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The Hughson Streetscape Master Plan is one of several design strategies initiated by the City of Hamilton for public realm improvements with implementation scheduled over the next 15 years. Streetscape master plan provides a broad design strategy and context for future physical, above-ground, improvements in the public realm, i.e., the public road right-of-way and other publicly owned spaces. The master plan also contain urban design principles and guidance on design intent that together provide a bridge between the general policy provisions of the Downtown Hamilton Secondary Plan and specific detailed design drawings and specifications necessary for implementation.

The Council approved Downtown Hamilton Secondary Plan provides for the completion of “street master plans” for the entire length of all Traditional Streets, including Hughson and King William. Traditional Streets are defined as:

"locally oriented streets that serve the local land uses. Pedestrians are given priority with the provision of sidewalks on both sides of the street and a street that is designed for easy pedestrian crossing. The primary purpose is to provide for access by residents, shoppers, employees, and serve the balanced travel needs within the neighbourhood. Cyclists are encouraged and do not require special provisions due to low vehicular speeds. On-street parking is encouraged and generally two lanes are provided for travel”.

The Hughson Streetscape Master Plan implements both the Council approved Downtown Hamilton Secondary Plan and the Downtown Transportation Master Plan (2001) and their associated goals and objectives by:

- Articulating a long-term vision for enhancing the pedestrian amenity and civic image of the street;
- establishing safe pedestrian environment with appropriate separation from vehicles;
- better balancing pedestrian, cycle, transit needs with vehicular needs;
- strengthening linkages to the waterfront, the escarpment, to neighbourhoods and other key areas of the downtown and the City;
- identifying key civic spaces and priority areas for specific streetscape treatment in order to enhance the character and sense of place within the Downtown;
- and establishing a high standard of design within public spaces as a model for private sector initiatives.

Extensive public consultation featured significantly in the preparation of the Hughson Streetscape Master Plan and included a series of mail-outs, newsletters, design charrette and open houses for property owners, stakeholders, special interest groups and a broad cross-section of the public who were interested in the revival of the Downtown. Responses received during consultation were generally favourable and supportive of comfort and safety in pedestrian realm, greening of the streets, and public art initiatives.

A key administrative principle that drives the Hughson Streetscape Master Plan is that streetscape improvements (above-ground work) are to be co-ordinated and implemented at the same time as major infrastructural improvements (under-ground work) or when other major public development occurs on these streets. This will assist in reducing implementation costs and unnecessary disruptions to adjacent property owners, business operations, vehicular traffic and pedestrians. Co-ordination of these activities will be accommodated as part of the annual Hamilton Downtown 10-year Capital Improvements Budget process.
1.1 BACKGROUND

On December 12, 2001 City Council pre-approved a 2002 capital budget allocation for the development of Master Plans for Pedestrian Improvements for five mobility streets (Bay, James, John, Cannon and Hunter Streets) and two traditional streets (King William and Hughson Streets) in Downtown Hamilton.

The Hughson Streetscape Master Plan was undertaken by the Community and Design Section (former Heritage and Urban Design Section) of the Long Range Planning and Design Division in March 2002.

Work comprised three key phases:

- An idea charrette and public consultation;
- Preliminary plan preparation and public consultation; and
- Final Streetscape Master Plan preparation.

Public consultation occurred through a series of workshops and Open Houses which included the public, stakeholders and special interest groups.

An Ideas Charrette with stakeholders was held on April 18, 2002 and helped in generating a wide range of ideas for streetscape improvements. Preliminary Design concepts were presented at a subsequent Open House held on June 25, 2002. Following refinement of these concepts the final Street Master Plan was presented at an Open House held on March 6, 2003.

Invitation to the final open house included ‘Walk-Mail’ service of 2000 invitations to property-owners on seven streets (including the Five Mobility Streets, and King William and Hughson Streets), all shops and offices, and postings on public notice boards.

As the master plan study area services a mix of multicultural neighbourhoods, the invitation was prepared in five languages – English, Portuguese, Italian, Vietnamese, and Chinese. Interpreters were on hand at the Open House to answer questions and collect comments. The content of Open House panels was also available on the City’s web page.

Meetings were also held with property owners and members of the Downtown Business Improvement Area (BIA) as part of the detailed streetscape improvements that were originally to be commenced in the fall of 2003. Responses from the public, stakeholders and special interest groups are generally supportive of the Hughson Streetscape Master Plan and its guidance in a design vision for improved comfort and safety in pedestrian realm, greening of the streets and public art initiatives.

The Master Plan suggest general and specific guidelines for re-design of the traditional streets according to existing and planned land uses, city’s transportation policies, architectural character, and suggests the quality and a typology of streetscape elements.

Due to the long-term implementation horizon of fifteen years the Hughson Streetscape Master Plan is intended to serve as a design guide and future inspiration for preliminary, functional and detail design of the street.

It is also anticipated that City priorities, financial capabilities and standards may well change or be modified over such a substantial period of time. Accordingly the Plan contains an advisory note that the contents of the document are intended to serve as guidelines only for public realm improvements.

The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies and standards relating to the public road allowance and other transportation related policies as they may evolve.
The City of Hamilton seeks to revitalize the Downtown Core by creating better linkages between the Escarpment, Downtown and the Waterfront, and by making city streets more vibrant and pedestrian friendly.

As an initiative in improving the City’s public spaces and streets, the Hughson Streetscape Master Plan is part of a process that seeks to bridge the policies of the Downtown Hamilton Secondary Plan to the specific and detailed implementation of streetscape improvements.

THE DOWNTOWN STREETS MASTER PLAN

Guided by the Council-approved Downtown Hamilton Secondary Plans, the Hughson Streetscape Master Plan contained in this document is one of seven Master Plans commenced in 2002 to provide streetscape design on seven Downtown streets. These Master Plans will provide key design principles and concepts on which future improvements will be based.

The Master Plan not only illustrates how planning policies, urban design functions, and design objectives of the streets of the Downtown Hamilton Secondary Plan are to be implemented, they are also premised on limiting ad hoc approaches to streetscape works in the City.

In conjunction with other Downtown development strategies, the plan identifies potential improvement opportunities such as safer pedestrian crossings, better accessibility, and greening of city streets in order to improve pedestrian experience in the core. By advancing overall schematic concepts, the Master Plan will assist Council and City Departments in preparing annual budget and public improvement programs.
This Master Plan will be one of the guiding documents for the City in attaining a coherent urban vision - both in terms of planning and economic development, as well as management and implementation - over the next 10 to 15 years.

**ABOUT THIS DOCUMENT**

Street improvement initiatives are part of a broader process towards the revitalization of the Downtown core. This document contains key strategies and design concepts which adhere to an overall vision for the Downtown – as envisioned in the [Downtown Secondary Plan Design Strategy (2000)](2000), the [Downtown Hamilton Secondary Plan (2001)](2001) and the [Downtown Transportation Master Plan (2001)](2001).

By applying general Secondary Plan design principles to specific Downtown streets, the Master Plans provide the City Departments with a broad and general schematic design framework: both when considering the characters and functions of the precinct as a whole, as well as the individual identity of the street.

This document concerns itself foremost with the overall design intent. The process of land acquisition when applicable, as well as detailed technical elements such as turning radii, specific construction materials, are not part of the Master Plan. All technical requirements will be verified on site as part of the ensuing detailed design process.

Detailed design and implementation of specific streetscape improvement works are to be undertaken by the City’s Public Works Department, and they will be implemented according to the City’s capital budget schedule and priorities, and in accordance with its transportation related policies.

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**INTRODUCTION**

**STREETSCAPE IMPROVEMENT STRATEGIES**

With appropriate designs, our streets can be improved for safer pedestrians and vehicle traffic, become more enticing for visitors, and in turn spur investments into the Downtown.

Towards this goal, the Streets Master Plan encourage following design strategies:

1. Wider and safer sidewalks
2. More trees with continuous green boulevards
3. Full accessibility for all age and user groups
4. Better light standards
5. Road improvements including special treatment of intersections
6. Maintaining, when possible, existing on-street parking

**THE DOWNTOWN HAMILTON SECONDARY PLAN**

(2001)
3.1 Hughson Streetscape Master Plan

The Hughson streetscape concepts refers to planning studies collectively undertaken over the last decade, as well as recent public input and commentary as part of the Master Plan process. The Council approved Downtown Secondary and Transportation Master Plans "Putting People First: The New Plans for Downtown Hamilton", identify the 'Downtown' as the lands bounded by Queen, Hunter, Wellington, and Cannon Streets.

The following sections 3.2 and 3.3 describe relevant planning policies that provide the context for this Master Plans Initiative. For the portion of the Streetscape Master Plan within the Downtown boundary, pertinent and specific principles from the Downtown Secondary Plan Design Strategy and the Downtown Hamilton Secondary Plan, and its companion document, the Downtown Transportation Master Plan are key in guiding general urban design objectives within the Downtown (between Hunter and Cannon Streets).

For the remaining parts of the Hughson Streetscape Master Plan that extend beyond the boundary of the Downtown, the Corktown 1997 Neighbourhood Plan provides guidance for Hughson Street South (from Hunter to Charlton Avenue), and reference is made to the 1996 Beasley Neighbourhood Plan for Hughson Street North (from Cannon to Murray).
3.2 The 2000 Downtown Secondary Plan Design Strategy

The Downtown Hamilton Secondary Plan, an official planning document developed to guide and manage the physical development of the Downtown core, is based on an Overall Vision for the Downtown contained in The Downtown Secondary Plan Design Strategy (2000).

In order that the City pursues a consistent approach to Downtown Revitalization, six principles from The Downtown Secondary Plan Design Strategy (2000) were identified to derive the Downtown Hamilton Secondary Plan (2001). Furthermore, initiatives and development proposals for the Downtown such as the Streets Master Plans Projects are to be evaluated against the following six principles:

- Use public outdoor space improvements as the catalyst for downtown revitalization
- Strengthen the connection to neighbourhoods, the Waterfront, the Escarpment, and other surrounding features or attractions
- Make downtown living attractive
- Build on existing strengths
- Recognize the value of modest improvements and changes
- Pursue a limited number of carefully designed and executed major projects

Hughson North looking west at King William Street. This is the heart of the Entertainment District where special paving, heritage style street amenities, and wider sidewalks will be implemented.

Traditional Street:

Traditional Streets are locally oriented streets that serve the local land uses. Pedestrians are given priority with the provision of sidewalks on both sides of the street and a street that is designed for easy pedestrian crossing. The primary purpose is to provide for access by residents, shoppers, employees, and serve the balanced travel needs within the neighbourhood. Cyclists are encouraged and do not require special provisions due to low vehicular speeds. On-street parking is encouraged and generally two lanes are provided for travel. (2.4.7.2.1 Table)

The Downtown Hamilton Secondary Plan (2001)
Hughson Street is identified in the Downtown Secondary Plan as one of the Traditional Streets. These streets provide linkages to Downtown buildings and activities, as well as connections to Mobility Streets. Aside from accommodating traffic, Traditional Streets are intended to provide enhanced pedestrian comfort at street level (2.4.7.2.1.j).

Street Master Plans are proposed to be completed for the entire length of all Traditional Streets, and the Downtown Secondary Plan indicates that landscaping and urban design elements to be addressed include transit shelters, public signage, seating areas, other public amenities, vegetation and lighting (2.4.7.2.1).

Following are policies cited from the Downtown Secondary Plan relevant to the improvements on the Traditional Streets, and particularly on the designs of the public realm, i.e., streets and open spaces. The Downtown Secondary Plan also prescribes design functions and objectives for the two streets.

3.3.1 Hughson Street

Hughson Street has historically been a pedestrian oriented street that supports prime retail activities on King Street and at the turn of the century, supported the historic market area surrounding the TH&B Railway Station. The street provides north-south linkages from adjacent residential neighbourhoods to commercial areas.

3.3.2 Design Functions:

As summarized in Table 2.4.7.2.2 of the Downtown Secondary Plan, the main design function of Hughson Street is part of a support network for pedestrian traffic in the City core, which aims to:

- Providing a safe pedestrian realm through appropriately designed sidewalks, provision of Urban Braille, landscaping, seating area, transit shelters, and other amenities (2.4.7.2.1d).
- Providing where possible enhanced landscaped boulevards where residential uses abut a street (2.4.7.2.1f).

3.3.3 Design Objectives:

- Achieving a comfortable and intimate pedestrian environment (2.4.4.3a).
- Creating a sense of place through the incorporation of public art and interpretive media (2.4.4.3a).
- Ensuring barrier free access from grade level (2.4.4.3a).
- Achieving a high standard of design of all public open spaces to promote comfort, safety, enjoyment, accessibility, a sense of nature and usability.
- New parks and public open spaces shall be sited and designed to provide the above qualities (2.4.6.2.2 b).
3.3.4 Standard of Design in the Public Realm:

Besides specific policies that guide streetscape improvements, the Downtown Hamilton Secondary Plan also provides a broader context for municipal action and general standards of design in the public realm.

These include:

- Retaining and enhancing the historic fabric of the Downtown, including the historic street grid (2.4.4 and 2.4.7).
- Upgrading public streets and public spaces to promote a high quality of design, public safety, and ease of access (2.4.4.3).
- Achieving a comfortable and intimate pedestrian environment (2.4.4.3a).
- Creating a sense of place through the incorporation of public art and interpretive media (2.4.4.3a).
- Ensuring barrier free access from grade level (2.4.4.3a).
- Providing a safe pedestrian realm in all Downtown streets through appropriately designed sidewalks, provision of Urban Braille, landscaping, seating area, transit shelters, and other amenities (2.4.7.2.1d).
- Providing where possible enhanced landscaped boulevards where residential uses abut a street (2.4.7.2.1f).
- Achieving a high standard of design of all public open spaces to promote comfort, safety, enjoyment, accessibility, a sense of nature and usability. New parks and public open spaces shall be sited and designed to provide these qualities (2.4.6.2.2 b).

3.3.5 Public Art

The City also encourages the creation and placement of Public Art as part of the City’s public improvement initiatives. These features can be a venue to indicate the City’s culture or history, or indicate that a particular location in the Downtown has special meaning. They also provide an opportunity to involve the City’s artistic community in their design. (2.4.7.2.2.1)

Towards this end, the Downtown Secondary Plan provides that:

- Public Art Public improvement projects in the Downtown will allocate 1% of the project budget to the City’s Public Art Program for use in the Downtown. (2.4.7.2.2.1a)
- Public Art shall be included in the overall design and context of development to ensure it has an appropriate siting and location. (2.4.7.2.2.1c)
- All Public Art installations are subjected to the City’s Public Art Policy, and shall be administered by the City’s Public Art Coordinator.
3.4 **The 1997 Corktown Neighbourhood Plan**

Corktown, one of the earliest settled neighbourhoods in Hamilton, is immediately south east of the Hamilton Downtown. Urban design initiatives for Hughson Street South from Hunter Street to Charlton Avenue are guided by the *1997 Corktown Neighbourhood Plan*. Hughson Street South is situated within the “Downtown” area of one of the four functional areas identified in the neighbourhood plan (*Downtown, Transition, Neighbourhood Residential, and the Escarpment.*) (Policy Map 1).

Policies relevant to the Hughson Street South Streetscape Master Plan are as follow:

### 3.4.1 Planning Principles and Design Objectives

- In the *Downtown* area, intensive mixed use development and an increase in residential use are encouraged. *(Policy 6)*
- To re-forest and re-green the neighbourhood, building on existing landscaping and to restore the green link along scarp face. *(Policy 10)*
- Street and park trees and shrubs will be supplemented with priority treatment given to car parks, vacant sites and to streets acting as pedestrian links. *(Policy 10.b)*
- Establish an open space system with nodes and links through out the neighbourhood. *(Policy 11)*
- The neighborhood’s public areas will be designed to be fully accessible using Urban Braille guidelines and implemented over time. *(Policy 11.e)*
- An overall plan of streetscaping will be prepared (coordinated with traffic calming measures*)

- Lightening will be upgraded for traffic and pedestrian safety. *(Policy 16.a)*
- Pedestrian oriented lighting ...reflecting traditional design .. To make streets more human scale. *(Policy 16.c)*

* A *Corktown Neighbourhood Traffic Management Plan & Class Environmental Assessment* is currently underway for the Corktown neighbourhood, which includes Hughson Street, south of Hunter. Traffic claming measures required in this section of Hughson Street will be subject to the Management Plan findings.
3.5 The 1996 Beasley Neighbourhood Plan

Urban design principles for Hughson Street North from Cannon to Murray Streets are guided by the 1996 Beasley Neighbourhood Plan. Policies relevant to the Hughson Street North Streetscape Master Plan are as follow:

3.5.1 Planning Principles and Design Objectives

- The amount of green space needs to be increased (4.2.2)
- The aesthetics of the neighbourhood including the built form and urban spaces must be regarded with greater importance in all public and private development activities in the neighbourhood. (4.2.9)
- New housing developments should be in a lower density form that will be more compatible with the existing neighbourhood, i.e., single and semi-detached, row/townhouse, and stack townhouses. (4.2.7)
- Hughson Street North from Cannon to Robert Streets: Low Density Apartments/Stacked Townhouses (4.3.3)
- Hughson Street North from Robert to Murray Streets: Single and Semi-Detached (4.3.1) except at the intersection of Barton and Hughson North, the four corners are mixed-used, commercial and/or residential (4.3.5)
- Wider sidewalks, enhanced boulevard green space and greater building setbacks should be incorporated to facilitate an urban environment conducive to pedestrian traffic (4.4 - Area 9)

3.5.2 Special Corridors/Nodes

- Encourage pedestrian movement from the Hunter Street GO Station to the downtown core, and ...to extend this concept to the CN Station lands at Murray Street. This would link the two stations, which in the past brought people to the city centre (5.4.1).
- New internal public roadways through the block should be facilitated wherever feasible as smaller city blocks create a more attractive urban ambiance for residents, pedestrians, and visitors (4.4—Area 9)
4.1 Introduction

The Hughson Streetscape Master Plan addresses changes and improvements in the area bounded by to south Charlton Avenue and Murray Street to the north. This part of the Master Plan, Section 4, describes the physical context of the Hughson streetscape area as follows:

- Section 4.2 contains a brief historical overview of the street and noted historical buildings from its origins to the present day;
- Section 4.3 describes on a precinct basis the existing physical conditions of the street;
- Section 4.4 is a summary of existing condition.

Understanding what has happened in the past and what now exists provides the basis for considering future changes. Section 5 illustrates the vision and the overall design concepts, principles, and intent of the Hughson Streetscape Master Plan.
4.2 **Historical Overview**

4.2.1 **Hughson Street: Cultural Heritage**

Nathaniel Hughson, an early Euro-Canadian landowner and entrepreneur in the pioneer settlement of Hamilton named this early right-of-way as Hughson Street in 1835. Several other City street names are also named after Hughson family members (James, Rebecca, and Catherine).

Today it is a much-altered streetscape from its nineteenth- and early twentieth-century appearance and only a limited number of heritage structures remain. These structures are executed a variety of architectural styles, vernacular construction techniques and building materials. As early as 1842 Hughson Street formed part of Hamilton’s compact urban core linking Henry Street to the north (now Cannon) with Peel Street on the southern rural fringes of the town site. Several, single-detached, wood frame structures dotted the street scene. (See the Plan of the Town of Hamilton, District of Gore, Canada, 1842)

By 1851 many new businesses, buildings and uses had established themselves along Hughson Street, which now connected the foot of the Niagara Escarpment with the bay front and wharves at Guise Street. The street included a variety of structures including large landscaped estates and residences at the foot of the “mountain” slopes in the south, the Old Market Square and Courthouse Square, churches, chapels and commercial terraces dominated in the core and to the north modest dwellings of frames and brick dotted the streetscape. By the late 1890s Hughson Street had fully developed into a thriving and well-established streetscape of eclectic buildings and uses.

Historic photo of Hamilton downtown circa 1930’s, Hughson Street cuts through the middle of Gore Park. It had traditionally been a retail pedestrian corridor connecting the Hay Market/ Railway area at Hunter Street through the Gore to the prime retail activities on King Street.

Original large brick residences on Hughson Street south of Hunter.
HISTORY AND PHYSICAL CONTEXT

At Charlton Avenue, in the south, large brick residences predominated interspersed with institutional uses such as the Kingsthorpe Private School and the Synagogue. Between Augusta and Main Streets the Hay Market, the Toronto, Hamilton and Buffalo Railway Station, the Courthouse, and the Wentworth Arms Hotel stood out as prominent community landmarks.

From Main Street to Rebecca Street the narrow streetscape was characterized by solid wall of commercial brick buildings. Northwards from Rebecca Street a variety of industrial, institutional and residential structures jockeyed for prominence in the landscape including the Hamilton Chemical Works, the Timothy Eaton Co. Ltd. Knitting Mill and the Burrow Stewart Stove Factory. North of Barton Street modest one- and two-storey frame and brick dwellings lined the route up to Guise Street and the bay, interrupted only by the Hamilton Glass Works located between Picton and Macauley Streets.

By the mid 1950s and 60s many of the larger industrial complexes had been lost through economic decline yet many other structures did survive. Several of these have been recognized as heritage structures by the City of Hamilton through documentation and informal listing (The former Bell Telephone Company Offices, now adaptively re-used as the headquarters of the Laborers’ International Union of North America (LIUNA)) or through legal designation under the Ontario Heritage Act (The Right House, and the former Toronto, Hamilton and Buffalo Railway station). Conservation of these heritage structures assists in maintaining the character of Hughson Street and represents opportunities for adaptive re-use and the continuing physical revitalization of the streetscape.


HISTORY AND PHYSICAL CONTEXT

4.2.2 BUILT HERITAGE: GO TRANSIT CENTRE

FORMER TORONTO, HAMILTON AND BUFFALO RAILWAY STATION (TH&B STATION)

The former Toronto, Hamilton and Buffalo (TH&B) Railway Station, situated on Hunter St. East at Hughson Street, ranks as a major architectural landmark of Hamilton’s downtown core. The station was constructed in 1931-33 by the TH&B Railway to serve as both a passenger/freight terminal and the company’s headquarters. In 1977, Canadian Pacific Railway (CPR) bought control of the railway line and in 1981, the station ceased to function as a passenger terminal and now serves as the City’s GO-Transit Centre for rail and bus transportations. In 1991, the former TH&B Station was designated under the federal Heritage Railway Stations Protection Act.

The TH&B headquarters were designed by the New York architectural firm of Fellheimer and Wagner in a streamlined modernist style known as Art Moderne. Well-known for their spectacular railway stations in Buffalo and Cincinnati, the firm provided Hamilton with a high-styled modernist structure which was at the forefront of railway station design in Canada.

The TH&B Station is a well conserved example of the Art Moderne style architecture. This streamlined Modernist style had been inspired by and was often associated with locomotive and transportation functions such as ocean liners, trains, and motor cars in the 1930’s.

The TH&B Railway Station on Hunter at Hughson Street South is the termination and focal point of an uninterrupted vista as viewed from the Gore on King Street. The two historic sites connect axially, anchoring the heart of the Downtown.
From 1890 to 1893, Hamilton merchant Thomas C. Watkins built the new premises for *The Right House* on Gore Park, heralding the arrival in the city of a contemporary innovation—retail marketing on the grand scale. The Right House was bigger, bolder and better equipped than any of its neighbouring row house stores. Architect William Stewart & Son had been able to translate this new merchandising spirit into architectural terms with considerable success and a good measure of Victorian flamboyance.

In the interest of promoting its “modern” aspect, The Right House design employed many of the fashionable features of the day: running arcades, columns and stone arches busily articulated the street facade; contemporary pressed-metal work provided the crowning decoration to eaves and parapet (now gone); window openings contained so much plate glass that the building was nick-named the Crystal Palace; and modern conveniences such as the elevator offered an added degree of comfort and class to shopping excursions. In terms of subsequent architectural developments, Watkins’ building was not only the first but it is now also the last of the large nineteenth-century department stores to survive intact in the city. As such, The Right House is a unique example of its kind in Hamilton.
4.3 **EXISTING PHYSICAL CONTEXT**

The Hughson Streetscape Master Plan commences at Charlton Ave. East in the south and stops at Murray Street before the LIUNA Station. Based on site analyses and public consultation, four precincts have been identified within the Master Plan study area.

Hughson Street South begins at St. Joseph’s Hospital, descending northward towards the TH&B Station at Hunter Street. It becomes Hughson Street North at Main Street East.

4.3.1 **PRECINCT 1**

**CHARLTON AVENUE TO HUNTER STREET TWO-WAY**

As an area with a concentration of medical facilities and residential housing, Precinct 1 is a choice neighbourhood for residential developments that accommodates senior populations.

**FROM CHARLTON TO FOREST AVENUES**

Current land use comprises high-rise residential apartment buildings, medical facilities, mixed used and professional offices.

When viewed towards the Escarpment, St Joseph Hospital is the visual terminating point for Hughson Street South. In the direction of the Downtown, the TH&B Station and its underpass on Hunter Street effectively function as one of the landmark gateways between the Escarpment and the Downtown.

The existing street width is generous. Hughson Street South had functioned as the main connector between
the hospital, the TH&B Station and the CN Station near the Bay.

Currently few trees are planted sporadically along the street with little pedestrian amenities. On-street parking is on the west side.

**FROM FOREST AVENUE TO AUGUSTA STREET**

High-rises and vacant lots occupy both sides of Hughson South between Forest Avenue and Augusta Street. The residential towers, mostly built in the 70’s, recess up to ten metres from the side-walk. These minimally landscaped recesses are used either as surface parking or underground parking entrances. They have eroded the sense of enclosure and connectedness of the street.

**THE HAY MARKET AREA AND THE RAILWAY STATION**

The original Hay Market Square (current Hay Market Street) was the market place associated with the former TH&B Train Station on Hunter. As a traditional hub of local commerce, retail activities had historically extended from the market to Jackson Street, James and John Streets South.

Now bounded by a condominium building on Hughson Street South and a gas station on John Street, the current Haymarket Street is a short street dominated by the geometric glass roof of the adjacent bus terminal. While the market is gone, Augusta Street at Hughson maintains a cluster of converted Victorian buildings that are now restaurants, pubs and galleries. This area is now a community hub within this mixed-use, residential neighbourhood.

With the railway underpass raised along Hunter Street, the stands the strategically located TH&B Building stands as a major entrance node into the Downtown from the Escapement.
4.3.2 Precinct 2

Hunter to Wilson Streets

From Hunter to Main Streets East
Two-way

At the former TH&B Station on Hunter Street, Hughson Street South continues as a two-way street until intersecting with Main Street East. Hunter Street (one-way, west bound), is identified as one of the five Mobility Streets in the Downtown Hamilton Secondary Plan. There is currently no notable pedestrian crossing or traffic calming device at the intersection of Hunter and Hughson, where the main entrance of the TH&B Station is located.

On the west side of the block between Jackson and Main Street East stands a two-storey (designed by former city architect Stanley Roscoe) building, the YMCA block, and the former Bell building (now LIUNA Headquarters). On the east stands the former Wentworth County Courthouse (now housing McMaster Continuing Education Department) and several surface parking lots.

The former Wentworth County Courthouse is a centrally planned building surrounded by sunken parking spaces. The sunken car park combined with surrounding vacant lots have created large spatial gaps along the block, and are depriving the street of a sense of enclosure and continuity.

After crossing Main Street East, Hughson South becomes Hughson North, and changes from two-way to one-way north bound.

Hughson Street looking south towards the TH&B Station. Vacant lots and the sunken parking area of the Old Courthouse contribute to the loss of street edge on the east side. While the Bell (now LIUNA) and the YMCA buildings retains a sense of enclosure on the west side.
Hughson Street North from Main to Rebecca Streets had historically been characterized by solid walls of two storey commercial brick buildings and narrow sidewalks.

Although many of these former buildings have been demolished or left vacant, Hughson Street, a more intimate street situated between the vehicular oriented James and John Streets North, connects the pedestrian activities from the multicultural Cannon Street Village to the prime retail core in the Gore Park and King Street area.

Between Main and King Streets stand several office towers with entrances on Hughson Street. These entrances have considerable pedestrian traffic flow to and from the street.

Due to combinations of narrow sidewalk, loading requirement for adjacent buildings, transit routes and traffic configuration, this part of Hughson now functions largely as service and loading lane. Improvements are required to achieve its role as a comfortable pedestrian connector between various linkages and activity areas.

Issues that impact on pedestrian safety and require improvements are: loading and temporary stopping, configuration for bus stops and traffic routes, accessibility and barrier concerns on sidewalk, and street light quality.

This segment of Hughson Street North is an integral part of the heritage core of the Downtown. North of the Gore Park area around King William and Rebecca Streets are...
HISTORY AND PHYSICAL CONTEXT

Lister Block, the former Woolworth Department Store, the Hamilton Hydro building and Fire Hall.

The sidewalks along these blocks are generally narrow, and existing street light quality is poor and in need of improvement. Due to limited street width, there are no trees along Hughson between Main and Rebecca Streets.

While tree planting is not recommended, there may be opportunities to improve on paving and landscape treatment on strategic area.

The block between Rebecca and Wilson Streets comprises surface parking, and there is little pedestrian amenity except for transit stops for two north bound local buses.

4.3.3 PRECINCT 3

WILSON TO BARTON STREETS

FROM WILSON TO CANNON STREETS
ONE-WAY NORTH BOUND

A strip mall with parking in front is located at the north-west corner of Wilson, from James to Hughson. As an open space adjacent to the Tivoli Theatre, this location has been identified in the Downtown Hamilton Secondary Plan as the future "Tivoli Park" — an urban public space that celebrates the Entertainment District.

FROM CANNON TO ROBERT STREETS
ONE-WAY NORTH BOUND

Further north on Hughson from Cannon to Robert Streets are more surface parking lots and one-storey industrial buildings operating as automobile or machine
shops. Among these low structures stand two high rise apartment buildings on the east side. Many of these buildings recess from the lot line with parking in front. There are no trees. Portable signs of various sizes and shapes proliferate in this area. General impression of this area is automobile friendly, but barren for pedestrians.

**FROM ROBERT TO BARTON STREETS**

**ONE-WAY NORTH BOUND**

Although most of the two-storey brick Victorian style structures in this section are residential dwellings, there is a concentration of local retail activities at the Barton Street intersection and on Barton Street itself.

Barton Street is a busy 2-way E-W vehicular through street with 4 traffic lanes; and at Hughson a four way intersection. As the local retail hub of an established residential neighbourhood, the Barton / Hughson intersection raises concerns regarding pedestrian crossing safety.

**4.3.4 PRECINCT 4**

**BARTON TO MURRAY STREETS**

**FROM BARTON TO MURRAY STREETS**

**TWO-WAY**

This section of Hughson Street North is a well established residential area. Two-storey brick Victorian style dwellings line both sides of Hughson Street North to the forecourt of LIUNA Station.

Currently the area at the south east corner of the LIUNA Station block is underutilized. A community garden / green space with opportunity for public art is proposed in the 1996 Beasley Neighbourhood Plan.
### Table of Summary: Existing Sidewalk - Characteristics and Conditions

<table>
<thead>
<tr>
<th>PRECINCT 1</th>
<th>TO</th>
<th>Right of Way (m)</th>
<th>Current Rd. Width (m)</th>
<th>Traffic Flow</th>
<th>No. of traveled Lanes</th>
<th>On Street Parking</th>
<th>Sidewalk Conditions and Other Issues</th>
</tr>
</thead>
</table>
| Charlton   | Forest      | 20.11            | 9.35                  | 2-way        | 2                     | 1 sides           | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| Forest     | Young       | 20.12            | 9.09                  | 2-way        | 2                     | 1 sides           | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| Young      | Augusta     | 20.15            | 9.15                  | 2-way        | 2                     | 1 sides           | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| Augusta    | Haymarket   | 11.98            | 9.02                  | 2-way        | 2                     | 1 sides           | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| PRECINCT 2 |            |                  |                       |              |                       |                   |                                                                                                     |
| Hunter     | Jackson     | 13.09            | 7.12                  | 2-way        | 2                     | N                 | - Vacant lots have become surface parking - loss of street enclosure  
- Poor lighting in the evening: safety issue  
- No Urban Braille  
- Surface in poor repair  
- Lack signage or information kiosk  
- Sidewalk too narrow for wheelchair access  
- Few pedestrian amenities  
- No bike rack  
- Lack character as part of the heritage area |
| Jackson    | Main        | 11.93            | 8.85                  | 2-way        | 2                     | 1 side            | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| Main       | King        | 12.09            | 8.11                  | 1-way N      | 2                     | Load/Stop         | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| King       | King William| 11.42            | 7.21                  | 1-way N      | 2                     | Load/Stop         | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| King William| Rebecca    | 12.41            | 7.28                  | 1-way N      | 2                     | Load/Stop         | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
| Rebecca    | Wilson      | 12.12            | 7.23                  | 1-way N      | 2                     | Load/Stop         | - No Urban Braille  
- Improve safety at intersections  
- Poor lighting - not pedestrian scale  
- Sidewalk surface good, but not uniform  
- Few street amenities  
- Lack vegetation  
- Ambiguous surface parking & street boundary  
- Lack character as part of the heritage (Haymarket) area  
- Surplus road width to widen sidewalk |
### PHYSICAL CONTEXT

#### 4.4.1 Table of Summary: Existing Sidewalk - Characteristics and Conditions

<table>
<thead>
<tr>
<th>TO</th>
<th>Right of Way (m)</th>
<th>Current Rd. Width (m)</th>
<th>Traffic Flow</th>
<th>No. of Lanes</th>
<th>On Street Parking</th>
<th>Sidewalk Conditions and Other Issues</th>
</tr>
</thead>
</table>
| PRECINCT 3 | Wilson Cannon    | 20.08                 | 10.8         | 2            | 1                 | • Improve pedestrian safety at major intersections  
• Vacant lots becomes surface parking - loss of street enclosure  
• Poor lighting in the evening: safety issue  
• No Urban Braille  
• Surface in poor repair  
• Lack signage or information kiosk towards the Downtown  
• Uneven sidewalk width and surface for wheelchair access  
• Few street amenities  
• No bike rack  
• Lack of vegetation along the blocks |
| Cannon Robert | 20.28             | 9.18                  | 1-way N      | 2            | 1                 | • Improve pedestrian safety at major intersections  
• Vacant lots have become surface parking - loss of street enclosure  
• Poor pedestrian street lighting in the evening: safety issue  
• No Urban Braille  
• Surface in poor repair  
• Narrow sidewalk width for wheelchair access  
• Few street amenities  
• No bike rack  
• Lack of vegetation along the blocks |
| Robert Barton   | 22.20             | 9.18                  | 1-way N      | 2            | 1                 | • Improve pedestrian safety at major intersections  
• Vacant lots become surface parking - loss of street enclosure  
• Poor pedestrian street lighting in the evening: safety issue  
• No Urban Braille  
• Surface in poor repair  
• Narrow sidewalk width for wheelchair access  
• Few street amenities  
• No bike rack  
• Lack of vegetation along the blocks |
| PRECINCT 3 | Barton Murray     | 20.81                 | 12.08        | 2            | 1 sides           | • Improve pedestrian safety at major intersections  
• Vacant lots become surface parking - loss of street enclosure  
• Poor pedestrian street lighting in the evening: safety issue  
• No Urban Braille  
• Surface in poor repair  
• Narrow sidewalk width for wheelchair access  
• Few street amenities  
• No bike rack  
• Lack of vegetation along the blocks |
| Murray CN Yard  | 20.15             | 9.01                  | 2-way        | 2            | 2 sides           | • Improve pedestrian safety at major intersections  
• Vacant lots become surface parking - loss of street enclosure  
• Poor pedestrian street lighting in the evening: safety issue  
• No Urban Braille  
• Surface in poor repair  
• Narrow sidewalk width for wheelchair access  
• Few street amenities  
• No bike rack  
• Lack of vegetation along the blocks |
Hughson Streetscape Master Plan
5.0 HUGHSON STREETSCAPE MASTER PLAN

5.1 INTRODUCTION

This section addresses the vision and overall design concepts, principles and intent of the Hughson Street (North and South) Master Plan organized around the four precincts identified through analysis and public consultation.

- Section 5.2 describes overall design functions and objectives;
- Section 5.3 describes the design concept from Charlton Avenue to Hunter Street East (Precinct 1);
- Section 5.4 describes the design concept from Hunter to Rebecca Streets (Precinct 2);
- Section 5.5 describes the design concept from Rebecca to Robert Streets (Precinct 3);
- Section 5.6 describes the design concept from Robert to Murray Streets (Precinct 4).

Site analyses and community input during the Master Plan Process have identified four distinct precincts in the Hughson Street Master Plan study area.

The drawings show progressive development of the Hughson Street Master Plan, guided by the Downtown Hamilton Secondary Plan and two public consultation events.

Streetscape Schematic Plan at April 2002 Design Charrette

Streetscape Master Plan at June 2002 Open House

Hughson Street Overall Streetscape Master Plan March 2003 Open House: Charlton Avenue East to Murray Street
5.2 **Design Functions and Objectives**

**Design Functions:**

As summarized in Table 2.4.7.2.2 of the Downtown Hamilton Secondary Plan, the main design function of Hughson Street is to be part of a support network for pedestrian traffic in the City core.

Historically Hughson Street has served as a pedestrian oriented street that supported prime retail activities on King Street. It provides north-south linkages and local commerce to adjacent residential neighbourhoods.

**Design Objectives:**

- Retain historic fabric of the Downtown
- Achieve a comfortable and intimate pedestrian environment through a high standard of urban design, and the provision of pedestrian amenities, lighting, and vegetation.
- Provide easy pedestrian crossing
- Maintain on-street parking and loading when possible
- A Specific Policy in the Downtown Hamilton Secondary Plan recommends that "generous sidewalks, special paving and extensive planting" to be provided.
- Provide opportunities for Public Art when applicable.

Example of pedestrian oriented street with on-street parking, specialty stores, dining activities. Adaptive reuse of heritage structures maintains the intimate scale within an urban setting.
The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies and standards relating to the public road allowance.
5.3 PRECINCT 1:
FROM CHARLTON TO HUNTER STREETS EAST TWO-WAY

MEDICAL FACILITIES AND MIXED USE RESIDENTIAL

- Consideration to widen the sidewalk on the west side of the street can be achieved by reclaiming the public area that is now part of the building lawns. Existing road width and basic requirement will remain without sacrificing the number of traffic lanes, traffic patterns, and traffic flow. On-street parking spaces will be maintained.

- The widened sidewalk will include a tree lined boulevard acting as green buffer against traffic. Pedestrian street oriented activities such as sitting and walking will be encouraged through improved public amenities such as benches and planters.

The proposed green boulevard lined with trees not only enhances the residential neighbourhood, but also provide a linear park linking the Escarpment to the Downtown.
• Improve crossing safety and accessibility standards such as the installation of Urban Braille and upgraded access for the physically impaired.

• Special textured and coloured paving material to be introduced at intersections of Hughson South and Charlton Avenue, Young Street, and Augusta Street.

• Existing street lights will be replaced by heritage style lighting with banner and planter components when appropriate.

• New street edge treatments will be introduced to define the public realm from vacant lots or surface parking.

* As this portion of Hughson Street is outside the Downtown boundary, streetscaping works and traffic calming measures require Class EA planning process as part of the future implementation studies.
5.4 Precinct 2: From Hunter to Wilson Streets

Mixed Use Commercial and Heritage District

General Design Strategies

- As one of the important north-south pedestrian streets in the Downtown, special paving treatments at various major intersections are proposed.
- All traffic patterns, number of traffic lanes, and existing on street parking conditions will be maintained. Sidewalk widths will be maximized by reducing road widths to minimum requirement.
- Heritage style street lights will replace existing street lights. Improved pedestrian amenities such as street furniture and way-finding kiosks are to be placed at appropriate areas.
- Urban Braille and wheelchair accessible standard, such as unobstructed 1.5m clearance for pedestrians will be implemented.
From Hunter to King Street East

- Improve the physical connection and visual vista between the TH&B Station and the Gore Park through uninterrupted views. The sense of street enclosure and perspective will be enhanced by placement of street lights, selective paving material, and street edge treatments.

- Hunter Street at Hughson South is the forecourt of the TH&B Station, and is identified as one of the special places in the City. Upgraded paving with special patterns at intersections, landscape treatment, public art and traffic calming device are proposed to enhance this area.

- Tree planting along these blocks are not recommended due to the narrow existing right of way. Ground level planters will be located at corner bump outs when possible.

- Special attention will be given to Hughson Street between Main and King Streets due to heavy load-
As part of the King William Street Entertainment Area, Hughson Street North between King and Rebecca will be coordinated with King East (left) and King William Streets in streetscape design. Information Kiosk and Public Art (right) and banners (see next page) are some of the elements that identifies the character of the district.

As part of the King William Street Entertainment Area, Hughson Street North between King and Rebecca will be coordinated with King William Street streetscape design in the selection of paving pattern, material, colour, street furniture and character.

From King to Wilson

- Hughson Street North bisects the Gore heritage area at King Street East. The existing paving pattern in the Gore will remain.

- As part of the King William Street Entertainment Area, Hughson Street North between King and Rebecca will be coordinated with King William Street streetscape design in the selection of paving pattern, material, colour, street furniture and character.

- Urban Braille will be installed and the sidewalks universally accessible with an unobstructed width averages 1.5m.

- Paving design detail, material, colour and choice of street furniture will coordinate with the Gore Area on King Street.
Upgraded paving and information signage and kiosks will be an important component of this section of Hughson.

Hughson north of King to Wilson the sidewalk may have difficulty to widen due to existing constraints.

Tree planting along the block to Wilson Street is not recommended due to narrow right of way. Planters will be installed at bump-outs when possible.

Existing street lights will be upgraded to heritage style lighting.

With upgraded paving in a similar design as other downtown streets such as King William and Ferguson Ave., improved lighting, and wider sidewalk, the enhanced Hughson Street will be a main pedestrian connection between King William and Gore Park.
The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies and standards relating to the public road allowance.
5.5 Precinct 3: From Wilson Street to Barton Street East

Mixed Used Commercial and Residential District

- Two-way conversion has been slated for Hughson Street north between Wilson to Barton Streets. All traffic and parking configurations are subject to final traffic functional studies and plans.

- Try to achieve maximum sidewalks width where possible by reducing surplus width for traffic requirements if available.

- Maintain existing on-street parking when possible.

- Where there are vacant lots or low rise commercial buildings with parking in front, special street edge treatment or landscaping will be provided to create a sense of boundary for the public realm.

- Existing street lights will be replaced by heritage style lighting.

- No tree planting between Wilson and Barton Streets.

- Improve pedestrian amenities where space permitted.

- Enlarge bump outs where possible for public gathering and crossing at major intersections.*

- Sidewalk to be universally accessible with curb cut at crossing.

- Urban Braille will be implemented up to the north boundary of the Downtown Secondary Plan Area, i.e., Cannon Street East.

- Special paving treatment at two high traffic volume intersections (Hughson North at Wilson and Cannon Streets East) are recommended.*

**PRECINCT 3**

**MIXED USE COMMERCIAL AND RESIDENTIAL DISTRICT WILSON STREET EAST TO BARTON STREET EAST**
The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws, City of Hamilton by-laws, policies and standards, and Class Environment Assessment relating to the public road allowance and other related traffic policies.

Right: Example of high rise residential tower which addresses pedestrian experience through planting at the street level.

Below: Potential view of the streetscape along Hughson between Cannon and Barton.

Future two-way traffic with on-street parking, defined pedestrian zone with new heritage light standard, and accessible sidewalk with Urban Braille textured edge.
Precinct 4: From Barton Street to Murray Street

Residential Neighbourhood

- Widen sidewalks by reducing road width to minimum requirement for existing traffic. On-street parking, traffic pattern and the number of lanes are to remain unchanged.

- Tree planting if space permits and upgrade street lighting to match other sections of Hughson Street.

- All sidewalks will coordinate with the design of the rest of Hughson Street, with minimum clearance width of 1.5 m

- Improve pedestrian amenities such as seating, planters, and signage.

- Sidewalks to be universally accessible for wheelchair and walkers, and ramped curbs installed at crossing corners.

- While Urban Braille system is only required within the Downtown boundary (Hunter to Cannon Streets), it is recommended that this system to be implemented at all the major intersections.

- Increase safety measure at crossings, especially at Barton Street East, by paving pattern or traffic calming devices.*

- Provide bump outs when possible for public gathering, placement of benches, or planters when possible.*

- Opportunity for a community green space at Hughson North and Murray (the former CN yard) as recommended in the Beasley Neighbourhood
The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws, City of Hamilton by-laws, policies and standards, and Class Environment Assessment relating to the public road allowance and other related traffic policies.
Pedestrian amenities such as benches and other street furniture will be located in the defined pedestrian zone while maintaining a barrier free side-walk.

Above—an idea for street edge treatment to define the public realm from vacant lots.

Left—General design concept for paving treatment at intersections
6.0 DESIGN IMPROVEMENTS ACTION PLAN

6.1 Improvement Matrix/Action Plan

Table 6.1 indicates the potential for sidewalk widening for the street based on current available survey information. The current asphalt road width is measured from GIS Viewer 2002, the City’s most recent aerial photo record of the study area. The right of way is measured between property lines as shown in the current zoning plan available at the City’s Interactive Mapping site.

Hughson Street is an old street with established land parcels and street grid, and the section between Hunter and Wilson Streets (Precinct 2) permits little opportunity for wider sidewalk or trees, but at the major intersection, there may be opportunity for on ground planters.

In Precinct 1 however, the current road and sidewalk width is considerably less than the right of way indicated in the zoning plan: i.e., portions of the public land is now landscaped and is presented as private property. The widening of the sidewalk to create a tree-lined boulevard depends greatly on the process in which the public portion of the street is reclaimed.

A Corktown Neighbourhood Traffic Management Plan & Class Environmental Assessment is currently underway for the Corktown neighbourhood, which includes Hughson Street, south of Hunter. Traffic clamping measures required in this section of Hughson Street will be subject to the Management Plan findings.

Tables 6.2 A and B present a matrix of fifteen streetscape improvement actions required to implement the proposed master plan. Organized based on the four precincts identified in Section 5, the information in Tables 6.2 A and B provides the general scope of work to develop preliminary cost estimate.
## TABLE 6.1 RECOMMENDATION FOR POTENTIAL SIDEWALK WIDENING

<table>
<thead>
<tr>
<th>Precincts</th>
<th>To</th>
<th>Traffic Flow</th>
<th>On Street Parking</th>
<th>Ave. Right of Way (m)</th>
<th>No. of Traveled Lanes</th>
<th>Current Asphalt Width w/ Parking (m)</th>
<th>Ideal Asphalt Width w/ Parking (m)</th>
<th>Potential Widened Sidewalk Width (m)</th>
<th>New Trees (T)/on Ground Planters (P)</th>
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</thead>
<tbody>
<tr>
<td>CHARLTON</td>
<td>YOUNG</td>
<td>2-way</td>
<td>1 side</td>
<td>20.10</td>
<td>2</td>
<td>9.7</td>
<td>9.5</td>
<td>2.5 (E) 6.0 (W)</td>
<td>T</td>
</tr>
<tr>
<td>YOUNG</td>
<td>FOREST</td>
<td>2-way</td>
<td>1 side</td>
<td>20.12</td>
<td>2</td>
<td>9.7</td>
<td>9.5</td>
<td>2.5 (E) 6.0 (W)</td>
<td>T</td>
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<tr>
<td>FOREST</td>
<td>AUGUSTA</td>
<td>2-way</td>
<td>1 side</td>
<td>20.15</td>
<td>2</td>
<td>9.7</td>
<td>9.5</td>
<td>2.5 (E) 6.0 (W)</td>
<td>T</td>
</tr>
<tr>
<td>AUGUSTA</td>
<td>HAYMARKET</td>
<td>2-way</td>
<td>1 side</td>
<td>12.10</td>
<td>2</td>
<td>7.50</td>
<td>7.0</td>
<td>Min.</td>
<td>P</td>
</tr>
<tr>
<td>HUNTER</td>
<td>JACKSON</td>
<td>2-way</td>
<td>1 side</td>
<td>12.10</td>
<td>2</td>
<td>7.12</td>
<td>7.0</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>JACKSON</td>
<td>MAIN</td>
<td>2-way</td>
<td>1 side</td>
<td>12.00</td>
<td>2</td>
<td>8.85</td>
<td>7.0</td>
<td>Min.</td>
<td>No</td>
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<tr>
<td>MAIN</td>
<td>KING</td>
<td>1-way N</td>
<td>Load/Stop</td>
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<td>2</td>
<td>8.11</td>
<td>7.0</td>
<td>Min.</td>
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<td>Min.</td>
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<tr>
<td>WILSON</td>
<td>CANNON</td>
<td>Future 2 way</td>
<td>1 side</td>
<td>20.10</td>
<td>2</td>
<td>9.5</td>
<td>9.5</td>
<td>No</td>
<td>P</td>
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<tr>
<td>CANNON</td>
<td>ROBERT</td>
<td>Future 2 way</td>
<td>1 side</td>
<td>21.50</td>
<td>2</td>
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<td>9.5</td>
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<td>P</td>
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<tr>
<td>ROBERT</td>
<td>BARTON</td>
<td>Future 2 way</td>
<td>1 side</td>
<td>22.10</td>
<td>2</td>
<td>9.5</td>
<td>9.5</td>
<td>No</td>
<td>P</td>
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<tr>
<td>BARTON</td>
<td>MURRAY</td>
<td>2-way</td>
<td>2 sides</td>
<td>20.20</td>
<td>2</td>
<td>12.40</td>
<td>12.5</td>
<td>No</td>
<td>P</td>
</tr>
<tr>
<td>MURRAY</td>
<td>CN YARD</td>
<td>2-way</td>
<td>2 sides</td>
<td>20.15</td>
<td>2</td>
<td>12.40</td>
<td>12.5</td>
<td>No</td>
<td>P</td>
</tr>
</tbody>
</table>

All dimensions are average approximation. All recommendations are subject to site survey to confirm property lines, road width, and the possibility of planting.
TABLE 6.2 A  STREETSCAPE IMPROVEMENT DESIGN MATRIX

<table>
<thead>
<tr>
<th>Streetscape Area</th>
<th>Improvement Matrix</th>
<th>Special Alt. @ Intersections</th>
<th>Traffic Direction Unchanged</th>
<th>Parking Meters</th>
<th>Urbano Park &amp; Special Nodes</th>
<th>Traffic Aligned Risers</th>
<th>Bump-outs*</th>
<th>Trees</th>
<th>Urban B Railing</th>
<th>Signage/Banner</th>
<th>Heritage, Eateries, others, Street Furniture</th>
<th>Bikeracks</th>
<th>Vegetation/On Round Planters</th>
<th>Street Side Greening</th>
<th>Hanging Lower Ledges</th>
<th>Heritage Street Lighting</th>
<th>Public Art: Stand Alone/On Round</th>
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<tbody>
<tr>
<td>PRECINCT 1</td>
<td>CHARLTON FOREST</td>
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<td>2</td>
<td>x</td>
<td>-</td>
<td>x</td>
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<td>-</td>
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<tr>
<td></td>
<td>FOREST YOUNG</td>
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<td>x</td>
<td>-</td>
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<td>Boulevard</td>
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<td>-</td>
<td>x</td>
<td>Boulevard</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>AUGUSTA HUNTER</td>
<td>2</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>Boulevard</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>-</td>
</tr>
<tr>
<td>PRECINCT 2</td>
<td>HUNTER JACKSON</td>
<td>x</td>
<td>2</td>
<td>x</td>
<td>-</td>
<td>x</td>
<td>@ Go</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>JACKSON MAIN</td>
<td>2</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>MAIN KING</td>
<td>x</td>
<td>N</td>
<td>x</td>
<td>-</td>
<td>x</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td></td>
<td>KING WILLIAM</td>
<td>x</td>
<td>N</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>-</td>
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<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

*The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws, City of Hamilton by-laws, policies and standards, and Class Environment Assessment relating to the public road allowance and other related traffic policies.
The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies and standards relating to the public road allowance and other related traffic policies.

---

**TABLE 6.2B STREETSCAPE IMPROVEMENT DESIGN MATRIX**

<table>
<thead>
<tr>
<th>HUGHSON STREET: CHARLTON TO MURRAY</th>
<th>IMPROVEMENT MATRIX</th>
<th>SPECIAL AVING@ INTERSECTION</th>
<th>CHANGE TRAFFIC DIRECTION</th>
<th>PARKING METER</th>
<th>URBAN ROADS/ PACE/ SPECIAL NODES</th>
<th>TRAFFIC C AMING/E-VICE BUMP OUTS*</th>
<th>TREES</th>
<th>URBAN BALISE</th>
<th>SIGNAGE/BANNER</th>
<th>HERITAGES, EATING &amp; OTHERS TREEFURNITURE</th>
<th>BIKE Acks</th>
<th>VEGETATION/ O NG ROUND</th>
<th>STREET DGET TREATMENTS</th>
<th>HANGING LOWER BASKETS</th>
<th>HERITAGES TREELIGHTING</th>
<th>PUBLIC RT/ STAND ALONE/ ONG ROUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precinct 3</td>
<td>King</td>
<td>Willam</td>
<td>REBECCA</td>
<td>X</td>
<td>N</td>
<td>-</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
<td>Tivoli Square @ Wilson</td>
</tr>
<tr>
<td></td>
<td>REBECCA</td>
<td>Wilson</td>
<td>-</td>
<td>N</td>
<td>-</td>
<td>-</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
<td>Tivoli Square @ Wilson</td>
</tr>
<tr>
<td></td>
<td>Wilson</td>
<td>Cannon</td>
<td>X</td>
<td>Y</td>
<td>1 to 2</td>
<td>-</td>
<td>Tivoli Square @ Wilson</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Cannon</td>
<td>Robert</td>
<td>X</td>
<td>Y</td>
<td>1 to 2</td>
<td>-</td>
<td>-</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Robert</td>
<td>Barton</td>
<td>X</td>
<td>Y</td>
<td>1 to 2</td>
<td>-</td>
<td>-</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Barton</td>
<td>Murray</td>
<td>X</td>
<td>N</td>
<td>-</td>
<td>-</td>
<td>Community Park</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
</tr>
<tr>
<td>Precinct 4</td>
<td>Murray</td>
<td>FORMER CN YARD</td>
<td>-</td>
<td>N</td>
<td>-</td>
<td>-</td>
<td>Community Park</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>-</td>
</tr>
</tbody>
</table>

* The guidelines and recommendations of the plan are to be carefully reviewed on a case-by-case basis in conjunction with all applicable provincial laws and City of Hamilton by-laws, policies and standards relating to the public road allowance and other related traffic policies.
6.2 Future Studies and Assessments

Guided by the Downtown Secondary Plan and the Downtown Transportation Plan, which had been processed as a Class Environmental Assessment project, Precinct 2 (Hunter to Cannon Streets) of the Hughson Streetscape enhancements recommended in this document are not expected to require further Class EA except for any traffic calming measures.

The streetscape works and traffic calming measures for Precinct 1 (from Charlton to Hunter Streets), and Precinct 3 & 4 (from Cannon to Murray Streets) will need to fulfill any Class EA requirements under the Municipal Engineers Association Municipal Class Environmental Assessment (June 2000). It is the City’s intention to coordinate the proposed streetscape improvements with other road works such as underground infrastructure improvements when opportunities arise.

As Hughson Street is an historic street, underground components of old structures or infrastructure may likely affect the final construction design, process, and the cost of streetscape works. Since site survey information of Hughson Street was limited during the preparation of this Master Plan, a precise survey on the street’s existing conditions will be essential before detailed design can begin.

The concepts presented in this document are intended to provide fundamental design principles for streetscape improvement in various precincts, and are to be carefully reviewed on a case-by-case basis in conjunction with actual site conditions, all applicable provincial laws, City of Hamilton by-laws, policies and standards, and if required, Class Environment Assessment and other related traffic policies.

A Corktown Neighbourhood Traffic Management Plan & Class Environmental Assessment is currently underway for the Corktown neighbourhood, which includes Hughson Street, south of Hunter. Traffic calming measures required in this section of Hughson Street will be subject to the Management Plan recommendations.

All public art installations proposed in the Master Plan are subjected to the City’s Public Art Policy, and shall be administered by the City’s Public Art Coordinator.

6.3 Relevant future projects:

1. Detailed Site Survey
2. Fulfillment of all required Class Environmental Assessment
3. Completion of the Public Art Policy
4. Detailed design
5. Concept designs for the urban open space at King William and John Streets.
7.0 PRELIMINARY COST ESTIMATES

7.1 INTRODUCTION

The overall cost estimates and their breakdown are provided by the Capital Planning and Implementation Division of the Public Works Department in October 2004.

As a broad estimate, Table 7.1 indicates the overall preliminary cost estimate for the streetscape works for the entire length of the Master Plan. The figures from Table 7.1 will provide a general guideline for capital budget planning for the next ten to fifteen years.

At the time of the finalization of this plan, streetscape works in Precinct 2 have been fully funded under the 2003 Capital Budget, in the amount of $2,213,000.

Beside the Design and Construction costs, 10% of the estimate is added as contingency cost, and 11% is added as project management fees. 1% of the construction costs is allocated for installation of public art. The net estimates do not include any land acquisition cost.

Tables 7.2 A to D present a general cost breakdown based on individual precincts. The length of each precinct, measured from the City’s GIS Viewer 2002, is indicated on the left, and it is this distance that provides the basis for estimating the quantity of the works.
## TABLE 7.1 STREETSCAPE IMPROVEMENT ESTIMATED NET COSTS

<table>
<thead>
<tr>
<th>ITEM DESCRIPTION</th>
<th>ESTIMATED COST</th>
<th>NET TAX RATE @ 3%</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONSULTANT FEES</strong></td>
<td>$217,837.44</td>
<td>$6,535.12</td>
<td>$224,372.56</td>
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<tr>
<td><strong>CONSTRUCTION COSTS</strong></td>
<td>$1,699,200.00</td>
<td>$50,976.00</td>
<td>$1,750,176.00</td>
</tr>
<tr>
<td><strong>ALLOWANCES</strong></td>
<td>$16,992.00</td>
<td>$509.76</td>
<td>$17,501.76</td>
</tr>
<tr>
<td><strong>SUB-TOTAL OF DESIGN AND CONSTRUCTION ESTIMATES</strong></td>
<td>$1,934,029.44</td>
<td>$58,020.88</td>
<td>$1,992,050.32</td>
</tr>
<tr>
<td><strong>PROJECT CONTINGENCY &amp; MANAGEMENT FEE (21% OF SUB TOTAL)</strong></td>
<td>$418,330.44</td>
<td>-</td>
<td>$418,330.44</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATE (ADJUSTMENT TO THE NEXT THOUSAND)</strong></td>
<td>$2,411,000.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CONSULTANT FEES</strong></td>
<td>$151,445.34</td>
<td>$4,543.36</td>
<td>$155,988.70</td>
</tr>
<tr>
<td><strong>CONSTRUCTION COSTS</strong></td>
<td>$1,607,700.00</td>
<td>$48,231.00</td>
<td>$1,655,931.00</td>
</tr>
<tr>
<td><strong>ALLOWANCES</strong></td>
<td>$16,077.00</td>
<td>$482.31</td>
<td>$16,559.31</td>
</tr>
<tr>
<td><strong>SUB-TOTAL OF DESIGN AND CONSTRUCTION ESTIMATES</strong></td>
<td>$1,775,222.34</td>
<td>$53,256.67</td>
<td>$1,828,479.01</td>
</tr>
<tr>
<td><strong>PROJECT CONTINGENCY &amp; MANAGEMENT FEE (21% OF SUB TOTAL)</strong></td>
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<td>-</td>
<td>$383,980.59</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATE (ADJUSTMENT TO THE NEXT THOUSAND)</strong></td>
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</tr>
<tr>
<td><strong>CONSULTANT FEES</strong></td>
<td>$222,734.68</td>
<td>$6,682.04</td>
<td>$229,416.72</td>
</tr>
<tr>
<td><strong>CONSTRUCTION COSTS</strong></td>
<td>$1,737,400.00</td>
<td>$52,122.00</td>
<td>$1,789,522.00</td>
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<tr>
<td><strong>ALLOWANCES</strong></td>
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<td>$521.22</td>
<td>$17,895.22</td>
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<td><strong>SUB-TOTAL OF DESIGN AND CONSTRUCTION ESTIMATES</strong></td>
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<td>$59,325.26</td>
<td>$2,036,833.94</td>
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<tr>
<td><strong>PROJECT CONTINGENCY &amp; MANAGEMENT FEE (21% OF SUB TOTAL)</strong></td>
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<td>$427,735.12</td>
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<tr>
<td><strong>TOTAL ESTIMATE (ADJUSTMENT TO THE NEXT THOUSAND)</strong></td>
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<tr>
<td><strong>CONSULTANT FEES</strong></td>
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<td>$4,164.06</td>
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<td><strong>ALLOWANCES</strong></td>
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<td>$11,151.81</td>
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<tr>
<td><strong>SUB-TOTAL OF DESIGN AND CONSTRUCTION ESTIMATES</strong></td>
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<td>$1,269,299.01</td>
</tr>
<tr>
<td><strong>PROJECT CONTINGENCY &amp; MANAGEMENT FEE (21% OF SUB TOTAL)</strong></td>
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<td>$266,552.79</td>
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<tr>
<td><strong>TOTAL ESTIMATE</strong></td>
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**NET FUNDING REQUIRED FOR PRECINCTS #1 TO #4 (IN THE ORDER OF )** $8,625,000.00
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Estimated Cost $</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONSULTANTS</strong> (not exhaustive)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Landscape Architect</td>
<td>Prime Consultant</td>
</tr>
<tr>
<td>2</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Geotechnical Investigations</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Electrical Engineer</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Structural Engineer</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Mechanical Engineer</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Municipal (Civil) Engineer</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Testing Laboratory</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Other Consultants</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CONSULTING FEES</strong></td>
<td></td>
<td>$217,837.44</td>
</tr>
<tr>
<td><strong>CONSTRUCTION COSTS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Utility Relocation</td>
<td>Relocation, burial and removal, etc</td>
</tr>
<tr>
<td>2</td>
<td>Street Lights</td>
<td>Includes street lighting, traffic poles, &amp; misc.</td>
</tr>
<tr>
<td>3</td>
<td>Electrical Service &amp; Distribution</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Sidewalk Construction</td>
<td>Includes Urban Braille, Special Paving &amp; Concrete Flower Bed Edge</td>
</tr>
<tr>
<td>5</td>
<td>Water Services</td>
<td>Irrigation system, Landscape Boulevard, Flower bed &amp; Drainage, etc.</td>
</tr>
<tr>
<td>6</td>
<td>Street Trees</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Street Furniture</td>
<td>Includes Benches, Waste Receptacles, Bike Rings, Sign Posts, Kiosks, etc.</td>
</tr>
<tr>
<td>8</td>
<td>Restoration of Adjacent Properties</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CONSTRUCTION COSTS</strong></td>
<td></td>
<td>$1,699,200.00</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Public Art</td>
<td>1% of Construction Costs</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td>$1,934,029.44</td>
</tr>
<tr>
<td><strong>ESTIMATED DESIGN &amp; CONSTRUCTION COSTS FOR PRECINCT #1</strong> (Includes net applicable tax rate @ 3%)</td>
<td></td>
<td>$1,992,050.32</td>
</tr>
</tbody>
</table>

*Note: Do not include contingency and project management fees (See Table 7.1)
*An additional 5% of the total planting cost should be allocated as annual maintenance cost.
**TABLE 7.2 B**  
**PRECINCT 2: ESTIMATED DESIGN & CONSTRUCTION COSTS BREAK DOWN**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Landscape Architect</td>
<td>Prime Consultant</td>
</tr>
<tr>
<td>2.</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Geotechnical Investigations</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Electrical Engineer</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Structural Engineer</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Mechanical Engineer</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Municipal (Civil) Engineer</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Testing Laboratory</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Other Consultants</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CONSULTING FEES</strong></td>
<td></td>
<td>$151,445.34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Utility Relocation</td>
<td>Relocation, burial and removal, etc</td>
</tr>
<tr>
<td>2.</td>
<td>Street Lights</td>
<td>Includes street lighting, traffic poles, &amp; misc.</td>
</tr>
<tr>
<td>3.</td>
<td>Electrical Service &amp; Distribution</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Sidewalk Construction</td>
<td>Includes Urban Braille, Special Paving &amp; Concrete Flower Bed Edge</td>
</tr>
<tr>
<td>5.</td>
<td>Water Services</td>
<td>Irrigation system, Landscape Boulevard, Flower bed &amp; Drainage, etc.</td>
</tr>
<tr>
<td>6.</td>
<td>Street Trees</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Street Furniture</td>
<td>Includes Benches, Waste Receptacles, Bike Rings, Sign Posts, Kiosks, etc.</td>
</tr>
<tr>
<td>8.</td>
<td>Restoration of Adjacent Properties</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL CONSTRUCTION COSTS</strong></td>
<td></td>
<td>$1,607,00.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Public Art</td>
<td>1% of Construction Costs</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td>$16,077.00</td>
</tr>
</tbody>
</table>

**ESTIMATED DESIGN & CONSTRUCTION COSTS FOR PRECINCT #2 (INCLUDE APPLICABLE TAX RATE @ 3%)**

$1,828,479.01

---

*Note: do not include contingency and project management fees (See Table 7.1)

*An additional 5% of the total planting cost should be allocated as annual maintenance cost.*
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Landscape Architect</td>
<td>Prime Consultant</td>
</tr>
<tr>
<td>2</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Geotechnical Investigations</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Electrical Engineer</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Structural Engineer</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Mechanical Engineer</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Municipal (Civil) Engineer</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Testing Laboratory</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Other Consultants</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Consulting Fees</strong></td>
<td><strong>$ 222,734.68</strong></td>
</tr>
<tr>
<td>1</td>
<td>Utility Relocation</td>
<td>Relocation, burial and removal, etc</td>
</tr>
<tr>
<td>2</td>
<td>Street Lights</td>
<td>Includes street lighting, traffic poles, &amp; misc.</td>
</tr>
<tr>
<td>3</td>
<td>Electrical Service &amp; Distribution</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Sidewalk Construction</td>
<td>Includes Urban Braille, Special Paving &amp; Concrete Flower Bed Edge</td>
</tr>
<tr>
<td>5</td>
<td>Water Services</td>
<td>Irrigation system, Landscape Boulevard, Flower bed &amp; Drainage, etc.</td>
</tr>
<tr>
<td>6</td>
<td>Street Trees</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Street Furniture</td>
<td>Includes Benches, Waste Receptacles, Bike Rings, Sign Posts, Kiosks, etc.</td>
</tr>
<tr>
<td>8</td>
<td>Restoration of Adjacent Properties</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Construction Costs</strong></td>
<td><strong>$ 1,737,400.00</strong></td>
</tr>
<tr>
<td>1</td>
<td>Public Art</td>
<td>1% of Construction Costs</td>
</tr>
<tr>
<td></td>
<td><strong>Public Art</strong></td>
<td><strong>$ 17,374.00</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td><strong>$ 1,977,508.68</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Estimated Design &amp; Construction Costs for Precinct #3</strong> (Include Applicable Tax Rate @ 3%)</td>
<td><strong>$ 2,036,833.94</strong></td>
</tr>
</tbody>
</table>

*Note: Do not include contingency and project management fees (See Table 7.1)

*An additional 5% of the total planting cost should be allocated as annual maintenance cost.
## HUGHSON STREETScape Master Plan

### Table 7.2D: Precinct 4: Estimated Design & Construction Costs Break Down*

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consultants</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Landscape Architect Prime Consultant</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Surveyor</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Geotechnical Investigations</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Electrical Engineer</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Structural Engineer</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Mechanical Engineer</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Municipal (Civil) Engineer</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Testing Laboratory</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Other Consultants</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Consulting Fees</strong></td>
<td><strong>$138,802.14</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction Costs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Utility Relocation Relocation, burial and removal, etc</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Street Lights Includes street lighting, traffic poles, &amp; misc.</td>
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<td>3</td>
<td>Electrical Service &amp; Distribution</td>
<td></td>
</tr>
<tr>
<td>4</td>
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<td></td>
</tr>
<tr>
<td>5</td>
<td>Water Services Irrigation system, Landscape Boulevard, Flower bed &amp; Drainage, etc.</td>
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<tr>
<td>6</td>
<td>Street Trees</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Street Furniture Includes Benches, Waste Receptacles, Bike Rings, Sign Posts, Kiosks, etc.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Restoration of Adjacent Properties</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total Construction Costs</strong></td>
<td><strong>$1,082,700.00</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Public Art 1% of Construction Costs</td>
<td><strong>$10,827.00</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td><strong>$1,232,329.14</strong></td>
</tr>
</tbody>
</table>

**Estimated Design & Construction Costs for Precinct #4 (Include Applicable Tax Rate @ 3%)**

**$1,269,299.01**

*Note: Do not include contingency and project management fees (See Table 7.1).

*An additional 5% of the total planting cost should be allocated as annual maintenance cost.*