



Welcome

- The Hamilton Conservation Authority is preparing a Master Plan for the Spencer Gorge-Webster's Falls Conservation Area
- Tonight we will present our findings to date and ask for your evaluation of the Preliminary Concept Options

GSP GROUP Paradigm S. LLEWELLYN & ASSOCIATES LIMITED

Meeting Agenda

1. Project Team – introduce...
2. Purpose of the meeting tonight...
3. Master Plan Framework – describe...
4. Concept Options – pros & cons...
5. Questions –
6. Concept Evaluation – your input....

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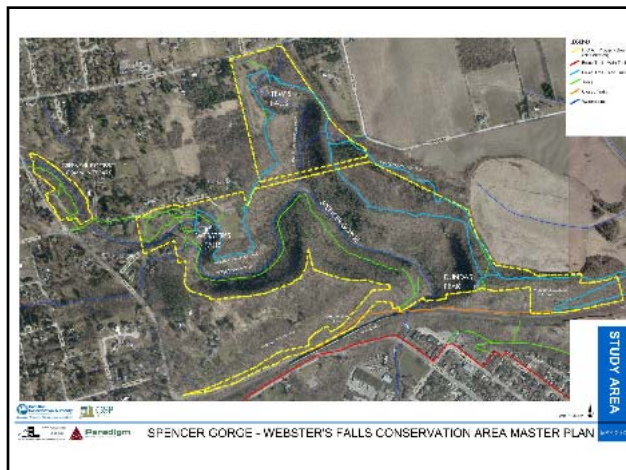
Project Team

- GSP Group Inc.
Planners and Landscape Architects
- Paradigm Transportation Solutions LTD.
Transportation Planning
- S. Llewellyn & Associates Limited
Civil Engineering

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Master Plan Project Framework

1. Background
2. Goals and Objectives
3. Planning and Development Controls
4. Inventory and Assessment
5. Public Consultation
6. Transportation
7. Visitor Needs and Park Use
8. Concepts



Spencer Gorge/Webster's Falls Conservation Area



Planning & Development Controls

- Greenbelt Plan
 - UNESCO-Niagara Escarpment
1. Biosphere reserves address one of the most challenging issues we face today: how to maintain the health of natural systems while meeting needs of communities?
 2. Biosphere reserves demonstrate a balance between conservation and development

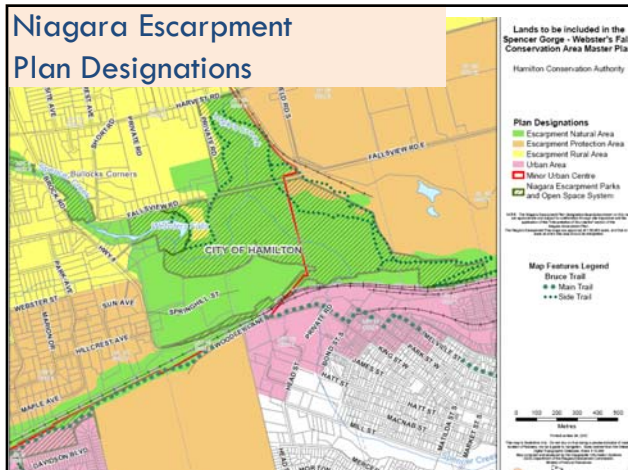


Planning & Development Controls

- Niagara Escarpment Plan (NEP)-is the principal provincial planning document to which the area must conform. For the study area, there are three plan designations
 - ▣ Escarpment Natural Area
 - ▣ Escarpment Protection Area
 - ▣ Escarpment Rural Area



Niagara Escarpment Plan Designations



Niagara Escarpment Plan Designations

- Escarpment Natural Area
 - ▣ Maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated cultural heritage features
 - ▣ Encourage compatible recreation, conservation and education activities, and
 - ▣ Maintain and enhance the landscape quality of Escarpment features
- Escarpment Protection Area
- Escarpment Rural Area



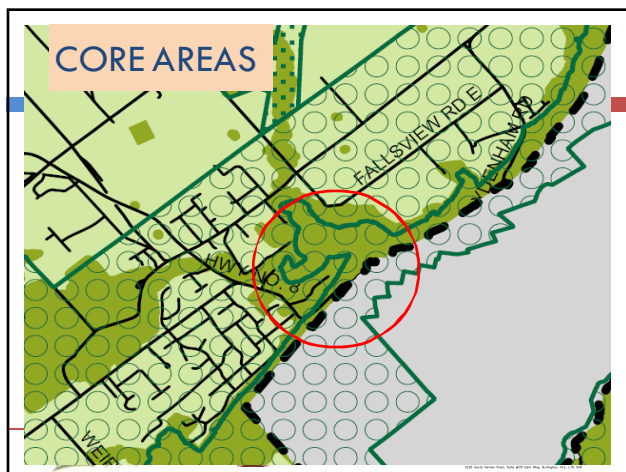
Planning & Development Controls

- Niagara Escarpment Parks and Open Space System (NEPOSS)
 - ▣ A linear public park system that protects distinctive features and significant areas along the Niagara Escarpment
 - ▣ The Bruce trail serves as common public link



Planning & Development Controls

- Rural Hamilton Official Plan-
 - Core Area
 - Greenbelt Protected Countryside
 - Life Science ANSI
 - Significant Woodland
 - Local Natural Area ESA



Inventory and Analysis-Webster's Falls



Inventory and Analysis-Dundas Peak



Inventory and Analysis-Spencer Gorge



Inventory & Analysis-Community Support



Public Information Centre #1 –March 21



Inventory & Analysis-Visitors

1. 1976 Survey

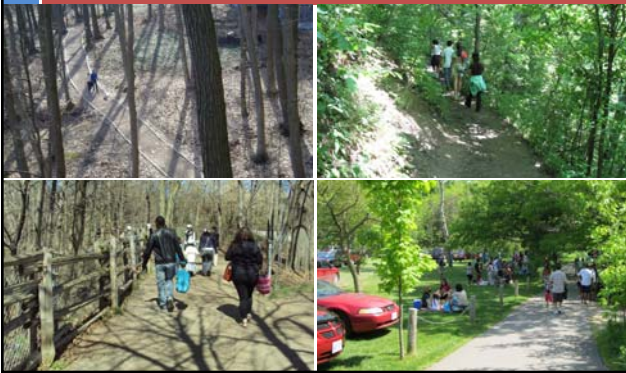
1. 52%- Hamilton (Ancaster, Dundas, Flamborough, Stoney Creek)
2. 37%-Burlington, Cambridge, Guelph, Kitchener
3. 11% -Toronto

2. 2012 Survey

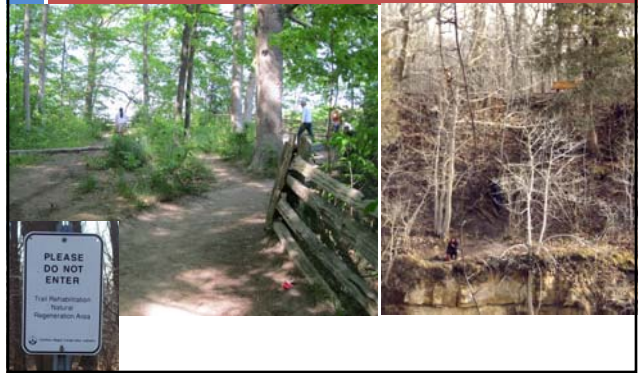
1. 70% -Toronto
2. 13% -Mississauga
3. 11%- Burlington, Cambridge, Kitchener, Woodstock
4. 6%- Hamilton



Inventory & Analysis-Trails



Inventory & Analysis-User Impacts



Inventory & Analysis-User Impacts



Inventory & Analysis-Dundas Peak



Inventory & Analysis-Escarpment Access



Inventory & Analysis-Picnic



Inventory & Analysis-Picnic



Inventory & Analysis-Heritage Features



Inventory & Analysis-Spencer Creek



Inventory & Analysis- Spencer Creek



Inventory & Analysis-Stairs

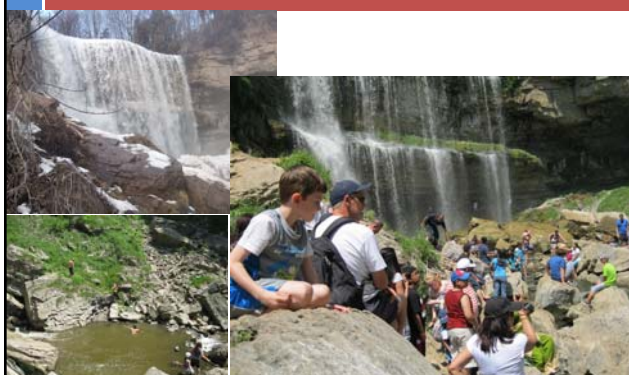


Table 6: Gorge Stair Count

Analysis-Webster's Falls –May. 2012

Time	May 12 Down	May 12 Up	May 19 Down	May 19 Up
10 to 11am	18	13	30	9
11 to 12am	61	31	76	41
12 to 1 pm	141	83	203	118
1 to 2 pm	142	123	187	149
2 to 3 pm	163	159	252	228
TOTAL*	525	409	748	545

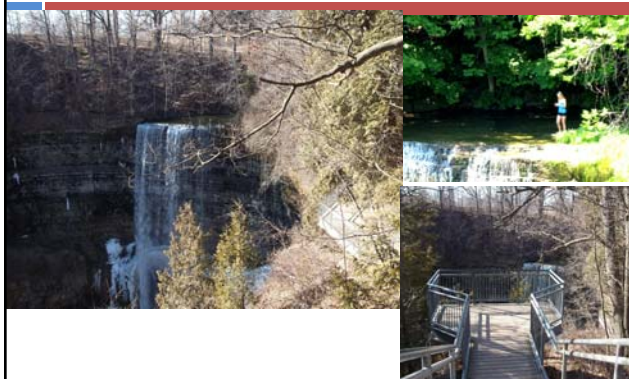
Inventory & Analysis – Webster's Falls



Inventory & Analysis – Gorge



Inventory & Analysis-Tew's Falls



Inventory & Analysis-Signage



Analysis-Transportation

- Existing Transportation System
- Site Access
- Existing Parking Conditions

Analysis-Webster's Falls Parking Lot



Analysis-Tew's Falls Parking Lot



Inventory & Analysis- Greenville Optimist Community Park



Analysis – Issue Identification

- Current roadway and driveway design
- Driveway congestion and queuing at Webster's Falls
- Impeded Emergency Access at Webster's Falls
- Driveway congestion and queuing at Tew's Falls
- Queue spill back onto Harvest Road

Analysis - Parking Survey

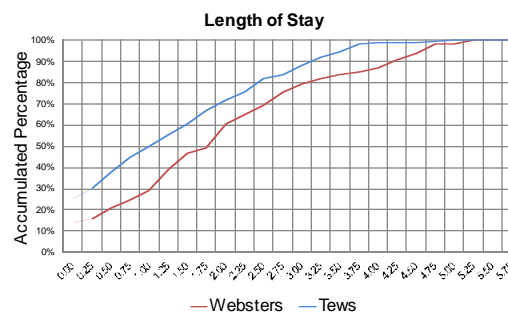
- Parking Surveys conducted on Good Friday and during Victoria Day long weekend.
- May 20th survey represented “peak” holiday conditions.
- Parking survey confirmed “peak” parking demand, duration and utilization.

Survey Results

Off-Street Parking Demand

Facility	Type	Parking Supply	Peak Accumulation (3:30 p.m.)
Webster's Falls Parking Lot	Gravel Lot	85	85
	Overflow	190	190
Tew's Falls Parking Lot	Gravel Lot	26	26
	Overflow	200	200
Greenville Optimist Park	Gravel Lot	25	48
Greenville Elementary School	Asphalt Lot	32	50
Resulting Off-Street Parking Supply & Demand		558	599

Survey Results



Survey Results

On-Street Parking Demand

Block Face	From	To	Maximum Accumulation	Peak Accumulation (3:30 p.m.)
Harvest Road	Brock Road	Ofield Road	6	2
Short Road	Harvest Road	Fallsview Road	0	0
Fallsview Road	Short Road	East Limits	4	0
Forest Avenue	Harvest Road	Meldrum Avenue	42	42
Webster's Falls Road	Area in front of gate		2	0
Tew's Lane & Medwin Drive	Harvest Road	Limits	58	58
Ofield Road	Harvest Road	Fallsview Road East	4	4
Resulting On-Street Peak Parking Demand				107

Survey Results

Parking Demand – Supply Relationship

Parking Demand	Total Off-Street Parking Supply	"Formal" Parking Supply
706	558	111
Difference (+/-)	-148	-595

- Peak parking demand of 706 vehicles
- Available supply of only 558 parking spaces
- Maximum demand of 1.26 times the available supply

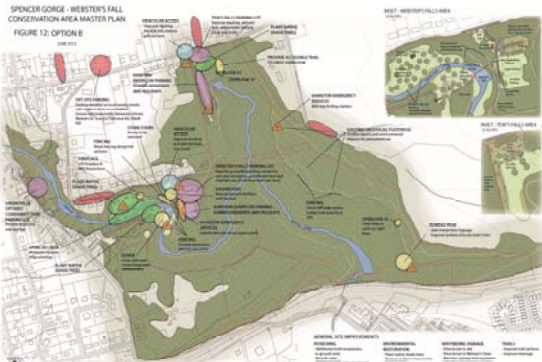
Conclusions – Traffic and Parking

- Available parking "supply" cannot accommodate peak "demand";
- Inadequate parking supply results in undesirable impacts;
- **Need to develop a solution that serves both the HCA and local community.**

Analysis-Transportation

- Existing Transportation System
- Site Access
- Existing Parking Conditions

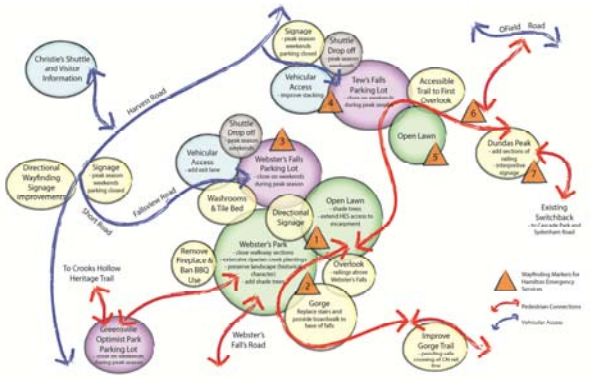
Option B-Master Plan



Option B-Master Plan



Option C-Functional Diagram



Option C-Master Plan



Option C-Master Plan

INSET - WEBSTER'S FALLS AREA
SCALE NTS



Proposed Shuttle Details

- Shuttle service to originate at Christie Lake
- Shuttle to operate during weekends and holidays from April to October
- On-site parking at Webster's and Tew's to be prohibited while shuttle is in service
- Estimated daily cost of \$850 to run a single shuttle bus

Questions

Thank You