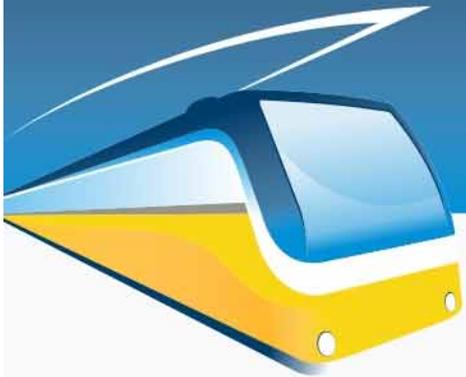


Rapid Transit Initiative



Maintenance Facility Sites Review

Presented by **Justin Readman**

September 2012



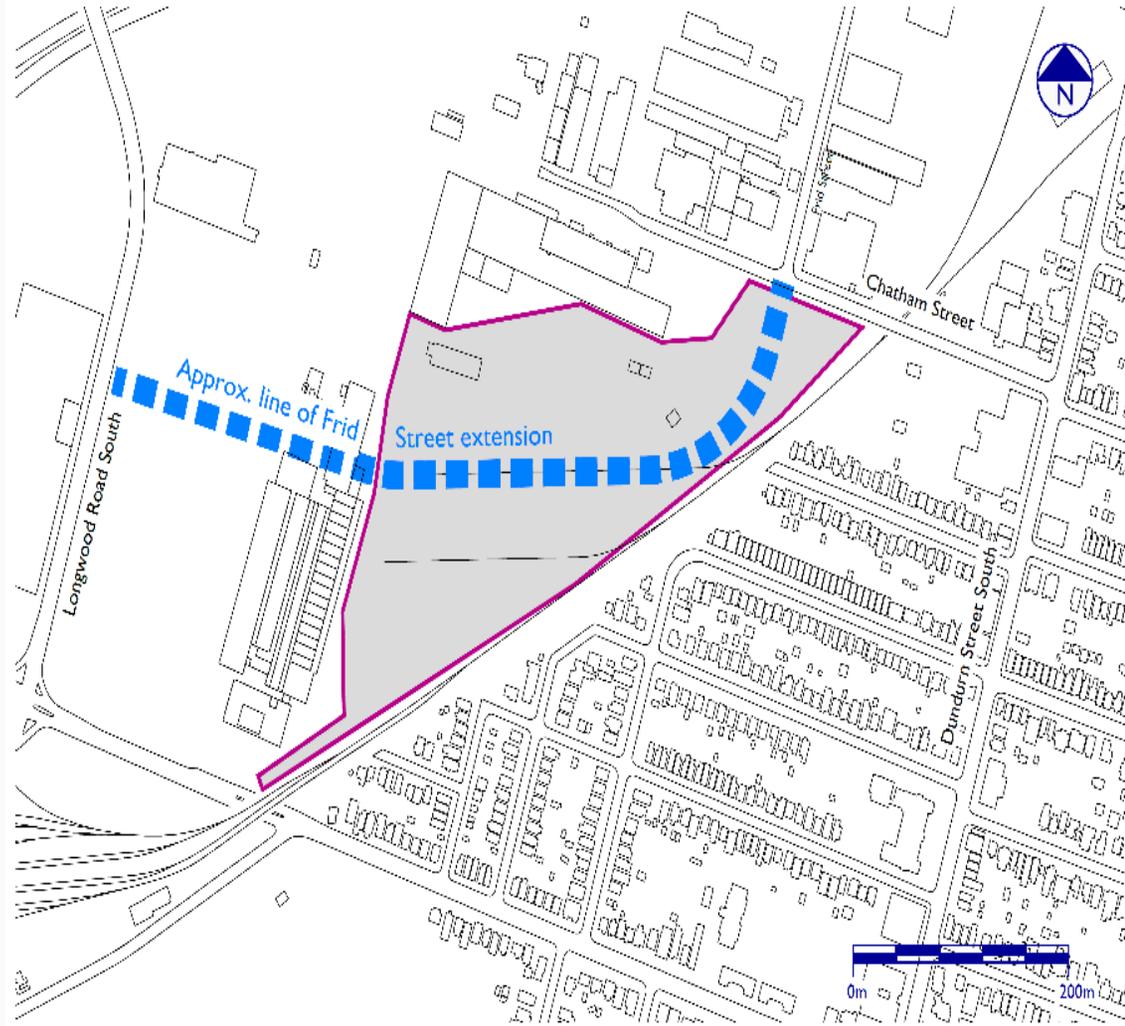
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1. Frid Street





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1. Frid Street

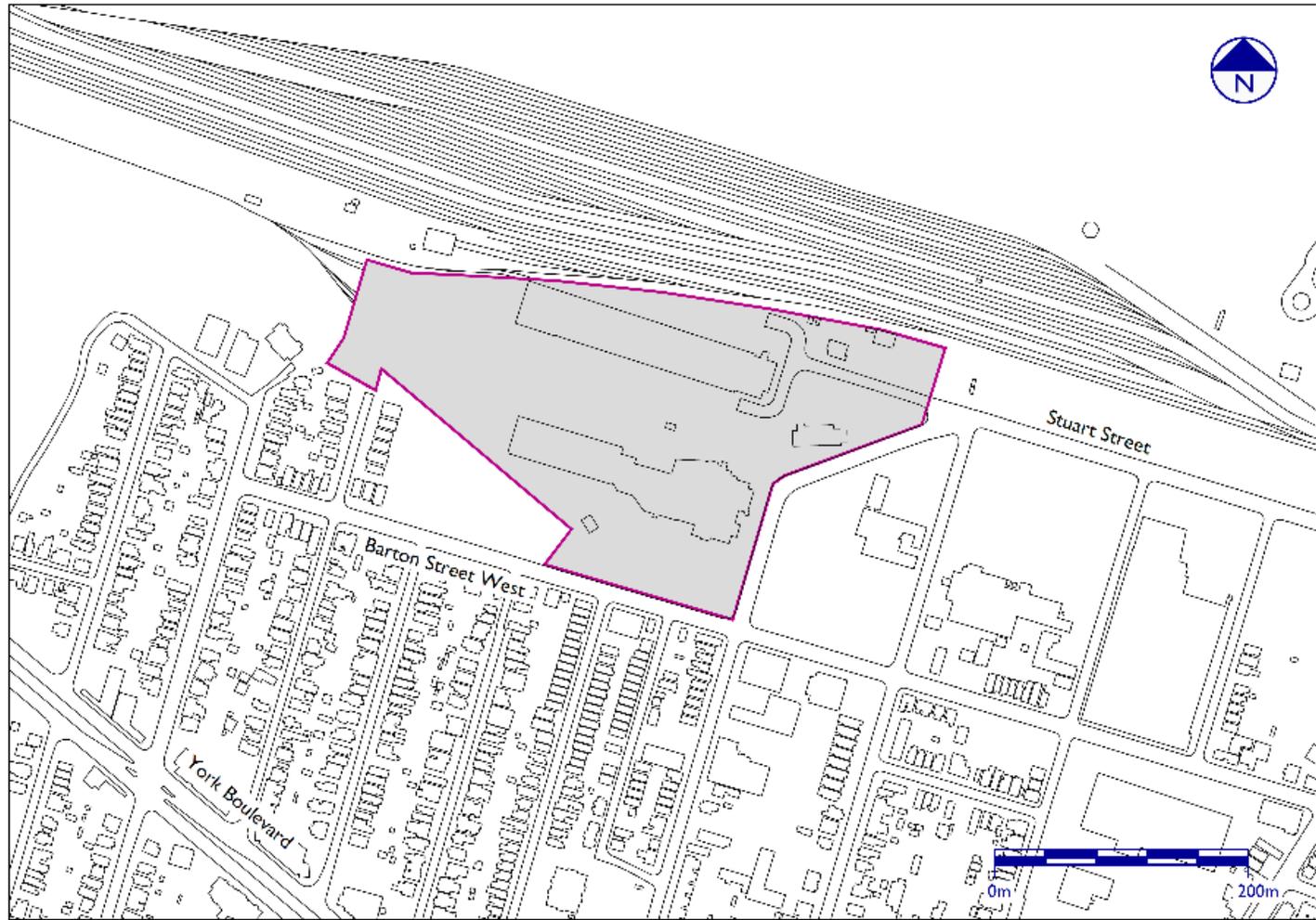
Concerns:

- Loss of high tech employment land and non-residential assessment
 - Potential loss of land with proximity to McMaster Innovation Park, that can not be replicated anywhere in the City.
 - The appropriate size of a Research and Development Park is 145 acres, however WHID is only 125 acres currently with this land.
 - Bisected by Frid Street extension
- Screened out (Planning Policy Conflict – WHID)



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2. Stuart St.



Maintenance Facility Sites Review
August/September 2012





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2. Stuart St.

Concerns:

- Does not meet the intent of the Secondary Plan
 - The intent of Setting Sail is to promote remediation of lands and conversion from industrial to residential use
 - City owned portion of site is too small and irregularly shaped
 - Relocation of metal works would be required
- Screened out (Planning Policy Conflict – Setting Sail)



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3. Burlington / Wellington





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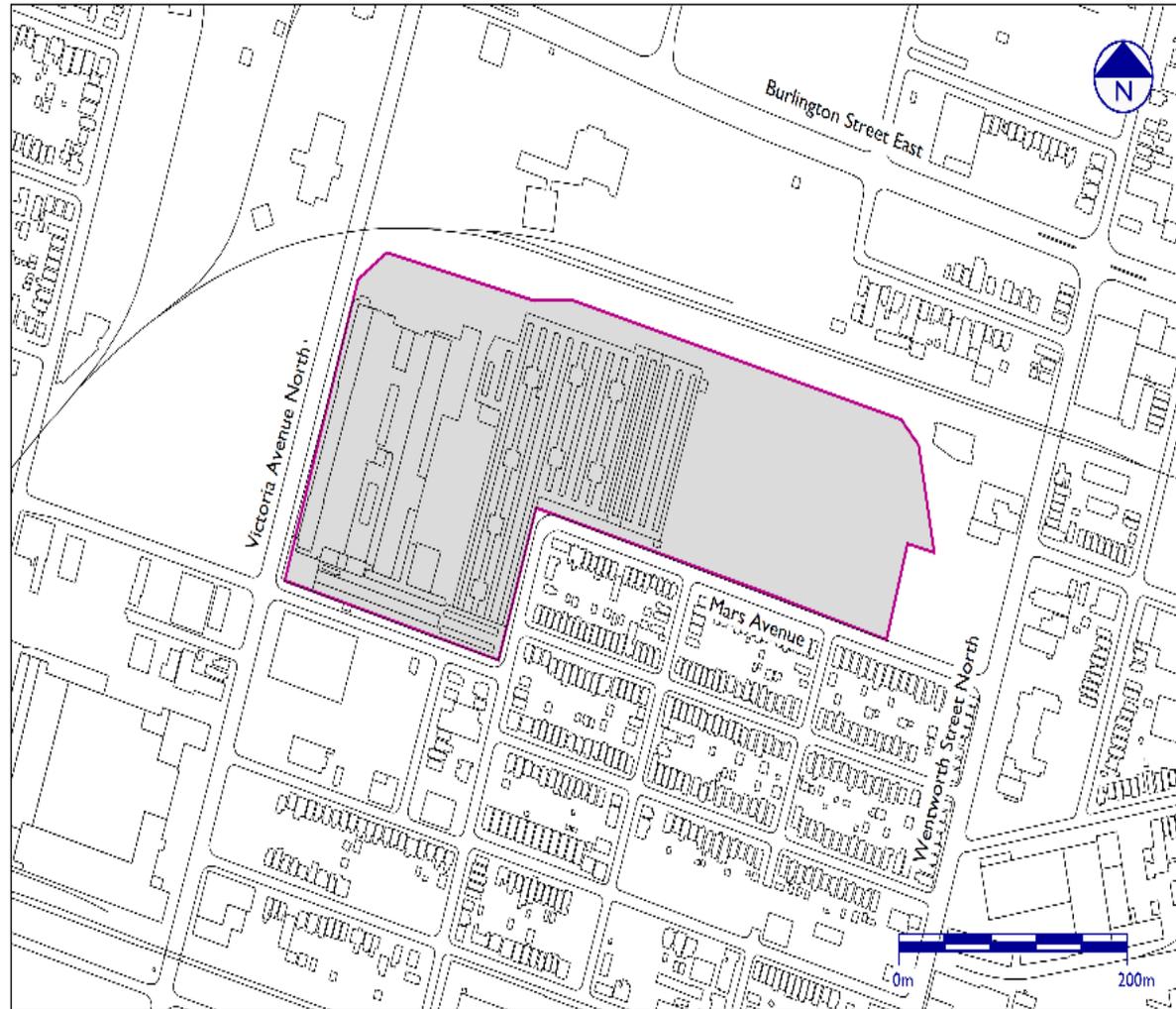
3. Burlington / Wellington

- Concerns:
 - Loss of employment lands
 - Multiple property owners
 - Active heavy rail spur lines bisecting the site
 - Spur Line distance 1.25 km (along Wellington)
 - Wellington is not grade separated at CN main line
 - Spur Line following Burlington and John Street would be 2.5 km



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4. Victoria / Ferrie





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4. Victoria / Ferrie

Concerns:

- Loss of employment lands
 - Proposal to redevelop the site
-
- Screened out – Proposal to redevelop the site (Demolition permit approved at Planning Committee on August 14th, 2012)



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5. Barton/ Gage West



Maintenance Facility Sites Review
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5. Barton/ Gage West

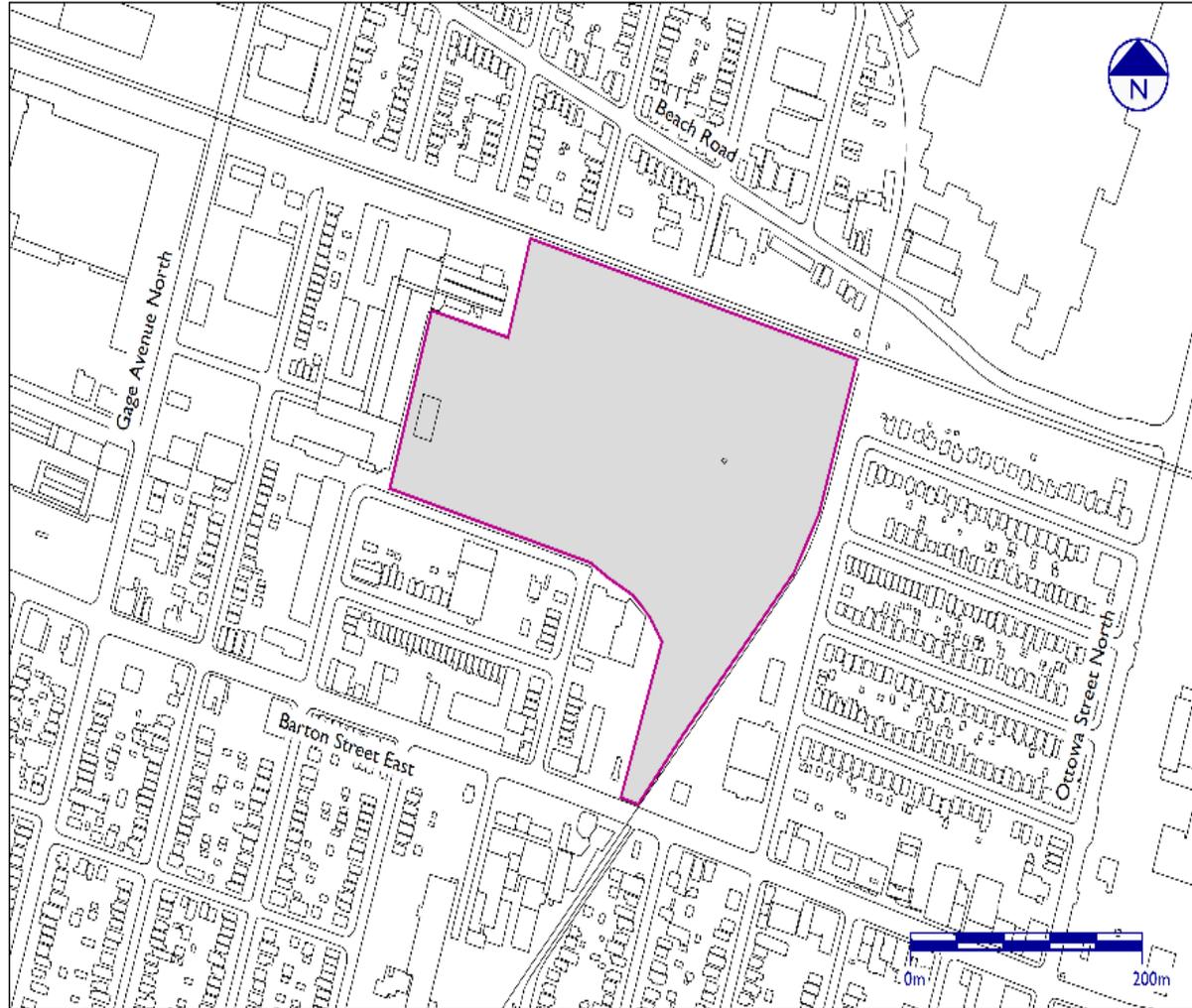
Concerns:

- Area specific policy identifies that industrial should be compatible with adjacent non-employment land uses.
- Property is made up of 2 to 15 privately owned parcels, including 9 residential lots
- Spur line would run 900 meters along Gage Avenue North



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6. Barton / Gage East





6. Barton / Gage East

- Concerns:
 - Area specific policy identifies that industrial should be compatible with adjacent non-employment land uses.
 - Lots are privately owned and used for metal recycling
 - Shape is irregular
 - Site is not easily accessible and additional properties may be required to facilitate spur line access
 - Spur Line would be 1.4 km following Barton/Ottawa and would require crossing of CP heavy rail spur
 - Spur Line would be 1.2 km following Barton/Gage



7. Barton / Parkdale West

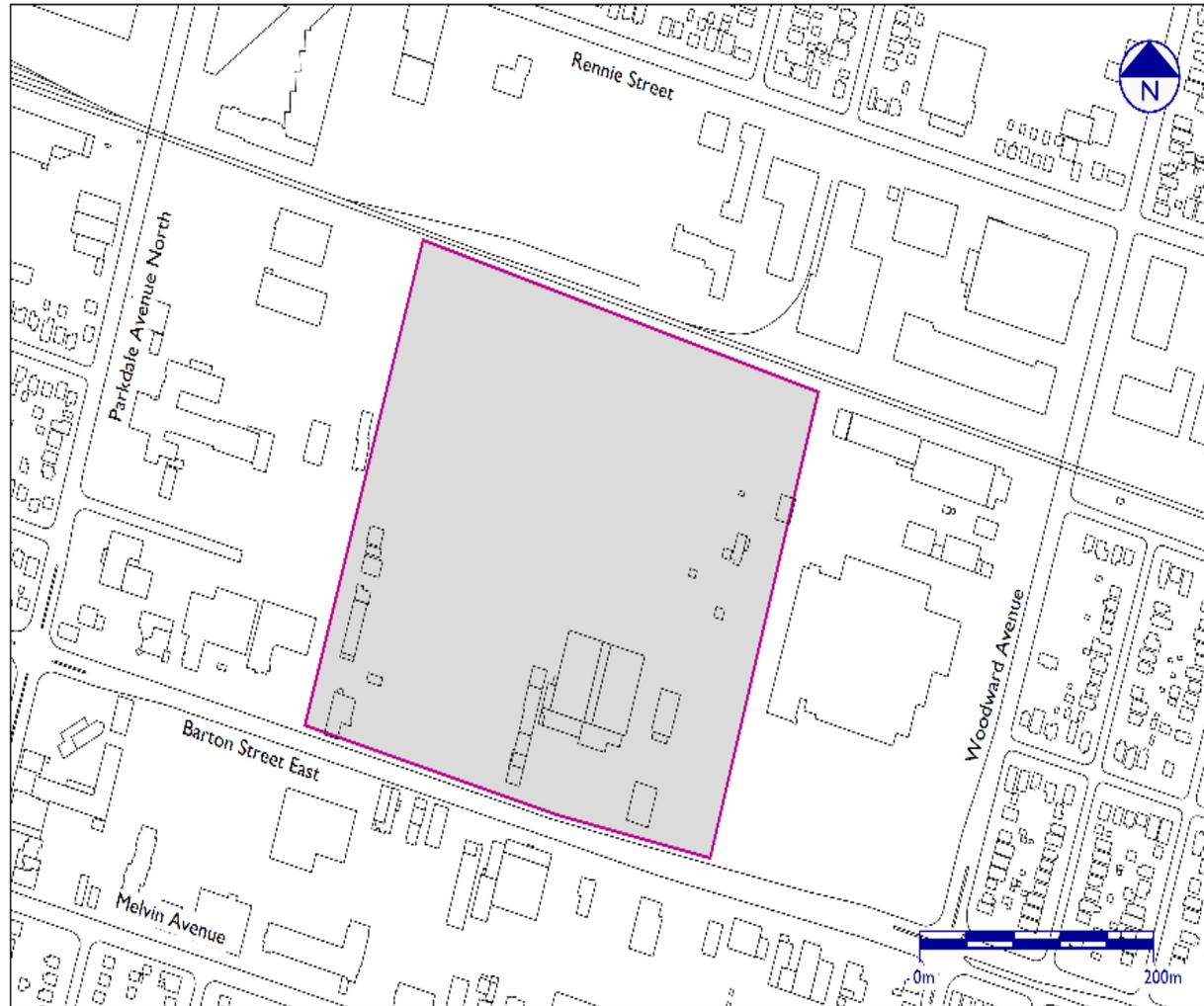
Concerns:

- Orlick Industries occupies most of the site
 - Orlick property is triangular, which would not permit MSF layout.
 - Additional Properties would be required to the east or west of the site.
 - Spur Line would be 1.24 km long, following Parkdale Avenue North (if the properties on the east side of the site were acquired)
-
- Not recommended due to impact on employment and technical challenges with site.



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8. Barton / Parkdale E.





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8. Barton / Parkdale E.

Concerns:

- Previous attempt to purchase the property was unsuccessful (2009)
- Spur Line distance would be 1.5 km following Barton Parkdale alignment
- Site is privately owned



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9. Barton / Lake



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9. Barton / Lake

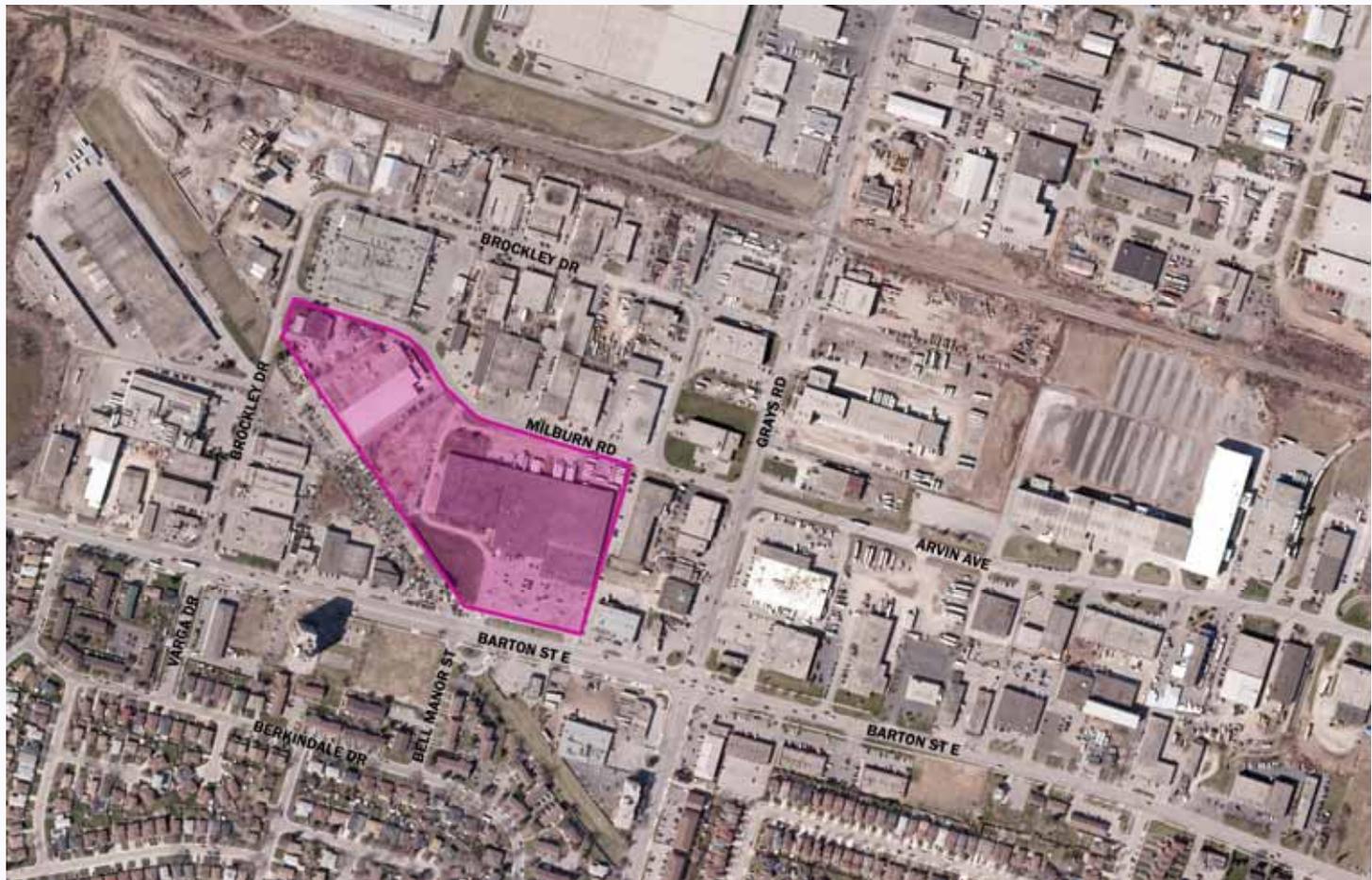
Concerns:

- Privately owned (three separate lots)
- Multiple businesses located on site
- Site is very far from the A-Line
- Spur line is 1.5 km following Barton and Centennial



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10. Barton / Grays - A



Maintenance Facility Sites Review
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10. Barton / Grays - A

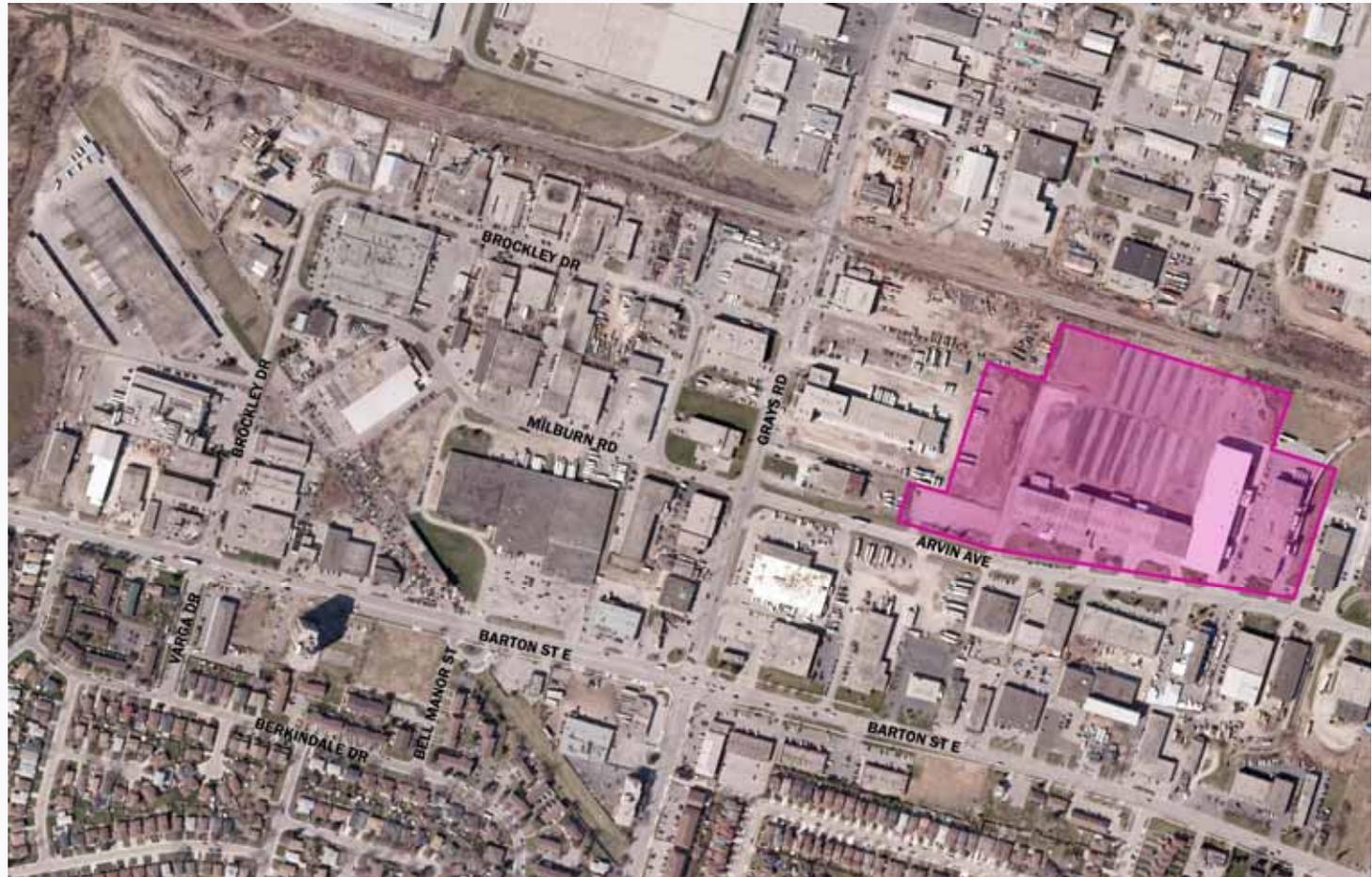
Concerns:

- Site is irregularly shaped and slightly under the 5 hectare size
 - Multiple businesses are located on site
 - Site is privately owned
 - Site is very far from the A-Line
 - Spur line would be 2.5 km following Barton Centennial
-
- Not recommended since site is 2.5 km from the B-Line and over 10 km from the A-Line. The site is also irregularly shaped and too small for potential future system expansion.



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Barton / Grays - B



Maintenance Facility Sites Review
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Barton / Grays - B

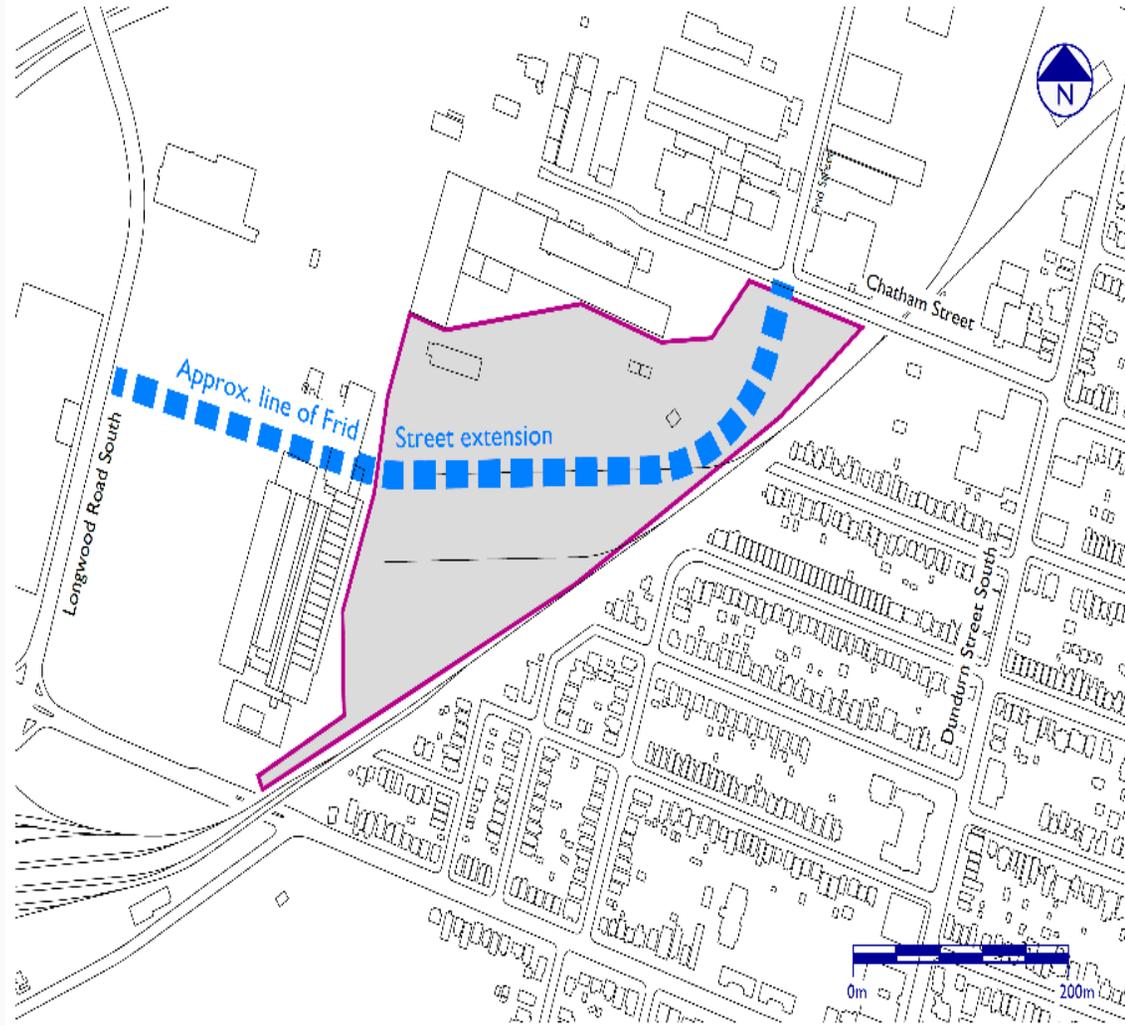
Concerns:

- Site is privately owned
 - Site is developed
 - Site is very far from the A-Line
 - Spur line would be 3.3 km following Arvin/Barton/Centennial
-
- Not recommended since site is 3.3 km from the B-Line and over 11 km from the A-Line.



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1. Frid Street



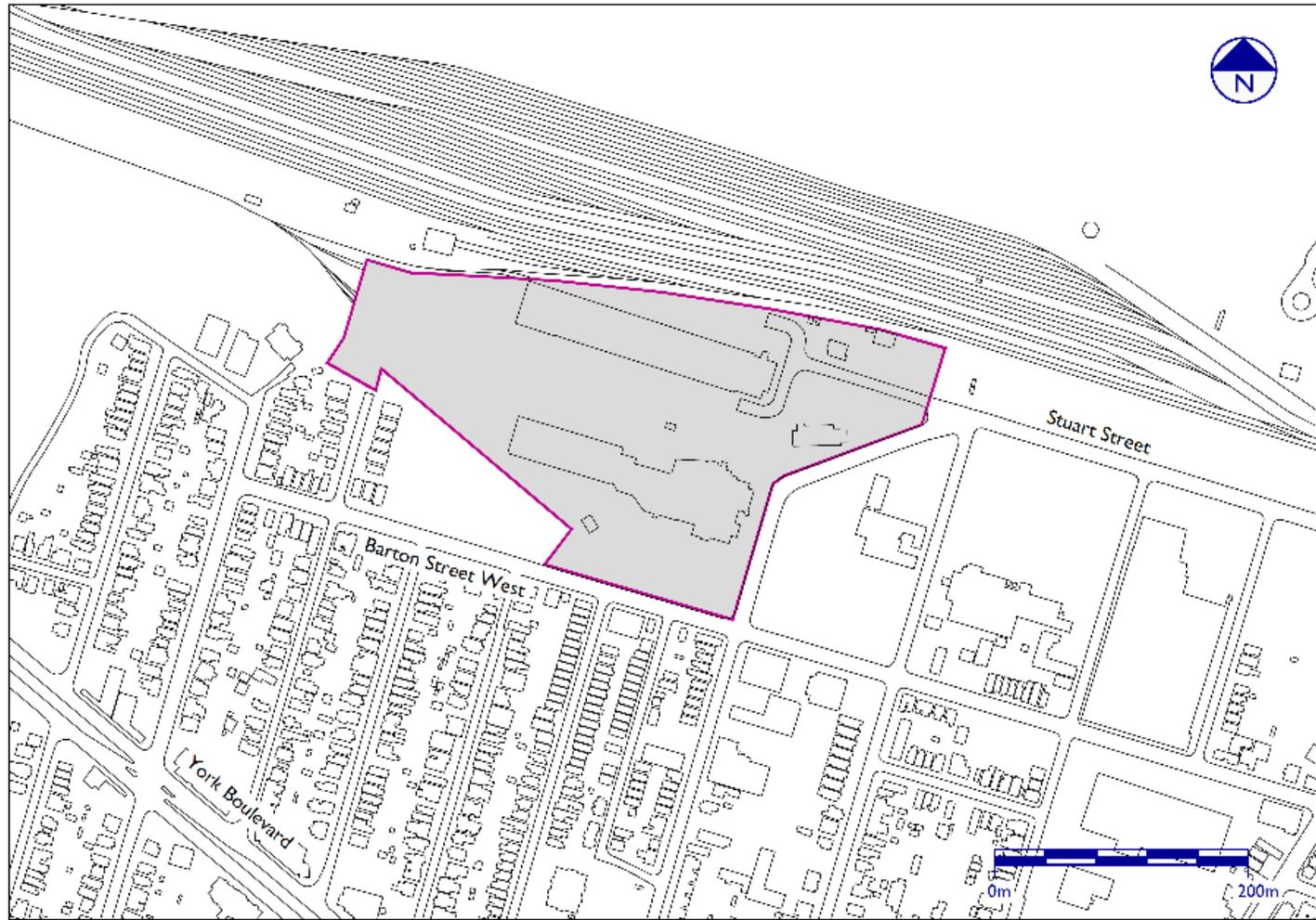
Maintenance Facility Sites Review
August/September 2012





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2. Stuart St.



Maintenance Facility Sites Review
August/September 2012





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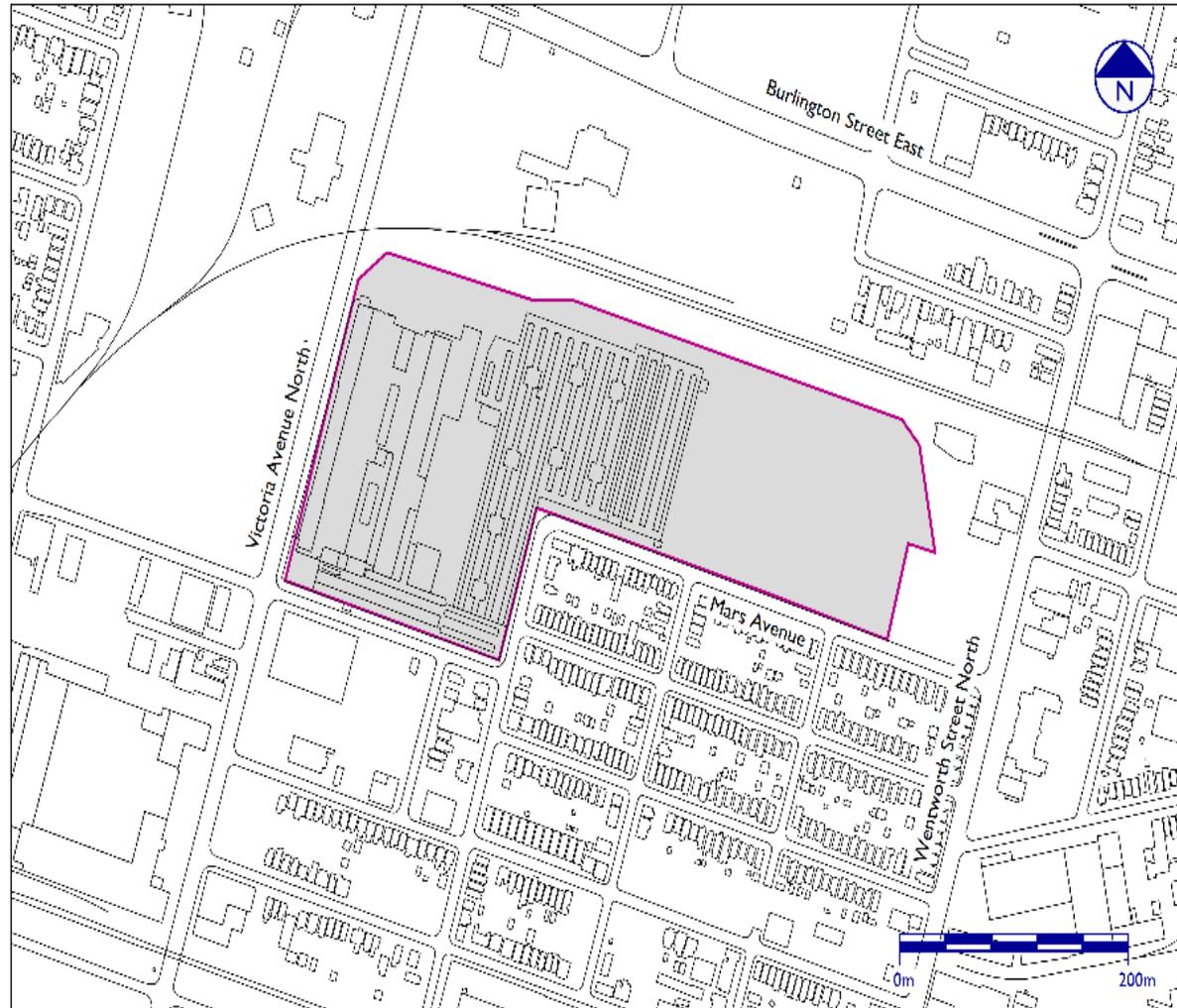
3. Burlington / Wellington





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4. Victoria / Ferrie





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5. Barton/ Gage West

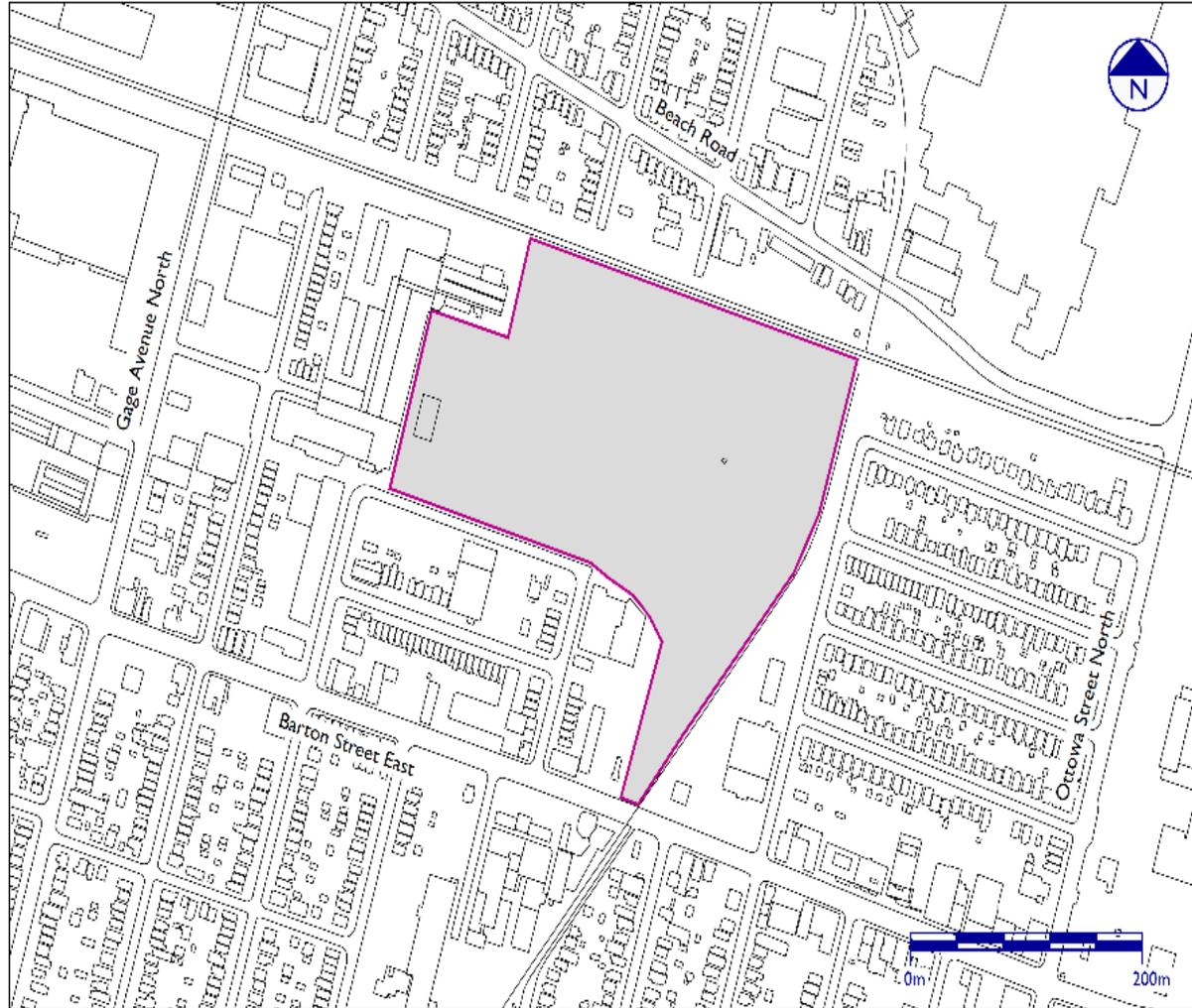


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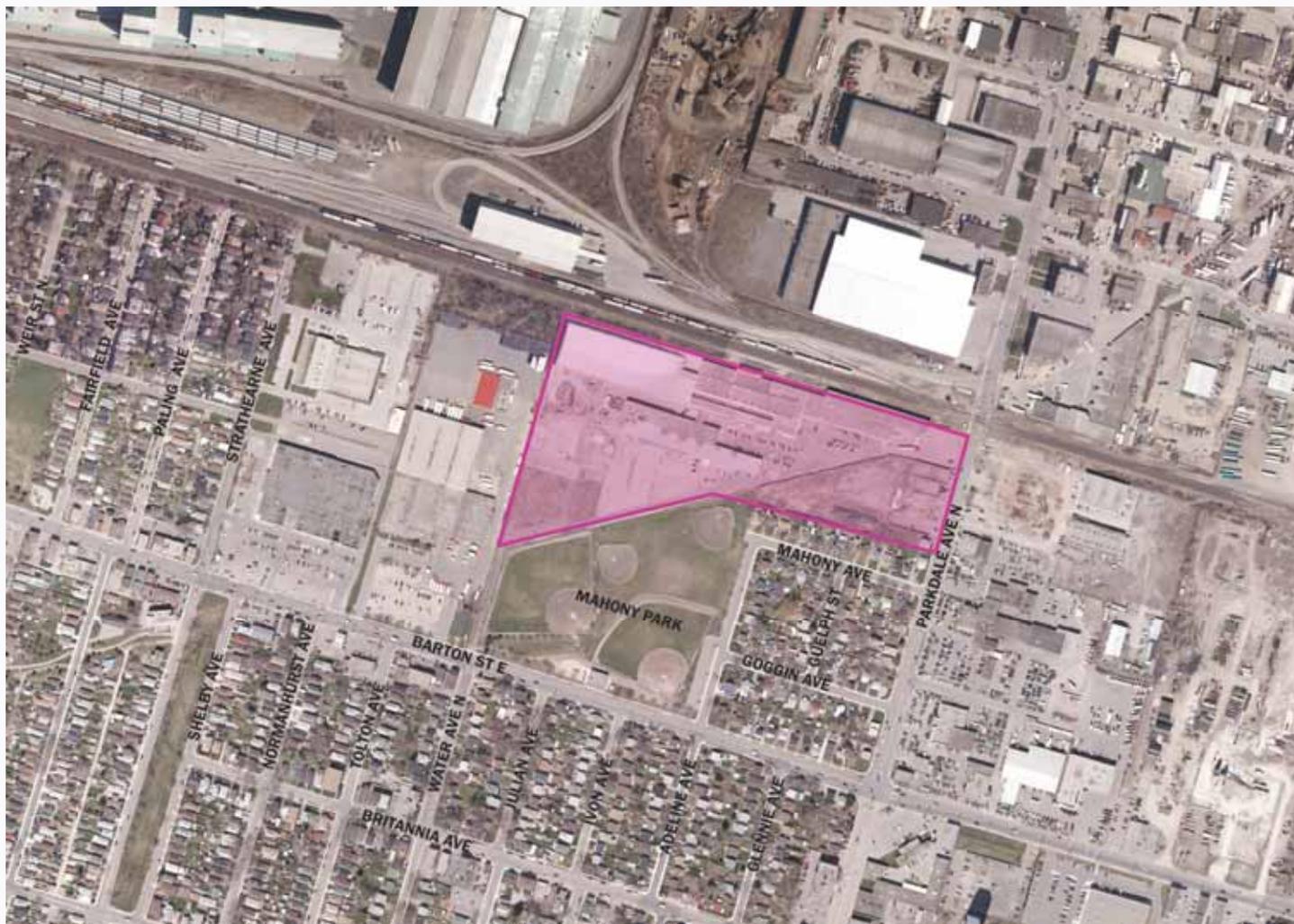
6. Barton / Gage East





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7. Barton / Parkdale West

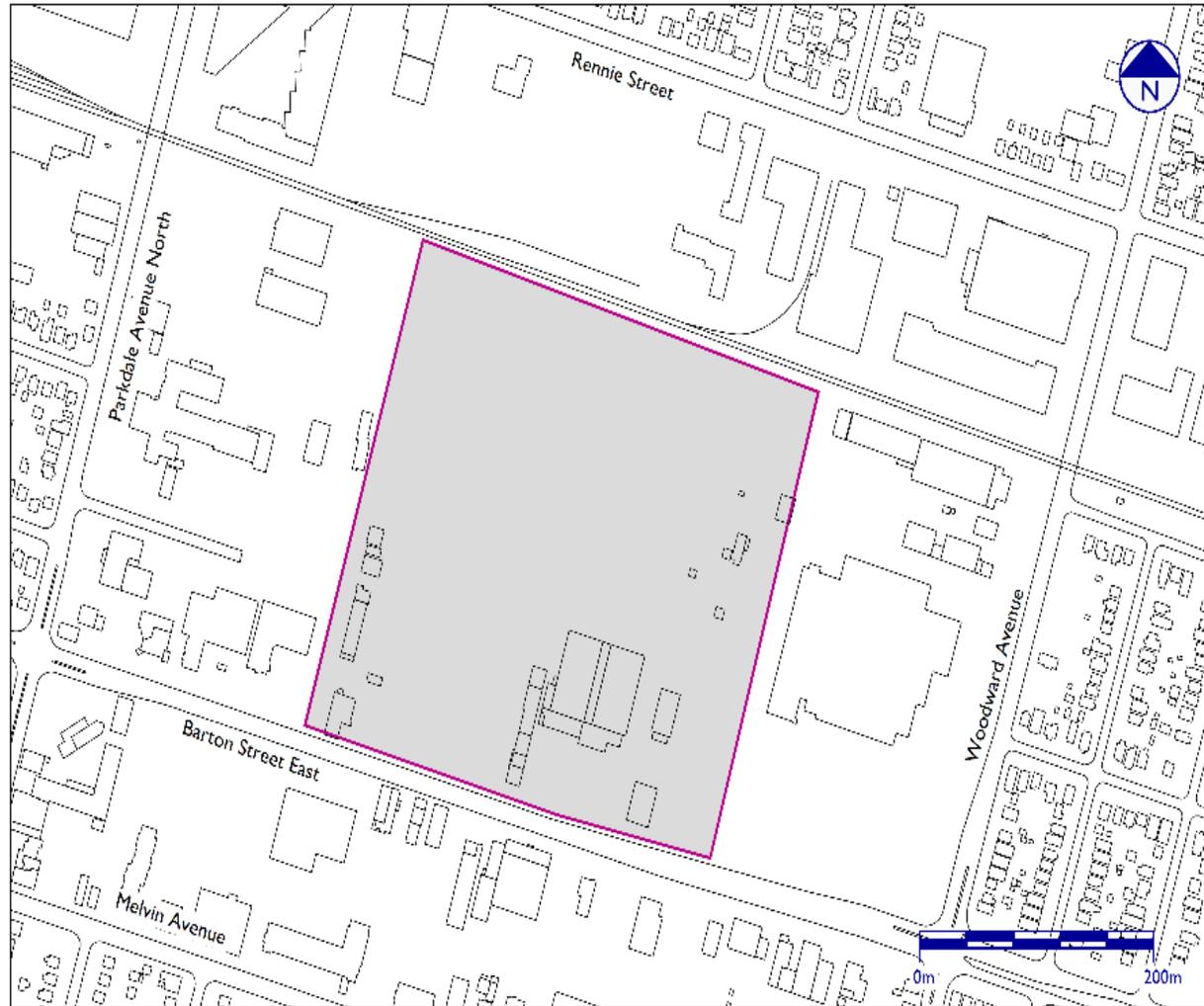


Maintenance Facility Sites Review
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8. Barton / Parkdale E.





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9. Barton / Lake

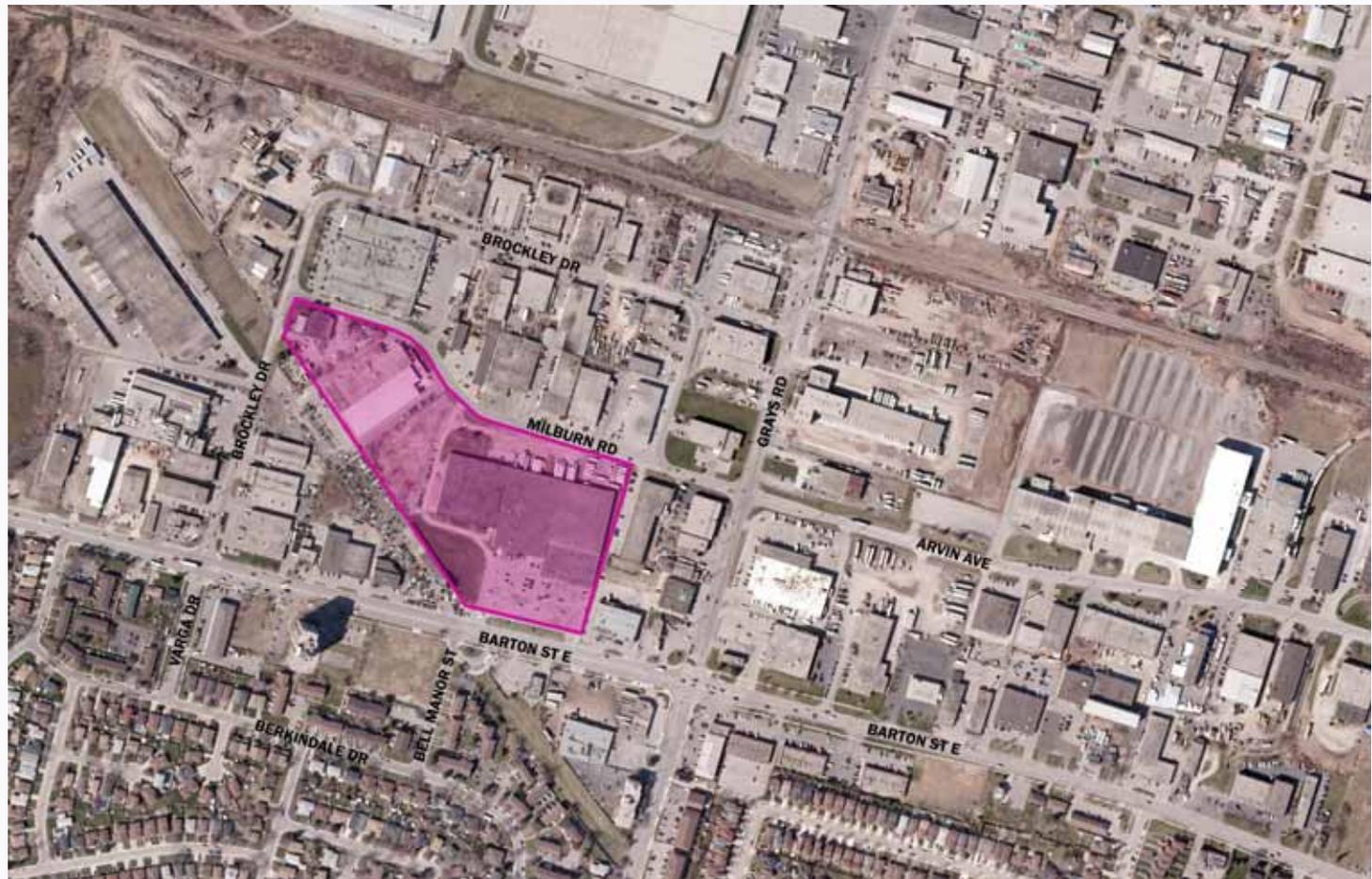


Maintenance Facility Sites Review
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10. Barton / Grays - A

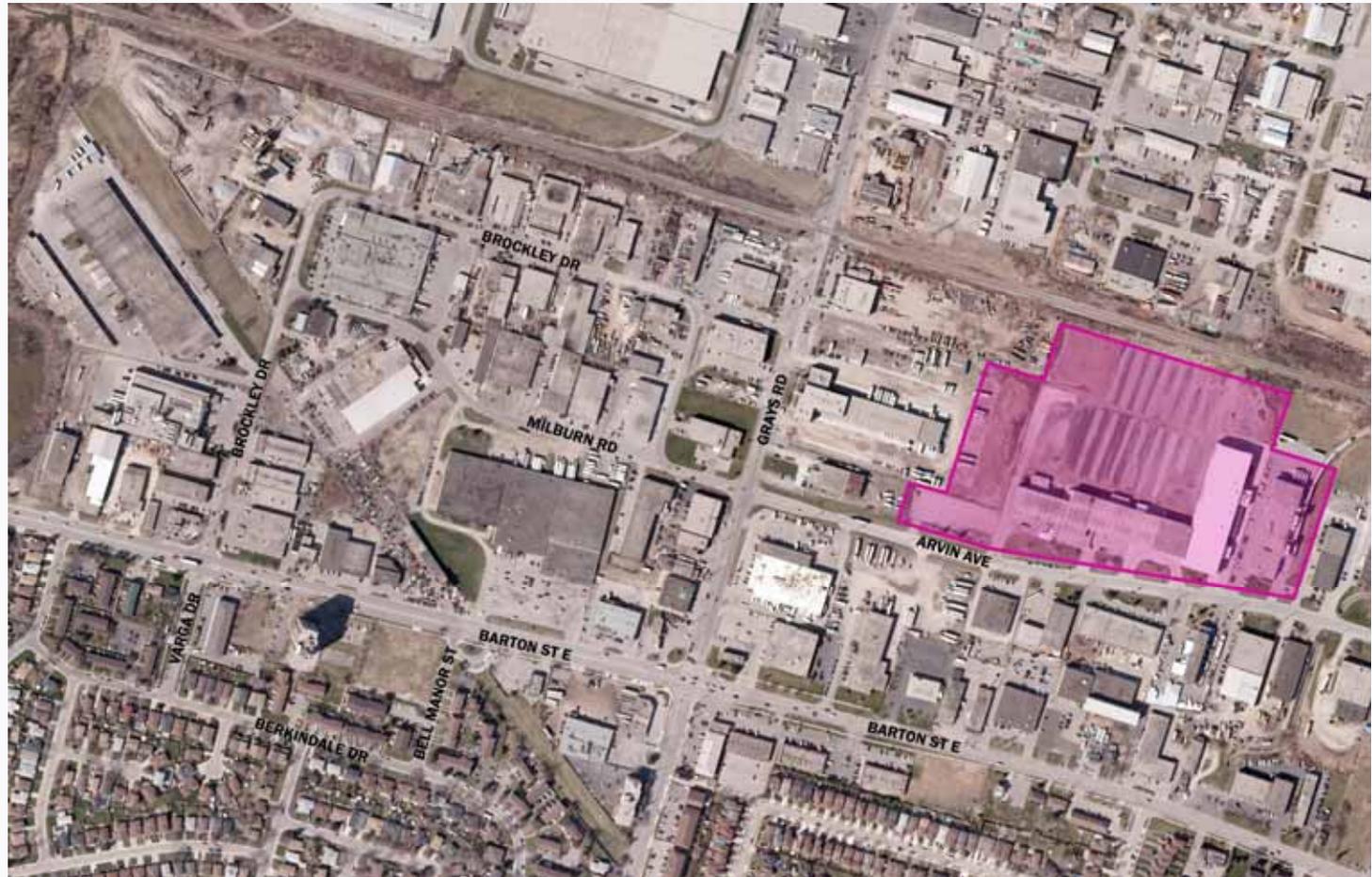


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Barton / Grays - B



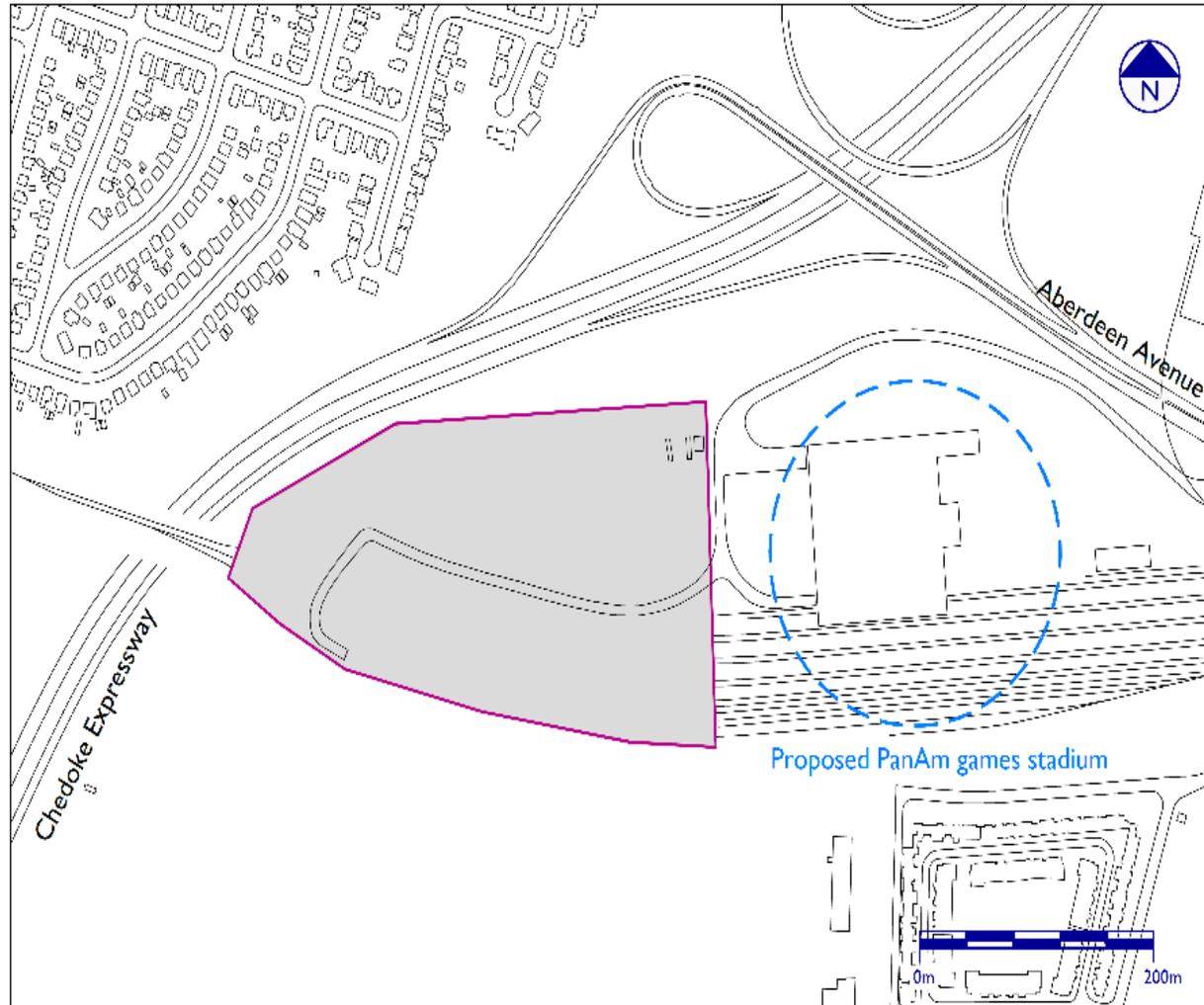
Maintenance Facility Sites Review
August/September 2012





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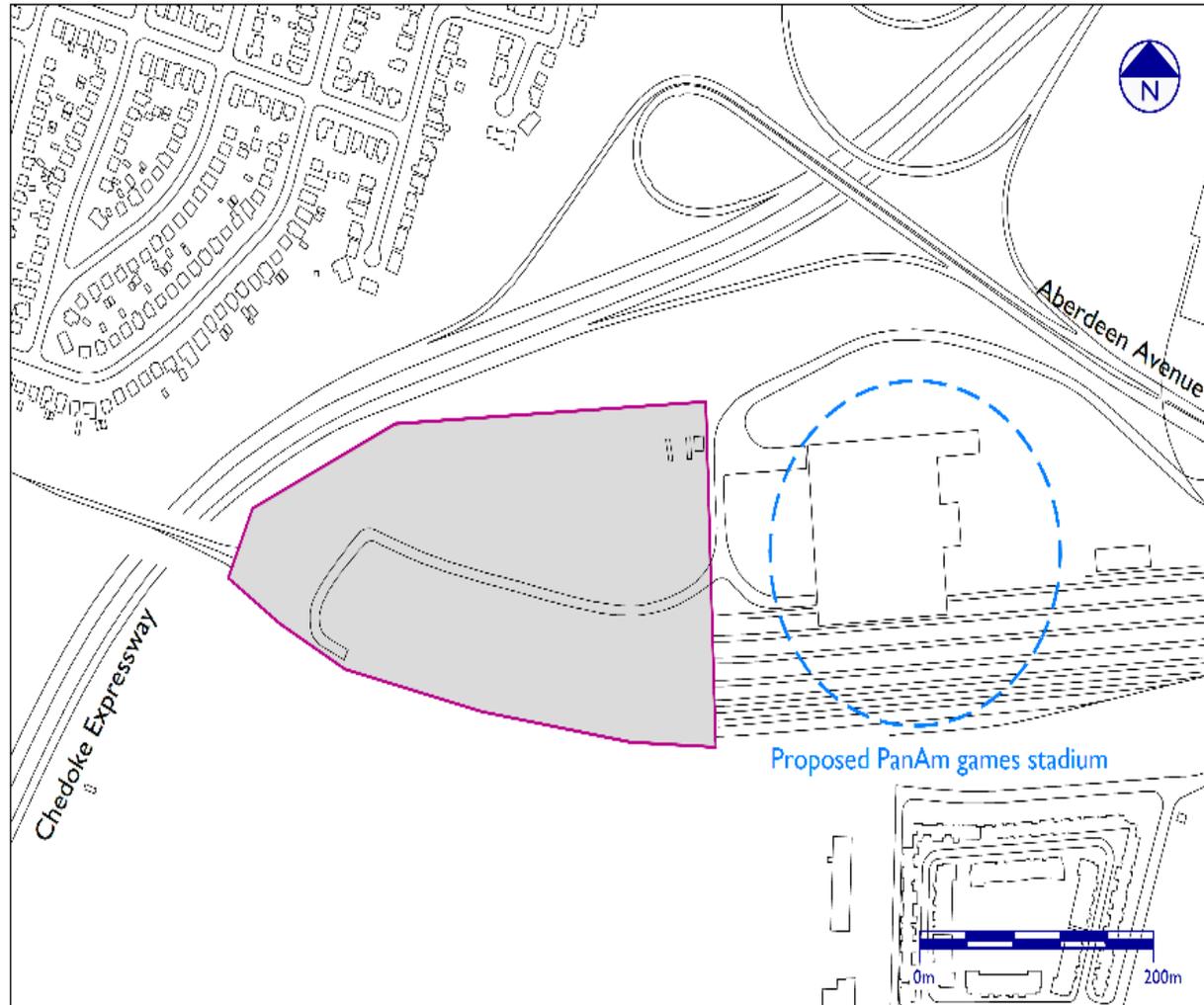
12. Aberdeen Yard





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12. Aberdeen Yard





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12. Aberdeen Yard

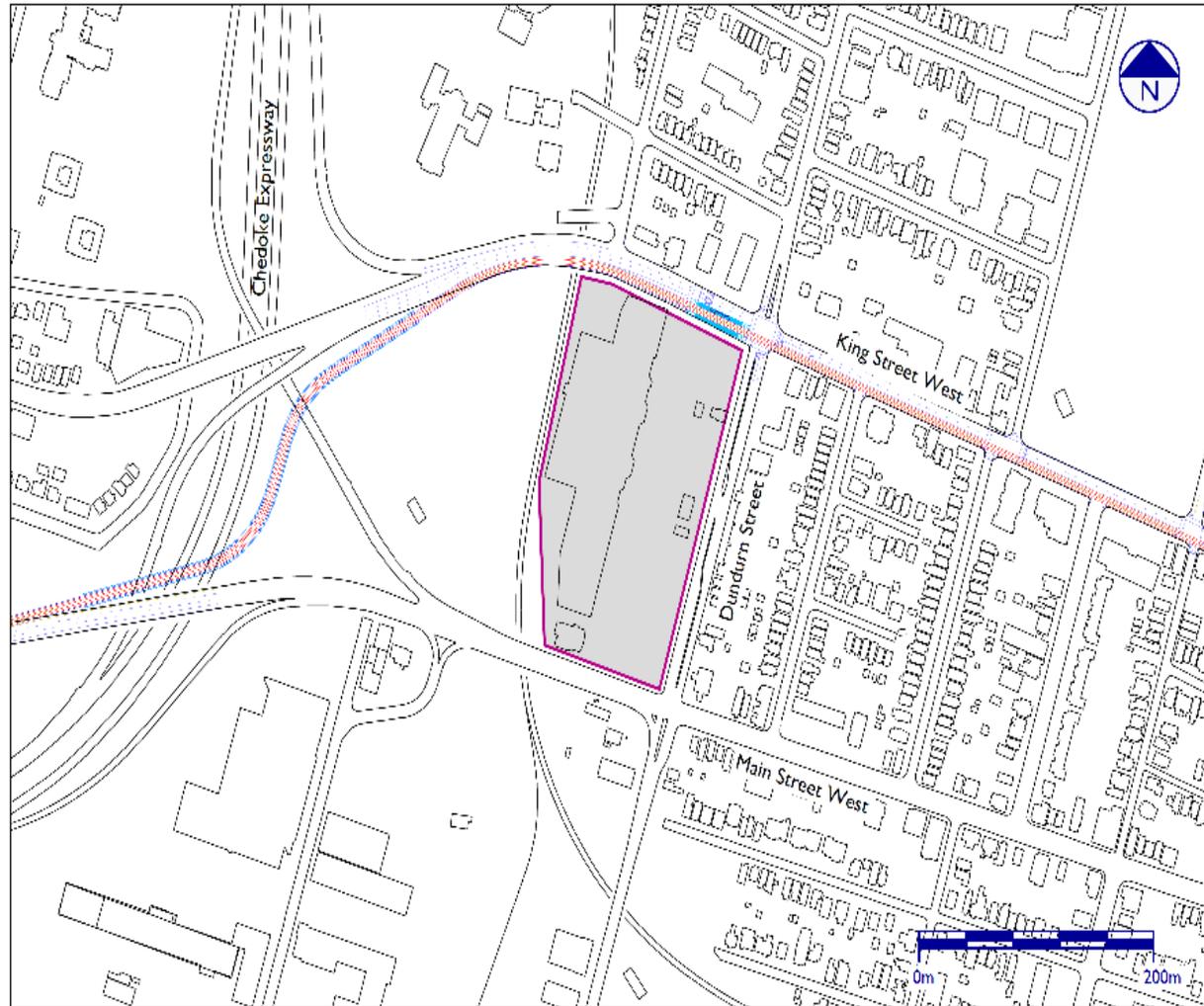
Concerns:

- Only considered as part of stadium redevelopment at this location
- CP rail yard relocation required
- Spur line would be 1.8 km following Aberdeen/heavy rail spur corridor
- Spur line would be 1 km following Aberdeen and Longwood.



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13. Fortinos Plaza



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13. Fortinos Plaza

Concerns:

- Site is too small for future expansion
 - Site is a significant commercial area
 - Site is privately owned
 - Site is surrounded by residential properties
-
- Not recommended since site significant commercial area and too small for system expansion



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14. Ivor Wynne



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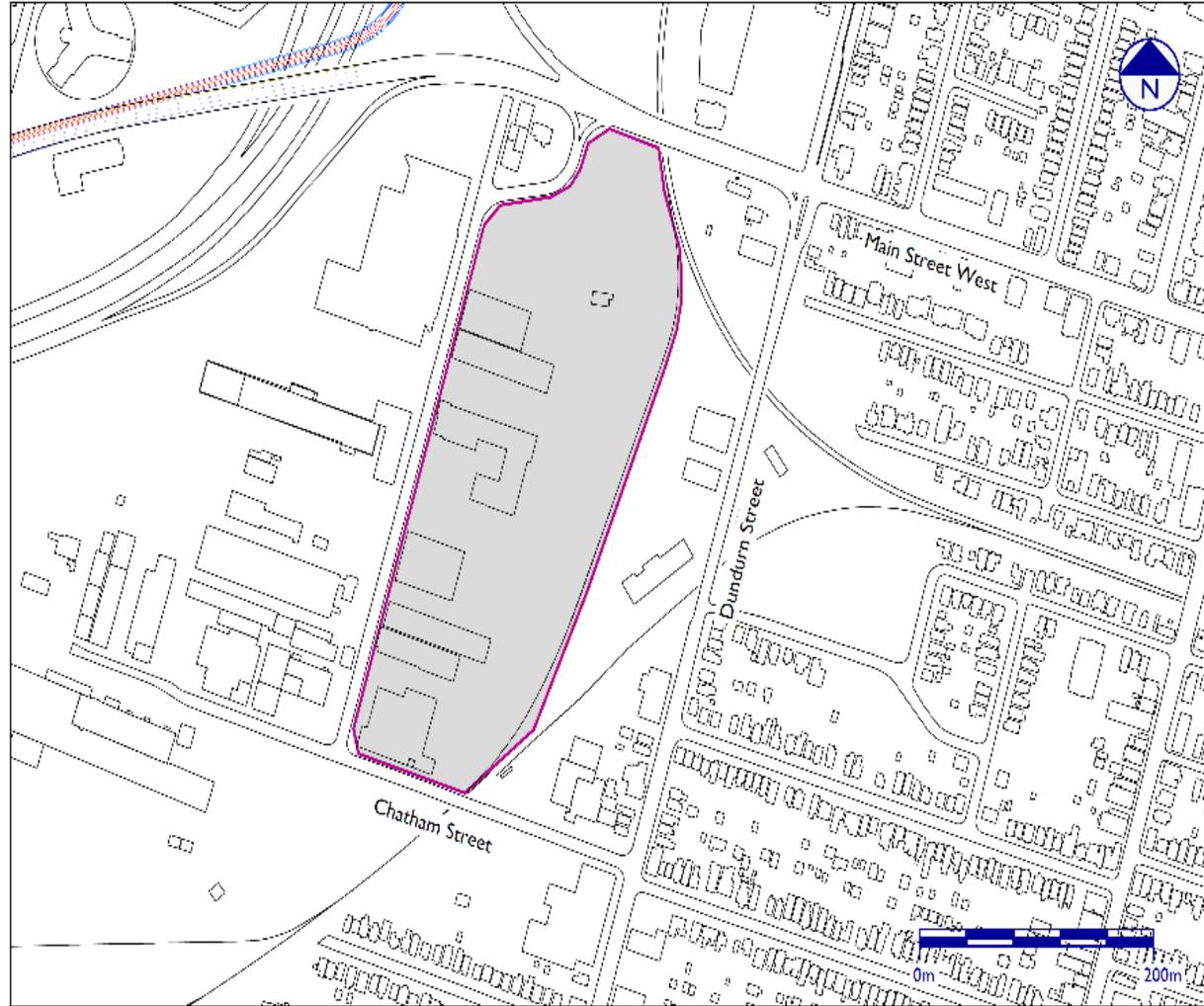
14. Ivor Wynne

- N/A Considered when Ivor Wynne was relocating



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15. Frid St. North



Maintenance Facility Sites Review
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15. Frid St. North

Concerns:

- Loss of high tech employment land and non-residential assessment
- Potential loss of land with proximity to McMaster Innovation Park, that can not be replicated anywhere in the City.
- The appropriate size of a Research and Development Park is 145 acres, however WHID is only 125 acres currently with this land.
- Multiple property owners
- Main Street rail underpass would require widening
- Not recommended since site is part of West Hamilton Innovation District



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16. 330 Wentworth



Maintenance Facility Sites Review
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16. 330 Wentworth

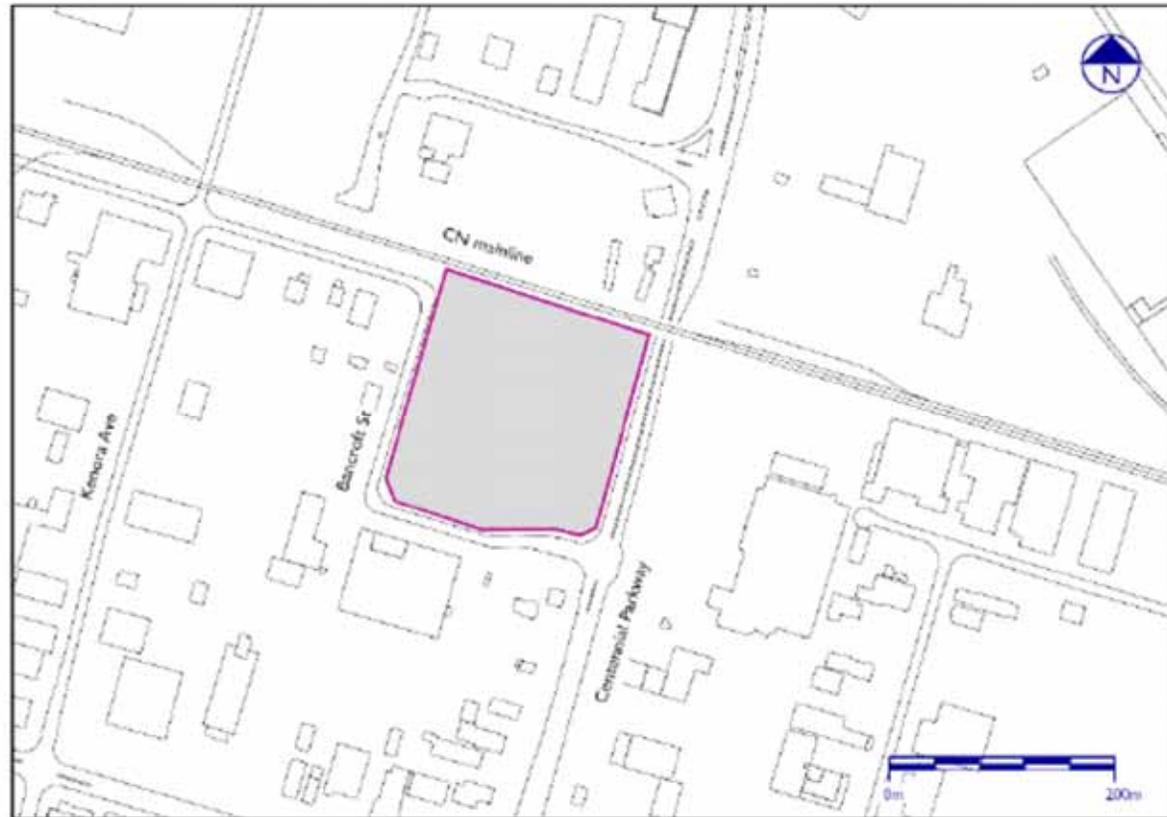
Concerns:

- May require relocation of some city programs
- Spur line is 1.2 to 1.8 km following range of routing options



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17. Arrowsmith Rd.





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17. Arrowsmith Rd.

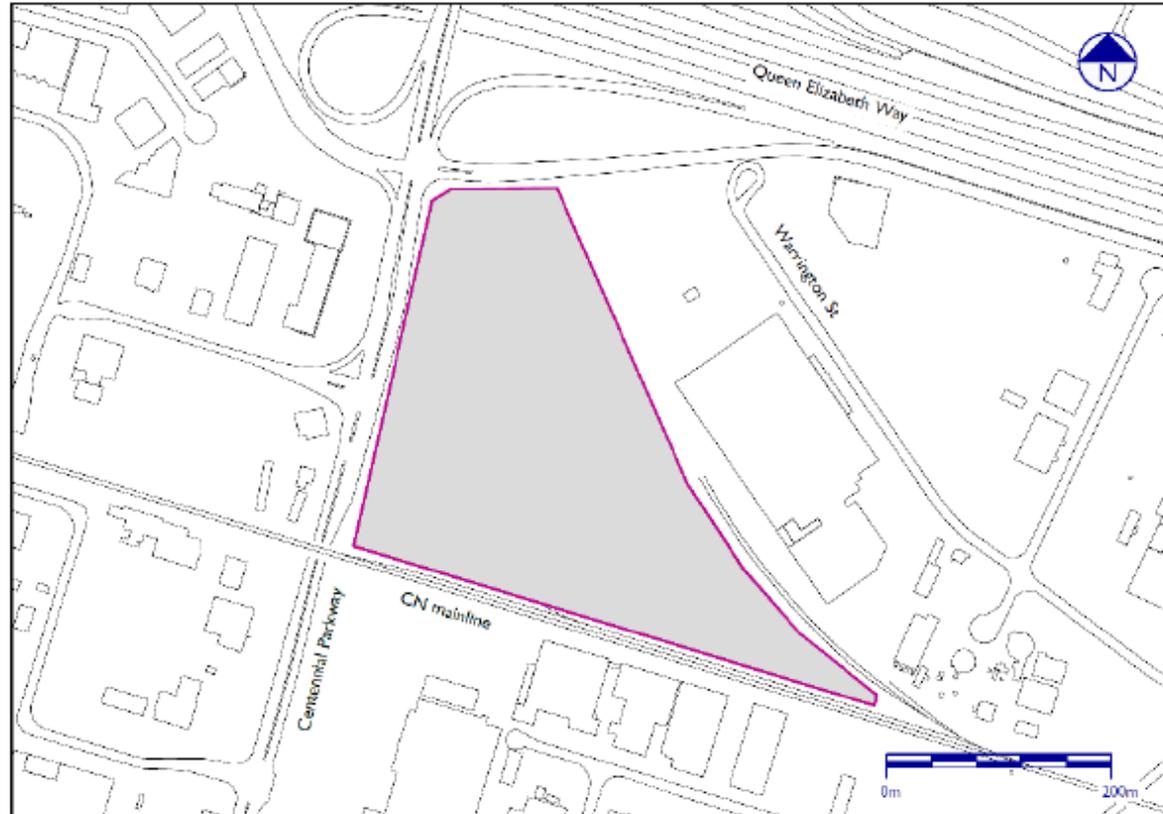
Concerns:

- Property is planned for the Confederation GO station
 - Site is too small for B-Line fleet
 - Spur line is 1.3 km following Centennial Parkway
-
- Not recommended since site is planned Confederation GO station



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18. Centennial Parkway





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18. Centennial Parkway

Concerns:

- Property has been redeveloped as a Smart Centres
 - Spur line is 1.5 km following Centennial Parkway
-
- Not recommended since site has been redeveloped as a Smart Centre (Walmart)



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New Sites Considered in early 2012

- A - Montgomery Park
- B - Zellers Plaza – S/W corner of Nash@Queenston
- C - Eastgate Square
- D - Barton@Glendale (Mr. Used)



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A - Montgomery Park



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A - Montgomery Park

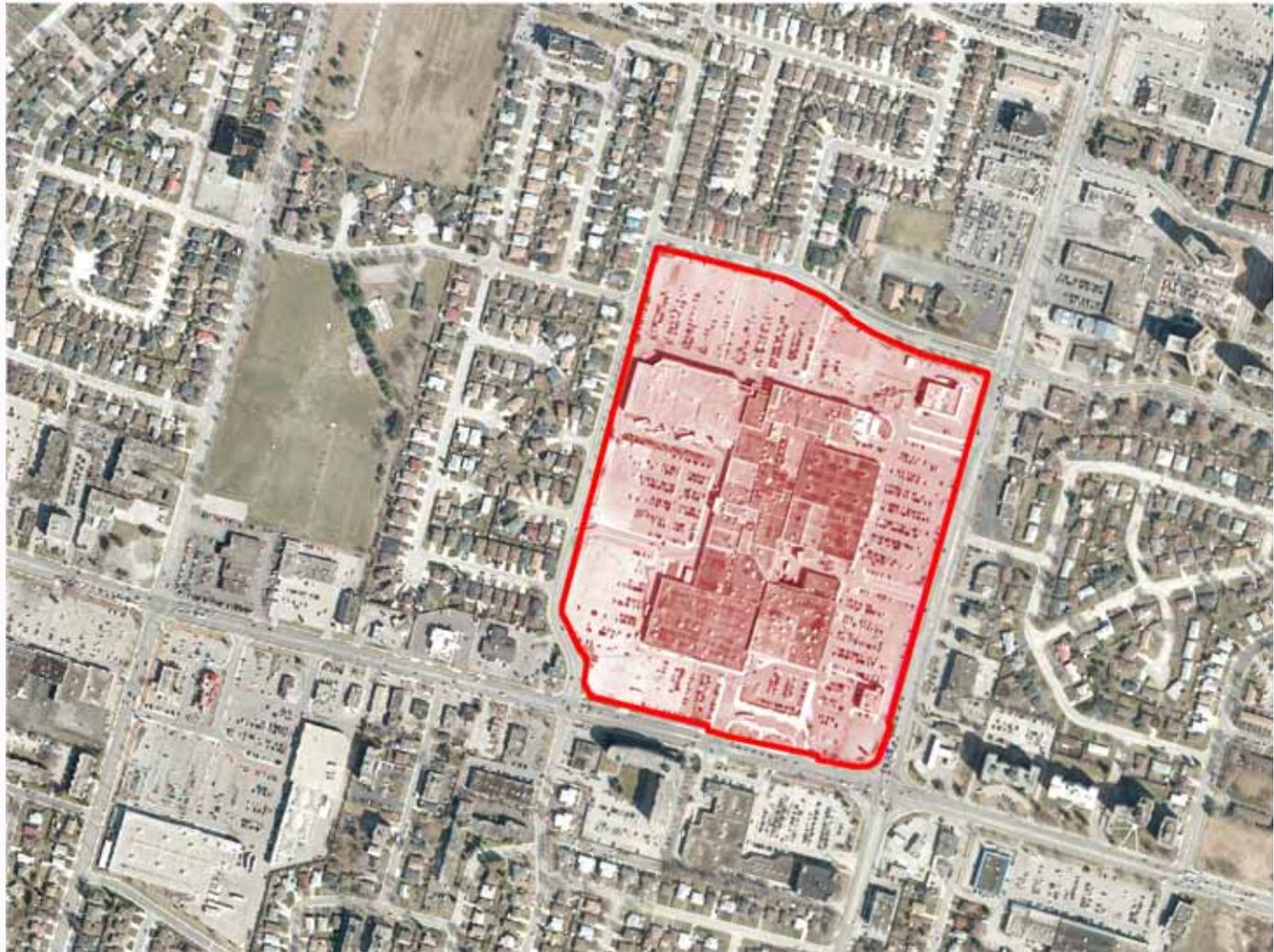
Concerns:

- MSF would not be permitted within the P1 Zone and therefore a Zoning By-Law amendment would be required
 - Proximity to Adjacent Residential
 - Potential Loss of Parkland
 - Cost, if MSF is to be underground
-
- Not recommended since site is community park and underground MSF would be cost prohibitive



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B - Eastgate Square



Maintenance Facility Sites Review
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Eastgate Square

Concerns:

- Ability, cost and viability of Mixed Use
 - Proximity to Adjacent Residential
 - Loss of Commercial
 - Cost of Land
 - Prime redevelopment land
-
- Not recommended due to cost of land and impact to community node.



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C - Zellers Plaza – Queenston @ Nash



Maintenance Facility Sites Review
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Zellers Plaza – Queenston @ Nash

Concerns:

- Ability, cost and viability of Mixed Use
 - Proximity to Adjacent Residential
 - Loss of Commercial
 - Cost of Land
-
- Not recommended since site is privately owned commercial adjacent to residential, too small for future expansion and is prime mixed-use redevelopment land.



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D – Barton @ Glendale (Mr. Used?)



Maintenance Facility Sites Review
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D – Barton @ Glendale (Mr. Used)

Concerns:

- Proximity to Adjacent Residential
 - Cost of Land, 3 different owners (current Warehouse Space, Mr. Used, industrial)
 - Size = +/- 2.7 ha irregular shape. (4.7ac; 1.4ac; 0.62ac)
-
- Not recommended since site is too small and irregularly shaped



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Top sites

Site	Burlington/ Wellington	Barton/Gage West	Barton/Gage East	Barton/Parkdale East	Barton/Lake	Aberdeen Yard	330 Wentworth
Publically Owned Land	No	No	No	No	No	No	Yes
Cost of land	5.2m	5.3m	3.5m	4.5m (unable to acquire previously)	4.3m	Equal or greater than other privately owned sites	City Owned
Cost of Spur	63.7m	31.5m	45.5m	52.5m	52.5m	35m	62m
Spur Routing	Res	Res	Res	Com	Com	Rail	Res
Spur costing inclusions	Grade separation	NA	NA	NA	NA	NA	Pumping station and buried hydro corridor
Site surroundings	Res.	Res.	Res.	Com/Ind	Com/Ind	Res/Golf Course	Ind
Impact to private businesses	Yes	Yes	Yes	Yes	Yes	Yes	No
Ability to relocate business	Good	Medium	Medium	Medium	Medium	Poor	Good
Distance from A-Line	Good	Medium	Medium	Poor	Poor	Good	Good



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Preferred Site

330 Wentworth Street North recommended as preferred site



Spur Line Screening

- Routes via Burlington to John/James screened out due to distance (2.3 km to James Street + 800 meters to King Street). A-Line Rapid Transit Technology not yet selected and insufficient capacity on James to provide dedicated outbound track.
- Wentworth screened out (option 1b) as it is not technically feasible (insufficient distance from property to clear CN main line)
- Sherman screened out (option 4b) due to grade separation requirements at CN main line



Spur Line Analysis

Option	1a –Birch/ Barton/ Wentworth	2a – Birch/ Barton/ Sanford	2b – Birch/ Princess/ Myler	3a – Birch/ Cannon/ Sanford	3b – Birch/ Cannon/ Sanford. Sherman/ Cannon/ Birch	4a – Birch/ Princess/ Sherman	5 – Birch/ Wilson/ Sherman/ Cannon	6- Birch/ Wilson/ Cannon/ Sanford	7 – Birch/ Wilson/ Sherman/ Sanford	8 – Birch/ Cannon/ Sanford/ Barton
Traffic Impacts	High – Barton Street	High – Barton Street	Low	High – two lanes on Cannon	Low	Low	Low	Low	Low	Low
Truck Routes	Full Time Truck Route	Full Time Truck Route	Myler and Princess are not Truck Routes	Full Time Truck Route	Full Time Truck Route	Princess is not a Truck Route	Wilson is not a truck route	Wilson is not a truck route	Wilson is not a truck route	All roads are full or part-time truck routes
Impacts to Community Features/ Facilities	High	Moderate	Low	Low	Low	Low	Low	Moderate	Low	Low to Moderate
Cost	High	High	Low	Low	High	Low	Low	Medium	Medium	Low to Medium
Turning Radii	Low	Low	High Risk	Low	Low	Low	Low	Low	Low	Low
Buried Hydro Lines	CN to Barton	CN to Barton	None	CN to Cannon	CN to Cannon	None	CN to Cannon	CN to Cannon	CN to Cannon	CN to Cannon
Heritage Property/ Land Take	None	None	Parkland impacts and Heritage Property	None	None	Private Property Required	None	None	None	None



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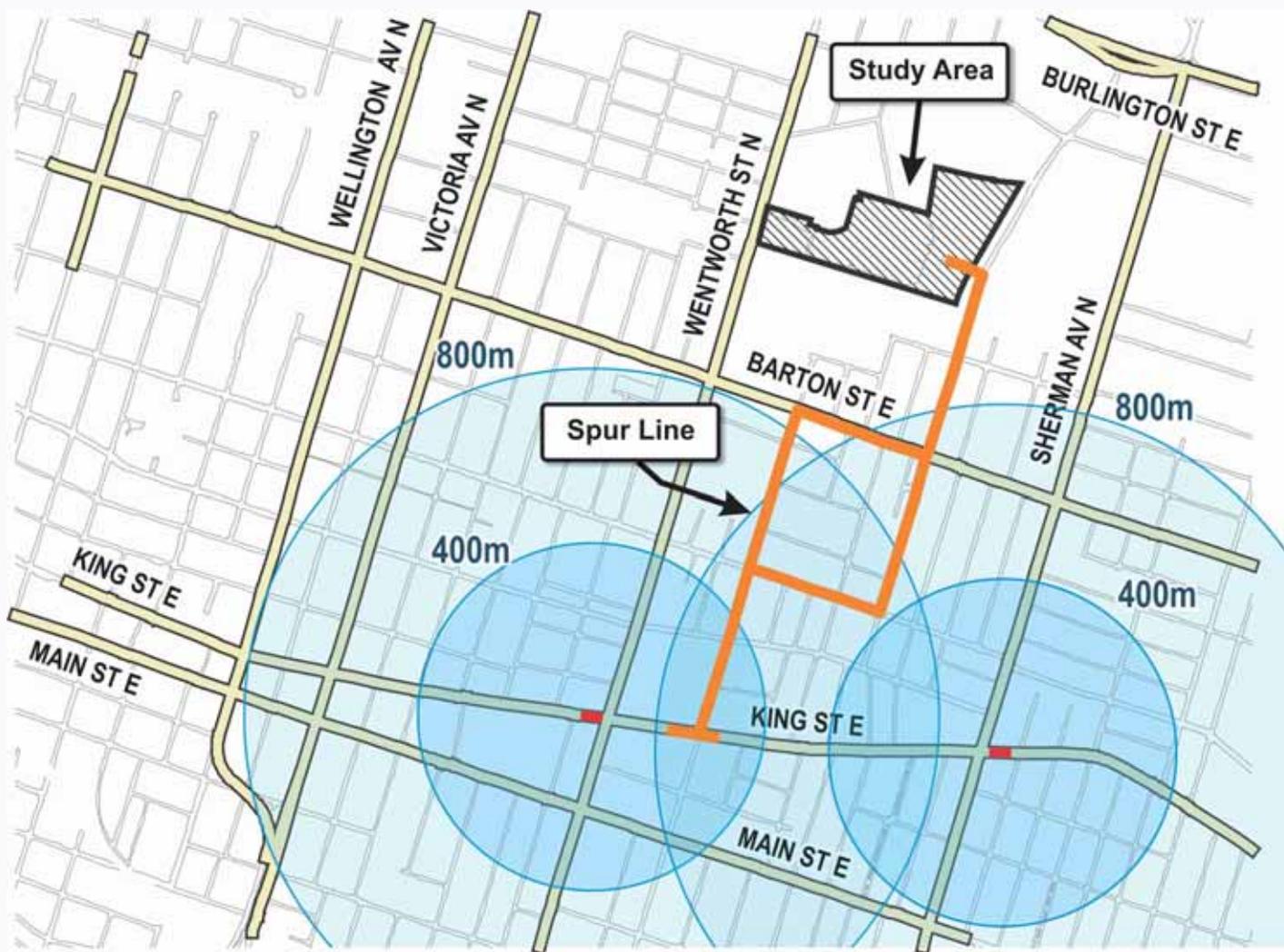
Spur Line Recommendation

- Option 8 recommended due to lowest overall impacts
- Option 5 is second best option
- Option 7 is third best option



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Walking distance to B-Line Stops



Maintenance Facility Sites Review
August/September 2012





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Rapid Transit
MOVING HAMILTON FORWARD

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