

Complete Streets Typologies

This appendix provides a description of the eight CLB Streets Typologies. The written descriptions are taken from the Complete Liveable Better (CLB) Streets Background Report to the 2018 Transportation Master Plan (TMP) Review and Update. The renderings are influenced by the CLB Streets Background Report, while the sample CLB streets, based on Hamilton streets, are identified by the street context using the draft CLB Streets Decision Support and Audit Tool.

1. Urban Avenues

Urban Avenues are located in the most dense, mixed-use urban centres, such as downtown Hamilton. Development along Urban Avenues is street oriented and streets are very busy. These streets carry high volumes of all modes of movement, including transit, cyclists, pedestrians, private automobiles and goods movement vehicles.

Street design generally accommodates transit and provides safe and dedicated facilities for pedestrians and cyclists. In order to promote safety on such busy streets, the design of these streets can include narrow lane widths and a reduction in the number of lanes to devote more space for on-street parking, tree growth, transit, and active transportation (e.g. dedicated transit lanes, more comfortable transit stops, Rapid Transit, wider sidewalks).

The rights-of-way range for Urban Avenues is dependent on context. Generally, most Urban Avenues in the older built-up areas of the City are historically 20 m, and it is feasible to achieve 26-30 m through development and redevelopment if heritage constraints and existing built form allow. As such, in these constrained corridors, trade-offs will need to be made.

In greenfield areas, larger rights-of-way are possible, and it is possible to achieve a 36 m ROW, or greater in some cases. Even with a 36 m ROW, it is necessary to make trade-offs, especially for designated rapid transit corridors.

Urban Avenues

Located in the most dense, mixed-use urban centers like Downtown Hamilton. High people-movement capacity with priority for transit and active transportation.



Example Urban Avenue:

Barton St E (West of Victoria)



Functional Classification	Minor Arterial
Context	Urban
Typical ROW	20 m
Setbacks	Narrow
Land use	Mixed use
Built form	Low to mid-rise
Access control	Moderate (some driveways)
On-street parking	Off-peak parking
Lanes of traffic	5 (incl. turn lane)
Traffic volume (ADT)	14,750
Posted speed	50 km/h
Sidewalks	Both sides
Cycling facilities	None

Potential CLB Typology
Urban Avenue or
Transitioning Avenue or
Main Street

CITY OF HAMILTON COMPLETE STREETS DESIGN MANUAL

2. Transitioning Avenues

Transitioning Avenues are major streets that cross the city east-west or north-south. They are generally located in commercial or residential areas that are transitioning to a more urbanized and mixed-use context. These streets are expected to undergo a transition from a built form context such as large format retail to medium or high-density mixed-use development or from low-density residential to medium or high density residential. As this occurs, it is expected that new development will be more street oriented. Transitioning Avenues could be Rapid Transit corridors.

Transitioning Avenues will continue to be designed to accommodate transit and active transportation and higher vehicle capacity. As such, transit vehicles, cyclists and pedestrians should have a greater proportion of dedicated space within the planned ROW. Transitioning Avenues are also major goods movement corridors. They may additionally include a centre median and dedicated turning lanes.

Transitioning Avenues

Major streets that cross the city east-west or north-south.
Medium/high people-movement capacity with a high degree of access control.



Example Transitioning Avenue:

Wilson St W (West of McClure)



Functional Classification	Major Arterial
Context	Suburban
Typical ROW	45 m
Setbacks	Wide
Land use	Commercial
Built form	Low-rise
Access control	Moderate
On-street parking	None
Lanes of traffic	5 (incl. turn lane)
Traffic volume (ADT)	14,000
Posted speed	60 km/h
Sidewalks	None
Cycling facilities	None

Potential CLB Typology
Transitioning Avenue

3. Main Streets

These roads historically have narrow ROWs and are found in urban areas and hamlets, often with a mix of at-grade retail and residential uses. Main streets exist in each of the former municipalities that make up Hamilton. They are often traditional shopping streets that are very pedestrian-oriented, with mixed-uses and smaller-scale buildings. They may contain heritage buildings and have a heritage character. Development along Main Streets is street-oriented and often surrounded by stable residential neighbourhoods.

Pedestrians should be prioritized with slower traffic, wide sidewalks and enhanced pedestrian amenities, and on-street parking. The quality of the boulevard is very important to the Main Street typology. The Main Street typology has an urban cross-section with an emphasis on streetscaping. Street amenities can include wide sidewalks, pedestrian oriented lighting, street trees, transit amenities, and opportunities for public art. The street is to be transit supportive with transit-oriented land uses.

Main Street

Streets with historical narrow rights-of-way found in urban areas.
Low/medium people movement capacity with street-oriented mixed uses.



Example Main Street:

Kenilworth Ave N (North of Roxborough)



Functional Classification	Major Arterial
Context	Urban
Typical ROW	20 m
Setbacks	Narrow
Land use	Residential and commercial
Built form	Low rise
Access control	Minimal
On-street parking	Off-peak
Lanes of traffic	4
Traffic volume (ADT)	23,500
Posted speed	40 km/h
Sidewalks	Both sides
Cycling facilities	None

Potential CLB Typology

Urban Avenue or
Transitioning Avenue or
Main Street

CITY OF HAMILTON COMPLETE STREETS DESIGN MANUAL

4.Connectors

Connectors are primarily found in residential areas and link residential neighbourhoods to each other and to other areas of the City. Development along the street is fairly stable but may be transitioning from low to medium density residential. Buildings are generally set back from the street fronting onto a wide boulevard.

Connectors accommodate a higher vehicle capacity than local streets. Given that they pass through residential areas, these streets should support active transportation with wide sidewalks and multi-use paths or dedicated cycling facilities. These wide and busy streets should also include ample soft landscaping and mature trees to buffer adjacent uses.

Connectors

Link residential and employment areas together and to other parts of the city.
Medium people-movement capacity with moderate access control.



Example Connector Street:

Fennell Ave W (At Governors Blvd)



Functional Classification	Collector
Context	Urban
Typical ROW	20 m
Setbacks	Narrow
Land use	Residential
Built form	Low rise
Access control	Moderate (some residential driveways)
On-street parking	One side
Lanes of traffic	2 (turn lane added at intersections)
Traffic volume (ADT)	3,100
Posted speed	50 km/h
Sidewalks	Both sides
Cycling facilities	Sharrows

Potential CLB Typology

Main Street or
Connector

5. Neighbourhood Streets

Neighbourhood Streets provide direct access to residential areas. They have lower volumes of traffic and are most often used by people residing within the neighbourhood. As Neighbourhood Streets are surrounded by residential uses, traffic calming, minimizing through-traffic, and minimizing goods movements are important considerations. Neighbourhood Streets can be bicycle boulevards as well.

Neighbourhood Streets should accommodate comfortable and safe pedestrian and cyclist movement, as well as development of a mature street canopy.

Neighborhood Streets

Provide direct access to residential areas.
Lower speed streets with minimal through-traffic.



Source: City of Hamilton Complete-Livable-Better Streets Background Report

Example Neighbourhood Street:

South Bend Rd E (East of Upper Wellington)



Functional Classification	Local
Context	Suburban
Typical ROW	20 m
Setbacks	Narrow
Land use	Residential
Built form	Low rise
Access control	Minimal
On-street parking	One side
Lanes of traffic	2 (no marked centreline)
Traffic volume (ADT)	1,500
Posted speed	50 km/h
Sidewalks	Both sides
Cycling facilities	Signed bike route

Potential CLB Typology
Neighbourhood Street

6. Rural Roads

Rural Roads are located outside Hamilton’s urban core, primarily in agricultural and natural areas, or in industrial areas within the urban boundary. Their primary function is to move private and goods movement vehicles. However, they should include recreational cycling facilities (for example, a paved shoulder or multi-use path) and may accommodate transit. The edges of rural roads should also include drainage swells.

Rural Roads

Roads outside of Hamilton’s core, primarily in agricultural and industrial areas.



Example Rural Roads Street:

White Church Rd E (At Tisdale)



Image: Google

Functional Classification	Collector
Context	Rural
Typical ROW	20 m
Setbacks	Wide
Land use	Agricultural, residential
Built form	Low-rise
Access control	Moderate
On-street parking	None
Lanes of traffic	2
Traffic volume (ADT)	3,000
Posted speed	60 km/h
Shoulders	Gravel
Cycling facilities	None

Potential CLB Typology
Rural Road

7. Rural Settlement Areas

Rural Settlement Areas are small communities found throughout the rural areas of Hamilton. They are portions of Rural Roads that pass-through villages and provide services serving local residents as well as through-traffic. Rural Settlement Areas are often centred around an intersection or a section of highway, and may include residential frontages or a small number of commercial or other uses that serve the community.

In contrast with the rest of a Rural Road, Rural Settlement Areas should slow traffic through small settlements. These roads will be designed to support the local community and calm traffic as they transition into a village setting. As they are associated with clusters of low density residential or commercial development, boulevards should include sidewalks, street trees, cycling facilities, on-street parking, and other amenities to support local residential and retail activity.

Rural Settlement Areas

Found within small communities throughout rural areas of Hamilton.
Portions of rural roads that slow traffic as they pass through villages.



Example Rural Settlement Areas Street:

Old Highway 8 (At Sheffield Rd)



Functional Classification	Local
Context	Rural Settlement
Typical ROW	18-22 m
Setbacks	Narrow
Land use	Residential and commercial
Built form	Low rise
Access control	Minimal
On-street parking	None
Lanes of traffic	2
Traffic volume (ADT)	800
Posted speed	50 km/h
Sidewalks	None
Cycling facilities	None

Potential CLB Typology
Rural Settlement Road

8. Industrial Roads

Industrial Roads are important goods movement corridors. They provide access by all mode of travel to industrial, warehouses, and other employment areas.

Industrial Streets

Industrial streets are important goods movement corridors. They provide access by all modes of travel to industrial, warehousing, and other employment areas.

Transit in mixed traffic

Bike lanes, cycle tracks or multi-use paths

Pedestrian crossings at mid-block and intersections locations



No on-street parking

Goods movement corridor

Sidewalks or multi-use paths on both sides of the street

Example Industrial Street:

Nebo Rd (At Lansing)



Functional Classification	Minor Arterial
Context	Industrial
Typical ROW	26 m
Setbacks	Wide
Land use	Employment
Built form	Low-rise
Access control	Minimal
On-street parking	None
Lanes of traffic	4
Traffic volume (ADT)	6,500
Posted speed	50 km/h
Sidewalks	None
Cycling facilities	None

Potential CLB Typology

Industrial Street or

Transitioning Avenue