Sam Lawrence Park

MASTER PLAN

Final Report

Prepared for the City of Hamilton

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Hamilton Ward 7 Councilor, Esther Pauls

Hamilton Ward 8 Councilor, John-Paul Danko

Niagara Escarpment Commission

Public Advisory Group Members

Hamilton Residents
Executive Summary

Introduction

Sam Lawrence Park is a well-loved City park situated at the top of the Niagara Escarpment where the Jolley Cut meets Concession Street and Upper Wellington Street. It is best known for its panoramic views of the lower city, horticultural gardens and walking paths.

Many of Sam Lawrence Park’s existing features are in decline due to age, weathering, slope movements and vandalism and are in need of upgrading. The City embarked upon a Master Plan study for the site to determine necessary improvements and to re-imagine possible new future uses and features. As the City and region continue to grow, this valued public space will take on more significance as a prominent city-wide park, serving local residents and those in the Hamilton region. The outcome of the Master Plan will serve as the blueprint for future park improvements in both the short term and long term. In July 2018 Hamilton City Council approved the staff recommendation to undertake a design Master Plan and in March 2019, The MBTW Group was retained to complete the study.

The Master Plan process was designed with a robust public and stakeholder engagement program. The following groups were engaged for their invested interest or concern in the revitalization of all or some of the features in Sam Lawrence Park, and are defined as:

The Public - community members and/or park users.

Stakeholders - organizations or government bodies.

Staff - City of Hamilton staff members.

Both a Public Advisory Group and a Staff Advisory Group were assembled to assist in the development and evaluation of emerging park design solutions. The intent was to have a community driven and stakeholder supported outcome for a Preferred Design Concept and Master Plan for the park. Engagement included a suite of public meetings, public on-line surveys, project specific website, workshop meetings, “Jane’s Walk” walking tour and booths at community festivals and events. Summaries of engagement events are included in the appendices of this report.

Design Concept Alternatives

Through the course of the Master Study, four Design Concept Alternatives were explored: the “Do Nothing” option, the “Quick Fix” option, the “Bypass Link” option and the “Enhancement” option.

The “Quick Fix”
Maintains the park’s quiet, garden-like character while proposing site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces.

The “Bypass Link”
Introduces pedestrian bridge with embedded multi-use path, site modifications and site-wide improvements that enhance connectivity, views/vistas and existing garden spaces.

The “Enhancement”
Introduces pedestrian bridge with embedded multi-use path, intersection improvements and new and expanded park features.

Note: There are considerable concerns for public safety and accessibility within the existing park that require intervention; therefore, doing nothing is not an option and only the three above alternatives were developed and presented to the public for evaluation.
Evaluation

Key improvements that address safety and accessibility are included in all three Design Concept Alternatives and are based on the feedback received through extensive public and stakeholder consultation.

Both the public and stakeholders contributed to the development of the Evaluation Criteria for Success; which became the tool utilized to evaluate how each option satisfied key concerns and objectives. The second public online survey was designed to obtain feedback on the three Design Concept Alternatives and to determine which option was most preferred by the public. In a parallel process, City of Hamilton Landscape Architectural Services and the Consulting Team performed independent evaluations of the Design Concept Alternatives utilizing the Criteria. Both streams of evaluations produced the same result; it was determined that the ‘Enhancement Option’ best responded to community needs and stakeholder concerns.

The Master Plan

The Master Plan for the site, based on the ‘Enhancement Design Concept Alternative’, includes the following key design interventions: site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces, a pedestrian bridge over the Jolley Cut and multi-use path embedded within the park, improvements to the Jolley Cut and Concession Street intersections that enhance the pedestrian crossing experience and addition of barrier-free gardens and new park features. The implementation of these initiatives will take time and likely be phased-in as funding becomes available. In the fullness of time, the park improvements will respond to the future needs of the growing city while meeting the social and cultural needs of the surrounding community.

The Master Plan ensures that Sam Lawrence Park will continue to be a high-quality public realm that will remain enjoyable and relevant for many decades.
Introduction
Figure 1: Aerial showing Sam Lawrence Park. Source, Google Earth 2020.
# 1.0 Introduction

## 1.1 Overview

Sam Lawrence Park is best known for its panoramic views of the lower city, the Dundas Valley, and Lake Ontario; as well as its quite respite while strolling the various pathways that linger with showy gardens and exposed escarpment rock formations.

Many of Sam Lawrence Park’s existing features are in decline due to age, weathering, slope movements and vandalism and are in need of upgrading. As such, the City has the opportunity to re-examine the park’s existing uses and re-imagine future uses, through a Master Plan process: a process that was last undertaken in 1994. As the City and region continue to grow, this valued public space will take on more significance as a prominent city-wide park, serving local residents and those in the Hamilton region. The outcome of the Master Plan will serve as the blueprint for future park improvements in both the short term and long term.

In July 2018 Hamilton City Council approved the staff recommendation to undertake a design Master Plan and in March 2019, The MBTW Group was retained to complete the study.

## 1.2 Purpose

The Master Plan is an important planning tool for shaping the City’s parks. It provides the opportunity to:

- Allow ideas to be heard;
- Frame a planning vision; and
- Set a direction for future works.

This document is intended to guide the long-term revitalization of Sam Lawrence Park; it is based on feedback obtained from the community, stakeholders and City of Hamilton staff. This report includes the Park’s physical, historical and policy context; description of the Master Plan process; a summary of consultation results; an overview of the concept design alternatives and their evaluation; the preferred concept design; distinct improvement project profiles; implementation plan; and site-wide strategies. Supporting documentation is located in the report Appendices.
1.3 Study Area

Sam Lawrence Park is a 7.53-hectare (18.6ac) site situated along the edge of the Niagara Escarpment in Hamilton. Located between Concession Street and the edge of the escarpment, the park is characterized by varied topographical conditions including steep slopes and areas of exposed escarpment stone. Two address exist for the park, 255 and 371 Concession Street, and it straddles the border of both Ward 7 and Ward 8 of the City of Hamilton.

The site is bisected by the Jolley Cut access road, which is one of only two major access roads between the upper and lower portions of the city. As such, the park is positioned as a gateway to the Mountain Brow area for vehicular, cycling and pedestrian access. Figure 3 shows the existing cyclist and pedestrian trails within and surrounding the site that connect to other local parks, schools and community centres.

The east edge of the park provides access to the Bruce Trail through a trail extension connecting Concession Street to Arkledun Avenue.
1.4 Park History

In 1944 the City was given 3-acres of land from Webb Quarry for park use, originally called Ross Park after the Hamilton East MP, Thomas Hambly Ross and his wife, Olive. The park was renamed Patton Park in 1946 in honour of captain John MacMillan Stevenson Patton, a Hamiltonian who risked his life during World War II by detonating an unexploded bomb. In 1953, the park was absorbed by the reconfigured Jolley Cut access road which would cut through the park. Parkland on the Mountain Brow was offered to the Parks Board to compensate for the loss of land from the new roadway. One year later, additional acreage was added in the east from the old public works yard. In 1960, the final piece of park land was incorporated from the closure of the Strongman’s Road access on the west side of the site. It was also in that year that the park was renamed to honour Sam Lawrence, the former mayor of Hamilton from 1944 to 1949.

The park’s major features including stone walls, pathways, benches, lighting and flower gardens were originally constructed in the 1950s and 1960s under the direction of K. Matt Broman; the landscape architect who also supervised the development of the rock garden at the Royal Botanical Gardens.

The pavilion at its current location was built in 1956 on the existing foundations of the old water tank that used to serve this part of the mountain. During 1990 to 1994, Sam Lawrence Park underwent a major upgrading that included repairing the stone walls, installing new walkways, lighting, furnishings and the rejuvenation of the major rock gardens. Today, many of the park’s existing features are declining due to age, weathering, slope movements and vandalism.
1.0 Introduction

1.5 Master Plan Process
The objective of the Master Plan process was to develop a unified vision for the park that would be driven by community and stakeholder feedback. Feedback obtained through the study was used to create the Criteria for Success, which was the tool used to evaluate developing design alternatives and the preferred design concept. The diagram below illustrates our process from data gathering to adoption of the Master Plan.

1.6 Policy Context
Sam Lawrence Park is designated a Cultural Heritage Landscape in the Urban Hamilton Official Plan (2018) and an Urban Area and Escarpment Natural Area in the Niagara Escarpment Plan (2017). The junction of public open space and the ecological system of the Niagara Escarpment requires consideration of policy and studies that relates to both the needs of an urbanizing community, and the integrity of the escarpment and its ecology.
The following documents were considered in the preparation of the Master Plan:

- Urban Hamilton Official Plan (2018)
- Mountain Brow Trail Feasibility Study (2018)
- Transportation Master Plan, Review & Update (2018)
- Niagara Escarpment Plan (2017)
- Mountain Brow Vista Study & Management Plan (2016)
- Recreational Trails Master Plan (2016)
- Public Art Master Plan (2016)
- Hamilton’s Plan for an Age-Friendly City (2014)
- AODA Accessibility Standards – Design for Public Spaces in the Built Environment (2012)
1.0 Introduction

1.7 Initiated Studies

Additional studies were initiated through this Master Plan process to inform the development of the Design Concept Alternatives and ultimately the Preferred Design Concept. The following studies were initiated in the preparation of the Master Plan:

- Intersection Improvement Transportation Study (refer to Appendix E)
- Crime Prevention Through Environmental Design (CPTED) Audit with Hamilton Police Services (refer to Appendix J)
- Geotechnical Report (refer to Appendix G)
- Stage 1 Archaeological Assessment (refer to Appendix I)
- Structural Reports (refer to Appendix F)
- Lighting and Electrical Systems Assessment Report (refer to Appendix H)
- Maintenance Building Facility Fit Study (refer to Appendix K)

1.8 Consultation Summary

The recommendations in this report are a direct result of feedback received from the community and stakeholders through an extensive consultation process. The City undertook widespread outreach to engage interest groups, associations, the general Hamilton public, park users, the local business community and other interested parties. Members of the Master Plan Team were present at various community events and festivals throughout 2019. Various media platforms (social media, newspaper, City’s website, mail-out notifications) were used to advertise Public Information Meetings and to invite the public to take the online surveys.

Early in the Master Plan process, a Public Advisory Group (PAG) and Staff Advisory Group (SAG) were created to provide comment during various stages of the process. Feedback received through consultation was scrutinized and used to establish the parks’ Criteria for Success; which was then vetted by both the PAG and SAG. The PAG was formed after the first Public Information Centre by volunteers from the public and a selection by City staff of representatives from various interest groups. The SAG was comprised of City staff representatives that have a stake or interest in the park’s operation or outcome of the revitalization.

Figure 8: Feedback received from the Public Advisory Group (PAG) on the Connectivity section of the Criteria for Success in its development stage.
Figure 9: City of Hamilton departments represented in the Staff Advisory Group (SAG) that gave comment throughout the Master Plan process.
The following is a summary of the community and stakeholder engagement events that took place during the Master Plan process:

- Public Information Centre (PIC) – March 26, 2019
- Public Advisory Group (PAG) Meeting – April 4, 2019
- Staff Advisory Group Meeting (SAG) - April 4, 2019
- Public Online Park User Survey Launched – March 26, 2019
- Jane’s Walk, Walking Tour - May 4, 2019
- Niagara Escarpment Commission Coordination Meeting – May 24, 2019
- CPTED (Crime Prevention Through Environmental Design) Site Review – May 30, 2019
- Parks Operations, Facilities, Horticulture and LAS Coordination Meeting – May 31, 2019
- Concession Street BIA Streetfest Event - June 8, 2019
- Public Online Park User Survey Closed – July 2, 2019
- Transportation, Traffic, Transit Group Intersection Discussion Meetings - May 3 & August 2, 2019
- SAG Meeting – August 15, 2019
- Concession Street BIA Sidewalk Sounds Event – September 20th, 2019
- PAG Meeting – October 2, 2019
- Public Online Survey for Design Alternatives Launched October 3, 2019, closed November 29, 2019
- PIC – December 9, 2019

Figure 10: Jane’s Walk, walking tour group led through Sam Lawrence Park to discuss the park’s past and future.

Figure 11: Some feedback received from the community at the Concession Street BIA Streetfest event.

Figure 12: Keeping the community informed on the Master Plan progress at the Concession Street BIA Sidewalk Sounds event.
In total we facilitated **14** public and stakeholder engagement events including:

- 5 stakeholder engagement meetings,
- 4 public engagement meetings,
- 3 community events, and
- 2 public online surveys.

Throughout the Master Plan process we received **720** comments submitted by the public through comment sheets; emails; and the online surveys.

Some of What We Heard

All feedback obtained during the Data Gathering Stage of the Master Plan process can be found in Appendix A. Figure 13 presents a glimpse at some of the results from the 525 responses of the first Public Online Park User Survey that ultimately informed the Design Concept Alternatives.

![Figure 13: Some of what we heard from the first Public Online Park User Survey that was open from March 26, 2019 to July 2, 2019.](image-url)
Preferred Design
Concept Overview
2.0 Preferred Design Concept Overview

2.1 Design Concept Alternatives

Four Design Concept Alternatives were explored as a part of this Master Plan process, the “Do Nothing” option, the “Quick Fix” option, the “Bypass Link” option and the “Enhancement” option. There are considerable concerns for public safety and accessibility within the existing park that require intervention; therefore, doing nothing is not an option and only three alternatives were developed and presented to the public for evaluation.

The “Quick Fix”
Maintains the park’s quiet, garden-like character while proposing site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces.

The “Bypass Link”
Introduces the pedestrian bridge with embedded multi-use path, site modifications and site-wide improvements that enhance connectivity, views/vistas and existing garden spaces.

The “Enhancement”
Introduces the pedestrian bridge with embedded multi-use path, intersection improvements and new and expanded park features.

Refer to Appendix B for more information on the Design Alternatives.

2.2 Evaluation Summary

Key improvements that address safety and accessibility are included in all three Design Concept Alternatives and are based on the feedback received through extensive public and stakeholder consultation. As discussed in Section 1, both the community and stakeholders contributed to development of the Evaluation Criteria for Success. These criteria outlined a series of yes or no questions under a variety of categories such as safety, connectivity, amenities and more. One point was given for every ‘yes’ an alternative received and then a total score was tallied.

Refer to Appendix C to see all the questions that were a part of the Criteria for Success and how each alternative performed.

The second public online survey presented the alternatives and asked a series of questions that allowed the community to provide input on proposed improvements seen throughout the various concepts. The final question asked responders to rank each alternative using a scale of 1 to 3 (1=most favourite and 3=least favourite).

Evaluations done by both the stakeholders and the community indicated that the “Enhancement” option is the preferred option. Even though the second online survey did not receive the same response rate as the first online survey, all proposed improvements already had strong community support and did not require the same level of response.

2.3 Preferred Design Concept

The Preferred Design Concept, based on the ‘Enhancement Design Concept Alternative’, includes the following key design interventions: site-wide modest or light improvements that enhance connectivity, views/vistas and existing garden spaces, a pedestrian bridge over the Jolley Cut and multi-use path embedded within the park, improvements to the Jolley Cut and Concession Street intersections that enhance the pedestrian crossing experience and addition of barrier-free gardens and new park features. The implementation of these initiatives will take time and likely be phased-in as funding becomes available. In the fullness of time, the park improvements will respond to the future needs of the growing city while meeting the social and cultural needs of the surrounding community. The following is a more detailed Plan showing the location of all recommended park improvements.
2.0 Preferred Design Concept Overview

Figure 14: Preferred Design Concept

Legend

- Proposed Gardens
- Proposed Sod
- Proposed Concrete Paving
- Proposed Roads/ Parking
- Proposed Multi-Use Path
- Proposed Trees
- Relocated Existing Pavilion
- Proposed Maintenance Facility
- Proposed Bridge Connection
- Existing Bus Stop

Proposed Improvement Projects

Public Safety
1. Intersection Improvements
2. Decommissioned Lower Escarpment Pathway
3. Arkledun/ Bruce Trail Access Improvements
4. Pedestrian Bridge

Circulation
5. Multi-Use Path
6. New Circulation Linkages

Amenities
7. Pedestrianized Observation Area w/ Vehicular Flexibility
8. New On-Street Parking
9. Amphitheatre Seating
10. Flat Open Lawn

Accessibility
11. New Barrier Free Linkages

Site Wide Improvements
- Repair Walls, Railings, Steps
- Vista Management
- Slope Stabilization
- Garden Rejuvenation
- New Furnishings
- New Servicing (as needed)
- New Signage
- Public Art
- Play “Moments”
2.0 Preferred Design Concept Overview

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3.0 Park Improvement Projects Overview
3.0 Park Improvement Projects Overview

3.1 Project Priority
The Preferred Concept Design Alternative for the Sam Lawrence Park Master Plan proposes extensive changes to the park including intersection improvements, pedestrian bridge with embedded multi-use path, as well as new and expanded park features. The proposed improvements are comprehensive, satisfying many of the concerns raised by the community and stakeholders; however, it’s not feasible to implement all the improvement projects at once. Careful consideration has been given to a priority rating in which the projects can be considered, based on their impact for park users:

Public Safety Projects: These projects hold the highest priority for implementation. Public Safety Projects improve conditions for all park users, including persons with disabilities. When funding becomes available, these projects should be the first priority.

Accessibility Projects: These projects are second in priority and focus on improving or completing key barrier-free walkway segments.

Circulation Projects: These projects are third in priority and include the implementation of a central and connected circulation system.

Amenity Projects: These projects include the implementation of new park spaces and amenities. Although they can be related to other higher priority projects, the Amenity Projects could be implemented at any time, subject to funding.

Gardens and Planting Projects: Like Amenity Projects above, the implementation of new Gardens and Planting can be done any time, either as an independent improvement or as part of a higher priority project.

Each distinct improvement project necessary to complete the whole project vision is described in Sections 4.0 to 8.0. The projects are arranged in order of priority and include information on how and why each project has been assigned its priority rating.

3.2 Project Type
It is acknowledged that each improvement project may have differing methods of delivery. It is important to understand how each project may be implemented so that planning and funding request efforts, if required, can begin early in the implementation process. The following is an explanation of the types of projects as identified by the Master Plan Team.

Extensive Improvement Projects
Extensive Improvement Projects are considered to be large scope/large scale projects that will require considerable funding and coordination. Extensive projects may require involvement from multiple City departments and other partnering organizations. These projects will likely require a consulting team to assist in the coordination of additional site investigations, approvals, design development, additional public engagement if required, develop construction drawings and perform contract administration. The project delivery model for extensive projects would be assignment through the City’s consultant roster (depending on value of contract) or the through the Request for Proposal process. An example of an Extensive Improvement Project is the East Multi-Use Path project (refer to Section 6.3).

Moderate Improvement Projects
Moderate Improvement Projects are considered to be medium scope/medium scale projects that will require extensive funding; however, the scope will not be overly complicated and will only involve a few stakeholders. It is anticipated that the City could implement these projects in-house, or through the use of the City’s consultant roster.

Basic Improvement Projects
Basic Improvement Projects are considered to be small scope/small scale projects that could be implemented using solely in-house expertise, or in-house expertise in conjunction with special interest organizations or volunteers.
3.0 Park Improvement Projects Overview

3.3 Project Interrelation and Phasing Considerations

Distinct Park Improvement Project profiles have been created to describe each project’s scope and to indicate which projects are interrelated and/or dependent on others. Should funding allow, projects that are interrelated or dependent can be grouped together for potential cost savings. Each project profile includes a Project Summary Matrix that highlights basic project requirements, including project interrelatedness and dependencies.

3.4 Stakeholder Abbreviations & Consultation Roles

- **ATPS** Active Transportation, Transportation Planning & Traffic Safety
  Provide input on facilities that support active transportation; could affect transportation planning; and involve public safety when it comes to navigating shared or transitional spaces.

- **BTC** Bruce Trail Conservancy
  Protects and stewards the land along the Niagara Escarpment and makes it available to explore the trails.

- **CHP** Cultural Heritage Planning
  Provide input on facilities that promote cultural heritage (ie. New and existing interpretive features).

- **EFFM** Energy, Fleet & Facilities Management
  Provide input on new maintenance facility scope and design criteria.

- **FST** Forestry
  Provide input on tree planting programs as they pertain to operations and scheduling.

- **HOR** Horticulture
  Province input on horticultural operations and impacts to horticultural gardens.

- **HPS** Hamilton Police Services
  Provide input and guidance on crime prevention measures at locations flagged as high-risk.

- **HSR** Hamilton Street Railway (Transit)
  Provide input on facilities that affect the operation of HSR vehicles.

- **LAS** Landscape Architectural Services
  Lead the development and implementation of new and renovated park facilities.

- **NEC** Niagara Escarpment Commission
  Provide input on facilities that impact the escarpment including physical and visual impact.

- **NHP** Natural Heritage Planning - Division of Development Planning, Heritage and Design
  Provide input on new and renovated gardens and tree planting that could impact and support the ecology of the escarpment.

- **PM** Parks Maintenance
  Provide input on park maintenance operations and repairs projects, including electrical; except those related to horticulture and forestry.

- **PPAP** Placemaking Public Art & Projects
  Lead the development and implementation of public art.

- **TOE** Traffic Operations & Engineering
  Provide input on facilities that impact traffic operations and design criteria.

- **TS** Traffic Signals
  Provide input on facilities that impact traffic signal timing.
Public Safety Projects
4.0 Public Safety Projects

Preferred Design Concept

Proposed Public Safety Improvement Projects

- **A** Arkledun & Bruce Trail Access
- **B** Escarpment Pathways
- **C** Intersection Improvements
- **D** Pedestrian Bridge
- **E** Lighting Improvements

Legend

- **Proposed Gardens**
- **Proposed Sod**
- **Proposed Concrete Paving**
- **Proposed Roads/ Parking**
- **Proposed Multi-Use Path**
- **Proposed Trees**
- **Relocated Existing Pavilion**
- **Proposed Maintenance Facility**
- **Proposed Bridge Connection**
- **Existing Bus Stop**

Figure 15: Proposed Public Safety Improvement Projects
**4.0 Public Safety Projects**

**4.1 Introduction**

Concern for public safety was a catalyst for initiating this Master Plan process. During the data gathering phase of the study, the Master Plan Team obtained information on specific safety concerns and gathered ideas from both the community and stakeholders on how to address these concerns.

**Community Feedback**

The main safety concerns expressed by the community in Sam Lawrence Park include:

- The speed and proximity of traffic travelling the Jolley Cut;
- Feeling unsafe crossing the Jolley Cut at informal crossings;
- Insufficient lighting throughout the park;
- Low park usership at night;
- Areas with low visibility and blind spots; and
- Illicit activity happening in the park, especially at night.

Typically, users felt most unsafe during the evening and when navigating road crossings with high-speed traffic. There were two areas of the park in which users felt particularity unsafe; the middle and lower escarpment pathways and the Arkledun Avenue/Bruce Trail access corridor. Detailed comments received from the community regarding safety can be found in Appendix A.

**Stakeholder Feedback**

The Crime Prevention Through Environmental Design (CPTED) Audit, provided a detailed review of existing conditions; and identified areas of safety and vandalism concern. The full CPTED report can be found in Appendix J. The recommendations in the report are summarized below:

- Providing comprehensive improvements to lighting throughout the park;
- Utilizing light fixtures that are difficult to vandalize (no bollard lights);
- Opening up views to secluded areas through pruning of vegetation; and
- Increasing activity in under used areas to increase eyes on the park.

*Figure 16: Erosion of escarpment causing railing to fail along pathway.*
4.0 Public Safety Projects

4.2 Arkledun & Bruce Trail Access

4.2.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
<th>Public Safety</th>
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<tr>
<td>Project Type</td>
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<td>Stakeholders</td>
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<tr>
<td>On-Going Maintenance</td>
<td>Pruning, Invasive Species Management, Monitoring</td>
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</table>

4.2.2 Project Scope

1. Asphalt Pathway Reconstruction
2. Drainage Improvements
3. Minor Stair Repairs
4. Directional Signage (See Figure 20)
5. Restoration Planting
6. Bruce Trail Transition Improvement
   - Pruning, Limbing (Throughout)
   - Invasive Species Removal (Throughout)
   - Graffiti Removal (Throughout)
   - New Lighting/ Servicing (Throughout)
   - Trail Markers for New Light Fixtures
   - Construction Staging & Pedestrian Access Plan
4.0 Public Safety Projects

Figure 18: Walk through of Bruce Trail Access during early spring from Concession Street (top left corner) to Arkledun Avenue (bottom right corner).
4.0 Public Safety Projects

4.2.3 Design Considerations

Throughout the Master Plan process, the Master Plan Team heard about concerns, from both the community and stakeholders, regarding the Arkledun Avenue/Bruce Trail pedestrian linkage. This is an important connection that is often used by local residents and workers who travel between the upper and lower city. The local vegetation is overgrown, and lighting is insufficient. These conditions create places for people to hide which further escalates the actual and apparent risk of threat in the space.

In order to address safety concerns, the revitalization of existing features and their continued maintenance is essential to establish ownership of the space. Drainage issues along the existing walkway need to be addressed, graffiti on walls must be removed, and the concrete stairs require minor repairs. The existing asphalt paving requires replacement, and widening of the walkway should be considered to allow access for emergency vehicles. A turn around area should be provided at the north end of the walkway.

Strategic pruning and limbing will greatly reduce the number of branches overhanging the pathway and limit blind spots within the space, refer to Figure 19. Consideration should also be given to views into the space from Arkledun Avenue and Concession Street. The removal of invasive species will assist in opening-up views within and through the space.

The existing lighting has surpassed its effective life cycle and is recommended to be decommissioned, removed and safely disposed of in its entirety. Fixtures should be replaced with LED luminaires and vandal resistant materials. Refer to Appendix H for the full Lighting and Electrical System Assessment Report for Sam Lawrence Park. If solar powered lighting is desired, the heavy canopy cover in this corridor would require the solar collector to be located outside the space. The new lighting strategy should meet current local standards and adhere to CPTED principals.

For lighting fixture design guidelines within Sam Lawrence Park, refer to Section 9.4.

Sam Lawrence Park serves as one of Hamilton’s secondary access points to the Bruce Trail via a 260 metre side trail from the east parking lot, north along Arkledun access corridor, to meet the trail at its intersection with the access stairs. There are also informal trails in this area that are easily accessed by the public. The use of informal trails damages local vegetation and compacts the soil. Detailed design should consider ways to restrict access to informal trails using strategic placement of vegetation, fencing or walls.

Many responders to the first Public Online Park User Survey did not realize there was a connection to the Bruce Trail from Sam Lawrence Park. Bruce Trail signage has been vandalized and should be replaced with more prominent signage; many of the Bruce Trail side trail markers are located on light poles that will need to be replaced when these lights are replaced. The transition from the Bruce Trail to the Arkledun access corridor is obscured and requires users to take a few minutes to look around before getting their bearings.

Figure 19: Arkledun/Bruce Trail access linkage facing south towards Concession Street during the summer. Overgrown vegetation blocks view around curve; pruning should allow pedestrians to anticipate what or who is around the bend.
Improvements to the trail head and wayfinding signage should be carefully planned to discourage vandalism. Trail markings are usually not a problem, but directional signs or maps are highly susceptible to vandalism. Below are some strategies to reduce vandalism on signage:

- Use materials that resist fading and facilitate graffiti removal;
- Mount signs securely and out of reach;
- Vulnerable signs should be placed in view from the street and be well lit;
- Strategic landscaping can be used as an obstacle, but should not allow someone to hide easily; and
- Remind the community of who they should call to report vandalism, the faster it is removed the better.

Refer also to Appendix G for geotechnical notes regarding water-table depths.

Figure 20: Perspective rendering of potential directional signage and additional step at concrete landing to improve transition from trail.

Figure 21: Looking out towards the Bruce Trail from the Arkledun access stairs.
4.0 Public Safety Projects

4.3 Escarpment Pathways

Concept Plan

Figure 22: Escarpment Pathways

4.3.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
<th>Public Safety</th>
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<td>Project Type</td>
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<td>Stakeholders</td>
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<td>Dependency</td>
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<td>Interrelation</td>
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<td>Renovation</td>
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<td>NEC, Slope Stabilization Study, Detailed Mapping</td>
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<tr>
<td>User Type</td>
<td>Pedestrian</td>
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4.3.2 Project Scope

1. Rockfall/ Slope Failure Mitigation
2. Decommission Lower Pathway and Stairs
3. Permanent Barriers to Restrict Access
4. Retaining Wall (to Repair Middle Path Railing)
5. Middle Path Resurfacing
6. Pruning, Limbing
   - Invasive Species Removal (Throughout)
   - Restoration Planting (Throughout)
   - New Lighting (Throughout)
4.0 Public Safety Projects

Figure 23: Walk-through of lower escarpment pathway in early spring from west (top) to east.

Figure 24: Walk-through of middle escarpment pathway in mid spring from west (top) to east.
4.0 Public Safety Projects

4.3.3 Design Considerations

There are three parallel walkways that follow the escarpment edge, each at a different elevation providing similar views to the lower city and beyond. There is a lower, middle and upper walkway; the lower and middle walkways are addressed in this section. The upper walkway is addressed in the Circulation Projects section.

The walkways were part of the original K. Matt Broman design, however; the walkway edges on the north side (down-slope side) are affected by escarpment erosion processes to varying degrees. The lower walkway is significantly impacted by erosion, which is evident in the tilting masonry walls and pavement cracking. The south side (up-slope side) of the walkways are impacted by the constant deposition of loose stones on the walkway surface. This contributes to accessibility issues and causes the need for increased amounts of maintenance in the area. As such, any repairs to the walkways should include addressing both the on-going and anticipated down-slope and up-slope escarpment erosion. The City retained a consultant part-way through the study to prepare a Geotechnical Feasibility Study. The report recommendations are summarized in this section however, for the full report, refer to Appendix G.

Lower Walkway

Due to visibly unstable conditions, the City has implemented temporary measures to restrict access to the lower escarpment pathway until a solution to the problems noted can be resolved. Temporary fencing and warning signage have not been enough to keep people from accessing the space. Feedback received prior to and throughout this Master Plan process has confirmed that the space continues to be used for illicit activity. The closeness to the escarpment experienced on the lower escarpment pathway is also experienced on the middle path, see Figure 26; and vistas from the lower pathway can be seen from other areas of the park that are inclusive, safe and more easily maintained. The Master Plan Team and Hamilton Police Services (HPS) recommend that if the lower escarpment

Figure 25: Many flights of stairs restrict access to the space and rockfall litters the escarpment slope.
pathway does not add value to the overall space, that it be decommissioned.

The lower escarpment pathway is recommended to be decommissioned as a part of this study for the following reasons:

- The north edge of the pathway and masonry wall is unstable due to on-going escarpment erosion processes;
- Access to the pathway involves multiple flights of stairs at both entrances. This excludes a portion of the population from using the space and restricts the ability of staff to properly maintain it;
- Low visibility in and out of this area makes surveillance difficult and invites illicit activity; and
- Instability of the slope between the lower and middle escarpment pathways generates rockfall that litters the pathway and stairs.

Figure 26: Intimate views of the escarpment rock formations present in this part of Sam Lawrence Park.

The referenced Geotechnical Feasibility Report offers two possible solutions to the decommissioning of the lower walkway:

**Solution One:**
Construct permanent barriers at each end of the walkway, post explanatory/warning signage and allow the area to naturalize on its own. This includes allowing the up-slope area to continue to erode until it reaches a stable slope; or

**Solution Two:**
Remove the masonry walls and pavements, regrade the area to achieve prescribed stable slope angles, and vegetate the new slopes with live cuttings, brush layers or wattle fencing.

It is very likely that it will be difficult to keep people out of the area while it is regenerating, even if permanent barriers and signage are installed. For that reason, it is recommended that the second solution, noted above be implemented. Note that more detailed mapping and geotechnical testing will be required to confirm design grades, slopes and compaction requirements.

**Middle Walkway**
The escarpment slope between the lower and middle path, see Figure 25, as well as above the middle path, requires rockfall/slope failure mitigation on the up-slope sides as noted. It is recommended that the method of slope stabilization use a combination of short curb walls, rock nets and/or vegetation.

The referenced Geotechnical Feasibility Report notes that flattening of the escarpment slope is an option to improve the condition, however, it is not recommended due to the impact on adjacent areas.

**Future Studies**
As noted, additional detailed mapping and geotechnical testing will be required to confirm design grades, slopes and compaction requirements.
4.0 Public Safety Projects

4.4 Intersection Improvements

Concept Plan

4.4.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
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<th>Project Priority</th>
<th>Public Safety</th>
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<tr>
<td>Project Type</td>
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<td>Stakeholders</td>
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<td>Interrelation</td>
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<td>Status</td>
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<td>Barrier Free</td>
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<tr>
<td>Permits/ Studies</td>
<td>Traffic Study, Detailed Mapping</td>
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<td>User Type</td>
<td>Pedestrian, Cyclist, Vehicular</td>
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<tr>
<td>Access During Construction</td>
<td>Yes</td>
</tr>
<tr>
<td>On-Going Maintenance</td>
<td>General</td>
</tr>
</tbody>
</table>

4.1.1 Project Scope

1. Remove Channelized Right Turn Lanes
2. Urbanize intersection radii
3. New Ladder Bar Crosswalk Markings and Tactile Warning Strips
4. Reconfigure Vehicular Travel Lanes Within Existing Right-of-Way (New Line Painting)
5. Relocate Alectra Utilities Hydro Pole
6. Relocate Directional Signage (currently affixed to hydro pole)
7. New Stop Sign
8. Signal Timing Adjustments
   - Construction Staging & Traffic Control Plan
   - Road Signage
4.0 Public Safety Projects

4.4.2 Design Considerations

Early community feedback indicated concerns about the pedestrian crossings at the Jolley Cut, Concession and Upper Wellington Street intersection as well as the ‘jughandle’ intersection (ie. The upbound turning channel from the Jolley Cut to Concession Street). As a part of this Master Plan process, the Master Plan Team and City stakeholders reviewed multiple options for improving pedestrian and cycling safety at these intersections. The Master Plan Team, which included a transportation consultant, explored eight potential configurations. The City prioritized its consideration on a design option that:

- Improves pedestrian and cycling safety; and
- Maintains or improves peak traffic flow.

Community feedback expressed the desire to remove the jughandle and/or implement a traffic roundabout. The study included options that explored these configurations along with various versions of them. Almost all of the options explored could not meet the objectives; the only one that could improve pedestrian and cycling safety, and maintains or improves peak traffic flow, is to urbanize the intersection. To learn more about the eight options explored to reconfigure the intersections, refer to Appendix E.

The removal of the channelized right turn lanes is key to the enhancement of public safety at the Jolley Cut/ Upper Wellington intersection with Concession Street. Channelization prioritizes cars to turn the corner, without stopping, resulting in typically higher speeds through the turn. Removing these existing features of the intersection will help improve pedestrian and cyclist safety for the following reasons:

- Pedestrians with visual impairment can rely on signals to let them know when it’s safe to cross;
- The tighter radius of the turn causes vehicles to slow down;
- Vehicles are either stopping or are travelling at slower speeds through the turn;
- Drivers are required to give pedestrians and cyclists the right-of-way before completing the turn;
- Drivers are more aware of pedestrians and cyclists;
- Pedestrians and cyclists are more visible;
- The crossing becomes a one-stage crossing rather than a two-stage crossing; and
- The overall crossing distance is shorter.

Figure 28: The existing jughandle intersection prioritizes vehicular traffic over pedestrians and cyclists travelling along Concession Street. The hydro pole and the affixed directional signage in the centre of the jughandle are required to be relocated to accommodate the new pedestrian crossing.
The addition of a formal pedestrian crosswalk, including ladder bar road markings and tactile warning strips, as well as a stop sign at the Jughandle/Vola Court and Concession Street intersection will significantly enhance pedestrian and cyclist safety. The new crossing would include Vehicles travelling the upbound turning channel from the Jolley Cut are currently able to flow freely onto Concession Street in either direction without stopping. This configuration prioritizes vehicles and encourages high-speed traffic. The resulting condition makes it difficult for pedestrians and cyclist travelling along Concession Street to safely navigate this intersection. The inclusion of a formal pedestrian crosswalk and stop sign will provide a safe place for pedestrians to cross; and slow down vehicular traffic to allow safer conditions for cyclists.

**Future Studies**

Preliminary calculations indicated that the proposed design, along with signal timing modifications, does maintain peak traffic flow during rush hour. It is important to note that more in-depth traffic analysis will need to be performed during the detailed design process to confirm the intersection changes meet our objectives. The Intersection Improvements project would be classified as a Schedule A+ project under the Municipal Class Environmental Assessment (EA) process. Projects under this schedule are pre-approved and do not require the submission of a report; however, public notification is required. If the public has any comments, they should be directed to Municipal Council.
4.5 Pedestrian Bridge

Concept Plan

Figure 30: Pedestrian Bridge

4.5.1 Project Summary Matrix

Refer to Section 3 for Definitions

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<tr>
<th>Project Priority</th>
<th>Public Safety</th>
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<td>Yes, on Jolley Cut</td>
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<td>On-Going Maintenance</td>
<td>Monitoring</td>
</tr>
</tbody>
</table>

4.5.2 Project Scope

1. Abutments
2. Bridge Structure & Central Support
3. Landing Zones (Interim)
   - Lighting
   - Construction Staging & Traffic Control Plan
   - Public Art Component

4.5.3 Design Considerations

The inclusion of a pedestrian bridge across the Jolley Cut is essential to improving public safety within Sam Lawrence Park. The Master Plan Team received strong support from the community for the inclusion of the bridge since the beginning of this Master Plan process through various public consultation events, including both online surveys and outreach at local street festivals.
4.0 Public Safety Projects

Feedback obtained through the first Public Online Park User Survey revealed that a significant number of users felt unsafe around the high-speed traffic of the Jolley Cut; and supported new features that would provide safe access between the east sections of the park. We heard accounts from community members and stakeholders that observed people jaywalking over the Jolley Cut to access the display gardens from the east end; risking their safety crossing high-speed traffic so they do not have to take the long way around to the next closest access point at the west end of the park.

Low usership, especially in areas of the park with low visibility, enables misuse of the space and leaves park users feeling unsafe. Increasing activity in under used areas will increase eyes on the park, which deters illicit activity. The north east open lawn area, next to the display gardens, was flagged as a place of frequent misuse that left park users feeling unsafe. These concerns were also reflected in the Crime Prevention Through Environmental Design (CPTED) audit report. To read the full CPTED report, refer to Appendix J. The pedestrian bridge would substantially change this space from a secluded area, to a frequented destination for park users accessing the display gardens from the east.

Although we heard a lot of support from the community for the inclusion of the pedestrian bridge, we also heard concerns about the following:

- Objects being thrown off the side onto traffic below;
- Ice or snow accumulating on the bridge and falling onto traffic below; and
- Vandalism of the bridge structure.

Public safety and accessibility is the most important consideration with regards to the proposed pedestrian bridge design. The design criteria will address numerous aspects of the bridge design including, but not limited to; providing completely barrier free access and protective features; ensuring that projectiles do not fall from the bridge; loading requirements and level of structural support; minimizing impact on traffic during construction; and aesthetics, lighting and dimensions. Further design concerns were raised during our stakeholder coordination meeting with the Niagara Escarpment Commission (NEC). It is important to the NEC that the design of the bridge respects the natural aesthetic of the escarpment face.

Figure 31: The Humber River Bridge in Toronto is a good example of a pedestrian/cycling scale bridge that can accommodate vehicles. This bridge was thoughtfully designed to reflect the areas Indigenous history through shapes, patterns and detailing.
The Master Plan Team is confident that the community’s concerns can be addressed and notes that these are common considerations for bridges over transportation corridors.

The main objective of the bridge is to facilitate the safe crossing of the Jolley Cut and to provide greater access for pedestrians and cyclists. The bridge also provides the opportunity to allow emergency and maintenance vehicles to access previously difficult to reach areas of the park.

The design of the bridge, its structural supports, and the landing zones should accommodate all of these potential uses. Winter maintenance will be required and should be considered in detailed design. If the bridge is implemented as a distinct project, the landing zones will function as an interim condition until adjacent park improvements can be implemented.

The City of Hamilton has allocated funds for public art in Sam Lawrence Park as a part of the Public Art Master Plan report. The Design Concept Alternatives explored potential public art installations at multiple scales between the three (3) alternatives. The community was asked what public art option from the alternatives they preferred.

Out of these options, the idea for public art to be integrated into the bridge received the most support from the community. For more information on public art within Sam Lawrence Park, and feedback received from the community, refer to Section 9.10.

Public art could take many forms as a part of the bridge design, potential components that could be designed by an artist include:

- Structural supports below the bridge as a gateway feature for vehicles and cyclists;
- Structural supports above the bridge;
- Protective barrier;
- Transitional entry feature at either end;
- Surface of the bridge deck; or
- Lighting design.

Future Studies

The implementation of the bridge involves a substantial number of stakeholders and studies before it can come to fruition. The public art component must adhere to Hamilton’s Public Art Call for Artists Policy which involves; initial public consultation, submissions and adjudication; a detailed submission and review period; and final public consultation and adjudication. The Niagara Escarpment Commission (NEC) requires a visual impact study of the bridge to ensure the design respects the natural aesthetic of the escarpment. This should be considered as a part of the Public Art Call for Artists process. A high-level geotechnical feasibility study was initiated as a part of this Master Plan process, but a more detailed investigation is required to determine the extent of structural support required for the bridge. The Pedestrian Bridge project would be classified as a Schedule A project under the Municipal Class Environmental Assessment (EA) process. Projects under this schedule are pre-approved and do not require the submission of a report.

Refer to Appendix G for the full Geotechnical Feasibility Study.

Refer also to Appendix F for the proposed pedestrian bridge memo prepared by Blackwell Structural Engineers.
4.0 Public Safety Projects

4.6 Lighting Improvements

Concept Plan

![Lighting Improvement Concept Plan](image)

**Figure 32: Lighting Improvements**

4.6.1 Project Summary Matrix

Refer to Section 3 for Definitions

<table>
<thead>
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<th>Project Priority</th>
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4.6.2 Project Scope

- New Electrical Servicing (throughout)
- Permanent Lighting Solutions (throughout, unless specified otherwise)

1. Interim Solution - Project 5.2
2. Interim Solution - Project 5.3
3. Interim Solution - Project 6.2
4. Interim Solution - Project 6.3
5. Interim Solution - Project 7.2

4.6.3 Design Considerations

New or renovated facilities in Sam Lawrence Park will include a lighting and servicing component once the projects are implemented; however, some existing park features are in desperate need of new lighting and servicing that must be implemented as soon as possible. The existing lighting strategy within Sam Lawrence Park does not meet current lighting design standards.
4.0 Public Safety Projects

The west parking lot is entirely unlit, and walkways are not continuously illuminated along the pathway system between various park features, see Figure 33. There is currently no safe passage for pedestrians who wish to traverse the park at night. Further, areas of the existing park that have lighting appear to be under-illuminated and unevenly distributed. The implementation of a comprehensive lighting system for existing park features would make the park feel safer and deter undesirable activities that take place at night. These concerns are reflected in the Crime Prevention Through Environmental Design (CPTED) audit report. To read the full CPTED report, refer to Appendix J.

Some areas within the scope of these lighting improvements overlap within potential new facilities. Lighting in these areas should have a flexible design that can be augmented in the future. The upper escarpment pathway is illuminated by the streetlights of the Jolley Cut but additional pedestrian scale lighting may be desirable. The middle escarpment pathway does not currently have lighting or servicing. Hamilton Police Services should be engaged to determine if implementing new lighting along this path would benefit public safety. Bollard lighting is not recommended to be part of light design within the park due to their susceptibility to vandalism and general ineffectiveness as a light source. For more information on light fixture design, refer to Section 9.4.

Future Studies

A photometrics study is required to determine appropriate fixture spacing. Natural Heritage Planning requires lighting along the escarpment to be sensitive to ecological functions; and Hamilton Police Services can provide insight into the suitability of lighting along the middle escarpment pathway. Both should be engaged as part of this study. Refer also to Appendix H for the Lighting and Electrical Systems Report.

Legend

- Existing Roads & Parking
- Hydro Servicing
- Light Standard
- Bollard Light
- Power Pedestal
- Irrigation Control Pedestal
- Existing Structures & Buildings
- Existing Pedestrian Circulation

Figure 33: Inventory mapping of existing light fixtures, pedestals and servicing.
Accessibility Projects
5.0 Accessibility Projects

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5.0 Accessibility Projects

Preferred Design Concept

Legend

- Proposed Gardens
- Proposed Sod
- Proposed Concrete Paving
- Proposed Roads/Parking
- Proposed Multi-Use Path
- Proposed Trees
- Relocated Existing Pavilion
- Proposed Maintenance Facility
- Proposed Bridge Connection
- Existing Bus Stop

Proposed Accessibility Improvement Projects

- A West Barrier Free Linkages (Phase 1)
- B East Barrier Free Linkages (Phase 2)

Figure 34: Proposed Accessibility Improvement Projects
5.0 Accessibility Projects

5.1 Introduction

The City of Hamilton is committed to providing barrier free access within public open spaces. Any new facilities implemented in Sam Lawrence Park are required to be barrier free; however, the park’s unique position on the Niagara Escarpment limits the ability to provide total barrier free access to and/or within all the existing facilities. We heard support from the community and stakeholders for improving barrier free access within the park. The community understands the constraints of the site and recognizes that existing features may not be totally accessible; however, noted that there are numerous barriers throughout the site that could feasibly be improved to enhance accessibility within the park.

An inventory of existing topography and path systems in Sam Lawrence Park reveals that there are missing barrier free connections that are crucial for enabling users with mobility challenges to access almost all of the park’s existing features. Completing these linkages would connect users to existing park features that are not constrained by existing topography. Figure 35 highlights these missing linkages.

These accessibility improvement projects would best serve the community if they were implemented together, but it is possible to phase their installation should there be a compelling benefit. Currently, there is no continuous barrier free access within the park’s existing circulation system. Phase 1 would create new barrier free linkages that would allow users to arrive from the west entrance City sidewalk or the parking lot and descend into the lower lookout areas of the east end. Phase 2 would build on the linkages created in the east and allow users to continue through the upper escarpment path, along the Jolley Cut, and into the lookout areas of the display gardens and east open lawn. Until the pedestrian bridge is implemented, the only way to access the east end of the park is from the west path system; therefore, there would be no increase to accessibility within the park if the east linkages were installed before the west.

Legend

- Existing Roads & Parking
- Slopes ≥ 5%
- Slopes ≤ 5% (Barrier Free)
- Slopes ≤ 2% (Barrier Free)
- Existing Structures & Buildings
- Existing Pedestrian Circulation
- Missing Barrier Free Linkages

Figure 35: Inventory and analysis mapping of existing topography; and missing barrier free connections.
5.0 Accessibility Projects

5.2 West Barrier Free Linkages (Phase 1)

Concept Plan

5.2.1 Project Summary Matrix
Refer to Section 3 for Definitions

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<tr>
<th>Project Priority</th>
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5.2.2 Project Scope

1. Regrading/ New Upper Pathway (Interim)
2. Remove Existing Walkway
3. New Upper to Lower Pathway Connection
4. Relocate Existing Retaining Wall and Increase Clearance on Lower Pathway
5. Native Gardens on Slopes

5.2.3 Design Considerations

The upper path connection from the existing west parking lot to the City sidewalk at the north side of Concession Street requires regrading (under 5% slope) and some realignment. This segment of the west park barrier free link is proposed to become part of the future multi-use path; the detailed design of this segment should accommodate the design considerations of the future multi-use path; refer to Section 6.2 for more information.
5.0 Accessibility Projects

The existing walkway connecting the upper and lower pathway is steep and requires removal and replacement with a new pathway that gently navigates the grade change to the lower pathway. In order to achieve a barrier free slope, the new pathway will have to be relatively long in comparison to the existing route. Park users who do not have mobility challenges who wish to directly connect to the existing observation area in the northwest corner of the park, should be provided a direct connection from the accessible path, see Figure 38.

The lower pathway runs parallel to the edge of the escarpment, immediately adjacent a protective masonry and railing barrier. The location of the existing armourstone retaining wall at the toe of the slope north of the parking lot, creates a narrow path dimension that does not meet current accessibility standards. The narrow dimension also makes leaf litter and snow removal difficult which causes a build-up of debris along the path, further affecting accessibility. It is recommended that the armourstone wall be shifted south to allow for a minimum of a 2.5-3.0m clearway. The retaining function could be delivered by the use of a poured in place retaining wall should the use of armourstone not be feasible. It should be noted that pedestrian circulation pathways will not be maintained in the winter.

Converting the existing sloped lawns into native gardens will provide visual interest along the length of the new upper to lower path connection, as well as an opportunity to establish foraging gardens that support local ecology of the Niagara Escarpment. Refer to Section 9.7 for more information on garden design considerations.

Figure 37: Existing topography and features at the park’s west end.

Figure 38: Visioning the new upper to lower path barrier free connection.

Figure 39: Maintenance is difficult on the lower path which reduces clearance.
5.0 Accessibility Projects

5.3 East Barrier Free Linkages (Phase 2)

Concept Plan

5.3.1 Project Summary Matrix
Refer to Section 3 for Definitions

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<td>Permits/ Studies</td>
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<tr>
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</tbody>
</table>

5.3.2 Project Scope

1. Regrading/ New Walkway Connecting to Upper Escarpment Pathway
2. Garden Renovation
3. New Display Gardens Pathway Connection
4. New East Open Lawn Pathway Connection

5.3.3 Design Considerations

There is currently no continuous barrier free access to or within the east end of the park. The upper escarpment pathway, along the Jolley Cut, is barrier free but the connecting pathways on either side are not. It is feasible to introduce barrier free connections that would link the upper escarpment pathway to the lower west observation area, and along the southern edge of the display gardens to the upper east open lawn.
5.0 Accessibility Projects

The linkage from the upper escarpment pathway to the lower east observation area has a steep slope for the portion along the existing masonry wall but relatively gentle slope along the portion that is railing, see Figure 41. Careful consideration should be given to the alignment of the new path to maintain the wall and avoid new retaining walls against the existing railing along the lower portion of the path.

The existing display gardens contribute to the unique character of Sam Lawrence Park and are beloved by the community. The gardens here are integrated into the slope of the escarpment, which means that the pathway system has steep slopes. It is not possible to implement barrier free pathways throughout this space without major renovations that would compromise the integrity of the feature.

The new barrier free linkage along the southern edge of the display gardens would allow access for users with mobility challenges through a portion of the space, with minimal disruption to the existing gardens. This segment of the east park barrier free link is proposed to become part of the future multi-use. The detailed design of this segment should consider the future conditions of the multi-use path, refer to Section 9.7 for more information.

Masonry walls and a narrow path encircle the existing east open lawn along its east and south perimeter. The north end has a wider path that connects stairs from the display gardens to a prominent lookout area. The proposed linkage completes the path along the west perimeter of the east open lawn that would provide a direct barrier free connection from the new display gardens linkage to the lookout area; the connection of these two linkages would allow users with mobility challenges to bypass existing stairs, which is currently the only way to access this space. It should be noted that pedestrian circulation pathways will not be maintained in the winter.
Circulation Projects
6.0 Circulation Projects

Preferred Design Concept

Legend
- Proposed Gardens
- Proposed Sod
- Proposed Concrete Paving
- Proposed Roads/Parking
- Proposed Multi-Use Path
- Proposed Trees
- Relocated Existing Pavilion
- Proposed Maintenance Facility
- Proposed Bridge Connection
- Existing Bus Stop

Proposed Circulation Improvement Projects

- West Multi-Use Path (A)
- East Multi-Use Path (B)

Figure 43: Circulation Projects
6.0 Circulation Projects

6.1 Introduction

Sam Lawrence Park is divided by a major access road between the upper and lower city; and continual topographical variation that prevents fluid access between the park areas. This park is a substantially sized public open space, but due to the lack of a central circulation system that connects all its features, the full potential of this community asset has not been realized.

Feedback from the first Public Online Park User Survey indicated that enhanced pedestrian circulation is important to the revitalization of the park. In the same survey, responders were asked why they do not utilize certain areas. The top reason was lack of connection and ease of access between park features, but also because under-utilized areas feel unsafe or are unkempt. For more information on what we heard from the community, refer to Appendix A.

The Mountain Brow Trail Feasibility Master Plan proposes a portion of the trail along Concession Street, as well as a segment within Sam Lawrence Park around the existing west parking lot. This Plan proposes to extend the Mountain Brow Trail through the entire park facilitated by the proposed pedestrian bridge. This key move offers the following benefits:

• Creates a central, barrier free circulation spine through the entire park that provides users a direct route between the various features;
• Attracts cyclists into the park, encouraging a new user group to utilize the various features and promoting active transportation;
• Provides emergency and maintenance vehicles access into difficult to reach areas of the park; and
• Increases eyes on the park by providing access to previously under-utilized areas.

The multi-use path is a significant project that requires considerable funding and coordination. It’s possible to implement the multi-use path in two phases, east and west, or as one single project. It is important to note, however; that the East Multi-Use Path project is dependent on the construction of the proposed Pedestrian Bridge, refer to Section 4.5. Depending on how funding is accessed and/or allocated it may be advantageous to pursue the two-phase approach; considering that the West Multi-Use Path project provides many new facilities that would benefit the community.

For the purposes of this study, it is recommended that the West Multi-Use Path project be implemented independently of the East Multi-Use Path and Pedestrian Bridge project.
6.0 Circulation Projects

6.2 West Multi-Use Path

Concept Plan

6.2.1 Project Summary Matrix
Refer to Section 3 for Definitions

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6.2.2 Project Scope

1. Remove Existing Maintenance Building
2. Potential Temporary Maintenance Building
3. Earthworks/ Flat Open Lawn
4. Garden Renovation/ Expansion
5. Multi-Use Path (Permanent)
6. Multi-Use Path (Interim)
7. Entrance Node
8. Barrier Free Linkage to Concession Street
9. Barrier Free Linkage to Lower Path
10. Amphitheatre
11. Barrier Free Linkage to West Parking Lot/ Future Pedestrianized Observation Area
   - Removable Bollards
   - Bike Racks
   - Tree Planting (Along Multi-Use Path)
   - Signage
   - Lighting
6.0 Circulation Projects

6.2.3 Design Considerations

The implementation of the west multi-use path and its associated components provides new amenities, gardens and enhanced pedestrian connections that transform this previously under-utilized portion of the park into a new destination for park users. The topography of the existing open lawn area is a by-product of the quarry that originally occupied the space. Strategic earthworks can augment the existing slopes to create a flat open lawn for pop-up festivals, as well as an amphitheatre built into the new topography.

The multi-use path and its linkages optimize pedestrian connections to these new community gathering spaces; and provides the opportunity for a new, safe and accessible linkage to Concession Street that can replace the existing pathway through the traffic median. For more information on the proposed changes to the traffic median, refer to Section 8.3. Garden renovations and new low maintenance native gardens are proposed on the slopes surrounding these new pedestrian connections. Shade trees along the multi-use path should be native species and should be placed and pruned to facilitate safe circulation for cyclists and pedestrians; and allow good visibility between park features. Refer to Section 9.6 and 9.7 for more information on tree planting and garden design considerations.

The existing maintenance building requires removal and replacement before earthworks can take place. There are a few extensive and moderate projects that need to be implemented before the maintenance building can be erected in its new location in the east end of the park. If those projects have not been implemented, a temporary maintenance structure can be housed in the vicinity of the existing west parking lot as close to Concession Street as possible to reduce the risk of vandalism.

The principle users of the multi-use path would be pedestrians and cyclists but, like the pedestrian bridge, there is an opportunity to design the path to provide emergency and maintenance vehicles periodic access within the park. The framework of the multi-use path and its sub-grade conditions should support all of these potential users. We recommend that the width of the multi-use path be between 4.0-4.5 metres to accommodate maintenance trucks and police vehicles. The shoulder should give enough clearance for trees on either side of the multi-use path, as well as occasional furnishings. See Figure 46 for a typical section. The multi-use path in Sam Lawrence Park will be a continuation of the Mountain Brow Trail and as such should use the same asphalt surfacing and be maintained in the winter.

The continuation of the multi-use path through the existing west parking lot and the west entrance of the park completes the linkage proposed in the Mountain Brow Trail Feasibility Master Plan. If the west multi-use path is implemented before the proposed Pedestrianized Observation Area project, an interim condition through the existing west parking lot is required.

Figure 46: Typical section of west multi-use path segment through park.
6.0 Circulation Projects

Due to space constraints between the existing concrete sidewalk/masonry wall and the mature trees to the south of the lot, the width of the path through this space can be reduced as necessary to no less than 3.0 metres. For a potential configuration of an interim condition through the existing west parking lot, refer to Figure 48. For more information on the potential future condition of the Pedestrianized Observation Area project refer to Section 7.2.

The west multi-use path should have an entrance node to direct park users as they approach the path. The proximity of the node to the adjacent road enables cyclists to easily transfer to the multi-use path; but also facilitates eyes on the park that will help reduce vandalism. This means that removable bollards are required to restrict vehicular access to only those with permission.

Furnishings in these nodes could include benches, trash receptacles and wayfinding signage. For potential configuration of the entrance node, refer to Figure 47. Bike racks should be installed where the multi-use path intersects with pedestrian pathways.

6.2.4 Future Studies

There are some magnificent vistas that can be seen from the future open lawn area, amphitheatre and surrounding pathway systems. A visual impact study is required to determine the optimal placement of trees as to not obstruct views but also to use as a framing tool.

Figure 47: Potential configuration of west multi-use path entrance node and street connection.
Figure 48: Potential configuration of interim condition of multi-use path through existing west parking lot.
6.0 Circulation Projects

6.3 East Multi-Use Path

Concept Plan

Figure 49: East Multi-Use Path

6.3.1 Project Summary Matrix
Refer to Section 3 for Definitions

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6.3.2 Project Scope

1. Conversion of Existing Walkway into Multi-Use Path
2. Multi-Use Path
3. Garden Renovations
4. Transitional Treatment
5. Protective Barriers
6. Entrance Node
7. Vehicular Access Points
   - Bike Racks
   - Removable Bollards
   - Tree Planting (Along Multi-Use Path)
   - Signage
   - Lighting
6.3.3 Design Considerations

The actualization of the east multi-use path segment completes the main circulation spine through Sam Lawrence Park; unifying existing and new facilities with a consistent treatment from end to end. It is likely that some features associated with this portion of the multi-use path will already be implemented, such as the east barrier free link and the pedestrian bridge.

The principle users of the multi-use path would be pedestrians and cyclists, however; like the pedestrian bridge and west multi-use path, there is an opportunity to design the path to accommodate periodic emergency and maintenance vehicles access. The framework of the multi-use path and its sub-grade should support all of these potential users. We recommend that the width of the multi-use path be between 4.0-4.5 metres to accommodate maintenance trucks and police vehicles. The shoulder should give enough clearance for trees on either side of the multi-use path, as well as occasional furnishings. See Figure 50 for a typical section.

Figure 50: Typical section of east multi-use path segment through park.

Figure 51: Typical section of east multi-use path segment along Concession Street.
6.0 Circulation Projects

The multi-use path in Sam Lawrence Park will be a continuation of the Mountain Brow Trail and as such should use the same asphalt surfacing and be maintained in the winter.

The multi-use path alignment that would replace the upper escarpment pathway, along Jolley Cut, may require only be able to accommodate at 2.5 – 3.0 metre width due to space constrictions between the existing masonry wall and the grade change between the roadway and existing path. If feasible, the existing concrete paving that divides the annual planting beds, see Figure 52, should be converted into gardens. During the detailed design phase, consideration should be given to introducing a new feature that provides a buffer between multi-use path users and the high-speed traffic of the Jolley Cut. Refer to Section 9.6 & 9.7 for more information on tree planting and garden design considerations.

Garden renovations and retaining wall modifications may be required to accommodate the multi-use path through the existing display gardens. These renovations should include proposed tree planting along the path. Shade trees along the multi-use path should be native species and should be placed and pruned to facilitate safe circulation for cyclists and pedestrians; and allow good visibility between park features.

In order to connect the multi-use path to the pedestrian bridge on the north end, removal of the existing masonry wall will be required. Since this masonry wall protects park users from the edge of the escarpment, a new protective barrier along the multi-use path is required between the existing masonry wall and bridge entrance. If the east multi-use path is implemented before the east entry plaza and maintenance building improvement project, an interim condition at the south landing zone of the bridge and through the existing east parking lot is necessary. This can be done in the way of line painting on the asphalt and curb cuts.

The portion of the multi-use path southeast of the bridge, and along Concession Street, will require renovation of existing features. This portion of the path will not require vehicular access, as this will be provided through the existing east parking lot and/or its proposed future condition, see Section 7.3 for more information. Since this portion of the multi-use path does not need to support vehicles the width can be reduced to 3.0 metres, see Figure 51 for a typical section.

The multi-use path should have an entrance node at this location to direct users as they enter the area. The proximity of the nodes to adjacent roads enables cyclists to easily transfer to the multi-use path; but also provides eyes on the park that will help reduce vandalism. This means that removable bollards are required to restrict vehicular access to only those with permission. Furnishings in these nodes could include benches, trash receptacles and wayfinding signage. For potential configuration of the entrance node, refer to Figure 53. Bike racks should be installed where the multi-use path intersects with pedestrian pathways.

Figure 52: Concrete and annual planting beds facilitate the grade change between the Jolley Cut and upper escarpment pathway.
6.0 Circulation Projects

Figure 53: Potential configuration of east multi-use path entrance node and street connection.
Amenity Projects

7.0
7.0 Amenity Projects

Preferred Design Concept

Legend
- Proposed Gardens
- Proposed Sod
- Proposed Concrete Paving
- Proposed Roads/ Parking
- Proposed Multi-Use Path
- Proposed Trees
- Relocated Existing Pavilion
- Proposed Maintenance Facility
- Proposed Bridge Connection
- Existing Bus Stop
- Proposed Amenity Improvement Projects

A Pedestrianized Observation Area
B Enhanced East Park Amenities & Maintenance Building

Figure 54: Amenity Projects
7.0 Amenity Projects

7.1 Introduction

The proposed amenity projects provide new opportunities for programmable spaces within Sam Lawrence Park. These new facilities will provide infrastructure for facilitating future programming opportunities for both community and private events.

When asked what amenities the community wants to see in the revitalization of the park, there was strong support for more seating and picnic areas; access to drinking water; shade shelters; and enhanced viewing areas. For more information on what we heard from the community, refer to Appendix A. Most people visit the park by car and, at the time of this master plan study, maintaining a parking element was important to some of the community; however, there were also community members who do not use the parking areas and recognize that existing and/or increased parking reduces valuable park space.

Both Horticultural and Facilities Management staff indicated that the existing maintenance facility is insufficient for the size of the park and difficult to access by vehicle. New and enhanced features proposed in the park further increases demand to optimize this facility. The replacement and enhancement of the maintenance building is included as a part of the amenity improvements in the park.

It’s possible to implement the proposed pedestrianized observation area amenity project whenever funds become available. The project would benefit from the establishment of the pedestrian bridge and multi-use path circulation projects, but they are not critical to the function of the space. The new maintenance building and enhanced amenities in the east park are inherently linked to the implementation of the pedestrian bridge.
### 7.0 Amenity Projects

#### 7.2 Pedestrianized Observation Area

**Concept Plan**

![Pedestrianized Observation Area Concept Plan](image)

**Figure 55: Pedestrianized Observation Area**

#### 7.2.1 Project Summary Matrix

Refer to Section 3 for Definitions

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#### 7.2.2 Project Scope

1. New On-Street Parking Along Concession St.
2. Maintain Existing Masonry Walls
3. Replace Existing Concrete Steps
4. Remove Asphalt/ Concrete Sidewalk and Replace with Enhanced Pedestrian Paving
   - Unified & Enhanced Paving Pattern
   - Extended Viewing Platform with Shade Structure
   - Power Pedestal for Events
   - Removable Bollards
   - Furnishings (Movable Seating, Bike Racks, Trash Receptacles, Wayfinding Signage etc.)
   - Lighting
The proposed conversion of the existing west parking lot into a pedestrianized observation area intends to re-balance the mobility focus in this prominent area of the park. The current configuration of the space favours vehicular use, but the layout is inefficient and difficult to maintain in the winter. Its location on the crest of the escarpment makes it an ideal location for an enhanced and accessible observation area. The re-configuration of this space into a flexible plaza area that prioritized pedestrians and cyclists but still allows vehicular access will optimize usage. For a potential configuration of the pedestrianized observation area, refer to Figure 61.

Unifying the pavement throughout the plaza space removes perceived barriers and allows the maximum amount of flexibility within the space. Bollards can be used to restrict vehicular access from spaces reserved for pedestrians and cyclists. Bollards should be spaced at a minimum of 2.1m to allow ease of movement for users with mobility aids. It’s important to maintain vehicular access within the new plaza space to facilitate community events like pop-up vendors and markets. Removable bollards or gates would be needed to block the vehicular driveways from the public. It is recommended that the shared use plaza surfacing be constructed of non-pigmented concrete paving with upgraded surface finishes and sawcut patterning to emulate large scale unit paving. This type of surface treatment will result in little to no differential settlement and, as it contains no pigment, can be easily matched should sub-grade work be necessary in the area.

There is potential to introduce an extended viewing platform beyond the existing masonry wall to allow users a new viewing experience in the park, refer to Figure 59. Consideration should be given to the design of the platform to deter misuse on and below the feature. The platform area must allow enough room to be occupied by users with mobility aids while still allowing others to navigate.

The west end of the park currently does not have a shade structure that can provide users respite from the elements. Including a custom shade structure as part of the extended viewing platform ensures the pedestrianized observation area is free of stationary elements to maintain maximum flexibility.

The west parking lot is currently used for Food Truck Wednesdays in warmer weather, which draws a large number of people from the community. The new flexible plaza space can accommodate this event and should keep in mind new potential events that may occupy the space like birthday parties or receptions.
7.0 **Amenity Projects**

Furnishings that support these uses should be included in the design of the space; but would need to be moveable to allow full flexibility within the space to adapt to the various potential usages. Lighting and servicing should also support potential uses of the space and include a new power pedestal.

The existing concrete stairs that currently connect the west parking lot to the lower pathway are past the point of repair and require replacement. The existing horticultural rock gardens on either side of the stairs are to be maintained and protected during construction, see Figure 58. The instability of the escarpment is likely causing the existing pour-in-place concrete stairs to continuously shift and crack. Due to the condition of the escarpment, it is recommended that new stairs and landings be constructed using a steel frame supported by structural piles pinned to the underlying bedrock. This would ensure that future movement caused by the escarpment’s erosion processes will have minimal impact on the long term condition of the stairway. It is recommended that the stairs treads and landings be upgraded with concrete paving to create a better fit with the overall improved park setting, see Figure 60.

![Figure 58: Existing stairs from west parking lot and surrounding horticultural rock gardens, before annuals have been installed.](image)

![Figure 59: Potential configuration of extended viewing platform and shade structure.](image)

![Figure 60: Steel frame stairs with decorative railings and concrete treads and landings elevate aesthetic for park setting.](image)
7.0 Amenity Projects

Figure 61: Potential configuration of Pedestrianized Observation Area during an event.
7.0 Amenity Projects
7.0 Amenity Projects

7.3 Enhanced East Park Amenities & Maintenance Building

Concept Plan

Figure 62: Enhanced East Park Amenities and Maintenance Building

7.3.1 Project Summary Matrix

Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
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<td>Permits/ Studies</td>
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<td>Access to Bridge</td>
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<tr>
<td>On-Going Maintenance</td>
<td>General</td>
</tr>
</tbody>
</table>

7.3.2 Project Scope

1. Relocate Existing Pavilion
2. Remove and Relocate Existing Parking
3. Gesture to Original Water Tank (Pavement Markings, Interpretive Signage, etc.)
4. New Pedestrian Connections
5. New Maintenance Facility Building
6. Entry Plaza
7. Vehicular Plaza Access
8. New Gardens & Tree Planting
9. Removable Bollards
   - Furnishings (Benches, Water Bottle Refill Station, Bike Racks, Trash Receptacles, Wayfinding Signage etc.)
   - Lighting
7.0 Amenity Projects

7.3.3 Design Considerations

The introduction of the pedestrian bridge presents the opportunity to transform the east end into a new destination; and create a conspicuous gateway into the park. The proposed east entry plaza aims to further enhance the prominence of this gateway and provide amenities that support its function. The proposed entry plaza should use enhanced pedestrian paving to create an inviting space for park users to gather before entering or exiting the park. The inclusion of display gardens and trees will reinforce the plaza as a park gateway feature. Refer to Section 9.6 & 9.7 for more information on tree planting and garden design considerations. The main function of the pedestrian bridge is to provide safe passage for pedestrians and cyclists across the Jolley Cut, but also affords the opportunity to allow maintenance and emergency vehicles greater access into the park. Furnishings like benches, bike racks and signage should be arranged to allow ease of access for vehicular movement. Removable bollards should be used to restrict access to only vehicles with permission.

The existing maintenance building is insufficient for the size of the park and is difficult to monitor and access by vehicle. The new location must be easily accessible by vehicle and provide enough space for expanding the building footprint to accommodate new facility amenities, such as a public washroom, in the future. The proposed location of the new maintenance building within the plaza space near Concession Street, allows greater physical and visual access as well as shorter distances for new servicing (hydro, water, sanitary etc.) Horticultural and Park Operations provided input on their anticipated scope for the new maintenance facility that includes:

- Office Space
- Lunch Room
- Two Combined Universal Washroom/Change rooms
- Mechanical/Electrical Room
- Indoor Storage with Vehicular Access
- Securable Exterior Storage Area
- Four Parking Spaces

Figure 63: Potential configuration of the entry plaza and maintenance facility building.
7.0 Amenity Projects

The community indicated that the inclusion of public washrooms in the revitalization of the park is important to them. The proposed maintenance building can accommodate public washrooms within the facility. The layout of the building should orient public washrooms towards the plaza space and bridge entrance. See Figure 63 for a potential layout of the entry plaza and maintenance facility building.

In order to accommodate the new plaza and maintenance building, the existing east parking lot and pavilion should be relocated. We heard from the community that the current location of the pavilion deters some people from utilizing the space due to its proximity to Concession Street and the lack of other adjacent park features. It was also noted that the structure is in good condition and is a unique feature that should stay somewhere within the park. As relocating the pavilion is an option, the Master Plan Team explored other possible park locations for the pavilion that would allow improvement opportunities related to the proposed pedestrian bridge, maintenance building and reconfigured east parking area. The proposed location for relocating the pavilion in the central sloped lawn area provides the following benefits:

- Setback the pavilion further away from Concession Street;
- Immerse the pavilion in a more park like setting; and
- Allow the pavilion to become an anchor point for future facilities in an under-utilized area of the park.

The pavilion in its new home could become a gathering space or a place for quiet reflection. The associated furnishings should support a variety of potential uses and allow flexibility within the space. The potential introduction of a power pedestal should be considered when designing this feature to facilitate potential future events. The existing pavilion was built on the existing foundations of the old water tank that used to serve this part of the mountain, see Figure 64. It is important to the community and stakeholders that an interpretive feature acknowledging the original location of the well is desired. This could be done in the way of interpretive signage or a marking on the ground where the well once stood.

Maintaining a parking element in the east end of the park is important to some users and especially those with mobility challenges. The relocation of the existing east parking lot is recommended to maintain approximately the same number of parking spaces as currently exists. There is very limited space for bus parking within Sam Lawrence Park, but the unique features often attract wedding photo shoots that use rental buses to transport the bridal party. The relocation of the parking lot should consider bus parking in the detailed design phase.

7.3.4 Future Studies

An architect will need to be engaged to design the layout of the maintenance building in the detailed design phase of the enhanced east park amenities associated with the bridge.

Refer to Appendix K for the Preliminary Operations Building Schematic.
8.0

Garden & Planting Projects
8.0 Garden & Planting Projects

Preferred Design Concept

Legend
- Proposed Gardens
- Proposed Sad
- Proposed Concrete Paving
- Proposed Roads/ Parking
- Proposed Multi-Use Path
- Proposed Trees
- Relocated Existing Pavilion
- Proposed Maintenance Facility
- Proposed Bridge Connection
- Existing Bus Stop

Proposed Garden and Planting Improvement Projects
- A Tree Succession Planting
- B Traffic Median Improvements
- C Barrier Free Display Gardens
- D Sloped Triangular Gardens

Figure 65: Proposed Garden and Planting Improvement Projects
8.0 Garden & Planting Projects
8.0 Garden & Planting Projects

8.1 Introduction

Although Sam Lawrence Park is well known for its views and vistas, it also contains existing ornamental gardens and walking paths that are well used by park visitors. We heard from the community and stakeholders that maintaining, enhancing and expanding on these features is essential to the revitalization of the park.

It is important to note that the existing garden areas, originally designed by K. Matt Broman in the 1950s, are not entirely barrier free. It is acknowledged that modifications to the design to allow barrier free access would be too damaging to the original design intent, therefore, all new garden spaces would be designed to be completely barrier free.

Natural Heritage Planning acknowledged that some areas within and surrounding Sam Lawrence Park are identified as Core Areas in the City’s Natural Heritage System. Core Areas are vital components that support biodiversity and productivity which contribute to local ecological and hydrological functions. This includes not only trees but also a variety of habitats that provide foraging for birds, butterflies and other wildlife. The implementation of gardens and plantings that support these functions should be considered in every distinct project with a planting component.

Although feedback obtained through the various consultation events indicated both community and stakeholder support for native and drought tolerant planting, it is important to note that the community is sensitive to the aesthetics of naturalized areas. Careful consideration should be given to the design of native gardens to maintain a certain level of aesthetic value typical to a park setting.

The distinct park improvement projects presented in the previous sections include gardens and tree planting that would be associated with those new facilities. Generally, these projects are best implemented after or in conjunction with other projects.
8.0 Garden & Planting Projects

8.2 Tree Succession Planting

Concept Plan

8.2.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
<th>Garden &amp; Planting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type</td>
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<td>Stakeholders</td>
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</tr>
<tr>
<td>On-Going Maintenance</td>
<td>Tree Succession Planting Program</td>
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</table>

8.2.2 Project Scope

- Tree Succession Planting Program
- Soil Aeration in High Traffic Areas (see queens park study)
- Interpretive Signage

8.2.3 Design Considerations

The tree succession planting program aims to establish new native tree species over a period of 10 - 20 years to ensure mature canopy coverage is maintained as existing trees reach the end of their lifespan. The existing grove of matures trees in the west end of the park is home to only a couple species, London Plane and Norway Maple trees. Implementing a variety of native species is required to diversify and support local ecological systems.
New planting locations should be conscious of the location and construction staging areas of proposed improvement projects in the vicinity. Planting in areas likely to be used for construction staging should be left to the final stages of the program.

Interpretive signage could be utilized to inform the community of the program. Doing so lets them know that the City is working hard to keep their parks full of beautiful trees and why some areas may be blocked off from time to time to help trees establish.

8.2.4 Future Studies

Subsurface conditions should be investigated to determine soil compaction and potentially nutrient deficiencies that could impact tree health.

Figure 68: View of London Plane and Norway Maple trees in the existing west tree grove proposed for tree succession planting program.
8.0 Garden & Planting Projects

8.3 Traffic Median Improvements

8.3.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
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<td>On-Going Maintenance</td>
<td>Pruning, Monitoring</td>
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</table>

8.3.2 Project Scope

- Remove Existing Pathway Pavement and Sub-grade Material
- Tree Planting

8.3.3 Design Considerations

Improvements to the traffic median must consider public safety first and foremost. The existing pedestrian connection through the median may be operating without incident; however, the revitalization of the facilities within Sam Lawrence Park is likely to attract a heavier volume of park users from a spectrum of age groups and capabilities. The existing informal crossing into the main park from the median is not suitable to maintain safe crossing, particularly for young children and users with mobility challenges.
Alternative pedestrian connections into the park from Concession Street have been proposed to support the removal of this pathway and crossing.

Community and stakeholder feedback early in the project indicated that if the median remains in place, it should be beautified in a way that would be consistent with a park setting and not a remnant feature related to transportation infrastructure. Feedback from the community offered an array of ideas for the space as potential enhancements; however, it was determined that creating a feature that would attract pedestrians to the area may inadvertently put users at risk as the space is surrounded on all sides by moving traffic. The proposed cluster of trees fit the criteria of creating a visual feature that would be capable of occupying the large scale of the space, but would also not likely attract park users into the space.

The trees proposed in the median are envisioned as deciduous trees with canopies starting at a minimum of 2.4m (8’) from the ground. It is not anticipated that the trees would impede eye-level views through the median area. Trees would not be planted within the site triangles near the intersections. At the time of detailed design, Horticulture, Forestry and Parks Maintenance should be consulted to determine the best groundcover for the median. In order to support growth of the chosen groundcover, tree species should be carefully selected and spaced to optimize sun exposure. Maintaining a 6.0m shoulder along roadways is ideal.

**8.3.4 Future Studies**

A visual impact study is required to determine the best placement of trees that enhance, rather than obstruct key view corridors seen from Concession Street.
8.0 Garden & Planting Projects

8.4 Barrier Free Display Gardens

Concept Plan

8.4.1 Project Summary Matrix
Refer to Section 3 for Definitions

<table>
<thead>
<tr>
<th>Project Priority</th>
<th>Garden &amp; Planting</th>
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</tr>
<tr>
<td>On-Going Maintenance</td>
<td>Tree Succession Planting Program</td>
</tr>
</tbody>
</table>

8.4.2 Project Scope

1. Relocate Park Sign & Associated Gardens
2. Buffering Along Jolley Cut
3. Barrier Free Pathways
4. Maintain Memorial Daffodil Garden
5. Open Lawn Area
6. Remove Small Horticultural Display Garden
   • Irrigation and Electrical Adjustments
   • Themed Display Gardens
   • Tree Planting
   • Rest Areas
   • Lighting
8.4.3 Design Considerations

The existing display gardens contribute to the unique character of Sam Lawrence Park and are beloved by the community. These gardens are integrated into the steep slope of the escarpment; which means that it is not possible to implement barrier free pathways throughout this space without major renovations that would compromise the integrity of the feature. In order to provide users with mobility challenges a similar experience, completely barrier free display gardens are proposed in place of the central sloped lawn south of the Jolley Cut. The relocation of the existing pavilion would anchor the space and provide amenities that would support its function. The proposed gardens would benefit the community the most if they were implemented during or after the Enhanced East Park Amenities improvement project.

Once the intersection changes are complete, the existing park entry sign and associated gardens can be relocated to closer proximity of the intersection and City sidewalk in order to have a greater visual impact. This move will also accommodate the new barrier free path system and display gardens. Introducing this new garden destination in such close proximity to the Jolley Cut requires strategic buffering to ensure users feel comfortable in the space and to restrict access to high-speed traffic, especially for young children. Buffering methods should consider both visual barriers and sound mitigation, while also being mindful of desirable view corridors. The existing small horticultural display garden will most likely be impacted by the implementation of the proposed buffer along the Jolley Cut and would require alteration or removal. Alteration of the park sign gardens and small horticultural garden should be aware of existing irrigation. The Memorial Daffodil Garden is within the proposed barrier free display gardens and must be maintained and protected, see Figure 73.

The new barrier free display gardens have endless possibilities for themed gardens that can be supported by interpretive features to elevate the experience and/or educate park users.

Potential themes include:
- Indigenous Garden
- Bird and Butterfly Gardens
- Prairie Garden
- Winter Garden
- Children’s Garden
- Sculpture Garden
- Wedding Garden
- Memory Gardens
- Memorial Tree Planting

Native and drought tolerant species should be used as much as possible to reduce maintenance. There should be some open lawns areas strategically placed within the display gardens to allow flexibility for informal gathering and picnicking; and rest areas should be provided at frequent intervals.

8.4.4 Future Studies

A visual impact study is required to determine the best placement of trees that enhance, rather than obstruct key view corridors. Potential partnerships with local community groups should be explored to implement and maintain new gardens.

Figure 73: View of existing Memorial Daffodil Garden from lower central sloped lawn, south of the Jolley Cut.
8.0 Garden & Planting Projects

8.5 Sloped Triangular Gardens

8.5.1 Project Summary Matrix
Refer to Section 3 for Definitions

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8.5.2 Project Scope

- Barrier Free Pathways
- Potential Retaining Walls
- Gardens
- Seating Element
- Lighting

8.5.3 Design Considerations

The sloped triangular lawn at the Arkledun/Bruce Trail access corridor and Concessions Street is a substantial space within the park that does little to serve the community, see Figure 75. We heard from the community and stakeholders that something could be done to take back this space and make it usable or at
least more interesting. It’s feasible to introduce barrier free pathways, with or without retaining walls. Creating a destination feature here could increase usership and deter undesirable activities that currently take place along the access corridor. The new garden area should be carefully designed to maintain good visibility throughout the space, so to not allow places for people to hide.

The east multi-use path segment and its entrance node will occupy a portion of the sloped triangular garden closest to Concession. Its recommended that the improvements here are implemented after the multi-use path is installed; however, if the project is implemented before, detail design should consider the future condition of these features. See Project 6.3 for more information on the design of the multi-use path in this location.

8.5.4 Future Studies

A visual impact study is required to determine the best placement of trees that enhance, rather than obstruct key view corridors.
FLORA AND FAUNA

The Niagara Escarpment is home to a wide cross-section of flora and fauna found in southern Ontario, as well as rare and endangered species. Diverse plant communities are found in the many forests and areas throughout the region, supporting an amazing amount of animal life.

The Hamilton area is on the northern edge of the Carolinian Forest region and a biological community is found nowhere else in Canada. It is one of the most diverse and richest in species of flora and fauna in the country. The sassafras and flowering dogwood trees are two Carolinian Forest species found in this area.
9.0

Site-Wide Improvement Projects
9.0 Site-Wide Improvement Projects

9.1 Introduction

Site-wide improvement projects are important to both the revitalization of existing park facilities and proposed facilities in Sam Lawrence Park. Covered in this section are improvement projects that either:

- Do not fit neatly into the distinct improvement project profiles presented in the previous sections; or
- Provide detailed design considerations that can be applied to a variety of improvement projects.

It’s possible that some of these projects can be implemented over a number of years through the operating budget for the park, or possibly be coupled with one of the nearby improvement projects presented in the distinct profiles.

9.2 Repair Projects

The last time Sam Lawrence Park underwent majoring upgrading was nearly 30 years ago. Many of the park’s existing features are declining due to age, weathering, slope movements and vandalism. General repairs and upgrades are necessary to maintain the existing features of the park and ensure their longevity.

In general, the existing masonry walls throughout the park are in good condition and do not pose any structural concern at this time; however, improvements should be made to enhance the overall visual appearance. The scope would include the repointing of mortar joints and replacing broken or missing stones, see Figure 76. Similarly, the steel guards are typically in good condition and only exhibit minor signs of surface rusting and are not of structural concern at this time. Minor remedial work, including reinstatement of anchor bolts, reattachment of broken top rails and replacement of a few corroded elements, would improve their overall aesthetic, see Figure 77. For a detailed description of the existing conditions and required repairs of masonry walls and guardrails, refer to Appendix F to read the full structural Site Investigation Report. The existing concrete stairs associated with the main circulation system throughout Sam Lawrence Park are in fairly good condition but require some repair to extend their life cycle and ensure chips don’t escalate into a public safety concern, see Figure 78. Note that the masonry walls, guardrails and stairs associated with the lower escarpment path are recommended to be decommissioned as a part of this Master Plan study and do not require repair. For more information on the recommendations for the lower escarpment path, refer to Project 4.3.
9.0 Site-Wide Improvement Projects

There are a few types of surfacing within the park including asphalt, concrete and unit pavers of various types. Concrete is used for sidewalks surrounding the existing parking lots. These walkways around the west parking lot appear to be in fair condition. Minor cracks have been observed that may worsen and require repair. The walkways surrounding the east parking lot are fairly new and in good condition. Asphalt is generally used for pedestrian circulation, except at lookout areas, the existing display gardens and the upper escarpment pathway (along the Jolley Cut). The asphalt surfacing throughout Sam Lawrence Park is generally in disrepair and requires replacement in most areas. Varying types of unit pavers are used at lookout areas, the existing display gardens and the upper escarpment pathway. Generally, unit paving areas are experiencing differential settlement and require continual removal of weeds from joints.

Existing asphalt and unit paving surfacing in the park should be replaced with concrete, except in locations where the multi-use path is proposed. Converting surfacing in Sam Lawrence Park to concrete will result in little to no differential settlement. New surfacing in lookout areas and the existing display gardens should consider using non-pigmented concrete paving with upgraded surface finishes and sawcut patterning to emulate large scale unit paving; as it contains no pigment, it can be easily matched should sub-grade work be necessary in the area.

Surfacing material improvements can be implemented all at once, incrementally as conditions worsen (and cause public safety concern), or incorporated into an improvement project that is happening in the vicinity. If upgrades are happening along walkways that connect to existing stairs, tactile warning strips should be incorporated. Almost all lookout areas, some within the display gardens, contain remnants of concrete footings that once supported benches, see Figure 79. These old structures should be removed before surfacing.
9.0 Site-Wide Improvement Projects

9.3 Servicing Improvements

The implementation of new or upgraded servicing is required to support proposed improvement projects in Sam Lawrence Park. New amenity spaces that are expected to host community events should provide a power source. These spaces include the Pedestrianized Observation Area, amphitheatre/flat open lawn area, and potentially the relocated pavilion. There is an existing power pedestal within the gardens associated with the flagpole lookout area that is connected to the existing maintenance building. Since this building will be demolished, a new location for electrical controls should be determined that suits future needs of the nearby future amphitheatre and flat open lawn area.

The existing lighting system throughout the park has surpassed its effective life cycle and should be decommissioned, removed, and safely disposed of in its entirety. Fixtures should be replaced with either solar powered lights or LED luminaires that use vandal resistant materials. Refer to Appendix H for the full Lighting and Electrical System Assessment Report for Sam Lawrence Park. Lighting along the multi-use path should be consistent with the Mountain Brow Trail and utilize solar lighting.

The new maintenance building proposed along Concession Street with have expanded facilities like cleanup areas, lunch room kitchenette and washrooms that will require new servicing like gas, water, sanitary and storm sewer connections. The vicinity of this new facility to the servicing network along Concession Street should allow these new connections to be made with ease.

There are a number of existing horticultural gardens that are irrigated throughout Sam Lawrence Park, with no issues reported.

Legend

- Existing Roads & Parking
- Hydro Servicing
- Storm Sewer Servicing
- Water Servicing
- Light Fixture
- Power Pedestal
- Irrigation Control Pedestal

Existing Structures & Buildings
Existing Pedestrian Circulation

Figure 80: Inventory mapping of existing light fixtures, pedestals and servicing.
9.0 Site-Wide Improvement Projects

These gardens can remain irrigated unless they have been proposed to be removed and relocated. We heard from the community that there is a preference for new gardens to include native and drought tolerant species.

The intent is for new gardens to be self sufficient; however, an analysis should be done of existing conditions to determine if new irrigation is required. Both the Horticulture and Natural Heritage Planning departments should be engaged to assist in determining the appropriate species and irrigation requirements.

9.4 Vistas Management

The Mountain Brow Vista Study and Management Plan identifies proposed and existing vista locations, four of which are within Sam Lawrence Park; and provides recommendations on how to manage the local vegetation of the escarpment in order to preserve their significance. In summary, the recommendations of this study include:

- Identify locations where replacing non-native ground covers with low growing native plants could reduce the long-term maintenance effort;
- The viewshed opening should not exceed 3.0 – 5.0 metres in width;
- Disturbed ground should be stabilized with native ground covers;
- Plant a replacement (one for one) native tree (60mm caliper) in the vicinity of the clearing to offset the lost urban forest canopy;
- Invasive Species Management Program implementation on annual basis; and
- Assess and monitor erosion on the escarpment brow.

Figure 81: Inventory mapping of existing lookout areas and vistas.
9.0 Site-Wide Improvement Projects

The recommendations of this study can apply to all the vistas within Sam Lawrence Park. Figure 79 shows an inventory of all the viewsheds identified within the park and indicates which are designated under the Mountain Brow Vista Study. The formation of the Invasive Species Management Program should follow the recommendations of the Hamilton Conservation Authority, Niagara Escarpment Commission and the City of Hamilton’s Natural Heritage department.

Future Studies

The detailed assessment of potential hazard trees and invasive species by ISA certified arborist/City forester and a certified ecologist is required before alteration of existing vegetation.

9.5 Escarpment Slope Stabilization

The Geotechnical Feasibility Study for the Preferred Concept Design analyzed past geotechnical studies in the vicinity of Sam Lawrence Park to predict how escarpment slope stability would impact new development in the park. Refer to Appendix G.

In general, the Study indicates that the global stability of the escarpment slopes are not a concern for this project area, however; additional site specific investigations should be performed to support detailed design development and construction.

- The Study provides recommendations for the following:
  - Buffer and Setback Zones;
  - Foundations for Major Structural Elements;
  - Upgrades to the Pathway Network;
  - Landscape Irrigation;
  - Bioswale or Infiltration Areas; and
  - Further Testing / Investigations.
9.0 Site-Wide Improvement Projects

9.6 Tree Planting

New tree planting projects proposed within Sam Lawrence Park are associated with distinct improvement project profiles; however, there are design considerations that can be applied site wide when selecting species and placement:

• Native species should be utilized as much as possible to support the local ecology of the escarpment;

• Tree plantings proposed near streets, parking areas and the multi-use path should utilize salt tolerant species;

• Implementing a mix of deciduous and coniferous species will provide winter interest;

• The placement of trees along pathways and in new garden spaces should be conscience of existing vistas and can potentially create new view corridors; and

• Integrated succession planting should be utilized to ensure the tree canopy is consistent as older trees reach their lifespan.

9.7 New and Rejuvenated Gardens

Some of the existing gardens in Sam Lawrence Park will not be affected by future development and require rejuvenation. This includes the existing display gardens and gardens associated with the flagpole lookout area. The remaining gardens within the park are either annual beds or fall within areas proposed for future redevelopment. New gardens proposed within the park are associated with distinct improvement project profiles. There are design considerations that can be applied site wide to both new and rejuvenated gardens:

• Incremental replacement within existing gardens, or establishment of new gardens, should utilize native and drought tolerant species;

• Gardens should be designed with typical park aesthetics in mind by creating ornamental gardens with native species, rather than a naturalized planting aesthetic;

• Consideration should be given to selecting species that can provide year-round interest, especially in gardens along the multi-use path that will be maintained in winter conditions. This could mean interesting winter form or coniferous species; and

• Site lines must be maintained within and around garden spaces as to not create places where people can hide.
9.0 Site-Wide Improvement Projects

9.8 Furnishings

New and replacement of existing furnishings will be required throughout Sam Lawrence Park. Existing furnishings can typically be replaced one to one, however additional bench and trash receptacles may be required. New furnishings proposed within distinct park improvement profiles consist of:

- Benches,
- Picnic Tables,
- Trash Receptacles,
- Bike Racks, and SoBi bike station
- Bike Repair Station,
- Water Bottle Refill Station,
- Removable Bollards, and
- Light Poles.

Heritage style furnishings are recommended as they fit the character of the park and are considered timeless. This is especially important considering the proposed improvements are comprehensive and cannot feasibly be implemented all at once. Choosing timeless styles ensures that they will be available, or at least easily matched, for many years to come. Colour choices should be consistent for the same feature (ex. all benches the same colour) and contrast with its surrounding context.

The replacement of furnishings must be in compliance with the City of Hamilton’s Barrier Free Design Guidelines.

9.9 Signage

Existing interpretive signage in Sam Lawrence Park has aged past the point of repair, with much of it covered in graffiti, see Figure 86. These signs are either mounted within masonry walls or on wooden pedestals. A new interpretive sign program is needed for the park and should include re-using the content or themes incorporated in the existing signs while applying
updated information. Additional themes should include both the natural and cultural history of the site, including the Indigenous history of the land. Interpretive signage should be installed in highly visible, well-lit locations and made of durable materials that are easy to clean. Informational plaques are also present in the park and seem to be in good condition.

Community feedback received early in the study revealed that most people from the community did not know there is a connection to the Bruce Trail through Sam Lawrence Park. This is likely due to the fact most people do not visit the southeast portion of the park where trail directional signage exists. Nevertheless, a comprehensive wayfinding strategy throughout the park should provide information on features that can be found within the park and those that are connected to the park. The distinct improvement project profiles identify the locations where wayfinding signage would most benefit the community. Generally, they should be located at entry points to the park and in a highly visible, well-lit location and be made of durable materials that are easy to clean.

It is recommended that the City design and procure both interpretive and wayfinding signs through a complete design and manufacturing Request for Proposal Process. This will ensure consistency in design and materials and will likely be most cost effective.
9.10 Public Art

The City of Hamilton has allocated funds for public art in Sam Lawrence Park as a part of the Public Art Master Plan report. Public art was proposed at multiple scales between the three (3) design concepts alternatives. The community was asked in the second online survey, that presented and asked questions regarding the design alternatives, what public art option from the alternatives they preferred. The options presented included:

- A small-scale piece that would require close proximity on the part of the viewer to have impact or with a functional value for park users (ex. park furnishings, pavement, wall treatment, etc.); or

- A medium-scale piece that could be enjoyed by pedestrians, cyclists and drivers; or be within view of downtown (ex. linear feature that could act as a barrier between pedestrians and vehicles travelling up the Jolley Cut); or

- A large-scale piece that could act as a landmark or gateway feature between the upper and lower city (ex. the pedestrian bridge or one of its components).

Out of these options, the idea for public art to be integrated into the bridge received the most support from the community. The pedestrian bridge connection can serve as a landmark that connects the upper and lower city. It should have a design that would be best developed by working with artists, or through an open design competition.

The second online survey also asked what other ideas the community has for public art in Sam Lawrence Park. Most people agreed that public art within the park should have a historical reference. In keeping with the recommendations of the City’s Urban Indigenous Strategy this site, due to its position on the escarpment edge, may be a suitable location for an Indigenous themed public artwork. Landmark public art work addressing Indigenous themes and the City in context of the escarpment could be installed in a prominent location, and selected using the City’s Call for Artists Process.
9.0 Site-Wide Improvement Projects

9.11 Play ‘Moments’

Feedback received early in this study indicated that the most under-served members of the community in the existing park were children under the age of ten. The second online survey, that presented and asked questions regarding the design alternatives, asked the community whether they prefer a traditional playground or play ‘moments’ described as one or two small play features within different park spaces. The majority of responders preferred the idea of play ‘moments’ within the context of Sam Lawrence Park.

The introduction of play ‘moments’ throughout the park can provide entertainment for children while their caregivers take a break to enjoy the many lookout areas, or as they stroll with pathway system. Although the intent is that each play ‘moment’ will be different from the last, the following considerations should be applied to the design of each feature:

- Small in scale;
- Fit cohesively into its surrounding context;
- Do not allow children to climb on and jump off (no safety surfacing);
- Made of materials that do not attract graffiti or allow it to be easily removed; and
- Placed in locations with good visibility.

Figure 90: Play ‘moments’ can be interactive.

Figure 91: Play ‘moments’ can be fun to sit on.

Figure 92: Play ‘moments’ can be tactile and direct the flow of movement.