EXECUTIVE SUMMARY:

On August 4, 2009 Kingston City Council passed the following resolution that directed staff to report back to Council with a feasibility study on the placement policies/criteria and related costs of additional street benches:

THAT staff report with a Feasibility Study in six months on the placement policies and related costs of additional benches along streets and sidewalks, including such areas as shopping districts, walking tour areas being promoted, access routes to libraries, community centres and other areas of popular use.

The following report provides a list of recommended criteria for the placement of new street benches within the municipality. These criteria were established based on discussions with internal City departments and the Kingston Coalition for Active Transportation (KCAT). Staff recommends that Council approve in-principle the addition of ten (10) new street benches per year commencing in 2011 and carrying forward over a five year period. Staff further recommends that the City of Kingston Facility Accessibility Design Standards be utilized in providing for the design requirements for new street benches. Discussions involving Engineering, Transportation, Public Works, Recreation and Leisure Services, and KCAT will be held on an on-going basis to continue to monitor the effectiveness of the initiative to provide additional street benches in the community and make recommendations for improvements as/if necessary.

RECOMMENDATION:

Whereas Kingston City Council passed a resolution on August 4, 2009 directing staff to report back to Council with a feasibility study on the placement policies/criteria and related cost of additional street benches.

Therefore Be It Resolved That Kingston City Council approve the recommended criteria for placement of new street benches as listed in Report No. 10-097;

And Further That Kingston City Council approve in-principle the inclusion of ten (10) new accessible street benches per year in the capital budget commencing in 2011 and extending over a five year period.
AUTORIZING SIGNATURES:

<table>
<thead>
<tr>
<th>ORIGINAL SIGNED BY PRESIDENT &amp; C.E.O., UTILITIES KINGSTON</th>
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</thead>
<tbody>
<tr>
<td>Jim Keech, President &amp; CEO, Utilities Kingston</td>
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<tr>
<th>ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER</th>
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<tr>
<td>Gerard Hunt, Chief Administrative Officer</td>
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CONSULTATION WITH THE FOLLOWING COMMISSIONERS:

<table>
<thead>
<tr>
<th>Commissioner</th>
<th>Consultation Required</th>
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<tbody>
<tr>
<td>Cynthia Beach, Sustainability &amp; Growth</td>
<td>✓</td>
</tr>
<tr>
<td>Terry Willing, Community Development Services</td>
<td>N/R</td>
</tr>
<tr>
<td>Denis Leger, Corporate Services</td>
<td>N/R</td>
</tr>
</tbody>
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(N/R indicates consultation not required)
OPTIONS/DISCUSSION:

On August 4, 2009 Kingston City Council passed a resolution that directed staff to report back to Council with a feasibility study on the placement policies and related costs of additional benches along streets and sidewalks, including such areas as shopping districts, walking tour areas being promoted, access routes to libraries, community centres and other areas of popular use.

At present, the City of Kingston has 18 single street benches and 20 double street benches (two single benches mounted back to back) in service. These benches are all located in the downtown core (see Exhibit A for list of locations). This number does not include bench seating located at some transit stops or benches located off-street primarily in City parks. Historically, street benches have been installed by the City based on requests received by the Downtown Kingston Business Improvement Area (DBIA), individual business owners, or the general public. In many instances, street benches were installed based on the best judgment of staff and/or anecdotal evidence of need such as locations where people already sit on steps, ledges etc.

The “Trails for Active Transportation” report prepared by Walk and Bike for Life, has recently been brought to the Environment, Infrastructure, Transportation Policies (EITP) Committee for consideration. The report makes a series of recommendations based on community engagement sessions held in Kingston on March 3, 2009. Members of the Kingston Coalition for Active Transportation (KCAT) were asked to provide their top five recommended actions following from the aforementioned report. Improving the streetscape by adding more benches, improved signage and lighting was one of the top five actions recommended by KCAT. Accepting the recommendation that additional street benches are required in the municipality, staff from Engineering, Transportation, Public Works, and Recreation and Leisure Services along with KCAT have been involved in developing recommended criteria for the placement of street benches.

Intuitively, the preferred location for street benches are places where there are people. As referenced in the Council resolution, these are places where people wait for buses or taxis; outside stores, restaurants, or office buildings; near community centres; along routes to libraries and walking tours; scenic locations; or simply places where people can watch other people. In contrast, poor locations for street benches are places where there is little activity; places that are hidden or secluded; or places with poor lighting. These locations tend to increase the likelihood of the benches being vandalized or being used as a place to sleep. As a result, the recommended criteria for the placement of street benches include:

- Sidewalks adjacent to commercial areas, libraries, community centres.
- Sidewalks adjacent to transit stop locations.
- Sidewalks on streets adjacent to parks.
- Sidewalks on streets with high pedestrian usage (avoid local residential streets).
- Sidewalks adjacent to amenities including public washrooms and drinking water fountains.
- Adequate space available within the existing right of way to install accessible concrete pad and street bench without significant constructability issues.
- Adequate space to maintain a clear zone (min. 1.5m) on existing sidewalk.
- Adequate space to allow for street/sidewalk maintenance (i.e. snow clearing).
- Adequate illumination exists or can be readily provided.

Other subjective criteria to be considered include:

- Sidewalks adjacent to attractive/scenic locations.
- Sidewalks adjacent to ‘comfortable’ locations (e.g. user does not feel conspicuous sitting on a bench).
Staff contends that it is both reasonable and readily achievable to procure and install ten (10) street benches per year over the course of the next five years. Opportunities for installing new street benches will also be considered within the City’s road and sidewalk construction program. These works will at least double the existing supply of street benches within the municipality over the next five years. Staff further proposes that on-going discussions involving KCAT, Transportation, Public Works, and Recreation and Leisure Services, as well as input from Kingston DBIA and senior groups, will be used as a means to select new street bench locations (utilizing the criteria noted above), resolve maintenance-related issues that may arise with the increased number of street benches, involve business/property owners who may be affected by the placement of new street benches, and monitor and provide feedback on the success of the initiative to provide additional street benches within the community.

EXISTING POLICY/BY LAW:

There are no existing policies and or bylaws associated with this report.

NOTICE PROVISIONS:

There is no notice requirements associated with this report.

ACCESSIBILITY CONSIDERATIONS:

The City of Kingston Facility Accessibility Design Standards (FADS) does not currently apply to the public right-of-way. Notwithstanding this exemption and in recognition of the current work at the Provincial level on the built environment standards to be developed under the Accessibility for Ontarians with Disabilities Act, all new street benches located on or adjacent to municipal sidewalks shall be accessible to persons using wheelchairs or other mobility devices. Therefore, it is recommended that the City of Kingston FADS be used to provide for the design requirements for both accessible bench and accessible pad upon which the bench is positioned (see Exhibit B).

FINANCIAL CONSIDERATIONS:

Recent tender prices received for accessible bench installed on an accessible concrete pad is approximately $2800. The cost alone for an accessible bench, constructed from solid cast aluminum with powder coating to provide a durable metal finish, costs approximately $1700. The procurement and installation of up to ten (10) street benches per year over the next five years would have an annual capital cost of approximately $28,000 or $140,000 over the five year period commencing in 2011. Public Works has noted that additional maintenance costs are likely to be marginal and would not require additional resources and/or operating budget. This will need to be tested and confirmed once staff gain experience with the maintenance demands for the additional street benches and the increased size of the accessible pads.

CONTACTS:

Damon Wells, Director, Public Works Department
Malcolm Morris, Director, Transportation Department
Anne MacPhail, Kingston Coalition for Active Transportation

OTHER CITY OF KINGSTON STAFF CONSULTED:

Mark Campbell, Construction Manager, Engineering Department
Barry Kaplan, Accessibility Coordinator, Sustainability & Growth
Kristine Hebert, Parks and Open Space Planning Coordinator, Recreation and Leisure Services
EXHIBITS ATTACHED:

Exhibit “A” – Existing Street Bench Locations
Exhibit “B” – Facility Accessibility Design Standards – Benches
Exhibit “C” - Recommended Criteria for the Placement of Street Benches
**EXISTING STREET BENCH LOCATION**

<table>
<thead>
<tr>
<th>SINGLE BENCHES</th>
<th>DOUBLE BENCHES</th>
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<tbody>
<tr>
<td><strong>PRINCESS ST.</strong></td>
<td><strong>PRINCESS ST.</strong></td>
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<tr>
<td>1 – Send in the Clown’s (#120)</td>
<td>1 – The Brass (#403)</td>
</tr>
<tr>
<td>1 – Shoppers Drug Mart (#136)</td>
<td>1 – Pita Pit (#419)</td>
</tr>
<tr>
<td>1 – Copper Penny(# 240)</td>
<td>1 – Bubba’s Pizza (#401)</td>
</tr>
<tr>
<td>1 – Camera Kingston (#114)</td>
<td>1 – Classic’s Tea Lounge (#399)</td>
</tr>
<tr>
<td>1 – Canada Trust (#94)</td>
<td>1 – Telus Communications (#133)</td>
</tr>
<tr>
<td>1 – Tara Natural Foods (#79)</td>
<td>1 – George’s Barber Shop (#125)</td>
</tr>
<tr>
<td>1 – Modern Primitive (#72)</td>
<td>1 – Optical Factory(#134)</td>
</tr>
<tr>
<td>2 – Archie’s Rest.( #34)</td>
<td>1 – Source for Sports (#119)</td>
</tr>
<tr>
<td>1 – SubWay (#11)</td>
<td>1 – Canada Trust (#94)</td>
</tr>
<tr>
<td>1 – Financial Group RBC (#65)</td>
<td>crn. Princess &amp; King</td>
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<thead>
<tr>
<th>BROCK ST.</th>
<th>BROCK ST.</th>
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<tbody>
<tr>
<td>2 - Post Office Triangle (#115)</td>
<td>3 – C.I.B.C. (both sides of bus shelters)</td>
</tr>
<tr>
<td>1- Hanson Parking Lot</td>
<td>3 – Coffee Way Donuts (#149)</td>
</tr>
<tr>
<td>1 – Crown Memorial Parking</td>
<td>2 - #153</td>
</tr>
<tr>
<td></td>
<td>1 - #161 (between shelters)</td>
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<thead>
<tr>
<th>ONTARIO ST.</th>
<th>BAGOT ST.</th>
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<tbody>
<tr>
<td>1 – #134 (Grey)Private bench there: moved to Bus Terminal Brock &amp; Montreal</td>
<td>1 – between # 205 Bagot and building at the Corner of Bagot &amp; Johnson</td>
</tr>
<tr>
<td>1 – St. Lawrence Place (#181)</td>
<td></td>
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<tr>
<td>1 – Allie Lou's Res. (#172)</td>
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| JOHNSON ST. | |
|-------------| |
| 1 – King and Johnson Bus Stop | |
4.3 OTHER AMENITIES

RATIONALE
Benches provide convenient resting places for all individuals and are especially important for those who may have difficulty with standing or walking for extended periods. Benches should be placed adjacent to pedestrian walkways to provide convenient rest places without becoming potential obstructions. Appropriate seat heights can facilitate sitting and rising for individuals such as senior citizens. Armrests may also provide assistance in sitting and rising. A person with a visual impairment may find it easier to locate benches if they are located adjacent to a landmark, such as a large tree, a bend in a pathway, or a sound source.

APPLICATION
All benches, except those located in unpaved areas of parks, wilderness, beach or unpaved picnic areas, shall be accessible to persons using wheelchairs or other mobility devices.

DESIGN REQUIREMENTS
Benches shall
- be adjacent to an accessible route complying with 4.1.4;
- be stable;
- have a seat height between 450 mm (17-3/4 in.) and 500 mm (19-5/8 in.) from the ground;
- have arm and back rests;
- be of contrasting colour to their background; and
- have an adjacent level, firm ground surface at least 920 mm (36 in.) x 1370 mm (54 in.).

4.3.15 BENCHES

RELATED SECTIONS
4.1.1 Space and Reach Requirements
4.1.2 Ground and Floor Surfaces
4.1.3 Protruding and Overhead Objects
4.1.4 Accessible Routes, Paths and Corridors
4.4.8 Detectable Warning Surfaces
4.4.14 Materials and Finishes
4.4.15 Texture and Colour

Figure 4.3.15.1
Rest Area

Figure 4.3.15.2
Bench Seating
Exhibit “C”
RECOMMENDED CRITERIA
FOR THE PLACEMENT OF STREET BENCHES

The recommended criteria for the placement of street benches include:

- Sidewalks adjacent to commercial areas, libraries, community centres.
- Sidewalks adjacent to transit stop locations.
- Sidewalks on streets adjacent to parks.
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