

Final Report | March 2013

# Haldimand County Rural Streetscape Plans

Byng | York | Selkirk | Fisherville | Rainham Centre | Port Maitland

Prepared for:



Project:



Prepared by:





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## 1.1 Background and Purpose

Following the success and positive public response to the 'Haldimand County Streetscape Plan and Urban Design Guidelines', approved January 25, 2010, the County made the decision to undertake a Rural Streetscape Plan (RSP) for a number of hamlets throughout the County.

The purpose of developing detailed streetscape concepts and plans for specific hamlets and implementing these plans is to beautify the public realm and help to stimulate private sector property investments within a specific area.

## 1.2 Study Objectives

The Rural Streetscape Plan will set out the streetscape kit of parts, concepts and details for coordinated public streetscape spaces, pedestrian and bicycle connections, public amenities, and open spaces as they interface with and transition to adjacent buildings and the surrounding community. Key objectives include:

- Coordinated streetscape design as part of a structured public realm improvement program

- Stimulate private sector investments of private property
- Improve physical and visible qualities of the hamlet
- Protect and enhance attributes of historical crossroads
- Promote economic development by increasing opportunities for shopping, tourism, employment and living in a hamlet

## 1.3 Overall Study Process

The Rural Streetscape Plan was conducted over three phases.

**Phase One – Background Research, Hamlet Identification and Site Analysis** was launched in May 2012. Background reports, mapping and related research were reviewed and synthesized together. Working with the County, a series of principles and selection criteria were developed upon which to identify applicable hamlet communities requiring

detailed streetscape plans. Comprehensive hamlet walkabouts were undertaken in June 2012 with local community members in order to gain insider insight into each hamlet. Key opportunities, constraints and improvement initiatives were identified for discussion and serve as a foundation for the preparation of the Rural Streetscape Plan.

**Phase Two – Draft Rural Streetscape Plan** focused on the preparation of draft Rural Streetscape Plan for the hamlets for review and evaluation. This included a standard set of conceptual streetscape components or “kit of parts” to be implemented in all of the selected hamlets. The draft Rural Streetscape Plan for each hamlet were presented at two community open house meetings, held on September 26th, 2012.

**Phase Three – Final Rural Streetscape Plan** focused on revising and refining the plans for each hamlet and developing the final document, including an implementation strategy and capital development costs for the improvements.

#### 1.4 Hamlet Selection Criteria

In order to determine which hamlets would be targeted for the Rural Streetscape Plan, a number of selection criteria were developed through collaboration between County staff and the Consulting Team. Once the criteria was finalized, site visits to all of the hamlets within the County were undertaken and each hamlet was graded in order to determine the hamlets that would be targeted for the Rural Streetscape Plan. The selection criteria is listed as follows:

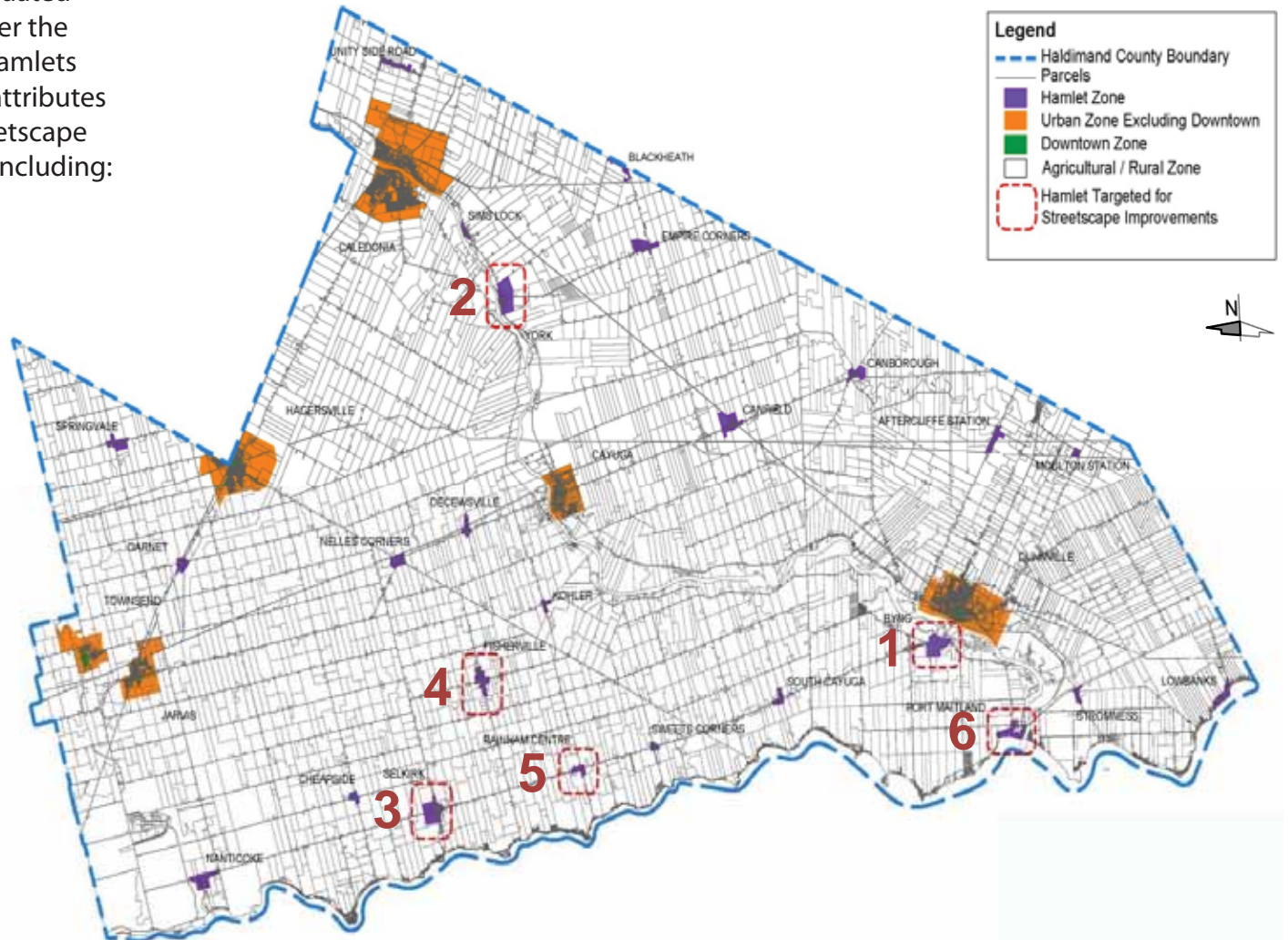




### 1.5 Targeted Hamlets

In total, there are 25 hamlets in the County, all of which were visited and evaluated against the selection criteria. After the evaluation was completed, the hamlets that had the highest number of attributes were identified for the Rural Streetscape Plan. 6 hamlets were identified, including:

1. Byng
2. York
3. Selkirk
4. Fisherville
5. Rainham Centre
6. Port Maitland



**2.1 Street Furnishings**

Street furniture includes elements such as benches, bicycle racks, litter and recycling receptacles, etc. These elements complement the street by providing a comfortable pedestrian scale environment. Street furniture shall be strategically located within the pedestrian realm to enhance their function and convenience while complementing the needs of all users. Wayfinding signage shall also be located at the main intersection of the hamlets to provide direction and orientation for nearby amenities.

Benches shall be durable and be made of metal. Benches should typically be long enough to accommodate 2-3 people comfortably, and should have backs and arm rests.

Litter and recycling receptacles shall be of a consistent design style, be equipped with plastic liners, have rain proof tops and be easily accessible for emptying.

The street furniture will be consistent throughout the 6 hamlets that are included in the Rural Streetscape Plan. Variations will occur in theming colours, which can be expressed through banners, planting, gateway, intersection and crosswalk treatments.

The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.



*Wayfinding Signage*



*Light / Banner Pole*



*Existing Metal Bench*



*Trash Receptacle*



*Planter*

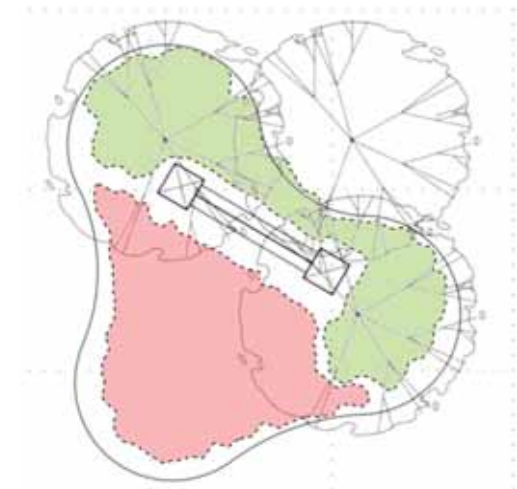


## 2.2 Gateway and Intersection Treatments

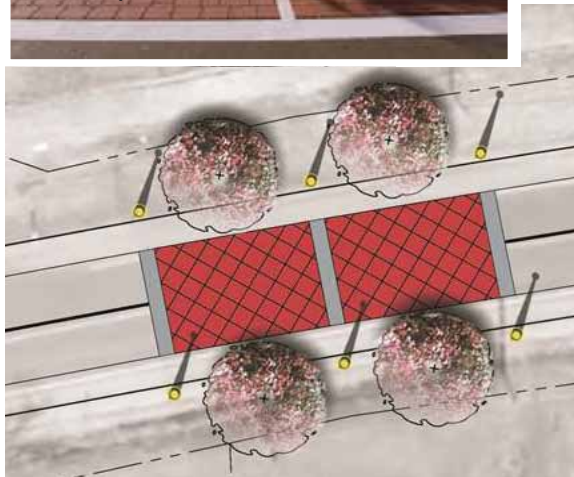
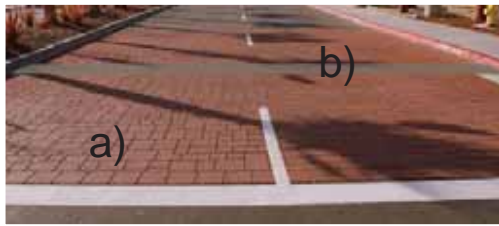
Hamlet gateways will provide a distinct sense of place and arrival for those entering each of the hamlets. The gateway sign and gateway and crosswalk treatments are recommended to convey the unique theming, colours and heritage identified for each of the hamlets.



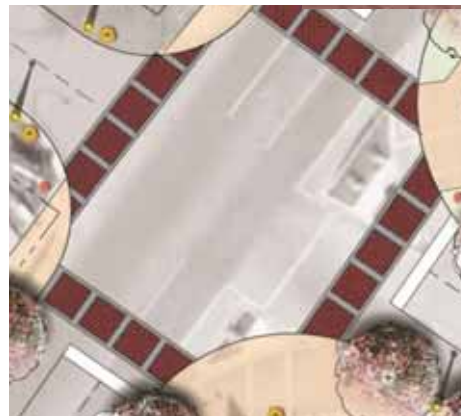
Gateway Signage - Perspective



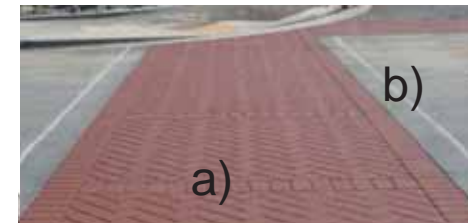
Gateway Signage - Plan View



Gateway Treatments



Crosswalk Treatments



### 3.1 Hamlet Overview

York is a large hamlet, 98 hectares in land area, located at the intersection of Front Street (Haldimand Road 54) and Haldimand Road 9 in the north central area of Haldimand County.

Situated on the Grand River, York was initially the site of a flour and grist mill (c. 1820s) that served the area for almost a century. The original mill had a water wheel operated by water from the dam at York built by the Grand River Navigation Co. (a company formed to make the Grand River navigable for larger vessels).



*Enniskillen Lodge, 1862*

### 3.2 Unique Qualities

- Serviced with water
- Significant crossroads within the County
- York is a landing point for the Day of 1000 Canoes Festival
- 2 churches and 1 community centre
- Antique society located here (operates out of historic St. John's Parish Hall)
- Rotary Riverside Trail terminates in York
- Heritage building on Front Street (1862) - originally Enniskillen Lodge, later Barber Hotel of York
- Farm Vendor stand in summer /fall months

### 3.3 Key Issues

- Lack of sidewalk on west side of Front Street
- Existing 1 metre wide sidewalks (east side of Front Street) are in poor condition and undersized
- Sidewalk is fragmented, especially in front of gas station - pedestrian safety is a concern
- Lack of pedestrian lighting
- Traffic travelling at speeds in excess of posted limit (50 km/hr) into / through York is a concern for pedestrian safety
- Heavy traffic on Front Street including trucks and farm vehicles
- Overhead wires block view corridors along street and to the Grand River, and are unsightly
- Park and entrance is somewhat hidden on approach from north
- Park parking area is in need of organization and upgrading
- 50 lot subdivision is planned at northeast end of the hamlet (increase in population)

### 3.4 Visual Inventory



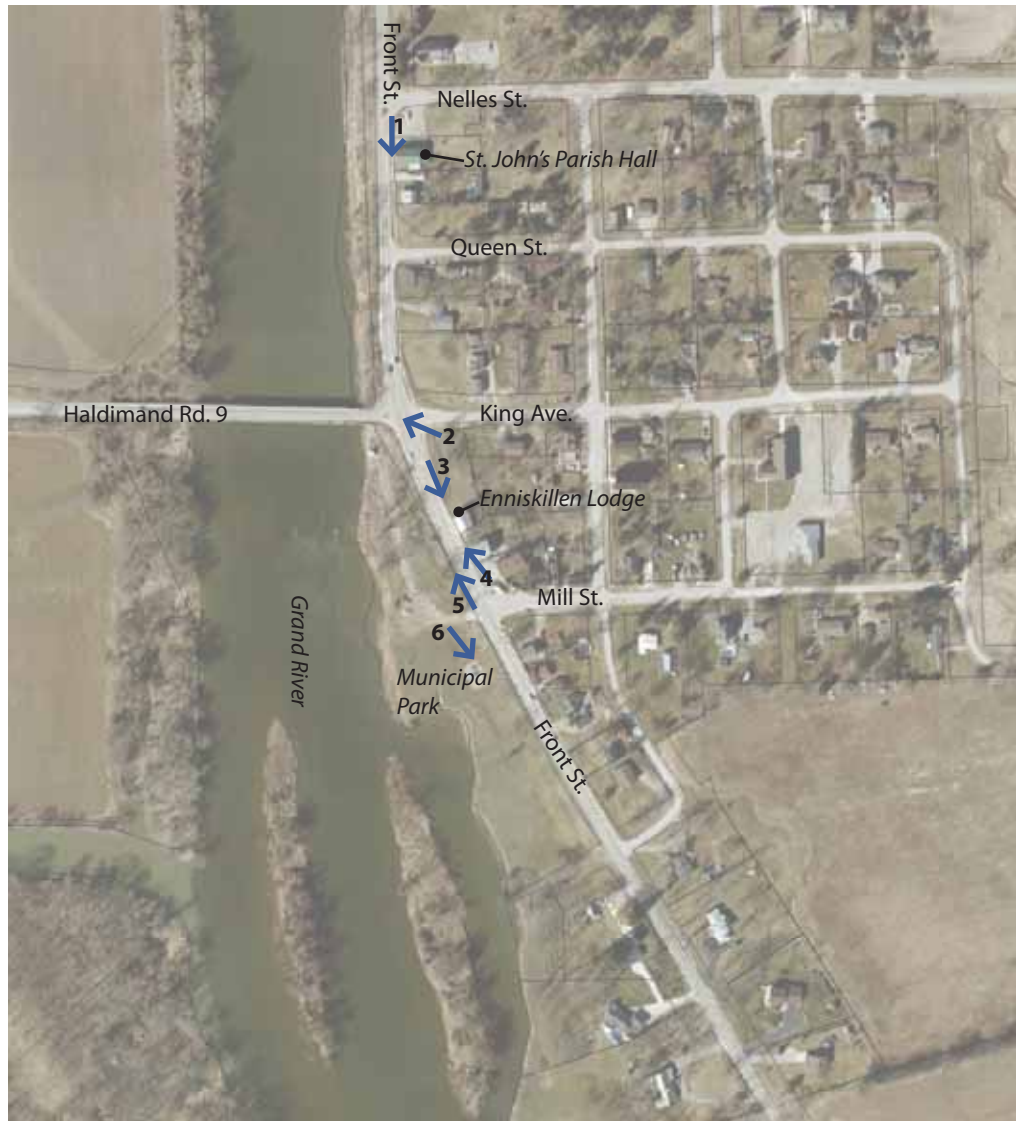
1  
St. John's Parish Hall



2  
Front Street and Haldimand Rd 9



3  
Enniskillen Lodge



4  
Narrow sidewalks on east side of Front St.



5  
Lack of sidewalks on west side of Front St.



6  
Municipal park, looking south



### 3.5 Opportunities

#### *Circulation*

- Gateway expression and traffic calming opportunities at Front Street and King Avenue intersection
- Sidewalks on both sides of Front Street
- Investigate “Complimentary Crossing” – informal/uncontrolled crossings (proposed to be used in other areas, i.e., Jarvis) for intersection at Front and Mill Streets
- Riverside trail extension to the south
- Potential connections between planned subdivision and hamlet centre, park and Grand River

#### *Identity*

- Enhance historic crossroads within York
- Gateway feature at Front Street and Haldimand Road 9
- “Bracket” the community with an indication of a strong pedestrian realm utilizing a variety of techniques that may include narrowing the lane width, widening sidewalks, street tree planting, decorative pedestrian crosswalks, stop signs, street furniture, on-street parking, etc.

#### *Amenities*

- Pedestrian lighting on east side of Front Street
- Wayfinding signage related to riverside trail and cycling routes
- Park improvements - pedestrian connections, signage, picnic benches, organized parking area, improved accessibility, and interpretive elements related to former mill and dam on Grand River
- Former Enniskillen Lodge building and property to the south are potential candidates for property improvements

#### *Programming*

- Celebrate river navigation heritage in York
- Capitalize on Farm Vendor stand at St. John’s Parish Hall
- Potential for events through Antique Society
- Promote York as a service centre along the Grand River Scenic Parkway
- Promote York as an access point for fishing in Grand River

#### *Environmental*

- Protect and enhance natural areas in

York, in particular those adjacent to the Grand River

- Enhance view and vistas to the Grand River as well as access for fishing

#### *Big Moves*

- Traffic calming measures and pedestrian-oriented amenities on Front Street (specialty paving at intersections and crosswalks, pedestrian lighting, benches, continuous sidewalks, etc.)
- Park improvements - organized parking, improved accessibility, enhanced viewing of the Grand River

#### *Potential Design Direction*

- River navigation heritage theme
- Industrial mill heritage theme

The opportunities and analysis presented provides the quantum of opportunities, and is not intended to be interpreted as a plan of action for implementation. The concepts and renderings, as follows, represent a public realm improvement action plan based on appropriateness of scale relating to the function of the community and long term sustainability related to operations and maintenance.

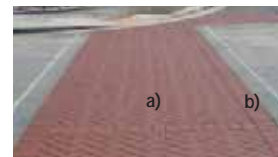
## Opportunities Analysis

### LEGEND

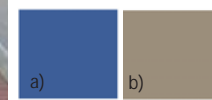
-  Potential Gateway
-  Intersection Improvements
-  Front Street Improvements
-  Civic Improvements
-  Pedestrian Link to Park
-  Municipal Property Improvements
-  Public Parking
-  Wayfinding Signage Opportunity



### 3.6 Streetscape Concept Plans



1. StreetPrint @ Crosswalks

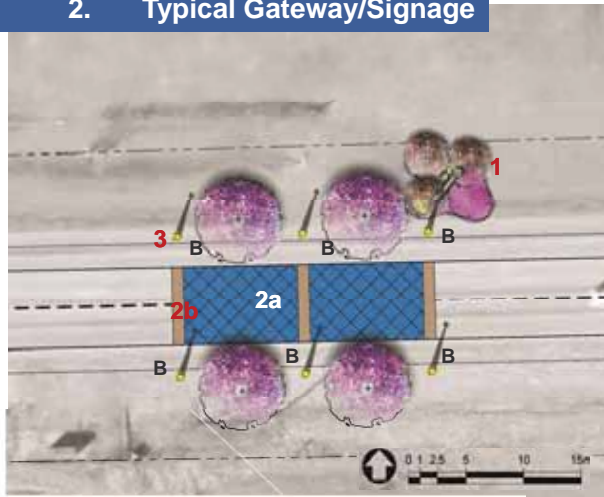


1. TrafficPatternsXD Crosswalks
2. Courtesy Crossing
3. Corner Bump-outs w/Seating/Lighting/Banners and Planting
4. Reduce Roadway
5. Vehicular/Pedestrian Definition and re-organization @ Gas Station
6. Wayfinding opportunities

P Lay-by Parking



## 2. Typical Gateway/Signage



1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Safety Blue(Field)  
Pattern: Scallop
  - b) Colour: Driftwood(banding)  
Pattern: Tile
3. Pole w/Banner (no light fixture)



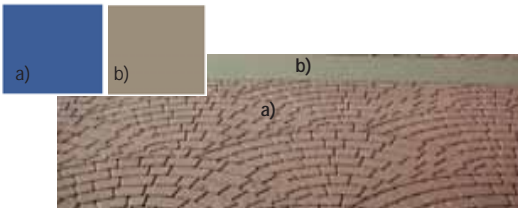
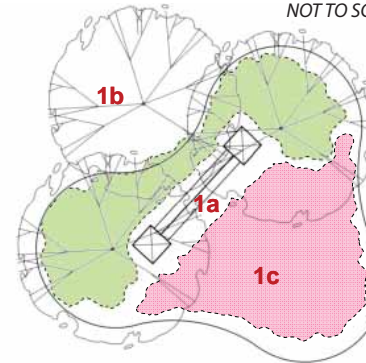
Context Map

### Legend



## Detail Gateway/Signage Feature

NOT TO SCALE



### THEMES

- Use of River Heritage Motifs such as canoe and fish scale patterns
- Use of accent colours of Safety Blue and Driftwood

## Site Furnishings

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

*Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.*



1



2



3



L

B

#### 4.1 Hamlet Overview

Byng is a relatively large hamlet comprised of 67 hectares of land, located at the intersection of Rainham Road and Port Maitland Road in the south eastern portion of the County.

The hamlet of Byng is situated on the west bank, across the Grand River from Dunnville, and in proximity to the Byng Island Conservation Area, a popular location for bird watching, fishing and non-motorized boating.

Rainham Road in Byng dates back to 1827, when a transportation route was cut through the woods to enable settlers in Rainham and Walpole who wanted to bring their grain to the mills in Dunnville at the site of the new dam.



*Byng Bridge (undated)*

#### 4.2 Unique Qualities

- Significant crossroads within the County
- Local horticultural society active with planting displays in traffic islands
- Grand River Kayak – very busy and popular commercial destination
- Proximity to Dunnville
- Proximity to Dunnville Airport (No. 6 RCAF Dunnville Museum)
- Proximity to Byng Island Conservation Area and the Grand River
- 1 elementary school and 1 church (church is located outside of core area)

#### 4.3 Key Issues

- Road is super-elevated and engineered for speed - lack of traffic calming measures
- Narrow public spaces – sidewalks directly adjacent to road and property line
- High levels of truck traffic due to nearby quarry and airport on Port Maitland Road
- Limited commercial uses (gas station, auto repair shop, Grand River Kayak)
- Lack of parking (on-and off-street)
- Proximity to Dunnville may influence the potential for further commercial development
- Recently closed restaurant (Grand Island Bar BQ) on island was a major attraction for the area during summer months

## 4.4 Visual Inventory



**1**  
Pedestrian sidewalk on Rainham Rd.



**2**  
Rainham Rd. and Port Maitland Rd.



**3**  
Underutilized land at Grand River bridge

## 4.5 Opportunities

### *Circulation*

- Organized parking and possible sidewalk on road right-of-way leading to Grand River Kayak
- Investigate the need for the “pork chop” islands at main intersection - potential for increased pedestrian space
- Enhanced pedestrian linkages to school and Byng Island Conservation Area
- Traffic calming measures may include narrowing the roadway, pedestrian paving at crosswalks, street tree planting, on-street parking, etc.
- Consider re-routing quarry traffic to create a safer, more pedestrian oriented hamlet centre

### *Identity*

- Enhance the historic crossroads within Byng
- Address the need for streetscape elements and furnishings that will enhance the pedestrian experience
- Pedestrian focus at main intersection (Rainham Road and Port Maitland Road)
- Enhance arrival at north, east and west approaches to Byng

- Potential for similar street treatment (i.e., gateway feature) on north side of bridge

### *Amenities*

- Viewing / lookout and seating area(s) at bridge - both sides
- Wayfinding signage related to local amenities, trail and cycling routes
- Potential site for village square - County owned parcel on south east corner of Rainham Road and Port Maitland Road

### *Programming*

- Create more reasons to stop rather than drive through Byng
- Promote Byng’s proximity to natural heritage features (Grand River and Conservation Area)
- Encourage outfitter / active recreation retailers to locate here
- Promote Byng as a service centre for County cycling routes

### *Environmental*

- Enhance connections to Grand River
- Protect natural areas surrounding the Grand River and Byng Island Conservation Area

### *Big Moves*

- Traffic calming measures and pedestrian-oriented amenities on Rainham Road (specialty paving at intersections and crosswalks, pedestrian lighting, benches, continuous sidewalks, etc.)
- Organized public parking area near Grand River Kayak
- Viewing area / rest node at both ends of bridge at Grand River
- Public square on municipally-owned property at Port Maitland Road and Rainham Road

### *Potential Design Direction*

- Natural heritage theme
- Aviation heritage theme











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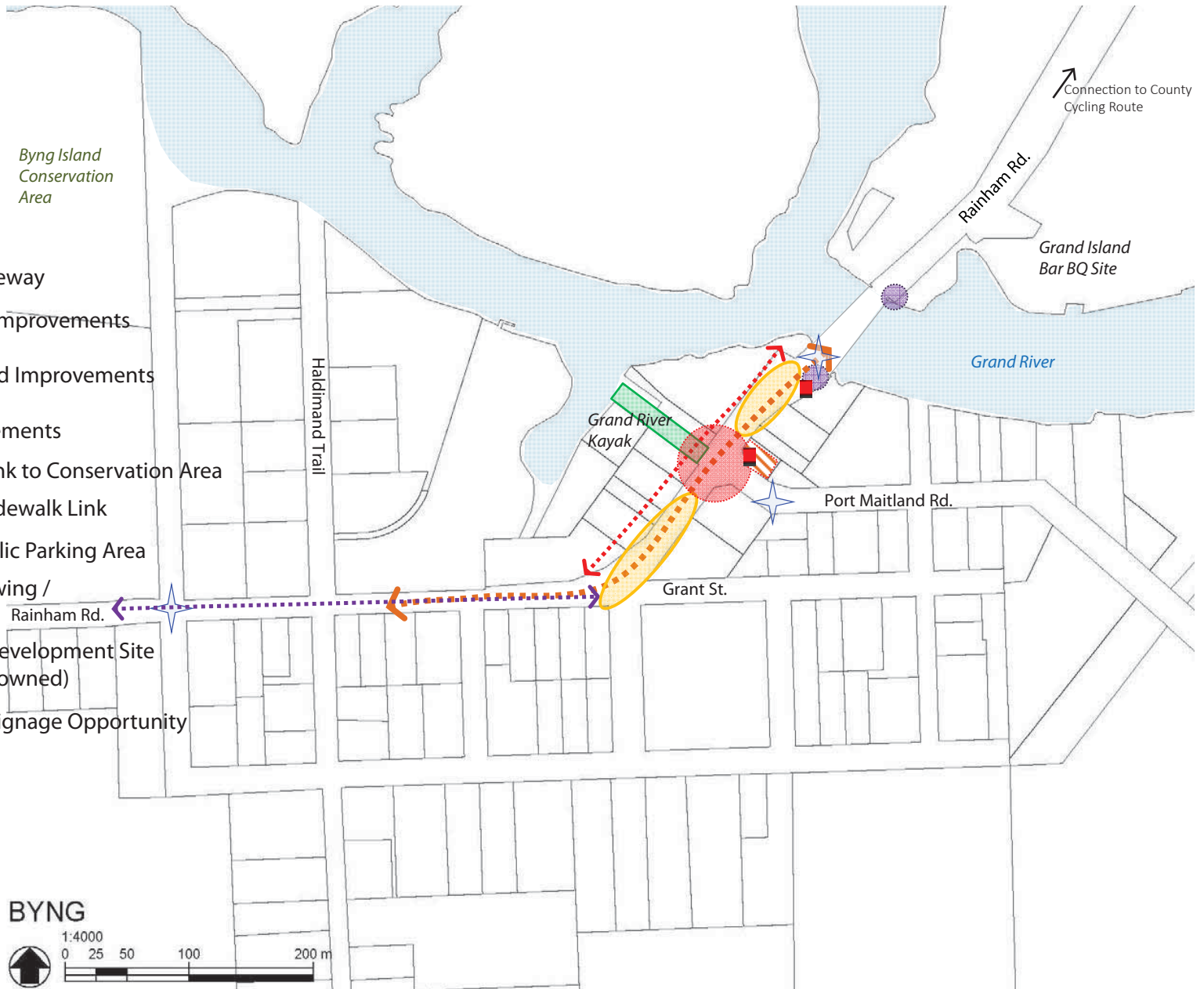


## Opportunities Analysis

Byng Island Conservation Area

### LEGEND

-  Potential Gateway
-  Intersection Improvements
-  Rainham Road Improvements
-  Civic Improvements
-  Pedestrian Link to Conservation Area
-  Pedestrian Sidewalk Link
-  Potential Public Parking Area
-  Potential Viewing / Rest Nodes
-  Potential Redevelopment Site (municipally-owned)
-  Wayfinding Signage Opportunity



BYNG

1:4000  
0 25 50 100 200 m



↑  
Connection to County  
Cycling Route

Rainham Rd.

Grand Island  
Bar BQ Site

Grand River

Haldimand Trail

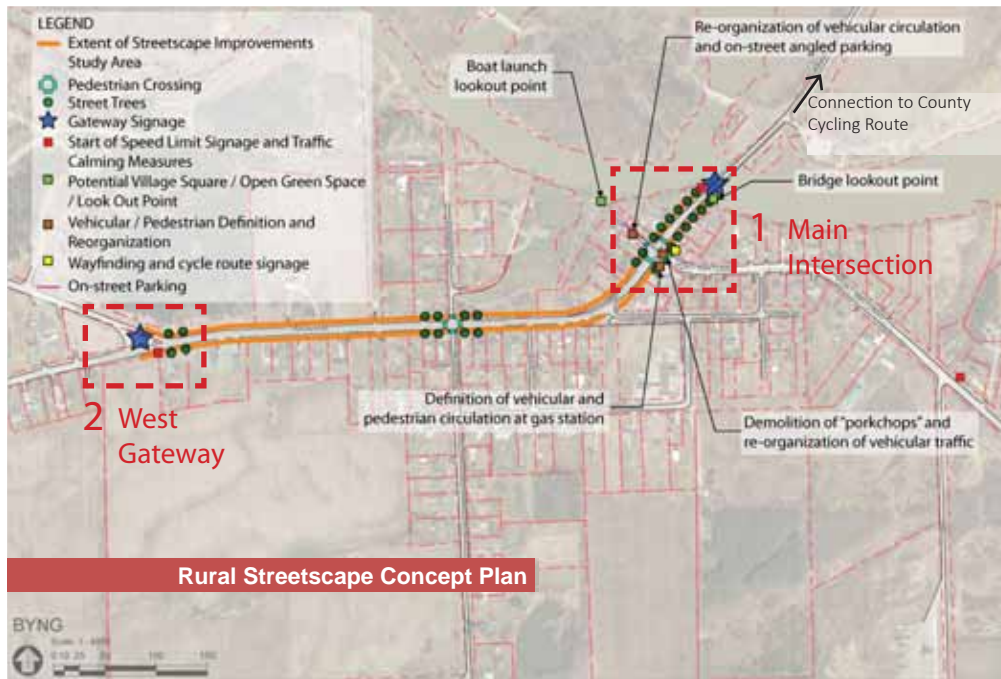
Grand River  
Kayak

Port Maitland Rd.

Grant St.

Rainham Rd.

## 4.6 Streetscape Concept Plans



1. TrafficPatternsXD Crosswalk
  2. Courtesy Crossing
  3. Corner Bump-outs w/Seating/Lighting/Banners and Planting
  4. Reduce Roadway W/Turning Lane
  5. Re-organized Entrance
  6. Potential Village Square/Green
  7. East Gateway w/Entrance Signage
  8. Look-out
- P Lay-by Parking



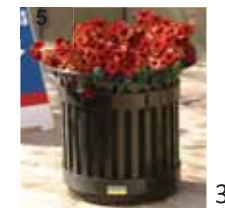
### 1. Main Intersection and Crosswalks and East Gateway

Note: Turning radii to be determined by local traffic engineers.

### Site Furnishings

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

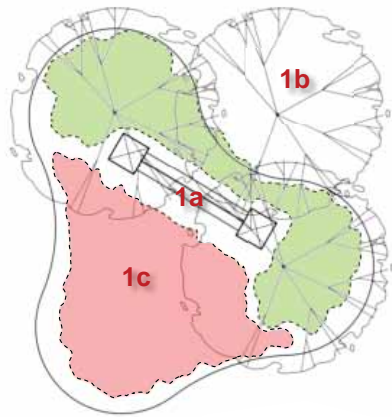
Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.





## Detail Gateway/Signage Feature

NOT TO SCALE



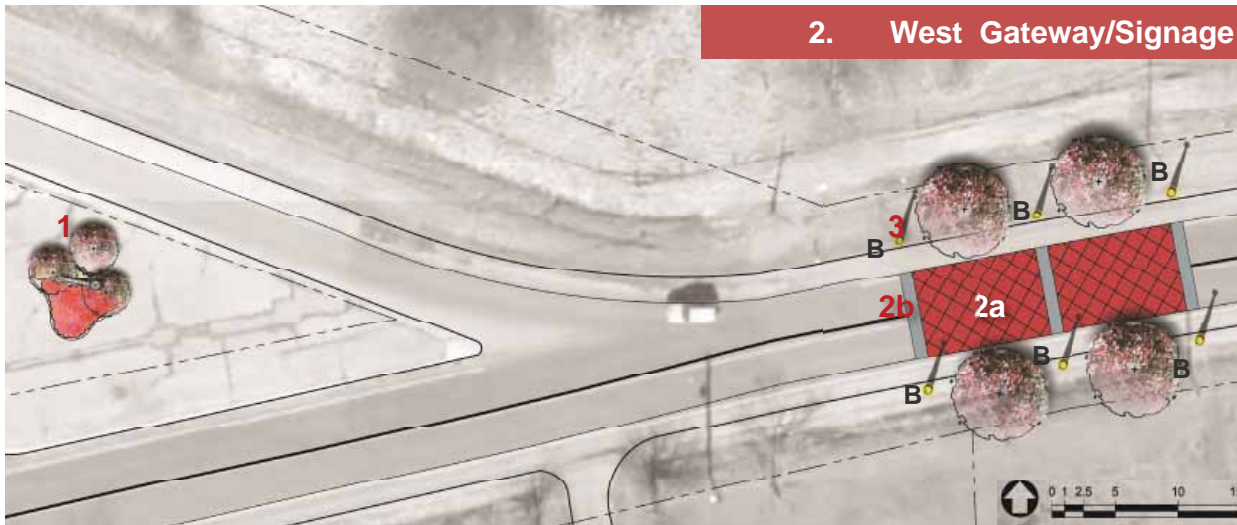
1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Roadster Red (Field)  
Pattern: Herringbone
  - b) Colour: Gunmetal Grey (banding)  
Pattern: Tile
3. Pole w/Banner (no light fixture)



### Legend

- Existing Tree
- Proposed Street Tree
- Proposed Flowering Tree
- Proposed Planter
- Proposed Bench
- Proposed Trash/Recycle
- Proposed Light Fixture (L) or Banner Pole (B)
- Wayfinding Opportunity
- a) StreetPrint @ a) Crosswalks
- b) StreetPrint @ b) Gateways
- Pedestrian Walkway
- Pedestrian Boardwalk
- Grass/Turf Area
- Planting Area

## 2. West Gateway/Signage



- THEMES:**
- Reflect the natural and cultural history of the Grand River
  - Use LED Lighting
  - Use of accent colours of red, yellow and orange in banners and planting

### 5.1 Hamlet Overview

Selkirk is a relatively large hamlet comprised of 73 hectares of land, located at the intersection of Rainham Rd (Main St E within Selkirk) and Haldimand Rd 53 (Erie St S) in the south west area of the County.

Selkirk is the oldest village in former Walpole Township. Settled by the Hoover family around 1800, the village was the site of a mill and an important centre for the local farming community. At various times, Selkirk has had a fishery, an apple evaporating factory and a famous hotel, the Bluewater. During the War of 1812, a number of American sympathizers were active in the area. Some were hanged for treason at the “Bloody Assize” in Ancaster in 1814. Captain William Francis, a prominent militia leader who lived near Selkirk testified at the proceedings was later murdered in retaliation.



*L.H. Effinger house, 1932*

### 5.2 Unique Qualities

- Defined village centre and significant historic crossroads within the County
- 4 corners – 4 way stop at main intersection
- Strong community identity (chamber of commerce, lions club, etc.)
- Seasonal flags and flowers in baskets on all 4 approach roads into town (from Bridge to Firehouse on Main Street / from Church to Kent St. on Erie St.)
- Proximity to Lake Erie and Selkirk Creek
- Cooper-Fess Residence (1870) - Second Empire style architecture
- Library and community centre in heritage school building (S.S #3 Union School built in 1918)
- Park (baseball diamond, pavilion, outdoor skating rink with gravel base)
- War memorial gates to Selkirk Park
- 9 retail businesses including cafe, bank, hair salon, general store, LCBO outlet, vehicle repair shop, etc.
- Fire Hall, 3 churches
- Sidewalk / boulevard space identified
- Mural located on south east corner on side of building showing “Drilling Rig” (additional mural on south west)
- Selkirk as service centre for large cottage population / snowbirds

### 5.3 Key Issues

- No water service
- Vacant property at main intersection (former Blue Water Hotel)
- Existing interlocking brick splash strip at road and sidewalk curbs in need of repair - safety concerns
- Heritage building (CIBC satellite site) in need of repairs / facade restorations and improvements
- Grade change (slope) on west (north and south) side of Erie Street

## 5.4 Visual Inventory



1 Sidewalk in front of Sunflower Cafe



2 Existing streetscape amenities



3 Selkirk Library and Community Centre



4 Grade changes on Erie Street



5 View of main intersection



6 Vacant lot at main intersection

## 5.5 Opportunities

### *Circulation*

- Delineate on-street parking
- Improve pedestrian linkages to park, library and community centre
- Enhance pedestrian and cycling linkages to Lake Erie, Selkirk Creek, and Selkirk Provincial Park
- Traffic calming measures may include narrowing the roadway, pedestrian paving at crosswalks, street tree planting, on-street parking, etc.

### *Identity*

- Enhance the historic crossroads within Selkirk
- Strengthen the four corners with specialty paving at intersection
- Preserve and enhance the historical presence of natural gas and agriculture

### *Amenities*

- Potential redevelopment site on vacant lot on north east corner (former Bluewater Hotel property). This property is currently privately owned.
- Wayfinding signage related to local amenities, trail and cycling routes

- Outdoor rink has potential to become multi-use court area in summer months
- Upgrades to current streetscape furniture and planters
- Investigate the need for pedestrian lighting
- CIBC building and former Home Hardware are potential candidates for property improvements

### *Programming*

- Enhance current seasonal elements - banners and streetscape plantings
- Potential theming element – natural gas; “Gas Festival” (originally festival was themed on sports, then country / farm, now natural gas)
- Promote “natural gas” relationship with Rainham Centre and the Canadian Drilling Rig Museum
- Promote Selkirk as a service centre for County cycling routes

### *Environmental*

- Protect and enhance Selkirk Creek
- Promote Selkirk as a bird watching and sport fishing area in relation to Selkirk Provincial Park

### *Big Moves*

- Traffic calming measures and pedestrian-oriented main intersection utilizing specialty paving, clearly defined crosswalks, streetscape amenities (lighting, benches, planting, garbage / recycling receptacles, etc.)
- Address accessibility issues on Erie Street (sloped sidewalk)
- Clearly define parking areas (on-street and off-street)

### *Potential Design Direction*

- Natural gas and drilling theme
- Shopping and retail
- Recreation theme

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## Opportunities Analysis

- LEGEND**
-  Potential Gateway
  -  Intersection Improvements
  -  Main Street Improvements
  -  Erie Street Improvements
  -  Civic Improvements
  -  Pedestrian Link to Library and Park
  -  Pedestrian Link to Lake Erie
  -  Potential Redevelopment Site (privately owned)
  -  Public Parking Area (overflow for Park events)
  -  Wayfinding Signage Opportunity



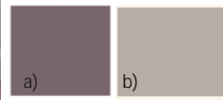
### 5.6 Streetscape Concept Plans



**1. Main Intersection and Crosswalks**



1. StreetPrint @ Crosswalks

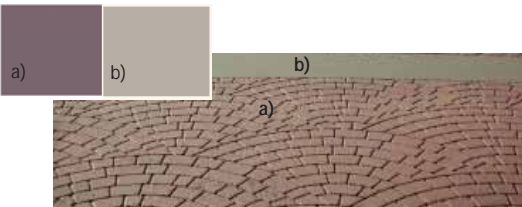
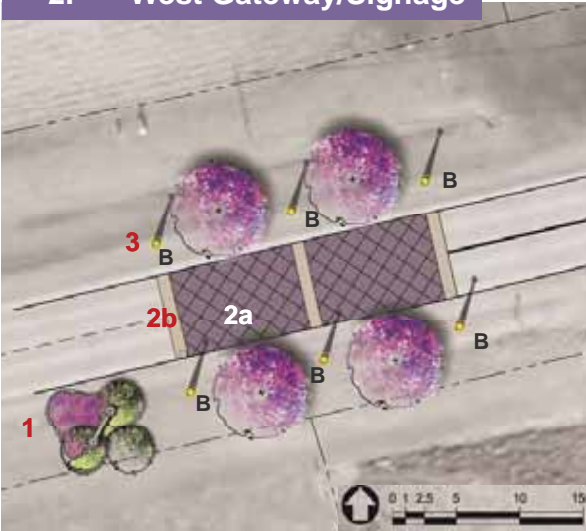


1. TrafficPatternsXD Crosswalks
  2. Corner Bump-outs w/Seating/Lighting/Banners and Planting
  3. Reduce Roadway
  4. Potential Redevelopment Site (Privately Owned)
  5. Wayfinding Opportunity
- P** Lay-by Parking

Note: Turning radii to be determined by local traffic engineers.



## 2. West Gateway/Signage



1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Smokey Mauve (Field)  
Pattern: Scallop
  - b) Colour: Sandstone (banding)  
Pattern: Tile
3. Pole w/Banner (no light fixture)



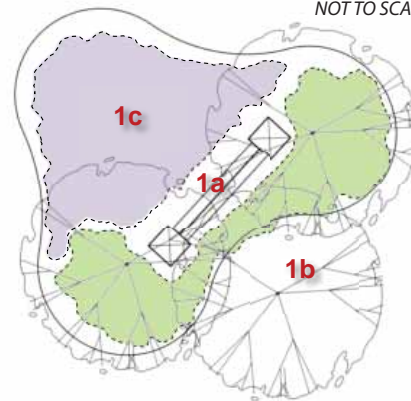
Context Map

### Legend

- Existing Tree
- Proposed Street Tree
- Proposed Flowering Tree
- Proposed Planter
- Proposed Bench
- Proposed Trash/Recycle
- Proposed Light Fixture (L) or Banner Pole (B)
- Wayfinding Opportunity
- StreetPrint @ a) Crosswalks
- StreetPrint @ b) Gateways
- Pedestrian Walkway
- Grass/Turf Area
- Planting Area

## Detail Gateway/Signage Feature

NOT TO SCALE



### THEMES

- Use of Burgundy in fixtures to reflect the Natural Gas history of the community
- Use LED Lighting
- Use of accent colours of burgundy, pink and Sandstone in banners

## Site Furnishings

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.



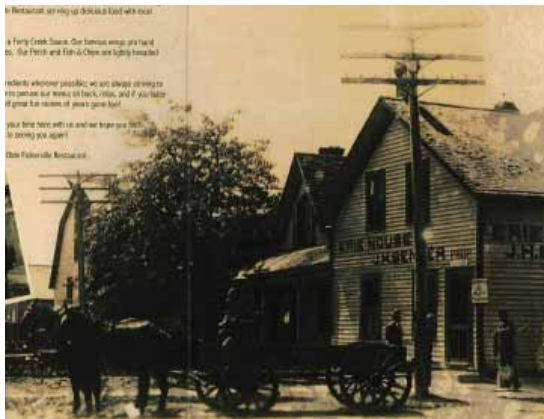
3



## 6.1 Hamlet Overview

Fisherville is a mid-size hamlet, 44 hectares of land in size, located at the intersection of Erie Avenue / Fisherville Road (Haldimand Road 12) and Main Street (Concession Road 5) in the south central portion of the County.

The community was settled in the early 1800s by German and Alsatian Lorraine settlers and was first known as Bunker Hill. Many of the settlers had little experience in clearing land, but learned by diligence. Erie House tavern opened in 1853 (now Ye Olde Fisherville Restaurant), while the post office opened in 1863.



*Erie House Tavern (undated)*

## 6.2 Unique Qualities

- Significant historic crossroads within the County
- Historic tavern building (1853) - houses Ye Olde Fisherville Restaurant today
- Charles Reicheld House (1885), a bracketed style brick farmhouse - located on Erie Ave. north of Main St.
- Fisherville District Lions Community Centre (largest in County)
- Canada Post Outlet
- Agricultural properties nearby (greenhouses, cattle farm)
- New small subdivision located behind community centre
- Wide road right of ways
- Parking located on both sides of the street (Main Street and Erie Avenue)
- Mature street trees throughout



*Fire Hall (undated)*

## 6.3 Key Issues

- Undefined boulevard space along Main Street
- Issue regarding adequate signage on Highway 3 and 20 for Fisherville - need to differentiate between main intersections of Fisherville (Main Street West and Erie Avenue South) and Selkirk (Main Street West and Erie Street South)
- Lack of unique hamlet character at the four corners
- Overhead wires and poles at the four corners are visually unpleasing
- Heavy truck traffic through Fisherville
- Vehicular entrance to community centre is vast and undefined

## 6.4 Visual Inventory



1 Main St. and Erie Ave. intersection



2 Vehicular entrance to Community Centre



3 Commercial buildings (agricultural inspiration)



4 Undefined boulevard on Main St.



5 Existing streetscape elements



6 Ye Olde Fisherville Restaurant

## 6.5 Opportunities

### *Circulation*

- Pedestrian connections / entrance to community centre
- Pedestrian links between the new residential development, community centre and the main intersection. The link north of community hall to new residential would require partnership or legal agreement with landowner as it is currently privately owned
- Traffic calming measures may include narrowing the roadway, pedestrian paving at crosswalks, street tree planting, on-street parking, etc.

### *Identity*

- Enhance the historic crossroads within Fisherville
- Preserve and enhance the historical and agricultural character of Fisherville with building facade improvements - German carpentry
- Pedestrian-oriented main intersection (four corners approach)
- Define the right of way - clearly delineate parking areas, pedestrian areas and driving lanes

### *Amenities*

- Seating areas at main intersection
- Wayfinding signage related to local amenities, trail and cycling routes
- Pedestrian lighting
- Floral displays / plantings

### *Programming*

- Promote Fisherville as a service centre for County cycling routes
- More events that celebrate the agricultural presence in Fisherville  
Provide a venue for local agricultural establishments to sell their goods (i.e. Farmer's Market at Community Centre)

### *Environmental*

- Preserve existing mature street trees to provide shade

### *Big Moves*

- Organize right-of-way space - on-street parking, pedestrian realm, boulevard area
- Traffic calming measures and pedestrian-oriented main intersection utilizing specialty paving, clearly defined crosswalks, streetscape amenities (lighting, benches, planting, garbage / recycling receptacles, etc.)
- Clearly defined pedestrian entrance to Community Centre / reorganization of vehicular entrance

### *Potential Design Direction*

- Agriculture theme
- European heritage

The opportunities and analysis presented provides the quantum of opportunities, and is not intended to be interpreted as a plan of action for implementation. The concepts and renderings, as follows, represent a public realm improvement action plan based on appropriateness of scale relating to the function of the community and long term sustainability related to operations and maintenance.



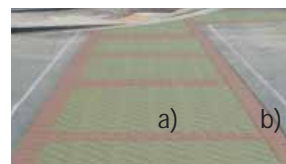
## Opportunities Analysis

### LEGEND

-  Potential Gateway
-  Intersection Improvements
-  Main Street Improvements
-  Civic Improvements
-  Pedestrian Links to Community Hall
-  Pedestrian Link to New Residential
-  Municipal Parking Lot Improvements
-  Public Parking
-  Wayfinding Signage Opportunity



6.6 Streetscape Concept Plans



StreetPrint @ Gateways/ Crosswalks



1. TrafficPatternsXD Crosswalks
2. Corner Bump-outs w/Seating/Lighting/Banners and Planting
3. Reduce Roadway
4. Wayfinding Opportunity

P Lay-by Parking

Note: Turning radii to be determined by local traffic engineers.



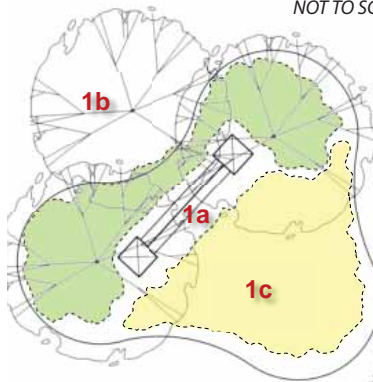


**2. East Gateway/Signage**

1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Sea Foam(Field)  
Pattern: Random Slate
  - b) Colour: Sandy Beige (banding)  
Pattern: British Cobble
3. Pole w/Banner (no light fixture)

**Detail Gateway/Signage Feature**

NOT TO SCALE



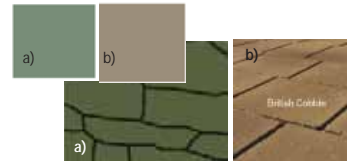
Context Map

**THEMES**

- Use of Green in fixtures to reflect the Agricultural history of the community
- Use LED Lighting
- Use of accent colours of Green, beige and yellow in banners, planting

**Legend**

- Existing Tree
- Proposed Street Tree
- Proposed Flowering Tree
- Proposed Planter
- Proposed Bench
- Proposed Trash/Recycle
- Proposed Light Fixture (L) or Banner Pole (B)
- Wayfinding Opportunity
- StreetPrint @ a) Crosswalks b) Gateways
- Pedestrian Walkway
- Grass/Turf Area
- Planting Area



**Site Furnishings**

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

*Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.*



**3. Rec Centre Entrance**

1. Re-defined Entrance
2. One Lane in
3. Two Lanes out
4. Walkway Connection
5. Rec Centre Signage
- P Lay-by Parking

### 7.1 Hamlet Overview

Rainham Centre is a small hamlet comprised of 19 hectares of land, located at the intersection of Rainham Road and Kohler Road (Haldimand Road 8) in the south central portion of the County just north of Lake Erie.

The predominant land use in Rainham Centre is residential with two commercial properties in operation, a museum and a community hall.

### 7.2 Unique Qualities

- Minor crossroads within the County
- Canadian Drilling Rig Museum (established in 1996)
- Small community hall with baseball diamond (functionality of field is questionable)
- 2 cemeteries
- Dairy Freeze shop - popular destination in summer months
- Proximity to Lake Erie
- Vacant lot on south west corner of main intersection
- Proximity to Selkirk / Kindy Airstrip

### 7.3 Key Issues

- Sidewalks only on south west side for a short distance – safety issue
- Lack of street furnishings
- Speed of traffic on Rainham Road is a concern - East-west traffic has no stop sign, north and south traffic must stop at intersection
- Baseball diamond in need of maintenance
- Lack of businesses within the four corners to act as a year-round attraction - does not feel like a “destination”
- No clearly defined identity for hamlet

7.4 Visual Inventory

**1** Lakeside Convenience

**2** Sidewalk in need of repair

**3** Rainham Centre Dairy Freeze

**4** Canadian Drilling Rig Museum

**5** View of main intersection

Kohler Rd.  
Rainham Rd.

Lakeside Convenience  
Dairy Freeze  
Rainham Centre Community Hall  
Canadian Drilling Rig Museum

RAINHAM CENTRE

0 50 100 200 m

## 7.5 Opportunities

### *Circulation*

- Potential pedestrian areas and sidewalks throughout
- Pedestrian linkages to community hall and baseball diamond, and museum
- Enhance pedestrian and cycling linkages to Lake Erie
- Traffic calming measures may include narrowing the roadway, pedestrian paving at crosswalks, street tree planting, on-street parking, etc.

### *Identity*

- Enhance the historic crossroads within Rainham Centre
- Strengthen the four corners with colourful banners, flowers, benches, etc.

### *Amenities*

- Potential redevelopment site at vacant lot on south west corner (currently privately owned)
- Wayfinding signage related to local amenities, trail and cycling routes
- Seating areas and rest nodes
- Dairy Freeze and Lakeside Convenience properties are both potential candidate for property improvements

### *Programming*

- Create more opportunities to stop and take part in activities and events, rather than drive through
- Promote the Canadian Drilling Rig Museum as a landmark feature for Rainham Centre
- Promote Rainham Centre as a service centre for County cycling routes

### *Environmental*

- Ensure that mature street trees are protected to provide shade
- Provide more street trees at main intersection

### *Big Moves*

- Traffic calming measures and pedestrian-oriented main intersection utilizing specialty paving, clearly defined crosswalks, streetscape amenities (lighting, benches, planting, garbage / recycling receptacles, etc.)
- Pedestrian rest node / seating area
- Enhanced pedestrian connections to Canadian Drilling Rig Museum and Rainham Centre Community Hall

### *Potential Design Direction*







- Drilling heritage theme
- Agriculture theme

The opportunities and analysis presented provides the quantum of opportunities, and is not intended to be interpreted as a plan of action for implementation. The concepts and renderings, as follows, represent a public realm improvement action plan based on appropriateness of scale relating to the function of the community and long term sustainability related to operations and maintenance.

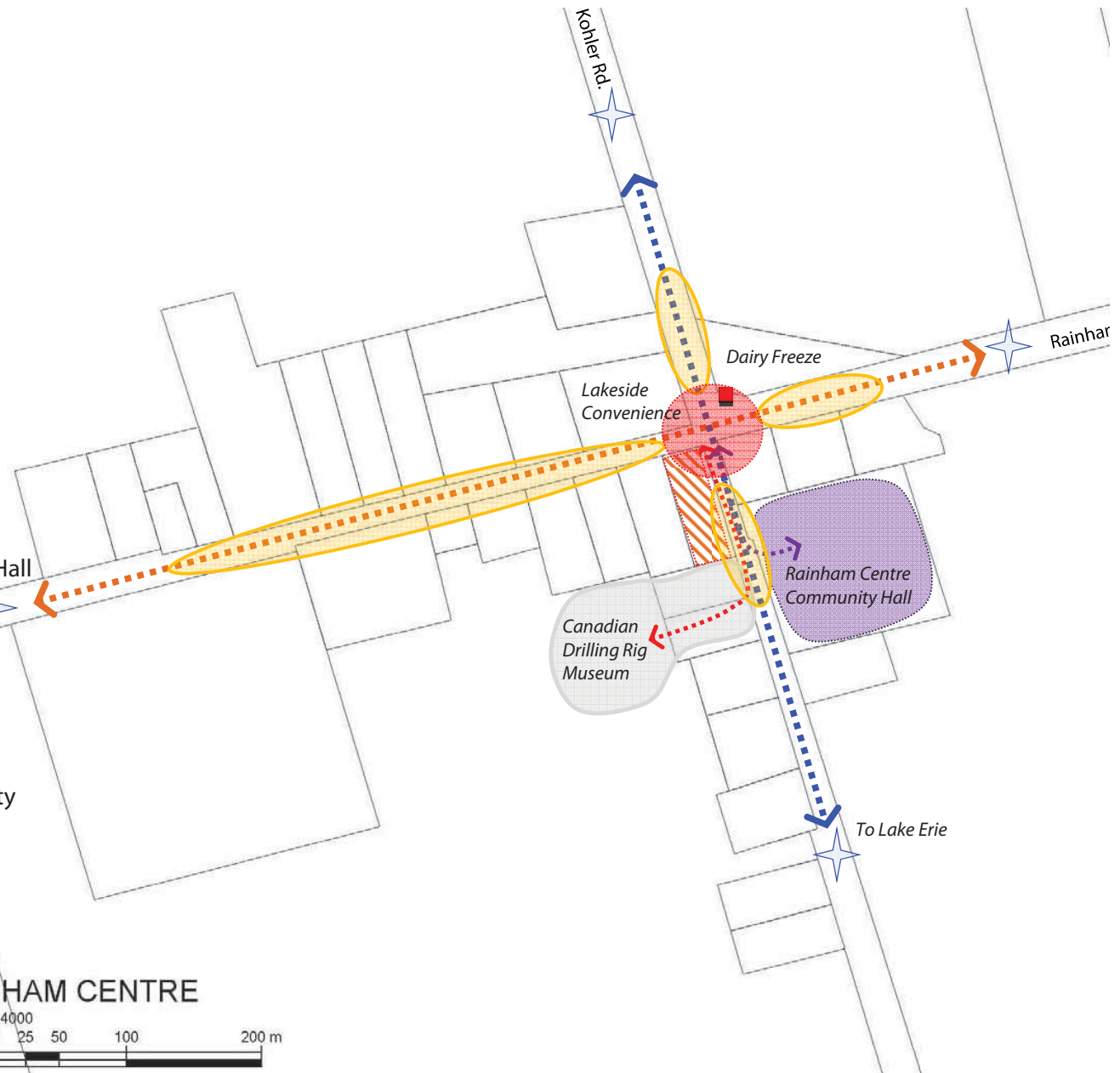
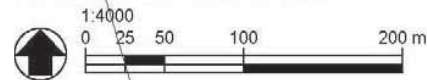


Opportunities Analysis

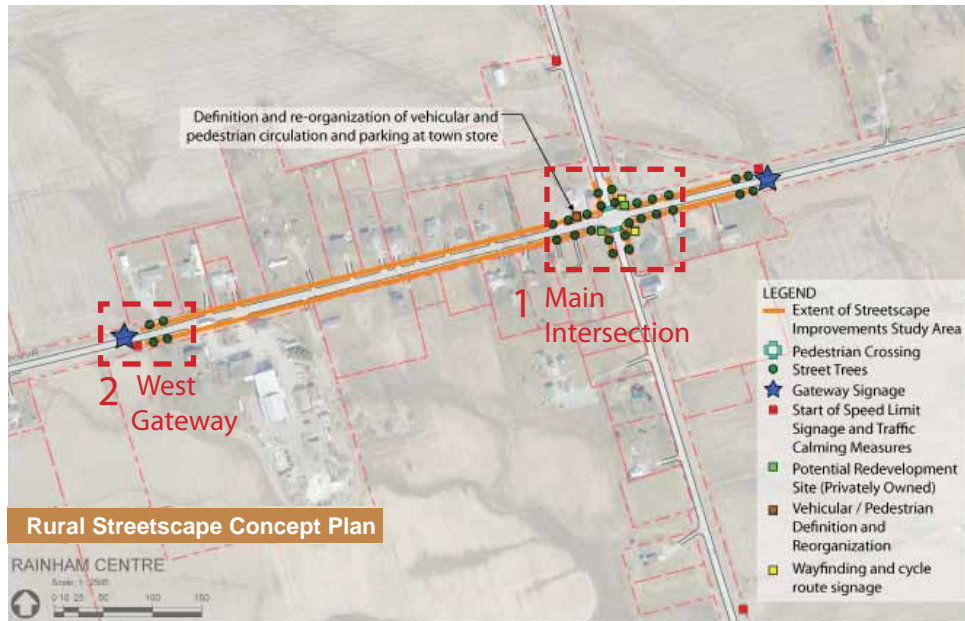
LEGEND

-  Potential Gateway
-  Intersection Improvements
-  Rainham Road Improvements
-  Kohler Road Improvements
-  Civic Improvements
-  Pedestrian Link to Community Hall
-  Pedestrian Link to Museum
-  Community Hall and Ball Diamond Improvements
-  Potential Redevelopment Site (privately owned)
-  Wayfinding Signage Opportunity

RAINHAM CENTRE



7.6 Streetscape Concept Plans



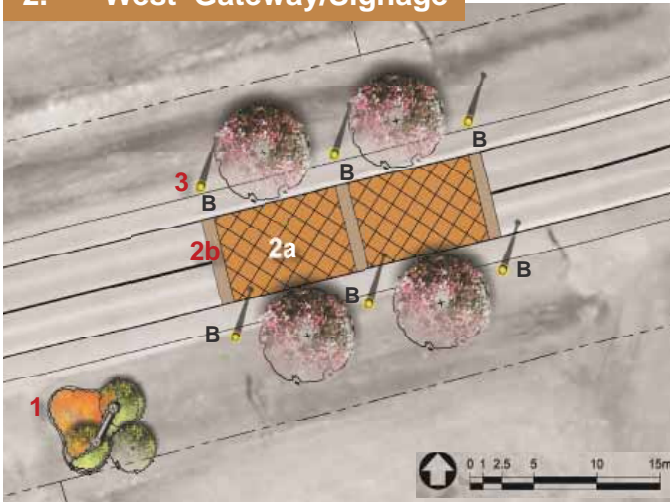
1. StreetPrint @ Crosswalks



- 1. TrafficPatternsXD Crosswalks
- 2. Potential Redevelopment Site (Privately Owned)
- 3. Re-organization of Entrance
- 4. Wayfinding Opportunity

Note: Turning radii to be determined by local traffic engineers.

## 2. West Gateway/Signage



1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Mustard(Field)  
Pattern: Ashlar Slate
  - b) Colour: Driftwood(banding)  
Pattern: Offset Brick
3. Pole w/Banner (no light fixture)



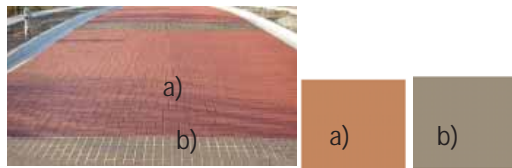
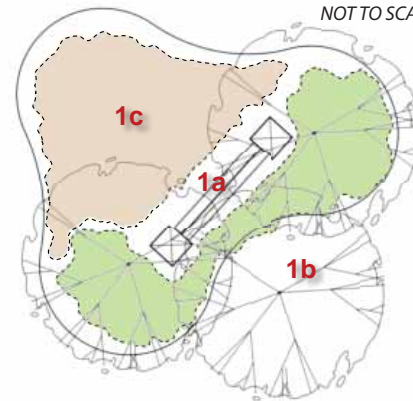
Context Map

### Legend

- Existing Tree
- Proposed Street Tree
- Proposed Flowering Tree
- Proposed Planter
- Proposed Bench
- Proposed Trash/Recycle
- Proposed Light Fixture (L) or Banner Pole (B)
- Wayfinding Opportunity
- StreetPrint @ a) Crosswalks  
b) Gateways
- Pedestrian Walkway
- Grass/Turf Area
- Planting Area

## Detail Gateway/Signage Feature

NOT TO SCALE



- THEMES:**
- Reflect the drilling and agricultural heritage of the community
  - Use LED Lighting
  - Use of accent colours of Mustard, Orange and yellow in banners and seasonal planting

## Site Furnishings

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

*Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.*



### 8.1 Hamlet Overview

Port Maitland is a small hamlet, 14 hectares of land in size, located on Port Maitland Road, south of Kings Row, in the south east portion of the County. The hamlet is situated at the mouth of the Grand River with a sizable park located along the Grand River.

The village of Port Maitland, at the mouth of the Grand River possessed the best harbour on the north shore of Lake Erie, and was home to the first settlers in the area. At one time the Welland Canal was connected to the Grand River by a canal, making Port Maitland an ideal place to serve as a Royal Navy depot during the War of 1812. Though intended in the event of war to accommodate three frigates and 1,000 men, the base actually supported only the four schooners which then made up the British naval force on Lake Erie. The wharf and four buildings were washed away in a storm in 1827, and the remaining buildings had largely fallen into ruin by 1834, when the establishment was abandoned. The lighthouse, originally established in 1830, marks the passageway from the Grand River to Lake Erie.

### 8.2 Unique Qualities

- Popular fishing area
- Public boat launch and parking lot
- Pier, lighthouse and fog station
- Not located on a main road (lack of fast moving traffic)
- Rich historical presence (Grand River Naval Depot 1815)
- Large, well used green space
- Popular destination during summer months, long weekends and holidays



Port Maitland (undated)

### 8.3 Key Issues

- Periodic / seasonal flooding of parkland, parking lot and roadway
- Hydro poles and wires located on Port Maitland Road are a visual distraction to views of the park, lake and river
- Lack of delineation of the right-of-way - no clearly identified pedestrian zone
- No boat mooring available
- Boat launch in need of repair
- Parking a problem on busy weekends
- No designated accessible parking available
- Lack of seating during busy season
- Dangerous undertow in water
- Unsightly algae and debris on beach
- There is a need for a snack bar/ eatery (tourist shop / convenience)
- Private property maintenance is a concern
- Entry sign to Port Maitland is not visible from the roadway



## 8.4 Visual Inventory



1  
Port Maitland Rd., looking south



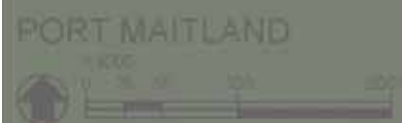
2  
Esplanade Park, from Port Maitland Rd.



3  
Esplanade Park



4  
Current beach access from Port Maitland Rd.



## 8.5 Opportunities

### *Circulation*

- On and off street parking opportunities
- 20 metre right of way width allows for boulevard improvements for pedestrians
- Delineate clear pedestrian crosswalks to access park and pier area
- Link Port Maitland with other communities by providing signed cycle routes on roads

### *Identity*

- Strong pedestrian realm with sidewalks
- Signage upgrades and maintenance
- Opportunity for gateway feature
- Flowers and streetscape planting

### *Amenities*

- Encourage concession stand
- Upgrades to the washroom facilities (more permanent solution)
- Former motel building (now rental apartments) is potential candidate for property improvements
- Wayfinding signage related to amenities, trail and cycling routes
- Investigate possibility of pedestrian lighting
- Opportunity for boat moorings

### *Programming*

- Incorporate a nautical theme
- Lighthouse Keeper Property (MTO lands) provides the potential for heritage interpretation, among other elements
- Promote Port Maitland as an attraction for County cycling routes

### *Environmental*

- Clean up beach area - algae / debris
- Improved signage regarding undertow as warning and education for beach users

### *Big Moves*

- Organized on-street parking on Port Maitland Road
- Pedestrian realm clearly defined (specialty paving at sidewalks, crosswalks, etc.)
- Washroom facilities and concession stand
- Beach enhancements
- Organized beach access point at Dover Street









### *Potential Design Direction*

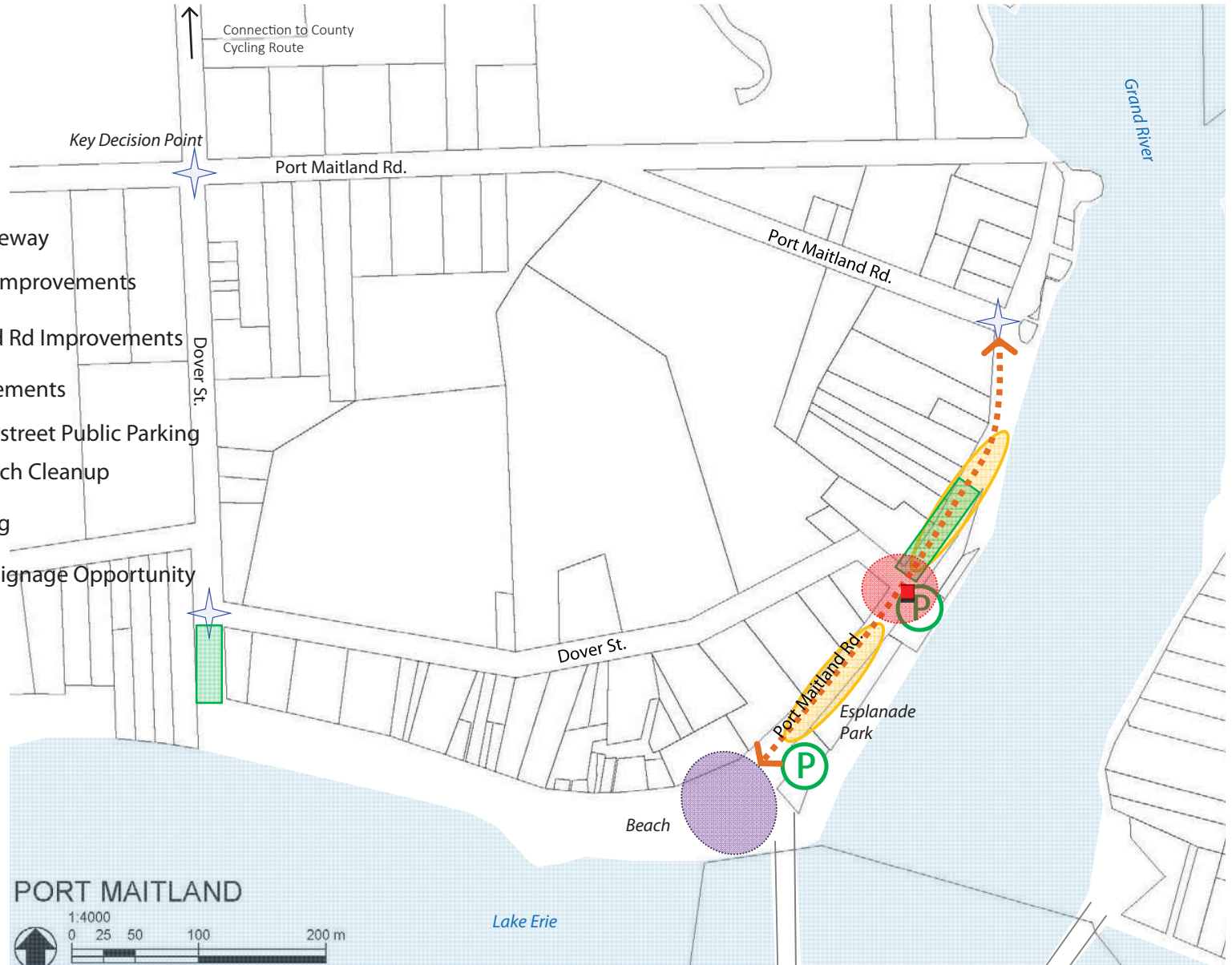
- Nautical / fishing theme
- Beach theme

The opportunities and analysis presented provides the quantum of opportunities, and is not intended to be interpreted as a plan of action for implementation. The concepts and renderings, as follows, represent a public realm improvement action plan based on appropriateness of scale relating to the function of the community and long term sustainability related to operations and maintenance.

## Opportunities Analysis

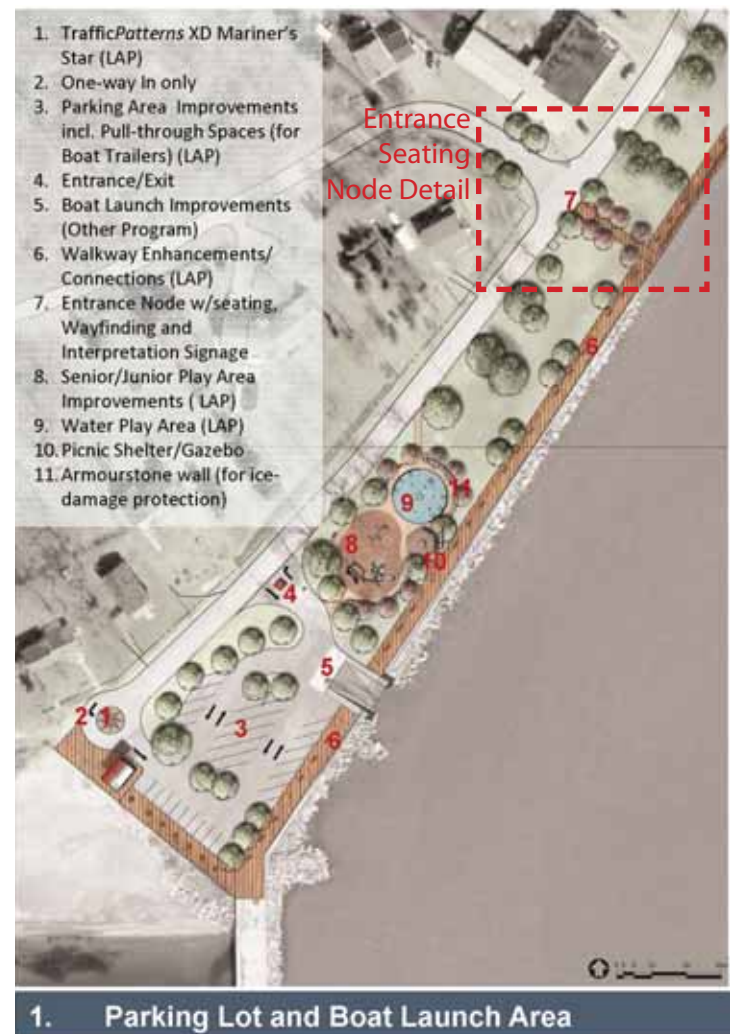
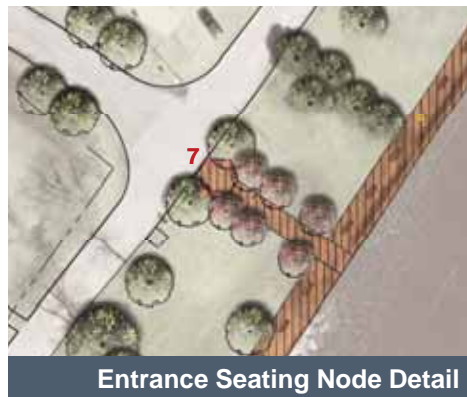
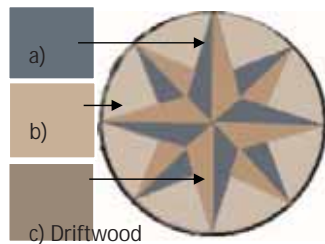
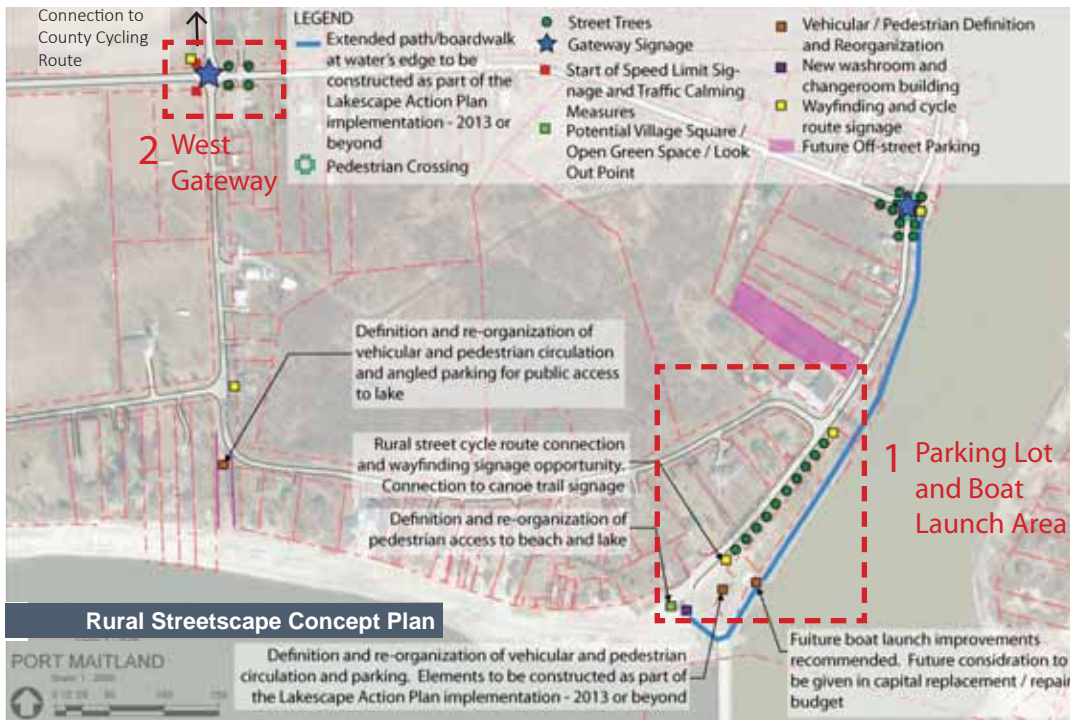
### LEGEND

-  Potential Gateway
-  Intersection Improvements
-  Port Maitland Rd Improvements
-  Civic Improvements
-  Potential On-street Public Parking
-  Potential Beach Cleanup
-  Public Parking
-  Wayfinding Signage Opportunity



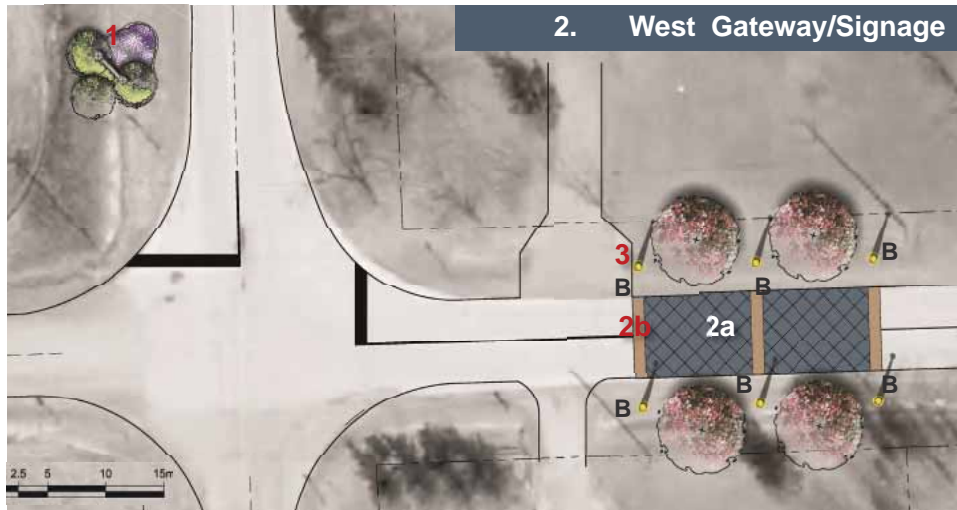


8.6 Streetscape Concept Plans

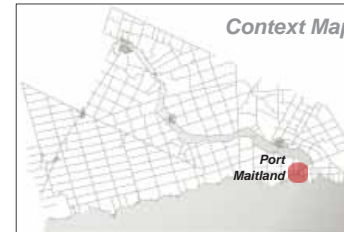


Note: Some elements in the concept plan above are to be constructed as part of the Lakescape Action Plan (LAP) implementation, 2013 or beyond.





2. West Gateway/Signage



Legend

- Existing Tree
- Proposed Street Tree
- Proposed Flowering Tree
- Proposed Planter
- Proposed Bench
- Proposed Cluster Seating w/Umbrellas
- Proposed Trash/Recycle
- Proposed Light Fixture (L) or Banner Pole (B)
- Wayfinding Opportunity
- StreetPrint @ a)Turning Circle
- b) Gateway
- Pedestrian Walkway
- Pedestrian Boardwalk
- Grass/Turf Area
- Planting Area

1. Entrance Signage w/Planting
  - a) Community Sign as per Promotional and Directional Sign Program (2006)
  - b) Specimen tree planting
  - c) Low Shrub/Seasonal Planting
2. StreetPrint @Roadway
  - a) Colour: Cobalt Blue(Field)  
Pattern: Scallop
  - b) Colour: Sandy Beige(banding)  
Pattern: Herringbone
3. Pole w/Banner (no light fixture)

Detail Gateway/Signage Feature



Site Furnishings

1. Existing Metal Bench
2. Trash Receptacle
3. Planter

*Note: The installation of trash receptacles shall align with current service levels where such service presently exists. Existing fixtures shall be replaced to ensure cohesive public realm. Where service does not presently exist, the Count will consider providing such enhancement upon review of scale and feasibility.*



THEMES:

- Use of Mariner's Star to reflect Nautical Theming
- Use of paving colours of Cobalt Blue, Sandy Beige and Driftwood
- Use of accent colours of blue, white and green in banners and planting



**9.1 Development Costs**  
*York Order of Magnitude Costs*

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (N/S)</b>					
1.1 Entrance Signage w/ Planting	2	ea.	\$10,000.00	\$20,000.00	
Area Sub-Total					\$20,000.00
<b>2.0 Gateway (N/S)</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Sub-Total for each gateway				\$66,400.00	
Sub-Total for both gateways					\$132,800.00
<b>3.0 Main Intersection + Crosswalks</b>					
3.1 TrafficPatternsXD Crosswalks	100	sq.m	\$250.00	\$25,000.00	
3.2 Pedestrian Courtesy Crossing	2	ea.	\$1,000.00	\$2,000.00	
3.3 Sidewalk	145	sq.m	\$100.00	\$14,500.00	
3.4 Flowering Trees	11	ea.	\$600.00	\$6,600.00	
3.5 Light Fixtures	6	ea.	\$7,000.00	\$42,000.00	
3.6 Pole w/ banner (no light fixture)	11	ea.	\$4,000.00	\$44,000.00	
3.7 Wood / Metal Benches	2	ea.	\$2,000.00	\$4,000.00	
3.8 Planters	1	ea.	\$1,000.00	\$1,000.00	
3.9 Wayfinding	2	ea.	\$1,000.00	\$2,000.00	
Area Sub-Total					\$141,100.00
<b>4.0 Generic Streetscape Works</b>					
4.1 Street Trees	15	ea.	\$500.00	\$7,500.00	
Area Sub-Total					\$7,500.00
SUB-TOTAL					\$301,400.00
CONTINGENCY (20%)					\$60,280.00
SUB-TOTAL					\$361,680.00
HST (13%)					\$47,018.40
<b>TOTAL</b>					<b>\$408,698.40</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)

**Byng Order of Magnitude Costs**

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (E/W)</b>					
1.1 Entrance Signage w/ Planting	2	ea.	\$10,000.00	\$20,000.00	
Area Sub-Total					\$20,000.00
<b>2.0 East Gateway</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	7	ea.	\$600.00	\$4,200.00	
2.4 Boardwalk	60	sq.m	\$450.00	\$27,000.00	
2.5 Wood / Metal Benches	4	ea.	\$2,000.00	\$8,000.00	
2.6 Planters	1	ea.	\$1,000.00	\$1,000.00	
2.7 Trash / Recycle Receptacles	1	ea.	\$1,250.00	\$1,250.00	
2.8 Wayfinding	1	ea.	\$1,000.00	\$1,000.00	
Area Sub-Total					\$106,450.00
<b>3.0 West Gateway</b>					
3.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
3.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
3.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Area Sub-Total					\$66,400.00
<b>4.0 Main Intersection + Crosswalks</b>					
4.1 TrafficPatternsXD Crosswalks	90	sq.m	\$250.00	\$22,500.00	
4.2 Pedestrian Courtesy Crossing	1	ea.	\$1,000.00	\$1,000.00	
4.3 Sidewalk	290	sq.m	\$100.00	\$29,000.00	
4.4 Flowering Trees	17	ea.	\$600.00	\$10,200.00	
4.5 Light Fixtures	8	ea.	\$7,000.00	\$56,000.00	
4.6 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
4.7 Planters	2	ea.	\$1,000.00	\$2,000.00	
4.8 Trash / Recycle Receptacles	2	ea.	\$1,250.00	\$2,500.00	
Area Sub-Total					\$124,700.00
<b>5.0 Village Square</b>					
5.1 Walkways	100	sq.m	\$100.00	\$10,000.00	
5.2 Seasonal Planting	55	sq.m	\$50.00	\$2,750.00	
5.3 Trees	6	ea.	\$600.00	\$3,600.00	
5.4 Wood / Metal Benches	4	ea.	\$2,000.00	\$8,000.00	
5.5 Planters	1	ea.	\$1,000.00	\$1,000.00	
5.6 Wayfinding	1	ea.	\$1,000.00	\$1,000.00	
Area Sub-Total					\$26,350.00
<b>6.0 Generic Streetscape Works</b>					
6.1 Street Trees	6	ea.	\$500.00	\$3,000.00	
Area Sub-Total					\$3,000.00
SUB-TOTAL					\$346,900.00
CONTINGENCY (20%)					\$69,380.00
SUB-TOTAL					\$416,280.00
HST (13%)					\$54,116.40
<b>TOTAL</b>					<b>\$470,396.40</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)



Selkirk Order of Magnitude Costs

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (W)</b>					
1.1 Entrance Signage w/ Planting	1	ea.	\$10,000.00	\$10,000.00	
Area Sub-Total					\$10,000.00
<b>2.0 Gateway (E/W)</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Sub-Total for each gateway				\$66,400.00	
Sub-Total for both gateways					\$132,800.00
<b>3.0 Main Intersection + Crosswalks</b>					
3.1 TrafficPatternsXD Crosswalks	120	sq.m	\$250.00	\$30,000.00	
3.2 Sidewalk	230	sq.m	\$100.00	\$23,000.00	
3.3 Flowering Trees	15	ea.	\$600.00	\$9,000.00	
3.4 Light Fixtures	8	ea.	\$7,000.00	\$56,000.00	
3.5 Pole w/ banner (no light fixture)	14	ea.	\$4,000.00	\$56,000.00	
3.6 Wood / Metal Benches	13	ea.	\$2,000.00	\$26,000.00	
3.7 Planters	6	ea.	\$1,000.00	\$6,000.00	
3.8 Trash / Recycle Receptacles	2	ea.	\$1,250.00	\$2,500.00	
3.9 Wayfinding	1	ea.	\$1,000.00	\$1,000.00	
Area Sub-Total					\$209,500.00
<b>4.0 Generic Streetscape Works</b>					
4.1 Street Trees	16	ea.	\$500.00	\$8,000.00	
Area Sub-Total					\$8,000.00
SUB-TOTAL					\$360,300.00
CONTINGENCY (20%)					\$72,060.00
SUB-TOTAL					\$432,360.00
HST (13%)					\$56,206.80
<b>TOTAL</b>					<b>\$488,566.80</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)

**Fisherville Order of Magnitude Costs**

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (S)</b>					
1.1 Entrance Signage w/ Planting	1	ea.	\$10,000.00	\$10,000.00	
Area Sub-Total					\$10,000.00
<b>2.0 Gateway (E/S)</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Sub-Total for each gateway				\$66,400.00	
Sub-Total for both gateways					\$132,800.00
<b>3.0 Main Intersection + Crosswalks</b>					
3.1 TrafficPatternsXD Crosswalks	125	sq.m	\$250.00	\$31,250.00	
3.2 Sidewalk	210	sq.m	\$100.00	\$21,000.00	
3.3 Flowering Trees	11	ea.	\$600.00	\$6,600.00	
3.4 Light Fixtures	6	ea.	\$7,000.00	\$42,000.00	
3.5 Pole w/ banner (no light fixture)	16	ea.	\$4,000.00	\$64,000.00	
3.6 Wood / Metal Benches	11	ea.	\$2,000.00	\$22,000.00	
3.7 Planters	5	ea.	\$1,000.00	\$5,000.00	
3.8 Trash / Recycle Receptacles	4	ea.	\$1,250.00	\$5,000.00	
3.9 Wayfinding	1	ea.	\$1,000.00	\$1,000.00	
Area Sub-Total					\$197,850.00
<b>5.0 Community Centre Entrance</b>					
Redefined Entrance (one lane in / two lanes out)					
5.1	1	lump	\$30,000.00	\$30,000.00	
5.2 Walkway Connections	1	lump	\$20,000.00	\$20,000.00	
5.3 Light Fixtures	2	ea.	\$7,000.00	\$14,000.00	
5.4 Pole w/ banner (no light fixture)	2	ea.	\$4,000.00	\$8,000.00	
5.5 Flowering Trees	16	ea.	\$600.00	\$9,600.00	
5.6 Rec Centre Signage	1	ea.	\$1,500.00	\$1,500.00	
Area Sub-Total					\$83,100.00
<b>6.0 Generic Streetscape Works</b>					
6.1 Street Trees	20	ea.	\$500.00	\$10,000.00	
Area Sub-Total					\$10,000.00
SUB-TOTAL					\$433,750.00
CONTINGENCY (20%)					\$86,750.00
SUB-TOTAL					\$520,500.00
HST (13%)					\$67,665.00
<b>TOTAL</b>					<b>\$588,165.00</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)

Rainham Centre Order of Magnitude Costs

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (E/W)</b>					
1.1 Entrance Signage w/ Planting	2	ea.	\$10,000.00	\$20,000.00	
Area Sub-Total					\$20,000.00
<b>2.0 Gateway (E/W)</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Sub-Total for each gateway				\$66,400.00	
Sub-Total for both gateways					\$132,800.00
<b>3.0 Main Intersection + Crosswalks</b>					
3.1 TrafficPatternsXD Crosswalks	110	sq.m	\$250.00	\$27,500.00	
3.2 Flowering Trees	17	ea.	\$600.00	\$10,200.00	
3.3 Light Fixtures	7	ea.	\$7,000.00	\$49,000.00	
3.4 Pole w/ banner (no light fixture)	10	ea.	\$4,000.00	\$40,000.00	
3.5 Wood / Metal Benches	8	ea.	\$2,000.00	\$16,000.00	
3.6 Planters	2	ea.	\$1,000.00	\$2,000.00	
3.7 Trash / Recycle Receptacles	2	ea.	\$1,250.00	\$2,500.00	
3.8 Wayfinding	1	ea.	\$1,000.00	\$1,000.00	
Area Sub-Total					\$148,200.00
<b>4.0 Generic Streetscape Works</b>					
4.1 Street Trees	16	ea.	\$500.00	\$8,000.00	
Area Sub-Total					\$8,000.00
SUB-TOTAL					\$309,000.00
CONTINGENCY (20%)					\$61,800.00
SUB-TOTAL					\$370,800.00
HST (13%)					\$48,204.00
<b>TOTAL</b>					<b>\$419,004.00</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)



*Port Maitland Order of Magnitude Costs*

Development Area / Item	Quantity	Unit	Unit Cost	Sub-Total	Total
<b>1.0 Entrance Signage w/ Planting (W)</b>					
1.1 Entrance Signage w/ Planting	1	ea.	\$10,000.00	\$10,000.00	
Area Sub-Total					\$10,000.00
<b>2.0 Gateway (W)</b>					
2.1 TrafficPatternsXD at Roadway	160	sq.m	\$250.00	\$40,000.00	
2.2 Pole w/ banner (no light fixture)	6	ea.	\$4,000.00	\$24,000.00	
2.3 Flowering Trees	4	ea.	\$600.00	\$2,400.00	
Area Sub-Total					\$66,400.00
<b>3.0 Park Entry Node</b>					
3.1 Walkway Enhancements/Connections	90	sq.m	\$450.00	\$40,500.00	
3.2 Flowering Trees	6	ea.	\$600.00	\$3,600.00	
3.1 Wood / Metal Benches	2	ea.	\$2,000.00	\$4,000.00	
3.1 Planters	2	ea.	\$1,000.00	\$2,000.00	
3.1 Trash / Recycle Receptacles	1	ea.	\$1,250.00	\$1,250.00	
3.8 Wayfinding	2	ea.	\$1,000.00	\$2,000.00	
Area Sub-Total					\$53,350.00
<b>4.0 Generic Streetscape Works</b>					
4.1 Street Trees	6	ea.	\$500.00	\$3,000.00	
4.2 TrafficPatternsXD Mariner's Star	50	sq.m	\$250.00	\$12,500.00	
Area Sub-Total					\$15,500.00
SUB-TOTAL					\$145,250.00
CONTINGENCY (20%)					\$29,050.00
SUB-TOTAL					\$174,300.00
HST (13%)					\$22,659.00
<b>TOTAL</b>					<b>\$196,959.00</b>

Note: Costs do not include re-configuration of the main intersection (i.e. moving curbs etc.)