle Parking

CarShare Vehicles in Parking Garage

A-Line LRT – James Street North

Pre – Loaded Presto Card

Source: Project Update LRT Alignment, City of Hamilton, May 2016
Pier 7/8 Parking Study
Parking for Pier 7/8

- Study considered a number of best practices:
  - Avoiding Excess Parking Supply – an oversupply of parking could encourage greater levels of automobile ownership and use
  - Parking Maximums – set an upper limit on the amount of parking developers may provide to ensure excessive parking isn’t provided
  - Shared Parking – involves the use of one parking facility by more than one land use activity, typically taking advantage of different parking demand patterns by time of day to reduce parking needs
  - Unbundled Parking – separates the cost of housing and parking
  - Accounting for Travel Demand Management Initiatives (TDM) – can influence parking demand
Parking for Pier 7/8

• Study considered a number of best practices (cont’d):
  • On-Street Parking - can accommodate short term and accessible parking needs
  • Impacts on Urban Design – site design has a significant impact on people’s decision to walk, cycle, or take transit
Approach for Assessing Parking Supply for Pier 7/8

- Recognize relationship to traffic and neighbourhood impacts
  - Too much parking = more traffic
  - Too little parking = spill over parking to neighbourhood
- Recognize importance of parking in supporting a vibrant Waterfront
- Starting point is Hamilton Zoning By-Laws - No. 6593 (Current) and No. 05-200 (Future)
- Assessed case studies to refine parking rates
  - Includes comparison of parking requirements to other jurisdictions
  - Select appropriate parking rate for each land use category
  - Account for shared parking potential
Parking Scenarios & Comparison to Other Locations

- Residential (spaces/dwelling unit – includes visitor)
  - City of Hamilton (Base Rate) 1
  - City of Toronto 0.85 – 1.25
    Liberty Village 0.8 – 0.9
  - City of Markham 1 – 1.2
  - Proposed Rate 0.85

- Office (spaces per 100m²)
  - City of Hamilton (Base Rate) 3.3
  - City of Toronto 1 – 2
  - City of Markham 1.5 – 3
  - Proposed Rate 2.0
Parking Scenarios

- Current Design Plan for Pier 7/8 provides 1,422 spaces
- Represents “minimum” parking required
Pier 7/8 Phasing Plan

- A three phase development plan is recommended for the study area
- Parking supply and demand should be monitored at each stage of development
Parking Supply Configuration

- Two design options were considered as part of urban design study

1. Integrated Parking within each building/block
   - No centralized parking structure
   - Parking on lower levels and underground

2. Integrated Parking plus central parking structure
Parking Supply Options from Urban Design Study

1. Integrated Parking within Each Building/Block

2. Integrated Parking plus central parking structure

Source: Brook McIlroy, Urban Design Study – Pier 7+8, DRAFT, April 2016
Integrated Parking within Each Building/Block

- Advantages
  - Residential parking is tied to buildings
  - First level of parking could be publicly accessible
  - Supply can be adjusted on a building-by-building bases over time
  - Disperses traffic patterns
- Disadvantages
  - Accommodating wider public parking needs is more difficult and requirements agreements with building owners
Integrated Parking plus central parking structure

**Advantages**
- Can be built in phases with levels being added over time
- Facilitates shared public parking
- Acts as central hub for Car Share and Bike Share
- Can accommodate parking for special events
- Allows for more flexibility in design of buildings

**Disadvantages**
- Uncommon for residential developments
- Large centralized structure is less appealing from an urban design perspective
Waterfront Parking Strategy
Overall Waterfront Parking Needs

Parking
Existing Supply:
453 spaces
Future Supply:
338 spaces

Expansion to a total of 637 slips

New Market Village – Loss Of West Harbour Parking

Source: West Harbour Recreation Master Plan, City of Hamilton, April 2010
Assessing Marina Parking Needs

- Interviews conducted of other marinas within the GTA
- Conditions vary by location
  - Lakeshore Yacht Club 0.6 spaces/SLIP Does not fill up
  - Etobicoke Yacht Club 1.08 spaces/SLIP 30-50% occupied
  - Mimico Cruising Club 1.64 spaces/SLIP 50% occupied
  - Oakville Club 0.87 spaces/SLIP Does not fill up
  - Oakville Yacht Squadron 0.66 spaces/SLIP Does not fill up
  - Bronte Harbour Marina 0.34 spaces/SLIP Does not fill up

- Institute of Transportation Engineers Parking Generation manual found that rates range from 0.27 - 0.59 spaces
- ASCE Planning and Design Guidelines for Small Craft Harbors found that rates ranging from 0.5 – 0.75
- Draft Hamilton Zoning By-law (05-200) requires 1 space per slip
Future Waterfront Parking Needs (Weekday Evening)

- Existing demand ranges from 37 – 105 spaces (higher on peak event days)
- Available supply (453 spaces existing, 338 future)
- Planned development adds approximately 300 boat slips and 14,000 square meters of commercial space
- Projected future parking needs
  - Hamilton Rate (Base Scenario) 1,229 spaces
  - Hamilton Rate + Shared Parking 1,042 spaces
  - Reduced Rate 897 spaces
  - Reduced Rate + Shared Parking 759 spaces

Potential parking shortfall is at least 421 spaces
Alternatives for Waterfront Parking

1. Expand Waterfront Parking Supply (i.e. in the vicinity of Pier 4/5/6)
2. Build additional parking into Pier 7/8
3. Remote Parking utilizing off-site locations
4. Influence travel behavior to reduce parking needs
Alternative 1 – Expand Waterfront Parking Supply

- Options to expand surface parking are limited
- Expanding supply will require a new parking structure
- West Harbour Recreation Master Plan identified need for parking structure and potential location

Source: West Harbour Recreation Master Plan, City of Hamilton, April 2010
Other Potential Parking Structure Locations

5 minute walk radius (400 m)
Alternative 2 – Build Additional Parking into Pier 7/8

- Pier 7/8 is a 5 minute walk from the marinas on Pier 4/5/6
- Additional parking could be created by adding more floors to the proposed garage on Block G
- Larger garage may not be feasible given space and height restrictions
Alternative 3 – Remote Parking

• Bayfront Park
  • The Bayfront Parking Lot is an existing surface lot with a capacity of 290 parking spaces
  • Typical weekday evening occupancy is only 23%, leaving 223 spaces available
  • Would require a shuttle service given distance from waterfront
• Eastwood Park
  • 7 minute walk to the Main Basin.
  • Existing surface lot has available capacity during weekday evenings
Alternative 4 – Influence travel behavior

- Apply aggressive TDM strategies to significantly reduce demand
- Facilitated by future transit options
  - A-Line Corridor
  - B-Line Rapid Transit
  - Metrolinx Regional Express Rail (RER)
### Evaluation the Options

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<tr>
<th>Alternatives</th>
<th>Advantages</th>
<th>Disadvantages</th>
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| Expand Waterfront Parking Supply      | • Located close to marina and central waterfront area  
• Efficient in terms of land requirements | • High capital cost  
• Increases traffic on adjacent streets  
• Visual impacts |
| Build additional parking into Pier 7/8 | • Can be scaled to demand over time                                         | • High capital cost  
• Over 5 minute walk to Main Basin  
• Attracts more cars to Pier 7/8  
• Urban design impacts |
| Remote Parking                        | • Low capital cost  
• Maximizes use of existing facilities                                         | • Shuttle service would require operating funds  
• Inconvenience |
| Influence travel behaviour            | • Relatively low cost  
• Health benefits attributed to increased cycling and walking  
• Less land requirement as less parking required  
• Maximizes use of existing and planned transit | • Low capital cost  
• May not be sufficient to address supply shortfall, and hence potential for parking spill-over to neighbourhood  
• TDM not applicable for marine users |
Recommended Strategy for Waterfront Parking

• Plan for new parking structure in waterfront area (Pier 4/5/6)
• Utilize existing surface parking on Pier 7/8 for overflow parking from West Harbour prior to full build-out of development
• Implement Travel Demand Management measures to encourage greater use of walking, cycling and transit modes, as well as ridesharing
• Provide supportive environment new mobility options including car-sharing, bike sharing and shared-ride options
Next Steps

• Receive feedback from community on traffic and parking analysis
• Assess financial implications and the feasibility of alternative strategies
• Prepare detailed implementation plan for Waterfront Parking
• Finalize all study reports
Thank you