



Hamilton

**Hamilton Light Rail Transit (LRT) Project**  
**Street Design and Furniture Standards for the Hamilton LRT**  
**Corridor**  
**LRT Sub-Committee**  
**February 20, 2025**

# Agenda

- Policy Implementation
- Standards Document - Summary
  - Introduction, objectives, principles
  - Reference to current standards
  - Implementation of Complete Streets
  - Pavement & landscaping
  - Design guidelines for special areas
  - Placement recommendations
  - Street furniture catalogue
  - Advertising furniture program
- Financial Considerations
- Next Steps



# Policy Implementation

- Independent chapter and update of “City of Hamilton Co-ordinated Street Furniture Guidelines” (August 2015)
  - Responds to Section 2.5.3 recommendation to improve the image of transit and the experience of transit passengers along higher order corridors through unique and consistent street furniture selection.
- Supports implementation of the “Complete Streets Design Manual” (July 2022) (along with the guidelines).
- In accordance with Council recommendation associated with Staff Report PED21020(a)/PW21002(a), directing staff to update roadway design manuals and guidelines to reflect the Complete Streets Design Manual.



# Standards Document – Introduction, objectives, principles

## Introduction

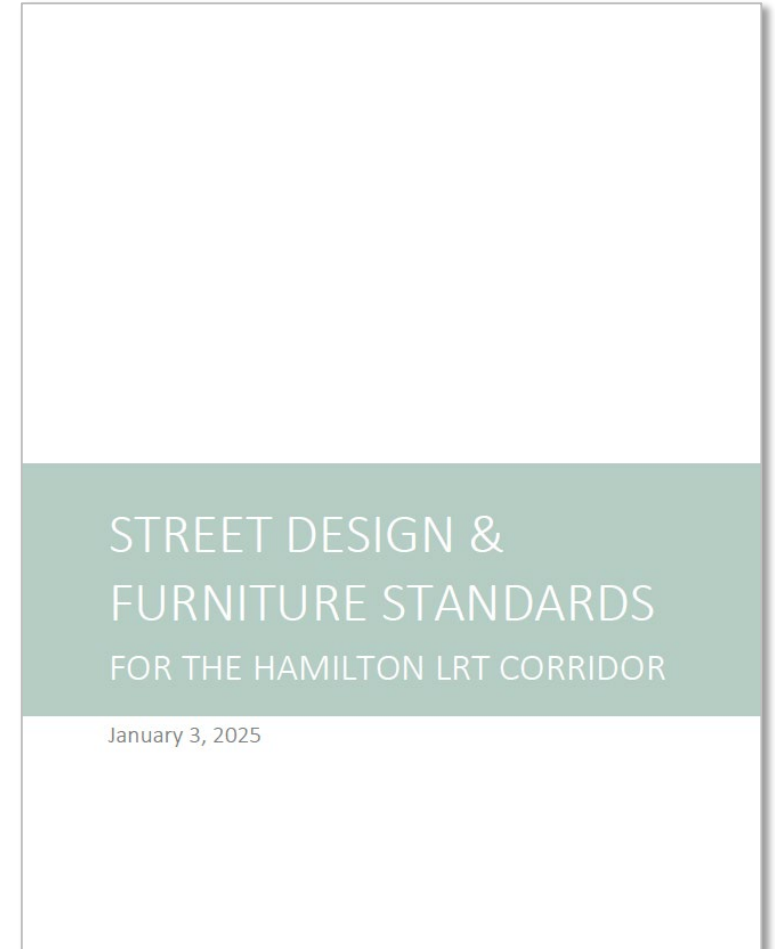
- 2023 assessment: Gaps in streetscaping standards; mix of furniture types installed; multiple standard and policies sources

## Objectives

- Identify preferred street furniture solutions to help build and support Hamilton's civic identity, and establish a continuous, quality streetscape along the LRT Corridor.

## Principles

- Modularity/flexibility
- Style/design coordination across family of elements
- Accessibility
- Safety
- Durability and ease of maintenance





# Standards Document – References to current standards

Includes references to established City policies, guidelines, and standards related to streetscaping:

- Hamilton Complete Streets Design Guidelines (July 2022);
- City of Hamilton Co-Ordinated Street Furniture Guidelines (August 2015);
- Forestry and Horticulture - Design and Preservation Manual for Assets on Public Property (December 2024);
- Barrier-Free Design Guidelines (2006);
- Urban Braille design standards; and
- Parking pay stations placement and sizing requirements.

# Standards Document – Implementation of Complete Streets

- Identifies Complete Streets Design Manual recommendations:
  - Typical pedestrian zone configuration
  - Direction to prioritize green infrastructure
- Types of streetscapes and preferred design elements:
  - Substandard (<3m):
    - Sidewalk and reduced buffer zone with minimal furnishings.
  - Constrained (3m to 4.75m):
    - Reduced street tree/furniture zone.
    - May include street furniture (benches, bike racks)
    - May include street trees (if soil volume available)
  - Preferred (equal or >4.75m):
    - Most permissive to include street trees, landscaping, furniture.



Illustration of pedestrian zones in the Complete Streets Design Manual (p.54)

# Standards Document – Pavement & landscaping

## Pavement

- Typical: Concrete pavement for hard surface elements with Urban Braille for walkways.
- Special areas (wider and active public realm):
  - Decorative pavers for buffer/furnishing/frontage zones, to accent, delineate, and organize different areas in the pedestrian boulevard.
  - Decorative road pavement for certain enhanced street design segments (based on **The Gore Standard: Hardscape Design**)

## Landscaping

- Reference to standards in the **Forestry and Horticulture Design and Preservation Manual**: Planting beds; street trees planting solutions; plant material selection



Google image of Gore Park improvements based on 'The Gore Standard: Hardscape Design'

# Standards Document – Design guidelines for special areas

- BIA areas
  - Discourages variations to street furniture standards (for visual continuity along corridor streetscape)
  - Potential customized enhancements: Signage, decorative banners, public art features, enhanced landscaping
- International Village
  - Custom implementation of **The Gore Standard: Hardscape Design**
  - Special design of pedestrianized side streets or parkettes
- Sites with wider streetscape/public realm: McMaster University, Jackson Square, Eastgate Square, and future parkettes (pending detailed LRT design)
  - Encourages unique site design inclusive of special features compatible with core line of standards



Google image of King St E, in International Village, viewing west from Mary St



# Standards Document – Placement recommendations

- Typical locations: pedestrian crosswalks, bus stops, important destinations (grocery store, schools, community center, parks, commercial streets, etc.)
- General spacing of benches: 5 min walk ('pedestrian shed') or ~400m (3-4 blocks distance)
- Preferred placement for benches
  - Good microclimatic conditions (shade, protection from wind)
  - Near building faces or buffered from vehicular lanes
- Recommended elements and configurations for type of location



Pedestrian oriented streetscape on Argyle St (Halifax NS)

# Standards Document – Street furniture catalogue

- Selection of types and models (availability from vendors with local or regional contacts):
  - Benches: backed, backless, armless, or multi-purpose
  - Bollards: lighted or non-lighted
  - Waste containers
  - Bicycle parking
  - Tree grates, tree guards
  - Planters
  - Poles, luminaires, pole arms (for banners or planters)
- Notes for selection, alternative options



Vendor photos of selected street furniture models: Bench by Maglin; Waste container by Maglin; Tree grates by Ironsmith

# Standards Document – Advertising furniture program

- Advertising program details:
  - Special benches, waste receptacles, or combined
  - Location: visibility, near areas with pedestrian traffic
  - Feature procured/installed/maintained by advertising vendors; Yearly revenue (~\$147/feature/year)
- Impacts
  - Document discourages advertising furniture on corridor, to achieve continuous and quality streetscaping.
- Options
  - Placement on side streets, to support the local bus network and future pedestrian flows.
- Space availability on corridor may be reconsidered in the future.



Google image of advertising bench and waste receptacle combination, near intersection of Queenston Rd and Nash Rd

# Financial Considerations

- Memorandum of Understanding (MOU) for the Hamilton Light Rail Transit (LRT) ratified in September 2021
  - MOU requires Metrolinx to build City infrastructure in accordance with City standards and guidelines in force three months prior to request for proposal (RFP) issuance.
- As this becomes a new City standard, staff will negotiate the cost of street furniture with Metrolinx through the implementation of the LRT project.
- Note: City has allocated a budget for enhancements items for the LRT project.
- Incremental maintenance costs will be subject to Council approval, closer to project substantial completion.



# Next Steps

- Re-assessment of existing street furniture inventory on the LRT corridor.
- Negotiations of the cost of street furniture with Metrolinx through implementation of LRT project.
- For any cost contribution from the City to be used from City's allocated budget for enhancement items, staff will bring information to Council for approval.
- Incremental maintenance costs to be assessed closer to project substantial completion and brought to Council for approval.





Hamilton

THANK YOU