

Town of Essex
Downtown Harrow

STREETSCAPE DESIGN GUIDELINES

DRAFT- SEPTEMBER 2018

Stempski Kelly Associates Inc.



**Participants in the Town of Essex
Downtown Harrow Streetscape
Design Guidelines**

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Prepared For

Town of Essex

Harrow Community

Prepared By

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Introduction

Located within the Town of Essex, the Harrow community is truly unique offering its residents a very desirable, quality, small town lifestyle with a number of assets within its downtown. Harrow is pursuing a great initiative in its goal to develop and implement Streetscape Design Guidelines that highlight the essence of Harrow's downtown. There have been many accomplishments with municipal, focus and service group initiatives in the past and their resulting community improvements. This is an obvious testimony to the leadership, organization and drive of the community, its businesses, and residents. The purpose of this report is not to revise what has already been planned, but to add detail so that the vision for the "downtown district" is documented and incorporated into the public realm – a communal, physical streetscape.

The Process

Reports and mapping relevant to the project scope were supplied to Stempski Kelly Associates Inc. (SKA) for review. Additional mapping was sourced by SKA to generate a plan for the project site by combining images from Google Earth, ArcGIS data, aerial photographs, and the Town of Essex online mapping system. This information was summarized to provide a complete picture of the Town and any relevant information is being considered as the project moves forward.

To initiate the Streetscape Design Guidelines project, a start up meeting with the Economic Development Officer and Downtown Revitalization Working Group was held via teleconference (June 2018). The session included information about streetscape development in general, a review of the existing Harrow Community Improvement Plan and Town of Essex Heritage Grant Program(s) as well as a brief review of Harrow's project site.

Two Community Engagement Workshops open to the public were held (June & July 2018). These workshops offered a series of exercises designed to stimulate the community to begin thinking and discussing about their streetscapes and community improvement plan (CIP) opportunities. The first workshop included a Visual Preference Survey, theming exercises, a CIP survey as well as interactive discussion mapping exercises. The results from the workshop were summarized and helped inform SKA about the desires of Harrow's community members for their downtown streetscape. The second workshop included interactive discussion exercises which displayed design demonstrations, schematic conceptual plans, and a more detailed streetscape plan for Harrow's streetscapes. Valuable input and results from the community helped inform a direction for a comprehensive and implementable streetscape guideline. The CIP feedback gathered from both the open house and online survey, were analyzed and assisted in informing a set of recommendations. In addition, inventories collected include downtown zones, pedestrian environments, gateways and wayfinding, existing street greening and site furniture, utilities, circulation, building use, and opportunities.

The results of these sessions were of particular interest as they provided a framework for the community to voice their opinion in terms of priority of guidelines found within the community: pavement and sidewalks, street greening, furnishings, parking lots and void spaces, alley and laneways, setback spaces and service/utility spaces. Many of these priorities have direct links with the design of the physical landscape and have therefore, where applicable, become the focus for the proposed streetscape and community improvement plan recommendations. The inventories were analyzed and areas that would support further improvements were identified.

Differentiation - Theme Considerations

Determining and implementing a differentiating theme for a community can be a challenge. Most communities embrace themes that are consistent to place, character and amenity. Harrow has many opportunities for themes related to geographical context, agriculture, and heritage. Interestingly, the notion of "farm roots" and "small town chic" have both resonated with the community as plausible themes and both appear to be a great opportunity.

The Farm Roots style is founded on Harrow's strong connection to the farming community and related farming activities, food production and packaging. Materials and shapes are reminiscent of wood packaging crates, galvanized water troughs, wine barrels, bushel baskets and barn construction. Horizontal boards, wood beams and posts, steel hardware, brackets and strapping are details that can be articulated in streetscape furnishings - planters, benches, lighting and bike racks.

The Small Town Chic style is founded on Harrow's small friendly community, with a walkable downtown, access to trails, and is part of an active tourist market. As Harrow moves forward with revitalization efforts, promotion of forward thinking in this small and friendly community can be enhanced with stylized streetscape elements. With references to the past, a fresh look, yet progressive, will present Harrow as a more up-beat and unique community a little different than everyone else. Streetscape treatments take cues from the past in terms of materials, shapes and patterns, but the new design moves forward with cleaner lines and more thoughtful attention to detail to present a fresh and re-invented sense of place.

This Document

The Streetscape Design Guidelines document has been prepared as a one part report with sub sections specific to their respective focus. All relevant information collected formed the "foundation" from which to draw upon in terms of recommending improvement design guidelines for streetscapes. Relevant connections to other initiatives in the Town of Essex have been defined through an 'icon' tag process.

Supporting Town of Essex or Other Initiatives

These icons indicate additional information regarding recommendations, accessibility information, Harrow Community Improvement Plan (CIP) information, Town of Essex Urban Design Guidelines for Harrow and Essex Centre (UDG), By-law information, Green Measures, and Crime Prevention Through Environmental Design (CPTED) information.



Recommendations

These recommendations, with visual demonstrations, illustrate how the recommendations could improve the physical realm, and how they can be put into action for further development planning.



Accessibility

The Accessibility for Ontarians with Disabilities Act, 2005 (AODA) outlines mandatory accessibility standards that will identify, remove, and prevent barriers for people with disabilities in key areas of daily living.



Harrow Community Improvement Plan (CIP)

The CIP, supported by the Town of Essex, serves the community by providing development and revitalization grants and incentives in building façade renewal and other physical improvements to encourage private investment revitalization efforts in the downtown area. Various financial incentives and grant program opportunities are offered by the Town for participation in this program.



Town of Essex Urban Design Guidelines for Harrow and Essex Centre (UDG)

The UDG, supported by the Town of Essex, serves the Harrow and Essex Centre communities by providing general design guidelines for the streetscape, façade, revitalization and redevelopment efforts. The intent is to ensure the communities personality is reflected in their downtown through a cohesive and consistent renewal process, providing sense of place and community pride.



By-Law

By-Law 1350 provides standards on the regulation of signs and other advertising devices within the Town of Essex.



Green Measures

These icons provide helpful tips regarding green or sustainable measures when considering streetscape and façade improvements.



Crime Prevention Through Environmental Design (CPTED)

CPTED is a multi-disciplinary approach built around a set of three core principles that lead to a reduction in fear, minimized undesirable behavior and improve the quality of life through the combination of proper design and effective use of the built environment.

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Section 1
**ABOUT
STREETSCAPES**

About Streetscapes

Places for People

Many people believe there is currently a lack of 'identity' in downtown Harrow, any attempts to improve the streetscape have been mildly successful. Incorporating the community's history, and subsequent theme into its main streets presents a challenge. Opportunities must be sought to create a unique image for the Harrow community, ensuring it is a memorable and desirable space, enticing visitors to return while complimenting the existing Town of Essex branding and style.

The street itself can become a destination, not only linking services and retail opportunities along the main street but also by becoming an attraction by becoming a quality public "story." While "passing through" the community will most likely remain a prime use for a main street, the gateways, key intersections, and the interpretive elements of the streetscape, will announce the beginning of the intriguing story of Harrow. A cohesive streetscape experience will convey the historic roots, and offer its hospitality of shops, services, spaces and attractions.

Purposeful Streets

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

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

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

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

A Community Vision

The results from the two public open house workshops and online survey for Harrow identified priorities that form the basis of the streetscape plan. Although "all" may not be addressed in terms of streetscape improvements directly, most priorities will be affected by an improved "public realm" and the recommendations in the report.

Definition of Streetscape Elements:

Outlined below is a typical streetscape vocabulary which comprises the recommendations in this report.

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

Side Access Streets: Streets leading to the "Main Street" (ie. Erie St., and Sinasac St.) fall into this category. They are recognized by pedestrian sidewalks, mature trees where evident, associated parking, and landscape beds adjacent to parking areas.

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

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

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

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

Downtown Districts: Typically, there are three districts (Main Street, Side Street, & Commercial) to most communities, each with their own character. Many of these core areas are maintained (in part) by a Business Improvement Area (BIA) group; BIA's are associations of local businesses aiming to improve business through both economic development programs and improvements to the physical environment and appearance of the downtown. Improvement projects funded by the special levy collected from the businesses within the BIA are strictly limited to improvements to publicly owned property, not individual stores or offices. The Streetscape Design Guidelines report focuses on the "downtown" district of Harrow.

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Section 2
FOUNDATIONS

- Parking and Servicing
 - Welcoming and safe pedestrian environments with continuous 'street edge definition' is critical to downtown character primarily along retail streets.
 - Vehicular and service functions and other 'back of house' activities to be re-directed to a secondary street or lane where possible so not to conflict with pedestrian oriented street activity.
 - Off-street surface parking and loading areas to be located in rear of building with lane/side street access and not located between front of building and public sidewalk,
 - If located beside the building and adjacent to public sidewalk, parking and loading areas should be separated from public sidewalks and other active open spaces, using materials that provide an attractive visual buffer, while still allowing clear visibility into parking areas for personal safety and security. Screening could include landscaping, wrought-iron fencing, trellises, grillwork with climbing vines or brick or decorative wall.
- Accommodating Residential Buildings and Dwelling Units
 - 5 key points are identified however they do not hold purpose for the streetscape project parameters.
- Outdoor Cafes and Patios
 - Restaurants are encouraged to provide outdoor patio space and seating where feasible.
 - Patio's can be provided in the front yard, within street right of way, laneway or other unique space
 - A consistent, designated zone determined by the sidewalk width should be set for patio locations, and also be made available for outdoor displays of merchandise for other uses.
 - Railings and material should complement the streetscape and building to define the 'outdoor room'.

Infill and Redevelopment Guidelines include:

- Storefront Canopies and Awnings
 - Awnings and similar features should create a distinctive identity for the business operation and storefront (urban colour) while complimenting the general architectural character of the downtown
- Signage
 - Limited in number, location and size to reduce visual clutter (on buildings);
 - Attractive signage on commercial buildings should identify uses clearly and scaled and oriented to pedestrians;
 - Should be externally lit except for signage within shop front glazing; backlit fluorescent acrylic box signs are not recommended;
 - Blade signs can project under the awning and above the entry door (when signage is used in conjunction with awnings);
 - The use of signs to express a main street theme and image should be determined by a collective agreement.
- Lighting
 - Should maintain a sense of safety and security;
 - Provide pedestrian scaled lighting with a high quality of design detail for night time visibility;
 - Ensure the lighting style and direction is sensitive to nearby residential uses;
 - Gooseneck lights and sconces applied to the fascia's or valence lighting in canopies and up-lighting to illuminate building facades and pathways should be considered.
- Restoring the Heritage Features of Building Façades
 - Preserving the Historical Integrity of the Building Façade
 - Fenestration
 - Upper Floor Design
 - Steps and Entrances
 - Rear Facades
 - Corner Buildings
 - Opportunities for 'greening' these zones to provide a continuation of residential tree planting should be developed.
 - Special sidewalk and streetscaping features can be added to heighten the gateway features these buildings offer (diagram thumbnail is provided).

**Harrow Community Improvement Plan Implementation Strategy
Town of Essex, July 2015 (revised February 2018)**

The Harrow Community Improvement Plan Implementation Strategy was developed to help implement objectives of the Strategic Plan. Overall the community improvement plan has financial, development, and revitalization grant programs available for property owners within the dedicated project area.

There are 4 development grant programs, including:

- Development Permit Fee Grant
- Development Charges Grant
- Tax Increment Equivalent Grant
- Parks Levy Equivalent Grant

The revitalization grant program includes:

- Façade Improvement
- Outdoor Café, Patio, and Commercial Outdoor Space Grant
- Conversion, Rehabilitation, Enhancement and Building Demolition Grant
 - Rehabilitation includes accessible entrance and landscaping and buffering treatments
- Professional Design Services Grant

Many of the businesses within the downtown streetscape project limits would have the opportunity to apply for the above programs.

**Town of Essex Heritage Grant Program Implementation Strategy
Town of Essex, April 2017**

The Heritage Grant Program was built off community feedback received from the Harrow Community Strategic Plan, the Downtown Essex Centre Streetscape and Silo District Plan and the Design Charrette and Public Open House to guide the preparation of the Colchester Secondary Plan. The Ontario Heritage Act authorized municipalities to pass bylaws providing the making of grants or loans to owners of heritage designated properties.

All owners of heritage designated properties within the Town of Essex are eligible to apply for funding if they meet the eligibility criteria. Owners of designated commercial, industrial or institutional properties within established Community Improvement Plan (CIP) project areas are disqualified to apply for a heritage grant however. If the proposal is not eligible for a grant under the CIP, they may apply to the heritage grant.

There are 3 financial incentive programs under the heritage grant exclusively for heritage designated properties:

- Professional Heritage Services Grant Program
- Development Permit Fee Grant Program
- Repair or Restoration Grant Program

Community Design Workshop 1

Date: June 2018

Participants: 30

Visual Preference Surveys

Participants were asked to complete one survey outlining streetscape elements. Participants ranked images on a scale of 1 to 4; 1 being unfavourable and 4 being very favourable. Each participant's response was averaged, concluding the most favourable and the least favourable images.

Within the streetscape survey, there were 97 images in 10 different streetscape categories. The purpose of the visual survey is to give community members a voice, in terms of what they would like to see within their streetscape. It also indicates to the consultants, SKA, what the survey participants expect for Downtown Harrow. The results of the Visual Preference Survey are listed in the Appendices.

Streetscape Survey Categories

- 1) Pavements
- 2) Street Greening
- 3) Street Lighting
- 4) Site Furnishings
- 5) Circulation, Control & Safety
- 7) Gateway & District Identification
- 6) Street Character
- 8) Public Art
- 9) "Spill-Outs"
- 10) Gateways & District Identification

Conclusion

Streetscape Results

- Generally, decorative and traditional paving patterns and banding is preferred with heightened intersections and crosswalks, organized street corners, use of traditional barriers (bollards), with highlighted parking lot boundaries;
- Decorative lighting with customized banners, black pendant luminaries and seasonal display lighting;
- Contemporary furnishing styles with wood and/or steel is preferred with custom detailing in high quality finishes;
- Mature trees and planted boulevards with lush colour, seasonal/ removable planters and decorative tree grates;
- Designated furnishing zones with street greening was identified as a priority to generate a streetscape character for downtown Harrow, including pedestrian friendly environment with animated storefronts;
- Gateways should be celebratory spaces, vertical accent with coordinated furnishing palette;
- Traditional public art through use of historical murals and traditional materials and/or subject matter is encouraged;
- Spill-out areas are preferred to be unobstructive to pedestrian zone with use of barrier planters to complement the streetscape greening and provide privacy/character.

Town of Essex Heritage Tour

This pamphlet describes 11 historically significant properties. The pamphlet outlines the unique history and cultural identity of the Town of Essex's urban centres- Harrow, Essex Centre, and Colchester. The pamphlet includes a small paragraph on each of the properties heritage along with a tour map.

The following properties are located within Harrow, with one property found in close proximity of the streetscape project limits:

- #1: British Methodist Episcopal (BME) Cemetery, 25 Walnut Street (near project limits)
- #2: McCormick Family Cemetery
- #3: Quick Family Cemetery

Town of Essex In Bloom Garden Tour

This pamphlet highlights local properties with beautiful front yards, all winners of Communities in Bloom Front Yard and Balcony Contest. There are 19 properties on the tour, with 3 properties located within Harrow.

Town of Essex Memorial Tree and Bench Program

This pamphlet encourages citizens to celebrate a loved one's life or special occasion by purchasing a tree or bench to be placed in a town park. Both include an engraved plaque or tree tag. The Town of Essex provides the planting, installation, and maintenance.

By-Laws

Town of Essex

The Town of Essex has established By-Law 350 which recognizes and regulates traditional forms of signage, along with more modern forms of advertising media. The sign by-law applies to business, corporation, institution, or organizations. This By-Law will have significance to Downtown Harrow's Streetscape Guidelines.

Community Design Workshop 2

Date: July 2018

Participants: 17

Previous Participant

Participants were asked if they participated in the previous Streetscape Public Open House on June 28th, 2018.

- Yes: 11
- No: 3

Streetscape Conditions

Participants were provided a workbook which walked them through 6 categories relating to the streetscape plan. The intention of this exercise is to gain valuable input from the participants on whether or not they favour the proposed streetscape treatments, themes, and proposed concept plan in downtown Harrow. Opportunity for comments and feedback was encouraged in this exercise. Due to the timing of the open house, an online survey option was also provided to residents to provide feedback. The below results are from the in-person open house participants.

Conclusion

Overall the participants had a general consensus of embracing the proposed streetscape plan and favored concept two. Both the farm roots and small town chic themes tied for preferred style most suitable for Harrow. Additional comments regarding the conditions include:

Style Guides:

- Farm Roots: #1 and #2 - 4 counts each
- Small Town Chic: #1 and #2 - 4 counts each
- Consistent Traditional: #3 - 8 counts each

General Comments:

- The top 5 images the participants are in favour of include:
 - Picture #4, 9 = 4 votes
 - Picture # 18 = 6 votes
 - Picture # 6 = 7 votes

Streetscape Inventories and Opportunities:

Overall the participants did not see any inventories and/or opportunities missed on the provided panels.

Individual Comments:

- Replace Cobra Style Lighting
- Opportunity missed included the alley between Victoria and McAfee

Streetscape Concepts

- Concept 1: 1
- Concept 2: 8

Concept 2 was the preferred general direction for the streetscape development based on its potential gateway locations and treatment of identified streetscape zones.

“Map Your Thoughts” Exercise

In groups, participants were given a map of downtown Harrow, and asked to map out their thoughts on potential gateway locations, assets within the project area, and identify areas of concern. A key zone of heightened need identified by the participants is along King St. between Erie St. and McAfee St. and down Queen St to Centre St. The mapped results of the exercise are listed in the Appendices.

Results:

Three main zones (for areas of concern and assets) were identified by the participants. Potential gateway locations included:

- King St. and Roseborough Ave
- Queen St. and 3rd Concession
- Queen St. and Chrysler Greenway Crosswalk
- King St. and Feedstore Area
- King St. and Erie St.

Specific areas of concern and assets were also identified by the participants. The results in no particular order, include:

Identified Areas of Concern:

- Vacant Lot by Victoria St. N
- Back Alley/ Laneways
- Amount of asphalt/ hardscape
- Lack of seating and lighting
- No public washroom facilities
- Appearance of the downtown and the existing vacant building facades
- Commercial area around Chrysler Parkway

Identified Assets:

- Parks
- Historic Buildings
- Existing Trees (need more)
- Cenotaph
- Condensed downtown layout
- Banner Brackets
- Planters & Hanging Baskets (need more)

Theming Exercise

In groups, participants were given a theming exercise package that contained three pre-selected themes and one “build your own” template. Each theme was accompanied with a set of questions. Participants were asked to select their top 5 images per theme by placing a sticker on the preferred images. The results of the exercise are listed in the Appendices.

Harrow Community Improvement Plan & Heritage Grant Program Survey

All participants were provided a short questionnaire that followed a short overview presentation on the Harrow Community Improvement Plan (HCIP) and Heritage Grant Program opportunities. Due to lack of time, participants did not have enough time to complete this. 17 of 18 responses stated they were familiar with the HCIP and 8 of 17 responders stated they were familiar with the Heritage Grant Program.

Community Design Online Survey

Date: August 2018

Participants: 224

Stempski Kelly Associates Inc. held a second public consultation with the residents and public of Harrow to gain feedback on proposed themes, concepts and suggested illustrations for the Streetscape Plan. The survey was available for 13 days and had 224 participants. Overall, the community members of Harrow felt the streetscape designs and options well represented and accurately captured the town's character. The increased trees, greenery and planting was met with large support by most of the participants. Overall, residents and public of Harrow are excited to see the outcomes and implementation of the Streetscape Plan.

As expected there were a few concerns and suggested changes to the concepts which will be incorporated into the final design. A few members of the public were averse to the whole development of a streetscape plan, suggesting Town funds would be better allocated to infrastructure upgrades. Upon further analysis of these comments it is determined certain individuals were more against the financial aspect/implementations of the streetscape project, rather than individual aspects of the design.

The following sections discuss overall feedback and consensus on various themes, concepts and illustrations presented at this Public Open House.

Theming Results:

Of the three presented and possible themes; Farm Roots, Small Town Chic, and Consistent Traditional when asked to vote, the Consistent Traditional was ranked least desirable. Both the Farm Roots and Small-Town Chic themes garnered many positive results however the Farm Roots theme was voted most preferable.

Moving forward with the design concept and refinements, SKA will incorporate certain aspects of the Small-Town Chic theme, into the Farm Roots theme where the designs can be cohesive. This addition of "Small-Town Chic" aspects into the "Farm Roots" theme will ensure much of the public is pleased with the overall resulting Streetscape Plan.

Missed Opportunities:

When asked if there were opportunities missed in the design of the streetscape plan, 83% of participants felt as though SKA captured all important aspects. Those who felt opportunities were missed, suggested opportunities which fall outside the scope of this streetscape plan. It is important to note, that although outside the scope of this streetscape plan, many residents of Harrow feel these concerns should be also at the forefront of the Town's attention. Most on-line survey questions were answered with requests for:

- Increased parking
 - There are reservations around removing any existing downtown parking as residents feel it is already too difficult for visitors and even some residents to find parking spaces in downtown.
 - The residents also felt creating "bump outs" by removing parking was a poor decision as parking is already so difficult downtown.
- Many other comments discussed adding a family/community space park, and the addition of a dog park. Infrastructure concerns were raised concerning:
 - Repaving the downtown roads
 - Creating public washrooms
 - Improving the King and Erie intersection. This intersection was discussed in many comments and is considered dangerous by the public. It was suggested to widen the corner (blind corner currently)
 - Improved biking accessibility; create bike lanes

As SKA refines the Streetscape Plan for final presentation, changes will be made to ensure current parking availability is minimally impacted, if at all. As well, the design centered around the King and Erie intersection will be updated to ensure the highest possible visibility levels for drivers, bikers, and pedestrians.

Streetscape Plans: Queen Street - King St. to Colio Drive

Love it: 5

Good, with minor refinement: 1

Good, with major refinement: 0

Streetscape Plans: King Street - Erie St. to Walnut St.

Love it: 3

Good, with minor refinement: 1

Good, with major refinement: 0

General Comments:

- Love the lights with baskets

Individual Comments:

- An individual feels a gateway is needed at Daniels, Walnut and Erie St.

Demonstration Sketches: Crosswalk and Parking Lot/Sidewalk Transition

Love it: 3

Good, with minor refinement: 3

Good, with major refinement: 0

Not in Harrow: 0

General Comments:

- Participants liked the addition of street trees (but add more)
- Participants preferred stamped concrete over pavers
- No seasonal planters

Demonstration Sketches: King Street- Typical Sidewalk

Love it: 2

Good, with minor refinement: 3

Good, with major refinement: 0

Not in Harrow: 0

General Comments:

- Participants preferred stamped concrete over pavers
- Participants did not like the proposed paver pattern
- Two participants specified no bump outs
- Participants preferred no awnings and/or different style of awning
- More greenery needed

Demonstration Sketches: Street/ Business Supportive Spaces

Love it: 3

Good, with minor refinement: 3

Good, with major refinement: 0

Not in Harrow: 0

General Comments:

- Participants prefer no awnings and/or different style of awning and more greenwalls
- A few participants felt it looked old fashioned

Other opportunities the public would like to see highlighted in the streetscape plan are:

- The implementation of more mature trees and greenery
- Removing or hiding “ugly siding” on building
- Using banners and hanging baskets on the light posts
- Increasing the area of the proposed streetscape improvements
- Implementing art sculptures
- Adding lighting to trees, greenery, businesses

Overall Concepts:

- When presented with two concepts, Concept 2 was much preferred to Concept 1 (78% vs 22%)

Specific Intersection Designs:

When presented with the Queen Street streetscape, 63% of respondents loved it with no changes, 30% suggested minor changes, and 7% suggested major changes. The suggested changes included the aforementioned greenery, shrubs, established trees, as well as a request for more parking. Some respondents questioned the need for interlocking brick in order save funds – requesting a plan that “works” and isn’t “pretty.”

The King Street streetscape plan received 65% responses with no suggested changes, 28% suggested minor changes and only 7% suggested major changes. These changes are the same as those mentioned in the Queen Street streetscape suggestions. Additional comments included ensuring street trees don’t block the small storefront windows and adding additional outdoor seating.

Illustrations:

Parking Lots/Sidewalk:

Overall illustrations were positively received by the public with a few suggested updates:

- Many individuals loved the patterned concrete, however others felt it was a waste of allocated funds
- Expressed desire for bike lanes
- There are concerns of the brick work heaving in the winter and the associated maintenance costs
- Request for more shaded seating areas

King Street Sidewalk:

- Accessibility issues of cluttered sidewalks being difficult to push a wheelchair through in the winter
- The bump outs were met with many concerns – the actual bump out itself was well received however the loss of parking it would create was not
- Resistance to adding trees or grass to street, the public wants to leave streets as wide as possible
- Coloured concrete was suggested as an alternative to bricks
- Concerns over money being spent in the wrong places – desire to spend on infrastructure and save on streetscape

Street/ Business Supportive Spaces:

- Mural was met with both support and non-supporters
- Concerns over maintenance costs

Overall Additional Suggestions:

Overall the streetscape designs and concepts were met with many positive reactions. The overall negative comments pertain to projects outside the scope of the streetscape project such as re-allocating funds to infrastructure, resurfacing roads, and creating new parks.

The public raised the following concerns that are outside the scope of this project, but worth noting for future Town projects:

- Parking
- Add street light at King and Erie
- Repave roads
- Concerns over raised taxes
- More bike racks

The positive comments and feedback:

- Include as many trees and green spaces as possible
- Ensure wheelchair friendly/accessible designs
- Banners and flowers attached to lamp posts
- Expand streetscape area

The public commented the proposed theme, concepts and illustrations were very well planned and wonderful upgrades. Overall, the community members of Harrow are excited and invigorated to see their small farm town brought back to life.



Existing Images

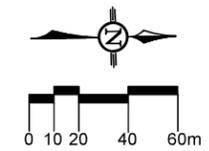
The images displayed provide a 'glimpse' of Harrows current downtown streetscape conditions. These images are not meant to depict each and every building and condition in Downtown Harrow. On-site observation informs the streetscapes' opportunities and constraints. Following this section are inventory maps displaying the project limits, critical zones in the downtown, pedestrian environments highlighting sidewalk widths and critical intersections, existing utilities and lighting, streetscape greening, site furnishings and green space and an opportunities map for the project area.



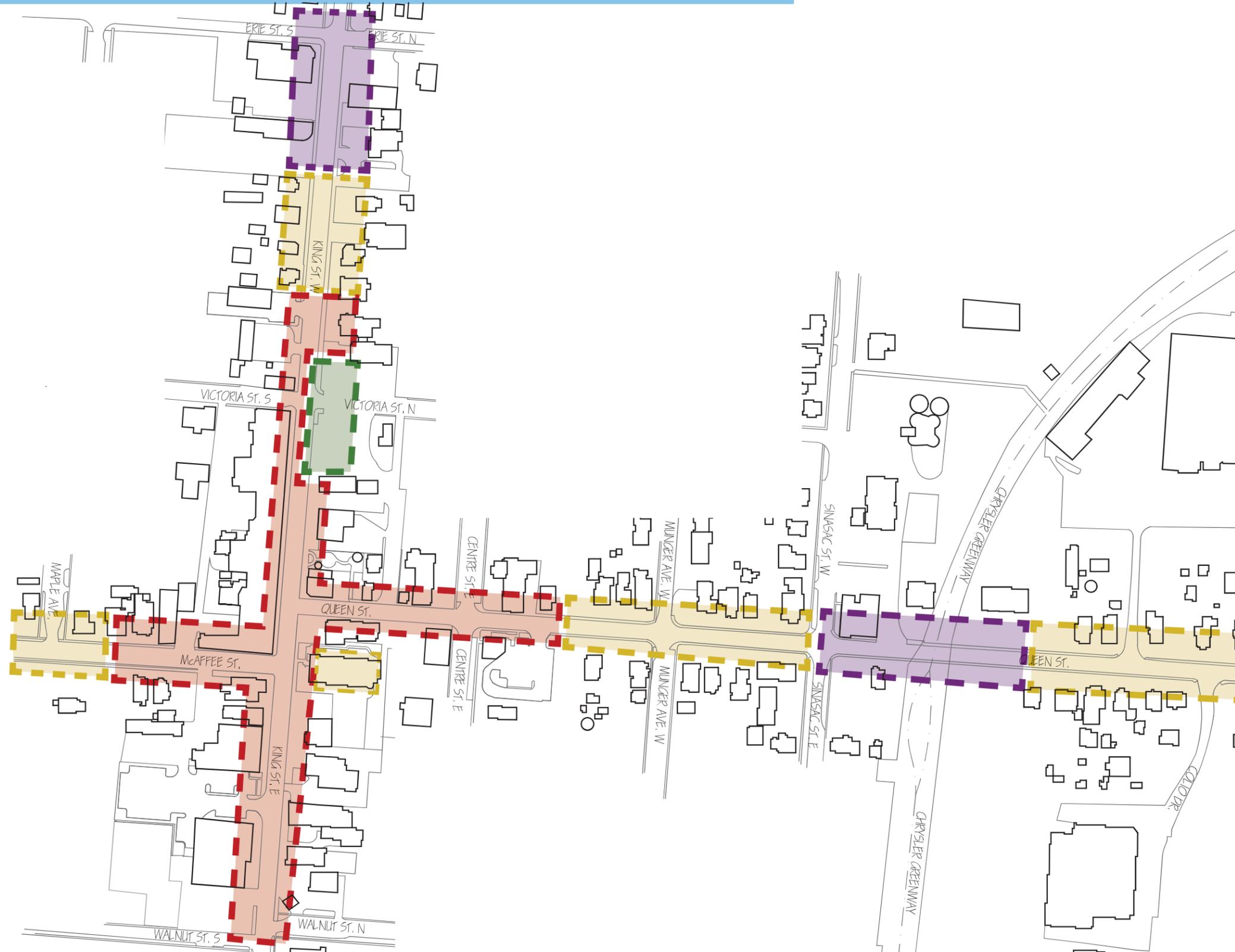
Project Limits

This diagram illustrates the project boundary limits for downtown Harrow

LEGEND



Existing Conditions - Zones



This diagram identifies the existing ones found within the project limits.

Zone 1: Transitional
Multiple voids and fragmented building fabric; scattered amenity; open scale.

Zone 2: Residential
Mixed residential units; fragmented building fabric.

Zone 3: Core
Historically significant; continuous building fabric; intimate scale; accessible parking areas; pedestrian friendly; accessible amenities

Zone 4: Void
Empty void space; unclear if public or private space.

LEGEND

-  Zone 1: Transitional
-  Zone 2: Residential
-  Zone 3: Core
-  Zone 4: Void

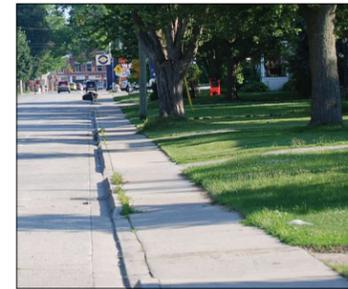
Existing Conditions - Pedestrian Environments



Existing 7m width sidewalk condition



Existing 3m width sidewalk condition



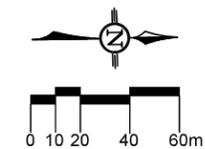
Existing standard 1.5m width sidewalk condition

This diagram identifies the existing vehicular and pedestrian circulation. Existing crosswalks are mixed between standard asphalt and stamped concrete/paver style. Sidewalk conditions vary in width, and have many obstacles including hydro poles, utility lines, street greening and furnishings, etc.



LEGEND

- Narrow Sidewalk Condition (1m)
- Standard Sidewalk Condition (1.5m)
- Wide Sidewalk Condition (3m)
- Wide Sidewalk Condition (4m)
- Wide Sidewalk Condition (7m)
- ⊙ Major Pedestrian/Vehicular Intersection
- ⇄ Pedestrian Access
- ⇄ Laneway
- - - Street Parking
- Curb Cuts/ Dropped Curbs
- ⊙ Public Parking
- ⊙ Private Parking



Existing Conditions - Building Use

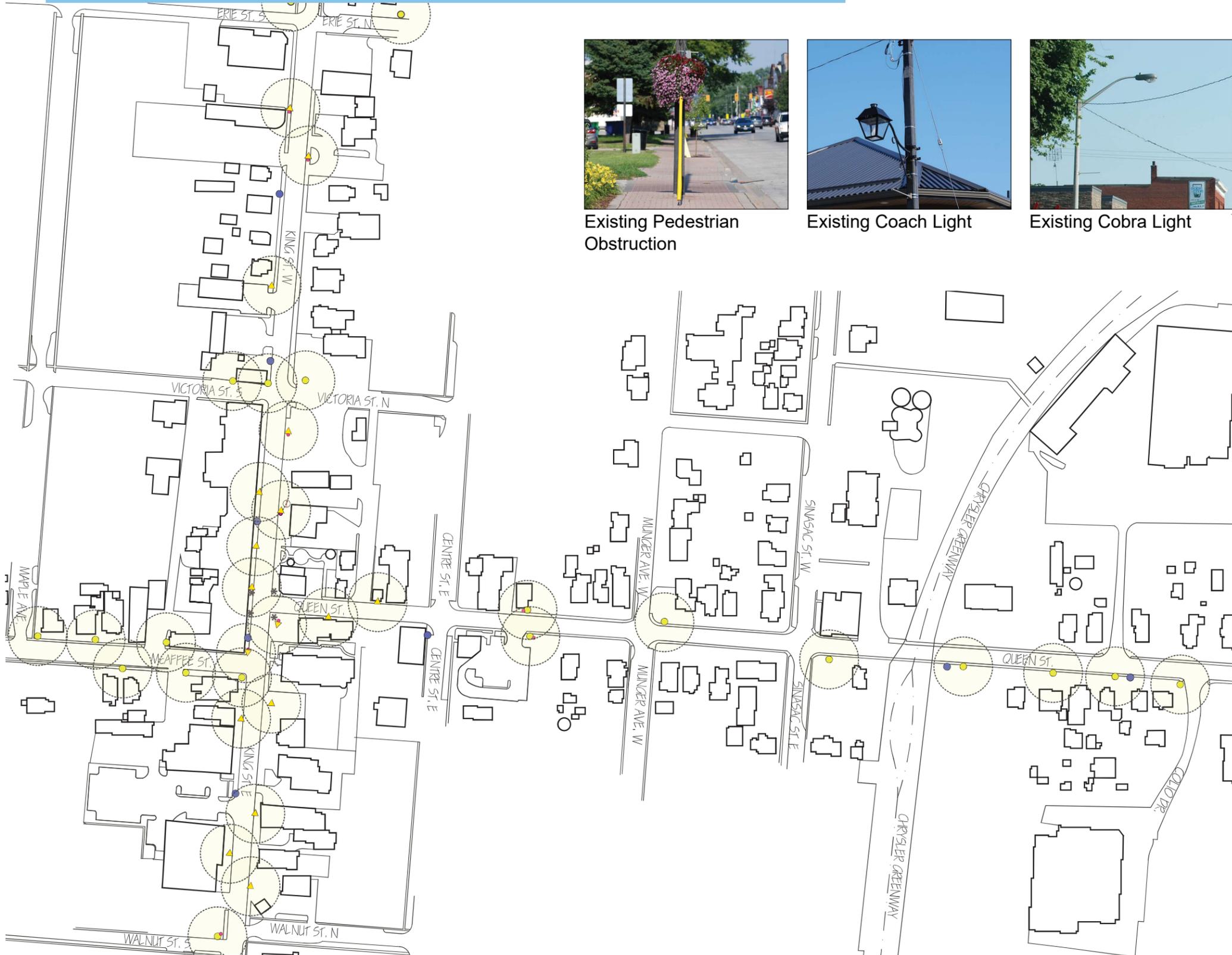
This diagram identifies the existing building use in downtown Harrow.



LEGEND

- Food
- Service
- Residential
- Retail
- Vacancy
- Existing Patio

Existing Conditions - Utilities and Lighting



Existing Pedestrian Obstruction



Existing Coach Light



Existing Cobra Light

This diagram identifies the existing street lights and fire hydrant locations. King Street has coach light fixtures, and the remaining streets have cobra-style light fixtures. The mixing of styles throughout the project limits does not create a sense of unity. Many of the poles are also located within the pedestrian zone of the existing sidewalks.

LEGEND

- * Traffic Light Pole
- Coach Style Street Light with Basket
- Coach Style Street Light
- Cobra Style Street Light with Basket
- Cobra Style Street Light
- Fire Hydrant

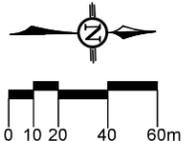
Existing Conditions - Street Greening, Site Furnishing & Greenspace



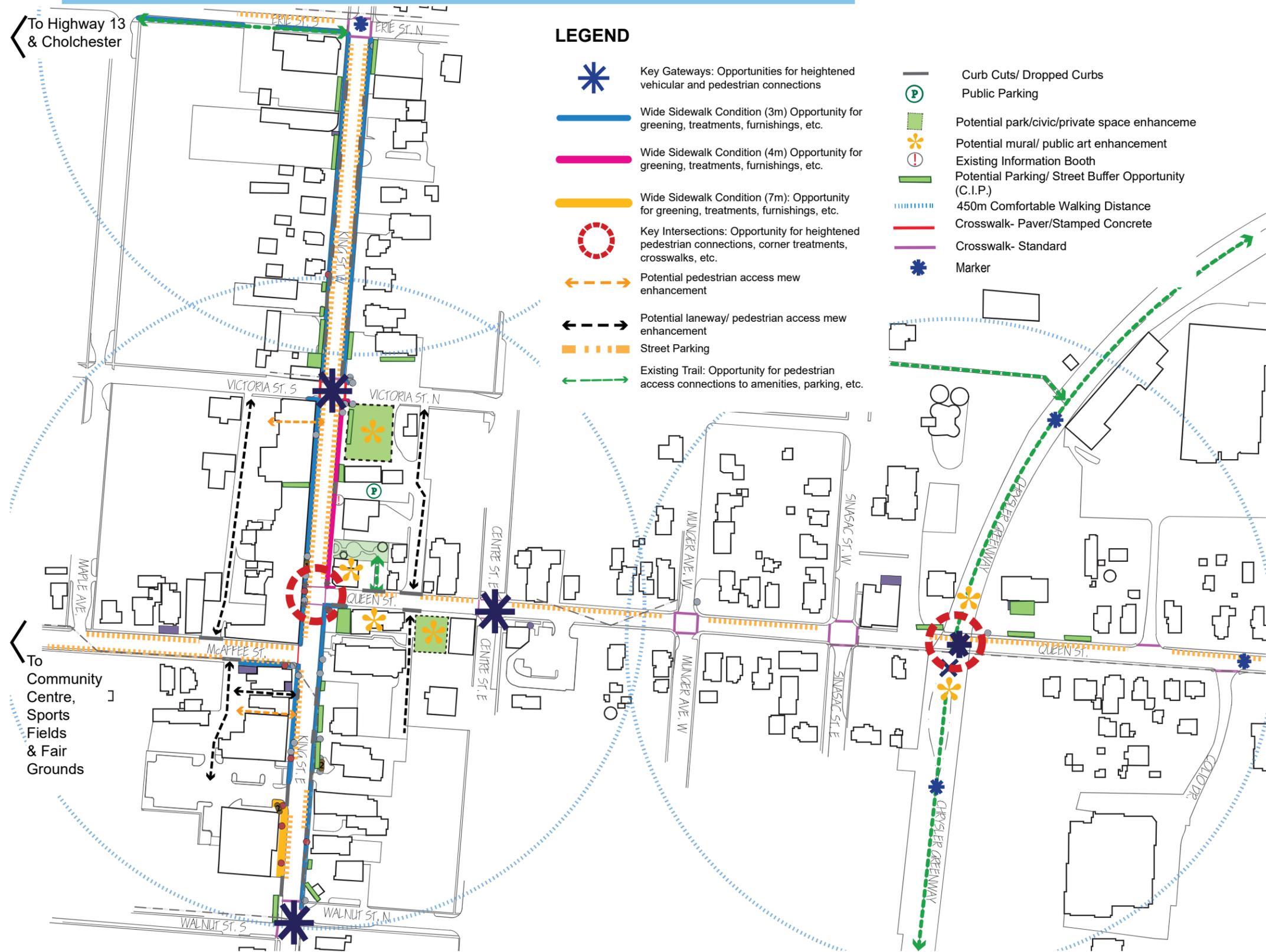
This diagram identifies the existing street greening, site furnishings, and green spaces found within the project limits. The existing street trees are a mix of saplings and older specimens. Many of the existing older tree's are in poor condition. The street furnishings are sporadic and many are placed within the pedestrian zone of the existing sidewalks.

LEGEND

- Waste Receptacle
- Patio
- Bench
- ↔ Trail Access
- Existing Street Tree
- Passive Green Space
- Active Green Space
- Wooded Area
- ✕ Trail Head



Opportunities



LEGEND

- Key Gateways: Opportunities for heightened vehicular and pedestrian connections
- Wide Sidewalk Condition (3m) Opportunity for greening, treatments, furnishings, etc.
- Wide Sidewalk Condition (4m) Opportunity for greening, treatments, furnishings, etc.
- Wide Sidewalk Condition (7m): Opportunity for greening, treatments, furnishings, etc.
- Key Intersections: Opportunity for heightened pedestrian connections, corner treatments, crosswalks, etc.
- Potential pedestrian access mew enhancement
- Potential laneway/ pedestrian access mew enhancement
- Street Parking
- Existing Trail: Opportunity for pedestrian access connections to amenities, parking, etc.
- Curb Cuts/ Dropped Curbs
- Public Parking
- Potential park/civic/private space enhancement
- Potential mural/ public art enhancement
- Existing Information Booth
- Potential Parking/ Street Buffer Opportunity (C.I.P.)
- 450m Comfortable Walking Distance
- Crosswalk- Paver/Stamped Concrete
- Crosswalk- Standard
- Marker

This diagram outlines the opportunities associated with the Harrow streetscape. They include existing green space, wide sidewalk conditions, potential green/civic/park space, screening and buffering enhancements, key gateways and markers, existing trail access points, community improvement opportunities, and potential pedestrian experience enhancements (new street lights; heightened pavement, coordination of street furniture palette, shade opportunities, etc).

A few constraints within the scope of the streetscape include narrow sidewalk conditions, overhead hydro and cable wires, and public to private ownership transitions.

Community Improvement Plan Opportunities:

1. Facade Improvement Grant
2. Outdoor Cafe, Patio, & Commercial Outdoor Space Grant
3. Conversion & Rehabilitation Grant
4. Professional Design Services Grant

Conceptual Design



Core District: Street furnishings, greening, paving treatment, etc.

Transitional Zone: Softer, alternating use of street furnishings, greening, paving treatment, etc.

LEGEND

- Project Limit
- Key Gateways
- Key Intersections
- Pedestrian access
- Laneway/ pedestrian access
- Street Parking
- Existing Trail Access
- Public Parking
- Private Parking
- Potential park/civic/private space enhancement
- Potential mural/ public art enhancement
- Existing Information Booth
- Existing Patio

3

Section 3
STYLE GUIDE

Theme Inspiration • Cues

Growth Parkland Walkable Green Energy
 Nature Family Friendly Safe Farming
 Energy Family Community Prudence
 Active Agriculture Industry

Countryside Lush
 Strolling Touring History
 Trails Rustic Relaxed
 Small Town Cafe Trees
 Banners Lamps Shops
 Lively Peaceful Jewel Tones
 Accessible

Farm to Table Agritourism Farming Leisure Wineries
 Enjoyment Well Being Healthy Living Farming History
 Fair History Natural Heritage Beauty Unique Design



Fruit Vegetables Heritage Markets
 Fair Home Grown
 Local Old World Charm
 History Healthy Growing Markets
 Animal Farm Stone Orchard
 Restaurants Research

Style Guide

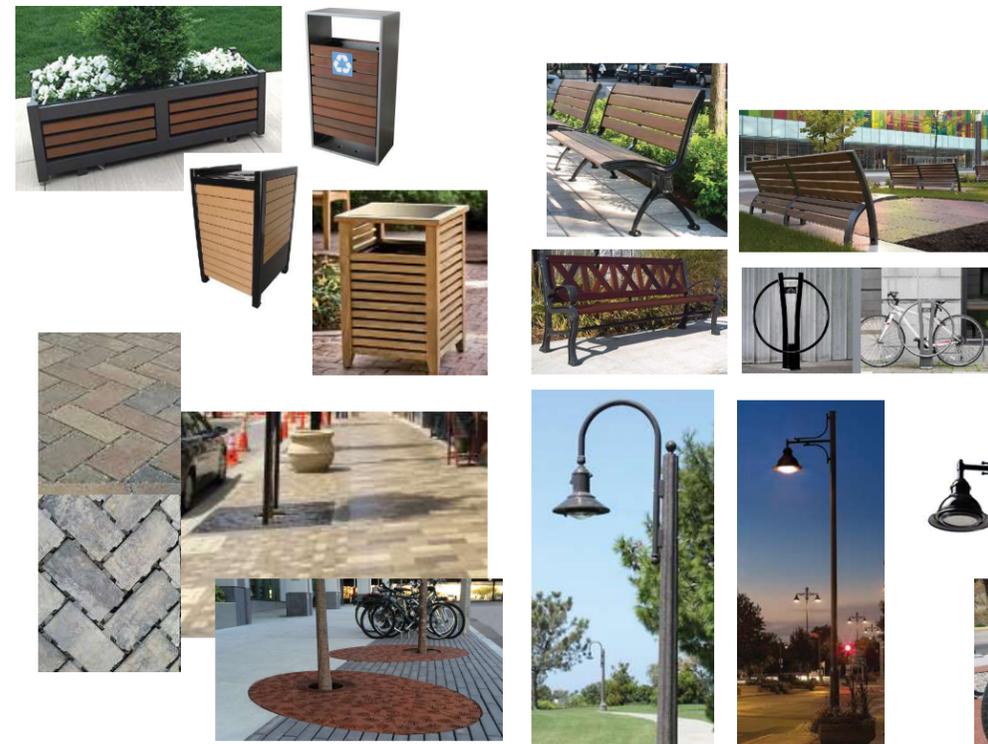
Theme Development

Farm Roots

The Farm Roots style is founded on Harrow's strong connection to the farming community and related farming activities, food production and packaging. Materials and shapes are reminiscent of wood packaging crates, galvanized water troughs, wine barrels, bushel baskets and barn construction. Horizontal boards, wood beams and posts, steel hardware, brackets and strapping are details that can be articulated in streetscape furnishings - planters, benches, lighting and bike racks.



Developed from survey and exercise results, three themes were presented at the second workshop and the on-line survey for selection to guide the style of a furnishing pallet that would best suit the Town of Harrow. The Farm Roots theme was chosen as the most preferred. The resulting family of furnishings will reflect materials, colours and character that best represent the Farm Roots theme. Specific preferences (noted from specific furnishing selection) were also taken into consideration to ensure that the overall style was representative of the communities overall preferences.



Consistent Traditional

As a small rural community with a strong connection to it's past, a more traditional approach to streetscape elements will offer residents and visitors a familiar palette of streetscape treatments that will heighten appreciation of the heritage value of Harrow as a small rural town.

Streetscape treatments will be traditional in nature. Designs will have decorative motifs and forms that are reminiscent of what is perceived as a 'traditional' theme with heritage cues.

Small Town Chic

Harrow is a small friendly community, with a walkable downtown, access to trails, and is part of an active tourist market. As Harrow moves forward with revitalization efforts, promotion of forward thinking in this small and friendly community can be enhanced with stylized streetscape elements. With references to the past, a fresh look, yet progressive, will present Harrow as a more up-beat and unique community a little different than everyone else.

Streetscape treatments take cues from the past in terms of materials, shapes and patterns, but the new design moves forward with cleaner lines and more thoughtful attention to detail to present a fresh and re-invented sense of place.

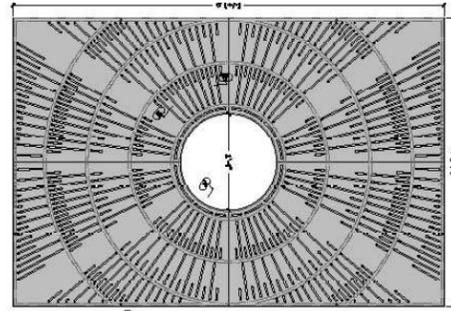


Family of Furnishings

The following Family of Furnishings represents a concept that is evocative of the Farm Roots theme. Consistency with materials, colours and character will help strengthen the image portrayed in Harrow's downtown district. Preferred furnishings are presented, with some alternatives for consideration. Factors such as cost and availability will play into the final material selection.



Optional: Cast Iron tree grate ("Tay" by CityGreen) works in conjunction with the RootRain and Arbor vent system.



Tree grate: Cast Iron tree grate (style 'Coho' - by Urban Accessories, optional sizing, AODA compliant) rectangular shape offers alternatives for narrow spaces; available in recycled iron or aluminum, in powder coated black or natural rust finish.



Hanging basket: Large scale (22- 24" diam) heavy duty flat steel frame basket with environmentally friendly compostable coco liner for water retention; optional water reservoir system;



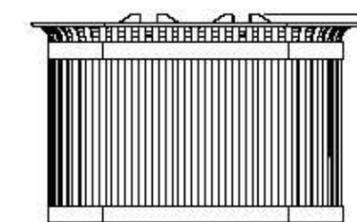
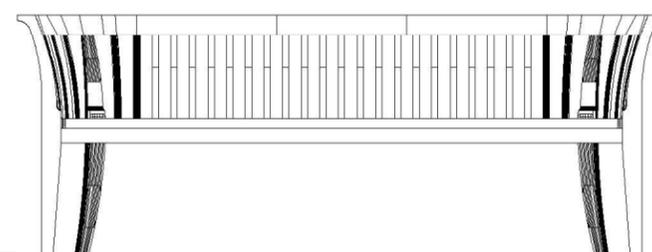
Optional: RootRain Precinct and ArborVent system provides an efficient watering portal and maintains soil aeration. ArborGuy underground tree guy stabilizer by CityGreen Solutions

Wood Crate Planters: Large and small scale portable, seasonal planters (custom or off the shelf) with optional self watering irrigation system; heavy duty black wrought iron hardware brackets; stressed barn wood with a hand made feel similar to agriculture produce crates; or wine barrels. Optional cut out 'handles' and stenciled logo (opportunity for town branding). Planting may be seasonal, or permanent; planters may be removed from streetscape in the winter months to allow for clear passage for sidewalk snow removal. Custom design offers flexibility for sizes and detailing.

Waste Receptacle & Recycling (Optional two-in-one unit): Similar style to Wood Crate Planter: Internal steel frame with barn wood surround; details include optional handles, heavy steel black hardware, and stenciled logo; cover plate with limited access controls litter size; optional rain shield.

Bench: Reminiscent of a livestock water trough, the Melville Bench (72") by Landscape Forms offers a slightly upscale spin on the Farm Roots theme. Cast aluminum frame; wood seat; powder coat in black; 72" long; surface mounted.

Alternative Waste Bin: MRC 202 by Maglin: Two unit metal receptacle; heavy duty steel flat bar; powder coated; 20 gallon (imperial) commercial grade plastic liner.



Alternative Planter: Rustic Barnwood Planter by Planters Unlimited



Alternative Benches:
• MLB 1200 bench (70") by Maglin - (reminiscent of a wood crate) solid cast aluminum with wood seat;
• Plainwell (72") bench by Landscape Forms (curved arms and rounded seat evocative of wine barrels and mechanical hardware)



Double Hanging Basket Pole: Similar to light pole, for seasonal planting only. Pole style similar to light pole: wood or square concrete; heavy metal brackets and base mounting sleeve.

Family of Furnishings



Square Concrete Pole:
The Windsor by
Stresscrete:



Optional Streetlight Pole
Colours: Desert Sand,
Vintage Brown, Eclipse
Black



Optional Luminaire
Colours:
Brown, Taupe, Steel Grey,
Black



A. Gateway Feature

Farm Roots Theme accentuated with brown square concrete pole; angular luminaire arms; optional black steel laser cut logo "H"; super sized hanging baskets for gateway feature only. Stone column base highlights gateway as a distinct focal feature.

B. Preferred Street Light and Pole:

Core district highlighted with additional sidewalk luminaire, standard size double hanging baskets and single banner. Optional black decorative steel footing sleeve adds opportunity for additional farm roots detailing or identity branding via embossed logo.

C & D Alternative Street Light and Pole:

Optional luminaire arm style offers a softer traditional look for Harrows streetscape in keeping with the Farm Roots theme. Single streetside luminaire for transitional zones; optional pole colour also distinguishes specific zone.

Family of Furnishings



Paving: Pattern and colour should reflect a neutral 'earthy' platform to highlight the pedestrian environment and support the theme, rather than become part of the theme. A random cobble pattern with a contrasting perimeter banding and utility strip, will highlight the sidewalk environment help to differentiate the downtown core from transitional zones. Accessibility accommodations favour lighter textures, tighter joints and contrasting colours. Sidewalk surfacing to be concrete unit paving or patterned coloured concrete. Colours should remain earthy to neutral - brown, sand, taupe, grey, with high contrast evident between edge and pathway treatments.



Unit paving: Main pathway course in a brown or sand colour, random pattern, with dark grey banding.



Pavement colour: brown, sand, taupe, grey,



Crosswalks: patterned asphalt; earthtone colour to compliment sidewalks.



Optional patterned concrete in a random cobble like pattern, with contrasting banding.



Farm Panel Divides:

Low barnwood fence panels provide separation between parking and pedestrian zones or other areas requiring separation (public and private realm; secure seating areas, play spaces etc) Sight lines are maintained. Planted areas soften transition and provide protection for panels from vehicles. Heavy black steel hardware reflects sliding barn doors.

Bollards:

Highlight zones of transition; or pedestrian / vehicular separation; barnwood posts with heavy black steel brackets to support Farm Roots theme, and to compliment fence panels. Removable for winter -with base capped and flush to the ground.

Bike Rack: MBR 350

Multiple circular form similar to basket strapping, corrugated farm materials; powder coated H.S. steel tube; surface mount or embedded footing; optional customization.



Style Guide - Summary

Style Guide

Collectively, the style is arrived at by assembling materials and colours into a pattern or product that is reminiscent of a development period. Style can be influenced by culture, social trends, technology, function, and aesthetic appeal. Using the Farm Theme as a platform for style development, the streetscape furnishings will be evocative of Harrows past, current and future place as an important farming community in Essex County.

The following influences support the proposed furnishing concept and provide considerations for further detail development for additional furnishings.

Materials

In general, furnishing materials should be reminiscent of equipment, tools, and built materials that support the Farm Root theme. The following outlines the sources that inspire and support material selection for the furnishing palette for Harrow. Appropriate material selection and design is important to maintain authenticity and design integrity. Caution and reserve should be exercised to limit 'over theming'.

Wood:

Source: Barn construction / built structures: beams, cross braces, trusses, sliding barn doors; fencing.

Containers: produce boxes, wood skids, wine barrels, apple baskets

Considerations for using wood as a design element:

- Wood should take on an aged appearance;
- oversized wood beams and posts;
- horizontal planking similar to wood crates;

Metal:

Source: The use of metal on a working farm is evident in farm machinery, hardware, and packaging. Heavy black hardware for fastening, hinges, handles or door slides; flat metal strapping on barrels or bushel baskets; corrugated steel on water troughs, and tubular steel on farm gates and fencing.

Considerations:

- Emphasize metal hardware as a design element with oversized pieces;
- Finish metal with a rust proof (powder coat or similar) finish to ensure longevity;
- Colour in matte black or galvanized grey;

Concrete:

Source: Used primarily for utility purposes, concrete should only be considered to support design intent, rather than function as a primary design material.

Considerations:

- Concrete light poles are preferred over steel or wood for durability and maintenance.
- Efforts to use concrete in a creative way to support the Farm Roots theme can be accomplished by incorporating textures and colour. (eg. patterned concrete paving; concrete unit paving; coloured concrete light poles)



Examples of wood material influences



Examples of metal and steel material influences

Colour

Colours to support the Farm Roots theme are largely based on traditional natural materials (wood and steel) elements (produce, nature) or decoration (painted barns, labels, signs or logos).



4

Section 4
**STREETSCAPE
GUIDELINES**

Pavement & Sidewalks

Paving

The existing sidewalks in Downtown Harrow as shown on the Existing Conditions - Pedestrian Environments map (pg14) are predominantly concrete (1 - 4m wide) with the wide sidewalk conditions being unit paver. The wider sidewalks can be found along King Street. Many of the sidewalks are in various stages of disrepair and will require replacement in the near future.

About Sidewalks

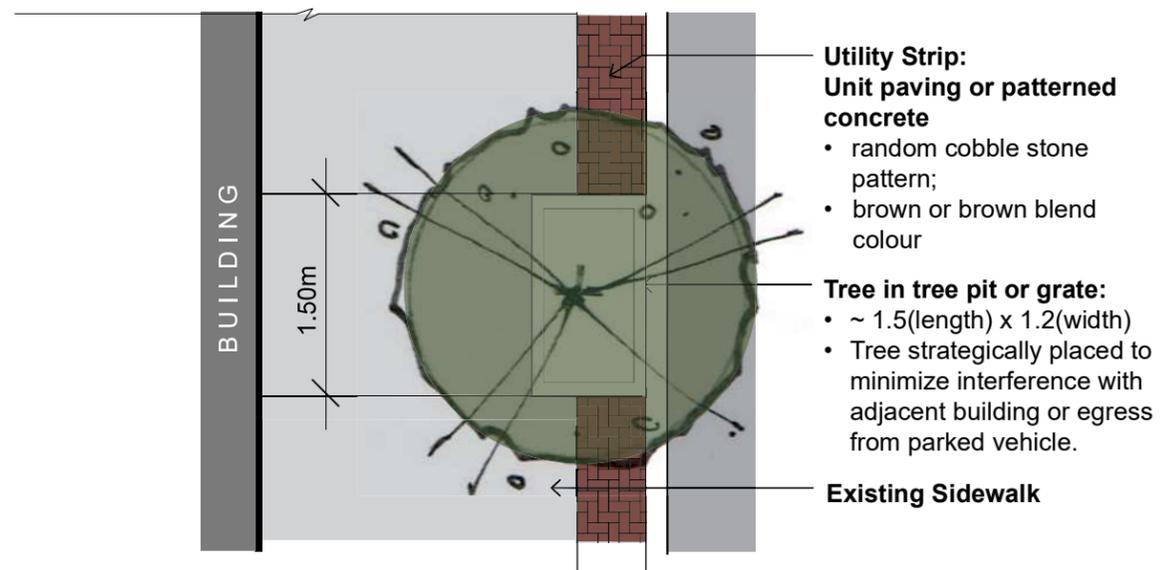
Typically, the pedestrian zone of the streetscape is separated from the roadway pavement by a municipal standard barrier curb (raised) and sloped to drain from the Right of Way/Property Line/Street Line towards this same curb. Cross fall slopes may vary from a minimum of 2% to a maximum of 4% slope.

Immediately adjacent to the curb, is an existing band of unit pavers of varying widths. The band is a 'utility' strip that should contain and organize all the street's fixed elements, for example, light poles and pole mounted features, street trees, hydrants, transformers, furnishings and bike racks. The band also functions as an area for off-loading vehicular passengers, deliveries, stacking refuse, and the temporary piling of snow. The change in texture and the contrasting colour of the band has not only an aesthetic purpose but also serves as a "warning strip" that pedestrians are nearing the roadway – hence a "safety" strip. This is a proven device to aid the visually impaired, children, seniors, etc. Heightened pavement treatments are also proposed for other specific areas of the pedestrian zone to enrich the pedestrian experience.

Walkway surfaces located adjacent to the utility band or between bands shall be either poured in place concrete with a non-slip broom finish or additional unit paving with a contrasting band. Poured concrete will include the appropriate quantity and location of jointing to control cracking. An aesthetic approach to 'jointing' should also be considered; align joints with edges, banding etc. Tactile detectable warning surfaces should be utilized at the entry to all ramped walk/roadway crossings. Refer to 'The Plan - Treatments' page xx for paving details for core and transitional areas.

Optional Corner Treatment: 'Word Phrase' curb detail can be used on the crosswalk corner curbs at the main intersection of King St. and Queen St.

Proposed Typical Sidewalk Treatment: +/- 3 meters wide



Proposed Pavement Treatments:



Utility Strip Paving Material
pattern: Random
colour: brown/beige blend



Crosswalk: Stamped Asphalt - similar pattern as sidewalk

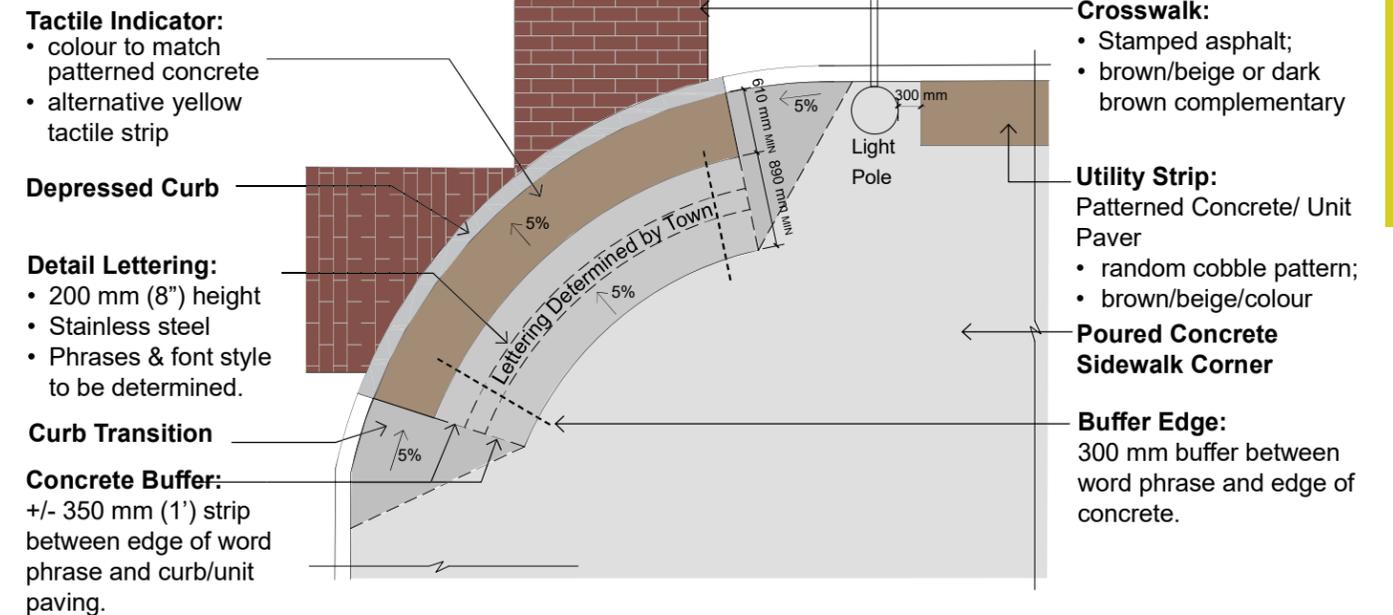


Tactile strip: alternative (accessibility)



Optional Pavement detail

Optional Corner Treatments: 'Word Phrase' Detailing with Tactile Indicator & Curb Transition



RECOMMENDATIONS

ACCESSIBILITY

DID YOU KNOW...
The Accessibility for Ontarians with Disabilities Act (AODA) has requirements on exterior paths of travel and depressed curbs? Refer to section 80.27 for more information including tactile walking surface indicators.

Street Greening

Benefits of Street Trees in Downtown Harrow

Planting trees in urban areas create more livable and sustainable communities that invite visitors and retain business in the downtown core. Trees have significant benefits to the economic success of small town businesses; it is proven that for every dollar spent on trees, the return is \$2-5 in benefits back to the community (Cullington, 2008). Trees help define the downtown and can give residents a sense of civic pride.

Community Benefits

- *Good for Business:* Shoppers are more likely to visit communities with greenspace and vegetation since they have better business quality, more convenient shopping and lower crime rates. Shoppers are more likely (7-10%) to spend money in urban centers with street trees (Cullington, 2008). Street trees create a sense of place and increases the likelihood of shoppers returning if their experience was memorable (Wolf, 2009).
- *Pavement Longevity:* Trees have longterm benefits: they can help extend the life of streets and roads (10-25 years) by reducing summer surface temperatures of pavements (Cullington, 2008). In doing so, trees also reduce the heat island effect by providing shade and cooling the air.

Resident Benefits

- *Increase Real Estate Values:* Landscaping and street greening can increase the value of homes and businesses. Trees increase real estate values by 3-6% (or more) and can increase commercial real estate rates by approximately 7% (Cullington, 2008).
- *Reduce Energy Costs:* Trees can reduce the necessity for summer air conditioning and the reliance on winter heating. Shade trees block sun in the summer and serve as windbreaks to shield and protect buildings in the winter.

Environmental Benefits

- *Benefit Wildlife:* Trees can help increase biodiversity in urban environments and support habitat for species such as birds, bugs and small mammals (Cullington, 2008).
- *Encourage Sustainable Transportation:* Urban trees increase streetscapes appearance so people are more likely to get out of their cars and use sustainable modes of transportation like walking or biking.

Health Benefits

- *Clean Our Air!:* Trees provide clean air. A single tree can provide enough oxygen for two people for an entire year (Cullington, 2008). Trees also help filter the air and reduce air pollutants and gasses; a mature tree can absorb 54-110kg of air pollutants each year (Cullington, 2008).
- *Relieve Stress:* People who are exposed to nature or can view trees and greenspace from their workspace have reported reduce stress levels and greater job satisfaction. Studies report that people are even 23% less likely to take sick days (Cullington, 2008).

Harrow's Existing Street Greening:

Streetscape greening in downtown Harrow consists of the following:

Street Trees:

- Approximately 13 street trees in various states of health or decline.

Seasonal Hanging Baskets:

- Approximately 9 hanging baskets on various light poles;
- Maintained by the Town.

Park and Open Green Spaces:

- *Cenotaph Park:* This prominent park is well situated on the main street within the downtown core along King St. with secondary access off Queen St. It is home to the Cenotaph, two gazebos, benches, and it has a mix of deciduous shade trees and evergreen trees and planting beds;
- *Chrysler Canada Greenway:* This 50km trail system connects various trail users to Harrow along Queen St. N. The overall system is located throughout the Essex Region and is one of Canada's most beautiful trails for hiking, biking, running, birding and cross country skiing.

References

Cullington, J. (2008) *Planting our Future: A Tree Toolkit for Communities [PDF]*. Kelowna: Union of British Columbia Municipalities.

Wolf, K. L. (2009). *City Trees and Consumer Response in Retail Business Districts. Handbook of Research on Retailer-Consumer Relationship Development Advances in Marketing, Customer Relationship Management, and E-Services, 18(2), 152-172. doi:10.4018/978-1-4666-6074-8.ch009*

Strategic Siting of Trees

The following guidelines create the basis for locating appropriate greening opportunities. Tree placement should adhere to these guidelines:

- 15 metres away of a signalized intersection;
- 10 metres of a non-signalized intersection;
- Planted 3 metres clear of fire hydrants and driveway aprons and 3 metres clear of utility poles ;
- Trees should not obstruct the visibility of regulatory or cautionary traffic control devices;
- Should minimize interference with building entrances or store front signs;
- Not be located over shallow utility lines;
- Be appropriate for sidewalk widths (< 2.5m);
- Not block parked car door egress points.

Given these placement considerations and challenges, trees typically get placed on 15m to 25m spacing. Emphasis must also be placed on providing sufficient below and above grade growing space to encourage the long-term health of any new plant material.

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

Best Tree for Best Use

Tree species selection and maintenance is equally critical as their location within a streetscape. Proper selection of species will return a greater overall health and longevity. Species selection should encapsulate:

- Tolerance of conditions, growing zones, strength of wood, growth speed and water requirement;
- Open airy canopies will permit better views and light filtration. Trees with denser canopies will look visually 'heavy' and cast darker shadows;
- Growth size of trees and form.

Tree maintenance and pruning as the tree grows will:

- Ensure hazards (low branches) are removed;
- 'Up pruning' to raise foliage and limbs above pedestrian heights to accommodate pedestrian movement;
- Selective pruning through canopy (allow light filtration);
- Refrain from 'topping' a tree (ie. removing the top branches/ foliage of a tree) as it will cause a surge of new growth where material has been removed, causing a greater obstruction. It also decreases the health and longevity of the tree.

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



Parking Lot Buffers

- Separate the parking lot and pedestrian sidewalk with a planted boulevard;
- Maintain sight lines into and out of parking lot;
- Consider multi season interest;
- Consider maintenance.

Border Planting:

- Keep planting low to not obstruct views and windows;
- Consider multi season appeal;
- Keep plant beds full to limit weeds.

Removable Planters - Seasonal Displays

- Planters to be durable and heavy;
- Match theme: barn wood, hardware;
- Consider self irrigation system/ reservoir;
- Maintain ground clearance for easy removal with forklift.

Street Trees

- Plant in open tree pits with groundcover;
- Optional tree grate - AODA approved;
- Consider irrigation portal, lighting and below grade stabilizing guy system;
- Tree grates to accommodate tree trunk growth with flexible/ adjustable centre;
- Include soil cells to encourage maximum tree growth potential.

Plant Species Guidelines:

(N) - Native

Street Trees:

- Acer rubrum - Red Maple (N)
- Acer saccharum - Sugar Maple (N)
- Celtis occidentalis - Common Hackberry (N)
- Tilia americana - Basswood (N)
- Pyrus calleryana - Ornamental Pear
- Syringa reticulata - Ivory Silk Lilac

Trees for Highlighting

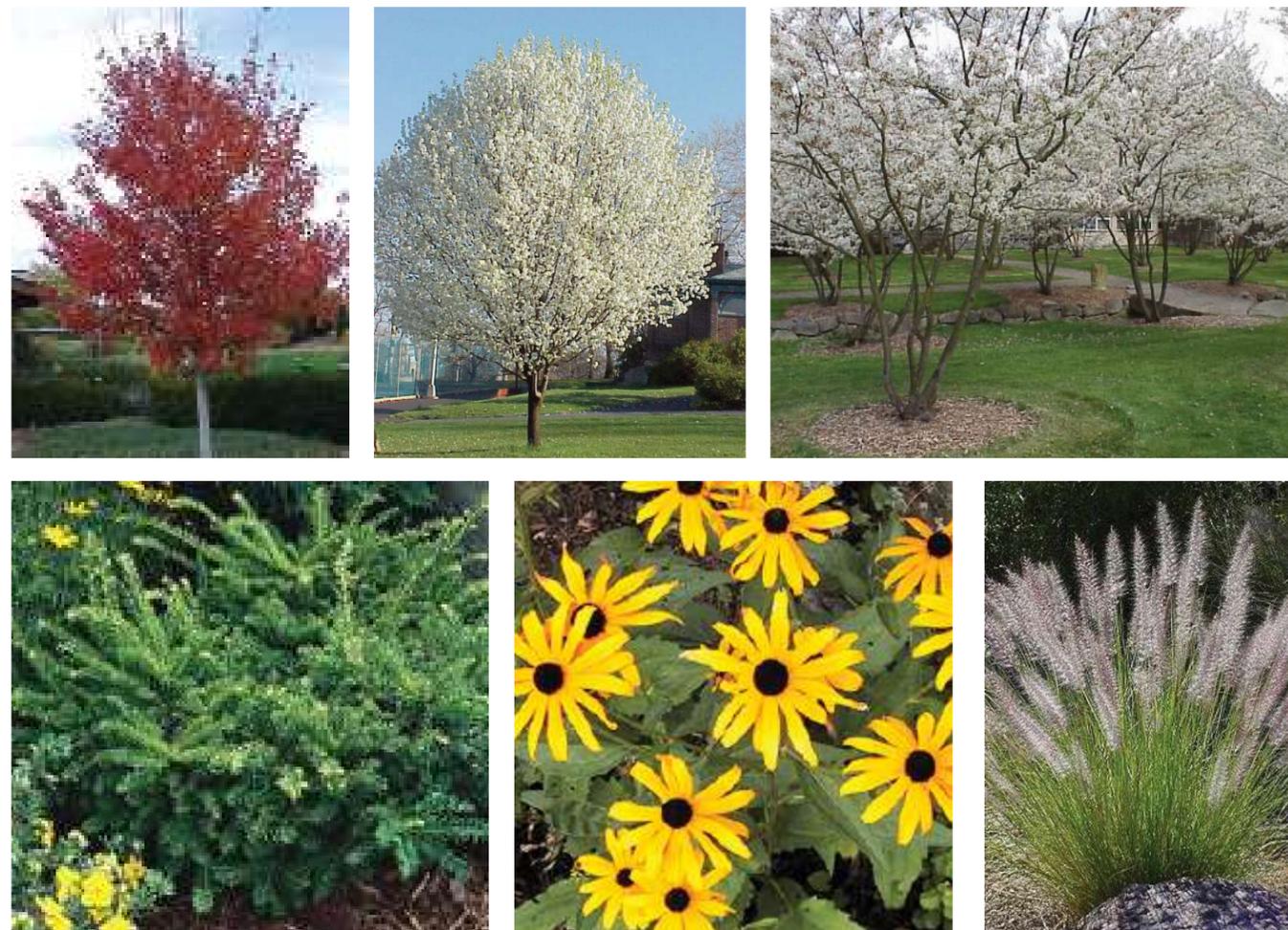
- Amelanchier - Serviceberry (N)
- Malus varieties - Crabapple
- Pyrus varieties - Ornamental Pear
- Viburnum lentago - Nannyberry (N)
- Rhus typhina - Staghorn Sumac (N)

Shrubs

- Lonicera nitida 'Lemon Beauty' - Honeysuckle
- Potentilla fruticosa 'Goldfinger' - Cinquefoil
- Spiraea japonica 'Anthony Waterer'
- Sorbaria sorbifolia - False Spirea
- Taxus canadensis Canada Yew (evergreen)
- Cornus species (N)
- Rhus aromatica - Fragrant Sumac (N)

Perennials

- Hemerocallis sp.- Daylily
- Sedum spectabile - Autumn Joy Sedum
- Pennisetum alopecuroides 'Little Bunny' - Fountain Grass
- Rudbeckia sp. - Black-eyed Susan (N)
- Veronica 'Sunny Border Blue' - Speedwell
- Coreopsis sp. (N)
- Echinacea sp. (N)



RECOMMENDATIONS

Urban Design Guidelines

DID YOU KNOW...

CPTED

DID YOU KNOW...

Trim overgrown plants to establish clear sight lines as a natural surveillance method to minimize undesirable behavior! Refer to CPTED Ontario for more information.

CIP

DID YOU KNOW...

Landscaping around your private business may make you eligible for a rehabilitation grant incentive through the Harrow Community Improvement Plan.

GREEN MEASURES

DID YOU KNOW...

Using native plant species benefits wildlife and are adaptable to the local environmental conditions and have an increased chance of survival!

ACCESSIBILITY

DID YOU KNOW...

The Accessibility for Ontarians with Disabilities Act (AODA) has specific requirements to make sure 'pedestrian' travel routes meet the accessibility requirements? Refer to section 4.1, Design of Public Spaces Standards (Accessibility Standards for the Built Environment)!

Furnishings

Benches

The proposed standard bench for Harrow is the Mellville 146 Bench with powder coat black or steel grey colour, with a wood seat. A powder coat finish is achieved by applying free-flowing, dry powder to the frame's surface which is cured under extreme heat. The finish creates a much tougher paint and protects the frame from rust compared to a conventional paint.

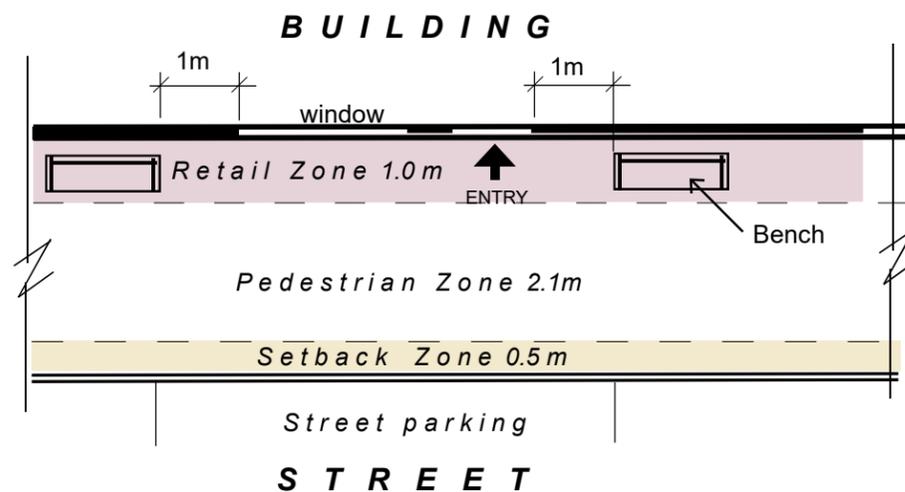
Participants of the workshops expressed the need for additional seating in the downtown area. As a minimum, there should be at least one bench per standard community block, or one for every 200m. Additional benches may be placed in front of businesses that have the space and or need for a rest area, such as convenience stores, fast food or coffee shops. Benches may be included in park areas, along designated walkways on town trails, or in areas where waiting may be necessary (the theatre).

Guidelines for Benches and Placement

- Keep benches out of the 'Pedestrian Zone' ;
- Maintain interesting views away from benches and avoid views towards parked cars or blank walls.
- Maintain a barrier free zone of 1m around the perimeter of the bench for accessibility. Planters may be placed on the ends, provided access to the front is kept clear;
- Benches may be placed perpendicular to the sidewalk if space allows. Place approximately of 0.75 - 1.5m apart;
- They should be placed:
 - 2m from the end of a curb radius;
 - 1m from a curb cut;
 - 1m from a light pole, utility pole or tree
 - 2m from a fire hydrant;
- Benches should not obstruct sight lines at intersections and should not obstruct potential bicycle traffic;
- Benches should be placed in areas that warrant observation, reflection and waiting ie. near restaurants, parks and open space, libraries, civic spaces, banks etc.
- Benches should not obstruct areas requiring larger gathering spaces.



Steel frame bench (Mellville by Landscape Forms) that supports the Farm Roots theme.



Bench Placement Sidewalk +/- 3.0m wide

Waste Receptacle Units

Harrow uses a trash receptacle similar to the MLWR200-32 SERIES. The Town of Essex currently maintains a number of waste receptacles throughout downtown. Additional waste receptacles, varying types of residential styles, have been added by business owners. Noted by community members during the online open house survey were the lack of recycling units found in the downtown area.

Trash receptacles in the downtown area are a necessary street furnishing and should be included as part of a standard streetscape furnishing program. To better support tourist activity, recycling containers should be provided at high visibility areas ie. picnic areas.

Guidelines for Waste Receptacle Units and Placement:

- Utilize a smaller opening with the cup top or the domed cover top to accommodate standard 'street trash' - cups, pop cans, papers, wrappers etc. and therefore discourage bagged trash;
- Include recycling units as part of the furnishing program;
- Place waste receptacles in appropriate locations such as convenience stores, coffee shops, restaurants, at the beginning and end of the waterfront trail, parks or waiting areas;
- Keep waste receptacles near entrance doors, in well lit areas, away from direct access from a parking stall or parking area to discourage misuse;
- Supply a dogie bag station in areas with noted clean-up issues;
- Include trash receptacles near public gathering spaces or high frequency retail outfits (LCBO, grocery stores, restaurants, theatre).



Waste Receptacles that are functional and support the Farm Roots theme.

Bike Rack

Harrow currently uses the Maglin MBR200 bike rack. Bike racks have been installed throughout the downtown core along King St. The bike racks have become a hazard, frequently removed and stolen due to poor installation.

The Harrow Ambulance Association donated the existing bike racks found in downtown Harrow. To continue facilitating a safe and convenient cycling environment, it is recommended Harrow replaces existing bike racks and install supportive bike culture amenities (wayfinding, information areas, drinking fountains, bike repair station) as part of the community's furnishing program.

Guidelines for placement:

- Bike parking should be based on appropriate and common cycling destinations (parks, trail heads, farmers market, parking areas);
- Bike racks should not be located in pedestrian zones or gathering spaces;
- Bike racks should be placed at regular intervals along known bike routes, in areas with other street furnishings;
- Groupings of two or more racks is preferable to accommodate cycling groups;
- Parking areas should have a designated bike area, located near the parking lot entrance.



🌿

GREEN MEASURES

DID YOU KNOW...

Placing bike racks throughout the downtown encourages active transportation and a healthy lifestyle!

Banners

Harrow currently has banner brackets installed on existing light and hydro posts. Throughout the downtown, banners should be installed along with seasonal hanging baskets that promote the Farmers Market and to welcome visitors. The Transitional zone shall alternate banners with seasonal hanging baskets. The Core District will have banners and seasonal hanging baskets.

Banners can do many things for a downtown. They are festive, informative and unifying. All banners should reflect the 'Farm Roots' theme. Cloth banners can be interchangeable throughout the year. The following guidelines are for banner design and placement:

Guidelines for banner design and placement:

- Keep the message simple. Banners should be designed to create awareness, not convey complicated messages. A few words, or the name of the area, is sometimes enough;
- Use large font size in an easy to read style that can be read from a moving vehicle;
- Use only a couple of strong contrasting colours for maximum effect;
- Use simple graphics or strong imagery. Fine detail is lost from a distance;
- Avoid dark banners as they are harder to read at night;
- Basic rectangle design is the most common and are easily reproduced;
- Specify sun/UV/ fade resistant colours; multi season and temperature suitability with tear resistance;
- Increase banner size to highlight an area such as a district or gateway;
- Maintain a common theme with a style or layout; include variety with colour and or graphic image;
- Banners should be perpendicular to the road and high enough to not interfere with maximum height allowance for vehicles.
- Integrate with hanging baskets on the bottom so that there is no interference;
- Coordinate a colour scheme between banner and floral display.



Custom Metal Panel - Permanent

Double Cloth Banner - Interchangeable

Bollards

Bollards are useful for highlighting entrance ways to parking lots, identifying boundaries and separating vehicular and pedestrian travel zones.

Guidelines for bollard design and placement:

- Maintain a consistent spacing for multiple bollards;
- Bollards should be tall enough to be effective as a barrier, but should not block sight lines;
- Lighting could be included to highlight entrances;
- Solar lighting or LED (light emitting diodes) is an environmentally friendly option for bollards.



RECOMMENDATIONS

ACCESSIBILITY

DID YOU KNOW...

The Accessibility for Ontarians with Disabilities Act (AODA) has requirements to ensure furniture placement meets the accessibility requirements!

CPTED

DID YOU KNOW...

Appropriately placing furnishings can create a sense of ownership to a space and may minimize criminal behavior! Refer to CPTED Ontario for more information.

GREEN MEASURES

DID YOU KNOW...

Buying local, high quality, durable furnishings is not only sustainable but supports the local economy too!

Parking Lots & Void Spaces Next to Sidewalks

Many downtown parking lots, both private and public, are adjacent to a designated sidewalk. The presence of the parking lot itself presents various issues to the public realm. The void in the streetscape building fabric causes disinterest for the pedestrian while the direct conflict between the pedestrian and vehicle causes safety concerns, and the nature of a paved parking lot is neither visually attractive or physically comfortable for the pedestrian. Vehicular entrance ways and exits are not often designated causing unsafe conditions for both driver and pedestrian. Appropriate treatment and design of a buffer zone between parking lot and sidewalk would solve these concerns and provide benefits to the streetscape and to the parking lot environment. These guidelines apply to privately owned parking lots and vacant lots that are adjacent to the sidewalk in the downtown area.

Design Considerations:

- Designate specific entrance and exit lanes into and out of the parking lot;
- Highlight entrance / exit ways with a marker such as a bollard or gateway post that supports the character or style of the designated streetscape furnishings;
- Provide appropriate signage for parking lot use;
- Barrier zones should be maximized based on the available space.

Boulevard or Corner Treatment:

- Provide a physical separation zone between the sidewalk and parking lot as a safety barrier for pedestrians;
- Barrier treatments should fit in with the streetscape design guidelines or character presented by the surrounding streetscape;
- Sight lines for drivers should be maintained at entrance and exit portals (ie planting or fencing needs to be low enough for unobstructed sight lines);
- Treatments should remain low enough to maintain sight lines into the space, (to respect Crime Prevention Through Environmental Design principles - CPTED) but offer some measure of physical separation;
- Treatments might include a planted barrier with trees, shrubs and perennials that support the streetscape guidelines for streetscape planting;
- Maintenance of planting areas should be considered;
- For building parcels with future development plans, raised removable tree planters may be considered;
- Alternative measures might include curbed plant beds, rain garden planting, or low fence and planting combinations;
- Should space allow, the barrier zone could accommodate street furnishings such as benches, lighting, waste receptacles, and bike racks.

Urban Design Guidelines

DID YOU KNOW...

CIP

DID YOU KNOW...

Landscaping around your private business may make you eligible for a rehabilitation grant incentive through the Harrow Community Improvement Plan.

CPTED

DID YOU KNOW...

Appropriately placing furnishings can create a sense of ownership to a space and may minimize undesirable behavior! Refer to CPTED Ontario for more information.



Low fence with planting provides a separation zone and a screen between sidewalk and private parking lot.



Bollards can be used to provide a separation zone and tie in elements throughout the downtown.



Large planting beds to highlight entrance and exit lanes into parking lot as well as provide a buffer between parking lot and pedestrian sidewalk.



Curbed planting bed provides heightened separation as well as provide opportunities to accommodate street furnishings.

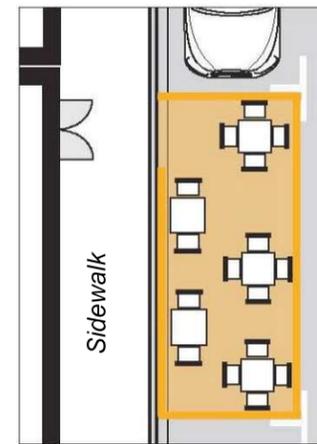
RECOMMENDATIONS



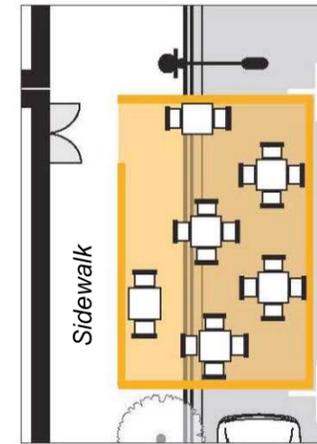
“Spill-out” Cafe’s, pedestrian courtyards, outdoor cafe’s or similar features can add character and vibrancy to Harrow’s downtown and provide a welcoming place for people to meet, relax and dine. “Spill-out” Cafe’s are attractive installations that enhance the streetscape and provide an amenity to support walking and vibrant street life within the downtown by borrowing space from existing parking spaces. They can transform the downtown streets by creating energy and drawing people into the area. These guidelines will apply to businesses located within the project limit, where they have an opportunity to apply to transform parking spaces into vibrant, social public spaces between the months of March through December (the Season). Spill-outs are installed in existing parking spaces, along the curb edge to create an attractive setting for eating, reading, working, meeting a friend or taking a rest.

Design Considerations:

- Spill-Out’s are proposed to be located on municipal streets where existing sidewalks are currently too narrow to allow for outside seating. Locations and design of “Spill-Out” cafés should enhance the pedestrian experience along sidewalks and not negatively impact the movement of people or vehicles in the area.
- A “Spill-Out” café can be allowed only if its location and construction will maintain a safe, secure and comfortable environment for pedestrians using the public right-of-way.
- A “Spill-Out” café should reinforce the character of the area. The design and materials should respect the setting of the surrounding streetscape, buildings and neighbourhood and be finished with quality materials.
- Lighting fixtures should complement the character of the business.
- Consideration for neighbouring trees and boulevards should be taken into account with the design of sidewalk cafes.
- A “Spill-Out” Café must be publicly accessible and signed as such.
- Each “Spill-Out” Café should have some vertical elements (e.g. planters, umbrellas) so that it is visible from vehicles.
- A “Spill-Out” Café must include a continuous physical barrier along the street facing perimeter while maintaining clear visual sightlines to the street.
- The sidewalk-facing side of a “Spill-Out” Café should be open to pedestrians.
- A “Spill-Out” Café must not be wider than 6 feet, in order to be narrower than surrounding parked cars.
- The maximum length of the “Spill-Out” Café may not be longer than the frontage of the applicant’s establishment.
- The platform should be as flush with the sidewalk as possible. At a minimum 12’ of the platform must be flush with the sidewalk to provide wheelchair access.
- The “Spill-Out” Café must allow for easy access to the space underneath.
- A “Spill-Out” Café must be load-bearing: at least 750lbs per square foot.
- Curbside drainage must not be impeded.
- Chairs and tables must be brought indoors or locked and stacked outside each night.
- The business with the “Spill-Out” café license is responsible for its maintenance.
- The Town of Essex will assess each site and will determine necessary traffic safety improvements, including but not limited to, traffic markings, flexible bollards, and wheel stops.



On-Street Parking Layout Example



Combination Parking Layout Example



On-Street parking “Spill-Out”

RECOMMENDATIONS

Urban Design Guidelines

DID YOU KNOW...

The Town of Essex Urban Design Guidelines for Harrow and Essex Centre encourages businesses to develop Spill-out’s? Refer to section 4.5 Outdoor Cafes and Patios

ACCESSIBILITY

DID YOU KNOW...

All installations should be Accessibility for Ontarians with Disabilities Act (AODA) compliant!

CIP

DID YOU KNOW...

Adding an outdoor cafe spill-out to enhance your private business may make you eligible for a Outdoor Café, Patio, and Commercial Outdoor Space Grant incentive through the Harrow Community Improvement Plan.

Alley & Laneways

Alley and laneways are important connectors for pedestrian thoroughfare and offer short cuts and easy access to parking lots or other areas of the downtown. Alleys are also important vehicular access points to back of building spaces - serving emergency vehicles, utility trucks and service delivery vehicles, as well as customer and tenant parking. As such, they are shared laneways that need to service the vehicle, but remain comfortable and safe for pedestrians. Most laneways are privately owned and most likely are part of a right of way with limited 'development' potential and must remain open and free of obstruction for multiple use. As supportive pedestrian walkways, these private laneways become an important part of the public realm in terms of maintaining a walkable environment. This guideline will apply to alleys and laneways that accommodate vehicular and/or pedestrian traffic traveling from one public space to another, and to those that accommodate the public to a private space such as a parking lot provided by the business.

Design Considerations:

- If the laneway offers access to a public space, parking lot or is a connecting link for an alternative thoroughfare to another part of the community, the laneway should be functional and visually appealing for both pedestrian and vehicular use;
- Materials should conform to Harrow's streetscape guidelines;
- If space allows, a designated pedestrian zone could be identified through the change of pavement material or colour;
- Entrance and exit areas should be clear of obstructions and should offer the driver a clear view of the upcoming road way;
- Building walls facing the laneway should be free of disrepair and/or should be restored or repaired to support a unified look with the associated building façade;
- Should the space allow single lane traffic only, consideration should be given to making it a one way lane pending an alternative exit point from the back of building space;
- Road surfacing should be accessible, should drain properly, and should be free of damage and pot holes;
- Signage from both the main street and the back of building side should clearly indicate that the lane is shared by vehicles and pedestrians;
- Signage should conform to the standards in the Town of Essex Urban Design Guidelines for Harrow and Essex Centre, and also meet municipal zoning by-laws if applicable;
- Lighting should be considered for the entire length of the lane to ensure safe pedestrian passage;
- Overhead arbors or entrance features could be considered in order to highlight access from the street. Special consideration must be made to accommodate emergency vehicular access in regards to height and width of such entrance features. Lighting may be integrated within these structures.
- With support from the neighbouring property owner wall dressings (such as vertical planting, artwork, murals, trompe l'oeil, banners, hanging baskets etc.) could be considered (space allowing) to enliven the pedestrian experience.



Private alley and laneways can involve a range of elements to create a welcoming space to connect pedestrians through downtown Harrow.

RECOMMENDATIONS

CPTED

DID YOU KNOW...

Using appropriate lighting to highlight alleys/ laneways is just one way of using the CPTED standards to minimize undesirable behavior! Refer to CPTED Ontario for more information.

Urban Design Guidelines

DID YOU KNOW...

The Town of Essex Urban Design Guidelines for Harrow and Essex Centre has guidelines for signage and lighting? Refer to section 5.2.

Setback Spaces

Most buildings along a main street are built directly to the property line. However, in some instances, some buildings are set back from the property line, offering more room or space to the public realm. This space can be used by the property owner / business proprietor for retail purposes in the way of sidewalk sales or for seasonal adornment, or if large enough, for outdoor cafe space. When this is not the case, this setback zone will be seen as belonging to the street and can be a real asset for streetscape activity. This guideline applies to setback spaces on a downtown street that are between a private building façade and a public sidewalk.

Design Considerations:

- Surface Conditions: Pavements should drain away from the building face, and should be in good repair;
- Pavement materials should be coordinated with the streetscape conditions for a unified streetscape environment;
- In the absence of using the space for retail purposes, the expanded setback space could be used for streetscape furnishings such as benches, waste receptacles, bike racks or seasonal planters.
- Larger zones set away from an entrance door could support street greening, public art, wayfinding, information kiosk, etc.



 **RECOMMENDATIONS**

 **DID YOU KNOW...**
 Plantings and furnishings need to meet the accessibility requirements? Refer to section 4.3 Other Amenities in the Facility Accessibility Design Standards of the AODA.

 **CIP**
DID YOU KNOW...
 Landscaping around your private business may make you eligible for grant incentives through the Harrow Community Improvement Plan!

 **Urban Design Guidelines**
DID YOU KNOW...

Service / Utility / Residual Spaces

Private service and utility spaces can directly effect the overall appreciation of a public space if not managed appropriately. These spaces are inevitable - waste bins, storage areas, utility boxes, loading docks, air conditioners and exterior work spaces are part of many viable downtown businesses. Special treatment of these spaces will ensure that the public is safe from any potential hazard, the space itself is secure from potential vandalism, and that the view of these spaces does not detract from a positive experience. Air conditioners, gas tanks and external utility chambers should be accessible for service, and kept in good repair.

Residual spaces are those 'left over' spaces that might not be functional for the owner, but will have some visual impact to the public realm. These guidelines apply to private service and utility spaces, and residual spaces that have direct visual impact on the public realm.

Design Considerations:

- Workspaces, waste receptacles (dumpsters, multiple waste bins, recycle bins) and storage areas should be physically screened from public view with a secure and solid screen, such as a board fence;
- Property owners should consult with zoning by-laws to ensure conformity for fence heights etc.;
- Residual spaces should be maintained and kept free of debris, or unsightly clutter.
- Materials requiring disposal should be screened appropriately if not being removed from the site;
- Service and utility areas between different users, within a single building or between different buildings, could be shared to maximize space efficiencies;
- Lighting should be designed so that there is no glare or light spilling into surrounding areas.



 **RECOMMENDATIONS**

Recommendations

The following 39 recommendations address tangible streetscape infrastructure for Downtown Harrow. They have been categorized by treatment, product and/or use. While comprehensive these should be considered as a 'living list' and other opportunities for recommendations may be revealed at time of project implementation. All treatments, products, and/or use's should reflect the 'Farm Roots' theme as outlined in the Style Guide section of this report.

Pavement & Sidewalks

1. Replace any sidewalk in disrepair with the suggested typical sidewalk treatment and/or corner treatment (where applicable) to ensure safe, accessible sidewalks.
2. Add a change in texture and/or colour to 'utility' strips to enhance safety along sidewalks for pedestrians.
3. Highlight crosswalks with colour, pavement detail and/or textured pavement to improve both pedestrian and vehicular awareness.

Street Greening

4. Follow the 'Strategic Siting of Trees' guidelines for appropriate street greening opportunities in Harrow.
5. Follow the suggested list of street trees, shrubs and perennials that are appropriate for growing in street conditions to ensure successful growth.
6. Place a tree every 15m-25m along a street to improve canopy coverage, shade and aesthetics along the streetscape.
7. Create partnerships with property owners to encourage private properties to incorporate street greening where parking areas adjoin a sidewalk zone (transition areas).
8. Implement a tree replacement program for dead or damaged trees to continually improve the streetscape experience in Harrow.
9. Regular maintenance and pruning of street greening will ensure hazards are removed from the street.

Benches

10. Replace damaged benches as required with Harrow's "standard bench" in a powder coat finish for heightened protection from rust and decay.
11. Benches, at a minimum, should be placed every 200m, or one every block on downtown streets to accommodate an appropriate amount of rest areas.
12. Follow the 'Guidelines for Bench Placement' for appropriate placement of benches along sidewalks in the Downtown.

Waste Receptacle Units

13. Increase the number of waste receptacles and recycling containers in the downtown core to limit the amount of trash in the streets as well as support tourist activity.
14. Strategically relocate existing curbside waste receptacles to discourage in-appropriate use.
15. As existing waste receptacles reach the end of their life-cycles and require replacement or new receptacles are needed, use new specified units.

Bike Racks

16. The Town should install bike racks at common cycling destinations as well as Town-owned facilities/properties.
17. Business owners should be encouraged to install bike racks to facilitate safe and convenient cycling and support the growing cycling culture.

Banners

18. Generate a seasonal and event banner program.
19. Follow design guidelines for new programs and event banners.
20. Maintain a common theme with simple messages, colour and fonts to highlight important messages or events occurring in Harrow.

Bollards

21. Include bollards in downtown areas requiring spatial definition, separation and/or aesthetic enhancement
22. Use bollards to highlight entryways, boundaries and separate vehicular and pedestrian zones.

Parking Lots & Void Spaces Next to Sidewalks

23. Encourage business owners of parking lots or vacant lots adjacent to sidewalks to use landscape treatments to create transition zones for increased pedestrian safety.
24. Create transition zones using low fencing, bollards, large planting beds, curbed planting beds or street furnishings increasing a space's visual appeal and the street experience.
25. Integrate street furnishings such as benches, lighting, waste receptacles, and or bike racks to not only define the transition space, but incorporate more elements into the street that unify the downtown.
26. Promote financial incentives provided by the Community Improvement Plan to eligible businesses.

"Spill-Out" Cafes

27. Incorporate the "Spill-out" Cafe design considerations into the Urban Design Guidelines.
28. Consider developing an application/ licensing process
29. Develop formal "Spill-Out" Cafe design guidelines that address general functions, appearance, accessibility, maintenance & operation, furnishings, weather protection, heating, lighting & signage, and use of adjacent parking stalls.

Alley & Laneways

30. Champion opportunities for public/private partnerships.
31. Keep alleys and laneways open and free of obstruction to accommodate a variety of users (pedestrian/vehicular/ cyclists).
32. Highlight and identify these connections through a marker (signage), a change of pavement material, colour and/or plant material.
33. Consider lighting to improve safety.
34. If space allows, incorporate wall dressings (ie. artwork, murals, banners, street greening) to enliven the pedestrians experience.

Setback Spaces

35. Consider pavement materials and furnishings that coordinate with existing streetscape elements to unify streetscape environment as well as enhance entrance into stores.
36. Business owners should use setback spaces to accommodate street greening or other decorative elements to improve not only the streetscape environment but improve the properties façade.

Service / Utility / Residual Spaces

37. Business owners should heighten the opacity of any workspaces, waste receptacles and/or storage areas from public viewing with a solid screen ie. wood fence, planting or a combination of both treatments.
38. Keep spaces tidy by removing debris or unsightly clutter from all visible areas.

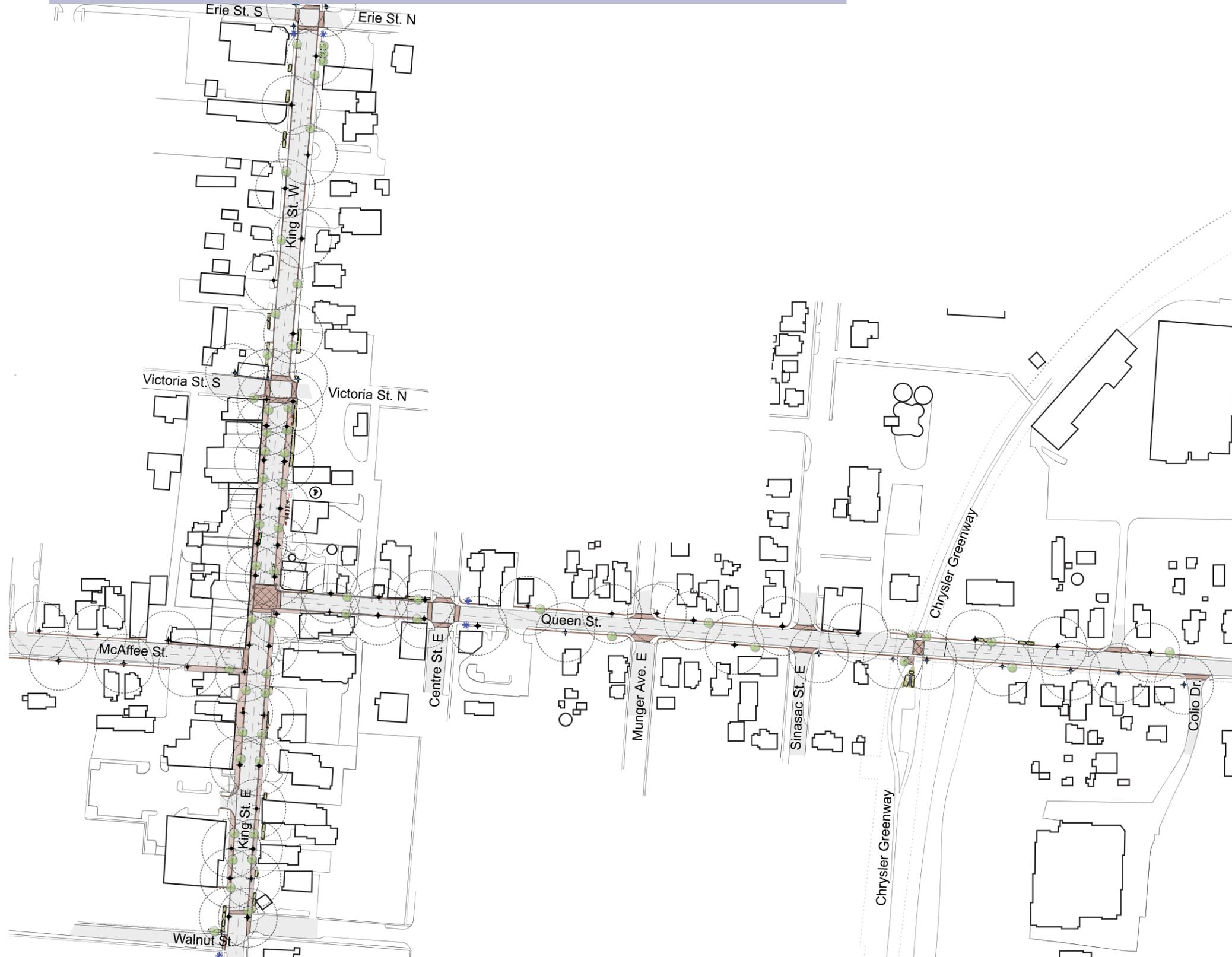
Wayfinding

39. Consider investing in a wayfinding program to help guide residents and visitors throughout Harrow and the Town of Essex.

5

Section 5
THE PLAN

The Plan



Downtown Harrow's streetscape plan separates King St. and Queen St. into two key zones: core district and transitional zone.

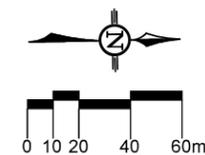
Core District: uses paired street tree planting and light standards with heightened paving, material, and furniture treatments.

Transitional Zone: uses alternating street tree planting and light standards, with a banding strip along the sidewalks. A gateway then marks the entry into the core zone.

The theme is Farm Roots style, founded on Harrow's strong connection to the farming community and related farming activities, food production and packaging.

LEGEND

-  Proposed Street Tree
-  Proposed PLanting Buffer/ Screening
-  Existing Light Standard with Basket
-  Proposed Light Standard with Basket
-  Existing Hydro Pole with Light and Basket
-  Information Booth
-  Public Parking
-  Proposed Bench
-  Proposed Planter
-  Proposed Waste Receptacle
-  Gateway Marker



The Plan: Queen St. Streetscape

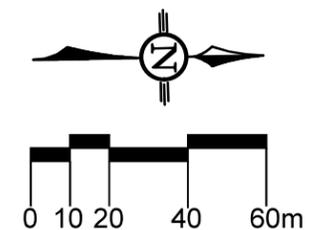
Paired light standards with street trees, heightened sidewalk paving and utility strip. Signifies switch from transition zone to downtown core

Paving Band to unify transition zone to downtown core



LEGEND

-  Proposed Street Tree
-  Proposed Planting Buffer/Screening (CIP Opportunity)
-  Existing Light Standard with Basket
-  Proposed Light Standard with Basket
-  Existing Hydro Pole with Light and Basket
-  Information Booth
-  Public Parking
-  Proposed Bench
-  Proposed Planter
-  Proposed Waste Receptacle
-  Gateway Marker



The Plan: King St. Streetscape

Walnut St. to Victoria St. and McAfee Street to Maple Ave.



Heightened crosswalk with central scramble paving treatment, gateway markers, and transition into downtown core destination

Paving band to unify transition zone to downtown core

Alternative light standards signifies switch from downtown core to transition zone.

Heightened crosswalk with paving treatment and planting buffer

Paired light standards with street trees, heightened sidewalk paving and utility strip. Signifies switch from transition zone to downtown core destination.

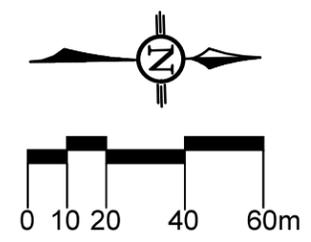
Opportunity for group seating conversation area and planters.

Paired light standards with street trees, heightened sidewalk paving and utility strip. Signifies switch from transition zone to downtown core destination.

Opportunity for group seating conversation area and planters.

Planting/ Landscape Buffer (CIP Opportunity)

- LEGEND**
- Proposed Street Tree
 - Proposed Planting Buffer/Screening (CIP Opportunity)
 - Existing Light Standard with Basket
 - Proposed Light Standard with Basket
 - Existing Hydro Pole with Light and Basket
 - Information Booth
 - Public Parking
 - Proposed Bench
 - Proposed Planter
 - Proposed Waste Receptacle
 - Gateway Marker



The Plan: King St. Streetscape

Victoria St. to Erie St.

Heightened crosswalk with paving treatment

Alternative light standards signifies switch from downtown core to transition zone.

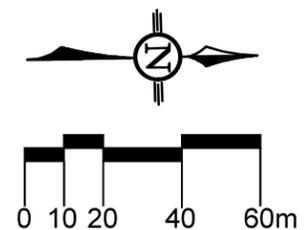
Alternative street trees signifies switch from downtown core to transition zone.

Paving band to signify transition zone to downtown core



LEGEND

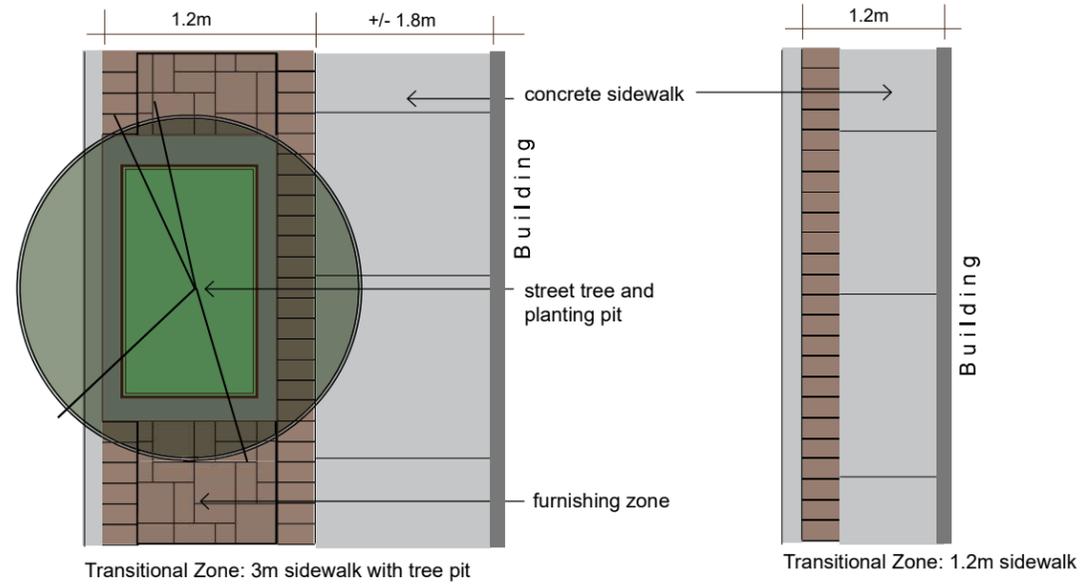
-  Proposed Street Tree
-  Proposed Planting Buffer/Screening (CIP Opportunity)
-  Existing Light Standard with Basket
-  Proposed Light Standard with Basket
-  Existing Hydro Pole with Light and Basket
-  Information Booth
-  Public Parking
-  Proposed Bench
-  Proposed Planter
-  Proposed Waste Receptacle
-  Gateway Marker



The Plan: District & Zone



- Transitional Zone
- Core District

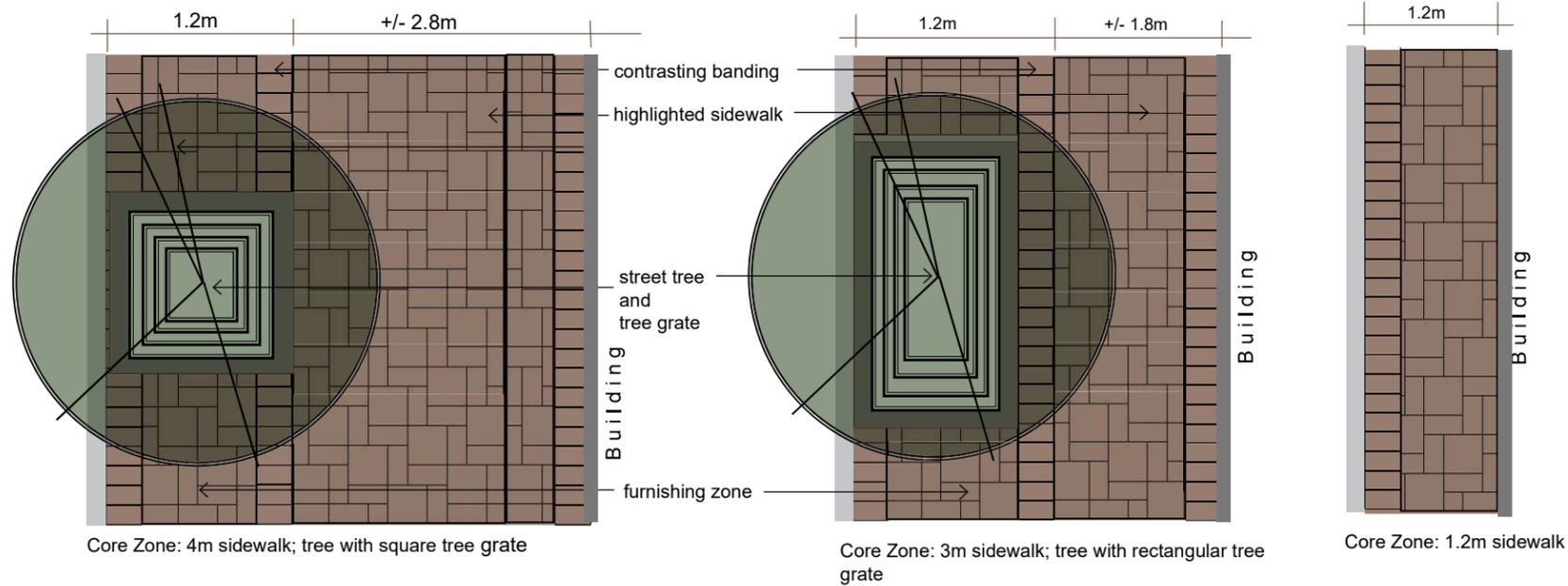


Transitional Zone Treatments

Pavements: Furnishing / utility zone paved with heightened treatment; sidewalk paved with concrete; trees in planted tree pit.



Light Poles: Alternating treatments: light pole with banner/ hanging basket and seasonal planter.



Core District Treatments

Pavements: Sidewalks paved with heightened treatment; trees in grates for maximum surface use.



Light Poles: Opposite symmetrical treatments: all street light poles with sidewalk luminaire, banner, hanging basket and double seasonal planter.

6

Section 6
DEMONSTRATIONS

Standard Sidewalk Treatment

- ISSUE**
- Unappealing pedestrian environment;
 - Lacks visual amenity;
 - Minimal furnishing / retail zones;
 - Poor building / sidewalk interface

- OPPORTUNITY**
- Heightened pavement improves appearance;
 - Unit paver / patterned concrete utility strip replaces existing unit paving;
 - Additional planting in tree pit maximizes greening opportunity;
 - Property improvements such as planted buffers, low fencing and murals complement streetscape enhancements.



Alternative sidewalk pavement treatment: Brown cobble stone style patterned concrete



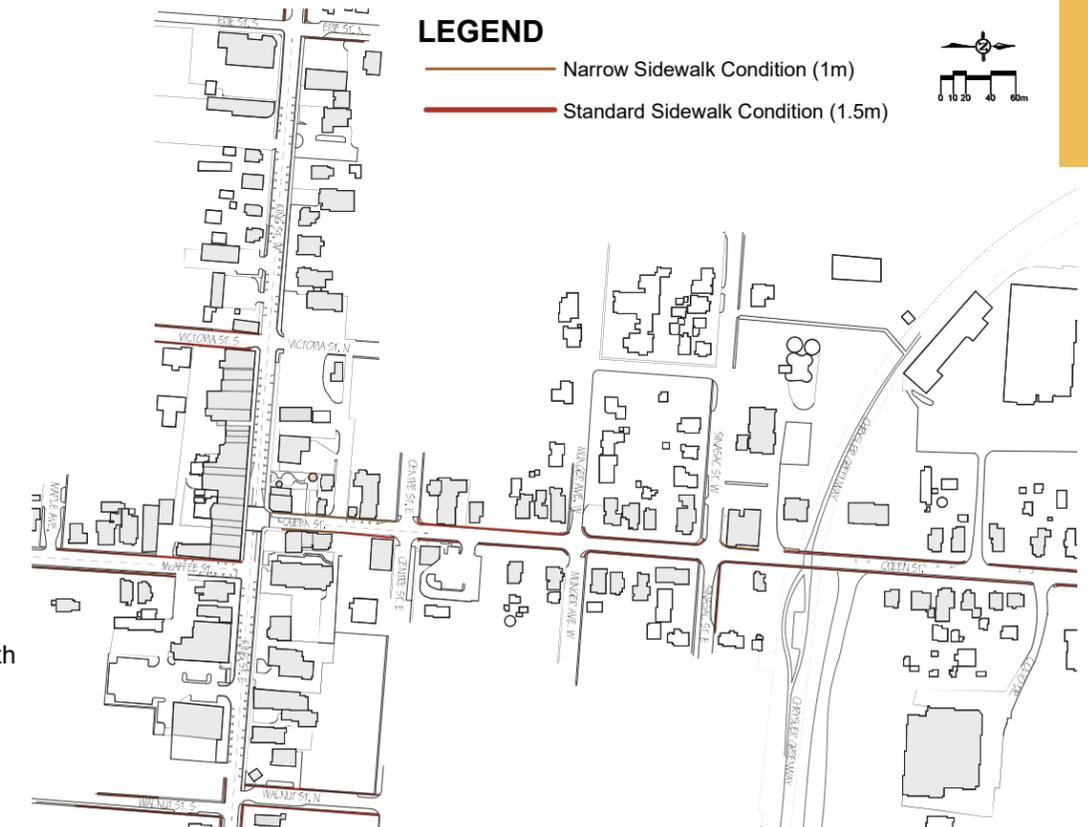
Alternative street tree planting: In decorative tree grate



Additional tree pit planting maximizes streetscape greening opportunity.



- Mural opportunity
- Facade Enhancement - awning
- Street Tree in planted tree pit
- Highlighted Crosswalk
- Supportive Streetscape Enhancements: Planted buffer with decorative fencing (Farm Roots theme)
- Pavement Banding
- Planted parking lot buffer



Proposed Standard Downtown Sidewalk Treatment: Transition Zone

Wide Sidewalk Treatment

ISSUE

- King St. is a primary thoroughfare lacking visual identity and amenity;
- Sidewalks lack animation.

OPPORTUNITY

- Wider sidewalk offers more room for furnishing zone and street tree planting;
- Wider sidewalk offers more space for street tree in tree pit;
- Decorative pavement improves and updates appearance;



Example of decorative utility strip and furnishing zone, tree in tree pit with ground cover.



Tree in tree pit with ground cover.



BEFORE

New Pedestrian and Street Lighting 'Farm Roots' Theme

Benches

Storefront Awning

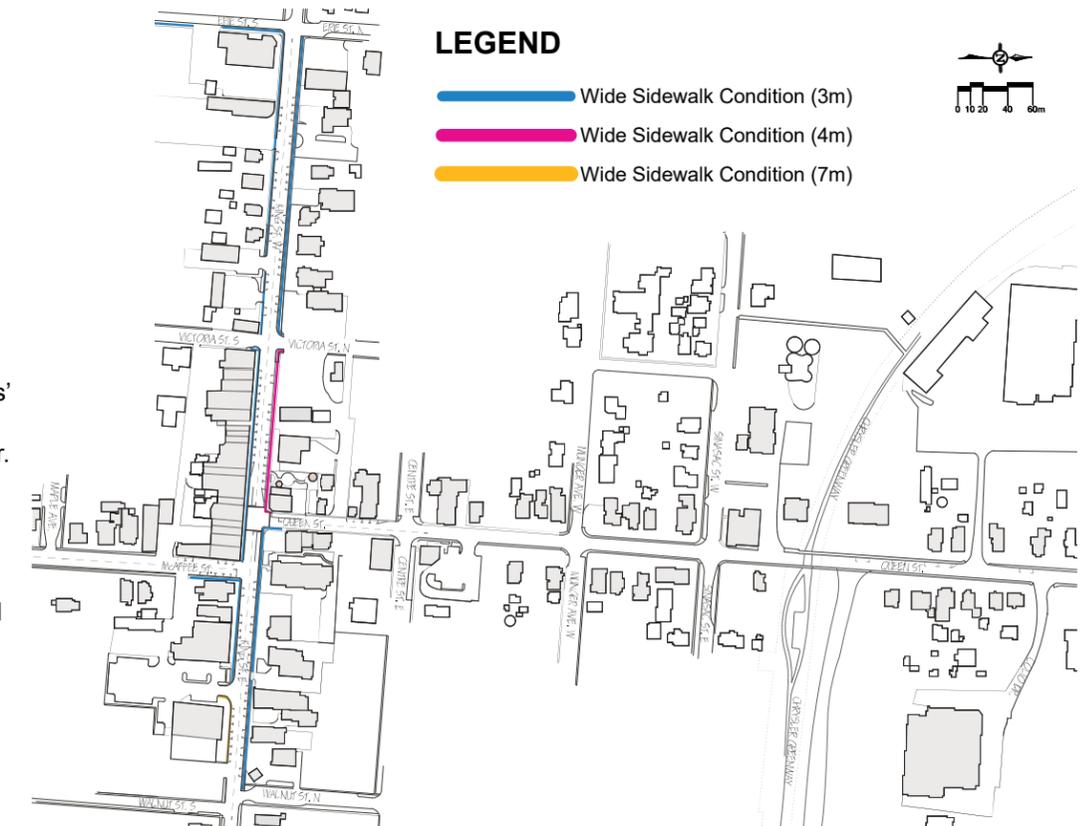
Planted Bump-Out

Seasonal Planters: 'Farm Roots' theme - movable; change with seasons; stored away for winter.

New Unit Paved Sidewalk and Utility Strip - Optional Patterned Concrete

Planted Tree Pit

Proposed Wide Sidewalk Treatment: Core District



Parking Area to Sidewalk Transition

ISSUE

- Unattractive pedestrian environment with no / minimal separation from parking area;
- Lacks visual amenity and spatial definition.

OPPORTUNITY

- Street greening along parking lot perimeter offers spatial definition, and pedestrian friendly environment;
- Primary staging area for information and wayfinding;
- Furnishings (benches, waste receptacles and lighting) complement parking area;

Streetside Parking Lot Buffer & Crosswalk (Typical)



New pedestrian and street lighting with banner and hanging flower basket opportunity

Bench

Planted Buffer Zone: street trees & low planting (grasses, perennials, shrubs, etc); bollards

Crosswalk: impressed asphalt or patterned concrete



Planted island with fence



Stamped asphalt crosswalk



Low planting only



Low fence with planting



Curbed plant bed



LEGEND

Sidewalk with Transition to Parking/ void space



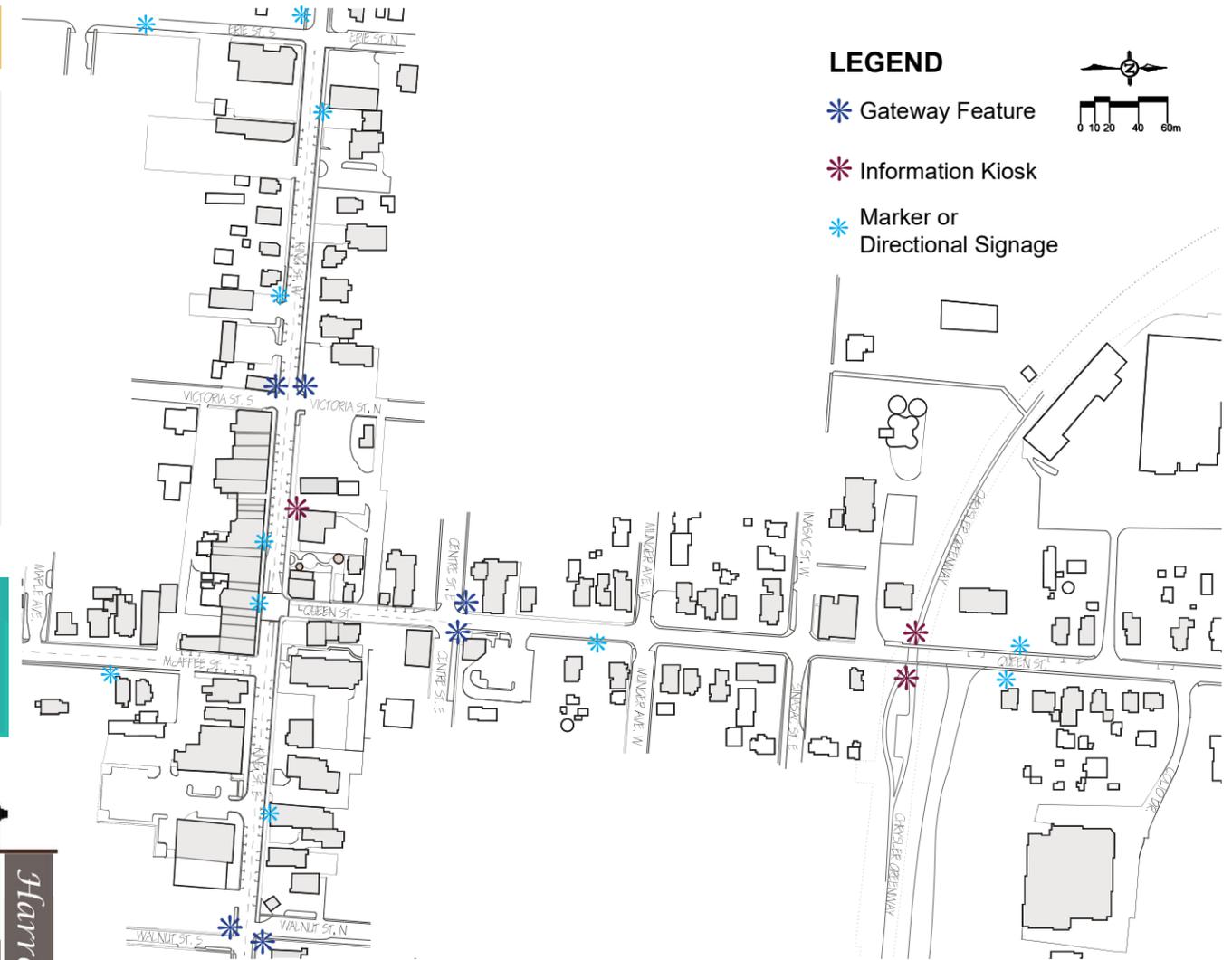
Gateways & Wayfinding

ISSUE

- Current downtown boundaries and gateways are undefined;
- Existing directional signs are ineffective (small, poorly located, unfinished)

OPPORTUNITY

- Downtown gateways highlight the entrance zones for the downtown core and offer a sense of arrival;
- Vertical markers offer variable placement between different entrance points to the downtown;
- Farm detailing define theme for the downtown - oversized wood posts, bollards and heavy black steel hardware, etc. can be used for additional gateways, wayfinding etc.
- Wayfinding elements include information kiosks and maps, directional banners and signs, trail or walking tour markers and place identification signs.
- Wayfinding can also be heightened with pavements, art, murals, sculpture and complimentary detailing.



Opportunities

39. Consider investing in a wayfinding program to help guide residents and visitors throughout Harrow and the Town of Essex.



Community Gateway Marker

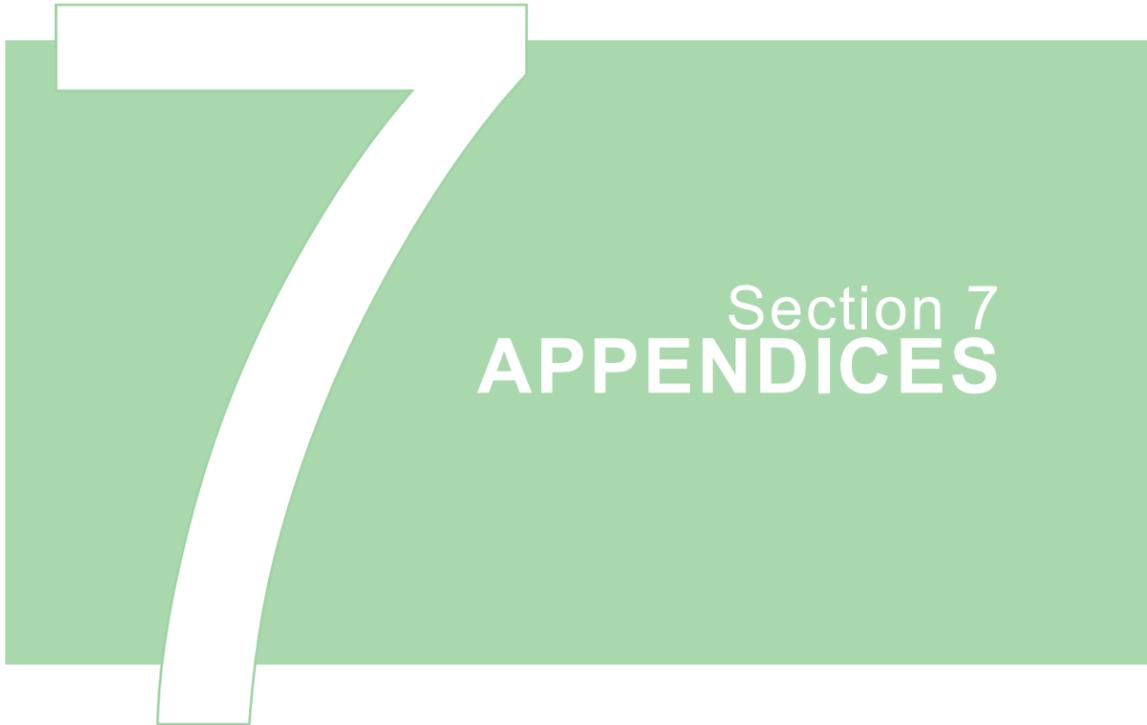


Concept for Gateway Marker: identification banner; oversized wood posts; black hardware and brackets; 'H' Harrow detail. Detailing aligns with farm roots theme.

Directional Panel

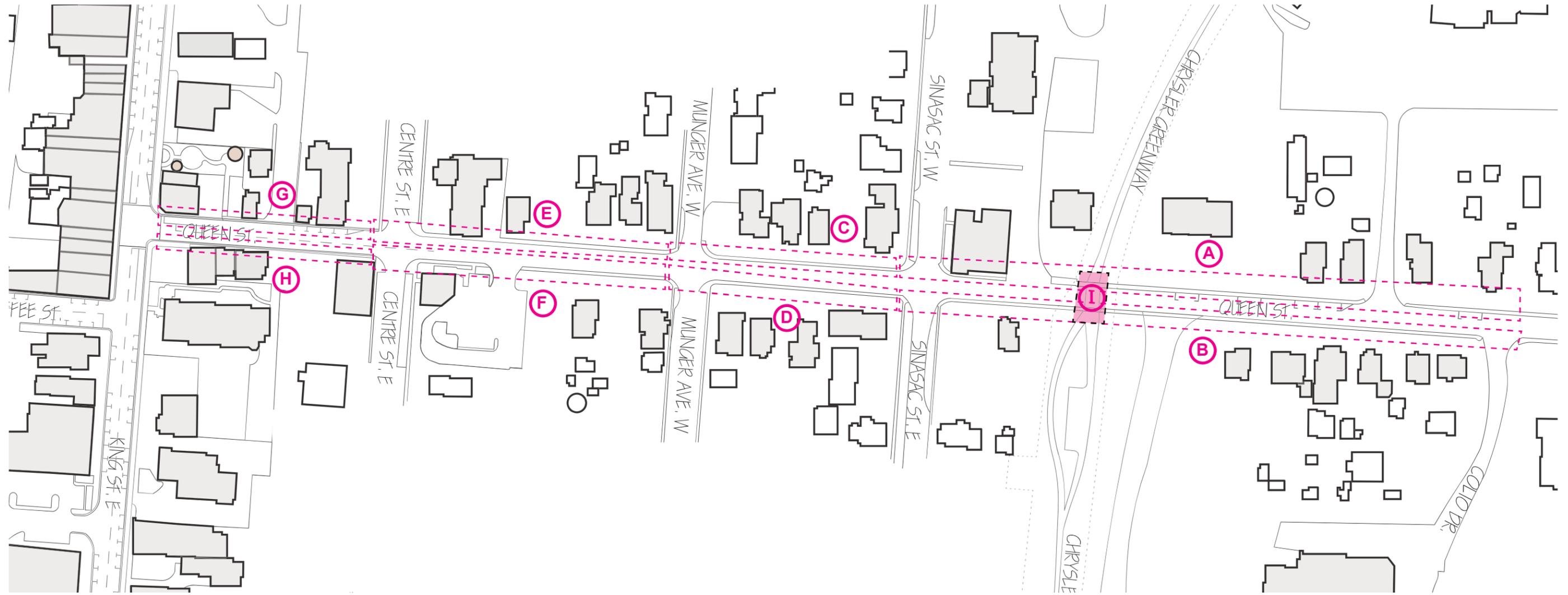


Alternative Gateway Treatment: Grouping of banner poles with seasonal hanging baskets.



Section 7
APPENDICES

Budget Estimate Map - Queen St.

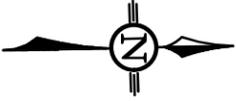


ESTIMATE BUDGET BLOCKS

- A) Colio Dr. to Sinasac St. W (West Side)
- B) Colio Dr. to Sinasac St. E (East Side)
- C) Sinasac St. W to Munger Ave. W (West Side)
- D) Sinasac St. E to Munger Ave. E (East Side)
- E) Munger Ave. W to Centre St. W (West Side)
- F) Munger Ave. E to Centre St. E (East Side)
- G) Centre St. W to King St. (West Side)
- H) Centre St. E to King St. (East Side)

ESTIMATE BUDGET BLOCK

- I) CHRYSLER GREENWAY CROSSING



Budget Estimate Map - King St. & McAfee St.



ESTIMATE BUDGET BLOCK

- I) Chrysler Greenway Crossing
- J) King St. to Maple Ave (West Side)
- K) King St. to Maple Ave (East Side)
- L) Walnut St. to McAfee St (North Side)
- M) Walnut St. to McAfee St (South Side)
- N) McAfee St. to Victoria St. N (North Side)
- O) McAfee St. to Victoria St..S (South Side)
- P) Victoria St. N to Erie St. N (North Side)
- Q) Victoria St. S to Erie St. S (South Side)

Budget Estimate & Phasing

The Harrow Streetscape Plan preliminary budget has been developed and assumes a complete street installation from building edge to curb unless otherwise stated. While it is desirable to fulfill a downtown streetscape revitalization plan as quickly as possible, many factors play a part in determining a realistic approach to fulfilling a plan. Examples include limited resources, condition of existing infrastructure, and political will. The following suggestions, premised on experience with smaller urban centres similar to Harrow and the Town of Essex, provides general and reasonable approaches to implementing a downtown streetscape plan. These approaches and their subsequent orderings can be 'combined' to best suit Harrow's current situation and future; a definitive schedule has not been provided and should be developed in concert with available resources and the detailed project budget. All streetscape efforts should be coordinated with Community Improvement Plan efforts.

1. By **Impact** – create impact by focusing implementation efforts towards those opportunities that would yield greatest exposure of improvement work. It is suggested that implementation under this approach commence with gateway development.
2. By **Need** – replace items with new products, materials and finishes as existing infrastructure is considered for renewal. Typically, these capital projects are shared between Public Works and Downtown Improvement Area resources and essentially take their implementation cues from areas in need. Many communities budget an improvement fund (an annual amount) then define the project.
3. By **Block** – this approach follows a “reinforce the best, repair the rest” motive and typically works concentrically out from the downtown's 'core' to its extents. This approach works well in showcasing a comprehensive “piece of everything” with each phase.

Budget Estimate -- Overview

ska

Downtown Streetscape Plan

September 20, 2018

Streetscape	Section:	Total:
Block	A) Colio Dr. to Sinasac St. W (West Side)	\$ 79,889.98
	B) Colio Dr. to Sinasac St. E (East Side)	\$ 117,073.00
	C) Sinasac St. W to Munger Ave. W (West Side)	\$ 51,654.63
	D) Sinasac St. E to Munger Ave. E (East Side)	\$ 33,279.13
	E) Munger Ave. W to Centre St. W (West Side)	\$ 51,921.38
	F) Munger Ave. E to Centre St. E (East Side)	\$ 52,521.15
	G) Centre St. W to King St. (West Side)	\$ 76,179.68
	H) Centre St. E to King St. (East Side)	\$ 92,466.28
	I) Chrysler Greenway Crossing	\$ 72,778.75
	J) King St. to Maple Ave (West Side)	\$ 68,624.60
	K) King St. to Maple Ave (East Side)	\$ 85,407.30
	L) Walnut St. to McAfee St (North Side)	\$ 202,844.13
	M) Walnut St. to McAfee St (South Side)	\$ 283,115.53
	N) McAfee St. to Victoria St. N (North Side)	\$ 387,546.23
O) McAfee St. to Victoria St. S (South Side)	\$ 374,346.23	
P) Victoria St. N to Erie St. N (North Side)	\$ 223,269.75	
Q) Victoria St. S to Erie St. S (South Side)	\$ 189,274.25	
total:		\$ 2,442,191.95

**Note: All prices above include 10% contingency*

Budget Estimate By Block

Budget Estimate -- Block A ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
A) COLIO DR. TO SINASAC ST. W					
Pavement	Removals	182.91	sq. m.	\$ 25.00	\$ 4,572.75
	Unit Pavers	119.27	sq. m.	\$ 150.00	\$ 17,890.50
Enhanced Intersection Corners	Crosswalks	63.64	sq. m.	\$ 100.00	\$ 6,364.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	4	each	\$ 8,000.00	\$ 32,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	8	each	\$ 150.00	\$ 1,200.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00
subtotal:					\$ 72,627.25
10% contingency					\$ 7,262.73
total:					\$ 79,889.98

* Existing concrete sidewalks from Centre St. to Colio Dr. to remain as in good condition.

Budget Estimate -- Block C ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
C) SINASAC ST. W TO MUNGER AVE. W					
Pavement	Removals	71.39	sq. m.	\$ 25.00	\$ 1,784.75
	Unit Pavers	50.7	sq. m.	\$ 150.00	\$ 7,605.00
Enhanced Intersection Corners	Crosswalks	20.69	sq. m.	\$ 100.00	\$ 2,069.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	3	each	\$ 8,000.00	\$ 24,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	6	each	\$ 150.00	\$ 900.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00
subtotal:					\$ 46,958.75
10% contingency					\$ 4,695.88
total:					\$ 51,654.63

* Existing concrete sidewalks from Centre St. to Colio Dr. to remain as in good condition.

Budget Estimate -- Block B ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
B) COLIO DR. TO SINASAC ST. E					
Pavement	Removals	182.24	sq. m.	\$ 25.00	\$ 4,556.00
	Unit Pavers	127	sq. m.	\$ 150.00	\$ 19,050.00
Enhanced Intersection Corners	Crosswalks	55.24	sq. m.	\$ 100.00	\$ 5,524.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	7	each	\$ 8,000.00	\$ 56,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	14	each	\$ 150.00	\$ 2,100.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	4	each	\$ 4,300.00	\$ 17,200.00
subtotal:					\$ 106,430.00
10% contingency					\$ 10,643.00
total:					\$ 117,073.00

* Existing concrete sidewalks from Centre St. to Colio Dr. to remain as in good condition.

Budget Estimate -- Block D ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:
D) SINASAC ST. E TO MUNGER AVE. E					
Pavement	Removals	70.43	sq. m.	\$ 25.00	\$ 1,760.75
	Unit Pavers	51	sq. m.	\$ 150.00	\$ 7,650.00
Enhanced Intersection Corners	Crosswalks	19.43	sq. m.	\$ 100.00	\$ 1,943.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	1	each	\$ 8,000.00	\$ 8,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	2	each	\$ 150.00	\$ 300.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00
subtotal:					\$ 30,253.75
10% contingency					\$ 3,025.38
total:					\$ 33,279.13

* Planting Bed includes removal of pavement, bed preparation & planting

Budget Estimate By Block

Budget Estimate -- Block E ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:
E) MUNGER AVE. W TO CENTRE ST. W					
Pavement	Removals	94.41	sq. m.	\$ 25.00	\$ 2,360.25
	Unit Pavers	64	sq. m.	\$ 150.00	\$ 9,600.00
Enhanced Intersection Corners	Crosswalks	30.41	sq. m.	\$ 100.00	\$ 3,041.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway	1	each	\$ 5,000.00	\$ 5,000.00
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	2	each	\$ 8,000.00	\$ 16,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	4	each	\$ 150.00	\$ 600.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00
subtotal:					\$ 47,201.25
10% contingency					\$ 4,720.13
total:					\$ 51,921.38

Budget Estimate -- Block G ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
G) CENTRE ST. W TO KING ST.					
Pavement	Removals	136.31	sq. m.	\$ 25.00	\$ 3,407.75
	Unit Pavers	136.31	sq. m.	\$ 150.00	\$ 20,446.50
Enhanced Intersection Corners	Crosswalks		sq. m.	\$ 100.00	\$ -
Greening	Ingrade Street Trees (60mm cal.) with Grates	2	each	\$ 4,400.00	\$ 8,800.00
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire	3	each	\$ 12,000.00	\$ 36,000.00
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ -
	Banners	4	each	\$ 75.00	\$ 300.00
	Hanging Flower Basket	2	each	\$ 150.00	\$ 300.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters		each	\$ 4,300.00	\$ -
subtotal:					\$ 69,254.25
10% contingency					\$ 6,925.43
total:					\$ 76,179.68

Budget Estimate -- Block F ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
F) MUNGER AVE. E TO CENTRE ST. E					
Pavement	Removals	87.98	sq. m.	\$ 25.00	\$ 2,199.50
	Unit Pavers	59.98	sq. m.	\$ 150.00	\$ 8,997.00
Enhanced Intersection Corners	Crosswalks	28	sq. m.	\$ 100.00	\$ 2,800.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	1	each	\$ 2,000.00	\$ 2,000.00
Furnishings	Gateway	1	each	\$ 5,000.00	\$ 5,000.00
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	2	each	\$ 8,000.00	\$ 16,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	4	each	\$ 150.00	\$ 600.00
	Benches	1	each	\$ 2,800.00	\$ 2,800.00
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles	1	each	\$ 2,300.00	\$ 2,300.00
	Bike Racks	1	each	\$ 750.00	\$ 750.00
	Seasonal Planters	1	each	\$ 4,300.00	\$ 4,300.00
subtotal:					\$ 47,746.50
10% contingency					\$ 4,774.65
total:					\$ 52,521.15

Budget Estimate -- Block H ska

Downtown Streetscape Plan
September 20, 2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
H) CENTRE ST. E TO KING ST.					
Pavement	Removals	175.43	sq. m.	\$ 25.00	\$ 4,385.75
	Unit Pavers	175.43	sq. m.	\$ 150.00	\$ 26,314.50
Enhanced Intersection Corners	Crosswalks		sq. m.	\$ 100.00	\$ -
Greening	Ingrade Street Trees (60mm cal.) with Grates	2	each	\$ 4,400.00	\$ 8,800.00
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
	*Planting	18	sq.m.	\$ 70.00	\$ 1,260.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire	3	each	\$ 12,000.00	\$ 36,000.00
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ -
	Banners	4	each	\$ 75.00	\$ 300.00
	Hanging Flower Basket	2	each	\$ 150.00	\$ 300.00
	Benches	1	each	\$ 2,800.00	\$ 2,800.00
	Bollards	3	each	\$ 1,300.00	\$ 3,900.00
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters		each	\$ 4,300.00	\$ -
subtotal:					\$ 84,060.25
10% contingency					\$ 8,406.03
total:					\$ 92,466.28

* Planting Bed includes removal of existing material, bed preparation & planting

Budget Estimate By Block

Budget Estimate -- Block I ska

Downtown Streetscape Plan
September 20,2018

Queen St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
I) CHRYSLER GREENWAY CROSSING					
Pavement	Removals	77.5	sq. m.	\$ 25.00	\$ 1,937.50
	Unit Pavers	27.5	sq. m.	\$ 150.00	\$ 4,125.00
Enhanced Intersection Corners	Crosswalks	50	sq. m.	\$ 100.00	\$ 5,000.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	3	each	\$ 2,000.00	\$ 6,000.00
	*Planting	20	sq.m.	\$ 70.00	\$ 1,400.00
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ -
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket		each	\$ 150.00	\$ -
	Benches	3	each	\$ 2,800.00	\$ 8,400.00
	Bollards	9	each	\$ 1,300.00	\$ 11,700.00
	Trash Receptacles	2	each	\$ 2,300.00	\$ 4,600.00
	Bike Racks	2	each	\$ 750.00	\$ 1,500.00
	Seasonal Planters	5	each	\$ 4,300.00	\$ 21,500.00
	subtotal: \$				
10% contingency \$					6,616.25
total: \$					72,778.75

* Planting Bed includes removal of existing material, bed preparation & planting

Budget Estimate -- Block K ska

Downtown Streetscape Plan
September 20,2018

McAfee St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:
K) King St. to Maple Ave. (East Side)					
Pavement	Removals	167	sq. m.	\$ 25.00	\$ 4,175.00
	Unit Pavers	197.12	sq. m.	\$ 150.00	\$ 29,568.00
Enhanced Intersection Corners	Crosswalks	23	sq. m.	\$ 100.00	\$ 2,300.00
Greening	Ingrade Street Trees (60mm cal.) with Grates	1	each	\$ 4,400.00	\$ 4,400.00
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire	1	each	\$ 12,000.00	\$ 12,000.00
	Light Post- Single Luminaire	2	each	\$ 8,000.00	\$ 16,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	4	each	\$ 150.00	\$ 600.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00
subtotal: \$					77,643.00
10% contingency \$					7,764.30
total: \$					85,407.30

Budget Estimate -- Block J ska

Downtown Streetscape Plan
September 20,2018

McAfee St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
J) King St. to Maple Ave. (West Side)					
Pavement	Removals	96	sq. m.	\$ 25.00	\$ 2,400.00
	Unit Pavers	138.56	sq. m.	\$ 150.00	\$ 20,784.00
Enhanced Intersection Corners	Crosswalks	20.02	sq. m.	\$ 100.00	\$ 2,002.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire	1	each	\$ 12,000.00	\$ 12,000.00
	Light Post- Single Luminaire	2	each	\$ 8,000.00	\$ 16,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	4	each	\$ 150.00	\$ 600.00
	Benches		each	\$ 2,800.00	\$ -
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles		each	\$ 2,300.00	\$ -
	Bike Racks		each	\$ 750.00	\$ -
Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00	
subtotal: \$					62,386.00
10% contingency \$					6,238.60
total: \$					68,624.60

Budget Estimate -- Block L ska

Downtown Streetscape Plan
September 20,2018

King St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:
L) WALNUT ST. TO McAFEE ST (North Side)					
Pavement	Removals	625.51	sq. m.	\$ 25.00	\$ 15,637.75
	Unit Pavers	584.3	sq. m.	\$ 150.00	\$ 87,645.00
Enhanced Intersection Corners	Crosswalks	41.21	sq. m.	\$ 100.00	\$ 4,121.00
Greening	Ingrade Street Trees (60mm cal.) with Grates	7	each	\$ 4,400.00	\$ 30,800.00
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
Furnishings	Gateway	1	each	\$ 5,000.00	\$ 5,000.00
	Light Post- Double Luminaire	6	each	\$ 12,000.00	\$ 72,000.00
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ 450.00
	Banners	6	each	\$ 75.00	\$ 450.00
	Hanging Flower Basket	8	each	\$ 150.00	\$ 1,200.00
	Benches	2	each	\$ 2,800.00	\$ 5,600.00
	Bollards	3	each	\$ 1,300.00	\$ 3,900.00
	Trash Receptacles	1	each	\$ 2,300.00	\$ 2,300.00
	Bike Racks	1	each	\$ 750.00	\$ 750.00
	Seasonal Planters	6	each	\$ 4,300.00	\$ 25,800.00
subtotal: \$					184,403.75
10% contingency \$					18,440.38
total: \$					202,844.13

Budget Estimate By Block

Budget Estimate -- Block J ska

Downtown Streetscape Plan
September 20,2018

McAfee St. Streetscape	Item Description:	Qty:	Unit:	Unit Price:	Sub-total:	
J) King St. to Maple Ave. (West Side)						
Pavement	Removals	96	sq. m.	\$ 25.00	\$ 2,400.00	
	Unit Pavers	138.56	sq. m.	\$ 150.00	\$ 20,784.00	
Enhanced Intersection Corners	Crosswalks	20.02	sq. m.	\$ 100.00	\$ 2,002.00	
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -	
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -	
Furnishings	Gateway		each	\$ 5,000.00	\$ -	
	Light Post- Double Luminaire	1	each	\$ 12,000.00	\$ 12,000.00	
	Light Post- Single Luminaire	2	each	\$ 8,000.00	\$ 16,000.00	
	Banners		each	\$ 75.00	\$ -	
	Hanging Flower Basket	4	each	\$ 150.00	\$ 600.00	
	Benches		each	\$ 2,800.00	\$ -	
	Bollards		each	\$ 1,300.00	\$ -	
	Trash Receptacles		each	\$ 2,300.00	\$ -	
	Bike Racks		each	\$ 750.00	\$ -	
	Seasonal Planters	2	each	\$ 4,300.00	\$ 8,600.00	
	subtotal: \$					62,386.00
	10% contingency \$					6,238.60
total: \$					68,624.60	

Budget Estimate -- Block O ska

Downtown Streetscape Plan
September 20,2018

King St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:	
O) McAFEE ST. VICTORIA ST.S (SOUTH SIDE)						
Pavement	Removals	1046.5	sq. m.	\$ 25.00	\$ 26,162.25	
	Unit Pavers	759.07	sq. m.	\$ 150.00	\$ 113,860.50	
Enhanced Intersection Corners	Crosswalks	287.42	sq. m.	\$ 100.00	\$ 28,742.00	
	Curb Detail (Identification)	4	each	\$ 2,000.00	\$ 8,000.00	
Greening	Ingrade Street Trees (60mm cal.) with Grates	6	each	\$ 4,400.00	\$ 26,400.00	
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -	
Furnishings	Gateway		each	\$ 5,000.00	\$ -	
	Light Post- Double Luminaire	6	each	\$ 12,000.00	\$ 72,000.00	
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ -	
	Banners	6	each	\$ 75.00	\$ 450.00	
	Hanging Flower Basket	6	each	\$ 150.00	\$ 900.00	
	Benches	6	each	\$ 2,800.00	\$ 16,800.00	
	Bollards	5	each	\$ 1,300.00	\$ 6,500.00	
	Trash Receptacles	2	each	\$ 2,300.00	\$ 4,600.00	
	Bike Racks	2	each	\$ 750.00	\$ 1,500.00	
	Seasonal Planters	8	each	\$ 4,300.00	\$ 34,400.00	
	subtotal: \$					340,314.75
	10% contingency \$					34,031.48
total: \$					374,346.23	

Budget Estimate -- Block N ska

Downtown Streetscape Plan
September 20,2018

King St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:
N) McAFEE ST. VICTORIA ST.N (North Side)					
Pavement	Removals	1046.5	sq. m.	\$ 25.00	\$ 26,162.25
	Unit Pavers	759.07	sq. m.	\$ 150.00	\$ 113,860.50
Enhanced Intersection Corners	Crosswalks	287.42	sq. m.	\$ 100.00	\$ 28,742.00
	Curb Detail (Identification)	4	each	\$ 2,000.00	\$ 8,000.00
Greening	Ingrade Street Trees (60mm cal.) with Grates	6	each	\$ 4,400.00	\$ 26,400.00
	Ingrade Street Trees (60mm cal.)		each	\$ 2,000.00	\$ -
Furnishings	Gateway		each	\$ 5,000.00	\$ -
	Light Post- Double Luminaire	7	each	\$ 12,000.00	\$ 84,000.00
	Light Post- Single Luminaire		each	\$ 8,000.00	\$ -
	Banners	6	each	\$ 75.00	\$ 450.00
	Hanging Flower Basket	6	each	\$ 150.00	\$ 900.00
	Benches	6	each	\$ 2,800.00	\$ 16,800.00
	Bollards	5	each	\$ 1,300.00	\$ 6,500.00
	Trash Receptacles	2	each	\$ 2,300.00	\$ 4,600.00
	Bike Racks	2	each	\$ 750.00	\$ 1,500.00
	Seasonal Planters	8	each	\$ 4,300.00	\$ 34,400.00
subtotal: \$					352,314.75
10% contingency \$					35,231.48
total: \$					387,546.23

* Unit Paver includes Queen St & King St. Intersection detail design

Budget Estimate -- Block P ska

Downtown Streetscape Plan
September 20,2018

King St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:	
P) VICTORIA ST. N TO ERIE ST. N (NORTH SIDE)						
Pavement	Removals	868.3	sq. m.	\$ 25.00	\$ 21,707.50	
	Unit Pavers	191.3	sq. m.	\$ 150.00	\$ 28,695.00	
	Concrete Sidewalk	607	sq. m.	\$ 60.00	\$ 36,420.00	
Enhanced Intersection Corners	Crosswalks	70	sq. m.	\$ 100.00	\$ 7,000.00	
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -	
	Ingrade Street Trees (60mm cal.)	7	each	\$ 2,000.00	\$ 14,000.00	
Furnishings	Sidestreet Parking Lot Enhancement	1	each	\$ 15,000.00	\$ 15,000.00	
	Gateway	1	each	\$ 5,000.00	\$ 5,000.00	
Furnishings	Light Post- Double Luminaire		each	\$ 12,000.00	\$ 40,000.00	
	Light Post- Single Luminaire	5	each	\$ 8,000.00	\$ -	
	Banners		each	\$ 75.00	\$ 1,500.00	
	Hanging Flower Basket	10	each	\$ 150.00	\$ 1,500.00	
	Benches	2	each	\$ 2,800.00	\$ 5,600.00	
	Bollards	6	each	\$ 1,300.00	\$ 7,800.00	
	Trash Receptacles	1	each	\$ 2,300.00	\$ 2,300.00	
	Bike Racks	1	each	\$ 750.00	\$ 750.00	
	Seasonal Planters	4	each	\$ 4,300.00	\$ 17,200.00	
	subtotal: \$					202,972.50
	10% contingency \$					20,297.25
	total: \$					223,269.75

* Sidestreet Parking Lot Enhancement includes removal of pavement, bed preparation & planting

Budget Estimate By Block

Budget Estimate -- Block Q

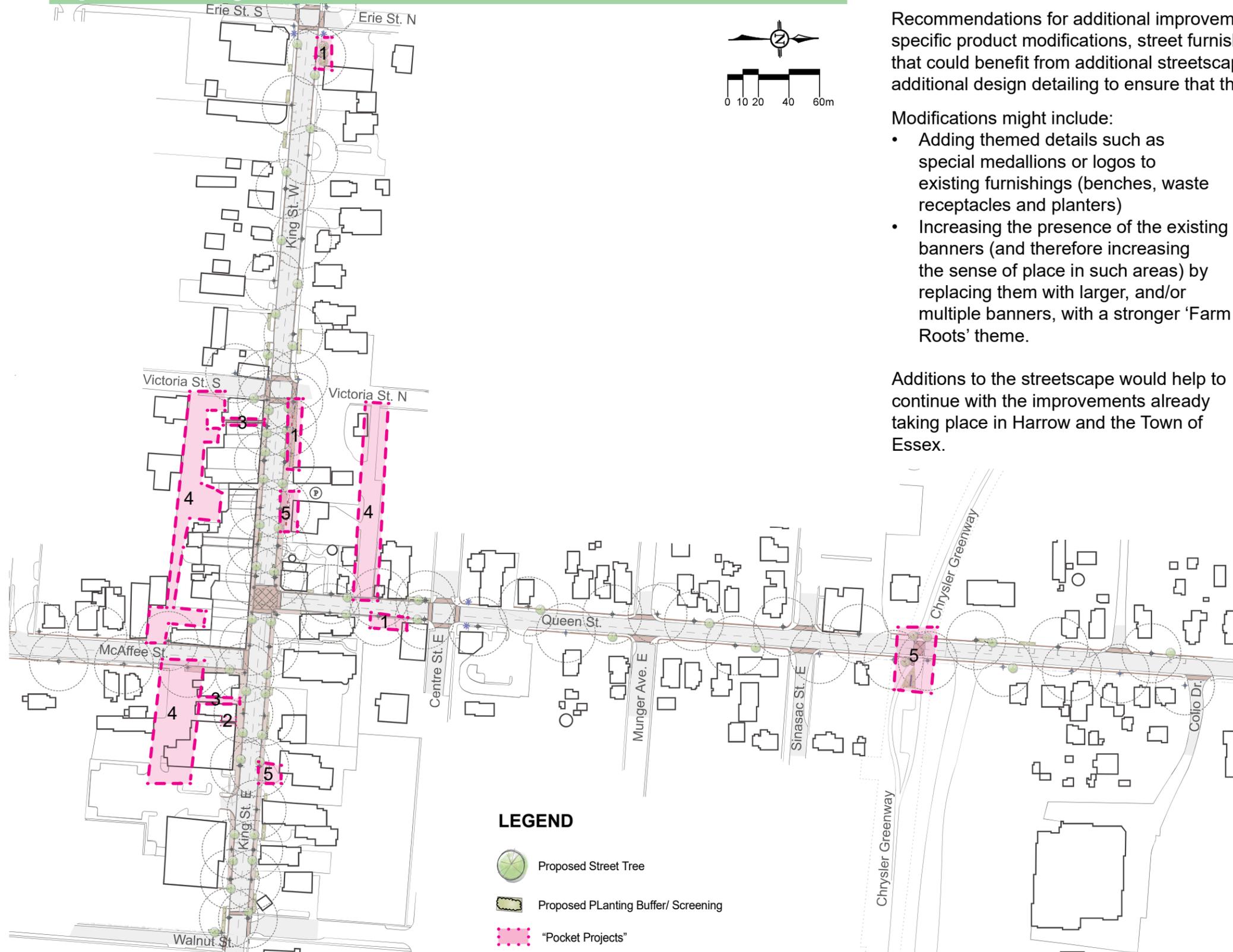
ska

Downtown Streetscape Plan

September 20,2018

King St. Streetscape	Item Description:	Qty:	Unit:	Unit Cost:	Sub-total:
Q) VICTORIA ST. S TO ERIE ST. S (SOUTH SIDE)					
Pavement	Removals	782.7	sq. m.	\$ 25.00	\$ 19,567.50
	Unit Pavers	161.2	sq. m.	\$ 150.00	\$ 24,180.00
	Concrete Sidewalk	607	sq. m.	\$ 60.00	\$ 36,420.00
Enhanced Intersection Corners	Crosswalks	14.5	sq. m.	\$ 100.00	\$ 1,450.00
Greening	Ingrade Street Trees (60mm cal.) with Grates		each	\$ 4,400.00	\$ -
	Ingrade Street Trees (60mm cal.)	5	each	\$ 2,000.00	\$ 10,000.00
Furnishings	Gateway	1	each	\$ 5,000.00	\$ 5,000.00
	Light Post- Double Luminaire		each	\$ 12,000.00	\$ -
	Light Post- Single Luminaire	5	each	\$ 8,000.00	\$ 40,000.00
	Banners		each	\$ 75.00	\$ -
	Hanging Flower Basket	10	each	\$ 150.00	\$ 1,500.00
	Benches	1	each	\$ 2,800.00	\$ 2,800.00
	Bollards		each	\$ 1,300.00	\$ -
	Trash Receptacles	2	each	\$ 2,300.00	\$ 4,600.00
	Bike Racks	1	each	\$ 750.00	\$ 750.00
	Seasonal Planters	6	each	\$ 4,300.00	\$ 25,800.00
				subtotal:	\$ 172,067.50
				10% contingency	\$ 17,206.75
				total:	\$ 189,274.25

Special Projects



Recommendations for additional improvements are largely ‘project’ based, and focus on either specific product modifications, street furnishing additions, or specific ‘projects’ in certain locations that could benefit from additional streetscape improvements. Most of these projects will require additional design detailing to ensure that the intent of the modifications or improvements is not lost.

Modifications might include:

- Adding themed details such as special medallions or logos to existing furnishings (benches, waste receptacles and planters)
- Increasing the presence of the existing banners (and therefore increasing the sense of place in such areas) by replacing them with larger, and/or multiple banners, with a stronger ‘Farm Roots’ theme.

Additions to the streetscape would help to continue with the improvements already taking place in Harrow and the Town of Essex.

The special projects that have been identified each include multiple alterations or additions and could be treated as individually packaged ‘projects’.

Examples of these would be:

1. Improving the appearance of parking lots that interface directly with the streetscape by improving existing parking lot views with buffers;
2. Treating narrow alleyway gaps within the building footprints with temporary streetscape strengthening additions such as fencing or plant buffers;
3. Keep alleys open and free of obstruction to accommodate a variety of users, highlight and identify these connections through a marker (signage), a change of pavement material, colour and/or plant material and consider lighting to improve safety.
4. Vacant lots and existing laneways also offer opportunities for landscape efforts. These spaces should be treated and maintained with some measure of ‘permanence’ so that in the intent, however temporary, strengthens the appearance of the streetscape environment. These spaces should compliment the existing streetscape and should adopt the same level of quality and care to ensure that a continuous streetscape environment is maintained.
5. Installing bike racks, street furnishings, highlighted crosswalks and new wayfinding elements such as themed information kiosks, entrance markers and directional signage would add further opportunity to amplify the theme for downtown Harrow as well as secure a more attractive, safe and accommodating streetscape.

Streetscape Visual Preference Survey Results

Pavements



Highest Scoring Image (3.31)

Lowest Scoring Image (1.68)

Street Greening



Highest Scoring Image (3.22)

Lowest Scoring Image (1.89)

Streetscape Character



Highest Scoring Image (3.32)

Lowest Scoring Image (1.96)

Site Furnishings



Highest Scoring Image (2.89)

Lowest Scoring Image (1.18)

Circulation, Control & Safety



Highest Scoring Image (2.93)

Lowest Scoring Image (1.86)

Public Art



Highest Scoring Image (3.07)

Lowest Scoring Image (1.79)

Streetscape Visual Preference Survey Results - Cont.

Gateway & District Identification



Highest Scoring Image (3.11)

Lowest Scoring Image (2.32)

Street Lighting



Highest Scoring Image (3.56)

Lowest Scoring Image (1.44)

“Spill-Outs”



Highest Scoring Image (3.59)

Lowest Scoring Image (2.11)

'Map Your Thoughts' Exercise



This diagram outlines the assets, concerns, and gateways identified by the participants during the first public open house. A heightened need was identified by the community three key areas.

LEGEND

-  Asset
-  Area of Concern
-  Gateway
-  Heighten Need