SAM LAWRENCE PARK
MASTER PLAN

PUBLIC INFORMATION CENTRE #2

December 9, 2019
6:30pm – 8:30pm
WHAT ARE WE DOING TODAY?

Brief Presentation on the following:

1. Project Status
2. Intersection Recommendations
3. Preferred Design Alternative Presentation
4. Next Steps

Followed by:

• Discussion / Comments
WHY DO A MASTER PLAN?

• Time for park rejuvenation
• Examining existing and future uses
• Engaging with stakeholders and the community
• Creating an evidence-based preferred design concept
• Developing high-level cost estimates for park components
• Creating a Master Plan to assist in planning improvements, in managing funding and in scheduling approvals
PROJECT TIMELINE

Spring 2019:
- Launch Online Survey (Park Users)
- Staff & Public Advisory Group Meetings
- Public Information Centre
- Park Walking Tour
- Develop Criteria for Success

Summer 2019:
- Pop-up Display at Festivals
- Close Online Survey (Park Users)
- Development of Concept Design Options
- Staff Advisory Group Meeting

Fall 2019:
- Pop-up Display at Festivals
- Public Advisory Group Meeting
- Launch & Close Online Survey (Evaluation of Design Alternatives)
- Evaluate Design Alternatives
- Develop Preferred Concept Design
- Public Information Centre

Winter 2019/ Spring 2020:
- Staff Advisory Group Review
- Produce the Master Plan Report
- Master Plan for Council Approval
ENGAGEMENT HISTORY

✓ Public Information Centre – March 26, 2019
✓ Public Advisory Group Meeting – April 4, 2019
✓ Staff Advisory Group Meeting - April 4, 2019
✓ Public Online Park User Survey Launched – March 26, 2019
✓ Janes Walk, Walking Tour- May 4, 2019
✓ Niagara Escarpment Commission Coordination Meeting – May 24, 2019
✓ CPTED (Crime Prevention Through Environmental Design) Site Review – May 30, 2019
ENGAGEMENT HISTORY

✓ Parks Operations, Facilities, Horticulture and LAS Coordination Meeting – May 31, 2019
✓ Concession Street BIA Streetfest Event - June 8, 2019
✓ Public Online Park User Survey Closed – July 2, 2019
✓ Transportation, Traffic, Transit Group Intersection Discussion Meetings - May 3 & August 2, 2019
✓ Staff Advisory Group Meeting – August 15, 2019
✓ Concession Street BIA Sidewalk Sounds Event – September 20th, 2019
✓ Public Advisory Group Meeting – October 2, 2019
✓ Public Online Survey for Design Alternatives Launched October 3, 2019, closed November 29, 2019
✓ Public Information Centre, December 9, 2019 (today)
COMMUNITY FEEDBACK SURVEY SUMMER 2019
DATA COLLECTION

We received 525 responses to the online user survey.

**How often do you visit Sam Lawrence Park?**
- 42% Once a month
- 26% Once a year

**What time of day do you visit the park?**
- 71% 5pm-9pm

**Do you feel safe in Sam Lawrence Park?**
- 88% Yes
- 12% No

**What activities do you participate in when visiting the park?**
1. Walking
2. Enjoying the Views
3. Visiting the Gardens
4. Photography
5. Relaxing

**What do you think is special about the park?**
1. Views
2. Gardens
3. Green Space
4. Trails & Walkways

**Which method of transportation do you use most often to get to the park?**
- 56% Car
- 27% Walk
- 6% Public Transit

**What amenities are most important to you?**
1. Expanded Pedestrian Connections
2. Expanded Gardens
3. Public Washrooms
4. Barrier Free Access

**What other amenities should be included in the revitalization of the park?**
1. Seating
2. Water Fountains
3. Trees & Gardens
4. Picnic Area
5. Pavilion / Gazebo
6. Enhance Views
7. Lighting Strategy
8. Pedestrian Bridge
9. Splash Pad
DESIGN ALTERNATIVE DEVELOPMENT

**Do Nothing** Fixes what is broken however does not address community concerns or include new improvements, except for the proposed Mountain Brow Trail connection along Concession.

**Quick Fix** Maintains the park’s quiet, garden-like character while proposing site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces.

**Bypass Link** Introduces pedestrian bridge with embedded multi-use path, site modifications and site-wide improvements that enhance connectivity, views/vistas and existing garden spaces.

**Enhancement** Introduces pedestrian bridge with embedded multi-use path, intersection improvements and new and expanded park features.
COMMUNITY FEEDBACK SURVEY FALL 2019
DESIGN ALTERNATIVES

We received 170 responses to the online user survey.

<table>
<thead>
<tr>
<th>Rank the design alternatives using a scale of 1 to 3. [1 = most favourite, 3 = least favourite]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Enhancement</strong></td>
</tr>
<tr>
<td>53.6% Ranked #1</td>
</tr>
<tr>
<td>30.4% Ranked #3</td>
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<tr>
<td>17.4% Ranked #2</td>
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<tr>
<td><strong>The Bypass Link</strong></td>
</tr>
<tr>
<td>72.0% Ranked #2</td>
</tr>
<tr>
<td>17.5% Ranked #1</td>
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<tr>
<td>10.6% Ranked #3</td>
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<tr>
<td><strong>The Quick Fix</strong></td>
</tr>
<tr>
<td>59.0% Ranked #3</td>
</tr>
<tr>
<td>28.9% Ranked #1</td>
</tr>
<tr>
<td>10.5% Ranked #2</td>
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</tbody>
</table>

Do you like the proposed improvements to the intersection?

- Yes: 66.5%
- No: 33.5%

Do you like the proposed bridge over the Jolley Cut?

- Yes: 91.1%
- No: 8.9%

Do you prefer to keep the west parking lot or replace it with the proposed observation platform?

- Create observation platform: 60.7%
- Keep west parking lot: 39.3%

Do you like the idea of play “moments” throughout or do you prefer a traditional playground?

- Play “moments”: 84.2%
- Traditional playground: 15.8%
## Preliminary Technical Ranking

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Option 1 “Quick Fix”</th>
<th>Option 2 “Bypass Link”</th>
<th>Option 3 “Enhancement”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connectivity</td>
<td>3</td>
<td>5</td>
<td>6</td>
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<tr>
<td>Maintenance</td>
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<td>6</td>
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<tr>
<td>Safety</td>
<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Amenities</td>
<td>4</td>
<td>5</td>
<td>4</td>
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<tr>
<td>Character &amp; Heritage</td>
<td>4</td>
<td>4</td>
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<tr>
<td>Natural Heritage</td>
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<td>2</td>
<td>2</td>
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<tr>
<td>Interpretation &amp; Education</td>
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<td>4</td>
<td>4</td>
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<tr>
<td>Landscape &amp; Design</td>
<td>4</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Barrier Free Design - Social</td>
<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Barrier Free Design - Physical</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Traffic &amp; Mobility</td>
<td>6</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total “Yes”</strong></td>
<td><strong>36</strong></td>
<td><strong>42</strong></td>
<td><strong>46</strong></td>
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</table>
Intersection Recommendations
Why are changes to the intersections proposed?

• Early community feedback indicated concerns about pedestrian and cyclist safety at crossing points;

• The City of Hamilton’s Pedestrian Mobility Plan and Transportation Master Plan prioritize creating safer conditions for pedestrians and cyclists city-wide. Every public realm improvement project is required to evaluate and investigate options for maximizing public safety; and

• The current configuration creates challenges for individuals with mobility issues.
How did the team decide on improvements?

- Consulting team explored eight (8) possible options
- Technical analysis / comparison performed
- One (1) option approved / confirmed to carry-forward - shown in the Preferred Design Alternative
Existing

‘Jughandle’

Channelized Right Turn Lane

Bus Stop

Concession St.

Upper Wellington St.

Vola Crt.
**INTERSECTION RECOMMENDATIONS**

- **Potential vehicular lane width reduction**
- **Add formal pedestrian crossing and stop sign**
- **Remove channelized right turn lanes, create normal crossing configuration**
- **Add dedicated right turn lane from Concession St. to Jolley Cut and remove eastbound lane to compensate**
“We are concerned that removing the right-hand channelized turn lanes at the Jolley Cut, Concession and Upper Wellington Street intersection will cause traffic delays.”

- Community feedback included concerns about the safety of crossings.
- One key improvement is the removal of right-hand channelized turning functions.
- The City team carefully reviewed how the new configuration would impact peak traffic flow.
- Preliminary calculations show that proposed design does maintain peak flow during rush hours.
“We think a traffic round-about might be a good solution for improving the Jolley Cut, Concession and Upper Wellington Street intersection. Was this considered?”

• The City team determined that a round-about would make conditions more dangerous, especially for individuals with mobility issues who depend on controlled crossing signals and audio signals to remain safe.
• Two-lane round-about is problematic on a slope.
• Other technical issues include costs, interruption during construction and difficult geometry.
PREFERRED DESIGN ALTERNATIVE
THE ENHANCEMENT OPTION

• Includes the site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces

• Includes the Pedestrian Bridge over the Jolley Cut and Multi-Use Path embedded within the park.

• Includes improvements to the Jolley Cut and Concession Street Street intersections that enhance the pedestrian crossing experience.

• Adds expanded gardens and new park features
Bridge Connection over the Jolley Cut

- Shift existing east parking lot to accommodate bridge landing and new entry plaza/amenity node
- Relocate existing pavilion to more park like setting
PREFERRED DESIGN ALTERNATIVE

New Maintenance Building & Location

- Approx. 200 m$^2$ footprint
- Incl. indoor storage, break room, office, staff washroom & change room
- Potential future public washrooms
PREFERRED DESIGN ALTERNATIVE

Embed Multi-Use Path Within Park

• Introduce pedestrian and cyclist promenade through the entire park
Improvement to Traffic Median

- Relocate pedestrian access
- Introduce tree grove
PREFERRED DESIGN ALTERNATIVE

New Observation Area for Pedestrians and Cyclists

- Remove existing west parking lot and replace with on-street parking along north side of Concession St.
PREFERRED DESIGN ALTERNATIVE

Space for Children

• Play moments throughout the park
New Barrier-Free Garden Destinations

- Opportunity to introduce new themed gardens; Winter Garden, Prairie Garden, Sculpture Garden, etc.
Public Art

• Pedestrian bridge connection will serve as landmark connecting the lower and upper city. It should therefore have an iconic design best developed working with artists or through an open design competition.

• Landmark public art work addressing Indigenous themes and the City in context of the escarpment to be installed in a prominent location and selected using the City’s Call for Artists Process.
PROJECT IMAGERY

GENERAL IMPROVEMENTS // PARK UPGRADES

BRIDGE CONNECTION // ENTRY PLAZA

AMPHITHEATRE // OPEN LAWN

MULTI-USE PATH // BARRIER FREE CONNECTIONS
PROJECT IMAGERY

RELOCATED PAVILION // BARRIER FREE GARDEN DESTINATIONS

PLAY “MOMENTS” // AGELESS PLAY

TRAFFIC MEDIAN TREE CLUSTER

OBSERVATION PLATFORM // PEDESTRIAN PROMENADE
NEXT STEPS

- Team to refine design and produce a draft and final master plan document
- Develop phasing and approvals strategy
- Finalize project costing
- Final Staff Advisory Group Review
- Master Plan to be presented to Council for approval
THANK YOU!