

Hagersville Streetscape Plan



JUNE 2011

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Part 1:

- 1** Introduction
- 2** Background Framework
- 3** Existing Conditions
- 4** What was Heard

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”, which provided streetscape concepts for five of the County’s urban communities: Caledonia, Cayuga, Dunnville, Hagersville, and Jarvis (Townsend 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 Hagersville’s central business areas that will identify recommended improvements to the public places and spaces within the area. GSP Group was retained by the County in July 2010 to prepare the Hagersville Streetscape Plan, which would identify these specific recommendations and action items for carrying out improvements to Hagersville’s central business area.



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

Haldimand County Community Vision Statement

Haldimand County is a caring, friendly community that is recognized as an exceptional place in which to live, work, play and nurture future generations. Haldimand County values our diversity and unique mix of urban and rural interests and is committed to preserving our rich environment and small town character through responsible growth management. Building on Haldimand County's history and heritage, our vision includes a strong and diverse economy that takes advantage of our strategic location and resources. We envision all elements of the community working cooperatively to maintain and build a high quality of life for all of our current and future residents.

– 2004 Haldimand County Community Strategic Directions

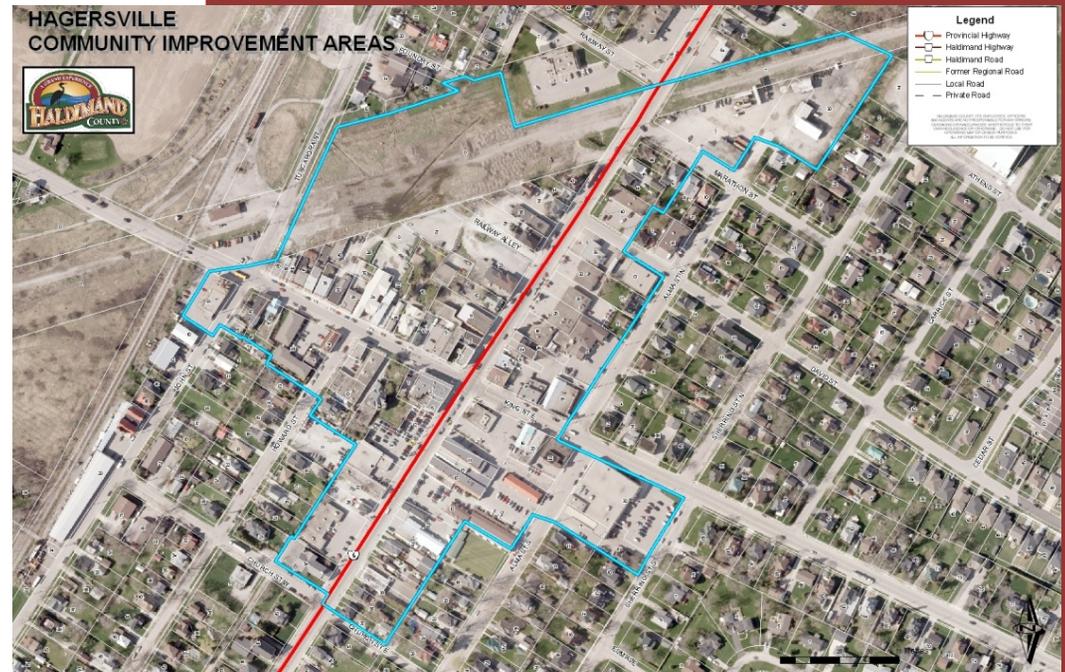
Purpose & Objectives

The overall purpose of the Hagersville Streetscape Plan is to translate the direction and recommendations of the County Streetscape Plan to the specific level of downtown Hagersville. In this regard, the general objective of the Hagersville Streetscape Plan is to establish a plan for the public realm that sets the foundation for a central business area in Hagersville that:

- (i) Is the community heart and focal point;
- (ii) Is a comfortable pedestrian environment;
- (iii) Is visually interesting and attractive;
- (iv) Has a definable identity and clear sense of place;
- (v) Respects the local historic and contextual roots; and
- (vi) Is accommodating to all users and modes of travel.

Study Area

The study area of the Streetscape Plan is the Hagersville 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 the King Street and Main Street intersection and the respective corridors extending from this intersection.



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Background Review

This section outlines the various planning documents that inform the preparation of the Hagersville 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.

“After all, except when we’re at home or work, we’re generally in the public realm. That means sidewalks, parks and subways, as well as libraries, museums and art galleries. More than anything, our experience of a city is our experience of its public realm – and not just when we’re tourists, but here at home, too.

This experience is highly personal; it encompasses weather, quality of daylight, noise, traffic ... It also depends on the condition of the pavement, the width of the sidewalk, the number of shady trees, availability of benches and drinking fountains, street clutter, the size of blocks, the feeling of being welcome, a thousand small things.”

Source: Christopher Hume, “Non-essential is still vital for a livable city”, The Toronto Star, March 7, 2010, A4



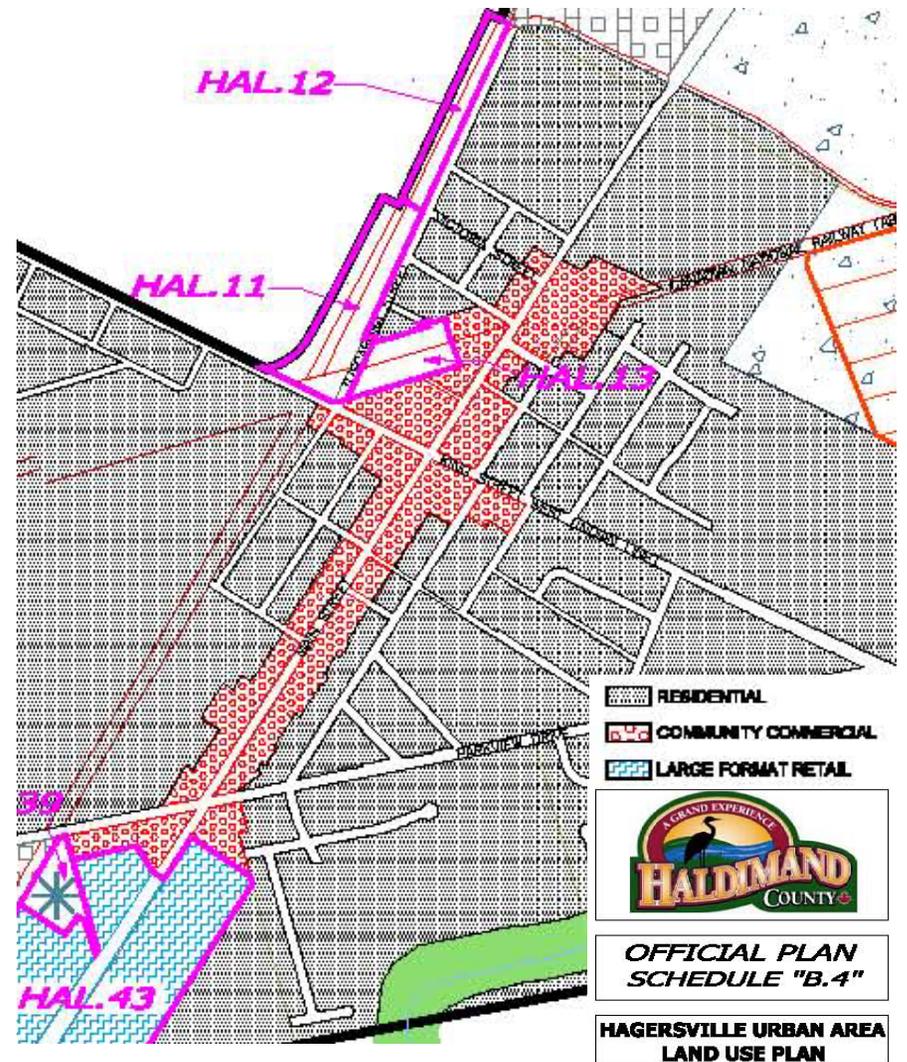
Official Plan

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 Hagersville, the Official Plan identifies the interface with the Six Nations of the Grand River and Mississaugas of the New Credit First Nation Reserves; its role as a service centre for the rural area and the farmers' market; and the West Haldimand General Hospital.

The study area, the Hagersville 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 King Street intersection for Hagersville.

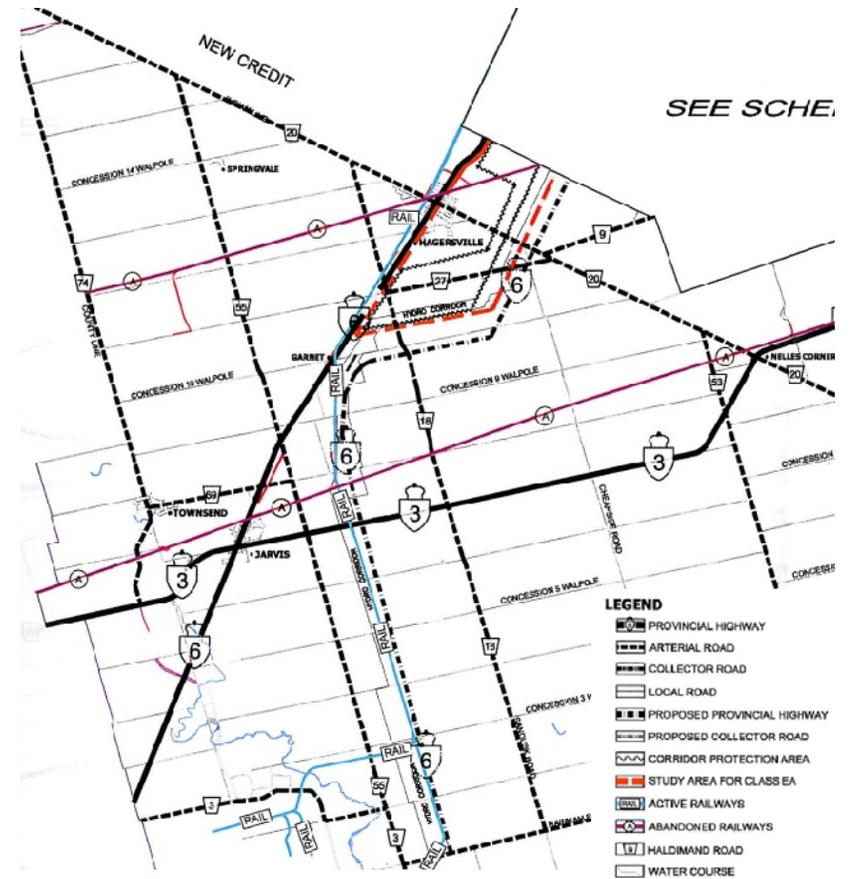
The Community Commercial designation permits the broad range of uses that are expected in the core area of a community: retail shops, offices, personal services, entertainment facilities, accommodations, restaurants, apartments above shops, as well as other public and community uses. Pedestrian orientation, 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.

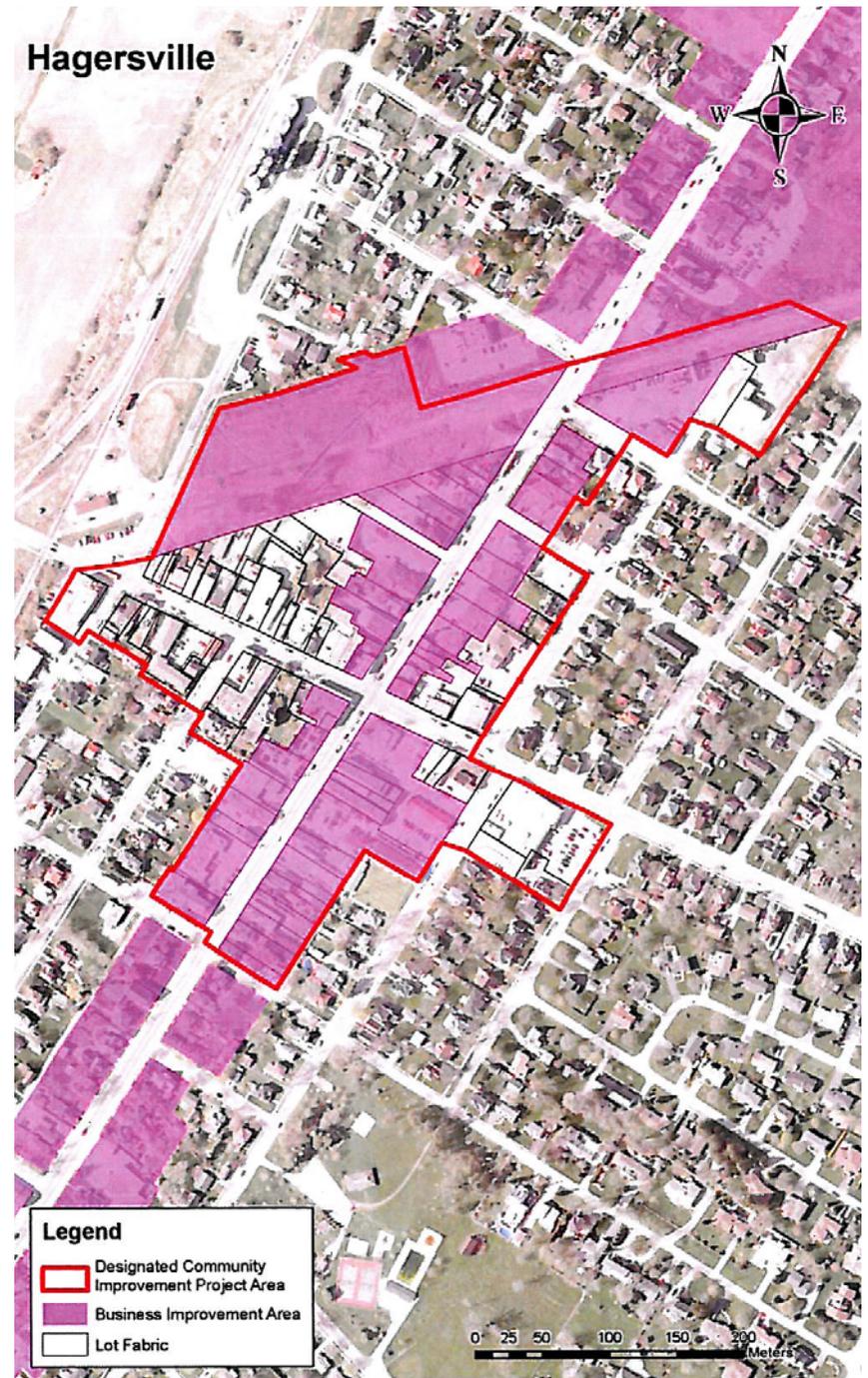
From a transportation perspective, the Official Plan sets the strategic direction for roads within the County. King Street (County Road 20) is identified as an Arterial Road while Main Street (Highway 6) is identified as a Provincial Highway (although as a “Connecting Link” subject to County control where it passes through Hagersville) in the Official Plan. In respect of the latter, the Official Plan identifies a conceptual future Highway 6 bypass extension to the east of the Hagersville central business area that is expected to *“provide a convenient alternative truck route around Hagersville”*. At this time, there are no firm plans or development timelines for a highway by-pass.



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 four 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 includes the establishment of urban design guidelines, streetscape improvements, public space and trail improvements, intersection and crossing improvements, and parking lot improvements.



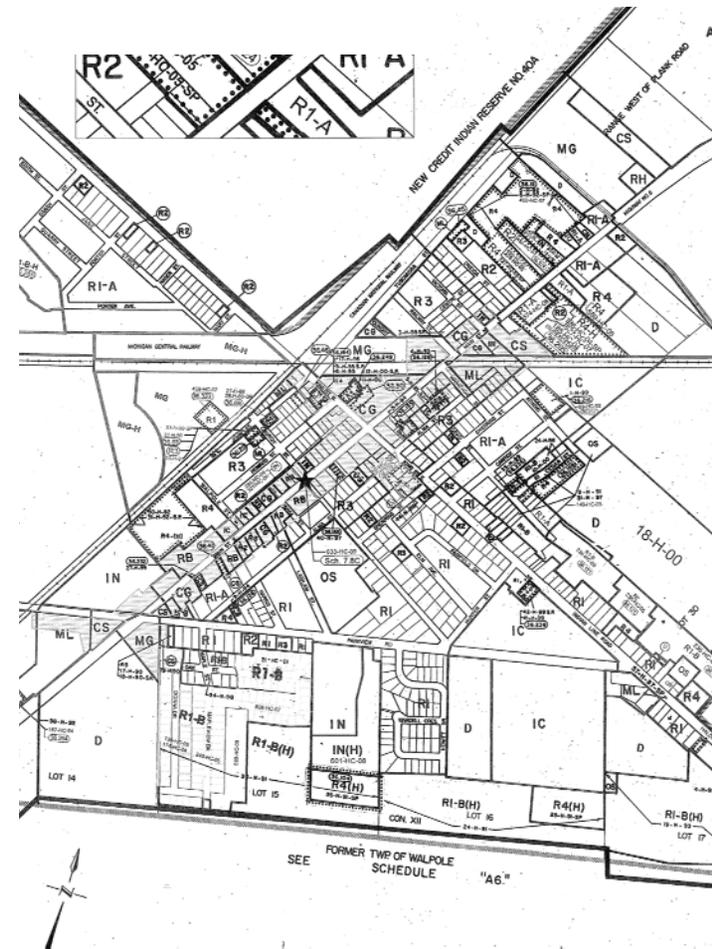
Zoning By-law

By-law 1-H 86, the County's Comprehensive Zoning By-law for the former Town of Haldimand ("the Zoning By-law"), regulates the use of land within the urban area of Hagersville. The Zoning By-law was adopted by Council in 1986. The study area is principally zoned General Commercial (CG) in the Zoning By-law. The General Commercial zone permits a broad range of uses, including retail and service commercial, personal service uses, and 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.

The General Commercial zone generally does not encourage a traditional main street environment with buildings close to the street, primarily due to large front yard and exterior side yard setback requirements. These regulations include the following:

- Min front yard: 6.0 metres
- Min exterior side yard: 6.0 metres
- Min interior side yard: Nil (3.5 metres from residential)
- Min rear yard: 6.0 metres (Nil abutting parking)
- Max building height: 11.0 metres
- Max lot coverage: 80%

The General Commercial zone within downtown Hagersville is encouraging the re-use of existing buildings given it has an overlay zone that allows changing the use within an existing building without the need for additional parking requirements, provided no addition in floor space is made to the existing building and no reduction is made to the existing parking supplied by the building.



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 metres ²	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

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:

1. A vision for each CIPA;
2. A series of County-wide principles, or “County Big Moves”;
3. A series of key public realm improvements, or “Big Moves”, for each CIPA;
4. A set of Urban Design Guidelines targeted to Caledonia and Dunnville;
5. A Streetscape Plan for both Caledonia and Dunnville;
6. 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 Hagersville

“COUNTY BIG MOVES”

At its core, the County Big Moves are about placemaking, which is the art of creating fabulous public spaces in an urban environment where people return again and again to interact and flourish.

The Big Moves chosen focus on strategic approaches to the evolution of the downtowns to promote placemaking and to create a high quality of life. To do so, three key ideas are embraced:

#1. Critical Mass

In each CIPA, create a critical mass cluster that is a concentrated area within which all new buildings, initiatives, public investments, and programming must be located in the short-term.

#2. Historic Cores

Reinforce the Historic Cores of all CIPAs in Haldimand through Urban Design Guidelines that create more distinctiveness over time.

#3. Pedestrian Places

Define all streets within each of the CIPAs as pedestrian places through the enforcement of Urban Design Guidelines.

VISION FOR HAGERSVILLE

“Hagersville boasts businesses and services for all needs. The local farmer’s market is a popular draw in the County, and is the hub of downtown on market days. Key downtown buildings, like the CIBC building, characterize the desired neighbourly feel of the streets. Streets are green and welcoming, and clearly connect to the greenway of the old rail line to the north. Clearly marked crosswalks for pedestrians and protected laneways support Hagersville’s role as a community for all people.”

Streetscape Plan is intended to provide a comprehensive improvement strategy that can be phased.

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 Hagersville in the Study establish the overall foundation from which the Hagersville Streetscape Plan has been formulated.

Big Move #1:

Build upon the market square as the heart of the downtown by extending infrastructure improvements (sidewalks, streets and street furnishings) to adjacent users.

Big Move #2:

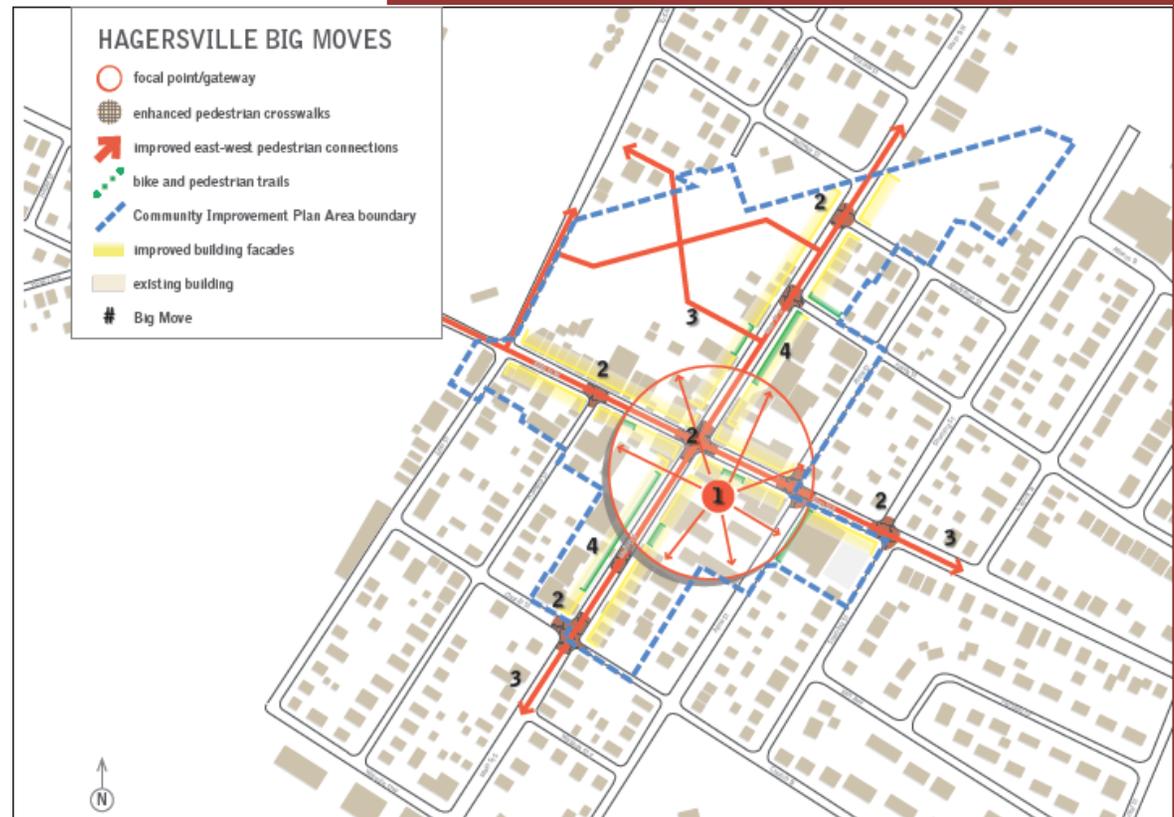
Create enhanced crosswalks to market destinations and fill gaps between destinations.

Big Move #3:

Ensure pedestrian connections between new developments and the market.

Big Move #4:

Implement strategic green interventions to provide moments for reprieve and gathering within the CIPA.



3

Existing Conditions

Purpose

A thorough and comprehensive assessment of the current conditions and characteristics in the Hagersville CIPA was undertaken as part of the initial phases of the Streetscape Plan. This assessment included several walking tours by the consulting team members to identify current conditions and key characteristics of the area, including:

- General identity and character;
- Land use and building use;
- Building form;
- General 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 generally identify the key challenges and opportunities for preparation of the streetscape concept and improvements. Given that the foundation and focus of the Hagersville Streetscape Plan is set by the “Big Moves”, the following pages are intended to be a more focused assessment of the principal challenges and opportunities relating to the Big Moves.

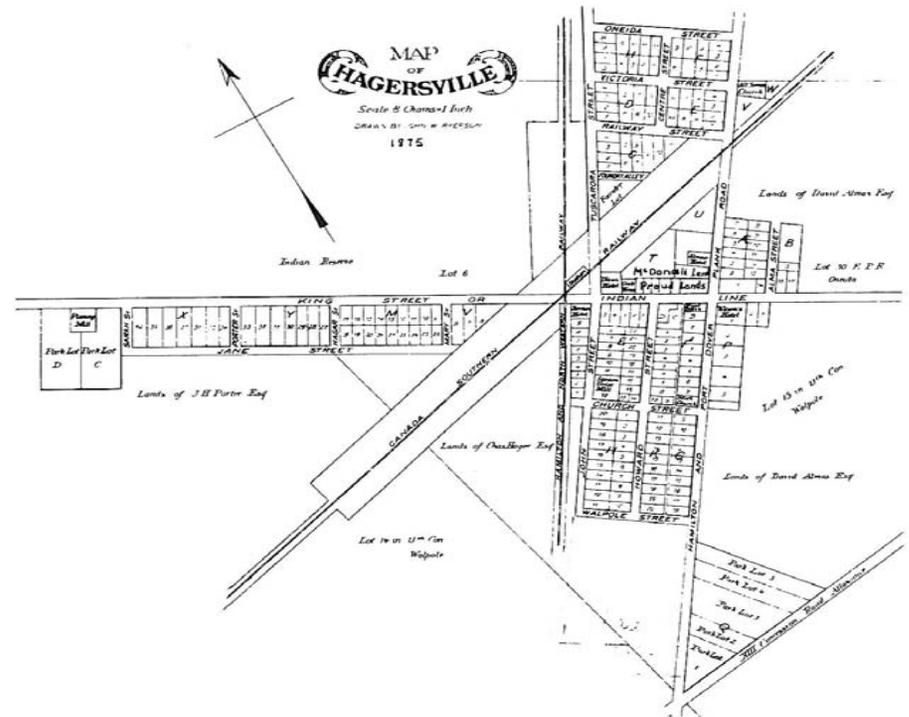


Historical Context¹

The land that Haldimand County now occupies was acquired by treaty in 1832. By 1850 Haldimand had county status, with the local government centred in Cayuga. Settlement of Hagersville began in the early 1840s. The settlement was named after Charles Hager, who in 1846 purchased 120 acres of land from Samuel Jarvis, the Secretary-Registrar of Upper Canada at the time.

The initiating factor for the settlement of Hagersville was the construction of the road linking Hamilton to Port Dover which began in 1839 (eventually named the Hamilton-Port Dover Road and ultimately in the general location of the current Highway 6). This “Plank Road”, made of large wooden planks, opened up the wilderness that would become Hagersville to settlement and agriculture. What is now the King Street and Main Street intersection was a toll location along the route that featured large oak toll gates.

Hagersville originated as a service centre at the intersection of Indian Line (King Street) and Plank Road (Main Street), featuring an assortment of general stores, accommodations, and a post office, among other uses. Hagersville prospered and grew significantly with the establishment of the Canada South Railway in 1870 and the Hamilton Lake Railway in 1873. These advances resulted in Hagersville becoming a permanent service centre and growing settlement. The farmers market began in 1892 in generally what is its current location.



¹ Summary presented in Historical Context and images are from “Down Memory Lane: A Glimpse of Hagersville’s Past” by Don Brown, 1992.

Existing Conditions

Big Move #1

Build upon the market square as the heart of the downtown by extending infrastructure improvements (sidewalks, streets and street furnishings) to adjacent users.

Impressions of Big Move #1:

- Activity: a significant, vibrant and centrally located space draw during market hours; minimal use and function, other than a surface parking lot, outside of market hours.
- Visibility: poor visual connectivity between market square and the surrounding public streets (especially Main Street).
- Presence: lack of defining feature or signage identifying the presence of the market square.
- Interface: poor interface with surrounding buildings internal to market square (garbage areas, loading areas, storage, rear facades, etc).
- Circulation: no defined pedestrian circulation routes through space and potential pedestrian/vehicle conflicts.
- Landmark: clock tower as a landmark piece in the downtown area and a building block to build on.
- Comfort: little in the way of amenities (such as benches, plantings, public art) to create a comfortable space.



Big Move #2

Create enhanced crosswalks to market destinations and fill gaps between destinations.

Impressions of Big Move #2:

- Traffic: very large traffic volumes (particularly truck traffic on Main Street) creates an uncomfortable walk for pedestrians.
- Intimidating: perceived distance of intersection crossings may be intimidating to pedestrians, particularly those with mobility needs or challenges.
- Divisive: Main Street presents an edge not a seam between the two sides of the street, which is important for tying both sides together.
- Key Buildings: there are key historic buildings framing the historic crossroads surrounding the King Street and Main Street intersection; the County building on one of the corners strengthens the civic presence with the market square.
- Hierarchy: a hierarchy and priority of intersections throughout the area in terms of prominence and use.



Big Move #3

Ensure pedestrian connections between new developments and the market.

Impressions of Big Move #3:

- Traffic: very large traffic volumes, particularly truck traffic, create an uncomfortable walk for pedestrians.
- Voids: a number of properties with buildings that are set back a considerable distance from the street and do not reinforce or frame the street's edge.
- Interruptions: numerous curb cuts on the streets (particularly on Main Street) where vehicles access properties, which interrupt pedestrian movements and comfort; cars parked adjacent to the public sidewalks.
- Greenery: a general absence of street trees and plantings throughout the area (particularly along Main Street).
- Narrow: a generally narrow right-of-way (both Main Street and King Street) for incorporating street edge plantings, particularly in areas with interference from overhead wires.
- Amenities: little to no streetscape amenities in the area, such as benches, planters, decorative light standards, banners, wayfinding signage.



Big Move #4

Implement strategic green interventions to provide moments for reprieve and gathering within the CIPA.

Impressions of Big Move #4:

- Traffic: very large traffic volumes, particularly truck traffic, create an uncomfortable walk for pedestrians.
- Interest: little in the way of visual interest, greenery or street-related activity along the Main Street and King Street.
- Interruptions: numerous curb cuts on the streets (particularly on Main Street) where vehicles access properties, limiting planting opportunities.
- Wayfinding: no system of wayfinding to encourage and direct visitors to wander and discover the area's features and shops.
- Narrow: generally not a lot of space to work with at the street edge for plantings of Main Street and King Street, particularly in areas with interference from overhead wires.



4

What was Heard

Consultation Focus

In a project such as the Hagersville Streetscape Plan which impacts the everyday use of the community's core area and how people use it, community consultation is a critical component of the project's ultimate success. Consultation is an important step in preparing an appropriate and implementable design for downtown Hagersville. It plays a key role in not only generating ideas from the outset but also generating community support for the project. Ultimately the Streetscape Plan is intended to be a "Made by Hagersville" solution for the challenges facing the area, and not simply a "Made for Hagersville" solution.

The intent for the community consultation undertaken as part of the Hagersville 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 Hagersville area, as well developing the series of Big Moves that form the basis of overall improvements to downtown Hagersville. The consultation for the Hagersville 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.



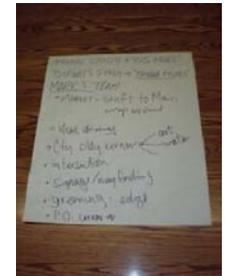
Source: "Haldimand County Streetscape Plan and Urban Design Guidelines", Office for Urbanism, January 2010

Public Workshop

The project team together with Haldimand County staff organized a public workshop on October 7, 2010 at the Hagersville Community Centre for consultation with the community. The overall purpose of the public workshop was to present the project team's general observations of downtown Hagersville, 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 Hagersville 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 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 key messages generated at the public workshop, which form a significant part of the basis for the Hagersville Streetscape Plan, are summarized in the following section.



Key Messages

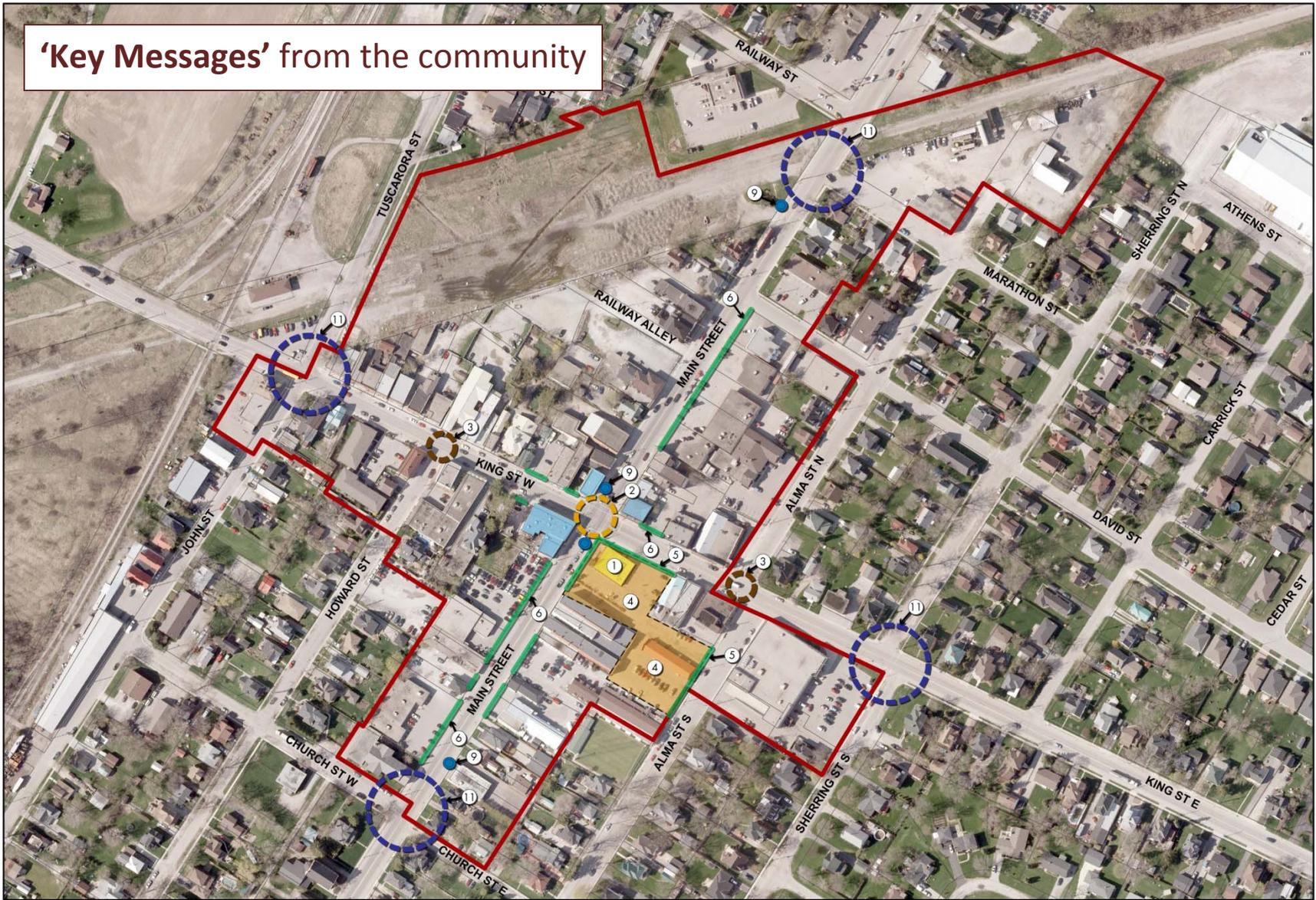
There were a significant number of observations and ideas generated during the discussions on the walking tour and in working groups as part of the public workshop. The public workshop brought together a number of different interests (residents, property owners, business owners) which added to the value of the input generated. Arising from the public workshop a series of 12 “key messages” were received by the project team, which significantly informed the subsequent design stages of the Streetscape Plan. These key messages are discussed in further detail on the following pages, in no particular order of importance or relevance.

It is important to note four 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.

Key Messages:

1. Better integrate the Haldimand County building with the surrounding intersection and the key corner buildings.
2. Reinforce the King Street and Main Street intersection as the principal intersection within the area.
3. Strengthen the pedestrian nature of the other secondary intersections within the area, along King Street then Main Street.
4. Reconfigure the circulation routes and spaces within ‘Market Square’ to improve its functioning.
5. Strengthen the edges of ‘Market Square’ abutting the surrounding public streets.
6. Define and green the edges of parking lots facing the public streets through plantings on the public/private interface of these properties.
7. Establish an identity for downtown Hagersville through physical improvements that builds on the community’s rural, agriculture and historic roots.
8. Preserve the existing supply of public parking in the area (on-street and off-street) when making any improvements to the streets and spaces.
9. Enhance the overall signage program through new additions of wayfinding, street name, and commemorative signage.
10. Improve the physical condition of sidewalks in the area through replacement, reconstruction and maintenance.
11. Strengthen the entrances to downtown Hagersville with features that highlight the community identity.
12. Better educate and inform property and business owners as to appropriate improvements and materials.

'Key Messages' from the community



LEGEND

- CIPA Boundary
- Parcels
- Gateway Locations
- Principal Intersections
- Secondary Intersections
- Edge Plantings
- Wayfinding Signage
- County Buildings
- Key Buildings

KEY MESSAGES

- ① Integrate County Buildings
- ② Reinforce King / Main Intersection
- ③ Strengthen other intersections
- ④ Reconfigure Market Square
- ⑤ Strengthen Market Square's edges
- ⑥ Define and green parking lot edges
- ⑦ Establish downtown identity (not shown)
- ⑧ Preserve existing parking supply (not shown)
- ⑨ Enhance wayfinding program
- ⑩ Improve sidewalk conditions (not shown)
- ⑪ Strengthen downtown entrances
- ⑫ Educate and inform property owners (not shown)

1. Better integrate the Haldimand County building with the surrounding intersection and its key buildings.

The Haldimand County building forms the fourth corner of the area's central intersection, yet it doesn't match the form or heritage character of the buildings on the other three corners. Opportunities include improvements to the building façade (addition of character signage and roofline additions), as well as wayfinding signage and a community message board to reinforce the civic function of the space. These improvements should be coordinated with enhanced public spaces and landscape plantings on the building edges where they face Main Street and King Street (see #5).



2. Reinforce the King Street and Main Street intersection as the principal intersection within the area.

The King and Main intersection is the centre of Hagersville, yet its physical condition does not reflect its community focus role. Improvements to this intersection should visually accentuate this focal point, make it more comfortable for pedestrian crossings, and distinguish the identity of Hagersville. Opportunities include distinct pavement markings and/or materials for the intersection, possibly that commemorate Hagersville's history; the addition of improved street signage, plantings, and other amenities; and improvements to the facades of the four key buildings surrounding the intersection.



3. Strengthen the pedestrian nature of the secondary intersections within the area, along King Street then Main Street.

There are a number of other important intersections in the area, acknowledged to be secondary in nature, that warrant improvements given their pedestrian activity. Most important are the Howard Street and Alma Street intersections with King Street, followed by side street intersections along Main Street. Improvements to these intersections should similarly make them more comfortable for pedestrian crossing, carrying on the theme created by the Main and King Street intersection.



4. Reconfigure the circulation routes and spaces within 'Market Square' to improve its functioning.

The 'Market Square' is not the high quality public 'space' that it could be at this central location. The configuration of vehicular accesses, driveway aisles, the market structure, and planting obstructions all contribute to an inefficient space. Improvements should build on the opportunity of creating a more defined public space within Market Square while keeping with the message (see #8 below) of preserving the parking supply. Opportunities include the closure of an access from Main Street, reorganization of parking spaces and aisles, the establishment of a formal sitting area, and the relocation of the market structure.



5. Strengthen the edges of 'Market Square' abutting the surrounding public streets.

Market Square has hard edges abutting the surrounding public streets, including Main Street, King Street and Alma Street, which does not provide a positive visual impression of this central space. These edges should be improved with plantings and other materials to visually improve the interface with the public streets. These plantings should include those surrounding the County building (see as well as along the edges of parking areas where they face the street.



6. Define and green the edges of parking lots facing the public streets through plantings on the public/private interface of these properties.

There are several areas where parking in front of buildings is exposed to the public street and sidewalk, making an uncomfortable walking experience along the street. These areas should be improved with plantings and materials (similar to the treatment in #5) to provide a better edge along the street with more greenery, including opportunities for plantings and low fence walls. These improvements may need to be a joint initiative between the County and property owners, as using small portions of private property may be required and vehicular accesses to properties may be consolidated.



7. Establish an identity for downtown Hagersville through physical improvements that builds on the community's rural, agriculture and historic roots.

Downtown Hagersville does not have a clearly defined and visually apparent identity that sets it apart from other village centres in the County (or the surrounding area) and that visitors can associate with. Improvements made to downtown Hagersville's streets and spaces should have a consistent character that is symbolic of heritage roots based on the local rural and agricultural context of Hagersville.



8. Preserve the existing supply of public parking in the area (on-street and off-street parking) when making any improvements to the streets and spaces.

Downtown Hagersville generally has a good supply of publicly accessible on-street and off-street parking throughout the study area. However, some specific locations, particularly in the vicinity of the King Street and Main Street intersection, have more pronounced parking constraints given a number of larger businesses do not have a private supply of parking. Any improvements to the streets and public parking areas within downtown Hagersville should not significantly reduce the amount of public parking in the area.



9. Enhance the overall wayfinding signage program through the addition of directional, street name, and commemorative signage.

Downtown Hagersville lacks a wayfinding program that directs visitors to the area's key destinations, spaces and amenities. Such a program would be oriented to visitors encouraging them to stop and wander while enabling them to easily get around the area once stopped. Opportunities include wayfinding signage that directs visitors to key destinations (farmer market, hospital, and park for instance), larger decorative street signage for principal streets (King and Main intersection a priority), and signage features that identify Hagersville's historical moments and roots.



10. Improve the physical condition of sidewalks in the area through replacement, reconstruction and maintenance.

Downtown Hagersville has numerous spots where the sidewalks are worn, patched, broken or shifted, and now present tripping hazards for pedestrians along the sidewalk. Such deficiencies not only affect the functioning of the sidewalks, but also the physical appearance of the streets and, ultimately, a visitor's impression of the area. Sidewalks in this condition should be replaced, particularly in and around the central intersection, with durable materials (with opportunities for decorative material where warranted) that can be easily maintained over the long-term while improving the visual impression of the area.



11. Strengthen the entrances to downtown Hagersville with features that highlight the community identity.

Downtown Hagersville does not have a strong presence at its four entrances (from the north, south, east and west) that introduce visitors to the area. This introduction should assist in encouraging visitors to stop in Hagersville as they are passing on the main streets. These gateway locations should be improved with simple signage feature with a design style that is consistent with the overall identify and character of downtown Hagersville (as per #7 above).



12. Better educate and inform property and business owners as to appropriate improvements and materials.

Downtown Hagersville has a number of building and property conditions that warrant improvement; however owners may not necessarily know how to go about improving these conditions. These conditions include both building façade conditions as well as property conditions. The Streetscape Plan should provide sufficient guidance for informing property and business owners as to recommended materials and approaches for improving their building and properties.



Part 2:

- 5** Streetscape Concept
- 6** Streetscape Details
- 7** Moving Forward
- 8** Summary & Conclusions

5

Streetscape Concept

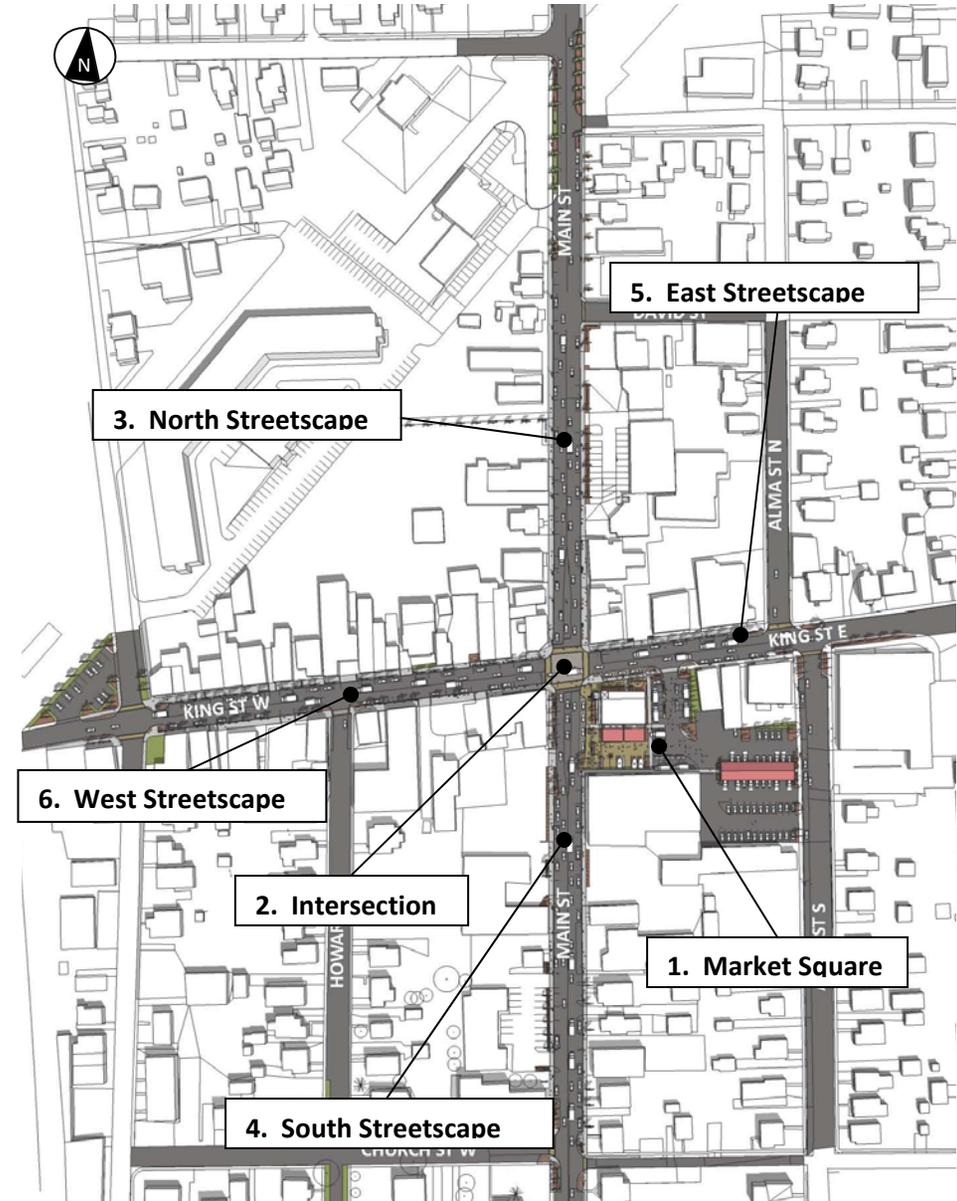
Organization

The Streetscape Concept forms the principal component of the Hagersville Streetscape Plan. It illustrates and discusses the series of recommended improvements to the public realm within the overall study area (see graphic to right). It provides specific direction as to recommended improvements and design details, which will inform the detailed design and construction process.

The Streetscape Concept is organized into the following six areas for discussion and illustration purposes:

1. The market square area (parking area and County building);
2. The King Street and Main Street intersection
3. The north streetscape section (Main Street north of King Street);
4. The south streetscape section (Main Street south of King Street);
5. The east streetscape section (King Street east of Main Street); and
6. The west streetscape section (King Street west of Main 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 six areas. Following this, a description and illustration of the general design details for the improvements is provided.



1. Market Square

Design Focus

The Market Square is the area around the County building generally bounded by Main Street to the west, Alma Street South to the east, and King Street to the north. Principally comprised of parking spaces, the Market Square is comprised of three components: the “front” portion with access currently from Main Street; the “side” portion with access from King Street; and the “back” portion with access from Alma Street. A parking lot for most of the week, the space accommodates the weekly farmers’ market for the community.

The design focus for the Market Square is to create a true community focal point within downtown Hagersville, a place that accommodates a multi-functional area through different times and seasons of the year. This includes a place that has a visually appealing interface where it meets the public street edges; that extends the market function to the Main Street frontage; that better incorporates the County Building into the streetscape and the market square; that is a community destination for community events and activities; and that accommodates off-street parking through other times of the year. A key consideration for the design improvements to the area is branding the space as the civic heart of downtown Hagersville, including formally naming the space (i.e. “Hagersville Farmers’ Square”) and designing the improvements so that the different areas of the space “read” as an integrated and connected public place.



Improvements

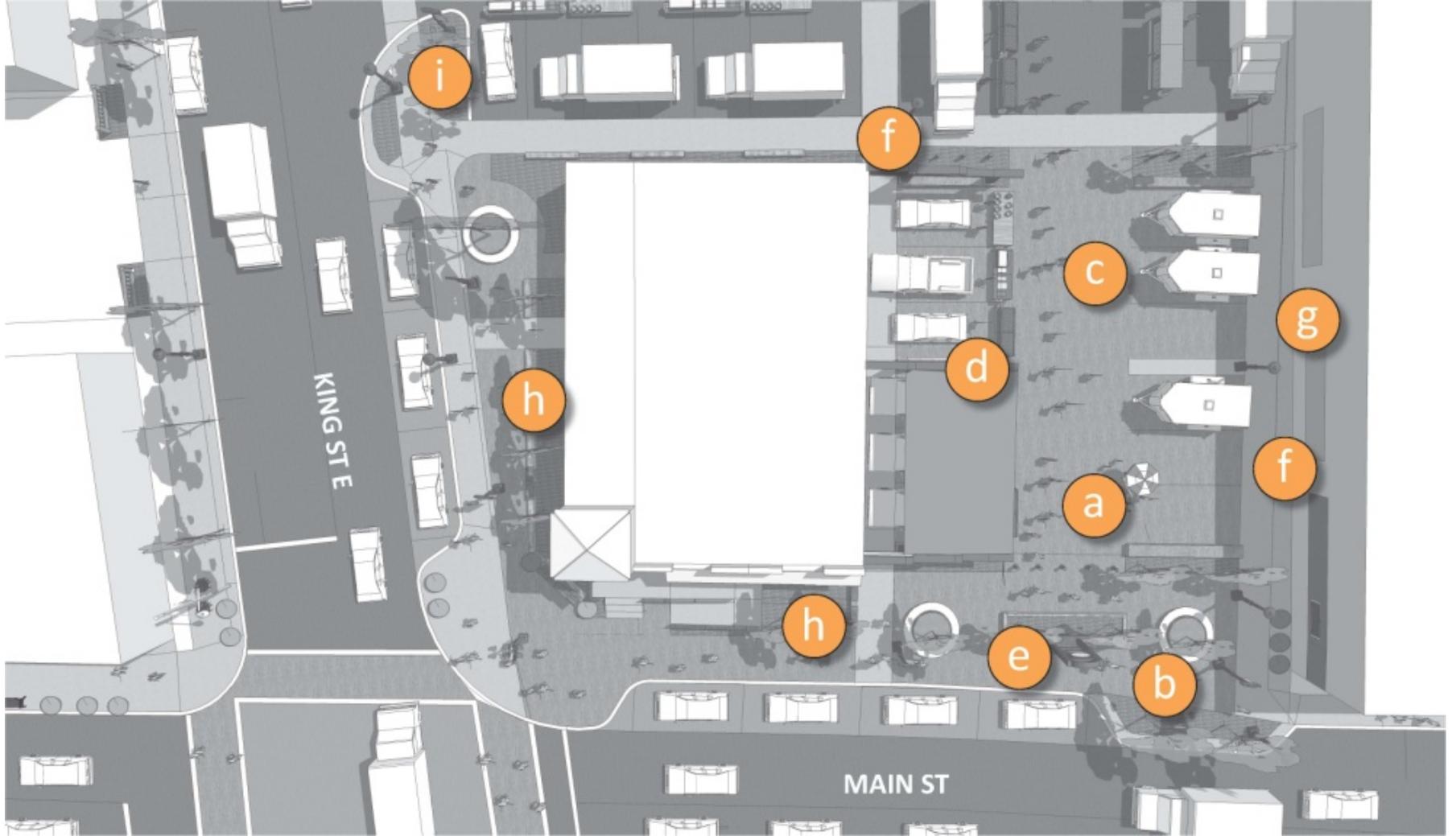
The recommended improvements to the “front” portion of Market Square include the following elements:

- a) Removal of the existing centre median dividing the parking area to open up the space;
- b) Permanent closure of both existing vehicular accesses from Main Street;
- c) Reorganization and resurfacing of the parking field with textured surface material for a multi-purpose space;
- d) Installation of multiple pier structures within the parking field along the side of the County building to accommodate removable overhead canopies;
- e) Redesign of the area between the parking field/County building and the street edge, including a continuation of distinct surface materials, a restructured landscaped feature with the clock tower and signage, shade tree plantings, and built-in seating opportunities;
- f) Maintenance of two defined pedestrian routes through the space, alongside the County building and the Home Hardware building;
- g) Addition of murals to the facing side of the Home Hardware building (private endeavour); and
- h) Improvements to the County building’s street edges, including plantings, seating opportunities and a community message board (together with the long-term consideration of architectural improvements to the building façade).
- i) Creation of a visually enhanced and prominent access to the market area off King Street, through planting, signage and decorative fencing.



Top: overhead view of the Farmers' Square improvements (during market hours).

Bottom: overhead view of the Farmers' Square improvements (during non-market hours).



Top: Market Square recommended improvements (lettering corresponds to text on Page 30).



Top: aerial view of the Farmers' Square improvements looking from the Main Street and King Street intersection (during market hours).

Bottom: aerial view of the Farmers' Square improvements looking from the Main Street and King Street intersection (during non-market hours).



Top: street view of the Farmers' Square improvements looking from Main Street (during market hours).

Bottom: street view of the Farmers' Square improvements looking from Main Street (during non-market hours).

The recommended improvements to the “side” portion of Market Square include the following elements:

- a) Wrapping the treatment from the Main Street frontage around the County building, including a continuation of distinct surface materials, planting beds, shade tree plantings, and built-in seating opportunities;
- b) Incorporating curb extensions at the entrance to the parking lot from King Street to add more plantings and entrance signage;
- c) Tree plantings along the edge of the parking area to screen views to the adjacent building;
- d) Implementation of a community signage board for upcoming events and notices, as well as banner poles for additional placemaking and event advertising opportunities; and
- e) Addition of a wayfinding signage element at the corner of King Street and Main Street orienting visitors to significant landmarks.



Top: street view of improvements to the north side of the County building looking from King Street (during market hours).

Bottom: street view of entrance to Farmers' Square King Street (during non-market hours).



Top: Market Square recommended improvements surrounding County building (lettering corresponds to text on Page 33).

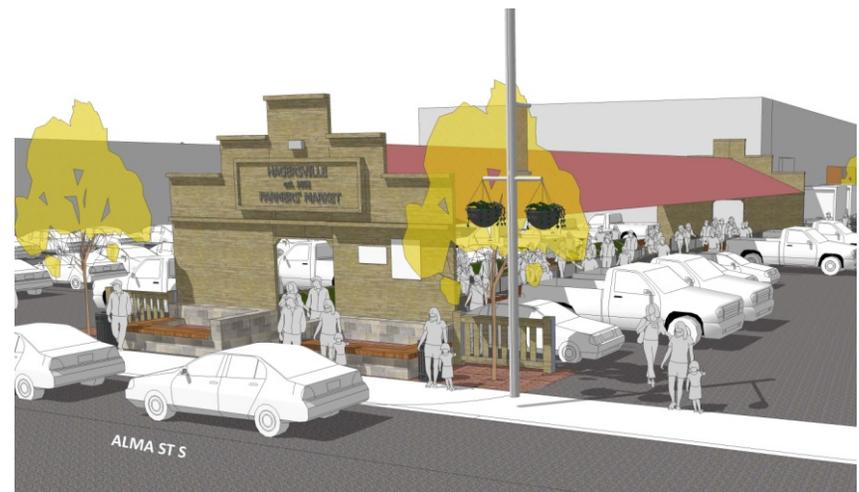
The recommended improvements to the “back” portion of Market Square include the following elements:

- a) Retention of the existing market structure, with material and colour enhancements to match the new market space facing Main Street;
- b) Redesign of the ends of the existing market structure to provide more contemporary and comfortable spaces, including seating areas, plantings, garbage receptacles, and shade trees;
- c) Planting of the street edge along Alma Street South and the end of parking aisles with street trees and foundation plantings; and
- d) Addition of murals to the Alma Street South facing side of the Foodland building (private endeavour).

Key Messages Addressed

The recommended improvements for the Market Square address the following ‘Key Messages’ from the community:

1. *Better integrate the Haldimand County building with the surrounding intersection and its key buildings.*
4. *Reconfigure the circulation routes and spaces within ‘Market Square’ to improve its functioning.*
5. *Strengthen the edges of ‘Market Square’ abutting the surrounding public streets.*
7. *Establish an identity for downtown Hagersville through physical improvements that builds on the community’s rural, agriculture and historic roots.*
9. *Enhance the overall wayfinding signage program through the addition of directional, street name, and commemorative signage.*



Top: aerial of the Farmers' Square improvements looking from Alma Street South (during market hours).

Bottom: street view of the Farmers' Square improvements looking from Alma Street South (during market hours).



Top: Market Square recommended improvements in rear area facing Alma Street (lettering corresponds to text on Page 35).

2. King and Main Intersection

Design Focus

The King Street and Main Street intersection represents the 'heart' of downtown Hagersville, as the key crossroads of the community as the principal routes for traffic arriving in the core. Due to the relatively compact size of downtown Hagersville, this intersection is a key point for connecting the four quadrants of the area: north and south along Main Street, and east and west along King Street. Thus, the intersection is a key pedestrian node in the area that warrants particular attention and improvements.

The design focus for the King Street and Main Street intersection is to visually and physically define the area as a central focal point in downtown Hagersville as the crossroads that brings visitors to the community. As a key community node, improvements to the intersection are geared towards strengthening the pedestrian orientation of the area, while additionally providing a traffic calming effect. These improvements to the public realm are coupled with improvements to the buildings surrounding the intersection to further strengthen the visual impact of the area.

Improvements

The recommended improvements to the King Street and Main Street intersection include the following elements:

- a) Distinct surface materials and colouring to differentiate the intersection and crosswalks from the remainder of the roadway;



- b) Surface markings that reflect the historic transportation roots of the community, include the former “Plank Road” and the rail lines;
- c) Curb extensions, where feasible, at the four corners of the intersection to shorten the pedestrian crossing distance and visually “tighten” the intersection;
- d) Different colour and markings on the surfaces of the pedestrian crosswalks and the area inside the intersection to differentiate;
- e) Wayfinding signage at the southeast and northwest corners of the intersection to direct visitors;
- f) Façade improvements to the three privately-owned buildings framing the intersection, potentially utilizing the programs in the Haldimand County Downtown Areas Community Improvement Plan (together with the long-term consideration of architectural improvements to the County building’s façade); and
- g) Phasing and possibly delaying the improvements until a direction for a potential Highway No. 6 realignment is determined (see “Moving Forward” chapter below).

Key Messages Addressed

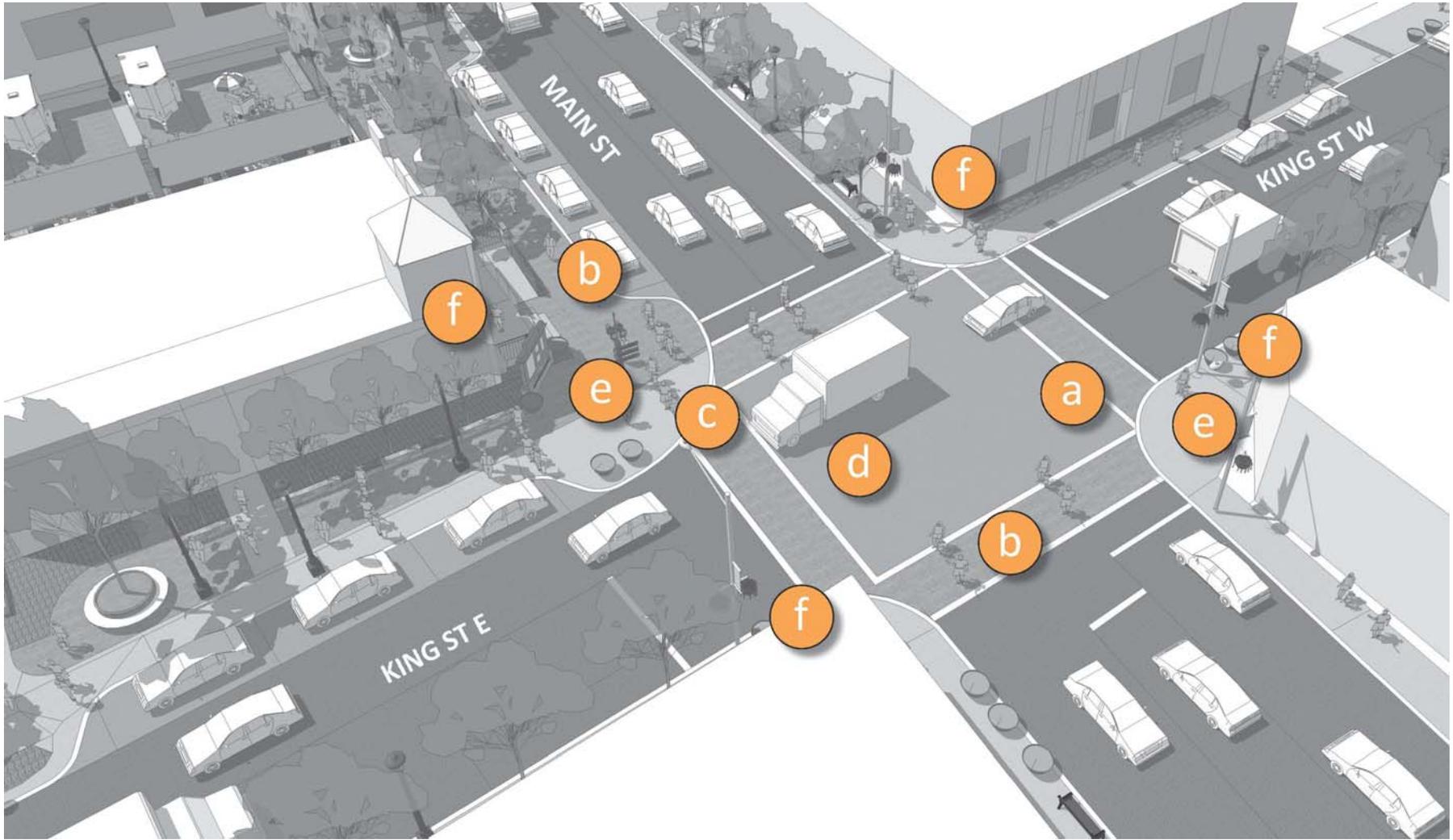
The recommended improvements for the King Street and Main Street intersection address the following ‘Key Messages’ from the community:

- 2. Reinforce the King Street and Main Street intersection
- 7. Establish an identity for downtown Hagersville
- 9. Enhance the overall wayfinding signage program

Top: aerial view of the improvements to the Main Street and King Street intersection.

Bottom: street view of the improvements to the Main Street and King Street intersection, looking north along Main Street.





Top: Main Street and King Street intersection recommended improvements (lettering corresponds to text on Pages 37 and 38).

3. North Streetscape Section

Design Focus

The north streetscape section is Main Street extending northwards from the King and Main intersection. This section represents the northern entrance, a principal entrance to downtown Hagersville along Highway 6. Key issues for the north streetscape include the general absence of streetscape amenities and pedestrian amenities; heavy volumes of traffic, particularly truck traffic; tight width of sidewalks and boulevards; and gaps in the street edge with buildings set back and front yard parking.

The design focus for the north streetscape section is to strengthen and soften the pedestrian and visual environment along this portion of the north-south spine through the downtown. This includes strengthening the entrance at Marathon Street; providing more greenery and plantings to soften the comfort for those walking along the street; providing better edges along open frontages where buildings are set back; accentuating the interface of Main Street with the market square; and providing more on-street parking space near the Main and King intersection.

Improvements

The recommended improvements to the north streetscape section include the following elements:

- a) Public street tree plantings at the northern end of the street near the Marathon Street intersection;
- b) Private street tree plantings on the east side of Main Street generally south of the Marathon Street intersection;



- c) Addition of pedestrian amenities along the streetscape, including decorative light standards, garbage receptacles, bike racks, planters, hanging baskets and banner arms on existing light fixtures;
- d) Addition of decorative fencing, shade trees (where space permits), and planting beds along the street-facing edges private parking area located in between the street and building face;
- e) Accentuation of the area around the Marathon Street and Railway Street intersections area Main Street with:
 - o A northern gateway entrance feature;
 - o Curb extensions along Main Street at both intersecting streets;
 - o Wayfinding signage feature on the west side of Main Street entering downtown; and
 - o Surface markings and materials for pedestrian crossings of side streets intersecting Main Street that is similar to the character of the Main and King intersection.

Key Messages Addressed

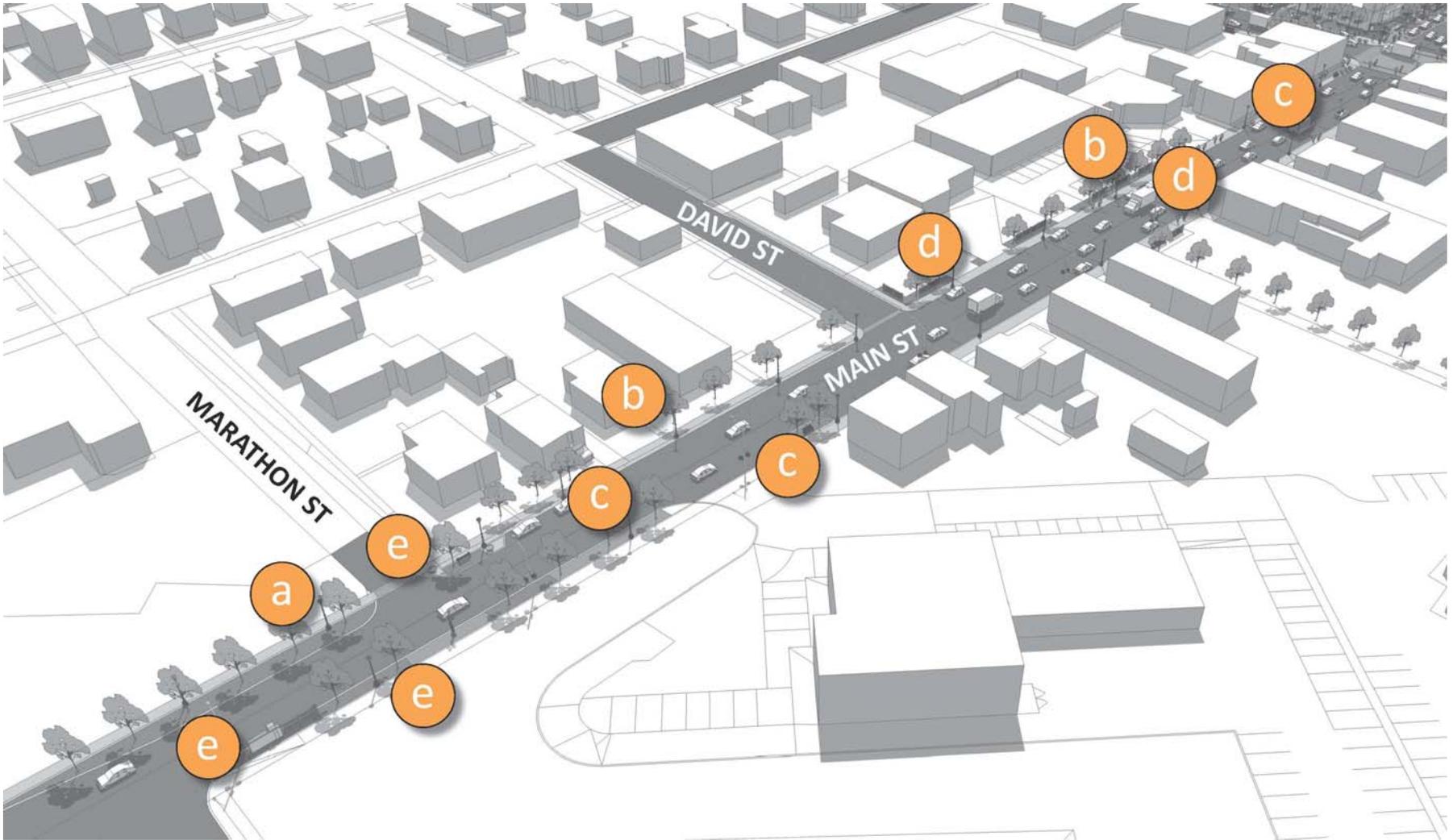
The recommended improvements for the north streetscape section address the following ‘Key Messages’ from the community:

6. *Define and green the edges of parking lots facing the public streets*
7. *Establish an identity for downtown Hagersville*
8. *Preserve the existing supply of public parking in the area*
9. *Enhance the overall wayfinding signage program*
10. *Improve the physical condition of sidewalks*
11. *Strengthen the entrances to downtown Hagersville*
12. *Better educate and inform property and business owners*



Top: view of improvements at northern entrance on Main Street at Marathon Street looking to the southwest.

Bottom: view of Main Street improvements looking southwards towards King and Main intersection.



Top: Main Street North recommended improvements (lettering corresponds to text on Pages 40 and 41).

4. South Streetscape

Design Focus

The south streetscape section is Main Street southwards from the King and Main intersection. This section represents the southern entrance to the core. Key issues for the south streetscape include the general absence of streetscape and pedestrian amenities; heavy volumes of traffic, particularly truck traffic; tight width of sidewalks and boulevards; a number of vehicular interruptions of the sidewalk through driveway accesses; and gaps in the street edge with buildings set back and front yard parking areas.

The design focus for the south streetscape section is to strengthen and soften the pedestrian and visual environment along this portion of the north-south spine through the downtown. This includes strengthening the entrance at Church Street; providing more greenery and plantings to soften the comfort for those walking along the street; and providing better edges along open frontages where buildings are set back.

Improvements

The recommended improvements to the south streetscape section include the following elements:

- a) Public street tree plantings in and around the Main and King intersection and around the market square;
- b) Private street tree plantings on both sides of Main Street further south along Main Street approaching the Church Street intersection, where space permits;
- c) Addition of pedestrian amenities along the streetscape, including decorative light standards, garbage receptacles,



bike racks, planters, hanging baskets, and banner arms on existing light fixtures;

- d) Addition of on-street parking spaces along the east side of Main Street in front of the County building;
- e) Decorative fencing, shade trees where appropriate and planting beds along the street-facing edges private parking area located in between the street and building face;
- f) Accentuation of the area around the Church Street intersection at Main Street with:
 - o A southern gateway entrance feature;
 - o Curb extensions along Main Street around the intersection;
 - o Public street plantings within the curb extensions;
 - o Wayfinding signage feature on the east side of Main Street entering downtown; and
 - o Surface markings and materials for pedestrian crossings of side streets intersecting Main Street that is similar to the character of the Main and King intersection.

Key Messages Addressed

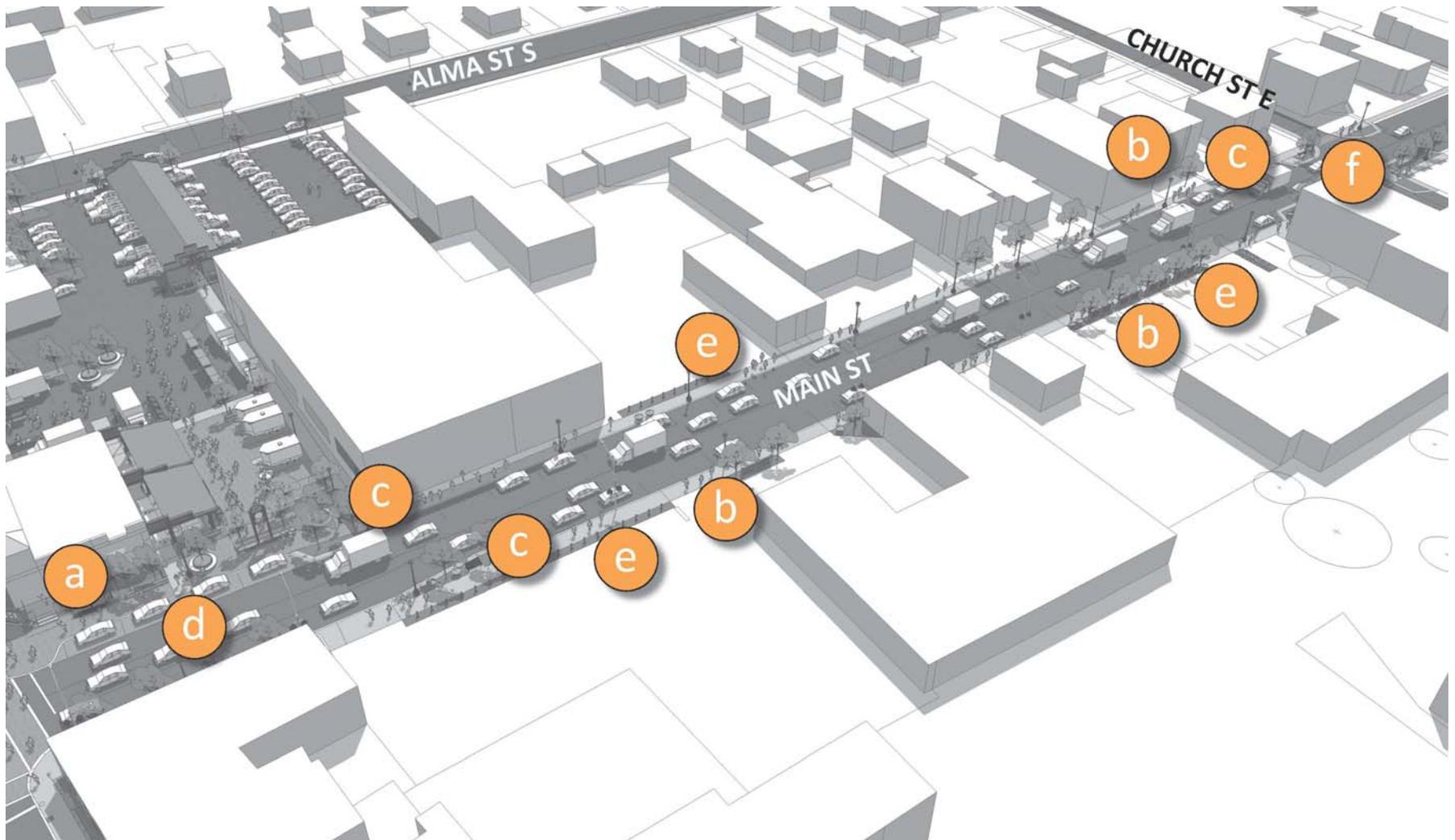
The recommended improvements for the south streetscape section address the following 'Key Messages' from the community:

6. *Define and green the edges of parking lots facing the public streets*
7. *Establish an identity for downtown Hagersville*
8. *Preserve the existing supply of public parking in the area*
9. *Enhance the overall wayfinding signage program*
10. *Improve the physical condition of sidewalks in the area*
11. *Strengthen the entrances to downtown Hagersville*
12. *Better educate and inform property and business owners*

Top: view of improvements at southern entrance on Main Street at Church Street looking to the north.

Bottom: view of Main Street improvements looking northwards towards King and Main intersection.





Top: Main Street South recommended improvements (lettering corresponds to text on Pages 43 and 44).

5. East Streetscape

Design Focus

The east streetscape section is King Street extending eastwards from the King and Main intersection. This section represents the eastern entrance to the core. Key issues for the south streetscape include the general absence of streetscape and pedestrian amenities; heavy volumes of traffic, although relatively lighter than Main Street; tight width of sidewalks and boulevards; and some gaps in the street edge with buildings set back and front yard parking areas.

The design focus for the east streetscape section is to strengthen and soften the pedestrian and visual environment along this portion of the north-south spine through the downtown. This includes strengthening the entrance at Alma Street; providing more green to soften the comfort for those walking along the street; accentuating the interface of King Street with the market square; and tying King Street into Main Street as one approached the intersection, both physically and visually.

Improvements

The recommended improvements to the south streetscape section include the following elements:

- a) Public street tree plantings on the northern side of King Street between Main Street and Alma Street;
- b) Public street tree plantings on the southern side of King Street surrounding the Alma Street South intersection;
- c) Addition of pedestrian amenities along the streetscape, including decorative light standards, garbage receptacles,



bike racks, planters, hanging baskets, and banner arms on existing light fixtures;

- d) Decorative fencing, shade trees where appropriate, and planting beds along the street-facing edges private parking area located in between the street and building face;
- e) Accentuation of the area around the Alma Street intersection (both north and south legs) at King Street with:
 - o An eastern gateway entrance feature;
 - o Curb extensions along King Street around the intersections;
 - o Public street plantings within the curb extensions;
 - o Wayfinding signage feature on the north side of King Street entering downtown; and
 - o Surface markings and materials for pedestrian crossings of side streets intersecting King Street that is similar to the character of the Main and King intersection.

Key Messages Addressed

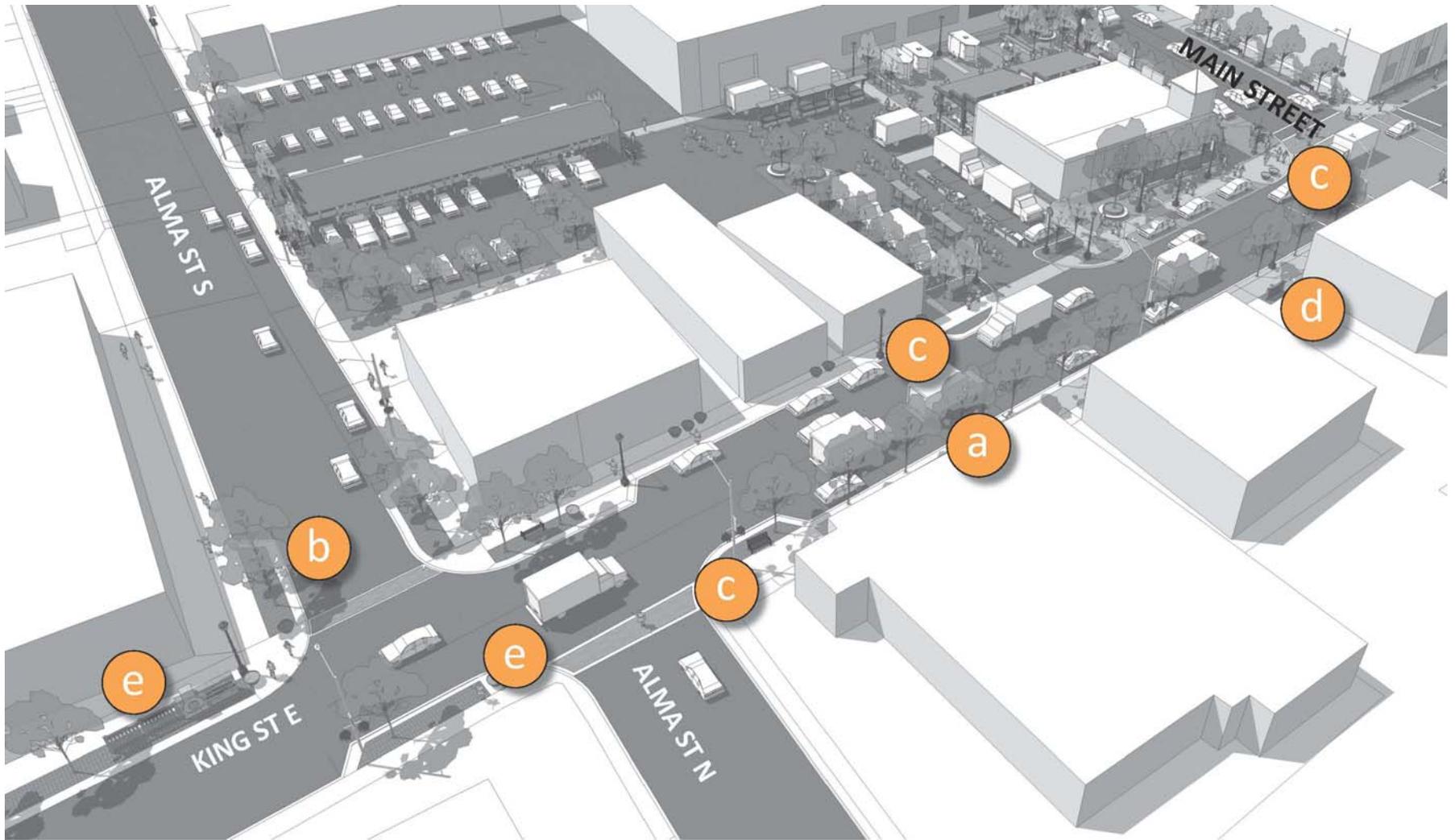
The recommended improvements for the east streetscape section address the following 'Key Messages' from the community:

3. *Strengthen the pedestrian nature of the secondary intersections within the area*
6. *Define and green the edges of parking lots facing the public streets*
7. *Establish an identity for downtown Hagersville*
8. *Preserve the existing supply of public parking in the area*
9. *Enhance the overall wayfinding signage program*
10. *Improve the physical condition of sidewalks in the area*
11. *Strengthen the entrances to downtown Hagersville*
12. *Better educate and inform property and business owners*

Top: view of King Street improvements looking eastwards from the King and Main Street intersection.

Bottom: view of improvements surrounding the Alma Street intersection with King Street looking southwards.





Top: King Street East recommended improvements (lettering corresponds to text on Pages 46 and 47).

6. West Streetscape

Design Focus

The west streetscape section is the King Street streetscape extending westwards from the King and Main intersection. This section represents the western entrance to the core. Key issues for the south streetscape section include the general absence of streetscape and pedestrian amenities; heavy volumes of traffic, although relatively lighter than Main Street; tight width of sidewalks and boulevards; and a small number of gaps in the street edge with buildings set back and front yard parking areas.

The design focus for the west streetscape section is to strengthen and soften the pedestrian and visual environment along this portion of the north-south spine through the downtown. This includes strengthening the entrance at Tuscarora Street; providing more greenery and plantings to soften the comfort for those walking along the street; and tying King Street into Main Street as one approaches the intersection, both physically and visually.

Improvements

The recommended improvements to the west streetscape section include the following elements:

- a) Public street tree plantings along both sides of King Street between Tuscarora/John Street and Main Street;
- b) Plantings along the edges of the municipal parking lot at the corner of Tuscarora/John Street and King Street;
- c) Addition of pedestrian amenities along the streetscape, including decorative light standards, garbage receptacles,



bike racks, planters, hanging baskets, and banner arms on existing light fixtures;

- d) Addition of decorative fencing, shade trees where appropriate and planting beds along the street-facing edges private parking area located in between the street and building face;
- e) Addition of murals and foundation plantings along the King Street facing wall of the corner building (IDA) (private);
- f) Accentuation of the area around the Tuscarora /John Street intersection at King Street with:
 - o An eastern gateway entrance feature;
 - o Curb extensions along King Street around the intersections;
 - o Public street plantings within the curb extensions;
 - o Wayfinding signage feature on the south side of King Street entering downtown; and
 - o Surface markings and materials for pedestrian crossings of side streets intersecting King Street that is similar to the character of the Main and King intersection.

Key Messages Addressed

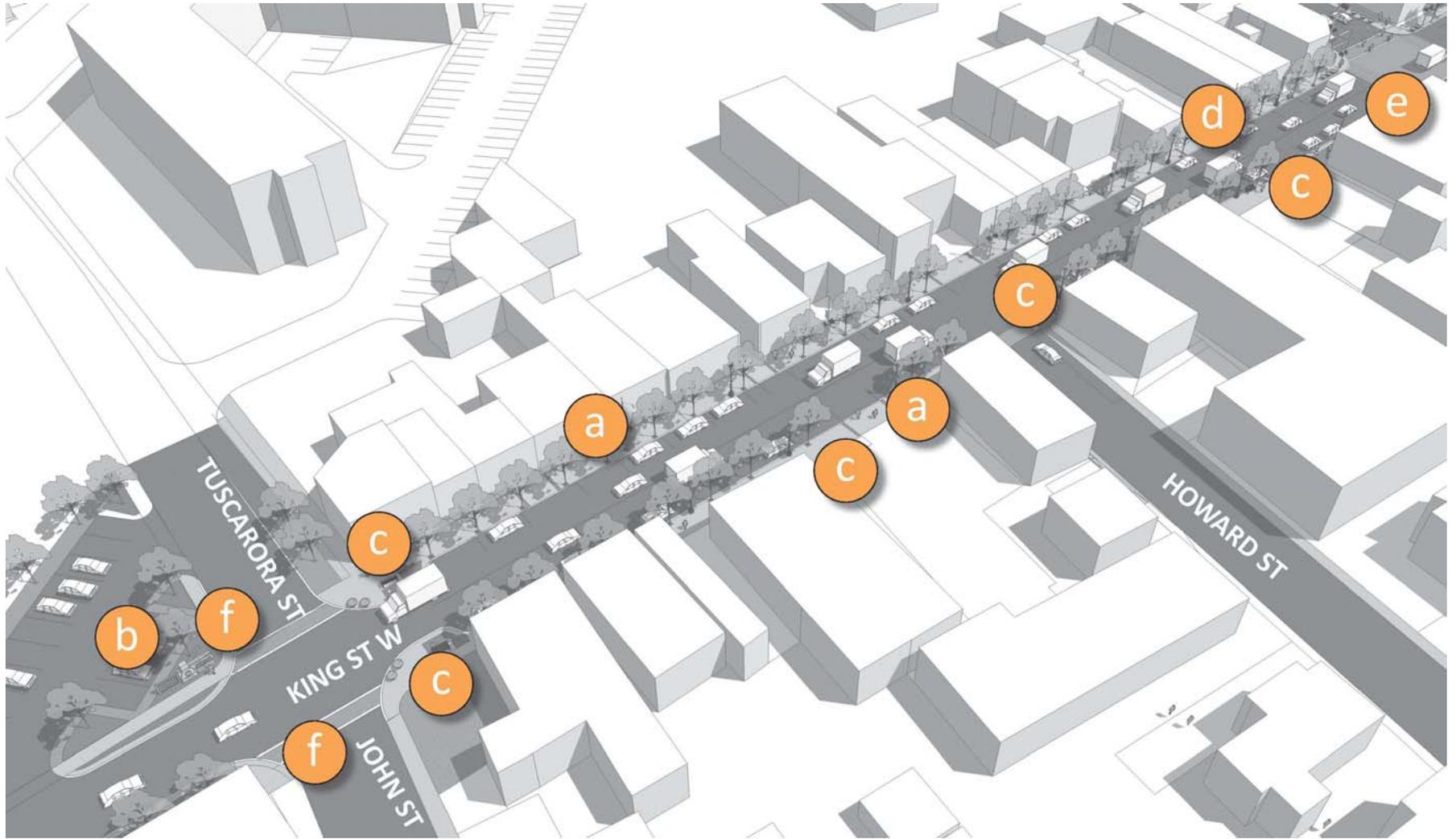
The recommended improvements for the west streetscape section address the following 'Key Messages' from the community:

3. *Strengthen the pedestrian nature of the secondary intersections*
6. *Define and green the edges of parking lots facing the public streets*
7. *Establish an identity for downtown Hagersville*
8. *Preserve the existing supply of public parking in the area*
9. *Enhance the overall wayfinding signage program*
10. *Improve the physical condition of sidewalks in the area*
11. *Strengthen the entrances to downtown Hagersville*



Top: view of King Street improvements looking eastwards at the Howard Street intersection.

Bottom: view of improvements to the edges of the municipal parking lot at the northwest corner of the Tuscarora/John Street intersection with King Street.



Top: King Street West recommended improvements (lettering corresponds to text on Pages 49 and 50).

6

Streetscape Details

Purpose

This chapter provides the more specific design direction regarding the general improvements identified in the Hagersville Streetscape Concept in Chapter 5. It provides 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 or customize specific improvements to the Hagersville community.

The streetscape details outlined in this chapter include the following elements:

1. Sidewalks and boulevards;
2. Street trees;
3. Plantings;
4. Crosswalks;
5. Curb extensions;
6. Amenities;
7. Gateway features;
8. Wayfinding features;
9. Fences and walls;
10. Public art; and
11. Murals.



Sidewalks and Boulevards

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

- a) 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.
- b) Use simple poured concrete given the durable and accessible nature of this material.
- c) 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.
- d) 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.
- e) Provide direct pedestrian access routes to parking areas, building entrances and seating areas.
- f) 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.
- g) 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.
- h) Have boulevard paving that is continuous and extends from the back of curb to the building face. Where not possible, walkways should have a minimum unimpeded width of 1.80 metres.
- i) 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 downtown Hagersville is to provide a greener and softer visual and physical environment that is more conducive to comfortable walking. Street trees should:

- a) Be spaced in a consistent manner, generally between 6.0 to 10.0 metres apart depending on the species selected and the width of its mature canopy.
- b) Be species that are hardy to urban conditions, are salt tolerant, and can provide an appropriate width of canopy along the street.
- c) 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.
- d) For wider conditions, be a species such as Red Maple, Silver Maple, Sugar Maple, Shagbark Hickory, White Oak, Red Oak, Gingko (see note below), Pear or Elm varieties.
- e) For locations under hydro wires, plant species that do not grow above 6 metres in height at full maturity.
- f) Utilize continuous trenches of growing medium for street tree plantings, such as structural soil mixtures that provide opportunity for root growth and development.
- g) 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.
- h) 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.
- i) Have an overall tree planting scheme that provides coherence and unity throughout the downtown area through coordination and repetition of selected varieties.



**Note: Only the male species of selected Gingko varieties should be used for streetscape plantings. Upon pollination, the fallen seeds generated from female varieties can become messy and produce an unpleasant odour.*

Plantings

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

- a) 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.
- b) 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.
- c) Provide seasonal interest through a combination of coniferous and deciduous plant material that provide varying bloom periods, leaf, flower or fall colour.
- d) 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.
- e) 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.
- f) Plant materials which produce noxious fruits or have sharp needles along their stems should be avoided.



Crosswalks

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

- a) Have drop curbs, and ramps at the intersection, one for each direction, rather than a single one directing the intersection centre.
- b) 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.
- c) Have materials and textures that are durable and easy to maintain, considering seasonal influences and traffic conditions.
- d) Be at least 2.4 to 3.0 metres in width.
- e) Be provided at all road crossings, and extend from curb to curb in a direct route across the roadway.
- f) For the primary intersection at Main Street and King Street:
 - o Crosswalks should be 3.0 metres in width, consisting of a 2.40 metres concrete field bound by 0.3 metres concrete banding;
 - o Should be highly visible through differentiation in colour and/or texture from the roadway or the intersection's interior field;
 - o Textures or relief patterning used should be of local or historic significance (such as rail lines or the Plank Road), and not create trip hazards for pedestrians;
 - o Avoid use of precast unit pavers or stone which may become loose and require regular maintenance.



- g) For other secondary intersections noted above as gateway intersections:
- Crosswalks should be a minimum of 2.4 metres in width;
 - Should be highly visible through differentiation in colour and or/texture from the roadway through use of concrete, inset patterning, or surface painting.
 - Unit pavers may be used, however any fields of unit paving within the crosswalk areas should be bound by concrete banding, and sit atop a poured concrete base to help prevent maintenance caused by shifting.
 - Textures or relief patterning should be of local or historic significance (such as railway or timber patterning), and not create trip hazards for pedestrians.



Curb Extensions

The objective for curb extensions in downtown Hagersville is to strengthen pedestrian crossings of vehicular routes by physically decreasing the width of pedestrian crossings and providing a traffic calming effect. Curb extensions should:

- a) Only be located at the key intersections noted above, and not at mid-block locations, so as to not diminish the existing supply of on-street parking.
- b) Be as wide as the travel or parking **lane** that they occupy.
- c) Be a minimum length of 12.0 metres.
- d) 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.
- e) Incorporate plant species which grow to a mature height of 0.45m or less to respect daylighting at street corners and driveway crossings.
- f) Include plant materials which are extremely tolerant of salt and alkaline soils should be given only to reduce loss and damage due to snow loading during winter months.
- g) 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.
- h) 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.
- i) Provide dropped or rolled curbs along curb face along the extent of the crosswalk width for accessibility.



Streetscape Furniture

The objective for streetscape furniture in downtown Hagersville is to enhance the quality of streetscapes and provide encouragement for non-automobile travel throughout the area. Streetscape amenities should:

- a) Be selected as a consistent style, with each of the elements forming a definable package, and of a high aesthetic quality and durability.
- b) Be located and spaced in a consistent pattern along streetscape, focusing clusters in higher activity areas.
- c) 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.
- d) Have a style that complements the overall character and identity of the gateway entrance features and wayfinding signage.
- e) Include garbage receptacles that have relatively small openings to prohibit people from overloading the receptacle and key-accessible for County workers.
- f) Include benches that are made of high quality materials such as powder-coated steel to increase durability and decrease opportunity of damage due to vandalism. Benches should be securely fastened to poured concrete pads offset the walkway to avoid conflict with pedestrian travel.
- g) Include lighting standards that achieves the necessary level of illumination required for providing safety for vehicular visibility and pedestrian comfort and safety.
- h) Include bike racks that have a minimum height of 0.8 metres to prevent a tripping hazard and should be provided at points of interest (such as the market square), with a minimum of two



per streetscape section. Preference for cluster storage as opposed to individual post and ring units should be given for cost effectiveness at anticipated high use areas.

- i) Included banner signage or hanging flower pots on light standards or hydro poles where minimum heights can be accommodated in order to add further visual interest and character.
- j) Include vertical elements such as moveable planters, or decorative traffic bollards should be considered in areas where definition of pedestrian only access is required (such as the market square) or to define limits of the private and public realm (such as parking areas).



Gateway Features

The objective for gateway features in downtown Hagersville is to visually punctuate the key entrances to the area and provide a strong first impression to visitors. Gateway features should:

- a) Be designed in a consistent style and form for all four gateway locations, with reflection and reference to Hagersville's historic roots (such as the rail line or the Plank Road).
- b) Use high quality, durable, and locally relevant materials for gateway features that reflect the character of the community, including stones, brick, and metals.
- c) Use simple and universally readable lettering for the signage component that is not distracted by other information on the feature.
- d) Be accentuated with surrounding planting material that is native, non-invasive, low maintenance, salt and/or drought tolerant and will not inhibit visibility of the feature at growth maturity.
- e) Include lighting opportunities for night-time accentuation, particularly considering energy-efficient fixtures.
- f) Be located along the street edge and offset from intersections to respect daylighting requirements.



Wayfinding Signage

The objective for wayfinding signage in downtown Hagersville is to provide attractive and effective directional signage that clearly directs visitors to key destinations within the area and surrounding area. Wayfinding signage should:

- a) Be designed as comprehensive wayfinding program across the County with a consistent style but which allows community individuality through unique logos and colours on the signs.
- b) Be designed, oriented and sited to balance the needs of all people, whether arriving by foot, bicycle, car, or mobility device.
- c) Have lettering and symbols that contrast with their background for readability (light background with dark letters or dark background with light letters).
- d) Be affixed to a simple, stand-alone pole or fixture that complements the style of the streetscape amenities package.
- e) Include the following destinations, at minimum, civic or public buildings, municipal parking areas, the farmer's market, open spaces and trails, other community destinations or features, and the other Haldimand urban centres.



Fences and Walls

The objective for fences and walls within downtown Hagersville 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:

- a) Be implemented at all parking lot locations where space is permitted to define entranceways;
- b) Be constructed of high quality materials such as steel or composite materials to increase durability and reduce maintenance requirements;
- c) 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 repetition across parking lot frontages;
- d) Be of a consistent design for consistency and cohesiveness across the downtown area; and
- e) Not be higher than 1.20m in height, and provide relief in their design along public walkways to avoid solid faces and creation of potential entrapment areas.

Walls should:

- a) 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.
- b) 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.
- c) Be installed at a suitable offset from intersections and public walkways to allow for unimpeded travel by pedestrians.



Public Art

The objective for public art within downtown Hagersville is to enhance the “sense of place” in the community by enhancing the visual interest and vibrancy of the downtown with locally relevant ground-mounted art pieces. Public art should:

- a) Be located to limit any conflicts with vehicular, bicycle, or pedestrian circulation.
- b) Be an original piece of artwork.
- c) Be accessible and/or visible to members of the public, located either within a public street right-of-way or other publicly owned space, or on a private property where it has an interface and connection with the public realm.
- d) Consider a range of different purposes, such as functional, interpretive, abstract, or historical.
- e) Consider a range of sizes, artistic mediums (metal, stone, paint), and variety of different forms (architectural features, sculptures, landscape features, street amenities, public works, or paintings).
- f) Have the primary function of providing visual interest without any commercial advertising function.



Murals

The objective for murals within downtown Hagersville is to enhance the “sense of place” in the community by enhancing the visual interest and vibrancy of the downtown with locally relevant wall mounted art pieces. Murals should:

- a) Be completed by a qualified professional artist.
- b) Not be commercial advertising of any sort.
- c) Use themes that are related to Hagersville’s history, tourism, features, character, or any artistic expression.
- d) Be located only on exterior walls that do not contain the primary building entrance and so as to not obscure the building’s architectural details.
- e) Use high quality, durable, graffiti-resistant, and weather resistant materials.
- f) Use colours consistent with the building and that do not overshadow the respective building or the surrounding area.
- g) Have properly prepared surfaces prior to installation including cleaning, scraping debris, and filling holes to ensure a high quality and durable finish.
- h) Minimize the amount of the surface area of the mural that is dedicated to acknowledging the mural’s sponsor, if applicable.
- i) Be lit with energy efficient fixtures that are consistent with the primary building lighting.



7

Moving Forward

Key Points

A strong implementation plan is critical to the success of any comprehensive strategy for improvement to a downtown's public realm. Moving forward the following points are particularly relevant for successful implementation:

1. *The Streetscape Plan is an investment in downtown Hagersville and the business environment.*

The identified enhancements need to be viewed as an investment in the community, and not necessarily just a cost. This investment is intended to leverage private sector investment and re-investment to achieve the vision for a stronger, more comfortable, and healthier downtown Hagersville.

2. *The Streetscape Plan seeks to improve the overall experience of downtown Hagersville.*

The overall experience of visitors, residents, ratepayers, and business owners within the downtown is paramount to the success of downtown revitalization efforts. Enhancing the quality of the pedestrian experience along downtown main streets is a prime method in ensuring downtowns can remain vibrant and competitive.

3. *The Streetscape Plan plays to the existing strengths of downtown Hagersville.*

Downtown areas are special districts that provide unique opportunities that one cannot necessarily find in more

contemporary shopping districts. Downtown Hagersville needs to play to this strength to differentiate it from other areas, which includes enhancing its heritage characteristics, its pedestrian friendliness, its small scale shops, and its personality and friendliness.

4. *The Streetscape Plan is a long-term phased strategy for the improvement of downtown Hagersville.*

Change in downtown Hagersville will not happen overnight. Small, short-term improvements are desirable and necessary in addition to larger, long-term improvements in order to meet the overall objective of an attractive and healthy downtown.

5. *The Streetscape Plan's implementation will need to be a coordinated effort among many participants.*

The vision for downtown Hagersville can only be achieved through a combination of public sector (County) and private sector (property and business owners) efforts. Both the public and private sectors have important and interconnected roles to play, and therefore need to communicate and coordinate their efforts and actions.

Costing

The following pages of the Hagersville 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 Downtown Hagersville 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 general areas of improvement outlined in the Streetscape Concept described in Section 5. Area 1, the Market Square, is divided into two sections: Area 1A describing the front portion of the space fronting Main Street; and Area 1B describing the back portion behind the County building and the Main Street frontage.

The cost estimates 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 Hagersville Streetscape Plan.

Priorities & Phasing

Enhancements to a downtown's public realm represent the largest investment within a downtown and are the longest in terms of timing and achievement. While the challenges associated with capital costs and timing are evident, public realm improvements and high quality urban design are important elements for fulfilling the role of Downtown Hagersville 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.

Given the County has budgeted \$250,000 initially for Downtown Hagersville to implement the more substantial streetscaping improvements, or "seed" projects, it is important to identify a priority framework or phasing for the improvements in the Hagersville Streetscape Plan. Area 1A is the highest priority and the most appropriate for the initial investment to spur on further investment and enhancement within Downtown. Area 1B and Area 2 are high priorities to further strengthen the market square and central intersection in Downtown. Areas 5 and 6 are medium priorities given they will be longer term improvements as street and infrastructure reconstruction are required for King Street. Areas 3 and 4 would be the lowest priority given the appropriateness of a resolution of a Highway No. 6 realignment before committing significant capital investments to the streetscape. With this general phasing in mind, it does not prevent the County from implementing similar elements, such as gateway signage or wayfinding signage, throughout the entire Downtown as one initiative.



Hagersville Streetscape Improvements

1A - MARKET SQUARE (MARKET SQUARE & COUNTY BUILDING FRONTAGE)

Hagersville Streetscape Plan

Area 1A: Market Square (County Building Frontage and Market Square)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	lin m	30	\$9.00	\$270.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	830	\$15.00	\$12,450.00
1.3	Remove & dispose existing raised planter and landscape features	ls	1	\$4,500.00	\$4,500.00
1.4	Salvage and refinish existing clock tower (as directed)	ls	1	\$2,500.00	\$2,500.00
1.5	Remove and dispose of existing planting beds adjacent County building	ls	1	\$2,500.00	\$2,500.00
SECTION SUBTOTAL					\$22,220.00

PART 2 - SURFACE WORKS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.1	Supply and install concrete walkways c/w granular base	m2	148	\$65.00	\$9,620.00
2.2	Supply and install decorative stamped concrete paving c/w granular base at street frontage	m2	270	\$110.00	\$29,700.00
2.3	Supply and place asphalt (market area) incl. granular base (as directed)	m2	402	\$45.00	\$18,090.00
2.4	Supply and install concrete curb c/w rolled curb at all crosswalk and driveway locations	lin m	33	\$15.00	\$495.00
2.5	Supply and install concrete lay-bys c/w granular base	m2	76	\$60.00	\$4,560.00
SECTION SUBTOTAL					\$62,465.00

PART 3 - LANDSCAPE FEATURES					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install concrete seatwalls	lin m	44	\$750.00	\$33,000.00
3.2	Install refinished clock feature c/w concrete seatwall base w lettering	ls	1	\$2,500.00	\$2,500.00
3.3	Supply and install market shade structure - c/w concrete piers, steel framing and retractable awnings	ls	1	\$25,000.00	\$25,000.00
3.4	Supply and install custom tree planters/seat structures	ea	3	\$2,500.00	\$7,500.00
3.5	Supply and install wayfinding signage feature (southeast corner of King and Main Street)	ls	1	\$3,000.00	\$3,000.00
3.7	Supply and install precast concrete unit raised planter walls - 400mm height c/w coping top course	lm	23	\$150.00	\$3,450.00
3.8	Supply and install signage board at Municipal building entrance	ls	1	\$1,500.00	\$1,500.00
SECTION SUBTOTAL					\$75,950.00

PART 4 - SITE FURNISHINGS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	2	\$1,350.00	\$2,700.00
4.2	Waste receptacles	ea	2	\$800.00	\$1,600.00
4.3	Moveable Planter Pots	ea	3	\$1,000.00	\$3,000.00
4.4	Bike Racks (multi bike rack)	ea	1	\$1,200.00	\$1,200.00
4.5	Banner Poles (Market Square frontage)	ea	4	\$750.00	\$3,000.00
4.6	Supply and install decorative traffic bollards	ea	5	\$600.00	\$3,000.00
4.7	Supply and install decorative light standards	ea	4	\$6,500.00	\$26,000.00
SECTION SUBTOTAL					\$40,500.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	15	\$400.00	\$6,000.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	125	\$45.00	\$5,625.00
5.3	Planting bed soil (av 450mm depth)	m3	63	\$60.00	\$3,780.00
5.4	Structural soil for street tree plantings (15m ³ per at grade tree)	m3	30	\$115.00	\$3,450.00
SECTION SUBTOTAL					\$18,855.00

AREA 1A - STREETSCAPE ENHANCEMENT SUBTOTAL \$219,990.00

CONTINGENCY (10%) **\$21,999.00**

AREA 1A - STREETSCAPE ENHANCEMENT TOTAL **\$241,989.00**

PART 6 - PROVISIONAL ITEMS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Stamped concrete upgrade from asphalt for parking/market area	ea	402	\$65.00	\$26,130.00
6.2	Remove & dispose of existing stairs, landing and accessible ramp at municipal building	ls	1	\$3,000.00	\$3,000.00
6.3	Supply and install concrete stairs, landing and accessible ramp c/w steel handrail	ls	1	\$6,000.00	\$6,000.00



Hagersville Streetscape Improvements

1B - MARKET SQUARE (MARKET PARKING LOT AND EXISTING SHELTER)

Hagersville Streetscape Plan

Area 1B: Market Square (Parking Area Improvements and Existing Market Structure)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing asphalt and concrete walkways	m2	300	\$15.00	\$4,500.00
SECTION SUBTOTAL					\$4,500.00

PART 2 - SURFACE WORKS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.1	Supply and install concrete walkways c/w granular base	m2	86	\$65.00	\$5,590.00
2.2	Supply and install concrete curb at parking islands	lin. m	150	\$15.00	\$2,250.00
2.2	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m2	120	\$8.00	\$960.00
SECTION SUBTOTAL					\$8,800.00

PART 3 - LANDSCAPE FEATURES

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Refinish facades of existing market structure	ls	1	\$30,000.00	\$30,000.00
3.2	Supply and install custom tree planters/seat structures	ea	2	\$2,500.00	\$5,000.00
3.3	Supply and install precast concrete unit raised planter walls - 400mm height c/w coping top course	lm	38	\$150.00	\$5,700.00
3.4	Supply and install decorative fencing	ln m	24	\$150.00	\$3,600.00
SECTION SUBTOTAL					\$44,300.00

PART 4 - SITE FURNISHINGS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	4	\$1,350.00	\$5,400.00
4.2	Waste receptacles	ea	2	\$800.00	\$1,600.00
4.3	Moveable Planter Pots	ea	3	\$1,000.00	\$3,000.00
4.4	Banner Poles (Market Square frontage)	ea	2	\$750.00	\$1,500.00
4.5	Supply and install decorative light standards	ea	2	\$6,500.00	\$13,000.00
SECTION SUBTOTAL					\$24,500.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	21	\$400.00	\$8,400.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	151	\$45.00	\$6,795.00
5.3	Planting bed soil (av 450mm depth)	m3	75	\$60.00	\$4,500.00
5.4	Structural soil for street tree plantings (15m ³ per at grade tree)	m3	45	\$115.00	\$5,175.00
SECTION SUBTOTAL					\$24,870.00
AREA 1B - STREETScape ENHANCEMENT SUBTOTAL					\$106,970.00
CONTINGENCY (10%)					\$10,697.00
AREA 1B - STREETScape ENHANCEMENT TOTAL					\$117,667.00



Hagersville Streetscape Improvements

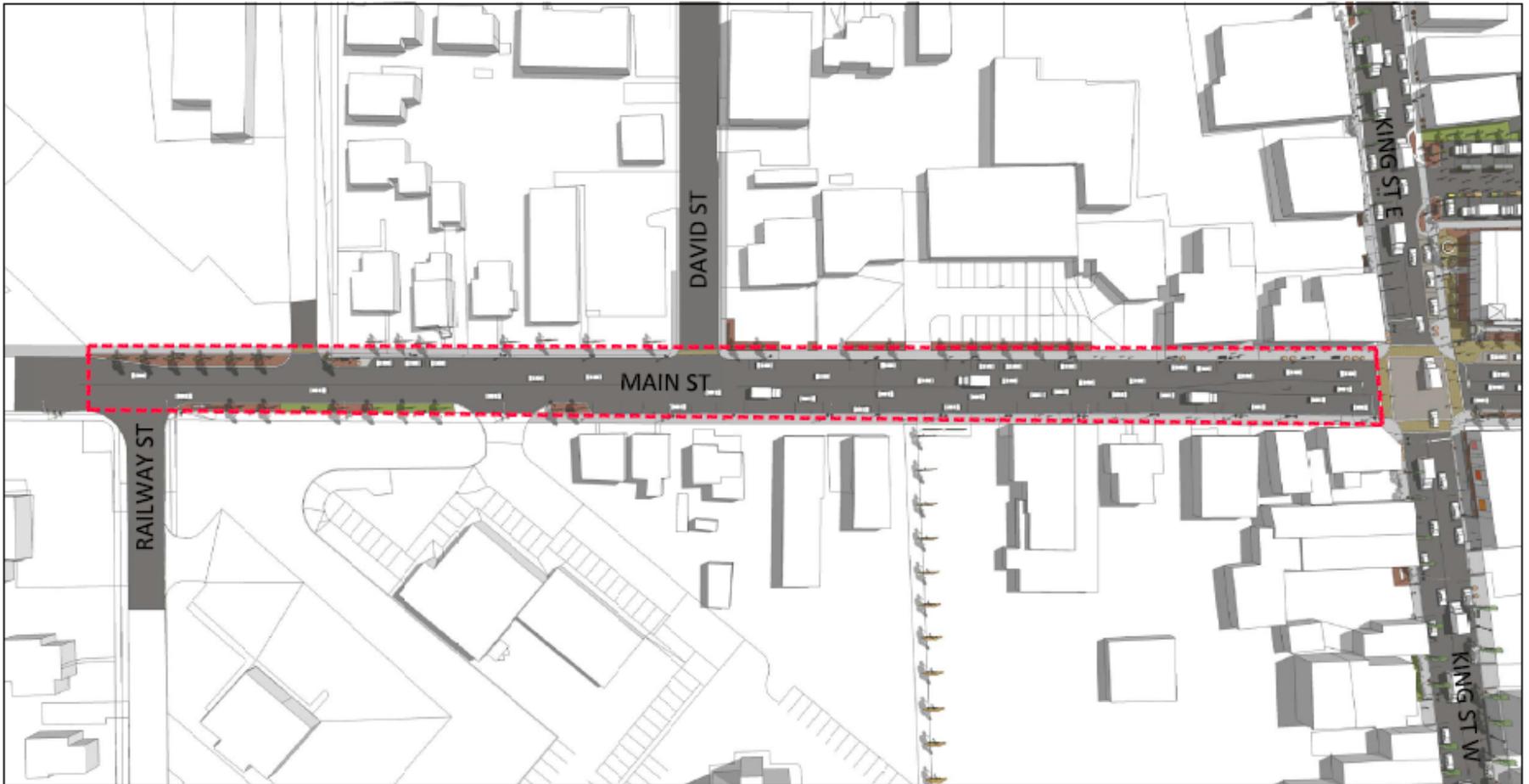
2 - KING/MAIN STREET INTERSECTION

Hagersville Streetscape Plan

Area 2: King Street and Main Street Intersection

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS						
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost	
1.1	Remove & dispose existing curb and gutter	ln m	26	\$9.00	\$234.00	
1.2	Remove & dispose existing asphalt	m2	334	\$15.00	\$5,010.00	
				SECTION SUBTOTAL	\$5,244.00	
PART 2 - SURFACE WORKS						
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost	
2.2	Supply and install decorative stamped concrete paving c/w granular base within walkways	m2	122	\$110.00	\$13,420.00	
2.3	Supply and install concrete banding (0.3m width) at crosswalks	m2	30	\$75.00	\$2,250.00	
2.4	Supply and install decorative stamped concrete paving c/w granular base within intersection	lin. m	182	\$110.00	\$20,020.00	
2.5	Supply and install concrete curb (all types)	lin. m	26	\$15.00	\$390.00	
				SECTION SUBTOTAL	\$36,080.00	
				AREA 2 - STREETScape ENHANCEMENT SUBTOTAL	\$41,324.00	
				CONTINGENCY (20%)	\$8,264.80	
					AREA 2 - STREETScape ENHANCEMENT TOTAL	\$49,588.80



Hagersville Streetscape Improvements

3 - MAIN STREET - NORTH

Hagersville Streetscape Plan

Area 3: North Streetscape Section (Main Street north of King Street)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	ln m	60	\$9.00	\$540.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	1100	\$15.00	\$16,500.00
1.3	Remove & dispose of existing trees (as directed)	ls	1	\$1,500.00	\$1,500.00
SECTION SUBTOTAL					\$18,540.00
PART 2 - SURFACE WORKS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.2	Supply and install concrete walkways c/w granular base	m2	1125	\$65.00	\$73,125.00
2.3	Supply and install concrete curb (all types)	lin. m	66	\$15.00	\$990.00
2.4	Supply and install decorative stamped concrete paving c/w granular base within walkways	m2	63	\$110.00	\$6,930.00
2.5	Supply and install concrete banding (0.3m width) at crosswalks	m2	16	\$75.00	\$1,200.00
SECTION SUBTOTAL					\$82,245.00
PART 3 - LANDSCAPE FEATURES					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install landscape entrance feature	ls	1	\$10,000.00	\$10,000.00
3.2	Supply and install wayfinding signage feature	ls	1	\$3,000.00	\$3,000.00
SECTION SUBTOTAL					\$13,000.00
PART 4 - SITE FURNISHINGS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	3	\$1,500.00	\$4,500.00
4.2	Waste receptacles	ea	2	\$800.00	\$1,600.00
4.3	Moveable Planter Pots	ea	9	\$1,000.00	\$9,000.00
4.4	Bike Racks (Post and Ring)	ea	2	\$1,000.00	\$2,000.00
4.5	Banner Arms and Hanging Baskets for light standards	ea	26	\$600.00	\$15,600.00
4.6	Supply and install decorative light standards	ea	22	\$6,500.00	\$143,000.00
SECTION SUBTOTAL					\$175,700.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	14	\$400.00	\$5,600.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	180	\$45.00	\$8,100.00
5.3	Planting bed soil	m3	80	\$60.00	\$4,800.00
5.4	Structural soil for street tree plantings (15m ³ per tree)	m3	120	\$115.00	\$13,800.00
SECTION SUBTOTAL					\$32,300.00

AREA 3 - STREETScape ENHANCEMENT SUBTOTAL \$321,785.00

CONTINGENCY (10%) \$32,178.50

AREA 3 - STREETScape ENHANCEMENT TOTAL \$353,963.50

PART 6 - PUBLIC/PRIVATE ENDEAVOURS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Supply and install decorative fencing	ln m	36	\$150.00	\$5,400.00
6.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	164	\$45.00	\$7,380.00
6.3	Planting bed soil	m3	74	\$60.00	\$4,440.00
6.4	Deciduous Trees (60 mm cal)	ea	16	\$400.00	\$6,400.00
6.5	Structural soil for street tree plantings (15m ³ per tree)	m3	135	\$115.00	\$15,525.00
6.6	Existing light standard relocation	allow	1	\$3,000.00	\$3,000.00
SECTION SUBTOTAL					\$42,145.00



Hagersville Streetscape Improvements

4 - MAIN STREET - SOUTH

Hagersville Streetscape Plan

Area 4: South Streetscape Section (Main Street south of King Street)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	lin m	116	\$9.00	\$1,044.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	1090	\$15.00	\$16,350.00
1.3	Remove & dispose of existing trees (as directed)	ls	1	\$2,500.00	\$2,500.00
SECTION SUBTOTAL					\$19,894.00

PART 2 - SURFACE WORKS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.2	Supply and install concrete walkways c/w granular base	m2	1025	\$65.00	\$66,625.00
2.3	Supply and install concrete curb (all types)	lin m	144	\$15.00	\$2,160.00
2.4	Supply and install decorative stamped concrete paving c/w granular base within walkways	m2	35	\$110.00	\$3,850.00
2.5	Supply and install concrete banding (0.3m width) at crosswalks	m2	9	\$75.00	\$675.00
SECTION SUBTOTAL					\$73,310.00

PART 3 - LANDSCAPE FEATURES

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install landscape entrance feature	ls	1	\$10,000.00	\$10,000.00
3.2	Supply and install wayfinding signage feature	ls	1	\$3,000.00	\$3,000.00
SECTION SUBTOTAL					\$13,000.00

PART 4 - SITE FURNISHINGS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	4	\$1,500.00	\$6,000.00
4.2	Waste receptacles	ea	3	\$800.00	\$2,400.00
4.3	Moveable Planter Pots	ea	12	\$1,000.00	\$12,000.00
4.4	Bike Racks (Post and Ring)	ea	2	\$1,000.00	\$2,000.00
4.5	Banner Arms and Hanging Baskets for light standards	ea	20	\$600.00	\$12,000.00
4.6	Supply and install decorative light standards	ea	14	\$6,500.00	\$91,000.00
SECTION SUBTOTAL					\$125,400.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	11	\$400.00	\$4,400.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	118	\$45.00	\$5,310.00
5.3	Planting bed soil	m3	53	\$60.00	\$3,180.00
5.4	Structural soil for street tree plantings (15m ³ per tree)	m3	120	\$115.00	\$13,800.00
SECTION SUBTOTAL					\$26,690.00

AREA 4 - STREETScape ENHANCEMENT SUBTOTAL \$258,294.00

CONTINGENCY (10%) \$25,829.40

AREA 4 - STREETScape ENHANCEMENT TOTAL \$284,123.40

PART 6 - PUBLIC/PRIVATE ENDEAVOURS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Supply and install decorative fencing	lin m	31	\$150.00	\$4,650.00
6.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	140	\$45.00	\$6,300.00
6.3	Planting bed soil	m3	63	\$60.00	\$3,780.00
6.4	Deciduous Trees (60 mm cal)	ea	8	\$400.00	\$3,200.00
6.5	Moveable Planter Pots	ea	5	\$1,000.00	\$5,000.00
6.6	Benches	ea	2	\$1,500.00	\$3,000.00
6.7	Supply and install decorative traffic bollards	ea	15	\$600.00	\$9,000.00
6.8	Structural soil for street tree plantings (15m ³ per tree)	m3	75	\$115.00	\$8,625.00
SECTION SUBTOTAL					\$43,555.00



Hagersville Streetscape Improvements

5 - KING STREET - EAST

Hagersville Streetscape Plan

Area 5: East Streetscape Section (King Street east of Main Street)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	lin m	132	\$9.00	\$1,188.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	370	\$15.00	\$5,550.00
1.3	Remove & dispose of existing trees (as directed)	ls	1	\$2,500.00	\$2,500.00
				SECTION SUBTOTAL	\$9,238.00

PART 2 - SURFACE WORKS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.1	Supply and install concrete walkways c/w granular base	m2	524	\$65.00	\$34,060.00
2.2	Supply and install concrete curb (all types)	lin m	154	\$15.00	\$2,310.00
2.3	Supply and install decorative stamped concrete paving c/w granular base within walkways	m2	55	\$110.00	\$6,050.00
2.4	Supply and install concrete banding (0.3m width) at crosswalks	m2	15	\$75.00	\$1,125.00
				SECTION SUBTOTAL	\$43,545.00

PART 3 - LANDSCAPE FEATURES					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install landscape entrance feature	ls	1	\$10,000.00	\$10,000.00
3.2	Supply and install tree grates for new street tree plantings	ea	10	\$1,800.00	\$18,000.00
				SECTION SUBTOTAL	\$28,000.00

PART 4 - SITE FURNISHINGS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	2	\$1,500.00	\$3,000.00
4.2	Waste receptacles	ea	2	\$800.00	\$1,600.00
4.3	Moveable Planter Pots	ea	7	\$1,000.00	\$7,000.00
4.4	Bike Racks (Post and Ring)	ea	2	\$1,000.00	\$2,000.00
4.5	Banner Arms and Hanging Baskets for light standards	ea	10	\$600.00	\$6,000.00
4.6	Supply and install decorative light standards	ea	5	\$6,500.00	\$32,500.00
				SECTION SUBTOTAL	\$52,100.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	22	\$400.00	\$8,800.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	127	\$45.00	\$5,715.00
5.3	Planting bed soil	m3	57	\$60.00	\$3,420.00
5.4	Structural soil for street tree plantings (15m ³ per tree)	m3	150	\$115.00	\$17,250.00
SECTION SUBTOTAL					\$35,185.00
AREA 5 - STREETScape ENHANCEMENT SUBTOTAL					\$168,068.00
CONTINGENCY (10%)					\$16,806.80

AREA 5 - STREETScape ENHANCEMENT TOTAL \$184,874.80

PART 6 - PUBLIC/PRIVATE ENDEAVOURS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Supply and install decorative fencing	lin m	6	\$150.00	\$900.00
6.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	10	\$45.00	\$450.00
6.3	Planting bed soil	m3	4	\$60.00	\$240.00
6.4	Mural/Public Art on Supermarket (allowance)	ls	1	\$10,000.00	\$10,000.00
SECTION SUBTOTAL					\$11,590.00



Hagersville Streetscape Improvements

6 - KING STREET - WEST

Hagersville Streetscape Plan

Area 6: West Streetscape Section (King Street west of Main Street)

Summary of Preliminary Concept Construction Costs - May 2011

PART 1 - REMOVALS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1.1	Remove & dispose existing curb and gutter	lin m	56	\$9.00	\$504.00
1.2	Remove & dispose existing asphalt and concrete walkways	m2	985	\$15.00	\$14,775.00
1.3	Remove & dispose of existing trees (as directed)	ls	1	\$2,500.00	\$2,500.00
SECTION SUBTOTAL					\$17,779.00

PART 2 - SURFACE WORKS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
2.1	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m2	40	\$8.00	\$320.00
2.2	Supply and install concrete walkways c/w granular base	m2	975	\$65.00	\$63,375.00
2.3	Supply and install concrete curb (all types)	lin m	72	\$15.00	\$1,080.00
2.4	Supply and install decorative stamped concrete paving c/w granular base within walkways	m2	70	\$110.00	\$7,700.00
2.5	Supply and install concrete banding (0.3m width) at crosswalks	m2	20	\$75.00	\$1,500.00
SECTION SUBTOTAL					\$73,975.00

PART 3 - LANDSCAPE FEATURES					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
3.1	Supply and install landscape entrance feature	ls	1	\$10,000.00	\$10,000.00
3.2	Supply and install tree grates for new street tree plantings	ea	39	\$1,800.00	\$70,200.00
3.3	Supply and install precast concrete unit raised planter walls - 400mm height c/w coping top course	lm	23	\$150.00	\$3,450.00
SECTION SUBTOTAL					\$83,650.00

PART 4 - SITE FURNISHINGS					
Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
4.1	Benches	ea	3	\$1,500.00	\$4,500.00
4.2	Waste receptacles	ea	2	\$800.00	\$1,600.00
4.3	Moveable Planter Pots	ea	12	\$1,000.00	\$12,000.00
4.4	Bike Racks (Post and Ring)	ea	2	\$1,000.00	\$2,000.00
4.5	Banner Arms and Hanging Baskets for light standards	ea	22	\$600.00	\$13,200.00
4.6	Supply and install decorative light standards	ea	15	\$6,500.00	\$97,500.00
SECTION SUBTOTAL					\$130,800.00

PART 5 - PLANT MATERIAL

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
5.1	Deciduous Trees (60 mm cal)	ea	38	\$400.00	\$15,200.00
5.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	34	\$45.00	\$1,530.00
5.3	Planting bed soil	m3	18	\$60.00	\$1,080.00
5.4	Structural soil for street tree plantings (15m ³ per tree)	m3	570	\$115.00	\$65,550.00
SECTION SUBTOTAL					\$83,360.00

AREA 6 - STREETSCAPE ENHANCEMENT SUBTOTAL \$389,564.00

CONTINGENCY (10%) \$38,956.40

AREA 6 - STREETSCAPE ENHANCEMENT TOTAL \$428,520.40

PART 6 - PROVISIONAL ITEMS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
6.1	Shrub bed (assume mix of coniferous and deciduous material)	m2	92	\$45.00	\$4,140.00
6.2	Planting bed soil	m3	45	\$60.00	\$2,700.00
6.3	Supply and place nursery sod, c/w fine grading and min 200mm screened topsoil	m2	155	\$8.00	\$1,240.00
6.4	Supply and place asphalt (parking lot)	m2	540	\$45.00	\$24,300.00
6.5	Supply and install decorative fencing	lin m	12	\$150.00	\$1,800.00
6.6	Deciduous Trees (60 mm cal)	ea	10	\$400.00	\$4,000.00
SECTION SUBTOTAL					\$38,180.00

PART 7 - PUBLIC/PRIVATE ENDEAVOURS

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
7.1	Supply and install decorative fencing	lin m	12	\$150.00	\$1,800.00
7.2	Shrub bed (assume mix of coniferous and deciduous material)	m2	18	\$45.00	\$810.00
7.3	Planting bed soil	m3	8	\$60.00	\$480.00
7.4	Mural/Public Art on IDA façade (allowance)	ls	1	\$5,000.00	\$5,000.00
SECTION SUBTOTAL					\$8,090.00

Other Considerations

There are a number of other supporting initiatives and actions that are recommended for implementing the direction and vision of the Hagersville Streetscape Plan. These are complementary actions to the physical improvements identified throughout the Streetscape Concept. 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. Encouraging the business community to establish a downtown action group for the Hagersville community to collaborate on and strategize key projects, harnessing local partnerships and initiatives, as recommended in the County Streetscape Plan.
3. Ensuring parking enforcement in the Hagersville community is continued, particularly concerning the use and turnover of on-street parking spaces for shoppers, as recommended in the County Streetscape Plan.
4. 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.
5. Increasing the maximum grant under the Façade Improvement Grant Program for the corner buildings at the King Street and Main Street intersection, as well as building that have sides or rear walls that face the market square, given the prominence and multiple publicly visible walls of these buildings.
6. Establishing community design competitions for public realm elements such as gateway entrance features, wayfinding signage, and public art to engage the local community and provide a unique character to such elements within Hagersville’s streetscapes.
7. Encouraging the use of the “Built Form” Urban Design Guidelines in the County Streetscape Plan 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 Downtown Hagersville.

8

Summary and Conclusions

The Hagersville 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 that would occur for each of the five communities. Haldimand County retained GSP Group to undertake the detailed streetscape plan for Hagersville in July 2010.

A cornerstone of the Hagersville Streetscape Plan was a public walking tour and design workshop that was held in October 2010. 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 12 "key messages" were received by the project team, which significantly informed the subsequent design stages of the Streetscape Plan. These key messages were:

1. Better integrate the Haldimand County building with the surrounding intersection and the key corner buildings.
2. Reinforce the King Street and Main Street intersection as the principal intersection within the area.
3. Strengthen the pedestrian nature of the other secondary intersections within the area, along King Street then Main Street.
4. Reconfigure the circulation routes and spaces within 'Market Square' to improve its functioning.
5. Strengthen the edges of 'Market Square' abutting the surrounding public streets.
6. Define and green the edges of parking lots facing the public streets through plantings on the public/private interface of these properties.
7. Establish an identity for downtown Hagersville through physical improvements that builds on the community's rural, agriculture and historic roots.
8. Preserve the existing supply of public parking in the area (on-street and off-street) when making any improvements to the streets and spaces.
9. Enhance the overall signage program through new additions of wayfinding, street name, and commemorative signage.
10. Improve the physical condition of sidewalks in the area through replacement, reconstruction and maintenance.
11. Strengthen the entrances to downtown Hagersville with features that highlight the community identity.
12. Better educate and inform property and business owners as to appropriate improvements and materials.

Building from these key messages, the Streetscape Concept illustrates and discusses the series of recommended improvements to the public realm within the overall study 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 were identified: the market square; the King and Main Street intersection; and the four street sections extending from the King Street and Main Street intersection. Building from a re-configured and re-purposed market square space, the Streetscape Concept identifies a series of streetscape improvements to soften the pedestrian environment along Downtown Hagersville's principal streets.

Given the County has budgeted \$250,000 for each community to implement the respective streetscape plans over a five year period, the Hagersville Streetscape Plan provides a detailed implementation plan. This budget is intended for implementing the more substantial projects in order to stimulate the more minor improvements over time by community partnerships. The implementation section of the Hagersville 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 various public realm 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 Hagersville Streetscape Plan seeks, over time, to transform the public realm in Downtown Hagersville to a high quality space: a space that is comfortable and inviting to pedestrians with the amenities to accommodate different needs; a space that is visually interesting and has a clear sense of identity and space; a space that respects the local historic and contextual roots of the community; and a space that has the activities and functions that truly make it the community heart and focal point.



Incremental change



over time

