

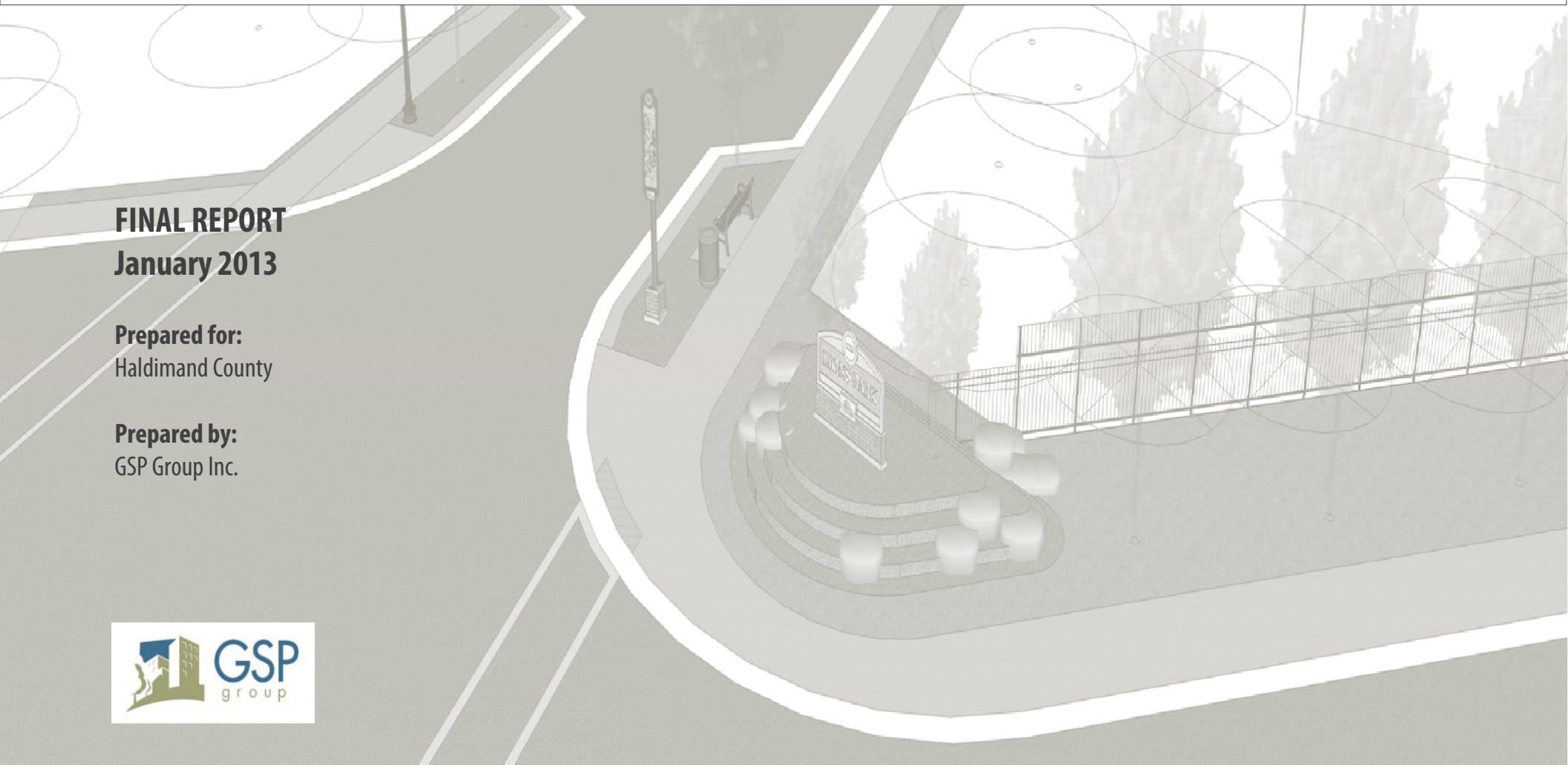


Jarvis Streetscape Plan

FINAL REPORT
January 2013

Prepared for:
Haldimand County

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1 INTRODUCTION

Background

The County adopted the Downtown Areas Community Improvement Plan in 2008 for the central business areas of six of its communities. The intent for the Community Improvement Plan was to utilize a series of financial incentive programs and County initiatives to encourage redevelopment and revitalization within these six communities.

Following up on the recommendations of the Community Improvement Plan, the County undertook, and ultimately approved in January 2010, the Haldimand County Streetscape Plan and Urban Design Guidelines (the “County Streetscape Plan”) which provided streetscape concepts for five of the County’s urban communities: Caledonia, Cayuga, Dunnville, Hagersville, and Jarvis (Townsend was excluded). These concepts provide the higher level direction that would guide the detailed streetscape design exercises that would occur for each of the five communities.

Haldimand County is now working towards preparing a detailed Streetscape Plan for Jarvis’ central business area that will identify recommended improvements to the public places and spaces within the area. GSP Group was retained by the County in December 2011 to prepare the Jarvis Streetscape Plan, which would identify these specific recommendations and action items for carrying out improvements to the Jarvis central business area.



Purpose & Objectives

The overall purpose of the Jarvis Streetscape Plan is to translate the direction and recommendations of the County Streetscape Plan to the specific level of the Jarvis central business area. In this regard, the general objective of the Jarvis Streetscape Plan is to establish a plan for the streetscape, as well as other related public spaces, that sets the foundation for a central business area in Jarvis that is the community heart and focal point; is a comfortable pedestrian environment; is visually interesting and attractive; has a definable identity and clear sense of place; respects the local historic and contextual roots; and is accommodating to all users and modes of travel. Ultimately, the Streetscape Plan is about creating a better 'place' within the central business area as the commercial and historic heart of the Jarvis community.

Study Area

The study area of the Streetscape Plan is the Jarvis Community Improvement Project Area (CIPA), as per the Haldimand County Downtown Areas Community Improvement Plan adopted in 2008. The focus of the study area is centred on Main Street and Talbot Street intersection and the respective corridors extending from this intersection.



2 BACKGROUND REVIEW

This section outlines the various planning documents that inform the preparation of the Jarvis Streetscape Plan, essentially as the starting point for the project. These documents form part of the basis for the preparation of the design concept and streetscape improvements identified in this report.

Growth Plan for the Greater Golden Horseshoe

The 2006 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), released in 2006, is the Province of Ontario’s growth strategy for the Greater Golden Horseshoe region, which was completed under the “Places to Grow” program. The Growth Plan is identified as “a framework for implementing the Government of Ontario’s vision for building stronger, more prosperous communities by managing growth in the region to 2031”. Generally, the Growth Plan promotes:

- Compact, vibrant and complete communities
- Diverse mixes of land use types;
- Multi-modal transportation systems that offer connectivity, efficiency, accessibility, and choice;
- Pedestrian and cyclist-friendly environments linked to other neighbourhoods and destinations;
- Connected open space systems;
- Land use patterns and urban design standards that facilitate energy efficiency; and
- Conservation of built and cultural heritage resources.



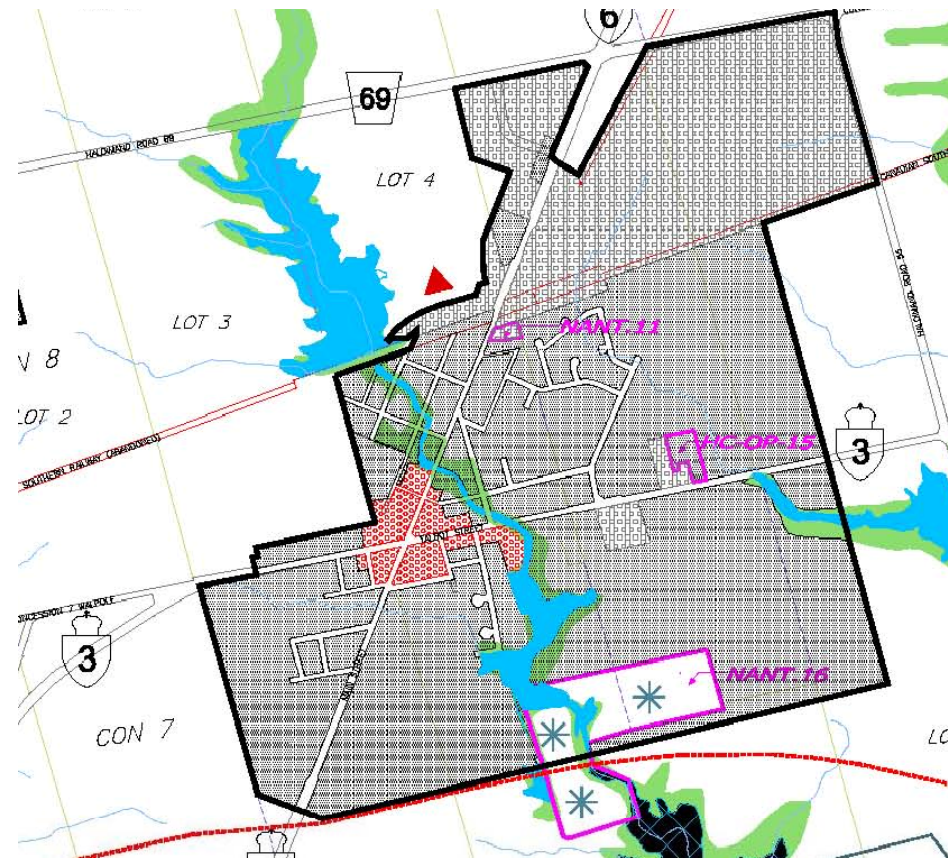
Official Plan

The Haldimand County Official Plan was adopted by the County in 2006 and was approved by the Ministry of Municipal Affairs and Housing in 2009. As the long-range planning document guiding the future growth and development of the County, it provides the high level policy direction that guides decisions regarding planning and design.

The Official Plan identifies specific roles for each of the six urban areas within the County, reflecting the unique characteristics of the respective community. For Jarvis, the Official Plan identifies the community serves as a service centre for the rural area and the Lake Erie Industrial Park.







The study area, the Jarvis CIPA, is designated Community Commercial in the Official Plan. The Community Commercial designation reflects the central business areas of the County's urban communities, which are intended to be the *"largest and most dense concentration of commercial functions in the County"* as well as accommodating supporting non-commercial activities. They are located surrounding the historical crossroads or core area of the respective urban community, in this case the Main Street and Talbot Street intersection for Jarvis.

The Community Commercial designation permits the broad range of uses that are expected in the core area of a community: retail shops, offices, personal services, entertainment facilities, accommodations, restaurants, apartments above shops, as well as other public and community uses. Pedestrian orientation, historic preservation, and the accommodation of typical and unique shops are key tenets for these central business areas. Specifically, the Official Plan identifies that "these unique attributes of each historical commercial crossroads or core should be protected and their nature enhanced so the crossroads or cores remain a viable and vibrant part of the urban fabric of Haldimand County".



For the Community Commercial designation, the Official Plan identifies that the County will support a number of initiatives to support the viability and vibrancy of the central business areas. These initiatives include supporting development and redevelopment within the areas; encouraging private sector improvements; establishing and maintaining Business Improvement Areas; and establishing urban design guidelines to guide new development and improvement. The preparation of a Community Improvement Plan is specifically identified as such an initiative to maintain the vitality and vibrancy of the County's central business areas.

From a transportation perspective, the Official Plan sets the strategic direction for roads within the County. Main Street and Talbot Street are each identified as a Provincial Highway, although both have a "Connecting Link" designation throughout commercial core area that stipulates the road sections are subject to County control (in consultation with the Ministry of Transportation) where it passes through Jarvis. The Official Plan identifies a conceptual future Highway 6 bypass extension to the east of the Jarvis central business area that is expected to "provide a convenient alternative truck route around Hagersville", and would also by-pass the Jarvis community. At this time, there are no firm plans or development timelines for a highway by-pass.

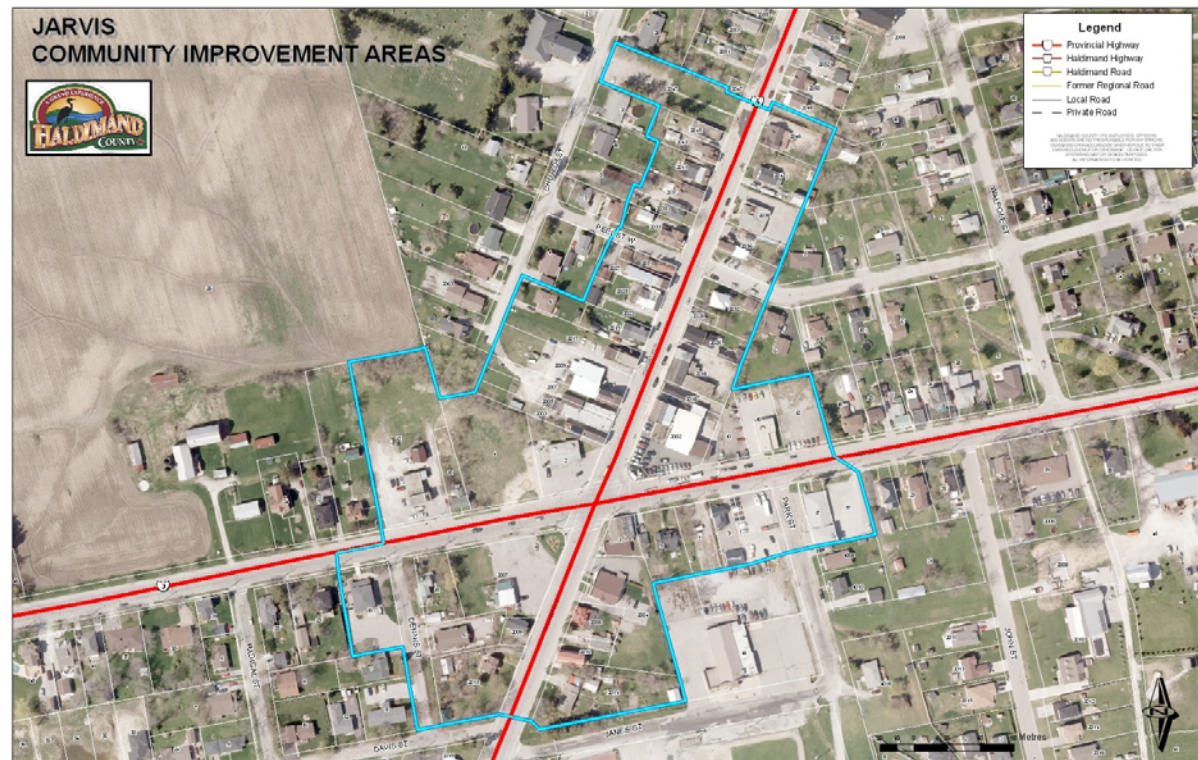
-  PROVINCIAL HIGHWAY
-  ARTERIAL ROAD
-  COLLECTOR ROAD
-  LOCAL ROAD
-  PROPOSED PROVINCIAL HIGHWAY
-  PROPOSED COLLECTOR ROAD



Community Improvement Plan

The County adopted the “Haldimand County Downtown Areas Community Improvement Plan” in 2008, for the Caledonia, Cayuga, Dunnville, Hagersville and Jarvis urban areas and the hamlet of Selkirk. A Community Improvement Plan (or “CIP”) is a planning tool under Section 28 of the Planning Act that establishes a long-term and comprehensive strategy for improvements within a defined area of a municipality, based on a defined need or set of needs. A CIP allows a municipality to undertake a number of actions, including acquiring, rehabilitating, and disposing of land; providing grants and loans to property owners and tenants; and undertaking infrastructure and public space improvements.

The Haldimand CIP offers five financial incentive programs to property and business owners in the CIPAs: an Application and Permit Fees Refund Program; a Downtown Housing Grant Program; a TIER program for large scale capital projects; a Heritage Improvement Grant Program; and Façade Improvement Grant Program. Coupled with these incentive programs, the CIP identifies a series of County initiatives to assist in revitalization of the CIPA areas. These initiatives include the establishment of urban design guidelines, streetscape improvements, public space and trail improvements, intersection and crossing improvements, and parking lot improvements.



Zoning By-law

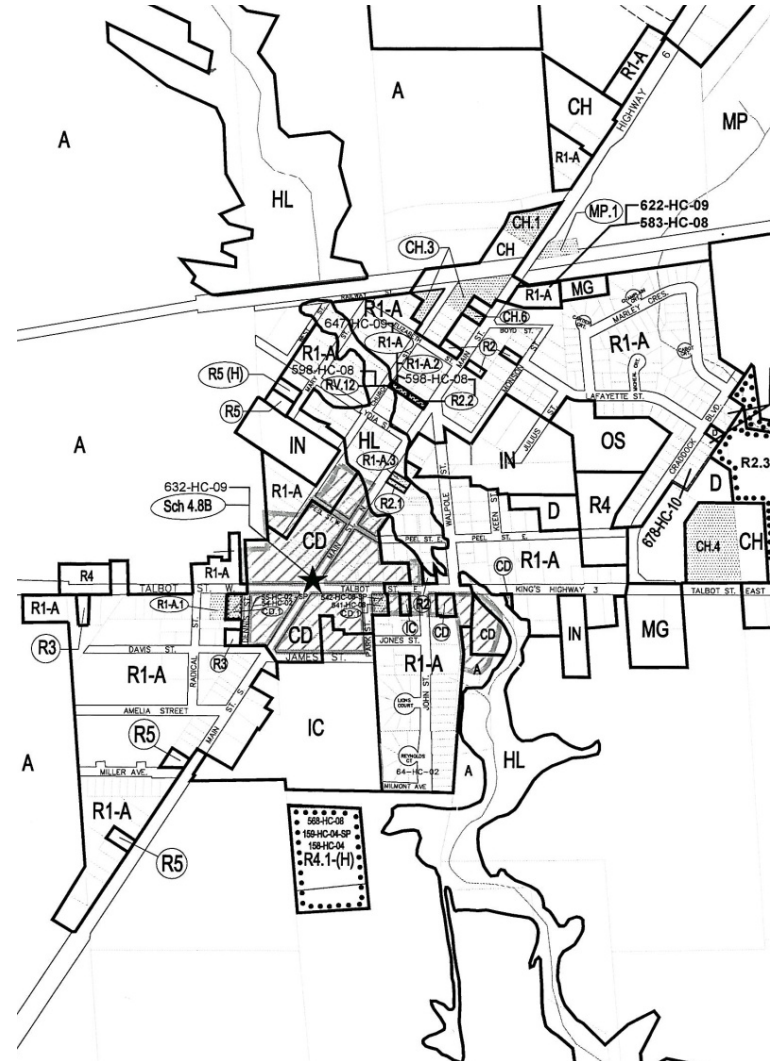
By-law 1-H 86, the County's Comprehensive Zoning By-law for the former City of Nanticoke ("the Zoning By-law"), regulates the use of land within the urban area of Jarvis. The Zoning By-law was adopted by Council in 2000.

The study area is almost entirely zoned Downtown Commercial (CD) in the Zoning By-law, the only exceptions being a few properties on at the northern end of the study area on the east side of Main Street that are within a Hazard Land (HL) zone given the watercourses running in that area. The CD zone permits a broad range of uses, including retail and service commercial uses; personal service uses; community, institutional and public uses; accommodations; residential units within commercial buildings; as well as some uses that are not necessarily supportive of a pedestrian-oriented downtown, including automobile sales and service, service stations, and car washes.

These built form regulations for the CD Zone include the following:

- Minimum front yard: Nil
- Minimum exterior side yard: Nil
- Minimum interior side yard: Nil (3.0 metres from residential)
- Minimum rear yard: Nil (6.0 metres from residential)
- Maximum building height: 4 storeys
- Maximum lot coverage: 80%

The properties within the study area zoned CD are within a "Downtown Parking Credit" that has special parking provisions for the downtown area. Within this area, no further parking is required for permitted uses within existing buildings, and additional parking that results from new development or construction is granted a 20% reduction in total parking requirements.



Sign By-law

The Haldimand County Sign By-law, By-law No. 1064/10 (“the Sign By-law”), generally regulates the use and application of signs within the County. Within commercial areas, the Sign By-law permits a broad range of sign types, several of which are conducive to a vibrant and interesting downtown environment, including wall, projecting, canopy, ground, and portable signs. The Sign By-law does prohibit a number of sign types that tend to interfere with the scale and character of downtown commercial settings, including roof signs, animated signs and third party signs.

In terms of regulations, the Sign By-law provides the following:

Sign type	Maximum Area	Maximum Height	Other Regulations
Wall	20% of building area	n/a	<ul style="list-style-type: none"> • Maximum 0.3 metres from wall • Not above 1st storey • No third part advertising
Projecting	1.0 square metres	n/a	<ul style="list-style-type: none"> • Encroachment agreement required • Minimum height 2.5 metre above finished grade • Liability agreement required
Canopy	20% of canopy	n/a	<ul style="list-style-type: none"> • n/a
Ground	0.3 times street line length	7.5 metres	<ul style="list-style-type: none"> • n/a
Portable	0.6 metres on public 1.0 metre on private	1.0 metres	<ul style="list-style-type: none"> • No impact to pedestrian movements • Only during business hours • Only in front of business

Parking Study

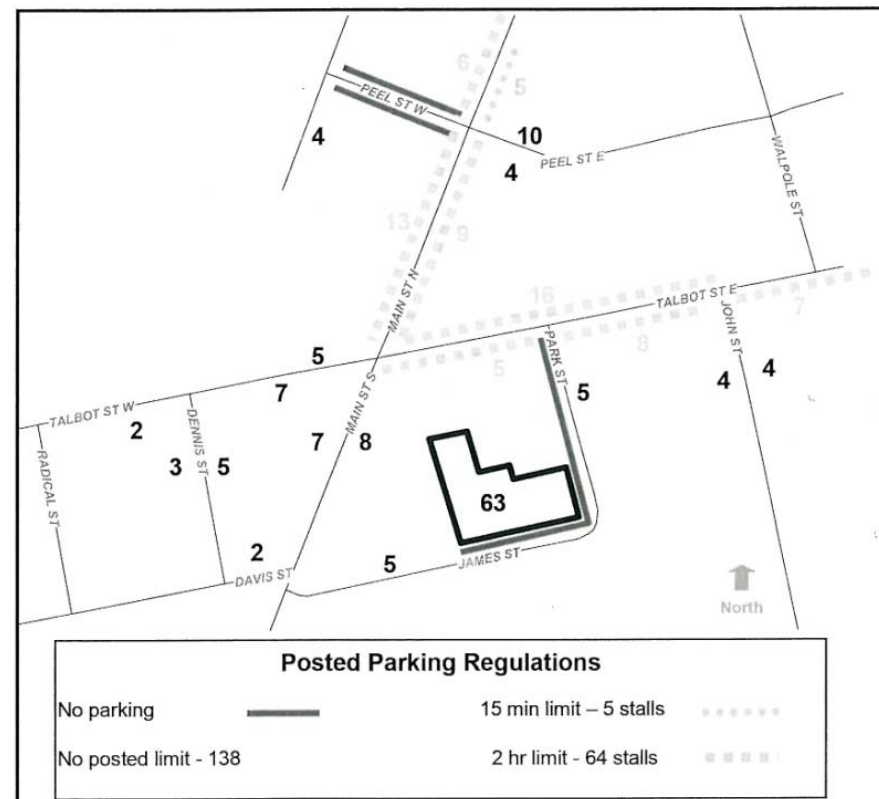
The Haldimand County Parking Study was completed in 2008 by Paradigm Transportation Solutions Limited. Its primary purpose was to develop a “comprehensive, cohesive, and integrated parking strategy and implementation plan” for the central business areas of the County’s urban communities. The Parking Study investigated and assessed the supply and availability of parking, both on the street and within municipal parking lots, in the central business areas of five of the County’s urban communities, including Jarvis.

The Parking Study provides a comprehensive inventory and analysis of the parking supply and availability within the Jarvis community area of study (which is larger than the Streetscape Plan study area). Overall, the Jarvis commercial core area has 207 public parking spaces: 63 off-street parking spaces associated with the community centre, 33 marked on-street parking spaces, and 111 unmarked on-street parking. Two-thirds of spaces have no posted time limit, while the remainder generally has a two hour limit.

The Parking Study concluded there is an appropriate supply of parking provided in downtown Jarvis and generally utilization rates are far below maximum capacity. As can be expected, parking on Main Street from Talbot Street to Peel Street has the highest utilization rates during peak hours; Main Street north of Peel Street and Peel Street and Park Street are secondary streets in terms of utilization rates, but nowhere close to the utilization rate of the core section of Main Street.

In summary, the Parking Study recommends that no additional parking is required in the commercial core area; that opportunities exist for consolidating off-street parking areas behind stores; that parking enforcement should be increased to minimize employee violations; that directional signage to community centre parking should be provided along Main Street and Talbot Street; and that parking signage should be installed on all blocks throughout the core area.

FIGURE 6.4: JARVIS PARKING INVENTORY BY TIME RESTRICTIONS



Streetscape Plan and Urban Design Guidelines

Council adopted the “Haldimand County Streetscape Plan and Urban Design Guidelines” in January 2010, which was prepared by Office for Urbanism. Resulting from the direction of the Haldimand County CIP, the purpose of the study was to develop a plan for revitalization and improvements within the County’s CIPAs, with the overall intent of reinforcing the character of these areas and improving the function of the downtown areas.

The Study provides both a County-wide approach at the high level, as well as more detailed guidance specifically for Caledonia and Dunnville. There are six principal components to the Streetscape Plan and Urban Design Guidelines report:

- A vision for each CIPA;
- A series of County-wide principles, or “County Big Moves”;
- A series of key public realm improvements, or “Big Moves”, for each CIPA;
- A set of Urban Design Guidelines targeted to Caledonia and Dunnville;
- A Streetscape Plan for both Caledonia and Dunnville;
- An Implementation Plan specific to Caledonia and Dunnville, but with general direction for the other CIPAs.

The County has budgeted \$250,000 for each CIPA to implement the respective streetscape plans over a five year period. This budget is intended for implementing the more substantial streetscaping improvements to the downtown areas, in order to stimulate the more minor improvements over time by community partnerships. In this regard, while current budgets may not cover all recommendations generated by this plan, the Jarvis Streetscape Plan is intended to provide a comprehensive improvement strategy that can be phased.

VISION for Jarvis

“Jarvis is a true crossroads community as Highways 3 and 6 bring travelers in and out. By beautifying parks and creating green connections from outside and into the centre, Jarvis is a desirable place to live and do business. It is also a place for travelers to rest and shop, before continuing on their journey.”

“Haldimand County Streetscape Plan and Urban Design Guidelines”, Office for Urbanism, January 2010

The Study established an overall “Vision” for each of the downtown areas, translating the County’s Big Moves to reflect the unique nature and character of the respective communities. Building from this Vision, the recommended “Big Moves” for Jarvis in the Study establish the overall foundation from which the Jarvis Streetscape Plan has been developed.

Big Move 1:

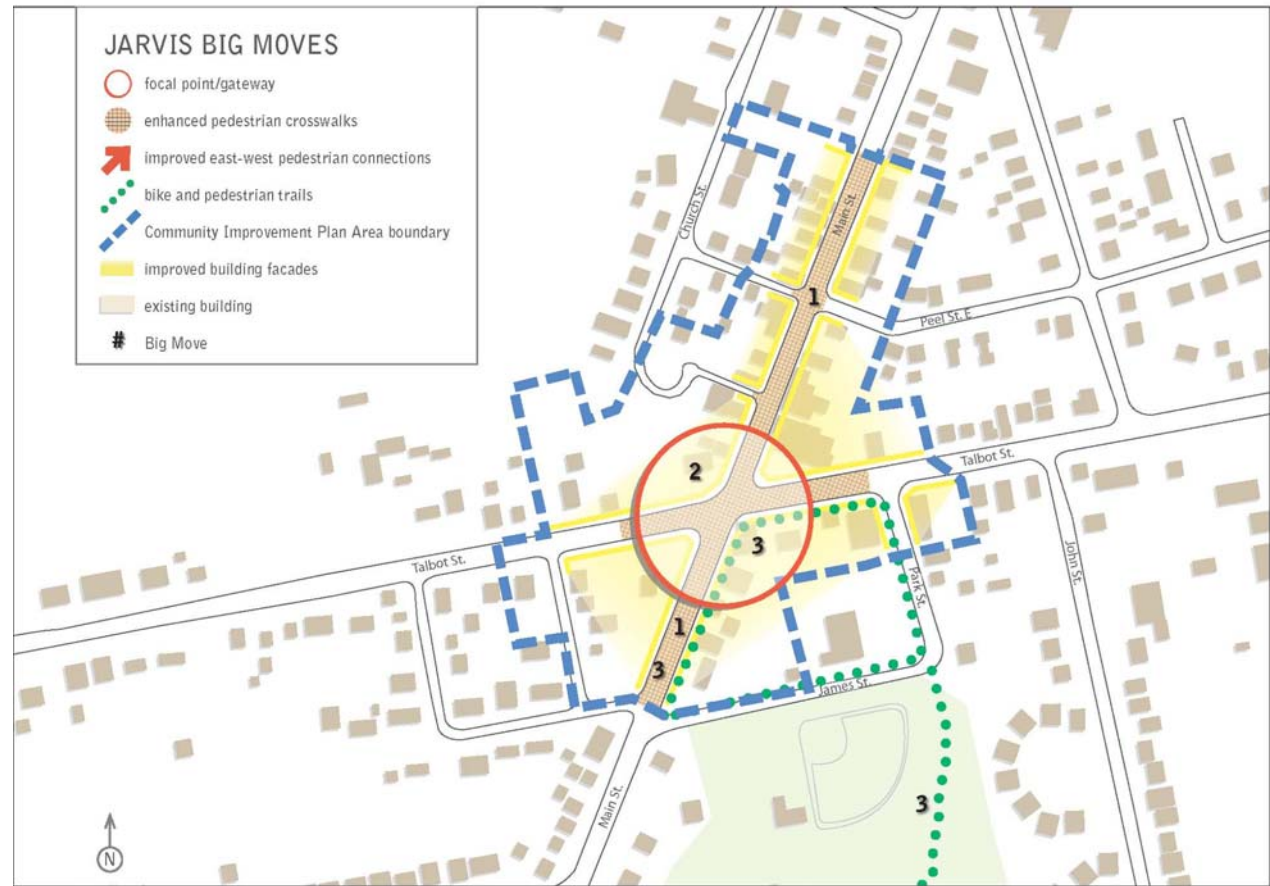
Enhance the community crossroads streets (Hwy 3 and 6), including signage and traffic calming, to be more place specific.

Big Move 2:

Create a strategy to transform the four corners as the ‘urban’ heart of the community that functions as a destination for meeting and commerce. This is a long term strategy that can utilize the partnerships of the Community Improvement Program and private sector leadership.

Big Move 3:

Create and protect green connections to parks to enhance existing amenities and link them. These connections will also create better access for pedestrians leading them to the crossroads.



3 EXISTING CONDITIONS

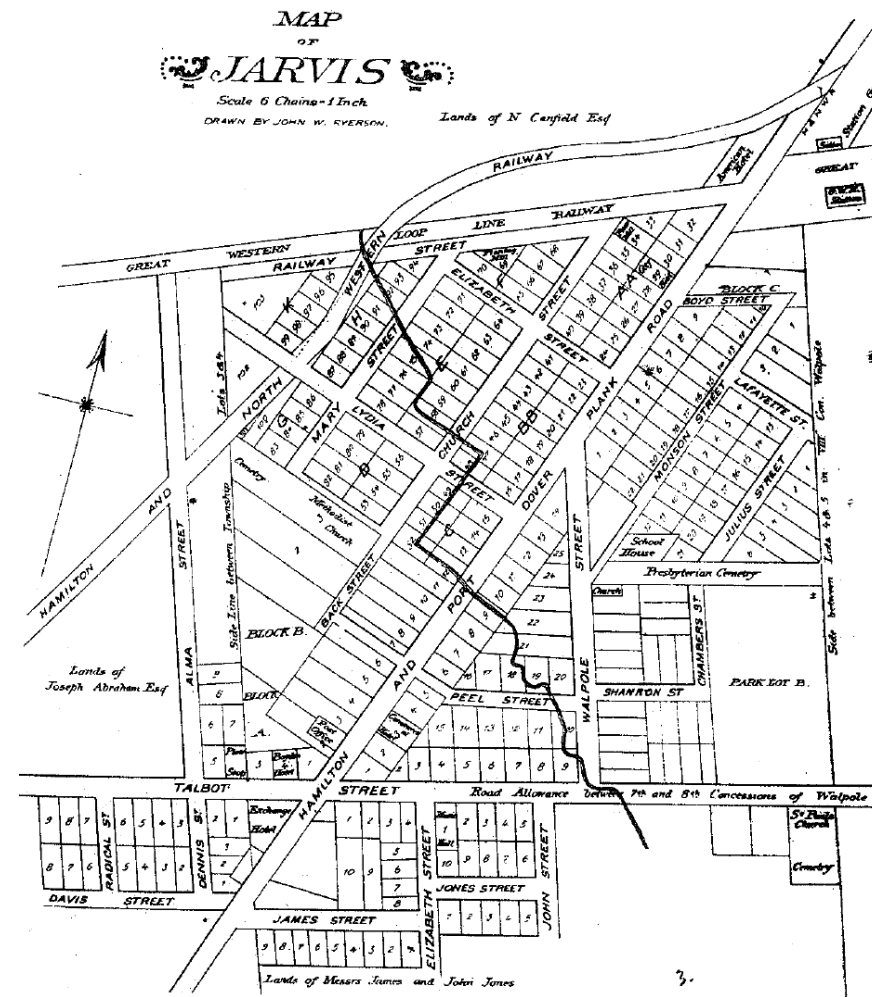
Purpose

A thorough and comprehensive assessment of the current conditions and characteristics in the Jarvis CIPA was undertaken as part of the initial phases of the Streetscape Plan. This assessment included walking tours and photo assessments by the project team members to identify current conditions and key characteristics of the commercial core area. This assessment focused on considerations such as the identity and character; land use patterns; built form patterns; the condition of buildings, facades, signage, properties and landscaping; streetscaping and sidewalks; traffic and parking; and, retail and commercial business operations

The purpose of the assessment was to identify the key challenges and opportunities for preparation of the streetscape concept and improvements for the Jarvis commercial core area. Given that the foundation and focus of the Jarvis Streetscape Plan is set by the “Big Moves”, the following pages are intended to be an assessment of the principal challenges and opportunities relating to the Big Moves.

Historical Context ¹

Settlement of what would ultimately become Jarvis began in the 1840s with the establishment of a blacksmith shop and later a tavern by James Sherman at a key crossroads in the area. The settlement was originally known as Sherman’s Corner after the first settler. The settlement was subsequently renamed Jarvis after William Monroe Jarvis, who was the Provincial Secretary under Upper Canada’s Lieutenant Governor John Graves Simcoe in 1791 and was given large tracts of land in the area for his service. Many of the streets in the Jarvis community still bear the names of his children.



Similar to Hagersville, the initiating factor for the settlement of Jarvis was the construction of the road linking Hamilton to Port Dover that was completed in 1844. (the Hamilton and Port Dover Plank Road). This Plank Road, made of large wooden planks, opened up the wilderness for settlement and agriculture. Main Street (Highway 6) lies on the original route of the Hamilton and Port Dover Plank Road. Most of the initial settlement within the Jarvis core area was destroyed in 1873 by the “Great Fire”, which ultimately resulted in the construction of many of the high quality brick buildings seen today, replacing the wooden buildings of the original settlement.

Jarvis truly began to emerge as a settlement with the arrival of two major railroad routes in the 1870s: the Great Western Loop line connecting Windsor to Niagara and the Hamilton and Lake Erie line. The 1912 rail station (replacing the old union station lost to fire) remains to the north of the Jarvis commercial core, which, as the crossroads of these two rail lines brought a large number of travellers through Jarvis. Industries began to develop in the Jarvis community to support the surrounding agricultural areas, including implement dealers, blacksmith shops and dairy facilities, while the core area of Jarvis served as a service centre for the day-to-day needs of residents, including groceries, clothing, sundries, accommodations, and a local newspaper (The Jarvis Record making Jarvis the smallest village in Canada with its own published weekly newspaper).

At the outset of World War II in 1939, the Royal Canadian Air Force established the first Bombing and Gunnery School under the British Commonwealth Air Training Plan approximately eight kilometres southeast of Jarvis. The Bombing and Gunnery School No. 1 trained many bomb aimers, observers, and air gunners for overseas active service as part of the Commonwealth efforts. Jarvis provided opportunities for living and shopping for many of the School’s students.

¹ Historical context summarized from *Jarvis Historical Calendar, 1982*.



Top: Jarvis train station that brought visitors to the community.
Middle: community events at the Main and Talbot intersection.
Bottom: Main Street streetscape looking north from the intersection.

Core Area Conditions

The following presents a summary of the principal impressions of the study area. These impressions provided a foundation in moving forward with the preparation of the design concepts for the Jarvis Streetscape Design. Generally, the following are the project team's observations regarding the condition and character of the streetscapes and public spaces within the Jarvis commercial core area:

1. The Jarvis commercial core area is a relatively **compact node at the crossroads** of two major thoroughfares in the County, Highway 6 (Main Street) and Highway 3 (Talbot Street). Both streets carry significant amounts of passing traffic which is desired by commercial businesses, however, it can present challenges for pedestrian safety particularly concerning the perceived comfort of crossing of these thoroughfares.
2. The **“bones” of the street infrastructure** in the Jarvis commercial core area are in relatively good condition. While there is the need for maintenance related improvements along both the Main Street and Talbot Street, including sidewalks and curb repairs and replacements, both right-of-ways are of a sufficient width to accommodate potential opportunities for additions and improvements to the streets that will soften and define the streetscape.
3. There is a **sufficient parking supply** with the Jarvis commercial core area. On-street parking along Main Street and Talbot Street provides the most direct access to storefronts, while off-street public parking lots provide a larger capacity of parking by the Jarvis Community Centre. Some of the on-street parking could be better defined through line markings and surface improvements, particularly the spaces on the north side of Peel Street East, while there are additional opportunities for consolidating the rear yard of properties fronting onto Main Street that could accommodate further parking, particularly for events or employee parking.



4. Talbot Street (Highway 3) through the Jarvis commercial core area presents a **hard edge that divides** the north and south sides of the core area from pedestrian movement. Given the current width of the street, the volume of traffic on the street, and the built form condition at the four corners, there is little to entice people to walk from the north to south side of the street, which affects the cohesiveness and unity of the commercial core area as a whole.

5. Pedestrian infrastructure in the Jarvis commercial core area is **well connected and relatively continuous**. There are public sidewalks on all four quadrants of the commercial core area with curb cuts at the Main Street and Talbot Street intersection. While continuous in length, there are numerous instances of along both Main Street and Talbot Street where vehicular accesses cross the sidewalk along the frontage of properties, creating a less comfortable environment for pedestrians. Additionally, as indicated above, some sidewalk segments do warrant repair or replacement given their surface material condition or their slope from storefront to curb edge.

6. The condition on the “four corners”, either because of the condition of buildings or the type of uses, **does not leave a strong impression to visitors**. The southeast corner is a vacant building that appears to be in poor physical and visual condition, but is situated tight to the street in keeping with a traditional main street form. Conversely, the buildings at the remaining three corners are occupied with commercial uses and are good physical condition, yet are set back from the street edge with parking located in the front yard.

7. There currently is a limited **draw in terms of commercial offerings** in the Jarvis community core area. With the exception of a few businesses, most commercial enterprises cater to convenience-related or service commercial uses, which do not necessarily draw (and retain) visitors to a commercial core. The concern is that the Jarvis commercial core area may not have the critical mass of uses that supports pedestrian traffic, key to a vibrant traditional main street area.



8. There are a **number of key destinations**, such as the public library, churches, community centre, public parking, and other uses, that can attract visitors to the Jarvis commercial core area. However, these uses are not clearly identified to visitors passing along the streets in terms of directional or wayfinding signage, so they might remain hidden to those visiting or new to the Jarvis community
9. There are a **number of “voids” in the built fabric** along Main Street and Talbot Street, in which there are gaps where buildings are set further back considerably from the street. These voids are created by either buildings setback significantly from the street edge or with building fronts that are not transparent and visually accessible to those travelling on the street. This does not necessarily encourage people to walk the Jarvis commercial core area and explore the community's shops and businesses. However, such voids could be opportunities for utilizing the space for generating more activity along the streetscape through private property improvements or outdoor activity spaces.
10. There is **not a lasting impression for visitors** passing through the Jarvis community core area along Talbot Street, the main thoroughfare in the broader region. Talbot Street carries large volumes of east-west traffic through the Jarvis commercial core area, however, there is little in the way of visual cues to entice the passer-by to stop and visit the commercial core area. This is result of a number of the conditions identified above, including the lack of a strong presence at the entrances and the key intersection in the area, as well as the lack of directional signage and the condition of building façades in the core.



4 VISIONING

Consultation Approach

Consultation is a critical step in preparing an appropriate and implementable streetscape design for downtown Jarvis, given the design will impact the daily use of the area and how people use it. Consultation was used in the preparation of the Streetscape Plan for not only generating ideas from the outset but also generating community support for the project. Ultimately the Jarvis Streetscape Plan is intended to be a “Made by Jarvis” solution for the challenges facing the area, and not simply a “Made for Jarvis” solution.

The intent for the community consultation undertaken as part of the Jarvis Streetscape Plan was not to duplicate the work undertaken for the County Streetscape Plan, but rather build on this work in developing a comprehensive plan for improvements to the study area. The County Streetscape Plan identified a higher level review of the challenges and issues facing the Jarvis central business area, as well developing the series of Big Moves that form the basis of overall improvements to downtown Jarvis. The consultation for the Jarvis Streetscape Plan focused on identifying the specific on-the-ground improvements that the community desired to implement the general direction that the Big Moves offered.

Community Workshop

The project team together with Haldimand County staff organized a public workshop on January 24, 2012 at the Jarvis Community Hall to hold a visioning session with the community. The overall purpose of the public workshop was to present the project team’s general observations of the Jarvis core area, to receive input from residents and business owners regarding the existing physical conditions of the area, specific desired improvements to the area, and priorities and importance of these improvements.

The public workshop started with a walking tour of the study area with participants, in order to generate ideas and discussion “on the ground” within the study area. The walking tour was



followed by a brief presentation by the project team, which introduced the intent and process of the Jarvis Streetscape Plan and identified some general improvement ideas for consideration. Working group sessions followed the presentation, where participants were able to express and discuss their thoughts and ideas for key needs and improvements for the Jarvis commercial core area. These sessions were wrapped up with a summary of the night's key ideas and observations, and the following steps in the process. The input that was ultimately generated at the public workshop is translated into "key messages" below, which form a significant part of the basis for the Jarvis Streetscape Plan, are summarized in the following section.

Key Messages

There were a significant number of observations and ideas generated during the discussions on the walking tour and in working groups as part of the public workshop. The public workshop brought together a number of different interests (residents, property owners, business owners) which added to the value of the input generated. Arising from the public workshop a series of 8 "key messages" were received by the project team, which significantly informed the subsequent design stages of the Streetscape Plan.

There are several key points to readers regarding these key messages. First, these key messages are the messages from the community received at the public workshop, and are expressed here as the project team heard them. Second, given the breadth of discussion, these key messages are not meant to be an exhaustive summary or inventory of all comments received but rather follow the general common themes that were expressed. Third, these key messages are organized to provide guidance to the design stages of the Streetscape Plan as action items. And fourth, the key messages as illustrated on the graphic are general, in which the specific nature and location of improvements is determined through the detailed design stage.



The key messages from the community, in no particular order of importance or relevance, identified that any improvements to the Jarvis core area should strive to:

- 1. Make the Jarvis core area more comfortable for people walking.** Improvements should target repairing and enhancing the existing street infrastructure that support pedestrians walking within the core area. This includes consideration for repairs and replacements to sidewalks and road curbs within the area, more defined crosswalks at intersections, and signage to direct visitors on foot. Improvements should target adding furnishings and amenities along Talbot Street and Main Street that provide visual interest and identity as well as providing spaces to stop and rest along the street. This includes consideration for decorative light standards, benches, garbage receptacles, planters and hanging baskets, and banners.
- 2. Calm traffic entering the core along Talbot Street and Main Street.** Improvements should target creating visual and physical cues to drivers (both truck and cars) that slow speeds through the core area. This includes consideration of incorporating design features (curb extensions, street trees, or plantings) that physically and visually reduce the perceived width of the right-of-ways along Highway 3 and Highway 6, as well as clearly delineating the lines of the travel lanes and on-street parking spaces.
- 3. Improve the green space in front of the United Church as a more defined park space.** Improvements should target adding amenities and elements to this green space in order formalize it is a functional park space within the boundaries of the core area. This includes consideration of the addition of benches and sitting amenities, identification signage, plantings, and enhancements along the creek.
- 4. Enhancing the infrastructure at the Talbot Street and Main Street intersection.** Improvements should target enhancing public and private holdings at this intersection to create a stronger, more visually appealing presence at this key community crossroads. This includes consideration of curb extensions to tighten the intersection, more defined crosswalks to visually and physically define the intersection, street plantings to support the intersection, as well as encouragement of private sector



investment in façade facelifts and improvements at the edge of the corner properties (particularly the vacant building at the southeast corner of the intersection).

- 5. Strengthen the entrance locations to the Jarvis core area.** Improvements should target to enhance all four entrances from Main Street and Talbot Street in order to create a stronger first impression of Jarvis to visitors. This includes consideration of physically pronouncing gateway entrances by tightening the right-of-way in these locations through curb extensions and plantings, as well as providing entrance and wayfinding signage at these locations.
- 6. Emphasize the history and historical context of Jarvis in any improvements.** Improvements should target incorporating aspects and events of Jarvis' history and its context within Haldimand County through improvements to various elements of the overall plan. This includes consideration of a program for heritage commemoration and history information within the core area, such as opportunities for commemoration features along public streets and within public spaces, as well as storefront signs reflecting historic building users and uses. Improvements should build on and emphasize the characteristics that make Jarvis special, namely its traditional main street setting resulting from its compact form, walkability, small-scale nature, and intimate environment. This includes consideration of elements and additions that soften the streetscape and orient it further to the pedestrian scale, as well as encouraging improvements and enhancements to private properties and buildings that complement the existing character of Jarvis.

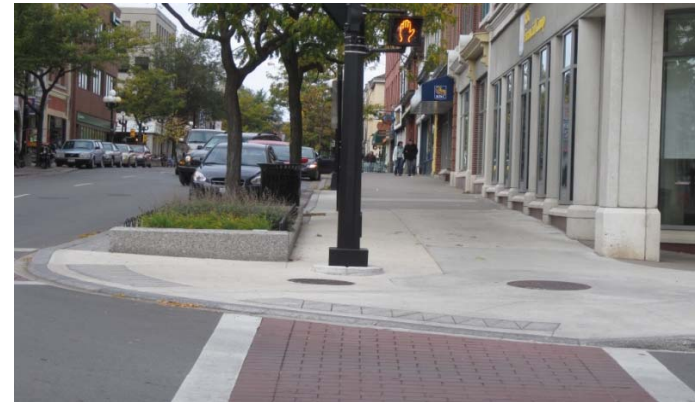


7. Enhance the existing supply of public parking within the core area.

Improvements should target to maintain and enhance the existing supply of public parking within the core area whether in on-street or off-street parking areas. This includes consideration of physical improvements to better define the parking spaces, directional and informational signage, and plantings to strengthen the edges of parking spaces. Additionally, consideration of partnership opportunities for coordinating off-street parking areas behind main street buildings could be explored by private property owners.

8. Enhance the connection between the core area and Jarvis Lions Park.

Improvements should target better incorporating the Jarvis Lions Park and the Jarvis Community Centre into the fabric of the commercial core area. This includes consideration of more prominent directional signage, planted entrance features, and continuous sidewalk or walkway connections from both Main Street and Talbot Street.



JARVIS STREETSCAPE PLAN

'Key Messages' from the Community

- 1 Make the Jarvis core more comfortable for people walking.
- 2 Calm traffic entering the core along Talbot Street and Main Street.
- 3 Improve the green space in front of the United Church as a more defined park space.
- 4 Enhance the infrastructure at the Talbot and Main Street Intersection.
- 5 Strengthen the entrance locations to the Jarvis core area.
- 6 Emphasize the history and historical context of Jarvis, and the small village character and feeling of the core area.
- 7 Enhance the existing supply of public parking within the core area.
- 8 Enhance the connections between the core area and Lions Park.



LEGEND

- Gateway Locations
- Principal Intersections
- CIPA Boundary
- Edge Plantings
- Lighting Location
- Wayfinding Signage
- Street Furnishings
- Parking Screening

KEY MESSAGES

- 1 Make walking comfortable
- 2 Traffic calming
- 3 Greenspace improvements
- 4 Intersection infrastructure improvements
- 5 Core area entrance improvements
- 6 Historical/Small town character implementation
- 7 Parking enhancements
- 8 Lions Park connection enhancements

5 STREETScape CONCEPT

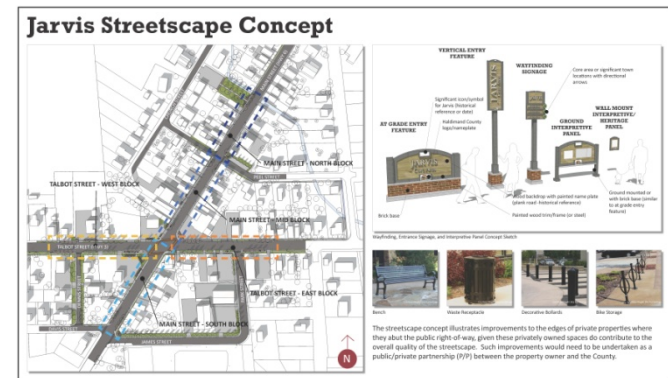
Purpose

The Streetscape Concept forms the principal component of the Jarvis Streetscape Plan. It illustrates a series of recommended improvements to the streetscape and public spaces within the Jarvis core area. It translates the Big Moves identified in the County Streetscape Plan and the Key Messages identified at the January 24, 2012 community workshop to actual improvements to the streetscape and public spaces with the area. It provides specific direction as to recommended improvements and design details which will inform the detailed design and construction process as implementation of the concept occurs within the area.

Community Open House

The project team together with Haldimand County staff organized a community open house on March 22, 2012 at the Jarvis Community Hall for a second consultation session with the community. The purpose of the community open house was to present the preliminary streetscape concept for the Jarvis core area and receive input on the improvements and priorities, all in order to ensure that the Key Messages identified at the community workshop were appropriately translated to the recommended improvements to the area. The open house format for this second consultation session included panel boards identifying the concepts and open house workbooks available for participants to complete their input.

Overall, community support for the preliminary streetscape concept was overwhelmingly positive. Feedback from the participants at the meeting and through the open house workbooks generally identified that the preliminary streetscape concept was an appropriate direction for improvements to the Jarvis core area. A number of modifications and additions were noted based on the input at the community open house and these were incorporated in moving forward with preparing the final streetscape concept. For example, these modifications included reductions to the length of proposed curb extensions, modifications to features or plantings abutting private property edges, and the addition of a defined walkway between the Community Hall and Lion's Park.



Overall Concept

The Streetscape Concept divides the Jarvis core area into six areas for discussion, illustration and costing purposes. These six areas are as follows:

1. Main Street South Section: the Main Street block situated between Talbot Street and southern study area boundary.
2. Main Street Mid Section: the Main Street block situated between Talbot Street and Peel Street (including the Main Street and Talbot Street intersection).
3. Main Street North Section: the Main Street block situated between Peel Street and the northern study area boundary.
4. Talbot Street West Section: the Talbot Street blocks situated between the western study area boundary and Main Street
5. Talbot Street East Section: the Talbot Street blocks situated between the eastern study area boundary and Main Street
6. Park and James Street Section: James Street and Park Street connecting between Main Street and Talbot Street

Each of these components of the Streetscape Concept is discussed in detail in the following sections of this chapter. Each includes a discussion of the design focus, the 'Key Messages' addressed, and recommended improvements for each of the five areas. Following this, a description and illustration of the general design details for the improvements is provided.





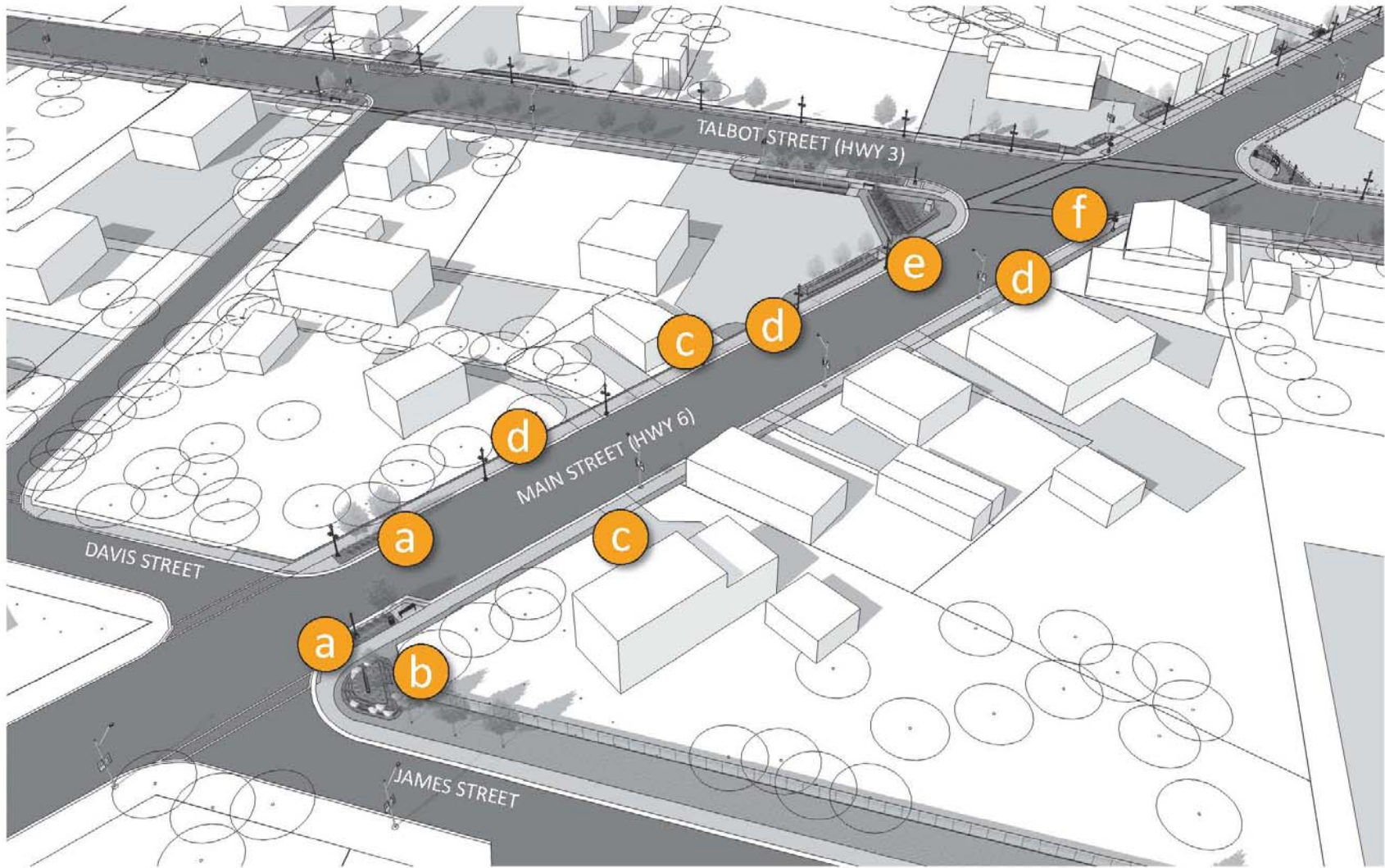
1. Main Street South Section

The first section of the Streetscape Concept is the Main Street Section situated between Talbot Street and southern study area boundary. This section is the southern entrance to the Jarvis core for visitors arriving from the south on Highway 6 (Main Street). It contains only a few commercial activities as well as residential buildings between James Street and the intersection, several of which are set back from the Main Street edge. It will be important to better connect and transition this section to the intersection and improve the street edges of properties along the street.

Generally, improvements to the Main Street South Section include (refer to graphic lettering on Page 27):

- a) Installation of curb extensions at the north corners of the James Street/Main Street/Davis Street intersection. Accentuation of the curb extensions include mass planting beds, street tree plantings, bench seating, and waste receptacles.
- b) Installation of an entrance signage feature within the curb extension at the corner of the James Street and Main Street intersection.
- c) Widening of sidewalks along both sides of Main Street with textured banding provided at all roadway crossing.
- d) Addition of pedestrian amenities along the streetscape including decorative light standards on the west side of Main Street, with hanging baskets. Banner arms to be provided on existing light poles on the east side of Main.
- e) Addition of decorative fencing, shade trees (where space permits) and planting beds along the street-facing edges of the private parking areas to define vehicle entrance locations (a public/private partnership is needed to implement).
- f) Installation of a directional signage feature at the southeast corner of the Main Street and Talbot Street intersection.





1. Main Street South Section (Improvements)



1. Main Street South Section (Parking area screening looking north)

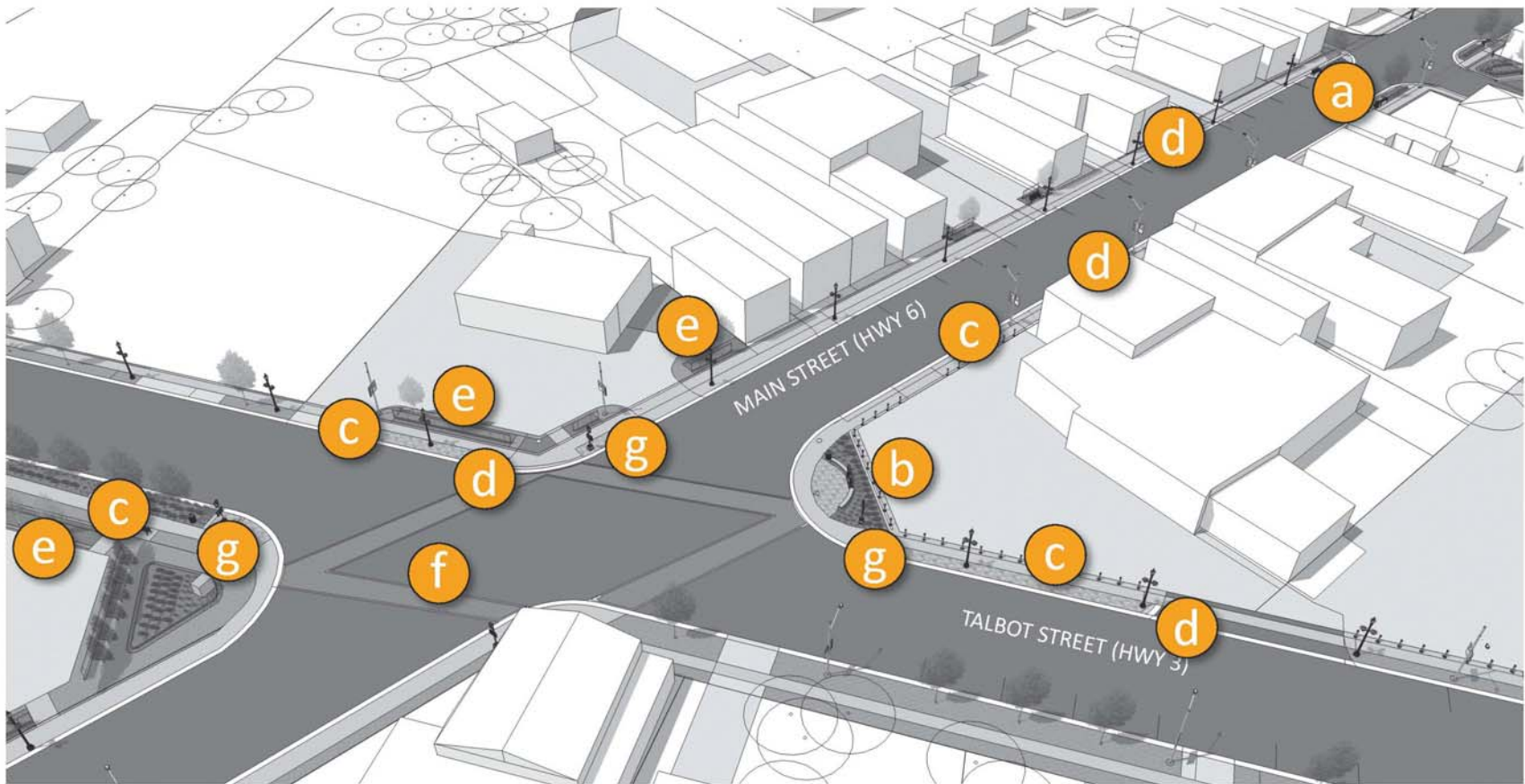
2. Main Street Mid Section

The second section of the Streetscape Concept is the Main Street Mid Section situated between Talbot Street and Peel Street. This section is the heart of the Jarvis core area and provides a significant concentration of commercial uses, including a large number of buildings situated tight to the right-of-way edge. Thus, a pedestrian realm that is in good physical and visual condition is particularly important, particularly concerning the pedestrian infrastructure.

Generally, improvements to the Main Street Mid Section include (refer to graphic lettering on Page 30):

- a) Installation of curb extensions at the Peel and Main intersection, on the west side of Main Street. Accentuation of the curb extensions include mass planting beds, street tree plantings, bench seating, waste receptacles, and bicycle racks
- b) Accentuation of the northeast corner of Main Street and Talbot Street intersection with a formalized public space. This space includes cast-in-place seatwalls, waste receptacles, interpretive signage elements, mass planting beds, parking bollards to define the limits of the public right-of-way, and decorative paving areas
- c) Resurfacing and leveling of sidewalks along Main Street and Talbot Street and the extension to back of curb with textured banding at street crossing locations.
- d) Addition of pedestrian amenities, including decorative light standards with hanging baskets, on the west side of Main Street as well as banner arms on existing light poles on the east side of Main Street.
- e) Addition of decorative fencing, shade trees (where space permits), planting beds and parking bollards along the street-facing edges of the private parking areas to define vehicle entrance locations (a public/private partnership is needed to implement).
- f) Delineation and definition of crosswalks of side streets connecting to Main Street through asphalt inset patterning.
- g) Installation of a directional signage feature at the corner of the Main Street and Talbot Street intersection.





2. Main Street Mid Section (Improvements)



2. Main Street Mid Section (Intersection looking north)



2. Main Street Mid Section (Peel Street curb extensions looking north)

3. Main Street North Section

The third section of the Streetscape Concept is the Main Street North Section situated between Peel Street and the northern study area boundary. This section is the northern entrance to the Jarvis core for visitors arriving from the north on Highway 6 (Main Street). It contains a mixture of commercial and residential activities through this section of Main Street, largely with an intimate street presence for buildings, as well as the only green space along the core area's principal streets. It will be important to improve the visual and physical transition to the intersection as well as building on and enhancing the green space in front of the United Church to provide a more formalized green space within the Jarvis core area.

Generally, improvements to the Main Street North section include (refer to graphic lettering on Page 34):

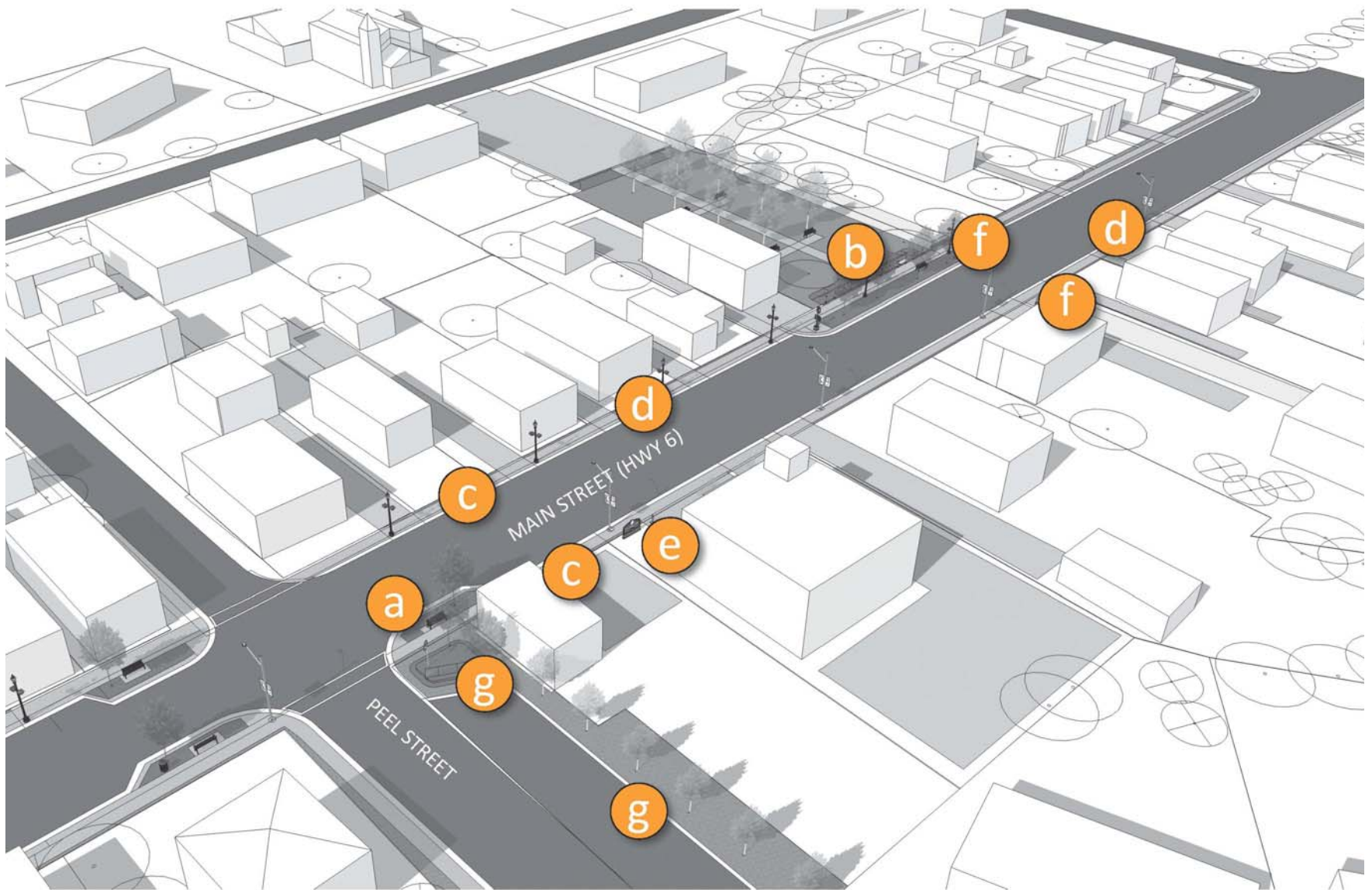
- a) Installation of curb extensions on the east side of the Main Street and Peel Street intersection. Accentuation of the curb extensions include mass planting beds, street tree plantings, bench seating, waste receptacles, and bicycle racks.
- b) Improvements to the existing open space between Main Street and the United Church to formalize the space. Improvements include a curb extension with mass plantings, street trees, benches and bike racks along the entire frontage; walkway extensions with bench seating; shade trees to frame the existing central walkway; bollards or decorative fencing with mass plantings along the sidewalk; parking bollards to define the limits of the public right-of-way; decorative paving areas; and an entrance signage feature and directional signage feature (a public/private partnership is needed to implement).

(NOTE: Bollard lighting should be considered along the open space central walkway if enhanced lighting levels are necessary.)

- c) Sidewalk improvements including resurfacing and leveling, and extension to back of curb with textured banding at street crossing locations.



- d) Addition of pedestrian amenities along the streetscape including decorative light standards on the west side of Main Street, with hanging baskets. Banner arms to be provided on existing light poles on the east side of Main.
- e) Interpretive signage installation at the existing post office seating area offset the street edge.
- f) Upgrades to the watercourse guard railing on both sides of Main Street.
- g) Upgrades to the existing surface parking lot on Peel Street, including asphalt paving of the existing granular surfaced areas; parking signage at the corner of Peel and Main Street; mass planting bed and decorative fencing to define and screen the parking area from Main Street; and columnar tree plantings between the parking area and existing private property fence



3. Main Street North Section (Improvements)



3. Main Street North Section (Entrance looking south)



3. Main Street North Section (Open space frontage looking west)



3. Main Street North Section (Peel Street parking area looking west)

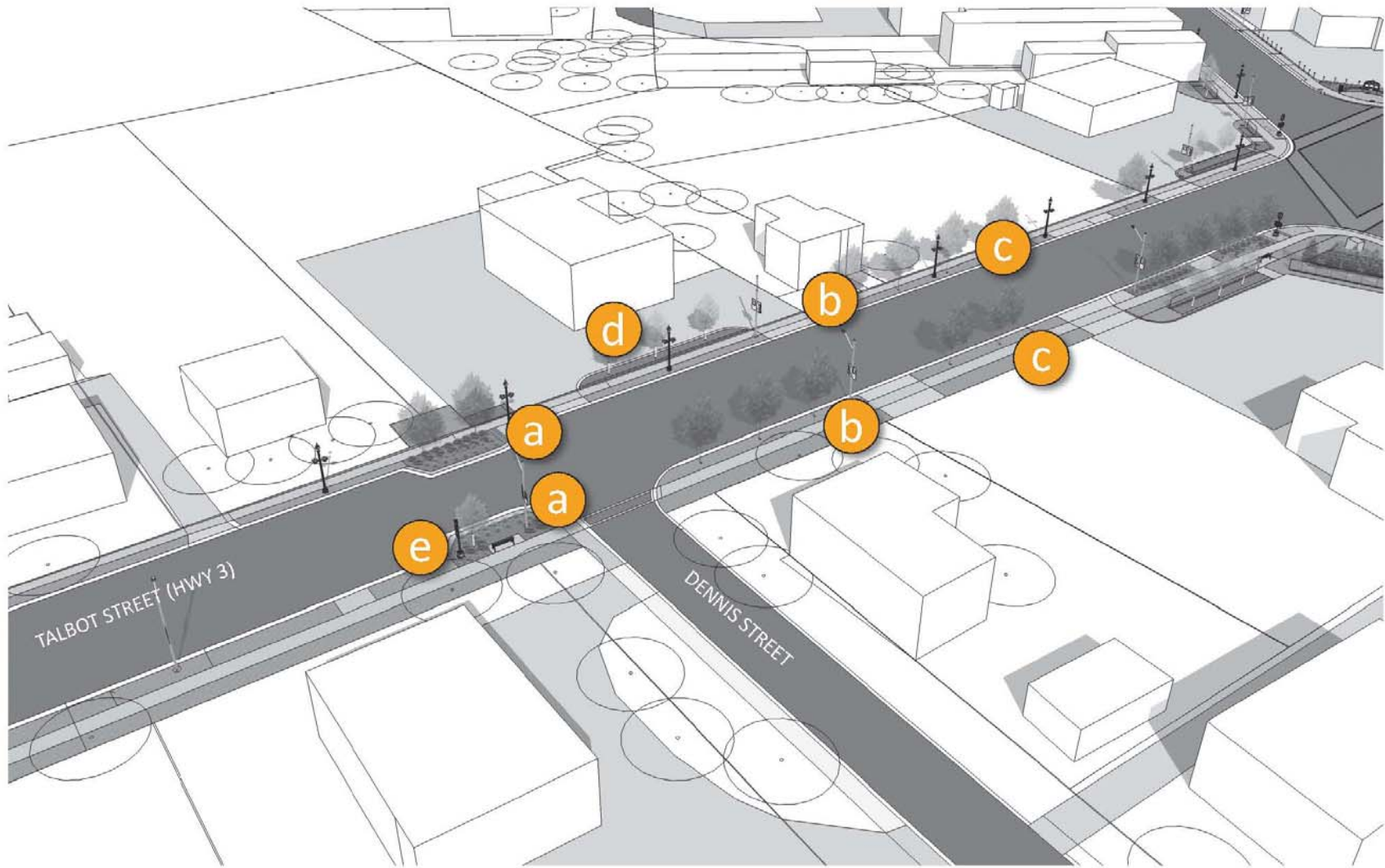
4. Talbot Street West Section

The fourth section of the Streetscape Concept is the Talbot Street West Section situated west of Main Street to the western study area boundary. This section is the western entrance to the Jarvis core for visitors arriving from the west on Highway 3 (Talbot Street). It contains a number of commercial buildings and activities several of which are set back from the street edge with parking spaces in front of the building. It will be important to better integrate this section of Talbot Street into the core area through pedestrian infrastructure as well improving the street edges of properties along the street.

Generally, improvements to the Talbot Street West Section include (refer to graphic lettering on Page 40):

- a) Installation of traffic calming curb extensions located at the intersection with Dennis Street. Accentuation of the curb extension includes mass planting beds, street tree plantings, bench seating, waste receptacles, bicycle racks, and paving banding.
- b) Widening of the sidewalks along both sides of Talbot Street and re-sodding of boulevards (as necessary).
- c) Addition of pedestrian amenities along the streetscape including street tree plantings, decorative light standards on the north side of Talbot Street, with hanging baskets. Banner arms to be provided on existing light poles on the south side of Talbot Street.
- d) Addition of decorative fencing, shade trees (where space permits), planting beds and parking bollards along the street-facing edges of the private parking areas to define vehicle entrance locations (a public/private partnership is needed to implement).
- e) Installation of a signage feature provided within the curb extension at the south corner of the Dennis Street and Main Street intersection.





4. Talbot Street West Section (Improvements)



4. Talbot Street West Section (Parking area screening looking south)



4. Talbot Street West Section (Directional signage looking east)



4. Talbot Street West Section (Western entrance looking east)

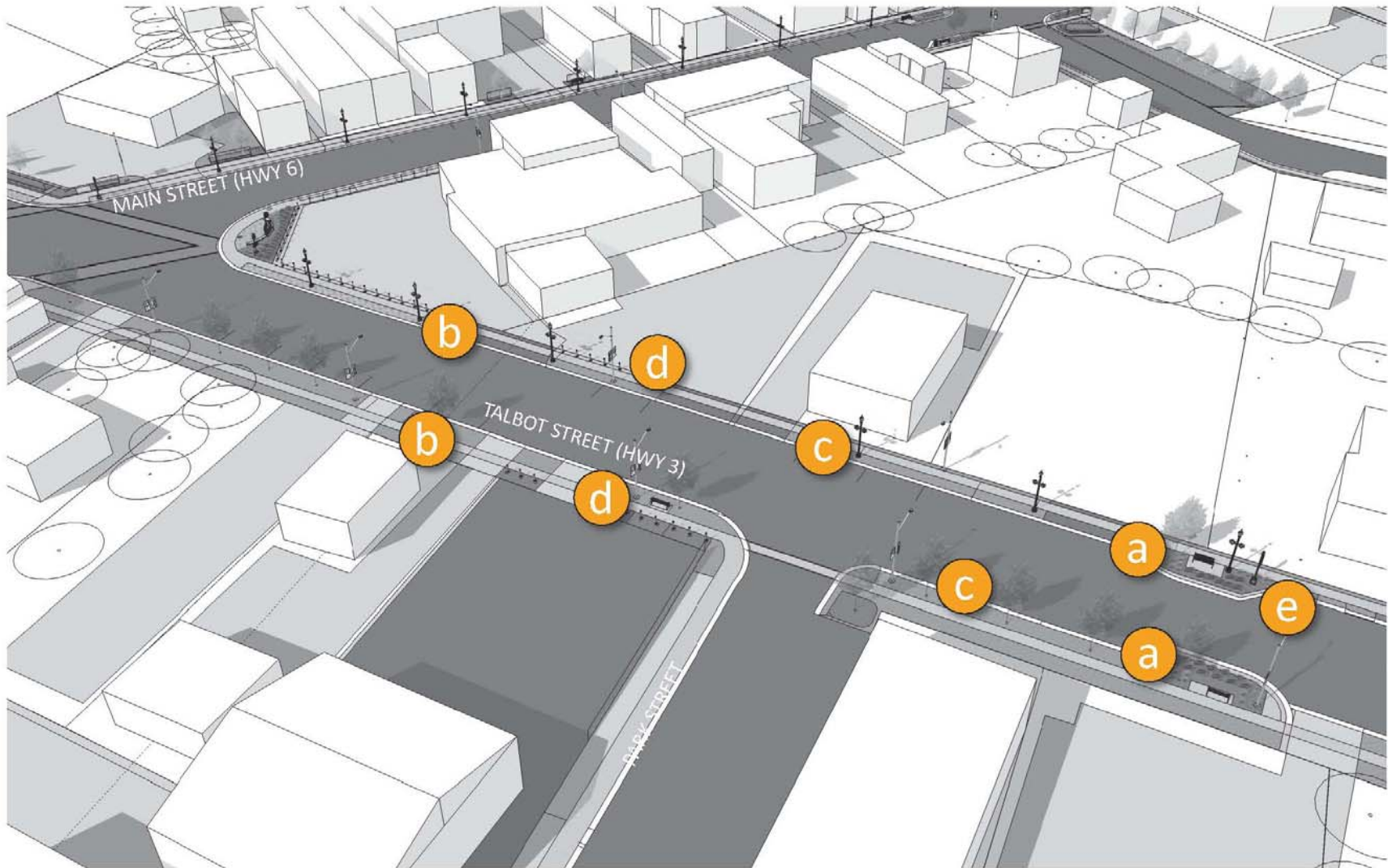
5. Talbot Street East Section

The fifth section of the Streetscape Concept is the Talbot Street East Section that is situated east of Main Street to the eastern study area boundary. This section is the eastern entrance to the Jarvis core for visitors arriving from the east on Highway 3 (Talbot Street). It contains a number of commercial activities which vary in terms of setbacks from the street edge, as well as several properties that are vacant or have large areas devoted to vehicle parking and storage. It will be important to better define the street edge along the properties that have larger setbacks and those with vehicle storage as the principal use, as well as improving the pedestrian connections from the eastern boundary edge to the intersection.

Generally, improvements to the Talbot Street East Section include (refer to graphic lettering on Page 45):

- a) Widening and leveling of sidewalks on both sides of Talbot Street and re-sodding of boulevards (as necessary).
- b) Addition of pedestrian amenities including street tree plantings, decorative light standards on the north side of Talbot Street, with hanging baskets. Banner arms to be provided on existing light poles on the south side of Talbot Street.
- c) Accentuation of the street-facing edges of the private parking areas along Talbot Street through implementation of decorative bollards, shade trees (where space or private property use permits), and mass planting beds along the street-facing edges of the private parking areas to define vehicle entrance locations.
- d) Installation of an entrance signage feature within the north-side curb extension.
- e) Installation of a directional signage feature within the curb extension on the northern side of Talbot Street at the entrance.





5. Talbot Street East Section (Improvements)



5. Talbot Street East Section (Looking west)



5. Talbot Street East Section (Park Street entrance)

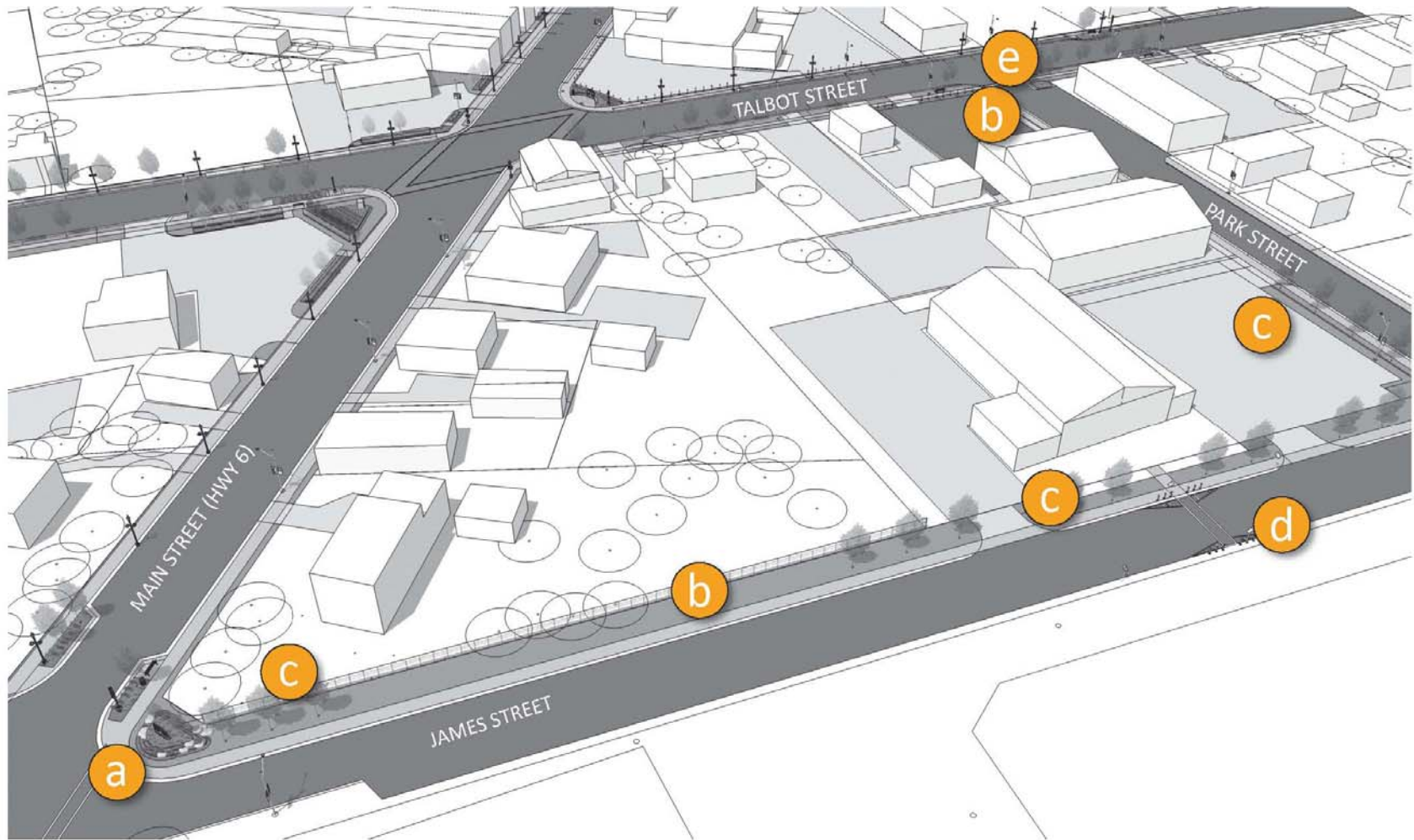
6. Park and James Street

The sixth section of the Streetscape Concept is the James Street and Park Street route linking Main Street and Talbot Street. This section is a single continuous right-of-way that provides connections between Main Street (via James Street) and Talbot Street (via Park Street) and the Jarvis Community Hall and Lion's Park. This section contains limited pedestrian infrastructure for those walking along James Street or Park Street and the community facilities along the street. It will be important to physically improve the pedestrian connections along James Street and Park Street in order to better incorporate the park and community centre into the fabric of the Jarvis core area.

Generally, improvements to the Park Street and James Street section include (refer to graphic lettering on Page 49):

- a) Installation of a park signage feature and mass planting bed at the James Street entrance.
- b) Installation of curbside sidewalk on the north side of James Street extending to the Community Centre, and along the west side of Park Street to the intersection at Talbot Street.
- c) Planting of street trees partially extending from the James Street entrance, and continuing once again along the extent of the Community Centre parking frontage.
- d) Installation of an "uncontrolled pedestrian crossing" from the Jarvis Community Hall to Lions Park accentuated with pavement markings, traffic bollards and crossing signage. Signage includes 'Wait for Gap' oriented to crossing pedestrians, and pedestrian caution signs offset the crosswalk for oncoming traffic.
- e) Installation of mass planting bed to define the corner and screen private property parking on the southeast side of Park Street.





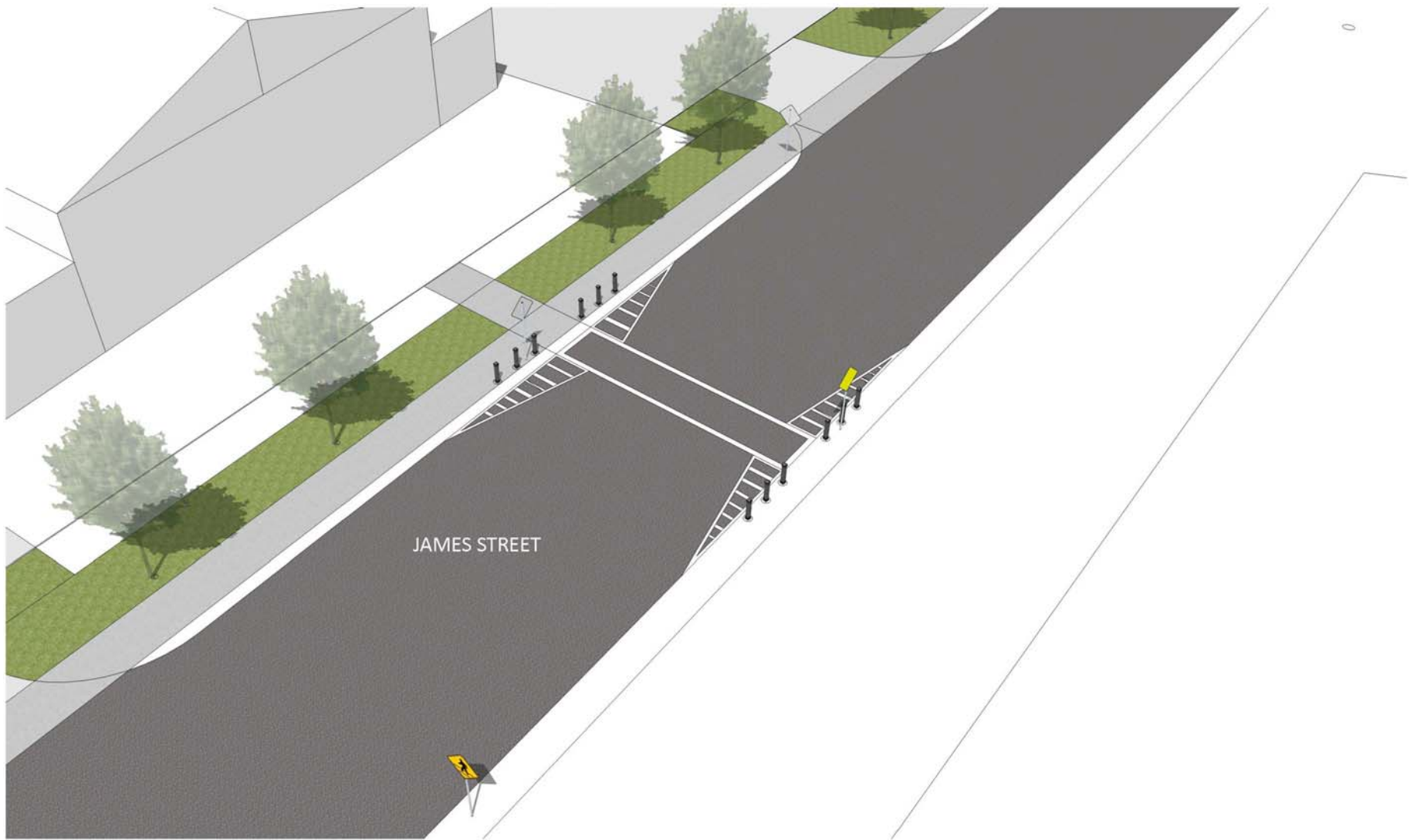
6. James and Park Street Section (Improvements)



6. James and Park Street (Sidewalks looking east)



6. James and Park Street (Entrance feature looking north)



6. James and Park Street (Uncontrolled pedestrian crossing)

6 STREETScape DETAILS

Purpose

This section provides the more specific design direction regarding the general improvements identified in the Jarvis Streetscape Concept. It is intended to provide the necessary information and direction to guide the development of detailed construction drawings necessary to undertake the recommended improvements. The design direction utilizes the design guidance in Section 10 (Urban Design Guidelines) of the Haldimand County Streetscape Plan. However, it also expands on the County Streetscape Plan design guidance in order to tailor specific improvements to the Jarvis community.

The streetscape details outlined in this section include the following streetscape elements that are contemplated as part of the Jarvis Streetscape Concept:

1. Wayfinding elements;
2. Interpretive elements.
3. Sidewalks and boulevards;
4. Street trees;
5. Ground plantings;
6. Crosswalks;
7. Curb extensions;
8. Amenities;
9. Fences and walls; and
10. Façade improvements.



Wayfinding Elements

The objective for a wayfinding program within the Jarvis core area is two-fold. First, it is intended to visually punctuate the key entrances to the area and provide a strong first impression to visitors entering the core area. Second, it is to provide attractive and effective directional signage that clearly directs visitors to key destinations within the area as well as the surrounding area. The wayfinding program includes both gateway signage and directional signage, which should be designed in a consistent style and form that reflects Jarvis' historic roots, character and context (demonstration shown on Page 53).

Gateway signage should:

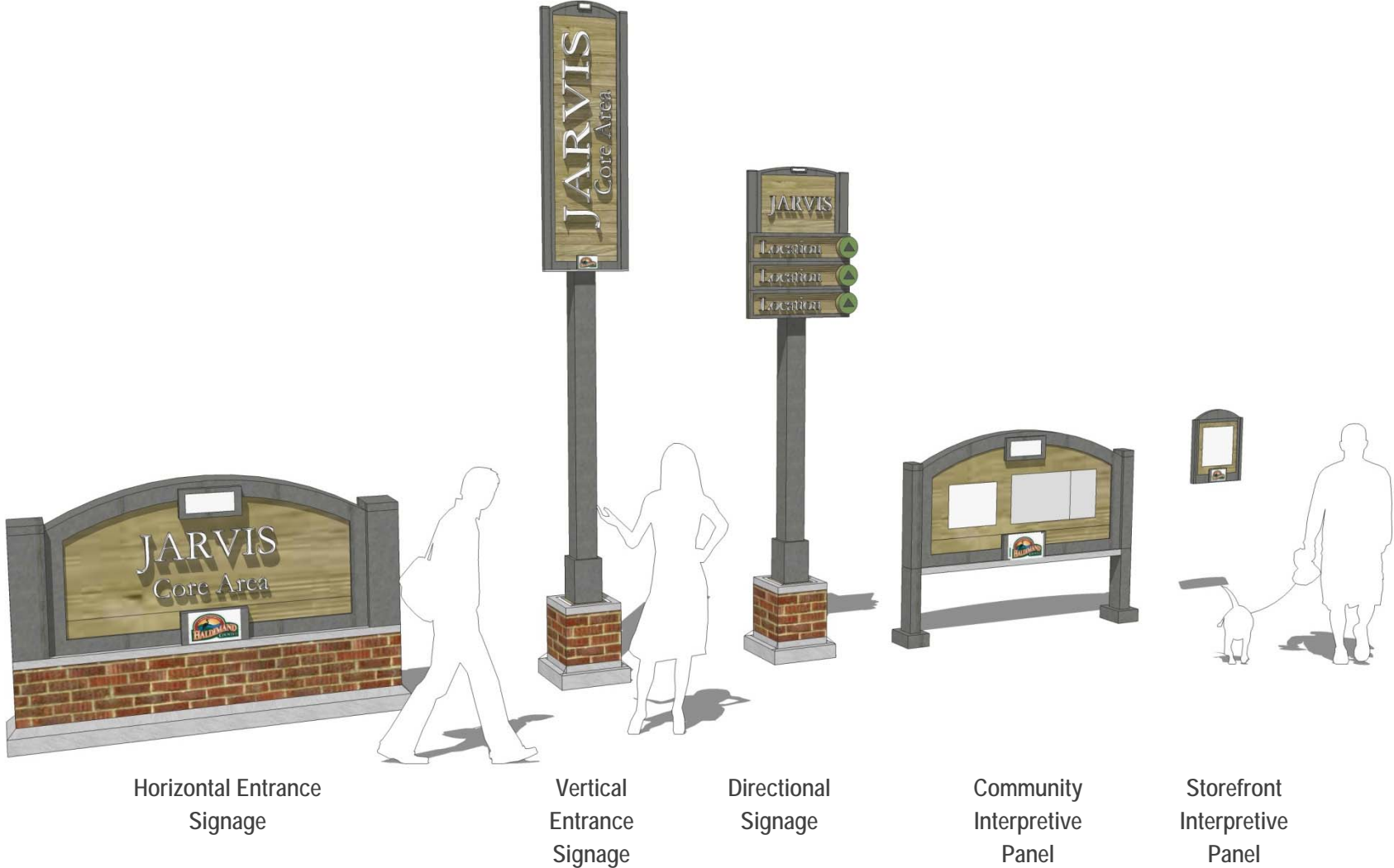
- (i) Use high quality, durable, and locally relevant materials for gateway features that reflect the character of the community, including stones, brick, and metals.
- (ii) Use simple and universally readable lettering for the signage component that is not distracted by other information on the feature.
- (iii) Be accentuated with surrounding planting material that is native, low maintenance, salt and/or drought tolerant and will not inhibit visibility at growth maturity.
- (iv) Include lighting opportunities for night-time accentuation, particularly considering energy-efficient fixtures
- (v) Be located along the street edge and offset from intersections to respect daylighting requirements.

Directional signage should:

- (i) Be designed, oriented and sited to balance the needs of all people, whether arriving by foot, bicycle, car, or mobility device.
- (ii) Have lettering and symbols that contrast with their background for readability (light background with dark letters or dark background with light letters).
- (iii) Be affixed to a simple, stand-alone pole or fixture that complements the style of the streetscape amenities package.
- (iv) Include the following destinations, at minimum, civic or public buildings, municipal parking areas, open spaces and trails, other community destinations or features, and the other Haldimand urban centres.



Demonstration of a Wayfinding Program
Jarvis Core Area



Interpretive Elements

The objective for heritage interpretive elements in the Jarvis core area is to add visual interest along the streetscape and within the public spaces of the core area with elements and features that build on the existing character, history and identity of the Jarvis community. Interpretive elements should:

- (i) Be designed in keeping with the overall design style and template that is utilized by the entrance signage and directional signage (see Page 53).
- (ii) Include a range of different element types, including freestanding elements along the streetscape and with public spaces that speak to community relevance as well as hanging signage within business storefronts that speak to building or business relevance.
- (iii) Consider a timeline approach for the different community interpretive elements along the streetscape and within spaces that tell the “story” of the Jarvis community. Key periods that could be explored include:
 - o Jarvis’ Roots: describing the trail crossroads in the earliest years;
 - o Jarvis Begins: describing the establishment of the Plank Road;
 - o Jarvis Emerges: describing the arrival of the rail lines to the community;
 - o Jarvis Reshaped: outlining the 1873 Great Fire and its effect;
 - o Jarvis During the War: describing the role of the Bombing and Gunnery School during the Second World War; and
 - o Jarvis’ Future: describing the previous industrial plans for the area
- (iv) Use high quality, durable, and locally relevant materials for gateway features that reflect the character of the community, including stones, brick, and metals.
- (v) Use simple and universally readable lettering for the signage component that is not distracted by other information on the feature.
- (vi) Be accentuated with surrounding planting material that is native, low maintenance, salt and/or drought tolerant and will not inhibit visibility at growth maturity.
- (vii) Include lighting opportunities for night-time accentuation, particularly considering energy-efficient fixtures



Sidewalks and Boulevards

The objective for sidewalks and boulevards in the Jarvis core area is to provide a safe, durable, accessible and comfortable walking environment for all users. Sidewalks and boulevards should:

- (i) Be replaced as a whole over time during street infrastructure projects in the long term, although localized safety and tripping hazards should be corrected in the short term.
- (ii) Use simple poured concrete given the durable and accessible nature of this material.
- (iii) Limit the use of differentiated paving materials (such as concrete pavers, textured asphalt, coloured concrete or asphalt), focusing such materials at points of emphasis and pedestrian points within the downtown.
- (iv) Provide barrier free access through the use of dropped curbs, textured banding at road crossings or drive aisles, and sidewalk extensions across private driveway accesses.
- (v) Provide direct pedestrian access routes to parking areas, building entrances and seating areas.
- (vi) Place plant materials, furnishings and other vertical elements along the street edge so they do not impede pedestrian routes of travel, or limit views at street intersections or private driveway accesses.
- (vii) Implement extended curbs or 'bumpouts' where appropriate to frame on-street parking lay-bys, reduce crossing distances for pedestrians at crosswalk location, and act as traffic calming.
- (viii) Have boulevard paving that is continuous and extends from the back of curb to the building face. Where there is not possible, walkways should have an unimpeded width of at least 1.8 metres.
- (ix) Sidewalks should slope towards the curb to allow for proper drainage and avoid water collection and ice patching in winter.



Street Trees

The objective for street trees in the Jarvis core area is to provide a greener and softer visual and physical environment that is more conducive to comfortable walking. Street trees should:

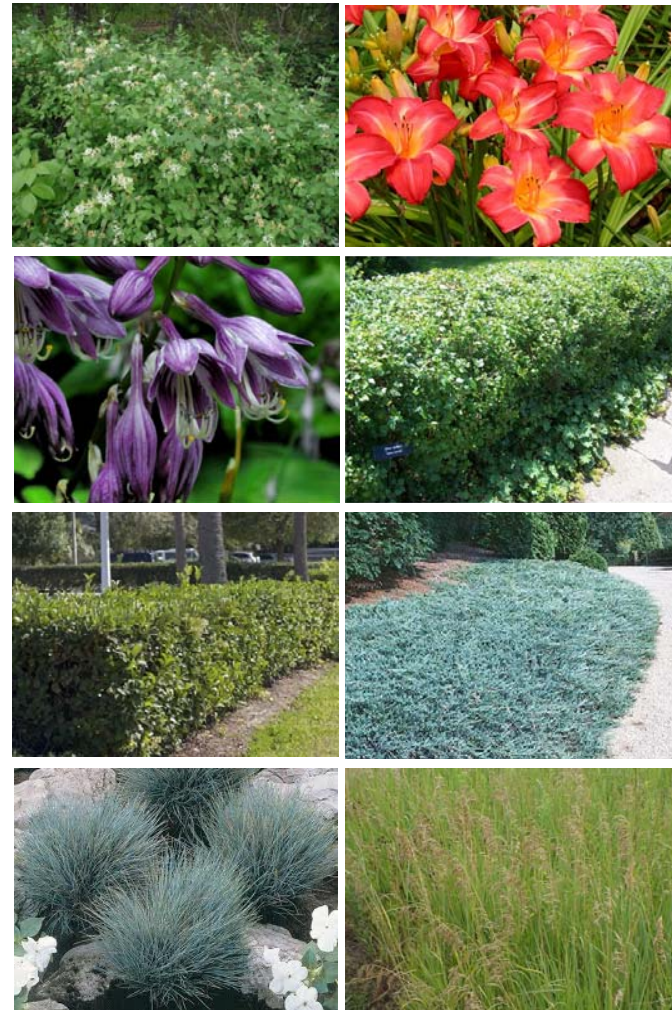
- (i) Be species that are hardy to urban conditions, are salt tolerant, and can provide an appropriate width of canopy along the street.
- (ii) For narrower conditions, be a species that do not have an overly wide canopy that are relatively urban resilient and salt-tolerant such as columnar Maples and Oaks.
- (iii) For wider conditions, be a species such as Red Maple, Silver Maple, Sugar Maple, Shagbark Hickory, White Oak, Red Oak, Gingko (only the male species of selected Gingko varieties) Pear or Elm varieties.
- (iv) For locations under hydro wires, plant species that do not grow above 6 metres in height at full maturity.
- (v) Utilize continuous trenches of growing medium for street tree plantings, such as structural soil mixtures that provide opportunity for root growth and development.
- (vi) Include a variety of street tree species planted along the street edge to provide variety in leaf colour, bloom period, and leaf drop to provide/extend seasonal interest.
- (vii) Avoid selecting trees which produce fruit in close proximity to parking areas, and those which produce sharp needles along their trunk (such as black locust) in areas close to pedestrian walkways.
- (viii) Have an overall tree planting scheme that provides coherence and unity throughout the downtown area through coordination and repetition of selected varieties.



Ground Plantings

The objective for plantings in the Jarvis core area is to provide a greener, softer and more visually interesting walking environment within the area throughout the different seasons. Plantings should:

- (i) Be limited to shrubs, ornamental grasses and perennials that are native, non-invasive, low maintenance, demonstrate salt tolerance and/or drought tolerance, and are suited to the soil conditions for which they are proposed in order to better promote growth and success within the downtown environment.
- (ii) Be no more than 0.9 metres in height along the street edge to avoid the creation of hiding spaces, or 0.45 metres in height at street corners or drive aisles to be respectful of sight line triangles to promote pedestrian safety.
- (iii) Provide seasonal interest through a combination of coniferous and deciduous plant material that provide varying bloom periods, leaf, flower or fall colour.
- (iv) Use high quality materials such as brick or stone for raised planters that are reflective of the desired character. Planter wall heights along walkways at least 0.4 metres in height are recommended to promote informal seating areas along the street frontage.
- (v) Planting beds in combination with fencing or other decorative elements should be implemented along the street edge to frame driveway entrances, and screen parking areas, and help define the public and private realm.
- (vi) Plant materials which produce noxious fruits or have sharp needles along their stems should be avoided.



Crosswalks

The objective for crosswalks in the Jarvis core area is to strengthen pedestrian crossings of vehicular routes in a unique fashion that reflects the community's historic roots. Crosswalks should:

- (i) Have drop curbs, and ramps at the intersection, one for each direction, rather than a single one directing the intersection centre.
- (ii) Provide accessible transitions, including dropped or rolled curbs, and texture or color differentiation between the public sidewalk and the intersection for pedestrian wayfinding and visibility from vehicular traffic.
- (iii) Have materials and textures that are durable and easy to maintain, considering seasonal influences and traffic conditions.
- (iv) Be provided at all road crossings, and extend from curb to curb in a direct route across the roadway.
- (v) Crosswalks should be 3.0 metres in width, consisting of a 2.4 metres principal field bound by a 0.3 metre banding;
- (vi) Should be highly visible through differentiation in colour and/or texture from the roadway or the intersection's interior field;
- (vii) Have patterning and texturing that does not create trip hazards for pedestrians;
- (viii) Avoid the use of precast unit pavers or stone which may become loose and require regular maintenance.
- (ix) In the case of a defined crossing of James/Park Street between the community hall and the park, improvements should be in keeping with an "uncontrolled pedestrian crossing" as per Book 15 of the Ontario Traffic Manual. These improvements could include curb extensions, distinct surface markings or materials, and warning signs for both pedestrians and drivers.



Curb Extensions

The objective for curb extensions in the Jarvis core area is to visually tighten the perceived width of the street right-of-way by physically decreasing the width of pedestrian crossings and providing a traffic calming effect. Although identified in the improvements above, curb extensions are subject to detailed design and may be modified without further revisions to the Jarvis Streetscape Plan. Regardless, curb extensions should:

- (i) Only be located at the key intersections locations, and not at mid-block locations, so as to not affect the existing supply of on-street parking (or minimally affect the parking supply depending on context and design situation).
- (ii) Be a minimum length of 8.0 metres and be as wide as the travel or parking lane that they occupy.
- (iii) Be designed to incorporate a combination of street trees and associated foundation plantings, and street furnishings such as moveable planter pots, benches and decorative traffic bollards for visibility from the street as space permits.
- (iv) Incorporate plant species which grow to a mature height of 0.45 metres or less to respect daylighting at street corners and driveway crossings.
- (v) Include plant materials which are tolerant of salt and alkaline soils, in order to reduce loss and damage due to snow loading during winter months.
- (vi) Accommodate street furnishings such as moveable planters or benches should be placed offset from the street corner to promote visibility to/from the curb extension and provide a clear path of travel for pedestrians.
- (vii) Incorporate a minimum 450 millimeter concrete strip between the back of curb and planting areas to allow for pedestrian refuge off the roadway during maintenance.
- (viii) Provide dropped or rolled curbs along curb face along the extent of the crosswalk width for accessibility.



Furnishings

The objective for furnishings in the Jarvis core area is to enhance the quality of streetscapes and provide encouragement for non-automobile travel throughout the area. Streetscape amenities should:

- (i) Be selected as a consistent style, with each of the elements forming a definable package, and of a high aesthetic quality and durability.
- (ii) Be located and spaced in a consistent pattern along streetscape, focusing clusters in higher activity areas.
- (iii) Be generally located in line with public street tree plantings near the curb edge so as to maintain an unobstructed pedestrian route on the sidewalk.
- (iv) Have a style that complements the overall character and identity of the gateway entrance features and wayfinding signage.
- (v) Include garbage receptacles and recycling receptacles (or joint receptacles) that have relatively small openings to prohibit people from overloading the receptacle and key-accessible for County workers.
- (vi) Include benches that are made of high quality materials such as powder-coated steel to increase durability, and that are securely fastened to poured concrete pads offset the walkway to avoid conflict with pedestrian travel.
- (vii) Include lighting standards that achieves the necessary level of illumination required for providing safety for vehicular visibility and pedestrian comfort and safety.
- (viii) Include bike racks that are at least 0.8 metres high to prevent a tripping hazard and are provided at points of interest, with a minimum of one per streetscape block. Preference for cluster storage as opposed to individual post and ring units should be given for cost effectiveness at anticipated high use areas.
- (ix) Include banners or hanging flower pots on light standards or hydro poles where minimum heights can be accommodated in order to add further visual interest.
- (x) Include vertical elements such as moveable planters, or decorative traffic bollards should be considered in areas where definition of pedestrian only access is required (United Church green space) or to define limits of the private and public realm (such as parking areas).



MAGLIN™ MLWR550-32 TRASH CONTAINER



MAGLIN™ MLBS00MH BENCH



MAGLIN™ HYBRID SERIES BOLLARD



MAGLIN™ HYBRID SERIES BIKE RACK

Fences and Walls

The objective for fences and walls within the Jarvis core area is to provide a consistent pattern of decorative features for private properties that screen views into parking areas and appropriately edge the streetscape.

Fences should:

- (i) Be implemented at all parking lot locations where space is permitted to define entranceways;
- (ii) Not be higher than 1.2 metres in height, and provide relief in their design along public walkways to avoid solid faces and creation of potential entrapment areas
- (iii) Be constructed of high quality materials such as steel or composite materials to increase durability and reduce maintenance requirements;
- (iv) Be implemented in tandem with planting material to provide all season interest. Breaks within fencing panels should be provided to incorporate large shrubs or canopy trees to allow for variety and repletion across parking lot frontages;
- (v) Be of a consistent design for consistency and cohesiveness across the core area.

Walls should:

- (i) Not be higher than 450mm in height (walls) along the public right of way to act as informal seating areas, or greater than 900mm for signage walls to maintain open sight lines for pedestrians.
- (ii) Be made of high quality materials such as concrete, or precast units with colour and finish that ties into other paving schemes and colour palettes used within the public right of way for consistency and repetition.
- (iii) Be installed at a suitable offset from intersections and public walkways to allow for unimpeded travel by pedestrians.



Façade Improvements

The objective for façade improvements within the Jarvis core area should be to improve the visual and physical condition of building façades within the community in keeping with design principles of traditional main streets. These types of façade improvements would not be part of the streetscape plan, but rather would be encouraged by other County programs such as the Downtown Areas Community Improvement Plan. Regardless, high quality design of façade improvements would support the overall creation of a visually interesting, pedestrian friendly experience within the Jarvis core area.

The façade improvement guidelines within the Jarvis Streetscape Plan are intended to supplement, and not conflict with the design guidance in the County Streetscape Plan and Urban Design Guidelines. Property or business owners making façade improvements to their buildings or storefronts within the Jarvis core area should consider the County Urban Design Guidelines as well as the following tips or suggestions:

- (i) Look to good building examples in the core areas for guidance of building style and take design cues regarding building height and width from surrounding high quality buildings.
- (ii) Continue the horizontal alignment of architectural elements on adjacent buildings to ensure visual continuity, including cornice lines, sign bands, and roof lines.
- (iii) Follow the rhythm and pattern of window (both storefront and upper storey) and door openings from surrounding precedent buildings, including the ratio of window and door area to solid wall for the façade as a whole.
- (iv) Incorporate a clear distinction between the design of ground floors and upper floors to reinforce the street level through the use of horizontal divisions such as cornices.
- (v) Take cues from the palette and use of existing materials in the respective core area, particularly concerning texture, pattern and scale.
- (vi) Use high quality, durable, and easily maintainable materials that are complementary to one another and appropriate for the building's architectural style.
- (vii) Ensure façades are composed of principal "base" material (one or two materials) as well as possibly secondary "accent" materials (two or three materials).
- (viii) Use colour to highlight interesting architectural features without "overcolouring" a building's architectural features, building signage, and overall character.



- (ix) Ensure a large proportion of the storefront is comprised of transparent windows and doors, keeping in mind the balance between transparency and visibility into stores and sustainability and heat conservation.
- (x) Include storefront windows that provide a number of different functions, including encouraging “window shopping”, allowing natural light into shops, and allowing sightlines between the shop interior and the street.
- (xi) Located fascia signs in a “sign band” on the façade (a horizontal section that divides the storefront windows from the upper façade) located so as to avoid obscuring or covering façade features.
- (xii) Use durable, weatherproof materials for fascia signs that complement those of the building façade (not internally lit, neon or plastic materials).
- (xiii) Size awnings to the pedestrian scale, preferably as a traditional square or triangular shape rather than more contemporary rounded or bubbled shapes.
- (xiv) Restore existing upper storey windows to the original form and composition, or add new windows that respect the traditional proportions, scale and size.



7 PRIORITIES & COSTING

Priorities & Phasing

Enhancements to the streetscape typically represent the largest investment within a downtown revitalization plan, and they are typically the longest in terms of timing and achievement. While the challenges associated with capital costs and timing are evident, streetscape improvements and high quality urban design are important elements for fulfilling the role of the Jarvis core area as a safe, comfortable, attractive, and interesting space. Given this importance, the County will have significant roles and responsibility in designing and building the public realm to support this type of environment.

With this in mind, the improvements recommended in the Streetscape Concept can be generally divided into two general types of improvements. The first are those improvements that are more functional in nature, which are generally intended to repair an existing physical condition or address a functional deficiency within the core area, such as sidewalk replacement, new curb extensions, parking resurfacing, and new directional signage. The second are those improvements that are more aesthetic in nature, which are generally intended to add new visual amenities building on the existing character and identity of the core area, such as the addition of gateway signage, planters, banners, and heritage interpretive elements.

Given the County has budgeted \$250,000 initially for the Jarvis core area to implement the more substantial streetscaping improvements, or “seed” projects, it is important to identify a phasing plan for the improvements in the Jarvis Streetscape Plan. The Main Street Mid Section (Area 2) is identified as the first phase priority of the Jarvis Streetscape Plan due to the importance of the Main and Talbot intersection as the crossroads of the Jarvis community and the emphasis of this portion of Main Street as the core block of the Jarvis business core area. The initial County budget for the Jarvis Streetscape Plan is targeted for completing the identified Area 2 improvements in their entirety (with some provisional elements), which will

require the assistance of community groups and private property owners for undertaking their identified responsibilities.

The remainder of the Jarvis Streetscape Plan will be implemented over time building on the foundation set by the seed project of the Main Street Mid Section. Depending on funding availability and the timing of capital works projects, there are two options for implementing the identified improvements for the other five areas: either undertaking them on an area-by-area basis by completing a particular area before moving forward with the next area; or undertaking them by completing a particular streetscape element, such as wayfinding signage or curb extensions, across the five remaining areas before proceeding with implementing other elements. These decisions will be made by the County, collaboratively with the local stakeholders, as funding becomes available

Costing

The following pages of the Jarvis Streetscape Plan provide the cost estimates for the streetscape enhancements described in the Streetscape Concept. The cost estimates are a detailed illustration of the order of cost involved with the detailed vision for the Jarvis core area described in the Streetscape Concept. They are intended to provide a relatively accurate reflection of the true cost of the recommended improvements to the streetscapes and public spaces, recognizing the higher level of detail of the Streetscape Concept and the detailed information that is required as part of construction drawings for any of the improvements.

The cost estimates are organized as per the six streetscape sections outlined in the Streetscape Concept. They are comprehensive in scope, including costs for removals, surface works, landscape features, site furnishings, and plant materials. They also include provisional items, that are seen as additional or upgraded items, as well as general estimates for costs for improvements to private properties, which would be the responsibility of individual building and property owners. They do not include the cost of below-grade infrastructure improvements, such as water or sanitary sewer improvements, which is beyond the scope of the Jarvis Streetscape Plan.

Streetscape Concept Construction Costs (April 2012)

1. Main Street South Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$7,138.00
1.1	Remove & dispose existing curb and gutter	lin. m	37	\$10.00	\$370.00
1.2	Remove & dispose existing concrete and/or asphalt walkways	m ²	375	\$16.00	\$6,000.00
1.3	Remove & dispose existing asphalt	m ²	48	\$16.00	\$768.00
PART 2 - SURFACE WORKS					\$32,803.00
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	125	\$9.00	\$1,125.00
2.2	Supply and install concrete walkways c/w granular base	m ²	485	\$65.00	\$31,525.00
2.3	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	9	\$17.00	\$153.00
PART 3 - LANDSCAPE FEATURES					\$6,500.00
3.1	Supply and install vertical entrance feature	lump sum	1	\$3,500.00	\$3,500.00
3.2	Supply and install wayfinding signage feature	lump sum	1	\$3,000.00	\$3,000.00
PART 4 - SITE FURNISHINGS					\$55,700.00
4.1	Benches c/w concrete pad	each	1	\$1,600.00	\$1,600.00
4.2	Waste receptacles	each	1	\$850.00	\$850.00
4.3	Banner Poles/Arms for existing hydro poles	each	3	\$750.00	\$2,250.00
4.4	Supply and install decorative light standards c/w arms for hanging pots	each	6	\$8,500.00	\$51,000.00
PART 5 - PLANT MATERIAL					\$7,480.00
5.1	Deciduous Trees (60 mm cal)	each	3	\$475.00	\$1,425.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	32	\$65.00	\$2,080.00
5.3	Planting bed soil	m ³	15	\$65.00	\$975.00
5.4	Structural soil for street tree plantings (10m ³ per tree)	m ³	25	\$120.00	\$3,000.00
Area 1 Section Sub-Total					\$109,621.00
Contingency (10%)					\$10,962.10
Area 1 Section Total					\$120,583.10

PART 6 - PUBLIC/PRIVATE ENDEAVOURS (Not included in total)					\$10,690.00
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m ²	33	\$65.00	\$2,145.00
6.2	Planting bed soil	m ³	15	\$65.00	\$975.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	25	\$9.00	\$225.00
6.4	Supply and install decorative fencing	lin. m	20	\$150.00	\$3,000.00
6.4	Deciduous Trees (60 mm cal)	each	3	\$475.00	\$1,425.00
6.6	Structural soil for street tree plantings (10m ³ per tree)	m ³	20	\$120.00	\$2,400.00
6.7	Concrete walkway	m ²	8	\$65.00	\$520.00

Streetscape Concept Construction Costs (April 2012)

2. Main Street Mid Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$10,288.00
1.1	Remove & dispose existing curb and gutter	lin. m	120	\$10.00	\$1,200.00
1.2	Remove & dispose existing concrete and/or asphalt walkways	m ²	468	\$16.00	\$7,488.00
1.3	Remove & dispose existing asphalt	m ²	100	\$16.00	\$1,600.00
PART 2 - SURFACE WORKS					\$93,500.00
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	40	\$15.00	\$600.00
2.2	Supply and install concrete walkways c/w granular base	m ²	468	\$100.00	\$46,800.00
2.3	Supply and install decorative stamped concrete paving c/w granular base	m ²	40	\$115.00	\$4,600.00
2.4	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	15	\$100.00	\$1,500.00
2.5	Supply and install paved/inset crosswalks at Main Street and Talbot Street intersection	allow	1	\$40,000.00	\$40,000.00
PART 3 - LANDSCAPE FEATURES					\$16,000.00
3.1	Supply and install concrete seatwalls	lin. m	6	\$750.00	\$4,500.00
3.2	Supply and install landscape entrance feature	lump sum	1	\$3,500.00	\$3,500.00
3.3	Supply and install wayfinding signage feature	lump sum	1	\$3,000.00	\$3,000.00
3.4	Supply and install interpretive panel at corner seating area	allow	1	\$5,000.00	\$5,000.00
PART 4 - SITE FURNISHINGS					\$90,850.00
4.1	Benches c/w concrete pad	each	3	\$1,600.00	\$4,800.00
4.2	Waste receptacles	each	3	\$850.00	\$2,550.00
4.3	Bike Racks	each	2	\$900.00	\$1,800.00
4.4	Banner Poles/Arms for existing hydro poles	each	4	\$750.00	\$3,000.00
4.5	Supply and install decorative light standards c/w arms for hanging pots	each	7	\$8,500.00	\$59,500.00
4.6	Supply and install decorative traffic bollards	each	32	\$600.00	\$19,200.00
PART 5 - PLANT MATERIAL					\$10,890.00
5.1	Deciduous Trees (60 mm cal)	each	2	\$475.00	\$950.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	80	\$65.00	\$5,200.00
5.3	Planting bed soil	m ³	36	\$65.00	\$2,340.00
5.4	Structural soil for street tree plantings (10m ³ per tree)	m ³	20	\$120.00	\$2,400.00
Area 2 Section Sub-Total					\$221,528.00
Contingency (10%)					\$22,152.80
Area 2 Section Total					\$243,680.80
PART 6 - PUBLIC/PRIVATE ENDEAVOURS (Not included in total)					\$37,925.00
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m ²	145	\$65.00	\$9,425.00
6.2	Planting bed soil	m ³	70	\$65.00	\$4,550.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	25	\$15.00	\$375.00
6.4	Supply and install decorative fencing	lin. m	62	\$150.00	\$9,300.00
6.5	Deciduous Trees (60 mm cal)	each	9	\$475.00	\$4,275.00
6.6	Coniferous Trees (200 cm ht)	each	6	\$500.00	\$3,000.00
6.7	Structural soil for street tree plantings (10m ³ per tree)	m ³	40	\$120.00	\$4,800.00
6.8	Benches c/w concrete pad	each	1	\$1,600.00	\$1,600.00
6.9	Concrete walkway	m ²	6	\$100.00	\$600.00

Streetcape Concept Construction Costs (April 2012)

3. Main Street North Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$11,420.00
1.1	Remove & dispose existing curb and gutter	lin. m	54	\$10.00	\$540.00
1.2	Remove & dispose existing concrete and/or asphalt walkways	m ²	405	\$16.00	\$6,480.00
1.3	Remove & dispose existing asphalt	m ²	150	\$16.00	\$2,400.00
1.4	Remove & dispose of existing canal guard rail	lump sum	1	\$2,000.00	\$2,000.00
PART 2 - SURFACE WORKS					\$37,660.00
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	230	\$9.00	\$2,070.00
2.2	Supply and place asphalt (parking areas) incl. granular base (as directed)	m ²	200	\$50.00	\$10,000.00
2.3	Supply and install concrete walkways c/w granular base	m ²	378	\$65.00	\$24,570.00
2.4	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	60	\$17.00	\$1,020.00
PART 3 - LANDSCAPE FEATURES					\$17,250.00
3.1	Supply and install partition wall at canal c/w steel handrail - both sides	lump sum	1	\$6,000.00	\$6,000.00
3.2	Supply and install decorative fencing	lin. m	5	\$150.00	\$750.00
3.3	Supply and install landscape entrance feature	lump sum	1	\$3,500.00	\$3,500.00
3.4	Supply and install wayfinding signage feature	lump sum	1	\$3,000.00	\$3,000.00
3.5	Supply and install interpretive panel at post office seating area	allow	1	\$4,000.00	\$4,000.00
PART 4 - SITE FURNISHINGS					\$58,100.00
4.1	Benches c/w concrete pad	each	2	\$1,600.00	\$3,200.00
4.2	Bike Racks	each	1	\$900.00	\$900.00
4.3	Banner Poles/Arms for existing hydro poles	each	4	\$750.00	\$3,000.00
4.4	Supply and install decorative light standards c/w arms for hanging pots	each	6	\$8,500.00	\$51,000.00
PART 5 - PLANT MATERIAL					\$19,230.00
5.1	Deciduous Trees (60 mm cal)	each	5	\$475.00	\$2,375.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	115	\$65.00	\$7,475.00
5.3	Planting bed soil	m ³	52	\$65.00	\$3,380.00
5.4	Structural soil for street tree plantings (10m ³ per tree)	m ³	50	\$120.00	\$6,000.00
Area 3 Section Sub-Total					\$143,660.00
Contingency (10%)					\$14,366.00
Area 3 Section Total					\$158,026.00
PART 6 - PUBLIC/PRIVATE ENDEAVOURS (Not included in total)					\$25,340.00
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m ²	50	\$65.00	\$3,250.00
6.2	Planting bed soil	m ³	24	\$65.00	\$1,560.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	40	\$9.00	\$360.00
6.4	Deciduous Trees (60 mm cal)	each	8	\$475.00	\$3,800.00
6.5	Benches c/w concrete pad	each	4	\$1,600.00	\$6,400.00
6.6	Waste receptacles	each	1	\$850.00	\$850.00
6.7	Supply and install decorative bollards at park frontage	each	10	\$600.00	\$6,000.00
6.8	Supply and install concrete walkways c/w granular base	m ²	48	\$65.00	\$3,120.00

Streetcape Concept Construction Costs (April 2012)

4. Talbot Street West Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$7,560.00
1.1	Remove & dispose existing curb and gutter	lin. m	68	\$10.00	\$680.00
1.2	Remove & dispose existing concrete and/or asphalt walkways	m ²	380	\$16.00	\$6,080.00
1.3	Remove & dispose existing asphalt	m ²	50	\$16.00	\$800.00
PART 2 - SURFACE WORKS					\$29,670.00
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	250	\$9.00	\$2,250.00
2.2	Supply and install concrete walkways c/w granular base	m ²	414	\$65.00	\$26,910.00
2.4	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	30	\$17.00	\$510.00
PART 3 - LANDSCAPE FEATURES					\$6,500.00
3.1	Supply and install landscape entrance feature	lump sum	1	\$3,500.00	\$3,500.00
3.2	Supply and install wayfinding entrance feature	lump sum	1	\$3,000.00	\$3,000.00
PART 4 - SITE FURNISHINGS					\$64,950.00
4.1	Benches c/w concrete pad	each	1	\$1,600.00	\$1,600.00
4.2	Waste receptacles	each	1	\$850.00	\$850.00
4.3	Banner Poles/Arms for existing hydro poles	each	4	\$750.00	\$3,000.00
4.4	Supply and install decorative light standards c/w arms for hanging pots	each	7	\$8,500.00	\$59,500.00
PART 5 - PLANT MATERIAL					\$12,700.00
5.1	Deciduous Trees (60 mm cal)	each	12	\$475.00	\$5,700.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	55	\$65.00	\$3,575.00
5.3	Planting bed soil	m ³	25	\$65.00	\$1,625.00
5.4	Structural soil for street tree plantings (10m ³ per tree)	m ³	15	\$120.00	\$1,800.00
Area 4 Section Sub-Total					\$121,380.00
Contingency (10%)					\$12,138.00
Area 4 Section Total					\$133,518.00

PART 6 - PUBLIC/PRIVATE ENDEAVOURS (Not included in total)					\$12,231.00
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m ²	37	\$65.00	\$2,405.00
6.2	Planting bed soil	m ³	17	\$65.00	\$1,105.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	44	\$9.00	\$396.00
6.4	Supply and install decorative fencing	lin. m	30	\$150.00	\$4,500.00
6.5	Deciduous Trees (60 mm cal)	each	3	\$475.00	\$1,425.00
6.6	Structural soil for street tree plantings	m ³	20	\$120.00	\$2,400.00

Streetscape Concept Construction Costs (April 2012)

5. Talbot Street East Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$7,352.00
1.1	Remove & dispose existing curb and gutter	lin. m	60	\$10.00	\$600.00
1.2	Remove & dispose existing concrete and/or asphalt walkways	m ²	372	\$16.00	\$5,952.00
1.3	Remove & dispose existing asphalt	m ²	50	\$16.00	\$800.00
PART 2 - SURFACE WORKS					\$28,190.00
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	250	\$15.00	\$2,250.00
2.2	Supply and install concrete walkways c/w granular base	m ²	375	\$65.00	\$24,375.00
2.3	Supply and install decorative stamped concrete paving c/w granular base	m ²	4	\$115.00	\$460.00
2.4	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	65	\$17.00	\$1,105.00
PART 3 - LANDSCAPE FEATURES					\$6,500.00
3.1	Supply and install landscape entrance feature	lump sum	1	\$3,500.00	\$3,500.00
3.2	Supply and install wayfinding signage feature	lump sum	1	\$3,000.00	\$3,000.00
PART 4 - SITE FURNISHINGS					\$60,000.00
4.1	Benches c/w concrete pad	each	3	\$1,600.00	\$4,800.00
4.2	Waste receptacles	each	1	\$850.00	\$850.00
4.3	Banner Poles/Arms for existing hydro poles	each	7	\$750.00	\$5,250.00
4.4	Supply and install decorative light standards c/w arms for hanging pots	each	5	\$8,500.00	\$42,500.00
4.5	Supply and install decorative traffic bollards	each	11	\$600.00	\$6,600.00
PART 5 - PLANT MATERIAL					\$13,670.00
5.1	Deciduous Trees (60 mm cal)	each	11	\$475.00	\$5,225.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	64	\$65.00	\$4,160.00
5.3	Planting bed soil	m ³	29	\$65.00	\$1,885.00
5.4	Structural soil for street tree plantings (10m ³ per tree)	m ³	20	\$120.00	\$2,400.00
Area 5 Section Sub-Total					\$115,712.00
Contingency (10%)					\$11,571.20
Area 5 Section Total					\$127,283.20

PART 6 - PUBLIC/PRIVATE ENDEAVOURS (Not included in total)					\$3,415.00
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m ²	32	\$65.00	\$2,080.00
6.2	Planting bed soil	m ³	15	\$65.00	\$975.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m ²	40	\$9.00	\$360.00

Streetscape Concept Construction Costs (April 2012)

6. Park and James Street Section

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
PART 1 - REMOVALS					\$10,710.00
1.1	Remove & dispose existing curb and gutter	lin. m	15	\$10.00	\$150.00
1.2	Remove & dispose existing asphalt	m ²	660	\$16.00	\$10,560.00
PART 2 - SURFACE WORKS					\$44,150.00
2.1	Supply and place nursery sod, c/w fine grading and min.200mm screened topsoil	m ²	350	\$9.00	\$3,150.00
2.2	Supply and install concrete walkways c/w granular base	m ²	540	\$65.00	\$35,100.00
2.3	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin. m	300	\$17.00	\$5,100.00
2.4	Line painting at uncontrolled crosswalk	allow	1	\$800.00	\$800.00
PART 3 - LANDSCAPE FEATURES					\$8,250.00
3.1	Supply and install decorative fencing (at James Street entrance)	lin. m	5	\$150.00	\$750.00
3.2	Supply and install entrance signage feature	allow	1	\$4,500.00	\$4,500.00
3.3	Supply and install armour stone at Lions Park signage feature	allow	1	\$3,000.00	\$3,000.00
PART 4 - SITE FURNISHINGS					\$11,250.00
4.1	Bike Racks	each	2	\$900.00	\$1,800.00
4.2	Banner Poles/Arms for existing hydro poles	each	3	\$750.00	\$2,250.00
4.3	Supply and install decorative traffic bollards	each	12	\$600.00	\$7,200.00
PART 5 - PLANT MATERIAL					\$13,730.00
5.1	Deciduous Trees (60 mm cal)	each	17	\$475.00	\$8,075.00
5.2	Planting bed - plant material (shrub, perennial, ornamental grasses)	m ²	60	\$65.00	\$3,900.00
5.3	Planting bed soil	m ³	27	\$65.00	\$1,755.00
Area 6 Section Sub-Total					\$88,090.00
Contingency (10%)					\$8,809.00
Area 6 Section Total					\$96,899.00

Other Considerations

There are a number of other supporting initiatives and actions that are recommended for implementing the direction and vision of the Jarvis Streetscape Plan. These are intended to be complementary actions to the physical improvements identified throughout the Streetscape Concept that the County and local community stakeholders can undertake. These include:

1. Creating a “Buy Local” strategy, which including a campaign to promote the County’s downtown areas as places to shop and linger, as recommended in the County Streetscape Plan.
2. Involving the local community (such as heritage groups) in undertaking research and preparing information for inclusion in the heritage interpretive elements that form part of the Jarvis Streetscape Plan.
3. Establishing community design competitions for public realm elements, such as the wayfinding program or public art, to engage the local community and provide a unique character to such elements within the Jarvis core area streetscape.
4. Extending the concept and theme of certain improvements (such as curb extensions, entrance signage, and directional signage) further north along Main Street to connect other community and commercial uses and activities that fall outside of the study area of the Jarvis Streetscape Plan.
5. Preparing a standard set of construction drawings and details for the installation of low-rise fencing/walls and plantings for private property edges with front yard parking areas, in order to simplify the process for property owners looking to implement these recommended improvements with a consistent fashion and style.
6. Encouraging the use of the “Built Form” Urban Design Guidelines in the County Streetscape Plan (as well as the guidelines in Section 6 of this report) by all property and business owners for façade improvements or for new developments, whether through the Community Improvement Plan’s incentive programs or through a planning approval process, given they are appropriate for achieving the desired character and identity for the Jarvis core area.

8 SUMMARY

The Jarvis Streetscape Plan builds upon the 2010 Haldimand County Streetscape Plan and Urban Design Guidelines, which provided a general streetscape design concept for five of the County's urban communities. These general concepts provided the higher level direction, or "Big Moves", that would guide the detailed streetscape design exercise for each urban community. Haldimand County retained GSP Group to undertake the detailed streetscape plan for Jarvis in November 2011.

A cornerstone of the Jarvis Streetscape Plan was a walking tour and design workshop that was held within the Jarvis community in January 2012. These public sessions brought together a number of different interests (residents, property owners, business owners) which added to the value of the input generated. Arising from the public workshop a series of "key messages" were developed by the project team, which, together with "Big Moves", formed the foundation for the improvements identified in the streetscape concept for Jarvis. These key messages included: (1) making the Jarvis core more comfortable for people walking; (2) calming traffic entering the core along Talbot Street and Main Street; (3) improving the green space in front of the United Church as a more defined park space; (4) enhancing the infrastructure at the Talbot and Main Street intersection; (5) strengthening the entrance locations to the Jarvis core area; (6) emphasizing the history and historical context of Jarvis and the small village character and feeling of the core area; (7) enhancing the existing supply of public parking within the core area; and (8) enhancing the connections between the core and Lions Park.

Below: The Jarvis Streetscape Plan seeks to build upon and enhance the traditional character, identity and history of the Jarvis community in making improvements to the streetscape.



Building from these key messages, the Streetscape Concept prepared for Jarvis illustrates and discusses the series of recommended improvements to the public realm within the overall core area. It provides specific direction as to recommended improvements and design details, which will inform the detailed design and construction process. Six general areas for improvements comprise the Streetscape Concept, reflecting five sections of Talbot Street and Main Street through the Jarvis core area (south, mid and north blocks along Main Street, and east and west blocks along Talbot Street) as well as the James Street/Park Street connection to Talbot and Main. The improvements include a broad range of elements that strive to make the core area a more desirable area to visit and walk around, including improvements to existing elements such as sidewalks, boulevards, pedestrian crossings, and parking areas as well as additions of new elements such as interpretative panels, directional signs, and entrance features.

Given the County has budgeted \$250,000 for each community to implement the respective streetscape plans over a five year period, the Jarvis Streetscape Plan provides a detailed implementation plan. This budget is intended for implementing the more substantial projects, or “seed” projects, which will set the foundation and stimulate the more minor improvements over time by the County together with community partnerships. The implementation section of the Jarvis Streetscape Plan, for moving forward with the recommended improvements, includes: key points for consideration during implementation; design guidance for each of the specific streetscape elements; prioritization of the identified improvements; cost estimates for each of the general areas of the Streetscape Concept; and other tasks and initiatives to support implementation of the Streetscape Plan.

The Jarvis Streetscape Plan seeks, over time, to transform the Jarvis core area to a high quality place. This is place that draws visitors from the main streets to visit the businesses within the area; a place that is comfortable and inviting to pedestrians with the amenities to accommodate different needs; a place that is visually interesting and reflects the historic character and identity of the Jarvis community; and a place that has the activities that strengthen the function of the core area as the heart of the Jarvis community.

