

TOWN OF ESSEX

DOWNTOWN ESSEX CENTRE STREETScape & SILO DISTRICT PLAN



DRAFT FINAL
August 8th, 2013

Stempski Kelly Associates Inc.

*Planning Design Landscape Architecture
for Rural, Resort, & Amenity Landscapes*

160 St. David St. South, Suite 202
Fergus, ON CANADA N1M 2L3
www.ska-design.ca

**Participants in the Essex Centre Downtown
Streetscape & Silo District Plan
2013**

▪

Stempski Kelly Associates Inc.

Sean Kelly, Stasia Stempski, Jeff Burnett, Melissa Barker and Justin Whalen

▪

Essex Centre Downtown Steering Committee

Councillor Randy Voakes, Councillor Morley Bowman, Jeff Watson (Project Manager),
Steve Bjorkman (BIA Chair), Chris Gelinas, Heather (Ross) Jablonski, Janice Aloisio,
John Olsen, Laurie Brett, Linda Iler, Ron Rogers, Russ Phillips, Sherry Richardson,
Vivian Bennett,

Members of the Essex Centre Community

Community Participants – Visual Preference Survey & Silo District Exercise and
Community Open House Session

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Overview & Summary

Essex Centre, a community within the Essex County, embarked on a process to determine a conceptual streetscape design for its main downtown street, connecting side streets and a 'special community' area known as the 'Silo District'. Streets being the most vital part of a community's open public space system have a distinct position, identity and role within the fabric of any community. The Town of Essex engaged the services of Stempski Kelly Associates Inc. to assist in the preparation of a conceptual streetscape design for Essex Centre's downtown area.

Community Process

A process that sought to engage members of the downtown business community included a "visual preference survey" and a group exercise (January 2013) to capture initial desires and expectations for the streetscape and silo district; a face-to-face meeting with both the Essex Centre committee and several key personnel from the Town shared initial "draft" content and considerations for the conceptual streetscape design; and, a second meeting with the public, an open house to further share 'refinement' of the streetscape and silo plans. Final comments from these sessions aided the preparation of a "draft final" for the Town.

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

Implementation through Communal and Constituent Projects

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

Reinforcing the Best, Healing the Worst

The conceptual streetscape design is found on the existing condition, which in turn is a result of its development history, physical relationships with neighbouring areas and what is unique to Essex Centre such as being advantageously located at the heart of the Essex County – an adopted theme for this project. Perhaps ninety percent of the conceptual design is either a reaffirmation of what now exists, an attempt to enhance currently

Overview & Summary

identifiable characteristics, or a “healing” of less than satisfactory aspects of the streetscape. Really, most of this healing is to bring to the fore the potential already inherent. Only a small percentage of the streetscape conceptual design deals with new ideas. Making the street “whole” is a bigger idea than trying to be “new.”

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

The conceptual streetscape design plan proposes that Essex Centre’s “main street” (Talbot Street) is given high priority in becoming more of a “people place” open to increased pedestrian activity, enhancing comfortable vehicular movement and refurbishing the key public spaces including the Silo District on Talbot Street. The following describes the key improvements for the streetscape in the spirit of a ‘Hub of Essex County’ theme:

Gateway – entry in to the downtown core is emphasized with vertical gateway markers. The intent is to heighten awareness of a downtown to travelers along the Talbot St. corridor and the transition/entry between different spaces.

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

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

Overview & Summary

Silo District – the area is rooted with historical significance and is a future link within a county wide trail system; both aspects offer the town opportunity to capitalize and celebrate the merits of “Essex Centre.” Renovation of the existing decommissioned Silo District can create a key downtown public destination for both community members and tourists; supporting spaces from performance areas to open green space, improved parking, washroom facilities, children play areas, passive recreation, etc. Overall renovation of the space would put a “centre” back into Essex Centre and support the overall theme for the downtown streetscape.

Section One
Streetscape Plan
Introduction



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

1 Introduction

The Essex Centre Community has discussed significant visioning for its downtown core which composed of several community members, including attendees at a public meeting in January 2013, the Project Coordinator, Town of Essex Staff and Essex Centre BIA. In recent years, the community has sought to identify community values. Conducting and reviewing stakeholder interviews, committee/public meetings, public open houses and site observation has informed the Essex Centre Streetscape & Silo District Plan. The purpose of this report is not to necessarily revise what has already been planned but to develop specific downtown core vision for Essex Centre.

The vision to create a truly desirable destination is a multi-layered challenge whereby all layers of urban design and ‘small town’ dynamic need to work together to create a unique, relevant and dynamic image. Essex Centre is a product of place and time and it is important that residents and visitors enjoy their stay and experience the complete value of its host community. Even with notable aspects such as having a strong rail history, and being located at the heart of Essex County, very little is being interpreted and made available to the visitor through the streetscape.

Changing Dynamics

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

Unique, Intimate, Inviting

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

Unique Community

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

Introduction

Intimate Community

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

Inviting Community

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

Places for People

There are currently many streetscape elements within Essex Centre's downtown core initiated in the 1985 streetscape project. The emphasis of incorporating the reality of them into the main street presents a challenge. Opportunities must be sought to create spaces for people and corridors that link the pedestrian realm to significant area features. The street will be a destination, not only linking the services and retail opportunities along the main street but also becoming an attraction as a relevant interpretive piece for the community and people place offering something for everyone. The street will become a quality public "story." While "passing through" the community will most likely remain a prime use for the main street, the gateways, portals and markers will announce the beginning of the intriguing story and significance of experiencing the significance of Essex Centre throughout the interpretive elements of the streetscape. The streetscape experience will convey Essex Centre as the central location within the county, and offer its hospitality of shops, services, spaces and attractions.

Increasing Accessibility

While improving Essex Centre's downtown should increase accessibility generally, there will always be a need for individual accommodation. As the proposed Accessible Built Environment Standard for Ontario approaches province wide acceptance and adoption by communities currently must rely on best practices to ensure a safe and accessible environment for all. Essex Centre's downtown streets are comprised of and need many elements associated with accessibility in common areas, circulation, technical aspects of exterior spaces to include ramps, steps, pedestrian crossings, their signals, street furnishings, signage, wayfinding, lighting, detectable indicators, passenger loading areas, and rest areas to name a few. All proposed new and retrofit work for Essex Centre's downtown should include the latest standards for universal accessibility.

Streetscape Plan

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

When a streetscape is a dynamic, exciting place to be, it is not only an experience and an image, but it also becomes, in part, a destination. The street is the conduit by which residents and visitors experience the place – whether on foot or from within the vehicle. It is a fixed feature and the 'ebb and flow' of pedestrian movement becomes the dynamic element that makes the street come alive. The volume of pedestrians will change from moment to moment and the streetscape must accommodate the varying flows. Areas of the streetscape that are expected to receive larger volume of people have been designed with more generous, yet pedestrian friendly detail.

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

2 Definition of Streetscape Elements:

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

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

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

Laneways: Those provide a secondary movement system that connects the corridor with the community. While Essex Centre only has a few, laneways parallel to Talbot Street, they are intimate passageways that are used for occasional service access and parking. The lanes represent an opportunity to develop pedestrian-priority access between trails, parking, potentially residential areas and the downtown core.

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

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

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

Downtown Districts Typically, there are three districts to most communities, each with their own character. Many of these core areas are maintained (in part) by a 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 BIA. 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.

3 Existing Conditions & Visual Preference Survey Results

Essex Centre's downtown core had specific site inventories and analyses performed prior to the preparation of a schematic concept and design solution. Figure 5, Existing Conditions shows a glimpse of conditions related to a streetscape. A "visual preference survey" technique was utilized to garner and gauge community understanding and appreciation for streetscape improvements. This allowed the project team to gauge expectations while community understanding of broad, anticipated outcomes for the community were gained. Generally, many of the typical streetscape treatments currently utilized in Essex Centre were thought to need upgrading to a higher standard.

The following observations were observed through the Visual Preference Survey:

Paving: Detailed unit paving unique in look was favoured over simpler basic unit paving treatments.

Crosswalks: Decorative stamped crosswalks were more favourable than common painted 'line' crosswalks.

Street Greening: Images displaying shaded sidewalks with large, mature street trees were the most favoured.

Lighting: Multi-seasonal decorative lighting received the highest scoring, while modern light bollards received the lowest score from the participants.

Furnishings: Basic, black benches and backless benches obtained high scores compared to modern coloured bench styles.

Wayfinding: Large organized entrance signage was favoured over small individual signs pointing in actual directions.

Circulation, Control & Safety: Large planting, soft, buffers were more favoured over structured fence style barriers.

Alley's & Laneways: Designed ally and laneways with a welcoming entrance were favoured over simple arch entrances.

Street Character: Soft street characters, with full welcoming planting was selected over clean line streets with minimal planting.

Theme Development: The 'Hub of Essex County' was the most favoured while 'Agriculture' was the least.

Building Art: The most favoured art piece was a silos featuring a mural and the least favoured was a building decorated with strings of lights.

Background

4 Community Engagement Group Exercise

Similar to the visual preference survey, community participants were engaged in a group exercise, identifying needs and desires for the Silo district area. Community members arranged into 3 or 5 participants per group, selecting cards from 15 categories (5 categories were mandatory- preselected by the consultant); only one card could be selected from each category, each category containing different 'levels.' Participants were allowed to give top priority to 2 of their chosen cards. See Figures 1-3 for exercise results.

The 'dotmocracy' exercise displayed the community's thoughts on where priority should be focused within Essex Centre's streetscape for the project team to record and incorporate in their work. See Figure 4 for results.

5 Site Analysis

Streetscape

Figures 5 through 16 capture the essence of the streetscapes existing conditions through an inventory, opportunities, constraints and conceptual development. The entire Background Report has been included as an appendix to this report.

Generally, Talbot Street is a highly vehicular thoroughfare within Essex Centre, it's the primary route for traffic and the centre of the community's commercial activity. The Streetscape Design encompasses a significant portion of Talbot Street (from Maidstone Avenue to Fairview Avenue): the perimeter of the design area is as shown on the Site Inventory drawing, see Context Map on page 9.

Traveling north and south along Talbot Street; the southern entrance of Essex Centre is defined by a residential area eventually transitioning to commercial, while the northern entry is modern set back commercial. Access to the downtown core is via the 'main street' (Talbot Street) which is characterized by a mixture of street front buildings and set back buildings with street front parking.

The main portion of properties within the downtown have been developed over the years. Improvements to buildings have occurred by existing or new owners. The buildings in the downtown core range in size and styles and generally include, single, two storey and some three story mixed-use commercial buildings with minimal setbacks. Several voids are apparent along the 'street wall' including typical 'strip mall' development, parking lots and empty store fronts. Openings in the building fabric, or along the facades framing the "main street", diminish the desire to walk the extent of the street comprising commercial activity. Notable landmarks include the historic Railway Station, Silo district and the various building murals.



Initial public meeting.



Group card selection during Silo district exercises.



Image 10 from Dotmocracy exercise.

Within the downtown district there are several existing public spaces on/or adjacent to the main street (Talbot Street). Other vacant lands, if available, provide opportunity to intensify the downtown district, or could offer a temporary landscape treatment to provide stronger support and connection to the street.

There is very little to protect the pedestrian from intense summer midday sun; on average sidewalk widths are generous and more than adequate to provide an opportunity for in-grade shade tree planting. Currently there is very little in terms of planting found on Talbot Street aside from the few existing street trees. An opportunity for shade devices (awnings, etc) is also evident to increase the pedestrian comfort during midday summer exposure.

Streetscape Context Map



Background

Silo District

Key landmarks within the Silo District includes the Heritate Railway Station, four large silos and five smaller silos and donated railway land for trail development. The large decommissioned Silos are a significant landmark within the Essex Centre community; they have become a 'visual' connection to Essex Centre's downtown and can be seen throughout strategic locations in town.

The site can be accessed through three entrances; one at Talbot St; through the municipal parking lot off Wilson Ave.; and around the Railway Station. Predominantly, the site functions as parking and residual land from the removed rail line, including area around the base of the silos. Overall, the expanse of the area and it's "vacancy" creates a large void in the middle of Essex Centre, which is also highly visible from Talbot Street.

Figures 18 through 20 demonstrates the districts basic inventory and analysis, views of the silos throughout Essex Centre, and land use inventory.

Silo District Area



Community Engagement Group Exercise

Highest Selected- Chosen Cards



Silos: Maintained
100% *ska*



Public Washrooms:
Integrate with existing structure
57% *ska*



Trails:
Formal- well maintained
57% *ska*



Public Parking Lots:
with Trees
43% *ska*



Park Character:
Formal - Organized
43% *ska*

Highest Selected- Optional Cards



Interpretation:
Culture, History & Legacy
86% *ska*



Performance:
Stage
57% *ska*



Plaza Space:
Formal Garden
43% *ska*



Vendors:
Multi-Use Structure
43% *ska*



Trails:
Formal Information Kiosk
43% *ska*



Public Washrooms:
Separate Structure
43% *ska*



Park Character:
Combination
43% *ska*



Public Parking Lots:
Beautification
43% *ska*



Other:
Interactive Space
(Less structured)
43% *ska*

Outcomes
What does it mean:
The participants wanted....

- To maintain the silos
- Formal areas
- Well maintained appearance
- Flexible open spaces

Note:
 • Percentage indicates the number of tables who selected the card.
 • Remaining cards (not shown on page) had percentages below 30%.

Community Engagement Group Exercise

Table #	Number of Participants	Activity-Chosen					Activity- Optional											
		Silo Maintained	Washrooms Integrated	Trails Well Maintained	Parking Lots Treed	Park Character Formal	Interpretation Culture	Performance Stage	Plaza Space Formal	Vendors Multi Use Structure	Trails Formal Kiosk	Washrooms Separate	Park Character Combination	Parking Lots Beautification	Other Interactive	Performance Bandstand	Water Feature Interactive Element	Water Feature Pond
Table 1	4	X	X	X			X		X (3)			X	X	X	X (4)			
Table 2	4	X(4)	X(1)				X	X		X		X(1)	X				X(2)	
Table 3	5	X			X		X			X(3)	X(1)					X(1)		
Table 4	5	X	X(2)	X(5)			X	X					X	X				
Table 5	5	X 1/2	X(1)		X	X(1)				X(1)				X	X(2)		X	
Table 6	5	X(1)		X	X(1)	X	X	X(2)	X(2)	X(3)		X				X		
Table 7	5	X(3)		X			X	X		X(2)		X(1)	X	X				
Total:	33																	
Tables votes (%)	100%	57%	57%	43%	43%	86%	57%	43%	43%	43%	43%	43%	43%	43%	29%	29%	29%	
Individual votes (#):	7	4	5	1	4		2	5	5	4		2	1		6	1	2	
Individual Votes (%)	30%	12%	15%	3%	12%	0%	6%	15%	15%	12%	6%	3%	0%	0%	18%	3%	6%	

Table #	Number of Participants	Activity- Optional									
		Water Play Ground Jets	Parking Lots Multi Use	Adult Recreation Fit Stations	Adult Recreation Versatile Space	Adult Recreation Circuits	Interpretation Story Telling	Other Structured	Ice Rinks Traditional	Ice Rinks 'Loop'	Water Feature Interactive Space
Table 1	4								X		
Table 2	4				X						
Table 3	5					X					
Table 4	5							X			X
Table 5	5	X					X				
Table 6	5			X					X		
Table 7	5		X								
Total:	33										
Table Votes (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Individual votes (#):	0	0	0	0	0	0	0	0	0	0	0
Individual Votes (%)	0	0	0	0	0	0	0	0	0	0	0

Table #	Number of Participants	Activity- Optional										
		Park Character Naturalized	Plaza Space Thoroughfare	Plaza Space Integrated	Ice Rinks Free Form	Parking Lots Eco	Water Play Traditional	Plaza Space Activity Hub	Water Feature Fountain	Playgrounds Adventure	Playgrounds Non-Traditional	Vendors In Parking lot
Table 1	4											X
Table 2	4					X (1)					X (1)	
Table 3	5	X(4)					X(1)					
Table 4	5											
Table 5	5			X(2)	X(2)				X			
Table 6	5						X(1)			X		
Table 7	5		X(2)									X
Total:	33											
Table Votes (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Individual votes (#):	4	2	2	2	1	1	1	1	0	0	0	0
Individual Votes (%)	12%	6%	6%	6%	3%	3%	3%	3%	0%	0%	0%	0%

Note: X(4) ← number of people who choose as priority
 ↑ card chosen by table

Outcomes

Wild Card Comments
 Use the caboose
 Festival space
 Shade, eating, rest & group areas, bike racks, lighting
 Gateway feature
 Climbing wall

What does it mean:

- Wide range of cards selecte by all of the tables; but there was overlap among the 5 cards chosen and overlap among optional cards (top 9 cards)
- Indicates the most desired elements from community members.
- Individual vote percentages indicate participants 'highest' priority vote they placed on a card (out the cards their group selected the plan).



Stempski Kelly Associates Inc. - Streetscape & Silo District Plan

Figure 2

Community Engagement Group Exercise

Workshop Group Exercise



Unselected Cards

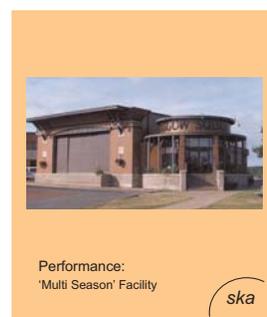


Table #	Number of Participants	Activity- Optional														
		Trails Informal Kiosk	Plaza Space Themed	Parking Lots Asphalt	Ice Rinks Combined	Water Play Fountain	Trails Naturalized	Playgrounds Traditional	Washrooms Port-a-potty	Water Feature Reflecting Pool	Vendors In the Park	Performance Small scale	Performance Multi Season Facility	Adult Recreation Courts	Interpretation Artifact	Silo Remove
Table 1	4															
Table 2	4															
Table 3	5															
Table 4	5															
Table 5	5															
Table 6	5															
Table 7	5															
Total:	33															

Outcomes
What does it mean:
The participants did not want....

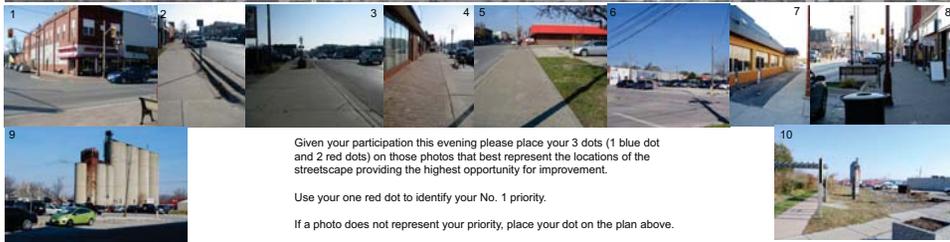
- Highly developed, specific use buildings
- Organic unrefined trails
- Basic bathroom facilities

Stempski Kelly Associates Inc. – Streetscape & Silo District Plan

Figure 3



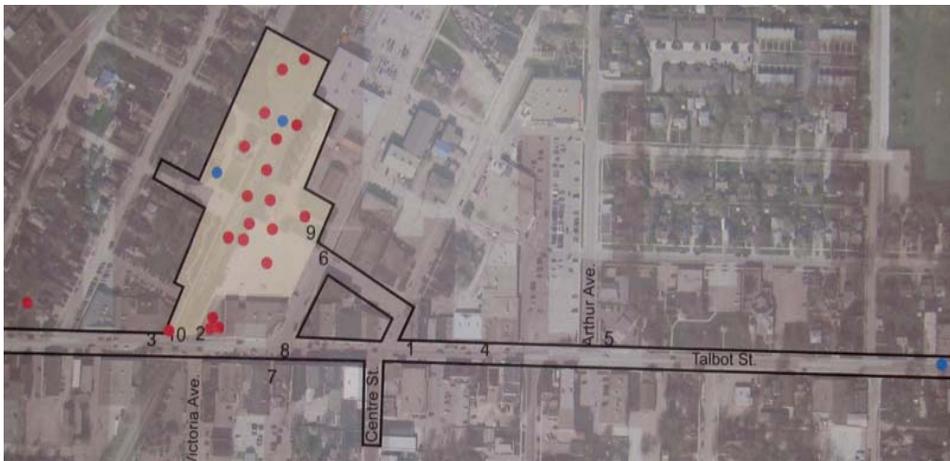
Dotmocracy – Priorities in the Streetscape



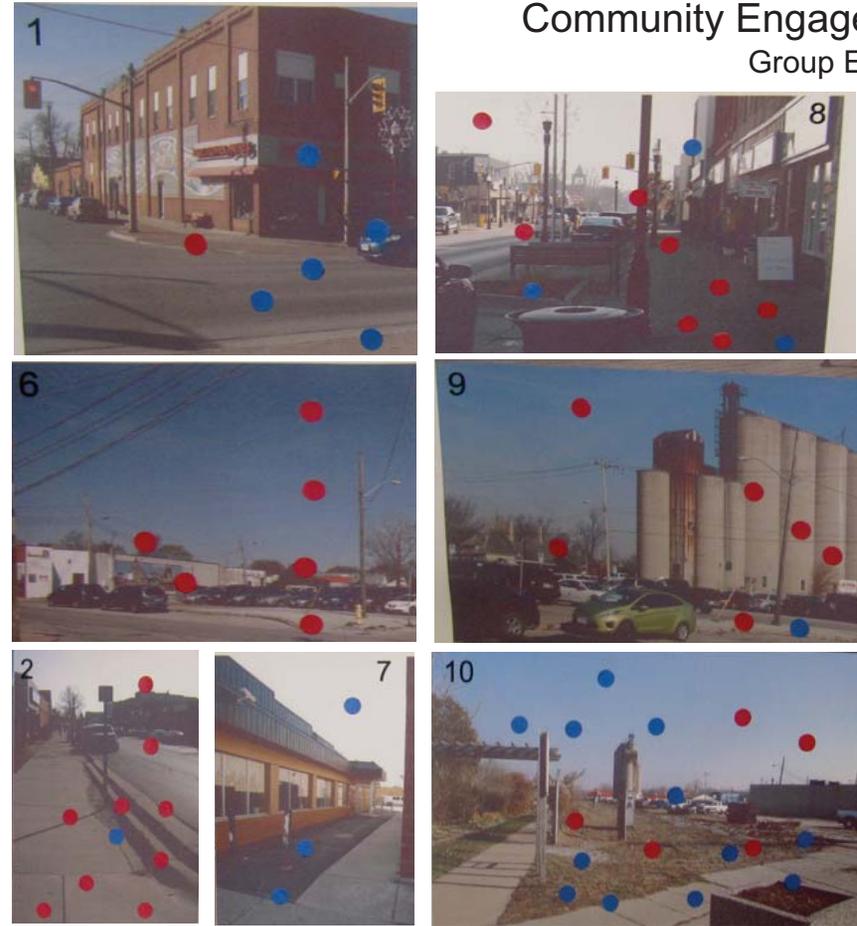
Given your participation this evening please place your 3 dots (1 blue dot and 2 red dots) on those photos that best represent the locations of the streetscape providing the highest opportunity for improvement.

Use your one red dot to identify your No. 1 priority.

If a photo does not represent your priority, place your dot on the plan above.



Community Engagement
Group Exercise



Outcomes

What does it mean: The participants placed 61 red and 32 blue dots in total...

- The silo district and silo images received
 - 38 red dots- 62% - indicating participants identified the silo district as number one priority.
 - 15 blue dots- 46%
- Streetscape images received
 - 23 red dots- 38%
 - 17 blue dots- 54% indicating participants identified the streetscape as the secondary priority.

Streetscape Physical Inventory

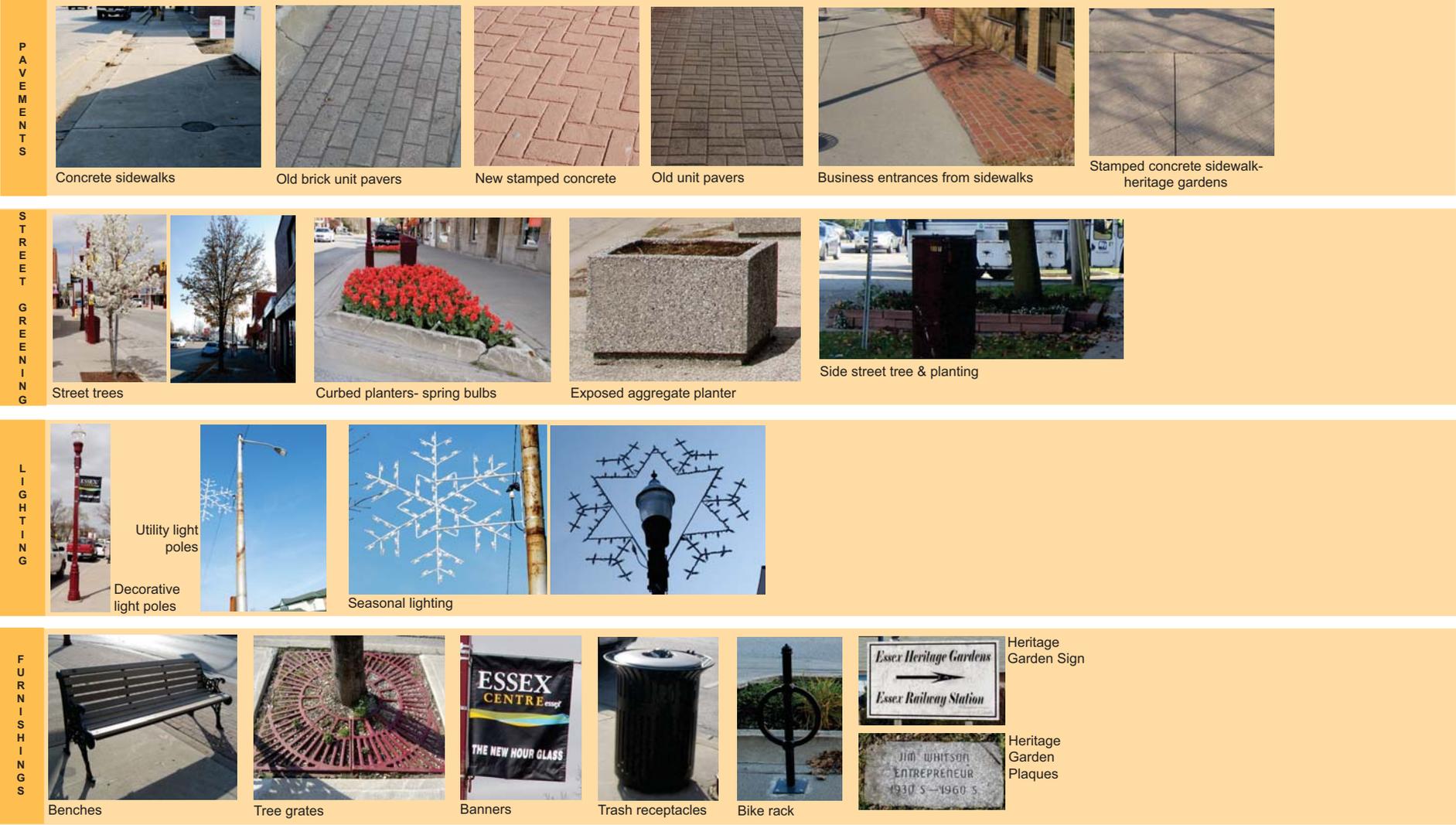
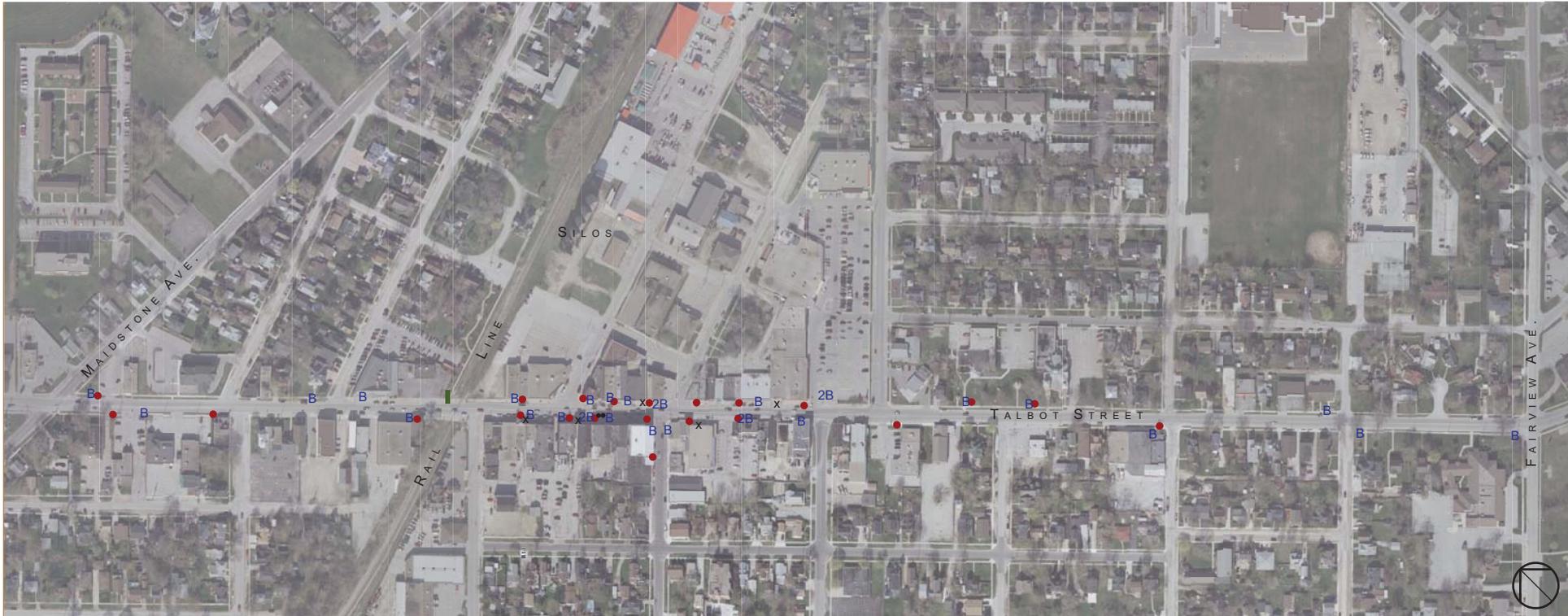


Figure 5

Furnishings Streetscape Inventory



Analysis

- Concentration of amenities between Victoria and Laird Ave. (indicates placement priority within the downtown core)- greater concentration of benches on bumpouts.
- No opportunity for recycling anywhere along Talbot St. or side streets.
- Reduced opportunity to for pedestrians to rest, recycle or throw out garbage.

Legend

- Trash Receptacles
- 2B Bench (number of benches)
- X Bike Racks
- Flag Poles
- Heritage Garden Sign

Stempski Kelly Associates Inc. – Streetscape & Silo District Plan

Figure 6

Lighting & Utilities Streetscape Inventory



Analysis

- Concentration of decorative lights between Victoria and Laird Ave- only along Talbot St.
- Utility poles/lights outside of Victoria- Laird Ave area; along side streets; some utility poles in poor condition.
- Some over head wires- will influence/ limit understory planting; creates visual unrest.

Legend

- | | |
|---|---|
| ● Fire Hydrant | ● Utility Pole/ Light Pole (cobra head style) |
| ● Traffic Light | ● Capped Crosswalk/ Traffic Light Pole |
| ● Decorative Light | |

Vehicular Use Streetscape Inventory



Analysis

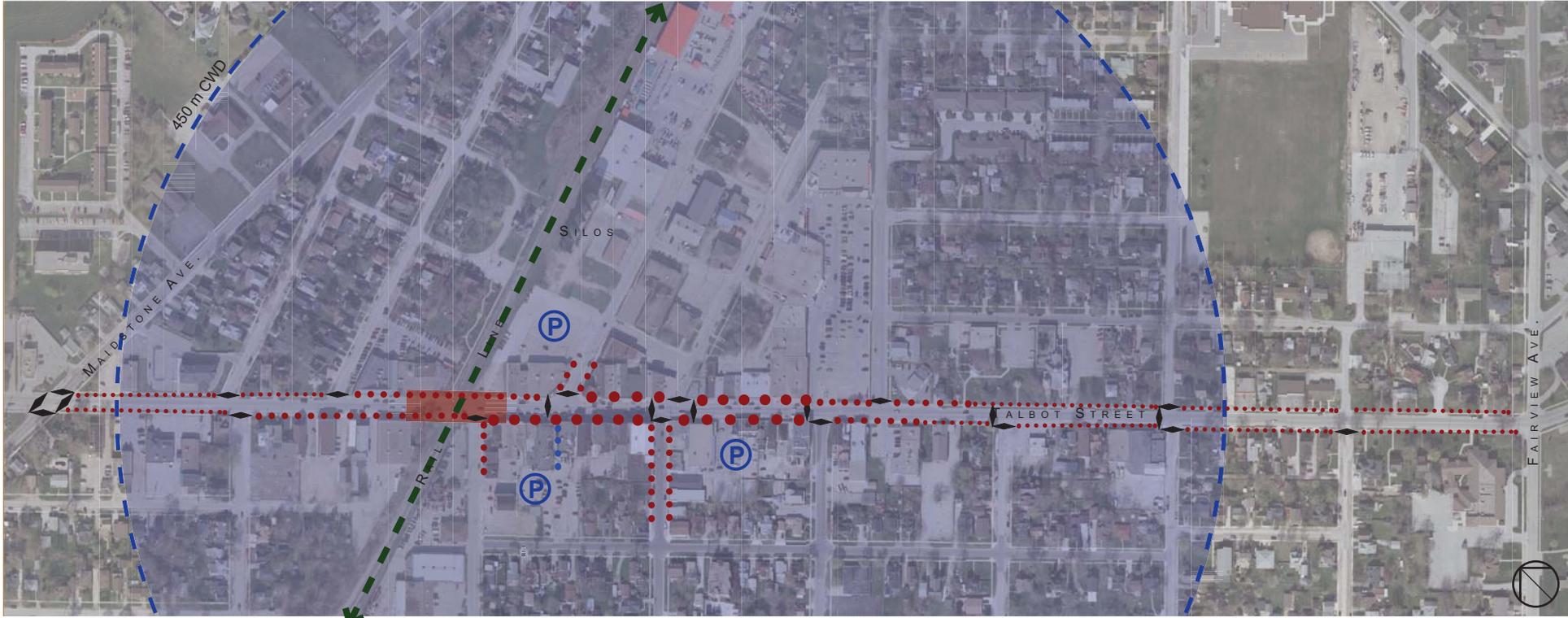
- Standard comfortable walking distance from a parking lot to a destination is 450m. With a radius from all parking lots at 80 m, there are zero voids; most businesses are within walking distance from a public parking lot; business private parking not included.
- Downtown Essex Centre is highly walkable in regards to distances between parking lots and businesses.
- Talbot St. a busy throughfare.

(Note: road classifications were made through consultant observation)

Legend

- ■ ■ ■ ■ Primary vehicular use
- ■ ■ ■ ■ Secondary vehicular use
- Tertiary vehicular use
- ↔ Curb Cuts/ Laneway Entrances
- ◇ ◇ ◇ ◇ ◇ Street Parking
- Ⓟ Public Parking
- 80m. Walking Radius

Pedestrian Use Streetscape Inventory



Analysis

- Wide sidewalks along primary and some secondary use areas.
- Some crosswalks lost between parked cars and vehicular traffic.
- Train track area where the sidewalk is lower than road elevation creates an accessibility issue.

(Note: pedestrian classifications were made through consultant observation)

Legend

- Primary pedestrian use
- Secondary pedestrian use
- Tertiary pedestrian use
- ◆ Crosswalk
- Alley
- Future Trail
- Sidewalk elevation lower than road elevation
- Comfortable Walking Distance (CWD): 450 m radii

Stempski Kelly Associates Inc. — Streetscape & Silo District Plan

Figure 9



Street Greening & Public Space Streetscape Inventory



Analysis

- Current in ground planters too shallow to plant perennials/ shrubs; bulbs removed after spring for annuals- limiting the range of what could be planted; 'ramped' curbs around planters a hazard- elderly drivers get stuck in them.
- Planters only located on corners of bumpouts- limiting where possible streetgreening can occur along Talbot St.
- Street trees either have tree grates or don't- trees without grates look unkempt; lack of uniformity.
- Greening only along Talbot St. (one tree on Gordon Ave.)
- Silo district area large open space void.

Legend

- Street trees
- * In ground planters
- Exposed aggregate planter
- ➔ To Sadler's Nature Park & future Essex Centre to Amherstburg Trail
- Possible future green space
- Public space/ park/ playground

Stempski Kelly Associates Inc. - Streetscape & Silo District Plan

Figure 10

Points of Interest Streetscape Inventory



Analysis

- High concentration of murals around Centre & Talbot St. - murals often located together or near another.
- Important locations spread apart and lacking connection.

Legend

- E Essex Municipal Office
- C Essex Centre
- M Murals
- G Heritage Gardens
- R Railway Station

- To Sadler's Nature Park & future Essex Centre to Amherstburg Trail
- Existing Silos



Figure Ground Streetscape Inventory



Analysis

- High concentration building frontage between Victoria and Laird Ave.
- Highly fragmented outside of downtown core; building faces set back with store front parking; unfriendly pedestrian environment.
- Large void around tracks and silo within close proximity to area with high concentration of building frontage.

Sections Streetscape Inventory



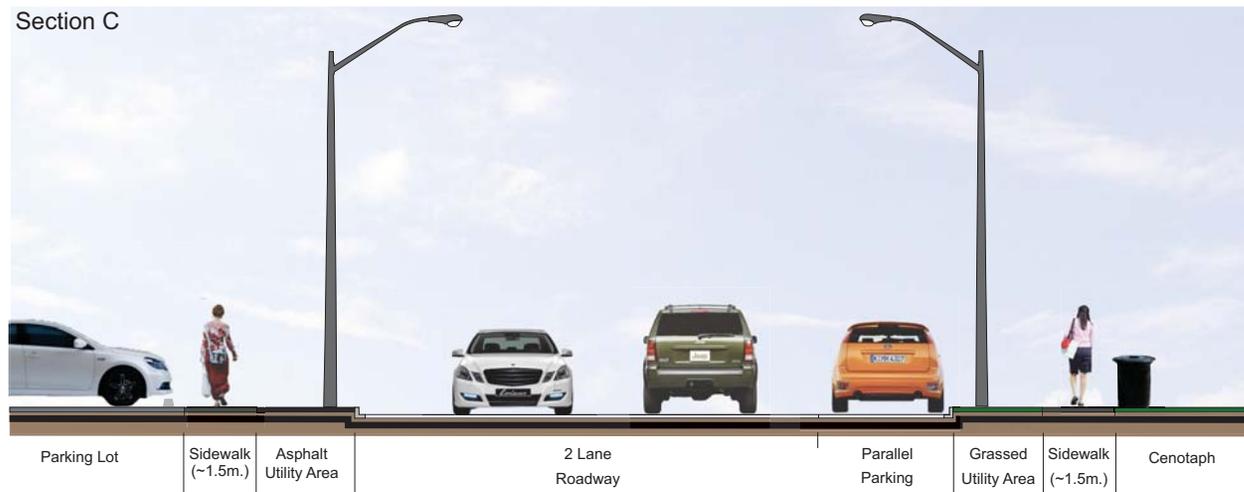
Section Locations



Sections Streetscape Inventory



Section Locations



Public Realm Accessibility



Bumpout at Talbot and Centre St. - with bumpout at different material



Talbot St. sidewalk- sidewalk to curb relation undefined



Sidewalk at Talbot St. & Cameron Ave.- East side
Furnishing accessibility



Crosswalk across Talbot St. at Wilson St.

Undefined crosswalks- curbcuts misplaced/ missing



Parking lot at Talbot St. & Victoria Ave.

Parking- roadway accessibility



Sidewalk at Talbot St. & train tracks
East side

Sidewalk- curb relation



Sidewalk at Talbot St. & train tracks
West side

Sidewalk obstructions

Accessibility Challenges



Talbot St. & Cameron Ave.- East side

Wayfinding- sign legibility

Streetscape Analysis



Stempski Kelly Associates Inc. - Streetscape & Silo District Plan

Figure 16

Streetscape Opportunities & Constraints



Opportunities:

-  Wide sidewalks (3.5- 8.0 m) offer opportunity for multiple treatments and site amenities
-  Typical sidewalk widths (1.5 m) with opportunity for greening and some amenities
-  Trail links evident
-  Potential improved or new park/ parkette or gathering spaces, with associated amenities.

-  Opportunity for heightened pedestrian connections; trail heads; alleys; sidewalks
-  Key intersections or areas requiring heightened amenity; crosswalks, gateway treatments, wayfinding; markers
-  Vacant lot.
-  Opportunity for heightened vehicular connections.

Constraints:

-  Elevation change between sidewalk and roadway; accessibility challenge; built up road way approaching old rail crossing.
-  Setback parking lots; breaks in building fabric.



Silo District Inventory

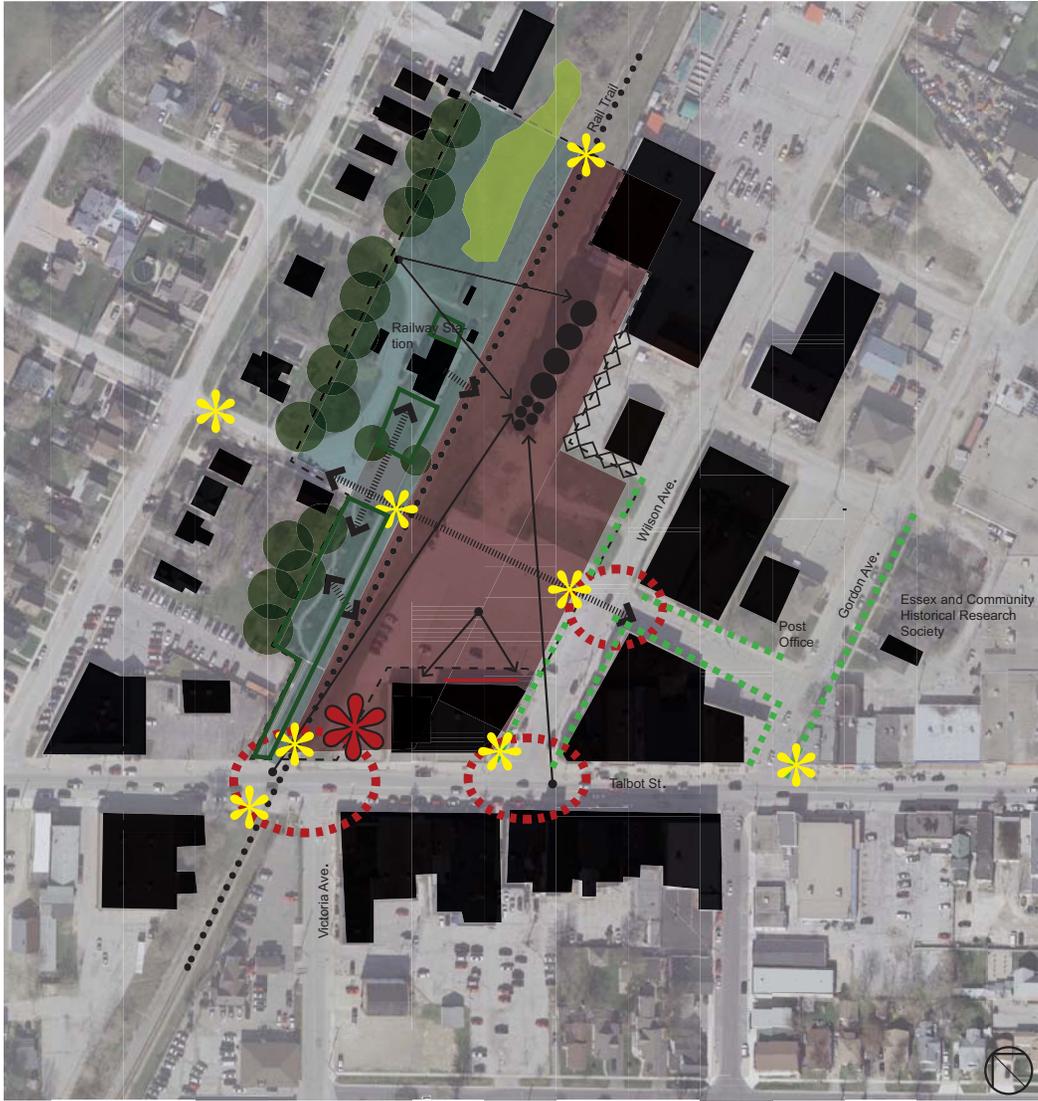


- Legend
-  Silo District Boundary
 -  Buildings
 -  Silos
 -  Public Parking Lot
 -  Maintained Gardens
 -  Low Wet Area (Marsh)
 -  Existing Tree Line
 -  Old Rail Line (Future Trail)
 -  Chainlink Fence
 -  Views towards Silos
 -  Vehicular Access
 -  Pedestrian Paths/Sidewalks
 -  Mural

Figure 18



Silo District Analysis



Legend

- Lands adjacent to urban fabric / large commercial buildings; visually and physically fragmented enclosure; accessible by car and foot; large open gathering space appropriate for active uses; accommodate larger groups.
- Land adjacent to residential neighbourhood; visually enclosed on residential edge with mature trees; open towards town; appropriate for small group, passive uses.
- ✻ Transitions / Gateways: part of wayfinding system, include appropriate pedestrian amenities (entry markers, information and signage; seating, bike racks, waste bins)
- ✻ Important park/downtown streetscape interface or connection
- Streetscape enhancement: improve pedestrian and vehicular experience; coordinate with Talbot Street improvements; defines park boundary on Wilson Ave.
- Intersection enhancement: improve pedestrian experience / safety.
- Important views to maintain or strengthen.
- Fragmented connection between existing compatible uses could be strengthened.
- Open interface with private lands lacks definition; boundary unclear.
- Maintained gardens to be accommodated into new plans: improve connections with adjacent activities.



1

Silo District
Views of Silo's



2



3



5



6



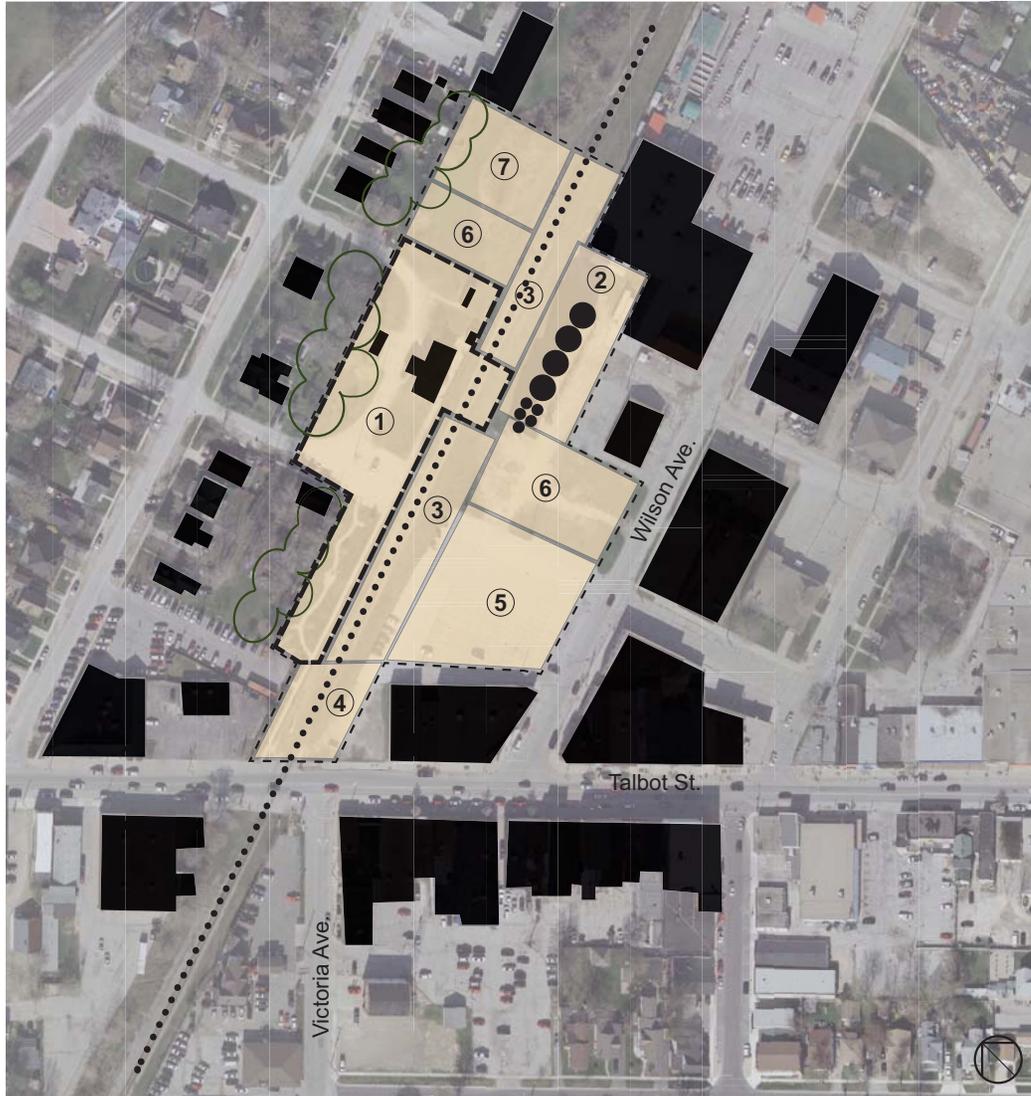
7



4

Figure 20

Silo District Land Use Inventory



Legend

- Silo District Boundary
- Buildings
- Silos
- ☁ Existing Tree Line
- Old Rail Line (Future Trail)
- ① Heritage Lands:
- ② Silo Lands:
- ③ Trail Lands:
- ④ Entry:
- ⑤ Parking: Current Use
- ⑥ Residual: Not currently used- accessible lands/ little to no constraint.
- ⑦ Natural Area: low lands- would require remedial treatment for development.

Section Two
**Streetscape
Plan & Guidelines**



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

Conceptual Streetscape Design

1 Streetscape Plan & Guidelines

The Theme

Essex Centre's downtown core, seems to have a "holding" power that is a real testimony to the spirit of the community. The town's primary access route intersects the middle of Essex Centre's downtown, but the downtown core also acts as the centre of the community's commercial activity. The concentration of service, commercial and retail amenities dictate that many visitors and community members will be on foot at one point or another during their visit.

For this reason, the physical image of the downtown core and the pedestrian realm becomes especially important; not only for providing a good quality public environment that is appropriately designed but also for giving the community an opportunity to reveal it's quality and heritage. The town has embraced the theme "Hub of Essex County" since it's geographically located within the heart of the County of Essex.

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



'Hub of Essex County' Theme

2 Essex Centre's Streetscape Design

Aside from the actual sidewalk space, Essex Centre has two pedestrian amenity spaces within the downtown core (Cenotaph & the Heritage Gardens); currently only the Cenotaph provides enough 'street-side' public space to support local celebration activities. The renewal of the streetscape within the commercial core area presents opportunities for creating more public amenity in the form of comfortable sidewalks, street furnishings, decorative scaled lighting, and programmable, public/civic space. The Illustrative, Figure 22- 24 identifies locations for new/additional lighting, sidewalk treatments, street trees and markers. The plan also identifies spaces that could be considered for public and/or event use in the future.

The plan proposes that Essex Centre's main street (Talbot Street) become more of a people place open to increased pedestrian activity, enhancing comfortable vehicular movement and refurbishing public space. Elements along Talbot will define transitions between space and connect the street as a whole.

Throughout the streetscape design, the street will be connected through paving treatments, furnishings, murals, lighting and the banner program. These treatments have been defined on the Style Guide sheet in the

Conceptual Streetscape Design

following section. The theme of Essex Centre as a 'Hub of Essex County will be heavily revealed through the use of material, colour and message. The continuity of these elements will also aid in way-finding marking limits and story-telling for Essex Centre. Street paving scenarios demonstrates the combination of materials along a portion of the street; refer to Figure 26.

3 Typical Conditions:



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

4 Accessibility

Current Barriers



All efforts should be made to ensure that all aspects of the street are fully accessible. The Ontarians with Disabilities Act is a valued resource towards integrating considerations for accessibility with a streetscape improvement.

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



Various existing pavements within Essex Centre.

5 Streetscape Palette

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

6 Paving

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

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

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

7 Lighting

Lighting should create well-lit, safe and aesthetically pleasing public spaces. A standardized family of poles and fixtures assist in creating a harmonious, uniform and coherent streetscape. Essex Centre’s existing street lighting consists of common cobra heads attached to fixed metal

Conceptual
Streetscape Design

utility poles on both sides of the street (between Maidstone Ave to the train tracks and Laird Ave to Fairview Ave). Along with the utility poles, Essex Centre features a concentration of decorative lighting between Laird Ave. and Victoria Ave.

We propose that new lighting fixtures and poles be used and designed to promote pedestrian safety and the well-being through even, effective and environmentally friendly lighting. An alternative may include a refurbishing of the decorative street lighting to accept new paint and LED luminaires.

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

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



Existing murals.



Existing banner within Essex Centre's downtown core .

8 Banners and Murals

Future banners should be constructed of high quality double-sided material that will have a guaranteed longevity of at least 5 years; a 10 year banner is very affordable to most communities. Sizes, shapes and colours for Essex Centre banners could vary, however, the banner program should be consistent throughout Essex Centre and reflect being part of County of Essex. Essex Centre could consider having its own banners intermixed with an Essex Centre brand. A graphics theme can be readily extended to other site furnishings such as medallions, motifs and medium blasted/ laser cut/ plasma cut/ punched plate steel for bench backs, waste receptacles, etc.

The banners should be installed in coordination with the street lighting system. Banner arms and brackets must match the light pole to which it is attached, in terms of colours and materials. The bottom of the banner should not be installed lower than 2.5 metres from finished grade. Maintenance and replacement of faded and/or damaged banners should be addressed immediately upon discovery of poor image characteristics.

Conceptual Streetscape Design

9 Plantings

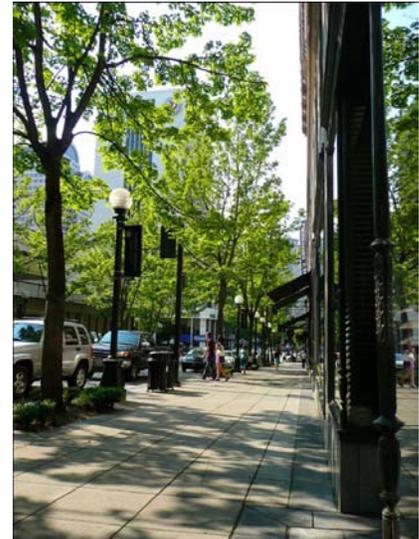
The visual preference survey resulted in a desire for a 'soft' style of planting at street grade or within seasonal (transportable) planters along with mature shade trees. An acceptable plant species list has been included- more may be determined. All plant material is to be maintenance-conscious and tolerant of intense urban conditions.

Recommended Plant List

<u>Botanical Name</u>	<u>Common Name</u>
Street Trees	
<i>Ostrya virginiana</i>	Ironwood
<i>Acer rubrum</i>	Red Maple
<i>Celtis occidentalis</i>	Hackberry
<i>Gleditsia triacanthos</i>	Honey Locust
<i>Gymnocladus dioica</i>	Kentucky Coffee Tree
<i>Quercus rubra</i>	Red Oak
Shrubs	
<i>Cornus drummondii</i>	Roughleaf Dogwood
<i>Euonymus alata</i>	Burning Bush
<i>Lindera benzoin</i>	Spicebush
<i>Myrica pensylvanica</i>	Bayberry
<i>Rhus copallina</i>	Shining Sumac
<i>Vaccinium stamineum</i>	Deerberry
<i>Viburnum dentatum</i>	Southern Arrowwood
Perennials/Ornamental Grasses	
<i>Bromus ciliatus</i>	Fringed Brome Grass
<i>Liatris spicata</i>	Dense Blazing Star
<i>Monarda punctata</i>	Spotted Bee Balm
<i>Schizachyrium scoparium</i>	Little Blue Stem
<i>Symphotrichum prenanthoides</i>	Crooked-stem Aster
<i>Viola pedata</i>	Bird's Foot Violet

Street Tree Qualities

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



Preferred visual preference street greening images.

Conceptual Streetscape Design

Within the Downtown core many street trees are in variable conditions considering their limited sized planting area. Within our site inventory tree pits were identified and where they are located along the street. Generally, emphasis must be placed on providing sufficient below and above grade growing space to encourage the long-term health of any new plant material. Essex Centre currently has sufficient sidewalk and utility zone width opportunity for and 'in-ground' planting application. With this taken into consideration, areas indicated on the plan, trees should be planted in a continuous tree pit, with minimum spacing of 6 metres on centre. Trees should not be located within 15 metres of a signalized intersection and within 10 metres of a non-signalized intersection. Trees should be planted 3 metres clear of fire hydrants and driveway aprons and 3 metres clear of utility poles. Trees should not obstruct the visibility of regulatory or cautionary traffic control devices. Given these placement considerations and challenges, trees typically get placed on 15m to 25m spacing.

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

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

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

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

10 Street Furniture

Street furniture typically includes benches, litter containers, trash receptacles, recycling containers, bicycle racks, bollards, ornamental fences, information kiosks, shelters and banner poles. The town is utilizing their existing benches, trash receptacles and planters; it's been recommended existing furnishings 'in need,' are refinished. New



Combined seating format

Conceptual Streetscape Design

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

11 Interpretive Elements

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

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

12 Public Utilities

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

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

With advancement in technology, many communities are utilizing 'patterned' concrete as an alternative treatment to unit paving (obviously all treatments must meet municipal standards). Colour and texture should provide an obvious contrast to the surrounding pavement in all seasons.

*Conceptual
Streetscape Design*

Where possible, as many of the support utilities, such as transformers and traffic signal controllers should be placed underground to reduce visual cluttering of the streetscape. If not possible, strategic above-grade locations for these components should be sought through engineering.

13 Parking Areas and Vehicular Access

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

Within Essex Centre's downtown core there are many vehicular access curb cuts where no driveway occurs. Service access points should be shared and should be well integrated into the streetscape so that they do not dominate over the pedestrian nature of the public realm.

As an example, a current standard being utilized by many communities in Southern Ontario employs a 6 metre setback from the street line, sodded and planted with trees to improve the pedestrian environment. This setback may be reduced to 3 metres if it is demonstrated that a full dense visual screen is created with deciduous and coniferous planting. Several communities do allow a setback reduction to 2.1 metres if a 1.2m (4 ft) high masonry screen wall or a 0.9m to 1.2m high decorative steel fence is provided in conjunction with a continuous landscaping strip of coniferous and deciduous shrubs/trees. Obviously, any treatment in Essex Centre should build on its desired theme.

14 Laneways

Typically, in rural Ontario communities, laneways act as a secondary vehicular system providing an alternative transportation corridor within a community. These unique and often intimate thoroughfares provide access to back of building park lots and alternative transit routing. Laneways provide great opportunity for pedestrian priority development which enable users to connect with the downtown district.

While Essex Centre only has a single pedestrian laneway on its main street, it needs to be addressed and would be particularly beneficial in upgrading, as it connects parking behind A-1 Chinese and Talbot Street.

Where possible, improvements should include lighting, landscape improvements, animated features, landmarks/public art installation opportunities. Due to the character of laneways security considerations are to always be included.

15 Crosswalks

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

As mentioned above, we recommend a heightened awareness of crosswalks by the use of "unit paving or a stamp patterned asphalt treatment." The Town of Essex's engineering/ public works may have its own standardized widths for crosswalks, but we believe that pedestrian crosswalks should be installed at a minimum width of 3.0 metres and should extend fully from one street corner to the other.

Existing crosswalks in the downtown core are defined by basic white lines indicating the 'edges' of the crosswalk. While in satisfactory condition, it is appreciated that they have faded and lack the intensity that they once offered. It is recommended that the intersections be renovated to accommodate appropriate highlighted crosswalks. Each intersection should reflect it's own identity while maintaining a unifying theme found throughout the streetscape.

16 Third Party and Temporary Signage

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

17 Maintenance and Management

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

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

18 Theming Elements

It is proposed that Essex Centre builds a theme largely on what it already has at hand – a centralized and respectful community, searching to reidentify as the centre of the County. It has a ideal geographic location to support the 'Hub of Essex County' title. The development of the streetscape capitalizes on this by incorporating symbolism and imagery that represents the cues of its environment providing distinctive pedestrian-scaled environments that highlight streetscape features, lamp posts, fixtures, banners and typical street furnishings (benches, bike racks, waste

Conceptual Streetscape Design

receptacles, tree guards and grates, etc.). While suggestions are offered as a 'style guide', further graphic development of this theme is warranted as proposed projects near reality.

19 Markers and Celebration Places

Markers, as defined in the introduction on this guideline, are located in key spaces along the streetscape. They are typically vehicular scaled and oriented; forming a first impression of Essex Centre's way-finding system. Markers are encouraged to create destination or memory points to key locations including mural and historically significant locations, the Silo District, the Railway Station, Heritage Garden and the Cenotaph. The story of Essex Centre can be supported via these markers in the way of oversized "themed" public art, information structures or kiosks, and special place markers or signs, etc. Many communities have used 'public art campaigns' to create and develop markers. In addition, "gateway" arches have been used effectively at key thresholds to distinctive business and/ or tourist zones.

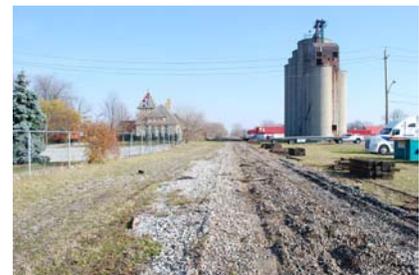
The Town should seek detailed design work for each celebration space building on and supporting its streetscape development.

20 Way Finding and Signage

Essentially there are four keys to wayfinding success for any community – use the right content (words), make it brief, keep the design simple, and keep the feature/sign well maintained. Although many communities focus specifically on 'post mount' signs, Essex Centre, given its 'Hub' theme, should consolidate an approach for the community's 'orientation signage' through a guideline drawing inspiration from elements of quality that makes "Essex Centre as the County Hub" memorable. Essex Centre should have a "family" of signage elements of various scales, formats and messages. It is known that the average traveler will spend only about 4 seconds reading a signage element (other than directory) – gaining a feeling of quality, permanence, history, natural heritage is a much more effective strategy than loading it up with cluttered words; being literal is sometimes not the most effective approach. The information kiosk, proposed for the Silo District, is one example of a device that can "orient, inform and direct" visitors in the downtown area. Moving forward, Essex Centre should invest in a wayfinding plan to generate the character of these elements in the spirit of its Hub theme.



Historic Railway Station



Silo District



Cenotaph

Essex Centre Streetscape Schematic Maidstone Ave to Tracks



① Grade Change Planting



Existing

- New Concrete Sidewalk
- Raised Planters: to match utility strip; help correct grade change problems.
- Utility Strip & Furnishing Zone: Unit paved; brown with black edging to emphasize rail theme.

Refinished Lights: with hanging basket banners additional option.

Entrance Plaza
Silo District Entrance

Signalized Pedestrian Crosswalk



② Track Crossing & Silo District Entrance
(Talbot & Former Railway Crossing)

- Bollard Plaza: continuation of trail
- Utility Strip & Furnishing Zone: Unit paved; brown with black edging to emphasize rail theme.



Existing

- Street Lights
- Proposed Pedestrian Crossing Light
- Proposed Street Tree
- Proposed Parking Lot Upgrades
- Proposed Unit Paving/Utility Strip
- Proposed Turf
- Proposed Cross Walks
- Proposed Grade Change Planting Locations

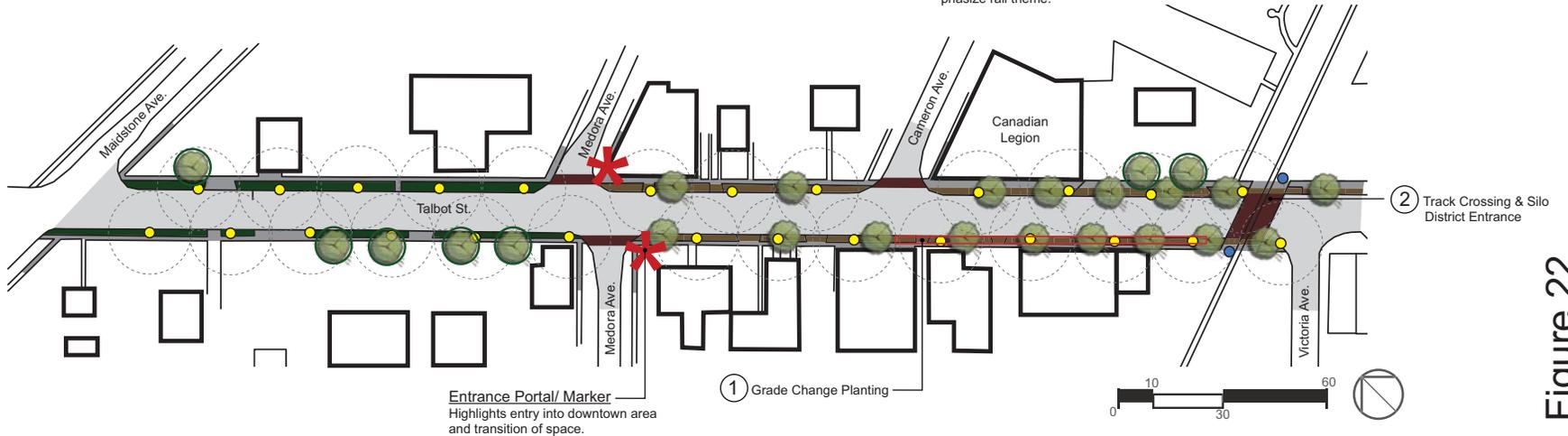


Figure 22

Essex Centre Streetscape Schematic

Tracks to Iler Ave



③ Corner Treatments



④ Talbot Street Furnishings & Planting

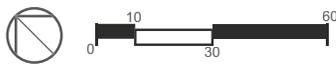


Figure 23

Essex Centre Streetscape Schematic Iler Ave. to Fairview Ave.



Refinished Utility Poles

Utility Strip & Furnishing Zone:
Unit paved; brown with black
edging to emphasize rail
theme.

New Concrete Sidewalk

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

⑤ Parking Lot- Sidewalk Transition & Street Trees

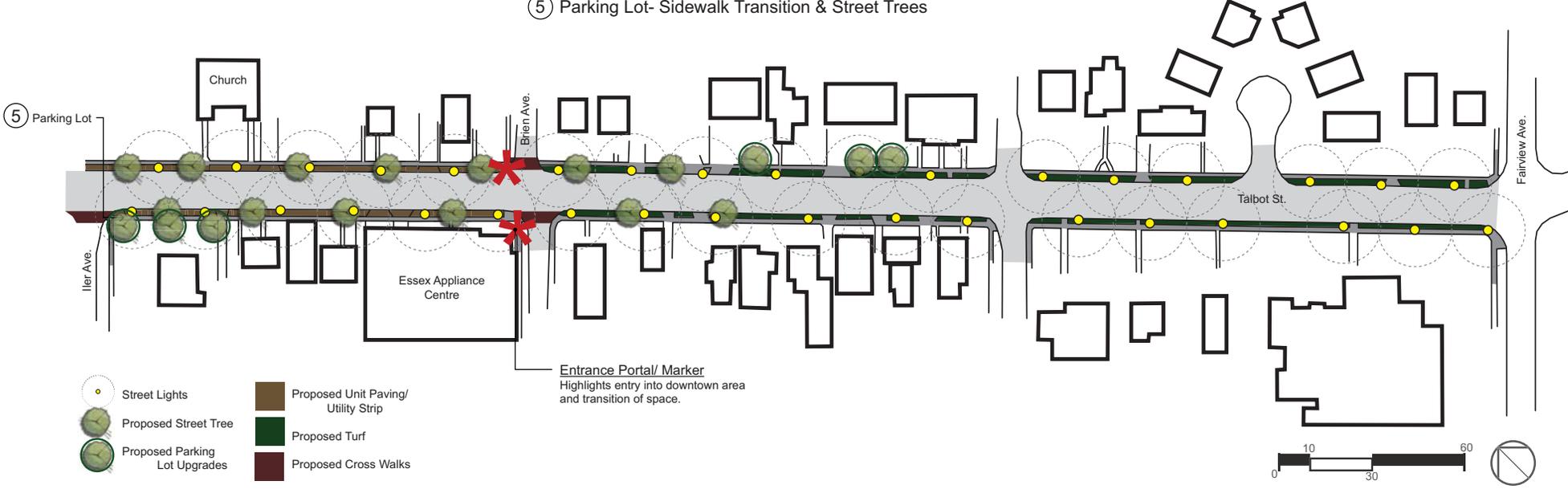


Figure 24

Style Guide Furnishing Elements

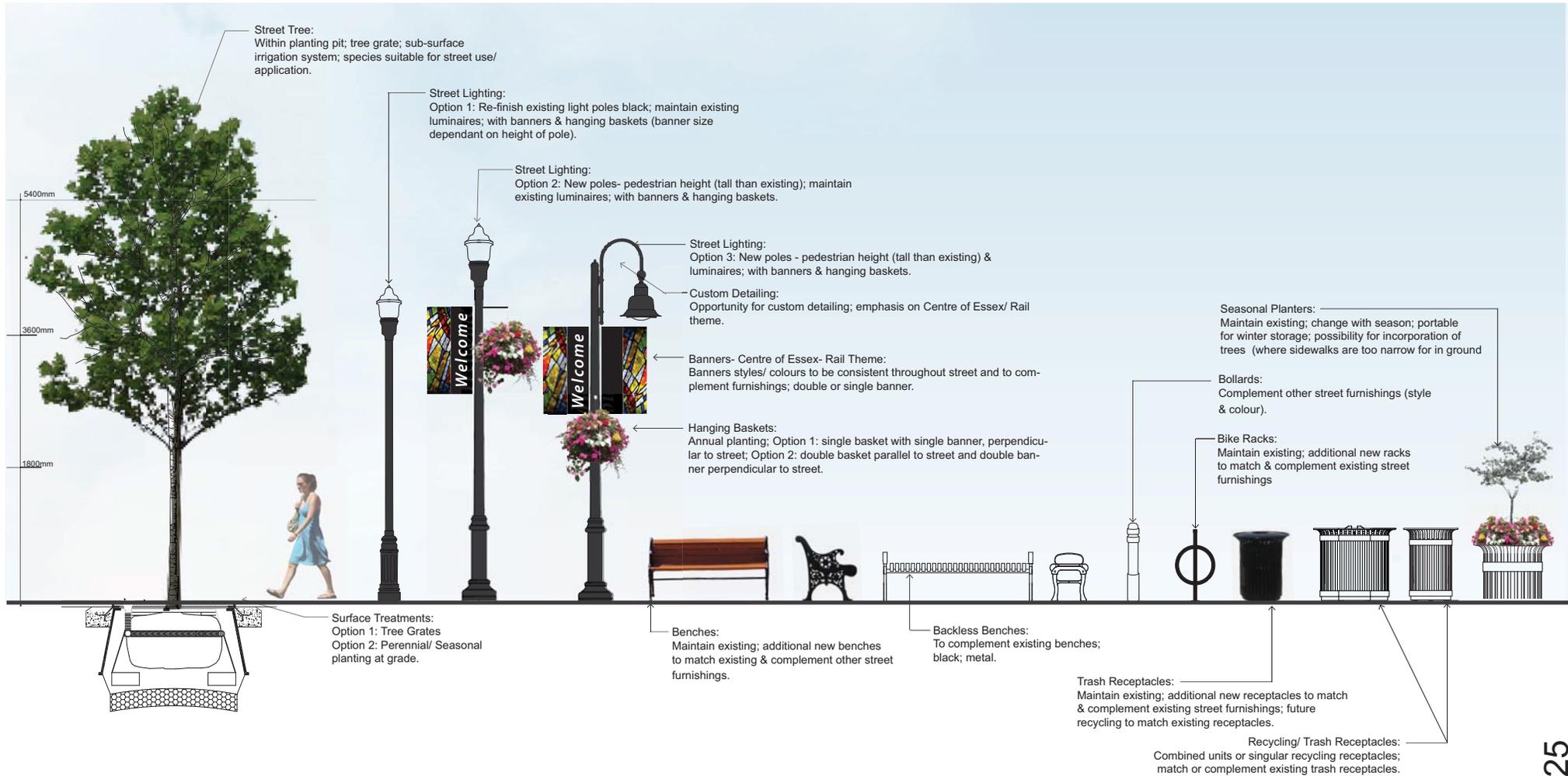
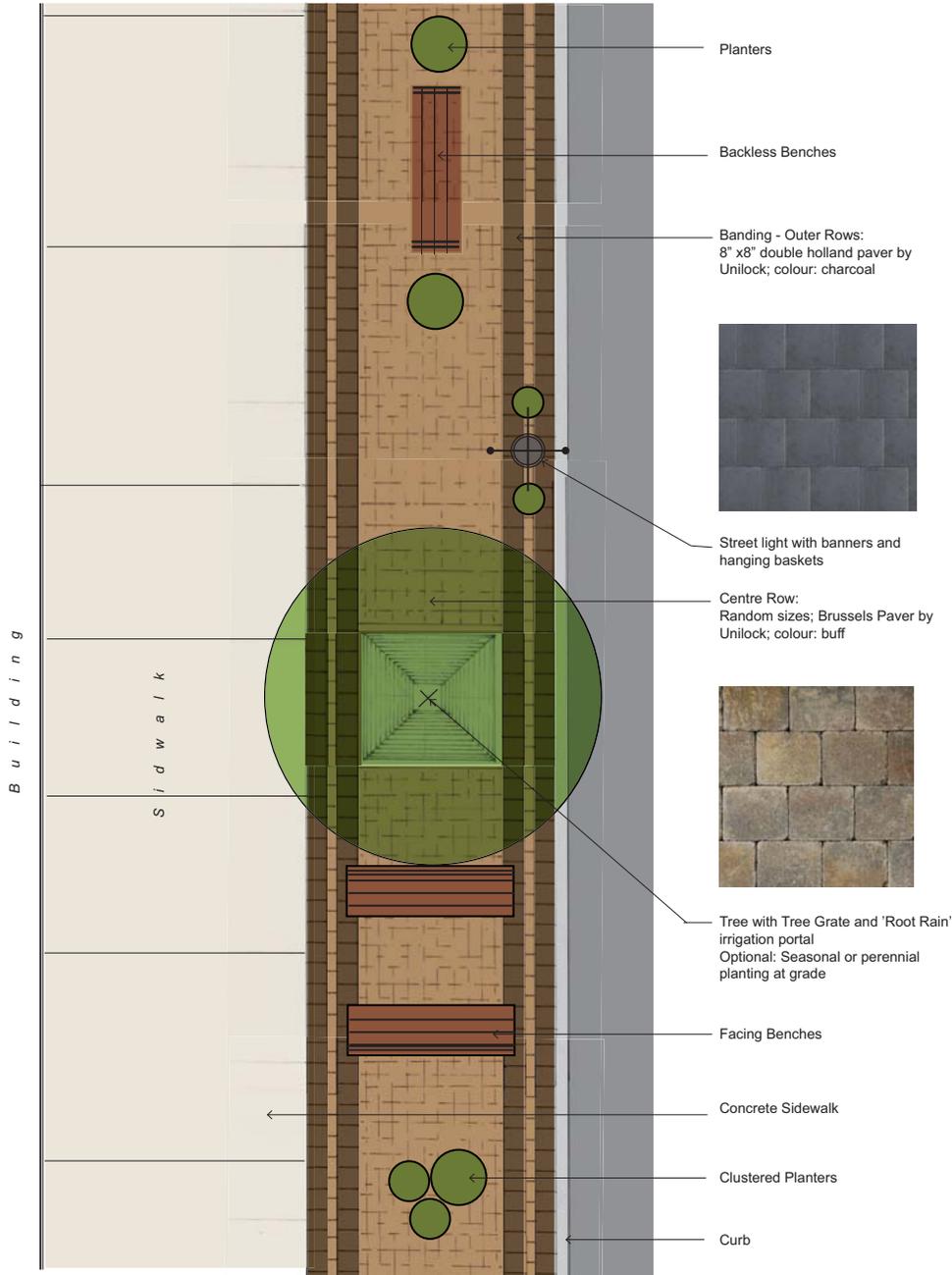


Figure 25

Style Guide

Surface Treatments



Planters

Backless Benches

Banding - Outer Rows:
8" x8" double holland paver by
Unilock; colour: charcoal



Street light with banners and
hanging baskets

Centre Row:
Random sizes; Brussels Paver by
Unilock; colour: buff



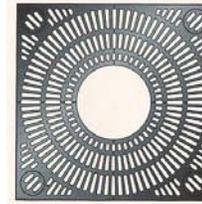
Tree with Tree Grate and 'Root Rain'
irrigation portal
Optional: Seasonal or perennial
planting at grade

Facing Benches

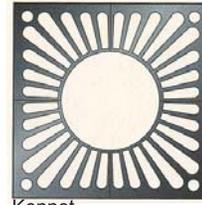
Concrete Sidewalk

Clustered Planters

Curb



Dee



Kennet



Trent

Tree Grates:

Tree grates allow for a natural penetration of water into surrounding soil and prevents the soil from being compacted. The architectural style should drawn on heritage/traditional cues along the main street.



Root Rain Irrigation Portal:

Street tree irrigation system that delivers water directly to the root zone, encouraging healthy root growth. This system is cost effective, vandal resistant, and unobtrusive in appearance, making it ideal for public areas.



Crosswalk Treatment:

Preferred: Patterned asphalt with white banding

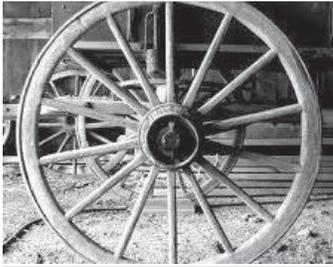
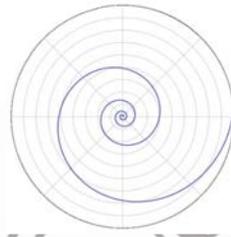
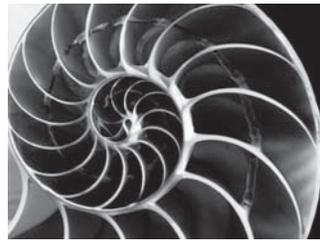


Alternative Crosswalk Treatment:

Painted (white) Crosswalk

Typical Furnishing Treatment and Paving Detail

Figure 26



essex



Hub of Essex County

centre - community - hub - middle -

heart - focus - core - radial -

- county - unify -



Style Guide

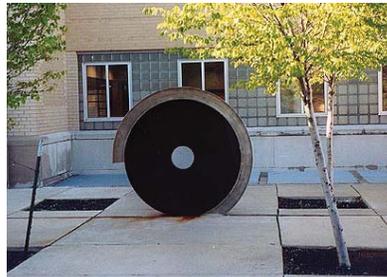
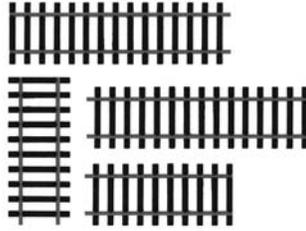


Figure 27



RAILWAY

tracks - ties - whistle - steel - nails -
steam - wood - wheel - engine

- industrial - coal -



Figure 28

Silo District Schematic Concept Linear Layout with Central Hub

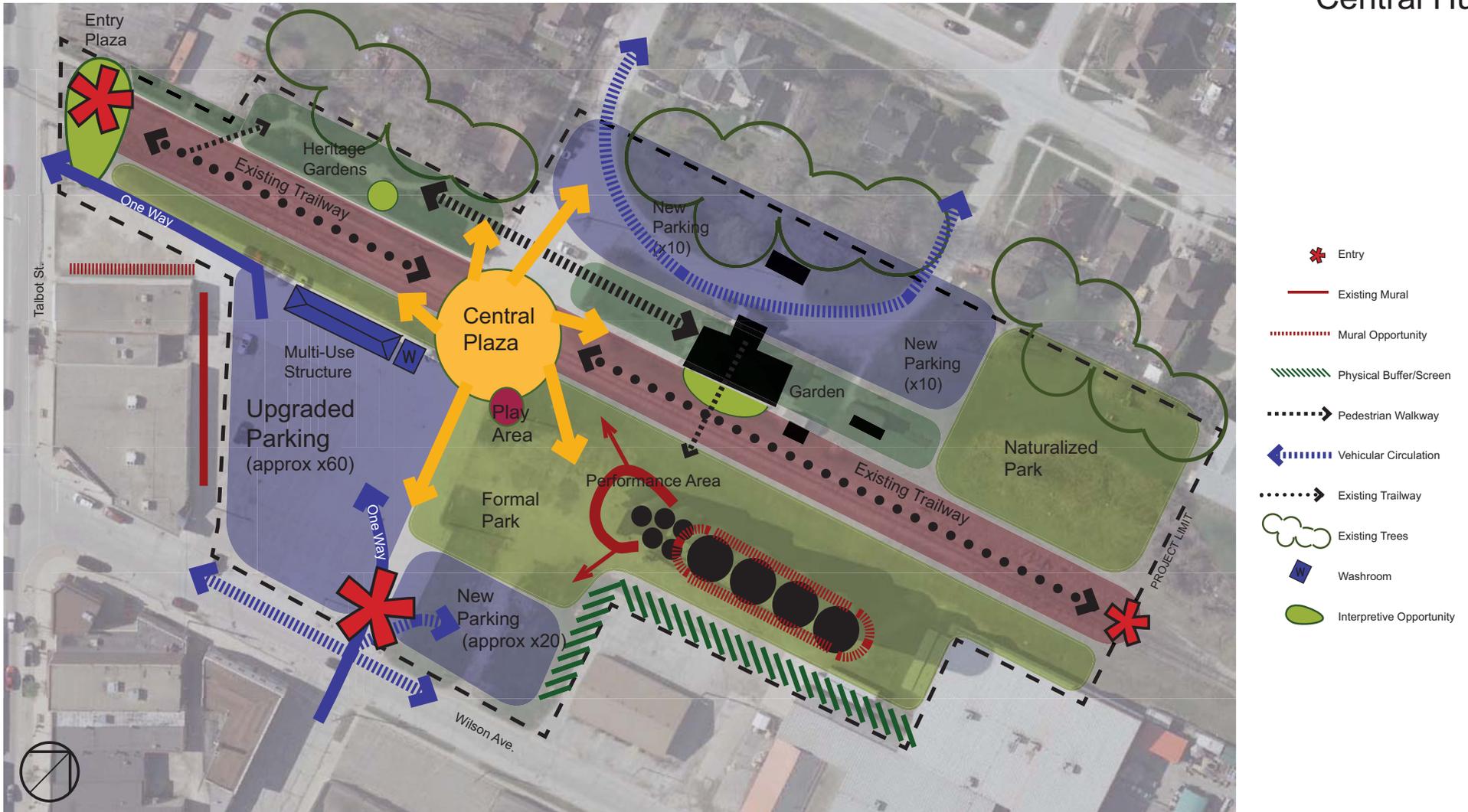


Figure 29

Silo District Illustrative Concept

Desirable Character Images as selected from community participants:



Formal Park Area



Play Area



Interpretive Area



Railway Theme



Multi-Use Structure



Upgraded Parking



Public Washroom



Trails - well maintained



Performance Area



Naturalized Park Area



Figure 30

Section Three
**Plan
Implementation**



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

1. Introduction

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

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

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

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

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

2. Streetscape Treatment Budgets & Priorities

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

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



i. Budget Estimates

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

It is estimated that the total cost for treatment upgrades for Talbot Street would be in the order of \$2,383,675. Obviously, this cost can be broken down into smaller projects. The following provides detail to each of the budget estimate categories:

Pavements

Surface treatments essentially have been suggested for the utility strip and new concrete between existing sidewalks and building frontages to replace existing sidewalks (Estimated \$671,796).

Planting

There are several areas of the streetscape to receive new planting in the form of new street trees and under-planting; 1) Talbot Street (Estimated \$125,400).

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

Lighting

All equipment required to fulfil street and laneway lighting including poles, luminaires, banner and planter arms, and electrification of same has been included in the unit pricing for the lighting. (Estimated \$872,000.)

Refurbishment of lights (including scraping and painting) (Estimated \$38,115).

Site Furnishings

Supply of benches, waste/recycling containers, bicycle racks have not been itemized for each section of the street. At this time, no estimate for installation has been included as many communities tend to 'direct purchase' and utilized their own staff for installation. Essex Centre has a good complement of existing equipment and future activities should include refurbishing equipment in need and then adding new equipment.

Silo District

Preliminary budgeting has been included, based on the concept presented at the Public Open House (Figure 30); budgeting for the silos has not been accounted for, due to several variables (ie. keeping the silos, removing the silos, mural on the large silos etc.). The estimate for site furnishings, amenities, parking upgrates, buildings, etc. is in the order of \$ 1,487,666.

Special Projects

Special projects include public parking containment treatments, the 'entry' landscape at the Medora Ave. and Brien Ave. intersections, etc. Allowances for 'special projects' include all components to complete the project, for example, the 'bump out' locations typically include new curbs, planting, associated boulder and/or fabricated seating, and waste/recycling containers.

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

Allowances for both contingency and professional fees (related to construction documentation) has been shown on the budget estimates.

ii. Order of Operation

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

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

3. Budget Estimates

The Essex Centre Streetscape and Silo District Plan budget estimates are fundamental in order to evaluate the overall improvement plan. The objectives of the budget estimates are to provide the capital costs of the concept plans to best represent realistic expectations of described implementation efforts.

Plan Implementation

The streetscape improvement and Silo District concept for Essex Centre envisions strengthening local business and encouraging investment by building and property owners through capital improvements typically to its “public environments” including surfaces/pavements, lighting, greening and site amenities. The capital costs have been broken into segments along Talbot Street rationalized by “character” i.e., core and transitional areas. The silo district concept is a separate budget estimate. Within each of the budget estimates detail describing the item, unit pricing (lump sum where appropriate), and estimated quantity are shown. The majority of the capital cost estimates are based on construction and/or installation costs experienced by other streetscape and public space improvements with similar work descriptions. An associated professional fee for construction/tender documents is included. All capital costs are estimated in 2012 dollars. The budget estimates follow this section.

4. Towards a Community Improvement Plan

The Essex Centre Streetscape & Silo District Plan is a key part of a process of improving the economic, physical and social well being of its “traditional” town centre. These areas thrive and bustle when there is a dynamic interchange between public space, civic/social uses and commercial activity. This makes for interesting places that residents and visitors will come to experience. Typical outcomes include:

- Strengthening local business and encouraging investment by building and property owners;
- Creating enjoyable public streets and spaces animated by a variety of creative and civic activities; and,
- Providing work and living opportunities that respond to people’s needs across a spectrum of ages and interests.

Given the scope of this streetscape plan and to further aid Essex Centre’s downtown revitalization efforts a Community Improvement Plan (CIP) should be considered to support the non-municipally owned entities (along the streetscape) such as building frontages, private parking areas, back-of-the building spaces, etc. Building owners and business operators can take advantage of property, building, façade, and in some cases tax incentive grants permitted under the Municipal Act. Financial incentives and opportunities to further support the municipality’s streetscape improvements can include, but are not limited to:

- Landscape & Property Improvements Grant;
- Heritage Restoration Grant;
- Building Façade (Front, Main Entry) Improvement Grant;

*Plan
Implementation*

- Rear or Side Wall Facade Improvement Grant; and,
- Signage Improvements Grant

In addition to financial incentives, capacity (Leadership) programs could also be offered through a CIP to embrace/promote additional leadership in the Essex Centre community. A CIP for the Town of Essex is a logical next step given this Essex Centre Streetscape & Silo District Plan; it could embrace further involvement from the Essex Centre BIA, the Chamber of Commerce, interested community members, and the Province.

Essex Centre Project Budget Estimates

ska

Streetscapes

General Streetscape	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Refurbished Lighting					
	Re-finished Existing Decorative Lights	34 each	steel	\$ 350.00	\$ 11,900.00
	Re-finished Existing Utility Poles	65 each	steel	\$ 350.00	\$ 22,750.00
				subtotal:	\$ 34,650.00
				10% contingency	\$ 3,465.00
				total:	\$ 38,115.00

*throughout Talbot- Maidstone to Fairview

Talbot Streetscape	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Maidstone Ave to Medora St (transition)					
	Light Standards (Decorative)	11 each	new	\$ 8,000.00	\$ 88,000.00
	Crosswalks	72 sq. m.	stamped asphalt	\$ 100.00	\$ 7,200.00
	Hanging Baskets- <i>supplied by others</i>	11			
	Benches- <i>supplied by BIA</i>				
	Trash Receptacles- <i>supplied by BIA</i>				
	Design Fee				\$ 1,300.00
				subtotal:	\$ 96,500.00
				10% contingency	\$ 9,650.00
				total:	\$ 106,150.00

Parking Lot Upgrades	Item:	Qty:	Material:	Unit Cost:	Sub-total:
P1					
	**Trees	1 each	new	\$ 400.00	\$ 400.00
	*Planting	19 sq.m.	shrubs/perennials	\$ 70.00	\$ 1,330.00
	Bollards	6 each	new	\$ 1,000.00	\$ 6,000.00
	Design Fee				\$ 850.30
				subtotal:	\$ 8,580.30
				10% contingency	\$ 858.03
				total:	\$ 9,438.33
P2					
	**Trees	4 each	new	\$ 400.00	\$ 1,600.00
	*Planting	61 sq.m.	shrubs/perennials	\$ 70.00	\$ 4,270.00
	Bollards	14 each	new	\$ 1,000.00	\$ 14,000.00
	Design Fee				\$ 2,185.00
				subtotal:	\$ 22,055.00
				10% contingency	\$ 2,205.50
				total:	\$ 24,260.50

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

(Note: Potential for agreement between Town and adjacent property owners to share costs of improvements.)

**Trees to be different species than 'core' area

Talbot Streetscape	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Medora St. to Brien Ave. (core)					
Pavement	Removals	7233	sq. m.	\$ 25.00	\$ 180,825.00
	Concrete Sidewalks	3678	sq. m.	\$ 57.00	\$ 209,646.00
	Unit Paver Utility Strip	3555	sq. m.	\$ 130.00	\$ 462,150.00
	Crosswalks	390	sq. m. stamped asphalt	\$ 100.00	\$ 39,000.00
	Light Standards (Decorative)	74	each new	\$ 8,000.00	\$ 592,000.00
	Curb Detail (Identification)	9	each steel	\$ 2,000.00	\$ 18,000.00
Greening	**Street Trees (60mm cal.)	68	each new	\$ 450.00	\$ 30,600.00
	Tree Pit Systems (tech)	62	each new	\$ 1,500.00	\$ 93,000.00
	Tree Grates	62	each new	\$ 600.00	\$ 37,200.00
Furnishings	Gateway Markers	4	each steel	\$ 5,000.00	\$ 20,000.00
	Benches- <i>supplied by BIA</i>				
	Trash Receptacles- <i>supplied by BIA</i>				
	Hanging Baskets- <i>supplied by others</i>	74			
	Seasonal Planters- <i>supplied by BIA</i>				
	Design Fee				\$ 184,846.00
				subtotal:	\$ 1,867,267.00
				10% contingency	\$ 186,726.70
				total:	\$ 2,053,993.70

*Note: Includes sidestreets Wilson Ave., Fox St., and Gordon Ave.

** Note: If existing trees maintained- proposed street trees species to match existing.

Parking Lot Upgrades	Item:	Qty:	Material:	Unit Cost:	Sub-total:
P3	Trees	2	each new	\$ 400.00	\$ 800.00
	*Planting	15	sq.m. shrubs/perennials	\$ 70.00	\$ 1,050.00
	Bollards	3	each new	\$ 1,000.00	\$ 3,000.00
	Design Fee				\$ 750.00
				subtotal:	\$ 5,600.00
				10% contingency	\$ 560.00
				total:	\$ 6,160.00
P4	Trees	4	each new	\$ 400.00	\$ 1,600.00
	*Planting	37	sq.m. shrubs/perennials	\$ 70.00	\$ 2,590.00
	Bollards	9	each new	\$ 1,000.00	\$ 9,000.00
	Design Fee				\$ 1,540.00
				subtotal:	\$ 14,730.00
				10% contingency	\$ 1,473.00
				total:	\$ 16,203.00

P5	Trees	1	each	new	\$ 400.00	\$ 400.00
	*Planting	8	sq.m.	shrubs/perennials	\$ 70.00	\$ 560.00
	Bollards	2	each	new	\$ 1,000.00	\$ 2,000.00
	Design Fee					\$ 750.00
					subtotal:	\$ 3,710.00
					10% contingency	\$ 371.00
					total:	\$ 4,081.00

P6	Trees	4	each	new	\$ 400.00	\$ 1,600.00
	*Planting	43	sq.m.	shrubs/perennials	\$ 70.00	\$ 3,010.00
	Bollards	10	each	new	\$ 1,000.00	\$ 10,000.00
	Design Fee					\$ 1,607.00
					subtotal:	\$ 16,217.00
					10% contingency	\$ 1,621.70
					total:	\$ 17,838.70

P7	Trees	3	each	new	\$ 400.00	\$ 1,200.00
	*Planting	22	sq.m.	shrubs/perennials	\$ 70.00	\$ 1,540.00
	Bollards	7	each	new	\$ 1,000.00	\$ 7,000.00
	Design Fee					\$ 1,070.00
					subtotal:	\$ 10,810.00
					10% contingency	\$ 1,081.00
					total:	\$ 11,891.00

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

(Note: Potential for agreement between Town and adjacent property owners to share costs of improvements.)

Grade Changes	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Grade Change 1	Precast Concrete Unit Wall	155 lin. m	new	\$ 210.00	\$ 32,550.00
	Planting	76 sq.m.	shrubs/perennials	\$ 45.00	\$ 3,420.00
	Design Fee				\$ 3,956.00
				subtotal:	\$ 39,926.00
				10% contingency	\$ 3,992.60
				total:	\$ 43,918.60
Grade Change 2	Precast Concrete Unit Wall	43 lin. m	new	\$ 210.00	\$ 9,030.00
	Planting	20 sq.m.	shrubs/perennials	\$ 45.00	\$ 900.00
	Design Fee				\$ 1,090.00
				subtotal:	\$ 11,020.00
				10% contingency	\$ 1,102.00
				total:	\$ 12,122.00
Grade Change 3	Precast Concrete Unit Wall	49 lin. m	new	\$ 210.00	\$ 10,290.00
	Planting	23 sq.m.	shrubs/perennials	\$ 45.00	\$ 1,035.00
	Design Fee				\$ 1,245.00
				subtotal:	\$ 12,570.00
				10% contingency	\$ 1,257.00
				total:	\$ 13,827.00

Note: Trees included in streetscape counts

Brien Ave. to Fairview Ave.	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Streetscape (transition)					
	Light Standards (Decorative)	24	each	new	\$ 8,000.00 \$ 192,000.00
	**Street Trees (60mm cal.)	4	each	new	\$ 450.00 \$ 1,800.00
	Crosswalks	72	sq. m.	stamped asphalt	\$ 100.00 \$ 7,200.00
	Benches- <i>supplied by BIA</i>				
	Trash Receptacles- <i>supplied by BIA</i>				
	Hanging Baskets- <i>supplied by others</i>	24			
	Design Fee				\$ 2,211.00
				subtotal:	\$ 203,211.00
				10% contingency	\$ 20,321.10
				total:	\$ 223,532.10
P8	**Trees	1	each	new	\$ 400.00 \$ 400.00
	*Planting	9	sq.m.	shrubs/perennials	\$ 70.00 \$ 630.00
	Bollards	3	each	new	\$ 1,000.00 \$ 3,000.00
	Design Fee				\$ 750.00
				subtotal:	\$ 4,780.00
				10% contingency	\$ 478.00
				total:	\$ 5,258.00
P9	**Trees	2	each	new	\$ 400.00 \$ 800.00
	*Planting	13	sq.m.	shrubs/perennials	\$ 70.00 \$ 910.00
	Bollards	4	each	new	\$ 1,000.00 \$ 4,000.00
	Design Fee				\$ 750.00
				subtotal:	\$ 6,460.00
				10% contingency	\$ 646.00
				total:	\$ 7,106.00

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

(Note: Potential for agreement between Town and adjacent property owners to share costs of improvements.)

**Trees to be different species than 'core' area

Banners

	Item:	Qty:	Material:	Unit Cost:	Sub-total:
8 Double Banner	Poly Knit (32"x 80")	82	each	\$ 57.86	\$ 4,744.52
66 Single Banner	* Company: Classic Displays				
	Poly Spun (32"x 80")	82	each	\$ 64.58	\$ 5,295.56
	* Company: Classic Displays				
	Echotex (32"x 80")	82	each	\$ 89.95	\$ 7,375.90
	* estimate includes 3'5" sleeves top and bottom, 4 grommets with gussets; 100% recycled fabric; Company: The Flag Shop				
	Block Out Mesh (32"x 80")	82	each	\$ 128.95	\$ 10,573.90
	* estimate includes 3'5" sleeve top and bottom, 4 grommets & sides cut to side; designed to last 10+ years with				
	Steel- Plasma Cut	82	each	\$ 550.00	\$ 45,100.00

Furnishing Locations Map

	Item:	Qty:	Material:	Unit Cost:	Sub-total:
	Benches	32		\$ 1,000.00	\$ 32,000.00
	Backless Benches	17		\$ 1,000.00	\$ 17,000.00
	Waste Receptacles	29		\$ 1,200.00	\$ 34,800.00
	Bike Racks	21		\$ 800.00	\$ 16,800.00
	Planters	90		\$ 400.00	\$ 36,000.00
				subtotal:	\$ 136,600.00
				10% contingency	\$ 13,660.00
				total:	\$ 150,260.00

Essex Centre Project Budget Estimates
Streetscapes- Secondary Options

Other	Item:	Qty:	Material:	Unit Cost:	Sub-total:
	Pedestrian Laneway Improvements				
	New Mural Locations				
	Wayfinding Plan				

Medora St. to Brien Ave.	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Streetscape (Core- Option 2)					
Pavement	Removals	5394	sq. m.	\$ 25.00	\$ 134,850.00
	Concrete Sidewalks	3101	sq. m.	\$ 57.00	\$ 176,757.00
	Unit Paver Utility Strip	2293	sq. m.	\$ 130.00	\$ 298,090.00
	Crosswalks	390	sq. m.	stamped asphalt \$ 100.00	\$ 39,000.00
	Light Standards (Decorative)	74	each	new \$ 8,000.00	\$ 592,000.00
	Curb Detail (Identification)	9	each	steel \$ 2,000.00	\$ 18,000.00
Greening	**Street Trees (60mm cal.)	68	each	new \$ 450.00	\$ 30,600.00
	Tree Pit Systems (tech)	62	each	new \$ 1,500.00	\$ 93,000.00
	Tree Grates	62	each	new \$ 600.00	\$ 37,200.00
Furnishings	Gateway Markers	4	each	steel \$ 5,000.00	\$ 20,000.00
	Benches- <i>supplied by BIA</i>				
	Trash Receptacles- <i>supplied by BIA</i>				
	Hanging Baskets- <i>supplied by others</i>	74			
	Seasonal Planters- <i>supplied by BIA</i>				
	Design Fee				\$ 168,478.00
subtotal:					\$ 1,607,975.00
10% contingency					\$ 160,797.50
total:					\$ 1,768,772.50

** Note: If existing trees maintained- proposed street trees species to match existing.

Option 2 maintains 50% of existing sidewalks between Medora St. to Brien St. and sidewalks along Wilson Ave., Gordon Ave., and Fox St.

Essex Centre Project Budget Estimates

Silo District

	Item:	Qty:	Material:	Unit Cost:	Sub-total:
Site Demolition	Removal of Existing Asphalt	4300 sq. m.		\$ 2.00	\$ 8,600.00
	Removal of Concrete Sidewalk	100 sq. m.		\$ 100.00	\$ 10,000.00
	Rough Grading	20100 sq. m.		\$ 2.00	\$ 40,200.00
Paving/ Hard Surfaces	Unit Paving	1253 sq.m.		\$ 130.00	\$ 162,890.00
	Concrete Sidewalk	180 sq.m.		\$ 57.00	\$ 10,260.00
	Limestone Screened Trail	1342 sq.m.		\$ 15.00	\$ 20,130.00
	Crosswalk	117 sq. m.	stamped asphalt	\$ 100.00	\$ 11,700.00
Greening	Seed	3389 sq. m.		\$ 1.50	\$ 5,083.50
	Sod	3389 sq. m.		\$ 5.00	\$ 16,945.00
	Trees	90 each		\$ 400.00	\$ 36,000.00
	Tree Pit Systems (tech)	23 each		\$ 1,500.00	\$ 34,500.00
	Planting	450 sq.m.	shrubs/perennials	\$ 45.00	\$ 20,250.00
Site Furnishings	Benches	20 each	new	\$ 1,000.00	\$ 20,000.00
	Bike Racks	15 each	new	\$ 800.00	\$ 12,000.00
	Waste Receptacles	15 each	new	\$ 1,200.00	\$ 18,000.00
	Picnic Tables	10 each	new	\$ 300.00	\$ 3,000.00
Parking Lot Upgrades	Asphalt	3077 sq. m.		\$ 60	\$ 184,620.00
	Concrete Curbs	605 lin. m		\$ 55.00	\$ 33,275.00
Railway Station Additional Parking	Concrete Curbs	92 lin. m		\$ 55.00	\$ 5,060.00
	Limestone Screened Base	506 sq.m.		\$ 15.00	\$ 7,590.00
Entry Plaza	Arbour		lump		\$ 20,000.00
	Information Kiosk	2 each	new	\$ 5,000.00	\$ 10,000.00
	Bollard	12 each	new	\$ 1,000.00	\$ 12,000.00
Additional	Multi-Use Structure		lump		\$ 150,000.00
	Play Area		lump		\$ 75,000.00
	Stage		lump		\$ 75,000.00
	Caboose Relocation				TBD
	Additional Caboose				TBD
	Signalized Crosswalk				TBD
	Interpretative Panels				TBD
	Lighting	30 each	new	\$ 8,000.00	\$ 240,000.00
	Wayfinding Signage		lump		TBD
	Design Fee				\$ 110,321.00
subtotal:					\$ 1,352,424.50
10% contingency					\$ 135,242.45
total:					\$ 1,487,666.95

Note: Does not include changes to Heritage Gardens

Special Project Locations

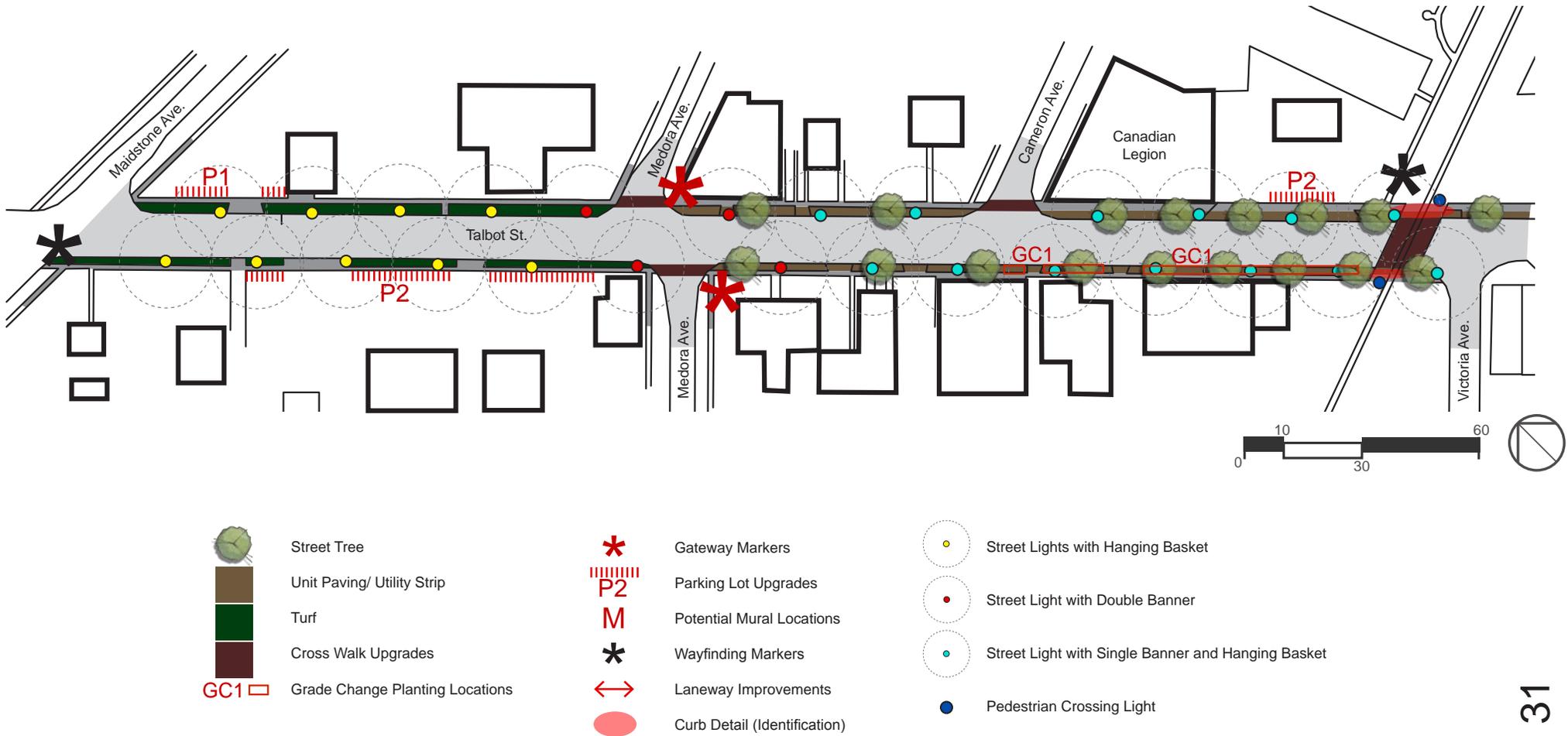


Figure 31

Special Project Locations

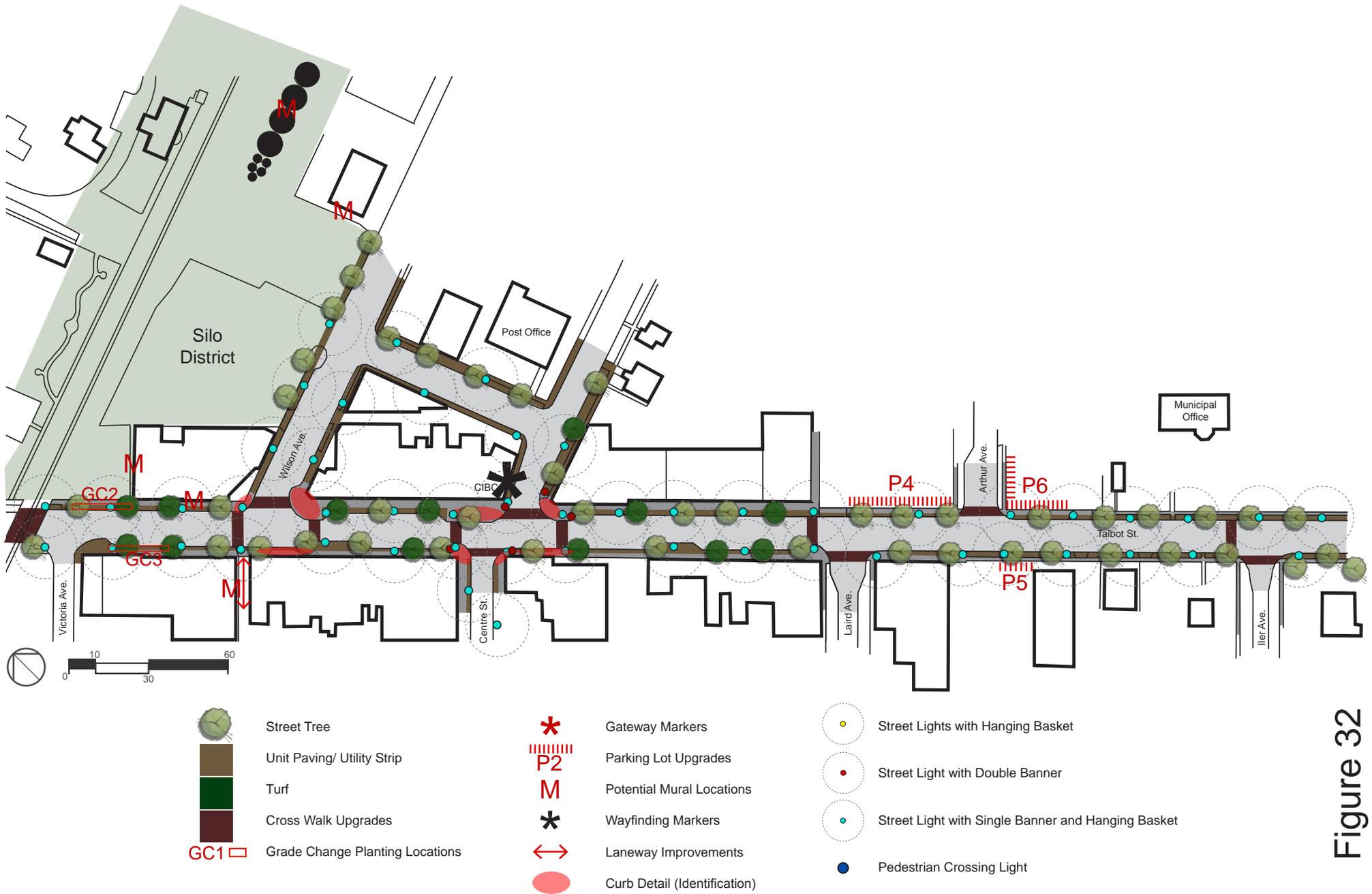


Figure 32

Special Project Locations

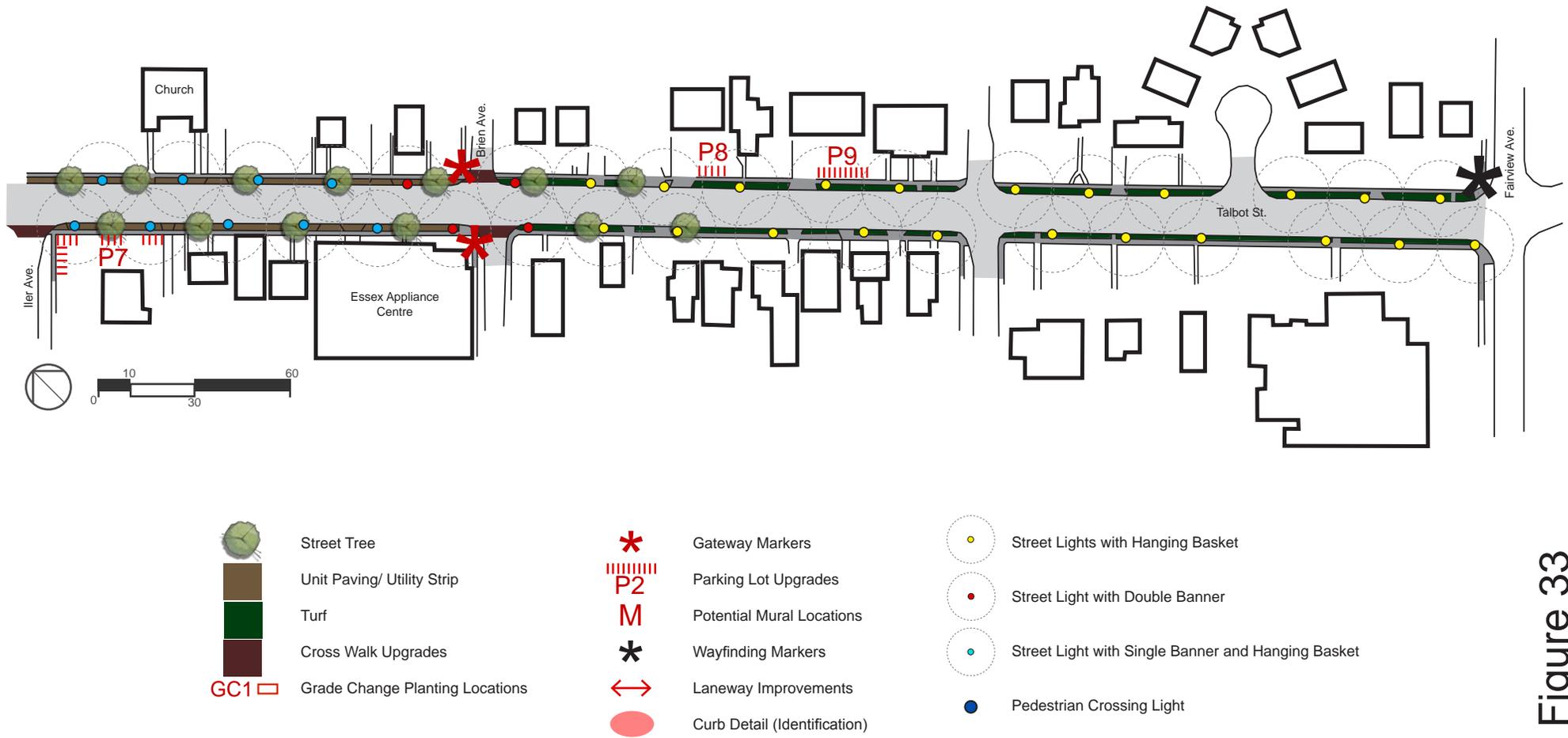
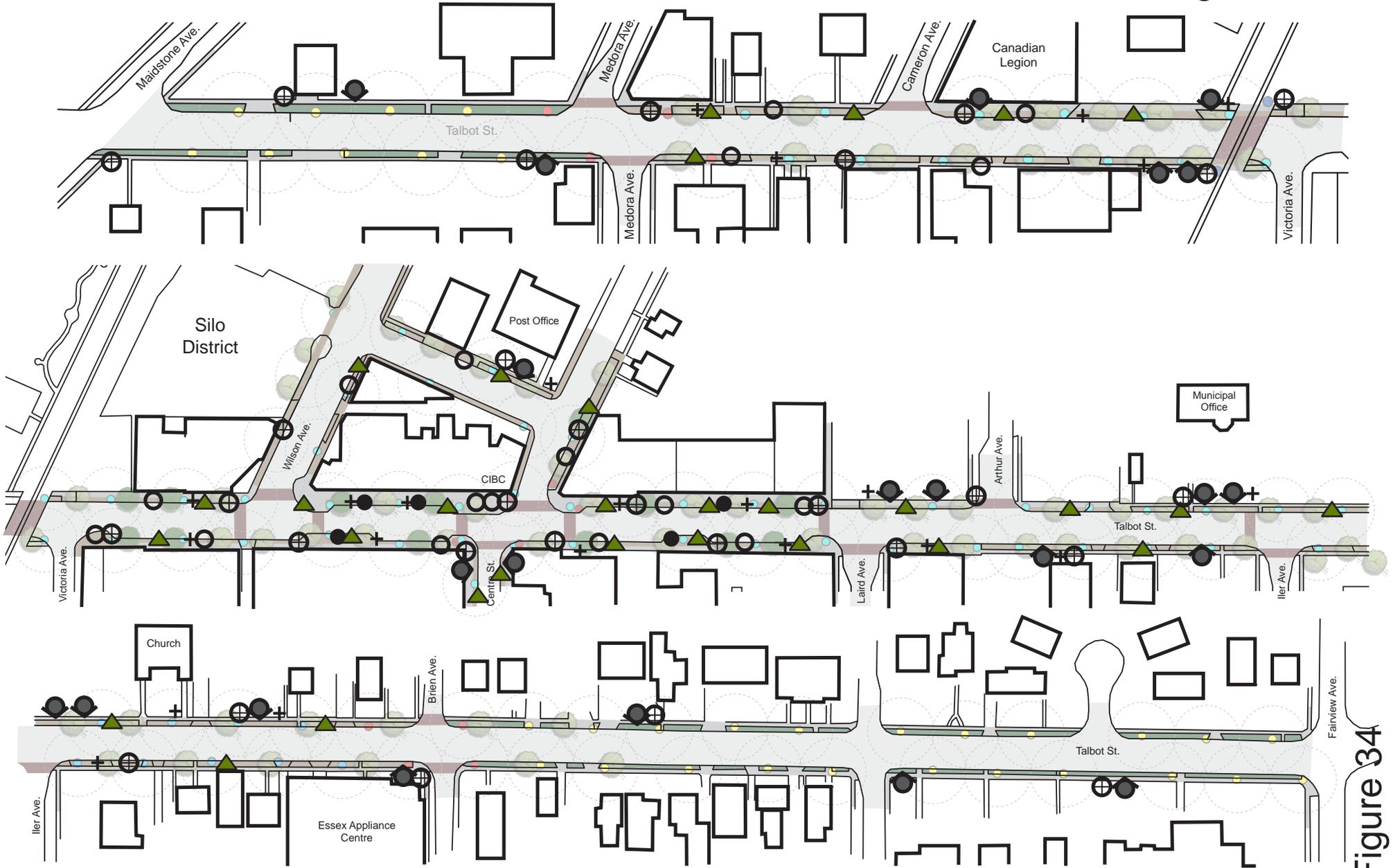


Figure 33

Furnishing Locations



- Backless Bench (17)
- Double Facing Bench (10 total)
- ▲ Single Bench (22)
(arrow indicates facing direction)
- ⊕ Trash/Recycling Receptacle (29)
- ⊕ Bike Rack (22)
- ▲ Planter Cluster (groups of 3) (90 total)

Note: Does not include Silo District furnishing locations.

Figure 34