

Downtown Streetscape Masterplans For the Municipality of North Perth



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1.0 Introduction

In 2011 the Municipality of North Perth began a formal and coordinated process of revitalizing and beautifying the community core areas (or “Downtown Areas”) of Monkton, Atwood, and Listowel. The *Downtown Revitalization and Beautification Strategy* was a two-prong approach comprised of a Community Improvement Plan (CIP) and a Streetscape Design component. The final reports, prepared by Zelinka Priamo Ltd. and Ron Koudys Landscape Architects Inc. (RKLA) respectively, were submitted to the Municipality in January, 2012. They established the framework within which subsequent revitalization and design efforts can take place, and provided a broad overall vision and specific strategies for improving the downtown streetscapes on both a physical and social level. More detailed background information can be found in the Strategy Presentation provided to the Municipality’s Project Steering Committee on November 28, 2011.

The Streetscape Design was primarily a graphic document in the form of Streetscape Concept Design Plans, with an accompanying report that elaborated on the general design strategies. It was prepared under the direction of a Municipal Steering Committee and in consultation with elected Officials, Perth County, members of the business community, and local residents.

In 2013, RKLA was retained by the Municipality of North Perth to further develop the streetscape plan for eventual implementation (as funding becomes available). The process of developing a streetscape plan is normally divided into four distinct phases, the first of which forms the basis of this report:

a. *Phase One – Concept Development and Masterplan Preparation*

See Section 2.0.

b. *Phase Two – Preparation of Working Documents*

Develop plans, details, specifications, contract and tender documents for the project.

c. *Phase Three – Tendering*

Obtain competitive prices from contractors to execute the project.

d. *Phase Four – Implementation*

Retain contractors and manage the construction phase of the project.

2.0 Project Outline

1. Meet with municipal staff

RKLA met with Chief Administrative Officer Kriss Snell and Community Development Coordinator Kimberley Kowch to review project goals and establish a timeline and target dates.

2. Survey

Survey areas were established (based on the original streetscape design areas from the 2011 report), then RKL A contacted survey companies to request pricing. Gamsby & Mannerow Engineers Ltd. of Listowel were selected to undertake the surveys.

3. Prepare base plans

Using the digital surveys provided by Gamsby & Mannerow, RKL A prepared base plans showing existing conditions including buildings, property boundaries, curbs and gutters, catch basins and in-ground utilities, trees, street furnishings, surface materials, and spot elevations and contours.

4. Review previous concepts (2011) and field proof with base plans

The 2011 design concepts were overlaid onto the new base plans, and were then reviewed on site to determine how they fit with existing conditions. Where necessary, RKL A made adjustments and developed new design strategies. Site inventory photos were also collected to assist with the design process.

5. Draft and revise streetscape masterplans and 3D models

RKL A updated the streetscape plans based on all the new information gathered and prepared coloured presentation boards. 3D models were also developed to help illustrate how the proposed designs would look when complete.

6. Present to municipal Staff

RKL A reviewed the designs with municipal staff as they were being developed to ensure that they met the overall goals of the project and reflected the local context.

7. Present to community stakeholders

RKL A met with representatives from Municipal staff, Council, Public Works, the North Perth Chamber of Commerce, the Business Improvement Association, and the Atwood Lions Club to present the streetscape masterplans and solicit feedback.

8. Community open houses

Open houses were held in Atwood and Monkton on November 28, 2013 and in Listowel on December 4, 2013. RKL A staff met with members of the community to explain the streetscape masterplans and listen to comments and concerns. Opportunity for written feedback was also provided.

9. Website

RKL A created a website with the streetscape masterplans, 3D models, and example photo (linked to the North Perth website). A feedback form was included.

10. Summary of Feedback

Feedback from the stakeholders' meeting, open houses (verbal and written), and the website was generally positive, with some concerns about specific design strategies in Atwood and Listowel. A full summary is provided in Section 3.0.

11. Revise Masterplans

The masterplans were revised based on new information, feedback and concerns provided by community members.

12. Prepare project work units and estimates

The streetscape plans were broken down into sections, or work units, based on what components or areas might be reasonably constructed as a single project when funding becomes available. For example, the intersection of Livingstone Avenue and Main Street in Listowel could be installed as one work unit. The specific order of the units is flexible and can be adjusted based on community priorities, or depending on the source of the funding (e.g. a community group that wants to build a specific component). RKLA also prepared budget estimates for each unit, to assist the Municipality in assigning priorities and developing a construction strategy. Work unit areas and landscape budget estimates are included below (Appendix A).

13. Prepare furniture and signage options

In addition to the streetscape masterplans, RKLA compiled recommendations for streetscape furniture and signage (see Section 5.0).

14. Community feedback – stakeholders and website

RKLA met with the stakeholders group to review the street furniture and signage recommendations. Community feedback was also solicited via a survey, available in hard copy and on the North Perth website from February 21 to March 10.

15. Final Report

The final report, including streetscape masterplans, was prepared based on all the feedback from municipal staff, business and community group representatives, and the community at large, and presented to Council on March 17, 2014.

3.0 Streetscape Masterplans

Key Design Principles

The streetscape masterplans were developed using the key design principles introduced in the 2011 Streetscape Design Recommendations Report (refer to that document for more information). The following summarizes the overall design goals and practical solutions.

Goals

- a. Beautify the downtown streetscapes*
- b. Create a memorable visit, encourage stopping and repeat visits*
- c. Balance pedestrian and vehicle needs*
- d. Promote pedestrian safety and traffic calming*
- e. Ensure easy navigation*
- f. Strengthen community connections*

Streetscape Masterplans

g. Capitalize on rail trails

Solutions

These design strategies are listed separately, but are applied and work in conjunction with each other to achieve the goals outlined above.

a. Planting

Landscaped areas and trees improve the visual impression of a streetscape, shape the space to reduce its linear nature and lessen the tendency to simply drive through, screen unattractive views, and improve microclimate for increased pedestrian comfort.

b. Traffic calming through roadway narrowing (“bump-outs”) and contrasting paving

These design strategies have been used in numerous communities throughout North America and beyond, and are well recognized as effective ways to improve pedestrian safety in urban areas while providing opportunities to improve the streetscape appearance¹.

c. Gateways and nodes

Bump-outs and planting provide opportunities to add welcome and wayfinding signage, create memorable landmarks, and shape the image of the community by breaking the linear streetscape into defined “rooms” that each have a particular character (e.g. civic centre, community gathering place, commercial district, residential neighbourhood, historic core).

d. Uniform signage and street furniture

Signage and furniture also shape the image of a community, while helping visitors to navigate easily and strengthening community connections.

e. Formal trailhead areas with parking

Both Monkton and Atwood have wonderful opportunities to capitalize on the existing rail trails that cross the main street in each community, and to develop memorable nodes within the streetscape, add landscaping, and create reasons for people to stop and visit.

The streetscape masterplans have been developed using these design strategies. They have been revised based on community feedback and are attached as Appendix C of this document. Digital copies (AutoCAD .dwg files) of the surveys will also be provided to the Municipality.

RKLA also created 3-D models of key locations to assist community members in visualizing how the proposed designs will look when built (see figures below).

¹ See for example the Institute of Traffic Engineers: <http://www.ite.org/traffic/tcdevices.asp>

Monkton

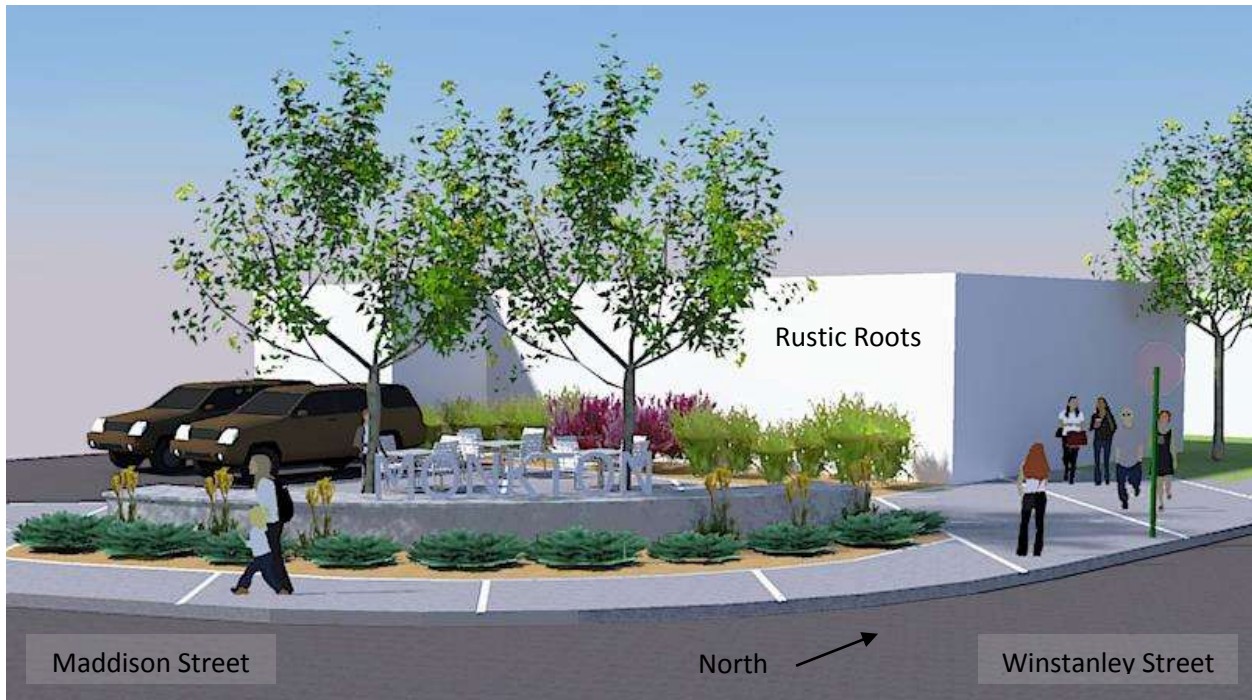


Figure 1. Corner feature at the intersection of Maddison and Winstanley Streets, looking northwest.



Figure 2. Trail crossing with bump-outs. Main Street looking north.

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Figure 3. Trailhead area with parking, pavilion, and new trees – looking north along Winstanley Street.

Atwood



Figure 4. New trailhead / park area with parking, plaza, and pavilion.



Figure 5. Main Street, looking north towards Arthur Street and pedestrian crosswalk.



Figure 6. Main Street, looking north towards Arthur Street.

Listowel



Figure 7. Pedestrian crosswalk with interlocking paving.



Figure 8. Raised street planter with tree boxes.

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Figure 9. Wallace Avenue and Inkerman Street, looking south.

4.0 Community Feedback

Monkton

During the public consultation in Monkton the two areas that received attention were the trailhead area and the corner plaza area at the intersection of Winstanley and Maddison Streets.

Corner Plaza

- *The proposed corner plaza / café seating area extends beyond the municipal right-of-way onto private property (Rustic Roots). Who will maintain this area?*

RKLA has dealt with this question on similar projects; one potential solution is for a maintenance agreement to be drafted between the municipality and the private property owner.

- *Won't a gathering area with seating attract illicit activity, especially at night?*

The potential benefits of this space are twofold: the owner of the corner business can utilize the plaza/patio and seating area to enhance their business, and at the same time animate the streetscape and improve the downtown experience. This corner is very visible from many directions, which is one reason it was identified as a good location for a community gathering place. Proper night-time lighting and adequate maintenance (to demonstrate ownership and care of place) will help deter undesirable activity. The proposed decorative wall and landscaping will be low enough to maintain sightlines to and from the plaza and thereby increase the sense of safety and community surveillance.

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Trailhead Area

The formal trailhead area with parking, a pavilion/WC and signage was well supported. The old Monkton rail line comprises part of the Goderich to Guelph Rail Trail (G2G Rail Trail); the G2G Rail Trail Advisory Committee should be consulted as part of the planning process and construction of the trailhead area to ensure that the design and implementation mesh with their vision for the trail and meet all potential trail user needs.

Development of this area may help spur further investment in the community: one person commented that he knows of someone interested in opening a café in Monkton close to the trailhead area, if it is improved and formalized.

Atwood

There was a diversity of opinions regarding the proposed designs for Atwood. Many people supported the idea of creating a park and trailhead area in the centre of town, including a central gathering area with seating and an information kiosk. Improved street furniture, signage, and decorative sidewalk paving were also generally well received. The proposed traffic calming measures (landscaped bump-outs, crosswalks) received positive comments from some community members but were seen as problematic by others. There were many concerns and negative comments regarding the proposed median in front of Burger's Transport.

Planted Median

The main concerns and comments were:

- *The median will interfere with transport trucks turning out of Burger's transport.*
- *Burger's has previously asked permission from the MTO to widen their driveway but have been denied.*
- *The median and proposed bump-outs will make the road too narrow for extra wide farm vehicles.*
- *Trees in the median and bump-outs will be hit by transport trucks and farm vehicles.*
- *The trees won't survive winter conditions (snow plows, salt).*
- *Could the median be moved farther south, perhaps in front of the Elma Memorial Community Centre?*
- *The median and planted bump-outs may interfere with the current school bus drop-off / pick-up location in front of the Rona store.*

The intent of original design with the planted median was to create a strong visual cue to drivers that they are entering the main commercial core of Atwood, as well as to provide an opportunity to improve the streetscape through landscaping. A narrowed roadway acts to slow traffic, making pedestrian crossings safer. As the 2011 Streetscape Design Recommendations Report noted:

In conjunction with plantings on either side of the road, medians can visually and/or physically narrow the streetscape and encourage drivers to slow down and pay more attention. This in turn helps facilitate trail users crossing the roadway safely. In addition, medians act as a respite or stopping point, allowing pedestrians to rest and time their crossing more easily. This is especially important for elderly or disabled trail users (p. 21).

However, given the above concerns, especially with regards to the transport trucks exiting Burger's Transport, the median has been removed from the plan. In order to achieve a similar effect, bump-outs have been added on either side of the road where the trail crossing is, thereby shorting the travel distance for pedestrians and encouraging drivers to slow down. Each road lane is 4m, which is wider than standard.

Bump-Outs, Crosswalks

- *Is there room for them? Won't trees get in the way?*

The bump-outs take up the width of an existing parking spot – the travelled portion of the road will not change. Proposed plantings will be carefully selected to ensure that they do not block visibility for drivers. Tree species will be selected for hardiness to urban conditions and will be high branching varieties to maintain driver sightlines.

Trees are a common element in streetscape planning, and very desirable in downtown urban settings. As the 2011 Streetscape Design Recommendations Report explained:

Trees have many positive benefits in urban spaces, including improved thermal comfort and air quality, aesthetic enhancement, and view framing / screening. Unique or historic specimens can also act as local landmarks. Trees help shape and define the scale of the pedestrian space, adding to the comfort and overall shopping experience. Recent studies suggest that shopping districts with trees are more popular and businesses are able to improve profitability (p. 11).

The key is to create and appropriate environment for trees to grow:

In order for tree plantings to have healthy and vigorous growth, it is critical to provide them with adequate soil volume, root access to oxygen and water, and proper pH and drainage.

Technologies such as Silva Cells and structural soil can create growth zones that support the tree under paved areas. Breakout zones can also be provided to allow roots access to adjacent soil volumes (p. 11).

- *How will the bump-outs affect snowplows?*

All proposed bump-outs will be reviewed by a traffic engineer to ensure they meet all provincial standards for safety and traffic movement. Bump-outs can be constructed with roll curbs to reduce plow interference. Vertical elements such as bollards or temporary reflective flags can be used to signal bump-out locations in the winter.

While concerns about maintenance are legitimate and important, so too is pedestrian safety and comfort, which often seems to be given less importance. Bump-outs and similar design strategies help shift the focus back to the pedestrian realm and life on the street.

- *Will crosswalks be accessible?*

All pedestrian areas will be designed to meet provincial standards for accessibility. Crosswalks will be ramped. The use of a contrasting accent paving will enhance the accessibility of sidewalks and crosswalks by better signalling curb edges and transition areas (see figure below).



Figure 10. Example of accessible sidewalk bump-outs and pedestrian crossings using contrasting paving (Waynesville, NC).

- *Have speed humps been considered as another traffic calming option?*
Because Highway 23 / Main Street is under the jurisdiction of the Ministry of Transportation, speed humps are not a possible option.
- *Will the crosswalks be signalized or have signage?*
It is up to Municipality whether to implement these measures. Traffic signals will need to be approved by the MTO.

Other Comments and Concerns

- *There is already a picnic pavilion at the Community Centre. Could the proposed structure at the park be something different such as a washroom and water station for trail users? This is also a great opportunity to do something to tell the story of Atwood.*
The design is open-ended at this point. RKLA identified this location as having great potential to become a community gathering place and a catalyst for further investment in the community. Possible uses for the site (e.g. outdoor farmers' market, concerts) should all be considered and incorporated into the final design for the structure and the surrounding public space.
- *Have traffic calming strategies been considered for the north end of Atwood?*
This was beyond the extent of the project area. However, if traffic calming is seen as an important issue in this area it could become a future improvement project. The design approaches outlined in this report would be repeated here for continuity.

- *Have bike lanes been considered for Main Street?*
The MTO is currently reviewing and updating the guidelines for cycling facilities along provincial highways. This may allow for the provision of bike lanes along Main Street in the future. However, the existing layout with parallel parking on both sides of the road is not ideal for adding bike lanes. It may be preferable to consider designating alternate bicycle routes through the community, away from Main Street. Maintaining connectivity between the larger community and the downtown core via bicycle and pedestrian pathway links is also an important consideration. Thought should be given to identifying these features and incorporating them into the long-term plans for the community.

Listowel

The streetscape Masterplan for Listowel was generally well received by the community. The main concerns can be summarized as follows:

- *Lack of street parking; proposed bump-outs will take away parking spots.*
A recent parking study (Paradigm Transportation Solutions Ltd., 2013) indicated that Listowel has adequate parking in its downtown core, although many downtown retailers feel more parking should be provided. Municipal and private parking lots make up the bulk of the parking and are generally within easy walking distance of most downtown businesses. While the proposed bump-outs will eliminate a number of on-street parking spaces, the added benefits to the pedestrian zone (increased space, safety / traffic calming, trees that create shade, landscaping, etc.) will offset this loss. Furthermore, the masterplans propose adding additional street parking on Inkerman Street to alleviate the on-street parking shortage.
- *Bump-outs with planting at intersections will make already difficult and unsafe turns even more difficult.*
Planting in the bump-outs will be designed to avoid blocking drivers' views, with low-lying shrubs and perennials and high-branching trees. Some intersections were identified by community members as already being dangerous for vehicles making turns in heavy traffic. It may be beneficial to limit turns or block some intersection altogether (as at Wallace and Inkerman). An overall traffic strategy should be undertaken in this case, to ensure that problems are not shifted to other locations, and that traffic patterns and flows are maintained.
- *The location of the crosswalk at Argyle Avenue and Main Street (west side) doesn't make sense; people tend to cross on the east side.*
According to engineers at Gamsby & Mannerow, the crosswalk was located on the west side of the intersection to avoid conflicting with the covered walkway on the south side of Main St., which would be in violation of MTO requirements.
- *There is not enough room to add planting on both sides of Wallace Avenue between Inkerman and Elizabeth Streets.*
The block of Wallace between Inkerman and Elizabeth Streets is very wide – wider than required by design standards – and while the east side features many attractive views and structures (such as the clock tower) that create a strong image for the town of Listowel, the west side is less attractive (gas station, strip mall). This block provides an excellent opportunity to create a gateway into the downtown, while the extra road width can be used to add landscaping to screen less desirable views. It was noted at the stakeholders' meeting that there is a central turning lane which helps reduce traffic congestion in this area. While planting along both sides of the road would have been optimal, retaining the turning lane means that there is not enough width to add planting on both sides.



Figure 11. View of Wallace Avenue, looking south from Elizabeth Street. Note the width of the unused portion of road adjacent to the travel lane (dashed red line).

The masterplans have been revised to show planting on the west side of Wallace only, where it will help screen less desirable views.

- *Remove one or two parking spots on the east side of Wallace, just north of the intersection with Main Street (in front of The Agency) to create a longer right turn lane and help reduce southbound traffic congestion.*

This can be easily accomplished if the Municipality supports the idea. Approvals from regulatory bodies (MTO, Perth County, etc.) may be required, as well as detailed engineering plans.

Inkerman & Wallace Intersection

The proposal to partially close the intersection at Inkerman Street and Wallace Avenue generated many positive comments. People liked the idea of more street parking in this area, as well as reducing traffic congestion on Wallace by eliminating turns. The proposed new landscaping / parkette was seen as a much-needed beautification strategy. This location was also identified by many people as a good option for community information signage and/or kiosk.

Main & Wellington Intersection

The extended bump-out at Main Street and Wellington Avenue (in front of the TD Canada Trust building) was seen as problematic, as many people like to park here and run into the bank. It was noted by several people that there is a great opportunity to add a landscaped area just west of the bank, extending into the south end of the municipal parking lot (see figure below). This could include some street furniture and community information signage. The streetscape masterplans were amended to reflect these comments.

Streetscape Masterplans



Figure 12. Main Street East, looking east towards Wellington: an opportunity to add landscaping.

Bike Routes

Some people commented on the need for a more formalized bike route through downtown, to connect existing regional bike / recreational trails. The proposed partial closure and conversion of Inkerman Street West to parking could provide an opportunity to route cyclists through the downtown core while avoiding the busiest areas (especially the intersection at Wallace and Main).

The Goderich to Guelph Rail Trail Inc. group is planning to develop wayfinding signage for the trail system; it would be beneficial to consult with them as part of the planning process for a new North Perth signage program.

5.0 Furniture, Lighting & Signage

Furniture

1. Overall concept – Unified and Customized

The 2011 Streetscape Design Recommendations Report noted:

A common style of furnishings should be used for Monkton, Atwood, and Listowel in order to tie them together visually under the same “brand”, as North Perth communities. This will create a stronger impression for visitors travelling through the three communities, for example on the main north-south highway route.

Furnishings should be customized with unique colours or castings in order to foster individual community identity (p. 15).

2. Custom Options

There are numerous ways to add custom elements to street furnishings (see images below for some examples):

a. Colour (*Monkton, Atwood, Listowel*)

b. Laser-cut designs (*metal furniture*)

- Community / Municipal logos
- Iconic symbols of each town (e.g. the clock tower in Listowel)
- Historical events or significant residents
- Character Community attributes

The Municipality of North Perth takes part in the Character Community Initiative, which works to instill positive character attributes across the community. These attributes include compassion, courage, honesty, integrity, optimism, respect and responsibility. Street furniture can be customized to display various arrangements of these words as a reminder and demonstration of the values to which the community aspires.

c. Plaques

Example Images



Figure 13. Metal bench (Maglin model MLB970-M) and coordinating trash receptacle (MLWR970-M2) with standard laser-cut design. Colour and design can be customized.



Figure 14. Metal bench and coordinating trash receptacle (Maglin™ MLB450 and MLRW400-25 series) with custom colour and laser-cut designs.

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Figure 15. Metal bench (Maglin MLB970-M) with custom plaque.



Figure 16. Metal bench (Maglin MLB590-M) with custom plaque.

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Figure 17. Metal bench (Maglin MLB970-M) with custom colours and laser-cut design using Character Community attributes. Bench arms could have a unique colour for each community (Monkton, Atwood and Listowel).



Figure 18. Examples of custom trash receptacles. Left: Maglin MLWR600-32 series with laser-cut design (Clifford, ON). Right: Maglin MLWR1400-32 series with vinyl graphics (Pickering, ON).

Streetscape Masterplans



Figure 19. Metal trash receptacle (Maglin MLWR970-MS) with custom colours and laser-cut or vinyl graphic design using Character Community attributes. A unique colour could be used for each community (Monkton, Atwood and Listowel).



Figure 20. Bike rack with custom vinyl graphics (Maglin MBR300 series).

3. Furniture Survey

A brief survey was made available to the community both in paper and online formats between February 21 and March 10, asking for opinions on various bench and bike rack styles, materials, and custom options. Other questions presented options for community information signage (see Signage section, below). The full survey, including results, can be found in Appendix B.

A total of 51 responses were received.

A. Bench Style



Style A



Style B



Style C

Style D

Styles A and D were most preferred (most number of 1 and 2 rankings), while Styles B and C received lower rankings.

B. Bench Material

Respondents overwhelmingly preferred metal over wood, many citing easier maintenance as a factor in their decision. Several people expressed concern that the metal bench seats would be too hot in the summer and too cold in the winter.

C. Custom Options

Of the custom options (laser-cut design, colour, or a combination of both), laser-cut design was most preferred (60% of responses). Many respondents indicated that they would prefer no customization at all, just a simple, classic look.

Custom colours were not strongly supported (see below), with a number of respondents commenting that neutral or black would be more attractive.

Several respondents liked the idea of using the Character Community attributes to customize the furniture – this was not shown as an option on the survey, but was presented to the stakeholder group prior to the survey being issued. The main concern expressed by the stakeholders was that this design might become dated, especially if the Character Community program is discontinued.

D. Custom Colours

The majority of respondents (38%) did not support the idea of using a unique furniture colour for each community. Concerns included:

- People will complain about the colour their community was given;
- There should just be one colour, since North Perth is one community;
- It will be easier to move furniture from community to community (if needed) if they're all the same colour;
- Black or neutral is classier.

Some respondents did suggest colours for each community, however there was no consensus among respondents (see Appendix B for full results).

E. Bike Racks



Style A



Style B



Style C

Style A was most preferred (72%), followed by Style B. Several respondents felt that no one would know how to use Styles B or C. Style B was also seen as taking up too much space. One respondent felt that the bike racks should be moveable, to address changing needs over time; another respondent (at the stakeholders' meeting) pointed out that this would make bicycle theft much easier, as thieves simply take the rack along with the bike.

4. Product recommendations –

The following are important considerations in selecting site furniture:

- Strength and durability of materials
- Aesthetics
- Functionality and ease of use
- Comfort
- Resistance to vandalism and other damage

Other considerations include cost, materials and styles available, environmental sustainability (of both materials and production methods), the company's customer service record, and where the furniture is manufactured (a local company may have lower shipping costs, and replacements may be easier and faster to obtain).

There are a number of outdoor furniture manufacturers who offer a good range of styles and durable products, including:

- Barco Products (Canada)
- Maglin Site Furniture (Canada)

- Paris Equipment Manufacturing Ltd. (Canada)
- Toronto Fabricating and Manufacturing Co. (Canada)
- DuMor Site Furnishings (USA)
- Landscape Forms (USA)
- Victor Stanley (USA)

5. Furniture Placement Guidelines

The placement of street furniture is critical in ensuring that the streetscape is accessible, safe, functional, and attractive. Priority should be given to pedestrian movement along the sidewalk; the pedestrian travel zone should be straight, continuous, and free of obstacles. Furniture should be placed outside this zone, either in bump-outs, or between the curb and the main travel zone (along with street trees) where space permits. The following guidelines should be followed when placing furniture:

- Furniture must be accessible to all
- Place benches where seating is most needed
- Situate benches to face sidewalk
- Where space permits, group benches together to facilitate conversation and interaction
- Consider grouping benches with planters to create attractive seating areas
- Place trash and recycling containers away from seating (because of odours and insects such as wasps)
- Orient receptacle openings towards the sidewalk

Do not place furniture

- Where it will block access to a building
- In a manner that obstructs pedestrian, cyclist or driver sight lines
- In a manner that compromises the safety of pedestrians, cyclists or drivers
- In a manner that will obstruct pedestrian travel along the sidewalk
- On top of a utility maintenance hole, vault or other equipment

Lighting

Listowel's existing pedestrian zone light poles and luminaires are attractive and elegant, and the same style is appropriate for new lighting in Atwood and Monkton. Some of the current poles, made by StressCrete, exhibit damage (see image below), apparently the result of a sub-standard batch. The North Perth Public Works Department is in the process of replacing them. RKL A has specified these poles on many other projects with great success, and has not seen this kind of damage previously.

If the Municipality opts to change lighting suppliers, there are other companies who make products very similar in style to the existing lights (e.g. Philips Lumec, Sternberg Lighting).

Light poles could be customized for each community using colour, which would help tie them together with other street furnishings. StressCrete poles are available in a number of colours, while metal poles generally come in a variety of colour and finish options.

The current lights can also be modified to improve lighting levels for pedestrians. For example, pendant-style luminaires could be added on new pole brackets.



Figure 21. Existing StressCrete light pole in Listowel. Damage was observed on some poles.



Figure 22. Existing park lighting in Listowel: metal poles similar in style to the StressCrete poles.



Figure 23. Alternative light options by Sternberg (left) and Philips Lumec (right).

Streetscape Masterplans



Figure 244. Pendant lights can be added to existing poles.

Signage

1. Street Wayfinding / Welcome signs

The 2011 Streetscape Design Recommendations Report identified a lack of clear and consistent signage in the community downtown areas to facilitate navigation and strengthen community linkages. This was reiterated by community members during the 2013 stakeholders' meeting and the community open houses.

The goal of a signage program should be to develop a universal palette for all of North Perth in order to present a unified community image to visitors. As with street furnishings, certain aspects of the sign design can be customized for each community, for example through the use of colour or iconic images.

Signage provides an excellent opportunity for community branding – telling the story of the community to visitors and residents. A community proud of its history may wish to reflect aspects of this by using “old fashioned” or “heritage” imagery or styling, for example with Victorian sign posts. A community wishing to embrace its future may wish to employ more contemporary sign styles or graphics. Whatever approach is used, it is important to consider how and whether the style will age: will it start to look outdated over time or will it remain current and appropriate for the community?

Other criteria to consider include:

- Legibility and visibility
- Location and placement
- Durability and resistance to vandalism
- Modular design to allow for updates (e.g. if a business closes or moves).

The images below provide some examples of signage styles and the use of community branding.



Figure 25. Example of a signage palette: a distinct and memorable style that establishes an image for the community, with a clear hierarchy of sign types (Raleigh, NC).

The above example is the recommended style for North Perth. The above style will unify all signage within North Perth while allowing for personalization for each community. The aluminum plate on the left side of the post can be customized to allow for community branding for Monkton, Atwood, and Listowel while the right side pane will remain standard for all 3 communities.

Recommended colors for the standard pane should match those of the North Perth Logo.

- Base color: Pantone #288, CMYK 100-67-0-23, RGB 0-75-141
- Accent color: Pantone #288 @ 65%, CMYK 75-53-9-0, RGB 85-117-172
- Text color: White
- Accent text color: Pantone #7502, CMYK 0-8-35-10, CMYK 0-8-35-10, RGB 232-211-162

Recommended material for all signage to be aluminium as it will provide a longer life cycle as opposed to wood.

Recommended text font to match North Perth Logo, BenguiatITC, but it should be confirmed by a reputable signage company to ensure legibility. Height of text will need to be confirmed during details stage to ensure legibility from various distances.



Figure 26. Wayfinding signage using colour to differentiate between various districts or neighbourhoods (Richmond, VA). This approach could work well in North Perth--one overall style, one distinct colour for each community.



Figure 27. Clear, contemporary signage incorporating community branding (Southampton, ON).

Streetscape Masterplans

2. Community Information Sign / Kiosk

One item discussed at the community stakeholders' meeting was the possibility of installing a community information sign and/or kiosk in Listowel. The general consensus was that a digital message board would be a wonderful opportunity to publicize community events and information, while generating revenue from local business advertisements.

Potential locations for a community information sign were also discussed. An ideal location would:

- be visible to traffic travelling through Listowel in multiple directions;
- allow the sign to be visible for some distance in order for drivers to have adequate time to take in the information;
- and would not be a safety risk or distract too much from its surroundings.

The proposed landscaped space created by partially closing the Wallace-Inkerman intersection was seen as an excellent location, as it would be able to target traffic traveling in both directions on Listowel's main north-south artery. It would be especially visible to southbound traffic coming down the hill on Wallace (beginning roughly from Binning St.)

Another possible location is in front of the library (Main Street West, just west of Livingstone Ave.). The library is already a community information hub, and this location would be very visible, especially to eastbound traffic coming into Listowel. One drawback is that there is a school crosswalk at this intersection, and distracted drivers are already a safety risk here; a sign in this location may be even more of a distraction. It may be possible to mitigate this by programming the sign to turn off during school crossing hours, or to display a message cautioning drivers to slow down and pay attention.



Figure 28. Main Street West looking east towards Livingstone Ave: possible digital sign location.



Figure 29. Visitor information signs. Left: Pedestrian level business directory with map (Kincardine, ON). Right: Business directory with digital information sign (Niagara Falls, NY).



Figure 30. Three-sided community information kiosk with lockable display holder (Maglin MLK103).

Streetscape Masterplans

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Figure 31. Community welcome sign with digital display (Cranberry Township, PA)

3. Survey Results

Based on comments from the stakeholders’ meeting, questions about sign format and location were included on the community survey outlined above.

A. Community information Sign for Listowel

The idea of a community information sign or kiosk in Listowel was strongly supported (71% of respondents). Those who opposed the idea felt that:

- Options for sharing community information are already available (library, Chamber of Commerce Sign, banners);
- A sign will become another target for vandalism.

B. Community information Sign Format

Response was more mixed for this question. Most respondents (56%) liked the idea of a large digital sign visible to drivers, although there was also support for both a small digital sign (20%) or a kiosk (22%).

One respondent felt that a kiosk with an attendant (at least in the summer) would be effective, and wondered whether the existing gazebo near the clock tower could be retrofitted for this purpose.

Concerns about a sign included:

- It will be a distraction to drivers;
- Listowel is already cluttered enough;
- Money should be spent on improving lighting, traffic issues, and keeping people safe.

C. Sign Location

Two possible locations were suggested: Main Street at Livingstone Ave (in front of the Library), or Wallace Ave. at Inkerman Street (in the proposed green space created by partially closing the intersection).

The majority of respondents (78%) preferred the first option. It is possible that many respondents were unclear about how the second option would work, i.e. that the intersection would be partially closed, creating an island where the sign could be located.

Other suggestions for a sign location included:

- In front of a future arena (large sign), small sign or kiosk downtown;
- Both locations;
- The Municipal Office;
- Atwood (too much going on in Listowel already).

6.0 Conclusion

This report presents downtown streetscape masterplans for the communities of Atwood, Listowel, and Monkton, developed based on design recommendations and principles set out in the Streetscape Design Recommendations Report (RKLA, 2011), and in consultation with North Perth community members.

The masterplans were prepared using base information provided by Gamsby & Mannerow Engineers Ltd. (Listowel), coupled with site inventory and analysis, and field proofing of proposed designs. They have been revised in response to feedback from community members.

The masterplans provide an overall vision to guide streetscape improvement. The Municipality of North Perth can use them to establish construction priorities, and to incorporate projects into the budget planning process. In addition, the masterplans will allow the design solutions to be implemented quickly and efficiently as additional resources become available, while still adhering to the overall plan—in other words, to have projects “shovel ready” for any funding or volunteer opportunities that arise.

Any planned construction project will require detailed engineering and landscape designs prior to going to tender, as well as any required approvals from the Ministry of Transportation, Perth County, or other regulatory bodies.

Appendix A: Work Units & Estimates

Project work units are indicated in the diagrams below with dashed red outlines. The specific order of construction is flexible, based on available funding and community priorities. The pricing estimates include only surface landscape works; any grading, underground or surface utilities, road works (beyond accent paving and crosswalks), and other engineering items required have been excluded. Also note that the estimates are for budgeting purposes only and do not reflect a competitive tender and applicable taxes.

Monkton Work Units and Estimates

A. Corner Plaza / Crosswalk				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (tree pits in sidewalk)	60mmcal	\$2,500.00	2	\$5,000.00
Street Trees (bump-outs)	60mmcal	\$550.00	4	\$2,200.00
Shrubs	ea	\$50.00	30	\$1,500.00
SUBTOTAL				\$8,700.00
Mulch Allowance				\$1,250.00
Planting Bed Allowance				\$5,500.00
Sod	sq m	\$6.00	90	\$540.00
2. HARD SURFACE				
a) Crosswalk				
(pavers on concrete base)	sq m	\$220.00	46	\$10,120.00
b) Bump-Outs				
(concrete curb)	lin m	\$75.00	38	\$2,850.00
c) Corner Plaza & Sidewalk				
(broom finished concrete)	sq m	\$75.00	300	\$22,500.00
3. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$1,550.00	2	\$3,100.00
Installation Allowance	ea	\$200.00	2	\$400.00
b) Trash Receptacles				
By 'Maglin' or approved alternate	ea	\$1,000.00	1	\$1,000.00
Installation Allowance	ea	\$200.00	1	\$200.00
c) Decorative Wall				
Low wall with welcome signage	allowance			\$15,000.00
4. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$76,160.00
Contingency (5%)				\$3,808.00
TOTAL ESTIMATE				\$79,968.00
Not included: Traffic management, tree preservation, café furniture, lighting				

B. Smith and Winstanley Streets				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	4	\$2,200.00
SUBTOTAL				\$2,200.00
Mulch Allowance				\$400.00
Planting Bed Allowance				\$3,450.00
Sod (bump-outs)	sq m	\$6.00	100	\$600.00
2. HARD SURFACE				
b) Bump-Outs				
(concrete curb)	lin m	\$75.00	60	\$4,500.00
3. REMOVALS ALLOWANCE				
				\$5,000.00
Subtotal				\$16,150.00
Contingency (5%)				\$807.50
TOTAL ESTIMATE				\$16,957.50
Not included: Traffic management, tree preservation, lighting				

C. Erskine and Winstanley Streets				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	6	\$3,300.00
Street Trees (other)	60mmcal	\$550.00	1	\$550.00
SUBTOTAL				\$3,850.00
Mulch Allowance				\$475.00
Planting Bed Allowance				\$3,150.00
Sod (bump-outs)	sq m	\$6.00	115	\$690.00
2. HARD SURFACE				
a) Bump-Outs				

(concrete curb)	lin m	\$75.00	97	\$7,275.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$20,440.00
Contingency (5%)				\$1,022.00
TOTAL ESTIMATE				\$21,462.00
Not included: Traffic management, tree preservation, lighting				

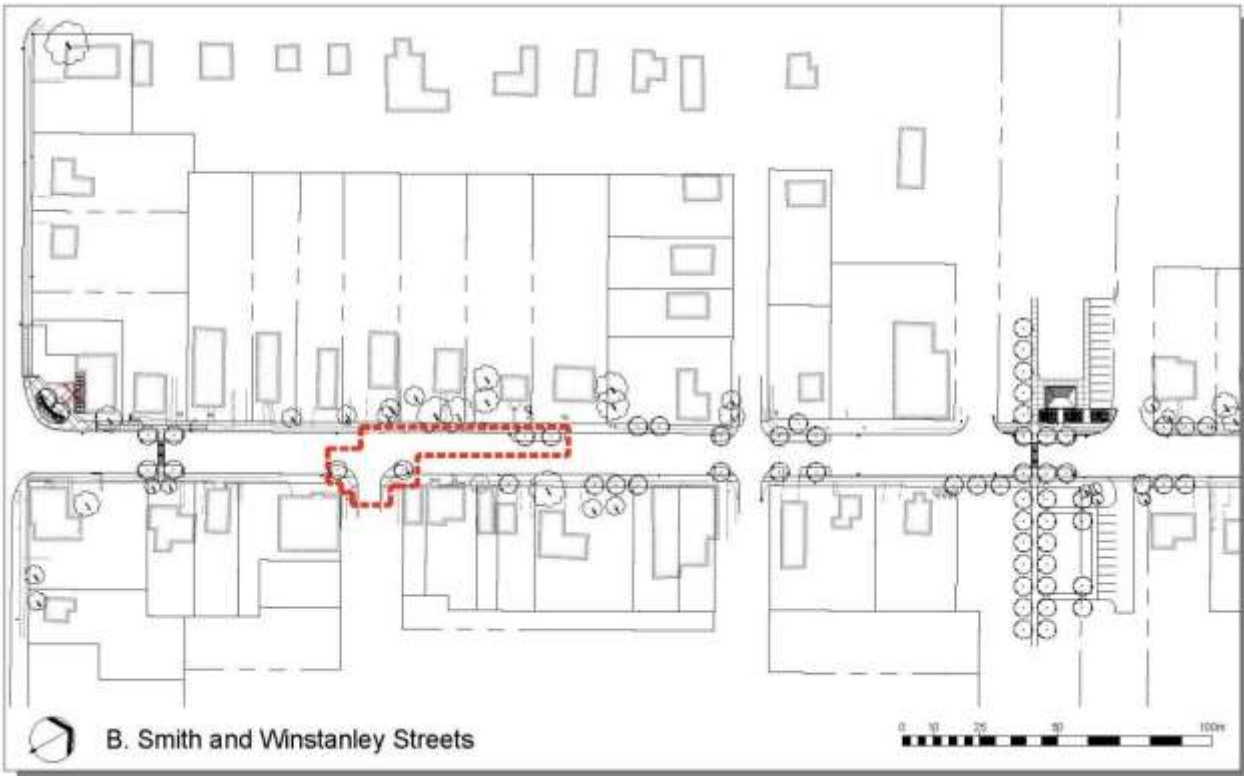
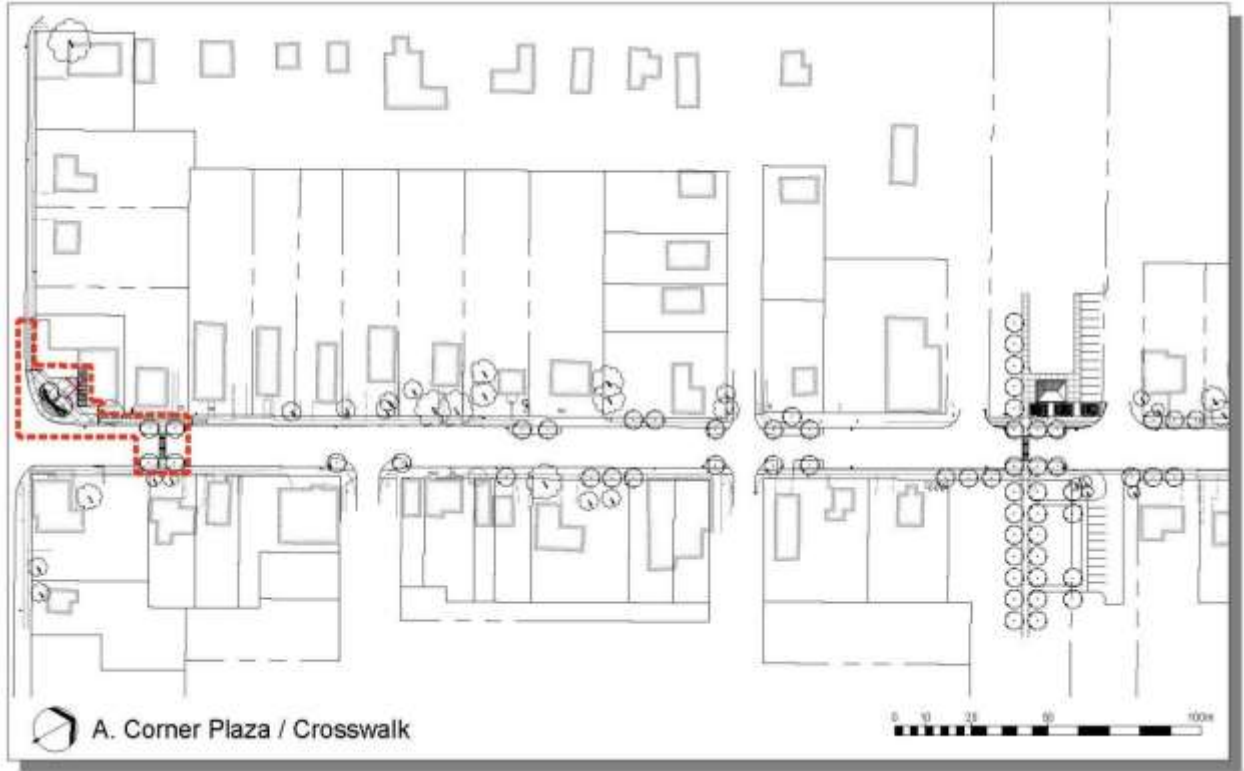
D. Trailhead Area				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	6	\$3,300.00
Deciduous Trees (other)	60mmcal	\$550.00	23	\$12,650.00
Ornamental Trees	40mmcal	\$200.00	4	\$800.00
Shrubs	ea	\$50.00	72	\$3,600.00
SUBTOTAL				\$20,350.00
Mulch Allowance				\$2,500.00
Planting Bed Allowance				\$4,250.00
Seed	sq m	\$2.00	1875	\$3,750.00
2. HARD SURFACE				
a) Crosswalk				
(pavers on concrete base)	sq m	\$220.00	32	\$7,040.00
b) Bump-Outs				
(concrete curb)	lin m	\$75.00	85	\$6,375.00
c) Parking Areas				
(asphalt)	sq m	\$60.00	760	\$45,600.00
d) Pavilion Area Paving				
(Broom finished concrete)	sq m	\$75.00	260	\$19,500.00
d) East Trailhead paths				
(Limestone chip)	sq m	\$20.00	204	\$4,080.00
3. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$1,550.00	4	\$6,200.00
Installation Allowance	ea	\$200.00	4	\$800.00
b) Trash Receptacles				

Streetscape Masterplans

By 'Maglin' or approved alternate	ea	\$1,000.00	2	\$2,000.00
Installation Allowance	ea	\$200.00	2	\$400.00
c) Bollards				
By 'Maglin' or approved alternate	ea	\$750.00	4	\$3,000.00
d) Trailhead pavilion				
Structure TBD	allowance			\$100,000.00
4. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$230,845.00
Contingency (5%)				\$11,542.25
TOTAL ESTIMATE				\$242,387.25
Not included: Traffic management, tree preservation, grading, lighting, signage				

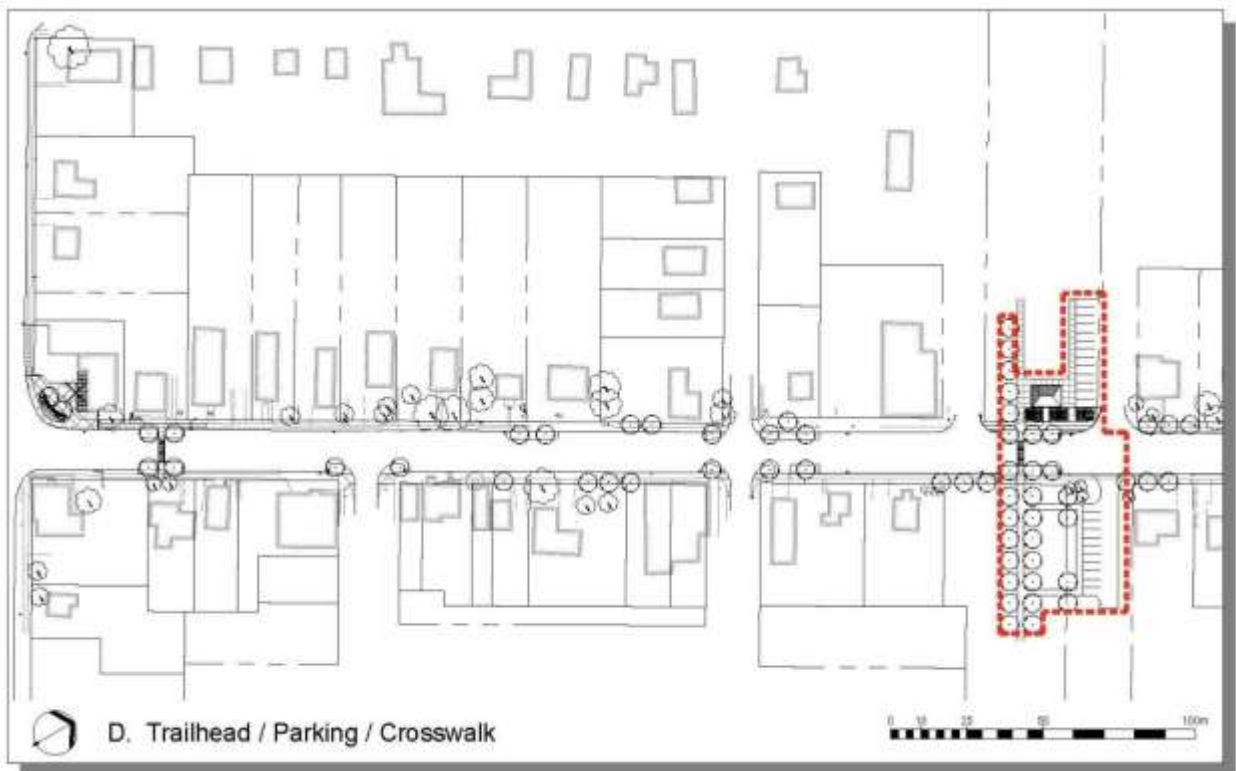
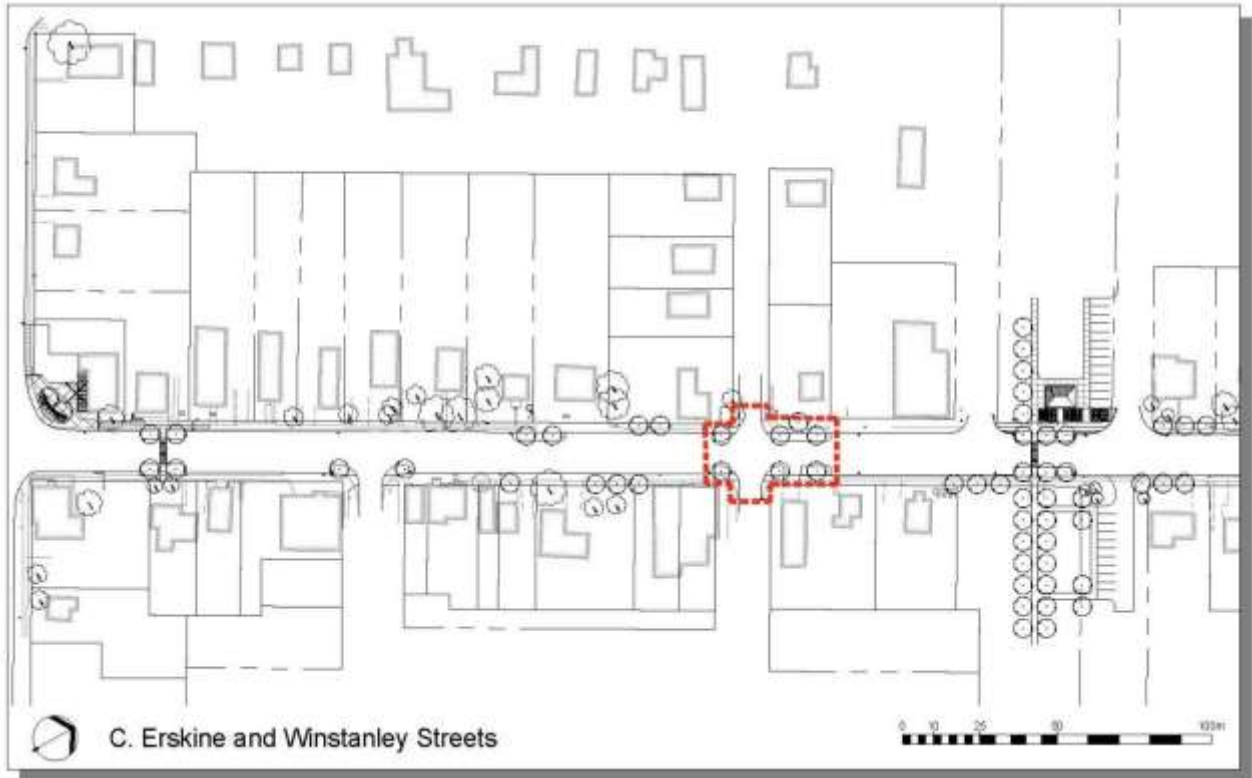
E. Other Street Trees				
1. PLANT MATERIALS				
				QUANTITY
ITEM	UNIT	COST	QUANTITY	COST
Street Trees	60mmcal	\$550.00	21	\$11,550.00
Mulch Allowance				\$1,400.00
Planting Bed Allowance				\$1,400.00
Subtotal				\$14,350.00
Contingency (5%)				\$717.50
TOTAL ESTIMATE				\$15,067.50
Not included: Traffic management, tree preservation, grading				

SUMMARY	
A. Corner Plaza / Bump-out / Crosswalk	\$79,968.00
B. Smith and Winstanley Streets	\$19,451.25
C. Erskine and Winstanley Streets	\$21,462.00
D. Trailhead Area	\$242,387.25
E. Other street trees	\$15,067.50
TOTAL	\$378,336.00



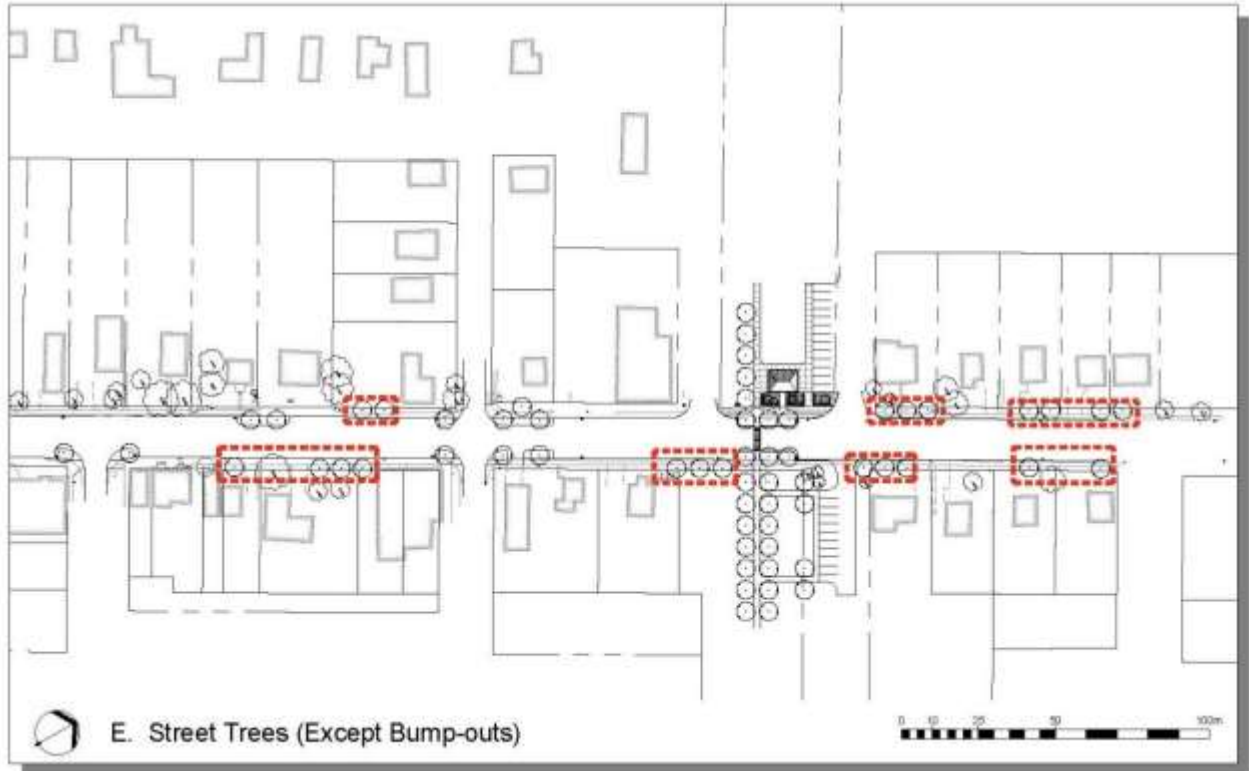
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Atwood Work Units and Estimates

A. West Trailhead / Park				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (Main Street)	60mmcal	\$550.00	7	\$3,850.00
Park Trees	60mmcal	\$550.00	23	\$12,650.00
SUBTOTAL				\$16,500.00
Mulch Allowance				\$2,000.00
Planting Bed Allowance (2 ft depth, assumes entire park area requires topsoil)				\$60,000.00
Seed	sq m	\$2.00	2190	\$4,380.00
2. HARD SURFACE				
a) Pedestrian Plaza & Paths (Ex. Pavilion)				
(Broom finished concrete)	sq m	\$75.00	700	\$52,500.00
b) Parking Lot				
(asphalt)	sq m	\$60.00	908	\$54,480.00
(concrete curb)	lin m	\$75.00	139	\$10,425.00
3. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$2,500.00	6	\$15,000.00
b) Trash Receptacles				
By 'Maglin' or approved alternate	ea	\$1,200.00	2	\$2,400.00
c) Decorative Entry Piers				

(Brick or concrete block)	ea	\$2,500.00	2	\$5,000.00
d) Pavilion				
Structure TBD	allowance			\$120,000.00
4. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$347,685.00
Contingency (5%)				\$17,384.25
TOTAL ESTIMATE				\$365,069.25
Not incl: Traffic management, tree preservation, grading, electrical, plumbing, lighting, signage				

B. Main Street South (Community Centre to Arthur Street)

1. PLANT MATERIALS

ITEM	UNIT	COST	QUANTITY	QUANTITY	COST
Street Trees (bump-outs)	60mmcal	\$550.00	9		\$4,950.00
Street Trees (other)	60mmcal	\$550.00	7		\$3,850.00
SUBTOTAL					\$8,800.00
Mulch Allowance					\$1,150.00
Planting Bed Allowance					\$15,000.00
Sod (bump-outs)	sq m	\$6.00	274		\$1,644.00
2. HARD SURFACE					
a) Bump-Outs					
(concrete curb)	lin m	\$75.00	190		\$14,250.00

b) New sidewalk, east side				
(broom finished concrete)	sq m	\$75.00	228	\$17,100.00
(concrete curb)	lin m	\$75.00	65	\$4,875.00
c) Crosswalk				
(pavers on concrete base)	sq m	\$220.00	44	\$9,680.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$77,499.00
Contingency (5%)				\$3,874.95
TOTAL ESTIMATE				\$81,373.95
Not included: Traffic management, tree preservation, lighting, asphalt, signage				

C. Arthur Street East				
1. PLANT MATERIALS				
				QUANTITY
ITEM	UNIT	COST	QUANTITY	COST
Street Trees (Arthur Street)	60mmcal	\$550.00	7	\$3,850.00
SUBTOTAL				\$3,850.00
Mulch Allowance				\$475.00
Planting Bed Allowance				\$475.00
2. HARD SURFACE				
a) Concrete curb				
Arthur Street (north and south)	lin m	\$75.00	110	\$8,250.00

b) New Asphalt				
Parallel Parking Areas	sq m	\$60.00	250	\$15,000.00
TOTAL ESTIMATE				\$28,050.00
Not included: Traffic management, tree preservation, grading, lighting, signage				

D. Crosswalk / Kiosk / Sitting Area				
1. HARD SURFACE				
a) Crosswalk				
(pavers on concrete base)	sq m	\$220.00	16.5	\$3,630.00
b) Bump-outs & Sitting Area				
(pavers on ultra base)	sq m	\$150.00	90	\$13,500.00
(concrete curb)	lin m	\$75.00	32	\$2,400.00
2. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$2,500.00	2	\$5,000.00
b) Trash Receptacles				
By 'Maglin' or approved alternate	ea	\$1,200.00	1	\$1,200.00
c) Information Kiosk				
Allowance				\$25,000.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$55,730.00
Contingency (5%)				\$2,786.50
TOTAL ESTIMATE				\$58,516.50

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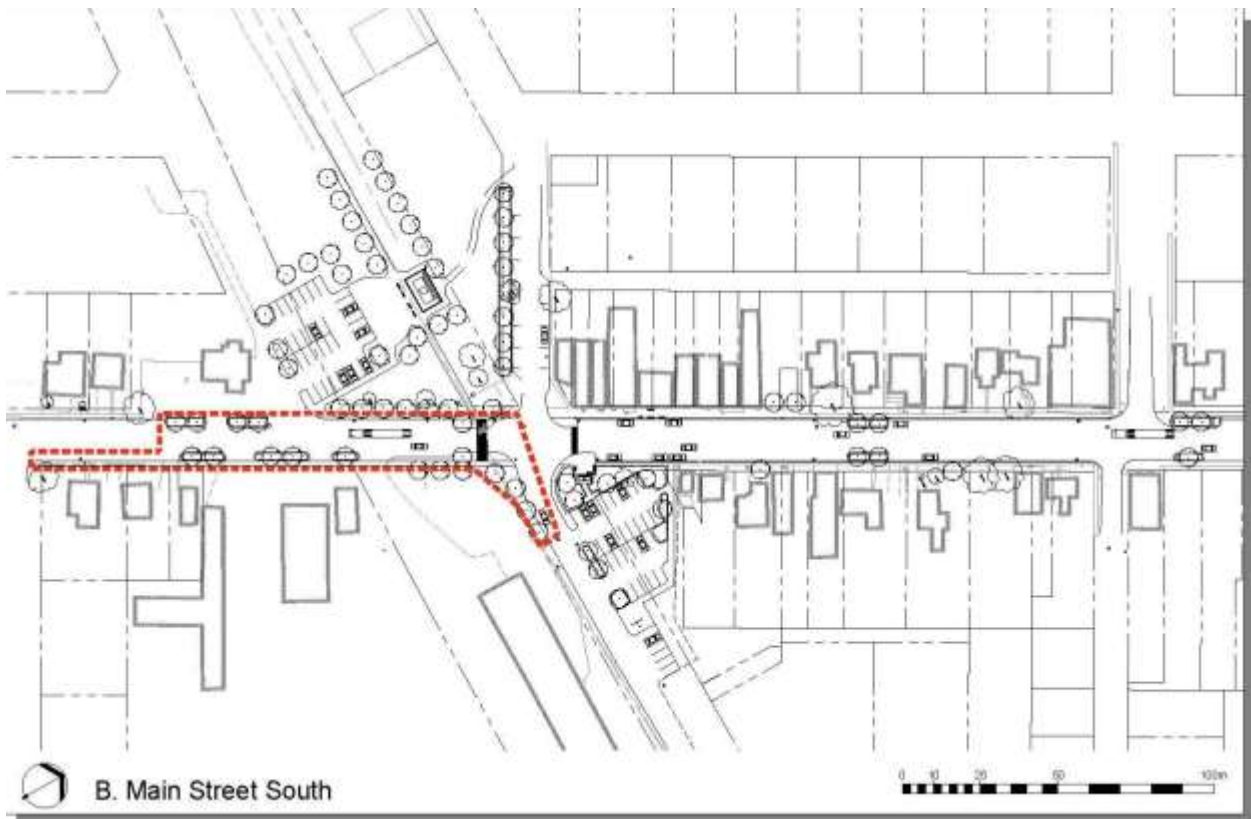
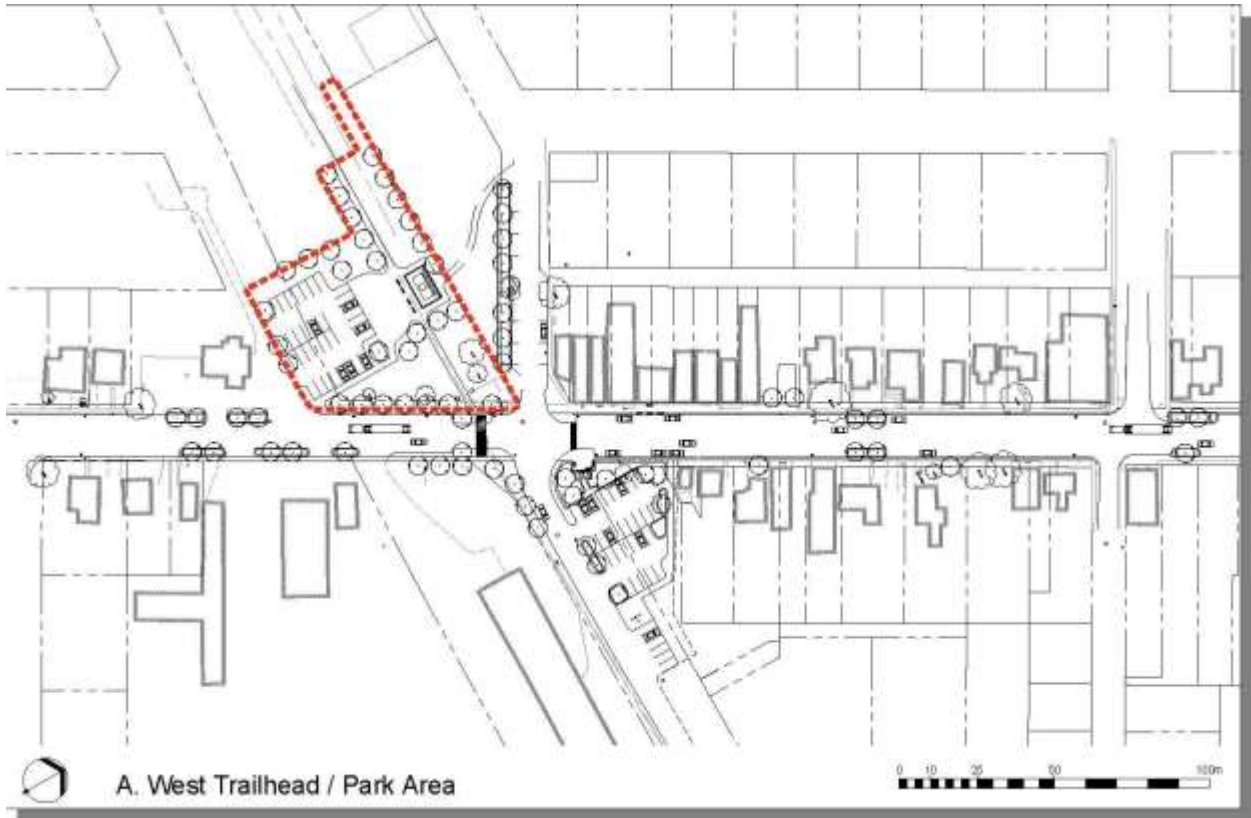
Not included: Traffic management, tree preservation, grading, electrical, plumbing, lighting, signage

E. East Trailhead / Parking Area				
1. PLANT MATERIALS				
				QUANTITY
ITEM	UNIT	COST	QUANTITY	COST
Deciduous Trees (other)	60mmcal	\$550.00	8	\$4,400.00
Shrubs	ea	\$50.00	285	\$14,250.00
Perennials	ea	\$25.00	300	\$7,500.00
SUBTOTAL				\$26,150.00
Mulch Allowance				\$3,800.00
Planting Bed Allowance				\$10,000.00
2. HARD SURFACE				
a) Parking Area				
(concrete curb)	lin m	\$75.00	173	\$12,975.00
(asphalt)	sq m	\$60.00	942	\$56,520.00
b) Walkways				
(Broom finished concrete)	sq m	\$75.00	144	\$10,800.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$125,245.00
Contingency (5%)				\$6,262.25
TOTAL ESTIMATE				\$131,507.25
Not included: Traffic management, tree preservation, grading, lighting, signage				

F. Main Street North (Arthur Street to Blair / John Street)				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	7	\$3,850.00
Street Trees (other)	60mmcal	\$550.00	3	\$1,650.00
SUBTOTAL				\$5,500.00
Mulch Allowance				\$675.00
Planting Bed Allowance				\$4,000.00
Sod (bump-outs)	sq m	\$6.00	144	\$864.00
2. HARD SURFACE				
a) Bump-Outs				
(concrete curb)	lin m	\$75.00	77	\$5,775.00
b) Sidewalk accent paving				
(Unit pavers on ultrabase)	sq m	\$150.00	170	\$25,500.00
(concrete curb)	lin m	\$75.00	310	\$23,250.00
3. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$2,500.00	4	\$10,000.00
b) Trash Receptacles				

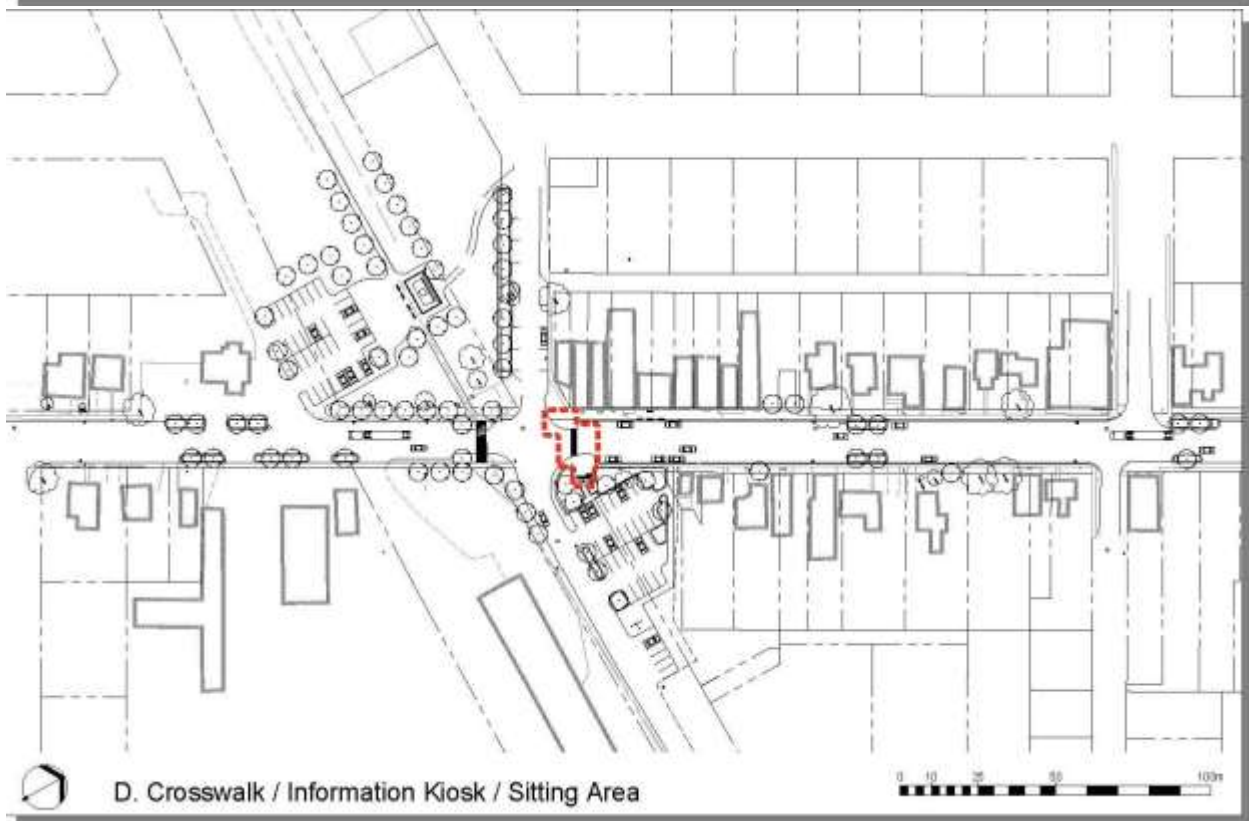
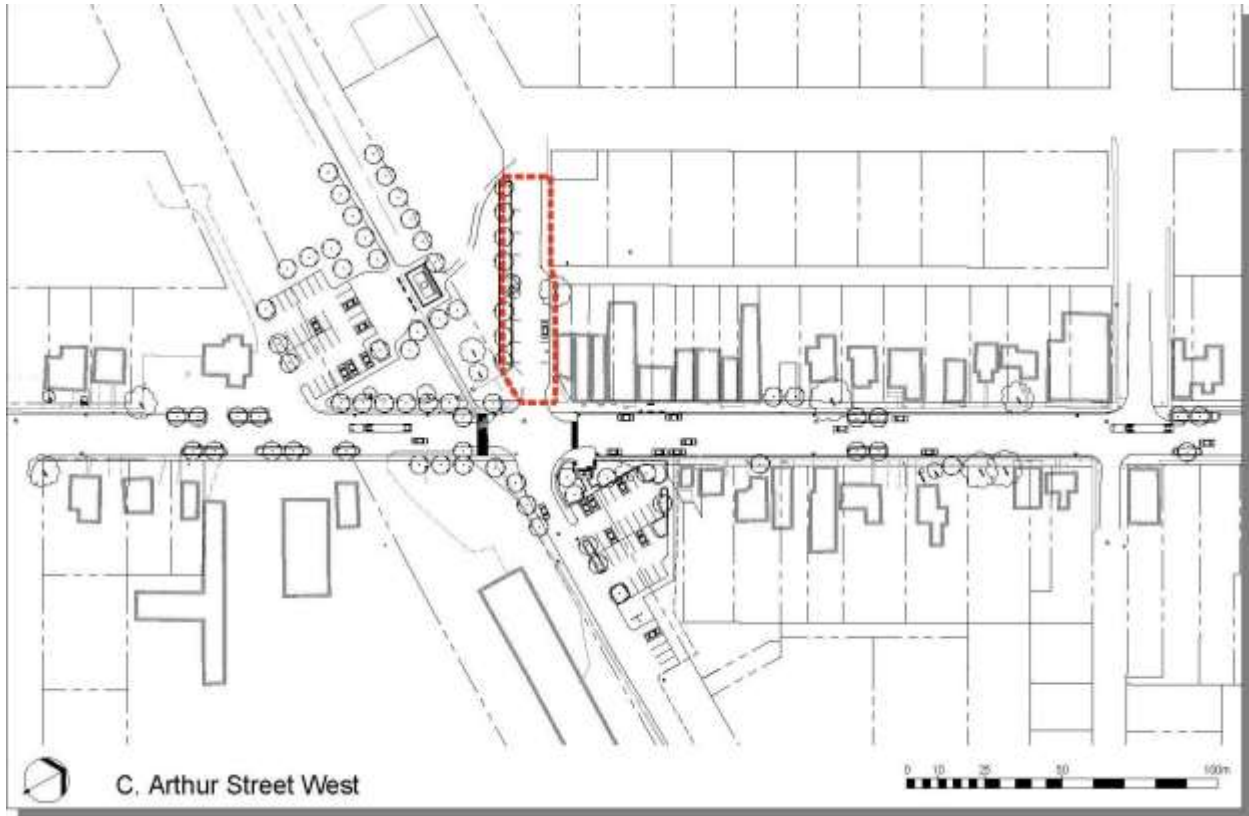
By 'Maglin' or approved alternate	ea	\$1,200.00	2	\$2,400.00
c) Decorative Entry Sign				
(masonry wall with welcome signage)	allowance		1	\$10,000.00
4. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$92,964.00
Contingency (5%)				\$4,648.20
TOTAL ESTIMATE				\$97,612.20
Not included: Traffic management, tree preservation, lighting, asphalt, new sidewalk paving				

SUMMARY	
A. Main Street South	\$81,373.95
B. West Trailhead / Parking / Plaza	\$365,069.25
C. Arthur Street East	\$28,050.00
D. Crosswalk / Kiosk / Sitting Area	\$58,516.50
E. East Parking / Trailhead Area	\$131,507.25
F. North Main Street	\$97,612.20
TOTAL	\$762,129.15



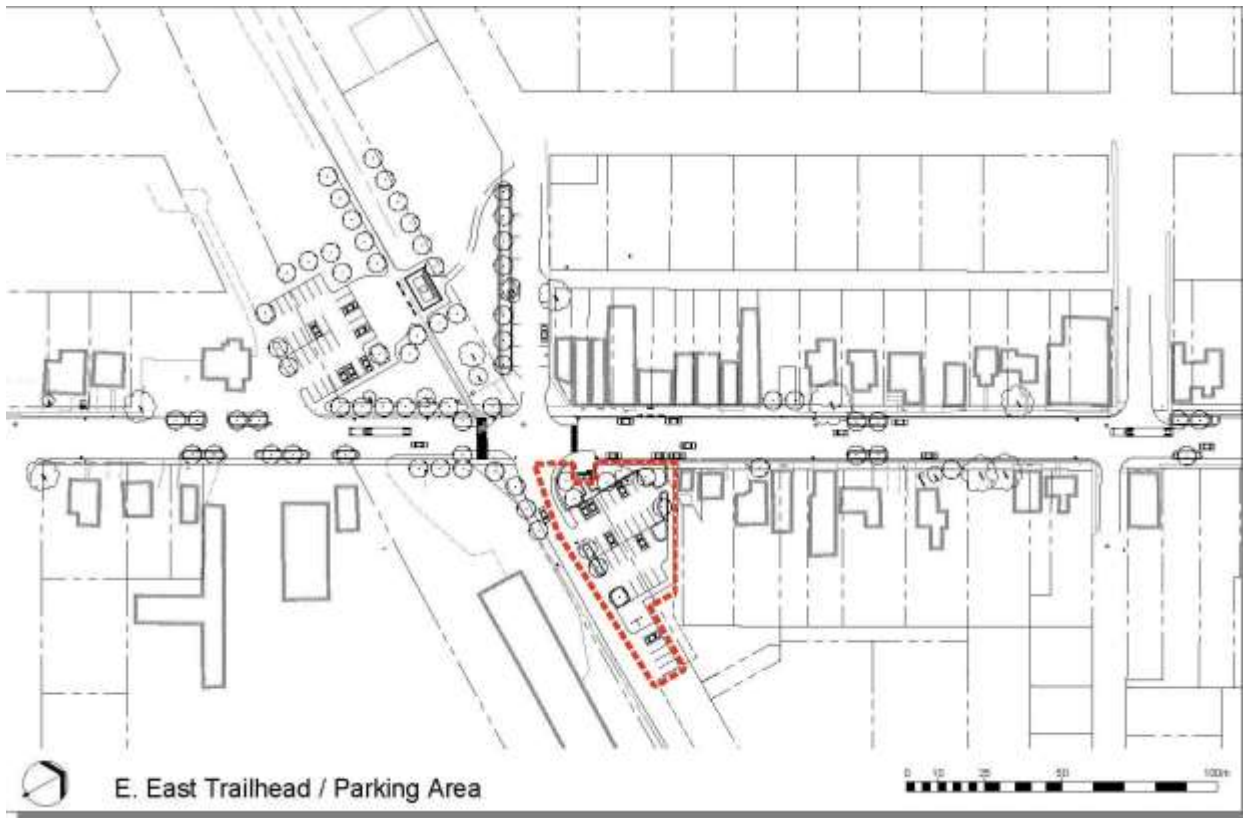
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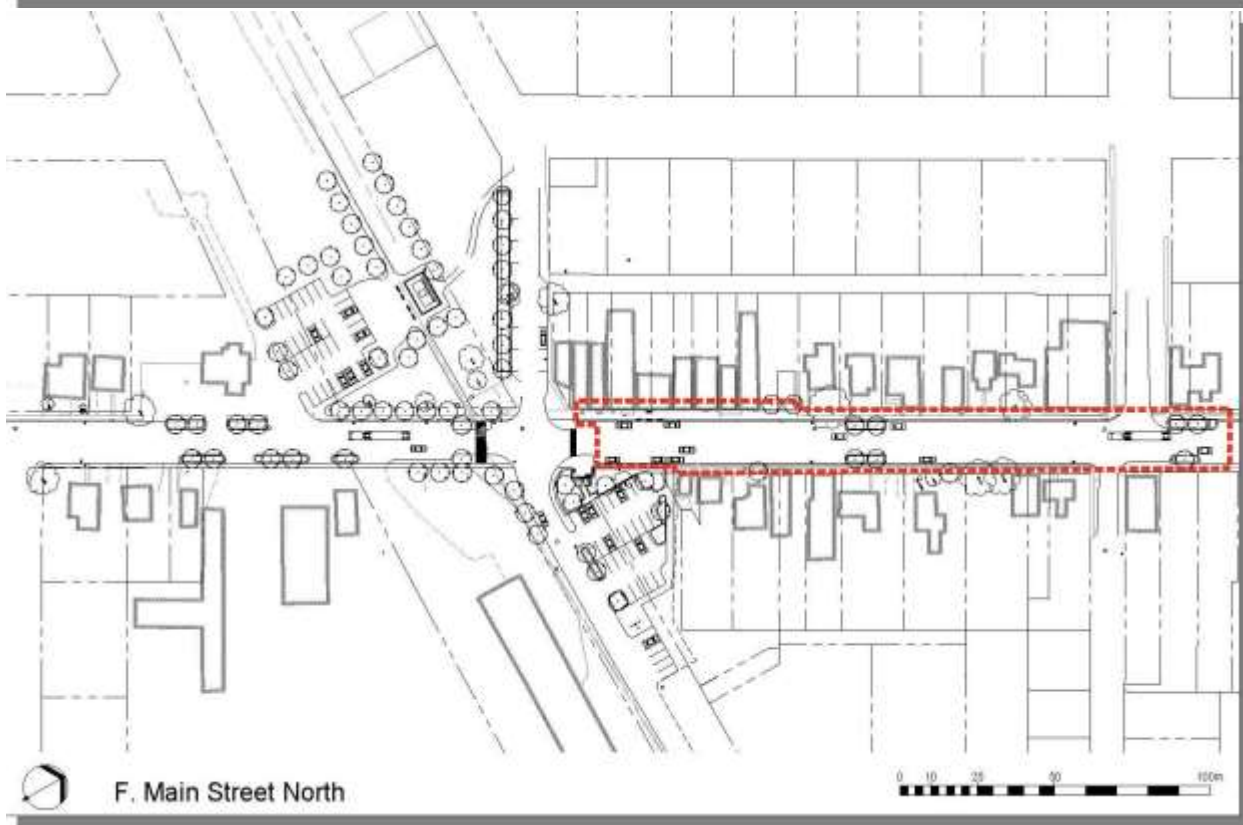


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E. East Trailhead / Parking Area



F. Main Street North

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Listowel Work Units and Estimates

A. Main and Livingstone				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	2	\$1,100.00
Shrubs	ea	\$50.00	54	\$2,700.00
Perennials	ea	\$25.00	60	\$1,500.00
SUBTOTAL				\$5,300.00
Mulch Allowance				\$800.00
Planting Bed Allowance				\$2,000.00
2. HARD SURFACE				
a) Bump-Outs				
(concrete curb)	lin m	\$75.00	72	\$5,400.00
b) Intersection / crosswalk paving				
(pavers on concrete base)	sq m	\$220.00	450	\$99,000.00
c) New sidewalk / decorative paving				
(broom finished concrete)	sq m	\$75.00	30	\$2,250.00
(unit pavers on ultrabase)	sq m	\$75.00	44	\$3,300.00
d) Decorative Entry Signs				
(masonry wall with welcome signage)	allowance	\$10,000.00	2	\$20,000.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$143,050.00
Contingency (5%)				\$7,152.50

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TOTAL ESTIMATE	\$150,202.50
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Not included: Traffic management, tree preservation, lighting, asphalt

B. Main and Argyle

1. PLANT MATERIALS

ITEM	UNIT	COST	QUANTITY	
			QUANTITY	COST
Street Trees (bump-outs)	60mmcal	\$550.00	4	\$2,200.00
Shrubs	ea	\$50.00	45	\$2,250.00
Perennials	ea	\$25.00	50	\$1,250.00
SUBTOTAL				\$5,700.00

Mulch Allowance **\$800.00**

Planting Bed Allowance **\$1,700.00**

2. HARD SURFACE

a) Bump-Outs

(concrete curb) lin m \$75.00 70 **\$5,250.00**

b) Intersection / crosswalk paving

(pavers on concrete base) sq m \$220.00 24 **\$5,280.00**

c) New sidewalk

(unit pavers on ultrabase) sq m \$150.00 173 **\$25,950.00**

3. REMOVALS ALLOWANCE **\$5,000.00**

Subtotal **\$49,680.00**

Contingency (5%) **\$2,484.00**

Streetscape Masterplans

TOTAL ESTIMATE	\$52,164.00
Not included: Traffic management, tree preservation, lighting, asphalt	

C. Main and Wallace				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
1. HARD SURFACE				
a) New curb				
(concrete)	lin m	\$75.00	144	\$10,800.00
b) Intersection / crosswalk paving				
(pavers on concrete base)	sq m	\$220.00	960	\$211,200.00
2. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$227,000.00
Contingency (5%)				\$11,350.00
TOTAL ESTIMATE				\$238,350.00
Not included: Traffic management, grading, lighting				

D. Parkette - Main St. E				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
1. PLANT MATERIALS				
Street Trees (bump-outs)	60mmcal	\$550.00	3	\$1,650.00
Shrubs	ea	\$50.00	95	\$4,750.00

Streetscape Masterplans

Perennials	ea	\$25.00	100	\$2,500.00
SUBTOTAL				\$8,900.00
Mulch Allowance				\$1,300.00
Planting Bed Allowance				\$3,400.00
2. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$2,500.00	3	\$7,500.00
b) Trash Receptacles				
By 'Maglin' or approved alternate	ea	\$2,200.00	1	\$2,200.00
c) Bike Racks				
By 'Maglin' or approved alternate	ea	\$1,200.00	1	\$1,200.00
d) Sitting Area paving				
(unit pavers)	sq m	\$150.00	20	\$3,000.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$32,500.00
Contingency (5%)				\$1,625.00
TOTAL ESTIMATE				\$34,125.00
Not included: Traffic management, lighting				

E. Main and Wellington				
1. PLANT MATERIALS				
			QUANTITY	
ITEM	UNIT	COST	QUANTITY	COST

Street Trees (bump-outs)	60mmcal	\$550.00	3	\$1,650.00
Shrubs	ea	\$50.00	45	\$2,250.00
Perennials	ea	\$25.00	50	\$1,250.00
SUBTOTAL				\$5,150.00
Mulch Allowance				\$775.00
Planting Bed Allowance				\$1,650.00
2. HARD SURFACE				
a) Bump-Outs				
(concrete curb)	lin m	\$75.00	67	\$5,025.00
b) Bump-out / crosswalk paving				
(pavers on concrete base)	sq m	\$220.00	55	\$12,100.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$29,700.00
Contingency (5%)				\$1,485.00
TOTAL ESTIMATE				\$31,185.00
Not included: Traffic management, lighting, asphalt				

F. Main and Davidson					
1. PLANT MATERIALS					
ITEM	UNIT	COST	QUANTITY	QUANTITY	COST
Street Trees (bump-outs)	60mmcal	\$450.00	4		\$1,800.00
Shrubs	ea	\$50.00	40		\$2,000.00

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Perennials	ea	\$25.00	45	\$1,125.00
SUBTOTAL				\$4,925.00
Mulch Allowance				\$750.00
Planting Bed Allowance				\$1,500.00
2. HARD SURFACE				
a) Bump-Outs				
(concrete curb)	lin m	\$75.00	82	\$6,150.00
b) Intersection / crosswalk paving				
(pavers on concrete base)	sq m	\$220.00	470	\$103,400.00
c) Decorative Entry Sign				
(masonry wall with welcome signage)	allowance	\$10,000.00	2	\$20,000.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$141,725.00
Contingency (5%)				\$7,086.25
TOTAL ESTIMATE				\$148,811.25
Not included: Traffic management, tree preservation, lighting, asphalt				

G. Wallace Mid-Block Planters				
1. PLANT MATERIALS				
			QUANTITY	
ITEM	UNIT	COST	QUANTITY	COST
Relocate existing tree boxes	ea	\$100.00	6	\$600.00
Shrubs	ea	\$50.00	60	\$3,000.00

Streetscape Masterplans

Perennials	ea	\$25.00	65	\$1,625.00
SUBTOTAL				\$5,225.00
Mulch Allowance				\$875.00
Planting Bed Allowance				\$2,200.00
2. HARD SURFACE				
a) Raised Planters				
(concrete)	lin m	\$100.00	66	\$6,600.00
b) Decorative sidewalk paving				
(unit pavers on ultrabase)	sq m	\$150.00	102	\$15,300.00
3. REMOVALS ALLOWANCE				
				\$5,000.00
Subtotal				\$35,200.00
Contingency (5%)				\$1,760.00
TOTAL ESTIMATE				\$36,960.00
Not included: Traffic management, asphalt, lighting				

H. Wallace and Inkerman					
1. PLANT MATERIALS					
ITEM	UNIT	COST	QUANTITY	QUANTITY	COST
Street Trees (tree boxes)	40mmcal	\$350.00	6	6	\$2,100.00
Shrubs	ea	\$50.00	30	30	\$1,500.00

Streetscape Masterplans

Perennials	ea	\$25.00	35	\$875.00
SUBTOTAL				\$4,475.00
Mulch Allowance				\$750.00
Planting Bed Allowance				\$1,100.00
2. HARD SURFACE				
a) Crosswalks				
(unit pavers on concrete base)	sq m	\$220.00	115	\$25,300.00
b) Sidewalk accent paving / Plaza				
(unit pavers on ultrabase)	sq m	\$150.00	150	\$22,500.00
c) New Parking Area - Inkerman				
(concrete curb)	lin m	\$75.00	124	\$9,300.00
(asphalt paving)	sq m	\$60.00	550	\$33,000.00
3. LANDSCAPE STRUCTURES				
a) Benches				
By 'Maglin' or approved alternate	ea	\$2,500.00	4	\$10,000.00
b) Trash Receptacles				
By 'Maglin' or approved alternate	ea	\$2,200.00	1	\$2,200.00
c) Community Information Sign				
Digital signage	allowance			\$50,000.00
4. REMOVALS ALLOWANCE				
				\$5,000.00
Subtotal				\$163,625.00
Contingency (5%)				\$8,181.25
TOTAL ESTIMATE				\$171,806.25

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Not included: Traffic management, lighting

I. Wallace Ave. North				
1. PLANT MATERIALS				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Street Trees (bump-outs)	60mmcal	\$550.00	3	\$1,650.00
Street Trees (Tree planters)	40mmcal	\$350.00	4	\$1,400.00
Shrubs	ea	\$50.00	85	\$4,250.00
Perennials	ea	\$25.00	90	\$2,250.00
SUBTOTAL				\$9,550.00
Mulch Allowance				\$1,500.00
Planting Bed Allowance				\$3,100.00
2. HARD SURFACE				
a) Bump-Outs				
(concrete curb)	lin m	\$75.00	67	\$5,025.00
b) Decorative Entry Sign				
(masonry pillar with signage)	allowance	\$10,000.00	1	\$10,000.00
3. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$34,175.00
Contingency (5%)				\$1,708.75
TOTAL ESTIMATE				\$35,883.75
Not included: Traffic management, tree preservation, lighting, asphalt				

J. Wallace and Elizabeth				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
1. HARD SURFACE				
a) New curb				
(concrete)	lin m	\$75.00	46	\$3,450.00
b) Intersection paving				
(pavers on concrete base)	sq m	\$220.00	382	\$84,040.00
2. REMOVALS ALLOWANCE				\$5,000.00
Subtotal				\$92,490.00
Contingency (5%)				\$4,624.50
TOTAL ESTIMATE				\$97,114.50
Not included: Traffic management, tree preservation, lighting				

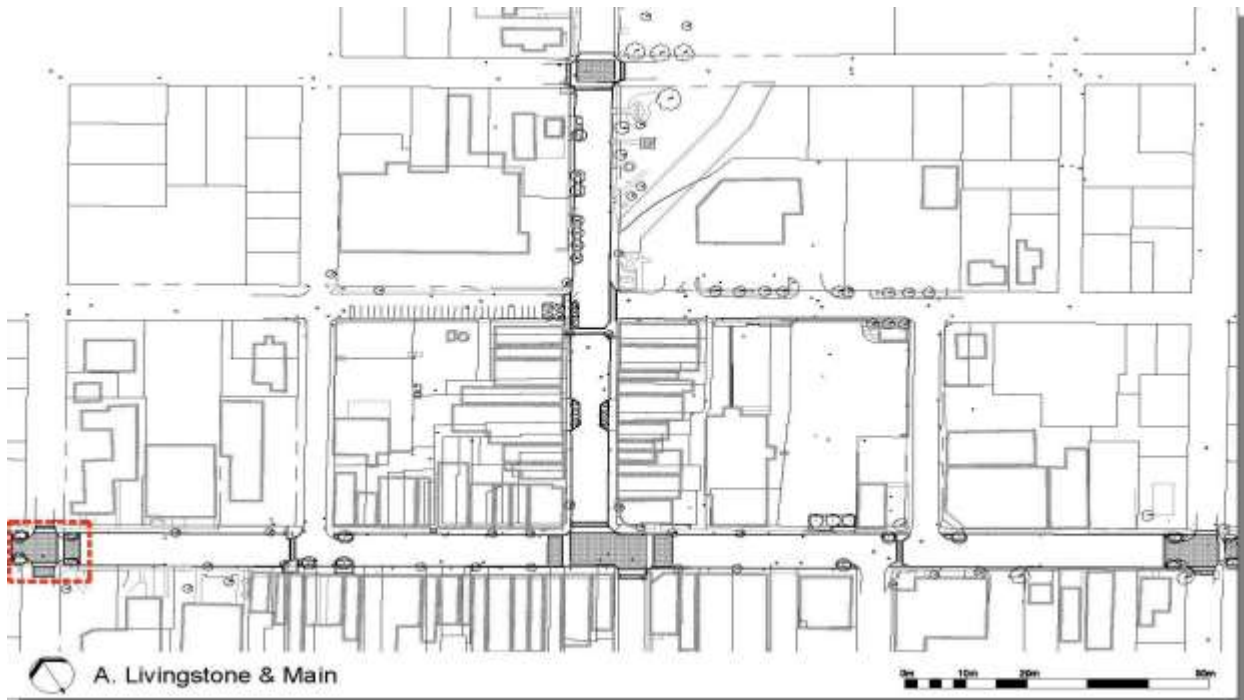
K. New Curb, Sidewalk & Accent Paving				
ITEM	UNIT	COST	QUANTITY	QUANTITY COST
Assumes concrete curb, 1.2m wide concrete sidewalk, and 0.3m wide unit paver accent band				
Area 1	lin m	\$188.00	168	\$31,584.00
Area 2	lin m	\$188.00	176	\$33,088.00
Area 3	lin m	\$188.00	154	\$28,952.00
Area 4	lin m	\$188.00	188	\$35,344.00

Streetscape Masterplans

Area 5	lin m	\$188.00	152	\$28,576.00
Area 6	lin m	\$188.00	191	\$35,908.00
REMOVALS ALLOWANCE				\$20,000.00
Subtotal				\$193,452.00
Contingency (5%)				\$9,672.60
TOTAL ESTIMATE				\$203,124.60
Not included: Traffic management, tree preservations lighting				
Concrete curb	lin m	\$75.00	1	\$75.00
Concrete sidewalk (1200mm width)	sq m	\$75.00	1.2	\$90.00
Unit paver banding (300mm width)	sq m	\$150.00	0.3	\$45.00
Total per linear metre of sidewalk				\$210.00

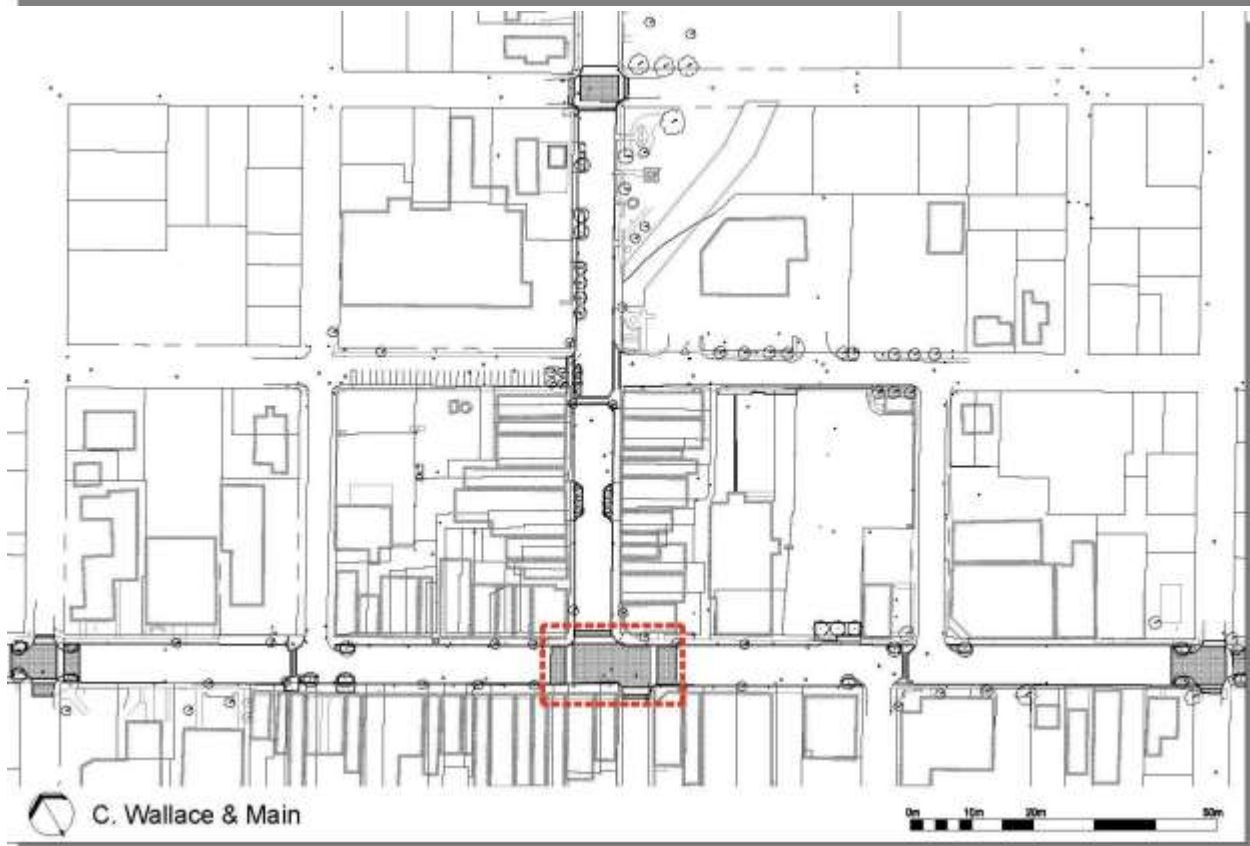
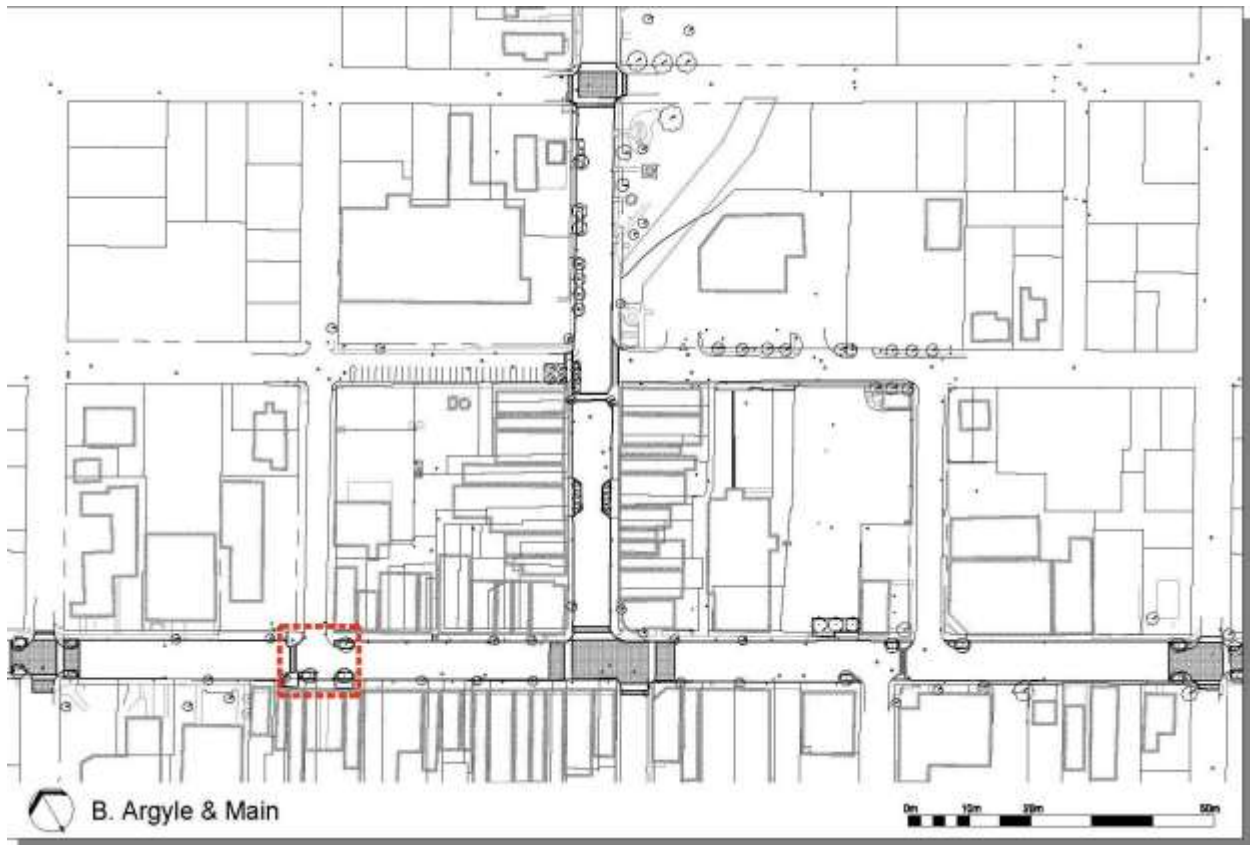
SUMMARY

A. Main & Livingstone	\$150,202.50
B. Main & Argyle	\$52,164.00
C. Main & Wallace	\$238,350.00
D. Parkette - Main St. East	\$34,125.00
E. Main & Wellington	\$31,185.00
F. Main & Davidson	\$148,811.25
G. Wallace Mid-Block Planters	\$36,960.00
H. Wallace & Inkerman	\$171,806.25
I. Wallace North	\$35,883.75
J. Wallace & Elizabeth	\$97,114.50
K. Sidewalk areas 1-6	\$203,124.60
TOTAL	\$1,199,726.85



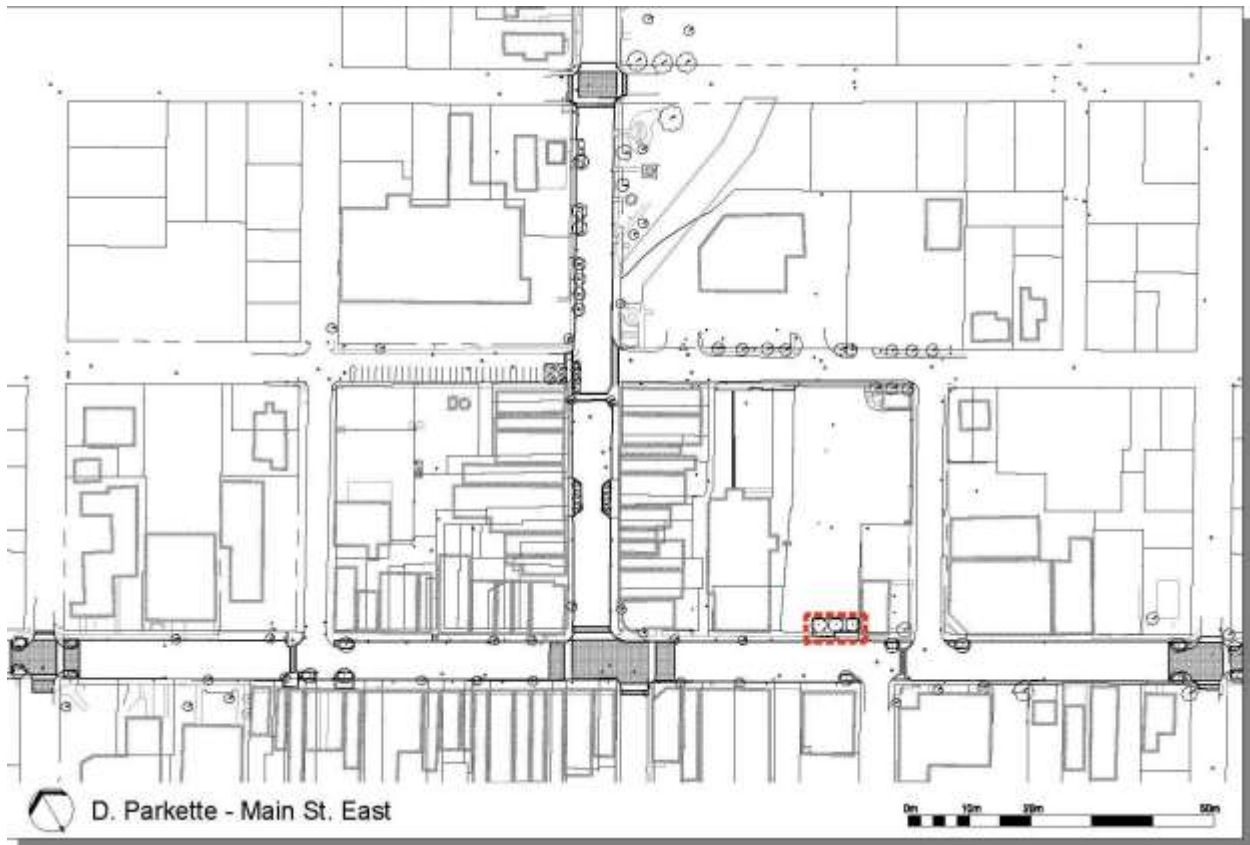
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D. Parkette - Main St. East

0m 12m 24m 50m

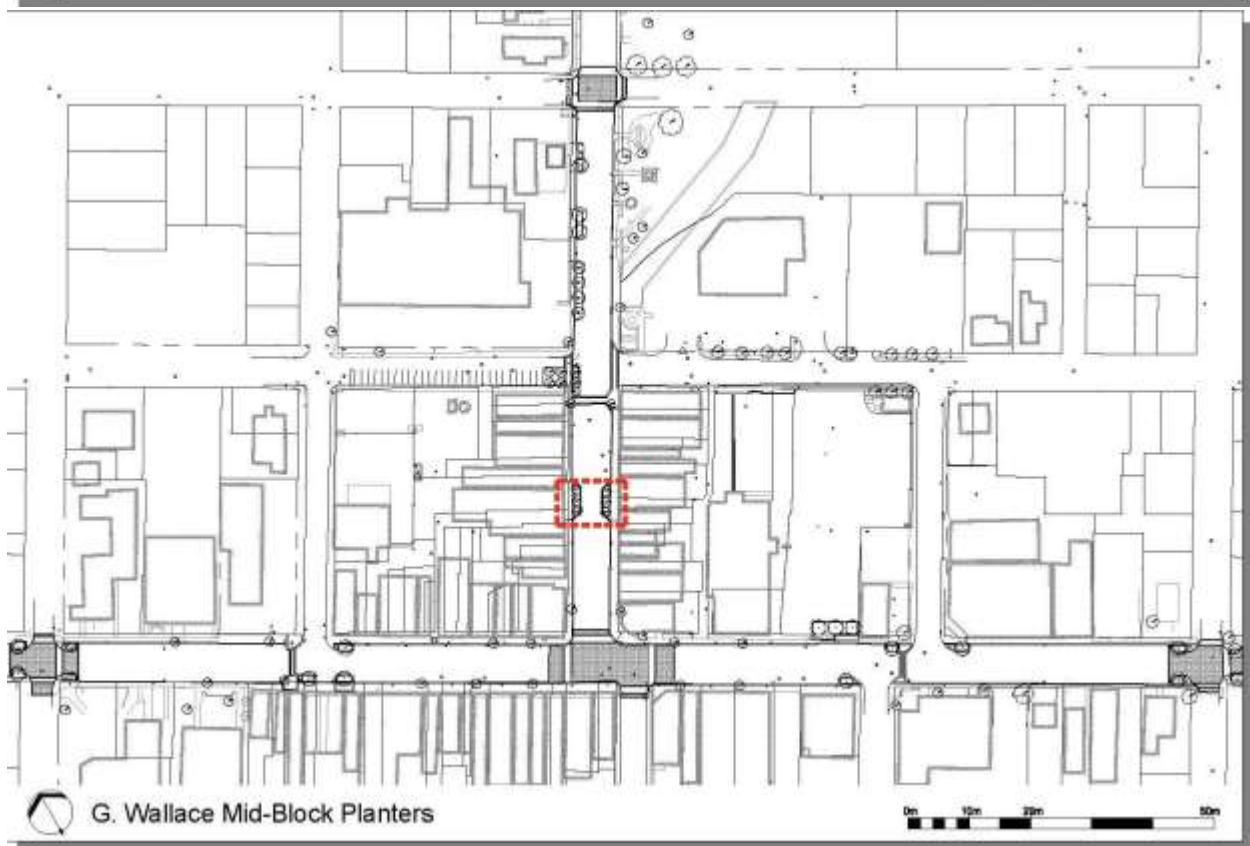
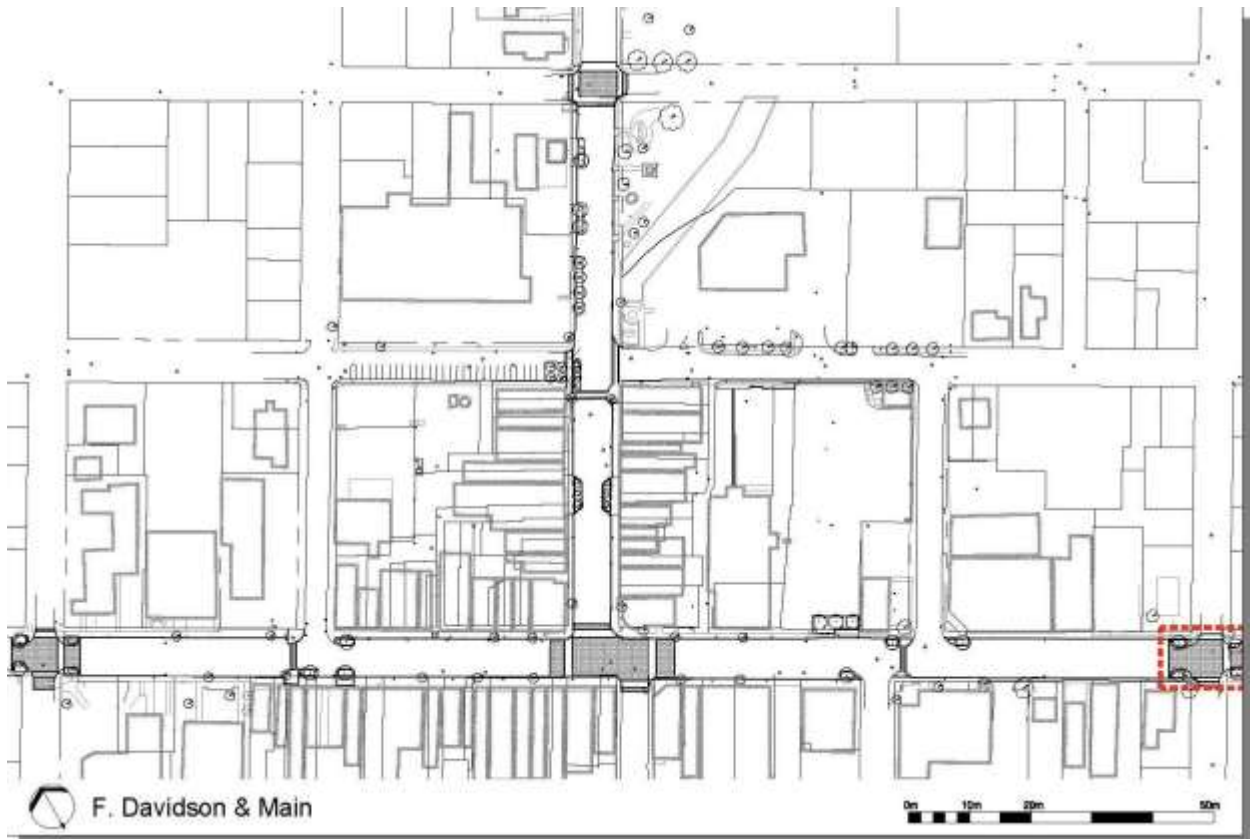


E. Wellington & Main

0m 12m 24m 50m

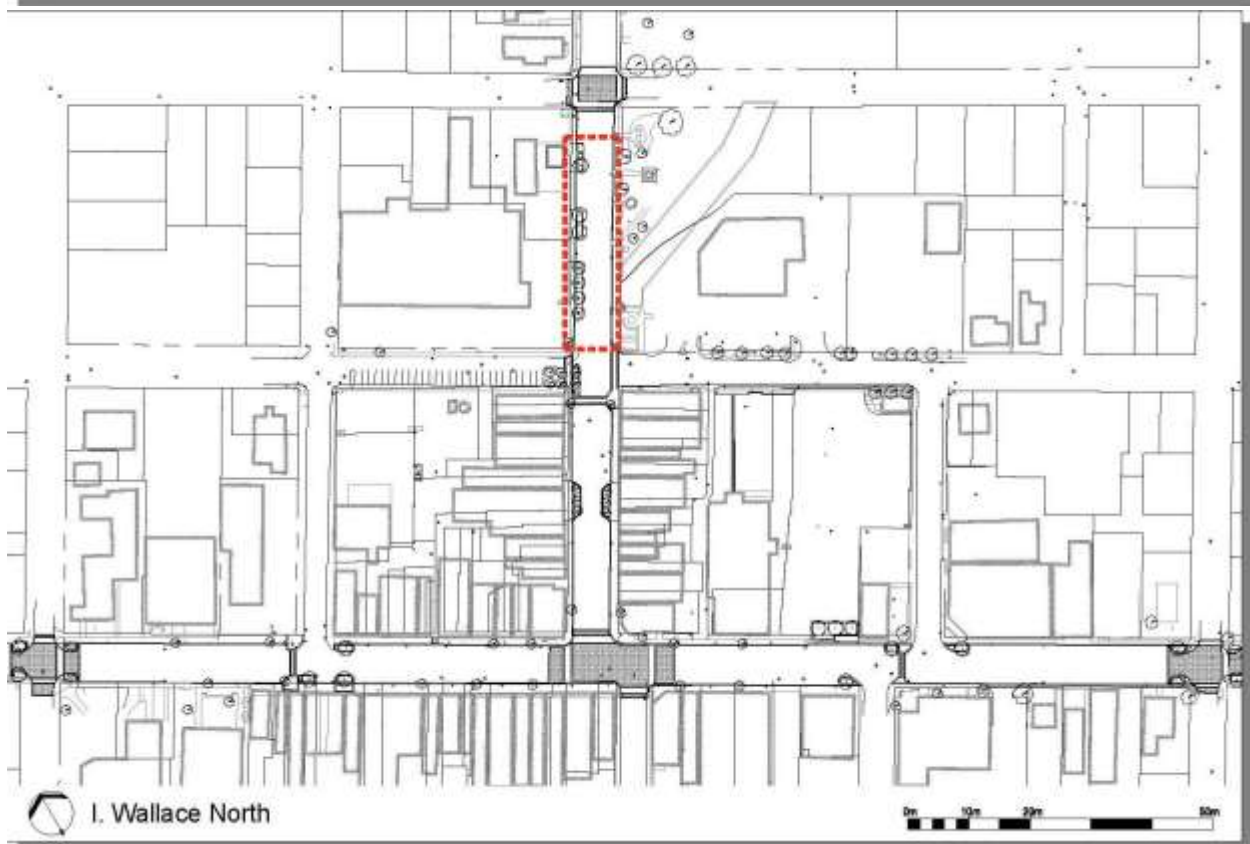
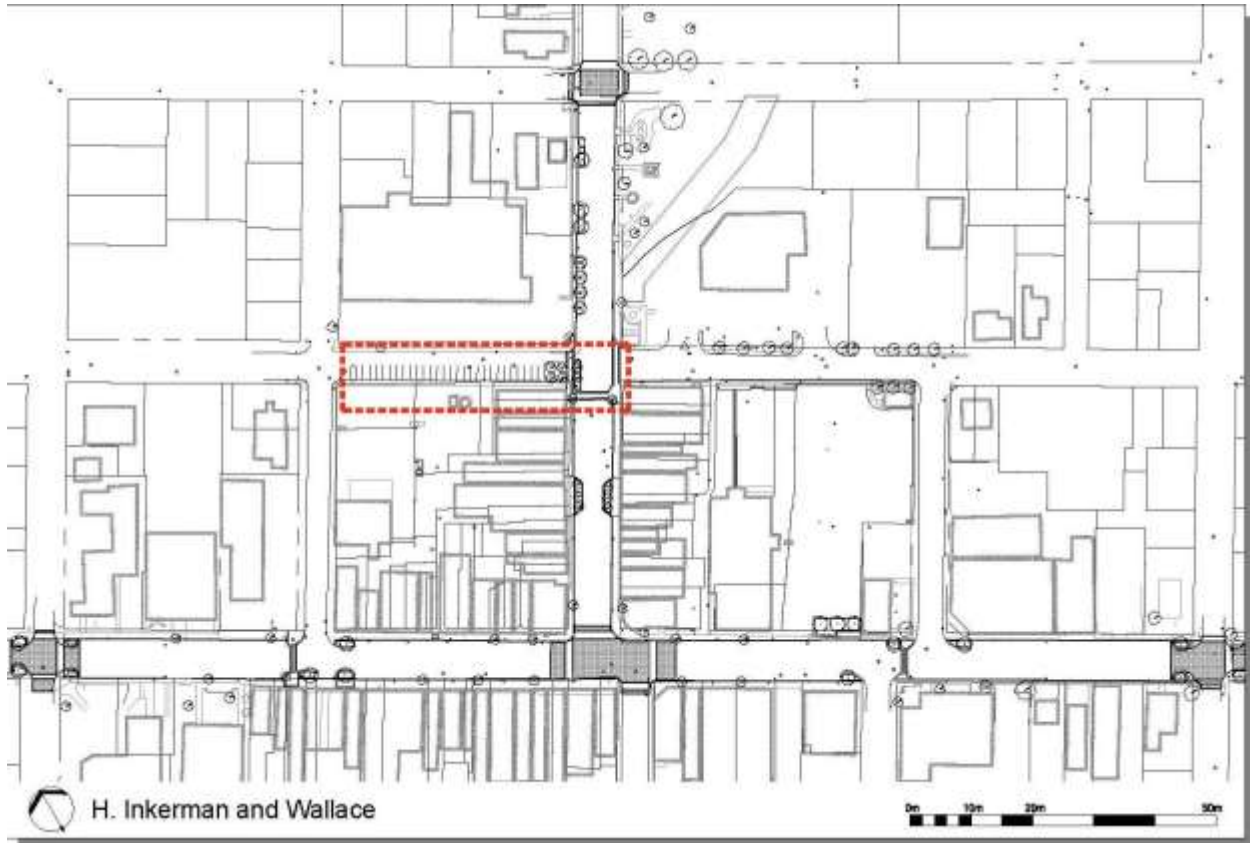
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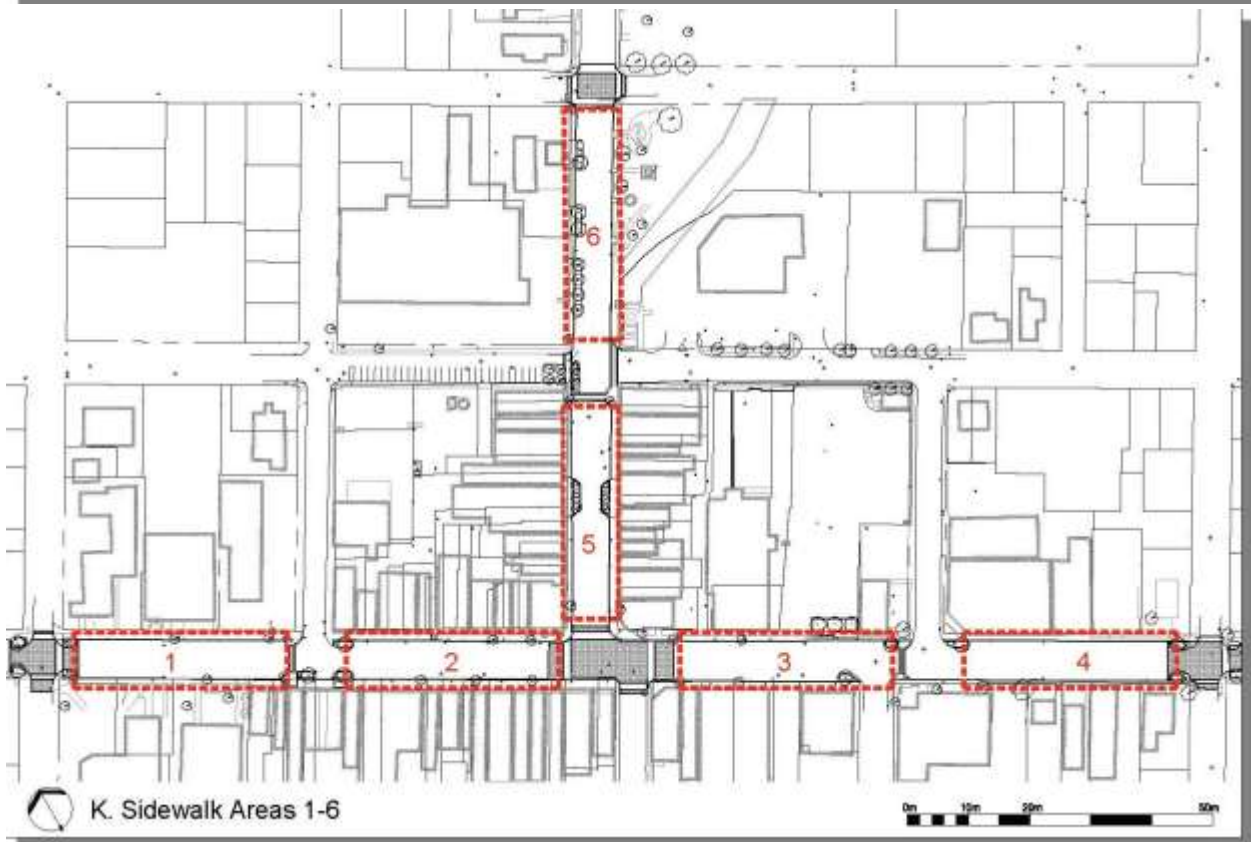
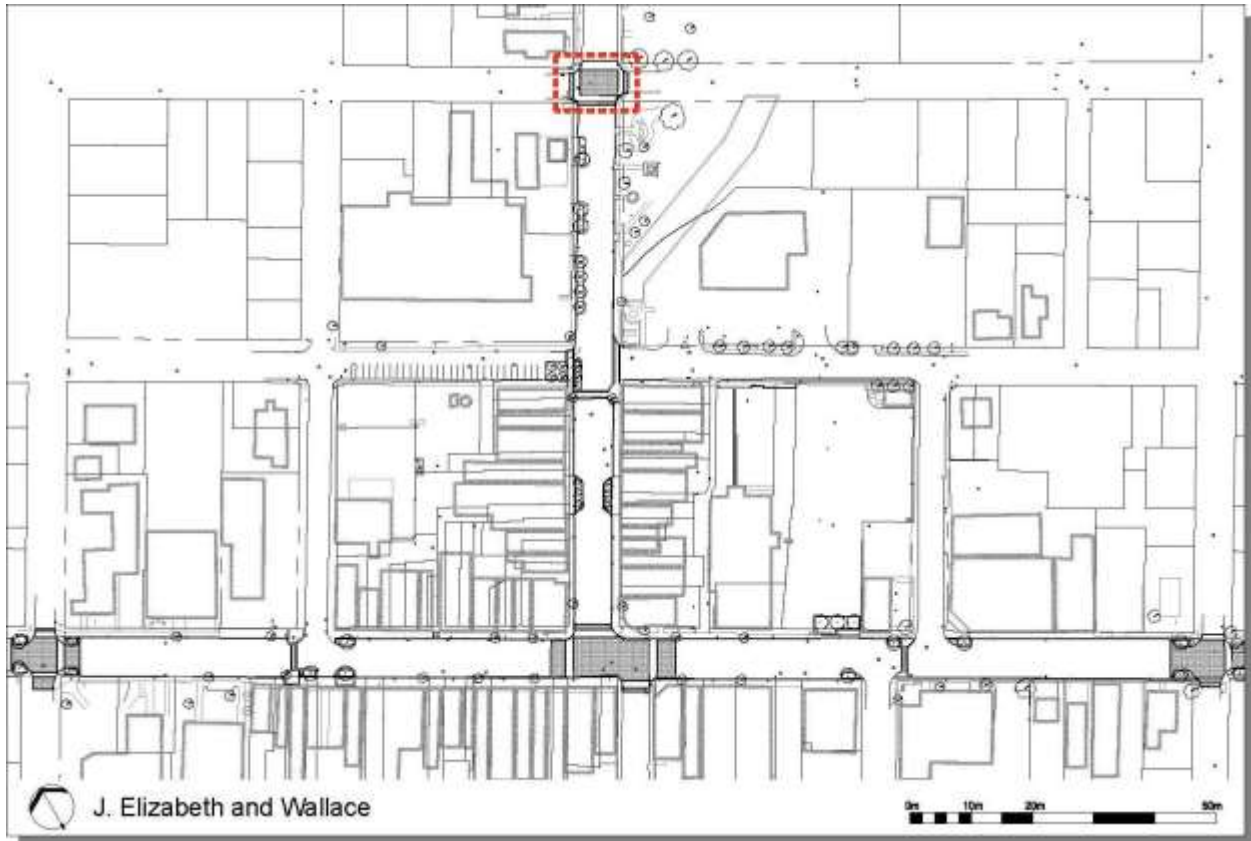
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Appendix B: Furniture & Signage Survey and Results



NORTH PERTH STREET FURNITURE SURVEY

The Municipality of North Perth has initiated a Streetscape Improvement Project for the downtown core areas of Listowel, Atwood, and Monkton. The goal of the project is to develop a Streetscape Design, which will help to achieve a number of downtown revitalization and beautification goals, including a coordinated street furniture and signage program.

We would like your input in selecting options for street furniture and community information signage. We hope you will take the time to complete this short survey and let us know your thoughts.

Please return to: **Office of the Municipality of North Perth**
330 Wallace Ave. N.
Listowel
ON N4W 1L3

DEADLINE: MARCH 10, 2014
Thank you!

1. Please review the following four bench styles and rank them from 1 (like most) to 4 (like least):

	1	2	3	4
Style A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Style B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Style C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Style D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Style A



Style B

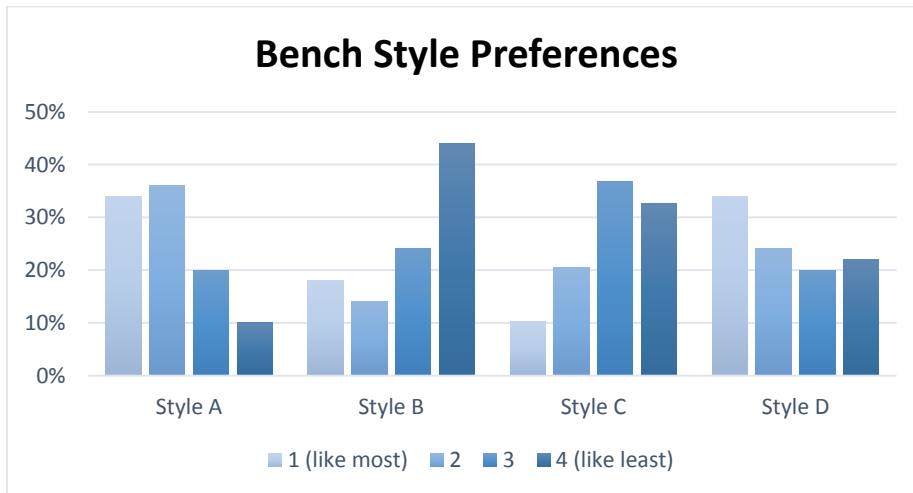


Style C



Style D

Results



Comments

- Not needed.
- I like the traditional ones. Also the ones that won't hold water after a rain.
- With Style A, I like the classic look and I especially like the coordinating waste bins and planters where an excellent opportunity exists to bring colour for each season in flowers, greenery etc. I don't think colour should be incorporated in the benches themselves - they need to be neutral for future additions to the streetscape and are less likely to become dated looking.
- Nice style...looks easier to maintain [Style C].
- The seat would have to drain easily.
- Depends on the cost.
- Not sure if this is the right time to spend money on benches.
- The downtown looks fine.
- Seeing the community character attributes on these would be great!
- Make sure they are high enough for those that have accessibility issues whether it's a wheelchair or hip replacements etc.
- How hot do the steel seats get in the summer sun? Will legs in shorts get burned? Never mind the bricks on the ground around seats. They are a pain in the a\$\$ for us cane/walker users!
- I really don't like benches with a divider in the middle. Less people can sit on them at a time (especially when you have kids with you. The divider takes the space of a whole kid)
- A or D but have seen ones I have liked better elsewhere.
- This in no way takes away from price being a factor. It would be nice if the prices were included.

2. Please indicate which material you prefer:

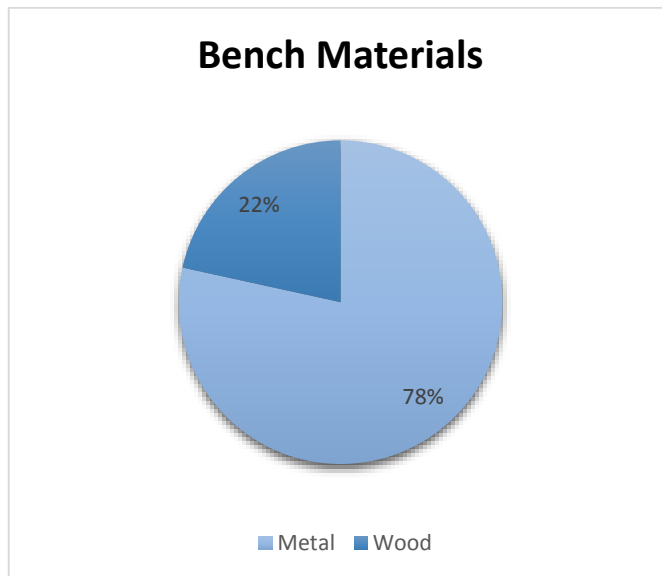


Metal



Wood

Results



Comments

- Not needed.
- Metal would require less maintenance and last longer.
- Wood can be high maintenance and seem to be more prone to vandalism (graffiti, carving, etc)
- The wood is nice, but imagine upkeep would cost more than metal style. That said, Metal is first choice, provided it is not too hot in summer for people to sit on. If it is, it defeats the purpose.
- I would think that the metal will last longer
- No splitting, aging [with metal]
- Depends on the cost
- I think that metal would last longer
- Metal would be too hot in summer to use and cold in winter
- [Metal] looks nicer and can handle the cold!
- I like the look of the all metal one, however I am concerned that it would get hot in the sun, but on the other hand how long will the wood last?
- [Metal is] much easier to maintain
- Too much maintenance with wood.
- Prefer wood BUT will wood stand up to the morons who insist on trashing everything. Just as apt to be a bonfire as not.
- I find wood benches break down quicker. Then you get benches missing a plank. Very uncomfortable.
- Seems metal would outlast wood, so it would be a more logical material to use.

3. In order to enhance the community identity of North Perth, the street furniture can be customized in various ways, including colour and laser-cut designs. Designs could incorporate:

- The North Perth logo
- Iconic images of North Perth (e.g. clock tower in Listowel)
- Famous North Perth residents / historic figures
- Community mottos or other words
- Other (please use comments section)

Please review the following three example images and indicate which approach you think would work best for North Perth (select one). Feel free to use the comments section to explain your answer.



Custom laser cut design

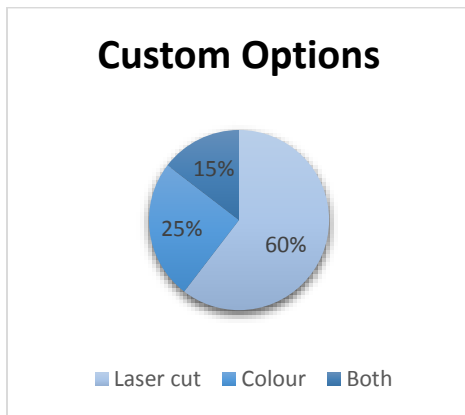


Custom colours



□ *Custom colour and laser cut design*

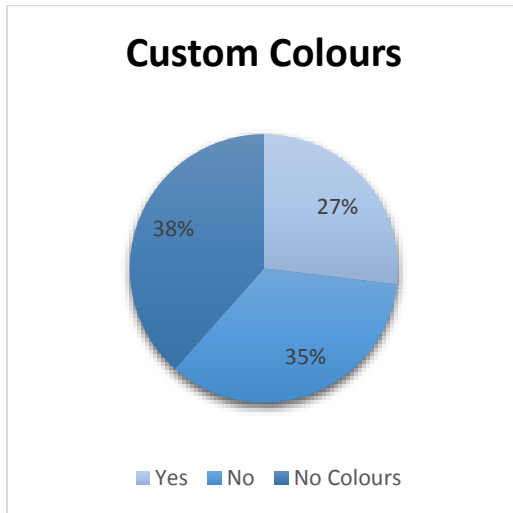
Results



Comments

- Really not needed.
- No to customization period. No laser cuts or colours. keep it simple
- leave them plain and classic looking
- A neutral color would be much more attractive and pleasing to more people.
- I think the laser cut design can be used to distinguish each community's identity.
- I am on the fence about a colour for each community. In one way, I think "we are all North Perth" and should all be the same colour scheme. However, I appreciate that each community has a local identity.
- From a practical standpoint, if they were all the same, it would be easier to move them from location to location over time as needed.
- Definitely use the character trait words.
- Depends on the cost
- I don't think "branding" is necessary. People just want a place to sit
- I would say although I really like the black & red I may be more upkeep.
- Would love to see the Community of Character words on the benches throughout North Perth
- It would be cool to have a laser cut with the character words. Also a colour that doesn't get too hot in the summer would be nice.
- I believe we should Use Red and Black as our city colors. They seem to fall in line with our Hockey team colors which we are known for.

4. If custom colours are used for the street furniture, should a unique colour be used for each community (Monkton, Atwood, & Listowel)?



5. If yes, what colours do you think are most appropriate for each community?

Comments

- Definitely not needed.
- Listowel - yellow. Atwood - purple. Monkton - orange
- You would please fewer people by trying to use custom colors.
- Keep it black - classy looking, easy to repaint if chipping/wearing occurs
- We are one municipality. It should be the same that way no one can complain about who got what.

- Perhaps staying with the already logo colours
- green red blue
- I believe there would be less maintenance if custom colours were not used as you don't have to worry about repainting them. However, if custom colours were used, I think the colours should be kept the same in all communities. It will make the community feel like a whole and then the benches can be used for each community within the community if need be.
- Listowel-Red, Atwood-Yellow, Monkton -Orange
- Listowel: more modern colours, Atwood/Monkton: more rustic
- Monkton – Orange, Atwood – Yellow, Listowel - Blue
- If all the same colour they can be interchanged from place to place.
- Should be uniform colours throughout to tie all together as North Perth. The colours should be the North Perth Flag colours, yellow and blue I believe.
- I'm new to the area so I really don't know about Monkton and Atwood but I think green would be nice for Listowel. A nice pale one.
- It helps to preserve the unique identity of each community while keeping the same look consistency.

6. Please review the following three bike rack options and rank them from 1 (like most) to 3 (like least). Note that the colour can be changed.

	1	2	3
Style A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Style B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Style C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Style A

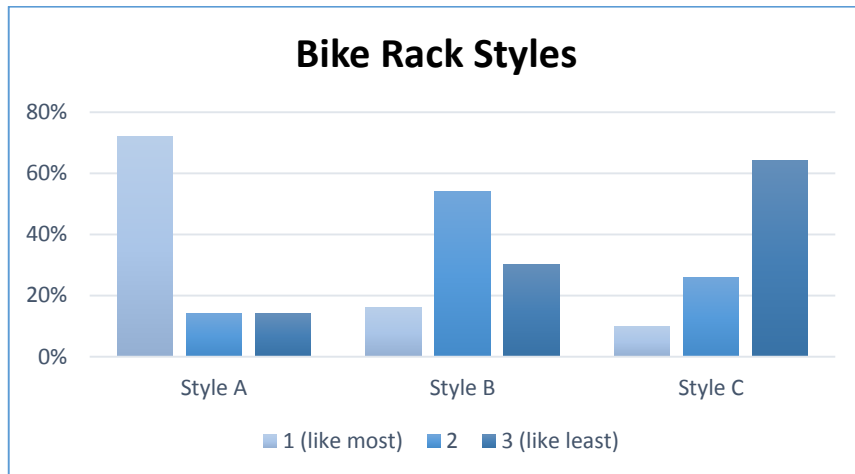


Style B



Style C

Results

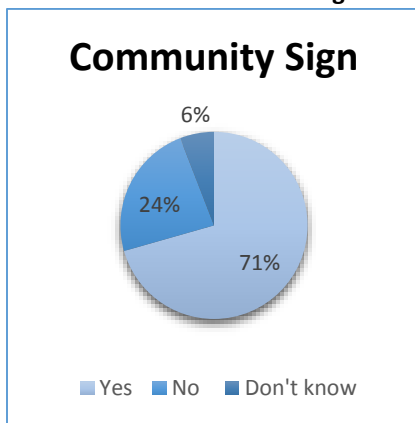


Comments

- Now you are getting there.
- Style B looks easier to use.
- Although I like these designs, some thought should be put into making the bike racks portable so they can be moved to areas where there is the most usage. This can change over time.
- Many people do not know how to use style b or c properly.
- The cheapest
- I am a bicyclist so would use these more than most people
- they need to be spaced so that you can get the most amount of bikes attached
- How does one "rack" a bike in any of these? Sorry but I can't picture any of these holding a bike - in particular #2 which appears to be a 5 foot waste of space .
- Post and circle work best with more types of bikes.

For Listowel only:

7. Some community members have expressed interested in having a community information sign or kiosk installed in the downtown core of Listowel, to promote local events and businesses. Do you think Listowel would benefit from something like this?



Comments

- Why?
- If properly placed, I think this could be very beneficial.
- We have the sign at the Chamber Office and banners that hang over Main Street.
- Go to the library there's a community board there already
- yes I would attend more if new when and where they were being held and times
- I see them in other communities and when I drive by them I always read them. They catch the eye of drivers/pedestrians
- Something close to Mitchell's sign.
- Something else for the "trash-it gang".
- I am new to town. Information is super helpful.
- As long as it could be sighted properly without distracting drivers.
- Maybe we could feature a different local business every week or month in the kiosk. This would promote some of those small little upstarts that no one knows about yet. Kind of like the display at the North Perth public library that has an artist of the month with some of that person's work on display. Just an idea.
- If everyone used Social Media to its potential no additional costs would be needed to install a sign or kiosk.

8. If yes, what format do you think would work best? (Please refer to example images below).

- Large digital sign visible to drivers (similar to signs in Mitchell and Exeter)
- Small digital sign oriented towards pedestrians (could include business directory)
- Kiosk for flyers / posters etc. (could include business directory)
- Other (please explain)



Large digital sign visible to drivers



Small digital sign for pedestrians

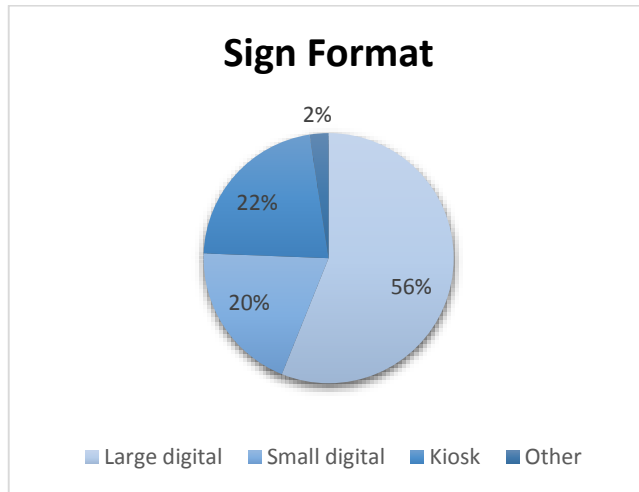


Kiosk for posters, business directory



Streetscape Masterplans

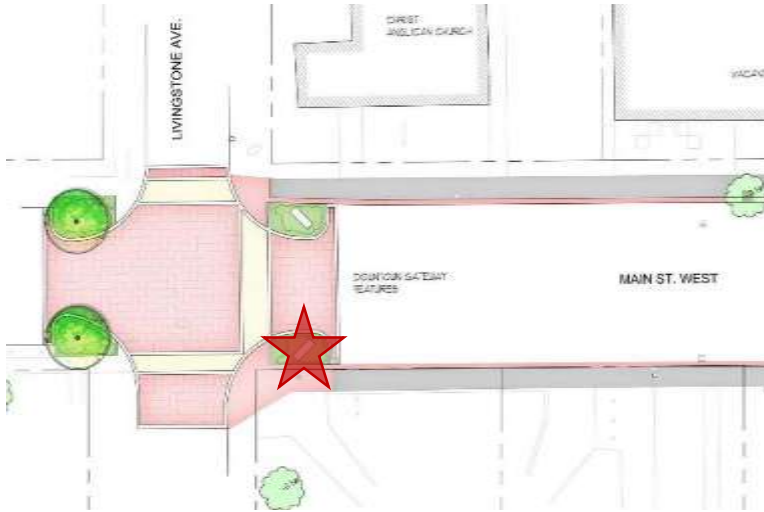
Results



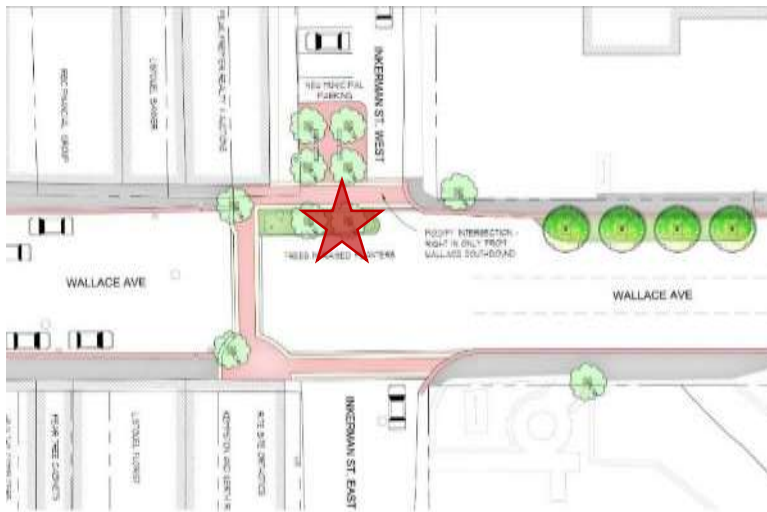
Comments

- How about proper street lighting, traffic lights to keep our community and visitors safe?
- I think the kiosk is more likely to be vandalized and is more labour intensive to keep information up to date
- Convert the downtown gazebo by clock tower into a small information booth that a student could man in the warmer seasons. Also have a digital kiosk on outside of info Centre for upcoming events, or for general info when info center is closed. One of my favourite things about North Perth is the personal connections we make with others, so I think we need a person to connect with people when they have questions.
- No need to distract drivers - enough going on.
- Large digital sign better in large open areas such as the new future arena. A kiosk sign would be great in smaller areas like the downtown core or library
- you could have something similar to what they have in Stratford where you are able to post your own posters
- I think a sign drivers could see would be distracting and not have much information. It would be nice to have something like the Ontario kiosks at the OnRoute stations. Amherstburg Ontario also has some nice kiosks.
- I like the Kiosk.....but if digital is selected....it should be large.

9. Below are two possible locations for a community information sign. Which do you think would work best?



Main Street West at Livingstone Ave. (in front of the library)



Wallace Ave. North at Inkerman Street.

Results



10. Is there another location that might work well? Please explain.

- In front of library is closer to the Board of Trade information office and library where more information can be obtained.
- The east side of Wallace at Inkerman is more open and visible than the west side. I think we need to be careful not to put the sign where there is already a lot going on. The Library is already congested with traffic, school crossing, and pedestrian crossing close by so I don't like that location. Motorists are already distracted.
- See above. Converting the gazebo on Wallace into an info centre/kiosk.
- outside of daylight triangle....comply with Zoning by-law
- Future Arena, Small Kiosk in park by poll/ splash pad
- maybe even both spots
- At the Municipal Office
- I like Option 2. As well, a dual sided sign to view coming and going.
- Atwood. Too many signs in downtown Listowel as it is.....
- I am not sure that either of the locations is appropriate with the location of a crosswalk and a student crossing having an additional visual distraction for drivers is not a good idea. Possibly on the lawn by the Municipal office or the Cenotaph park would be better locations.
- I think a sign drivers could see would be distracting and not have much information. It would be nice to have something like the Ontario kiosks at the OnRoute stations. Amherstburg Ontario also has some nice kiosks.

11. Do you have any other thoughts or comments regarding street furniture for North Perth?

- Where are the crosswalks? The bike lanes, street lighting and better traffic flow? Why slap a pretty sticker over something that is in desperate need of other things besides all of this?
- Keep it at a minimum as it requires maintenance, gets in the way of street cleaning and snow removal
- Vendors should be as local as possible.
- Consistency among all North Perth communities is essential (benches, colours, etc.). This shows travellers that we are all part of North Perth.
- Using the Character traits in downtown banners (off of light posts), benches, etc., shows travellers that they are welcome, and will be treated with respect when they come visit us or choose to live here.
- Choose something that will stand the test of time. Not something trendy
- The survey results/answers could have been on one page. Would save me printing it all out. (paper copy before link)
- I don't think this is the time to be spending money on streetscape design or furniture
- Keep the design of the benches simple but elegant. Don't clutter the downtown core with too many benches. Perhaps if the youth of the community are involved in installing the benches they may think twice before vandalizing them in the future. Just a thought public washrooms downtown would be nice.
- I am one of many that use these from time to time and just don't walk by which i feel my opinion means a little more and that they aren't just for looks
- Seeing the community of character attributes along with town events and/or services will greatly benefit the community!
- And who is paying for all this jazz?
- There need to be more benches in the park. Especially around the splash pad. I shouldn't have to bring a chair with me! (The ground is too wet to sit on). There should be more garbage cans outside the downtown "core". I live near the high school and my yard gets covered with trash! And it's not like the kids have a place to put it. Put a garbage can near Main and Maitland for them to use.

- Needs to be comfortable, low maintenance, weather resistant, distinguished and somewhat discreet as the plantings and signage should be the focal point.
- In times of budget cuts it is more important to save money than spend it foolishly. I find this whole process to be a waste of taxpayers' dollars. I am pretty sure that there would be staff members that work for the municipality (or volunteers) that could come up with these ideas without having to pay consultant fees.

Thank you for taking the time to complete this survey – we value your feedback!

Appendix C: Streetscape Masterplans