



INFORMATION REPORT

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	January 17, 2017
SUBJECT/REPORT NO:	James Street North Mobility Hub Study Implementation Update (PED17012) (Wards 1, 2 and 3) (Outstanding Business List Item)
WARD(S) AFFECTED:	Wards 1, 2 and 3
PREPARED BY:	Alan Waterfield (905) 546-2424 Ext. 1251 Steve Robichaud Director of Planning and Chief Planner
SUBMITTED BY:	Jason Thorne General Manager Planning and Economic Development Department
SIGNATURE:	

Council Direction:

The James Street North Mobility Hub Study was presented to Planning Committee on September 19, 2014 and adopted by Council on September 24, 2014. Recommendation (b) of Report PED14169 directed Planning staff “to report back on the Implementation Strategies and Phasing Recommendations contained within the James Street North Mobility Hub Study.”

Information:

Background

The James Street North Mobility Hub is centred around the new West Harbour GO Station constructed by the Provincial Government (Metrolinx) on the west side of James Street North at Murray Street, as indicated on Appendix “A” to Report PED17012. It was identified as a mobility hub by Metrolinx in *The Big Move*, the Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA). Mobility hubs consist of major transit stations and surrounding areas, generally within a ten minute walk / 800 m. They connect regional and local transit services, such as GO Transit’s train and bus service, the Hamilton Street Railway’s (HSR’s) bus routes, and future light

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rapid transit (LRT) lines. Due to the greater level of transit service provided, and in accordance with Metrolinx's Mobility Hub Guidelines, mobility hubs have the potential to accommodate more residents and jobs in higher density development, also linked to cycling and pedestrian networks.

The James Street North Mobility Hub Study was prepared to identify opportunities and actions required to achieve a successful Mobility Hub.

Current Status of Implementation Strategies and Phasing Recommendations

The James Street North Mobility Hub Study as adopted by Council in September, 2014, included 19 items in its Implementation Strategies and Phasing Recommendations section. It noted that the full evolution of the Mobility Hub will occur incrementally over many years, and will involve multiple developers, stakeholders, supporting studies and implementation tools. The current status of each item is provided in the table below. They were phased into short, medium and long term recommendations.

It should also be noted that the Study predated the May 2015 funding announcement by the Provincial Government regarding LRT in Hamilton. The announcement established that the LRT project would extend to the Mobility Hub sooner than may have been anticipated, by including in the first phase the LRT A-Line spur up James Street North from King Street to the West Harbour GO Station, with further extension to the Waterfront subject to budget design. The LRT project work has implications for the implementation of the Mobility Hub study recommendations.

SHORT TERM

Recommendation 1: Finalize the James Street North Mobility Hub Study
Status: Complete
Comments: The Mobility Hub Study was presented to the September 19 2014 Planning Committee as draft Appendix B to Report PED14169. Following the adoption of Appendix B by Planning Committee and then Council on September 24, 2014, the draft notation was removed from the document to finalize the Study.
Recommendation 2: Establish a Mobility Hub Communications Plan
Status: To be initiated, in coordination with LRT communications and public engagement initiatives, and the West Harbour Community Engagement Strategy.

Comments:

The James North Mobility Hub Study is posted on the City website at www.hamilton.ca/jamesstngo. The study recommended that webpage also be used to provide updates for tracking development within the Mobility Hub, and to provide information about the related studies and initiatives that contribute to its implementation, including public engagement opportunities. This project update will also be posted to the webpage to begin that process.

The Mobility Hub Communications Plan needs to be co-ordinated with the efforts underway for the LRT project and through the West Harbour Community Engagement Strategy. Such co-ordination is necessary as the development potential for the James Street North Mobility Hub is driven in part by the opportunities provided by the West Harbour GO Station and future implementation of the LRT A-Line along James Street North. Metrolinx and City staff in the LRT Office have jointly developed a public communications and engagement protocol and maintain a comprehensive web presence to link to at www.hamilton.ca/lrt and www.metrolinx.com/HamiltonLRT.

In addition, in 2015 the City in partnership with Evergreen CityWorks and the community established a “one-stop” engagement process for initiatives in the West Harbour area where the Mobility Hub is located. The West Harbour Community Engagement Strategy resulted in scheduled monthly community conversation meetings for discussion and presentations by staff, consultants and community representatives on a variety of issues, based at the community storefront at 264 James Street North. These meetings have focused on development at the Waterfront (e.g. Piers 6-8 redevelopment, new marina and breakwater infrastructure, Bayfront Beach), and have also included other initiatives such as Central Park redevelopment, LRT implementation along the A-Line, and redevelopment of the CityHousing Hamilton portfolio at Jamesville. Many of these initiatives are related to implementation of the James North Mobility Hub. The information provided at www.hamilton.ca/westharbour provides links to those various studies and initiatives, and could provide the umbrella overview envisioned by the Mobility Hub Study recommendation.

Recommendation 3: Develop a Project Priority List
and

Recommendation 4: Implement Public Realm Pilot Project(s)

Status: Various public realm improvements are planned and/or have been implemented

Comments:

Section 3 of the Mobility Hub Study identified a number of public realm improvements such as new publicly accessible open spaces, streetscape enhancements, trail

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connections and public art opportunities. Recommendation 3 calls on the City to create a Project Priority List to facilitate the implementation of such improvements. Recommendation 4 is for the City to implement a priority project from the list in the short term to demonstrate commitment to the area and provide a catalyst for future development.

While a priority list of projects has not been formally established by City staff, several public realm projects have been completed in the study area:

- New pedestrian facilities have been introduced through the construction of the new West Harbour GO Station, including a pedestrian information kiosk (see Recommendation 12);
- The City undertook a process to commission a public art project, partially funded by Metrolinx, at the West Harbour GO Station. Over 450 people reviewed proposals and provided their preferred selection and comments to a volunteer citizen jury, which selected the work “Bead Maze” by Laura Marotta as the winning proposal in October 2015.
- Sidewalks with urban braille were installed in 2015 as part of the James Street reconstruction between Barton Street and the West Harbour GO Station;
- MacNab Street North from York Boulevard to Burlington Street has been converted to two-way traffic; and,
- A new boardwalk and transient docks have been installed at Pier 7.

Further streetscape reconstruction and improvements will be advanced through the LRT project (see Recommendation 5 below). The Strachan Street Trail is discussed at Recommendation 8.

Recommendation 5:
Streetscape Improvements to James Street North

Status: To be completed as part of LRT A-Line implementation

Comments:
Streetscape reconstruction and improvements will be completed during the LRT project, which includes James Street North along the A-Line corridor, from King Street to the West Harbour GO station, and potentially to a Waterfront station north of Burlington Street. Additional stations along this route are planned at Cannon Street and Ferrie Street.

The streetscape includes the surface treatment of streets, sidewalks and crosswalks, trees and other landscaping, pedestrian amenities such as street furniture, cycling facilities, lighting and utilities. The design and construction of streetscaping initiatives

along LRT corridors will be undertaken by the LRT project consortium, in accordance with the specifications to be determined by the City and Metrolinx in a Design Excellence and Principles Document. The document is to articulate the principles, requirements and key evaluative criteria that proponent bid teams competing on the Hamilton LRT project must incorporate in to their design. The LRT project team is currently gathering public input on design as part of its community engagement program, for consideration in the document.

Recommendation 6:

Undertake a Downtown to Waterfront Parking Strategy

Status: Not completed

Comments:

The Mobility Hub Study recommends a Downtown to Waterfront Parking Strategy be undertaken to ensure that parking strategies, such as standards for required parking in the future Zoning By-law, support the future infill development and intensification anticipated in the Study area, and do not negatively impact the adjacent neighbourhood.

A summary analysis of parking issues within the Mobility Hub Study area as a whole has not been completed to date; however, the following parking studies have examined specific locations within or near to the Study area:

- Downtown - The March 2013 Downtown Hamilton Parking Study and Parking Garage Assessment conducted by MMM Group identified high demand parking areas. It led to a Request for Information process and subsequent negotiations with various proponents for the development of a Downtown parking structure.
- Waterfront – The June 2016 Pier 7/8 Parking and Traffic Impact Studies assess the potential impacts of the planned Pier 7/8 development on the traffic in the surrounding road network, assess the amount of parking required to meet the needs of the planned development, and include a Transportation Demand Management (TDM) plan. An overall West Harbour Waterfront Parking Strategy provides recommendations for the broader waterfront area.
- Co-ordination is required with additional parking analysis within the Mobility Hub area that may be conducted as part of the LRT project’s development of Parking and Loading Strategies for the LRT corridors.

Recommendation 7:

Develop a Hamilton Green Standard

Status: Not completed

Comments:

The Mobility Hub Study recommended that the City establish a set of performance measures with supporting guidelines related to sustainable site and building design for new development within the Mobility Hub. A development guideline specific to the implementation of “green” standards has not been created to date. Staff are monitoring proposed changes to the Municipal Act that would enable municipalities to pass by-laws related to green standards and will report back when more details are provided through the Province’s consultation process. Energy efficient and environmentally designed development is encouraged in various City policies and is supported by the City’s LEED Grant Program. The LEED program provides incentives for commercial, mixed-use and multi-unit residential projects to include design elements necessary to achieve LEED (Leadership in Energy and Environmental Design) rating certification.

Recommendation 8:

Undertake a Strachan Street Green Corridor and Trails Connection Study

Status: Recognized in the 2016 Recreational Trails Master Plan

Comments:

Most of the property along the south side of Strachan Street and north of the railway corridor was acquired by the City for the Perimeter road concept that was later abandoned. The properties were subsequently designated as Open Space in the West Harbour (Setting Sail) Secondary Plan, which identified potential trail extensions along Strachan Street on Schedule M-5, Public Realm.

The 2016 Recreational Trails Master Plan identifies as Initiative 2-2 a future multi-use boulevard trail connection along the south side of Strachan Street East between James Street and Ferguson Avenue, extending the boulevard trail in place on the south side of Strachan Street West between Bay Street and James Street. The more detailed design of the corridor as a linear park as proposed in the Mobility Hub Study has yet to be advanced.

Recommendation 9:

Undertake Multi-Modal Transportation Impact Assessments

Status: Ongoing

Comments:

The Mobility Hub Study recommends that the City require larger new developments, with a combined gross floor area over 7,000 square metres, to undertake Multi-Modal Transportation Impact Assessments to determine their impact on transportation including walking, cycling, transit and vehicles. City staff can require the submission of

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transportation impact studies as part of the “other information and materials required to deem *Planning Act* applications for official plan amendment, Zoning By-law amendment, draft plan of subdivision and site plans complete,” in accordance with Urban Hamilton Official Plan, Volume 1, Section F.1.19 Complete Application Requirements and Formal Consultation. Depending on the specifics of the development proposal, the studies may involve a cycling route and/or pedestrian route analysis, parking analysis, transit assessment, traffic calming options report, and transportation demand management options report (see also Recommendation 13), to ensure that transportation impacts are assessed for multiple modes and expanding mobility choices. For example, parking analysis submitted for more recent higher density development applications in Downtown Hamilton have addressed not only automobiles but also the provision of secure bicycle parking, car share spaces, and options such as unbundling the parking such that it is sold separately from the dwelling units, and developer subsidized transit passes for units owners in the building for the first two years.

Recommendation 10:
Official Plan and Zoning Amendments

Status: Ongoing for various parts of the Mobility Hub Study Area; pending for others

Comments:
The Mobility Hub Study objectives included, among others, to identify appropriate locations to direct intensification, and to identify potential changes to the existing policy framework in order to facilitate future transit-supportive development. The Study highlighted six focus areas that were expected to undergo the greatest change, and prepared ten demonstration sites (development examples) to illustrate how those changes could take place. It recommended that official plan and zoning by-law amendments be considered to increase the permitted height and provide greater flexibility in the range of permitted uses permitted on the ground floor along the James Street corridor.

The recommendations contained in the Mobility Hub Study provide rationale for making amendments to land use policy in the West Harbour Secondary Plan area. Any amendments will be undertaken in accordance with the process legislated under the Planning Act, including public consultation.

The City is currently focusing attention on City-owned property within the area, including the waterfront (Piers 5 to 8), the Barton-Tiffany lands and the CityHousing Hamilton portfolio at Jamesville and 500 MacNab Street North. At the waterfront, zoning by-law amendments are pending to facilitate the redevelopment of Pier 8. Through the Barton-Tiffany Urban Design Study, Planning staff has direction to proceed with specific official plan amendments within the Barton-Tiffany area, which will be brought forward to

Planning Committee in 2017. Properties fronting James Street North from Cannon Street to the West Harbour GO Station are currently being considered through Downtown Hamilton Secondary Plan review. These properties are being added to the Downtown Hamilton Secondary Plan in order to align its boundary with that of the Downtown Urban Growth Centre as defined in the Urban Hamilton Official Plan. Future rezoning of the other sections of the Mobility Hub will be considered through the next phases of the comprehensive City-wide rezoning project. This may include the application of the new Transit-Oriented Corridor zones or future Commercial and Mixed Use zones to James Street North/LRT A-Line corridor from the West Harbour GO Station to Guise Street.

MEDIUM TERM

Recommendation 11:

Undertake a Mobility Hub Marketing/Branding Strategy

Status: Not completed

Comments:

The Mobility Hub Study recommended a Marketing/Branding Strategy be developed and applied to marketing, communications and project materials related to Mobility Hub initiatives. It noted that the branding could extend to future wayfinding signage and streetscape designs and contribute to placemaking around the West Harbour GO Station. Such a Branding Strategy will require co-ordination with the future branding initiatives of the LRT project, as well as the Integrated Mobility Brand and Marketing Strategy undertaken for HSR.

Recommendation 12:

Create a Comprehensive Wayfinding Strategy

Status: Implementation ongoing

Comments:

The Mobility Hub Study noted that the City had initiated an update to its existing wayfinding network. The wayfinding initiative was led by the Urban Renewal Section of the Economic Development Division and commenced in 2014 in order to have operational signage in place for the 2015 Pan Am Games. Phase 1 therefore focused on the lower city between Hwy 403 and the Red Hill Valley Parkway. Its purpose was to design and install a new system of signs with a greater level of legibility and a consistent, unified look. It has included the installation of vehicular-oriented signs to direct motorists from Highway 403 and York Boulevard to destinations and attractions in the Downtown and West Harbour, and pedestrian information centres (kiosks) including

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one on James Street North at the West Harbour GO Station.

Next steps include the installation of vehicular-oriented wayfinding signs on Burlington Street/Nikola Tesla Parkway and for municipal parking lots. Additional community wayfinding installations will be considered as part of the station design and streetscaping improvements along the LRT corridor (noted above in Recommendation 5).

Recommendation 13:

Require Transportation Demand Strategies for Site Plan Approval

Status: Complete

Comments:

The Mobility Hub Study recommended that site plan applications for larger developments be required to submit transportation demand strategies. Transportation Demand Management (TDM) encompasses a range of strategies to shift travel modes by supporting walking, cycling, taking transit or carpooling instead of driving alone, and to reduce vehicle trips and parking requirements with initiatives such as car share spaces, cycling facilities and transit fare programs. The Mobility Hub is well-suited for TDM strategies because of its greater level of transit service, as well as its mix of land uses that can reduce the number and duration of trips by providing places to both live and work in the same area.

City staff can require the submission of a “Transportation Demand Management Options Report” as part of the “other information and materials required to deem Planning Act applications for official plan amendment, Zoning By-law amendment, draft plan of subdivision and site plans complete,” in accordance with Urban Hamilton Official Plan, Volume 1, Section F.1.19 Complete Application Requirements and Formal Consultation. The City’s Transportation Demand Management Land Development Guidelines were completed in June 2015. The guidelines were created as a tool for developers and City staff to include TDM initiatives into the development approvals process and contain information about ways to integrate TDM into new development and redevelopment projects.

Recommendation 14:

Review and Update Existing Street Standards

Status: Partially complete through area-specific design studies

Comments:

The Mobility Hub Study recommends that existing street standards be reviewed to

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ensure they will facilitate the implementation of complete streets where feasible within the Study area. Street standards and cross-sections have been recommended in urban design studies for specific areas. In the Barton-Tiffany area, Council has directed Public Works and Planning staff to implement the Streetscape Design Guidelines and conceptual right-of-way sections as illustrated in the Barton-Tiffany Urban Design Study. The street standards recommended through the Pier 7/8 Urban Design Study are being accommodated in the draft plan of subdivision for that area. Street standards and future cross sections along James Street North will be determined by the LRT project and its streetscaping initiative.

Recommendation 15:
Establish Partnerships with Transit Providers

Status: Complete

Comments:
The Mobility Hub Study highlighted the need to provide seamless mobility between transit systems, and to the connecting pedestrian, cycling and traffic networks. The City and Metrolinx are working in partnership to implement the Hamilton LRT project. In doing so, they will co-ordinate scheduling between the connecting transit systems (i.e. GO Transit, LRT, HSR bus routes).

Recommendation 16:
Promote Design Excellence at the City's Urban Design and Architecture Awards

Status: Ongoing

Comments:
The City of Hamilton's bi-annual Urban Design and Architecture Awards include various categories through which development projects and public realm initiatives completed in the Mobility Hub could be recognized, such as Architecture, Adaptive Reuse, Heritage Restoration, Landscape Architecture, Placemaking, Streetscape, and Urban Regeneration.

In addition, the Design Review Panel (DRP) has input to promote design excellence within the Mobility Hub. As per the Council-approved DRP mandate, various zoning and site plan applications within the Downtown Hamilton Secondary Plan area and "Areas of Major Change" and "Corridors of Gradual Change" within the West Harbour (Setting Sail) Secondary Plan area may be subject to review by the DRP.

Recommendation 17:

Establish a Mobility Hub Programming Strategy

Status: Not complete

Comments:

The Mobility Hub Study recommends a Programming Strategy be undertaken to identify specific events, festivals and programming elements that take place within the Mobility Hub. This information would be provided through directional wayfinding for people travelling through the West Harbour GO Station/LRT A-Line stop to specific destinations and events. This strategy will require the co-ordination of City staff, HSR and Metrolinx initiatives noted above.

LONG TERM

Recommendation 18:

Establish Partnerships between Institutions, Employers, Transit Agencies, and Local Artists

Status: Ongoing

Comments:

In addition to the City-Metrolinx partnership discussed above (Recommendation 15), the Mobility Hub Study points out that the cooperation of a variety of parties is necessary to support transit-supportive land use and development strategies that can help ensure Mobility Hub intensification objectives are realized. Programs such as Smart Commute Hamilton encourage the use of active and sustainable transportation. Smart Commute is an association led by the City that provides a number of services to employers and institutions such as travel demand analysis, carpool matching, education and awareness of expanding mobility choices, including Hamilton's bike share and car share programs. As development in the Mobility Hub progresses, such partnerships should extend to the development industry to support the integration of Transportation Demand Management (TDM) strategies in new residential developments, such as cycling facilities and transit programs. Continued partnerships with local community groups, including artists, can foster public realm improvements as discussed above in Recommendations 4, 5 and 16, and which can improve the overall experience of a seamless transportation network.

Recommendation 19:

Monitor Implementation of the Mobility Hub Study

Status: Ongoing

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Comments:

This Report is the first periodic update that will provide a collective overview of various projects and initiatives undertaken within the Mobility Hub Study area, in order to track implementation of the Study recommendations. Future updates will be able to measure residential and commercial growth that is expected in Mobility Hub areas, based on development activity. Individual projects and initiatives may also provide their own project-specific reporting as they are advanced (e.g. LRT project, Official Plan and zoning by-law amendments, site specific park and trail development).

Community planning staff is preparing a publication for distribution in the neighbourhood that will reference various projects throughout the West Harbour Area including those related to the Mobility Hub Study, as well as the Barton-Tiffany Urban Design Study.

APPENDICES AND SCHEDULES ATTACHED

- Appendix "A": James Street North Mobility Hub Study Area Map