

Revitalization Caledonia

Finding Quick Wins in Big Moves for Downtown Caledonia:

*A Complement to Haldimand County's Streetscape Plan
and Urban Design Guidelines*

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Participants in the

'Finding Quick Wins in Big Moves for Downtown Caledonia'

▪

Stempski Kelly Associates Inc.

Sean Kelly, Stasia Stempski, Jeff Burnett,
Emily Hall, Danielle Davis, Matt Naylor

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**Revitalization Caledonia Lead Team
Members of the Caledonia Community**

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Stempski Kelly Associates Inc.

*Planning Landscape Architecture Design
Rural, Destination and Amenity Landscapes*

160 St. David Street South, Suite 202
Fergus, ON, N1M 2L3

T 519.787.4313 E info@ska-design.ca

www.ska-design.ca

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Building the Case

Purpose & Role

The Haldimand County Streetscape Plan and Urban Design Guidelines, prepared for January 2010, is a short-term plan and implementation strategy for all of the County's Community Improvement Plan Areas (CIPAs) including Caledonia's downtown core. Streetscape improvements are offered that will enhance the public realm and improve the urban experience at the street level with a desire to create better pedestrian places and directly contribute to community economic development. However, further input and detail was requested by Revitalization Caledonia and the County has agreed to entertain this effort. A 'quick wins' document, prepared in April 2011, capitalizes on the County plan and guidelines, provides an added community consultive process, and further defines physical improvement detail for downtown Caledonia.

'Finding Quick Wins in Big Moves for Downtown Caledonia' is aimed at ensuring that the physical environment, both built and natural, meets the needs and aspirations of the Caledonia community, and enables Revitalization Caledonia's, and the many community groups it represents, goals and decisions to be realized.

Quick Wins directs communal action.

This document directs action so the physical environment of downtown Caledonia suits Revitalization Caledonia's needs, meets County goals, and is a joy to be a part of. Its existence and content is a clear message that Caledonia's downtown core matters to the community.

Quick Wins is a community plan.

The downtown core is a community of residents, commuters, business owners, employers, and employees. A consultive process provides the Caledonia community with the means to shape its future. The core is a community of buildings and landscapes that give Caledonia its sense of place. The 'plan' responds to and affects (to differing degrees) each of these communities.

Quick Wins interacts with the other revitalization efforts.

This plan touches on each part of a four point approach to revitalization for Caledonia. A comprehensive revitalization plan for Caledonia's CIPA has four primary components – leadership & management, economic development, physical improvements, and marketing & promotions. While each component focuses on a different field, they are highly interdependent: the decisions of one exercise influence and/or respond to the conclusions of another as they are developed and implemented. The exceptional characteristics of the 'quick wins' is that they and their subjects – landscapes and buildings – will usually outlive and need to serve a series of Revitalization Caledonia, BIA, Chamber and County financial and marketing plans.

Quick Wins complements the County's Streetscape Plan & Urban Design Guidelines

Caledonia is only one piece of Haldimand County. The Streetscape Plan & Urban Design Guidelines essentially focused on each core area of Haldimand's CIPAs to strategically direct investment in the short term to where existing assets can best be leveraged. The same report provides direction on long-term economic and community development strategies (County Big Moves) that are tailored to leverage the existing assets within each community, and unite them under a County-wide theme.

Engaging Community

Value of Making Choices

Workshop 1 – Visual Preference Survey

SKA's VPS process is a means to gather community opinions as to what improvements they would like to see in their downtown. It also assists in determining priority issues for the physical improvements. It helps a community member understand the typical parts of a streetscape and allows them to identify what they generally do or do not like about 'streetscape' treatments. At the very least, it aids in community involvement, enables SKA to 'pick-up' on the tone of the community towards streetscapes, and aids in the development of a general character or theme suitable for the community – within their expectations.

On Tuesday, March 30th, 41 participants gathered at Caledonia's Heritage Train Station to review approximately 80 slides representing qualities, finishes, materials and techniques used for typical streetscape treatments including pavements, lighting, greening, and site furnishings. Using a discrete analog scale with an even number system a 'rating' of the general appreciation (favourable – unfavourable) of given streetscape elements was attained from the session.

The following page provides a collection of the 'most' and 'least' favoured images of the slide show as ranked by the participants. These have been organized in to groupings reflecting sidewalk treatment, street greening and street furnishings. The highest and lowest scoring images have been identified with a corresponding colour outline respectively.



Sidewalk Treatments



most favoured – concrete/unit paver blends, texture, pattern, earth-tone colours



least favoured – paint, StreetPrint applique', asphalt (obvious)

Street Greening



most favoured – natural, lush, canopy, under-planting, built-in containers



least favoured – styled removable planters, bulb-outs

Street Furnishings



most favoured – quality, traditional, permanent



least favoured – stylized, moveable, uncomfortable, obvious (litter)

Informing an Outcome for Caledonia **Workshop 2 – Community Design Priorities**

SKA's community design workshops explore the opportunities and obstacles for specific physical improvement priorities (many initially identified through a VPS) and helps determine which approaches would work best for a community.

52 participants gathered on Wednesday, April 14th at Caledonia New Arena for a Community Design Workshop. After a brief slide show of Caledonia's downtown area, the participants broke out into small work groups joining 6 'table leads' to provide direction and insight into several challenges for Caledonia's downtown.

The challenges included working on 5 differing areas (through images) of the CIPA study area, each image was discussed by a minimum of 3 groups. Images included:

1. Argyle Street Core Area – Pedestrian Environment 1
2. Argyle Street Core Area – Pedestrian Environment 2
3. Argyle Street Transitional Area – Pedestrian Environment 3
4. Streetside Amenity – Super Mail Box Station (by Bell)
5. Streetside Amenity – River trail access/Public Parking Lot (north end of bridge)

The following are common ideas represented in most of the workshop's generated sketches as generated by community participants (although to be considered, these are not the consultant recommendations):

- The pedestrian environment along the main street requires amenities such as benches, more greening and highlighted pavements, especially along the utility strip;
- Signs, arbours or archways, overhead crossings, (bridge) underpasses and street markings were investigated to improve pedestrian connections between key spaces such as parking lots, off-street park areas, and other amenities within the downtown core;
- Street furnishings and detailing should adopt a specific theme. Notable themes included 'industrial' and 'river'(nautical);
- Access to the riverside parking lot requires attention, as well as the pedestrian environment surrounding this area;
- The bridge itself requires re-development. Some ideas presented included adding an overhead arch to limit truck traffic; including bike lanes; including pedestrian lookouts along bridge;
- Parking along the street was not a priority. However, improved traffic flow was.

Workshop comments and 'priority voting' results specific to each priority area (image) have been summarized and are noted on the following page.



The following are specific ideas generated in the Design Workshop for five Caledonia priority areas (images) – to be considered, these are not consultant recommendations).

1 Argyle Street Core Area – Pedestrian Environment 1

- provide more pedestrian amenity on sidewalk - trees, benches, drinking fountain;
- consistent amenities on both sides of street; better access to park on East side;
- tighten vehicular access if it is to remain to ensure one way use; better signs;
- overhead pedestrian bridge; close off vehicular access to parking lot (from Argyle);
- remove streetside parking to widen sidewalk.

Priority Voting: Voters **receptive** to alternative ideas - however it was noted that more work was required.

2 Argyle Street Core Area – Pedestrian Environment 2

- develop utility strip – more trees, planting, benches, specialized paving, etc.;
- support removal of the Exchange building and create a park;
- provide curved paving pattern along utility strip to reference river.

Priority Voting:

Voters were **in favour** of sidewalk amenities. There was a **strong vote** for alternative options for the future of the Exchange building - namely, it's ultimate removal and inclusion of a park space or densification through redevelopment.

3 Argyle Street Transitional Area – Pedestrian Environment 3

- more hospitable pedestrian environment needed;
- separate sidewalk from parking lot with planted median - trees, ground-covers, etc.;
- consider partial conversion of street's turning lane with 'planted street median';
- add benches, bike racks, waste receptacles, pedestrian lighting;
- highlight utility strip pavement with patterned pavement;
- incorporate planted median next to street with internal sidewalk; raised planter; cross walk at Orkney Intersection (table-top intersection); planted boulevard in street.

Priority Voting:

Ideas **highly rated** as favourable amongst voters

4 Streetside Amenity – Super Mail Box Station

- more shade trees; add benches and lighting;
- develop parkette area into an outdoor cafe;
- include a water feature to reference the river;
- relocate mailboxes and provide a more attractive passage to parking area.

Priority Voting:

The voters were **generally receptive** to most of the presented ideas with the alternative ideas requiring more thought.

5 Streetside Amenity - River Trail Access/Public Parking

- alter bridge to accept bikes and pedestrian lookouts along river;
- river walk requires more amenity – signage, access, exercise equipment;
- remove vehicular access from Argyle St. into parking lot to allow for a bigger 'park like' experience.

Priority Voting:

The ideas presented **shared the vote** with those loving the ideas and those requesting more thought.



Various Participant Sketches

What We Heard – Cues for Design

Argyle Street as traffic corridor

Vehicular traffic along Argyle Street is considered by many to be important and should be accommodated. It was noted however that much of the traffic is related to a 'rush hour' tendency. Workshop participants thought that Argyle Street should receive 'heightened' treatment for awareness of dangers associated with pedestrian/vehicular conflicts at all roadway intersections especially Orkney Street; traffic-calming is necessary.

Argyle Street consists of two distinct districts

While the 'main street' is described as being between the railway tracks and the bridge it essentially has 2 distinctive character areas (core and transitional) deserving their own treatments revealing their own stories.

Parking is an issue

Although perceived as a capacity issue, on-street parking was considered to be both a necessity by some participants yet expendable by others. In Downtown Caledonia "added-value" treatments to public parking lots may be a means to 'better' parking experiences for patrons; similarly, gains in the sidewalk experience may offset minor loss of parking capacity of the street. Displacement of existing on-street parking for this and other uses (e.g. seasonal food & beverage platforms) should be captured elsewhere in proximity to Argyle Street.

Increasing 'core area' appeal; the crescendo effect

Caledonia takes great pride in its previous accomplishments with beautification within its downtown core area. However, improvements on a number of fronts can be made particularly related to anticipation, arrival, and 'being here.' It requires efforts relates to balanced retail/service mix, quality site amenity, integration with adjacent 'walkable' destinations.

Integrating a 'Point of Differentiation'

The County's Streetscape Plan for Caledonia states that it *"is a place of recreation and relaxation . . . life in the community is interconnected by an open and accessible natural environment."* While Caledonia is rich in cultural heritage it can really benefit from its proximity to the Grand River; offering its greatest potential in thematic branding and attracting people to the core.

Capitalizing on a captive audience

With the volumes of vehicular traffic currently experienced in Caledonia every effort should be made to 'showcase' the downtown district.

Opportunities in under-utilized spaces

Many spaces along Argyle Street, some private, some public, can offer possibility in both street-side treatments and event programming enhancing the function of the street as a 'place' for pedestrians.

Opportunities of sites in disrepair

Several private properties along the main street have been identified for future thinking on densification opportunities for the core area. While these tend to be longer term initiatives consideration should be given to strategies advancing Caledonia's pursuit of a strong downtown core and minimizing negative appearances.

Challenges Identified, Opportunities Revealed

Reinforcing Gateways

North – Argyle Street, South of Railway Tracks to Orkney Street (see **Demonstration Sketch 1 & 2**)

- transform centre-turning lane of Argyle Street into curbed planted median reducing yet still permitting ‘stacked’ turning opportunities into adjacent properties; consider similar treatment further southwards between Orkney Street and Sutherland Street;
- provide visible, high-quality pedestrian crossings (raised crosswalk preferred on Argyle) at OrkneySt. and Sutherland St. intersections with Argyle. Raised crosswalks are speed tables that are marked as crosswalks. The flat surface of the speed table can be constructed with a brick or other textured material. The angle of approach can be designed to be bicycle/accessible friendly;
- establish a ‘critical mass’ of treatment (pavement, planting, amenity) in street/sidewalk section to reinforce ‘gateway’ feel at north end of Argyle Street.

South – Parkette at Argyle, Forfar, Wigton Streets (see **Demonstration Sketch 4**)

- create an ‘arrivals landscape’ incorporating the open space associated with Argyle Street, the parkette, and view-shed north to Grand River, its parkland, and downtown;
- provide visible, high-quality pedestrian crossings integrating parkette with riverfront, ‘under-bridge’ connections for existing and future bridge, south-side (Haldimand House), and west side;
- redesign parkette as highly visible, safe, and quality landscape utilizing site design and low maintenance materials, finishes, and planting; minimize attraction as ‘hang out’. Provide water supply to site for lockable, frost-free yard hydrant and possible water feature;

Unique Treatments for a Unique Community

Vehicular/Pedestrian Integration

- provide enhanced sidewalk treatments in core transitional area (north end, **Demonstration 1,2 and 3**) to better integrate sidewalk zone with roadway and adjacent properties. Provide street tree planting and tree under-plantings.
- provide highly visible intersection treatments to be both tactile and colour differentiated from general roadway. Ideally, a ‘table top’ or ‘raised intersection’ is preferred. As an intersection treatment that includes crosswalks, constructed at a higher elevation than the approaching roadways it helps to clearly define the pedestrian zone. The angle of approach can be designed to be bicycle/accessible friendly.
- All new work, at or adjacent to intersections, should include underground conduit / ducting for future crossing signals electrification, specifically at Argyle/Orkney Streets.
- provide enhanced sidewalk treatments in core area (see **Demonstration 4**) to better integrate sidewalk zone with Argyle Street and adjacent properties. Provide street tree planting and tree under-plantings. ‘Non-parking’ areas along Argyle Street to be denoted as such with line paint.

Supporting the Core District with Amenity Destinations

River Trail Access/Public Parking – *Riverwatch Place* (see **Demonstration 6**)

- *redesign current entry into public parking from Argyle Street to heighten opportunity to showcase river and Towpath Trail, convert vehicular access to pedestrian use, create versatile public space. Space to accept future bridge work and pedestrian “under-bridge” connections.*
- *materials and finishes should evoke quality, interest and could build on naturalistic, riverside theme – should become essential “portal” to trail system, river, parkland and back to street.*
- *Towpath Trail to receive surface upgrade from Argyle Street to Caledonia Dam.*

Parkette at Argyle, Forfar, Wigton Streets (see **Demonstration Sketch 4**)

- *although previously mentioned as a south-end gateway opportunity, this parkette, and its viewshed north to the Grand River and downtown is an essential piece for the downtown to build upon;*
- *redesign parkette as highly visible, safe, and quality landscape utilizing site design and low maintenance materials, finishes, and planting; minimize attraction as ‘hang out’. Provide water supply to site for lockable, frost-free yard hydrant and possible water feature;*
- *provide ‘civic pride’ opportunity with horticultural society input, holiday tree placement, and siting opportunity for future public art addition (optimal interpretation vantage).*
- *consideration for existing swale drainage, Bell utility box, several manholes, and children safety is paramount.*

Capitalize on Private/Public Partnerships

Several opportunities exist to refurbish ‘street-adjacent’ property to aid overall community appeal – obviously benefitting the private property too. On-site observations, community input, and a potential for partnerships identify four opportunities to be considered:

Sites with retaining walls in disrepair – *this is a needed action as the walls are becoming hazardous to their adjacent public sidewalk sections. Removal, regrading, and several treatments informed by Demonstrations 1, 2 and 3 are appropriate for these areas.*

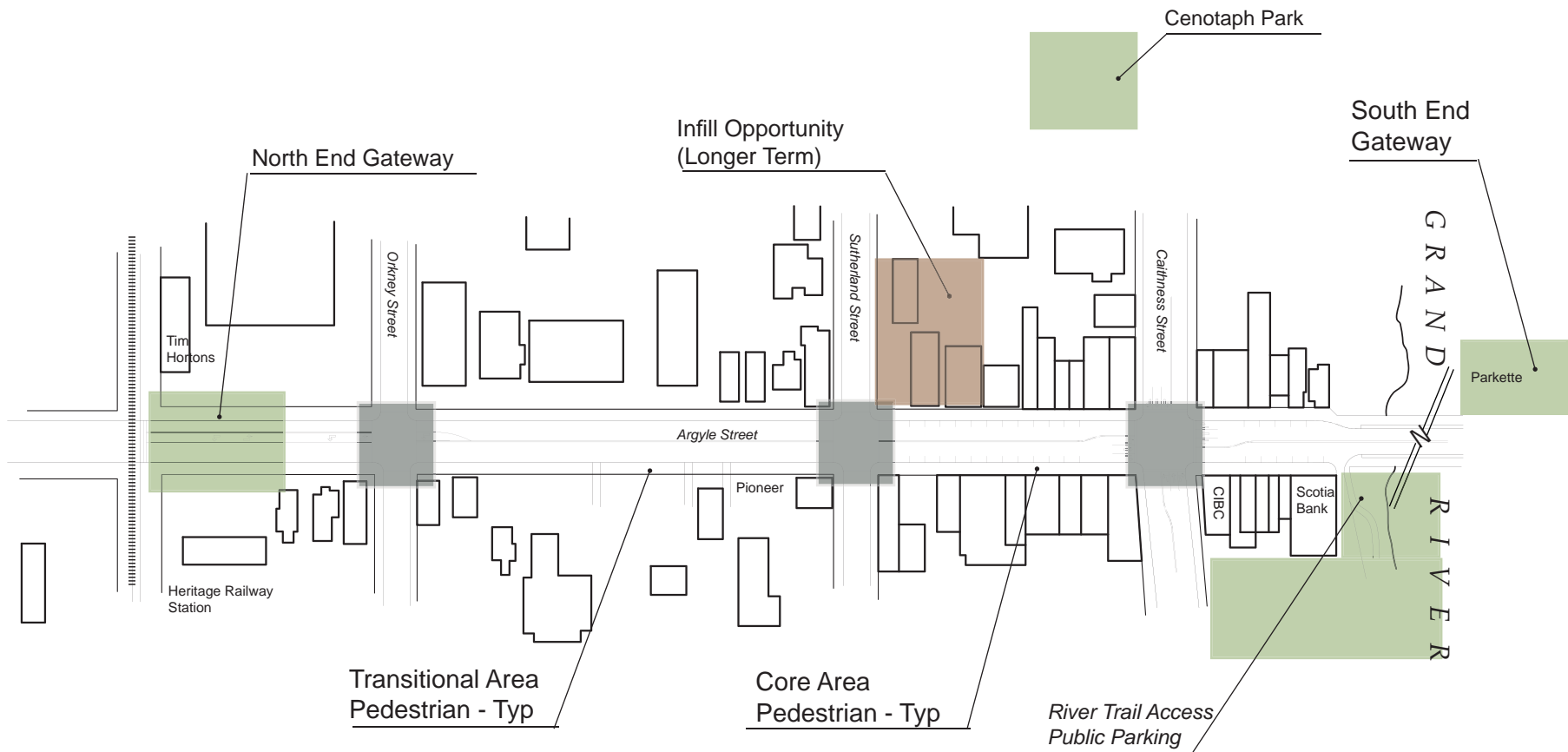
Super Mail Box Station – *these type of areas animate the street. With good community efforts, and an agreeable land owner, much improvement for the mail box station has been achieved to date. Increased integration of this space to Argyle Street should be considered.*

Exchange Hotel – *future considerations for infill / densification possibilities should always be included in a downtown’s revitalization efforts. This building’s site possesses a prime opportunity.*

Cenotaph – *all opportunities for commemoration, interpretation and civic pride support revitalization. Anticipated work to include removals of rotted timbers, expanded hard surfacing, upgraded lighting & plantings. All materials and finishes to be consistent to other amenity/streetscape projects.*

Recommendations

'Quick Wins' Key





Current

Greening: retrofit turning lane to include gateway planting, traffic calming techniques, power and water supply

Greening Opportunity: create attractive integration between roadway, sidewalk zone and private properties

Utility Strip: Contrasting texture and colour; material options: precast concrete unit paving, patterned concrete, stamped asphalt

Active Transport Opportunity

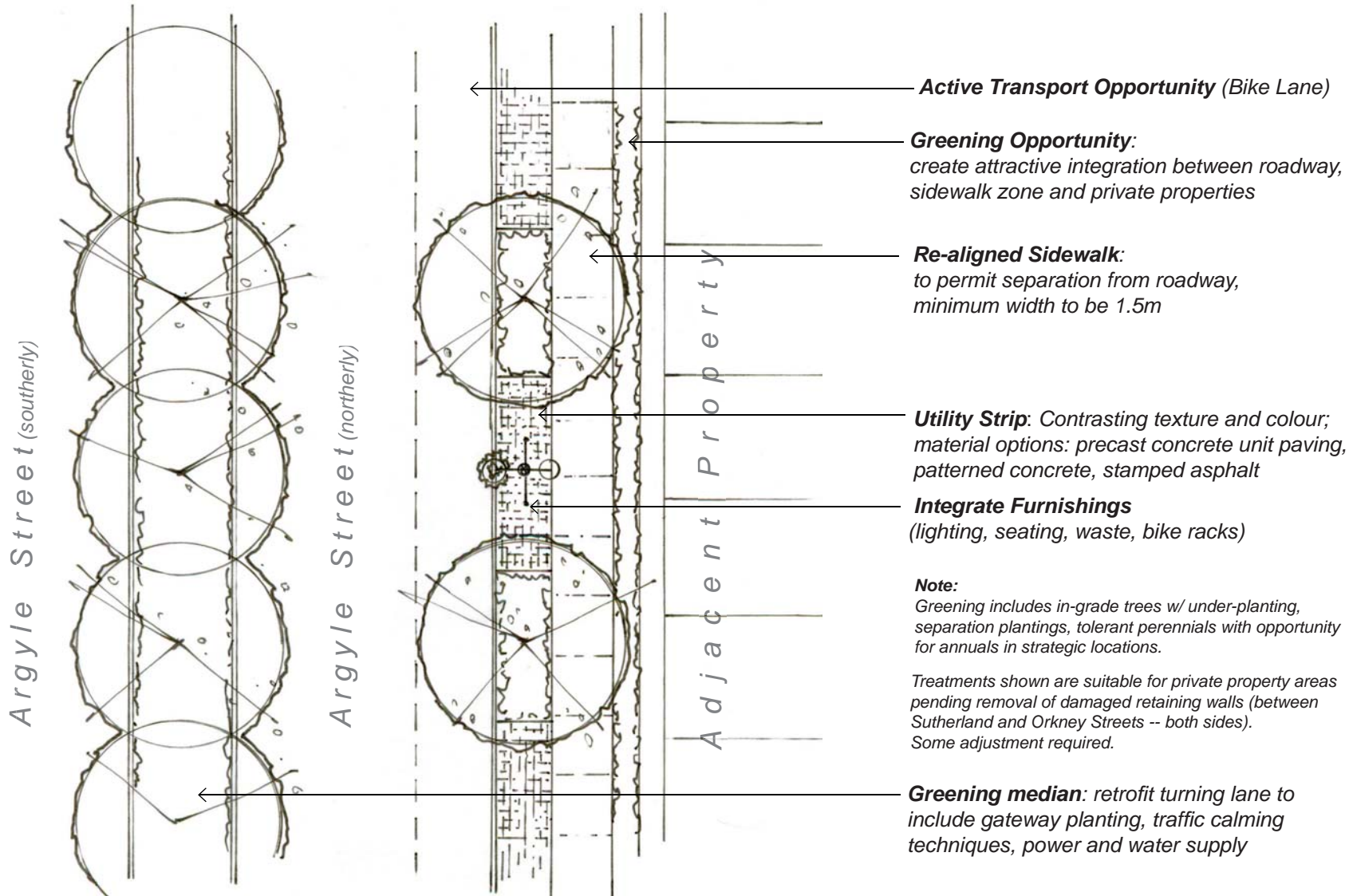
Re-aligned Sidewalk: to create separation from roadway, minimum width to be 1.5m

* Greening includes; in-grade trees w/ under planting, separation plantings;

** West-side to receive similar treatments where appropriate.



Envisioned



Preferred Scheme

Recommendations

Core Area Pedestrian – Typical Treatments

Demonstration 4



Current



Utility Strip: Contrasting texture and colour; to complement historical facade colours; material options: precast concrete unit paving, patterned concrete, stamped asphalt TBD



Envisioned

Tree Pit Treatment: Planted tree pit (ornamental grasses / perennials) – minimize conflict with parked cars, locations @ separation lines; continuous pits preferred. Typically 2.4m long unless in ‘bulb-out’.

ARGYLE STREET

Site Furnishings including benches, waste receptacles, specialty paving/planting treatments.

Parking

New Bulb-out Option
(strategic locations only)

Utility strip - unit paving or approved alternative

Parking

Existing Curb

Former Curb Line

Existing sidewalk - repair as required

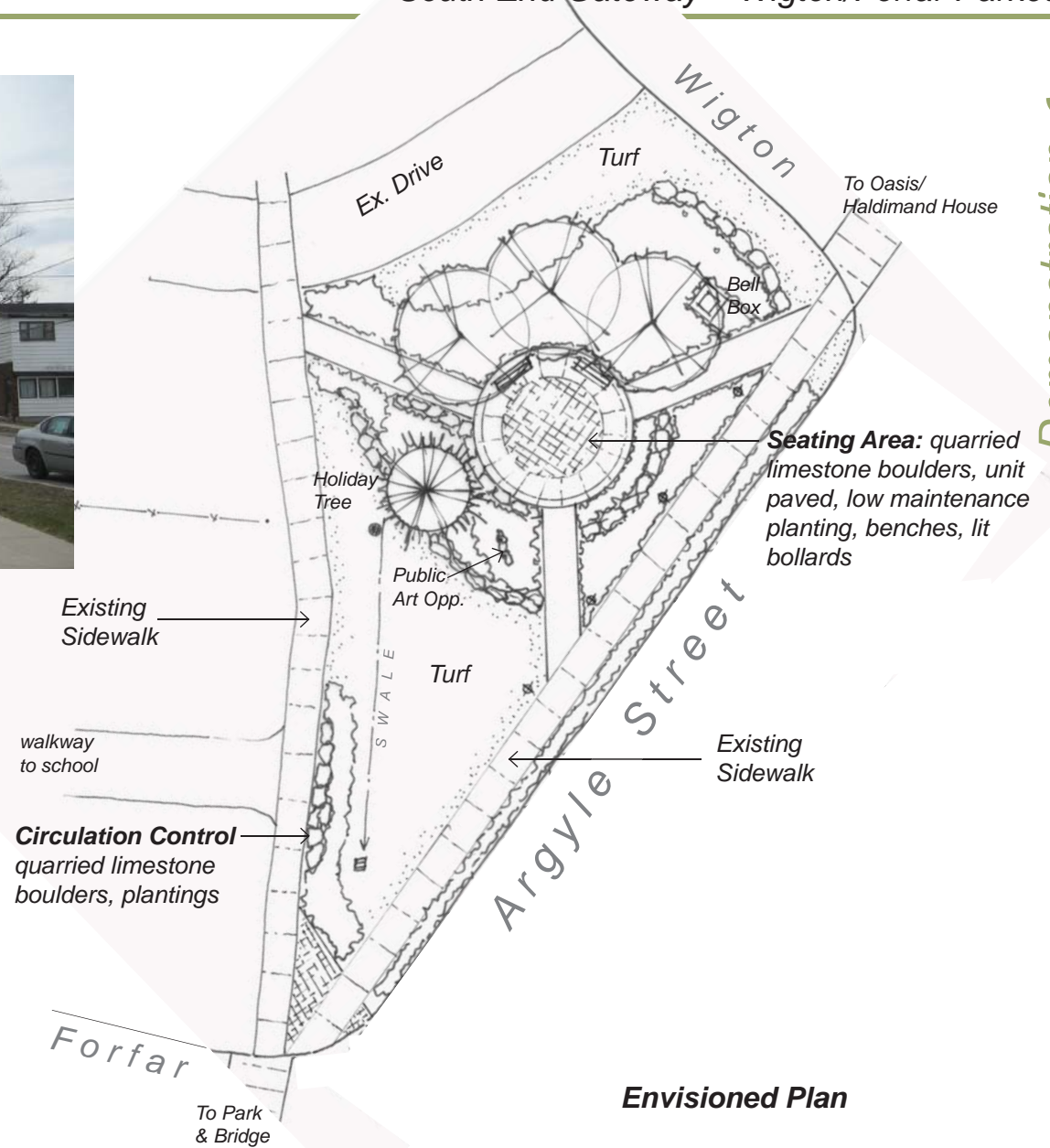
Note - locations for ‘bulb-outs’ TBD; typically will displace 1 or 2 parking stalls dependent on location.

BUILDING FACADE

Recommendations South End Gateway – Wigton/Forfar Parkette



Current



Demonstration 5

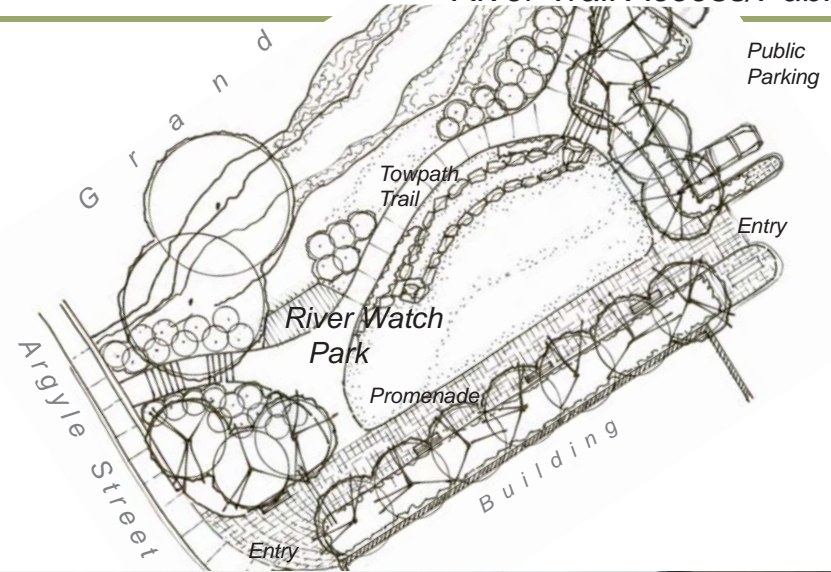
Envisioned Plan

Recommendations River Trail Access/Public Parking

Demonstration 6



Current



Amenity Opportunity: create attractive connection between Argyle sidewalk zone, Grand River, public parking, etc.

Showcase Assets: provide signage / way-finding tools and upgraded treatments; celebrating river and Towpath Trail; Trail to receive upgraded surface from Argyle Street to Caledonia Dam.

Prioritize Pedestrians: provide safe, pedestrian-dedicated travel ways along Argyle and into adjacent staging/destination areas



Envisioned

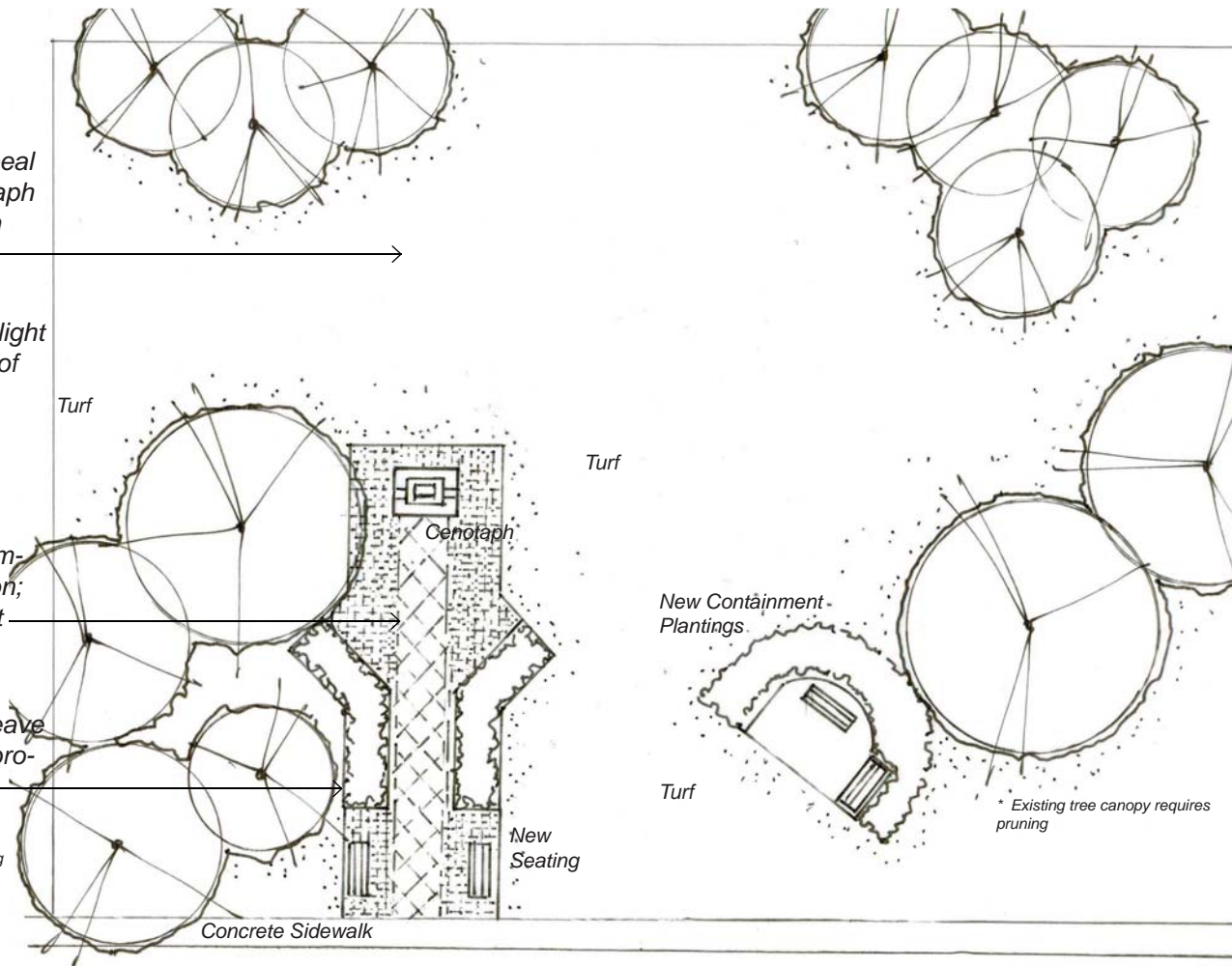
Amenity Opportunity: increase appeal “back door” space adjacent to cenotaph create attractive connection between Museum, parking, and picnic areas

Reveal Monument: removing ‘rear’ light standard will promote ‘all sides’ use of monument – create space to suit.

Ceremonial Space: create paved approach and staging areas to accommodate ceremonies and congregation; include new uplighting for monument

Planting Treatment: remove rotting timbers, replace with stone curb or leave curbless. Integrate new planting to provide seasonal colour/texture.

* Existing tree canopy requires pruning/thinning



Caithness Street

Note: all materials and finishes to match streetscape and other suggested amenity areas promoting continuity in community.

The following Budget Estimates are premised on conceptual demonstrations only, further detailed design development is required to determine more accurate budgeting.

Budgeting

Streetscape Blocks

Block A - River to Caithness	Qty	Unit	Unit price	sub-total
Utility strip (unit paved)	133	sq.m	\$ 150.00	\$ 19,950.00
Trees and underplanting	4	each	\$ 750.00	\$ 3,000.00
Waste Receptacles	2	each	\$ 1,200.00	\$ 2,400.00
Bulb Outs	2	each	\$ 7,500.00	\$ 15,000.00
Benches - supplied by others	3			
			Total A	\$ 40,350.00

Block B - Caithness to Sutherland	Qty	Unit	Unit price	sub-total
Utility strip (unit paved)	206	sq.m	\$ 150.00	\$ 30,900.00
Trees and underplanting	6	each	\$ 750.00	\$ 4,500.00
Waste Receptacles	4	each	\$ 1,200.00	\$ 4,800.00
Bulb Outs	2	each	\$ 7,500.00	\$ 15,000.00
Benches - supplied by others	6	each		
			Total B	\$ 55,200.00

Block C - Sutherland to Orkney	Qty	Unit	Unit price	sub-total
Utility strip (unit paved)	12	sq.m	\$ 150.00	\$ 1,800.00
Trees and underplanting		each	\$ 750.00	\$ -
Waste Receptacles	2	each	\$ 1,200.00	\$ 2,400.00
Bulb Outs	2	each	\$ 7,500.00	\$ 15,000.00
Crosswalks and signal conduits (Orkney Intersection)-				\$ 40,000.00
			Total C	\$ 59,200.00

Blk D - Orkney to Railroad Track	Qty	Unit	Unit price	sub-total
Utility strip (unit paved)	90	sq.m	\$ 150.00	\$ 13,500.00
Median	45	lin ms	\$ 525.00	\$ 23,625.00
Trees and underplanting	18	each	\$ 750.00	\$ 13,500.00
Waste Receptacles	3	each	\$ 1,200.00	\$ 3,600.00
Lights and poles	4	each	\$ 7,500.00	\$ 30,000.00
Benches - supplied by others	4	each		
			Total D	\$ 84,225.00

Amenity Spaces

Oasis Park	Qty	Unit	Unit price	sub-total
Unit Paving	77	sq.m	\$ 150.00	\$ 11,550.00
Armour stone rocks	48	lin.m	\$ 120.00	\$ 5,760.00
Deciduous trees	3	each	\$ 450.00	\$ 1,350.00
Evergreen tree	1	each	\$ 450.00	\$ 450.00
Shrubs/perennials	126	sq.m	\$ 30.00	\$ 3,780.00
Light Bollards	4	each	\$ 1,400.00	\$ 5,600.00
Waste receptacles	1	each	\$ 1,200.00	\$ 1,200.00
Yard Hydrant	1	each	\$ 1,500.00	\$ 1,500.00
Benches - supplied by others				
			sub-total:	\$ 31,190.00
			Contingency - 10%	\$ 3,119.00
			Construction Documentation - 10%	\$ 3,119.00
			Total Oasis Park	\$ 37,428.00

River Watch Park	Qty	Unit	Unit price	sub-total
Unit Paving sidewalk	100	sq.m	\$ 150.00	\$ 15,000.00
Poured Concrete sidewalk	70	sq.m	\$ 100.00	\$ 7,000.00
Lookout Deck	1	lump		\$ 10,000.00
Entrance Arbour	1	lump		\$ 8,000.00
Armour stone rocks (retaining)	45	lin.m	\$ 175.00	\$ 7,875.00
Deciduous trees	14	each	\$ 450.00	\$ 6,300.00
Shrubs/perennials	200	sq.m	\$ 30.00	\$ 6,000.00
Pedestrian Lighting	5	each	\$ 5,000.00	\$ 25,000.00
Waste Receptacles	2	each	\$ 1,200.00	\$ 2,400.00
Entrance Sign, with lighting	1	lump		\$ 3,000.00
Benches - supplied by others	5	each		
			sub-total:	\$ 90,575.00
			Contingency - 10%	\$ 9,057.50
			Construction Documentation - 10%	\$ 9,057.50
			Total River Watch Park	\$ 108,690.00

Notes:

1. 'Block' totals shown for streetscape only
2. removals, site servicing, nor electrification not included unless noted
3. areas to receive new sidewalks, sidewalk repair TBD, not included
4. construction documents service fee (not included for streetscape portion)
5. contingencies (not included for streetscape portion)
6. cost savings/efficiencies to be realized through service group partnering
7. all estimates reflects professionally installed works



The following Anticipated Phasing is premised on an understanding of both County and Revitalization Caledonia's schedules; many initiatives to coincide with upcoming Capital Projects.

Anticipated Phasing

Project	Timeframe	Potential Partner
Streetscape (by blocks)		
<i>Railway Tracks to Orkney Street</i>	<i>2012 Capital Project</i>	
<i>Orkney Street to Sutherland Street</i>	<i>2012 Capital Project</i>	
<i>Sutherland to Caithness Street</i>	<i>to coincide with upcoming Capital Projects</i>	
<i>Caithness Street to Argyle St. Bridge</i>	<i>to coincide with Bridge Reconstruction</i>	
Amenity Areas		
<i>River Watch Park</i>	<i>to coincide with Bridge Reconstruction</i>	
<i>Oasis Park</i>	<i>2011 Summer</i>	<i>Special Projects, Horticultural Society</i>
<i>Cenotaph</i>	<i>2011 Summer</i>	<i>Special Projects/ Horticultural Society</i>

