Hamilton Downtown Mobility Street Master Plan
(Bay, James, John, Hunter and Cannon Streets)

Prepared for the City of Hamilton, 2003

The MBTW Group
Urban Strategies Inc.
McCallum-Sather Architects
O’Connor Consultants Inc.
The Hamilton Downtown Mobility Street Master Plan:
Bay, James, John, Hunter and Cannon Streets

The Streetscape Master Plan for Mobility Streets is an Action Strategy Intended to:

- Guide public realm improvements within the core city.
- Assist with on-going & future streetscapes planning.
- Define specific streetscape implementation linkages and projects which can be realized through capital projects over the next 10 to 15 years.
- Enhance the pedestrian amenity and civic image of mobility streets.
- Strengthen linkages to the waterfront, the escarpment, to neighbourhoods and other key areas of the city.
- Identify key open space resources within the city.
- Establish a high standard of design as a model for private sector initiatives.
- Enhance the character and sense of place within the core City

The Master Plan adopts a comprehensive and integrated approach to streetscape design to support and build upon the recommendations of the Downtown Secondary Plan, the Downtown Transportation Master Plan, as well as key findings emerging through key community consultation events.

The Master Plan establishes a clear vision and action plan for the five subject streets to establish a safe, attractive, pedestrian friendly and green public environment as a renewed setting for continued economic, social, cultural, neighbourhood and recreational development within the core city area.

The Goals of the Master Plan: Build on established City goals and objectives as well as the results of public consultation events associated with their initiatives.

- Enhance the pedestrian amenity and civic image of mobility streets.
- Strengthen linkages to the waterfront, the escarpment, to neighbourhoods and other key areas of the city.
- Identify key civic spaces and priority areas for specific or special streetscape treatment.
- Develop recommendations for the enhancement of open space resources within the city.
- Establish a high standard of design as a model for private sector initiatives.
- Enhance the character and sense of place within the core City

The Master Plan for Hamilton Downtown Mobility Streets

The Downtown Design Strategy
1999

Downtown Secondary Plan
2000

Downtown Transportation Master Plan
2003

Streetscape Action Plan for Hamilton Downtown Mobility Streets
2003

Streetscape Master Plan for Hamilton Downtown Mobility Streets
2003

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The Master Plan for Downtown Hamilton Mobility Streets is a Two-Tiered Planning and Implementation Framework.

In keeping with the approved policies of the Downtown Secondary Plan, the Master Plan identifies general strategies for the enhancement of the public realm at the downtown/city scale. These strategies are then used to inform specific streetscape projects and linkage initiatives at the scale of the street and block and provide a clear framework to guide implementation in the field.

This two-tiered approach balances an understanding of urban systems with an understanding of the local context. It will achieve a linked network of parks and open spaces at the scale of the downtown city core and a transportation system which balances the need to move vehicles with the need to create improved environments for pedestrians, bicycles, and human activities. At the local level, the Master Plan responds to special cultural, heritage and character areas and strengthens these areas to support continued growth, positive change and reinvestment which will contribute to the quality of life and vitality within the core city.

The Components of the Master Plan:

**Tier 1 - Understanding Urban Systems**

4 Master Plan Strategies - address four key topics or urban systems and their inter-relationships, which have a role in defining or shaping the master plan initiative.

1) Open Space Linkage
2) Movement & Pedestrian Priority
3) Streetscape Precincts & Character Areas
4) Special Urban Places

28 Master Plan Principles - Support the general Master Plan strategies and outline specific recommendations which are carried forward and demonstrated through detailed streetscape precinct plans.

**Streetscape Design Guidelines** - Provide effective, implementable design criteria to guide general streetscape and precinct specific streetscape development. Design guidelines should be interpreted with a measure of flexibility to ensure desired variation within the urban environment.

**The Master Plan Vision** - Brings together the Master Plan strategies and principles to establish a comprehensive vision for the public realm on downtown mobility streets.

**The Streetscape Action Plan - Linkages and Projects** - Establishes a logical framework of distinct streetscape linkages and projects which can be integrated within the City’s long term capital budget and implemented over time. The Summary Matrix provides an overview of project type, general streetscape components, movement and functional characteristics, special features and design elements, and recommendations for implementation and phasing of Action Plan projects and linkages.

**Tier 2 - Application of an Urban System Approach at the Local Level**

16 Precinct Plans - Detailed Streetscape Designs for Streetscape Master Plan Linkages and Projects - Demonstrate the detailed application of Master Plan strategies and principles at the scale of the street and the block and will result in implementation projects in the field.

**Implementation** - In general, the Master Plan process will result in the development of specific streetscape linkages and projects demonstrating the application of Master Plan strategies and principles. Additional Master Plan recommendations are identified to support the overall objectives of the Master Plan and facilitate the implementation of recommended projects, or the ongoing process of co-ordinating municipal activities toward Master Plan projects and objectives.

The implementation will be subjected to site conditions, and other feasibility constraints. Further public consultation will be available.
Master Plan Strategy: OPEN SPACE LINKAGE

Successful cities have a highly developed and connected public realm consisting of a linked network of parks, streets, private open spaces, natural areas, trails and regional recreational destinations.

Hamilton’s core city has many remarkable open space resources which can be linked together to create a wonderful and diverse system of open spaces including the Niagara Escarpment, the Bruce and Chedoke Trails, key waterfront and recreational areas associated with Bayfront Park and Piers 4 through 8, Cootes Paradise, and many lovely urban parks.

To achieve a connected public realm, streets must be more than traffic arteries - they must be considered a vital component of the city’s open space network. Performing as both a place and a linkage.

The Streetscape Master Plan LINKAGE STRATEGY seeks to create an attractive and connected public realm by re-positioning mobility streets as an essential component of the city’s overall open space framework. Mobility streets should provide an attractive, tree-lined public setting for sitting, walking, shopping, cycling, blading, having lunch, enjoying civic and cultural events, and meeting friends and neighbours. This strategy will re-image the civic nature and quality of mobility streets through extensive street tree planting, recommendations for new trail connections and way-finding, and recommendations for enhancements to existing open space resources, parks, schools, and cultural landscapes. It will create a green network of connected open spaces as a renewed setting for public urban life and continued economic growth and reinvestment in the core city. The LINKAGE STRATEGY will result in improved connections between the Escarpment and the recreational amenities of the waterfront - better linking people, neighbourhoods, districts and destinations throughout the core city.
Green the Streets. A primary objective of the streetscape initiative is to significantly green mobility streets through extensive street tree planting within the downtown and core residential neighbourhoods. Greening the streets will:

- Enhance the quality of the pedestrian, retail and business environments
- Clearly delineate the pedestrian environment from the vehicular realm
- Establish a continuous overhead tree canopy to reinforce and spatially define the pedestrian environment
- Improve the health of the ‘Urban Forest’
- Support the development of a linked system of parks and open spaces.

Develop a Continuous Pedestrian Environment. A continuous pedestrian environment consisting of sidewalks or walkways, street lighting, street furnishings and street tree planting will be developed along the length of mobility streets within the public right of way. The pedestrian environment will be extended across the vehicular environment at street intersections and pedestrian crosswalks.

Expand the Pedestrian Environment in Commercial, Mixed Use and Business Districts. The pedestrian environment will be expanded beyond the public right of way to the building front in high pedestrian use areas including commercial, mixed use and business districts. These areas will generally exhibit materials consistent with those within the public right-of-way and will be subject to site plan approval.

Enhance the Total Open Space Resource. Hamilton has many beautiful open space resources including historic and institutional landscapes, parks, school yards and cultural landscapes that add to the city’s unique sense of place and provide important visual or recreational amenities. These resources, both publicly and privately owned, will be enhanced and connected through the Master Plan initiative, specific streetscape linkage and master plan projects, future and on-going municipal projects and partnership agreements. These projects and activities will:

- Protect and enhance the total public and private open space resource as a valuable asset within the city’s overall open space system that meets a diverse range of recreational needs.
- Permit the continued enhancement of core city streets through recommendations for new streetscape Master Plan studies.
- Create new and enhance existing trail and park linkages to the waterfront and Waterfront Trail and to the Niagara escarpment and Bruce and Chedoke Rail Trail.
- Create an inviting and welcoming interface between private open space and the public street, updating unattractive perimeter fencing and signage and screening unattractive views and parking.
- Strengthen the quality of the public realm through landscaping and street tree planting on private lands
- Establish partnership agreements to permit the development of specific Master Plan streetscape linkages and projects involving the cooperation of private land holders.
- Ensure that both public and private open spaces present clear physical and visual orientation and access, are well lit, safe and provide appropriate streetscape furnishings for visitors.
- Screen parking, service and loading areas.

Develop a Way-Finding System to Strengthen the Connection between the Waterfront, Escarpment and Established Trails. The waterfront, Niagara escarpment and the landscape and natural areas abutting the Waterfront Trail including Cootes Paradise provide an exceptional recreational amenity to the city and region. Mobility streets provide the urban connection between these amenities and a way-finding system incorporating the logos of the Bruce Trail, Waterfront Trail and Chedoke Rail Trail will be developed to assist residents and visitors in finding and experiencing these assets.

Open Space Linkage

Hamilton Downtown Mobility Street Master Plan (Bay, James, John, Hunter and Cannon Streets)

Implementation

1) The city should establish partnership agreements with the owners of important private open spaces to protect and enhance the total open space resource, permit the development of Master Plan linkages and projects, and facilitate future streetscape and planning initiatives within the core city. Partnerships should be established with both school boards and the listed agencies and institutions on the Master Plan strategy panel titled ‘Special Urban Places’, including agencies focused about the civic precinct, owners of significant heritage structures, and owners of important cultural landscapes.

2) The city should develop a formal method of recognition of partner agencies and institutions. This should include a site marker or signage plaque indicating a partner agency is a cooperative part of the Streetscape Master Plan process. A general recognition of partners should be acknowledged at major city-sponsored events.

3) The city should undertake streetscape Master Plans for the following streets to continue the process of enhancing the public realm:

- York Boulevard from Bay Street to the Harvey Park
- Burlington Street from James Street to Victoria Avenue
- Catherine Street from Cannon Street to Hunter Street
- Mary Street from Barton Street to King Street
- Jackson Street from Wellington Street to McNab Street
- McNab Street from King Street to Hunter Street
- George Street from Queen Street to Bay Street
- Main Street from Queen Street to Wellington Street
- Market Street from Caroline Street to Bay Street
- Queen Street from King Street to York Boulevard
- Strachan Street from Ferguson Avenue to Bay Street and Bayfront Park

4) The city should undertake the detailed design and installation of the Master Plan’s action plan projects S4 - P1, S1 - P1, S7 - P2, S7 - P3, S3 - P1 and S6 - P1(see action plan) to enhance park, open space and trail head areas providing access to the waterfront and to the escarpment.
Master Plan Strategy: MOVEMENT & PEDESTRIAN PRIORITY

Streets are critical public places that accommodate the transportation system for pedestrians, vehicles and cyclists in the core area.

The Downtown Transportation Master Plan has demonstrated two important findings that are significant to the streetscape Master Plan initiative. First, a return to a two-way movement system on key retail streets James and John can be successfully accommodated without negative impacts to the overall vehicular movement system. Secondly, excess over-built transportation capacity exists and, in certain areas, can be returned to the pedestrian environment through targeted lane reductions and/or specific sidewalk widenings, again, without adverse effect to the overall vehicular movement system.

The Master Plan strategy for MOVEMENT & PEDESTRIAN PRIORITY recognizes these conditions as opportunities. It builds on the recommendations of the Downtown Secondary Plan and Transportation Master Plan to provide an attractive network of tree-lined streets that can accommodate the efficient movement of all types of vehicles while improving the comfort and safety of pedestrians and the pedestrian environment.

This Master Plan strategy will return a strong, legible and attractive pedestrian-oriented profile to core city mobility streets. It identifies key pedestrian priority areas and areas for specialized streetscape treatments to improve pedestrian and bicycle environments. This strategy recommends a wayfinding system to better connect residents and visitors to the important recreation and natural areas of the escarpment and the waterfront and develops strategies to encourage cars to travel at posted speeds creating a more safe and inviting downtown and core neighborhood environment.
Prioritize the Pedestrian Environment. Walking accounts for more daily trips within the downtown than any other mode of transportation (Findings from the Downtown Secondary Plan). A priority objective of the streetscape Master Plan is to significantly enhance the quality and amenity of the pedestrian walking environment by creating a generous, legible and attractive pedestrian profile along the length of mobility streets. Enhancing and/or widening the public pedestrian environment will be a priority initiative and take precedence over loading and servicing needs of tenants or building owners to encourage people, vitality and activity on the streets.

Create an ‘Urban’ Streetscape Profile within the City Core. Mobility streets will be developed with an urban streetscape treatment comprised of a consistent linear curb edge and a generous tree-lined pedestrian environment that is clearly distinct and separated from vehicular environments and parking encroachments. An urban streetscape profile provides maximum opportunities for off-peak street parking. Modifying the curb line to integrate lay-by parking reduces the width and legibility of the pedestrian environment and negatively impacts the ability to green the streets, accommodate pedestrians, retail displays and gatherings for special events and will not be permitted on mobility streets.

Create an Organized and Legible Pedestrian Environment. The distribution and location of streetscape elements including street trees, lighting, garbage receptacles, bicycle stands and streetscape furnishings will create clear open areas for walking, gathering, and other uses such as outdoor retail displays in commercial use areas, and where possible, reinforce the curb edge to define the pedestrian environment from the vehicular environment (See Guidelines). Raised planters and in-ground planters interfere with clear pedestrian movements and the ability to accommodate retail displays and outdoor eating areas and will not be permitted on commercial use streets.

Expand the Pedestrian Realm through Targeted Lane Reduction and/or Sidewalk Widening. The automobile portions of certain streets with excess transportation capacity can be narrowed to greatly enhance the quality and amenity of the pedestrian environment, while maintaining functional transportation service levels. Targeted lane reductions will permit sidewalk widening, the provision of new street tree plantings, and the addition of special streetscape treatments or features and street furnishings to enable these areas to better accommodate people and activities. Certain streets are suitable for targeted or specific sidewalk widenings only, while maintaining the existing number of traffic lanes.

Create Safe Pedestrian Street Crossings. The Master Plan identifies key pedestrian intersections and crossings which will be developed with new or improved/expanded pedestrian areas, crosswalks, signage and pedestrian crossing signals to better link neighborhoods and destinations, increase pedestrian and cycle safety and encourage the active pedestrian use of the public realm. The use of reduced curb radii ranging from 3 to 6 meters is recommended within the urban core to create safe pedestrian waiting areas at intersections and to encourage vehicles to fully stop at intersections before turning (See Guidelines). The pedestrian environment will be marked and extended across the vehicular environment at street intersections, pedestrian crosswalks and private access drives.

Incorporate Urban Braille at Key Pedestrian Intersections and within Pedestrian Priority Areas. Hamilton’s Urban Braille System developed to assist visually impaired persons in determining the interface between the street and the sidewalk, should be extended throughout pedestrian priority areas and developed at key pedestrian crossings. Full version of Urban Braille to be used only in Civic Precinct (within Secondary Plan boundaries). All other street precincts should include standard Urban Braille elements at the intersections.
Identify & Develop Pedestrian Priority Areas. Certain areas of the city including school zones and areas adjacent to city-wide parks, popular shopping precincts and intensively used event-driven amenities such as Copps Coliseum are identified as pedestrian priority areas. These frequent or intensively used areas will be developed to create a safe pedestrian environment and ensure that specific pedestrian needs are met. Recommendations for pedestrian priority areas are presented in the detailed streetscape plans for Master Plan linkages and projects and may include reduced speed zones, signed or street painted caution zones, additional pedestrian crossings, traffic calming recommendations such as speed bumps, traffic tables or significant streetscape features such as in-street pedestrian squares. The following areas are identified as pedestrian priority areas:

- The Civic/Cultural Precinct
- The Institutions on Bay between Main Street and Cannon Street
- Hess Village
- Beasley Park & Elementary School Areas
- Sir John A. MacDonald High School Area
- Bay Street from Bayfront Park through the North End Neighbourhood to John Street along Guise Street
- The North End School Precinct (Bennetto & St. Lawrence Schools) on both Sides of John Street
- Historic James Street Shopping District from Immigration Square to Hunter Street
- King William Street from James Street to Ferguson Avenue
- The future park area within the King William Loft and Entertainment District
- Ferguson Avenue from Main Street to Cannon Street
- The ‘Gore’

Establish In-Street Pedestrian Squares at Special Use Areas. Certain special use areas including the civic/cultural precinct, King William Street between James and John Street and the intensively used event-driven pedestrian areas at Copps Coliseum should be developed to accommodate special in-street pedestrian squares. In conjunction with temporary street closures, these special streetscape features will permit large gatherings and safe pedestrian use of the street during special civic celebrations and events. In-street squares will add to the identity and unique sense of place within the core city.

Develop a Civic Festival or Parade Route Connecting the Civic Precinct to Bayfront Park. A high quality pedestrian environment will be developed on the following streets and utilized as a civic festival or parade route connecting the civic precinct and core downtown to Bayfront Park and the waterfront:

- Main Street between Bay and James Street
- Bay Street between Main Street and Bayfront Park and the waterfront
- Historic James Street from Main Street and the ‘Gore’ to Strachan Street
- Strachan Street from James Street to Bayfront Park.

Streetscape treatment along the civic festival route will not be uniform as these streets have differing character, use, public realm and transportation characteristics. The civic festival route will be identified by banner posts outfitted on street light standards which may accommodate event-specific banners to announce cultural events.

Utilize Off-Peak Street Parking as a Traffic Calming Mechanism. All mobility streets will permit off-peak, on-street parallel parking on one or both sides of the street. An urban streetscape profile which exhibits a consistent linear curb edge will maximize on-street parking opportunities. Centralized parking meters should replace individual parking meters and further serve to maximize street parking.

Slow the Traffic Down. The principles and recommendations above including targeted roadway narrowing and specific sidewalk widenings, off-peak parallel parking, improved pedestrian crossings with tighter curb radii, the identification and development of pedestrian priority areas and a return to two-way traffic movement on key retail and residential streets will increase traffic friction and encourage vehicles to travel at posted speeds.

Movement & Pedestrian Priority
Hamilton Downtown Mobility Street Master Plan (Bay, James, John, Hunter and Cannon Streets)
Master Plan Strategy: STREETSCAPE PRECINCTS & CHARACTER AREAS

Mobility streets provide for through trips in the downtown core as well as connections to downtown activity centres and neighborhoods on one or two-way streets and will create a safe environment for people, cars and cyclists.

Mobility Streets, however, are not all alike. They have differing functional roles and transportation capacities depending on an orientation (north/south or east/west) and their uses change dynamically as one moves from neighborhood areas to core downtown areas.

The Master Plan STREETSCAPE PRECINCT STRATEGY recognizes the variations in the function and character of mobility streets. It identifies three broad streetscape typologies or precinct areas to logically define and describe the civic nature, public role, and character of individual mobility street segments. It also establishes general principles and general design guidelines to inform streetscape design and the development of Master Plan streetscape linkages and projects. The goal at the Streetscape Master Plan and the STREETSCAPE PRECINCT STRATEGY is to respond appropriately to general precinct characteristics while establishing a cohesive public role and image for the entire length of the street.

Legend of Key Precincts & Character Areas:

Neighbourhood Precinct

Commercial Precinct

Civic Precinct

The following are Neighbourhood Precincts:
- S1 - Streetscape Precinct 1: James Street North at the North End neighbourhood, waterfront & Hamilton Harbour
- S4 - Streetscape Precinct 4: Bay Street North at the North End, Beauly neighbourhood, waterfront & Hamilton Harbour
- S5 - Streetscape Precinct 5: John Street South at the escarpment
- S6 - Streetscape Precinct 6: Bay Street North at the North End, Beauly neighbourhood, waterfront & Hamilton Harbour
- S7 - Streetscape Precinct 7: Hunter Street West at the Durand towers
- S8 - Streetscape Precinct 8: Hunter Street East at the Corktown neighbourhood, Rail Trail
- S9 - Streetscape Precinct 9: Cannon Street West at Sir John A. Macdonald High School
- S10 - Streetscape Precinct 10: Cannon Street East at the Beasley neighbourhood repair, Ferguson redevelopment opportunity.

The following are Commercial Precincts:
- S2 - Streetscape Precinct 2: Downtown James Street at Liuna Station, ‘The Gore’, Go Station
- S3 - Streetscape Precinct 3: James Street South at the historic institutions, office blocks
- S5 - Streetscape Precinct 5: Downtown John Street at the The Gore, the historic institutions, office blocks
- S15 - Streetscape Precinct 15: Cannon Street West at the Asian Village shopping district, central Cannon automobile service centre

The following are Civic Precincts:
- S9 - Streetscape Precinct 9: Civic precinct on Bay Street at Capp College, federal building, Board of Education, Art Gallery of Hamilton, City Hall, historic Central School
- S12 - Streetscape Precinct 12: Civic precinct on Hunter Street at historic Central School, City Hall, St. Mark’s Church, MacNab-Charles heritage district, Go Station
**Respond to Precinct Characteristics.** Streetscape design must respond to the local precinct characteristics of general use, character, scale of development and civic use of the streets. The Master Plan identifies the following three broad streetscape classifications or precincts, each with differing characteristics, which must be carefully knitted together through the Master Plan initiative to create a logical and connected public realm along the length of the street. Design Guidelines for each of the streetscape precincts follow this section and are intended to establish design and planning criteria to inform future work and decisions relative to streetscape development within the core city.

**Neighbourhood Precincts:**
- **Land Use** - Predominantly existing or future residential uses - grade related house form or higher density residential typologies including low-rise and mid-rise apartment buildings and condominiums.
- **Intensity of Use** - Moderate - The streetscape will predominantly service local or neighbourhood use while providing access and connection to other areas and destinations within the city.
- **Streetscape Character** - Predominantly a green streetscape generally characterized by a grassed boulevard and 1.5 meter sidewalk, in-ground street trees, street lighting and modest streetscape furnishings.
- **Special Streetscape Features, Amenities, and Public Art** - Generally, these elements will be focused around existing and/or future open space resources and/or respond to special or unique precinct characteristics such as the presence of views and access to the waterfront or the escarpment, as identified in the Master Plan’s streetscape action plan - linkages and projects.
- **Street Parking** - Generally, off-peak parking will be provided on one or both sides of the street intended to service local needs.

**Commercial Precincts:**
- **Land Use** - Predominantly local commercial or prime retail streets which may include office, commercial and residential uses above.
- **Intensity of Use** - High - The streetscape will accommodate local and regional commercial activities throughout the day, early evening and on weekends, while providing access and connection to other areas and destinations within the city.
- **Streetscape Character** - A predominantly hard surface pedestrian oriented streetscape generally characterized by paving from curb edge to building front, in-ground street trees, street lighting and streetscape furnishings.
- **Special Streetscape Features, Amenities, and Public Art** - Generally, these elements will be focused at special urban places as identified through the Master Plan’s streetscape action plan - linkages and projects and within existing and future open space resources. The use of special paving treatments and the provision of streetscape furnishings will generally occur along the length of the street segment.
- **Parking** - Generally, off-peak street parking and/or existing lay-by parking defined by intersection curb bump-outs will be provided on both sides of the street intended to service local and regional commercial needs.

**The Civic Precinct:**
- **Land Use** - Generally, the greatest complexity of land uses are found within the civic precinct. This precinct includes areas of the central business district, prime retail streets, significant institutional uses, significant cultural uses, local commercial uses, mixed use areas and may include office, commercial and residential uses above.
- **Intensity of Use** - Very High - The streetscape will accommodate local and regional commercial and business activities throughout the day, as well as cultural, residential and commercial/entertainment uses in the early evening and on weekends while providing access and connection to other areas and destinations within the city.
- **Streetscape Character** - A predominantly hard surface pedestrian oriented streetscape generally at or near the curb edge providing access and connection to a variety of hard surfaced civic and institutional squares, landscaped open spaces and building fronts. The streetscape character will be defined by in-ground street trees, street lighting and streetscape furnishings and enhanced through the landscaping of institutional and private open spaces to the building front.
- **Special Streetscape Features, Amenities and Public Art** - Generally, the civic precinct will exhibit the greatest extent of special features, amenities and public art as identified through the Master Plan’s streetscape action plan - linkages and projects. This will include in-street pedestrian squares, enhancements to existing and future public and private open space resources, a consistently high use of special paving treatments and the provision of unique streetscape elements and furnishings and substantive public art commissions.
- **Parking** - Generally, off-peak, on-street parking will be provided on one side of the street to service local and regional business and commercial needs. Lay-by parking is not permitted within the civic precinct.

**Establish a Cohesive Sense of Place Along the Length of the Street.** While the Master Plan must respond to precinct characteristics, it must also strive to achieve a cohesive linked system of open spaces and a logical sense of place along the length of the street. Smooth transitions between precinct areas can be achieved through the use of consistent streetscape materials including plant materials, signage, surface treatments at intersections and the use of consistent general street lighting.

**Unique Design Elements Must be Appropriate to the Precinct** and contribute to the legibility of the pedestrian environment. Clearly, the application of special design elements and features can not occur everywhere within the study area and must therefore be targeted to maximize public benefit and capital allocations. Opportunities exist for unique design elements within all three precinct typologies, however, these elements will be focused first within the civic precinct, followed by the commercial and neighbourhood precincts respectively.
STREETSCAPE GUIDELINES

The Streetscape Master Plan has created the following Streetscape Guidelines for defined precinct and character areas to guide the development of an attractive and cohesive public realm. Streetscape Guidelines are intended to support Master Plan Principles and Strategies and build on the established policy framework. Streetscape guidelines establish design criteria to guide the development of the public realm. They should be interpreted with a measure of flexibility to ensure desired variation within the built environment and to accommodate unique situations.

The creation of the Downtown Secondary plan has resulted in a clear regulatory framework, including land use policies, General Urban Design Policies, policies related to Urban Design in Public Spaces and policies which will help guide the development of quality residential, mixed use and commercial districts. In a similar manner, the new West Harbour Planning study, expected to be completed in January 2004, will result in a secondary plan, development controls and design guidelines for the area north of the Downtown Secondary Plan, area to include the Central, North End and portions of the Beasley Neighbourhoods and the Waterfront Parks and Pier 8.

Together, these official plan documents establish a strong regulatory framework for a significant portion of the core city aimed at creating a vibrant, animated and authentic place for people to live, work, shop, play and recreate. In the absence of a comprehensive set of Urban Design Guidelines for the entire core city area, the policies and recommendations from the Downtown Secondary Plan and future West Harbour Secondary Plan should be utilized to guide the development, review and approval of applications falling outside the boundary or the Downtown Secondary Plan and West Harbour Planning area to ensure the creation of an attractive, enduring and active Urban Environment.

General Streetscape Design Guidelines

The following general Streetscape design guidelines will apply to all mobility streets to ensure the development of a attractive and well connected public realm.

A consistent building streetwall is required on all mobility streets. New development will be situated to address the street and aligned with existing built form except where development setbacks are required as noted below. This will establish a consistent street edge to the built form and allow for the development of a high quality streetscape contributing for the enhancement of the public realm.

The content of this document are intended to serve as guidelines only for public realm improvements. The guidelines and recommendations of this plan must be carefully reviewed on a case-to-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies relating to public right allowance, public art policies, and other operational standards. The Council of the City of Hamilton and its officers and employees are not bound by the information contained within this document and they shall not be liable for any reliance placed upon the content of this document by any person.

Setbacks

- A 1.5 meter setback will be required for all buildings fronting Cannon Street on the North side of the street between Bay Street and John Street to permit the development of a pedestrian oriented streetscape.
- A 15 meter set back will be required for the development site fronting the east side of Bay street between King Street and the existing Board of Education Building to permit the development of a linear landscaped open space consistent with the existing linear open space currently fronting the Board of Education Building.

The Pedestrian Environment

- All mobility streets will be developed to create a pedestrian oriented streetscape to include at minimum a 1.5 meter sidewalk, a row of medium scale deciduous street trees defining both sides of the street and the pedestrian realm, overhead street lighting, and appropriate street furnishings as noted under Traditional Street. All intersections should be appropriately signed.

Intersections

- The intersection of Mobility Streets with Local Streets should be developed using a 3 meter curb radius.
- The intersection of Mobility Streets with Traditional Streets should be developed using a 4.5 meter curb radius.
- The intersection of Mobility Streets with Mobility Streets should be developed using a 4.5 to 6 Meter Curb Radius.

Visual Access and Image

- Garbage storage, loading and service area and parking areas will be visually screened from the public street.
- Building Signage will positively contribute to the quality of the public realm and character of the district.
- Street signage located on signage posts should appear at all intersections. Special District Signage should be located as necessary and added to street signage posts.
- Overhead Street Lighting will be provided on all mobility streets.

Transit

- Transit shelters will be located at highly visible, accessible locations and will provide clear pedestrian spaces unencumbered by raised or in ground planters within a 7 meter radius around the station location.
- Type, architectural style and colour of bus shelters and appropriate furniture located at bus shelters on Mobility Streets should be coordinated between HSR, Planning and Development Department/Long-Range Planning and Design and Public Works Departments.

Park Design

The streetscape within Public Right of way at proposed parks may be considered part of the park design process and constructed as part of the park development.

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Precinct Specific Guidelines - Neighbourhood Streetscapes

The Streetscape Zone

The streetscape zone occurs from property line to property line and includes street trees and furnishings, private gardens, porches and fences, and private or institutional landscapes and open spaces. The focus of public realm improvements are within this streetscape zone, however, should there exist additional area between building face and property line, private landowners are encouraged to participate in the streetscape initiative. Privately funded improvements in this area should be made in conjunction and in keeping with the public streetscape zone work, complementing the public realm and creating a seamless streetscape from building face to building face. The planting of small scale flowering trees, deciduous shrub material and foundation planting beyond the public right of way in areas of residential use is encouraged to increase seasonal interest and diversity within the streetscape zone.

The Pedestrian Environment

- The pedestrian environment occurs from curb edge to one foot (30cm) beyond the public right-of-way. It is defined by Urban Braille elements (where applicable) with minimum 1.5 wide concrete broom finish sidewalks, and may have in ground street trees (min 1.5 m boulevard), flower beds or may have hard surfaced decorative boulevards.
- Sidewalks may be located at the curb edge or along the public right of way with street trees, hydrants, and lighting standards occupying the remaining portions of the public right of way. Special surface treatment is permitted.
- The 1 foot area beyond the public right of way may be grass or hard surface but must be kept clear and uncluttered to permit snow storage and the municipal collection of garbage receptacles.

Front Yard Fencing

- Front yard fencing will be permitted 1 foot beyond the public right of way and day light visibility triangle must be respected. Decorative picket wood and metal fencing, landscape hedges or low stone/brick wall fencing are encouraged. Solid wood fencing is discouraged.

Private Driveway Parking

- Private driveway parking will not be permitted within the pedestrian realm occurring from curb edge to one foot beyond the public right of way.

A Continuous Pedestrian Realm

- The pedestrian realm will be appropriately marked and extended across the vehicular environment at key pedestrian street intersections and crossings. Special paving and intersection treatments may be used.
- The streetscape surface treatment including public sidewalks and or special surface treatment will be extended across all private access drives and service lanes occurring along the street frontage.

Streetscape Trees and Landscaping

- The streetscape should be a tight planting of full to moderately sized deciduous street trees, minimum 4 inch caliper, rounded or ovoid (broadest at the base) habit, 6.0 to 8.0 meters on center. Minimum branch heigh is 3.0 meters.
- Trees should be paired across from one another and ‘appear’ to be of consistent or similar species along the length of the block or the street, yet can be comprised of biologically differing species to avoid monoculture planting.
- Columnar or fastigiate species may be used. The use of hardy native species is encouraged. Tree lighting (twinkle lights) is permitted only upon approval by appropriate City department. It is suggested to use it only during the winter holiday season.
- Plant species should be selected for seasonal quality and variation, resistance to drought, as well as tolerance to salt damage due to winter road/sidewalk de-icing.
- The planting of small scale flowering trees, deciduous shrubs and foundation planting is encouraged to increase seasonal interest and diversity within the streetscape zone.
- Street trees and lighting standards may be located in a consistent line or on either side of the pedestrian sidewalk, and are subject to underground utilities and structural condition.
- Special landscaped features or planting areas are identified through Streetscape Masterplan Linkages and Projects and will be designed and maintained to ensure clear pedestrian movements, pedestrian visibility and safety.
- Wherever possible, the new tree planting should include provision of irrigation system to support survival and allow faster tree growth.

Street Furniture and Lighting

- Decorative metal poles with street and pedestrian scale lighting will be located on the street.
- Light poles will be composed of a distinct base, shaft and luminare. Luminares will be mounted between 3.8m and 5.0m for pedestrian scale lighting and between 8.0m and 10.0m for general street lighting respectively. All details of street lighting are subject to approval of the City of Hamilton.
- Decorative metal poles with street signage will be located on one corner at all intersections. Wayfinding signage may be affixed to street signage poles.
- Benches will be located at or near all transit locations and will face the street.

Walkway Extensions

- Walkway extensions from the public sidewalk across the grassed boulevard are permitted to facilitate access to private walkways and parking areas.
- Walkway extensions will be fabricated of non-fixed movable materials such as stepping stones, unit pavers laid on sand, etc. Cast in place Concrete is not permitted.
Precinct Specific Guidelines - Commercial Streetscapes and the Civic Precinct

The content of this document are intended to serve as guidelines only for public realm improvements. The guidelines and recommendations of this plan must be carefully reviewed on a case-to-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies relating to public road allowances, public art policies, and other operational standards. The Council of the City of Hamilton and its officers and employees are not bound by the information contained within this document and they shall not be liable for any reliance placed upon the content of this document by any person.

The Streetscape Zone

The streetscape zone occurs from property line to property line and includes public landscapes, open spaces, street trees, sidewalks and other hard surfaced areas, furnishings, commercial signage, vending kiosks, retail displays, and outdoor café areas. The focus of public realm improvements are within this streetscape zone, however, should there exist additional area between building face and property line, private landowners are encouraged to participate in the streetscape initiative. Privately funded improvements in this area should be made in conjunction and in keeping with the public streetscape zone work, complementing the public realm and creating a seamless streetscape from building face to building face.

The Pedestrian Environment

• The pedestrian environment in Civic and Commercial precincts occurs in most cases from curb edge to building front and is defined by generous sidewalks incorporating Urban Braille System (within Secondary Plan boundaries), in-ground street trees situated within a continuous single or multiple planting trenches and covered by Hamilton standard tree grates (unit powers) in hard surface areas. Proper planting medium and root aeration are required. Special paving treatment of boulevards is encouraged.
• Minimum clear pathway in Civic and Commercial precincts shall be 2.0 m wide.
• The pedestrian environment will be appropriately marked and extended across the vehicular environment at all street intersections and pedestrian crosswalks.
• Special paving and intersection treatments may be used. The streetscape surface treatment including public sidewalks and or special surface treatment will be extended across all public access drives and service lanes occurring along the street frontage from curb edge to the line of the building front or to the edge of the public right of way in areas where the streetscape abuts a public square, public park, or private landscaped open space.

Street Trees and Landscaping

• The streetscape should be a tight planting of full to moderately sized deciduous street trees, minimum 4 inch caliper, situated at the street edge, rounded or avoid (broadest at the base) habit, 6.0 to 8.0 meters on center. Minimum branch height is 3.0 meters.
• Trees at the street edge should be paired across from one another and ‘appear’ to be of consistent or similar species along the length of the block or the street, yet can be comprised of biologically differing species to avoid monoculture planting.
• Columar or fastigiate species may be used. The use of hardy native species is encouraged.
• Tree lighting (twinkle lights) is permitted only upon approval by the appropriate City department. It is suggested to limit use only during the winter holiday season.
• Plant species should be selected for its seasonal quality and variation, resistance to drought, as well as tolerance to salt damage due to winter road/sidewalk de-icing.
• Street trees, signage posts, lighting standards, bicycle racks, garbage receptacles and various vending boxes shall be always located out of main pedestrian pathway in a consistent line approximately one foot (30 cm) from the sidewalk zone/edge.
• Tree planting should occur in a continuous planting trench within commercial precinct areas and accompanied by an automated irrigation system to ensure tree survival.

Street Furniture

• Decorative street and pedestrian lighting will be located on both sides of the street approximately. 75.75 to 1.25 meters from the curb.
• Light poles will be composed of a distinct base, shaft and luminaire. Luminaire will be mounted between 8.0 and 9.5 meters high and between 8.0m and 10.0m to provide pedestrian and general street lighting respectively.
• All light standards within commercial use areas will be affixed with banner support posts. All details of street lighting are subject to approval of the City of Hamilton.
• Decorative metal poles with street signage will be located on one corner at all intersections. Wayfinding signage may be affixed to street signage poles.
• Wherever possible, benches will face the street and should be located against the building wall within the public right of way. Otherwise, benches should be located within boulevard.
• Benches will be located at or near all transit locations, along the length of commercial streets and at regular intervals along parks and public squares.
• Public telephones will be located at all transit locations, public parks and public squares.
• Trash receptacles, newspaper boxes, bicycle racks, tree guards and tree grates should be conceived as a family of facilities, each well integrated physically and visually within the streetscape so as not to be isolated and unrelated to the associated facilities such as benches and light standards and to be interpreted as a consistent system of furnishing. It is important to coordinate the styles, materials, finishes and colours of all of these products. These products should be of metal. Placement of trash receptacles, newspaper boxes and bicycle racks should reinforce a consistent line of urban furnishings in conjunction with lighting standards, street trees and signage posts, approximately 0.75 meters to 1.25 meters from the curb edge to define a generous pedestrian environment between this zone and the building front. At key intersections, the placement of such facilities should not interfere or inhibit the movement of pedestrians and should therefore be kept a minimum of 7-10 meters from the intersection.
• Consideration for evolving recycling initiatives should be made and trash receptacles that provide for separation of waste into paper, glass and plastics, and trash are encouraged. Coordination of this should be led by the City of Hamilton Planning and Development Department, Long Range Planning and Design Division, Heritage and Urban Design Section.
• Bicycle racks should be provided at strategic intersections of the downtown and near entrances to major civic amenities. Racks should be consistent in style, material and colour. All bicycle rack areas must be well lit for safety/security reasons and their placement subject to the approval of Planning and Development Department, Long Range Planning and Design Division, Heritage and Urban Design Section and Design and Public Works Departments.
• Newspapers boxes are encouraged to be placed together in corrals, designed according to the City’s standards.

Outdoor Café Eating and Seating Areas

• Outdoor café eating and seating areas are subject to City of Hamilton review and must conform to existing restaurant Patio and Urban Braille policies and or applicable by-laws.
• Outdoor café eating and seating areas will be defined by a decorative metal perimeter fence to a maximum height of 1 meter. Wood fencing will not be permitted.
• The construction of a level surface platform to a maximum height of 60 cm is permitted in areas where the street is an inclination or where the existing finished interior floor elevation is more than 60 cm higher than the sidewalk elevation.
• Elevated seating platforms will utilize temporary building materials, such as wood, which will be painted to match the building front, and areas will be served through the building.
• New exterior access stairs will not encroach on the 2.5 meter clear pedestrian environment between the curb edge and area permitted for outdoor dining.
• New construction will not substantially interfere with the finished streetscape surface.
• Planters may be affixed to the decorative perimeter fencing situated between the fence line and the building front.
• Signage or advertising will not be permitted on the fence or surface platform of outdoor dining areas.

Signage

• Temporary retail displays are permitted only if they conform to the existing City of Hamilton Signage By-Law. They should be located outside of main sidewalk pathways and as extension of the interior retail environment these signs shall be attractively designed, manufactured with highest quality and well maintained.
• Temporary tree standing Signage is permitted on Commercial streets and will be situated a minimum of 3.0 meters from the curb edge to permit clear pedestrian movement. Temporary Signage cannot exceed areas 1m by 1m.
• Special Wayfinding features will be located on strategic locations by the City of Hamilton. They must conform to Traffic Operations policies (day-triangle) and should be located outside of main sidewalk pathway.

Plants and Awnings

• Hanging planters affixed to General Street Lighting is permitted.
• Privately supplied landscaped planters and privately supplied seating areas are encouraged on commercial streets if conforming to the level of streetscape quality and construction implemented on public realm. These shall not interfere with clear pedestrian movements and will be restricted to the area beyond the public right of way.
• Attractively designed awnings and canopies are encouraged on Commercial and Civic streets.

Prepared for the City of Hamilton, 2003

The MBTW Group
Urban Strategies Inc.
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O’Connor Consultant Inc.

12 Streetscape Design Guidelines
Hamilton Downtown Mobility Street Master Plan (Bay, James, John, Hunter and Cannon Streets)
Master Plan Strategy: SPECIAL URBAN PLACES

The core city is blessed with many unique civic and cultural assets. These include “built heritage resources”, “cultural heritage landscapes”, existing parks and public squares, two designated heritage conservation districts, ensembles of unique built form located within a landscape setting, public art and civic sculptures and a diverse range of cultural or ethnic shopping districts reflecting authentic populations residing within the core. “Built heritage resources” refer to buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political or military history. “Cultural heritage landscapes” refer to a defined geographical area of heritage significance, important to the understanding of the history of a people or place. Clearly, all of these resources add to the vitality, richness and unique quality of the core city and should be enhanced and strengthened through the streetscape Master Plan initiative.

The Master Plan strategy for SPECIAL URBAN PLACES provides an opportunity to celebrate these existing core area assets to encourage a more vibrant, memorable and culturally interesting sense of place within the core.

This strategy identifies important assets, places and districts and makes specific recommendations for the enhancement and/or celebration of these places. The Master Plan’s streetscape action plan makes specific recommendations for SPECIAL URBAN PLACES through specific streetscape linkage or project recommendations. The intent of this strategy is to identify and respond to authentic core civic and cultural resources, while adding to the diversity of these resources through new projects, amenities and public art projects. This strategy will increase public education and awareness concerning Hamilton’s civic, cultural and natural heritage and contribute to Hamilton’s unique sense of place – setting the stage for longer term economic, social, cultural and community benefits within the core. Many special urban sites and features are appropriate for public art installations and/or future design projects and design competitions.

Legend of Special Urban Places:

- Civic Square & Urban Places
- Public Parks, School Grounds & Open Space
- Cultural Landscape: Intact Historic Street Facades
- Cultural Landscape: Ensemble of Built Form and Landscape
- Civic/Ceremonial Route
- Cultural Heritage Resource: Building Designated under the Ontario Heritage Act
- Cultural Heritage Resource: Building Listed on the City’s Inventory of Buildings of Architectural and/or Historic Interest (Fronting Primary Streets)
- Cultural Heritage Resource: Building with Significant Architectural and/or Historic Merit
- Designated Heritage Conservation District
- Emerging Culturally Unique District
- Natural Heritage Area
- Key View/Point of Interest
- Bridge Crossing/Tunnel Underpass
- Downtown Gateway (From Secondary Plan)
- Existing Public Art (See following panel for inventory key)
- Existing Trail Heads
- Proposed Trail Heads
- Prepared for the City of Hamilton, 2003

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Special Urban Places
Hamilton Downtown Mobility Street Master Plan (Bay, James, John, Hunter and Cannon Streets)
Master Plan Principles: SPECIAL URBAN PLACES

Respond to Special Urban Places. Significant heritage resources and districts, cultural landscapes, natural heritage features, key civic places, important views and landmark sites and other unique urban and cultural features characterize Hamilton’s special urban places. The following represents a composite list of Hamilton’s SPECIAL URBAN PLACES and articulates recommendations which have relevance to detailed Master Plan linkage and project recommendations.

Key Civic Places: These existing areas will be intensively used for large civic gatherings and will require a high level of design excellence and complexity to accommodate a diverse range of programmed and non-programmed uses. Many of these key civic spaces are identified as special design, study or management areas within the Downtown Secondary Plan. Others will be subject to recommendations emerging through the West Harbour Planning Study.

- The Cultural and Civic precinct. Identified within the Downtown Secondary Plan as City Hall forecourt, focused about City Hall and City Hall Plaza, the Board of Education, the Hamilton Art Gallery, Copps Coliseum and the Hamilton Convention Center. An integrated design and program plan will be conducted for this space. The Master Plan’s action plan - linkage and project recommendations present specific design interventions for the Bay and Hunter street frontages and recommend that the implementation of these Streetscape Master Plan segments should occur in conjunction with implementation of the civic precinct design plan.
- Bayfront Park, Piers 4 through 8, The Waterfront. The design, program and future character of these areas will be determined through recommendations derived through the West Harbour Planning Study. Enhancements to existing park linkages from Bay Street to the waterfront are presented in the Master Plan’s action plan - linkage and project recommendations.
- The ‘Gore’ and Gore Park. A long term design and management plan will be developed for key public places adjacent to Gore Park.
- Prince’s Square, Main and John. Enhancements to this civic feature are presented in the Master Plan’s action plan - linkage and project recommendations.

Designated Heritage Conservation Districts: Enhancements to these unique areas including special streetscaping, heritage signage and heritage lighting are presented in the Master Plan linkage and project recommendations. The following areas are designated under the Ontario Heritage Act as conservation districts and are subject to specific legislation and development control:

- Durand-Markland Heritage District
- MacNab-Charles Heritage District

Cultural Landscape - Intact Historic Street Facades: The following areas are noteworthy because of their great extent of intact heritage fabric. The Downtown Secondary Plan identifies policies and incentive programs to protect and rehabilitate this resource. Streetscape action plan linkage and project recommendations identify enhancements to many of these areas which will strengthen neighbourhood and business revitalization within these areas and enhance the sense of place and identity within the core city.

- The ‘Gore’ - focused about Gore Park at King & James
- The ‘Rows’ and historic fabric at Mary and Cannon
- King West/Hess Village historic fabric
- North Corktown historic housing
- James Street North and James Street - extensive historic commercial and office buildings
- The Durand Neighborhood on Bay Street

Built Heritage Resources: The following heritage buildings add significantly to the sense of place and identity within the core city. These exceptional buildings present an opportunity to create small social and civic places articulated with unique streetscape design elements such as street plazas, special landscape treatments, interpretive themes and plaques to strengthen the cultural resource within the city. Specific recommendations are presented in the Master Plan’s action plan - linkage and project recommendations.

- A. The Armoury
- B. Central School
- C. Port Authority Building
- D. Whitehern
- E. St. Mark’s Church
- F. LIUNA Station (Former CN Station)
- G. Christ’s Church Cathedral
- H. St. Paul’s Presbyterian Church
- I. James St. & Main St. (Landed Banking and Loan, Former Bank of Montreal, Sunlife Building, Pigott Building and Hamilton Club)
- J. Hamilton GO Centre (Former TH&B Station)
- K. John Sopinka Court House
- L. The Royal Connaught Hotel
- M. Commercial Rows (James St. South of Bold and James St. South of Cannon)
- N. John St. Baptist Church
- O. The Lister Block
Cultural Landscapes - Ensemble of Built Form and Landscape: The following represent a significant ensemble of built form set within a larger landscape framework. These areas add to the visual and functional open space resource within the core city and help to establish a unique sense of place and historic urban character. Enhancements to these sites both within the public right-of-way and on private lands achieved through partnership agreements are presented in the Master Plan’s action plan - linkage and project recommendations.

- Central School
- Whitehern
- St. Mark’s Church
- LIUNA Station (Former CN Station)
- Christ’s Church Cathedral Entry Court

Natural Heritage Areas: These extensive open space areas are undergoing a process of natural regeneration, establishing habitat areas for wildlife and flora. These areas will also permit human use, generally accessed via a trail system with trail heads initiating at street termini or public parks. Enhancements to these areas, particularly at trail heads, are presented in specific action plan linkage and project recommendations.

- The Niagara Escarpment
- The Waterfront

Culturally Unique Districts: These areas represent culturally or ethnically unique shopping districts reflecting authentic populations living and working within the core. These areas are appropriate for special streetscape themes, unique public art and design elements which celebrate cultural diversity and heritage and strengthen the ability of these districts to attract continued commercial and residential development. Enhancements to culturally unique districts are presented in Master Plan Linkage and Project Recommendations. In addition, a transit and parking strategy/study is recommended for the James street corridor to facilitate revitalization, growth and future development.

- James Street North - Little Portugal
- Cannon Village - Chinese and Vietnamese shopping district

Important Views: Significant views within the Core City, primarily key entry views and those to the escarpment, waterfront and toward primary civic institutions should be protected and enhanced. Specific recommendations are presented in Master Plan Linkage and Project Recommendations for the following important views.

- Views to the Escarpment from James, John and Bay
- Views to the Waterfront from James, John and Bay and Guise Streets
- Views to City Hall from Hunter Street
- Views to Copps Coliseum from York Blvd
- Views to the Civic and Cultural Precinct from Main street

Areas of Existing Public Art: These areas are home to existing memorials and commissioned public art. Some of these areas will be enhanced through the master plan process. Recommendations for enhancements to areas of existing Public Art are presented in specific Master Plan Linkage and Project Recommendations. The existing Public art resource is located as follows:

1. Central School plaque
2. Joe Rae Arctic Explorer plaque
3. Patriarch Bartholomew Garden
4. Monument to Workers, William Epp Sculpture, Iron Ring, Irish Community stone marker
5. Teacher with Students statue
6. Waterfront Trail marker
7. Entrance sculpture
8. Courage Hopes and Dreams Sculpture, Hamilton CN Station Plaque
9. Christ’s Church Cathedral plaque
10. Stone Niche, War Memorial Plaques, John Weir Footy VC CD Armory plaque
11. Entrance to Jamesville banner poles
12. Queen Empress a Model Wife and Mother statue, Gore Park fountain, Gore Park plaque
13. Founding of the Canadian Club plaque
14. World War I stone cross, St. Paul Presbyterian Church plaque
15. Toronto, Hamilton and Buffalo Railway plaque
16. United Empire Loyalists sculpture, George Hamilton plaque
17. Sir John A. MacDonald sculpture, Stone Cenotaph
18. Sir John Morison Gibson plaque
19. Stewart Memorial Church plaque
20. Irving Zucker Sculpture Court
21. Robert E. Ross Mural
22. Historic Market Mural
23. Touchdown statue
Continue the Rhythm of Parks, Squares and Place-Making on Historic James Street with the Creation of a New Civic Square at the Tivoli Theatre. The intersection of Wilson and James, marked by the Tivoli Theatre and existing Church on Wilson/Hughson, provides an opportunity to introduce a new civic square which will reinforce the pattern of place-making on James Street established by Gore Park, Armoury Square (see linkage and project recommendation S2 - P3) and Liuna Park (see linkage and project recommendation S2 - P1).

Establish a Partnership Program to Incrementally Enhance Liuna Square and Environs as a Signature Core Asset Marking the Terminus of the Historic James Shopping Precinct. The combination of existing and potential elements at Liuna Station including the open space resource, the historic rail station, and significant development sites represents an important opportunity for a public/private sector partnership aimed at establishing a signature place within the core city. The partnership program should be aimed at enhancing the open space resource and public amenity of the area, developing an interpretive program conveying the history and significance of the rail station and establishing a high quality built form characteristic for future development parcels fronting the open space on both sides of James Street. Specific recommendations are presented in the Master Plan’s streetscape action plan - linkage and project recommendations.

Develop Trail Head Connections as Special “Public Lobby’s” to Natural Heritage Areas. Trail head connections should be celebrated and established as important waterfront viewing areas and/or special “entry lobby’s.” These areas should be outfitted with seating, special streetscape elements and metal plaques providing information concerning the trail route, its development and key views or viewing areas en route. Specific recommendations are presented in the Master Plan’s streetscape action plan - linkage and project recommendations.

Develop Special Public Art Commissions at all Secondary Plan Downtown Gateways. Downtown gateways identified within the Downtown Secondary Plan are appropriate places for the introduction of special public art commissions that authentically mark and reflect the area as an important place within the historic or cultural evolution of Hamilton. A diversity of types of public art commissions are encouraged, which may include sculpture, memorials, interpretive panels and information, surface or wall murals, and significant landscape installations. Specific recommendations are presented in the Master Plan’s streetscape action plan - linkage and project recommendations.

Interpretive Themes and Opportunities are Appropriate for Special Urban Places. The core of the City of Hamilton has a rich 200 year history layered with the stories of cultural immigration, great industries and industrialists, and significant monuments, architecture and natural heritage features. This rich context provides an opportunity for interpretive programs that can conceptualize the rich stories of the city and provide a shared experience to residents and visitors concerning Hamilton’s evolution and heritage. The city’s heritage department should establish an interpretive program and ongoing capital allocation toward identifying and representing appropriate interpretive themes within the core city.

Public Art is Appropriate for Special Urban Places. Potential locations for public art include key civic places and civic routes/streetscapes, conservation districts, culturally unique districts, important views, landmark sites and buildings, open spaces and natural heritage features.

Bridge Infrastructure is an Important Public Art Opportunity. Downtown Hamilton has many existing bridges and underpasses which mark important transitions between districts and neighborhoods. These elements can be re-imaged through future design competitions and public art commissions as important markers, gateways and places contributing to the sense of place and identity within the core city.
THE MASTER PLAN VISION

The MASTER PLAN VISION brings together the four Master Plan strategies related to Open Space Linkage, Movement & Pedestrian Priority, Streetscape Precincts & Character Areas and Special Urban Places demonstrating the application of Master Plan principles to create a comprehensive vision for mobility streets within the core city.

The vision clearly defines special places the public realm of the streets, while enhancing the overall public role and civic nature of individual mobility streets. It also carefully responds to variations in the function and character of mobility streets to create a cohesive streetscape system which can accommodate neighbourhood, commercial and civic activities. The MASTER PLAN VISION builds on existing core assets and special urban places to strengthen the sense of place, identity and enjoyment within the core city and aims to create an attractive public setting for community, social, economic, cultural and recreational activities. The realization of the streetscape MASTER PLAN VISION will occur incrementally over many years, but it will positively change the image and feel of the core city and bring renewed vitality, stability and reinvestment to neighbourhood, civic and commercial precincts. The Master Plan vision is supported by the STREETSCAPE ACTION PLAN which consolidates and groups elements of the Master Plan vision to establish a logical framework of distinct streetscape linkages and projects which can be implemented over time.

The Master Plan Vision Reflects the Following Master Plan Principles:

1. Green the Streets
2. Develop a Continuous Pedestrian Realm
3. Expand the Pedestrian Realm in Commercial, Mixed Use and Business Districts
4. Enhance the Total Open Space Resource
5. Develop a Way-finding System to Strengthen the Connection between the Waterfront, Escarpment and Established Trails
6. Prioritize the Pedestrian Environment
7. Create an ‘Urban’ Streetscape Profile within the Urban Core
8. Create an Organized and Legible Pedestrian Environment
9. Expand the Pedestrian Realm through Targeted Lane Reduction and/or Sidewalk Widening
10. Create Safe Pedestrian Street Crossings
11. Identify & Develop Pedestrian Priority Areas
12. Establish In-Street Pedestrian Squares at Special Use Areas
13. Develop a Civic Festival or Parade Route Connecting the Civic Precinct to Bayfront Park
14. Utilize Off-Peak Street Parking as a Traffic Calming Mechanism
15. Slow the Traffic Down
16. Respond to Precinct Characteristics
17. Establish a Cohesive Sense of Place Along the Length of the Street
18. Unique Design Elements Must be Appropriate to the Precinct
19. Respond to Special Urban Places
20. Continue the Rhythm of Parks, Squares and Place-Making on Historic James Street with the Creation of a New Civic Square at the Tivoli Theatre
21. Establish a Partnership Program to Incrementally Enhance Liuna Square and Environs as a Signature Core Asset Marking the Terminus of the Historic James Shopping Precinct
22. Develop Trail Head Connections as Special “Public Lobby’s” to Natural Heritage Areas
23. Develop Special Public Art Commissions at all Secondary Plan Downtown Gateways
24. Establish a Civic or Parade Route which Links the Civic/Cultural Precinct to the Waterfront at Bayfront Park
25. Interpretive Themes and Opportunities are Appropriate for Special Urban Places
26. Public Art is Appropriate for Special Urban Places
27. Bridge Infrastructure is an Important Public Art Opportunity
28. Target Streetscape Implementation to Active Areas of Re-urbanization or Re-development areas and to coincide with City Initiated Catalyst Projects to Encourage Continued Growth and Reinvestment Within the Core City.
Downtown Hamilton Mobility Streets: THE MASTER PLAN VISION

The Vision for James Street:
“A ‘Heritage’ Main Street...complete with extensive areas of intact historic fabric and important heritage institutions and landmark sites...providing an authentic traditional main street experience from the escarpment to the North End neighborhood and harbour to the north.”

The Vision for John Street:
“A Downtown Mixed Use Neighbourhood Street...Predominantly residential in nature with future loft and residential development opportunities, important open spaces, schools and ‘The Gore’ shopping district...creating an urban streetscape experience linking the escarpment, downtown and future development focused at King William, to the established North End neighborhood and harbour to the south.

The Vision for Bay Street:
“A Grand Tree-lined Avenue...Showcasing some of Hamilton's treasured architectural and heritage districts, important civic and cultural landmarks, and healthy core neighborhoods...creating a ‘memorable passage’ from the escarpment and downtown core to the city wide recreational amenity of Bayfront Park and the Hamilton Harbor.” This streetscape will establish an enduring legacy for everyday street activities and important civic events and celebrations terminating at the waterfront.

The Vision for Hunter Street:
“A Re-definition of this ‘Back Edge’ Street to Downtown...with significant heritage resources, civic functions, and important multi-modal transportation connections and future residential opportunities...to create an invigorated ‘street address’ and renewed setting for the MacNab Charles Heritage District for future institutional expansion at City Hall with a ‘front’ on Hunter Street, and for existing and future residential development/infill along the street. This streetscape will create an enhanced pedestrian experience from the Go Station to the Corktown, MacNab and Durand neighbourhoods.

The Vision for Cannon Street:
“A Mixed-use, Culturally Diverse Urban Street Linking Important Community Amenities, Culturally Unique Shopping Districts, Regional Service Centers and Neighbourhood Uses...such as the Asian and Vietnamese shopping district, John A. MacDonald High School, Central Cannon automobile service center focused at John Street, Beasley neighbourhood repair, and the Ferguson Redevelopment opportunity...creating a renewed setting for neighbourhood, commercial, community activities and future development with improved north/south pedestrian linkages. This streetscape will change Cannon's current image and function as a barrier to north/south pedestrian and bicycle movement into that of a ‘seam’, better linking the downtown to the North End neighbourhood, the Hamilton Harbour and waterfront.

Key Streetscape Projects

James Street:
- James Street ‘Waterfront’ Lobby
- James North Rail Bridge Enhancement
- Limo Station Park and Civic Improvement
- Christ’s Church Square
- The Armoury In-Street Square
- Tivoli Civic Square and Development
- James Street at the Civic/Cultural Precinct
- James South Rail Bridge Enhancement
- James Street Lobby to the Escarpment
- The Parade/Festival Route

John Street:
- John Street ‘Waterfront’ Lobby
- North End School Zone Enhancement
- John North Rail Bridge Enhancement
- John Street at King William Park
- John South Rail Bridge Enhancement
- The Arkledun Avenue/John Street Five-Point Intersection
- John Street Lobby to the Escarpment

Bay Street:
- The Guise Street Promenades 1 and 2
- Bay Street ‘Waterfront’ Lobby
- The Picton Parkette Viewing Area/Connection
- Bay North Rail Bridge Enhancement
- Bay/Sir John A. MacDonald High School Enhancement
- Copp’s Coliseum In-Street Square
- Bay Street at the Civic/Cultural Precinct
- Bay and Hunter at the Cultural Landscapes
- Durand Neighbourhood Linear Parkette
- The Parade/Festival Route

Hunter Street:
- Downtown Gateway at Queen Street - the Rail Terminus
- Bay Street at the Civic/Cultural Precinct (see project above - Bay Street Section)
- Hunter Street Bridge and the Rail Wall at City Hall
- The MacNab Street Underpass
- James South Rail Bridge Enhancement (See project above - James Street Section)
- John South Rail Bridge Enhancement (see Project Above - John Street Section)
- The Corktown Village

Cannon Street:
- Downtown Gateway at York Blvd and Queen
- Cannon/Sir John A. MacDonald High School Enhancement
- Cannon Village
- The Village at Mary & Cannon

Prepared for the City of Hamilton, 2003
The M&TW Group
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O’Connor Consultants Inc.
THE STREETSCAPE ACTION PLAN

The streetscape action plan logically consolidates and groups elements of the Master Plan vision to establish a framework of distinct streetscape linkages and streetscape projects which can be integrated within the city’s long-term capital budget and implemented incrementally over time. Streetscape projects are focused towards building upon existing core assets as well as creating specific events or places along the subject streets, while linkages form the connective public realm between these events. As such, streetscape projects are generally more complex than linkages, demonstrate a higher level of unique or special design features and may also involve more that one project type or designation.

Streetscape linkages and projects have been categorized according to the precinct in which they occur - neighbourhood, commercial or civic - and each linkage or project is fully articulated within the 15 detailed streetscape precinct plans which follow. Linkages and projects are identified by the streetscape precinct (S) number first, followed by the linkage (L) or Project (P) number (for example, S4 - P2 = Streetscape Precinct 4, Project 2).

A summary matrix of the streetscape action plan - linkages and projects is presented below. The matrix provides an overview of project type, general streetscape components, movement and functional characteristics, special features/unique design elements and recommendations for phasing.

Linkages and projects are categorized into one of six project types based on the activities involved. Some projects may carry more than one activity designation. In some cases the implementation of Master Plan linkages and projects may be achieved through public/private sector partnerships.

The following types of projects reflect the range of project types involved in the streetscape Master Plan. Examples include partnership agreements to plant street trees on private lands or ensure the preservation and enhancement of significant cultural landscapes in private ownership.

1) Partnership Agreement - Aimed at attracting active or passive participation in the on-going process of ensuring the success of the streetscape Master Plan. Examples include partnership agreements to plant street trees on private lands or ensure the preservation and enhancement of significant cultural landscapes in private ownership.

2) Feasibility Study - Determining the full scope or dimension of a project including its location, size, and building program, operation and capital costs such as feasibility studies for a wayfinding system within the downtown or trail connections to the escarpment, etc.

3) Planning - An on-going process of gathering and organizing data related to future decisions concerning the streetscape initiative and specific project and linkage recommendations such as the Tivoli Civic Square and Development streetscape project.

4) Design Study/Design Competition - Creating specific projects beyond the scope of the Master Plan initiative with the intention that they be implemented as part of an on-going capital works program, such as specific public art commissions and enhancements to existing infrastructure, bridges, blank walls, etc.

5) Management - On-going interaction between municipal staff, other governmental agencies or land owners and residents relative to streetscape Master Plan projects or recommendations such as the shift to centralized parking meters, etc.

6) Installation/Implementation - The installation of streetscape linkages and project infrastructure in the field.

Legend of Action Plan Components:

- Streetscape Project
- Streetscape Linkage

Prepared for the City of Hamilton, 2003

O’Connor Consultants Inc.
Implementation

1) Priority streetscape implementation is recommended for James Street and sections of Bay Street.
   - The completion of the James Street Master Plan from the escarpment to the waterfront will improve the connection from the mountain through the downtown and stable healthy neighbourhoods to the waterfront.
   - The completion of the Bay Street streetscape Master Plan from King Street to Bayfront Park and continuing along Guise Street to John Street will enhance and stabilize the Central and North End residential communities and improve access to enhance opportunities to access the waterfront.

2) Street reconstruction on mobility streets should be co-ordinated and undertaken in conjunction with implementation of the streetscape Master Plan.

3) The Draft Development Permit by-law currently under review and identified within the downtown Secondary Plan provides an opportunity to secure implementation of segments of the streetscape Master Plan and/or achieving the joint implementation of streetscape Master Plan linkages and projects.
   - Co-ordinating the timing and delivery of public sector projects, including new parks and streetscapes to coincide with private sector redevelopment.

4) A flexible implementation strategy should be considered to respond to the unknown development timing of major re-development and re-urbanization areas adjacent to mobility streets. This will enable the city to respond dynamically to active development interests in the core city, to support activities and projects which benefit renewal and enable the city to explore opportunities for public/private sector implementation. The city should establish a special capital allocation for re-urbanization/partnership purposes to facilitate streetscape implementation within the core.

Target Streetscape Implementation to Active Areas of Re-urbanization or Redevelopment and to coincide with City Initiated Catalyst Projects to encourage Continued Growth and Reinvestment within the Core City. These Streetscape Implementation Projects should exhibit a high quality public realm to appreciate property values, encourage reinvestment and demonstrate the City’s Commitment to Design Excellence.

Re-urbanization and Redevelopment Areas - These areas are characterized by underutilized parcels, vacant lands or extensive surface parking lots expected to undergo substantive redevelopment and/or re-urbanization due to their strategic potential and location within the city core.

The progress of Re-urbanization Areas can be advanced through public sector involvement where contributions are directed towards improving the public realm. This will establish a lucrative setting for future development interests. Re-urbanization areas also provide an opportunity to establish public/private sector partnerships through the development process aimed at:

- Securing private sector elements of the streetscape Master Plan and/or achieving the joint implementation of streetscape Master Plan linkages and projects.
- Co-ordinating the timing and delivery of public sector projects, including new parks and streetscapes to coincide with private sector redevelopment.

The following Re-urbanization/Redevelopment areas present opportunities for future implementation in conjunction with private development activities or through public/private sector partnerships:

- **Bay Street**
  1) The Institutions on Bay - the east and west side of the street between King Street and Cannon Street including the new Federal Building. Partial streetscape implementation is planned for 2003. The development of the parking site to the east of Bay should trigger partnership implementation.
  2) The Central Neighbourhood redevelopment Opportunity - to be fully defined through the West Harbour Planning Study.
  3) Piers 4 through 8 on the Waterfront - to be fully defined through the West Harbour Planning Study.

- **John Street**
  4) King William Loft and Entertainment District - Streetscape implementation should occur in conjunction with active development in the area and/or development of the park.

- **Cannon Street**
  5) Area A - Northeast Residential Precinct established through the Downtown Secondary Plan - south of Cannon Street to be developed with low to mid-rise residential development. Streetscape Implementation to coincide with development.
  6) Ferguson Street Neighbourhood Development - to be defined through the West Harbour Planning Study. Streetscape Implementation to coincide with future development.

City Initiated Catalyst Projects. The Downtown Secondary Plan identifies catalyst projects aimed at the development, enhancement or renewal of significant public infrastructure projects including public parks, civic squares, street reconstruction/reconfiguration projects, the improved provision or transit, street conversion to two way movement, and municipal parking deck construction. The implementation of segments of the streetscape Master Plan should be targeted to coincide with implementation of the following catalyst and renewal projects identified on the following subject study streets:

- **Bay Street**
  1) City Hall Forecourt/Art Gallery Civic Square - Streetscape Master Plan implementation on Bay Street between King and Hunter Streets.
  2) Harbour Linkages - Streetscape Master Plan implementation from Burlington Street to the entry to Bayfront Park including enhancements to existing pocket parks identified as trail heads and connections to the Waterfront Trail on the Master Plan strategy - Movement & Pedestrian Systems.

- **James Street**
  1) Conversion of James Street to Two-Way Movement - Sept 2002 - Phased implementation of the streetscape Master Plan: Phase 1 - Liuna Square to King Street, Phase 2 - King Street to Hunter Street should follow conversion.

- **John Street**
  1) Conversion of John Street to Two-Way Movement - Sept 2002 - Implementation of the streetscape Master Plan from King Street to Hunter Street should follow conversion.

- **Hunter Street**
  1) City Hall Forecourt/Art Gallery Civic Square - Streetscape Master Plan implementation on Hunter Street between Bay and James Streets.
# The Streetscape Action Plan: SUMMARY MATRIX - NEIGHBOURHOOD PRECINCT

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## The Streetscape Action Plan: SUMMARY MATRICES - COMMERCIAL AND CIVIC PRECINCTS

### Matrix - Summary of Streetscape Action Plan - Linkages & Projects

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<td><strong>General Precinct Characteristics:</strong></td>
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<tr>
<td>Land Use: Most Complex Mix of Uses - Institutional, Office, Retail, Residential</td>
<td>Land Use: Generally Off-Peak on One Side of the Street - Lay-by Parking</td>
</tr>
<tr>
<td>Intensity of Use: Very High</td>
<td>Adjacent Parking is Not Permitted Within this Precinct</td>
</tr>
<tr>
<td>Streetscape Character: Contains the Greatest Extent of Special Areas' at System</td>
<td>Streetscape Character: Street Parking: Generally Off-Peak on One Side of the Street - Lay-by Parking</td>
</tr>
<tr>
<td>Special Streetscape Features: Generally Focused Around Special Urban Places' at System</td>
<td>Special Streetscape Features: Parking: Generally Off-Peak on One Side of the Street - Lay-by Parking</td>
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### Matrix - Summary of Streetscape Action Plan - Linkages & Projects

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### Movement & Functional Characteristics

- Pedestrian Environment
- Street Furniture
- Benches
- Street Trees/Landscape
- Prevention of Pedestrian Priority
- Wayfinding
- Escarpment

### Project Type
- General Streetscape Components
- Special Features/Unique Design Elements
- Planning Recommendations

- **Commercial Precinct Streetscapes**
- **Civic Precinct Streetscapes**

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The Streetscape Action Plan

Hamilton Downtown Mobility Street Master Plan (Bay, James, John, Hunter and Cannon Streets)

Prepared for the City of Hamilton, 2003

The MBTW Group

Urban Strategies Inc.

McCallum-Sather Architects

O’Connor Consultants Inc.