



Rapid Transit Initiative

Maintenance Facility Sites Review

Presented by **Justin Readman**

September 2012



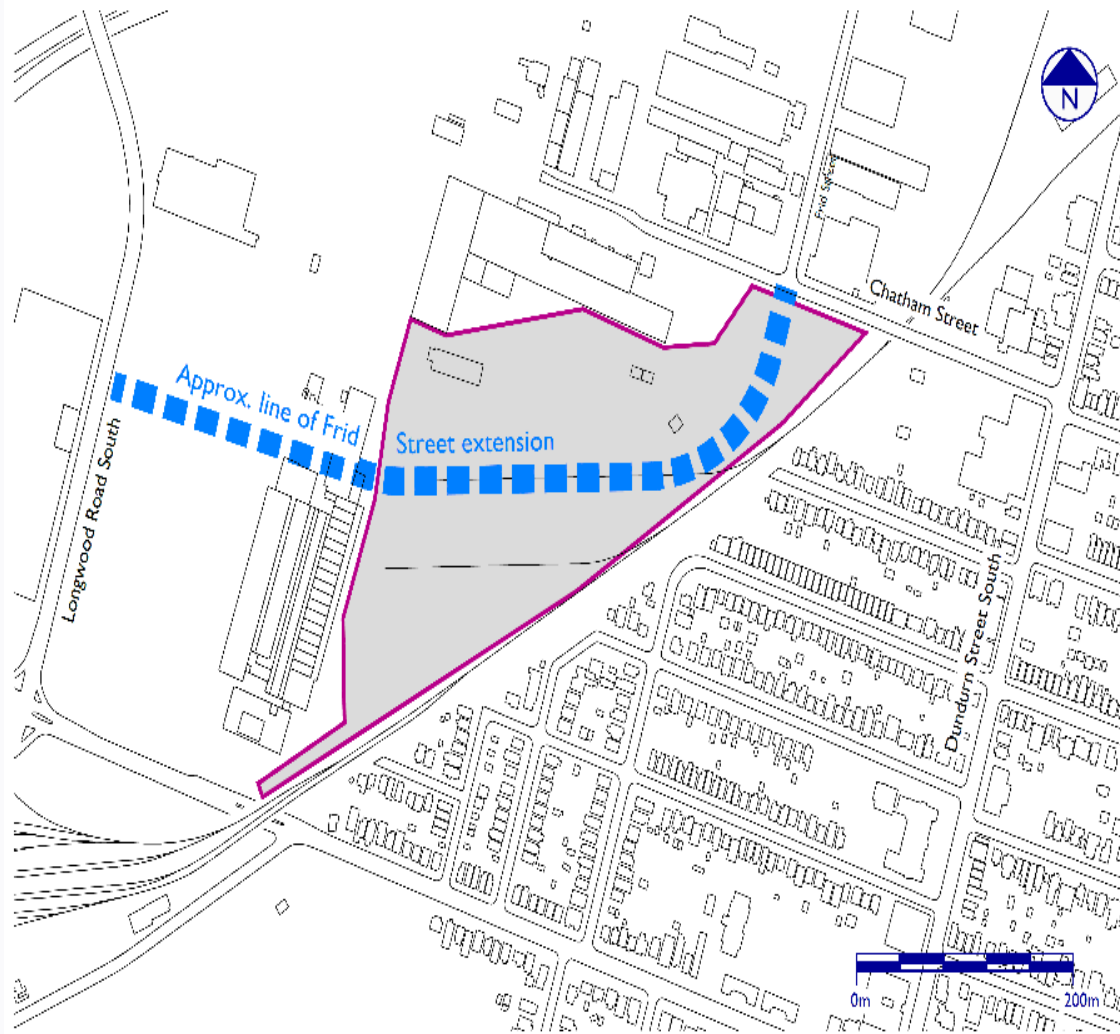
Hamilton
Public Works





Hamilton
Public Works

1. Frid Street



Maintenance Facility Sites Review
August/September 2012



1. Frid Street

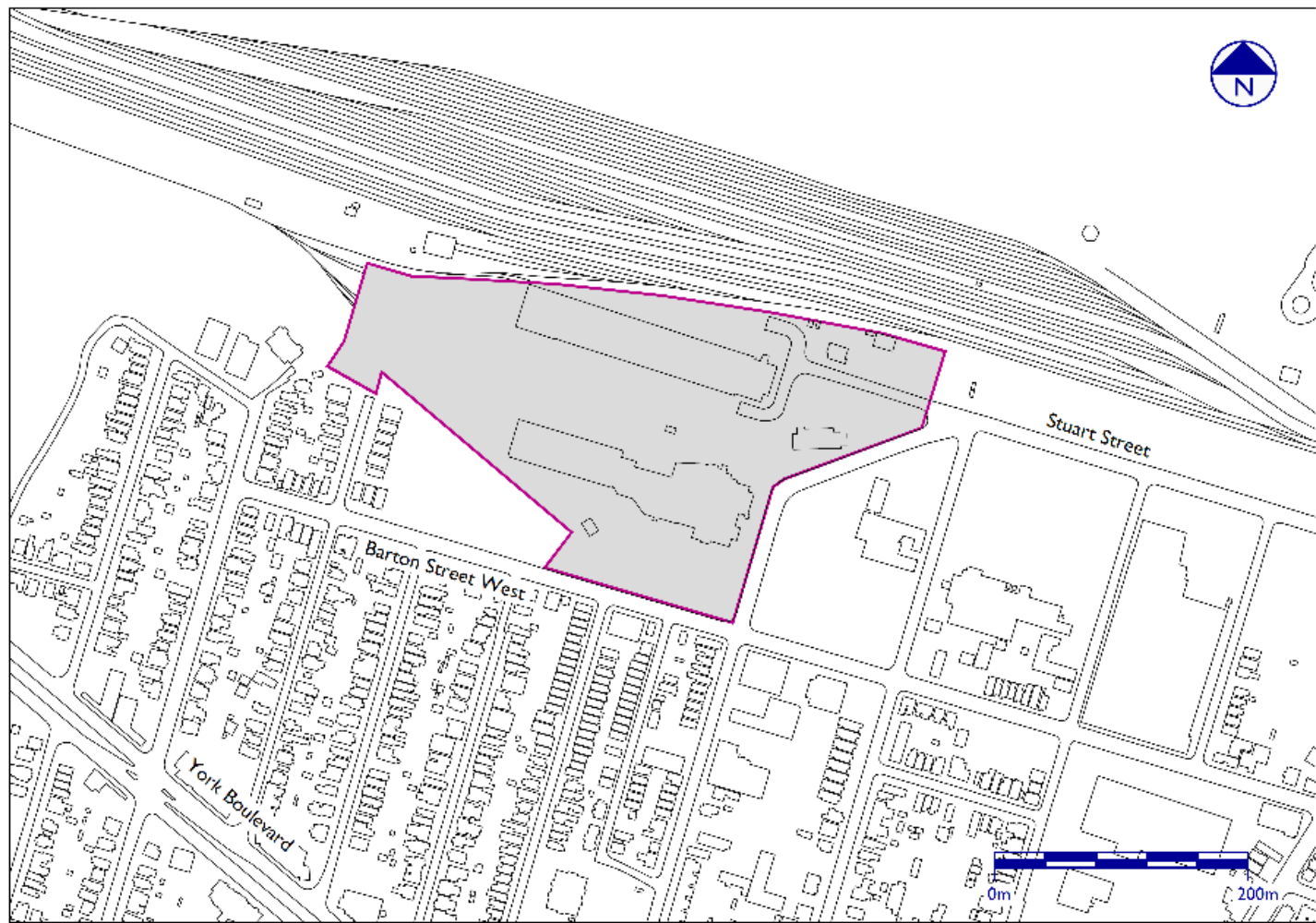
Concerns:

- 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)



Hamilton
Public Works

2. Stuart St.



Maintenance Facility Sites Review
August/September 2012



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)



Hamilton
Public Works

3. Burlington / Wellington



Maintenance Facility Sites Review
August/September 2012



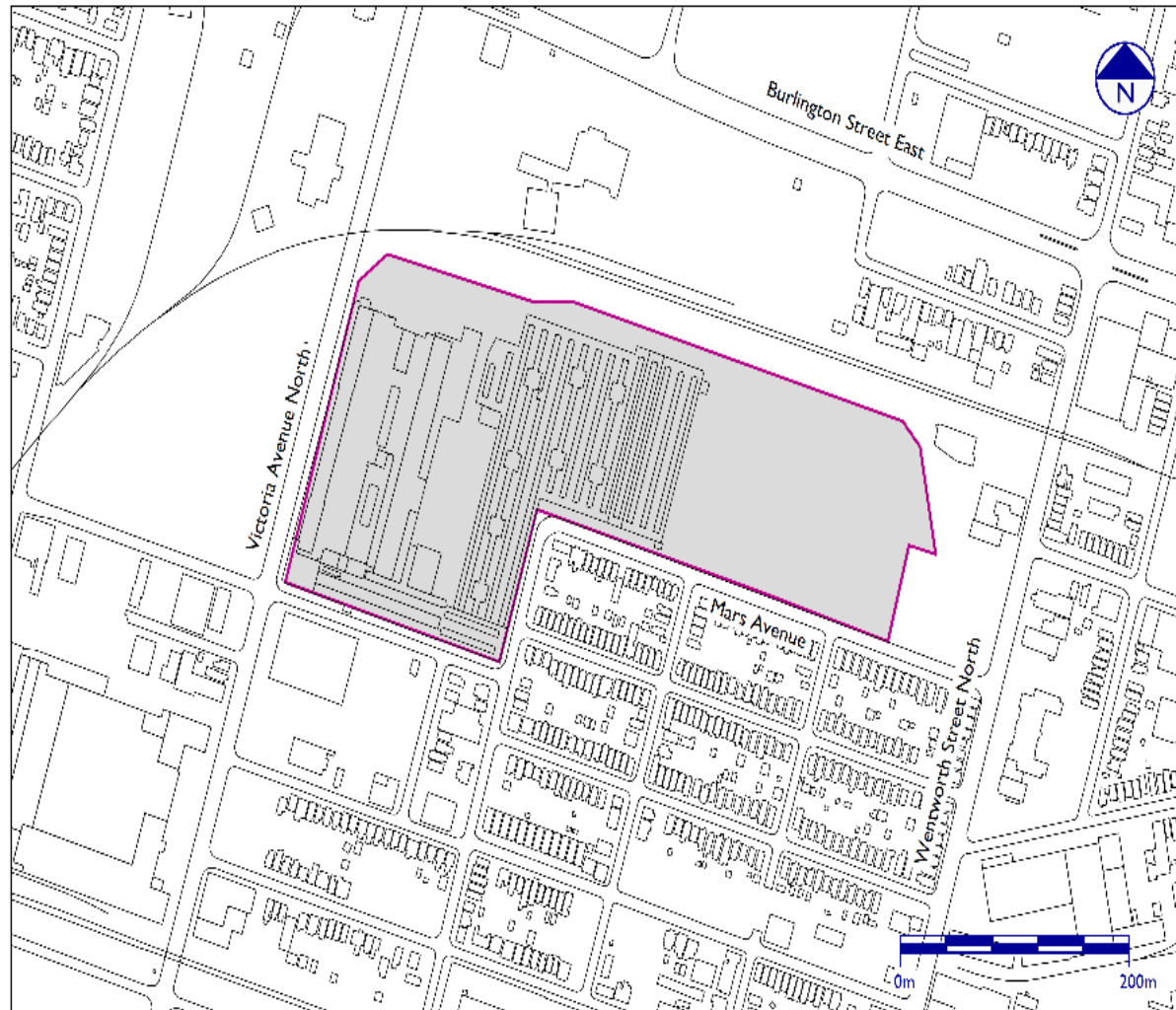
3. Burlington / Wellington

- 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



Hamilton
Public Works

4. Victoria / Ferrie



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

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)



Hamilton
Public Works

5. Barton/ Gage West



Maintenance Facility Sites Review
August/September 2012

5. Barton/ Gage West

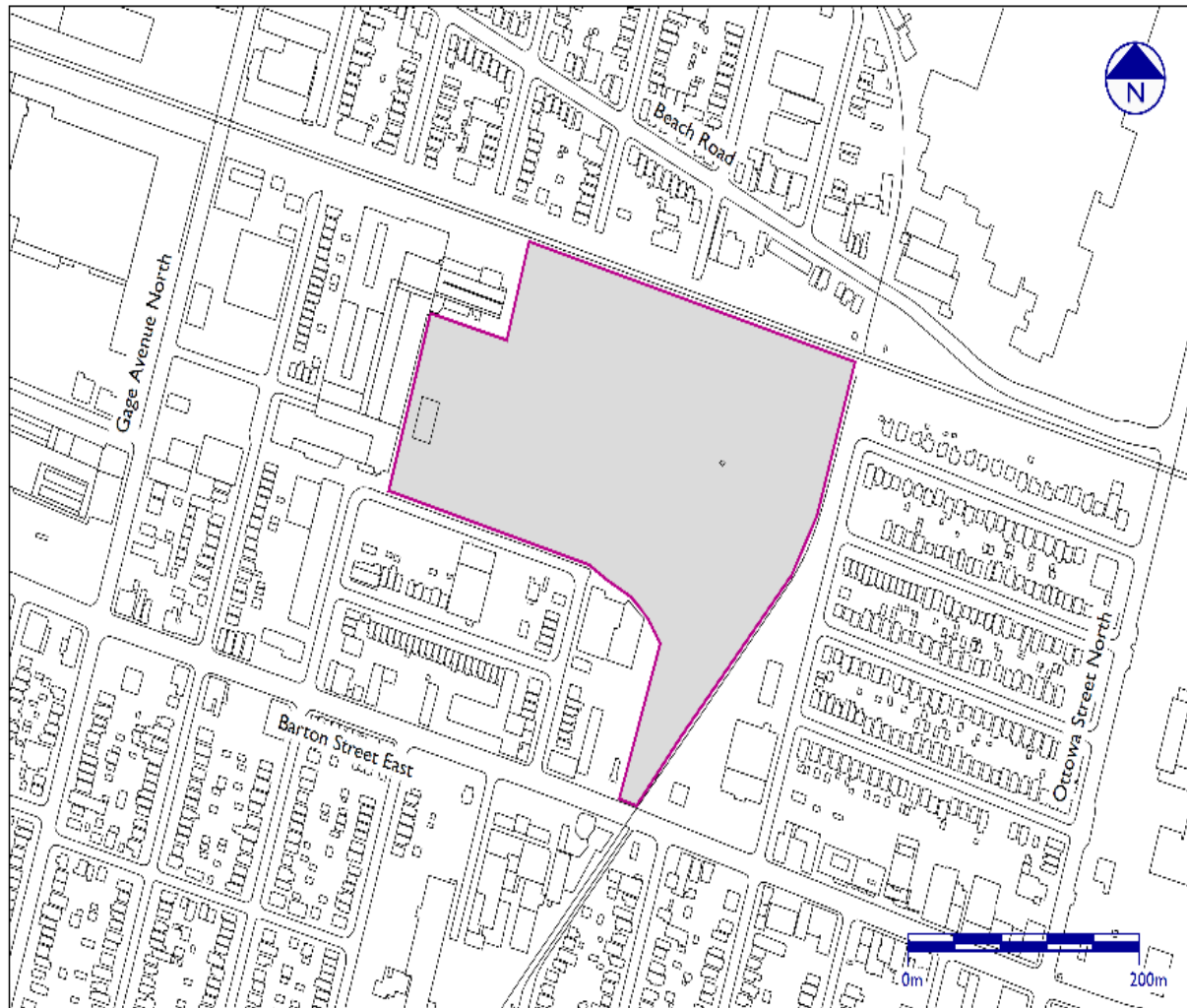
Concerns:

- 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



Hamilton
Public Works

6. Barton / Gage East



Maintenance Facility Sites Review
August/September 2012



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



Hamilton
Public Works

7. Barton / Parkdale West



Maintenance Facility Sites Review
August/September 2012



7. Barton / Parkdale West

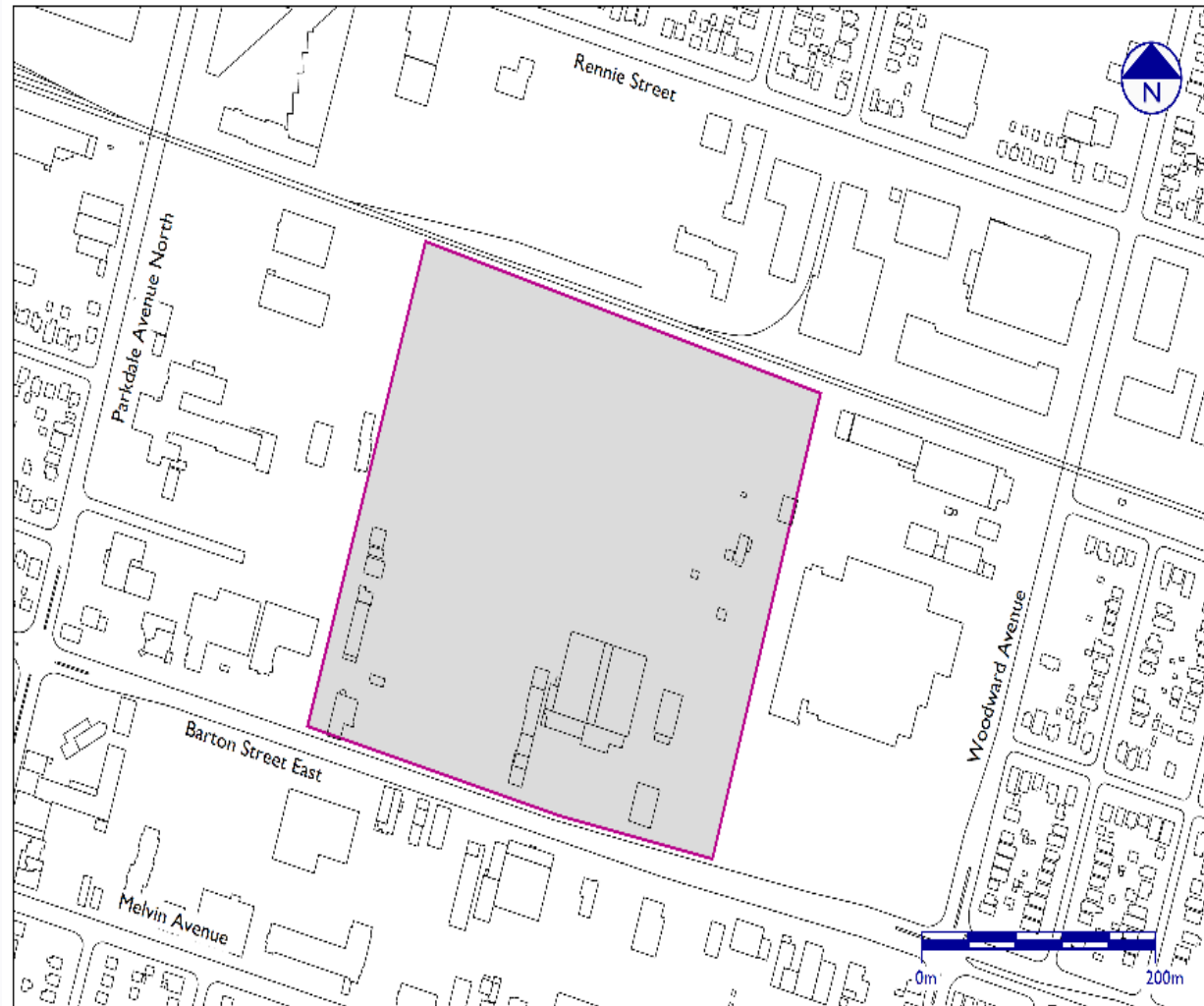
Concerns:

- 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.



Hamilton
Public Works

8. Barton / Parkdale E.



Maintenance Facility Sites Review
August/September 2012



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



Hamilton
Public Works

9. Barton / Lake



Maintenance Facility Sites Review
August/September 2012

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



Hamilton
Public Works

10. Barton / Grays - A



Maintenance Facility Sites Review
August/September 2012



10. Barton / Grays - A

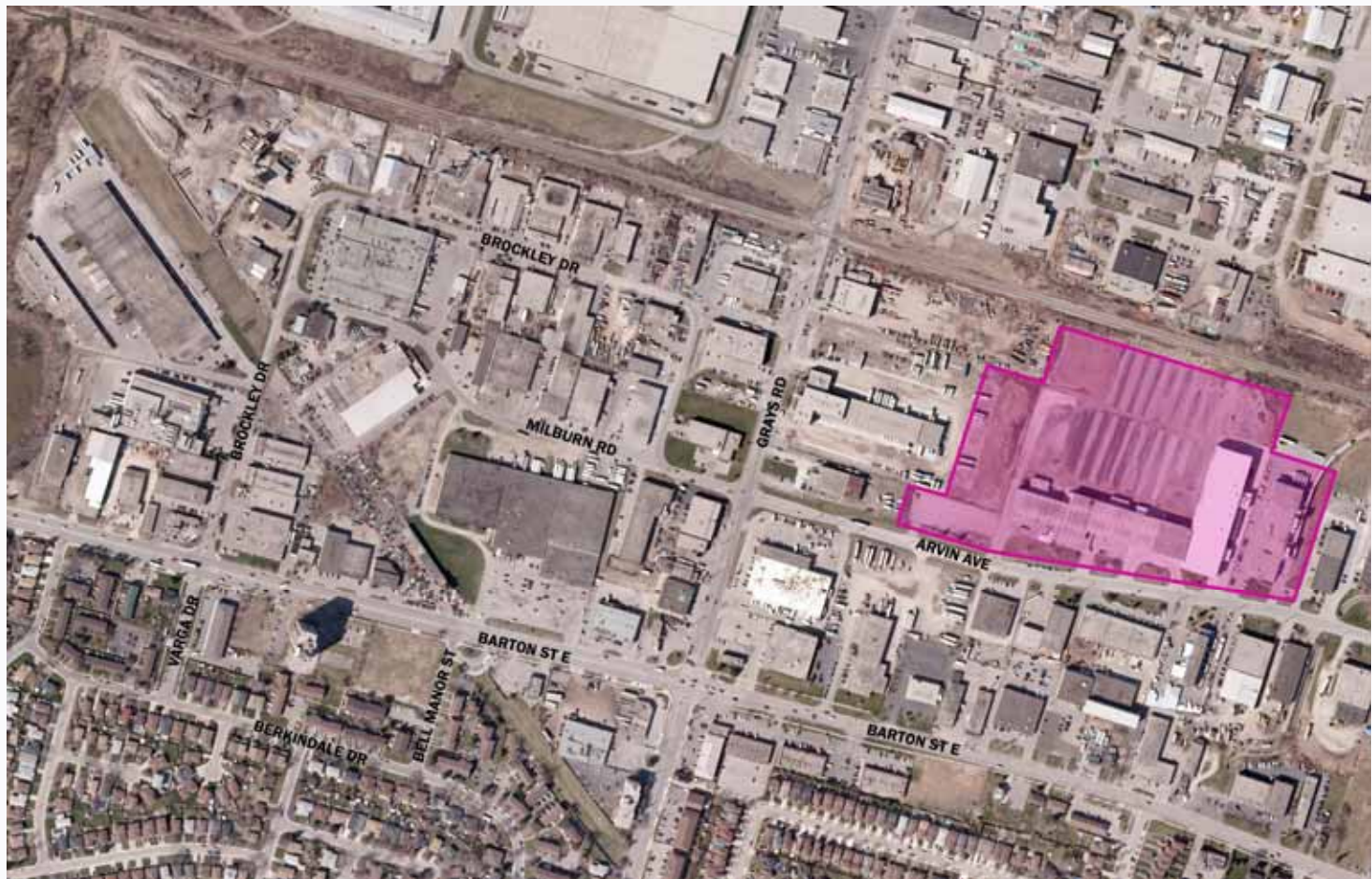
Concerns:

- 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.



Hamilton
Public Works

Barton / Grays - B



Maintenance Facility Sites Review
August/September 2012



Barton / Grays - B

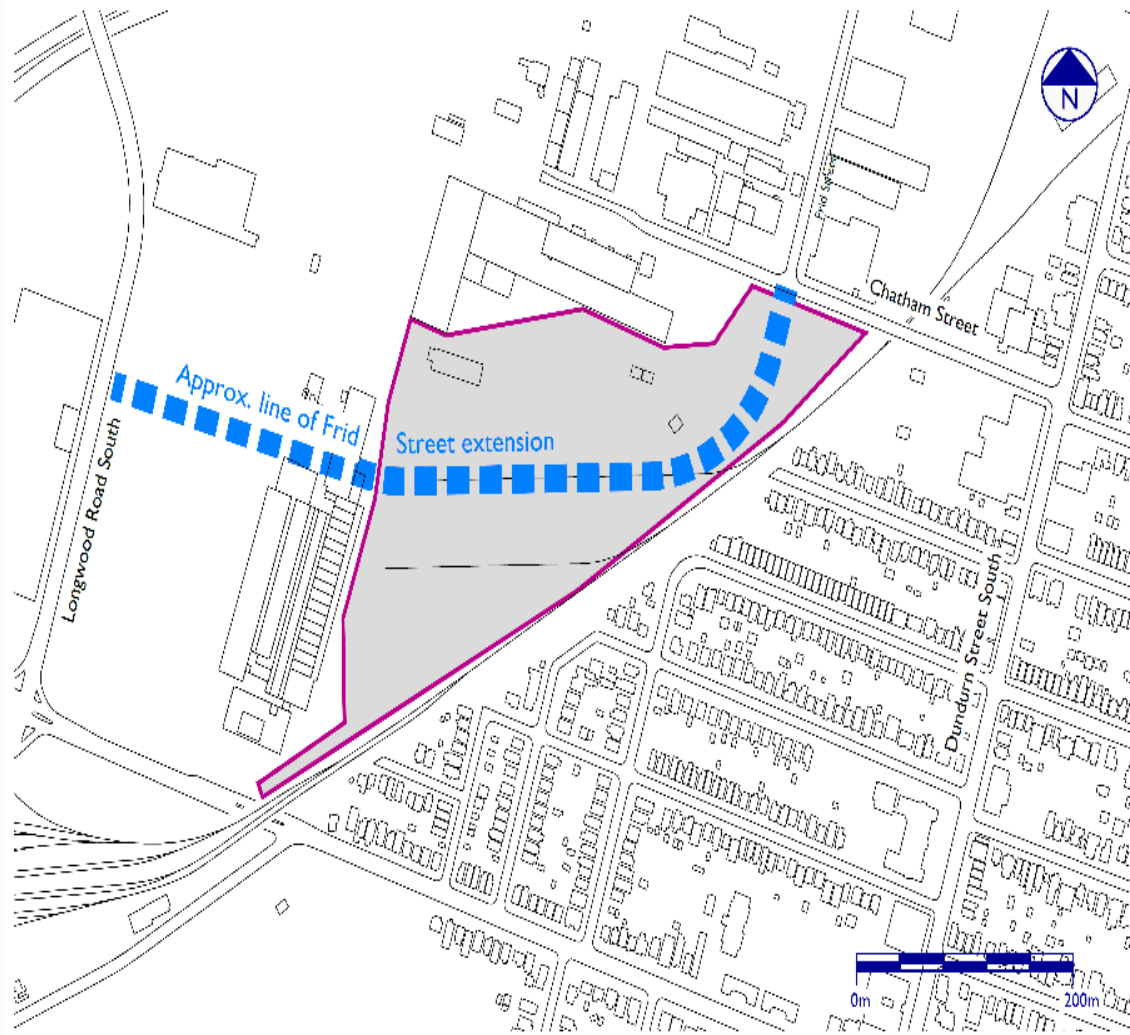
Concerns:

- 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.



Hamilton
Public Works

1. Frid Street



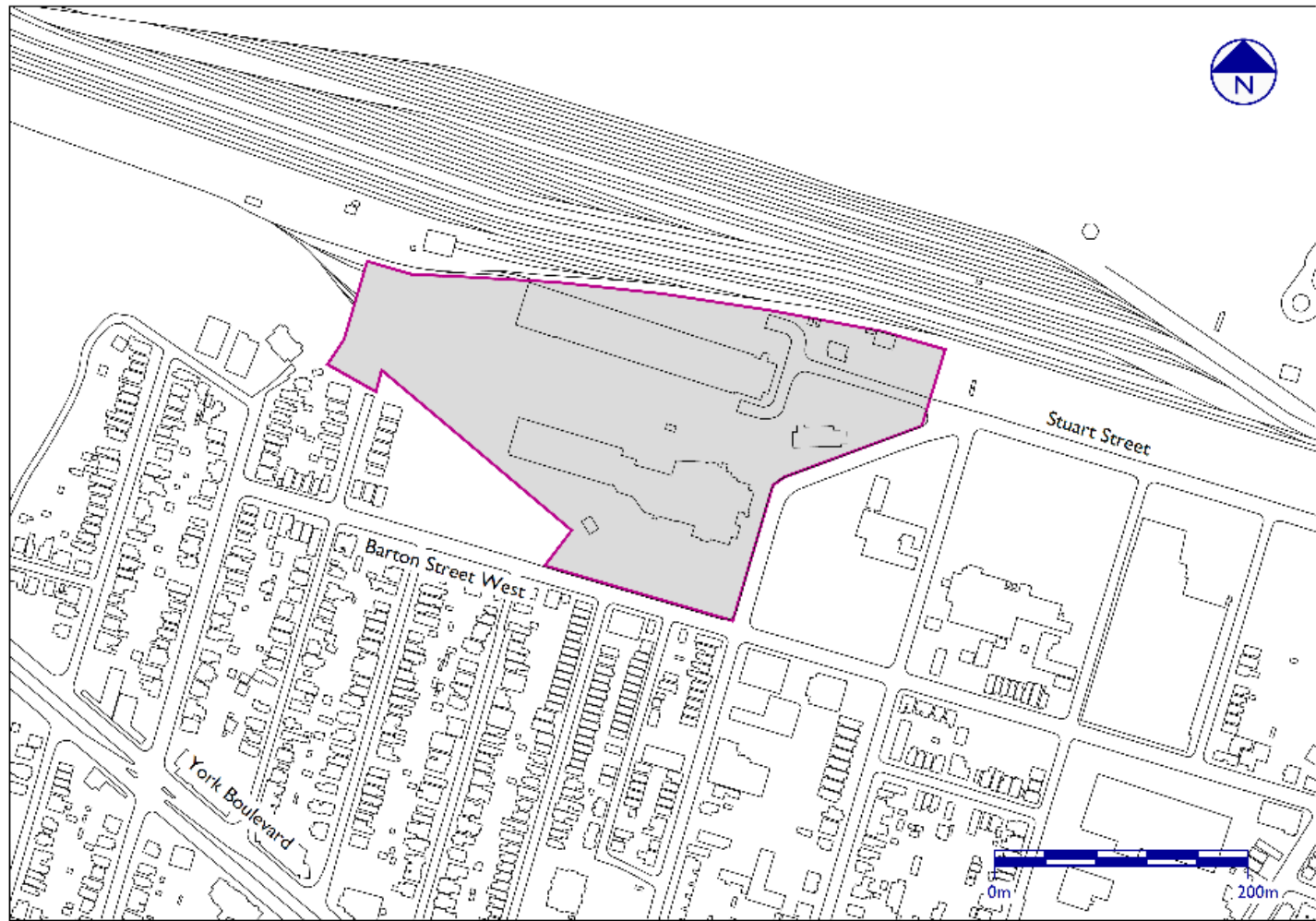
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

2. Stuart St.



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

3. Burlington / Wellington



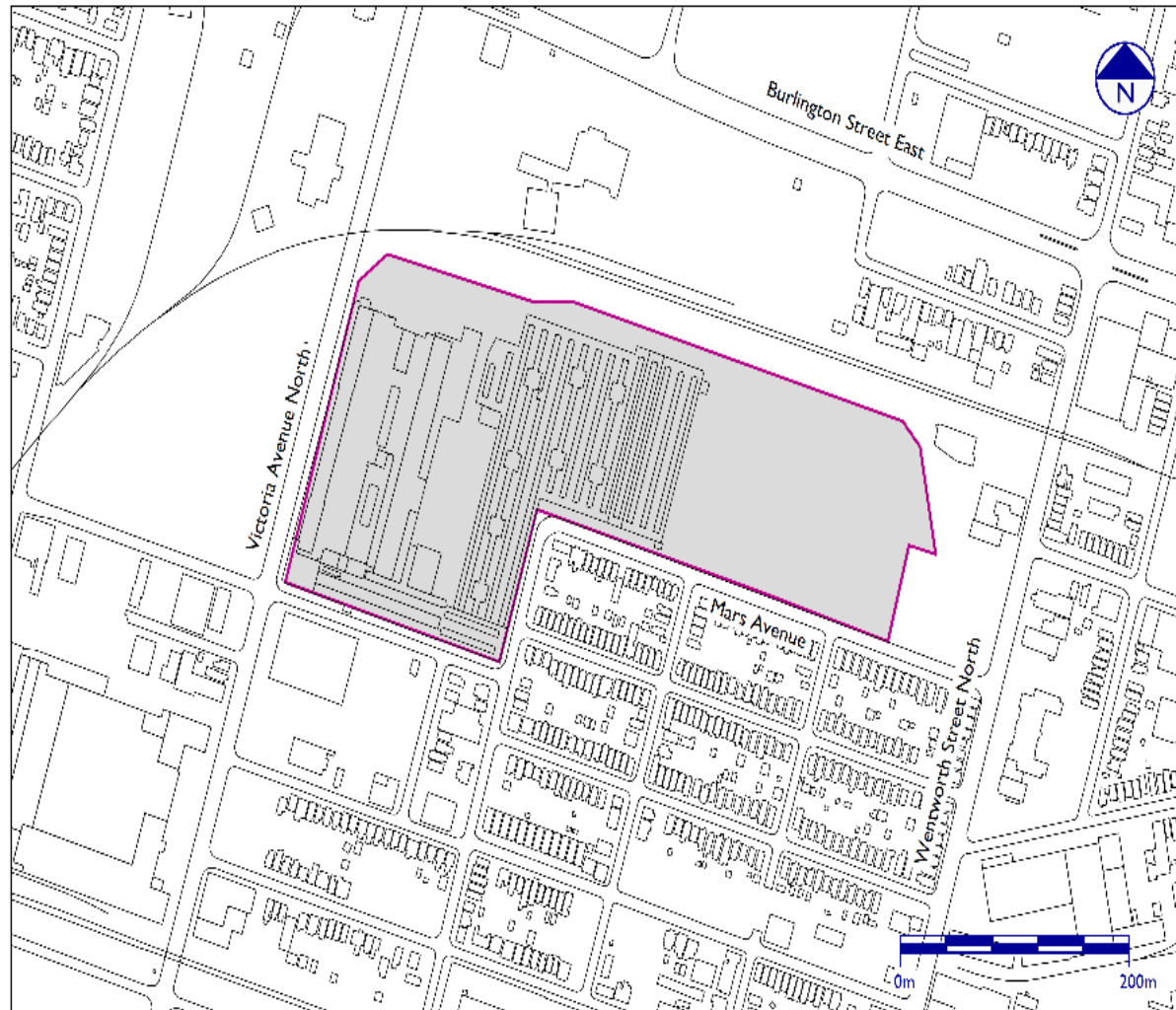
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

4. Victoria / Ferrie



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

5. Barton/ Gage West

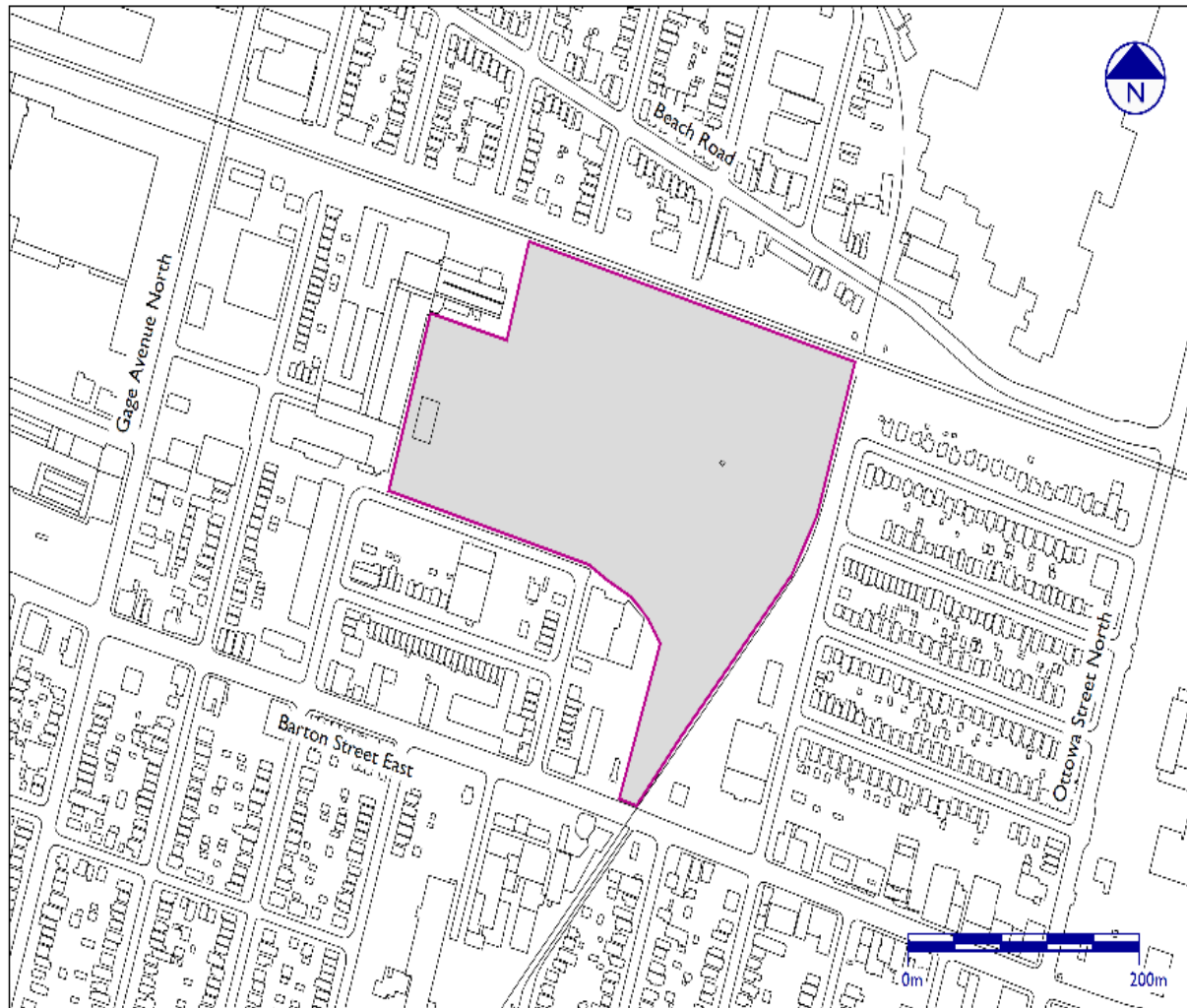


Maintenance Facility Sites Review
August/September 2012



Hamilton
Public Works

6. Barton / Gage East



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

7. Barton / Parkdale West



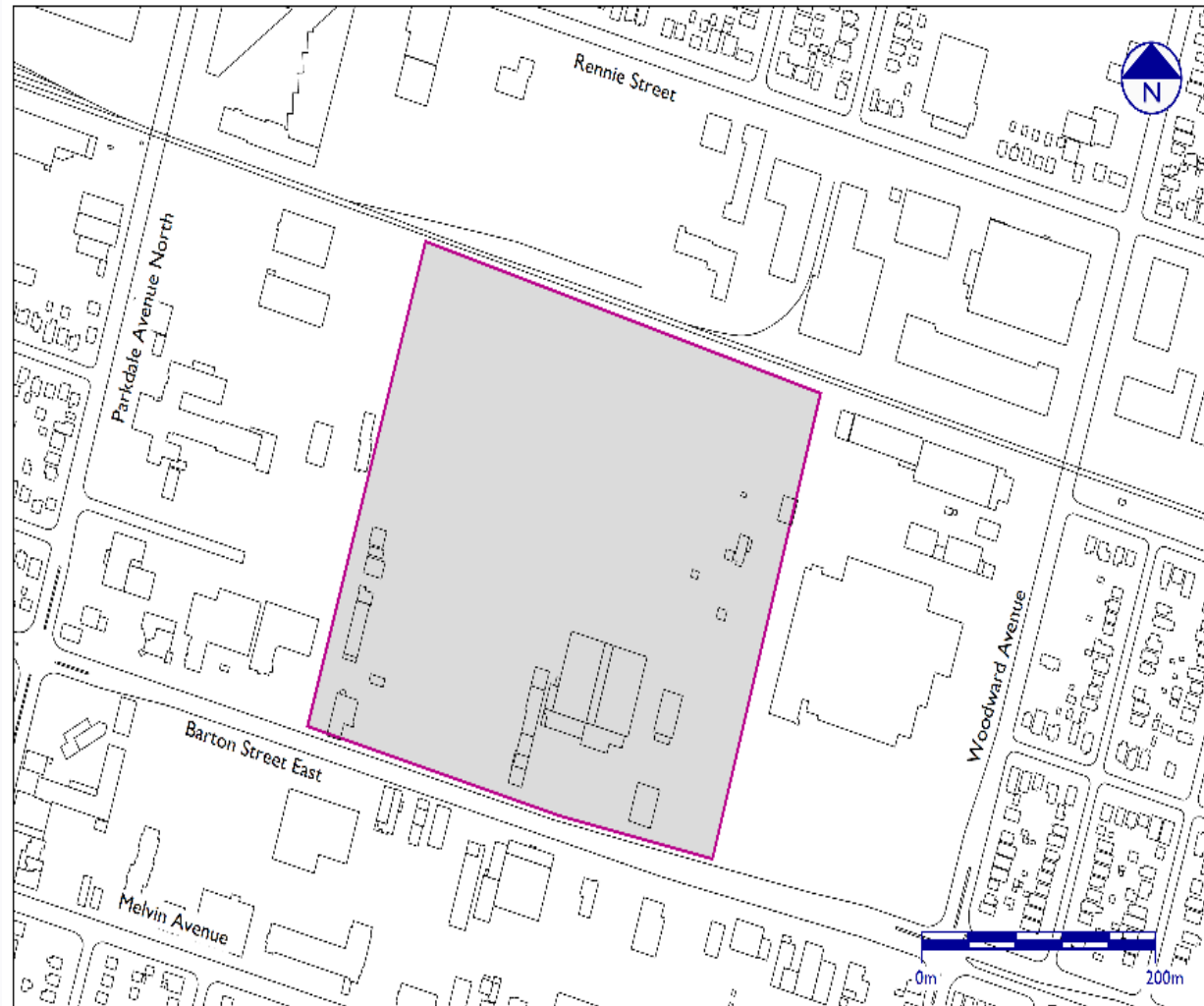
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

8. Barton / Parkdale E.



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

9. Barton / Lake



Maintenance Facility Sites Review
August/September 2012



Hamilton
Public Works

10. Barton / Grays - A



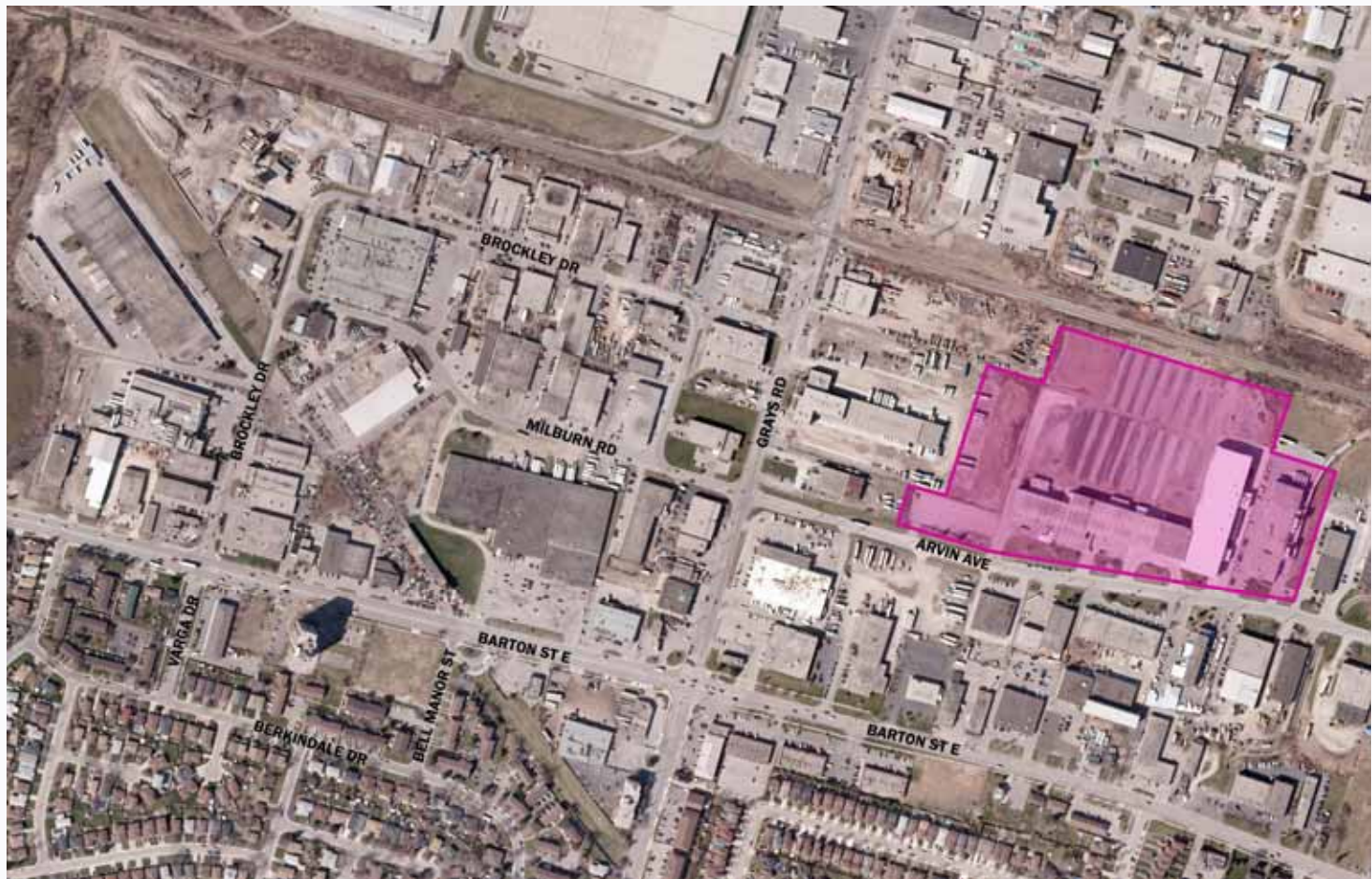
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

Barton / Grays - B



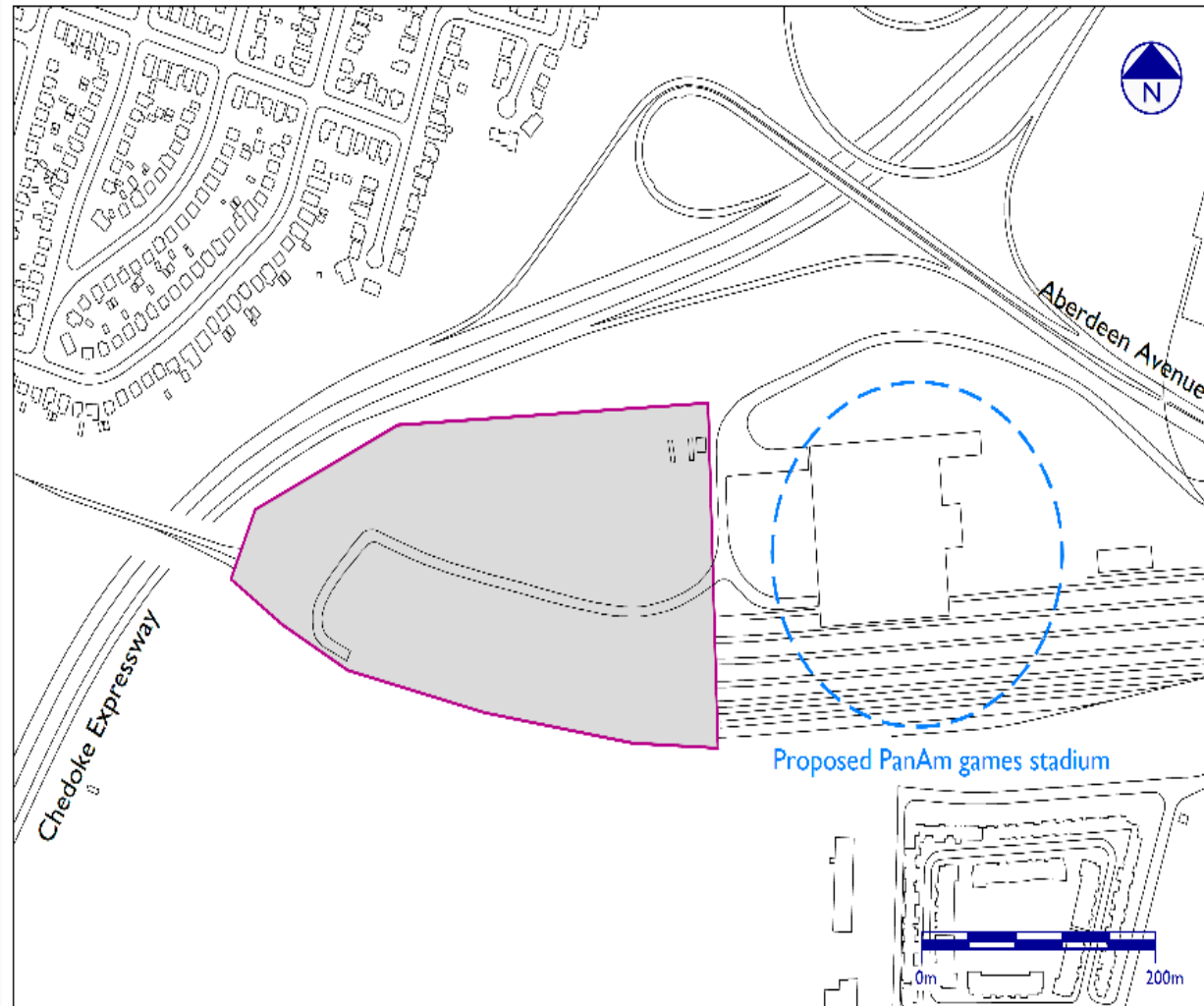
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

12. Aberdeen Yard



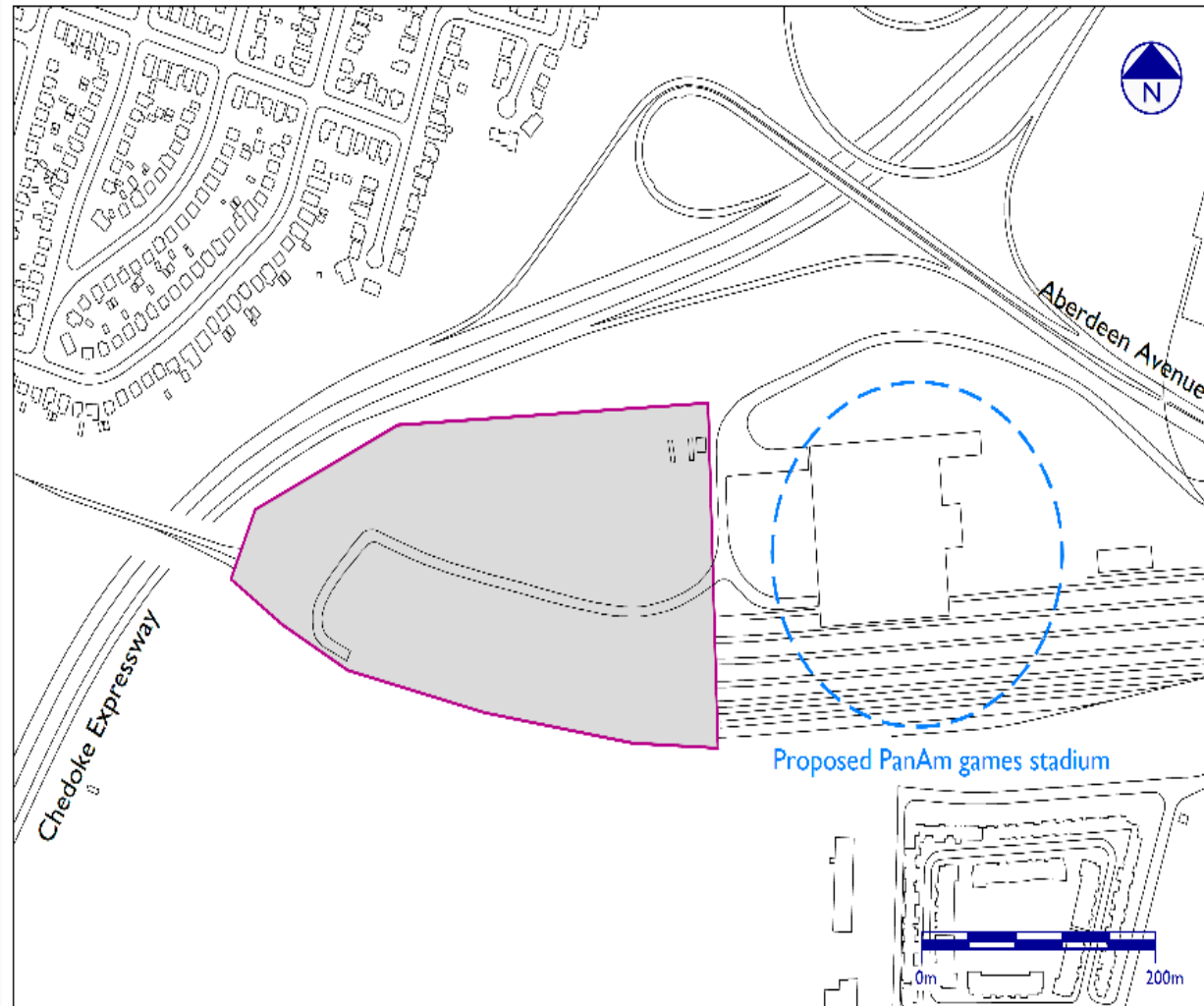
Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

12. Aberdeen Yard



Maintenance Facility Sites Review
August/September 2012



12. Aberdeen Yard

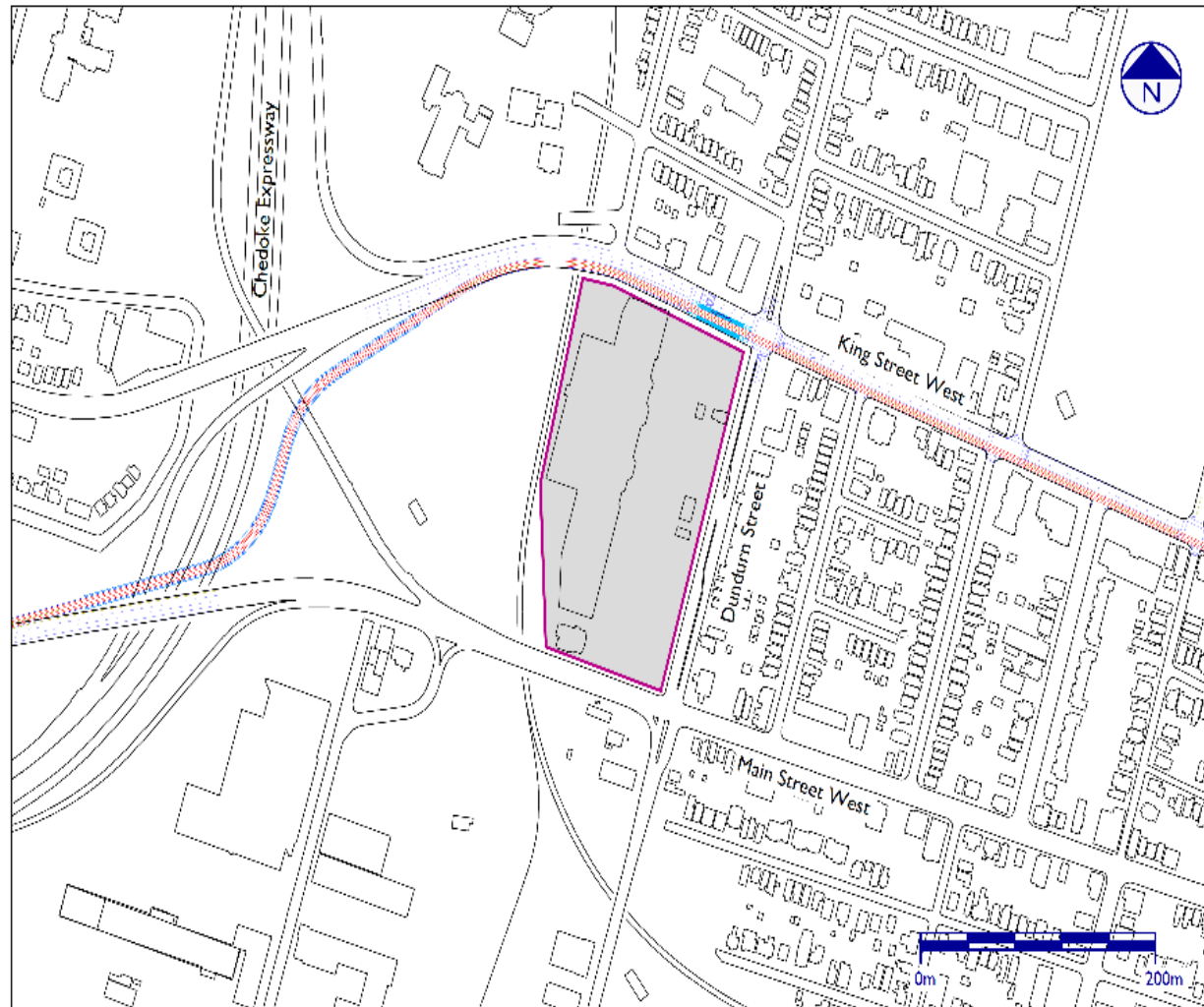
Concerns:

- 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.



Hamilton
Public Works

13. Fortinos Plaza



Maintenance Facility Sites Review
August/September 2012



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



Hamilton
Public Works

14. Ivor Wynne



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

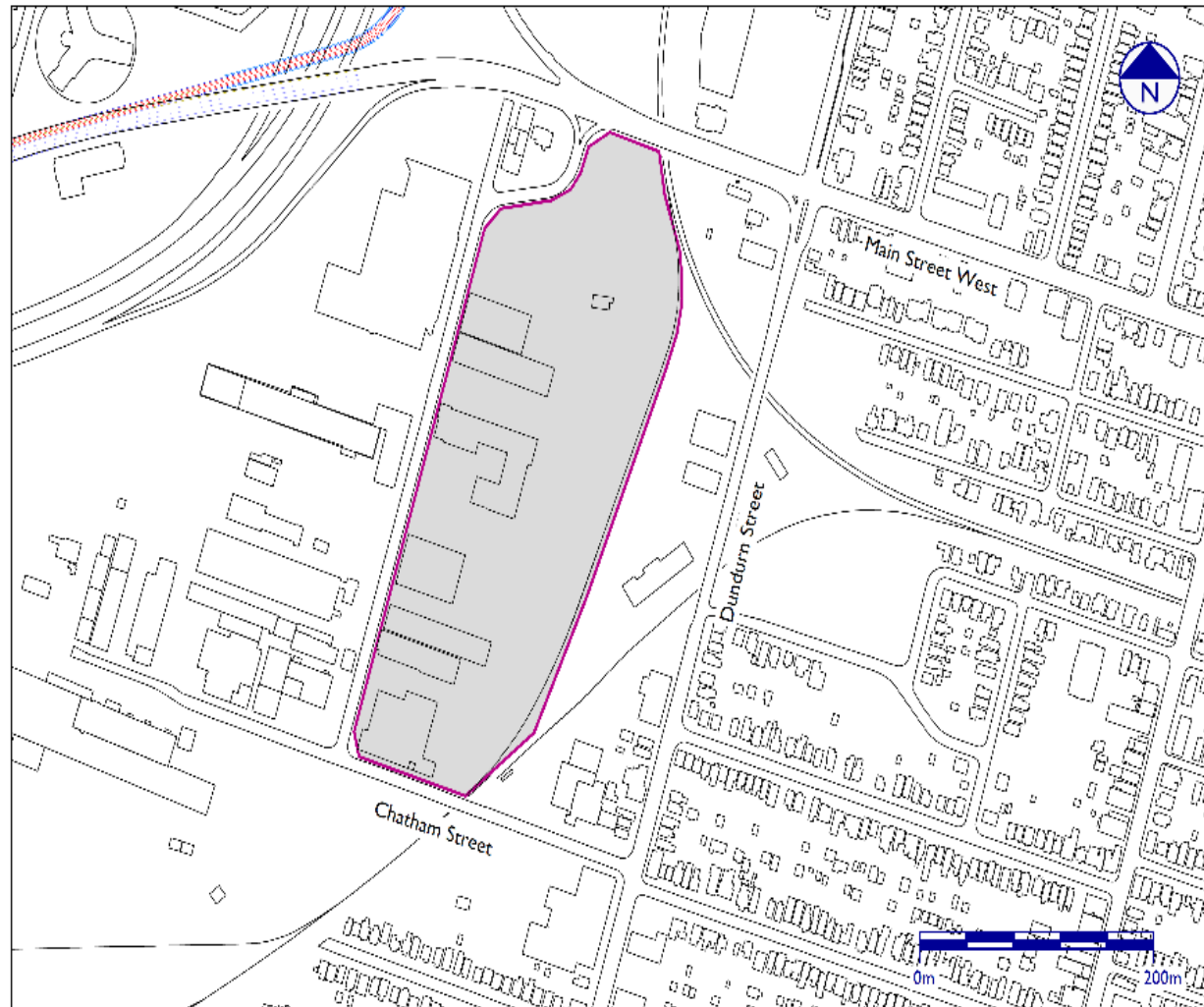
14. Ivor Wynne

- N/A Considered when Ivor Wynne was relocating



Hamilton
Public Works

15. Frid St. North



Maintenance Facility Sites Review
August/September 2012



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



Hamilton
Public Works

16. 330 Wentworth



Maintenance Facility Sites Review
August/September 2012



16. 330 Wentworth

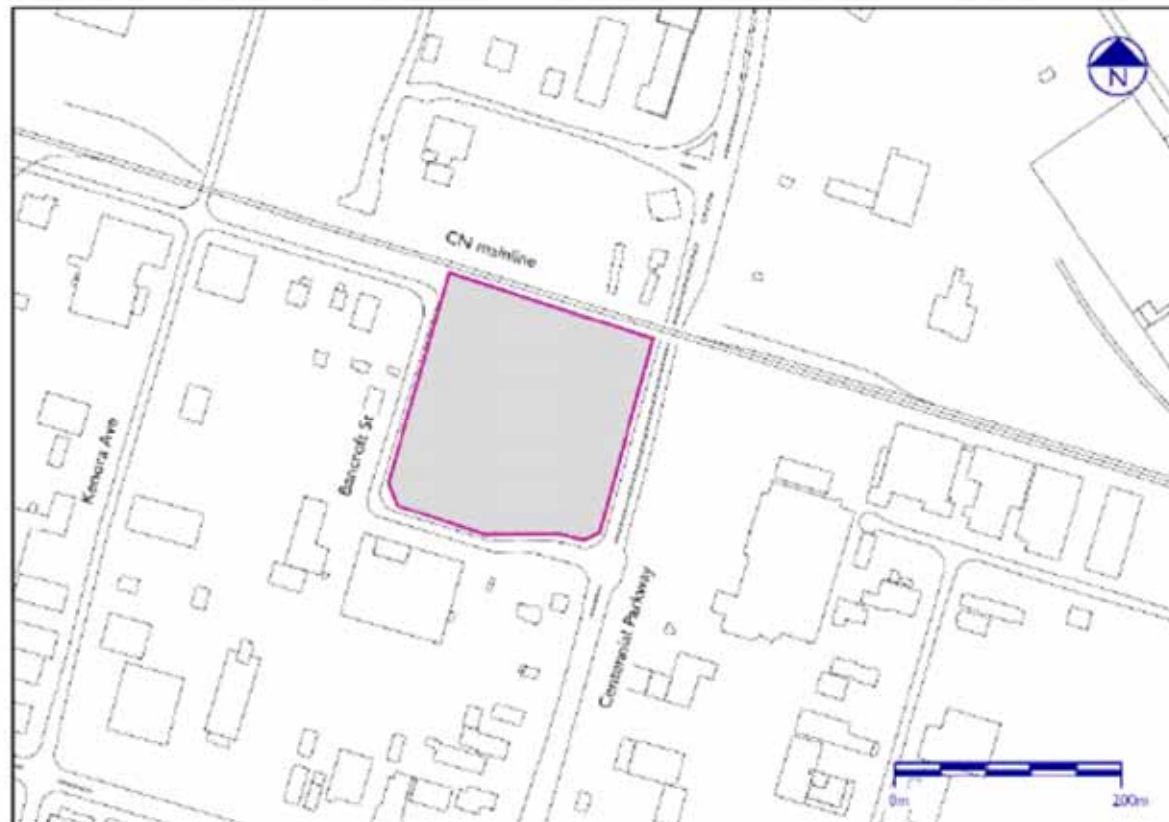
Concerns:

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



Hamilton
Public Works

17. Arrowsmith Rd.



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works

17. Arrowsmith Rd.

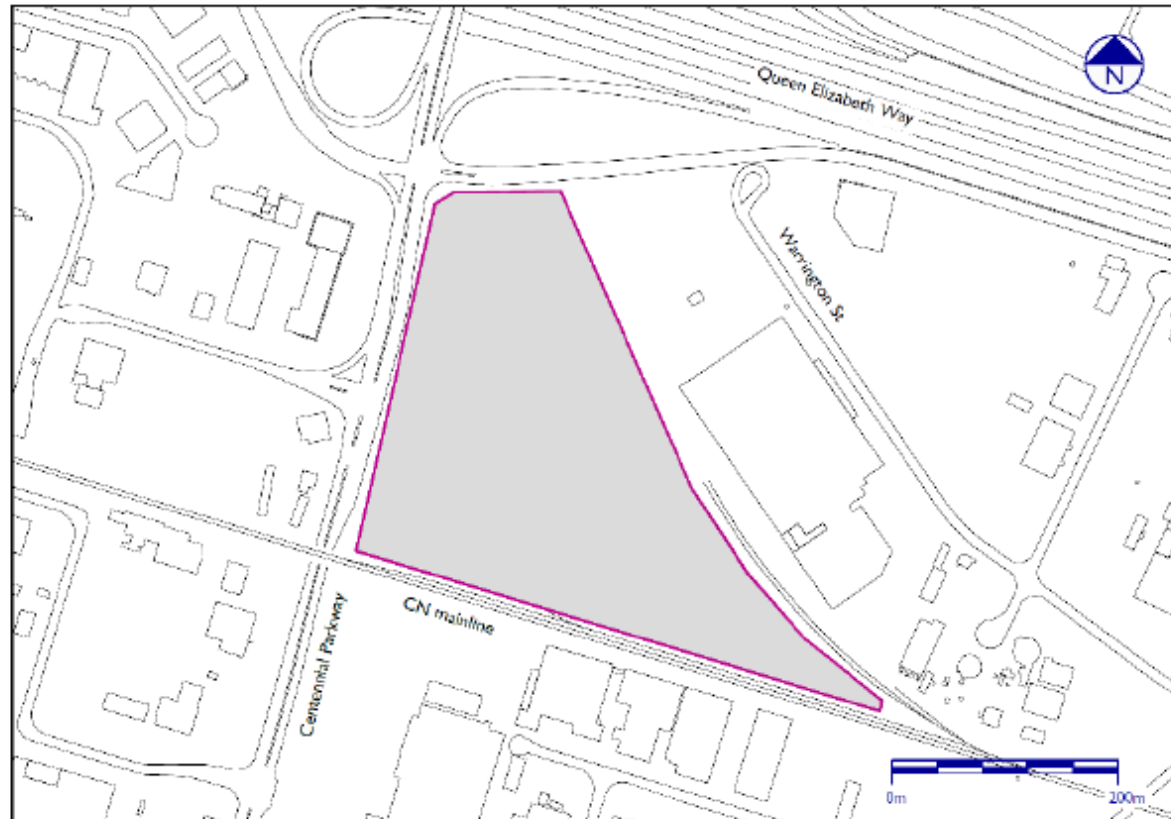
Concerns:

- 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



Hamilton
Public Works

18. Centennial Parkway



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)

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)



Hamilton
Public Works

A - Montgomery Park



Maintenance Facility Sites Review
August/September 2012



A - Montgomery Park

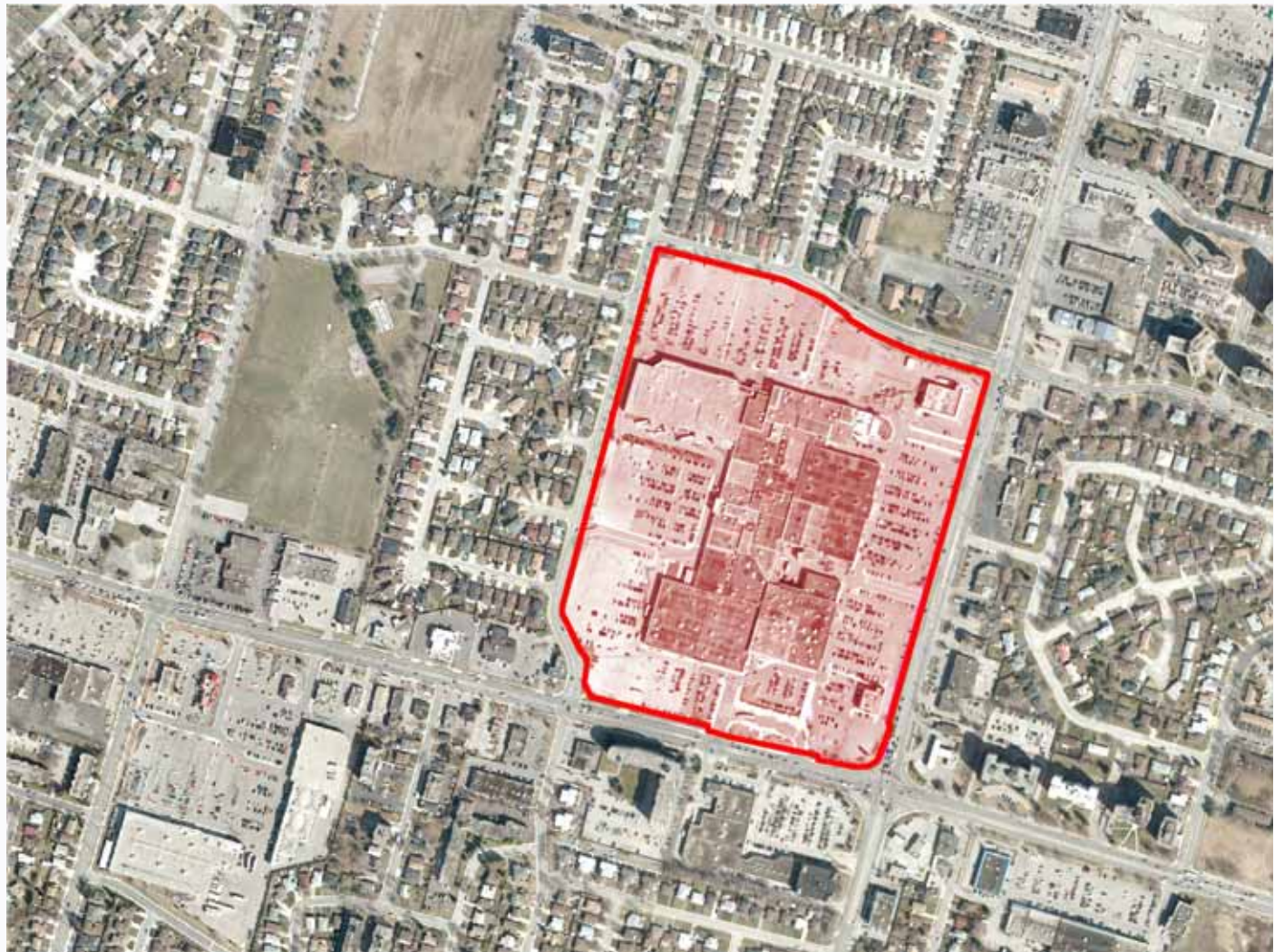
Concerns:

- 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



Hamilton
Public Works

B - Eastgate Square



Maintenance Facility Sites Review
August/September 2012



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.



Hamilton
Public Works

C - Zellers Plaza – Queenston @ Nash



Maintenance Facility Sites Review
August/September 2012



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.



Hamilton
Public Works

D – Barton @ Glendale (Mr. Used?)



Maintenance Facility Sites Review
August/September 2012



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

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



Hamilton
Public Works

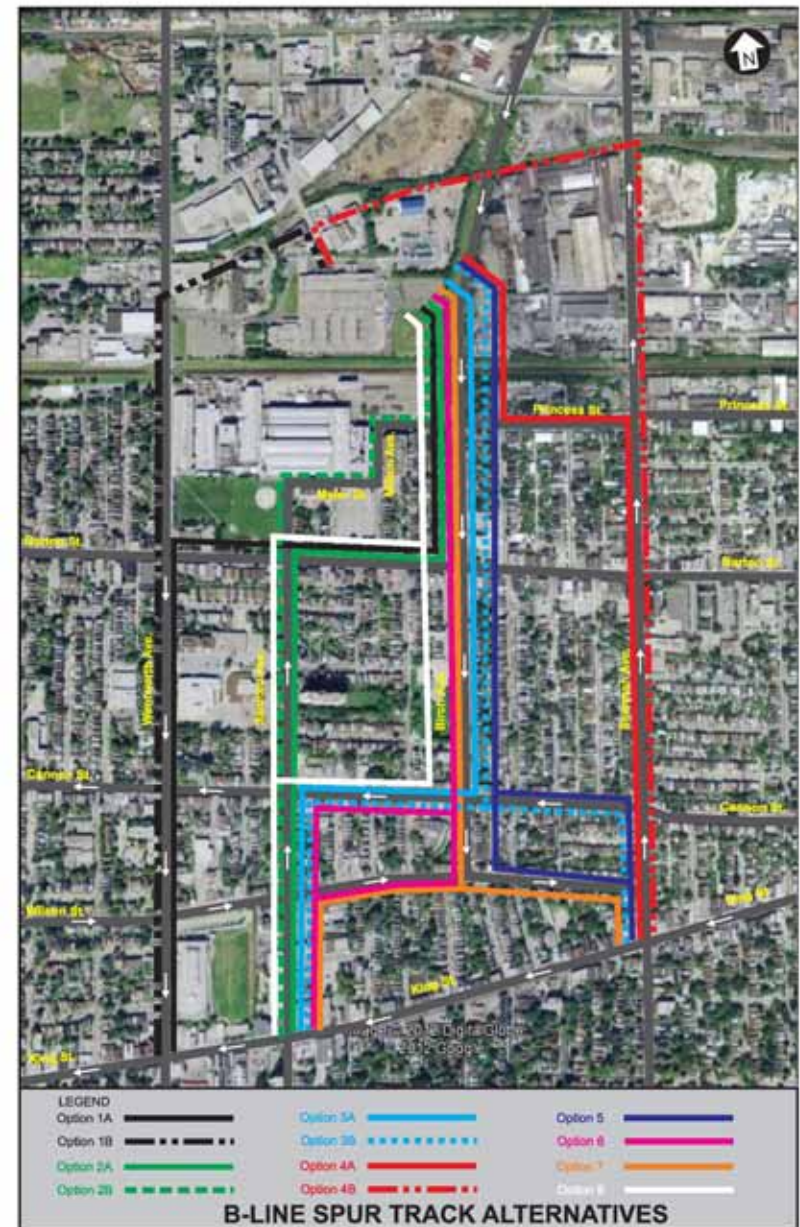
Preferred Site

330 Wentworth Street North recommended as preferred site



Hamilton
Public Works

Spur Line Options



Maintenance Facility Sites Review
August/September 2012

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

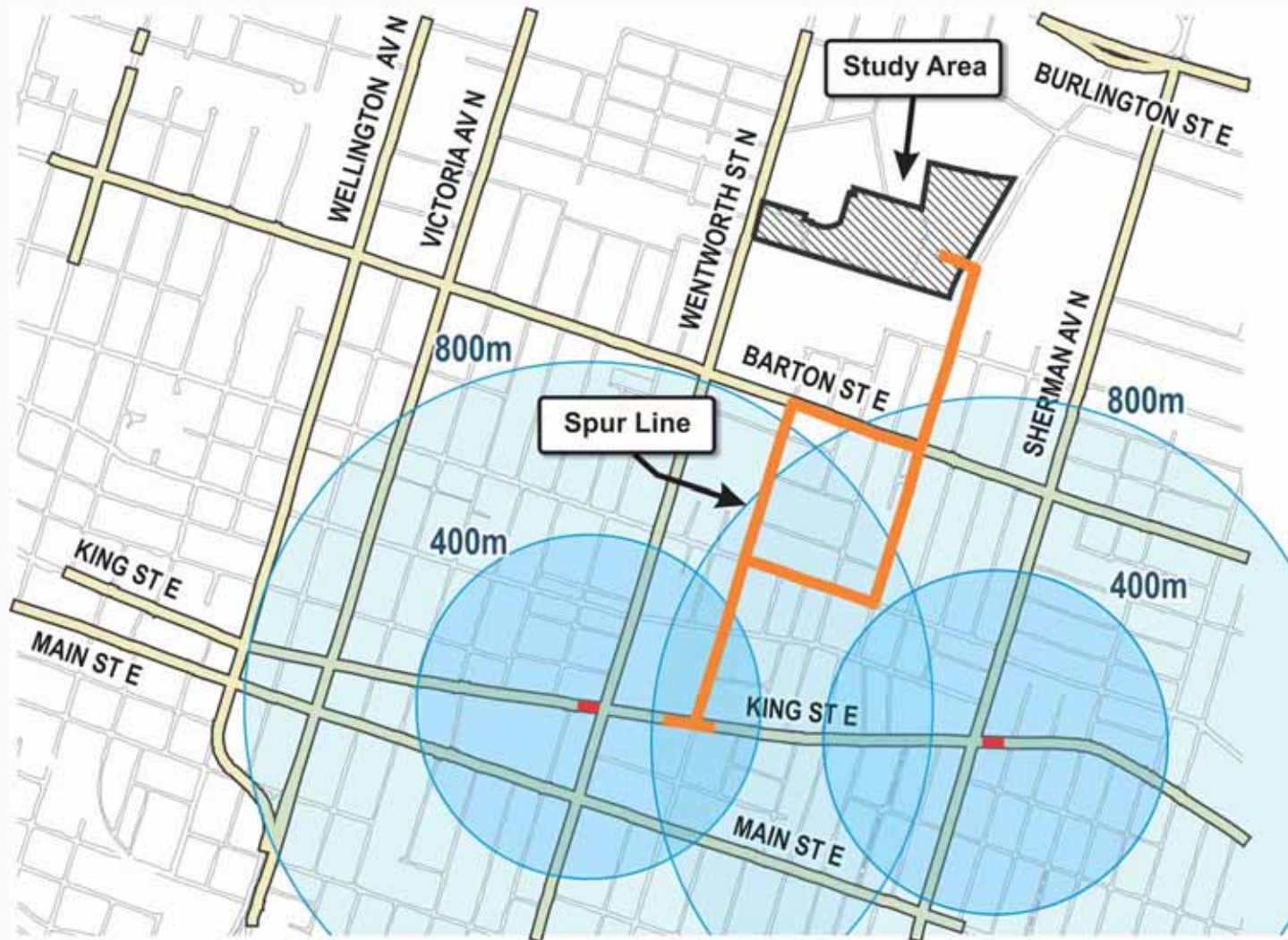
Spur Line Recommendation

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



Hamilton
Public Works

Walking distance to B-Line Stops



Maintenance Facility Sites Review
August/September 2012





Hamilton
Public Works



Rapid Transit
MOVING HAMILTON FORWARD

www.hamiltonrapidtransit.ca