

Participants in the Streetscape Plan for Cayuga 2013

▪

Stempski Kelly Associates Inc.

Sean Kelly, Stasia Stempski, Melissa Barker, Justin Whalen

▪

Cayuga Downtown Steering Committee

Mike Evers, Mike McGlynn King, Tyson Haedrich,
James Goodram, Colleen Armstrong & Reesa Spitman

Members of the Cayuga Community

Community Participants – Visual Preference Survey & Drawing Workshop
and Community Open House Session

© 2013. *Stempski Kelly Associates Inc.*

*All rights reserved. No part of this publication may be reproduced in any form or by any means
without the written permission of Stempski Kelly Associates Inc.*

Print Date: August 7th, 2013

TABLE OF CONTENTS

Overview & Summary

Section 1: Streetscape Foundation

| | | |
|---|---------------------------------------------------------------|-------|
| 1 | Introduction | 3 |
| | Changing Dynamics | 3-4 |
| | Places for People | 4 |
| | Increasing Accessibility | 4-5 |
| | Streetscape Plan | 5 |
| 2 | Definition of Streetscape Elements | 6 |
| | Main Street | |
| | Side Access Streets | |
| | Laneways | |
| | Portals | |
| | Focus Places | |
| | Markers | |
| | Downtown Districts | |
| 3 | Cayuga's Urban Design Guideline Review | 7-8 |
| 4 | Existing Conditions & Community Survey Results | 9 |
| 5 | Site Analysis & Context Map | 10-11 |
| | Figure 1: Physical Inventory | 12 |
| | Figure 2-10: Inventory/ Analysis, Opportunities & Constraints | 13-21 |

Section 2: Streetscape Conceptual Design

| | | |
|----|------------------------------------|-------|
| 1 | Introduction | |
| | The Theme | 24 |
| 2 | Cayuga's Streetscape Plan | 24-25 |
| 3 | Typical Conditions | 25 |
| 4 | Accessibility | 25 |
| 5 | Streetscape Palette | 26 |
| 6 | Paving | 26 |
| 7 | Lighting | 26-27 |
| 8 | Banners and Murals | 27 |
| 9 | Planting | 27-29 |
| 10 | Street Furniture | 29 |
| 11 | Interpretive Elements | 30 |
| 12 | Public Utilities | 30 |
| 13 | Parking Areas and Vehicular Access | 31 |
| 14 | Crosswalks | 31-32 |
| 15 | Third Party and Temporary Signage | 32 |
| 16 | Maintenance and Management | 32 |



Table of Contents

| | | |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------|
| 17 | Theming Elements | 33 |
| 18 | Markers and Celebration Places | 33 |
| 19 | Way Finding & Signage | 34 |
| | Figure 11-24: Illustrative Plan, Cayuga St. Concepts, Village Green Preliminary Concept & Demonstrations | 35-49 |
| Section 3: Plan Implementation | | |
| 1 | Introduction | 52 |
| 2 | Streetscape Treatments & Budget Priorities | 52 |
| 3 | Budget Estimates & Order of Operation | 53-54 |
| | Figure 25: Special Project Locations Cayuga Project Budget Estimates | 55 56-63 |

APPENDIX**Background Report & Workshop Review**

Overview & Summary

Cayuga, a community within Haldimand County, embarked on a process to determine a conceptual streetscape design for its downtown and associated thoroughfares. Streets being the most vital part of a community's open public space system have a distinct position, identity and role within the fabric of any community. Haldimand County engaged the services of Stempski Kelly Associates Inc. to assist in the preparation of a conceptual streetscape plan for its downtown area.

Community Process

A process that sought to engage members of the downtown business community included a "visual preference survey" (January 2013) to capture initial desires and expectations for the streetscape; a face-to-face meeting with both the Haldimand County staff/councillors shared initial "draft" content and considerations for the conceptual streetscape design; and, a second meeting with the public, an open house to further share "refinement" of the plan (April 2013). Final comments from these sessions aided the preparation of a "draft final" for the County.

The plan embraces improvements to the pedestrian realm as a logical extension of community and infrastructure upgrades for the "downtown" core. *"Unique, intimate and inviting"* are the tenets that form the basis for improvement; creating places for people and increasing accessibility are key to these tenets.

Implementation through Communal and Constituent Projects

A streetscape is made up of projects of two types: the communal and the constituent. Communal projects are what might be termed "public works." They deal with linkages: the integrating landscape, the connecting framework of paths, the roadways, and in some instances, the utilities – essentially what the County is seeking through this effort. Constituent projects are those undertaken by various interests such as service groups, shop/building owners, etc. They meet their own "private needs" but they should also implement the streetscape "public needs" as defined in the conceptual streetscape design.

Reinforcing the Best, Healing the Worst

The conceptual streetscape design is found on the existing condition, which in turn is a result of its development history, physical relationships with neighbouring areas and what is unique to Cayuga such as being advantageously located along the Grand River – an adopted theme for this project. Perhaps ninety percent of the conceptual design is either a reaffirmation of what now exists, an attempt to enhance currently identifiable characteristics, or a "healing" of less than satisfactory aspects of the streetscape. Really, most of this healing is to bring to the forefront the potential already inherent. Only a small percentage of the

Overview & Summary

streetscape conceptual design deals with new ideas. Making the street “whole” is a bigger idea than trying to be “new.”

The analysis of the existing street(s) suggest that three (3) key character areas are evident namely as core, transitional and void; each having specific opportunities and constraints in accepting streetscape treatments, products and finishes.

The conceptual streetscape design plan proposes that Cayuga’s “main street” (Cayuga & Talbot Street) is given high priority in becoming more of a “people place” open to increased pedestrian activity, enhancing comfortable vehicular movement and refurbishing the key public spaces. The following describes the key improvements for the streetscape:

Gateway – entry in to the downtown core is emphasized at the Munsee Street/Talbot Street intersection with heightened intersection treatments, directional signage and curb appeal for the Tourist Information Centre. The bridge portal is highlighted by a ‘Cayuga’ entry feature and upgraded planting; and crosswalks emphasize the pedestrian realm. Cayuga’s “main street” portal (Cayuga Street/ Talbot Street) highlights the historic district with bumpouts and vertical attractions on the corner; added amenities like bike racks, benches, trash receptacle and decorative lighting with hanging baskets/ banners further develops a ‘destination’ area.

Cayuga Street – Cayuga’s “main street” renewal proposes new concrete sidewalk surfaces supported by a decorative stamped concrete patterned utility strip along the curbed edge, proposed environmentally efficient (LED) decorative street/sidewalk lighting, generous street greening opportunities to include strategic in-grade plantings and removable/seasonal planters, and additional site furnishings. Road-bed treatments were not within the scope of this project however cross-walks have been included within the drawings.

Talbot Street – while largely vehicular in purpose, and with limited and continuous “public land-base” to accommodate large public improvements such as sidewalks, planted beds, etc., there remains opportunity to increase greening, to a degree, along Talbot St. This will also support of its own local commercial activity while also providing a “crescendo” effect as one approaches the Talbot St./Cayuga St. intersection. It is recommended that added greening, in the form of trees, should be pursued as a “partnership” opportunity between the County and the many private properties along Talbot Street who may have specific needs and situations.

Overview & Summary

Side Streets – many of the side streets currently have limitations associated with width variations, overhead wires, vehicular crossing into rear lots, zero lot-lines to right-of-way relationships, etc. Merely replicating “Main Street” treatments along adjoining streets typically result in confusion of “district” priority – hence restraint in treatments is required. As updates to these areas come on stream efforts should be made to include “portal” treatments, which announce that the downtown district is being entered. It is recommended, as appropriate, that “soft treatments” such as planting (likely in seasonal containers) be included at the side streets without hindering sight-line triangles.

Section One
**Streetscape Plan
Foundation**



This section provides an introduction to the vision, changes and opportunities for the Cayuga's Streetscape Plan. It also provides definitions of streetscape elements, an overview of the community consultation, and inventory and analysis.

1 Introduction

The Cayuga Community has discussed significant visioning for its downtown core which composed of several community members, including attendees at a public meeting in January 2013, the Project Coordinator and Municipal Staff. In recent years, the community has sought to identify community values. A review of the Haldimand County Streetscape Plan and Urban Design Guidelines (2010) in addition to meetings and site observation has informed the Streetscape Plan for Cayuga. The purpose of this report is not to necessarily revise what has already been planned but to develop specific downtown core vision for Cayuga.

The vision to create a truly desirable destination is a multi-layered challenge whereby all layers of urban design and 'small town' dynamic need to work together to create a unique, relevant and dynamic image. Cayuga is a product of place and time and it is important that residents and visitors enjoy their stay and experience the complete value of its host community. Even with such notable aspects, such as, being situated along the Grand River, having a southern climatic location, and preserving significant historical buildings, very little is being interpreted and made available to the visitor through the streetscape.

Changing Dynamics

The process of evolution, the mobility of the average resident and visitors, will and continue to change the role and dynamic of Cayuga; creating a different type of economic centre to what has been experienced in the past. Future area roadway upgrades enhance traffic patterns. Improvements to the pedestrian realm are a logical extension of community and infrastructure upgrades for the downtown core.

"Unique, Intimate, Inviting"

Three vision principles that form the basis for the streetscape plan improvements;

Unique Community

- Reinforce the design identity of Cayuga;
- Reflect natural heritage resources;
- Create coherence while fostering creativity;
- Reflect the cultural heritage and value the past history of the Cayuga community; and
- Reinforce the unique features, views and distinctive urban built form that define the character of the community

Introduction

Intimate Community

- Create streets where people can walk around and see each other face-to-face;
- Provide accessible public places where people can walk, sit, play, relax, and talk;
- Enhance public spaces and define them with interesting buildings, art, and greening; and
- Support a full range of accessible community businesses and services that are vibrant and foster our commercial cores as destinations.

Inviting Community

- Provide a clear wayfinding system so that it is both easy to find and to get to the places people want to go;
- Provide a high quality experience that is recognized by the continuity and quality of the built environment (things don't feel out of place);
- Encourage lighting that provides safety and security while minimizing light pollution;
- Have a high level of security reflected in design features to help people feel safe and secure; and
- Recognize the main street as a main traffic corridor, and use design to promote accessibility and circulation of pedestrian, bicycle, agricultural and automotive traffic.

Places for People

There are very few elements that define Cayuga's 'downtown' and the pedestrian realm is lost within vehicular dominant streets. Opportunities must be sought to create spaces for people and corridors that link the pedestrian realm to significant area features. The street will be a destination, not only linking the services and retail opportunities along the main street but also becoming an attraction as a relevant interpretive piece for the community and people place offering something for everyone. The street will become a quality public "story." While "passing through" the community will most likely remain a prime use for the main street, the gateways, portals and markers will announce the beginning of the intriguing story and significance of experiencing the Grand River throughout the interpretive elements of the streetscape. The streetscape experience will convey Cayuga's geographic significance, and offer its hospitality of shops, services, spaces and attractions.

Increasing Accessibility

While improving Cayuga's downtown should increase accessibility generally, there will always be a need for individual accommodation. As a proposed Accessible Built Environment Standard for Ontario approaches acceptance and adoption by the Ministry of Community and Social Services

communities currently must rely on best practices to ensure a safe and accessible environment for all. Cayuga's downtown streets are comprised of and need many elements associated with accessibility in common areas, circulation, technical aspects of exterior spaces to include ramps, steps, pedestrian crossings, their signals, street furnishings, signage, wayfinding, lighting, detectable indicators, passenger loading areas, and rest areas to name a few. All proposed new and retrofit work for Cayuga's downtown should include the latest standards for universal accessibility.

Streetscape Plan

Streets are the most vital part of a community's open public space system and have a distinct position, identity and role within the fabric of any community. They form the majority of a community's public spaces and much of the quality of the physical public realm comes from their character. Any assessment on the quality of a community does emanate from the impression the public streets offer. There must be an understanding of the important role that streets have within the community pattern in order to direct the development of public spaces.

When a streetscape is a dynamic, exciting place to be, it is not only an experience and an image, but it also becomes, in part, a destination.

The street is the conduit by which residents and visitors experience the place – whether on foot or from within the vehicle. It is a fixed feature and the 'ebb and flow' of pedestrian movement becomes the dynamic element that makes the street come alive. The volume of pedestrians will change from moment to moment and the streetscape must accommodate the varying flows. Areas of the streetscape that are expected to receive larger volume of people have been designed with more generous, yet pedestrian friendly detail.

In order to facilitate priorities for Cayuga's downtown core improvements, a street classification system has been established based on a street's role as part of the community's pattern, whether as a primary vehicular routes, main street, or side access street. In addition to the streets, urban design improvements will occur in special areas such as significant intersections, historically significant locations and community entrances to name a few. Urban design improvements are elements that will occur within the streetscape or public realm and form the language that tells the story of the place. The exciting story of this place will be told and interpreted in the streetscape. This "sense of place" will unfold to residents and visitors alike.

2 Definition of Streetscape Elements:

The street's role in the community pattern has been identified and their functions defined. As well, streetscape and urban design improvements have been identified. Outlined below is a typical streetscape vocabulary which comprises the recommendations in this report.

Main Street: The Main Street is characterized by its pedestrian-oriented sidewalks, tree planting and greening, pedestrian scale lighting, site furnishings, and animating elements. It will have a "comfortable" atmosphere that is supported by quality materials and detail design.

Side Access Streets: Streets leading to the 'Main Street' fall into this category. They are typically recognized by pedestrian sidewalks, mature trees where evident, associated parking, landscape beds adjacent to parking areas.

Laneways: Those provide a secondary movement system that connects the corridor with the community. Laneways along the corridor are intimate passageways that are used for occasional service access and parking. The lanes represent an opportunity to develop pedestrian-priority access between trails, parking, potentially residential areas and the downtown core.

Portals: Portals are located between community districts (e.g., downtown to residential areas) and are typically larger scale elements that frame both sides of the street. Their design symbolizes a 'ceremonial doorway' that announces the district that has been entered.

Focus Places: Located at certain points throughout the street, Focus Places are people oriented and celebrate the history of the community. Their spaces can be programmable for events and they function as destination points along the pedestrian corridors.

Markers: Located at strategic street corners along Entry Corridors. The markers are normally vehicle-oriented landmarks that form the basis of a way-finding system. Each marker has a meaning that is interpreted from its particular location or a story as it relates to the interpretive elements of the street; the story told by the street.

Downtown Districts Typically, there are three districts to most communities, each with their own character. Many of these core areas are maintained (in part) by a District Chamber of Commerce; Commerce's are associations of local businesses aiming to improve business through both economic development programs and improvements to the physical environment and appearance of the downtown district. Improvement projects funded by the special levy collected from the businesses within the downtown area are strictly limited to improvements to publicly owned property, not individual stores or offices.

3 Cayuga's Urban Design Guideline Review

This document presents a County wide vision statement for Haldimand County, with supportive primary design principles, and a set of Big Moves for the County. The report continues with specific visions and Big Moves for each community CIPA, proposes a set of Urban Design Guidelines for Caledonia and Dunnville, and provides conceptual streetscape plans for both Caledonia and Dunnville.

In general, the report focuses on the Haldimand communities, and more specifically, Dunnville and Caledonia. Streetscape treatments and design guidelines are generalized and offer overall character and basic design parameters for consideration. These informed the specific design development decisions for the Cayuga streetscape.

In terms of the Cayuga Streetscape, the document provided a framework for initiating the conversation about priorities for investigation within the town's streetscape. The four Big Moves that were developed in consultation with the community were:

Big Move #1: Create a rhythm of focal points to draw people to the heart of downtown and to focus the activity in the centre;

Big Move #2: Restore and improve the riverfront as a public space for gathering;

Big Move #3: Reinforce connections to the Village Green and toboggan hill near the Court House to create a circuit of activity and interest;

Big Move #4: Create alternative road design standards, including transformative infill between focal points, in order to identify the centre of the downtown as a special place.

These general concepts were found to be relevant and supportive for the design of Cayuga's streetscape. Each 'Big Move' provided initiative for place making, and when integrated, the Big Moves formulated a community driven foundation for the overall streetscape design.

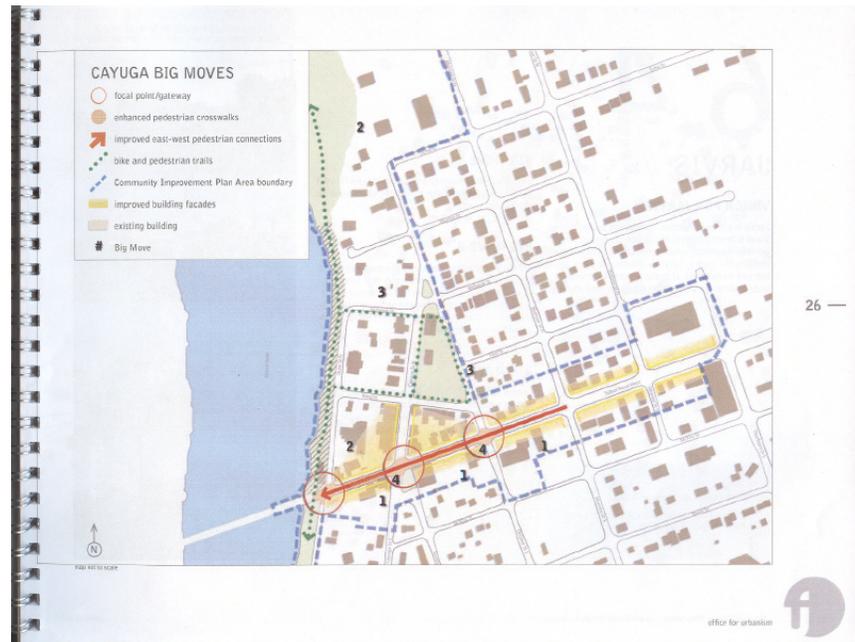


HALDIMAND COUNTY
STREETSCAPE PLAN
AND URBAN DESIGN GUIDELINES



Background

The design guidelines, specifically those that relate to Open Space, Streets & Streetscape, and Parking & Servicing, that were developed for Dunnville and Caledonia, though general in scope, were flexible enough to accept added 'creativity.' A proposed theme and character for Cayuga was achieved while maintaining the general standard for the County developed previously in the Haldimand County Streetscape Plan and Urban Design Guidelines. The guidelines pertaining to built form, though largely directed towards infill and building development, were not specifically relevant to Cayuga's streetscape design, but would be useful for future building infill and general building renovations. A few of the Built Form guidelines are informative for façade renovations in terms of materials, signage, entrances, and lighting.



Cayuga "Big Moves" map

3 Existing Conditions, Visual Preference Survey & Design Workshop Results

Cayuga's downtown core had specific site inventories and analyses performed prior to the preparation of a schematic concept and design solution. Figure 1, Physical Inventory shows a glimpse of existing conditions related to streetscape. A "visual preference survey" technique was utilized to garner and gauge community understanding and appreciation for streetscape improvements. This allowed the project team to gauge expectations while community understanding of broad, anticipated outcomes for the community were gained. Participants of the survey were also able to voice their opinion and their community visions through a drawing session. Generally, many of the typical streetscape treatments currently utilized in Cayuga were thought to need upgrading to a higher standard. (Results see Appendices)

The following observations were observed through the Visual Preference Survey:

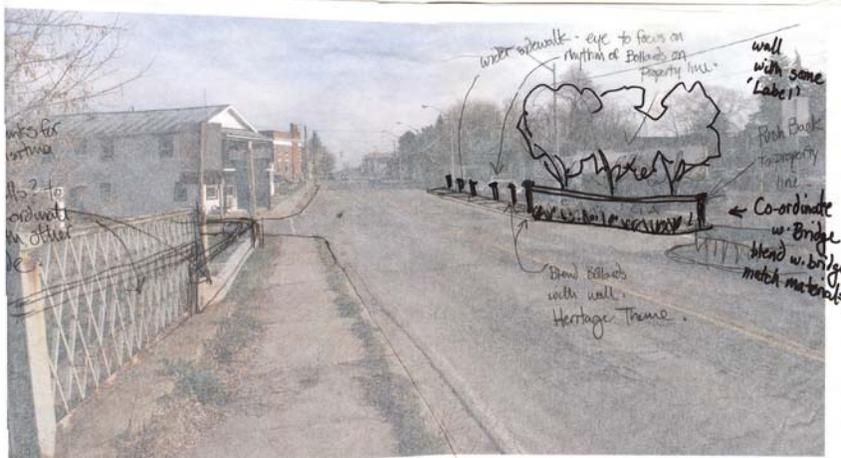
Paving: Unit paving utility strips & stamped concrete sidewalks were most favourable; unique or different paving was not favoured.

Street Greening: The cleaner the better! More clean line, minimal planting was favoured over full, large styles. Images displaying shaded sidewalks with large street trees were popular and tree grates.

Furnishings: Classic, clean line benches were favoured over modern backless benches; similar styles were favoured for trash receptacles. Classic bike racks and lite bollards were also the highest chosen.

Thematics: Grand River was the most favoured while transportation hub was the least.

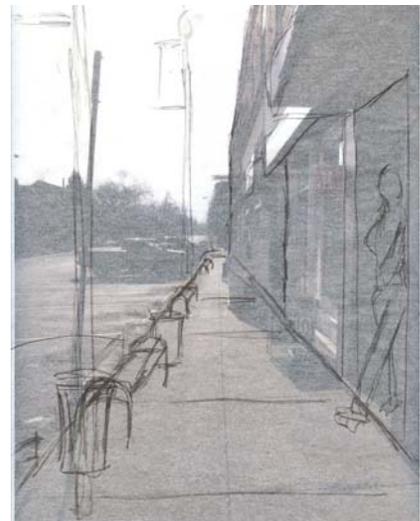
Design Workshop Sketches



Highest Scoring Benches



Theme: Grand River- Nature



Background

4 Site Analysis

Figures 2 through 10 capture the essence of the streetscapes existing conditions through an inventory, opportunities, constraints and conceptual development. A 'punch-list' of items have been included as an appendix to this report.

Generally, Talbot Street is a highly vehicular dominated thoroughfare within Cayuga, it's the primary route for traffic and the centre of the community's commercial activity. The Streetscape Plan encompasses a large portion of Talbot Street (from Ouse St. to Thorburn St.) and Cayuga Street (from Talbot St. to King St.): the perimeter of the design area is as shown on the Context Map, see page 9.

Traveling along Talbot St. (Highway 3), the easterly arrival to Cayuga is defined by a commercial district characterized by several 'brand' franchises and the Cayuga bridge defines the west edge. Access to the downtown core is via the 'main street' (Talbot Street) which has been challenged by being vehicular dominant; while Cayuga St. hosts many historical buildings in the main downtown core. Cayuga and King Street are the only 'blocks' that contains a continuous facade. Many upgrades/changes to buildings along Cayuga St. have occurred by existing or new owners. The buildings in the downtown core range in size and styles and generally include, single or two storey mixed-use commercial buildings with minimal setbacks.

Several voids are apparent along Talbot St. including 'strip mall' development, parking lots, empty store fronts and vacant lots. Openings in the building fabric, or along the facades framing the "main street", diminish the desire to walk the extent of the street comprising commercial activity.

Within the downtown district there are several existing public spaces within the streetscape plan boundaries. Other vacant lands, if available, provide opportunity to intensify the downtown district, or could offer a temporary landscape treatment to provide stronger support and connection to the street.

There is very little to protect the pedestrian from intense summer midday sun; some of the sidewalk widths are adequate and provide an opportunity for in-grade shade tree planting. Alternatively, trees within removable planters offers a solution where sidewalks are too narrow to support in ground trees An opportunity for shade devices (awnings, etc) is also evident to increase the pedestrian comfort during midday summer exposure.

Context Map

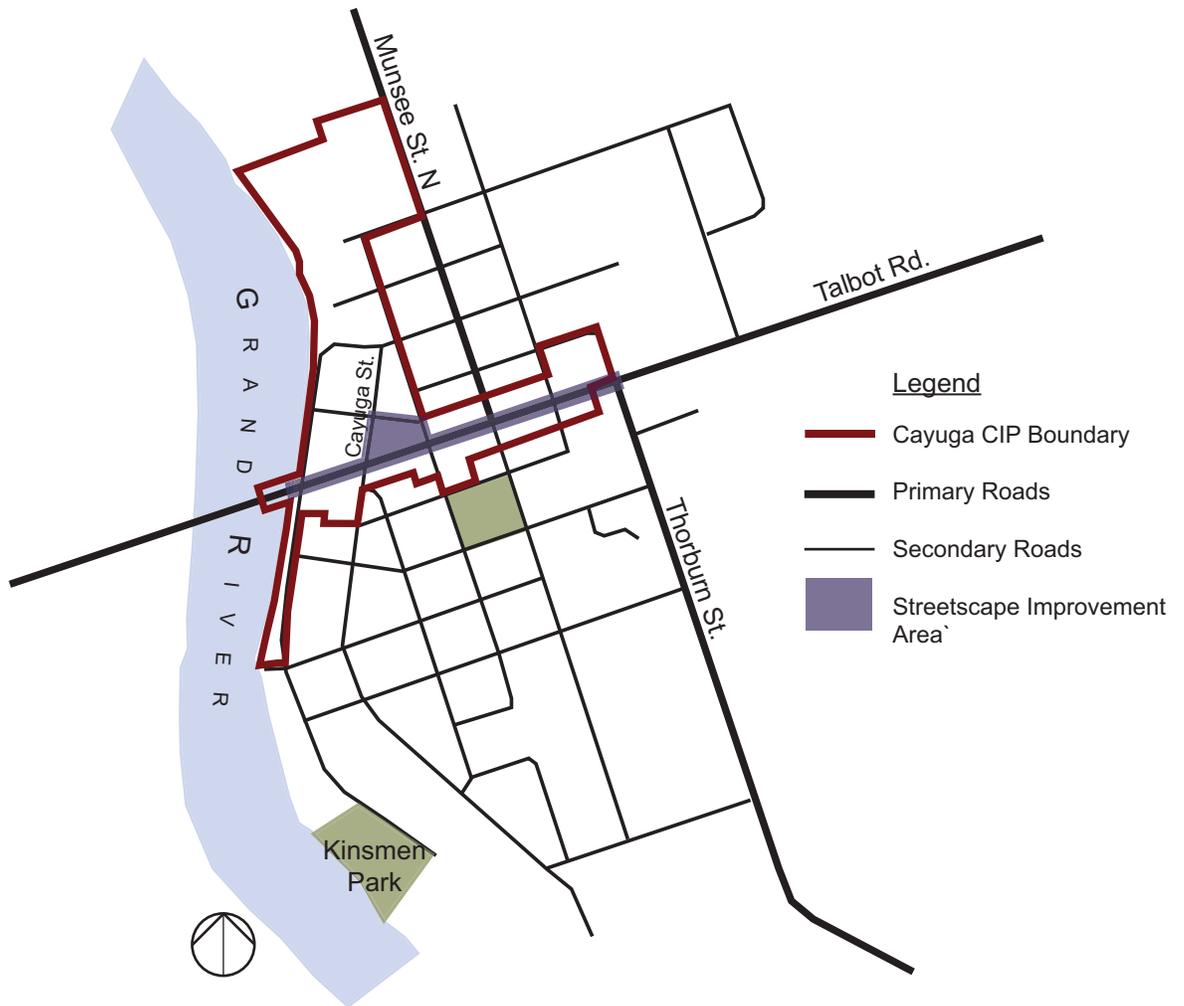
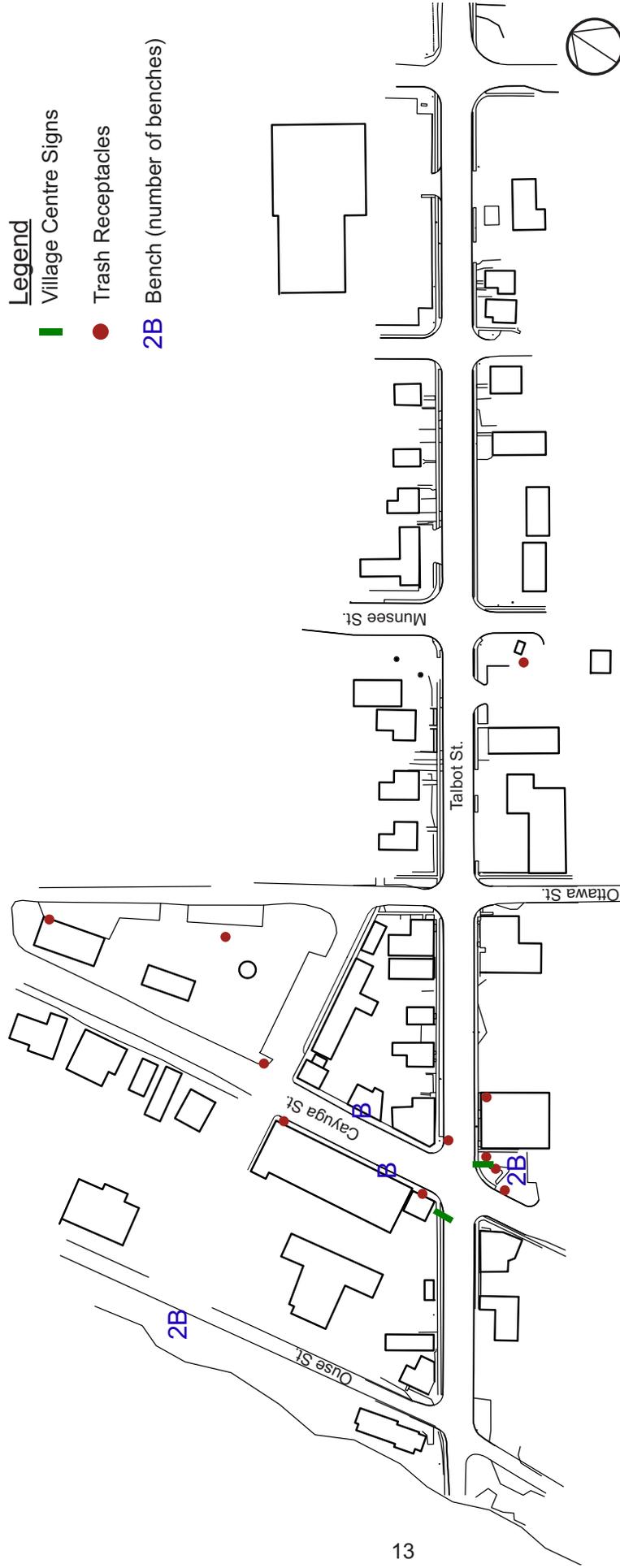


Figure 1: Physical Inventory



Figure 2: Furnishings Inventory



- Legend**
- █ Village Centre Signs
 - Trash Receptacles
 - 2B Bench (number of benches)

Analysis

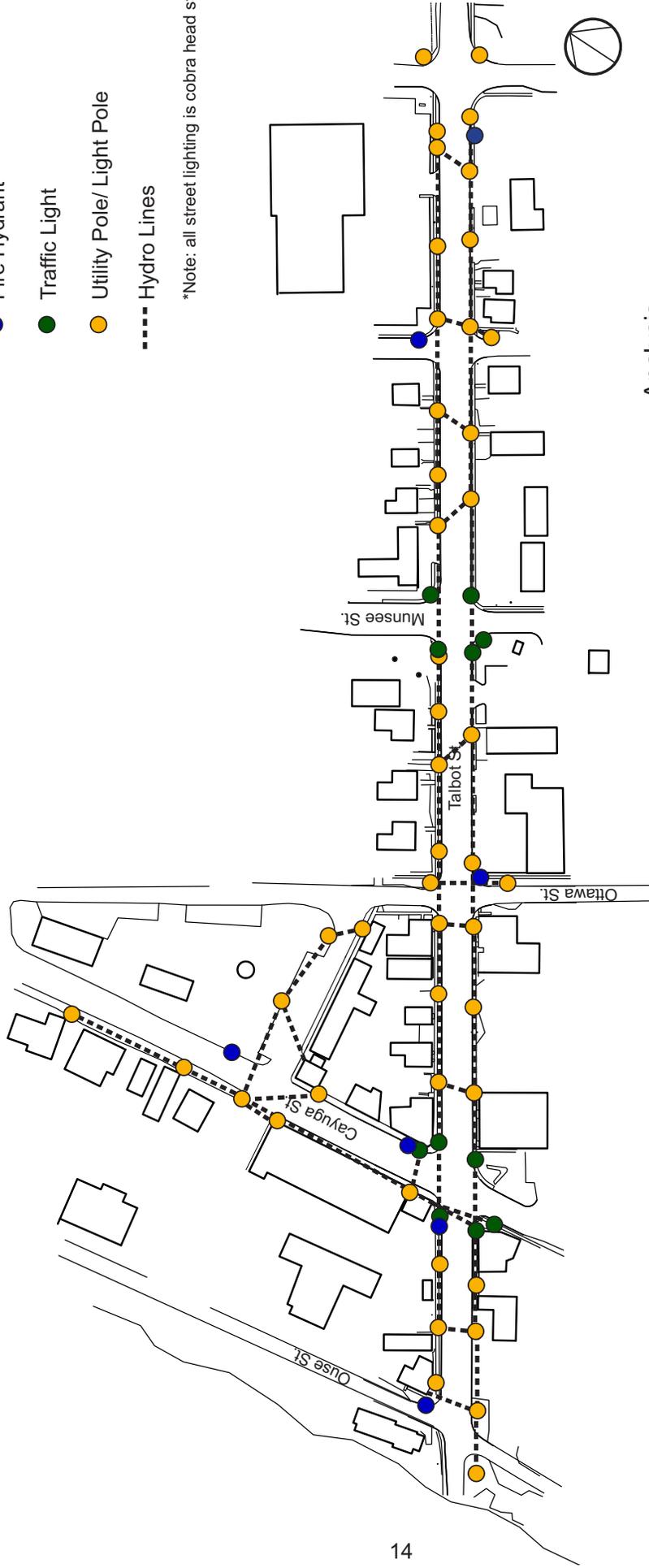
- Concentration of furnishings around Talbot and Cayuga St.
- No opportunity to sit and rest outside of Cayuga St.
- Placement limits pedestrian realm.



Figure 3: Lighting & Utilities Inventory

- Legend**
- Fire Hydrant
 - Traffic Light
 - Utility Pole/Light Pole
 - Hydro Lines

*Note: all street lighting is cobra head style



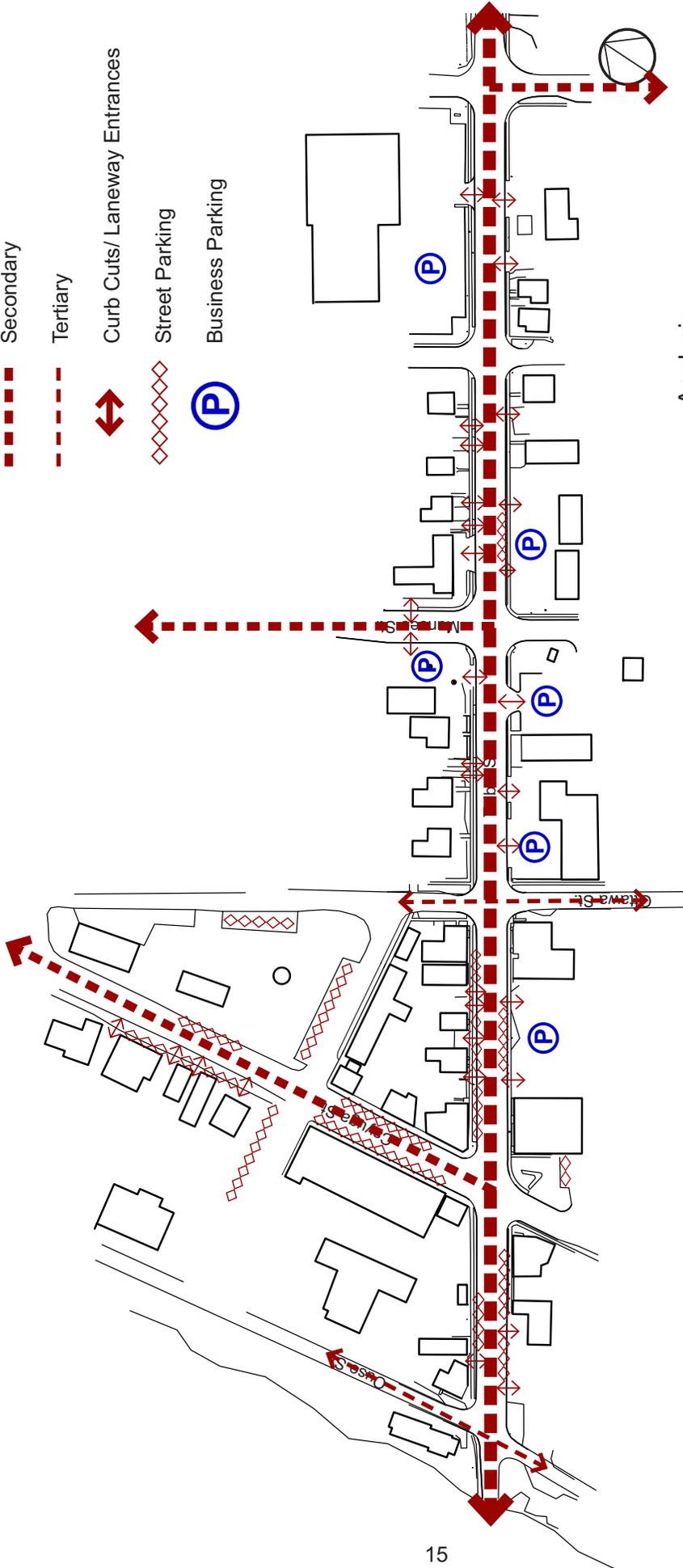
Analysis

- Utility poles along entire streetscape.
- Excessive number of over head wires- could effect potential street greening & tree selection; creates visual unrest.

Figure 4: Vehicular Use Inventory

Legend

- Primary
- Secondary
- Tertiary
- Curb Cuts/Laneway Entrances
- Street Parking
- Business Parking

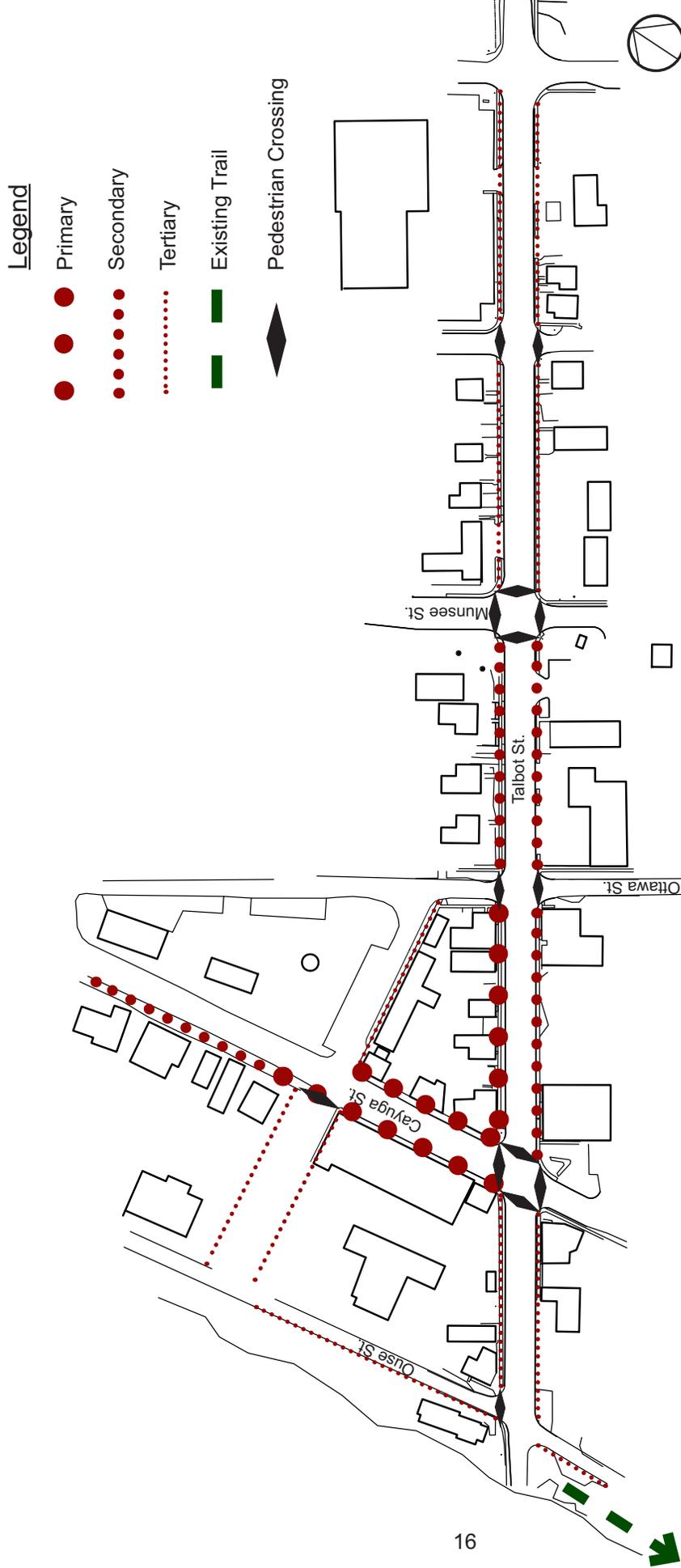


Analysis

- Talbot St. heavily used as through-fare
- Munsee & Thorburn St. main access into town.

(Note: road classifications were made through consultant observation)

Figure 5: Pedestrian Use Inventory



Analysis

- Minimal pedestrian activity along Talbot St. - uncomfortable pedestrian environment.
- Pedestrian areas undefined/lost along many tertiary routes.

(Note: pedestrian classifications were made through consultant observation)

Figure 6: Facade Inventory



Analysis

- Concentration of historical modified buildings around Cayuga St.
- Historic buildings scattered along Talbot St.

(Note: SKA used on-site observation, available literature, and historic photographs to suggest those buildings (and spaces) having seemingly historic character, or historic character with obvious modification, or obvious no-historic value; all having value to the community.)



Figure 7: Street Greening & Green Space Inventory

Legend

1. River Front/ Bob Baigent Memorial Park
2. Village Green
3. Lions Club- Parkette
- Street Trees: Weeping Mulberry (in planter)
- Street Trees (in ground)



Existing Weeping Mulberry

Analysis

- Limited street trees- all located on North side of Talbot St.
- No street planters.

Figure 8: Figure Ground Inventory



Analysis

- Limit concentration of building frontage- many voids and breaks along all street.
- Building faces set back with store front parking; unfriendly pedestrian environment.

Figure 9: Analysis:

Zone 1 - Core

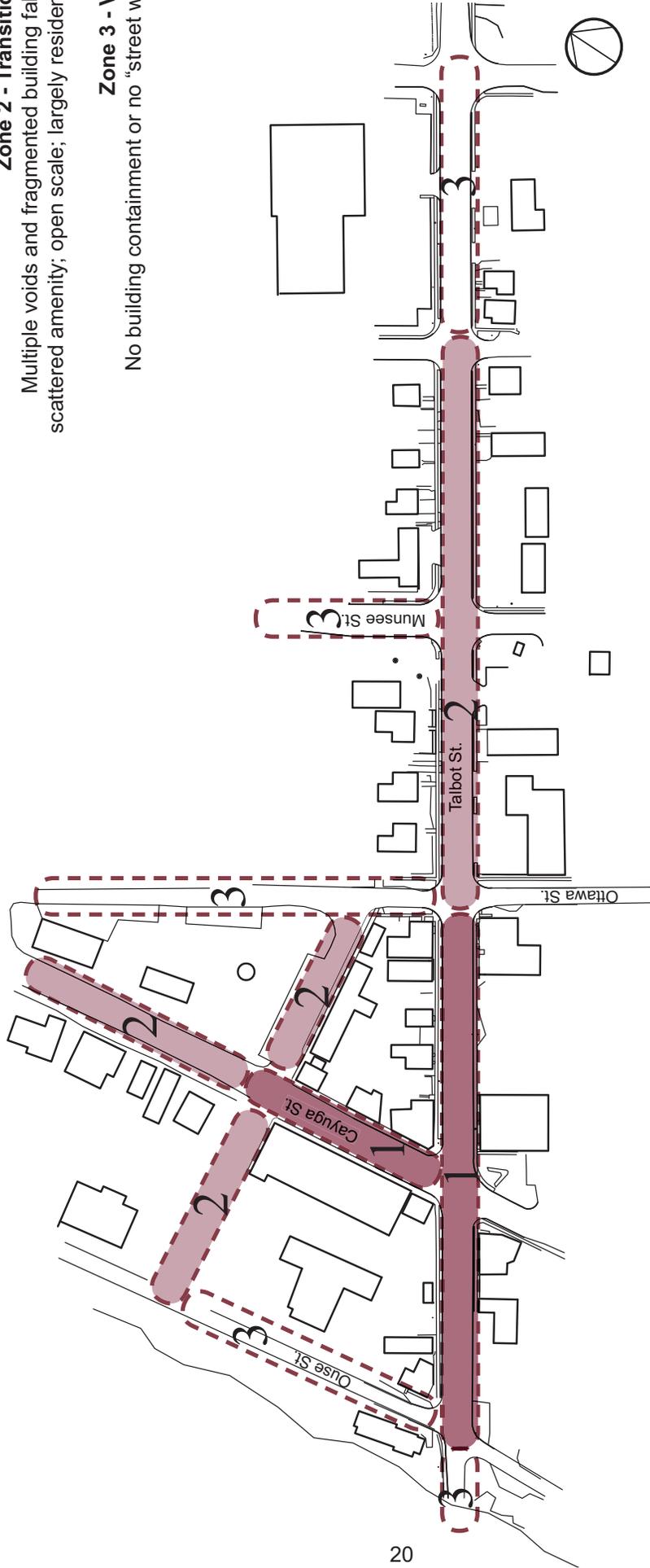
Historically significant; continuous building fabric; intimate scale; accessible parking areas; pedestrian friendly; accessible amenities; significant commercial.

Zone 2 - Transitional

Multiple voids and fragmented building fabric; scattered amenity; open scale; largely residential.

Zone 3 - Void

No building containment or no "street wall."



Opportunities:

- Wide sidewalks offer opportunity for multiple treatments and site amenities
- Typical sidewalk widths with opportunity for greening and some amenities
- Minimal greening opportunity
- Pedestrian links evident; possible trails

● Potential park/ parkette or gathering spaces, with associated amenities.

↕ Opportunity for heightened pedestrian connections

✳ Key Intersections or areas requiring heightened amenity; crosswalks, gateway treatments, wayfinding; markers

✳ Opportunity for a primary gathering space or trail head with associated amenities.

Constraints:

— Voids in building fabric weaken containment within streetscape and the pedestrian experience is compromised;

●●●● Overhead utility lines pose problems for trees; smaller species required; lower planting beds possible;



Section Two
**Streetscape
Conceptual Design**



This section contains the strategies which guides supportive design and placement of amenity, landscape and streetscape infrastructure for Cayuga's downtown.

1 Streetscape Plan & Guidelines

The Theme

Cayuga's downtown core, seems to have a "holding" power that is a real testimony to the spirit of the community. The community's location along Highway 3 services as the primary route for 'in and out' traffic, while the downtown core acts as the centre of the community's commercial activity. The concentration of service, commercial and retail amenities dictate that many visitors and community members will be on foot at one point or another during their visit.

For this reason, the physical image of the downtown core and the pedestrian realm becomes especially important; not only for providing a good quality public environment that is appropriately designed but also for giving the community an opportunity to reveal it's quality and heritage. The Cayuga community has embraced the theme of "Grand River" since Cayuga is an ideally geographic located community with this significant landscape. Historically, the Grand River was predominately a shipping route but transformed into passive recreation uses today. The river, 280 km in length, hosts many species of fish, birds, amphibians, etc and flanks several conservation areas.

The theme can also be implemented within the community as simplistic as signs, landscape feature, work of art, building or other feature that defines or represents the community, a neighbourhood, downtown or attractions.

2 Cayuga's Streetscape Plan

Apart from actual sidewalk space, Cayuga has two pedestrian amenities within the downtown core (Village Green & the Bob Baigent Park); currently neither location provides 'street-side' public space to support daily and local celebration activities. The renewal of the streetscape within the commercial core area presents opportunities for creating more public amenity in the form of comfortable sidewalks, street furnishings, decorative scaled lighting, and programmable, public/civic space. The Illustrative, Figure 11 identifies locations for new/additional lighting, sidewalk treatments, street trees and markers. The plan also identifies spaces that could be considered for public and/or event use in the future.

The plan proposes that Cayuga Street become more of a people place open to increased pedestrian activity, enhancing comfortable vehicular movement and refurbishing public space. Talbot St will remain primarily vehicular dominant, yet design elements will present a stronger connection as people approach Cayuga St [along Talbot] and through Cayuga's downtown area.

Conceptual Streetscape Design



Current Barriers



Various existing pavements within Cayuga.

Throughout the streetscape design, the street will be connected through paving treatments, furnishings, lighting and street greening. These treatments have been defined on the Style Guide: Figures 17 & 23.

3 Typical Conditions:

The scope of this guideline is based on the assumption that the existing conditions are typical throughout. It is acknowledged that there will be specific conditions that will need to be evaluated on an individual basis. However, the streetscape palette and spacing dimensions should be as consistent as possible for Cayuga's Streetscape Plan. The intent of the concept is the best align with municipal operations and maintenance procedures.

4 Accessibility

All efforts should be made to ensure that all aspects of the street are fully accessible. The Haldimand County Accessibility Plan (2012-2016) and the Ontarians with Disabilities Act are valued resources towards integrating considerations for accessibility with a streetscape improvement.

Curb cuts at all intersections and pedestrian crosswalks or access points are to be maintained. Pavements shall possess stability and firmness, shall be relatively smooth in texture yet have non-slip surfaces, and use materials with adequate contrast between pedestrian ways, grade changes and vehicular travel ways. All sidewalk surfaces shall maintain a minimum gradient to allow for drainage and allow for safe travel. Utility strips or safety zones adjacent to curbs shall be somewhat different from the main sidewalk surface to highlight that the safety zone is an area of transition between sidewalk and road and therefore an area requiring caution. Access points from parked vehicles along the street should be void of obstruction. Rest areas shall be provided at regular intervals along the street. Street furnishings shall be fully accessible, void of any interference from other elements, and clustered as rest areas along the street. Alternative seating opportunities should maintain a height range of 45cm - 55cm. Audible pedestrian signals, tactile detectable warning surfaces, and information related to orientation/direction are necessary equipment for signalized pedestrian crossings. The inclusion of adequate lighting along the street and along pedestrian walkways (including laneways) is necessary as is signage with information, orientation, direction (wayfinding) in compliance with symbols, font size and contrast appropriate to accessibility requirements.

5 Streetscape Palette

The streetscape palette and the spacing dimensions should be the same on both sides of the street. Where the streetscape design, transitions from one district to the next district, or from one street classification to another, the jurisdiction should occur at a street intersection. A street that is higher on the street classification hierarchy will have its palette wrapped around the street corner, terminating at the end of the radius or at point that are determined logical given building depths.

6 Paving

Typically, the pedestrian zone of the streetscape is raised up from the roadway pavement by the curb and sloped to drain from the Right of Way/Property Line/Street Line to the curb where it will enter the drainage system in the roadway. Cross fall slopes may vary from a minimum of 2% to a maximum of 4% slope.

Immediately adjacent to the curb, parallel and working inwards, is a band of stamped concrete (width varies) that ideally should contain all the fixed elements, for example, light poles and pole mounted features, street trees, hydrants, transformers, furnishings and bike racks. The band also functions as an area for off-loading deliveries, stacking refuse, and the temporary piling of snow. The change in texture and the contrasting colour of the band has not only an aesthetic purpose but also serves as a “warning strip” that one is nearing the roadway – hence a “safety” strip. This is a proven device to aid visually impaired, children, seniors, etc. Stamped concrete is also used in various other areas of the pedestrian zone to enrich the pedestrian experience. Where possible, the concept of ‘bulb outs’ will be maintained/ included to widen the pedestrian realm and heighten specific focus areas on the street.

All smooth walkway surfaces located adjacent to the stamped concrete band or between bands shall be poured in place concrete with a non-slip broom finish and will include the appropriate quantity and location of jointing to control cracking. An aesthetic approach to ‘jointing’ should also be considered; align joints with edges, banding etc. Tactile detectable warning surfaces should be utilized at the entry to all ramped walk/roadway crossings.

7 Lighting

Lighting should create well-lit, safe and aesthetically pleasing public spaces. A standardized family of poles and fixtures assist in creating a harmonious, uniform and coherent streetscape. Cayuga’s existing street lighting consists of common cobra heads attached to metal utility poles on one side of the street. We propose that new lighting fixtures and poles be used and designed to promote pedestrian safety and the well-being through even, effective and environmentally friendly lighting.

Conceptual Streetscape Design

Historically, street lighting had two scales: vehicular and pedestrian, hence utilitarian and decorative styles. Product advancement had readily achieved accommodating lighting needs of both scales through a single pole and luminaire combination- these are both functional and attractive. The pole-bases of the new lighting are to be located within the decorative band (utility strip) between the curb and the sidewalk. Light fixtures illuminating pedestrian areas exclusively should be installed at 4-5 meter height, using LED fixtures, illumination for a roadway (while also accommodating pedestrian areas) should be installed at a maximum height of 6.7 meters providing a sense of enclosure.

All streetscape lighting should incorporate a 110v outlet in the pole to energize seasonal and permanent light displays, these can be located at the upper and lower sections of the pole. All lighting locations will be approved by the Municipality's Public Work Engineering Department and local utility departments.



Holiday decorations in Cayuga's downtown core .

8 Banners and Murals

Future banners should be constructed of high quality double-sided material that will have a guaranteed longevity of at least 5 years; A 10 year banner is very affordable to most communities. Sizes, shapes and colours for Cayuga banners could vary, however, the banner program should be consistent throughout Cayuga and reflect being part of Haldimand County. Cayuga could consider having its own banners intermixed with a Haldimand brand. A graphics theme can be readily extended to other site furnishings such as medallions, motifs and medium blasted/laser cut/plasma cut/punched plate steel for bench backs, waste receptacles, etc. Banners should be installed in coordination with the street lighting system. Banner arms and brackets must match the light pole to which it is attached, in terms of colours and materials. The bottom of the banner should not be installed lower than 2.5 metres from finished grade. Maintenance and replacement of faded and/or damaged banners should be addressed immediately upon discovery of poor image characteristics.

9 Planting

The community desired a 'clean line' style planting at street grade with minimal maintenance requirements. An acceptable plant species list has been included- more may be determined. All plant material is to be maintenance-conscious and tolerant of intense urban conditions, salt tolerant, adaptable to urban conditions, drought tolerant and can survive within a hardiness Zone 6a.

Conceptual Streetscape Design

Recommended Plant List

| <u>Botanical Name</u> | <u>Common Name</u> |
|--------------------------------------|----------------------|
| Street Trees | |
| <i>Ostrya virginiana</i> | Ironwood |
| <i>Acer rubrum</i> | Red Maple |
| <i>Celtis occidentalis</i> | Hackberry |
| <i>Gleditsia triacanthos</i> | Honey Locust |
| <i>Gymnocladus dioica</i> | Kentucky Coffee Tree |
| <i>Quercus rubra</i> | Red Oak |
| Shrubs | |
| <i>Cornus drummondii</i> | Roughleaf Dogwood |
| <i>Euonymus alata</i> | Burning Bush |
| <i>Lindera benzoin</i> | Spicebush |
| <i>Rhus copallina</i> | Shining Sumac |
| <i>Vaccinium stamineum</i> | Deerberry |
| <i>Viburnum dentatum</i> | Southern Arrowwood |
| Perennials/Ornamental Grasses | |
| <i>Monarda punctata</i> | Spotted Bee Balm |
| <i>Calamagrostis foersteri</i> | Feather Reed Grass |
| <i>Pennisetum alopecuroides</i> | Fountain Grass |
| <i>Echinacea</i> | Coneflower |
| <i>Rudbeckia hirta</i> | Black-Eyed-Susan |

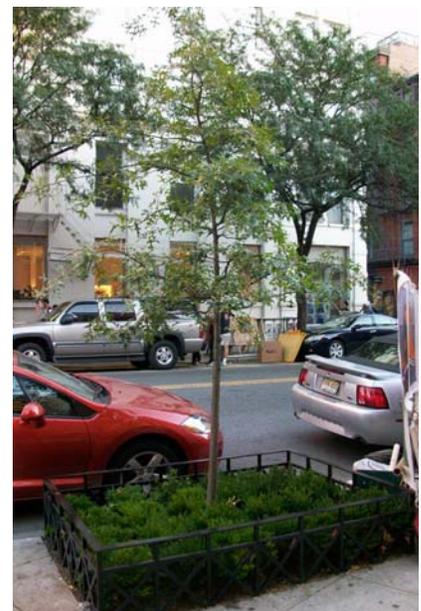
Street Tree Qualities

| <u>Botanical Name</u> | <u>Qualities</u> |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <i>Ostrya virginiana</i> | - performs well in city planting and very narrow tree lawns; excellent growth once established |
| <i>Acer rubrum</i> | - clean foliage, strong wood, good fall colour; excellent for lawns, parks or streets. |
| <i>Celtis occidentalis</i> | - withstands dirt of cities; tolerates wind and full sun; adaptable to many soil conditions. |
| <i>Gleditsia triacanthos</i> | - filtered shade; fast growing; withstands wide range of conditions including salt tolerant. |
| <i>Gymnocladus dioica</i> | - adaptable to many conditions including drought, city conditions and full sun; interesting winter value and character. |
| <i>Quercus rubra</i> | - withstands polluted air of cities; fast growing for oaks; excellent tree when properly grown; good fall colour. |

Within the Downtown core there is a lack of street trees, leaving a void of greening on the thoroughfare. Existing trees are in reasonable condition considering their limited sized planting areas. Generally, emphasis must be placed on providing sufficient below and above grade growing space to encourage the long-term health of any new plant material. Cayuga has limited sidewalk and utility zone width opportunity for 'in-ground' planting application. With this taken into consideration, areas indicated on the plan, trees should be planted in singular tree pits, with minimum spacing of 10 metres on centre. Trees should not be located within 15 metres



Street trees at grade with grate.



Street trees at grade with planting.

Conceptual Streetscape Design

of a signalized intersection and within 10 metres of a non-signalized intersection. Trees should be planted 3 metres clear of fire hydrants and driveway aprons and 3 metres clear of utility poles. Trees should not obstruct the visibility of regulatory or cautionary traffic control devices. Given these placement considerations and challenges, trees typically get placed on 15m to 25m spacing.

Further, while the Illustrative Plan will show locations for both 'in grade' trees and planting in seasonal planters- the plan includes flexibility to accommodate additional planter locations and/or a 'swap' of identified tree locations for a seasonal planter.

Wherever buildings are set back from the street, a second row of trees, in addition to boulevard street trees between the street and sidewalk, could be established on the opposite side of the sidewalk.

Support for the health of trees in terms of watering devices and soil compaction prevention should be seriously considered and implemented as part of the construction. Systems employed as an after thought typically achieve low success as far as long term longevity.

There are many opportunities to incorporate planting, in adjacent areas, to the main street that should be pursued. An opportunity for this treatment is available in some areas as a separation treatment where private parking areas adjoin the sidewalk zone- however it is understood that many of these locations are private properties. The County should 'partner' with property owners to conform to the theme. Shrub, perennial, seasonal annual planting and the use of moveable planting containers and hanging baskets are encouraged along the street and adjacent properties. All season landscaping should be utilized to integrate and enhance visual appeal for off-road parking lots.

10 Street Furniture

Street furniture typically includes benches, litter containers, trash receptacles, recycling containers, bicycle racks, bollards, ornamental fences, information kiosks, shelters and banner poles.

New furnishings should resemble existing pieces to create continuity through the streetscape. 'Single seat' benches are a trend and add an 'intimate/private' opportunity along public streets. All furniture should be high quality with durable, vandal resistant finishes and should be permanently affixed to the ground. All furnishing locations, planned and 'happenstance', should be carefully considered in aiding and maintaining "barrier free" access. Where possible locations for rest areas in each block should be offered. Customizing through the use of colour and customization of site furnishings will reinforce Cayuga's identity.

11 Interpretive Elements

Expression and interpretation of the Grand River into the public streetscape will provide both a sense of place and destination for the community and their visitors. Each interpretive element will develop the personality of the place and its people as defined through social, physical and cultural references. The development of interpretive elements is essential for supporting the notion of “uniqueness” and is extremely important in creating and achieving a competitive destination/tourism edge- hence a strong economic development activity.

The elements may exist in many forms, including but not limited to signage panels, custom elements and enhanced paving. Many of these devices have been alluded to in the concept yet additional “discovery” and their interpretation should be pursued for Cayuga. Proposals for interpretive elements and public art should meet the approval of the County and Cayuga Downtown Steering Committee.

12 Public Utilities

The streetscape details shown in this guideline were designed to work with the occasional repair and maintenance of utilities which may require upgrade at any time. Where possible, de-cluttering the streetscape provides ample room for pedestrians as well as providing a noticeable threshold as a means to traffic calming. Ideally, crosswalks should be highlighted.

Unit paving, in specialty areas, is a simple and cost effective means to identifying critical pedestrian zones. The unit pavers should be on a granular base including a 200mm wide concrete flush curb to contain the pavers are also common treatments. Another alternative technique for pedestrian crosswalks is a textured concrete paving. This is another inexpensive option to address and highlight key intersections.

With advancement in technology, many communities are utilizing ‘patterned’ concrete as an alternative treatment to unit paving (obviously all treatments must meet municipal standards). Colour and texture should provide an obvious contrast to the surrounding pavement in all seasons. Where possible, as many of the support utilities, such as transformers and traffic signal controllers should be placed underground to reduce visual cluttering of the streetscape. If not possible, strategic above-grade locations for these components should be sought through engineering.

Conceptual Streetscape Design

13 Parking Areas and Vehicular Access

Parking areas and vehicular access, although quite necessary, can have a negative impact on the visual quality of the streetscape. Cayuga's Talbot Street, is a consistently busy vehicular thoroughfare; having both on-street and adjacent lot parking areas located at the sides/back of buildings and in a few instances in off-road front lots. Several side and/or back lots read more as temporary parking in residual or vacant space and have low treatment. All efforts must be made to encourage the property owners to create welcoming parking environments or at the very least, visually supportive street-fronting treatments to their lots. Internal and perimeter landscaping, lighting and aesthetic paving materials are elements that can greatly enhance the appearance of a parking lot and provide beneficial separation treatment between parking lots and public sidewalks. The size and location of standard parking spaces, and other barriers, prevent many people with disabilities from using them. Consideration to the size and location of "accessible" parking spaces is a must for a streetscape upgrade.

Within Cayuga's downtown core, specifically along Talbot St, there are many curbcuts. Service access points should be shared and should be well integrated into the streetscape so that they do not dominate over the pedestrian nature of the public realm. As an example, a current standard being utilized by many communities in Southern Ontario employs a 6 metre setback from the street line, sodded and planted with trees to improve the pedestrian environment. This setback may be reduced to 3 metres if it is demonstrated that a full dense visual screen is created with deciduous and coniferous planting. Several communities do allow a setback reduction to 2.1 metres if a 1.2m (4 ft) high masonry screen wall or a 0.9m to 1.2m high decorative steel fence is provided in conjunction with a continuous landscaping strip of coniferous and deciduous shrubs/trees. Obviously, any treatment in Cayuga should build on its desired theme.



14 Crosswalks

Crosswalks should be consistent throughout Cayuga's downtown core to ensure that the community and its visitors are familiar with the visual cues for safe crossing. Most crossings will be done at signalized intersections (Cayuga Street and Munsee Street) in which a signalized pedestrian crossing device in conjunction with highlighted pedestrian travel surface at key intersections provide a safe environment for pedestrians to traverse the road. Audible signals at crosswalk locations should be considered as 'standard' equipment for all crosswalk upgrades.



Combined seating format

As mentioned above, we recommend a heightened awareness of crosswalks by the use of "unit paving or a stamp patterned asphalt treatment." The municipalities engineering/ public works may have its own standardized widths for crosswalks, but we believe that pedestrian crosswalks should

Conceptual Streetscape Design

be installed at a minimum width of 3.0 metres and should extend fully from one street corner to the other.

Existing crosswalks in the downtown are denoted by white painted lines. While satisfactory, it is appreciated that they lack intensity. It is recommended that the intersections be renovated to accommodate appropriate highlighted crosswalks. Each intersection should reflect its own identity while maintaining a unifying theme found throughout the streetscape.

15 Third Party and Temporary Signage

Signage in commercial districts is typically left to the proprietor. Many signage bylaws are outdated and actually promote the types of signage that many communities are trying to get away from. Bylaws routinely have not addressed the presence of third party signage (that advertises products or services that do not occur on the premises on which the sign is located) – most know these as mobile signs, corner signs, sandwich boards, etc. Generally, temporary signage negatively impacts the streetscape cluttering valuable pedestrian environments, impeding sight lines, views and barrier-free access. Applications for additional temporary signage should be carefully considered. All signage structures proposed to be located in pedestrian movement clearways should be discouraged.

16 Maintenance and Management

All streetscape development requires maintenance which is the responsibility of the County or municipality and in many cases a partnering community group like a BIA, Downtown Steering Committee, etc. Successful streetscapes because of their prominent uses and activities, require daily maintenance in all seasons. While not totally devoid of the requirement for maintenance, redevelopment of a streetscape is an opportunity to minimize or streamline maintenance regimes, where possible, through the use of maintenance-conscious paving, native planting, and siting of site furnishings and amenities. Important to note, maintenance also includes ensuring proper marking, signage, and lighting for an accessible built streetscape. In some instances this might be perceived to be increasing the routine of maintenance but generally maintenance is reduced through strategic siting and material choices in products and finishes. In the course of carrying out maintenance responsibilities, the County's Public Works Department and other utilities would be required to restore streetscapes in disrepair and much of the restoration should be in the spirit of the community's theme.

Even though many treatments have been offered in this document, Cayuga should only pursue those that it feels it can readily maintain.

*Conceptual
Streetscape Design*

17 Theming Elements

It is proposed that Cayuga builds a theme largely on what it already has at hand – the Grand River. It has a ideal geographic location to support species found along the Grand River and surrounding area. The development of the streetscape capitalizes on this by incorporating symbolism and imagery that represents the cues of its environment providing distinctive pedestrian-scaled environments that highlight streetscape features, lamp posts, fixtures, banners and typical street furnishings (benches, bike racks, waste receptacles, tree guards and grates, etc.). While suggestions are offered as a ‘style guide’, further graphic development of this theme is warranted as proposed projects near reality.

18 Markers and Celebration Places

Markers, as defined in the introduction on this guideline, are located in key spaces along the streetscape. They are typically vehicular scaled and oriented; forming a first impression of Cayuga’s way-finding system. Markers are encouraged to create destination or memory points to key locations including historically significant buildings, the Village Green, Bob Baigent Park, the Library and public parking. The story of Cayuga can be supported via these markers in the way of oversized “themed” public art, information structures or kiosks, and special place markers or signs, etc. Many communities have used ‘public art campaigns’ to create and develop markers. In addition, “gateway” arches have been used effectively at key thresholds to distinctive business and/or tourist zones.

The Steering Committee or County should seek detailed design work for each celebration space building on and supporting its streetscape development.



Village Green



Riverfront- Bob Baigent Memorial Park

19 Way Finding and Signage

Essentially there are four keys to wayfinding success for any community – use the right content (words), make it brief, keep the design simple, and keep the feature/sign well maintained. Although many communities focus specifically on ‘post mount’ signs, Cayuga, given its Grand River theme, should consolidate an approach for the community’s ‘orientation signage’ through a guideline drawing inspiration from elements of quality that makes “Cayuga’s Grand River” memorable. Cayuga should have a “family” of signage elements of various scales, formats and messages. It is known that the average traveler will spend only about 4 seconds reading a signage element (other than directory) – gaining a feeling of quality, permanence, history, natural heritage is a much more effective strategy than loading it up with cluttered words; being literal is sometimes not the most effective approach. The conceptual streetscape design defines several different elements, such as, tourist kiosks, entry walls and Cayuga Street markers – not to say that smaller elements could not be included in other locales; these would be more likely related to “site specific” attributes. The information kiosk, proposed for the Tourist Information Centre, is one example of a device that can “orient, inform and direct” visitors in the downtown area. Moving forward, Cayuga should invest in a wayfinding plan to generate the character of these elements in the spirit of its Grand River theme.

Figure 11. Illustrative Plan

Village Green Development

Future proposed parking (26 stalls); old fire hall approximate size & location of new library.

Village Green

(Big Move 3) Highlighted entrance into park; improved pedestrian sidewalks to gazebo; bike racks; site furnishings; wayfinding treatments (directional signs; info maps; distance bollards) guide pedestrians to Toboggan Hill and other parks.

Riverfront

(Big Move 2) Improve pedestrian experience along Ouse Street; new pathway connections, include bollards; information and directional signs, benches, bike racks and renovated lookout to river.

Key

-  Street Tree
-  Parking Lot Greening
-  Street Lighting w. banners and or seasonal floral display
-  Portal/ Gateway Marker
-  Improved entrance feature or gathering space.
-  Enhanced Crosswalks
-  Improved pedestrian connections

Talbot Street

(Big Move 4) Streetscape improvements include improved pedestrian sidewalks with decorative utility strips and furnishing zones; decorative street lighting with themed banners, seasonal greening/ planters and highlighted pedestrian crosswalks.

Munsee St. Portal/ Gateway

(Big Move 1) Entry into the downtown area from Munsee St. is emphasized with highlighted intersection: crosswalks; directional signs and improved curb appeal for the Tourist Information Centre.

Bridge Portal/ Gateway

(Big Move 1) Entry into the downtown area is highlighted with a 'Cayuga' wall feature, tree and shrub planting. New crosswalks guide pedestrians along river walk (to Bob Baigent Memorial Park) and calm traffic.

Cayuga Street

(Big Move 1) Highlight the historic district with improved pedestrian sidewalks, decorative lighting and large hanging baskets. Highlight the entrance and exit with bump outs; include street trees, bike racks, benches, waste receptacles, wayfinding. Highlight entrance into district with vertical attraction on street corner.

Parking Lot Greening

(Big Move 4) Opportunity for street greening along parking lot interface; planting and bollards to act as safety buffer between sidewalk and parking environments.

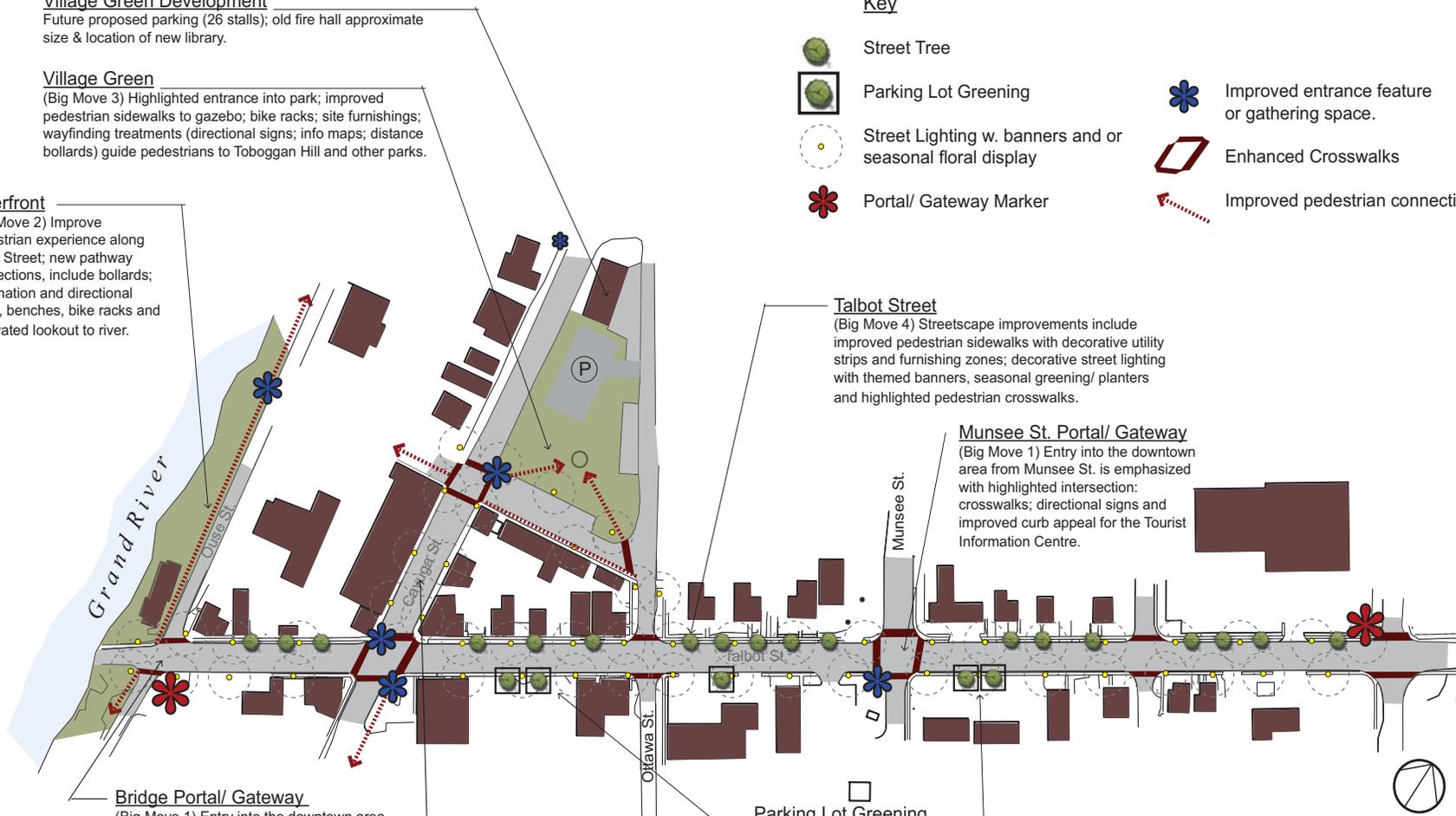
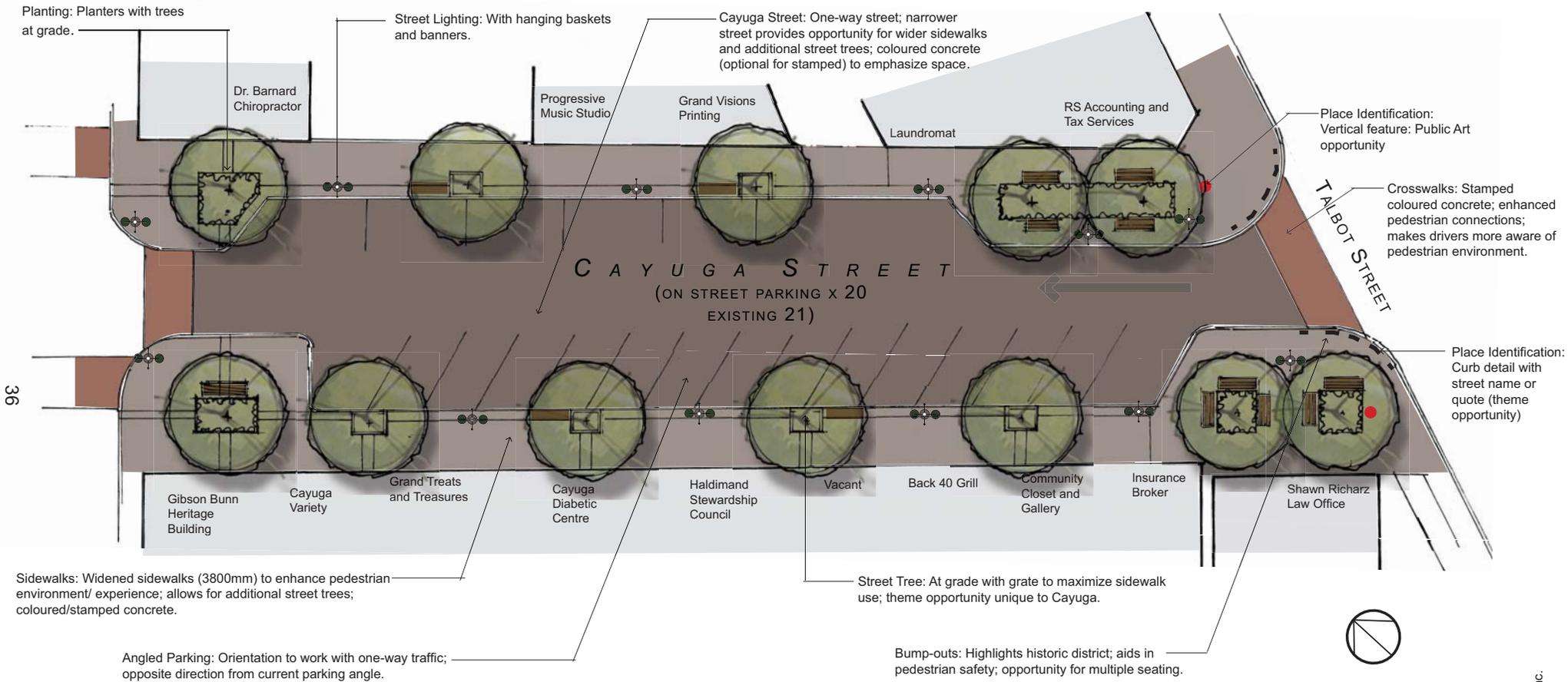
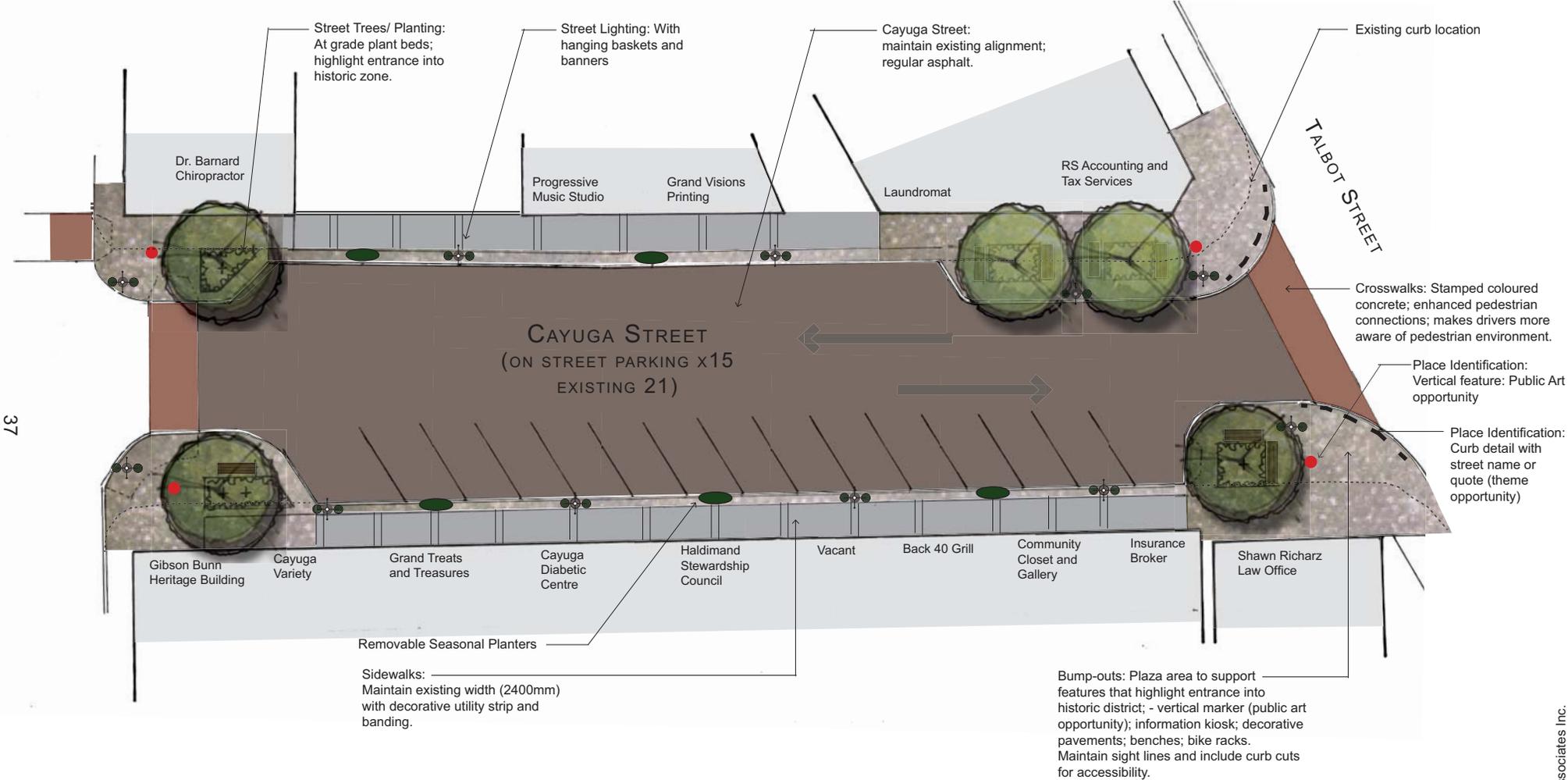


Figure 12. Cayuga Street Detail
One - Way Access (Preferred)



Stempski Kelly Associates Inc.

Figure 13. Cayuga Street Detail
Two-Way Access



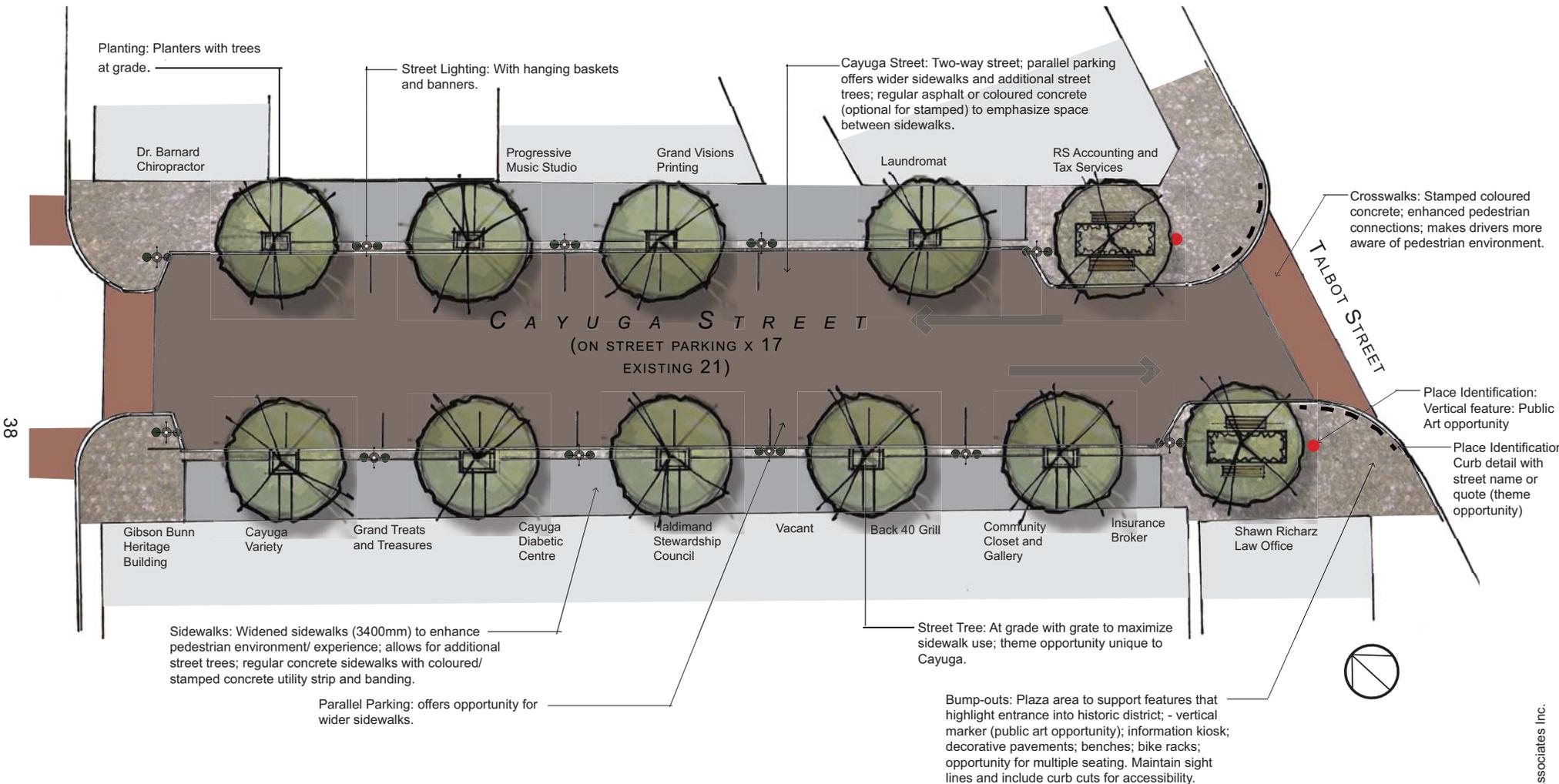
37

Stempski Kelly Associates Inc.

STREETScape PLAN FOR CAYUGA



Figure 14. Cayuga Street Detail
Two-Way Access- Parallel Parking



Stempski Kelly Associates Inc.

STREETScape PLAN FOR CAYUGA



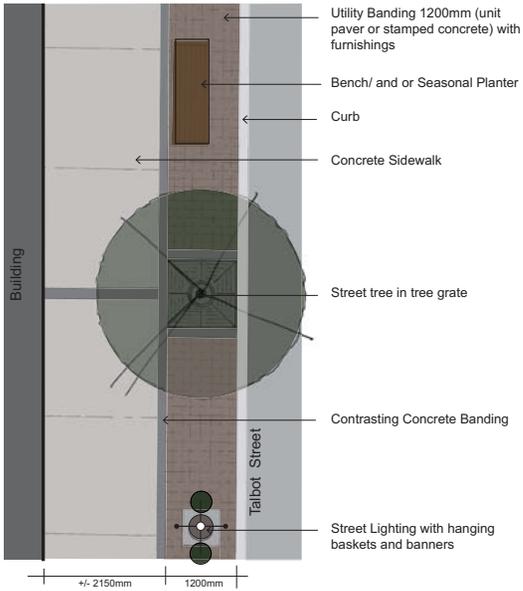
Figure 15. Village Green Preliminary Concept



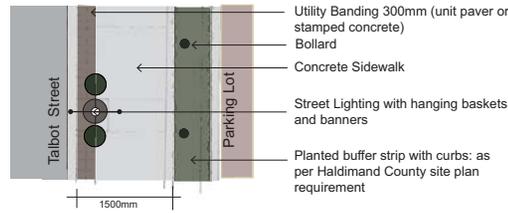
39

Stempski Kelly Associates Inc.

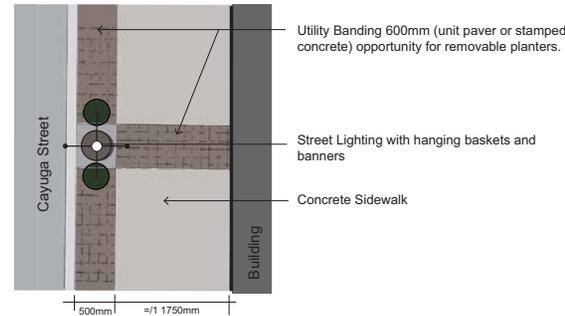
Figure 16. Streetscape Paving Details



Typical Sidewalk Treatment A:
Talbot Street +/- 3500mm wide



Typical Sidewalk Treatment B:
Talbot Street +/- 1500mm wide



Typical Sidewalk Treatment C:
Cayuga Street +/- 2300mm wide



Decorative Paving, Preferred: Unit paver, random pattern, minimal texture, blended red/brown colour.



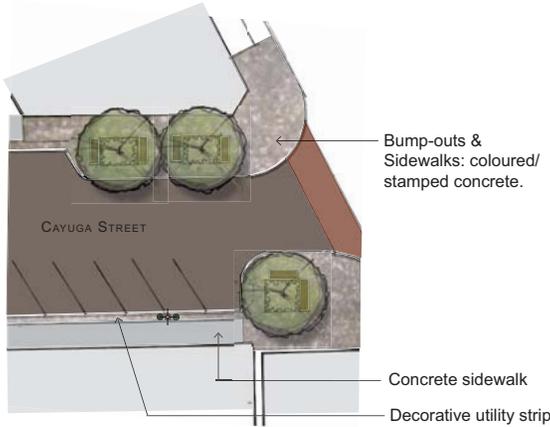
Alternative Decorative Paving:
Stamped concrete, random pattern, blended red/brown colour.



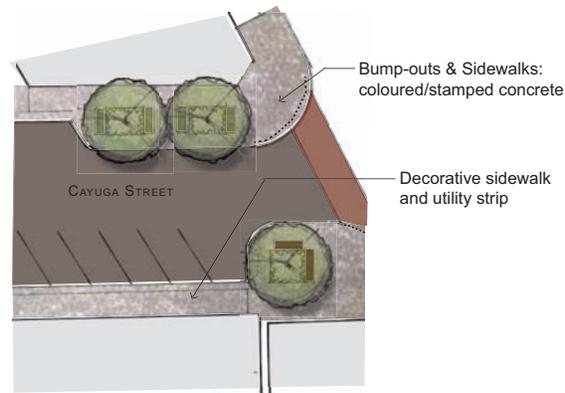
Concrete banding: Contrasting colour to be coordinated with decorative paving.

Paving Materials

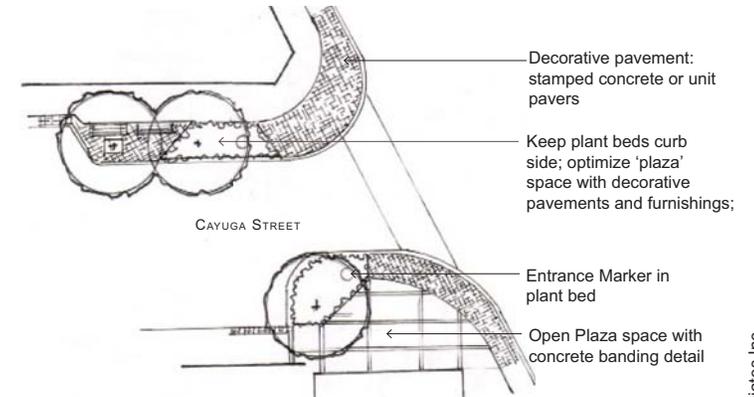
40



Cayuga Street: Paving Option A:
Concrete Sidewalk with Decorative Utility Strip,
Asphalt Street

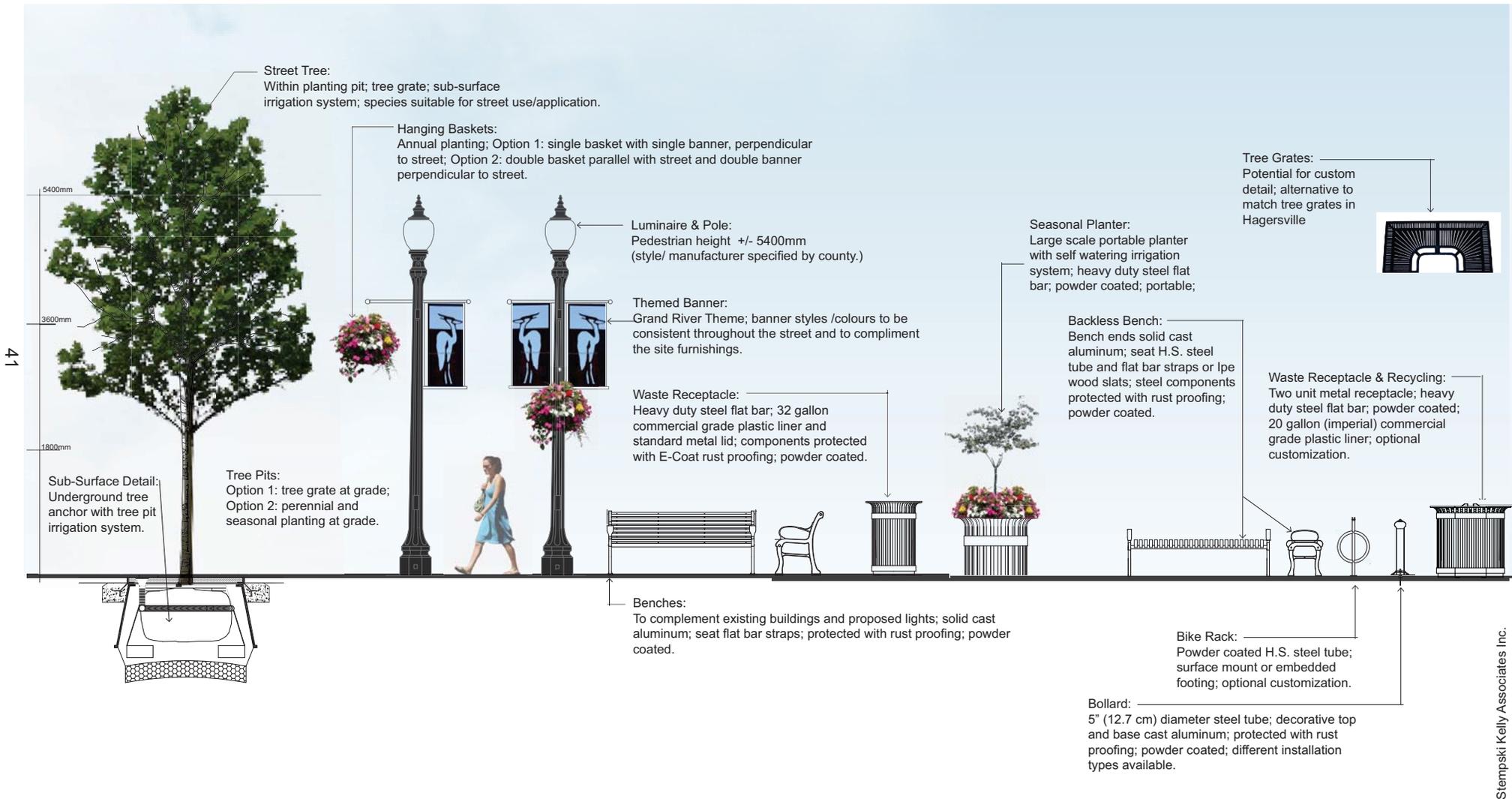


Cayuga Street Paving Option B:
Decorative Sidewalk and Utility Strip,
Asphalt Street



Cayuga Street:
Alternative Bump-Out Treatment

Figure 17. Streetscape Furnishing Elements



Stempski Kelly Associates Inc.

Figure 18a. Demonstrations
Talbot Street Sidewalk Treatments



Current



Current

Decorative Street Light with themed banners and seasonal greening.

Planted buffer zone: street trees and low shrubs, perennials; ornamental grasses; curbed plant beds, bollards.

New concrete sidewalk

42

Street tree in decorative tree grate: opportunity to incorporate theme with custom manufacturing.

Decorative street lighting with banners and seasonal greening.

Utility Strip and Furnishing Zone: Unit paving or stamped or coloured concrete; red brown colour.

Talbot Street:
Sidewalk Enhancements
*see Typical Sidewalk treatment 'A'



Talbot Street:
Parking Lot Interface
*see typical sidewalk treatment 'B'

Bike lane
Utility Strip
Pedestrian access to parking lot

Stempski Kelly Assoc

Figure 18b. Demonstration
Talbot St. Parking Lot interface



Current

Planted buffer zone: street trees and low shrubs, perennials; ornamental grasses; curbed plant beds, bollards.

43



Decorative street lighting with banners

Buffer planting

Bollards

Corner Treatments: Unit paving or stamped concrete; red brown colour;

Crosswalk: impressed asphalt or patterned concrete.

Utility Strip

Talbot Street & Munsee Street Intersection looking South

Stempski Kelly Associates Inc.

Figure 19. Demonstration Gateway Area looking East



Current



Talbot Street looking East

Bollards and planted buffer zone

Decorative street lights and seasonal greening

Screen trees: low branching

Entry Wall Feature with Cayuga identifier-option: to be coordinated with bridge design; foreground planting.

Pedestrian connection to River Park

Crosswalk: impressed asphalt or patterned concrete.

Bike lane

Figure 20. Demonstration Gateway Area looking West



Current

Crosswalk: impressed asphalt or patterned concrete.
 Low wall continues concept: highlights intersection.



Talbot Street looking East

45

Stempski Kelly Associates Inc.

STREETScape PLAN FOR CAYUGA



Figure 21. Demonstrations
Munsee St. and Talbot St. Intersection



Current



Munsee St. and Talbot St. Intersection looking North

Buffer planting
Corner Treatments:
Unit paving or stamped
concrete; red brown
colour; matching to
utility strip.

Buffer planting
Crosswalk: impressed
asphalt or patterned
concrete.

46



Tourism Information- Talbot Street looking West

Buffer planting
Information Identifier: with map
to support Tourist Information
kiosk.

Decorative street lighting with
banners
Furnishings: Consistent with
streetscape furnishings.
Corner Treatments: Unit paving or
stamped concrete; red brown colour;
Crosswalk: impressed asphalt or
patterned concrete.



Current

Stempski Kelly Associates Inc.



Figure 22. Theme Grand River: Nature



Grand River: Nature



- plants - species - Carolinian - rocks -

water - sediment - flowers - feathers - fur -

47

shells - migration - habitat -



STREETSCAPE PLAN FOR CAYUGA



Figure 23. Custom Detailing Opportunities

*Images represent possibilities only

Site Furnishings



48



Tree Grates



Paving



Banner



Colour Opportunities



Red/Brown

Green

Red

Black

Stempski Kelly Associates Inc.

Figure 24. Demonstration



Current

Street tree in decorative tree grate: opportunity to incorporate theme with custom manufacturing.

Decorative street lighting with banners

49



Talbot Street looking West (signalized crosswalk device would be required)

Additional street trees

Entry Wall Feature with raised letters; foreground planting.

Crosswalk: impressed asphalt or patterned concrete..

Stempski Kelly Associates Inc.

STREETScape PLAN FOR CAYUGA



Section Three
**Plan
Implementation**



This section provides an overview of the implementation details and associated costing of products, treatments and finishes reinforcing the theme.

1. Introduction

Since 2012, the Cayuga Streetscape Steering Committee has undertaken steps to a comprehensive streetscape planning process to establish a well-informed and fiscally responsible plan for the necessary replacement of Cayuga's streetscape infrastructure in its downtown area. This has included the identification and evaluation of potential new infrastructure.

One of the initial stages of the streetscape design/planning process involved a review of the existing condition, background documents, files, and plans to understand how Cayuga's streets have evolved to their current condition. In concert, it was important to survey the community to appreciate how they view all aspects of the main street, from surface treatments to lighting options to street greening to site furnishings. This was achieved through a visual preference survey technique and drawing workshop offered at a public meeting.

As the SKA Streetscape Plan was being prepared, it was evident that input from a cross-section of the Cayuga community was needed to vet the plan document. This assisted SKA to understand the expectations and needs of the municipal staff and its partners and how to best view the street and its amenities. This collaborative approach assisted in steering the streetscape planning process and subsequent style guide. The viability of elements of the style guide were then analyzed and combined with the professional experience of SKA. This resulting document is a combination of the steering committees goals and objectives and the professional review, viability, and ramification of these objectives.

Through the process, SKA has committed to Cayuga that this plan will:

- i. Respect Cayuga's character and environment;
- ii. Provide an inviting and accessible public place; and,
- ii. Provide opportunities for partnering with its implementation.

2. Streetscape Treatment Budgets & Priorities

Based upon the work of SKA and the project's steering committee, the streetscape's treatments have suggested priority only as any and all of these can be pursued as funding, partnership and necessity prevail. The undertaking of streetscape related projects in Cayuga to offer the community:

- i. Better and accessible treatments as possible for the street;
- ii. A consolidated theme building from the wishes of the community; and,
- iii. A 'menu' of projects that could be initiated as funding becomes available.



*Plan
Implementation*

i. Budget Estimates

Budget estimates have been included at the end of this section, and denoted by either unit price or lump sum allowance, reflecting the proposed treatments for the streetscape plan. The main streetscape estimate encompasses Talbot Street, from the Cayuga bridge to Thorburn Street, and Cayuga Street, from Talbot Street to King.

It is estimated that the total cost for treatment upgrades for Talbot Street and Cayuga Street would be in the order of \$1.2 million. Obviously, this cost can be broken down into smaller projects and dependant on chosen 'Cayuga St' concept. The following provides detail to each of the budget estimate categories:

Pavements

Surface treatments essentially have been suggested for the utility strip and new concrete between existing sidewalks and building frontages to replace existing removals. Talbot St. paving, including crosswalks, is estimated at \$259,696. (Cayuga estimate budgeted separately, dependant on chosen concept)

Planting

There are several areas of the streetscape to receive new planting in the form of new street trees and under-planting; 1) Talbot Street- estimated \$45,900. (Cayuga estimate budgeted separately, dependant on chosen concept)

An allowance for tree pit systems to include root barriers, root zone irrigation, and specialized planting medium throughout the tree pit. Generally, this system would technically provide a 'state-of-the-art' planting pit for all new trees in addition to plant costs.

Lighting

All equipment required to fulfil street and laneway lighting including poles, luminaires, banner and planter arms, and electrification of same has been included in the unit pricing for the lighting. (Estimated \$376,000) (Cayuga estimate budgeted separately, dependant on chosen concept)

Site Furnishings

Supply of benches, waste/recycling containers, bicycle racks have not been itemized for each section of the street. At this time, no estimate for installation has been included as many communities tend to 'direct purchase' and utilized their own staff for installation.

Special Projects

Special projects include entry walls, Tourist Information Centre plaza and parking lot improvements. Allowances for 'special projects' include all components to complete the project, for example, the 'bump out' locations typically include new curbs, planting, associated boulder and/or fabricated seating, and waste/recycling containers.

These budget estimates do not include estimates for murals, public art or other markers; these could vary significantly in price depending on quality and magnitude desired by the community.

Allowances for both contingency has been shown on the budget estimates.

ii. Order of Operation

A sequential order of streetscape treatment implementation could be pursued by individual treatment and/or by 'block' along the 'main street' either as a demonstration or necessity. Obviously there is a sensible 'order of operation' bringing efficiency (implementation and cost) to a project.

For example, lighting infrastructure will require pavement surface disruption and/or replacement and should be associated with a pavement renewal project, while equipment related to site furnishings could be purchased and installed with minimal disruption to the existing street. The County should coordinate implementation of Cayuga's streetscape treatments with its Public Works department and/or utility maintenance, and business area initiatives.

Figure 25: Special Project Locations



Phased Cayuga Project Budget Estimates

ska

| Bridge to Cayuga St. | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|----------------------|--------------------------------|------------|------------------|----------------------|----------------------|
| Pavement | Removals | 394 sq. m. | | \$ 25.00 | \$ 9,850.00 |
| | Concrete Sidewalks | 234 sq. m. | poured concrete | \$ 57.00 | \$ 13,338.00 |
| | Stamped Concrete Utility Strip | 160 sq. m. | stamped concrete | \$ 130.00 | \$ 20,800.00 |
| | Crosswalks | 187 sq. m. | stamped asphalt | \$ 250.00 | \$ 46,750.00 |
| Greening | Street Trees (60mm cal.) 2 | 3 each | new | \$ 450.00 | \$ 1,350.00 |
| | Tree Pit Systems (tech) | 3 each | new | \$ 1,500.00 | \$ 4,500.00 |
| | Tree Grates | 3 each | new | \$ 600.00 | \$ 1,800.00 |
| | Light Standards | 8 each | new | \$ 8,000.00 | \$ 64,000.00 |
| Furnishings | Benches | 3 each | new | \$ 1,000.00 | \$ 3,000.00 |
| | Trash Receptacles | 2 each | new | \$ 1,200.00 | \$ 2,400.00 |
| | Bike Racks | 3 each | new | \$ 800.00 | \$ 2,400.00 |
| | | | | subtotal: | \$ 170,188.00 |
| | | | 10% contingency | \$ 17,018.80 | |
| | | | total: | \$ 187,206.80 | |

| Cayuga St. to Ottawa St. | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|--------------------------|--------------------------------|------------|------------------|----------------------|----------------------|
| Pavement | Removals | 536 sq. m. | | \$ 25.00 | \$ 13,400.00 |
| | Concrete Sidewalks | 346 sq. m. | poured concrete | \$ 57.00 | \$ 19,722.00 |
| | Stamped Concrete Utility Strip | 190 sq. m. | stamped concrete | \$ 130.00 | \$ 24,700.00 |
| | Crosswalks | 63 sq. m. | stamped asphalt | \$ 250.00 | \$ 15,750.00 |
| Greening | Street Trees (60mm cal.) 2 | 3 each | new | \$ 450.00 | \$ 1,350.00 |
| | Tree Pit Systems (tech) | 3 each | new | \$ 1,500.00 | \$ 4,500.00 |
| | Tree Grates | 3 each | new | \$ 600.00 | \$ 1,800.00 |
| | Light Standards | 8 each | new | \$ 8,000.00 | \$ 64,000.00 |
| Furnishings | Benches | 6 each | new | \$ 1,000.00 | \$ 6,000.00 |
| | Trash Receptacles | 4 each | new | \$ 1,200.00 | \$ 4,800.00 |
| | Bike Racks | 1 each | new | \$ 800.00 | \$ 800.00 |
| | | | | subtotal: | \$ 156,822.00 |
| | | | 10% contingency | \$ 15,682.20 | |
| | | | total: | \$ 172,504.20 | |



| Ottawa St. to Munsee St. | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|---------------------------------|--------------------------------|-------------|-----------------------------|--------------------------------|-------------------|
| Pavement | Removals | 439 sq. m. | | \$ 25.00 | \$ 10,975.00 |
| | Concrete Sidewalks | 257 sq. m. | poured concrete | \$ 57.00 | \$ 14,649.00 |
| | Stamped Concrete Utility Strip | 182 sq. m. | stamped concrete | \$ 130.00 | \$ 23,660.00 |
| | Crosswalks | 126 sq. m. | stamped asphalt | \$ 250.00 | \$ 31,500.00 |
| Greening | Street Trees (60mm cal.) 2 | 5 each | new | \$ 450.00 | \$ 2,250.00 |
| | Tree Pit Systems (tech) | 5 each | new | \$ 1,500.00 | \$ 7,500.00 |
| | Tree Grates | 5 each | new | \$ 600.00 | \$ 3,000.00 |
| Lighting | Light Standards | 8 each | new | \$ 8,000.00 | \$ 64,000.00 |
| | | | | | |
| Furnishings | Benches | 3 each | new | \$ 1,000.00 | \$ 3,000.00 |
| | Trash Receptacles | 2 each | new | \$ 1,200.00 | \$ 2,400.00 |
| | Bike Racks | 3 each | new | \$ 800.00 | \$ 2,400.00 |
| | | | | subtotal: \$ 165,334.00 | |
| | | | 10% contingency | \$ 16,533.40 | |
| | | | total: \$ 181,867.40 | | |

| Munsee St. to Winnett St. | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|----------------------------------|--------------------------------|-------------|-----------------------------|--------------------------------|-------------------|
| Pavement | Removals | 421 sq. m. | | \$ 25.00 | \$ 10,525.00 |
| | Concrete Sidewalks | 242 sq. m. | poured concrete | \$ 57.00 | \$ 13,794.00 |
| | Stamped Concrete Utility Strip | 179 sq. m. | stamped concrete | \$ 130.00 | \$ 23,270.00 |
| | Crosswalks | 62 sq. m. | stamped asphalt | \$ 250.00 | \$ 15,500.00 |
| Greening | Street Trees (60mm cal.) 2 | 3 each | new | \$ 450.00 | \$ 1,350.00 |
| | Tree Pit Systems (tech) | 3 each | new | \$ 1,500.00 | \$ 4,500.00 |
| | Tree Grates | 3 each | new | \$ 600.00 | \$ 1,800.00 |
| Lighting | Light Standards | 8 each | new | \$ 8,000.00 | \$ 64,000.00 |
| | | | | | |
| Furnishings | Benches | 1 each | new | \$ 1,000.00 | \$ 1,000.00 |
| | Trash Receptacles | 1 each | new | \$ 1,200.00 | \$ 1,200.00 |
| | | | | subtotal: \$ 136,939.00 | |
| | | | 10% contingency | \$ 13,693.90 | |
| | | | total: \$ 150,632.90 | | |



| Winnett St. to Thorburn St. Pavement | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|--------------------------------------|--------------------------------|------------|------------------|------------------|----------------------|
| | Removals | 421 sq. m. | | \$ 25.00 | \$ 10,525.00 |
| | Concrete Sidewalks | 242 sq. m. | poured concrete | \$ 57.00 | \$ 13,794.00 |
| | Stamped Concrete Utility Strip | 179 sq. m. | stamped concrete | \$ 130.00 | \$ 23,270.00 |
| | Crosswalks | 62 sq. m. | stamped asphalt | \$ 250.00 | \$ 15,500.00 |
| | | | | | |
| Greening | Street Trees (60mm cal.) 2 | 4 each | new | \$ 450.00 | \$ 1,800.00 |
| | Tree Pit Systems (tech) | 4 each | new | \$ 1,500.00 | \$ 6,000.00 |
| | Tree Grates | 4 each | new | \$ 600.00 | \$ 2,400.00 |
| | | | | | |
| Lighting | Light Standards | 8 each | new | \$ 8,000.00 | \$ 64,000.00 |
| | | | | | |
| Furnishings | Benches | 1 each | new | \$ 1,000.00 | \$ 1,000.00 |
| | Trash Receptacles | 1 each | new | \$ 1,200.00 | \$ 1,200.00 |
| | Bike Racks | 1 each | new | \$ 800.00 | \$ 800.00 |
| | | | | | |
| | | | | subtotal: | \$ 139,489.00 |
| | | | | 10% contingency | \$ 13,948.90 |
| | | | | total: | \$ 153,437.90 |

| Other | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|-------|--------------------|------------|-----------------|------------------|----------------------|
| | Concrete Sidewalks | 107 sq. m. | poured concrete | \$ 57.00 | \$ 6,099.00 |
| | Crosswalks | 157 sq. m. | stamped asphalt | \$ 250.00 | \$ 39,250.00 |
| | Light Standards | 7 each | new | \$ 8,000.00 | \$ 56,000.00 |
| | Bike Racks | 1 each | new | \$ 800.00 | \$ 800.00 |
| | | | | subtotal: | \$ 101,349.00 |
| | | | | 10% contingency | \$ 10,134.90 |
| | | | | total: | \$ 111,483.90 |

Note 1: 'Other' section includes King St., & Ottawa St. N. lighting; concrete sidewalk budget covers Ottawa St. N (west side) and King St. (south side); crosswalks Cayuga- King St. intersection and King St. at Ottawa. St.

Note 2: Does not include trees within parking lot plantings

Note 3: Does not include overall Cayuga St. budgeting



Cayuga Project Budget Estimates

| General Streetscape | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|---------------------------------------|--------------------------------|-------------|------------------|---------------------|---------------------|
| Pavement | Removals | 2211 sq. m. | | \$ 25.00 | \$ 55,275.00 |
| | Concrete Sidewalks | 1428 sq. m. | poured concrete | \$ 57.00 | \$ 81,396.00 |
| | Stamped Concrete Utility Strip | 890 sq. m. | stamped concrete | \$ 130.00 | \$ 115,700.00 |
| | Crosswalks | 657 sq. m. | stamped asphalt | \$ 250.00 | \$ 164,250.00 |
| | | | | | |
| Greening | *Street Trees (60mm cal.) | 18 each | new | \$ 450.00 | \$ 8,100.00 |
| | Tree Pit Systems (tech) | 18 each | new | \$ 1,500.00 | \$ 27,000.00 |
| | Tree Grates | 18 each | new | \$ 600.00 | \$ 10,800.00 |
| Lighting (does not include Cayuga St) | Light Standards | 47 each | new | \$ 8,000.00 | \$ 376,000.00 |
| | | | | | |
| Furnishings | Benches | 14 each | new | \$ 1,000.00 | \$ 14,000.00 |
| | Trash Receptacles | 10 each | new | \$ 1,200.00 | \$ 12,000.00 |
| | Bike Racks | 9 each | new | \$ 800.00 | \$ 7,200.00 |
| | | | | | |
| | | | | subtotal: \$ | 871,721.00 |
| | | | | 10% contingency | \$ 87,172.10 |
| | | | | total: \$ | 958,893.10 |

| Cayuga St. General | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|--------------------|----------|------------|-----------|------------|--------------|
| Pavement | Removals | 475 sq. m. | | \$ 25.00 | \$ 11,875.00 |

| Cayuga St | Item: | Qty: | Material: | Unit Cost: | Sub-total: | |
|-----------------|----------------------------------|------------|-------------------------|-------------|---------------------|---------------------|
| One- Way Access | Light Standards | 12 each | new | \$ 8,000.00 | \$ 96,000.00 | |
| | Sidewalks & Bumpouts | 837 sq.m. | poured/stamped concrete | \$ 130.00 | \$ 108,810.00 | |
| | Crosswalks | 126 sq. m. | stamped asphalt | \$ 250.00 | \$ 31,500.00 | |
| | Trees | 12 each | new | \$ 400.00 | \$ 4,800.00 | |
| | Tree Pit Systems (tech) | 12 each | | \$ 1,500.00 | \$ 18,000.00 | |
| | Tree Grates | 6 each | | \$ 600.00 | \$ 3,600.00 | |
| | Planting | 25 sq.m. | shrubs/perennials | \$ 45.00 | \$ 1,125.00 | |
| | Benches | 14 each | new | \$ 1,000.00 | \$ 14,000.00 | |
| | Gateway Markers (Identification) | 2 each | steel | \$ 5,000.00 | \$ 10,000.00 | |
| | Curb Detail (Identification) | 2 each | steel | \$ 1,500.00 | \$ 3,000.00 | |
| | | | | | subtotal: \$ | 290,835.00 |
| | | | | | 10% contingency | \$ 29,083.50 |
| | | | | | total: \$ | 319,918.50 |



Cayuga St.

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|----------------------------------|------------|-------------------------|-------------|-------------------|
| Two- Way Access | 11 each | new | \$ 8,000.00 | \$ 88,000.00 |
| Angled Parking | 364 sq. m. | poured concrete | \$ 57.00 | \$ 20,748.00 |
| | 167 sq.m. | poured/stamped concrete | \$ 130.00 | \$ 21,710.00 |
| | 126 sq. m. | stamped asphalt | \$ 250.00 | \$ 31,500.00 |
| | 5 each | new | \$ 400.00 | \$ 2,000.00 |
| | 5 each | new | \$ 1,500.00 | \$ 7,500.00 |
| | 12 sq.m. | shrubs/perennials | \$ 45.00 | \$ 540.00 |
| | 7 each | new | \$ 1,000.00 | \$ 7,000.00 |
| Seasonal/Removable Planters | 5 each | new | \$ 500.00 | \$ 2,500.00 |
| Gateway Markers (Identification) | 2 each | steel | \$ 5,000.00 | \$ 10,000.00 |
| Curb Detail (Identification) | 2 each | steel | \$ 1,500.00 | \$ 3,000.00 |
| | | subtotal: | \$ | 194,498.00 |
| | | 10% contingency | \$ | 19,449.80 |
| | | total: | \$ | 213,947.80 |

Cayuga St

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|----------------------------------|------------|-------------------------|-------------|-------------------|
| Two- Way Access | 11 each | new | \$ 8,000.00 | \$ 88,000.00 |
| Parallel Parking | 333 sq. m. | poured concrete | \$ 57.00 | \$ 18,981.00 |
| | 391 sq.m. | poured/stamped concrete | \$ 130.00 | \$ 50,830.00 |
| | 126 sq. m. | stamped asphalt | \$ 250.00 | \$ 31,500.00 |
| | 11 each | new | \$ 400.00 | \$ 4,400.00 |
| | 11 each | new | \$ 1,500.00 | \$ 16,500.00 |
| | 20 sq.m. | shrubs/perennials | \$ 45.00 | \$ 900.00 |
| | 4 each | new | \$ 1,000.00 | \$ 4,000.00 |
| Gateway Markers (Identification) | 2 each | steel | \$ 5,000.00 | \$ 10,000.00 |
| Curb Detail (Identification) | 2 each | steel | \$ 1,500.00 | \$ 3,000.00 |
| | | subtotal: | \$ | 228,111.00 |
| | | 10% contingency | \$ | 22,811.10 |
| | | total: | \$ | 250,922.10 |

Tourist Info Centre

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|--------------------|-----------|-------------------|-------------|------------------|
| Paving | 120 sq.m. | concrete, poured | \$ 55.00 | \$ 6,600.00 |
| Tourist Info Kiosk | 1 each | new | \$ 5,000.00 | \$ 5,000.00 |
| Benches | 2 each | new | \$ 1,000.00 | \$ 2,000.00 |
| Trees | 2 each | new | \$ 400.00 | \$ 800.00 |
| *Planting | 22 sq.m. | shrubs/perennials | \$ 70.00 | \$ 1,540.00 |
| Trash Receptacle | 1 each | new | \$ 1,200.00 | \$ 1,200.00 |
| | | subtotal: | \$ | 17,140.00 |
| | | 10% contingency | \$ | 1,714.00 |
| | | total: | \$ | 18,854.00 |



| Cayuga Sign at Bridge | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------------|--------------|--------------|-------------------|-------------------|---------------------|
| | Wall | 5 sq. face r | Precast Unit Wall | \$ 300.00 | \$ 1,500.00 |
| | Lettering | | allowance | | \$ 5,000.00 |
| | Trees | 4 each | new | \$ 400.00 | \$ 1,600.00 |
| | *Planting | 9 sq.m. | shrubs/perennials | \$ 70.00 | \$ 630.00 |
| | Bollards | 6 each | new | \$ 1,000.00 | \$ 6,000.00 |
| | | | subtotal: | | \$ 14,730.00 |
| | | | 10% contingency | | \$ 1,473.00 |
| | | | total: | | \$ 16,203.00 |

*NOTE: area subject to property line confirmation

| Cayuga Sign at Thorburn | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|--------------------------------|--------------|--------------|-------------------|-------------------|--------------------|
| | Wall | 5 sq. face r | Precast Unit Wall | \$ 300.00 | \$ 1,500.00 |
| | Lettering | | allowance | | \$ 5,000.00 |
| | *Planting | 6 sq.m. | shrubs/perennials | \$ 70.00 | \$ 420.00 |
| | | | subtotal: | | \$ 6,920.00 |
| | | | 10% contingency | | \$ 692.00 |
| | | | total: | | \$ 7,612.00 |

| P1- Parking Lot | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------|--------------|-------------|-------------------|-------------------|---------------------|
| | Trees | 4 each | new | \$ 400.00 | \$ 1,600.00 |
| | *Planting | 36 sq.m. | shrubs/perennials | \$ 70.00 | \$ 2,520.00 |
| | Bollards | 10 each | new | \$ 1,000.00 | \$ 10,000.00 |
| | | | subtotal: | | \$ 14,120.00 |
| | | | 10% contingency | | \$ 1,412.00 |
| | | | total: | | \$ 15,532.00 |

| P2- Parking Lot | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------|---------------|-------------|-------------------|-------------------|---------------------|
| | Trees | 3 each | new | \$ 400.00 | \$ 1,200.00 |
| | *Planting | 30 sq.m. | shrubs/perennials | \$ 70.00 | \$ 2,100.00 |
| | Side Planting | 20 sq.m. | shrubs/perennials | \$ 45.00 | \$ 900.00 |
| | Bollards | 10 each | new | \$ 1,000.00 | \$ 10,000.00 |
| | | | subtotal: | | \$ 14,200.00 |
| | | | 10% contingency | | \$ 1,420.00 |
| | | | total: | | \$ 15,620.00 |

| P3- Parking Lot | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------|--------------|-------------|-------------------|-------------------|---------------------|
| | Trees | 5 each | new | \$ 400.00 | \$ 2,000.00 |
| | *Planting | 50 sq.m. | shrubs/perennials | \$ 70.00 | \$ 3,500.00 |
| | Bollards | 6 each | new | \$ 1,000.00 | \$ 6,000.00 |
| | | | subtotal: | | \$ 11,500.00 |
| | | | 10% contingency | | \$ 1,150.00 |
| | | | total: | | \$ 12,650.00 |



Intersection Upgrades

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|----------------------------|-----------------------|-------------------|-------------------|--------------------|
| Munsee- Talbot St. | | | | |
| Pioneer Gas Station Corner | *Planting 40 sq.m. | shrubs/perennials | \$ 70.00 | \$ 2,800.00 |
| Mac's/ Subway Corner | *Planting 22 sq.m. | shrubs/perennials | \$ 70.00 | \$ 1,540.00 |
| | | subtotal: | | \$ 4,340.00 |
| | | 10% contingency | | \$ 434.00 |
| | | total: | | \$ 4,774.00 |

* Planting Bed includes removal of pavement/turf, bed preparation & planting
(Note: Potential for agreement between Town and adjacent property owners to share costs of improvements.)

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------|-------------|------------------|-------------------|--------------------|
| Lion's Parkette | | | | |
| Upgrades | | allowance | | \$ 5,000.00 |
| | | subtotal: | | \$ 5,000.00 |
| | | 10% contingency | | \$ 500.00 |
| | | total: | | \$ 5,500.00 |

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|---------------------------------|-------------|------------------|-------------------|--------------------|
| Village Green Connection | | | | |
| Upgrades | | allowance | | \$ 5,000.00 |
| | | subtotal: | | \$ 5,000.00 |
| | | 10% contingency | | \$ 500.00 |
| | | total: | | \$ 5,500.00 |

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|-------------------------|-------------|------------------|-------------------|---------------------|
| Ouse St. Lookout | | | | |
| Upgrades | | allowance | | \$ 11,500.00 |
| | | subtotal: | | \$ 11,500.00 |
| | | 10% contingency | | \$ 1,150.00 |
| | | total: | | \$ 12,650.00 |

| Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------------------|-------------|------------------|-------------------|--------------------|
| Ouse St. Improvements | | | | |
| Upgrades | | allowance | | \$ 5,000.00 |
| | | subtotal: | | \$ 5,000.00 |
| | | 10% contingency | | \$ 500.00 |
| | | total: | | \$ 5,500.00 |



| Banners | Item: | Qty: | Material: | Unit Cost: | Sub-total: |
|------------------|---------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|
| 20 Double Banner | | | | | |
| 24 Single Banner | Poly Knit (32"x 80") | 64 each | | \$ 57.86 | \$ 3,703.04 |
| | | | * Company: Classic Displays | | |
| | | | | | |
| | Poly Spun (32"x 80") | 64 each | | \$ 64.58 | \$ 4,133.12 |
| | | | * Company: Classic Displays | | |
| | | | | | |
| | Echotex (32"x 80") | 64 each | | \$ 89.95 | \$ 5,756.80 |
| | | | * estimate includes 3'5" sleeves top and bottom, 4 grommets with gussets; 100% recycled fabric; Company: The Flag Shop | | |
| | | | | | |
| | Block Out Mesh (32"x 80") | 64 each | | \$ 128.95 | \$ 8,252.80 |
| | | | * estimate includes 3'5" sleeve top and bottom, 4 grommets & sides cut to side; designed to last 10+ years with a | | |
| | | | | | |
| | Steel- Plasma Cut | 64 each | | \$ 550.00 | \$ 35,200.00 |

* Note: 4 double banners allotted for Cayuga St. (one per corner)

