

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Kelly Scherr, P. ENG., MBA, FEC
Managing Director, Environmental & Engineering
Services and City Engineer
John M. Fleming, MCIP, RPP Managing Director, City Planning
and City Planner

Subject: Hamilton Road Streetscape Master Plan Concept
And Background Document

Meeting on: Monday, April 29, 2019

Recommendation

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, and the Managing Director, Planning & City Planner, the following actions **BE TAKEN** with respect to the Hamilton Road Streetscape Master Plan Concept:

- a) The Hamilton Road Streetscape Master Plan Concept Background Document attached hereto as Appendix "A", **BE RECEIVED** for information; and,
- b) The Hamilton Road Streetscape Master Plan Concept attached hereto as Appendix "B", **BE APPROVED** as a plan identifying infrastructure and urban design guidance for future road projects and redevelopment; and,
- c) City Staff **BE DIRECTED** to initiate an Official Plan amendment in order to add the Hamilton Road Streetscape Master Plan Concept to the list of Council approved Urban Regeneration Guidelines in The London Plan.

Previous Reports Pertinent To This Matter

- Civic Works Committee – May 15, 2018 – Contract Award: Tender No. T18-21 Infrastructure Renewal – Contract 11 Hamilton Road & Sackville Street
- Civic Works Committee – June 08, 2016 – Appointment of Consulting Engineers Infrastructure Renewal Program 2017 – 2018
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan

2015 – 2019 Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians and cyclists. The Hamilton Road Streetscape Master Plan Concept will provide guidance to infrastructure and development activities to ensure that a high quality pedestrian environment is incorporated and the vision for the Hamilton Road corridor is preserved; creating more beautiful places and spaces.

Purpose And Effect Of Recommended Action

The purpose and effect of the recommended action is to initiate the process in order to insert the Hamilton Road Streetscape Master Plan Concept into the London Plan (Section 1717) in order for the document to act as a tool for infrastructure and urban design guidance for all future infrastructure projects, planning and development

applications, as well as Community Improvement Plan incentive applications for properties along the Hamilton Road corridor (shown below in Figure 1).

Figure 1: Location Map – Hamilton Road Corridor



Rationale

The adoption of the Hamilton Road Streetscape Master Plan Concept as a guideline document is consistent with the 'Our Tools' section of the London Plan (sections 1712 through 1715) as:

- The proposed guideline document contains performance criteria that is more detailed and requires more flexibility, in interpretation or implementation, than the Official Plan allows; and
- The proposed guideline document provides specific direction for the preparation and review of planning and development proposals, in this area.

The Hamilton Road Streetscape Master Plan Concept is fulfilling a staff objective to prepare a design manual in order to provide design guidance for renovations, restorations, new developments and infrastructure projects.

Background

Context

Project Initiation

Various infrastructure needs have been identified on the Hamilton Road Corridor (between Horton Street and Highbury Avenue South) over the next decade. In order to develop a cohesive plan for this corridor in compliance with the City of London Official Plan and the London Plan a two year assignment was awarded to IBI Group Inc. in June 2016 for the Infrastructure Lifecycle Renewal Contract 'A' – Hamilton-Sackville project. The first phase of the project was to look at the entire corridor for opportunities and constraints. From this review a comprehensive plan was to be developed that could be used by future capital and development projects to transition the Hamilton Road Corridor into the Main Street vision identified within City policies. Opportunities to reclaim and repurpose public spaces to enhance the area, and ways to optimize the Hamilton/Egerton/Trafalgar intersection were also to be explored. These initiatives would form a Streetscape Concept Plan for the design of the corridor, with the ultimate objective being the creation of a complete street with pedestrian priority, AODA compliant access, street trees, furnishing zones, and on-street parking (as requested by BIA and local Stakeholders). The second phase was to complete the detailed design for the first capital project within this corridor plan to implement the plan.

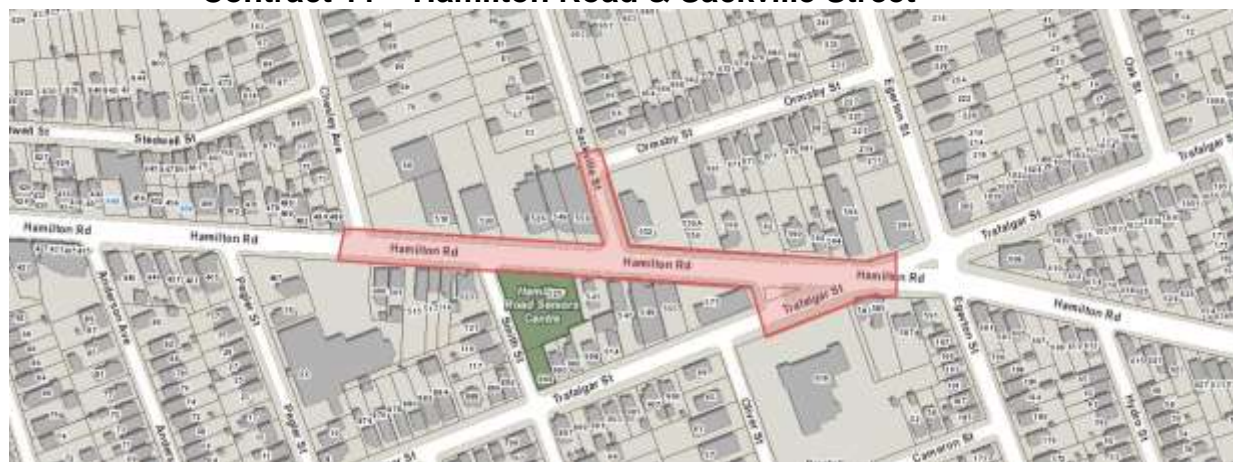
Community Involvement & Public Participation

A community information meeting was held on October 04, 2017 to present the streetscape objective, roadway cross-sections and opportunities for landscape enhancement for areas within the public realm. The streetscape construction plan for the Hamilton Road (Chesley Street to Egerton Street) and Sackville Street (Hamilton Road to Ormsby Avenue) 2018 infrastructure renewal project was also presented at this meeting, where it was well received by those in attendance.

Initial Implementation

On May 22, 2018 Council approved the award of the construction contract for T18-21, Infrastructure Renewal Project Contract 11 – Hamilton Road & Sackville Street. The works completed during 2018 construction will incorporate the foundations for redevelopment of the Hamilton Road corridor. (Limits of work shown in Figure 2).

**Figure 2: T18-21 – 2018 Infrastructure Renewal Program
Contract 11 – Hamilton Road & Sackville Street**



Redevelopment

As future capital works programs upgrade sewers and watermains and as redevelopment occurs along the Hamilton Road corridor, the Hamilton Road

Streetscape Master Plan Concept will be utilized to incorporate the vision and to transition the street into a Main Street as defined by the London Plan.

Policy Context

The framework and recommendations set out by the City of London's existing policy documents informed the design approach of the Hamilton Road Streetscape Master Plan Concept. Relevant documents include:

- Complete Streets Design Manual (2018)
- The Hamilton Road Area Community Improvement Plan (2018)
- The London Plan (2016)
- London On Bikes – Cycling Master Plan (2016)
- A New Mobility Transportation Master Plan for London - 2030 Transportation Master Plan: Smart Moves (2013)

The streetscape alternatives presented in the Hamilton Road Streetscape Master Plan Concept are also informed by urban design best practices and AODA requirements.

Discussion

The Planning Act

The Planning Act identifies the following as a matter of provincial interest:

- 2 (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- 2 (r) the promotion of built form that,

- (i) is well-designed,
- (ii) encourages a sense of place, and
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The recommendation is consistent with the Planning Act as it will provide guidance to all planning and development proposals (i.e. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available municipal incentives. Implementing the guidelines will promote a well-designed built form by promoting a high quality of design that will complement the existing structures in the area; encourage a sense of place by promoting design that is unique in character to the Hamilton Road community; and provide for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement, 2014

Consistent with the Provincial Policy Statement, 2014 (PPS), Section 1.7 Long-Term Economic Prosperity:

- 1.7.1 c. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- 1.7.1 d. encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;

The recommendation is consistent with the Provincial Policy Statement, 2014 as the implementation of the Hamilton Road Streetscape Master Plan Concept will enhance the vitality and viability of the Hamilton Road corridor by promoting a high quality of design that will complement existing structures and achieve the vision for the area.

The London Plan (2016, in force with sections under appeal)

Place Type Policies – Main Street

- 903 Main Streets are some of London's most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place.
- 904 Main Streets play a large role in defining our history and our identity as a city. They include many important cultural heritage resources and their preservation is an important part of our goal to conserve our cultural heritage to pass along to future generations. Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.
- 905 *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.
- 906 *The London Plan* addresses Main Streets in two different ways:
 1. As specific segment policies within the Rapid Transit and Urban Corridors Place Type
 2. Within this chapter, as a separate Main Street Place Type c. Hamilton Road

- 907 We will realize our vision for Main Streets by implementing the following in all the planning we do and the public works we undertake:
1. Recognize that each Main Street is unique.
 2. Protect and conserve the significant cultural heritage resources of our historic Main Streets.
 3. Allow for appropriate and sensitive infill and intensification within our Main Streets.
 4. Work toward the regeneration of Main Streets, utilizing community improvement plan programs.
 5. Enhance the character of Main Streets with the public works we undertake.
 6. Ensure our Main Streets are well connected with transit services.
 7. Allow for appropriate forms of intensification at suitable locations to support the sustainability of our Main Streets.
 8. Where appropriate, support the efforts of all organizations that are working to improve Main Streets.
 9. In new Main Streets encourage a mix of uses with active ground floor uses and forms.
- 911 The following form policies will apply within the Main Street Place Type:
1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act*, and any other applicable guidelines.
 2. All new development will be designed to be well integrated with the character and design of the associated Main Street.
 3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street.
 4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.
 5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
 6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.
 7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment.
 8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area.
 9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

Our Tools – Guideline Documents

- 1712 City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area. Guideline documents may contain guidelines, standards, and performance criteria that are either too detailed, or require more flexibility in interpretation or implementation than the policies of this Plan would allow.
- 1713 Guideline documents will be adopted by resolution of City Council. Planning and development applications and public works shall be reviewed to determine their consistency with the provisions of any

applicable guideline document, and conditions may be imposed upon the approval of development accordingly. Provincial guideline documents will also be used to implement the policies of this Plan.

1714 The preparation of a guideline document will include provisions to encourage input from agencies, associations, and individuals that have an interest in the subject matter. Before adopting or amending a guideline document, City Council will hold a public meeting to provide for input from interested parties.

1715 Where there is a conflict or incongruence between a guideline document and one or more policies within *The London Plan*, the policies of *The London Plan* shall prevail.

The Hamilton Road Streetscape Master Plan Concept complies with the Main Street place type policies (sections 903 through 911) and the tools for guideline documents (sections 1712 through 1715) of the London Plan. The manual will provide guidance for all future development along the Hamilton Road corridor to preserve the vision for the area in accordance with the Main Street Place Type. Adoption of the Hamilton Road Streetscape Master Plan Concept by Council will include incorporating the manual in the list of Urban Regeneration Guideline documents section (1717) of the London Plan.

Summary

The Hamilton Road Streetscape Master Plan Concept will be referenced in conjunction with the design policies of the London Plan to evaluate all planning and development proposals (e.g. London Plan amendments, Zoning Bylaw amendments, Site Plan applications, Minor Variances and Consents) from both the public and the private sector as well as all projects seeking available Community Improvement Plan financial incentives. It may also be referenced by development proponents when contemplating their plans. Additionally, the manual will be provided to consultants for future infrastructure works to ensure designs align with the ultimate vision for the Hamilton Road corridor.

Conclusion

The recommended action to have staff initiate an Official Plan amendment to adopt the Hamilton Road Streetscape Master Plan Concept in the City of London's Official Plan (The London Plan); meeting the Provincial interests of providing a well-designed built form and providing for a sense of place. The recommendation is consistent with the Provincial Policy Statement and is consistent with The London Plan. An amendment will provide for a guideline document that will act as a tool for infrastructure and urban design guidance for all future road projects, planning applications and Community Improvement Plan incentive applications in this area.

This report was prepared with the assistance of Karl Grabowski, P. Eng., Transportation Design Engineer, Matt Davenport, EIT, Engineer in Training, and Jane Fullick, CET, Senior Technologist, all of the Transportation Planning & Design Division, and Britt O'Hagan, Manager, Urban Regeneration from City Planning.

Prepared by:	Doug MacCrae, P.ENG Division Manager Transportation Planning and Design
Prepared by:	Britt O'Hagan, MCIP, RPP Manager, Urban Regeneration City Planning
Recommended by:	Kelly Scherr, P.ENG., MBA, FEC Managing Director Environmental and Engineering Services and City Engineer
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, City Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

April 17, 2019
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Attach: Appendix A: Hamilton Road Streetscape Master Plan Concept –
Background Document
Appendix B: Hamilton Road Streetscape Master Plan Concept

CC:

Appendix A: Hamilton Road Streetscape Master Plan Concept – Background Document



HAMILTON ROAD

Streetscape Master Plan Concept Background Document

// July 2018





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Executive Summary

Within central London, Hamilton Road has been identified as a key area for growth and development. With public and private sector collaboration already in the planning process, a major transformation of this corridor is imminent.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a shared and vibrant public realm. The Master Plan Concept will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The project consists of 3 phases:

- **Phase 1:** review of background policy, existing conditions, and opportunities and constraints;
- **Phase 2:** development of concepts for the purposes of evaluation and identification of long term streetscape enhancement potential;
- **Phase 3:** detailed design of a focus segment of Hamilton Road between Chesley Avenue and Egerton Street.

An analysis of existing conditions revealed that the corridor currently operates as a car-dominated corridor with a constrained right-of-way. However, according to a Hamilton Road Traffic Review (included in Section 3), certain intersections operate well below peak capacity during AM and PM peak hours. Meanwhile, pedestrian infrastructure is limited, there is minimal tree presence throughout the corridor, and there is significant presence of utility poles and infrastructure throughout the streetscape.

This document outlines Phase 1 of the project. Phases 2 and 3 are outlined in the Hamilton Road Streetscape Master Plan Concept.



The report is organized in the following sequence:

Introduction

- Outlines project background, project scope and roles and responsibilities.

Project Conditions

- Provides an overview of land use context, community improvement plan, existing conditions, SWOT analysis, and key challenges.

Traffic Analysis

- Analyzes the key issues pertaining to the outcome of the traffic review.

Project Vision & Objectives

- Highlights the united project vision and objectives.



1.0

Introduction

1.1 Project Background

IBI Group has been retained by the City of London to develop the Hamilton Road Streetscape Master Plan Concept. There are two main components to the Hamilton Road Project:

1. **Infrastructure Renewal:** which will see new municipal services installed along Hamilton Road from Chesley Avenue to Egerton Street and on Sackville Street in 2018, with other sections to follow within the next 10 years.
2. **Streetscape Master Plan Concept:** for the entire section of Hamilton Road from Horton Street to Highbury Avenue - The Hamilton Road Streetscape Master Plan Concept was developed in coordination with the Hamilton Community Improvement Plan, parts of this plan will be incorporated into the restoration works for the 2018 construction project.

This resulting Streetscape Master Plan Concept presents a vision for long-term development and regeneration of the Hamilton Road corridor, focusing on streetscape design recommendations for the area between Horton Street to Highbury Avenue.

The Streetscape Master Plan Concept outlines a streetscape design concept, which represents different streetscape design approaches and intensities of investment throughout the corridor and at specific nodes where Hamilton Road intersects with other roadways.

A series of consultations were held throughout this project to discuss community and municipal priorities for the Hamilton Road Streetscape Master Plan Concept vision. The stakeholders discussed key issues pertaining to urban design, culture, heritage conservation, pedestrian safety and vehicular circulation.

The aim of the consultations were to develop a clear and united vision for the Streetscape Master Plan Concept, informed by the objectives of the Community Improvement Plan, London Plan, Draft Bicycle Master Plan, and the New Mobility Transportation Master Plan for London.



Figure 1: Project Study Area





2.0

Project Conditions

2.1 Land Use Context

The Hamilton Road Streetscape Master Plan Concept is informed by City of London policy documents and guidelines. The following documents were particularly important in the development of the Streetscape Concept for Hamilton Road:

- The London Plan (2016)
- London ON Bikes Cycling Master Plan (2016)
- A New Mobility Transportation Master Plan for London: 2030 (2013)
- Transportation Master Plan Smart Moves (2013)

The London Plan classifies all major streets in the City of London, outlining the intended character and function of the streets in order to inform design and planning decisions moving forward.

The London Plan designates Hamilton Road as Main Street and Civic Boulevard, with each being defined as follows:

Civic Boulevard

- a. Priority on pedestrian, cycle and transit movements
- b. Moves medium to high volumes of vehicular traffic
- c. Very high-quality pedestrian realm
- d. Very high standard of urban design

Main Street

- a. Priority for pedestrians
- b. Moves medium to high volumes of cycle, transit and vehicular traffic
- c. Minimize width of vehicle zone
- d. Highest-quality pedestrian realm
- e. Highest standard of urban design



Accordingly, the Streetscape Master Plan Concept works towards providing pedestrian priority with a high-quality pedestrian realm, while ensuring well designed infrastructure for vehicular travel. The Streetscape Concept upholds a high standard of urban design and caters to potential new development occurring along the corridor.

The London Plan outlines 10 Place Types (plus 2 city-wide) that apply to all lands within the Urban Growth Boundary. Breaking from typical land use designations, Place Types plan for the vision of the future, seeking to “plan highly-functional, connected, and desirable places.”

The Urban Corridor and Main Street represent 2 Place Types which are applicable to Hamilton Road.

The London Plan denotes Urban Corridors as areas set for vibrant, mixed-use, mid-rise intensification to varying degrees over the long-term, predominantly consisting of mid-rise residential and mixed-use development.



The London Plan identifies the Main Street Place Type as applying to segments of Urban Corridors:
“Main Street segments are streets that have been developed, historically, for pedestrian-oriented shopping or commercial activity in the older neighbourhoods of the city...These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site or underground. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas.”

Main Streets are historic areas that are rich in cultural heritage. The London Plan outlines preservation, sensitive repurposing, intensification and infill as important goals for the areas.

Hamilton Road is zoned primarily as an Arterial Commercial Zone, with areas of Neighbourhood Facility Zone, Residential Zone, Community Facility Zone, and Automobile Service Station Zone.

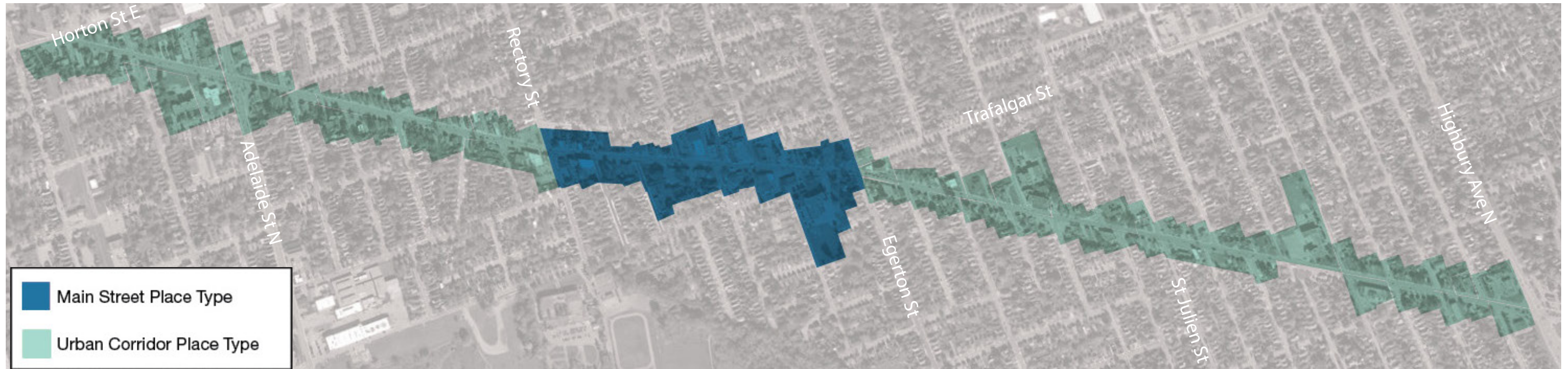


Figure 2: Place Type Map



Figure 3: Land Use Zone Map



2.2 Community Improvement Plan

The City of London has undertaken a Community Improvement Plan (CIP) for the Hamilton Road Community. With efforts from the Hamilton Road Area Community, Municipal Council and staff, as well as local organizations, the CIP is an Action Plan that contains a vision, goals and strategies for the community which inform improvements to the area. The actions are used to guide city budgets and works projects, coordinate between departments and other organizations, stimulate private sector investment and provide financial incentives programs.

The CIP's vision for the Hamilton Road Area is as follows:

“By 2027, the Hamilton Road Area will be an attractive destination in London filled with heritage, diverse local businesses and multi-cultural restaurants, as well as for being a safe and welcoming neighbourhood.”

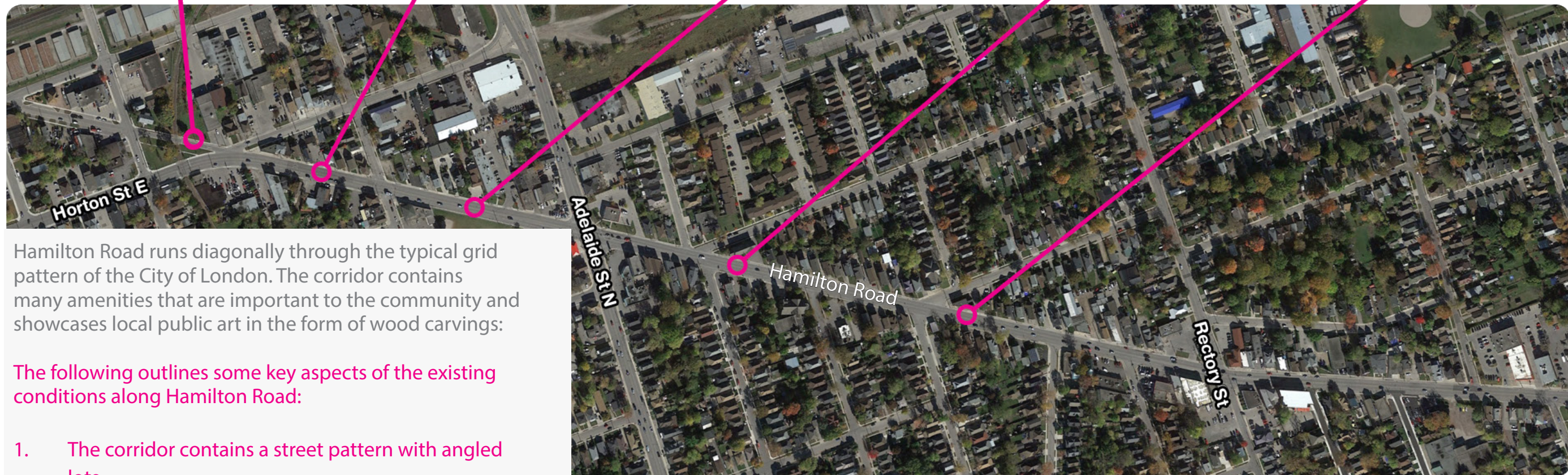
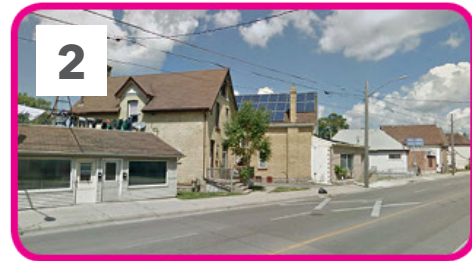
The Objectives of the CIP are the following:

- Improve the existing pedestrian environment along Hamilton Road;
- Stimulate private sector investment in revitalizing and rehabilitating the Hamilton Road area;
- Encourage the conservation and restoration of local heritage resources;
- Build upon the success of the local small businesses and restaurants to create a healthy, vibrant, and mixed-use main street;
- Provide additional parking opportunities for local businesses to encourage residents and visitors to leave their vehicles and explore the neighbourhood;
- Improve long-term community safety to create a family-friendly environment at all times, in all seasons;
- Foster great streetscapes with a visually interesting, accessible and clean public realm;
- Support the existing and new community organizations that nurture the well-being of all Hamilton Road area residents;
- Coordinate municipal servicing infrastructure improvements with planning and development activity to help reduce disruptions in the neighbourhood; and
- Improve access to fresh food along Hamilton Road.

The CIP identifies traffic as a predominant issue in the community. Consequently, the CIP encourages the Hamilton Road Streetscape Master Plan Concept to promote active transportation, such as walking. Further, the CIP encourages a strong identity for the community, active streets and a strong sense of place through built and cultural heritage. These ideas have been brought forward to the Hamilton Road Streetscape Master Plan Concept.



2.3 Existing Conditions

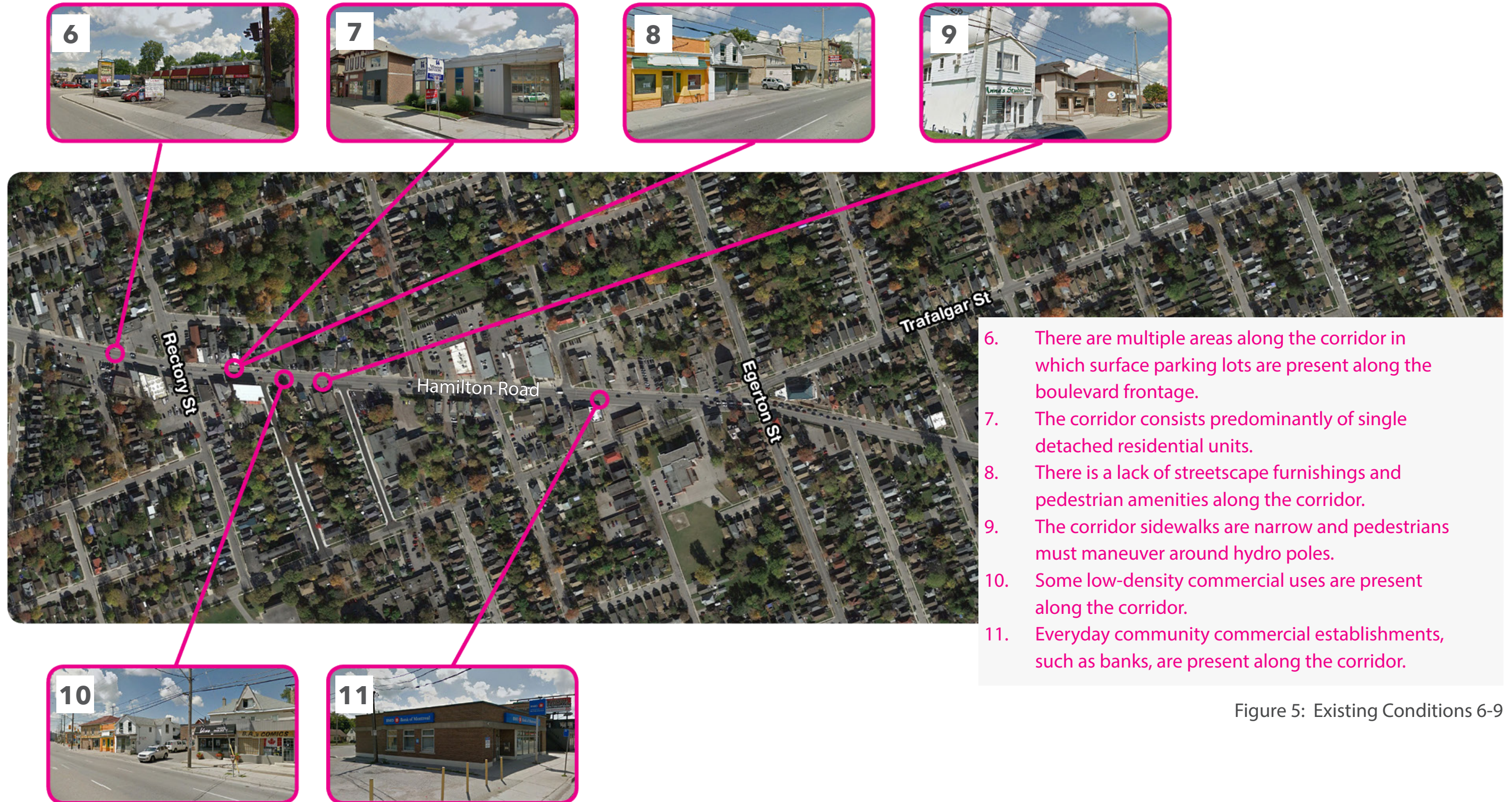


Hamilton Road runs diagonally through the typical grid pattern of the City of London. The corridor contains many amenities that are important to the community and showcases local public art in the form of wood carvings:

The following outlines some key aspects of the existing conditions along Hamilton Road:

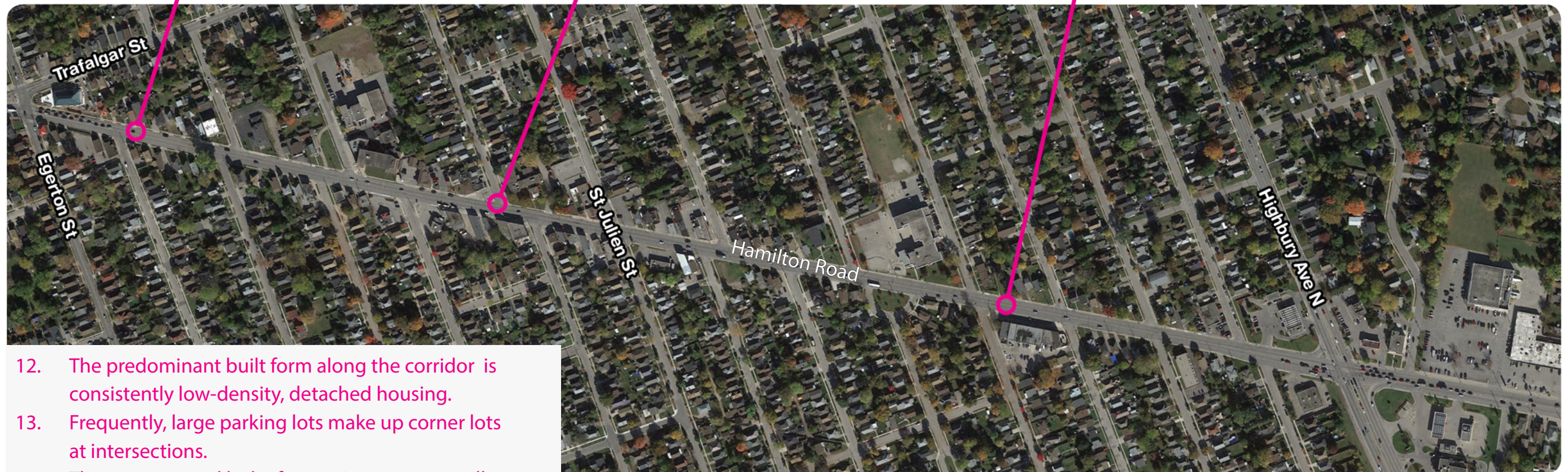
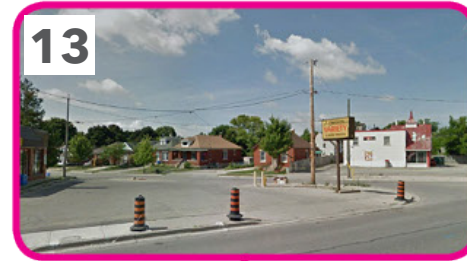
1. The corridor contains a street pattern with angled lots.
2. Numerous private driveways front onto Hamilton Road, frequently interrupting the sidewalk.
3. There is a lack of connections to active transportation networks.
4. Pedestrian crosswalks are long due to angled streets.
5. At times, side streets terminate at Hamilton Road, breaking the street grid.

Figure 4: Existing Conditions 1-5



- 6. There are multiple areas along the corridor in which surface parking lots are present along the boulevard frontage.
- 7. The corridor consists predominantly of single detached residential units.
- 8. There is a lack of streetscape furnishings and pedestrian amenities along the corridor.
- 9. The corridor sidewalks are narrow and pedestrians must maneuver around hydro poles.
- 10. Some low-density commercial uses are present along the corridor.
- 11. Everyday community commercial establishments, such as banks, are present along the corridor.

Figure 5: Existing Conditions 6-9



- 12. The predominant built form along the corridor is consistently low-density, detached housing.
- 13. Frequently, large parking lots make up corner lots at intersections.
- 14. There is a general lack of a consistent street wall along Hamilton Road.

Figure 6: Existing Conditions 12-14



2.4 SWOT Analysis

The following analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT) informs the Streetscape Master Plan Concept.

Strengths

The following elements are strengths of Hamilton Road that should be fostered throughout the Streetscape Master Plan Concept.

- Hamilton Road provides an arterial connection to and from Downtown London and consequently many community members frequent the corridor.
- The corridor has a strong independent business community.
- Hamilton Road is surrounded by multicultural neighbourhoods.
- The City of London is open to innovative ideas that can foster a vibrant public realm along Hamilton Road.

Weaknesses

The following elements are weaknesses of Hamilton Road that should be mitigated throughout the Streetscape Master Plan Concept.

- Hamilton Road currently does not have a continuous street wall and consequently is not reaching its potential for street-level animation.
- Current traffic volumes within the constrained Hamilton corridor lead to an auto-dominated environment, forsaking other users such as pedestrians, cyclists and transit users.
- A tight right-of-way (ROW) and narrow public realm creates constrained conditions for pedestrians.

Opportunities

The following elements are opportunities available for Hamilton Road that should be capitalized on throughout the Streetscape Master Plan Concept.

- There is potential to reconfigure the intersection of Hamilton Road and Egerton Street to benefit the pedestrian realm.
- Narrower traffic lanes could provide a more robust pedestrian realm, and slow traffic speeds.
- Private tree planting incentives could increase the canopy along the corridor.
- There is potential for a shared street design for Sackville Street.
- There is potential for Low Impact Design, such as rain gardens at Pearl Street.
- There is potential for a pedestrian signalized crosswalk at Little Hill Street and Mamelon Street.
- There is potential for tree planting at existing/potential park space – Horton Street East, Adelaide Street North, Trafalgar Street, Delaware Street, Pine Lawn Avenue.
- There is potential for consistent linear flowering shrub borders on the north and south sides of the street or shade trees on the north side with shrub borders on the south side of the street (dependent on traffic alignments).
- There is potential for intensification along the north side, between Sackville Street and Egerton Street.

Threats

The following elements are threats to the Hamilton Road Streetscape Master Plan Concept that should be considered throughout the process.

- There are prevailing crime and safety concerns along the corridor.
- There are limited project budgets and short timelines.
- There will likely be a period of adjustment to new traffic regimen.
- Maintenance issues are often overlooked or deferred and should be considered throughout the design process and a clear maintenance plan needs to be established.

2.5 Key Challenges

In summary, there are a number of key challenges that must be taken into account in the Streetscape Master Plan Concept.

- Hamilton Road has a discontinuous street wall due to the diagonal nature of the street with the grid pattern of the surrounding urban fabric. It can be challenging to foster vibrant, animated corridors without a continuous street wall.
- Hamilton Road is currently auto-dominated, particularly at the complex intersection of Hamilton Road and Egerton Street. Creating a pedestrian realm with a strong sense of place can be challenging in these conditions.
- Hamilton Road has a relatively narrow public right-of-way (ROW) and consequently there is limited space for streetscape improvements.



3.0

Traffic Analysis

3.1 Existing Traffic Conditions

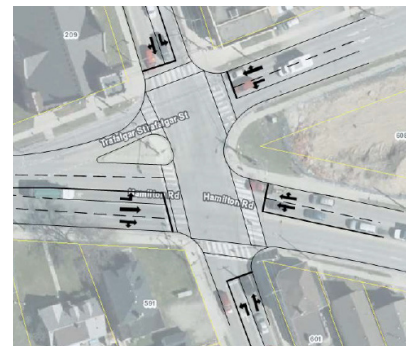
There are 3 intersections that are identified as having critical movements under existing conditions. They are:

- Adelaide Street
- Egerton Street / Trafalgar Street
- Highbury Avenue

All other intersections within the study area are operating well within capacity during both the AM and PM peak periods. Hamilton Road and Egerton Street intersection design was looked at for reconfiguration and redesign. After testing various scenarios, 2 options were conceived:

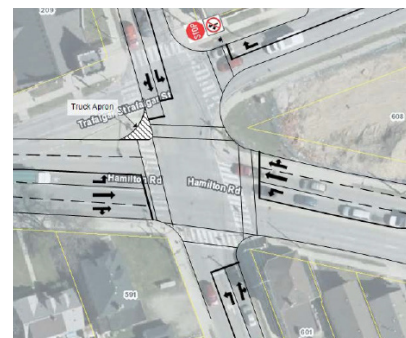
Option 1

- Maintains existing intersection operations
- Through movement from Trafalgar Street reduced to one lane
- Some reclaimed public space on the northwest corner



Option 2

- Southbound approach relocated closer to Hamilton Road
- Intersection converted into standard 4-legged configuration
- Westbound Trafalgar Street must turn right at Egerton Street
- Reduced pedestrian crossing distances
- Significant reclaimed public space on the northwest corner
- Added westbound turn-lane



3.2 Parking Strategy

The parking strategy ultimately aims to address parking coordination through opting for a more favourable on-street option. An inventory of the existing signed on-street parking regulations was conducted along Hamilton Road and its intersecting local roads. Currently, there are 13 different signed parking regulations (e.g., variations in parking permissions by time-of-day, day-of-week, duration, etc.).

The majority of these parking regulations are variations of either no parking anytime, 1 hour parking, or 2 hour parking. In some sections, the 1 or 2 hour parking is permitted during the peak periods, which effectively reduces the capacity of the roadway while adding to congestion and weaving.

Consideration should be given to standardizing the parking regulations along the corridor. This will promote a consistent parking strategy, which can support the vision of the corridor by reducing driver confusion and misuse, creating a more positive user experience, and promoting the desired patterns of land use through the corridor.

In particular, there are recognized opportunities for strategic on-street parking along Hamilton Road during the off-peak hours, which can be effective in improving road safety for all users, while simultaneously sustaining local businesses. This is demonstrated in the Streetscape Master Plan Concepts (Section 3).



Existing Conditions Traffic Study

Hamilton Road at	Overall LOS	Overall Delay	Overall V/C	Critical Movement				
				Movement	LOS	V/C Ratio	95th Percentile (m)	Storage Capacity (m)
AM Peak Period								
Adelaide St	C	27	0.78	SBL	C	0.76	40	35
Egerton Street / Trafalgar Road	D	52	0.95	WBT	E	1.03	120	-
				SWL	E	0.87	86	-
				SWR	F	0.95	86	-
Highbury Avenue	D	44	0.95	EBL	E	0.42	22	55
				EBT	E	0.63	51	-
				EBR	E	0.18	33	90
				WBL	F	0.96	104	200
				NBL	D	0.85	160	150
				SBT	E	0.95	222	-
PM Peak Period								
Adelaide Street	D	37	0.92	WBL	D	0.87	59	45
				NBT	D	0.92	152	-
				SBL	D	0.88	79	35
Egerton Street / Trafalgar Road	D	52	1.03	EBL	E	0.95	40	40
				NBL	F	0.87	38	65
				NBT	E	0.98	120	-
				SBL	F	0.85	38	45
				SBT	F	1.12	149	-
				SWR	E	0.86	75	-
Highbury Avenue	E	60	1.28	EBR	F	1.22	188	90
				WBL	F	0.95	100	200
				NBL	F	1.31	149	150

Legend

LOS

Level of Service, an indicator of intersection performance based on the average delay per vehicle.

V/C

Volume-to-Capacity ratio, a measure of the vehicular demand relative to the theoretical carrying capacity of the roadway.

95th Percentile

The "maximum" estimated number of queued vehicles for a given lane group over the analysis period.

* The current scope does not include the Hamilton Road and Highbury Avenue intersection. Moreover, future design phases should cross-reference different data analyses that have been conducted to date.



4.0

Project Vision & Objectives

Hamilton Road's primary function is to support local business, active transportation options and vehicular movement in order to foster a vibrant pedestrian-realm that is distinct and serves as a community hub in London.

Streetscape Vision

The focus at this stage is to further a streetscape vision for Hamilton Road that optimizes the unique opportunities that the diagonal grid offers and build upon a transformation of the public realm through a place-based approach to create a connected, pedestrian-oriented, walkable urban corridor.

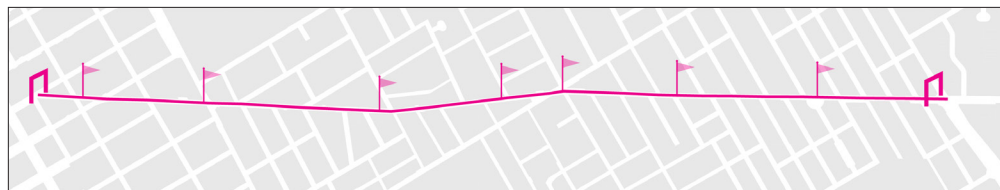




Streetscape Objectives

The Hamilton Road Streetscape Master Plan Concept identified five objectives to transform Hamilton Road from an auto-dominated through-way to an inviting and vibrant place. The five objectives are as follows:

1. Create a Strong Identity

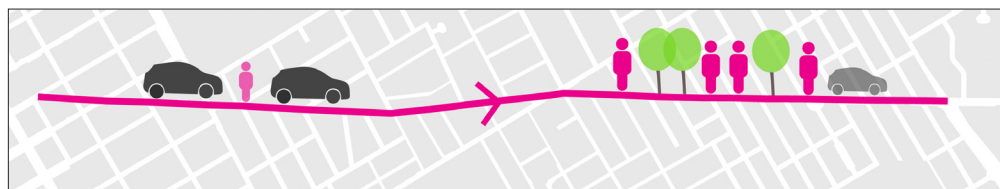


The Streetscape Master Plan Concept sets out to reinforce a strong identity and sense of place for Hamilton Road. The corridor is already equipped with a distinctive character and public art initiative. The streetscape concept will reinforce this identity through establishing a strong sense of place along the corridor.

A strong sense of place can be achieved through:

- Creating gateways to the corridor with a unique design and cohesive material and plant palette;
- Carrying the plant and material palette through the streetscape design;
- Introducing context-specific design elements throughout the corridor;
- Capitalizing on potential public realm opportunities;
- Creating seasonal interest through planting selection; and
- Optimizing public art opportunities.

2. Shift from Auto-Dominated to Shared Place



Currently, Hamilton Road is an auto-dominated through-way as a result of traffic, vehicular speeds, long crosswalks, lack of pedestrian amenities and auto-oriented intersections. The following intersections were identified as key focus areas with significant potential for streetscape improvements:

- The intersection of Hamilton Road and Horton Street East;
- The intersection of Hamilton Road and Sackville Street; and
- The intersection of Hamilton Road and Egerton Street.



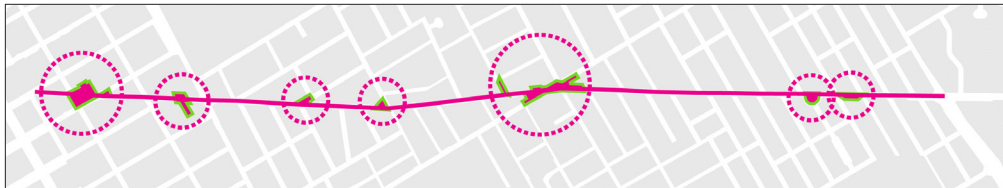
3. Maximize Opportunities for Greenscape



The Streetscape Master Plan Concept works towards initiatives for a greener London set out in the London Plan. By optimizing opportunities for planting along the corridor, Hamilton Road will provide a sustainable streetscape that is more enjoyable for community members. Maximizing opportunities for greenscape can be achieved through:

- Introducing context-appropriate species of trees to line the street wherever possible;
- Utilizing hydro-form species where applicable;
- Introducing planters along the corridor; and
- Optimizing green space wherever possible in the public realm (i.e. through gateways).

4. Reclaim and Enhance Public Realm

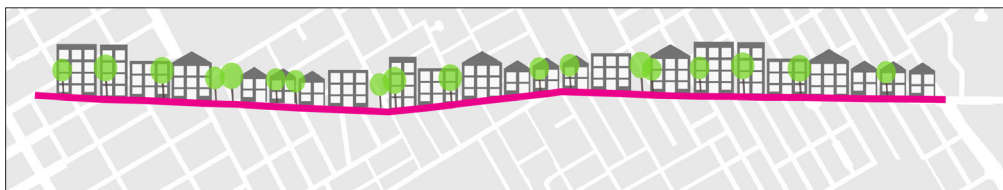


Due to the diagonal nature of Hamilton Road, there are a number of instances along the corridor where there is an area of space not currently being used that could be transformed into public realm. The Streetscape Master Plan Concept explores these opportunities, reclaiming certain spaces and enhancing other public spaces that already exist.

The Streetscape Master Plan Concept is focused on:

- Optimize the intersection of Hamilton Road and Horton Street East;
- Optimize Sackville Street at Hamilton Road; and
- Rework the intersection of Hamilton Road and Egerton Street.

5. Encourage an Animated, Intensified Streetwall



The Streetscape Master Plan Concept should encourage intensification of the corridor to stimulate an animated, vibrant area. The streetscape should support the urban design guidelines set out in the London Plan. An animated, intensified streetwall can be obtained through:

- Providing a continuous built form and appropriate setbacks;
- Supporting buildings that front onto Hamilton Road;
- Encourage alternate forms of parking and avoiding parking lots that front onto the streetscape; and
- Encouraging architectural variety.



References

A New Mobility Transportation Master Plan for London:
2030 Transportation Master Plan SmartMoves (2013)

Cycling Master Plan, City of London (2016)

Hamilton Road Area Community Improvement Plan (CIP)
(2018)

The London Plan (2016)

Appendix B: Hamilton Road Streetscape Master Plan Concept



HAMILTON ROAD

Streetscape Master Plan Concept

// July 2018





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Executive Summary

Within central London, Hamilton Road has been identified as a key area for growth and development. With public and private sector collaboration already in the planning process, a major transformation of this corridor is imminent.

The Streetscape Master Plan Concept will support the transformation of the streetscape from a primarily car-oriented corridor to a shared and vibrant public realm. The Master Plan Concept will guide streetscape development and provide strategies to strengthen and reinforce the sense of place.

The project consists of 3 phases:

- **Phase 1:** review of background policy, existing conditions, and opportunities and constraints;
- **Phase 2:** development of concepts for the purposes of evaluation and identification of long term streetscape enhancement potential;
- **Phase 3:** detailed design of a focus segment of Hamilton Road between Chesley Avenue and Egerton Street.

An analysis of existing conditions revealed that the corridor currently operates as a car dominated corridor with a constrained right-of-way. However, according to a Hamilton Road Traffic Review (included in Section 4), certain intersections operate well below peak capacity during AM and PM peak hours. Meanwhile, pedestrian infrastructure is limited, there is minimal tree presence throughout the corridor, and there is significant presence of utility poles and infrastructure throughout the streetscape.

These issues have been minimized through a context-driven Streetscape Master Plan Concept which works to transform Hamilton Road into a multi-modal place that celebrates the unique identity of the area.

This document outlines Phase 2 and Phase 3 of the project. For Phase 1, refer to the Hamilton Road Streetscape Master Plan Concept Background Document.



The report is organized in the following sequence:

Introduction

Outlines project background, project scope and roles and responsibilities.

Project Approach

- Outlines the approach to selecting concepts.

Streetscape Master Plan Concept

- Presents the final concepts, including its key elements through the use of sections and plans.



1.0

Introduction

1.1 Project Background

IBI Group has been retained by the City of London to develop Hamilton Road Streetscape Master Plan Concept. There are two main components to the Hamilton Road Project:

- 1. Infrastructure Renewal:** which will see new municipal services installed along Hamilton Road from Chesley Avenue to Egerton Street and on Sackville Street in 2018 with other sections to follow within the next 10 years.
- 2. Streetscape Master Plan Concept:** for the entire section of Hamilton Road from Horton Street to Highbury Avenue - The Hamilton Road Streetscape Master Plan Concept was developed in coordination with the Hamilton Community Improvement Plan, parts of this plan will be incorporated into the restoration works for the 2018 construction project.

This resulting Streetscape Master Plan Concept presents a vision for long-term development and regeneration of the Hamilton Road corridor, focusing on streetscape design recommendations for the area between Horton Street to Highbury Avenue.

The Streetscape Master Plan Concept outlines a streetscape design concept, which represents different streetscape design approaches and intensities of investment throughout the corridor and at specific nodes where Hamilton Road intersects with other roadways.

A series of consultations were held throughout this project to discuss community and municipal priorities for the Hamilton Road Streetscape Master Plan Concept vision. The stakeholders discussed key issues pertaining to urban design, culture, heritage conservation, pedestrian safety and vehicular circulation.

The aim of the consultations were to develop a clear and united vision for the Streetscape Master Plan Concept, informed by the objectives of the Community Improvement Plan, London Plan, Draft Bicycle Master Plan, and the New Mobility Transportation Master Plan for London.



Figure 1: Project Study Area





2.0

Project Approach

2.1 Big Moves

A project approach has been developed that is grounded in the SWOT (Strengths, Weakness, Opportunities and Threats) analysis of the corridor outlined in the Hamilton Road Streetscape Master Plan Concept Background Document.

The project approach seeks to improve the existing challenges rooted in physical design regarding the configuration of Hamilton Road, the location of parking, access to existing development, and support of public realm improvements. The approach used to arrive at the concepts reflect the general land use pattern suggested by the London Plan, which is a continuation of the existing pattern of development.

Due to the unique conditions of Hamilton Road, there are a number of opportunities inherent in the context. The Hamilton Road Streetscape Master Plan Concept takes advantage of these unique opportunities.

The following **7 Big Moves** are utilized throughout the streetscape for the Streetscape Master Plan Concept:

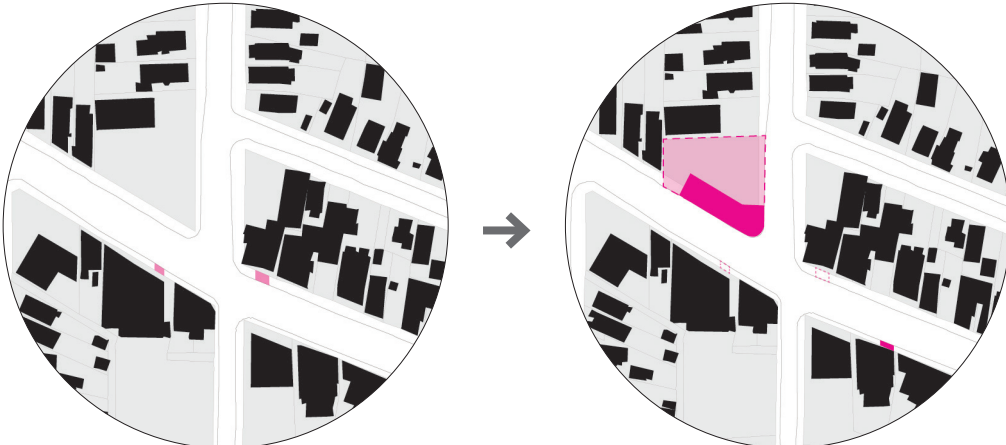
1. Create Public Realm Destinations
2. Optimize Bus Stops
3. Introduce Parkettes
4. Reconfigure Intersections
5. Create a Linearscape
6. Create a Paving Pattern Inspired by the Corridor
7. Implement Public Art in Key Locations

1. Create Public Realm Destinations



The Streetscape Master Plan Concept establishes public realm destinations by utilizing available spaces along the corridor (i.e. a civic park at Horton Street East, or a plaza at Sackville Street).

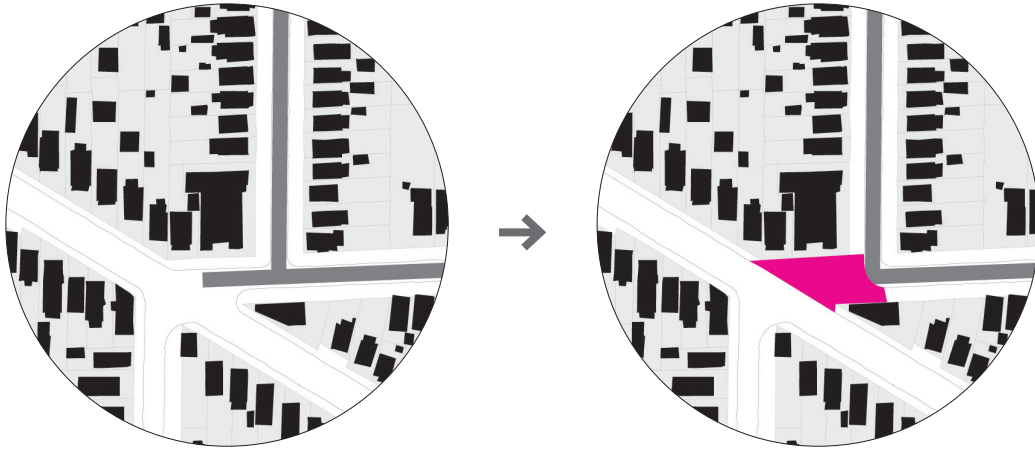
2. Optimize Bus Stops



The Streetscape Master Plan Concept optimizes the placement of bus stops in order to enhance service and the surrounding public realm where applicable.

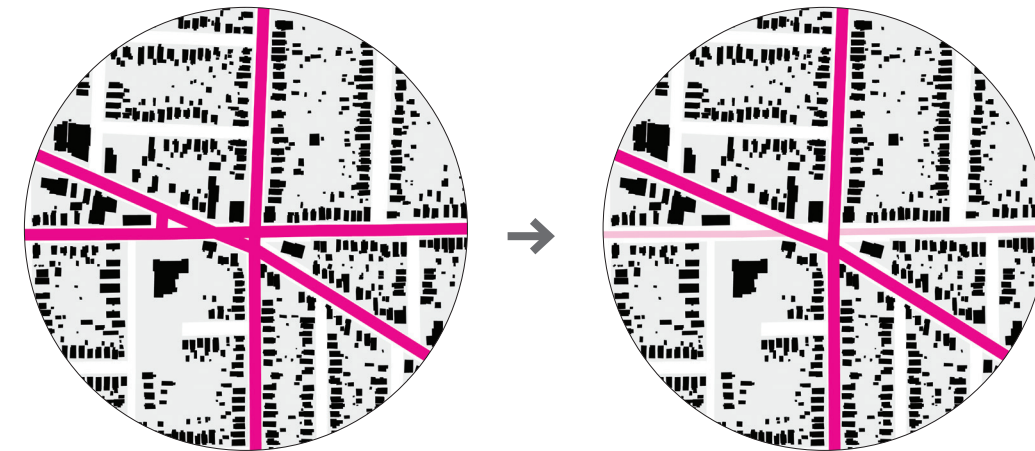


3. Introduce Parkettes



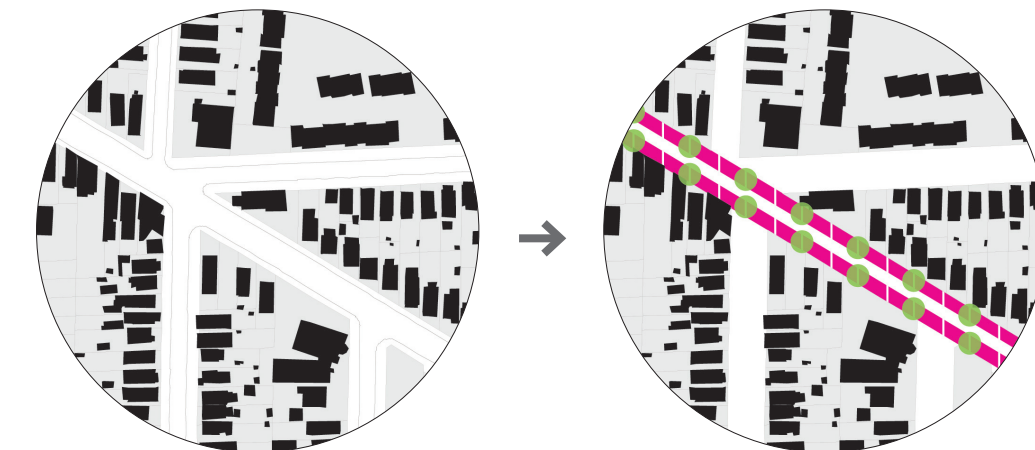
Where opportunities are available to reclaim space for public realm, the Streetscape Master Plan Concept introduces parkettes (i.e. Little Hill Street, Trafalgar Street, or Sackville Street).

4. Reconfigure Intersections



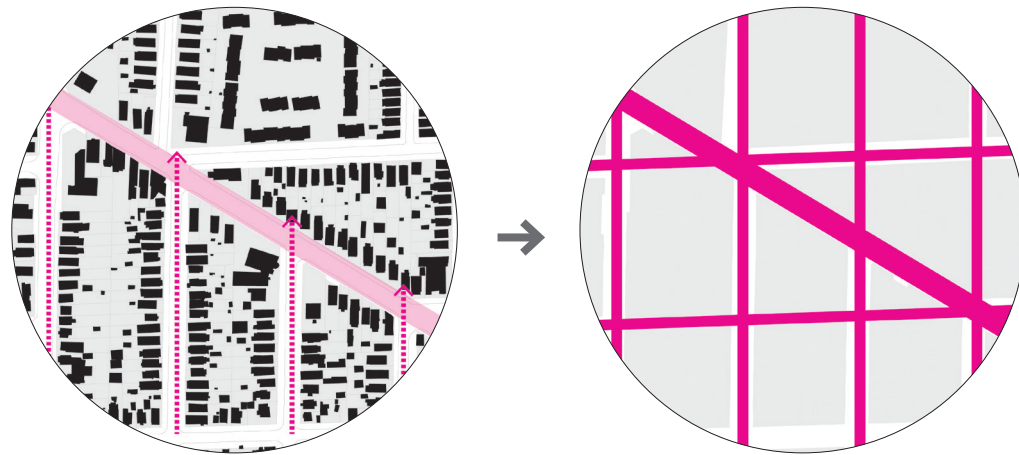
The intersection of Hamilton Road and Egerton Street is a complex junction of 3 roads. The Streetscape Master Plan Concept works to simplify these types of intersection, to optimize vehicular circulation and provide a more pedestrian-oriented area.

5. Create a Linearscape



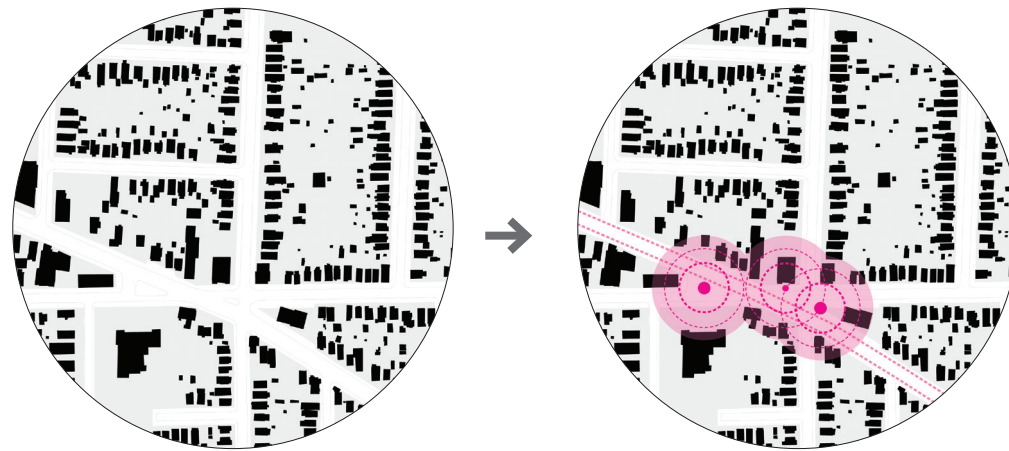
The Streetscape Master Plan Concept implements landscape treatments along Hamilton Road in order to create a linearscape.

6. Create Paving Pattern Inspired by Context



The Streetscape Master Plan Concept design is informed by the surrounding context, with a paving pattern inspired by the unique diagonal pattern and context of the surrounding urban fabric.

7. Implement Public Art in Key Locations



The Streetscape Master Plan Concept optimized opportunities to incorporate public art into the corridor through the use of public art pieces in major public open spaces, banner design, and hydro pole beautification.



3.0

Streetscape Master Plan Concept

3.1 Streetscape Typologies

Throughout the Hamilton Road corridor, the character of the street, as well as the Place Type and Street Classifications from the London Plan, differ. Consequently, the Streetscape Concept applies two Streetscape Typologies along the corridor for long term:

- Main Street Typology, and
- Civic Boulevard Typology.

Along Hamilton Road, there are some areas with more constrained right-of-ways. As a result, each Streetscape Typology provides options for a constrained condition, distilling what is most important to remain consistent throughout the corridor. It is also important to note that cycling facilities were reviewed but not recommended due to spatial constraints. Further, the Streetscape Master Plan Concept is intended to guide the long-term implementation approach.

Main Street applies to segments of Hamilton Road classified by the London Plan as Main Street which, for the most part, is surrounded by Main Street Place Type lands.

The Main Street typology for Hamilton Road contains the following:

- A minimum 1.8 m wide concrete sidewalk on both sides with decorative banding,
- A minimum 1.6 m wide street furnishing zone with unit pavers on both sides (containing planters, street trees,

street furniture, street lights with pedestrian lights, banners, hanging baskets),

- In constrained conditions, a 1.4 m wide street furnishing zone is slated on both sides (containing movable planters, street furniture, street lights with pedestrian lights, banners, hanging baskets),
- Two vehicular lanes in either direction, 3.3 m wide for curbside lanes and 3.0 m wide for the inner lanes,
- Opportunity for off-peak parking on curbside lanes,
- Left-turn lanes at intersections.

Civic Boulevard applies to segments of Hamilton Road classified by the London Plan as Urban Corridor, which is primarily surrounded by Urban Corridor Place Type lands.

The Civic Boulevard typology for Hamilton Road contains the following:

- A minimum 1.8 m wide concrete sidewalk on both sides with decorative banding,
- A minimum 1.8 m wide street furnishing zone with unit pavers (containing planters, street furniture, street lights with pedestrian luminaries, banners, hanging baskets) on the north side of the street,
- A 0.8 m wide paved buffer on the south side,
- Two vehicular lanes in either direction, 3.3 m wide for curbside lanes and 3.0 m wide for the inner lanes,
- Opportunity for off-peak parking on curbside lanes,
- Left-turn lanes at intersections.

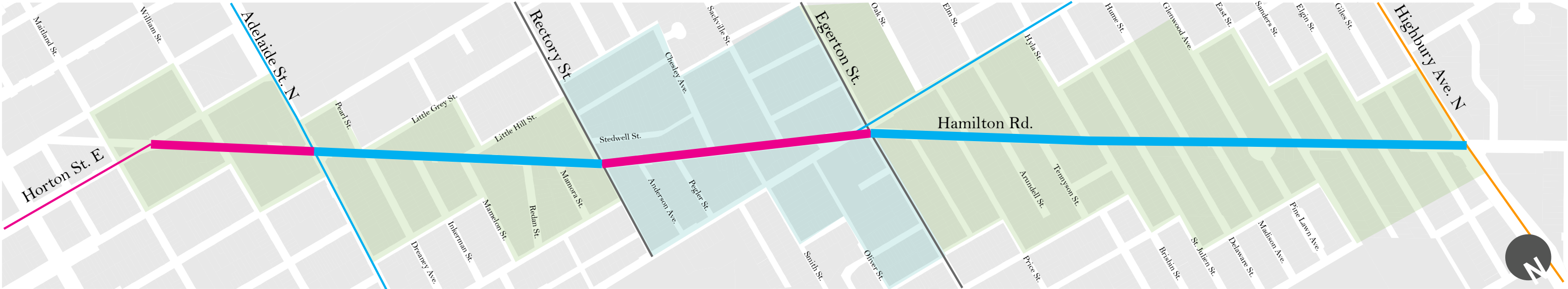


Figure 2: Place Type and Streetscape Typologies Map

- Main Street Place Type
- Urban Corridor Place Type
- Main Street
- Civic Boulevard
- Urban Thoroughfare
- Neighbourhood Connector



3.1.1 Main Street Typical Conditions

* Cross section diagrams demonstrate long-term potential.

EXISTING HYDRO POLE & STAGGERED NEW LIGHT POLE W/ NEW HANGING BASKET, BANNER & PEDESTRIAN LIGHTING

STAGGERED NEW LIGHT POLE W/ HANGING BASKET, BANNER & PEDESTRIAN LIGHTING

OFF-PEAK PARKING OPPORTUNITY

OFF-PEAK PARKING OPPORTUNITY

C/L

PROPERTY LINE

PROPERTY LINE

A.

B.

C.

West of Hamilton & Trafalgar & Egerton looking East



MAIN STREET CIVIC BOULEVARD

S/W	STREET FURNISHING	WB2	WB1	EB1	EB2	STREET FURNISHING	S/W
1.8m	1.6m	3.3m	3.0m	3.0m	3.3m	1.6m	1.8m
	CURB & GUTTER					CURB & GUTTER	
	0.5m					0.5m	

Figure 3: Main Street Typical Conditions Cross Section



3.1.2 Main Street Constrained Conditions



* Cross section diagrams demonstrate long-term potential.

Between Adelaide & William Looking East



Figure 4: Main Street Constrained Conditions Cross Section



3.1.3 Civic Boulevard Typical Conditions

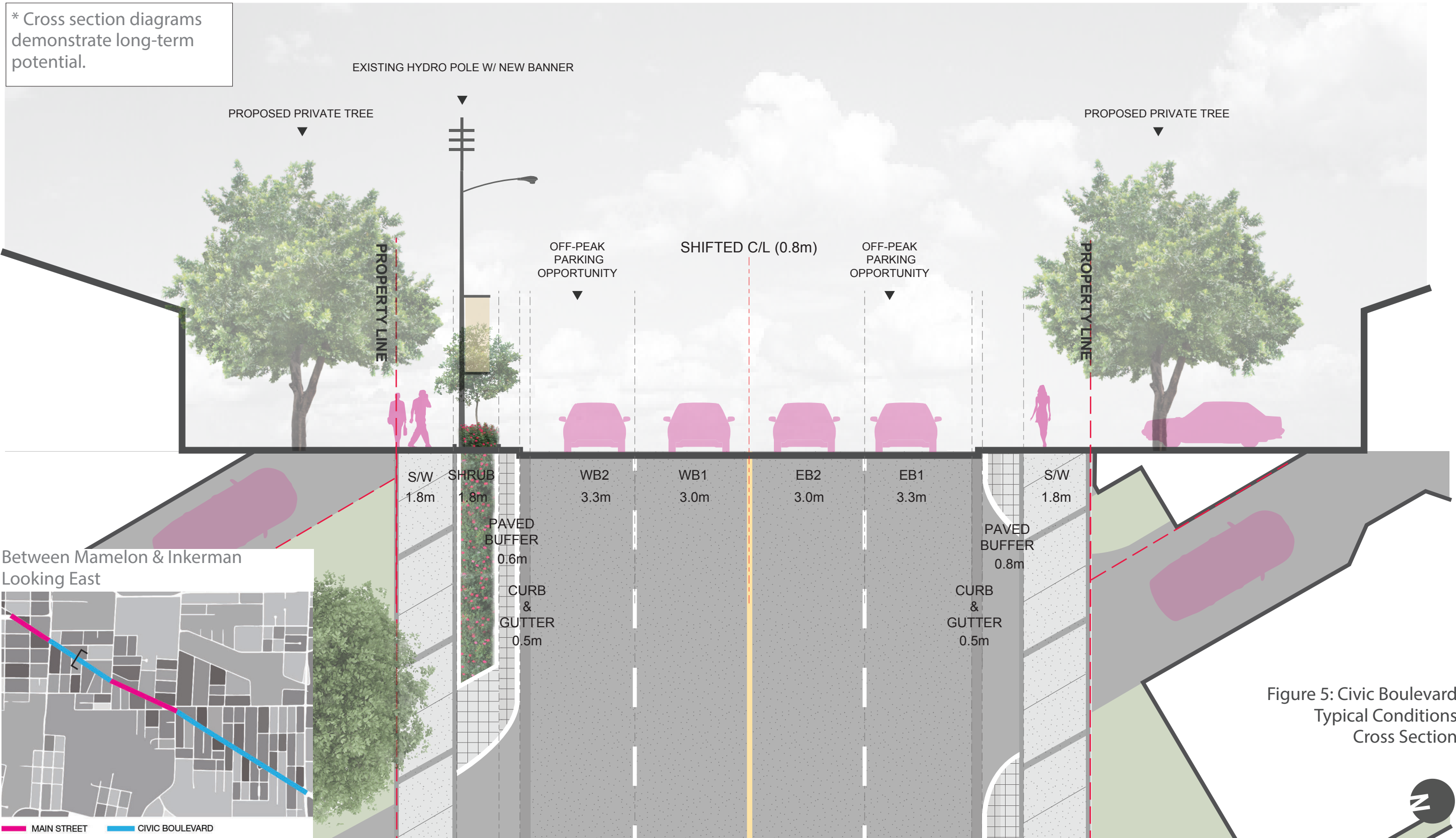
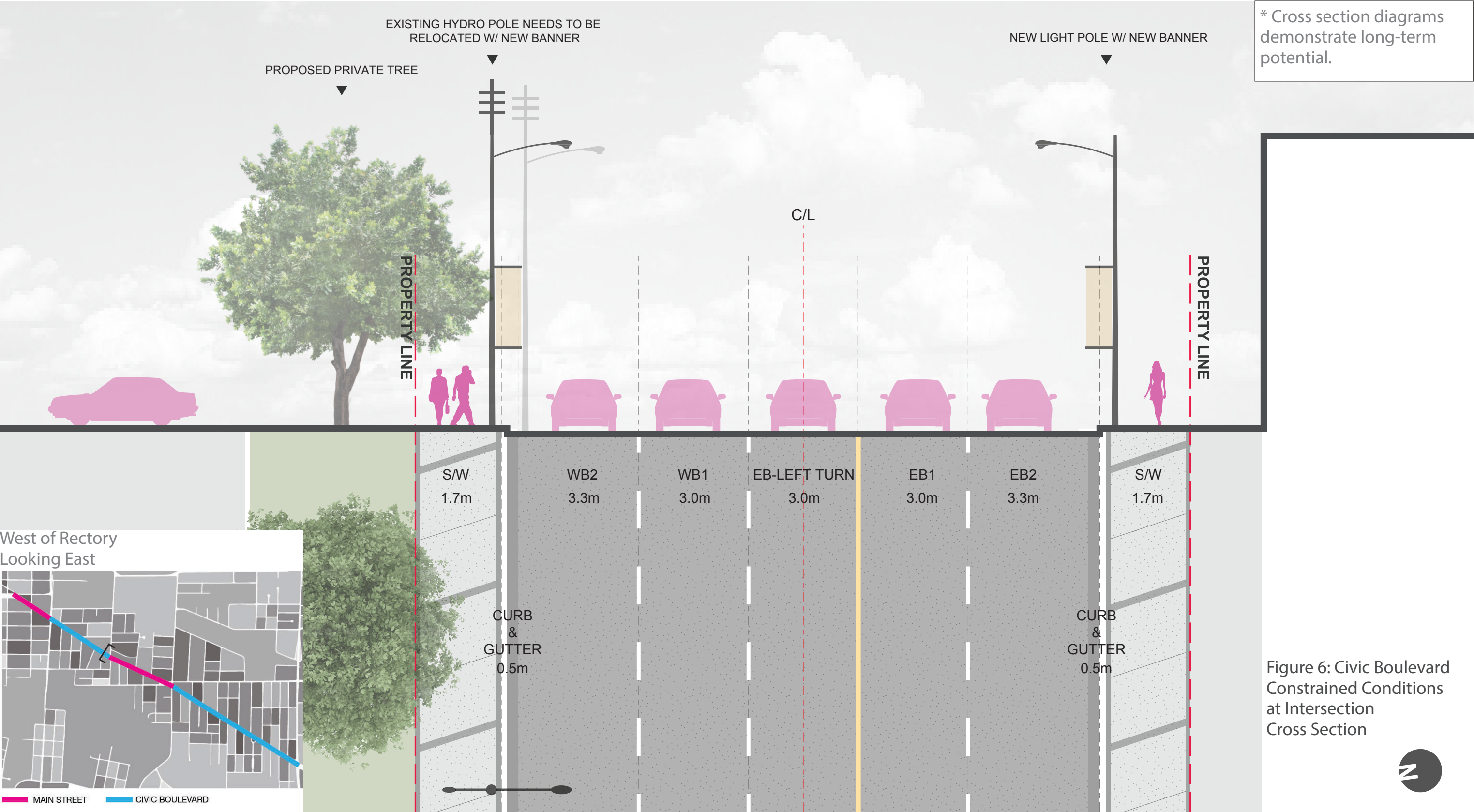


Figure 5: Civic Boulevard Typical Conditions Cross Section





3.1.4 Civic Boulevard Constrained Conditions at Intersection





3.2 Focus Areas

Key Intersections

Six key intersections along Hamilton Road have been identified as areas of interest for the Streetscape Master Plan Concept. The intersections are as follows:

- A Horton Street East
- B Adelaide Street North
- C Little Hill Street
- D Rectory Street
- E Sackville Street
- F Egerton Street
- G Highbury Avenue

These intersections provide opportunities for optimizing the public realm through right-sizing the roadways.

The intersections of Hamilton Road and Horton Street East, and Hamilton Road and Egerton Street will serve as gateways to the streetscape. Each gateway has a unique design, however a cohesive material palette will be used to tie the spaces together.

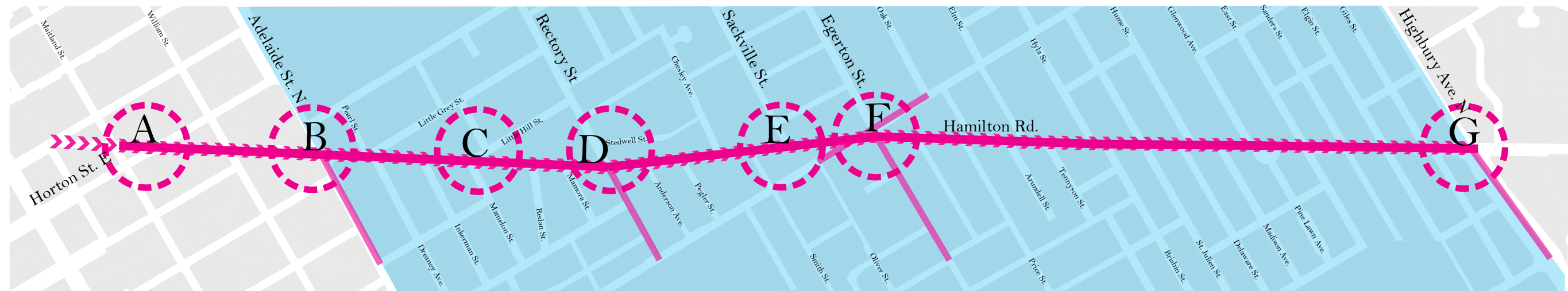


Figure 7: Focus Areas / Key Intersections Map



A Option 1: Gateway at Horton Street East

Approaches:

- Turn Hamilton Road into a woonerf street.
- Integrate the railway land / green space on both sides of Hamilton Road into one civic park as a gateway amenity, with sensitive landscape treatment for the railway land.
- Unlock future intensification, culture and industrial heritage regeneration for a new city place just outside of downtown.
- Maximize greenspace and provide programmable space for community use.
- Showcase local arts, including carved wood and industrial heritage of the railway.

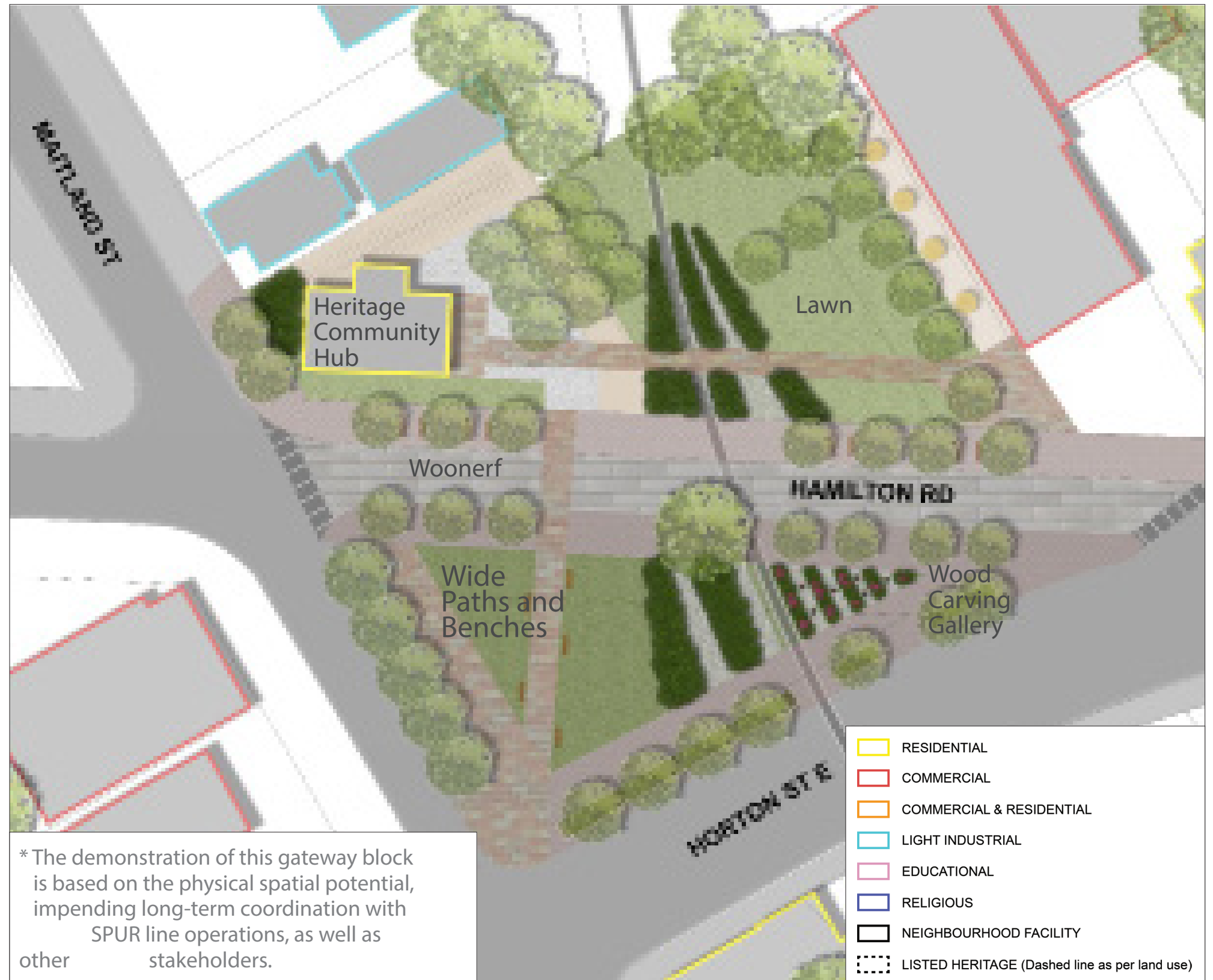
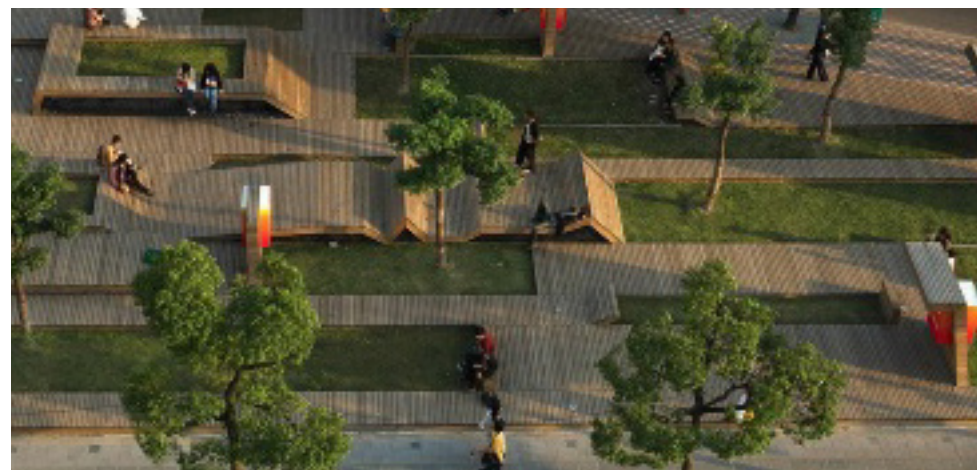


Figure 8: Option 1: Gateway at Horton Street East - Plan



A Option 2: Gateway at Horton Street East

Approaches:

- Turn Hamilton Road into a woonerf street.
- Highlight the rail corridor through a trellis element, accent lighting and built in seating.
- Reference the unique nature of Hamilton Road through celebrating the diagonal pattern of the urban context.
- Develop a strong sense of place through custom unique planters / benches.
- Create a sense of visual cohesion between the two open spaces.
- Create a sense of arrival to Hamilton Road through a gateway feature.
- Provide opportunity to showcase public art.

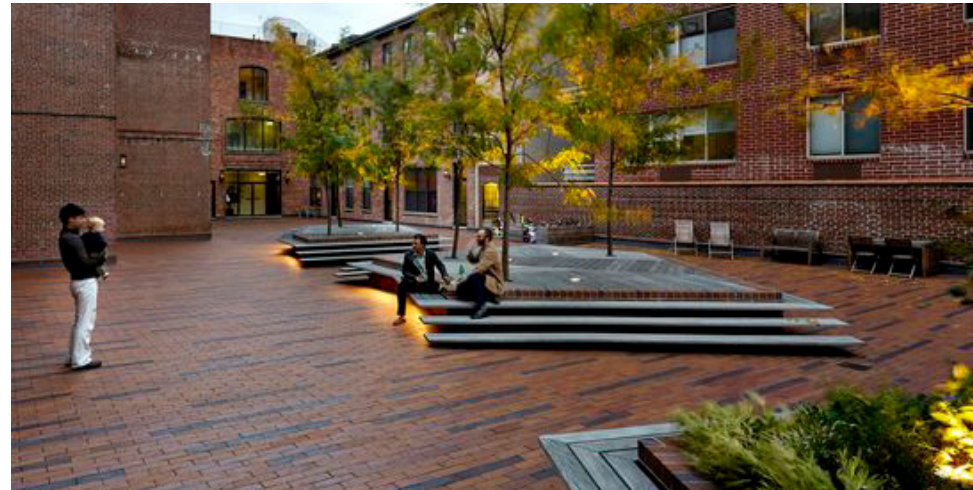


Figure 9: Option 2: Gateway at Horton Street East - Plan

B Hamilton Road | Adelaide Street

Approaches:

- Special paving treatment to define the public realm at the intersection.
- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for a more generous experience.
- Provide a linear green path for active transportation to avoid the intersection.
- Provide decorative street banners to improve identity.



Figure 10: Hamilton Road and Adelaide Street - Plan



C Hamilton Road | Little Hill Street | Mamelon Street

Approaches:

- Close off Little Hill exit to Hamilton Road and turn the space into an urban open space in front of the religious institution.
- Provide a neighbourhood focal point for respite and relaxation.
- Plant clusters of trees to provide shade and focal areas.
- Implement a special paving treatment at the parkette that is coordinated with the overall corridor paving theme.
- Encourage LID streetscape treatment, permeable paving and rain gardens at locations applicable.

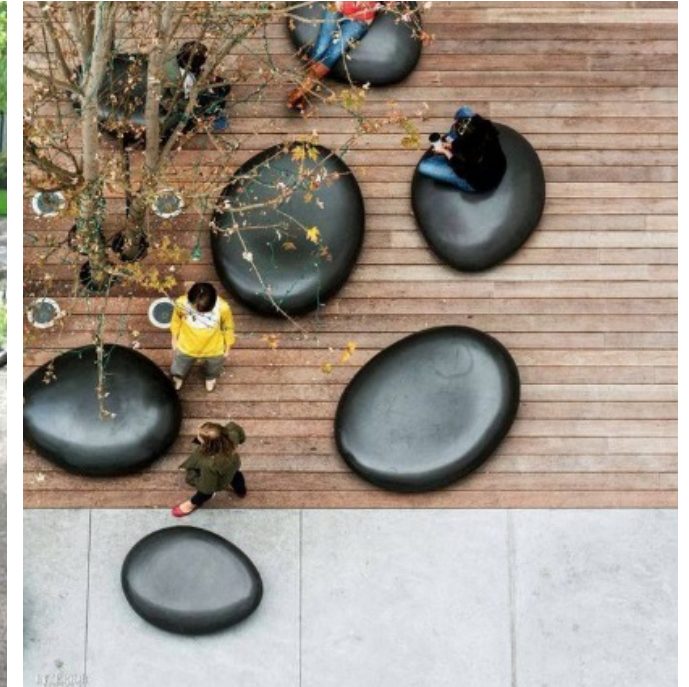


Figure 11: Hamilton Road, Little Hill Street and Mamelon Street - Plan

D Hamilton Road | Rectory Street

Approaches:

- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for a more generous experience.
- Use a special paving treatment to define the public realm at the intersection, coordinated with the overall corridor theme.
- Provide decorative street banners to improve identity.



Figure 12: Hamilton Road and Rectory Street - Plan



E Hamilton Road | Node at Sackville Street

Approaches:

- Blend recent library plaza / bench design into new plaza space with planters, benches, flexibility for events.
- Tie into adjacent lot pedestrian entry to create a new plaza space for expanded public realm and local retail scene.

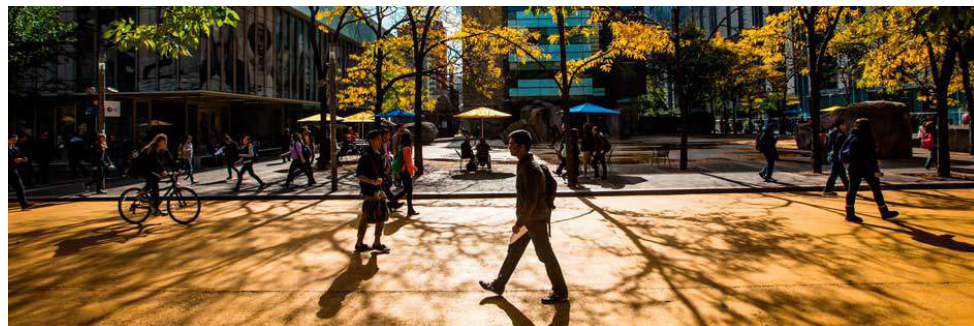


Figure 13: Node at Sackville Street - Plan

F Gateway at Egerton Street

Approaches:

- Expand the public realm in front of the church by closing off 1 through lane on Trafalgar to form an expanded street plaza in the Hub of Main Street.
- Reclaim the triangular open space between Hamilton and Trafalgar on the west quadrant, for an urban park amenity with enhanced landscape.
- Rethink the configuration of this five-legged crossroads to improve pedestrian crossing times.
- Use public art to frame either end of the 'bow-tie' streetscape .
- Provide public arts, street banners, enhanced pedestrian lighting and a themed paving pattern to establish identity and a sense of arrival.____

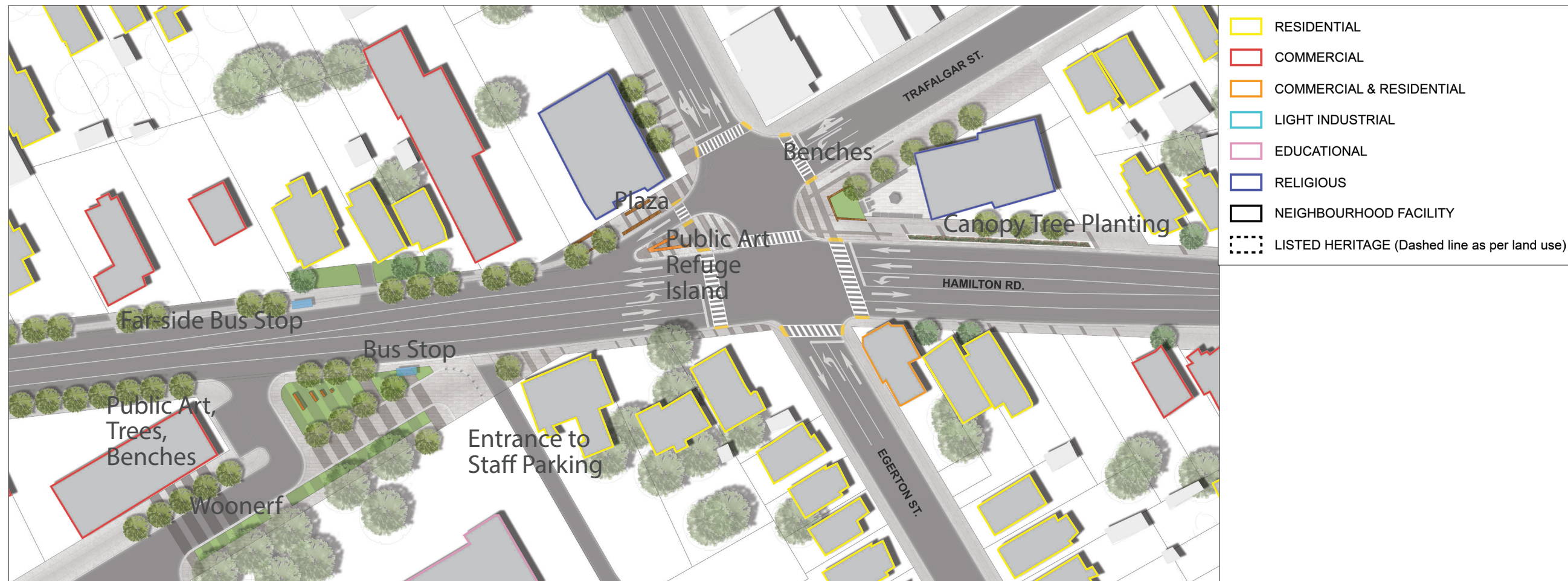
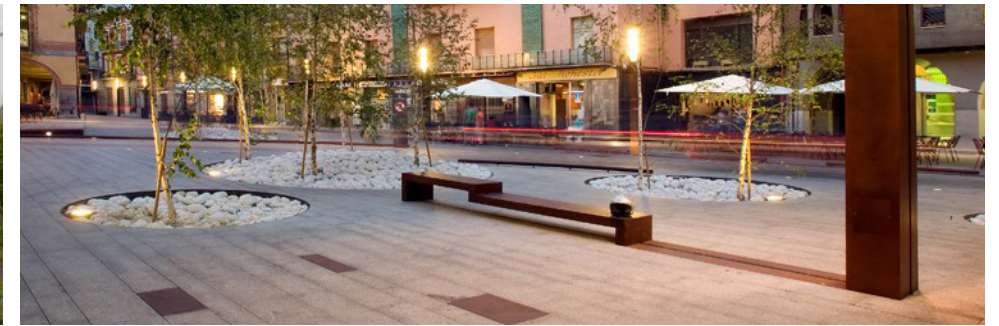


Figure 14: Gateway at Egerton Street - Plan



G Hamilton Road | Highbury Avenue

Approaches:

- Encourage public art as the gateway feature.
- Provide trees in the median to enhance streetscape within the constrained ROW.
- Establish a sense of arrival and branding for the Hamilton corridor through street banners, enhanced pedestrian lighting and a themed paving pattern.
- Optimize public safety and distinguish Hamilton Road from Highway 401 by using appropriate design and rethinking park space at the East Street retail shops.



	RESIDENTIAL
	COMMERCIAL
	COMMERCIAL & RESIDENTIAL
	LIGHT INDUSTRIAL
	EDUCATIONAL
	RELIGIOUS
	NEIGHBOURHOOD FACILITY
	LISTED HERITAGE (Dashed line as per land use)

Figure 15: Hamilton Road and Highbury Avenue - Plan